

Emu Park Recreational Boating Study

Frequently Asked Questions

Why do you need a new boat ramp?

The *Demand Forecasting Study* undertaken by Transport and Main Roads in 2011, identified that Rockhampton and Livingstone council areas had a shortfall in all-tide access boat ramp lanes.

The only all-tide boat ramp in Livingstone Shire is Rosslyn Bay Boat Harbour which in times of peak demand experiences issues with overcrowding and limited parking.

The upgrade to Coorooman Creek boat ramp has assisted slightly by easing capacity issues. However, the changing bar conditions at the creek mouth means all-tide access out to the open ocean is not often available.

How many boaties are currently in the area and how much has this increased by?

There are currently 9,781 registered boat owners (March 2016 figures) in Livingstone Shire and Rockhampton Regional Council areas.

From 2011, there has been an increase of 17.5% with an average of 3.5% growth per year.

This is currently higher than other regional centres such as Fraser Coast, Gladstone, Mackay, Townsville and Cairns.

What is wrong with the existing facility at Emu Park?

The current beach launch ramp at Emu Park has no shelter, hard to launch from at low tide, limited parking and is limited to smaller boats with 4WDs.

Why Emu Park as a location rather than elsewhere on the Capricorn Coast?

The northern area of the Capricorn Coast is serviced well with Rosslyn Bay Boat Harbour.

Transport and Main Roads recently expanded the Coorooman Creek boat ramp from two to four lanes, however it is not seen as a suitable all-tide facility due to issues with the bar at the mouth of the creek.

Emu Park has been identified as the preferred location from a number of previous studies. The current study will determine if Emu Park is a suitable location.

Has the Ritamada option been investigated?

The study undertaken by Rockhampton Regional Council in 2013 identified Ritamada Headland as a potential site for a large scale boat harbour type development.

Transport and Main Roads has since completed initial investigations into a smaller recreational boating facility at Ritamada Headland which included undertaking a hydrographic survey of the area.

A new boating facility at Ritamada Headland (similar size to that proposed for Emu Park) requires a reclamation

area for parking and breakwaters for shelter and a new access road to be provided to the location. This has been costed at over \$25 million and is considered a longer term solution. This includes approximately \$10 million for a new access road and \$15 million for a new recreational boating facility.

As a longer term solution this could include launching opportunities for future development on Great Keppel Island. No funding has been committed at this stage for this option.

When will work commence on constructing this boat ramp?

No further commitment other than the completion of this study has been made. This study will be used to assess if this project progresses any further or whether other solutions need to be investigated.

If one of these options did proceed, it may take approximately 3 to 5 years before construction would commence due to further planning and detailed design required to be completed.

The actual construction period would take approximately 6 to 9 months to complete.

Have you considered environmental impacts?

Potential environmental impacts as a result of the proposed works have been considered as part of preliminary planning works. Key environmental constraints (identified by the preliminary environmental assessment) that require further consideration prior to finalisation of design include obtaining further information on the migratory bird species that utilise the project area and whether the site provides any critical habitat for these species. Several nationally significant bird species listed under the *Environmental Protection and Biodiversity Conservation Act 1999* are known to occasionally frequent the broader project area.

Further information needs to be obtained to determine whether turtle species utilise the area surrounding the proposed works. If a proposal is to proceed, key environmental constraints will be further analysed through the outcomes of a field ecological survey.

Has any coastal engineering been completed to assess future changes to Fisherman's Beach?

Our preliminary investigation showed minor changes to sand movement along Fisherman's Beach. Long term if Option 1 went ahead and no changes expected if Option 2 went ahead (refer to Coastal Changes images on <http://www.tmr.qld.gov.au/Projects/Name/E/Emu-Park-recreational-boating-study>).

Is the rock outcrop area protected under state or federal environmental legislation which needs to be cleared before proceeding?

The Great Barrier Reef Marine Park starts at the low tide mark and between there and the mainland is the State Marine Park. Both the State and Great Barrier Reef marine parks are zoned as Habitat Protection. Any boat facility development here will require permits and approved environmental management plans from Great Barrier Reef Marine Park Authority and Queensland Parks and Wildlife Services.

A referral under the *Environmental Protection Biodiversity Conservation Act* would also be submitted to the Commonwealth Environment Department for either proposal.

Why are costs so high?

Due to the large tidal range in the area, a new all-tide access facility would require a large reclamation and causeway access. To avoid impacting on the existing parkland at Emu Park, additional reclamation is required to support car trailer parking close to the boat ramps.

Breakwaters are also required for both options to provide sheltered launching, which also increases the costs. The breakwaters and reclamation areas need to be designed high and wide enough to resist wave overtopping during storm/cyclone events, which would cause significant damage.

What consultation has occurred previously about this issue?

Previous consultation includes:

- Late 2012 – household survey by Rockhampton Regional Council
- September 2014 – household survey by previous Local Member, Bruce Young
- September 2014 – Boat Ramp Information Open Day held by South Capricorn Coast Boat Ramp Advisory Committee at Emu Park

The current engagement that Transport and Main Roads is undertaking will be the most comprehensive consultation study for a possible new boat ramp facility at Emu Park. This study will be used to assist in deciding whether a new ramp proceeds at this location or not.

How many car trailer parks will be provided with each option?

Both options will have an additional 45 car trailer parks constructed as part of the facility. This is in addition to the existing 14 car trailer parks located at Fisherman's Beach, totalling approximately 59 car trailer parks.

What usage is the new facility expected to attract?

It is unsure at this stage as to the expected usage of this facility and further investigations into this would need to occur. However it is believed that it will go a long way in helping ease congestion at the busy facilities at Rosslyn Bay Boat Harbour and Coorooman Creek. It is expected that on days where the weather is suitable for boating, the new facility would be heavily used.

If this facility goes ahead will the existing beach ramp still remain?

This would be investigated further if either of these options went ahead. Discussions would need to occur with council but could possibly remain as a beach access ramp.

Would the new breakwater incorporate a path for pedestrians?

This would be investigated further if either of these options went ahead.

Approximately how many truckloads of concrete, bedrock and construction material will be required for the construction of a new boating facility?

Preliminary estimates on the haulage of rock required have been calculated at around 3,000 (Option 1) and 1,400 (Option 2) truckloads assuming a 6 month construction period.

The frequency of the trucks entering and exiting Hill Street would vary over the construction period but rough calculations would show over a 10 hour day there may be on average between 20 (Option 1) and 9 (Option 2) trucks entering Hill Street to drop off material and then exit.

Where would rock material be sourced from?

This has not been identified yet however material would most likely be sourced from one or two local quarries depending on the market at the time of construction.

Will road repairs resulting from the heavy vehicle traffic be fixed as required, or only on completion of the project?

This would need to be investigated further and discussed with Livingstone Shire Council. However in most instances if the legal load limits are not exceeded then there should be no repair works required.

Neither option seems to have catered for land-based fishing off the boat ramp. Why wasn't the design expanded to include safe access and use by non-boating patrons?

As high level concept drawings, this level of detail is not required at the feasibility stage. If an option is progressed further, additional design will be carried out on the preferred option and discussed with Livingstone Shire Council.

If neither of these options go ahead, would the Ritamada option be brought forward?

The feasibility of developing Ritamada would be investigated further if neither option at Emu Park went ahead.

If one of these options do go ahead, is there any chance it's likely to be expanded in any way?

There are no plans to expand either option at this stage.

What else will be looked at as part of this study?

Community engagement is one part of the Social and Economic Benefits and Impacts study. A comprehensive assessment of the direct and indirect benefits and impacts to the local community and wider Capricorn Coast region will be undertaken for the two proposed options. Potential measures to mitigate any identified issues will also be included in the final report.

Who will be attending the stakeholder meetings?

The study team has identified a number of key stakeholder groups that will be invited to attend face-to-face meetings. These groups will include Livingstone Shire Council, Capricorn Conservation Council, Emu Park Lions Club, local traditional owners, emu Park businesses and residents groups and local boating and fishing clubs.

How will you minimise stacking of the results?

Name and contact information has been made mandatory on the survey so we can clearly see who is submitting responses. Any survey submitted without contact details will not be included in the final report. If there are multiple responses from one individual, this will only be counted as one submission.

Details provided will then be verified against council records.

What are the next steps from here?

The online survey is available until Monday 16 May 2016. The results from the survey will form part of the Social and Economic Benefits and Impacts study.

This survey is located on the Queensland Government consultation website, Get Involved (www.getinvolved.qld.gov.au).

Face-to-face meetings will also be held with key stakeholders with information provided to also be included in the study.

The Social and Economic Benefits and Impacts study is expected to be completed in mid-2016.

The study results will be used to determine whether or not to proceed with further investigations and detailed design for one of the options.