



PORT of TOWNSVILLE
Nexus North Queensland

Appendix E Community Consultation Report

Townsville Marine Precinct Project
Environmental Impact Statement



COMMUNITY CONSULTATION

TOWNSVILLE MARINE PRECINCT PROJECT
ENVIRONMENTAL IMPACT STUDY

FINAL REPORT

10TH JUNE 2009

PREPARED FOR:
PORT OF TOWNSVILLE LTD



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EXECUTIVE SUMMARY

The Townsville port is situated between the mouth of the Ross River and the mouth of Ross Creek in Cleveland Bay. With increasing trade and commercial and residential growth in Townsville, strategic planning activities for the city have focussed on providing opportunities to relocate existing commercial marine facilities located around Ross Creek, Ross River and South Townsville into a new purpose-built 34 hectare facility at the mouth of Ross River, adjacent to Benwell Road, see Figure 1. This proposal is known as the Townsville Marine Precinct Project (TMPP).

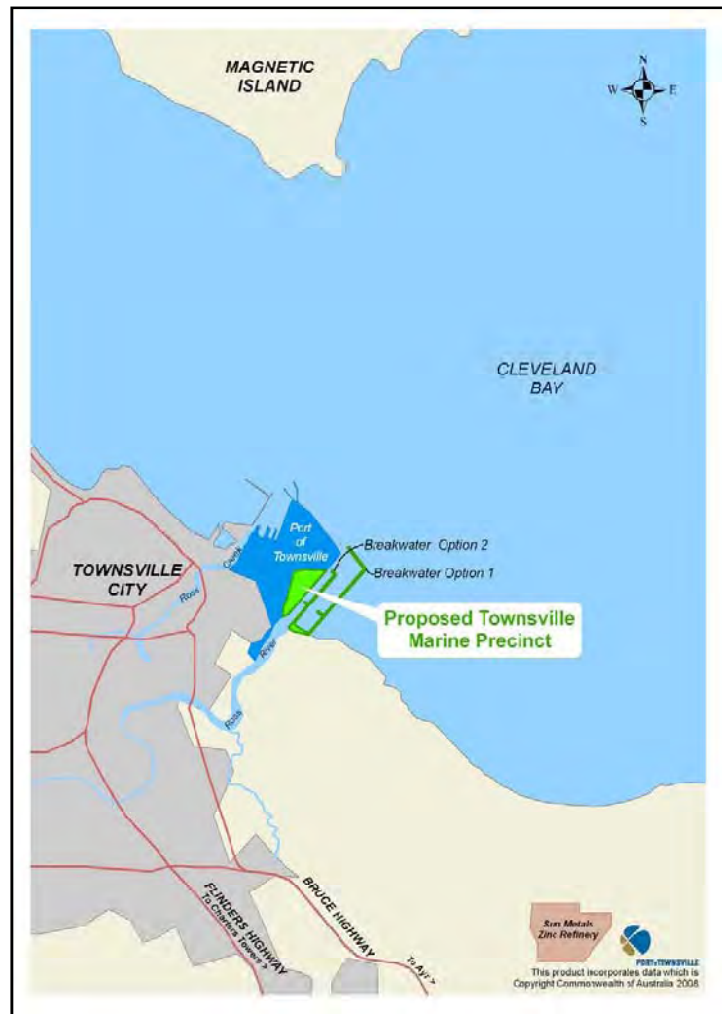


Figure 1. Location of the Townsville Marine Precinct Project.

The TMPP was declared a 'significant project for which an Environmental Impact Statement (EIS) is required' pursuant to s26 (1) (a) of the *State Development and Public Works Organisation Act 1971(Qld)* (SDPWO Act) on 22 August 2008 by the Coordinator-General (CG). GHD Ltd was contracted by Port of Townsville Limited (POTL) in 2008 to undertake an EIS and Environment and Behaviour Consultants (EBC) was engaged by POTL separately to undertake the community consultation and social impact assessment components of the EIS.

The key objectives of the community consultation component of the EIS were to:

- deliver a fair, equitable and transparent consultation process,
- build relationships with community and stakeholders,
- provide opportunities for all members of the community to provide input, and
- ensure the community was well informed about the project.

The consultation program also aimed to assist and encourage members of the EIS team to gain an understanding of community perspectives and to use local knowledge to add value to the information inputs to the EIS.

‘Community’ in the context of the consultation program for this project, included 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 owners, regional industry and businesses, state government agencies and departments, commonwealth authorities and local government.

The community consultation program was implemented through three phases. The first phase focussed on disseminating information on the project generally and the scope of the EIS to community and stakeholders. The second phase focussed on consulting with, and acquiring information from community and stakeholders. The third phase, which will largely be undertaken when the draft EIS report is released for public comment, involves providing feedback and reporting to community and stakeholders how their input has been included and addressed in the overall study.

A number of community involvement techniques were used throughout the consultation program. These included:

- One-on-one interviews with local residents, businesses and stakeholder groups.
- Distribution of project fact sheets.
- Development of a project website.
- Dedicated email and 1300 telephone number.
- Correspondence to local residents, businesses and stakeholder groups.
- Newspaper advertorials and advertisements.
- Resident call cards.
- Distribution of written questionnaires.

During the consultation period, EBC staff personally visited property owners, residents and businesses in the general proximity of the project. EBC staff also made telephone contact, followed up with personal meetings or distribution of written questionnaires where required, with recreational boat users; commercial boat owners; owners of vessels on pile moorings in Ross River; community interest groups, and traditional owners. Meetings were also held with the relevant local, state and commonwealth government departments and authorities.

The POTL liaised with regional industry and business, state government agencies and departments, commonwealth authorities and local government.

The breakdown of individuals, groups and organisations who actively participated in the consultation is as follows:

- 123 South Townsville residents;
- 7 Boundary Street businesses;
- 8 Ross River upstream businesses and river users;
- 24 owners of vessels on pile moorings;
- 35 South Townsville beach users;
- 20 recreational boat users;
- 18 government agencies and authorities;
- 9 traditional owners;
- 3 other community interest groups;
- 6 conservation groups.

EBC also received 21 public enquiries via the project website, 1300 telephone number or email.

Generally local residents, businesses and stakeholder groups felt that the project was needed and would bring benefits to Townsville and the marine industries in the region generally, however there were concerns raised about the impact of the project on public access to the Benwell Road beach area and the potential impacts on the natural environment of the mouth of Ross River. A large proportion of individuals were undecided about the proposal because of the conceptual nature of information available about its layout and operation.

One of the groups most opposed to the project were Benwell Road beach users who regularly use the beach and inter-tidal zone for activities like dog walking, fishing and family-friendly activities. Many of the beach users are local residents who moved to the suburb to be close to the beach. Even many non beach-going South Townsville residents felt that a compensatory area for recreational activities should be provided near the river, either in the precinct or in the lands vacated upstream. Many felt that the precinct should include board-walks or public viewing areas and access to seafood outlets.

Local residents were also very interested in the future use of the vacant land, with many indicating they would not support high-rise development and wanted to see any redevelopment of the area include public spaces and parks.

Residents located close to the existing marine businesses were keen to see the businesses relocate but those in areas not currently proximate to the marine businesses were concerned about the project generating more traffic in previously quiet streets and potentially generating noise, dust and pollution.

Ross River marine businesses believed there was a lack of information about if and how their businesses would be accommodated in the new precinct and were very concerned about the timing of the precinct in relation to the TPAR bridge forcing them to vacate their current area of operation. All felt their businesses were being put at risk due to the uncertainties surrounding their future location.

Non-marine related businesses on Boundary Street believed they would not be greatly affected by the project and that its construction and operation may positively impact on them. However, some businesses relied heavily on the marine industries and were concerned that if the project did not go ahead and the marine industries relocated elsewhere they could lose the majority of their business.

Owners of vessels on pile moorings were concerned about the future availability of low cost moorings, because of uncertainty about whether the project would include pile moorings for recreational vessels.

Traditional owners were mainly concerned about losing the beach for gathering, hunting and healing and also the potential environmental impacts of reclaiming the inter-tidal habitats near the beach.

Conservation groups were also concerned about the reclamation of the area resulting in loss of habitat for inter-tidal species such as sea-birds and marine mega-fauna (especially dolphins, turtle and dugong). The conservation groups also expressed a concern that the larger breakwater options, especially if connected to the shore, would have impacts on the hydrodynamics of the area, particularly the sand spit which is a known roosting and foraging site for endangered, migratory sea birds.

Government agencies and authorities were interested in the broader social, economic and environmental aspects of the project and the methodology of the technical studies, in particular the baseline monitoring, underpinning the EIS.

1. INTRODUCTION

The TMPP is a proposal for a 34 hectare commercial marine precinct at the mouth of Ross River adjacent to Benwell Road, South Townsville.

The development of the TMPP will allow a number of commercial marine activities from sites upstream of the proposed TPAR bridge on the Ross River to be relocated prior to the completion of the TPAR. POTL envisages that the relocation of these activities will form Stage 1 of the TMPP. The current target completion date for this Stage 1 is June 2011.

GHD has been contracted by POTL to undertake the EIS for the TMPP. The objective of the EIS is to identify potential environmental impacts of the project and propose measures to avoid or manage any identified environmental impacts.

The Terms of Reference for the EIS state that an appropriate public consultation process should be undertaken. EBC has been contracted by POTL to deliver the community consultation and social impact assessment components of the EIS. The AECGroup was commissioned to undertake the economic impact assessment.

2. PROJECT DESCRIPTION

2.1 Project Background

The Port of Townsville is situated between the mouth of the Ross River and the mouth of Ross Creek in Cleveland Bay. Cleveland Bay is defined by Cape Pallarenda and Cape Cleveland and includes Magnetic Island.

With increasing trade and commercial and residential growth in Townsville, strategic planning activities for the city have focussed on providing opportunities to relocate existing commercial marine facilities located around Ross Creek, Ross River and South Townsville into a new purpose-built facility at the mouth of Ross River, the TMPP. The TMPP will incorporate current best practice environmental management.

The concept of a marine precinct located at the mouth of the Ross River has been discussed since the mid 1970s, with the first concept drawings being prepared in 1977. In 1991 the first environmental studies commenced to examine the potential impacts of developing a marine precinct in the eastern port area, with an EIS being finalised in 1995. More recent strategic planning activities in Townsville (Port Development Plan; Townsville City-Port Strategic Plan; Port of Townsville Limited Draft Land Use Plan) focus on the port interface area and provide a coordinated vision for the provision of key infrastructure.

The TMPP will require the reclamation of lands on Lot 773 on EP2211 (Benwell Road) over an area of approximately 34 hectares. The proposal also incorporates the possible construction of a breakwater on the eastern side of the mouth of Ross River to protect the TMPP from sediment infill and the action of waves (see Concept Layout in Appendix 1).

2.2 Project Scope

One of the drivers for the development of the TMPP is the construction of the TPAR by the Department of Main Roads. The TPAR includes a low-level fixed bridge across the Ross River. Figure 2 below depicts the design of the bridge. The bridge will be 7 metres above Highest Astronomical Tide (HAT), which has a programmed completion date for construction of mid 2012.



Figure 2. Artistic representation of the TPAR bridge over Ross River.

The development of the TMPP will allow a number of activities from sites upstream of the bridge to be relocated prior to the completion of the bridge.

POTL envisages that the relocation of these activities will form Stage 1 of the TMPP.

2.3 Project Timing

POTL has sought Expressions of Interest from industry for the development of the TMPP with the tender process anticipated to be completed by May 2009.

The design and construction of Stage 1 of the TMPP is scheduled to commence in late 2009 with an anticipated completion date of mid 2012.

2.4 Environmental Impact Study

GHD has been contracted by POTL to undertake an EIS for the TMPP. The objective of the EIS is to identify any potential environmental impacts of the project and propose measures to avoid or manage the potential impacts that have been identified.

The Draft Terms of Reference for the EIS state that it should provide:

- a description of the relevant aspects of the existing social, economic, natural and built environment;
- a description of the development project and means of achieving the development objectives;
- a definition and analysis of the likely impacts of the development on the environment;
- a framework against which government decision makers can consider the environmental aspects of the project and set conditions for approval to ensure environmentally sound development;
- definition of all significant impacts and measures proposed to mitigate adverse effects; and
- recommendations on the need for and contents of any environmental management plans and/or operational plans to mitigate adverse effects.

3. COMMUNITY CONSULTATION

The Terms of Reference for the EIS state that an appropriate public consultation process should be undertaken. The program should provide ongoing opportunities for community involvement and education and include public meetings, interest group meetings, the production of regular summary information and updates, and other consultation mechanisms as required. The public consultation process should identify broad issues of concern to the local community and interest groups and should continue from project planning through to project commissioning.

EBC has been contracted by POTL to deliver the community consultation and social impact assessment components of the EIS. EBC has acted as independent consultants during the consultation process and were bound by POTL protocols and policies. All consultation materials produced throughout the project have been approved and endorsed by POTL.

The consultation process will be delivered through two stages which include (i) consultation during the development and preparation of the EIS (November 2008 to March 2009); and (ii) consultation undertaken on the release of the draft EIS for public comment.

3.1 Community Consultation Process

At the commencement of the project EBC liaised with POTL to identify consultation objectives, tasks and timelines that formed the basis for the processes outlined in this strategy.

3.2 Community Consultation Objectives

The objectives of the community consultation were to:

1. Implement a consultation process that was fair, equitable and transparent;
2. Build relationships with the community and stakeholders based on trust, openness and respect;
3. Provide opportunities for all members of the community to provide meaningful input at appropriate intervals in the EIS;
4. Ensure the community (the broader Townsville community and stakeholders, as well as the communities and stakeholders directly affected by the project) are well informed about the TMPP and the EIS. Including the relationship between the TMPP and the broader context of port development and contribution to the regional economy;
5. Assist and encourage relevant members of the EIS team to gain an understanding of community issues and concerns with regards to potential social and environmental impacts;
6. Facilitate the use of local community knowledge and expertise in the EIS and project design;
7. Provide appropriate and timely feedback to participants and the community generally on the outcomes of the consultation process, including how community issues are being used and addressed.

3.3 Consultation Phases

The community consultation activities for the TMPP proceeded through three phases. Phase three will be completed when the Draft EIS is released for public comment. The three phases include:

1. Information dissemination
2. Information acquisition
3. Feedback and reporting

The timing of consultation activities were flexible to accommodate if necessary any external events that may influence the effectiveness of the consultation process. Such external events included the release of technical assessments; designs for specific project elements; and the introduction of additional consultation activities to meet the needs of the community and ensure the community consultation objectives were met.

3.4 Background to the Community

At the outset of the project 'community' in the context of the TMPP, included property owners, businesses and residents with geographic proximity to the project and those with an interest in the project generally including residents of Townsville, community interest groups, traditional owners, regional industry and businesses, state government agencies and departments, commonwealth authorities and local government.

3.4.1 The Community in Adjacent Suburbs

The suburbs of South Townsville, Railway Estate, Oonoonba and Cluden are located in proximity to the lower reaches of the Ross River. Residents of South Townsville generally have an interest in the activities at the mouth of the Ross River from an employment, recreation and amenity perspective. Residents of the broader Townsville area have an interest in the commercial and employment opportunities relating to marine industries operating from Ross River.

3.4.2 Businesses and Other Land Owners

There are a number of marine based industries which operate on the north bank of the Ross River upstream of the future TPAR bridge which may be affected by any restrictions to vessels accessing the river upstream from the bridge. The TMPP provides an opportunity for these businesses to relocate.

These businesses include:

1. Townsville Ross River Marina and commercial trawler fleet (marina facilities for the commercial trawler fleet, including a seafood outlet NQ Marine Fresh Seafoods);
2. Rosshaven Marine (slipway and hard-stand facility for commercial and recreational vessels, including a chandlery);
3. Pacific Marine Group (commercial marine construction and maintenance);
4. Riverside Marine (Palm Island barges and Australian Institute of Marine Science (AIMS) research vessels);
5. Harbourside Coldstores; and
6. Curtain Brothers.

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

3.4.3 Community Interest Groups

There are a number of community groups who have shown an interest in the TMPP from an environmental or community amenity perspective. These include.

1. North Queensland Conservation Council;
2. Coastal Dry Tropics Landcare Inc.;
3. SUNFISH (recreational fishing);
4. Commercial Fishers Association;
5. Townsville Bird Observers' Club;
6. Townsville Local Marine Advisory Group (to the Great Barrier Reef Marine Park Authority);
7. Seagrass Watch;
8. Wildlife Preservation Society of Queensland (NQ Branch);
9. Townsville Wildlife Carers;
10. Birds Australia NQ; and
11. Sea Turtle Foundation.

3.4.4 River Users

River users with a direct interest in the project included:

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

3.4.5 Other Project Stakeholders

In addition to the interest groups identified above, there were also a number of additional key stakeholders with an interest in the project. These included:

1. Burdekin Dry Tropics NRM;
2. Aboriginal traditional owners; and
3. Members of the Port of Townsville's Community Partnerships Forum.

3.4.6 Key Project Partners and Government Stakeholders

Key project partners for the project are primarily state government agencies and authorities, and local government. These included:

1. Townsville Enterprise Limited (TEL);
2. Townsville City Council (TCC);
3. Queensland Department of Main Roads (QMDR) ;
4. Queensland Rail (QR);
5. Queensland Transport (QT);
6. Queensland Department of Infrastructure and Planning (DIP); and
7. Queensland Department of Tourism, Regional Development, and Innovation (QTRDI).

There were also a number of other government agencies and authorities, both state and federal, who have an interest in the project either directly through statutory approval responsibilities or from an interest in the integrity of adjacent land or marine environments. These included:

1. Queensland Department of Natural Resources and Water (DNRW);
2. Queensland Department of Primary Industries and Fisheries (DPIF);
3. Queensland Environmental Protection Agency (EPA);
4. Queensland Department of Employment and Industrial Relations (DEIR);
5. Maritime Safety Queensland (MSQ);
6. Queensland Department of Communities (Communities);
7. Queensland Department of Local Government, Planning, Sport and Recreation (DLGPSR);
8. Queensland Health (Health);
9. Great Barrier Reef Marine Park Authority (GBRMPA);
10. Department of Defence (Defence);
11. Commonwealth Department of Environment, Water, Heritage and the Arts (DEWHA).

4. COMMUNITY CONSULTATION TECHNIQUES

A number of community involvement techniques were identified and used in the project. These techniques were selected as they enabled the consultation objectives to be achieved and facilitated the involvement of different stakeholder and special interest groups in the project.

At the time of consultation, artists impressions and detailed layouts of the project (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 project (see Appendix 1). It is therefore likely that on review of more detailed visual representations of the project, there may be some changes to the type and extent of issues and concerns identified by community and stakeholders to date.

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

Appendix 2 provides a summary of the materials produced and used throughout the consultation process. Appendix 3 provides a summary of the consultation methods used for each stakeholder group. Details of all consultations are available on request.

4.1 Stakeholder Database

All consultations, including contacts made through the 1300 telephone number, website and dedicated email address were recorded on a project database. Names, addresses and contact details have been withheld to ensure privacy. The stakeholder database will be made available to POTL and GHD. Refer to Appendix 4 for comments received.

4.2 1300 Telephone Number

A 1300 telephone number was established for the project to enable the community and stakeholders to contact the consultation team through a dedicated telephone number. The 1300 telephone number was listed on all project materials and publications. EBC received and responded to thirteen, 1300 telephone enquiries. The majority of the enquiries were to request a personal consultation.

4.3 Dedicated Email Address

A dedicated email address for the project was established. The email address was recorded on all consultation materials, including fact sheets, advertorials and letters. Seven email inquiries were received during the consultation period.

4.4 Project Website

A project specific webpage was created on the EBC website for the EIS consultation process. The webpage enabled members of the public to receive updates on the project and to submit inquiries and comments directly to the consultation team. EBC responded to seven web based enquiries. In some cases

queries were in relation to Main Roads issues such as bridge design or traffic predictions. Those queries were forwarded to Main Roads who subsequently provided responses on those issues.

The webpage will be further modified on release of the draft EIS so as to enable technical reports and findings from the EIS to be uploaded and made accessible to the broader community in a timely manner during the public comment period.

4.5 Project Fact Sheets

A series of four project fact sheets (Appendix 5, 6, 7 and 8) were developed and distributed to the community through the mail and email, the project website, copies left at public places and on public notice boards.

The fact sheets included:

1. Fact Sheet 1 – Townsville Marine Precinct;
2. Fact Sheet 2 – Environmental Impact Study;
3. Fact Sheet 3 – Benwell Road Beach; and
4. Fact Sheet 4 – Outcomes of Marine Studies.

The objectives of the fact sheets were to provide the community and targeted interest groups with:

1. General information on the project and its status;
2. Responses to common questions raised through the consultation process; and
3. A summary of the outcomes of key technical assessments presented in lay terms, so as to enable the community to readily understand the nature and findings of these assessments.

4.6 Project Advertorials

POTL announced the commencement of the consultation process in a newspaper in the Townsville Bulletin. As well as information on the TMPP, the newspaper article included contact details, including the project 1300 telephone number, email and project web address.

At the conclusion of the consultation period a newspaper advertorial was developed to advise stakeholders and members of the broader community that the consultation period was nearing completion. The advertorial informed people who had not been involved in the consultation process of the need to participate before consultation was completed. The advertorial was published in the Townsville Bulletin on Saturday the 7th of February and in the Townsville Sun on Wednesday the 11th February 2009 (Appendix 9).

4.7 Call Cards

During consultation with residents, call cards (Appendix 10) were left at those houses where the occupant was absent. The call cards provided information on the date the consultant called, a brief summary of the project, including the concept drawing of the TMPP and the 1300 telephone number for interested people to call if they required a consultation. In total 356 call cards were left at South Townsville residences.

4.8 Questionnaires

Five individual questionnaires (Appendix 11) were developed by EBC in conjunction with the POTL and GHD to ensure consultations were targeted and relevant to the relevant stakeholder group.

The *AEC* Group developed a questionnaire (Appendix 12) for EBC to provide to upstream river businesses. The answers would inform the economic impact assessment.

As well as targeted questions, proponents were given the opportunity to comment on any project issues they thought warranted.

A total of 214 questionnaires were completed by the following stakeholder groups:

1. South Townsville residents;
2. South Townsville small businesses;
3. Traditional owners;
4. Pile mooring owners;
5. Beach users; and
6. Recreational boat owners.

4.9 Project Covering Letters

Correspondence, including project covering letters, was disseminated as required to inform the community and stakeholders of consultation activities both at the commencement and towards the completion of the consultation process (Appendix 13, 14, 15 and 16). The project covering letters also accompanied the fact sheets that were mailed out to stakeholders and members of the community.

5. SOUTH TOWNSVILLE RESIDENTS

From the 4th of November 2008 to the 13th of February 2009, EBC staff conducted one-on-one interviews with 123 South Townsville residents. Figure 3 below highlights the areas (bounded by the orange line) that were visited by EBC consultants.

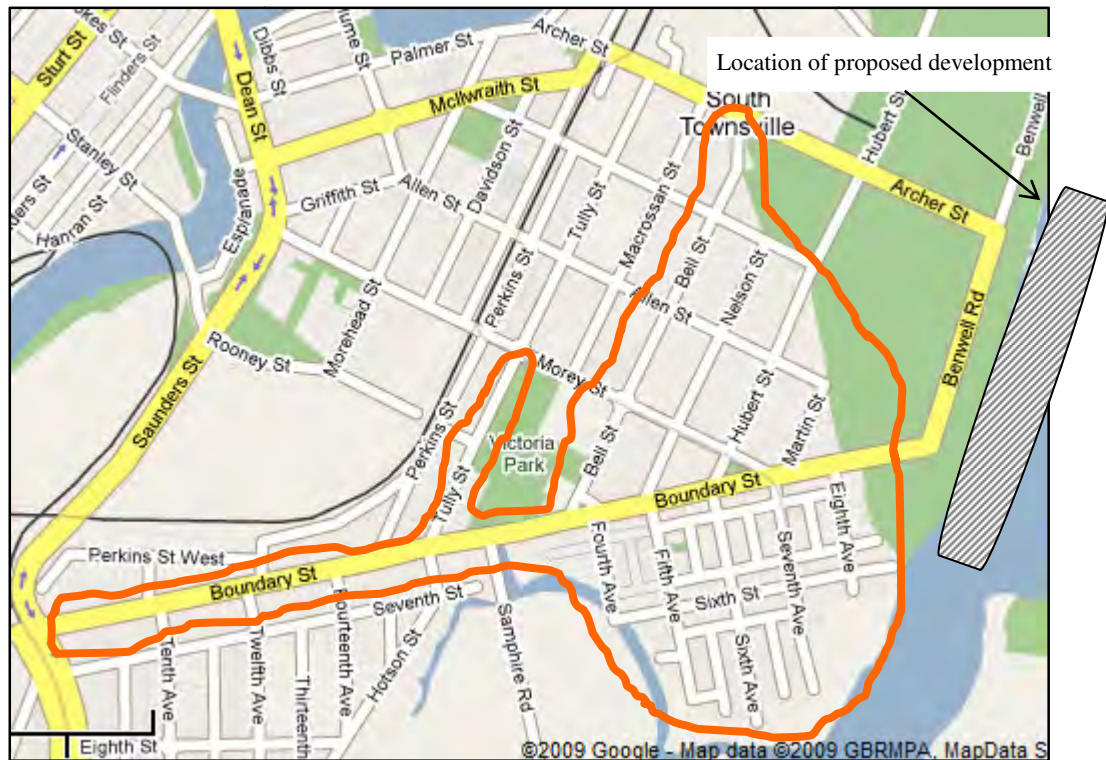


Figure 3. Area of South Townsville door-knocked.

The consultation process involved residents being provided with background information on the project, including details on the TPAR if required. The consultants then completed a questionnaire with the resident. At the conclusion of the interview residents were offered copies of available fact sheets.

If residents were not home a call card was left in the letterbox providing brief project information and the contact details of consultants.

If the resident was not interested in a consultation, fact sheets were offered as a means of providing further information.

To capture those areas that were not doorknocked a letter was sent to residents in Cluden, Oonoonba, Railway Estate and South Townsville inviting them to participate in the consultation process.

5.1 Attitudes Towards the Townsville Marine Precinct Project

In general there was some division in the community about the benefits a new TMPP would provide to them as residents and the South Townsville area in general.

While 46% of residents were in favour of the TPAR, as they believed there would be some reduction in heavy vehicle traffic on Boundary Street, they were uncertain about the impacts of the TMPP. This was

partly due to the belief that the TMPP would affect the recreational opportunities provided by the beach in South Townsville and the belief that South Townsville was already over industrialised.

Another 26% remained uncertain, with much of the uncertainty based around the conceptual design of the TMPP. Without knowing what activities and businesses would be located in the precinct, with little knowledge about the appearance of the precinct and public access to the precinct, it was difficult for most residents to make an informed decision.

There was some acknowledgement of the potential the precinct could bring in relation to new employment opportunities and increased competition for industry. However resident beliefs about impacts on their lifestyle due to the potential loss of the beach and beliefs about increased pollution and road traffic; often outweighed the positive impacts associated with employment and industry development.

46% of surveyed residents believed the TMPP was “a good idea”. Comments from these residents included:

1. *Should have been built 10 years ago. Good spot for it.*
2. *Businesses have to move somewhere.*
3. *Reclaimed area. Have to put marina somewhere.*
4. *Great. Will get businesses out of the river. Will be all in one place.*
5. *Something new. A boost for Townsville.*
6. *Got to happen whether I think it's good or bad. The businesses are running out of space.*
7. *Good as away from houses and closer to wharf.*
8. *Anything to get rid of the trucks.*
9. *Opens up room for new development and players which could lead to a more productive community.*
10. *Better for all Townsville.*

Comments from the 28% of South Townsville residents who did not believe the TMPP was a good idea included:

1. *Dredging will be terrible. The community use the beach, where is the community good.*
2. *Will increase traffic and can't access the beach.*
3. *Should put in an opening bridge so the beach can be used for tourism. Marine businesses fine tucked away in river.*
4. *Depends what goes in and where. Lots of people I know come to walk their dogs. I would like to see beach stay.*
5. *If it was nice and not commercial I wouldn't mind.*
6. *Rather it not be there, put it around the corner facing north.*
7. *Area is becoming too industrial with associated pollution and noise.*
8. *Not good environmentally or socially. This area is hemmed in by development. For example Palmer St, the port and the V8's.*

9. *Opening bridge would be better. Too much expense for tax payers. Perhaps not right place. Should go on the reclaim near the casino.*
10. *Kills yabbie banks.*

Some 26% of residents surveyed were uncertain about the TMPP. Examples of comments provided to consultants in relation to this uncertainty were:

1. *Don't know enough yet.*
2. *Mixed feelings. Shame to lose the beach.*
3. *Depends what goes in and where.*
4. *Businesses have to move somewhere. Too many unknowns and ramifications.*
5. *Would rather have it than have trucks coming through South Townsville.*
6. *The Eastern Access Corridor is a good idea. Not sure about the marina.*
7. *Inevitable but concerned about increased traffic getting to and from the marine precinct. I know how much traffic goes to 5th Avenue. Businesses will expand at the precinct and there will be more traffic.*
8. *Depends how much it affects businesses and the environment.*

5.2 Motivation for Living in South Townsville

As shown in Figure 4, when asked if there was anything unique or special about South Townsville that attracted them to live in the area, 25% of residents indicated its proximity to the Central Business District (CBD), restaurants and hotels. 17% stated the only reason they lived in South Townsville was because of access to water, both the South Townsville beach and the Ross River.

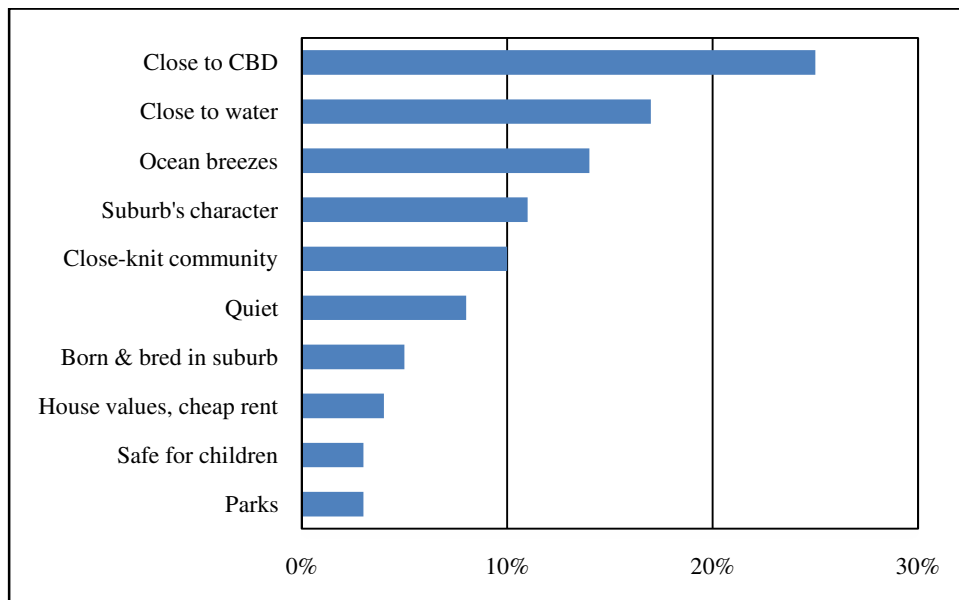


Figure 4. Residents. What is special or unique about South Townsville?

5.3 Perceived Changes to South Townsville

A total of 48% of residents thought the TMPP would change South Townsville, but that change could be for the better or worse.

Several residents commented that any development would change South Townsville. Residents were concerned that over recent years government had spent money on reinvigorating South Townsville through street-scaping and thought the intent was to have less, rather than more industry in South Townsville.

Other residents voiced concern over the continued expansion of the port and the affect on residents through increased dust and the loss of the South Townsville beach. Some suggested the port should be moved to Cape Cleveland where there is ample opportunity to expand.

There was also concern that the new precinct would increase traffic in local streets and Boundary Street.

Other residents thought the changes could be positive if the TMPP was made aesthetically pleasing and the type of industry located in the facility was controlled to reduce pollution and noise impacts on residents.

For many residents a positive outcome would be the increase in business and flow-on affects from the development, including for example the potential increase in employment the TMPP would provide to South Townsville.

Beliefs about the negative impacts of the TMPP included:

1. *Concerned about being cornered in by commercial operations.*
2. *Will make things extremely busy.*
3. *People will want to get to Archer Street and will use side streets like Martin Street to do so.*
4. *Would change reasons why people would live here. The beach is nothing like the strand but it is still nice water.*
5. *The port will get bigger and bigger. Dust from the phosphate might become a problem.*
6. *Some people might have to go a bit further to get fresh seafood.*
7. *It will totally destroy the area especially for residents.*

Beliefs about the positive impacts of the TMPP included:

1. *Will bring more revenue into the area.*
2. *Shouldn't affect South Townsville. Boats here now.*
3. *Don't really know until it's built. Don't mind marine noises like hooters.*
4. *More business drawn to development. Trawlers might have to pay more but will benefit.*
5. *Marine industry already here.*
6. *The businesses are there already. Will only change if other businesses are located there.*
7. *Without a doubt, longevity good for whole town. More traffic down Boundary Street.*

5.4 Relocation of Existing Businesses

92% of South Townsville residents believed that upstream businesses should be given the opportunity to relocate. They believed that it was through no fault of the businesses that their business activities may be curtailed by a low level bridge.

8% of South Townsville residents disagreed that upstream businesses should be given the opportunity to relocate. Some of these residents believed another type of bridge, either an opening or high level bridge should be built so relocation would not be imposed on upstream businesses.

Amongst residents who believed businesses should have an opportunity to relocate, additional comments included:

1. *Need competition.*
2. *Should be relocated at no charge. Not their fault.*
3. *Definitely, but why here, it's residential. Can't they go somewhere else?*
4. *It is a scenario that has been thrust upon them - no choice.*
5. *If you can't afford a different bridge - they have to go somewhere.*
6. *Businesses have put a lot of dollars in, would be good to go to new premises.*
7. *Not fair on them. They need to relocate as they have been moved on from so many places over the last 20 years.*
8. *Marine business good for South Townsville. A little bit of industry in the suburb is good. Local people can get jobs at small industry places such as fitter & turners.*
9. *Either that or be compensated.*
10. *Should be given priority.*
11. *If they don't relocate what will happen to their businesses and employees.*
12. *Of course, only one decent slipway left. Must be kept.*

Amongst residents who believed businesses should not have to relocate, additional comments included:

1. *It will open the port up more.*
2. *Should be a high level bridge and trucks should be banned from Boundary Street.*
3. *Put in a high bridge.*
4. *Build a different bridge.*
5. *Why should the road go there, or why don't they build a higher bridge to cater for business. Not the best place to put a bridge open to weather events.*
6. *Bridge should be built to suit them. Those businesses will not be popular once they relocate as the locals have lost their beach.*

5.5 Loss of Business

When residents were asked what they believed the affect on South Townsville would be if the marine businesses were lost to the area, many people found the question difficult to answer without more detailed information about businesses and their customers.

However, there was general acknowledgement by residents that the marine industry did support local businesses, with the main business thought to be potentially impacted being local hotels who rely on trade from marine workers. Others businesses thought to be affected would be local food and grocery shops and marine supply businesses.

Several residents believed that the large amount of passing traffic on Boundary Street would compensate for some loss of business.

It was mentioned that the South Townsville Primary School had low numbers of students and that perhaps if families moved out of the area due to lack of employment, school enrolments may fall to level where it became necessary to close the school.

There were several comments in relation to the loss of the large slipway in Ross Creek and the importance of retaining such a service in a town that has a large boating population.

If the commercial fishing had to relocate to another area, there was also concern about the lack of local fresh seafood supplies.

Comments stating that there would be limited or no affect from any loss of business included:

1. *Fishing industry is important to South Townsville.*
2. *Fishermen do buy houses here.*
3. *No real affect on business. Pub might suffer, that's about it.*
4. *Can't answer this question without knowing the facts and figures. For example, do businesses want to be paid out?*
5. *Not much. Lots of other passing traffic.*
6. *Not much for South Townsville community but not good for the Townsville area.*
7. *Few blokes would be out of jobs.*
8. *No more cheap meat from the cold stores.*

Comments stating some affect from the loss of business included:

1. *Townsville would die. It would have a big affect. People will move elsewhere. Townsville has a big boating fraternity.*
2. *Terrible outcome. Should be conditional on project.*
3. *Significant money, investment and resources would be lost from the area. Hopefully new business would then have an opportunity.*
4. *Would affect the Victoria Park Hotel, lots of sail places and nautical businesses in South Townsville.*
5. *Seafood would go through more freezers to get to my table. Having the marine people here is part of South Townsville. For example, you see them fixing their nets.*
6. *Would lose lots of businesses on the south side. Marine business keeps the area profitable. Lots of them use the pubs including Tom's grocery store, service station.*

7. *A number of people live here that work in the industry, would affect them as they have built their lives here.*
8. *Lots of fishing people live here. Lots of houses would be vacant.*
9. *Would have a knock on affect.*
10. *Lots of trawlers, so lots of dollars would turnover; they must be profitable otherwise they wouldn't be there.*
11. *Huge loss dollar wise. Would affect the community with workers moving out. I understand the marina will employ another 40 people next year so it's a growing business.*

5.6 Future Development

When asked what sort of development should replace the existing businesses in Ross River if they were relocated, 38% mentioned they would like to see more parklands, bikeways and walkways incorporated into the area with another 33% opposed to any high-rise development. Several residents stated that development should be low level and the buildings in keeping with the character of South Townsville. Residents that lived in close proximity to the potential redevelopment area were concerned about the increased traffic that might result from any high rise developments.

Suggestions for future development to replace existing businesses included:

1. Parkland;
2. Bikeways;
3. Community areas;
4. Fishing facilities;
5. Artificial beach;
6. Boardwalk;
7. Dog walking areas;
8. Public boat ramps;
9. Residential water front blocks;
10. Eateries;
11. Marine businesses;
12. Something to compensate for losing the beach;
13. Small boat harbour;
14. Remove the trawler wharf and restore the creek to how it was.

Residents did not want the following industries or business to replace the existing businesses:

1. Heavy industry;
2. Warehouses which would create more traffic;
3. Brothels or hotels;
4. Public housing.

One person thought it important that the memorials near Townsville Ross River Marina not be disturbed.

5.7 Impact on Lifestyle

When asked if the TMPP would impact on their lifestyle 22% of residents indicated that if they could no longer access the South Townsville beach for recreational activities, the precinct would change their lifestyle.

Depending on where residents lived and whether they were close to existing businesses in Ross River or on Boundary Street, the potential for either reduced or increased traffic was raised by 17% of residents.

For example, those in Sixth Street commented that it would be quieter with the existing businesses relocated and with the TMPP a reasonable distance away.

Residents at the eastern end of Boundary Street were concerned they would see an increase in marina based traffic even if only the existing businesses were relocated.

If a public boat ramp was incorporated into the precinct there was further concern about a large volume of traffic towing boat trailers, although to several people along Boundary Street this kind of vehicular traffic would be preferential to the heavy vehicles that currently pass their homes.

Many residents in Boundary Street were concerned about a general increase in traffic, with some saying the increased traffic may bring more 'hoons' into the area and would create increased parking problems at the local shops. There was general concern that side streets that are currently quiet may become busier.

Residents in Bell Street, near the end of the cul-de-sac near Archer Street, were also concerned they would be impacted by increased traffic from vehicles either accessing the TMPP or the EAC via Archer Street.

Residents of Fifth Avenue and Sixth Streets had concerns about the type of development that may replace the existing businesses and the potential for traffic to increase if high rise development occurred.

Residents living in streets on the northern side of Boundary Street voiced concern about the potential for increased pollution and in particular industrial noise, chemical and paint spray drift and dust emanating from a slipway and other industry in the TMPP which they believed would increase especially in winter¹ because of the location of the TMPP, between their houses and the prevailing sea breeze. These residents were also concerned that proposed buildings and structures could block their cooling sea breeze.

Comment was also made in relation to the ease of access to the existing fresh seafood shop at Townsville Ross River Marina and that elderly people that presently purchased fish there would find it difficult to travel to the TMPP to buy seafood.

5.8 Impact on Property Values

Many residents indicated they could not predict if property values would be impacted by the TMPP. Some residents believed property values would increase as there would be more demand for housing near the

¹ *Several residents had commented that noise appeared to travel further in winter, possibly due to the direction of prevailing winds in winter months.*

precinct for employees, while others believed property values would decline as there would be limited or no access to the beach.

Changes in traffic volumes and flows were considered by many residents with the perception of less traffic on Boundary Street as a result of the EAC seen as a positive outcome for property values. Increased traffic and the potential for traffic to use side streets to access the TMPP and future developments were considered negative influences on housing prices.

Over industrialisation caused by the TMPP, aesthetics of the development if not done well and future expansion of the port was seen as detrimental to house prices.

5.9 Beach Use and Activities

62% of those South Townsville residents interviewed use the local beach.

28% of residents interviewed did not use the beach, and cited reasons such as old age, disability or that the beach was not an attractive destination. Others said they used to use the beach regularly to walk their dog or take their children to play but either their dog has passed away or the children had grown up and hence they had ceased to regularly visit the beach.

Amongst those South Townsville residents who used the beach, approximately 50% used the beach once to several times a month, while the remaining 50% used the beach either several times a week or daily.

Residents participated in a wide range of recreational activities while at the South Townsville beach. As shown in Figure 5, 'walking the dog' was the most common activity undertaken at the beach, with walking and fishing being other popular activities.

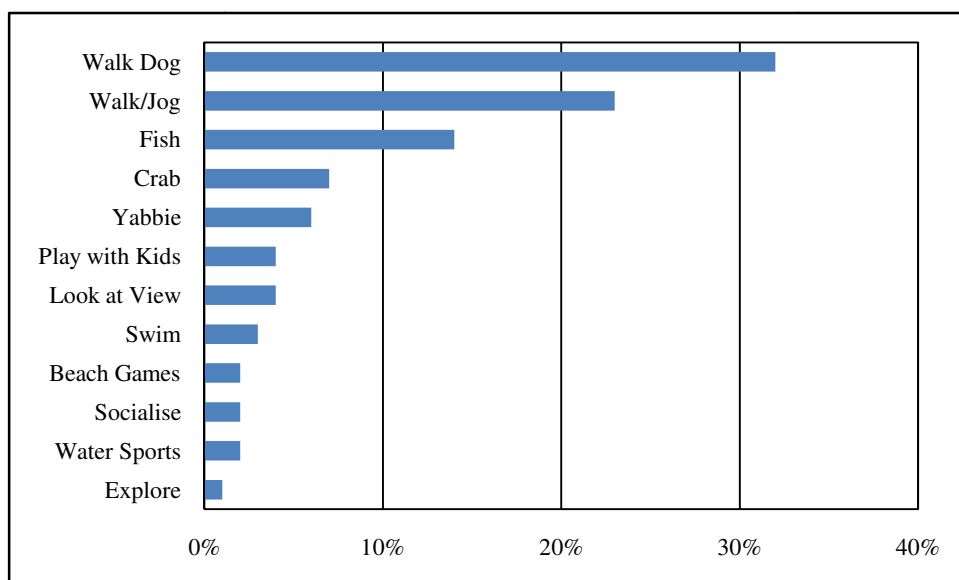


Figure 5. Residents. What activities do you do at the beach?

South Townsville residents who used the beach regularly had similar opinions to those that came from other suburbs to use the beach. The South Townsville beach was seen to be a very natural beach, with

features such as mangroves and rocks which provided opportunities for children's activities and made the place interesting to visit.

When asked if they would go to another beach if they could no longer access the beach at South Townsville, very few residents said they would be prepared to travel to Pallarenda to walk their dogs as the current beach was within walking distance of their homes. The beach at Pallarenda, unlike that at South Townsville, was often cited as not having sufficient space for dogs.

5.10 Beach Access

There was some division in the community about continued access to the South Townsville beach, with 51% of South Townsville residents indicating they "*would be upset if they could no longer access the beach*". These 51% tended to be the people that indicated they used the beach.

5.11 Compensatory Facilities

There were many suggestions as to what could be developed to mitigate the affect of losing public space at the beach or to enable people to continue with activities they currently undertake at the beach. Many residents believed that while there was nothing that could replace the beach, other recreational areas could be developed which might include:

1. An off leash dog walking area;
2. Boardwalks;
3. Walking or bike paths;
4. Fishing areas;
5. Parkland;
6. Development similar to that of the Strand;
7. An artificial beach;
8. Tourist activities;
9. Environmental areas; and
10. Retaining part of the beach in the proposed development area.

5.12 Townsville Marine Precinct Project Facilities

Understanding that the precinct was a commercial zone, residents were asked what type of facilities they would like to see provided within the TMPP. Many believed there were opportunities to make the area attractive and more accessible to the public, and that it could be similar to other fisherman's wharf developments operating in Sydney, Darwin, Redcliffe and Perth.

Several specific suggestions for facilities within the TMPP included:

1. *Something that makes it interesting. For example boardwalks could make it attractive. Wooden buildings keeping in character with suburb. Ships chandlers and boat building supplies.*
2. *Devote more area to water so all boats can be catered for.*

3. *Historical heritage. Local maritime museum. Something that reflected the history of the port and area. Safe access for the public. A green buffer very important.*
4. *A marine study area.*
5. *They need three sectors in the marine precinct - commercial, fishing and tourist. Incorporate commercial with charter and tourism facility - these sectors are not being catered for. The ocean terminal at least 10 years away if it happens at all. Marine infrastructure is all over the place. For example there is one in Ross Creek, some at Magnetic Island and some in Ross River. Boats need to stay together. Dive shops, reef tourism, travel agent, palm trees, facility for tourists to get out to the reef, bistro, and grassy shaded area to eat fish and chips.*
6. *If done properly could be an attraction. For example shops and cafes, could improve the area like another Palmer Street.*

Several residents did not support public access to the TMPP and stated it was not the place for public activities:

1. *It's commercial. Who would want to have a cup of coffee there?*
2. *Keep public out. Will make more traffic and you will need to create more parking if you open to the public.*

Figure 7 shows that 25% of residents believed boat ramps should be included in the TMPP. In addition and also shown in Figure 6, 20% of residents interviewed indicated the need for boardwalks, walkways and other viewing locations within the precinct.

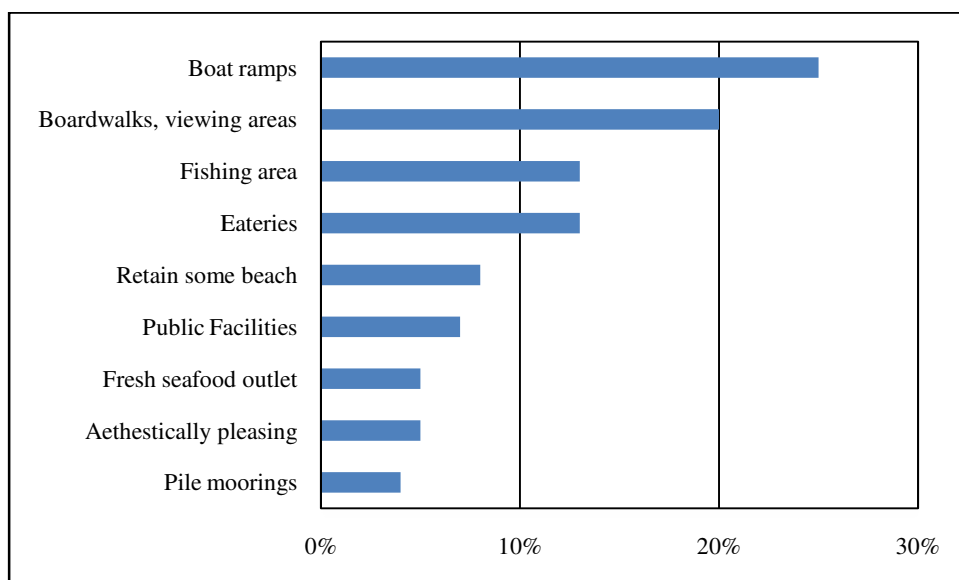


Figure 6. Residents. Are there any features you would like to see incorporated into the TMPP?

5.13 Other Comments

Residents raised a diverse range of issues and questions about the TMPP. These are reported below and include:

1. *Is it all worth not having the beach?*
2. *All is ok if they give us something back. Don't hog the river; give us a big area of river front. For example 100m. It's okay if it doesn't hinder water movement. We get water in our yard in a king tide, it's a worry if the development could bank water up.*
3. *The EIS will need to be done properly. For example the effect of the rock wall on mangroves and prawn breeding.*
4. *Give something back to the public. Townsville needs to grow economically but at what cost to the community. Townsville Council said no more industry for South Townsville. Look what happens. No one allowed at current wharf. Dredging will be terrible. Don't agree with reclaiming. Really disappointed they have back-flipped on no development for South Townsville. Worried about black dust affecting children's health.*
5. *Don't like Option 1 breakwater. Too invasive on birds and pelicans. Nothing should go near that spit. We go over there all the time; it's our favourite place, lots of turtles, stingrays, dolphins, dugongs. Feel like we can say all we like but no-one will listen.*
6. *Need a compensatory habitat for migratory birds. They are adding areas for wildlife at the Brisbane Wharf.*
7. *Would be happy if the commercial precinct is limited to boats but no industry. Worried about what will follow it. More business. More expansion. Shouldn't even be proposed without the port coming here and seeing where the breezes come from.*
8. *As a resident I do not want boat building yards or a slipway. Bridge should be built high enough to cater for boats.*
9. *Where will people pump yabbies? It's the general lifestyle we will lose. Concerned about more traffic on Archer then Morey Streets. Seems to be development at all costs at any cost to locals.*
10. *Ghost crabs live at the beach. The precinct will destroy their habitat.*
11. *Has much thought been given to this? I would have thought prawn trawling was not a growth industry. Why relocate something that does not have a future? I see growth industry in white boats and tourism. Cleaner industry. Really need to look at future needs and what types of business will be around in 20 years time. Refitting boats would add another level of economic development. I am disappointed I thought the bridge would have been built to cater for business, not good to get something like Rosshaven near my house - antifouling, and steel work. Lots of noise and chemicals. My wife would be devastated to lose the beach.*
12. *So few areas left you can walk a dog. We have a huge issue with the noise from Habourside Coldstores. The marina will make it worse. They will go 24 hours a day. Concerned about the environmental impacts including sand movement and more noise will impact on fishing spots.*

13. *Even though I don't use the beach I wouldn't want the community to lose it. People in Boundary Street think it's good to have less traffic but not sure if they agree with the marine precinct. Is the expense warranted? Really would like to know the costs of all bridge options.*
14. *Different to what I thought. No green buffer for noise, air and pollution. Cheaper to buy out commercial facilities and put in a low bridge. Environmental impacts need real effort such as on wetlands, currents and silting. Cannot take everything and not give something back.*
15. *Dysfunctional lot. Always drunk when on land. Corporate greed is driving this.*

Additional and direct positive comments about the TMPP included:

1. *Up and coming. Good thing for Townsville and tourists. Anything like that will benefit South Townsville.*
2. *The marine precinct would mainly be for port access. There are plenty of other beaches people can go to. Things have to go ahead.*
3. *Beach is rarely used. Could understand people being upset if it was like the Strand or Pallarenda.*

6. SMALL BUSINESSES

South Townsville businesses in close proximity to the TMPP, including Boundary Street and those businesses situated on Railway Avenue, Railway Estate and Abbott Street, Oonoonba and Cluden were provided with information on the TMPP and invited to participate in consultation.

The majority of businesses appeared to be more interested in aspects of the TPAR, which they believed more directly impacted their businesses due to changes in traffic flow along Boundary Street, Railway Avenue and Abbott Street.

EBC consulted with seven Boundary Street businesses, with four completing the questionnaire.

The only concern voiced by those businesses was that if existing marine businesses in Ross River were closed there may be flow-on effects to those local businesses dependent on marine businesses.

One small business operator believed the TMPP offered an excellent opportunity for all marine businesses to operate from the same area thereby improving efficiencies.

7. TRADITIONAL OWNERS

A separate Indigenous Cultural Heritage Report has been prepared for the EIS by Northern Archaeology Consultancies and Segue Pty Limited. The report presents the results of an indigenous cultural heritage investigation for the TMPP and port expansion development areas at Ross River and Ross Creek.

Additionally traditional owners requested that they had the opportunity to provide feedback as part of the wider community consultation process for the TMPP. Subsequently EBC prepared a short questionnaire and provided it to the Endorsed Aboriginal Parties².

Nine responses to the questionnaire were received. This was a 50% response rate by members of the Endorsed Aboriginal Parties. Several traditional owners indicated they did not live locally and therefore should not complete the questionnaire.

7.1 Attitudes Towards the Townsville Marine Precinct Project

Three traditional owners supported the TMPP, three did not support the development and three indicated they were unsure about the development. Comments from traditional owners were:

- “Any development is not good”;
- “Just as long as we all work together and agree on what we all want for the future generation”;
- and
- “Good for Townsville but not good for the environment”.

7.2 Beach Use, Activities and Access

Of the nine traditional owners included in the survey, three indicated they visited the beach once to twice a month, with four visiting three times or more a month. Two did not use the beach.

The beach had special significance to traditional owners. Comments in this context included the significance of the beach for:

1. *Fishing.*
2. *Gathering place, known as the ‘Gold Coast’, family fishing and camping.*
3. *Fishing, hunting, taking children.*
4. *Hunting and gathering, healing place.*
5. *Back in the day, going fishing and hunting.*

² As the POTL TMPP project is subject to an EIS, the proponent has a mandatory responsibility to prepare a cultural heritage management plan for the project. POTL has identified the relevant Aboriginal parties for proposed port projects including the TMPP via a public notice in the Townsville Bulletin; notice day of 12th May 2008. A total of 18 people responded to the public notice and were subsequently endorsed by POTL as ‘Aboriginal Parties’ for the proposed projects. The ‘Endorsed Aboriginal Parties’ for the POTL projects include people who would generally claim to represent one or more of the main Aboriginal stakeholder or interest groups in the Townsville area, the Wulgurukaba people, the Bindal people and/or the (then) Gurambilbarra Native Title applicants.

Traditional owners indicated they used the beach primarily for fishing and walking activities. They also collected yabbies, crabs and shell fish and gathered bush tucker, with some saying they swam at the beach.

The majority of traditional owners also indicated they would be concerned if they were no longer able to access the beach. In addition the majority of traditional owners indicated they would travel to another beach such as Pallarenda, Rowes Bay or the Strand if the South Townsville beach was no longer accessible.

7.3 Townsville Marine Precinct Project Facilities

Traditional owners suggested the following facilities should be considered as components of the TMPP:

1. Traditional owner signage information for tourists;
2. Access to the beach;
3. Places to fish. Planting bush tuckers when landscaping the area. Access to fishing spots and boardwalks.

7.4 Other Comments

Many of the comments such as “*beaches and sea air is healing and calming and spiritual places*” and “*Meeting place to yarn and meet family members*”, reflected people’s connection to the area and that the beach was an area used for socialising,

Other comments included:

1. *Good that you are getting traditional owner’s feedback.*
2. *There is nothing that will replace a natural beach habitat.*
3. *Too many restrictions.*
4. *Area needs protection as breeding habitat grounds.*

8. PILE MOORINGS USERS

Of the 53 owners of vessels on pile moorings, 24 were interviewed.

8.1 Willingness to Relocate

58% of those surveyed with pile mooring leases in Ross River would be prepared to move to a new facility. However, 33% of those interviewed were concerned about increased fees in a new facility and in some instances they were concerned the fees would be worth more than the boat they owned.

Additional comments provided by pile mooring users who were prepared to move included:

1. *Yes, I use the boat regularly.*
2. *No choice we wouldn't fit under the bridge.*
3. *Yes, if they were there. There is nowhere else to go.*
4. *Yes, but prefer to stay where I am.*
5. *Yes, nowhere else to put a big boat.*

Amongst those pile mooring users not prepared to move comments included:

1. *No. Am investigating putting in a mast so I can lower it and get under the bridge.*
2. *No. Have had enough not knowing what is happening and increase in lease so am moving to the Ross Creek.*
3. *Not necessary. Should keep moorings in river for those lower boats that can access under the bridge.*

Those pile mooring users that were not sure if they wanted to move, generally did so out of concern about increased fees at the new precinct.

8.2 Townsville Marine Precinct Project Facilities

As shown following in Figure 7, when asked what sort of facilities would be expected to be provided in the TMPP, many did not think the current facilities were adequate with 30% commenting they would expect nothing less than the facilities they have in Ross River currently. In particular they believed the dingy pontoon and the lack of dredging in the vicinity of the dingy pontoon was inadequate. Townsville pile mooring facilities were seen as less than adequate when compared to other facilities in Queensland and around Australia.

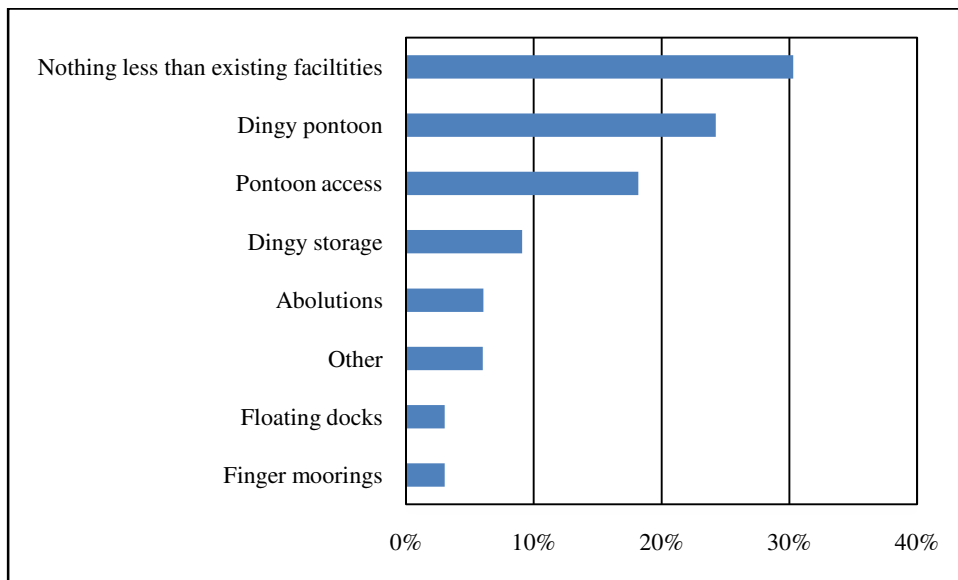


Figure 7. Pile moorings. What sort of facilities would you expect to be provided in the TMPP?

8.3 Fees and Charges

96% of those surveyed did not expect to pay any more than they were currently being charged. In addition many users expressed concern with the recent increases in charges.

Comments in relation to fees and charges for mooring facilities included:

1. *No more than paying now. Fees have doubled; \$2500 per annum is a gross overcharge. Small boat owners are captives of the port. Prices are outstripping inflation.*
2. *Would expect a special deal for existing pile moorings. The Port of Brisbane struck a special deal for existing clients and kept fees the same for 10 years with only a small annual increase. All new leases were at full commercial rates - worked well.*
3. *Not much more than now. 100% increase for no improved services.*
4. *Not more than what we pay now, unless facilities were dramatically improved.*
5. *What we're paying now. Would pay market price if facilities were there.*

8.4 Safe Shelter

The current location of the pile moorings in Ross River is close to a buffer of mangroves. The location offers reasonable protection from tidal swells and wind.

All of those surveyed commented their vessels required shelter from sudden swells such as in a flood or storm event from the river and ocean.

South easterly winds were a concern if boats were moored at the mouth of Ross River, as boats would be hard to manoeuvre on to a mooring in strong wind.

Without the protection of mangroves, concern was also raised about the effectiveness of a rock wall to protect vessels in a tidal surge situation of two metres or more. Examples were given of waves breaching the rock pool at the Strand in a king tide event.

A suitably designed breakwater, artificial bank or mangroves was preferred so as to provide shelter. Other suggestions were to include enough space between buoys to manoeuvre boats in rough or windy conditions and the use of flood netting to prevent debris running into moored boats.

8.5 Alternative Locations

When asked what they would do if pile moorings were not available in Ross River, the majority of users stated there was nowhere else to go. Other facilities such as the Breakwater Marina were seen as expensive; or full to capacity and places such as the 'duck pond' were not suitable for some vessels and was exposed in heavy weather.

Comments about the movement of users to alternative locations included:

- 1. I would be forced to sell. There is nowhere else to go.*
- 2. Nowhere to go. Perhaps take my chances at the duck pond.*
- 3. I would try to get back to the motor boat club up Ross Creek.*
- 4. Somewhere else in another town.*
- 5. Look for alternative provided by the port. Considering I had to wait to get this lease and I always pay fees on time I think the port is obligated to find me somewhere else.*
- 6. Wouldn't know what to do. Would be desperate like the others. Wouldn't sell my boat.*
- 7. Nowhere else to go. Nobody has consulted with people in the river. Not good enough.*
- 8. I wouldn't have a clue. This is all something new. I assumed pile moorings would be catered for in the new precinct.*
- 9. I would walk away from my boat. Let it sink in the river.*

Boat owners were concerned for the safety of their boats and of those people sailing near Townsville if a cyclone threatened. If access to Ross River was limited by a low level bridge and there was no TMPP they questioned where people would take their boats to shelter? Comments in relation to the provision of shelter in extreme weather events included:

- 1. There is nowhere to go. Under legislation doesn't the Port have a responsibility to provide a safe harbourage in extreme weather events?*
- 2. If I couldn't get past the bridge I would have to take to sea and hope it was safer. There really is nowhere to go. Ross Creek, Breakwater are all full and the new marina not completed. Magnetic and Hinchinbrook are exposed.*
- 3. There is nowhere to go in an extreme event. I feel it's criminal if we are excluded from the Ross River. I can only travel at five knots in a storm event that would only give me half day to get somewhere safe.*
- 4. Don't know. There really is nowhere else. Don't think the people in the Breakwater Marina would like a big boat like ours bobbing around in there if there was a cyclone approaching.*

8.6 Other Comments

Other generally supportive comments from pile mooring users about the TMPP included:

1. *Good idea, as long as it is big enough to cater for all the boats in the river. More boats are arriving all the time.*
2. *Idea is a good one if they embrace all in the river. If not it will be a serious dislocation leaving people with nowhere to go.*
3. *Good project but needs to cater for all upstream river users.*
4. *The precinct is a good idea in itself, but I am a bit upset there will be a low-level bridge as it blocks the safe haven. It's only the people at the end of 6th Street that would be affected by a high-level bridge, whereas it will cost \$35m to move Ross Haven. Will I still have access to a pile mooring in the river if I can fit under the bridge?*

Pile mooring users also raised a diverse range of issues and questions about the TMPP. These are reported below and include:

1. *Townsville prides itself on its boating community. Sails are even on the Townsville City Council logo. Ross River is promoted and known as a safe harbour. From a personal view I am very disappointed in the attitude of government in relation to boaties.*
2. *Feel the port has a responsibility to look after the boating fraternity. There are not many safe havens along the coast and to close another down is not acceptable. Finger moorings are not safe in a cyclone. The ones in the Ross Creek and Breakwater Marina will have problems if a large cyclone does hit. Boats will come off their moorings and end up on land. The ones in the river are a bit higher. People love to look at the sails on Cleveland Bay and we need to promote that across the board not just to the wealthy.*
3. *Haven't got the right to take moorings out of river. It's everyone's river. Can't put your own mooring down. The port is trying to get rid of pile moorings. Ninety percent of us aren't insured. Rent has doubled. Getting rid of us so no one will complain.*
4. *Would like to see facilities for trailer boats. Present facilities have inadequate parking or good launching facilities. Shouldn't have to take your boat through middle of town to get to boat ramp. So in the new marine precinct a public boat ramp and car park.*
5. *We need to know now if there is going to be any facility for recreational craft so we can plan what we are going to do. Businesses need to know. Nearest slipway is Cardwell or Bowen. What happens if the marine precinct is not built in time for bridge to go in, even during bridge construction, access to the river will be impeded. The port should be catering for future needs. The marine precinct is what we needed 10 - 20 years ago. The area is not big enough for future needs. For example the tug boats will increase and get bigger. The port is not community spirited. Pile moorings are for local people, not tourists or passers-by. A better alternative could be upgrading the duck hole. Put in 80 piles there and finger hook at end for more piles. Can cater for the larger and smaller boats. No dredging needed. Wall is there. Has been little maintenance over 10 years since rings were put on. Might have been dredged once. The focus seems to be on*

making as much land available for a return when in the future water space for customers would be just as important.

6. *It all seems a bit haphazard. There is nowhere to put boats in Townsville already and the only place you can is being cut off. Tourists already avoid the area because it's not boat-friendly. It would be cheaper for the port to include moorings in the precinct itself, but if that can't be done, they need to have a breakwater. Something needs to be done to accommodate us.*

9. BEACH USERS

The South Townsville beach adjacent to Benwell Road is reclaimed land permanently leased to the Port for Port-related uses (Figure 8). POTL has allowed continued public access to the beach until such time as the land is required for development.



Figure 8. South Townsville Beach, Benwell Road.

Beach users were interviewed by EBC consultants at the South Townsville beach adjacent to Benwell Road on three occasions, at different tide heights and on weekdays and weekends.³ A total of 35 people participated in interviews.

Figure 9 below highlights that 28% of people interviewed on the beach came from areas close by, including 28% from South Townsville and 13% percent from Railway Estate. Another 49% came from other suburbs in Townsville.

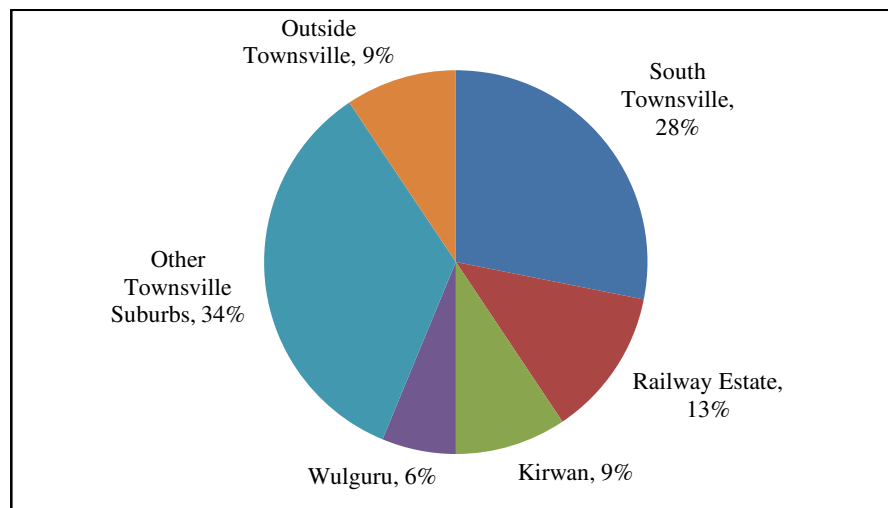


Figure 9. Beach users. What suburb do you live in?

³ Separate to EBC's survey, in early 2008 GHD Ltd undertook a public use study of the Benwell Road Beach (Report for the Proposed Townsville Port Marine Precinct (Lot 773 and Benwell Road) Public Use and Traffic Surveys June 2008). Refer to EBC's Social Impact Assessment Report for a summary of the findings from GHD's study.

9.1 Attitudes Towards the Townsville Marine Precinct Project

Beach users were asked if they supported the TMPP, 53% indicated they did not believe the TMPP was a 'good idea', with another 24% agreeing they did think it was a "good idea". The other 25% were uncertain.

Comments made by beach users in relation to why they believed the TMPP should proceed included:

1. *Has to go ahead.*
2. *Have to have it.*
3. *For the greater Townsville.*
4. *We need a new marina.*
5. *Brings new income and business to the Port.*
6. *Have relatives in the fishing industry. I don't like the idea of more commercial development but do want to support small business.*

Comments made by beach users in relation to why they believed the TMPP should not proceed included:

1. *Will get rid of yabbie beds.*
2. *Don't want beach to go.*
3. *Leave it the way it is.*
4. *Will lose the beach. Very few places people can fish without a boat.*
5. *Good place for locals and dog owners. Pallarenda doesn't compare to here. Feel like we are being ignored. It's our beach.*
6. *This is a crucial environmental hot spot being a river mouth estuary as evidenced by the extremely rich and diverse wildlife.*
7. *Reduces the areas open to the public.*
8. *Put in a different bridge. POTL is claiming more and more land but none of it is for public use. Pallarenda is badly eroded and won't be a useful beach for much longer.*

9.2 Beach Use and Activities

25% of beach users used the beach on a daily basis, another 25% used the beach several times a week, and 50% of those surveyed used the beach once to several times a month.

As is shown in Figure 10, the majority of people that used the beach did so to exercise dogs (33%). Other popular activities included fishing (23%), walking (16%) and collecting yabbies (9%).

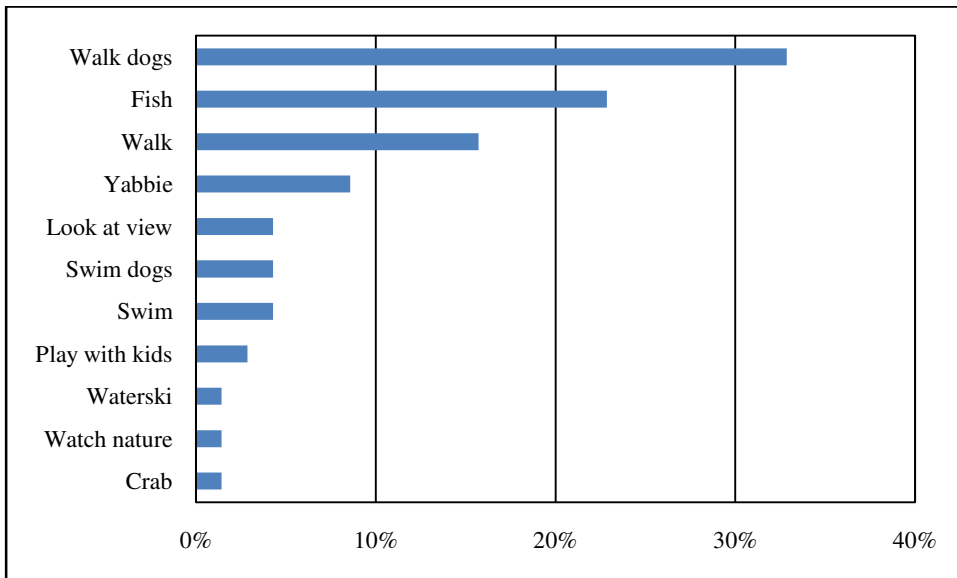


Figure 10. Beach users. What activities do you do at the beach?

The South Townsville beach was seen by many beach users as a very natural beach, with features which made the location an interesting place to visit.

9.3 Alternative Location

When asked if they would go to another beach if they could no longer access the beach at South Townsville, 60% said they would travel to another beach.

Figure 11 demonstrates that 36% of people that would travel to another beach would visit Pallarenda. Another 14% said they would visit the Strand.

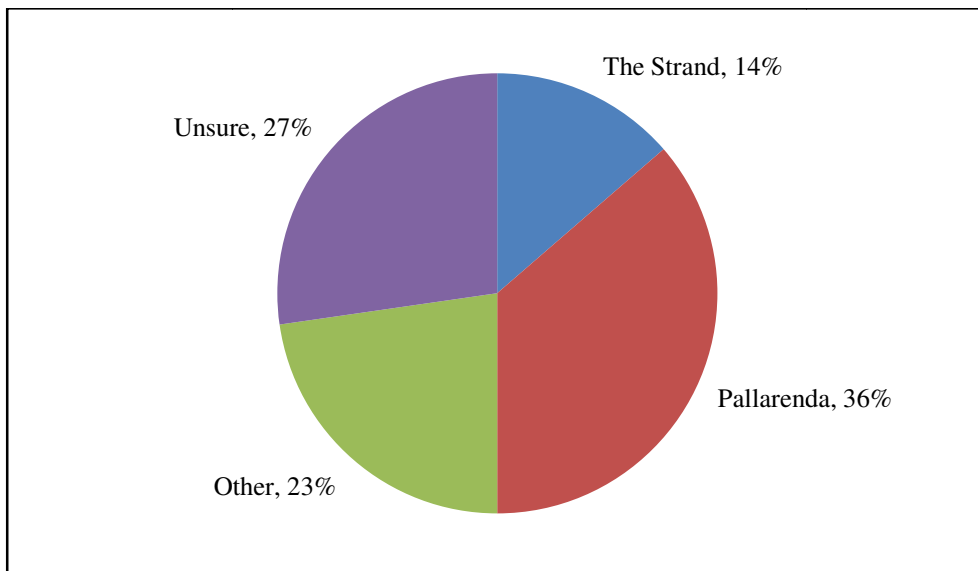


Figure 11. Beach users. Would you travel to another beach if this one was not here?

The 40% who said they would not be prepared to travel to another beach cited reasons such as:

- Too far to travel;
- Heavy traffic;
- Inconvenient, would have to drive where now they walk;
- No other place has the features of the South Townsville beach.

82% of beach users indicated they would be very concerned if they could no longer access the beach. In addition many beach users were of the opinion that an alternative facility, such as an off leash area would not be an adequate substitute for a beach.

9.4 Townsville Marine Precinct Project Facilities

Even though beach users were aware the proposed development would be a commercial marina, this did not constrain the type of facilities people believed should be included in the TMPP. Many believed there should be some public access to compensate for the loss of the public space at the beach and alternative opportunities developed so they could continue their recreational activities. Beach users indicated the following facilities should be incorporated into the TMPP:

1. Off leash dog area.
2. Pile moorings.
3. Public boat ramp.
4. Restaurant or cafe on the water.
5. Boardwalk.
6. Fishing area and jetty.
7. Somewhere to look at the view.
8. Toilets and water taps.
9. Retain a section of the beach.

9.5 Other Comments

When beach users were asked to make additional comments on the proposal, the following comments were provided:

1. *It was progress.*
2. *Have been coming here for 20 years and would miss it.*
3. *It's development. Just a shame nature is affected.*
4. *Will stuff up the area and look ugly.*
5. *I'm concerned you're getting rid of the vegetation. It's a breeding ground here for birds and I regularly see them in the grass.*
6. *Lots of older people come down here in the morning for a chat.*
7. *Should consider putting in a bridge that would cater for road and river transport. The river has been used for years.*
8. *Not just a dog beach, kids play and explore and people fish.*

9. *Against any breakwater. It spoils the environment.*
10. *It's a shame and I plan to be outspoken against it.*
11. *Keep part of the beach for dogs and kids. Will lose good crabbing and fishing and upset walkers and dog owners.*
12. *No other beaches easily accessible on the south side. Concerned about kayaking and the narrow channel between the breakwater and the marine precinct.*

10. RECREATIONAL BOAT USERS

Twenty recreational boat users were either surveyed or returned surveys to EBC. EBC visited boat ramps to interview boat users at Railway Estate (Figure 12) and the city. As the city boat ramp was extremely busy and people did not have time to assist in filling in the questionnaire; questionnaires were left on the windscreens of 93 vehicles. Another 300 surveys were distributed to boat owners, boating and bait and tackle shops⁴.



Figure 12. Boat ramp at Railway Estate.

10.1 Attitudes Towards the Townsville Marine Precinct Project

75% of recreation boat users supported the concept of a TMPP with the other 25% uncertain if the TMPP was a good idea.

Additional comments about the TMPP provided by recreation boat users stated:

1. *Okay as long as it doesn't impact on fish numbers and access to the river for smaller boats.*
2. *Good for town.*
3. *Getting busier need new facilities.*
4. *As long as it passes the environmental requirements.*
5. *If it makes the economy better.*
6. *Possibly only because low bridge is going in.*
7. *If it includes an upgraded launching facility for recreational users.*
8. *Drive to Hinchinbrook, Cardwell or any at the Gold Coast or Brisbane River look and learn how it should be built.*
9. *Makes smart commercial sense, hopefully it will fix the river entrance that is currently unsuitable in heavy weather.*

⁴ *An additional report will be prepared for POTL if more surveys are received after the conclusion of consultation on the 28th February 2009.*

10.2 Satisfaction and Usage

Of those surveyed, approximately 66% were unsatisfied with the current boat ramp facilities, while 34% were satisfied. Reasons given for dissatisfaction were:

1. *Not enough parking.*
2. *Not enough lanes.*
3. *Not enough refuse bins and too small.*
4. *No facilities for the elderly to access boats.*
5. *No wash down bay.*
6. *Access to Railway Estate through a maze of back streets and roundabouts not designed for boat trailers.*
7. *Creates noise through residential areas at night.*
8. *Too far from the mouth of the creek to access offshore destinations or even the bay's creeks, if as I do, you actually obey the six knot restriction.*
9. *The city ramp is accessed through the night club precinct at the worst possible time for the majority of users. As we are heading out as the drunks are staggering about on the roadway.*
10. *Too many people trying to use the one boat ramp. Heated arguments. Incidents occurring due to people trying to rush. Worst part of any boat trip is the Breakwater boat ramp experience.*
11. *All tide access is important.*

100% of those surveyed used the boat ramps at least once a month; with one professional crabber accessing the boat ramps daily.

10.3 Boat Ramp Facilities

Across all respondents, 85% believed boat ramps should be provided in the TMPP. Comments provided by recreational boat users included:

1. *But still keep this one here for small boats and those that want to fish in the river.*
2. *Need to get people out of city boat ramp, but not sure if should be in precinct. This boat ramp is okay it just needs upgrading.*
3. *This one (Railway Estate) would be adequate if they extended it to four lanes. Would need to upgrade city one too.*
4. *More people are going fishing.*
5. *Need one somewhere.*
6. *Because the current facilities are totally out dated for the current boating public in this city*
7. *Numerous residents of Townsville have motorised watercraft and little or few launch venues which all have very insufficient parking facilities.*
8. *Insufficient parking at the city boat ramp. Townsville's population has dramatically increased, and the city boat ramp has remained the same size for many years.*
9. *We need two more high quality boat ramps. More people would be able to enjoy the water off Townsville if there were more ramps.*

10.4 Additional Facilities

The most frequently requested facilities at boat ramps were multiple lanes (11%) and increased car parking (11%), ease of access (10%) and wash down facilities (10%). The following facilities were also suggested for inclusion in the TMPP:

1. Refuse facilities;
2. Security cameras;
3. Telephone;
4. Fish cleaning area;
5. Retail fuel outlet;
6. Disabled pontoon;
7. Disabled parking.

10.5 Other Comments

Other comments provided by recreational boat users in relation to the TMPP included:

1. *Wouldn't want to see a truck stop service station in the precinct.*
2. *Easterly breezes might be an issue at the mouth.*
3. *Heard they are going to close city ramp. That is not good, will put more pressure on this one.*
4. *Rock walls will have to be right otherwise will be hard to moor boats. Need to get rid of sandbar at mouth.*
5. *If it does not include launching facilities it will impact negatively on the existing boat ramp at Railway Estate by adding to an already significant amount of time to clear the six knot limit area by extending it further out to sea.*
6. *Need more parking areas.*

11. ROSS RIVER MARINE BUSINESSES

Consultation was undertaken with upstream businesses, with the objective of providing information on the project; receiving feedback about the requirements of businesses in a new precinct and identifying any issues of concern⁵. Businesses that did not participate in the consultation were Curtain Brothers and NQ Marine Fresh Seafoods. The location of upstream businesses is shown in Figure 13.



Figure 13. Upstream businesses Ross River.

Note: (1) Australian Defence Force Ten Terminal Regiment; (2) Ross River Marina, commercial trawler fleet and NQ Marine Fresh Seafoods; (3) Rosshaven Marine; (4) Pacific Marine Group; (5) Curtain Brothers; (6) Townsville Water Police; (7) Harbourside Coldstores; (8) Riverside Marine.

Many upstream businesses were concerned about the timing for the development of the TMPP and the need to have sufficient time to relocate their businesses. They were also concerned that businesses had currently not been given an indication they would be relocated into the TMPP and that they may have to compete with other businesses for space within the TMPP. In addition some businesses had complained about the accuracy of the information circulated to the public about the TMPP, including issues relating to timing and relocation of businesses.

11.1 Australian Defence Force Ten Terminal Regiment

The Defence Force's Ross Island Barracks is located on Ross River and is in close proximity to the proposed development area. While the Barracks will remain in the current location and will not relocate to the new facility, the Department of Defence is concerned about developments or activities occurring near their establishments that may be incompatible with defence land use and could result in complaints about such activities that may lead to defence activities being modified or curtailed.

⁵ Several businesses provided written feedback which is available on request. In addition EBC was also tasked with providing businesses with an economic impact survey of their enterprise on behalf of the AECGroup.

The area of land that may be vacated by the relocating businesses was viewed as inappropriate for residential development given its close proximity to defence force facilities. Issues such as noise and visual amenity may be an issue for residents if they were proximate to the defence facility.

The Department of Defence believed that it would be beneficial for the precinct to cater for larger visiting defence boats. The facilities could be shared with other commercial operators also requiring similar sized berths.

Options have been presented to defence in relation to an alternative site for the marshalling of amphibious craft. Ideally defence would prefer a marshalling area within the port, with direct access through the use of ramps for landing craft.

Defence raised concerns that access to their training area on the beach on the southern side of the Ross River maybe restricted due to the declaration of the Environmental Reserve in that area.

Continued dredging of the Ross River was also a requirement for defence.

11.2 Townsville Ross River Marina and Commercial Trawler Fleet

Townsville Ross River Marina (TRRM) represents approximately 60 prawn trawling operators from Ross River. The TRRM was developed in the early 1980's when it was determined that it was not practical to have trawlers operating from the port. Previous to that the trawlers had operated from Ross Creek.

The group operates as a fisherman's co-operative and individual berth owners are shareholders in both TRRM and the fresh seafood outlet on site NQ Marine Fresh Seafoods.

TRRM oversees all operations concerning the marina, from berthing and wharf maintenance, to sales of fuel, consumables such as packaging, the use of chemicals and a chandlery. The sole purpose of the operation is to operate on minimal margins to "subsidise" both the shareholders and the commercial fishing fleet in an effort to keep their operating costs at a minimum.

A major component of the business is fuel sales. To ensure fishing businesses remain viable, fuel is not sold at the commercial rate. This enables 60 to 70 businesses to remain viable which have a flow on affect to around 200 families and other businesses. TRRM also operates NQ Marine Fresh Seafoods which unloads, stores and distributes catches and operates a fresh seafood shop next to the wharf.

TRRM felt that berth sizes in the precinct would need to cater for large fishing vessels; for example up to 25 metres. This is particularly important as the trend is generally towards larger vessels.

Trawlers converge on Townsville from numerous locations along the Queensland coast including Cairns, Bowen, Lucinda and Bundaberg. As such allowing for 50 berths in the new precinct was not considered sufficient as up to 70 berths in the peak prawn season would be required. There may also be many more boats in the Townsville area due to recent changes to the *Queensland Fisheries Act* abolishing restricted access areas.

TRRM expressed concern that they had not been offered any guarantees that their businesses will be relocated into the TMPP and are concerned their business operations will be jeopardised when or if they are relocated to the TMPP for this reason.

TRRM is finding it difficult to plan and make business decisions when there is still uncertainty surrounding the timing of the river closure and the construction of the TMPP.

11.3 Rosshaven Marine

Rosshaven Marine is a boating service and maintenance facility. Rosshaven Marine repairs vessels from small pleasure craft through to vessels up to 500 tonnes. Major customers include the north's ferry operations, the coast guard, and the police and defence forces, along with a broader, established client base from Hinchinbrook to the Whitsundays.

Rosshaven Marine has recently signed a contract to refit eleven Pacific patrol boats over a 3 year period, to be completed in mid 2012. The uncertainty surrounding the development of the TMPP is inhibiting the business's capacity to forward plan.

Management was concerned about the lack of assurance of a place in the TMPP.

Rosshaven Marine also cited concerns about the cost of relocating equipment and the type of facilities and area of land that may be available to them at the new facility, particularly if they were required to operate from a temporary facility in the interim. The need for some public access to enable the chandlery to operate was also important to Rosshaven Marine as it provided significant revenue to the business.

With the exception of access to a fresh seafood business and chandlery, Rosshaven Marine did not believe the public should have access to the marina. They believed it should be a commercial heavy industry precinct and as such public access would be inappropriate.

11.4 Harbourside Coldstores

Harbourside Coldstores provide refrigerated logistic services to northern Australia. It operates a seafood processing business and markets the catch from 16 Queensland east coast trawlers and has access to the catch from eleven Gulf of Carpentaria trawlers. Harbourside Coldstores expressed concern about the lack of certainty about their relocation to the TMPP (or at least access to an unloading area for seafood product from fishing vessels). Management was also concerned about the timing for the construction of the TMPP and whether there would be enough time for it to be built to an adequate level prior to the completion of the TPAR and bridge across Ross River. There was also concern regarding the adequacy of access to the TMPP through TPAR and rail corridors.

11.5 Pacific Marine Group

The Pacific Marine Group (PMG) was concerned about the timing of the project and the completion of the TPAR and the risk this posed to their continued operations in the Townsville area.

While the size of TMPP was considered as adequate (30-34 hectares), PMG believed that it was essential that the facility cater for the future expansion needs of the current marine industries of the area.

PMG suggested a common use area within the TMPP, similar to what has been built in Western Australia, at the Australian Marine Complex Common User Facility which would cater for expanding businesses.

PMG could not operate without a slipway. The Magnetic Island barges would need to be towed to Cairns for servicing if there was no access to a slipway. This would be neither practical nor cost effective. PMG barges require large slipways as the barges are too large for lifts.

Several upstream companies including PMG are continuing to attract new business from around Australia and the Pacific. PMG's facilities in the Ross River are already at capacity, with another 2 barges (30 and 40 metres in length) on order from Singapore.

11.6 Queensland Police Service Water Police

The main role of Townsville's branch of the Queensland Police Service Water Police (QPS Water Police) includes policing and investigating marine incidents in the waterways of in the Townsville area.

The main issue in relocating to the TMPP for the QPS Water Police was suitable access to their large boat. Their office can be no further than a maximum of 50 metres away from the boat for security, fast response and maintenance reasons. They would require no less office space than they have now.

11.7 Australian Institute of Marine Science (AIMS)

AIMS is committed to the protection and sustainable use of Australia's marine resources. Its research programs support the management of tropical marine environments around the world, with a primary focus on the Great Barrier Reef World Heritage Area, the Ningaloo Marine Park in Western Australia and northwest Australia.

AIMS owns and operates 2 boats, one from Townsville (24 metres) with another berthed in Perth Western Australia (35metres). AIMS is forward planning to 2020 and intend expand their facilities and purchasing another vessel and would require two 35 metre to 40 metre berths.

AIMS is currently in the process of moving their ship from the Ross River Fisherman's Wharf into Ross Creek beside the Magnetic Island vehicular barge. AIMS future plan is to construct a vessel berthing and management facility within the TMPP.

AIMS also aims to provide free berthing facilities in the TMPP for overseas research vessels. Coral and tidal research vessels fall between the ranges of 50 to 80 metres. AIMS therefore envisage requiring a berthing area in the precinct of 80 metres.

An area of 540 square metres of land is required to build a warehouse and offices and another 2500 square metres for equipment storage and parking. AIMS would not encourage public access to their facility but would have no objection to another area within the precinct being open to the public.

It is AIMS view that it is essential that an adequate slipway is built to cater for large boats. Townsville's slipways are not large enough to cater for the AIMS research vessel.

11.8 Riverside Marine

Riverside Marine provides a twice weekly freight transportation barge service to the Palm Island community.

Similar to many other upstream businesses they were unable to assess the costs and benefits to their business of moving to the new precinct without knowing what facilities would be provided. They were concerned about the operating costs in the new facility and if they will be provided with exclusive use of a barge ramp.

12. COMMUNITY INTEREST GROUPS

Several of the groups in this section provided written responses which are available on request.

12.1 Townsville Volunteer Coast Guard

The Townsville Volunteer Coast Guard is an organisation composed entirely of volunteers and formed to promote safety in the operation of small craft. The coast guard office and their boat are located on the Ross Creek at the city boat ramp. Coast guard facilities need to be located close to main boat ramps; to enable them to support the boating community of Townsville. If the boat ramps in Ross Creek were relocated to the TMPP the Coast Guard would need to move to that location. However, being a voluntary association the Coast Guard would not be in a position to fund the relocation.

A wash down bay was seen as an important addition to the TMPP if a public boat ramp was going to be included in the TMPP.

The Coast Guard's large boat is maintained at the Rosshaven Marine slipway twice a year. As they require the facilities of a travel lift, if a slipway did not exist in Townsville the Coast Guard would have to travel at significant cost to Port Hinchinbrook.

12.2 Townsville Bird Observers Group

Bird Observation and Conservation Australia (BOCA) is the north Queensland branch of the national organisation and is committed to the conservation of birds and environmental management.

Bird observers believed and were concerned that the POTL was making an effort to compensate for loss of dog walking areas, but were not investigating similar compensatory issues for the birds of Ross River which are protected under international treaty.

The bird club's main concern was for the sand spit, as previous reports concluded that the spit was an important habitat for residential and migratory sea birds. They believed the proposed breakwaters were likely to negatively impact the spit through changes in the natural hydrodynamics of the area (increased sand accretion or scouring) and there were no other spits in close proximity to Townsville. The closest sand spits suitable for birds being at Cungulla and the far northern beaches.

The South Townsville beach area was of little interest to the Townsville Bird Observers Group as the area is heavily used by the public with dogs and as such was not viewed as good bird habitat.

The club indicated they considered compensatory habitat as has occurred for other developments where bird habitat is built into the design as mandatory. For example, contractors should have compensatory habitat guidelines before they design the marina. However to determine correct compensatory issues would require specialist input and an in-depth study on the issue.

The club felt that it needs to be understood what the potential impacts are to the disruption to birds during construction and associated dredging, even if the breakwater walls do not go ahead.

12.3 Birds Australia North Queensland

Birds Australia NQ advised the mouth of the Ross River attracts significant numbers of migratory and resident shorebirds and is classified as an area of national importance. These birds are protected under state and federal legislation and by international treaty. Full details are provided in Maunsell's Migratory Seabird Report compiled for POTL as part of the EIS.

The majority of these shorebirds feed on the mudflats of Cleveland Bay, then during high tide, roost on the sandbars at the mouth of the Ross River.

The construction of any hard infrastructure, either a long or short breakwater within the mouth of the Ross River was perceived as likely to deflect the course of the main channel, especially at times of high flow and destroy the main roosting area for many of the residential and migratory birds that use this area. The importance of the sand spit, the south bank and the adjacent mud flats is clearly stated in Maunsell's Migratory Bird report. Therefore, should a breakwater be included in the proposal. Modelling should also be undertaken to show that any mitigating proposals to offset the environmental damage caused by the presence of this structure will maintain high tide sand bars for roosting birds.

12.4 Wildlife Preservation Society NQ

The society practices a 'hands on' approach to conservation including tree planting, fauna and flora surveys, radio tracking, restoring wildlife habitats and protecting remnant rainforest. The society supports biologists and other researchers in studying threatened species.

The Wildlife Preservation Society NQ stated that they would be against anything that would threaten the integrity of the area in the vicinity of the sand spit. There was concern that even shorter breakwater options would possibly cause erosion of the sand spit.

The emphasised that the hydrodynamics at the mouth of the river need to be researched carefully to ensure there would no negative impact on the surrounding habitat including mangroves.

12.5 North Queensland Conservation Council

North Queensland Conservation Council (NQCC) is a voluntary regional conservation group which focuses on the preservation of the natural environment on the Queensland coast from Bowen to Cardwell and West to the Northern Territory border. It is an organization with a strong membership base which promotes the conservation cause and also acts as an umbrella group for other conservation related groups in the region.

Representatives from NQCC requested a meeting with key POTL staff for a full project briefing rather than responding through the consultation opportunities offered by EBC. The meeting was held in October 2008 at the Port of Townsville.

At the meeting NQCC raised concerns related to the potential impacts of the range of breakwater configurations under investigation on the hydrodynamics of the mouth of the Ross River and the

migratory bird habitat. NQCC was also particularly concerned about the potential impacts of the project on the benthic environment, and in particular, key habitat for marine megafauna such as dolphins, dugong and turtles.

In particular the NQCC representatives were concerned about the impact of the project on an area that is considered critical habitat for Snubfin and Humpback dolphins. NQCC advised that the habitat of these dolphins is shallow water (1-2 metres deep) where they feed on small crustaceans, fish and squid. The representatives advised POTL that all the shallow water areas in Cleveland Bay formed part of the critical habitat for these dolphins and that they appear to congregate around the mouths of rivers, particularly Ross River and Ross Creek. For this reason NQCC considered the marine precinct project had the potential to contribute to local extinctions of the species through the reclamation of shallow water habitat.

12.6 Wooden Boat Association of North Queensland

The Wooden Boat Association of North Queensland (WBANQ) is an active group of people who have an interest in timber boats.

The association recommended an extended breakwater (Option 1) in order to accommodate yacht moorings for local and visiting yachts and to ensure smooth water even in extreme river flows.

Members of WBANQ believe Townsville has a shortage of affordable yacht moorings. They recommend that sufficient pile moorings to meet the current and future needs of yachting enthusiasts are included in the TMPP.

The association also believes Townsville is avoided by many international cruising yachts due to lack of available short-term moorings. WBANQ believed a number of pile moorings in the Ross River should be allocated for short term lease of the cruising community.

The WBANQ recommends that boat ramp facilities are included in the TMPP. The current boat ramp facilities were believed to be overcrowded and in the case of the city boat ramp, recreational boats are subjected to the wash from Magnetic Island ferries which results in launch or retrieval delays and at worst boat or trailer damage.

They believed facilities such as toilets, wash down facility, a loading pontoon and secure car parks with CCTV security should feature in the TMPP.

The association also expressed the need for an over the beach launch point for small craft be incorporated into the TMPP. There are currently no safe hand and trolley launch points for such craft. Boat ramps are not suitable as small dinghies and trailer craft do not mix safely and wave action makes launching at Pallarenda unsafe.

12.7 Port Community Partnerships Forum

The Port of Townsville Community Partnerships Forum is an initiative of the Port of Townsville to engage local residents and interest groups. The forum is attended by members of NQCC, Townsville

Local Marine Advisory Group, Townsville Enterprise Limited, Townsville City Council, other interest groups and local residents.

EBC staff attended two meetings of the group, one in November 2008 and another in February 2009 where updates on the EIS consultation process, consultation materials and opportunities for community and stakeholder involvement in the project were provided to attendees.

12.8 Townsville Local Marine Advisory Group (LMAC)

LMAC advised comments will be provided on the TMPP when the EIS is released for public comment. Members may have provided comment in the consultation process through their own organisations.

LMAC members remain concerned that it would be difficult to find outcomes which will satisfy the local community on some issues such as recreational boating facilities, community access and increased urban traffic volumes.

A number of individual LMAC members expressed concerns about the potential for impacts from the project on the adjacent marine ecosystems and in particular on migratory seabirds and marine megafauna (dolphins, dugong and turtles) which are known to inhabit the marine environments at the mouth of Ross River. Potential impacts identified included boat strike, pollution from vessels and marine industries and the loss of intertidal foraging areas.

12.9 Sea Turtle Foundation

The Sea Turtle Foundation's main concern was the potential loss of seagrass beds and impacts on feeding green turtles. It was believed this issue would have been identified by other groups as of extreme concern in relation to dugong also.

13. KEY PROJECT PARTNERS AND GOVERNMENT AGENCIES

Key project partners and government agencies were consulted through a series of whole of government reference group meetings held at Port of Townsville. This enabled government agencies to interact with each other and participate in discussions on a range of issues, not just those pertaining to their area of responsibility. Three meetings were held during the consultation period, one in Townsville in August 2008 and two in March 2009 (one in Townsville and one in Brisbane).

Agencies invited to participate in the reference group include:

- Queensland Department of Infrastructure and Planning (DIP),
- Queensland Department of Natural Resources and Water (DNRW),
- Queensland Department of Primary Industries and Fisheries (DPIF)
- Queensland Environmental Protection Agency (EPA)
- Queensland Department of Main Roads (DMR)
- Queensland Rail (QR)
- Queensland Department of Trade, Regional Development and Innovation (DTRDI)
- Queensland Department of Transport (Transport)
- Queensland Department of Trade and Industrial Relations (DEIR)
- Maritime Safety Queensland (MSQ)
- Queensland Department of Communities (Communities)
- Queensland Department of Local Government, Planning, Sport and Recreation (DLGPSR)
- Queensland Health (Health)
- Townsville City Council (TCC)
- Great Barrier Reef Marine Park Authority (GBRMPA)
- Department of Defence (Defence)
- Commonwealth Department of Environment, Water, Heritage and the Arts⁶ (DEWHA)

At the first meeting of the reference group held in August, GHD Ltd gave a presentation on the proposed structure of the key studies to be undertaken to complete the EIS and sought feedback from the government agencies on the proposed and methodologies for each of the key studies. At the subsequent meetings the findings from the technical and field studies were presented.

Key points of discussion at the first meeting included:

- Marine sediment and surface waters sampling regime.
- Need for the EIS report to focus on detailed interpretation of findings of technical studies and adequate identification of potential impacts of the project not just an overview.
- Need for a strategic, risk based approach to the EIS that takes into account the cumulative impacts of other related and adjacent projects (e.g. Port Expansion Project).
- General interest in who is currently using the beach at Benwell Road.

⁶ DEWHA representatives attended meetings with POTL staff in Canberra to review and provide comment to the project.

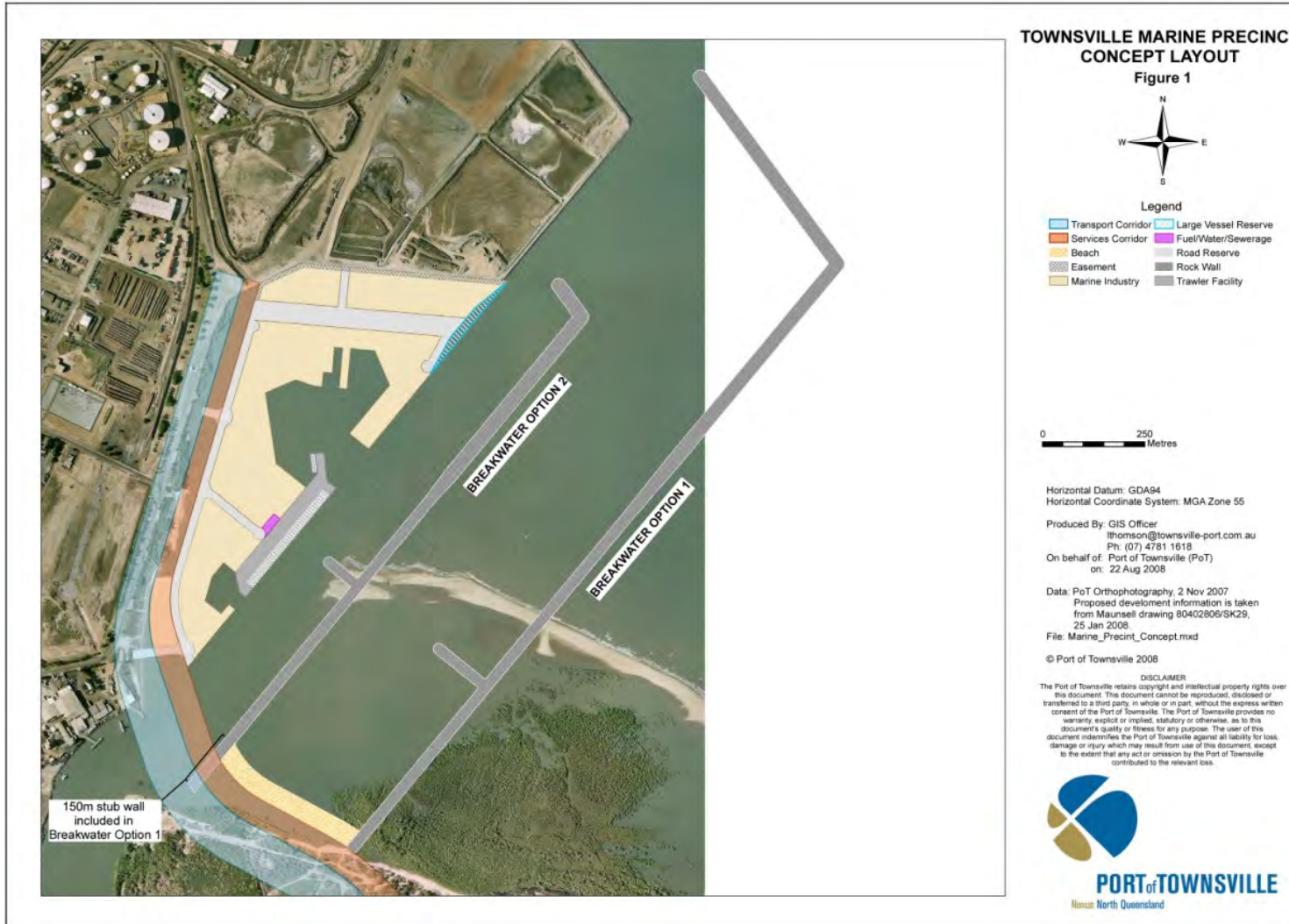
- Breakwater options and design with regards to foot-print, hydrodynamics and consideration of alternative 'softer' design options (e.g. sand-bag groynes)
- Likely location of disposal of dredged material.
- Impacts of the project on longshore drift and delivery of sand to beaches north of the Port (e.g. Strand, Rowes Bay and Pallarenda).
- Feral animal control (rats and cats) on rock walls of Marina and any breakwaters.

At the subsequent meetings the following issues were raised:

- Need for further consideration of the interaction between the TPAR, rail and access into the precinct.
- Noise attenuation for local residents.
- Light and noise impacts to bird roosting and foraging areas on the South bank of Ross River and the associated sand-spit and inter-tidal areas.
- Possible locations for public boat-ramps within the precinct or in nearby areas (upstream lands or on South bank of Ross River).
- Temporary berthing areas for visiting vessels, including defence vessels.
- Future redevelopment of upstream lands vacated by marine industries.

APPENDICES

Appendix 1 – Townsville Marine Precinct Project Concept Layout



Appendix 2 - Consultation Materials Distributed

Date Distributed	Stakeholder Group or Location	Resident Call Cards	Letters				Fact Sheets				Economic Survey	Boat Survey
			1	2	3	4	1	2	3	4		
Varied	Unoccupied houses	356										
Varied	Consulted residents South Townsville						122	122	122			
16/11/2008	Pile mooring owners				48		48	48				
16/11/2008	Consulted beach users						14	14				
18/11/2008	Businesses and stakeholders		96			94	96	96	94	96		
18/11/2008	Endorsed Aboriginal Parties		20			15	20	20	15	15		
23/11/2008	Notice board Mal's Minimart						1	1				
23/11/2008	South Townsville Tackle Shop						10	10				
30/11/2008	NQ Marina Fresh Seafoods						50	50				
30/11/2008	Rosshaven Marina						20	20				
30/11/2008	Trawler owners			50			50	50				
14/12/2008	Businesses South Townsville, Railway Avenue, Abbott and Bruce Highway Cluden		73				73	73				
14/12/2008	Beach users						15	15				
16/12/2008	Fresh Seafood, South Townsville Takeaway						40	40				

Date Distributed	Stakeholder Group or Location	Resident Call Cards	Letters				Fact Sheets				Economic Survey	Boat Survey	
			1	2	3	4	1	2	3	4			
16/01/2009	The Navigation Shop						20	20					
18/01/2009	Boundary Street residents						4	4					
18/01/2008	Beach users						4	4	4				
21/01/2008	Ross River Marina office						10	10					
23/01/2009	Upstream businesses								9		9		
23/01/2009	Pile mooring owners					41			41				
4/02/2009	Residents Cluden, Oonoonba, Railway Estate & South Townsville					3012							
11/02/2009	Sunfish NQ									1		1	
11/02/2009	Department of Main Roads – TPAR Project Team						20	20	20	20			
13/02/2009	Railway Estate boat ramp users						11	11	11	11		7	
14/02/2009	City Boat ramp											93	
16/02/2009	Miscellaneous boat owners						100					100	
16/02/2009	Townsville Marine						100					100	
20/02/2009	Miscellaneous boat & tackle shops											100	
		Sub Total	356	169	50	48	3162	686	486	194	143	9	401
											Total	5724	

Appendix 3 - Stakeholders Consulted and Consultation Methods

Stakeholder Group	Fact Sheet	Website	1300 Number	Newspaper Advertorial	Meeting, Interview or Presentation	Invitation to Consult	Letter and Flyers	Consultation with POTL	Questionnaire
The Community in Adjacent Suburbs									
1. Residents of South Townsville, Railway Estate, Oonoonba and Cluden	*	*	*	*		*	*		*
2. Broader Townsville community	*	*	*	*					
Businesses and Other Land Owners									
1. Businesses in South Townsville, Railway Estate, Oonoonba and Cluden	*	*	*	*	*		*		*
Ross River Businesses									
1. Townsville Ross River Marina	*	*	*	*	*		*		*
2. Rosshaven Marine	*	*	*	*	*		*		*
3. Pacific Marine Group	*	*	*	*	*		*		*
4. Harbourside Coldstores	*	*	*	*	*		*		*
5. Riverside Marine	*	*	*	*		*			*
6. Curtain Bros	*	*	*	*		*			*
7. N.Q. Marine Fresh Seafoods	*	*	*	*		*			*

Stakeholder Group	Fact Sheet	Website	1300 Number	Newspaper Advertorial	Meeting, Interview or Presentation	Invitation to Consult	Letter and Flyers	Consultation with POTL	Questionnaire
8. Townsville Region Water Police	*	*	*	*	*	*			
9. Australian Defence Force Ten Terminal Regiment	*	*	*	*	*		*		
River Users									
1. Australian Institute of Marine Science	*	*	*	*	*		*		
2. Townsville Volunteer Coast Guard	*	*	*	*	*		*		
3. Recreational vessels	*	*	*	*					*
4. Pile mooring lease owners	*	*	*	*	*				*
5. Owners and operators water sports equipment	*	*	*	*					
6. South Townsville beach users	*	*	*	*	*				*
7. Vessel undergoing repairs/maintenance Rosshaven Marina	*	*	*	*					
8. Fisherman's Wharf	*	*	*	*					
Aboriginal Traditional Owners	*	*	*	*	*		*		*
Community Interest Groups									
1. North Queensland Conservation Council	*	*		*		*	*	*	
2. SUNFISH (recreational fishing)	*	*	*	*		*	*		*

Stakeholder Group	Fact Sheet	Website	1300 Number	Newspaper Advertorial	Meeting, Interview or Presentation	Invitation to Consult	Letter and Flyers	Consultation with POTL	Questionnaire
3. Queensland Seafood Industry Association	*	*	*	*		*	*		
4. Birds Australia NQ	*	*	*	*		*	*		
5. Sea Turtle Foundation	*	*	*	*		*	*		
6. Sea Grass Watch	*	*	*	*		*	*		
7. Burdekin Dry Tropics NRM	*	*	*	*		*	*		
8. Wooden Boat Association NQ	*	*	*	*	*				
9. Townsville Bird Observers	*	*	*	*	*		*		
10. Wildlife Preservation Society NQ	*	*	*	*	*		*		
11. Townsville Bird Observers	*	*	*	*	*		*		
12. Port Community Partnership Forum	*	*	*	*	*		*		
13. Townsville Local Marine Advisory Group	*	*	*	*	*		*		
14. Townsville Wildlife Carers	*	*	*	*		*	*		
Government Agencies/Authorities									
1. Townsville Enterprise Ltd	*	*	*	*	*		*	*	
2. Townsville City Council	*	*	*	*	*		*	*	
3. Queensland Rail	*	*	*	*	*		*	*	

Stakeholder Group	Fact Sheet	Website	1300 Number	Newspaper Advertorial	Meeting, Interview or Presentation	Invitation to Consult	Letter and Flyers	Consultation with POTL	Questionnaire
4. Queensland Transport	*	*	*	*	*		*	*	
5. Queensland Department of Infrastructure	*	*	*	*	*		*	*	
6. Queensland Department of Main Roads	*	*	*	*	*		*	*	
Government Other									
1. Whole of Government Reference Group	*	*	*	*	*		*	*	

Appendix 4 - Comments Submitted via the 1300 Number, Email and the Website

Comment 1

I am writing as a resident of South Townsville for the past 20 years, during which time I have lived in several houses near the beach. Has there been any consideration given to the impacts of the loss of the beach on south Townsville and other residents who regularly use it?

From reading the above it appears that this factor has been unfairly minimised. Unless one has a boat this marina will constitute just another eyesore.

We won't have to worry about the new road cutting off our access to the beach as we won't have a beach.

I would like to know what South Townsville residents (who don't have boats) will get out of it. I fail to see any advantage at all in this development and I am quite horrified that it would be seriously considered.

Why can't the bridge across Ross River be a high level one and eliminate the need for a new marine precinct at all?

It strikes me as a needlessly extravagant and immoral solution to the problem of marina access and it smacks of incredible lack of vision, not to mention lack of consideration of South Townsville beach users.

Comment 2

We are residents of Railway Estate and use the areas on a regular basis for walking dogs on beach and sand spit. Would be a lovely area to develop if still was useful to general public. Would love to have some restaurants etc included in design - perhaps something along the lines of Cullen Bay Marina in Darwin.

Comment 3

Rather than the council spending money on more car parks at National Park boat ramp, why not include a new public boat ramp and car parking on this side of the bridge? You wouldn't have to worry about low tides etc and it is a lot closer to the mouth of the river.

How low is a "low level bridge"? What size boats, masts etc will now no longer be able to have access to the river or be able to get out from the National Park Ramp?

What impact will the new bridge have on silt and creating sandbanks in the river? It is already low at low tide and a build-up of silt or sand would make it un-navigable. I believe the creation of Rooney's Bridge at Railway Estate has contributed to the buildup of silt and sand along that stretch of the river. Will they dredge channels if it silts up?

Comment 4

Will there be a public boat ramp and parking included in the marina development?

Comment 5

I am appalled to hear that the Benwell Road Beach is to be reclaimed and that no provisions have been made for an alternative off leash dog area. This beach is one of only two beaches in Townsville where dogs are allowed off leash, the other being at Pallarenda. It would not be reasonable, nor

environmentally wise, to expect people living in Railway Estate and South Townsville to drive all the way to Pallarenda to walk their dogs. Dozens of people walk their dogs at Benwell Beach every day, and many more do so on weekends. Many are elderly people who do not have a car. Energetic dog walking and swimming is one of the best ways for dogs and humans to stay fit. It is also a great way to catch up with friends, humans and canine. Well exercised and sociable dogs are less likely to bark, escape and be a nuisance.

Comment 6

Thank you very much for your visit today, I just had a couple of follow up queries from our discussion that I was hoping you would be able to answer.

You stated that the new Port Access Road would cause an estimated 1/3 reduction in traffic on Boundary Street, I am concerned that this will not be a real reduction considering the increased demand over the next 1-10 years.

Key points of discussion at the first meeting included:

- What does the port expect the increase in traffic will be over the next 1-10 years (or as far in to the future as they can predict)?*
- Why is it not possible to divert all heavy vehicles accessing the port to the new road?*
- If there is a high level bridge there will be no change to the beach (access or otherwise)?*
- Do you know what the estimated cost would be for a high level bridge compared to a low level bridge (not including relocating costs for bird habitats, recreation etc.)?*
- What is the timeframe for the project?*
- Is there a contact at State or Federal government that we can discuss this with as a collective (if we got a majority of the residents in the South Townsville area to agree by petition either to a high level bridge, low level bridge, no access road or all vehicles diverted to use the access road)?*
- Is there a contact at State or Federal government that we can discuss this with as a collective (if we got a majority of the residents in the South Townsville area to agree by petition either to a high level bridge, low level bridge, no access road or all vehicles diverted to use the access road)?*
- What has the project cost thus far (including planning & consultation) and can we have a breakdown of the total estimated cost for the project?*

Comment 7

Is this project going to be used on the beach land near the mouth of the Ross River that is generally used by people fishing and walking their dogs? I imagine if this is the case they'll be upset with the move to develop there.

Comment 8

I have been told that one of the options for businesses at the end of 5th Avenue is that they may be bought out as an alternative to relocation. Is this the case?

Would this be at the business owner's option, or would there be some criteria?

I'm not a business owner, rather an interested local resident. I have also been told that you have been door knocking residents. We have met anyone yet nor received a note to say we missed you. What are the meeting time options please?

Comment 9

Will this project increase/diminish the effects of what we already experience, i.e. industrial noise, smells (gas?), dust? The recently established industrial estate already generates more noise than when we first purchased our property (i.e. April 2007).

Comment 10

As residents living in close proximity to the Port we are very concerned with the future implications as already we feel there are not enough regulations re noise and particular odour emissions (gas?) which we endure on a regular basis.

We understand we are living close to a working port but feel that here in Townsville there does not appear to be strict enough controls on air quality and noise as it is without creating more 'sandblasting' type activities.

From where we sit the new container storage facility (we assume that is what it is) which has recently been established along Benwell Road has already increased noise levels.

As far as residential development is concerned there is already too much high-density living within Townsville (i.e. Units).

More parks and open spaces is what South Townsville needs particularly trees etc to screen out the ugly buildings, assist to improve the air quality (which is badly needed) and to provide shade in the streets.

No definitely not more residential development – Townsville is already is filling up with 'white elephants'. And, as an aside, what about the mosquito problem? More residential development; we think not.

Well, those are our comments for what they are worth.

PS Further to my earlier email just thought I would add that someone who knows what is going in within the Port area (who shall remain nameless) told me a few months ago that "I wouldn't want to be living where you are with the proposed development at the Port".

Comment 11

The complete reclamation of the Beach should not proceed. The decision as to its future must not be made strictly on the basis of economic considerations. It must give full consideration to environmental, social, health and recreational factors.

Comment 12

I don't see any boat ramp for recreational users on the concept. This is greatly needed to give Townsville boaties a modern launch facility with adequate parking/launching facilities and also to remove the current conflict between boats heading to the current ramp and drunken night clubbers spilling onto the roadway.



Townsville Marine Precinct



Fact Sheet No. 1 - October 2008

What is the Townsville Marine Precinct?

The Townsville Marine Precinct is a proposal for a commercial marine precinct at the mouth of Ross River.

The proposed development includes reclamation of Lot 773 at Benwell Road. A catalyst for the development of the Townsville Marine Precinct Project is the construction of the Townsville Port Access Road by the Department of Main Roads, which includes a low-level fixed bridge across Ross River. The development of the Marine Precinct will enable a number of commercial marine activities from sites upstream of the future bridge to relocate prior to the completion of the Townsville Port Access Road.

As a purpose built commercial marina facility, the Townsville Marine Precinct will provide an opportunity to co-locate marine-dependent industries and provide 'best practice' environmental management infrastructure. It will enable the region's

existing marine industry to expand and diversify. The proposed Townsville Marine Precinct will be located on the northern bank of the mouth of Ross River at Benwell Road. The total area of the precinct will be approximately 34 hectares (ha), extending south from Benwell Road beach (Figure 1). It is possible that a breakwater will be required to ensure protection of vessels from wave action. A number of different breakwater options are being investigated as part of the project.

What is the project's background?

A Marine Precinct, situated at the mouth of the Ross River, has been proposed in various forms for the past 30 years. Such a facility provides for the continued growth of marine businesses in Townsville and enables adherence to stricter environmental controls on activities adjacent to water-ways.

The Port of Townsville has already completed preliminary studies, particularly environmental investigations over the past 10 to 15 years. Such studies included migratory bird surveys, surveys of



public use of Lot 773, sea-grass surveys and water quality monitoring in adjacent areas.

What is the project's current status?

The Port of Townsville recently sought Expressions of Interest from industry to develop the Marine Precinct, with a tender process anticipated to take place from October 2008 to February 2009. Design for the Townsville Marine Precinct is scheduled to commence in May 2009.

GHD Pty Ltd has been contracted by the Port of Townsville Limited to undertake an Environmental Impact Study (EIS) for the Townsville Marine Precinct Project. The objective of the EIS is to identify potential environmental impacts of the project and recommend measures to avoid or manage potential environmental impacts.

What will the EIS consider?

A range of sensitive environmental factors occur in this area. The EIS will have a particular focus on issues of greatest environmental concern. These include potential impacts on marine fauna such as dugong, turtles, dolphins, water quality, migratory birds, benthic (sea bed dwelling) organisms and seagrass. It will also consider impacts to adjacent terrestrial environments.

The EIS will include:

- definition and analysis of the potential impacts of the development on the environment;
- definition of measures proposed to address adverse effects;
- recommendations on the need for and contents of environmental management plans; and
- a social and economic impact assessment.

It will also include consultation with the Townsville community, local residents and businesses and key interest and stakeholder groups.



The draft EIS is expected to be completed in early to mid 2009, and will be released for public comment at this time.

How can the local community have a say?

Port of Townsville Limited wants to work with the community to develop an environmentally and socially beneficial project. A community involvement (consultation) program has been developed to allow all sectors of the community to participate in the EIS process. The program includes provision of project information to residents, businesses, stakeholders and interested members of the community via newsletters, meetings and public displays.

Opportunities for involvement will be widely publicised and will be flexible to allow the needs of the community to be accommodated as the study progresses. Community consultation will focus on seeking community and stakeholder input to issues relevant to the EIS for the Marine Precinct, such as the development of strategies to minimise potential project impacts and feedback on the Draft EIS report. The consultation program will be included as part of the EIS and runs until March 2009.

How do I get more information?

If you would like more information or would like to provide input to the Environmental Impact Study for the Townsville Marine Precinct please contact the project team by:

Phone: 1300 438 050

Fax: (07) 4772 6335

Mail : PO Box 2447

Townsville Qld 4810

Email: marina@ebc.net.au

Web: www.ebc.net.au/marina

or

www.townsville-port.com.au



PORT OF TOWNSVILLE

North Queensland



Environmental Impact Study



Fact Sheet No. 2 - October 2008

The Port of Townsville Limited (POTL) has contracted GHD Pty Ltd to conduct an Environmental Impact Statement (EIS) for the proposed Townsville Marine Precinct Project.

The EIS will involve field investigations as well as an analysis of existing literature relating to the aquatic and terrestrial systems occurring within and adjacent to the project study area. Field assessments will be undertaken for the following:

- Water and sediment quality;
- Marine megafauna (eg dugong, inshore dolphins, marine turtles, sea snakes);
- Seabed dwelling (benthic) organisms;
- Wading and migratory birds;
- Seagrass meadows; and
- Intertidal and terrestrial mangrove and dune communities.

The EIS also includes a range of other assessments including greenhouse gas assessments, traffic assessments, noise and air impact assessments as well as an economic impact assessment.

Most surveys will be carried out across an interseasonal period in late 2008 (some continue for longer), and will be supplemented by historical data where possible to enable informed development of an Environmental Management Plan for the project.

On completion of all field and desktop assessments, advice on potential impacts on animals and plants known to use the project land or marine areas, including any habitat loss or degradation as a result of the proposed development's construction and operational phases and an assessment of any mitigation strategies will be provided. The marine megafauna and bird surveys have a deliberate focus on protected or listed species as these are perceived to be at greatest risk of impact from coastal development. The surveys will, however, include an

assessment of all significant species at an ecologically relevant scale.

Marine field surveys to characterise the aquatic ecosystems of the project area will be undertaken in three phases:

- A marine megafauna habitat utilisation assessment sampled concurrently with water quality;
- A seagrass meadow, benthic fish and macroinvertebrate habitat utilisation assessment; and
- A migratory and wader bird habitat utilisation assessment.

There will also be a focused desktop assessment of historical documents and other, newly available literature. From the current literature, knowledge of flora, fauna, and seabed assemblages will be developed.

Water and Sediment Quality Assessment

A water and sediment quality field investigation will be conducted over a six month period. The aim is to establish baseline information on the water and sediment quality across seasons and different zones for the Townsville Marine Precinct Project. This will be achieved using both fixed water quality loggers and vessel based monitoring.

Results will provide a baseline of existing water and sediment quality conditions within the project area to inform potential impacts and mitigation strategies.

Seagrass, Benthic Fish and Invertebrate Surveys

The Department of Primary Industries and Fisheries (DPIF) is currently undertaking seagrass assessments for the POTL and therefore GHD will not undertake further broad scale seagrass meadow assessments. Instead, GHD will focus on collecting information on seagrasses at sample sites within the Precinct area and reference sites adjacent to the Precinct area.

This information will be analysed in conjunction with information provided through the DPIF program to

¹ Fauna are animals. Megafauna are the large animals of a region.

² Benthic organisms are those plants or animals living on or in the seabed.

³ An invertebrate is an animal without a backbone. A macroinvertebrate is an invertebrate large enough to see with the naked eye.

enable ecosystem assessment of the meadows likely to be influenced by any proposed development works in the context of their usage by other species, including megafauna.

GHD will survey the soft sediment subtidal and intertidal habitats to assess the current status of inshore benthic fish and macroinvertebrates and characterise the benthic habitats in the project area. Areas sampled will include the project area and reference sites from the immediate surrounds, including within Ross River and seaward of the project area into Cleveland Bay. Surveys will cover sandy, muddy and rocky habitats and record the animals and plants present within these areas.

Marine Megafauna Assessments

Information available to date indicates that the marine megafauna of conservation significance in the project area may include marine mammals (i.e. inshore dolphins, dugong) and marine reptiles (turtles and seasnakes). These species all occupy inshore coastal environs adjacent to the Great Barrier Reef. Aerial and boat based surveys will be undertaken over a 6 month period to record the current presence and prevalence of these species within the project area and adjacent habitats. Aerial surveys will extend into Cleveland Bay to the north and south of the project area and also record any dugong feeding trails. The activities of these animals when sighted during both survey methods will be recorded to provide information on preferred habitats, usage patterns, foraging or other behaviours.

Information collected through the program will be analysed in conjunction with historical habitat and species distribution data from JCU, EPA and GBRMPA so as to provide a regional context. Existing information on the habitat usage patterns of the project area by megafauna will also be assessed to provide context to observations on habitat utilisation and prevalence of animals.

Migratory and Wader Bird Assessment

The local environs of the Ross River contain important bird habitat for a selection of seabird, waterbird and shorebird species, some of which reportedly occur at the site in significant numbers and are listed on migratory bird agreements (JAMBA, CAMBA). These populations and those that use nearby mangrove, woodland and grassland habitats



may be impacted by the proposed development. Collation and analysis of existing records of bird numbers and behaviour in the area will be made and regional information on bird distributions will be presented and used as a basis for the interpretation of local records of bird species and numbers. Fieldwork will focus on the areas intended for development but extend to nearby habitats including the Ross River sandbanks and associated low tide feeding flats. The fieldwork will include a systematic appraisal of shore and seabird numbers in the area through roost counts, counts during feeding periods and transect counts. Temporal and spatial influences on bird movement and habitat usage patterns will be described from existing data recorded at the site during surveys undertaken in 2004 and 2007.

Terrestrial Flora and Fauna

GHD will conduct a once off interseasonal field exercise to characterise the floral and faunal communities of the foreshore, dune and mangrove systems within the immediate development area and adjacent Ross River banks. This will include an assessment of birds other than wading and migratory shore birds.

Historical aerial photography of the area will also be used to characterise trends in the intertidal vegetation resources to the east of the proposed development and up the mouth of the Ross River. The field program will utilise survey methods recognised by the Queensland EPA to determine the presence and prevalence of plants and animals occupying the banks of the Ross River and adjacent areas to the east of the project area, which may be effected by breakwater developments. Presence of weeds and pest species will also be noted and built into any assessments of impacts and mitigation measures for the project developments.

How do I get more information?

If you would like more information or would like to provide input to the Environmental Impact Study for the Townsville Marine Precinct please contact the project team by:
Phone: 1300 438 050 - Fax: (07) 4772 6335 - Mail: PO Box 2447 Townsville Qld 4810
Email: marina@ebc.net.au
Web: www.townsville-port.com.au or www.ebc.net.au/mama



Appendix 7 - Fact Sheet 3 – Benwell Road Beach

Factsheet 3



ABOVE AND RIGHT: Various scenes from Benwell Road beach.

Some facts about Benwell Road beach

Port of Townsville Limited (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 on Benwell Road.

As the community may be aware, the area is proposed for a commercial marine precinct. Should this go ahead, the beach will be the site of the Marine Precinct and consequently will no longer be available to the public for current uses.

POTL would like to advise the community of the current situation:

Whose land is it?

South Townsville beach is reclaimed land permanently leased to the Port for Port-related uses. It is designated Strategic Port Land in the Port Land Use Plan.

Why could the public access it?

The beach was earmarked for redevelopment as part of the Eastern Reclaim project in the 1990s but was not required at that time. POTL has allowed continued public access until the land is required. It is important to realise that the South Townsville Beach is not a "public beach" in the commonly accepted use of the term.

Is POTL looking at alternatives for the community?

The beach has become a valued attraction for locals and visitors, so POTL has been actively seeking alternative recreation opportunities in anticipation of the time when the beach is needed for Port-related uses.

Why can't a new beach be created?

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 taken up. The sand spit on the eastern side of Ross River is widely recognised as a sensitive environmental area for migratory birds and it is unlikely that people with dogs will be permitted in the area once the bridge over Ross River is constructed.

So what can be done?

Main Roads, in conjunction with POTL, has made land available on the eastern side of Ross River to be included in a 585ha environmental reserve. This will provide new recreational opportunities for locals and visitors but, unfortunately, no dogs will be allowed. POTL has also provided a public environmental walkway at the end of Boundary Street for walking, jogging and on-leash dog walking.

Finally, POTL is seeking opportunities to incorporate access points to the river in the marine precinct development (within the boundaries of safety and security) and in any redevelopment of vacated Port land on Ross River and Ross Creek.



Tell us what you think

Port of Townsville Limited (POTL) has employed independent consultants to meet with members of the community; including residents, businesses and all stakeholders; to get their thoughts on the proposed commercial marine precinct.

As well as making personal visits to homes and businesses in the South Townsville area to gain feedback about the project and its social impacts in general, the consultants have made trips to the beach to survey users. They have visited on weekday mornings and weekend afternoons when the tide is both in and out to get an accurate understanding of the situation.

Beach users are suggesting a variety of possible alternatives to enable them to continue their recreational activities should the marine precinct proceed.

All suggestions are valued and will be considered.

Any beach users who have not been surveyed are urged to contact the independent consultants (EBC) using the details below.

Please leave a message and your call will be returned.

What have residents said so far?

- "If the beach could be incorporated into the marina it would be even better".
- "It's essential for the (commercial marine) precinct to happen".
- "The beach was a reclaim anyway – it's not like a natural beach is getting modified".
- "As long as it creates plenty of work – that's all I'm worried about" .
- "The biggest social impact will be the loss of public space... they can't take everything and give nothing back."
- "The precinct could 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."



ABOVE: A consultant talks to beach users about how often they visit the beach. BELOW: A Sunday afternoon at Benwell Road beach.

More information and feedback

For more information or to provide input into the Environmental Impact Study please contact the project team on:

Phone: 1300 438 050

Fax: (07) 4772 6335

Mail: PO Box 2447, Townsville, QLD, 4810

Email: marina@ebc.net.au

Websites: www.townsville-port.com.au or www.ebc.net.au/marina





Factsheet 4 — February/March 2009

Outcomes of the marine studies

Boat and shore-based surveys were undertaken of the seabed and beach/mud flats in order to describe the marine animals and plants that are currently living in proposed development area of the Townsville Marine Precinct Project. This work was undertaken in October 2008 by a team of marine ecologists from GHD on behalf of the Port of Townsville Limited.

The following information was gathered:

The seabed

A sled and camera system was used to sample animals and plants living on the seabed in the subtidal areas within the immediate area of the Marine Precinct development and from upstream, downstream and opposite areas as well.

During the survey a large number of animals and plants were found with over 1500 individuals observed. Most of these were marine snails; however, marine worms and clams were also very common.

Seagrasses were found outside the mouth of the Ross River away from the proposed development and also in intertidal areas within the mangroves opposite the proposed development.

Outside the mouth of the Ross River the three seagrass species found were: *Zostera capricorni*, *Cymodocea serrulata* and *Halodule uninervis*.

On the eastern bank of the Ross River, across from the proposed Marine Precinct development site, a small seagrass meadow was found among the mangroves with only patches of the seagrasses *Zostera capricorni* and *Halodule uninervis*.

Beach and mud flats

During low tide, beach transects were waked to sample animals and plants living on the beach and mud flats in the immediate area of the Marine Precinct development and from the mud and sand banks opposite.

Small gastropods (snails) belonging to the family *Littorinidae* and crabs belonging to the families *Ocypodidae* and *Grapsidae* were the most common animals observed from the intertidal areas of the development section and the eastern mud banks.

Sipunculids, small soft-bodied worm like animals that burrow in mud and sand, were also very common on the site but not on the eastern mud bank area.

Continued next page...



ABOVE and BELOW: Animals that were caught for the study in the proposed precinct area were safely returned to the water.



Continued from first page...

Rocky Shores

Walks along the rocky breakwaters, adjacent to where the Marine Precinct development area is, were undertaken to see what animals and plants may be effected by any development.

Marine snails and oysters were common in the lower intertidal areas. Barnacles were spread across the mid and upper intertidal region.

Crabs, fish and prawns

Crab pots were deployed within the Marine Precinct area and elsewhere in the Ross River to see what crabs are living in the area.

Mud crabs were caught, all of which were undersized and returned to the water.

Cast netting was conducted along both banks of the Ross River near the Marine Precinct area; in the upper reaches and within side tributaries.

These nets returned a healthy catch of banana prawns (*Penaeus indicus*), which were also returned to the water.

A large number of small fish, including juveniles of some species, were also netted. These included glass fish, mullet, queenfish, pony fish, longtoms, mullet and whiting (among others).

All fish were also returned to the water alive after being photographed for record-keeping.

Turtles, dugongs and other megafauna

Boat-based surveys and aerial surveys are being done to look for turtle, dugong and other megafauna that may be using the proposed development area or adjacent waters.

These surveys are being conducted over a six-month time frame to get the best information on any changes in usage patterns of the area.

These surveys have not yet finished, but so far have recorded turtles, dugongs, dolphins, rays and sharks all using habitats outside of the Port in Cleveland Bay.

No snub-finned dolphins have been seen so far, only the bottlenose dolphin and the Indo-Pacific humpback dolphin, and none within the development area.

A small group of rays was seen during the October boat survey using the mud flats across from the proposed development area at high tide.



ABOVE: Surveys were undertaken from the shore and from the water itself. BELOW: Cast netting was conducted in Ross River to examine prawn and fish occurrences.



What is happening now?

Port of Townsville Limited (POTL) has employed independent local company Environment and Behaviour Consultants (EBC) to provide general information on the Townsville Commercial Marine Precinct project and seek information for consideration in the Environmental Impact Study (EIS).

The public consultation period closed on February 13, 2009.

When the draft EIS is complete, the public will again have a chance to comment on its findings. EBC consultants will be assisting any parties who are unsure of how to do this.

There will be a public display when the draft EIS is complete where those with an interest in the project can personally raise any points or issues with representatives from POTL. Dates of the display will be advised in the local media and by mail.

Feel free to contact the consultants on the number opposite if you require past project factsheets.

More information and feedback

For more information or to provide input into the Environmental Impact Study please contact the project team on:

Phone: 1300 438 050

Fax: (07) 4772 6335

Mail: PO Box 2447, Townsville, QLD, 4810

Email: marina@ebc.net.au

Websites: www.townsville-port.com.au or
www.ebc.net.au/marina.

Townsville Marine Precinct Project

It's not too late to have your say

Time is running out for those wanting to provide comment on the Townsville Marine Precinct Project. Independent consultants have spoken to several hundred people and are seeking more comments from the wider Townsville community.

The community consultation concludes on Friday February 13, 2009.

The Townsville Marine Precinct Project is a proposal for a commercial marine precinct at the mouth of the Ross River. The proposed 34 hectare facility will be located on the northern bank of the mouth of Ross River at Benwell Road, South Townsville.

Port of Townsville Limited is responsible for gaining all relevant approvals necessary for the development of the project and has recently contracted GHD Pty Ltd to undertake an Environmental Impact Study.

The Environmental Impact Study will identify potential environmental impacts of the project and recommend measures to avoid or manage those impacts. The Environmental Impact Study also includes a social and economic impact assessment.



Port of Townsville Limited has engaged local Environment and Behaviour Consultants to undertake a community consultation program and social impact assessment. Since November, Environment and Behaviour Consultants has consulted residents and businesses in South Townsville, Benwell Road beach users, stakeholders and general members of the community in relation to issues they might see arising from the project. A series of project fact sheets have been produced and a website established with further information and a feedback form.

To obtain further information or to talk to a consultant phone 1300 438 050 and leave your name and number, email marina@ebc.net.au or visit www.ebc.net.au/marina



Appendix 10 - Resident Call Card



Environment & Behaviour Consultants
PO Box 2447 Townsville Qld 4810
Phone: 1300 438 050
Fax: (07) 4772 6335
Email: marina@ebc.net.au



Environment & Behaviour Consultants
PO Box 2447 Townsville Qld 4810
Phone: 1300 438 050
Fax: (07) 4772 6335
Email: marina@ebc.net.au

Townsville Marine Precinct

Dear Resident

Your residence was visited by **Community Liaison Consultants** on

..... 2008

Unfortunately you were not home when we called.

The Port of Townsville Ltd has commenced an Environmental Impact Study for the Townsville Marine Precinct along Benwell Road, South Townsville. See over for concept layout and location.

We would like your feedback on any issues or concerns regarding the proposed precinct.

Comments will be communicated to the Port of Townsville on your behalf.

We will try to catch you at your residence at another time.

Regards

Terri and Carly
Community Liaison Consultants EBC

Alternatively, you can contact:
1300 438 050 to book an appointment with
a consultant at a time convenient to you.

Further info: www.ebc.net.au/marina



Appendix 11 - Questionnaires

1. South Townsville Resident Questionnaire

1. Do you think the commercial marine precinct is a good idea? Why?
2. Is there anything special or unique about South Townsville?
3. Do you think a commercial marine precinct would change South Townsville? Would this be a good or a bad thing?
4. Do you think the businesses in the Ross River should be given the opportunity to relocate? Why?
5. What would be the affect on South Townsville if the marine businesses were lost to the area?
6. If in the future some or all of the existing marine facilities on Ross River were to be redeveloped, do you have any preferences as to what that development should or should not contain?
7. Do you think the proposed commercial marine precinct will impact on your lifestyle? How?
8. Do you own your property?
9. Do you think the proposed commercial marine precinct will affect your property value? How?
10. Do you use the beach at Benwell Road? If no, why not?
11. What activities do you do at the beach? Please circle.

Fish	Walk	Swim	Yabbie
Crab	Walk Dog/s	Sit in car and look at view	
Other - please describe			

12. How many times a month do you go to this beach?
13. Do you visit any other beaches? Y/N – How frequently?
14. Would you to travel to another beach if the beach was not here? If yes, which one? If no, why not?
15. I would be upset if I could no longer access the beach at Benwell Road. Please circle.

1. Strongly Disagree	2. Disagree	3. Tend to Disagree
4. Tend to Agree	5. Agree	6. Strongly Agree
16. If the beach was replaced what, if any, alternative facility would you propose in the local area for you to continue your activities?
17. Are there any features you would like to see incorporated into a commercial marine precinct?
18. Is there anything else you would like to tell us about the Townsville Marine Precinct concept?

2. South Townsville General Business Questionnaire

1. Do you think the commercial marine precinct is a good idea? Why?
2. Is there anything special or unique about South Townsville that makes you want to locate your business in South Townsville?
3. Do you think a commercial marine precinct at Benwell Road would affect your business? How?

4. Do you think the businesses in the Ross River should be given the opportunity to relocate?
5. What would be the affect to South Townsville businesses if the marine businesses from Ross River were lost to the area?
6. The area which will be vacated by relocating businesses in Ross River will be redeveloped. Do you have any preferences as to what that development should or should not contain, do you have any concerns?
7. Do you own your property?
8. Do you think the proposed commercial marine precinct will affect your property value? How?
9. Do you use the beach at Benwell Road? If no, why not?
10. What activities do you do at the beach? Please circle.

Fish	Walk	Swim	Yabbie
Crab	Walk Dog/s	Sit in car and look at view	

Other - please describe

11. How many times a month do you go to this beach?
12. Do you visit any other beaches? Y/N – How frequently?
13. Would you to travel to another beach if the beach was not here? If yes, which one? If no, why not?
14. I would be upset if I could no longer access the beach at Benwell Road. Please circle.

1. Strongly Disagree	2. Disagree	3. Tend to Disagree
4. Tend to Agree	5. Agree	6. Strongly Agree

15. If the beach was replaced what, if any, alternative facility would you propose in the local area for you to continue your activities?
16. Are there any features you would like to see incorporated into a commercial marine precinct?
17. Is there anything else you would like to tell us about the Townsville Marine Precinct Project concept?

3. Pile Mooring Questionnaire

1. Would you be prepared to move to new pile moorings if available at the new Townsville Marine Precinct Project? Why?
2. What sort of facilities would you expect to be provided?
3. What would you be prepared to pay for such facilities?
4. What makes a good a safe shelter for vessels?
5. Do you think wind, currents, tide or flood events would impact on your vessel if moored at the mouth of the river?
6. If yes, which is of the most concern to you?

7. If the Ross River was closed to pile moorings would you sell your vessel or go somewhere else, where would that be?
8. Where would you shelter your vessel in extreme weather events, if access to the Ross River was closed to boats and there was no provision for pile moorings at the marina?
9. Do you have anything to say in general about the Townsville Marine Precinct Project?

4. South Townsville Beach User Questionnaire

1. Do you think a commercial Townsville Marine Precinct Project is a good idea? Why?
2. On average how many times a month do you come to this beach?
3. What suburb do you live in?
4. How do you get to the beach? Please tick.

Cycle	Drive	Walk	Other
-------	-------	------	-------

5. What activities do you do at the beach?

Fish	Walk	Swim
Yabbie	Crab	Walk Dog/s
Sit in car and look at the view	Other - please describe	

6. I would be upset if I could no longer access the beach at Benwell Road. Please tick.

1. Strongly Disagree	2. Disagree	3. Tend to Disagree
4. Tend to Agree	5. Agree	6. Strongly Agree

7. Would you to travel to another beach if this beach was not here? If yes, which one, if not, why not?
8. If the beach was replaced, what, if any, alternative facility would you propose in the local area for you to continue your activities?
9. Are there any features would like to see incorporated into a commercial marine precinct?
10. Is there anything else you would like to tell us?

5. Recreational Boat Owner Questionnaire

1. How many times a month do you use this boat ramp?
2. How many people usually travel in your boat?
3. What activities do you undertake when you take your boat out and where do those activities take place?
4. Do you use any other boat ramps? When, how often? Or if no, why not?
5. Are you satisfied with current public facilities provided for your use?
6. Do you think the Townsville Marine Precinct Project will impact on your ability to continue those activities?

7. Do you think a boat ramp facility should be included in the new Townsville Marine Precinct Project?

8. What facilities would you like to see at a public boat ramp?

- | | |
|---|---|
| <input type="checkbox"/> Multiple Lane Boat Ramps | <input type="checkbox"/> More Manoeuvring Space |
| <input type="checkbox"/> Disabled Parking | <input type="checkbox"/> Disabled Pontoon |
| <input type="checkbox"/> Retail/Fuel Outlet | <input type="checkbox"/> More Parking |
| <input type="checkbox"/> Wash-down Facilities | <input type="checkbox"/> Fish Cleaning Bench |
| <input type="checkbox"/> Ease of Access | <input type="checkbox"/> Toilet/Shower Facilities |
| <input type="checkbox"/> Refuse Facilities | <input type="checkbox"/> Telephone |
| <input type="checkbox"/> Other (Please describe) | |

9. Do you think the Townsville Marine Precinct Project is a good idea?

10. Do you have anything to say in general about the Townsville Marine Precinct Project and/or the area adjacent to the proposal?

6. Traditional Owner Questionnaire

1. Do you think the Townsville Marine Precinct Project is a good idea?

2. Does the beach area at Benwell Road or adjacent area have any special significance to traditional owners?

1. 3. Do you visit the beach at Benwell Road? Yes No (Please circle)

2. If yes, on average how many times a month would you use the beach?

3. How do you get to the beach? (please circle)

Cycle Drive Walk Other

4. What activities do you do at the beach? (please circle)

Fish Walk Swim Yabbie

Crab Walk Dog/s Get bush tucker Get shellfish

Other

5. I would be upset if I could no longer access the beach at Benwell Road. Please tick.

1. Strongly Disagree

2. Disagree

3. Tend to Disagree

4. Tend to Agree

5. Agree

6. Strongly Agree

6. Even though I don't use the beach I would be upset if it was gone? Why?

7. Would you travel to another beach if this beach was not here? If yes, which one?

8. If the beach was lost, what, if any, other facilities would you propose in the local area for you to continue your activities?

9. Are there any features you would like to see incorporated into the Townsville Marine Precinct Project?

10. Is there anything else you would like to tell us about the Townsville Marine Precinct Project?

Appendix 12 - Questionnaire – Economic Impact Study

**ECONOMIC IMPACT STUDY QUESTIONS
Townsville Marine Precinct Project
(For relocating businesses)**

1. Please provide a brief description of your business and its operations including business name and address.

2. Please provide an estimate of the business's turnover per year.

\$

3. Excluding moving and re-establishment costs, do you believe that being located at the proposed commercial marine precinct will be positive or negative for your business operations?

4. On a scale of 1 to 9 (1 being most negative, 5 being no impact, and 9 being most positive) how would you rate the expected impact of the new location on your business operations? (Please circle)

1 2 3 4 5 6 7 8 9

5. In terms of being located at the proposed new port, what negative changes do you expect for your business?

6. In terms of being located at the proposed commercial marine precinct, what positive changes do you expect for your business?

7. If possible, would you be able to estimate the expected negative or positive change to your business from being located at the proposed commercial marine precinct in terms of \$ per year impact on turnover?

8. Do you see any new opportunities for your business if located at the proposed commercial marine precinct?

9. Are there any other issues in terms of business viability or economic activity (positive or negative) that you can see arising from the move to the proposed commercial marine precinct?

10. Is there anything else you would like to tell us about your business?

Appendix 13 - Letter 1 – Businesses and Traditional Owners



Environment & Behaviour Consultants
PO Box 2447 Townsville Qld 4810
Phone: 1300 438 050
Fax: (07) 4772 6335
Email: marina@ebc.net.au

18th November 2008

Dear Sir/Madam

Re: Townsville Marine Precinct Project

The Port of Townsville Ltd is seeking your feedback on the proposed Townsville Marine Precinct Project. The Townsville Marine Precinct will be built at the mouth of the Ross River adjacent to Benwell Road.

Environment and Behaviour Consultants are working on behalf of the Port of Townsville Ltd and are providing information to the community on the project as well as seeking general feedback on the proposal.

To help you understand what is being proposed we have enclosed two fact sheets for you to read:

1. The Commercial Marine Precinct
2. The Environmental Impact Study

Both these documents provide background information on the Townsville Marine Precinct proposal.

If you wish to know more about the Townsville Marine Precinct Project and/or the EAC, consultants can meet with you at your business at a time convenient for you.

To provide feedback, make an appointment or to find out more phone 1300 438050 and leave your name and number, or send an email to marina@ebc.net.au.

We look forward to speaking with you.

Yours faithfully

Environment and Behaviour Consultants

Appendix 14 - Letter 2 - Trawler Owners Ross River Marina



Environment & Behaviour Consultants
PO Box 2447 Townsville Qld 4810
Phone: 1300 438 050
Fax: (07) 4772 6335
Email: marina@ebc.net.au

28 November 2008

Dear Sir/Madam

Re: Townsville Marine Precinct Project

The Port of Townsville Ltd is seeking your feedback on the proposed Townsville Marine Precinct Project. The marine precinct will be built at the mouth of the Ross River.

Consultants from Environment and Behaviour Consultants are working on behalf of the Port of Townsville Ltd seeking information for the Environmental Impact Study and general feedback from the community on the proposal.

To help you understand what is being proposed we have enclosed two fact sheets for you to read: The Commercial Marine Precinct and The Environmental Impact Study. Both these documents provide background information on the Townsville Marine Precinct Project proposal.

Over the next month or so, consultants will be contacting owners of vessels moored at the Townsville Ross River Marina to obtain feedback on the proposal.

Also enclosed is a Community Update on the EAC.

Please do not hesitate to call the 1300 number (recorded message service), or use the website or email address listed for further information.

We look forward to speaking with you.

Yours faithfully

Environment and Behaviour Consultants

Appendix 15 - Letter 3 - Pile Mooring Vessel Owners



Environment & Behaviour Consultants
PO Box 2447 Townsville Qld 4810
Phone: 1300 438 050
Fax: (07) 4772 6335
Email: marina@ebc.net.au

9 November 2008

Dear Sir/Madam

Re: Townsville Marine Precinct Project

The Port of Townsville Ltd is seeking your feedback on the proposed Townsville Marine Precinct Project. It is proposed the precinct will be built at the mouth of the Ross River.

Consultants from Environment and Behaviour Consultants are working on behalf of the Port of Townsville Ltd seeking information for the Environmental Impact Study and general feedback from the community on the proposal.

To help you understand what is being proposed we have enclosed two fact sheets for you to read: The Commercial Marine Precinct and The Environmental Impact Study. Both these documents provide background information on the marine proposal and will assist you gain a better understanding of the project and current and future activities.

Over the next month or so, consultants will contact owners of vessels moored in the Ross River. If you are willing, the consultants will ask you a series of quick questions regarding the proposed development and how it may or may not impact on pile mooring leases.

Please do not hesitate to call the 1300 number (recorded message service), websites or email address listed for further information.

We look forward to speaking with you.

Yours faithfully

Environment and Behaviour Consultants

Appendix 16 - Letter 4 - Conclusion of Consultation

22 January 2009

Townsville Marine Precinct Project Environmental Impact Assessment

As you may be aware, the Townsville Marine Precinct Project is a proposal for a commercial marine precinct at the mouth of the Ross River.

The purpose-built commercial marine precinct will enable the region's existing marine industry to expand and diversify.

The proposed 34 hectare facility will be located on the northern bank of the mouth of the Ross River at Benwell Road.



Concept drawing of possible marina layout and potential breakwater options

Port of Townsville Ltd (POTL) is responsible for gaining all relevant approvals necessary for the development of this project and has recently contracted GHD Pty Ltd to undertake an Environmental Impact Study (EIS).

The EIS will identify potential environmental impacts of the project and recommend measures to avoid or manage those impacts. The EIS also includes a social and economic impact assessment.

As part of the EIS, POTL has initiated a public consultation program. Environment and Behaviour Consultants (EBC) has been engaged to consult with members of the community; including residents, beach users, businesses, Ross River users, conservation groups and other stakeholders; to identify the potential environmental, social and economic impacts of the proposal.

EBC consultants provide general information on the project and seek information for consideration in the EIS. EBC has produced a series of fact sheets to assist in providing general information to the community:-

- Fact Sheet 1 - Townsville Marine Precinct Project
- Fact Sheet 2 - Environmental Impact Study
- Fact Sheet 3 - Benwell Road Beach
- Fact Sheet 4 - Marine Studies

Details of how to obtain this information is listed below.

The public consultation finishes on Friday 13th February 2009.

How to get more information or become involved before this date:

1. Have a consultant visit your home or business or mail you further information - phone **1300 438 050** leave your name and number on the recorded message service and a consultant will return your call.
2. Email your request for more information or comments to: **marina@ebc.net.au**.
3. Post your comments to: **PO Box 2447, Townsville, QLD, 4810**.
4. Find more information and submit comments at: **www.ebc.net.au/marina**.

Thank you, EBC consultants are looking forward to hearing from you.