Date or period	Event	Remarks
2011	Publication of GHD 2011 demand forecasting study	"The Northern Region is experiencing on- going population growth, particularly in the Cairns and Townville areas. "The Cairns area is a "low demand recreational boating catchment" (in 2011) - indicating that by comparison, Townsville needed attention as a priority.
		The 2011 study recommended (on Cairns' north side) Kewarra Beach west of Taylor Point for a new boating facility. Later more detailed examination by TMR ruled out this site.
		The 2011 study recommended upgrade of the Tingira Street facility in the Cairns port area.
		The 2011 study recommended upgrade of the Redbank/Packers Camp facility (subsequently done).
11 Aug 2014	TMR conducted an investigation of the proposed Taylor Point (Kewarra Beach) boat ramp site	The investigation found few options for a boat ramp without continual extensive dredging. The recommendation was the Taylor Point site was unsuitable for a boat ramp facility.
17 Apr 2015	Opening into usage of Stage 1 of the Townsville Recreational Boating Park	The new Townsville facility gained statewide public attention from this date, and started a (Cairns versus Townsville) public demand by Cairns boaties for equality in provision of new boating launching capacity in Cairns.
27 Apr 2015	CRC supports expansion of the Tingira Street boating facility.	CRC offered to fund 90 new CTU parks to support an additional four lanes, provided the land was "provided by others".
13 Nov 2015	Ports North suggest Swallows Landing (in Trinity Inlet upstream from Smith Creek) as a possible future ramp site.	Swallows Landing has an existing barge ramp. It is an extra 30 minutes at six knots compared to Tingira Street in proximity to the open sea.
		In feedback to PN, TMR noted about the Barron River: "You will know that the boat ramp in the Barron River was upgraded with a floating walkway – however that site is not all-tide for access to the sea – and thus falls into the 'bandaid' category – like other minor ramps at the Cairns northern beaches."
15 Nov 2015	Discussion about ramp sites.	
16 Nov 2015	TMR/CRC/PN have third meeting planning about potential Cairns boating facility sites.	

## Chronology – new Cairns boat ramp through to 31 Oct 2018

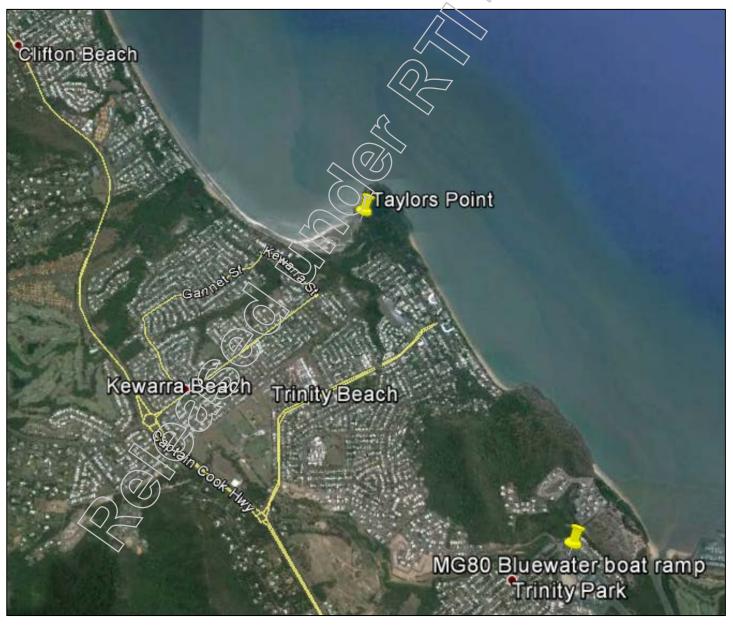
18 Nov 2015	Site upstream (and south) of the Tingira Street ramp via reclamation of mangroves identified –	This site noted as being of about the same proximity to the open sea as the existing
	marked up air photo.	Tingira Street ramp and that several other sites in Trinity Inlet were all much further upstream (and therefore remote from the sea). Major mangrove reclamation at high cost would be needed.
18 Nov 2015	TMR assesses depth access to several sites in Trinity Inlet – all much further upstream (and therefor remote from the sea) than Tingira Street.	Reclamation near Tingira Street. Highly suitable for depth access with no dredging and short causeway. Major mangrove clearing needed – at high cost.
		Swallows Landing depth access reasonable. Distance from the sea a problem. Mangrove reclamation for car- trailer parking a problem.
		Pipeline outfall site at intersection of Chinaman and Fourmile Creeks. A further two miles distant from the sea than Swallows Landing. Depth access reasonable. Mangrove reclamation needed for car-trailer park.
		Lot opposite Lyons Street Portsmith – OK for land access but would require considerable capital and ongoing maintenance dredging. A long way up a small creek with a significant bar in the Chinaman Creek access channel.
		The outcome of this depth and distance from the sea assessment was that reclamation (needed at three of the depth- suitable four sites) was preferred at the closest of the three sites – Tingira Street. The deciding issue was Tingira Street being 30 minutes closer at six knots to the open sea, than the other three potentially suitable sites. Tingira Street would require major mangrove reclamation at high cost.
3 Dec 2015	QG Get Involved web survey on statewide boating facilities went live.	The web survey closed 30 Sep 2016. See below. Extensive submission received from CAREFISH on 29 April 2016.
9 Jan 2016	Weekend Post, Cairns – media article calling for new Cairns boating facilities and doing a detailed comparison with the new Townsville Recreational Boating Park.	An expansion at/near Tingira Street Cairns proposed as one solution. Quoted Cairns at the time having 21,923 registered boats compared to Townsville's 23,356 – and therefor equivalent facilities need to be provided.
6-12 Apr 2016	Community Reference Group formed. TMR reps present at meeting coordinated by Craig Crawford MP (and staff), with councillors, Minister Bailey, and CAREFISH present.	

submission on boating facilities to the QG Get Involved web survey. Community Reference Group meeting: Attendees: Sandra Burke (TMR); Darryl Jones (TMR); Barney Littlewood (TMR); Cr Terry James; Cr Brett Olds; Cr Jessie Richardson; Helius Visser (CRC); Bruce Gardner (CRC); (FNQ Fishing Group); (CAREFISH) TMR/CRC reps inspect the north side of Half Moon Creek – vacant land end of Reed Road TMR/CRC reps inspect Ellis Beach – 100m north of Surf Club TMR funded for planning a major new boat ramp to serve suburbs north of Cairns CBD Community Reference Group meeting. Attendees: Craig Crawford MP; Andrew Talbot (EO); Darryl Jones (TMR); Barney Littlewood (TMR); Cr Brett Olds; Cr Jessie Richardson; Bruce Gardner (CRC); (FNQ Fishing Group); (CAREFISH). TMR commissions hydrographic survey of	Privately owned land, likely to be prohibitively expensive to acquire. Significant mangrove clearing required. Siltation issues identified 65 metres to deep water during low tide.
Attendees: Sandra Burke (TMR); Darryl Jones (TMR); Barney Littlewood (TMR); Cr Terry James; Cr Brett Olds; Cr Jessie Richardson; Helius Visser (CRC); Bruce Gardner (CRC); (FNQ Fishing Group); (CAREFISH) TMR/CRC reps inspect the north side of Half Moon Creek – vacant land end of Reed Road TMR/CRC reps inspect Ellis Beach – 100m north of Surf Club TMR funded for planning a major new boat ramp to serve suburbs north of Cairns CBD Community Reference Group meeting. Attendees: Craig Crawford MP; Andrew Talbot (EO); Darryl Jones (TMR); Barney Littlewood (TMR); Cr Brett Olds; Cr Jessie Richardson; Bruce Gardner (CRC); (FNQ Fishing Group); (CAREFISH).	prohibitively expensive to acquire. Significant mangrove clearing required. Siltation issues identified
Moon Creek – vacant land end of Reed Road TMR/CRC reps inspect Ellis Beach – 100m north of Surf Club TMR funded for planning a major new boat ramp to serve suburbs north of Cairns CBD Community Reference Group meeting. Attendees: Craig Crawford MP; Andrew Talbot (EO); Darryl Jones (TMR); Barney Littlewood (TMR); Cr Brett Olds; Cr Jessie Richardson; Bruce Gardner (CRC); (FNQ Fishing Group); (CAREFISH).	prohibitively expensive to acquire. Significant mangrove clearing required. Siltation issues identified
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Darryl Jones (TMR); Barney Littlewood (TMR); Cr Brett Olds; Cr Jessie Richardson; Bruce Gardner (CRC); (FNQ Fishing Group); (CAREFISH)	2
TMR commissions hydrographic survey of	
Yorkeys Knob area.	
TMR receives completed hydrographic survey of Yorkeys Knob area.	
Cairns Post – media announcement by Craig Crawford MP – Yorkeys Knob (inside marina) announced as the site for a new northern beaches boat ramp at an estimated \$10.6 million	Concept diagram published in Cairns Post showing two four-lane boat ramps inside YK marina.
GQ Get Involved state-wide website survey on boating facilities closes.	Extensive written submission received from CAREFISH 29 April 2016.
	The web survey went live on 3 Dec 2015.
TMR comments on reported residents issues (from residents association)	
TMR publishes the <i>Recreational Boating</i> Facilities Demand Forecasting Study 2016 prepared independently by consultant GHD Pty Ltd	The GHD study recommends YK as the best site on the north side of Cairns for a new boat ramp. This is a Priority 1 recommendation (for action as soon as possible). The demand study recommends expansion of facilities at Tingira Street. Stage 1 expand parking by 25 CTU at existing ramp as a Priority 1. And expand facility by 4 lanes and 90 CTU as a Priority
	Crawford MP – Yorkeys Knob (inside marina) announced as the site for a new northern beaches boat ramp – at an estimated \$10.6 nillion GQ Get Involved state-wide website survey on boating facilities closes. TMR comments on reported residents issues from residents association) TMR publishes the <i>Recreational Boating</i> Facilities Demand Forecasting Study 2016 repared independently by consultant GHD Pty

6 Feb 2017	TMR/YKBC meeting	
5 May 2017	YKBC initial email to TMR indicating members reject inside marina siting option.	
3 Jul 2017	TMR produces first "outside the marina" concept option	
18 Jul 2017	TMR produces concept option inside YK marina with only one six lane boat ramp at west end.	
21 Jul 2017	TMR receives extended hydrographic survey outside marina.	
3 Aug 2017	TMR/PN/DNRM met by teleconference about YK boating facility	TMR agreed to meet with YKBC asap to discuss latest concept (single six-lane ramp inside marina).
22 Aug 2017	Media version of above single six lane ramp inside YK marina prepared by TMR.	
8 Sep 2017	TMR writes formally to YKBC to determine YKBC support for, or rejection of, single ramp inside harbour.	
21 Sep 2017	YKBC writes to TMR rejecting proposal for a boat ramp inside the marina – and offering to assist with selection of an alternate site.	
1 Dec 2017	Labor Party (in election campaign) announced \$30m proposed extension to MIF with \$5.5m for in-water works at YK included.	
Jan 2018	Following late 2017 election, Treasury allocates \$30m to TMR for MIF extension, including a \$5.5m allocation for YK in-water works.	This funding allocation and election commitment is the formal direction for TMR officers to proceed with the project for a new boat ramp outside the marina at YK. CRC not yet formally on side, however no objections coming from CRC, which supported the project via the 2016 Community Reference Group.
6 Feb 2018	TMR received Minister Bailey's formal support for the delivery of this election commitment	
20 Mar 2018	TMR/CRC officers meet in Cairns.	
23 Mar 2018	TMR provided details of the LGAQ/TMR memorandum of understanding on joint delivery of boat launching facilities.	CRC officer later used this advice in his June 2019 offer report to council, advising that there was nothing binding in the LGAQ MOU. Thus, leaving it up to council to make a decision on supporting the project or not.
20 Jun 2018	TMR/CRC officers meet in Cairns.	
11 Jul 2018	TMR's project update No 1 and FAQs'	
3 Jul 2018	Response highlighting multiple issues to member of the public	
15 Jul 2018	TMR produces media-suitable concept plan for outside marina option.	

18 Jul 2018	TMR environmental assessment of Half Moon Creek and Yorkeys Knob sites	
24 Jul 2018	TMR writes to CRC requesting concurrence for a new boat ramp at YK outside the marina.	
24-28 Jul 2018	Community display by TMR at YK shopping centre over five days	Every visitor invited to leave a written comment. 63% of those 72 who chose to leave a message were in favour of a YK new boat ramp.
26 Jul 2018	Notes on community consultation 24-26Jul18	
31 Jul 2018	Discussion of issue raised after community consultation 24-28 July.	
20 Aug 2018	Project website updated.	
21 Aug 2018	Discussion about scale of facility in response to media enquiry about Reed Rd, Trinity Park.	
31 Aug 2018	CRC writes to TMR requesting further sites be investigated. CRC agrees in principle to be the appointed manager for a new YK boat ramp.	
5 Sep 2018	Redden Island site option discussed.	
08 Oct 2018	TMR writes to CRC responding to all CRC issues and accepting CRC's provisional agreement for the project to proceed.	
17 Oct 2018	TMR updates webpage with project overview and FAQ's	
Oct 2018	TMR produces internal comparison of local sites in Yorkeys Knob area.	

## **Taylors Point proposed boat ramp Initial investigation report 11/08/2014**





## TAYLORS POINT PROPOSED BOAT RAMP INITIAL INVESTIGATION REPORT

In the 2014-15 Recreational Boating Program \$100,000 funding was identified for a feasibility study into a new boat ramp facility at Taylors Point, Trinity Beach. Based on knowledge of the site the District had concerns over the viability of a facility at this location due to the lack of water at high tide.

## Site evaluation - 11th August 2014

An inspection was conducted by Anthony Draper (TMR) and Phil McCarthy (TMR) on 11/08/2014 during a 0.17m low tide. The proposed facility site is accessed via the north-western end of Moore Road, Trinity Beach, from the end of the constructed section of Moore Road the site is accessed off via a 300 metre single lane unsealed track bordered by dense bush land. There are three existing boat ramp facilities in close proximity, Blue water boat ramp approximately 4.5km, Palm Cove boat ramp 10.5km and Yorkeys Knob boat ramp 11.5km. Cairns Regional Council have recently given approval for 19 exclusive residential lots adjacent to the access track which would more than likely hinder the planning/construction of this boat ramp facility.

## **Investigation**

The high tide for the day was 2.67m, from this high tide mark (16°46'42.38"S 145°41'35.83"E), two routes were measured to the low tide water level.

- Route 1 heading NW 300 degrees, had a fall of 1% with the low tide water level(16°46'38.40"S 145°41'29.26"E)230 metres from the high water mark for the day, at this point looking North West the water appeared to be less than 300mm deep for at least a another 80 metres.
- Route 2 Heading NW 330 degrees, had a fall of 1.6% with the low tide water level (16°46'37.79"S 145°41'34.08"E) 150 metres from the high water mark for the day, at this point looking North West the water appeared to be less than 300mm deep for at least another 100 metres.

## **Discussion**

With the fail of between 1% and 1.6% there is very limited options for a boat ramp without extensive dredging. The concern with the dredging is the distance required to be dredged and the extensive sand banks, hence sand movement that would result in the need for continuous dredging. At a District level alternate sites or expansion to existing sites on the Cairns Northern Beaches continue.

## **Recommendation**

The Taylors Point site is an unsuitable location for a boat ramp facility and no further investigations are recommended for this site.



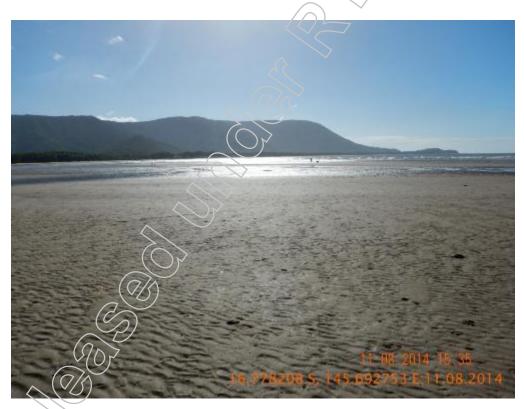
TP1. Start of access track off Moore Street



TP2. Access track



TP3. High tide point looking NW



TP4. Route 1 Ch60





TP5. Route 1 Ch120



TP6. Route 1 Ch230 - Low tide point, water appeared to be less than 300mm deep for at least another 80 metres



TP7. Route 1 Ch230 Facing SE, the vehicle in the distance is located at the high tide point.



TP8. Route 2 Ch20





TP9. Route 2 Ch60



TP10. Route 2 Ch100





TP11. Route 2 Ch150 – Low tide point, water appeared to be less than 300mm deep for at least another 100 metres.





From: Darryl Y Jones
Sent: Monday, 27 April 2015 3:17 PM
To: Peter G Wood
Cc: Anthony D Draper; Roger Priest
Subject: FW: Proposed Upgrades to Tingira Street - Recreational Boating Facilities

#### Peter,

Please see the below response from CRC on Tingira Street. Can you please advise of the timing for this so we can keep Council informed.

#### Thanks

Darryl Jones Principal Project Manager (TIDS and Marine) | Far North District / Cairns Office Program Delivery and Operations | Department of Transport and Main Roads

Floor 7 | Cairns Corporate Tower | 15 Lake Street | Cairns Qld 4870 PO Box 6542 | Cairns Qld 4870 P: (07) 40457194 | F: (07) 40406380 M: NR E: darryl.j.jones@tmr.qld.gov.au W: www.tmr.qld.gov.au

From:@cairns.qld.gov.au]Sent: Monday, 27 April 2015 3:08 PMTo: Darryl Y JonesCc: Anthony D DraperSubject: FW: Proposed Upgrades to Tingira Street - Recreational Boating Facilities

Hi Darrel

My apologies for the delay in responding to your email below.

A meeting was held recently regarding the plans for the Tingira Street upgrade and the following responses are provided.

- 1. Council supports the installation of the proposed floating walkway but not at the centre of the existing ramps.
- 2. The position Council would like the walkway located is on the downstream side of the existing ramps see plan.
- 3. This proposed repositioning will be of benefit because ...
  - a. No requirement for 3000m2 of land
  - b. No requirement for 22 CTU spaces
  - c. No requirement to move the existing pontoon
  - d. No impediment to launching boats
- 4. Council support the proposal to increase the ramp capacity by an extra 4 lanes provided the land is secured by others.

5. Council will then support the construction of 90 CTU spaces at Council's cost.

To facilitate budgetary planning within Council would you please supply an indicative time table for these two ramp up-grades

- 1. Tingira Street
- 2. Redbank Road

Many thanks

| Senior Investigations Officer

#### Infrastructure Services | Cairns Regional Council

P: 07-4044 3348 | M: NR | F: 07-4080 3837 E: airns.qld.gov.au | W: <u>www.cairns.qld.gov.au</u>



From: Darryl Y Jones [Darryl.Y.Jones@tmr.qld.gov.au] Sent: Wednesday, 15 October 2014 11:42 AM To: @portsnorth.com.au;

Cc: Anthony D Draper

Subject: Proposed Upgrades to Tingira Street - Recreational Boating Facilities

I refer to our recent meeting to discuss the proposed upgrades to the Tingira Street recreational boating facilities. The Tingira Street site is the primary recreational boating facility in Cairns and the only one which is capable of significant future expansion, with others constrained by availability of suitable water depth.

The facility currently consists of a 5 lane boat ramp and pontoon. The proposal which is at concept stage is to install a new floating walkway in the centre lane of the ramp, add an additional lane on the southern side and relocate the pontoon to the south to avoid the new ramp lane. Please refer to the attached plan.

The proposed works will significantly increase the throughput and total usage of the facility and hence will generate additional car-trailer (CTU) parking demand. Based on the policy there would be a need for an additional 22 CTU spaces on top of the current 75 CTU parking spaces to service the facility.

The land on which the existing CTU spaces are located is owned by Ports North with a lease to Cairns Regional Council. Based on initial review additional land to the south would be required to enable additional CTU spaces to be provided. Depending on the design of the parking area and associated circulation patterns the area of land required for 22 CTU's would be approximately 3,000m2.

As Tingira Street is the only area available in Cairns for significant expansion / new facility it would be advantageous to long term planning to identify and preserve the land required for a new facility adjacent to the existing one. This could take the form of a new 4 lane ramp and floating walkway, which would generate the need for 90 CTU spaces with a land requirement of approximately 10,000m2. While this is not yet a funded project it is in the forward capital works planning.

With the above provided as a background can you please provide your organisations position on the following:

1. The proposed upgrades to the existing in water facilities (refer to the attached plan);

2. CRC expanding the existing facility manager role to include the floating walkway;

 Land (approx. 3,000m2) being made available for an additional 22 CTU spaces; Mmmmm – is this really nessessary – same number of ramps?

4. Construction of a sealed additional 22 CTU spaces (noting that TMR funds in water works only); Mmmmm is this really nessessary – same number of ramps?

5. A future new 4 lane and floating walkway facility adjacent or close to the existing facility; Only if it can be demonstrated that it's required

6. Securing land (approx. 10,000m2) for the future facility: Indications are this will be very expensive (\$1,000,000.00)

7. Construction of a sealed 90 CTU spaces to support a future facility (noting that TMR funds in water works only); Only if TMR acquire the land

The Tingira Street area provides an exciting opportunity to provide public infrastructure in a central location to support the large population of recreational boaties in Cairns and with your support these can proceed. Therefore can you please provide the above requested response by 31 October 2014.

If you have any questions or queries please contact me to discuss.

Regards,

Darryl Jones

Principal Project Manager (TIDS and Marine) (Far North District / Cairns Office Program Delivery and Operations | Department of Transport and Main Roads

Floor 7 | Cairns Corporate Tower | 15 Lake Street | Cairns Qld 4870 PO Box 6542 | Cairns Qld 4870 P: (07) 40457194 | F: (07) 40406380 M: NR

E: <u>darryl.j.jones@tmr.qld.gov.au<mailto:darryl.j.jones@tmr.qld.gov.au</u>> W: <u>www.tmr.qld.gov.au<http://www.tmr.qld.gov.au/</u>>

Page 3 of 3

From: Roger Priest Sent: Sunday, 15 November 2015 11:37 AM @portsnorth.com.au' To: @portsnorth.com.au> Cc: Prasenjit Z Bhattacharyya (prasenjit.z.bhattacharyya@tmr.qld.gov.au) <prasenjit.z.bhattacharyya@tmr.qld.gov.au>; Raphael D Jadin <Raphael.D.Jadin@tmr.qld.gov.au>; Michael J Swainston <michael.j.swainston@tmr.qld.gov.au>; @portsnorth.qld.gov.au' @portsnorth.qld.gov.au>; Anthony D Draper <<u>Anthony.D.Draper@tmr.qld.gov.au</u>>; Damian M Colclough (damian.m.colclough@tmr.qld.gov.au) <damian.m.colclough@tmr.gld.gov.au>; @cairns.gld.gov.au>; Tonia C Cook <Tonia.C.Cook@tmr.gld.gov.au>; Courtney B Moran <Courtney.B.Moran@tmr.gld.gov.au>; Paul A Brims <paul.a.brims@tmr.qld.gov.au>; 'Brian N Thompson' <brian.n.thompson@msq.qld.gov.au>; Peter G Wood <peter.g.wood@tmr.qld.gov.au</p> <Senarath.Z.Weerakoon@tmr.qld.gov.au> Subject: Cairns boat ramp locations

Thanks for your input to our meeting in October and for following up with Ports North's (PN) position in your email below. Raphael and I look forward to meeting with you again tomorrow (Monday 1pm).

As discussed, the sites for potential provision of all-tide sheltered access are unrestricted. We can jointly look wherever will fit the bill – and it may well be in stages over several years.

Thanks for the suggestion to consider Swallows Landing. It shows considerable promise for development as part of the solution. As you have pointed out, boaties would need to travel an extra 30 minutes at six knots.

We are seeking advice on tenure there and should have it before our meeting tomorrow. The actual barge ramp appears to be a lands lease and Lot 1 on SP222769. The foreshore land (strip either side of the access road) appears to be a lands lease and Lot 151 on NR4172. We will need to investigate the environmental issues/constraints/offsets for Swallows Landing. And also obtain a detail hydrographic survey of the foreshore. The attached extract from Navy's chart shows good water in the creek and approaches but the need to access that good water via a causeway – as has been done for the current barge ramp there.

You have advised the PN position is that in the unlikely event that foreshore land for a boat ramp carpark was to be made available at Tingira Street it would be on commercial terms with Ports North to receive full commercial return on the area use. This is understood completely and we need to work with that as a starting point. Without being prescriptive as to how that might eventuate, the three agencies (Cairns City Council, Transport and Main Roads, and Ports North) need to work together – as they have in the past for boating infrastructure – to find a way forward. If that means a joint cab-sub, then so be it. This would be a relatively straight forward way to proceed as we share a joint governing minister. There may be other ways to go forward – for inter-agency discussion.

As you know, we are jointly facing a shortfall in our community service obligation to provide adequate all-tide boat launching capacity for the growing Cairns population. The constraints on where those new boat ramps go include shelter from waves in all weathers, foreshore parking land (at the rate of 1 hectare per four lanes), proximity to the population base, road access, and dredged or naturally deep (1 metre LAT) water access with reasonable distance/time to open waters.

Recent progress to cater for the Cairns boating community has included upgrade to the Yorkey's Knob boat ramp. All parties in that case needed to reach compromise positions to cater for the boating public, cruise ship passenger transfer, and reassigned foreshore land (traffic, car-trailer parking, bus parking, club activities). Also, as advised at our last meeting, the boat ramp at Packers Camp (Redbank Road, Mackeys Creek) is being upgraded to four lanes. Upgrade of the current

Tingira Street boat ramp is in progress to increase throughput and convenience by adding a floating walkway. You will know that the boat ramp in the Barron River was upgraded with a floating walkway – however that site is not all-tide for access to the sea – and thus falls into the 'bandaid' category – like other minor ramps at the Cairns northern beaches.

These efforts on the north and south side of Cairns and at Tingira Street are welcome improvements but fall well short of satisfying projected demand. We need now to focus on all-tide sheltered boat launching capacity for Cairns and leave aside part-tide "band-aid" solutions. In terms of meeting the current and projected demand, we need to assess potential sites with all-tide access that will service the main Cairns population base. It appears from your research and ours, that Swallows Landing and Tingira Street expansion need further investigation – in relation to both funding and feasibility. It may be that both are needed to meet the 10-15 year demand forecasts.

Just a thought in relation to Tingira Street. There is no reason why any future use for boat launching there needs to be an expansion of the existing facility. It could well be a separate facility some distance upstream (and therefore less "prime").

Regards Roger

### **Roger Priest**

Manager (Boating Infrastructure)	
Program Management and Delivery   Depa	artment of Transport and Main Roads
Floor 17   313 Adelaide Street   Brisban	<u>e Qld 4000</u>
GPO Box 1549   Brisbane Qld 4001	
P: <u>(07) 3066 3781</u>	
M (wk): <sup>NR</sup>	$(\overline{a})$
E: roger.priest@tmr.qld.gov.au	
`.,,´ <sup>-</sup> `.,,´ <sup>-</sup> `.,><(((((º>	

From:

@portsnorth.com.au>

Sent: Friday, 13 November 2015 8:55 AM

**To:** Raphael D Jadin <Raphael.D.Jadin@tmr.qld.gov.au>; Anthony D Draper <Anthony.D.Draper@tmr.qld.gov.au>

**Cc:** Prasenjit Z Bhattacharyya <prasenjit.z.bhattacharyya@tmr.qld.gov.au>; Roger Priest <roger.priest@tmr.qld.gov.au>; @portsnorth.com.au>

Subject: RE: Demand forecast study - recreational boating infrastructure

Dear Raphael and Anthony,

I note that I have accepted your meeting invitation for 11am Monday 16 th November but also have another very important meeting at 10am that may delay me slightly.

In order to optimise our time at your meeting I wish to provide the following advice.

With reference to the remarks below about Ports North Consultation we note that Ports North were not consulted in any detail on the plans included in the GHD report to utilise 1 Ha of our scarce and prime waterfront industrial land.

Your e-mail below and our meeting mid-October 2015 were the first I'd seen of plans to utilise a significant area of our land for CTU parking expansions.

As per my advice in the meeting and previous discussions between our Michael Colleton and your Daryl Jones, the Tingira Street land is NOT available for servicing an expanded public boat ramp

facility and we suggest further examine other locations. We also advised that, in the unlikely event that land was to be made available it would be on commercial terms with Ports North to receive full commercial return on the area use. The GHD cost estimates in their report for land based infrastructure do not reflect any consideration of the land value.

To aid your investigation of alternative options I advised at the meeting I would send information on Swallows landing that we assessed for a previous Barge Ramp site selection study. Please find attached relevant extracts.

I also advised at the meeting I would review and consider if there was any other Ports North Water front land potentially available for this use and confirm that no such opportunities were identified.

Whilst I am happy to attend the scheduled meeting I would ask you to review the agenda with the above clear position in mind.

Regards,

GENERAL MANAGER PLANNING AND INFRASTRUCURE
t. 7 4052 3804   m. NR   f. 7 4052 3843
Cnr Grafton and Hartley Streets Cairns Qld 4870 AUSTRALIA
@portsnorth.com.au Ports North
www.portsnorth.com.au
ACN 131 836 014
Cairns   Cape Flattery   Karumba   Mourilyan   Skardon River   Quinteli Beach   Thursday Island   Burketown   Cooktown
From: Raphael D Jadin [mailto:Raphael.D.Jadin@tmr.qld.gov.au]         Sent: Wednesday, 4 November 2015 2:50 PM         To:       @cairns.qld.gov.au         Cc: Anthony D Draper; Prasenjit Z Bhattacharyya; Roger Priest         Cubic to Despend forward forward forward forward for the back in a final formation information information.
Subject: Re: Demand forecast study - recreational boating infrastructure
Sorry about the delay in getting this to you. As discussed at our last meeting in Cairns, attached is the Northern Region final study report that incorporates the Cairns area about the demand for recreational boating infrastructure and the lack of all-tide facilities in Cairns to cater for this demand in to the future - pp73-74 specifically mention the Tingira Street upgrade.
Council, port et al would have been involved in the consultation phase that was conducted by GHD back in 2010-11 that informed the priority sites and the final report.
If you have any questions about the report please contact myself or Roger Priest.
Thanks

Raphael Jadin Principal Advisor (Boating Infrastructure) Program Management and Delivery | Department of Transport and Main Roads Floor 17 | 313 Adelaide Street | Brisbane City Qld 4000 GPO Box 1549 | Brisbane City Qld 4000 P: (07) 3066 3612 | F: (07) 3066 3765 M: NR E: <u>0</u> W: <u>www.tmr.qld.gov.au</u>

SEE SWALLOWS LANDING ATTACHMENT

# **Swallows Landing - Layout**





# **Swallows Landing - Layout**





# **Swallows Landing - Photos**



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## **Swallows Landing - Features**

- 5km (2.7nm) due south of Duck Pond
- At maximum permitted 6 knots, an extra 30 mins of travel each way
- Narrowest point in creek is 120m
- Width at Swallows Landing 360m
- Depth unknown
- Portion 151 has a water frontage of approximately 200m and area of 170,000 m<sup>2</sup>
- Unsealed single lane access
- Extensive mangrove clearance required
- Tenure requires confirmation (1961 survey)
- Currently used by army and wastewater outfall
- Existing hardstand + ramp



From: Raphael D Jadin

Sent: Tuesday, 17 November 2015 4:15 PM

To: @portsnorth.com.au>; Anthony David DRAPER <<u>Anthony.D.Draper@tmr.qld.gov.au</u>>; Prasenjit Z Bhattacharyya <<u>prasenjit.z.bhattacharyya@tmr.qld.gov.au</u>>; Roger Priest <<u>roger.priest@tmr.qld.gov.au</u>> @portsnorth.com.au>; cairns.qld.gov.au

Subject: RE: New recreational boating infrastructure in Cairns

Hello all,

Just a recap of our meeting yesterday and some actions to progress a new or expanded recreational boating facility in Cairns.

- Ports North advised that it has no available strategic port land for expanded or additional recreational boating infrastructure.
- At present expansion of the Tingira St boat ramp car park is not feasible Port to provide a formal position on port land at Tingira St.
- TMR/Port/Council will work together to investigate alternative sites for new/upgraded recreational boating facilities to cater for current and future demand in Cairns.
- Port advised it will provide a copy of the data captured for the car-trailer parking capacity at Tingira St.
- Port advised it will investigate the possibility of reclaiming mangroved area upstream from the existing Tingira St port land.
- Council advised it will investigate land/tenure/access at other locations upstream in Trinity
  Inlet
  - waste disposal site
  - site at the end of the sewerage treatment plant access road
  - Swallows Landing (barge/boat ramp used by the Navy)
- Council advised it will investigate additional and adjacent to the proposed car-trailer park and facility upgrade at Packers Camp.
- TMR will investigate/review available depth information for/to the proposed sites (mentioned above), noting that hydrographic surveys may be necessary if published depths aren't adequate.
- TMR will advise need to meet again .

## Thanks

#### Raphael Jadin

Principal Advisor (Boating infrastructure) Program Management and Delivery | Department of Transport and Main Roads

Floor 17 | 313 Adelaide Street | Brisbane City Qld 4000 GPO Box 1549 | Brisbane City Qld 4000 P: (07) 3066 3612 (F: (07) 3066 3765 M: NR E: raphael.d.jadin@tmr.qld.gov.au W: www.tmr.gld.gov.au From: Roger Priest

Sent: Wednesday, 18 November 2015 6:33 PM To: Peter G Wood <peter.g.wood@tmr.qld.gov.au>

**Cc:** Senarath Z Weerakoon <Senarath.Z.Weerakoon@tmr.qld.gov.au>; Raphael D Jadin <Raphael.D.Jadin@tmr.qld.gov.au>; 'Brian N Thompson' <brian.n.thompson@msq.qld.gov.au>; Michael J Swainston <michael.j.swainston@tmr.qld.gov.au>

Subject: Tingira Street Cairns - potential boat ramp site in mangrove area

#### Pete

Could you arrange preliminary feedback/comment please on the potential reclamation of a mangrove site immediately joining and south of the Ports North currently owned freehold land. Ports North (Alan Vico and Michael Colleton) are also doing some parallel investigation. See attached site identification image – pus embedded images below.

Revocation of FHA B would be required.

There is adequate depth of water (similar to the current Tingira Street boat ramp) – see chart extract below.

Presume that Ports North would allow public access via a road through its freehold land. It appears (for your feedback) that the existing Ports North Tingira Steet land was reclaimed from mangroves without the need build bund walls.

CRC and PN and ourselves are investingating three or four potential sites – all the others are well further upstream than this one have either boat travel time or other limitations which indicate this site to be preferred.

Given that we are looking for a site to cater for the next 10-15 years of Cairns population and boating registration growth, this investigation is of equivalent importance to the Townsville Recreational Boating Park project.

### What is the approximate area involved.

Can you estimate a (very) approximate volume needed to reclaim the site? And maybe compare this estimate to the volumes typically available from maintenance dredging for Trinity Inlet – how many years of maintenance dredging. Or would we be dependent on a capital dredging project? Given that the site is self-limiting in area, being bounded by creeks and already reclaimed land, and is part of a huge mangrove catchment, and considering the consequences for Cairns boating, how do you rate the likelihood of revoking that relatively small section of FHA – and the likely offset demands.

Would an option be to just extend the southern boundary of current Ports North land sufficient for three hectares or so (three x 4-lane ramps). Reclamation volume estimate for that reduced area.

Plus any other preliminary comments – pending advice from Ports North.

Thanks

Rog

Roger Priest Manager (Boating Infrastructure) Program Management and Delivery Department of Transport and Main Roads Floor 17 | 313 Adelaide Street | Brisbane Qld 4000 GPO Box 1549 | Brisbane Qld 4001

# - PORTS NORTH LAND TINGIRA ST

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10/23/2015

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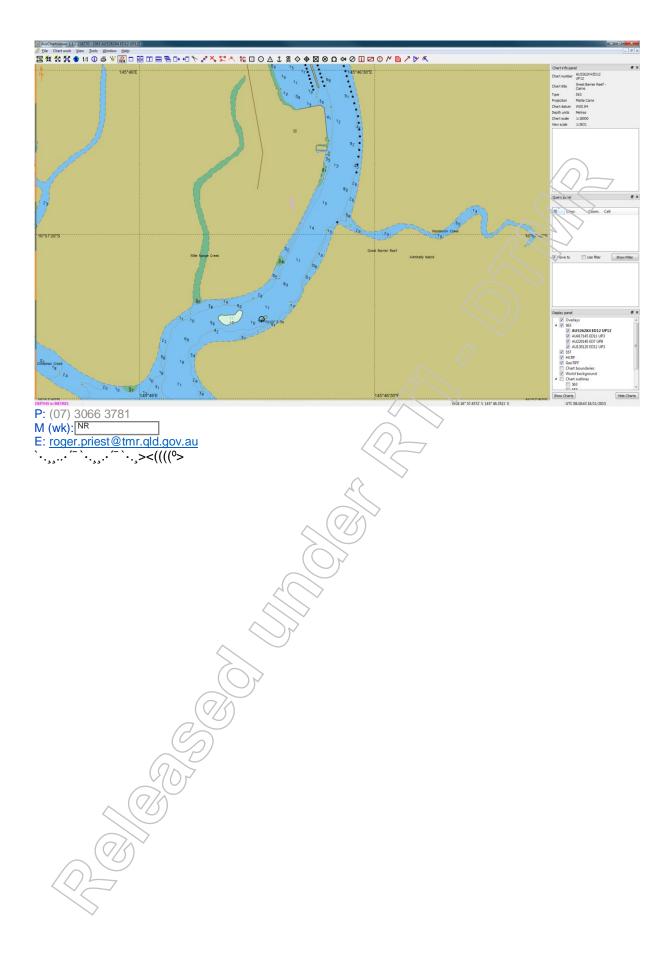
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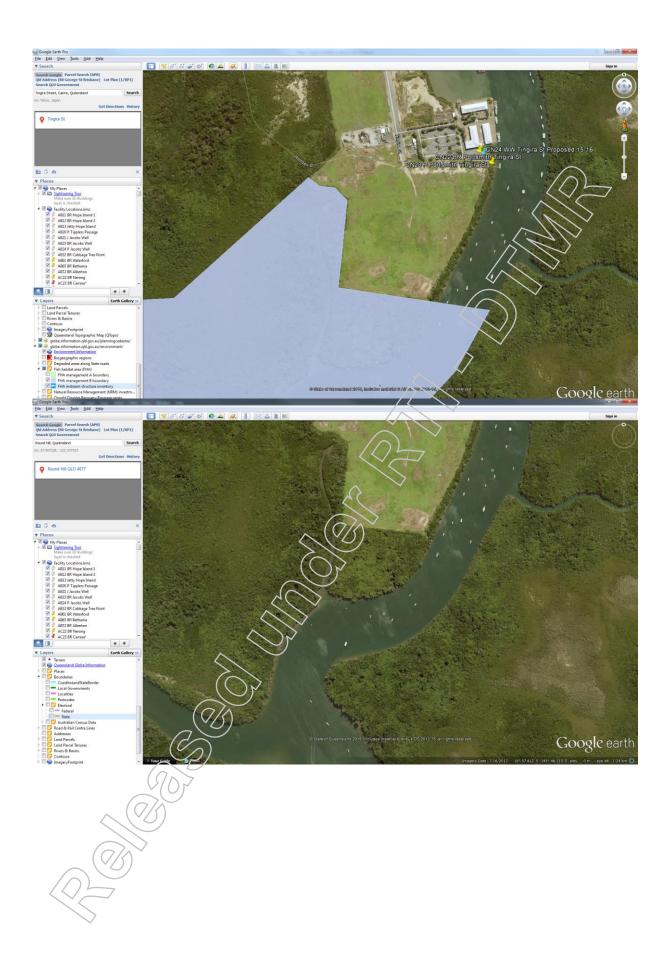
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**CKERS CAMP** 

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See attachment on page below - showing extent of potentially reclaimable mangrove site: Ports North advises extensive cost to import hard road fill as Trinity Bay mud us unsuitable.



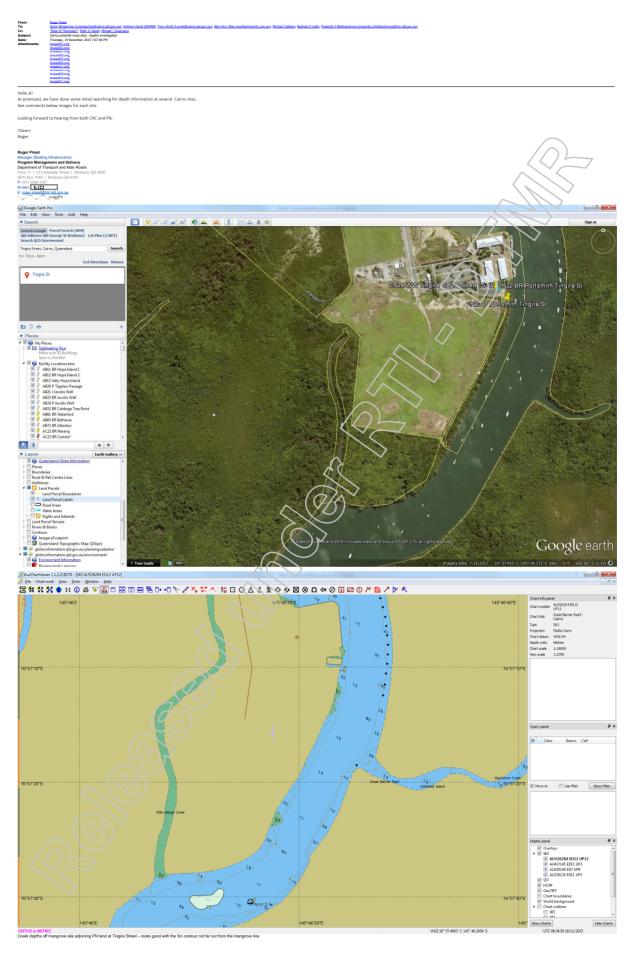
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# CN22 BR Portsmith Tingira St

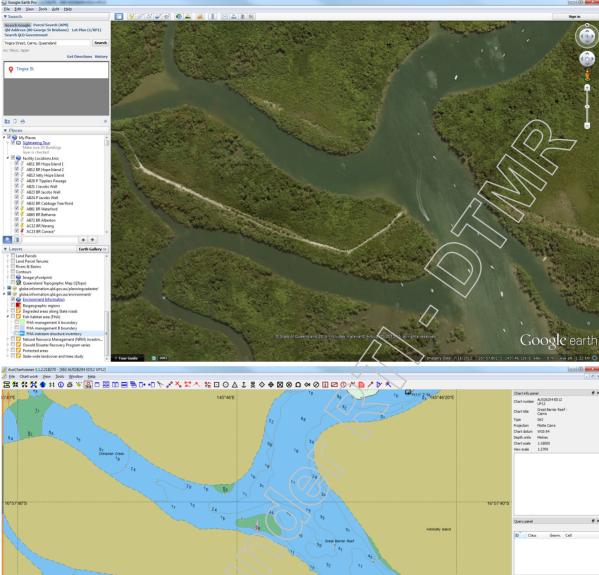
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Imagery Date: 7/16/2012 16° 57.438' S

## NOTE: ASSESSMENT NOTES ARE TYPED BETWEEN IMAGES BELOW

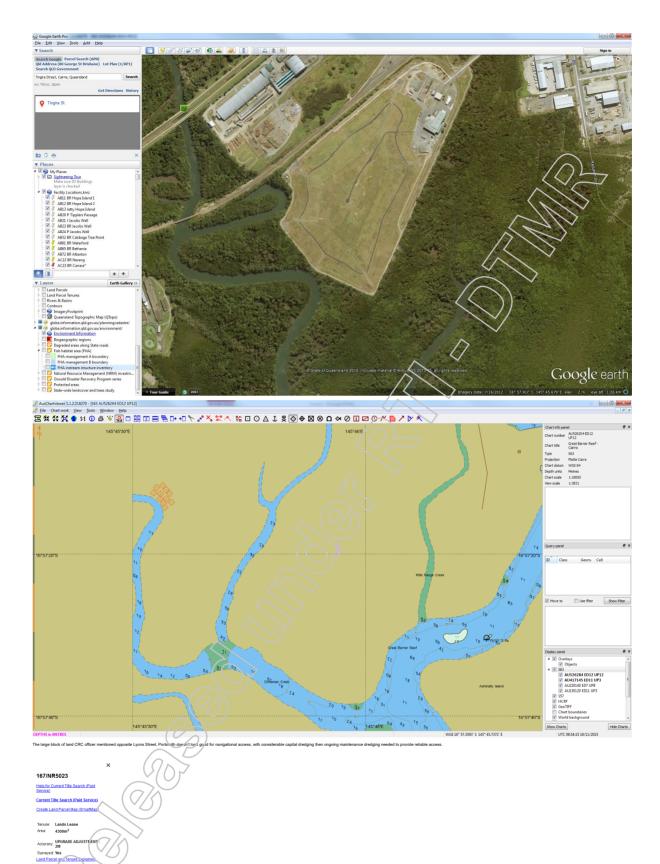






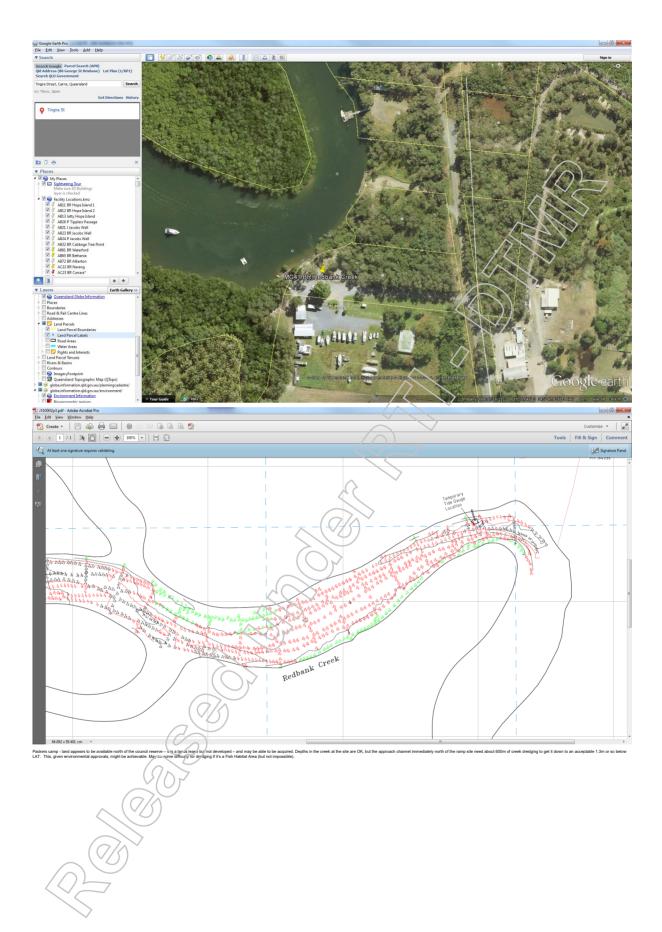


n north-east section (where the road meets the water) - but not on the south-east end of the land where depths shallow to less than 1 metre.



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Cueer sland





back

09 Jan 2016 Weekend Post, Cairns

Section: General News • Article type : News Item • Classification : Regional Audience : 29,065 • Page: 30 • Printed Size: 194.00cm<sup>2</sup> • Market: QLD Country: Australia • ASR: AUD 1,029 • Words: 372 • Item ID: 522736706



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Page 1 of 1

our**say** 

Saturday, January 9, 2016

# Our boaties left in cold

ONFIRMATION in today's paper that Cairns is officially the boating capital of North Queensland is great news.

With the weather and tides today looking ideal, local boat ramps will be absolutely chockers.

But unfortunately, the state of boating facilities in our great region is exceedingly grim and all these boaties are going to contend with the same recurring problems that have been happening for years.

There is a boat registered for every six Far North Queenslanders, while the Townsville region has a boat registered for every seven.

In pure numbers terms, Cairns and surrounds has 21,923 registered boats, while the Townsville area has 23,356.

But Townsville has just opened arguably the best boat-launching facility in the state, while Far North boaties are left to contend with woefully sub-par infrastructure.

The \$25 million Townsville Recreational Boating Park in South Townsville (pictured) is amazing. Its long list of features includes:

■ Four, four-lane, big, wide ramps (16 in total) with floating walkways:

■ Parking for 360 cars-and-trailers (plus a separate carpark for trailer-less cars);

Multiple boat washes;

■ Fishing platforms (including one with disabled access);

■ Security lighting, and;

Public toilets.

Compared to this "boaties' heaven", boat ramps around Cairns are a hell on Earth.

But why? Cairns tips in just as much money in boat and trailer registrations per person as Townsville does.

Yet our boaties have to put up with imadequate parking, and so-called dual boat ramps that are too narrow for two boats to be safely launched and retrieved at the same time.

Not only that, if boaties do manage to find a park and safely launch, far too often they are returning to find cars broken into, gear stolen and trailers vandalised.



The spotfight now falls squarely on our two local Members of Parliament, Rob Pyne and Craig Crawford to Kick down Annastacia Palaszczuk's door and demand Townsville's flash new facility be replicated here.

If they don't already know Cairns boating facilities are sub-standard, it's up to the public to bombard these MPs with emails and phone calls to let them know.

A great solution could be to use dredge spoil to reclaim land and expand the existing – and tired – Tingira St ramp.

Julian Tomlinson - julian.tomlinson@news.com.au





### Minutes

## **CAREFISH** meeting

Date	Tuesday, 12 April 2016	Time	5:00 pm – 5:45 pm
Place	Barron River boat ramp		
Chair	Mr Craig Crawford MP, Member for	Barron Rive	r 🚫
Minute taker	Barney Littlewood		$\sim$
Attendees		Presence	
Minister's Office	Mark Bailey MP	MB	Present
Minister's Office	Tim Shipstone	TS	Present
Member for Barron River	Craig Crawford MP	CC	Present
Barron River EO	Chris Rollason	CR	Present
TMR	Sandra Burke	SB	Present
TMR	Barney Littlewood	BL	Present
CRC	Cr Terry James	TJ	Present
CRC	Cr Brett Olds	BO	Present
CRC	Cr Jessie Richardson	JR	Present
CRC	Helius Visser	HV	Present
CRC	Bruce Gardner	BG	Present
CAREFISH		KG	Present
CAREFISH		DH	Present
CAREFISH		BS	Present

( % )	0			
Task owner	Action item	Meeting date	Date due	Status
	·			

**Agenda item 1** Marine infrastructure community reference group.

Department of Transport and Main Roads

CC – introduced meeting. Spoke about lack of 'strategy' for marine upgrades in Cairns. Palm Cove Ramp will be removed. Wants community input into identifying existing issues and priorities for future funding, including potential sites for a new ramp. Proposed formation of local community consultation group.

KG - what budget are we working with? Townsville has \$25 million marine facility approved.

MB - TMR has \$30 million over 2 years (state-wide) Marine Infrastructure Fund.

BG – CRC currently undertaking audit of existing facilities.

SB – TMR also seeking feedback through Marine infrastructure survey on 'get involved' website.

KG – Recreational boating is a tourism drawcard for FNQ. Current infrastructure not up to standard –

DH – pontoon at Tingara St should be installed down middle of ramp to increase efficiency. It is currently being installed on south side of ramp.

All – unanimous support for formation of a Marine Infrastructure Community Reference Group.

CC – aiming to have made progress on identification of priorities within three months.

BJL	Provide Barron River EO with contact details of meeting attendees	19/04/2016	Complete	
SB	Provide Minster Bailey with feedback about proposal to install Tingira St pontoon down middle of ramp.	13/04/2016	Complete	

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Station: 4CA Program: Mornings Compere: John MacKenzie Interviewee: Cairns Cr Brett Olds Airdate: 15/04/2016 Duration: 4:44 minutes

#### JOHN MACKENZIE:

Here's a little story out of the Post today – finding a location for a boat ramp between Yorkeys and Ellis Beach is the top priority for a new working group tasked with improving boating infrastructure on the northern beaches. Craig Crawford hosted a forum with Main Roads, with Minister Bailey, with Cairns councillors Brett Olds and Jesse Richardson and key recreational fishing advisors to address what is referred to as "the embarrassing state of ramps in the region". Look, the fact of the matter is they're looking for a place up there on the northern beaches without much luck, although some people say 'oh, it's got to be next to the jetty there at Palm Cove', well the people at Palm Cove, well lots of them anyway, aren't so excited about that, it's so pretty there and also of course there'd be a hell of a lot of car parking issues if the ramp went in next to the existing jetty. Another suggestion acme through that just south of Ellis Beach there's an ideal area there where there's a yacht club, but people have said 'no, it's too bloody shallow'. And beyond that, beyond that it's a bit of a desert when it comes to ideas for a location for a replacement ramp for the old one at Palm Cove. Now I've got councillor Brett Olds, he's just recently been elected as the councillor for Division 9. He's on the line, g'day Brett.

#### **BRETT OLDS:**

How are you doing John?

#### JOHN MACKENZIE:

This is going to be a challenge for you and your colleagues, isn't it?

#### BRETT OLDS:

Yeah, well it is but you look forward to a challenge and hopefully we can find a pretty good solution once we get organised.

#### JOHN MACKENZIE:

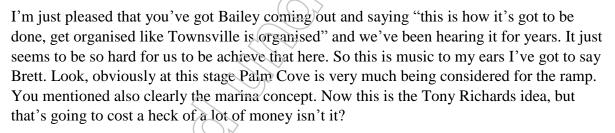
Well the only one that's come up really with any numbers supporting it is there adjacent to the jetty at Palm Cove. What are your thoughts on that one?

#### **BRETT OLDS:**

### Transcript

Well yeah, my thoughts on that is... I actually think it could work but it has to be a twopronged attack. I know there's been a lot of detractors out there saying it will take up parking and parking is going to be an issue at Palm Cove whether you get another boat ramp there or not. The current one has to go, everyone's agreed that it's unsafe and it's got to go, but if we can put a boat ramp on the north side of the jetty or somewhere in there, but make it so it actually allows tenders to come in and we can get other [inaudible], I'd like the Quicksilver and that coming back in, if we could do it as two-pronged so you're actually not just having a boat ramp there for the recreational fishermen that want to go to Double Island and go fishing, you can actually get the tenders coming in then all the restaurants and all the shops there, they'll be over the moon and you'll find a lot of those people that were unhappy about the boat ramp going there will actually now be over the moon. So...but I'm not saying it's 100 per cent that we can do that, but that's what...we've just got to get organised. Townsville just recently got a \$25 million dollar grant from the State Government to get a boat ramp put in, but what Minister Bailey told us was the difference between how they got that and why we haven't been able to yet is they were really organised. They got together ... and that's why Craig Crawford came up with an idea to put a committee together and we've got some of the fishermen from CAREFISH, [inaudible] from Bramfords, obviously myself and Jesse Richardson and Craig, so I really think that over the next two to three months we can come up...we're trying to find the best location. At the moment, Palm Cove is looking like it will be it, but that doesn't mean we'll land at Palm Cove. But that's...yeah, we're talking about it and we're taking it seriously because if we can get some funding from the State Government, it could be a big win.

#### **JOHN MACKENZIE:**



#### **BRETT OLDS:**

Well yeah, I haven't met with Tony yet. I need to get with him, I've been so flat out this last week in different meetings and stuff, but I'm not thinking...the original talks, we weren't thinking about something as big as that, substantive. Because from what I've been told, and I haven't seen the whole plan so it's kind-of hard for me to comment so I'm not talking from facts, I'm just talking from opinion so...I...from what we talked about the other day on Tuesday and we met with Mark Bailey and then Craig Crawford and the fishermen is that it would be a smaller version of that if we do what we're talking about. So it wouldn't be visually...you could still see Double Island from Palm Cove, whereas if you had a huge rock wall, you're going to take out that vision of Double Island for half of Palm Cove. So I'd like to learn more about what Tony's vision is and talk about that, but what we're talking about is something much smaller...not so grandiose, but still enabling people to bring tenders and potentially the boats back in, the Quicksilver boats and all those kind of things.

#### JOHN MACKENZIE:



Brett, this is very interesting but I'm running out of time sadly so we'll have to take it up again another day. But it's been very interesting, thank you for this.

#### **BRETT OLDS:**

No worries, thanks for your time.

[ENDS]

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Sirs,

Please find attached our submission to the public consultation phase of the beating infrastructure for Qld/Cairns region along with various 'mud maps'.

Could you acknowledge receipt of this submission. Feel free to publish/call for further info.

Best regards

CAREFISH

## CAREFISH

#### **CAirns REcreational Fishing Industries StakeHolders**

29 April 2016

TMR

Public Consultation boatinginfrastructure@tmr.qld.gov.au (07) 3066 4025

Submission: Cairns Boat Ramps & Infrastructure

**CAREFISH** is a recreational fishing stakeholder lobby group that has interest in matters to do with fishing. We comprise around 140 tackle shop owners and managers, charter and guide operators, boat hire, fishing journalists and media, tourism providers, fishing club execs and marine based scientists etc and approach issues concerning us constructively, usually presenting solutions/options.

We have made similar submission in the past via the 2010 GHD Consultation process (1.7.2010) & reviewed material 21.5.2013 for MP's, and wish to contribute to this discussion once again.

Our region has NO signature boat ramp and current facilities are clearly lacking as outlined below. We believe considerable expenditure in boating infrastructure is necessary to rectify various issues.

Cairns now has a Net Free Zone which represents increased investment and credential in our recreational fishing potential by the State, and the provision of better facilities would add value to the State's investment, and encourage usage both from locals and tourists alike.

This should be seen as an opportunity for Cairns and should be supported by Local and State Governments.

It is understood there are currently approx 22,000 registered boats within the region, up from 20,000 in 2010 when GHD conducted the last major public consultation, to which we contributed via SUNFISH.

#### History

The Cairns Region currently has about 12 public boat ramps in popular use that we wish to comment on (listed below). There was one other prior to 2010, which was our <u>signature ramp</u>, located at the end of Spence St next to the Marlin Marina ('A' finger), which was sold, presumably by the Port Authority, and dismantled and otherwise developed. It was a large and popular ramp with ample parking, fuel, bait and tackle, toilet, pontoon, lighting and was ideally located adjacent to the Air Sea Rescue headquarters and Cairns Game Fishing Club, both also sold, as was the nearby Yacht Club that had beach launching facilities for small boats and a rough jetty for yachts.

This all left a hole in local facilities which has still not been rectified. The Marina ramp mentioned was the choice ramp used by the off shore boaters due to its conveniences and proximity to the ocean. Its closure put pressure on the other off shore ramp at Yorkeys Knob, which is a constrained site and very short on parking etc. The Fearnly St ramp also received higher traffic as an outcome, which is also short on facilities, parking etc and the congestion problems increase proportionately with the volume of boat ownership.

The Tingira St ramp was developed but did not solve the problem, it is not popular with the off shore boaters. The distance is considerably further from the ocean and there is a lengthy 6 knot 'no wash' zone to slow boaters, adding journey time and fuel each way.

Further, the Palm Cove ramp has now been closed and this adds to congestion elsewhere. It was always considered dangerous in anything more than very mild weather.

An additional ramp has been installed at Bluewater Marina (also known as Reed Road/Trinity Park ramp). This is used as a backup for Yorkeys mainly because of both ramps suffer parking and congestion, lack of facilities etc problems.

The GHD consultation/review into boating infrastructure (2010/11) was a good indicative study for government to use (and we suppose that study is relevant here) but we didn't agree with all the assumptions regarding lanes per registered boat, which for instance identified Cairns as in excess. This study predicted so many lanes per registered boat capita based on a general usage, statewide formula. It did not take into account heavier traffic (maximum demand) that is regularly experienced by off shore boaters, which is far more weather dependant, typical in Cairns due to proximity to the GBR.

Since the sale of our main Cairns ramp, traffic is much heavier at the Yorkeys and Fearnley St ramps and a calm day coinciding with a weekend sees boats backed up waiting to launch/retrieve sometimes approaching an hour. Parking is scant and local residents have to put up with tow vehicles and trailers in their front yards and up the road almost to a kilometer.

**CAREFISH** has studied this situation and could not see a silver bullet remedy, like an ideal location for a new and large signature ramp, however there are smaller solutions. Each ramp has its own particular set of problems which demand attention, and there is a strong case for additional ramps at Palm Cove and on Trinity Inlet.

However, we urge TMR to consult with locals before committing to any construction, to avoid costly and embarrassing mistakes like the ill fated Barron River ramp pontoon from a few years back.

#### **General notes**

All boat ramps in the tropics should be well lit especially because of crocodile issues, eg Thomatis Creek ramp has 7 resident crocodiles within 100 metres. Two lights are a must to minimize shadow and also to keep one light going when the other one fails. Lighting should be located as close to the waters edge as practical. Getting a boat out at night when the ramp light is not working is dangerous and inexperienced users could end up in strife.

Pontoons should accompany ramps where practical to relieve congestion during loading/unloading and because ramps in muddy creeks are often very slippery and dangerous.

Another common complaint is that where toilet facilities are in place, they are often locked, which makes you wonder why they're there in the first place. Toilets should be adjacent to the ramp and have a shower so the paddling community can wash sand and salt off before getting in their cars. Sporting activities such as this should definitely be encouraged.

Cairns has **NO PUBLIC JETTY**, and this is amazing. Those with a yacht background bemoan the simple job of picking up supplies, water, crew, repairs etc as a logistical drama in Cairns. Cairns has a reputation for this and many cruising yachts go right past it these days especially after experiencing overzealous Port Authority staff waiving a fine in their faces. Yachts should be able to stop alongside for a couple of hours without harassment and without having to purchase a temporary birth. An ideal remedy for this exists in the Option 2 New Facility Dutton Street below.

Currently there are three **main ramps** used for offshore and coastal recreational use and various lesser ramps. Without a signature, centre of town, major large ramp, we believe the region needs at least five smaller **main ramps**.

- 1. Yorkeys Knob Ramp (main ramp)
- 2. Cairns Sugar Terminal Ramp (main ramp)
- 3. Cairns Tingira Street Ramp (main ramp)

The other ones are mostly for inshore, up the creeks use except for the Palm Cove ramp which is dangerous and currently closed.

- 4. Barron River Adjacent Highway
- 5. Barron River Machans Beach
- 6. Thomatis Creek Holloways Beach
- 7. Palm Cove Ocean (closed)
- 8. Blue Water or Reed Road
- 9. Edmonton Trinity Inlet 2 ramps
- 10. Deeral area Mulgrave and Russell river 2 ramps

#### **Location Notes & Observations**

#### Location 1/ Yorkeys Knob Boat Ramp (main ramp)

This popular boat ramp gets hard use mostly by offshore boaters when the weather turns good. Unfortunately it has the wrong gradient and the water depth at low tide is too shallow for safe launch and retrieval. This was a four lane ramp but has lost ground to the Cruise Ship Terminal redevelopment and now only practically handles two boats at once.

The south lane is better used by small tinnies or jet skis as it is very close to the break wall rocks, and it's also the shallower lane. If a larger boat tries to use it and misses the maneuver, it naturally has to reverse; almost all boats reverse to port (prop walk), which is the wrong way relative to the rocks. This is frequent on busy days when larger boats are forced to attempt this lane because of the 'line up' pressure. Boats reversing into rocks, and people out pushing off with outboards running presents repeated dangerous situations.

The ramp gradient is not steep enough and the wet end not deep enough. Boats on trailers with bed runners as opposed to rollers have trouble getting on and off as they are not able to float the transom without submersing the tow vehicle. This is further exacerbated at low tide when trailers are high and dry at the bottom of the ramp. This forces drivers to drive up the ramp and then reverse quickly and hit the brakes hard to get the boat to slide off. This is obviously less than ideal. Also, trailers with rollers are usually higher. When a boat is driven onto these trailers the bow rises up in the air and therefore the propeller ends up on the concrete. Often crew will be out of the boat pushing with the motor going full scream, obviously very dangerous.

This ramp needs to be steeper and deeper. We discussed this with the committee doing a site inspection 2011 pre repair. They agreed with the problem, and said they were going to rectify it and replace the lot, but the work ended

up as a makeover, keeping and repairing the existing 2 lanes of decaying concrete, capping and adding shoulders, so the gradient issue was never fixed, nor was it deepened. In fact the now capped ramp made it shallower!

As mentioned, parking is the other big issue with this ramp. Prior to the recent Cruise Terminal redevelopment, the car/boat parking was 37 spaces and could have been doubled by rearranging the traffic lanes as outlined in the attached sketches. But now charter bus spaces have further compromised space.

Congestion is an issue. I've been in a line up at this ramp of over 20, and had to wait almost an hour, and counted well over 80 car/trailer combo's parked, often in resident's front yards, clearly unsatisfactory, especially when the distant and archaic toilet is locked. This creates obvious friction and sometimes aggression.

The toilet block is a long distance away and is not lit internally. A new toilet and shower block near the water is needed. Also the adjacent beach is used extensively by various outrigger and other cance/paddle sports, adding to the need and a new facility would certainly be an asset to the area.

The new pontoon is a good asset even though it removed a lane, however it is gated and regularly locked so people have to climb around the barrier to access their boats, esp at night, a ridiculous situation.

Please note: if works are to be carried out on 'ocean access' ramps best to do it in the windiest time of year when they are little used ie early winter, and do it quick to reduce inconvenience.

Location 2/ Sugar Terminal Ramp (main ramp) Fearnley St, Portsmith

This ramp is the other one used hard by offshore boaters because of its relative proximity to the ocean, since the removal of the previous main Marina ramp. It functions reasonably well as far as gradient and depth is concerned but issues exist ie the parking problem, lack of pontoon, no toilet and inadequate lighting. There are 43 park spaces and maximum use requires double that.

This ramp is in the industrial/trawler area of Smiths Creek and has a reputation for interference/theft and security is an issue. Cameras and increased Police presence should be considered.

This ramp is also constrained unless a strip of property could be purchased from the Sugar Terminal land owners.

Some possibilities regarding parking etc are shown on the plan.

## Cairns is growing. If these two ramps were upgraded to recommendations, they would still not handle the current pressure. New ramps must be considered, we've outlined two options here:

#### Option 1 - At Palm Cove (location 7)(future main ramp)

The Northern Beaches probably hold the greater amount of offshore boats, since they are the beaches ie proximity to the ocean, and the population is in growth mode as cane farms are turned into subdivisions.

Palm Cove could possibly suit a mini 'day marina' with protected ramp within, north of the jetty to the headland. If so it would become a Palm Cove icon, and a great tourism draw card. It could also help service the growing 'cruise liner' trade and take congestion off the Yorkeys Knob site currently in use. Our advice is that GBRMPA would likely oppose such a plan.

We studied this and believe all parties agree that something has to be done to replace the old ramp recently closed, and a compromise might be a better approach.

Therefore our recommendation is to remove the existing ramp and put a new two lane ramp on the other side (north) of the popular Palm Cove Jetty, close to the jetty, which already acts to diffuse the exposed beach wave action. Further wave protection would be required, possibly with the addition of more piles (low maintenance) or wave break panels such as are in use with the Marlin Marina in Cairns.

Extra piles could also possibly accommodate floating pontoons along the lee side (northern) to better facilitate the cruise liner potential passenger embarkment/disembarkment.

#### Option 2 – New Location Cairns Inlet Dutton Street (future main ramp)

Few areas remain where potential new ramps could be installed, particularly within reasonable proximity to the ocean. We've identified one possibility at the end of Dutton St, which is along the main stretch of the Trinity Inlet, between the Navy and the cruise liner terminal and loading docks, and currently having no real use other than storing junk. It is an underutilized area about 100 metres long and 30 metres wide with adjacent underutilized area allowing for further parking.

An ideal opportunity exists here to prepare for the future, and it's probably the most cost effective. It is central, but out of the way of tourism and adjacent Kenny Street area is quiet on weekends when most pressure would be expected.

A three or four lane ramp here would resolve many issues, immediately and into the future. It may also be handy for Naval use.

Most of the other ramps are either adequate, or in need of minor repairs which I have outlined below, but thoughts to the southern corridor population boom should be considered.

#### Location 3/ Cairns Inlet – Tingira Street

Good facility but a pontoon is needed at the ramps edge, or down centre. Generally a boat is put into the water and the tow vehicle is moved out of the way. This leaves the problem of what to do with the boat whilst the car's being parked. The existing pontoon is too far out to tie up to quickly, so kids and mums are left in the water holding the boat out of the way of other users. We understand work is to commence on this ramp shortly that may rectify problems.

As a further note, this is a VERY slippery, slimey and steep ramp and almost impossible to walk up at times. It needs regular cleaning.

More popular with the inshore mob as it's an extra 1.2 km at 'no wash' speed further away from the ocean than the sugar terminal ramp.

#### Location 4/ Barron River – Highway Ramp

Great ramp. All works well and popular. We suggested a pontoon be installed some years ago but we definitely didn't design the one we get. Remember this river floods hard, so it'd be unwise to get too attached to this pontoon.

A better design would be a shorter fatter pontoon with 2 heavy poles on the upstream side and one downstream, and the face of the pontoon on the upstream side be angled like a boat bow to help it ride up over the inevitable logs. Maybe next time after this one gets washed away.

No toilet facilities whatsoever, but needed. Maximum use is about 25 boats and this is often the case on Sundays. Go slow zone signage is needed as 'hooning' is regularly experienced regardless of proximity to bridge. No access to the ocean can be expected via Barron River mouth without local knowledge (and luck) also boats have issues going under the bridge at high tide.

From:	Roger Priest
То:	Andrew Elenitsas
Subject:	Cairns area boat ramps
Date:	Monday, 2 May 2016 7:32:05 PM
Attachments:	Cairns area boat ramps 02May16.docx
	ATT00001.htm

#### Andrew

See attached. Thoughts on Cairns area ramps as discussed. Happy for you to pass on to Far North DD and staff. Will try if I can to hook into the 4 May Skype session. But don't count on it. Satellite was out of service for last two days. Need the Skype meeting details as required for an external to TMR person on an IPhone (my external/private Skype account - NR

Can you pls acknowledge receipt of this message. Cheers Roger



### Minutes

### **CAREFISH** meeting

Date	Tuesday, 31 May 2016	Time	4:00 pm – 5:00 pm
Place	Barron River EO		
Chair	Mr Craig Crawford MP, Member for	Barron Rive	r 🚫
Minute taker	Barney Littlewood		
Attendees		Presence	
Member for Barron River	Craig Crawford MP	сс	Present
TMR	Sandra Burke	SB	Present
TMR	Darryl Jones	DI	Present
TMR	Barney Littlewood	BL	Present
CRC	Cr Terry James	ĹΤ (	Present
CRC	Cr Brett Olds	BO	Present
CRC	Cr Jessie Richardson	JR	Present
CRC	Helius Visser	HV	Present
CRC	Bruce Gardner	BG	Present
CAREFISH	$\searrow$	DH	Present
CAREFISH	~	PA	Present

Task owner	Action item	Meeting date	Date due	Status

#### Agenda item 1 Possible new locations

CC – Introduced meeting, explained purpose of Community Reference Group – to look at existing and potential new locations for marine facilities and recommend priorities for funding.

PA – Provided background on previous discussions about Cairns' marine infrastructure. CAREFISH's recommendations based on six years of thinking.

#### Palm Cove

Department of Transport and Main Roads

PA - Current ramp is no good - a lot of injuries - glad to see it shut. Option to put a new ramp behind headland, where it's sheltered from wind.

DJ – aware of proposal for 'day harbour'. TMR could look at public ramp if calm water provided by private development. No formal submission that TMR is aware of. Limited land space for car parking. CRC has also approved unit development which would further restrict space for on-land facilities.

#### **Taylors Beach/ Buchan Point**

too shallow – needs dredging. Would not work without private sector assistance in development and ongoing maintenance. It's not the answer.

#### Thomatis Creek/Holloways beach

PA - Up creek has no access to ocean – Major issues with siltation. Nobody is going to dredge Barron River.

#### **Yorkeys Knob**

PA - Existing ramp could be fixed up, however, you can't fix parking issue. There is only 37 car parks. CRC could purchase corner block on Buckley Street for more parking.

Could look at land next to boat club, or between Yorkeys and Sports Club.

#### Bluewater

PA - Need a floating Pontoon at Bluewater

JR - CRC is installing lights, CCTV and additional security at parking area at Bluewater

BO – CRC looking at trialling security system developed by Smithfield High School student at 4-5 ramps.

#### **End of Reed Road**

PA - vacant land (Gasparin) at end of Reed Road is brilliant location for Marina.

DJ – unsure what the status of the land is? Likely to be prohibitively expensive to acquire.

#### Ellis Beach

DJ – getting a little too far north. Unsure about depth.

- PA 1s there an existing rock wall?
- DJ will undertake site inspection at low tide with CRC.
- PA limiting the number of people who can use it.

#### Edmonton

DJ – silts up.

BG – queried demand at redbank ramp. Can funding for upgrade be delivered in stages? If so, CRC can save some money to be used elsewhere.

#### Fearnley

DJ – current issues with parking.

PA – facility can handle 80 boats on a busy day.

DJ – required to provide 80% parking adjacent to site, with option to provide 20% elsewhere as an 'overflow' facility.

#### **Derelict Area at Dutton Street**

PA – potential for a new facility there?

DJ – unsure of planning. Will follow up with Ports North. Looks to be fairly prime real estate.

PA - Only real options appear to be to fix Yorkeys Knob, including car parking issue or CRC purchase of corner block of land at Yorkeys Knob.

Other possible locations include next to Yorkeys Knob Boat Club marina and between Yorkeys and 'sports club'.

DJ	TMR to investigate potential locations at provide feedback to CRG:			Complete
	Dutton St			
	end of Reed Rd			
	between Yorkeys and 'sports club'			
	next to boat club			
DJ	Provide CRC with advice about staged upgrade at redbank.			Complete
DJ	site inspection with CRC at Ellis Beach at low tide			Complete

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### **Ellis Beach Site**

334000

0.3m tide South West view

85m from waterline to headlands

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### Ellis Beach Site

0.3m tide North East view

Released

### **Ellis Beach Site**

0.3m tide East view

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## End Reed Road Trinity Park inspection 2 June 2016

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From:	Roger Priest
То:	Darryl Y Jones
Cc:	Sandra Burke; Prasenjit Z Bhattacharyya (prasenjit.z.bhattacharyya@tmr.qld.gov.au); Anthony D Draper
Subject:	Cairns area major boating facility
Date:	Tuesday, 26 July 2016 3:01:00 PM

Darryl

As discussed, we now have DG approval for funding for planning for a Cairns area major boating facility:

\$208,000 for planning in 2016-17.

\$1.3 million for stage one works in 2017-18.

Balance funding (not yet approved) for project completion in 2018-19.

The current intention is for design and approvals to be done in our Brisbane office.

And for tendering, contracting and construction delivery to be managed from your district

office. This can be renegotiated should you not have the available resources.

Intentions as you know are for the Cairns area major boating facility to be at Yorkeys Knob subject to successful negotiations with council, port and other stakeholders.

Cheers

Roger

### **Roger Priest**

Manager (Boating Infrastructure) Program Management and Delivery Department of Transport and Main Roads Floor 17 | 313 Adelaide Street | Brisbane Qld 4000 GPO Box 1549 | Brisbane Qld 4001 P: (07) 3066 3781 M (wk): NR E: roger priest@tmr gld gov au

E: <u>roger.priest@tmr.qld.gov.au</u> `.,,...```.,><(((((°>



## Minutes

## **CAREFISH** meeting

Date	Tuesday, 28 June 2016	Time	4:00 pm – 5:00 pm
Place	Barron River EO		
Chair	Mr Craig Crawford MP, Memb	er for Barron Rive	r 🖉
Minute taker	Barney Littlewood		
Attendees		Presence	
Member for Barron River	Craig Crawford MP	CC	Present
Barron River EO	Andrew Talbot	AT	Present
TMR	Darryl Jones	DJ	Present
TMR	Barney Littlewood	BL	Present
CRC	Cr Brett Olds	BO	Present
CRC	Cr Jessie Richardson	JR	Present
CRC	Bruce Gardner	BG	Present
CAREFISH		DH	Present
CAREFISH		PA	Present

Task owner	Action item	Meeting date	Date due	Status
	$(\overline{Q}/\overline{A})$			

Agenda item 1 Possible new locations

BO - presented concept design for Taylors Point development.

DJ – Provided attendees with update on recent investigations, including observations from site inspections. Tabled photos of each site.

End of Wattle St

DJ – very limited depth. Would require significant dredging and impact on mangroves. Traffic may be an issue. Not an ideal location.

Ellis Beach

DJ-65m to deep water at low tide. Impact on relatively undeveloped beach/coastal environment.  $\ensuremath{\text{Department}}$  of Transport and Main Roads

#### **Dutton Street**

DJ - 'prime real estate' for Port - less economic value as a boat ramp.

### Yorkeys Knob marina

DJ – Presented a draft concept showing new ramps inside the existing marina. Proposal was suggested by Yorkeys Knob Boating Club (YKBC) Manager. Land-based facility is on Unallocated State Land. Requires negotiation with TMR, Ports North, CRC, YKBC.

CC – Could be opportunity for more refuelling etc. Is there economic benefit for the elub?

PA-"sensational"

DJ – impacts on golf club need to be considered. Car parking would be CRC responsibility, however, appears to be adequate room. TMR would own the ramps and in-water facilities. A LOT OF WORK TO GO. Tenure, funding, environmental factors need to be fleshed out.

DH – northern ramp would be better, people without boats go along rock/wall.

All – Unanimous endorsement of Yorkeys Knob site as the most suitable site to carry out further investigations.

CC - intends to make announcement. Local media are asking for updates every week.

TMR	Refine concept layout for Yorkeys Knob site	Ċ.	9 July 2016	Complete
TMR	Officer-level Meetings with all four parties (TMR, Ports North, CRC, YKBC)		9 July 2016	Complete
TMR	Develop more accurate cost estimates for ramps, dredging, piling amenities.		9 July 2016	Complete
Craig Crawford	Release statement following meetings with golf club and boating club			Complete
TMR/Barron River EO	Follow up meeting in 5-6 weeks		9 July 2016	Complete

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Project Number : Location : Yorkey's Knob

## **Preliminary Estimate**

Design & Construction of 2 four-lane boat ramps, 2 floating walkways, a dredged channel and CTU parking

Item Number	Description	Unit of Measure	Quantity	Unit Rate (\$) Amount (\$)
		Measure		
MRS02 O				
	PROVISION FOR TRAFFIC		$\langle \rangle \rangle \rangle$	
1201.01	Provision for traffic (MRS02 Oct 14)	lump sum	1	\$10,000.00
MRS03 A	pr 15			
	SUPPLY OF CULVERTS			
2203.01	Supply of concrete box culvert components, [2/1500x900 Culvert 1A] (MRS03 Apr 15)	m		\$120,000.00
	INSTALLATION OF CULVERTS	~		
2223.01	Installation of concrete box culvert components, [2/1500x900 Culvert 1A] (MRS03 Apr 15)	m		\$78,000.00
	SUPPLY AND INSTALLATION OF CULVERTS			
2241.01	Supply and installation of concrete pipe culvert components, Class [2], [300] mm diameter (MRS03 Apr 15)	m		\$5,490.00
	CONCRETE IN CULVERTS AND END			
0000.04	STRUCTURES	0		<b>*7</b> 0,000,00
2302.01	Concrete bases in culverts (MRS03 Apr.15)	m3		\$72,000.00
2308.01	End structures to culverts, reinforced concrete (MRS03 Apr 15) PAVEMENT DRAINAGE	m3		\$33,480.00
2401.01	Concrete kerb, [Type N] (MRS03 Apr 15)	m		\$77,000.00
2403.01	Concrete channel, [Type D, 900mm] (MRS03 Apr 15)	m		\$3,315.00
2404.01	Concrete kerb and channel, [Type A] (MRS03 Apr 15)	m		\$37,500.00

2413.01	Concrete gullies, [Roadway Type, Kerb in-line, sag inlet] (MRS03 Apr 15)	each	\$12,000.00
2414.01	Concrete access chambers, [Pit 1-1A] (MRS03 Apr 15)	each	\$150,000.00
	SUBSURFACE DRAINAGE		
2502.01	Subsoil drains, Type D (MRS03 Apr 15)	m	\$26,250.00
2503.01	Subsoil drain outlet connection, [size] mm diameter, [to pit] (MRS03 Apr 15)	each	\$1,500.00
2504.01	Subsoil drain clean-out, [size] mm diameter, [type] (MRS03 Apr 15)	each	\$875.00
2515.01	Supply and installation of geotextile, A39 BIDIM [over the existing drainage path] (MRS03 Apr 15)	m2	\$13,750.00
	PROTECTIVE TREATMENTS		
2631.01	Hand placed concrete paving, [125] mm thick for foot paths, traffic islands etc. (MRS03 Apr 15)	m2	\$198,050.00
2643.01	Rock protection, Type A revetment rock armourstone (MRS03 Apr 15)	m3	\$54,165.00
2643.02	Rock protection, Type B revetment rock armourstone (MRS03 Apr 15)	m3	\$30,375.00
2643.03	Rock protection, Type C revetment rock armourstone (MRS03 Apr 15)	m3	\$294,400.00
MRS04 Oc	ct 14		
	EARTHWORKS, PREPARATION		
3101.01	Clearing and grubbing (MRS04 Oct 14)	m2	\$65,250.00
3103.01	Stripping of topsoil (MRS04 Oct 14)	m3	\$28,600.00
3104.01	Ground surface treatment under embankment, standard (MRS04 Oct 14)	)m2	\$11,250.00
	EARTHWORKS, EXCAVATION		
3201.01	Road excavation, all materials (MRS04 Oct 14)	m3	\$111,600.00
3208.01	Special excavation, all materials [excavation below for revetment Type C placement] (MRS04 Oct 14)	m3	\$92,500.00
	EARTHWORKS, EMBANKMENT		
3301.01	Road Embankment (fill material from road	m3	\$325,500.00
3303.01	Special embankment [core rock fill in car park area, including fill below pavement and verge material] from all sources (MRS04 Oct 14)	m3	\$412,500.00

MRS05 Ju	ul 15		
	UNBOUND PAVEMENTS		$\frown$
4151.01	Type 2.1 Unbound Pavement [Base Course] (MRS05 Jul 15)	m3	\$547,400.00
4153.01	Type 2.3 Unbound Pavement [Upper subbase course] (MRS05 Jul 15)	m3	\$391,000.00
MRS11 O	ct 10		
	SPRAYED BITUMINOUS SURFACING		
	(EXCLUDING EMULSION)		<b>\$</b> 22,222,22
5101.01	Prime, grade [AMC0], spray rate [0.8 litres/m2], [excluding] supply of binder, [on base course]	litre	\$30,000.00
	(MRS11 Oct 10)		
5103.01	Seal, class [S35E], spray rate [1.2 litres/m2],	litre	\$78,000.00
	[including] supply of binder, [on prime] (MRS11 Oct		
5112.01	10) Spreading cover aggregate [10mm], [120m2/m3],	m3	\$27,000.00
0112.01	[Pavement Type 1 and 2] (MRS11 Oct 10)		φ21,000.00
MRS14 Ju	ul 15		
	GUIDANCE AND INFORMATION SYSTEMS		
6121.01	Supply of regulatory, warning and hazard sign faces,	lump sum 1	\$5,000.00
	as listed in Clause 1.3 of Annexure MRS14.1		
6131.01	(MRS14 Jul 15) Installation of regulatory, warning and hazard signs,	lump sum	\$10,000.00
0101.01	as listed in Clause 1.3 of Annexure MRS14.1		φ10,000.00
	(MRS14 Jul 15)		
MRS16 O			
	GROUND PREPARATION WORKS - TESTING AND AMELIORANTS		
3802.01	Preparation of a Soil Management Plan -	lump sum 1	\$3,000.00
	Construction - Form A (MRS16 Oct 14)		¥-,
	GROUND PREPARATION WORKS - SUBSOIL		
3818.01	Target herbicide application (MRS16 Oct 14)	m2	\$500.00
3820.01	Ripping [200mm] (MRS16 Oct 14)	m2	\$43.70
3821.01	Cultivation [100mm] (MRS16 Oct 14)	m2	\$187.50
3822.01	Roughening [100mm cepth] (MRS16 Oct 14)	m2	\$150.00
	GROUND PREPARATION WORKS - TOPSOIL		
3830.01	Install topsoil [depth varies] (MRS16 Oct 14)	m2	\$3,750.00
	VEGETATION WORKS - TURFING		
3847.01	Turf [description] (MRS16 Oct 14)	m2	\$3,000.00

MRS22 Jan	n 15		
	SUPPLY OF COVER AGGREGATE		$\frown$
	Supply of cover aggregate [precoated], [10] mm nominal size (MRS22 Jan 15)	m3	\$24,750.00
5031.01	Construction of stockpile site (MRS22 Jan 15)	lump sum 1	\$5,000.00
MRS228 O	ct 15		
	ELECTRICAL SWITCHBOARDS		
	Supply of mains connection equipment including the supply of mains connection cable, [100m], [LV pillar to MSB], [35mm2], [4] cores, [XLPE], [sheath insulation], [Cu] (MRS228 Oct 15)	each	\$7,500.00
	Supply of mains connection equipment including the supply of mains connection cable, [250m], [MSB to DB1], [16mm2], [4] cores, [XLPE], [sheath insulation], [Cu] (MRS228 Oct 15)	each	\$12,500.00
	Installation of mains connection including mains connection cable (MRS228 Oct 15)	each	\$3,000.00
MRS256 Oc	ct 15		
	POWER CABLES		
	Supply of underground road lighting cable, [4mm2], [2+E] cores, [PVC], [PVC], [Cu] (MRS256 Oct 15)	m	\$6,000.00
	Installation, jointing and termination of underground road lighting cable, [2 cores] (MRS256 Oct 15)	m	\$11,250.00
MRS28 Jul	15		
	CONTRACTOR'S SITE FACILITIES AND CAMP		
1101.01	Contractor's site facilities (MRS28 Jul 15)	lump sum 1	\$50,000.00
MRS30 Oct			
	ASPHALT PAVEMENTS		
	Medium duty dense graded asphalt in surfacing course, AC [14] M mix (MRS30 Oct 15)	tonne	\$768,000.00
5401.01	Preparation of the existing surface (MRS30 Oct 15)	m2	\$2,844.00
MRS45 Aug	g 12		
	Spotting only for longitudinal lines (MRS45 Aug 12)	m	\$1,750.00
	Edge line, 150 mm wide, colour [white], material [Type 3] (MRS45 Aug 12)	m	\$5,000.00

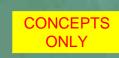
6321.01	Continuity line, 200 mm wide, colour [white], material [type 3] (MRS45 Aug 12)	m		\$625.00
6331.01	Transverse lines (stop lines, holding lines, markings at Stop and Give Way signs, pedestrian crosswalk lines, arrows, shapes, symbols and numerals), colour [white], material [thermoplastic] (MRS45 Aug 12)	m2		\$10,000.00
6332.01	Transverse lines (diagonal and chevron markings, parking areas and kerb markings), colour [white], material [thermoplastic] (MRS45 Aug 12)	m2		\$3,375.00
MRS51 Ju	ıl 15			
	ENVIRONMENTAL MANAGEMENT			
1331.01	Develop Environmental Management Plan (Construction) (MRS51 Jul 15)	lump sum	1	\$10,000.00
1332.01	Implement Environmental Management Plan (Construction) (MRS51 Jul 15)	lump sum		\$25,000.00
1355.01	Noise monitoring (MRS51 Jul 15)	each		\$15,000.00
1361.01	Condition survey and vibration monitoring (MRS51 Jul 15)	each		\$9,000.00
MRS52 Ja	EROSION AND SEDIMENT CONTROL			
1341.01	Water Quality Monitoring [location] (MRS52 Jan 15)	lump sum		\$15,000.00
1344.01	Silt / Sediment Fence (MRS52 Jan 15)	m		\$9,375.00
				<i><b>4</b>0,010100</i>
MRS91 O	ct 15			
	CONDUIT AND CONDUIT FITTINGS UNDERGROUND			
6507.01	Supply and installation of [1] of [32] mm, [HD], [rigid PVC, orange] conduit(s), in [earth] (NIRS91 Oct 15)	m		\$112,500.00
	CABLE JOINTING PITS			
6554.01	Supply and installation of cable jointing pit [Type 4] (MRS91 Oct 15)	each		\$9,000.00
MRS92 Ju				
	ROAD LIGHTING FOOTINGS			
6701.01	Road lighting pole footing, [600] mm diameter (MRS92 Jul 15)	each		\$7,500.00
MRS94 O				
	ROAD LIGHTING			

6711.01	Supply of [fixed base] road lighting pole, [6,000] mm vertical height. [we-ef/SAPA AML-K6M] (MRS94 Oct 15)	each	\$12,750.00
6712.01	Supply of [double] road lighting outreach arm. [we-ef RV2 76mm] (MRS94 Oct 15)	each	\$1.750.00
6741.01	Installation of [base plate mounted] road lighting pole (MRS94 Oct 15)	each	\$4,500.00
6742.01	Installation of road lighting outreach arm (MRS94 Oct 15)	each	\$11,250.00
6776.01	Supply and installation of carpark lighting luminaire, [we-ef], [VFL540 72W LED, asymmetrical side-throw A60, LED36/72W/740 - 4000K].(MRS94 Oct 15)	each	\$18,750.00
		Sub total	\$4,537,350.20
		30 % contingencies	\$1,361,205.06
		Total for CRC CTU park works	\$5,898,555.26
			<i>\\</i> , <i>\\</i>
MRS300 C	)ct 15		
	BOAT RAMPS		
8813.01	Grubbing and clearing	lump sum	\$5,000.00
8819.01	Supply and place geotextile A39 BIDIM	m2	\$24,000.00
8820.01	Supply and place geogrid (MRS300 Oct15)	m2	\$60,000.00
8821.01	Supply and place 75mm (nominal) crushed rock for	tonnes	\$97,500.00
0021.01	ramp core and ungrouted shoulders	torines	ψ37,000.00
8823.01	Supply and place precast plank Type RG4000	each	\$900,000.00
0020.01	(MRS300 Oct 15)		\$000,000.00
8825.01	Supply and install Anchor Beams Type 2 (MRS300 Oct 15)	each	\$50,000.00
8829.01	Construct fully grouted shoulders	m3	\$105,000.00
8830.01	Miscellaneous civil works (concrete abutment for floating walkway ramp)	lump sum	\$25,000.00
8831.01	Supply and install boat ramp information signs	lump sum	\$5,000.00
8832.01	As-constructed survey and handover documents	lump sum	\$9,000.00
MRS301 C			
	FLOATING WALKWAYS		
8841.01	Detailed design of floating walkways (MRS301 Oct 15)	lump sum	\$50,000.00

8842.01	Fabricate and supply (ex-factory) all floating walkway components (excluding piles and lighting) (MRS301	lump sum		\$250,000.00
8843.01	Oct 15) Supply and drive piles (including establishment of piling rig) (MRS301 Oct 15)	lump sum		\$300,000.00
8844.01	Supply and install solar lighting (MRS301 Oct 15)	lump sum		\$70,000.00
8845.01	Transport (ex-factory) and install all floating walkway components (MRS301 Oct 15)	lump sum		\$125,000.00
MRS305				
	DREDGING			
4711.01	Establishment of dredge equipment (MRS305 Oct 15)	lump sum		\$300,000.00
4712.01	Disestablishment of dredge equipment (MRS305 Oct 15)	lump sum		\$60,000.00
4713.01	Establishment and disestablishment of dredge discharge pipeline (MRS305 Oct 15)	Iump sum		\$75,000.00
4714.01	Dredging Volume (MRS305 Oct 15)	m3	24	\$441,000.00
4715.01	Dredging hourly rates (MRS305 Oct 15)	hours		\$140,000.00
4716.01	Standby time (MRS305 Oct 15)	hours		\$35,000.00
4717.01	Preparation of implementations works plan			\$5,000.00
	(MRS305 Oct 15)	lump sum		<b>*</b>
4717.02	ASS treatment at disposal site	lump sum		\$50,000.00
4712.03	Verification surveys	lump sum		\$15,000.00
	$\land$		Sub total	\$3,196,500.00
	Ĝ		30% contingencies	\$958,950.00
			Total for TMR in water works	\$4,155,450.00
	SHARED COSTS			
	Site surveys	lump sum		\$50,000.00
	Environmental and planning approvals	lump sum		\$75,000.00
	Detailed design	lump sum		\$150,000.00
	Geotechnical and soil studies	lump sum		\$40,000.00
	TMR/ Council internal costs	lump sum		\$100,000.00
	$\searrow$	·	Sub total 30% Contingencies	\$415,000.00 \$124,500.00

**Total shared Costs** \$539,500.00 Total estimated project costs with \$10,593,505.26 30% contingencies Heased under Bill

## YORKY'S KNOB NEW BOAT RAMPS & CTU PARKS



Google earth



#### Cairns all-tide boat ramp lane demand

Presumption: Recently upgraded Townsville all-tide boat ramp lanes are expected to meet demand there for the next ten years.

A pro-rata determination for Cairns at July 2016 is:

Townsville all-tide lanes		
Barnicle Street	6	
TRBP	16	
Ross Creek	6	
Total	28	

#### Cairns all-tide lanes

Tingira Street	5
Yorkeys Knob	2
Bluewater	2
Fearnly Street	4
Total	

			$\bigcirc$	
	No of	All-tide	Pro-rata	Shortfall in all-tide
	registered	lanes now	requirement	lanes
	boats	$\sim$	based on number	
	<		of registered	
	(		boats	
T'ville	12587	28	28	Nil
Cairns	10575	13	23	10



## REQUEST FOR SERVICES FORM

#### hydro@msq.qld.gov.au

<b>CLIENT DETAILS:</b>				$\left( \right) \rightarrow$	
CLIENT'S/	Program Manag	ement and De	elivery- Pr	rogram Delivery/	
ORGANISATION NAME	Program Manag Unit	ement and De	elivery / B	oating infrastructur	е
CONTACT NAME	Senarath Weera	akoon	TITLE	Senior Engineer	
ADDRESS DELIVERY	Floor 17, 313 A	delaide Street,	Brisbane	e, Qid 4000	
ADDRESS (POSTAL)	GPO Box 1549,	Brisbane City	QId 4000	y/	
EMAIL ADDRESS	senarath.z.weerakoon@tmr.qld.gov.au				
PHONE NUMBER	0730664024	FAX NU	MBER	0730662065	
			7		
SERVICES REQUIRED:		$\sim$			
Survey Operation		Survey Infor	rmation		
Pre Dredge Survey	$\boxtimes$	Survey Data			$\boxtimes$
Post Dredge Survey		Survey Plan			$\boxtimes$
Dredge Support		Volume Calc	ulations		
Dredging Supervision		Plot File Type	<u>es</u>		
Navigation		*.PLT			
Engineering	X	*.PDF			$\boxtimes$
Environmental		*.DWG			$\boxtimes$
Control		ASCII			$\boxtimes$
Other		Other			
Work will be used for:					

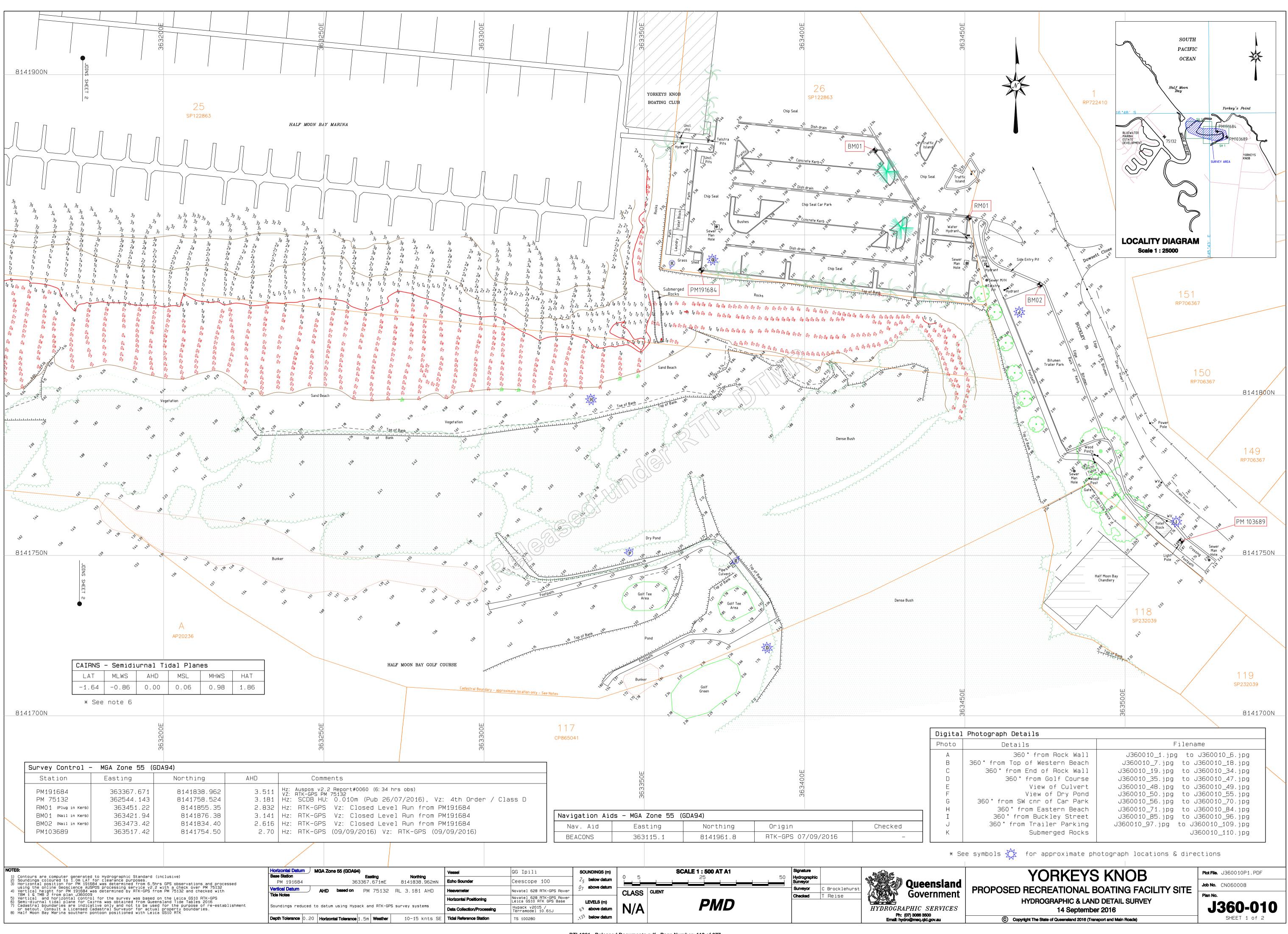
Option analysis and development of a business case for Yorkey's Knob New Recreational Boating Facility

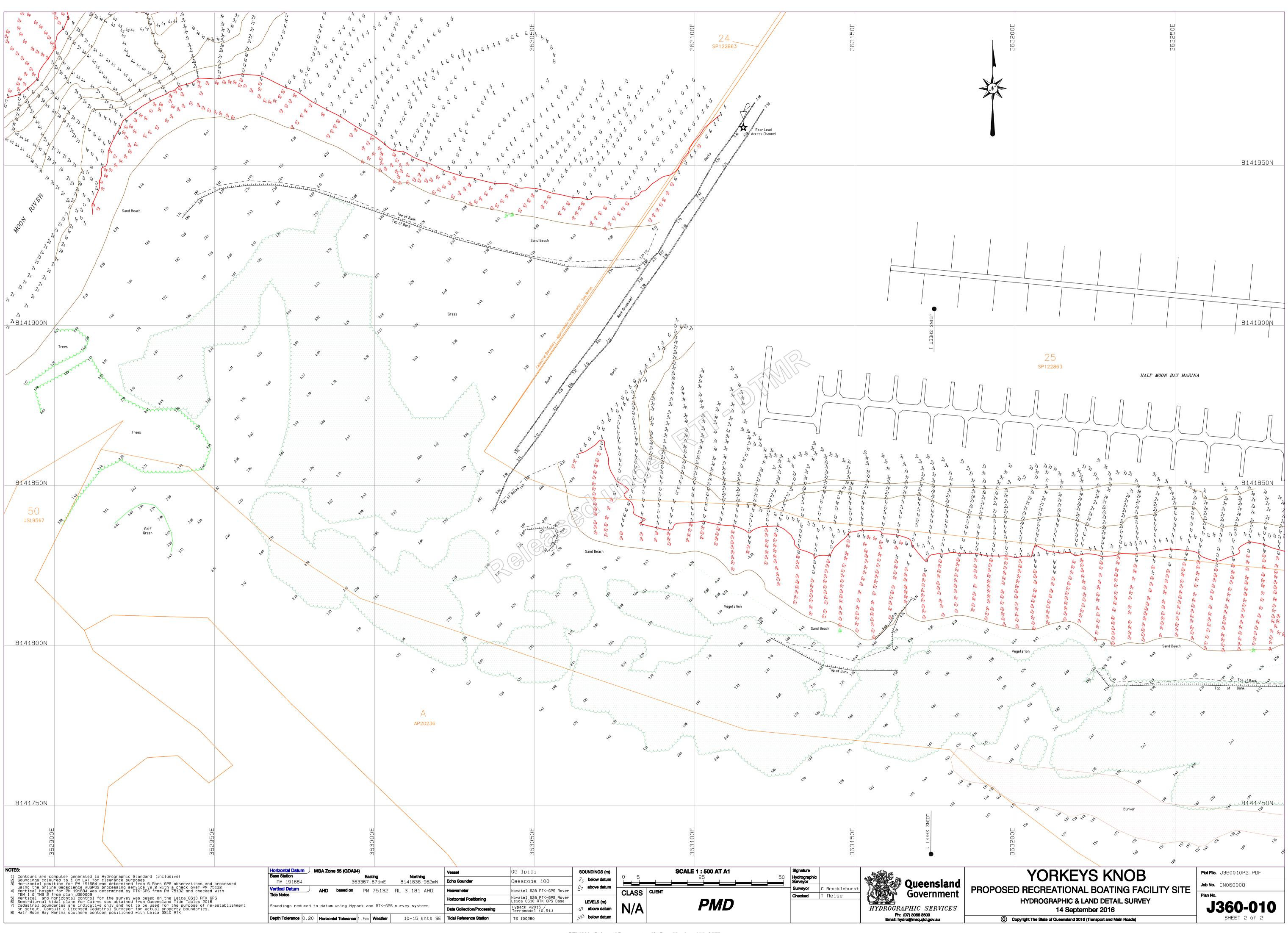
Locality/ Area of Service:	Cairns	Far North Queensland	
		Region	
Previous Plan Numbers:	None		
Priority level:	High 🛛 Medium 🗆	Low 🗆	
Cost Centre/WBS:	0274M803200.C.3		
Required Completion date:	30 September 2016		
	NR		
Signed:	P P	Date 22/08/2016	

G:\DDGMR\PMD\Program Delivery\Boating Infrastructure\InfraDel\Projects\8-Mackay- Whitsundays\Shute Harbour\Survey\Survey Request - Shute Harbour Boat ramp.docx



Page 2 of 1 RTI-1061 - Released Documents.pdf - Page Number: 112 of 377





RTI-1061 - Released Documents.pdf - Page Number: 114 of 377



The State Government has revealed preliminary plans for new boat ramps on the Northern Beaches, with an eight-lane facility to be built at Yorkeys Knob.

#### <u>News</u>

# Calls for a new boat ramp in Cairns region finally answered

JIM CAMPBELL, The Cairns Post September 19, 2016 7:28am

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- Share this by Email

CAIRNS boaties have finally hooked a solution to the region's boat ramp woes with plans for a new \$10 million facility on the Northern Beaches.

The Cairns Post can today reveal the location of the highly-anticipated new boat ramp, which will be built at Yorkeys Knob.

The facility would be split across two stages, with a floating pontoon and four boat ramps to be built in each stage, while roughly 200 trailer-sized car parks would also be built.

Member for Barron River Craig Crawford has spearheaded the project team, with representatives from Cairns Regional Council and the local fishing community also on board.

"Initially we scoped out six possible locations but kept coming back to the Yorkeys Knob marina," Mr Crawford said.

"Because all ramps will be located within the existing marina rock-wall structure boat users will be protected from wind and waves when launching and retrieving vessels – it was complaints about wind and wave action that led to the closure of the exposed Palm Cove ramp."



Fisherman and Member for Barron River Craig Crawford inspect a smaller ramp at Yorkeys Knob. Pic:

The MP released a concept diagram but stressed that at this stage there was more planning required and the final structure would probably result in some changes.

He estimated construction would cost \$10.6 million, with council to also contribute funding.

Cairns recreational fisherman who was representing the Cairns and FNQ Fishing Group, said a new ramp was long overdue.

"All the ramps in the region are probably below standard, but the situation will be much better once this ramp is built," he said.

The project has so far required co-operation from the Department of Transport and Main Roads, Cairns Regional Council, Ports North, Yorkeys Knob Boat Club and Half Moon Bay Golf Club.

Mr Crawford expected the project would be funding in the next State Government and council budgets, with work to begin in the second half of next year.

He said he was also lobbying the Main Roads Minister for funding for a floating pontoon at the existing ramp at Bluewater.

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ENDS

Issue	Remarks
Firstly that there is the undeniable fact that we will need for more boat ramp	
infrastructure in the area namely boat and trailer parking as well as a	
parking required for extra cars associated with the boat trailers.	
That YKBC members supported sensible improvements to local marine	
infrastructure although the proposal for ramps inside the marina is regarded	
as having too many detrimental side effects.	
That there was a serious lack of communication with legitimate stakeholders	District to address
and community, prior to media releases.	
The extra pressure it would create to the YKBC car park, affecting members	The new proposal would actually reduce the pressure on the YKBC car park.
and their guests access to their Marina, Club facilities, bar and restaurant	
and the detrimental effect that would have on Club revenue.	
The lack for a provision in the published preliminary drawings for the	TMR guideline is one car space for
ordinary car parking spaces associated with car/boat trailer traffic. (based on	
recent surveys, 1.2 to 1.5 extra cars per car/boat trailer therefore 200	
car/boat trailer spaces times 1.2 /1.5 extra cars equals 240 / 300 extra	
ordinary car parks required in planning)	Would look at advastion (information)
The little regard that trailer boat and jet-ski operators have for the current four knot / no wash speed restrictions.	Would look at education/enforcement options.
That giving access to the public to our Marina will affect it's classification	
as a secure and private Marina. The possibility of increased incidence of theft.	Unlikely
Resultant damage to vessels and marina structures.	Unlikely
The result of the above having a detrimental effect on insurance premiums	Unikely
for vessel owners and the marina.	
The destruction of mangroves and Foreshore vegetation communities and	There will be similar or worse imposts no motter where we put a facility of
the resulting loss of habitat for wildlife now populating those areas.	There will be similar or worse impacts no matter where we put a facility of this size.
The loss of a pleasing visual amenity to be replaced by the creation of a	Vegetation screening around the reclamation would be incorporated into the
bitumen car park.	works.
The detrimental effect this proposal will have on the commercial value of	WUIKS.
the marina berth licenses.	
The detrimental effect on Marina users quiet peace and enjoyment of the	Already a busy marina with some noise
location.	Aneady a busy marma with some noise
Iocation.	

Issue	Remarks
Increased noise pollution	$\frown$
Light pollution resulting from the requirement to provide adequate lighting to the car park on a 24-hour basis.	lights can be designed to be directed downward and shielded towards the water.
Increased air pollution.	minimal
Increased water pollution.	minimal
The excessive wash and turbulence created when vessels drive onto their trailers.	
That this proposal has not been budgeted for by state government or local council.	TMR has budget for initial investigations and to prepare a business case.
Concerns and views were also raised about the reduction of the present boat ramps capacity for boat launching, and the inpractability of some design features that resulted from the recent "upgrade".	Very minor difference in throughput.
The safety issue. Chaos and confusion will reign on those calm days in the confined space, plus if a larger moored vessel decides to leave their berth and enter in the mainstream channel from the boat ramps to the rock wall exit there is no vision "around the corners" - for either vessel, with no room for maneuverability to avoid a collision.	SF FZ -
A representative of the Hekili paddlers raised concerns about the impact of increased vessel traffic and the hazard that presented to the safety of their outrigger canoes, kayakers and stand-up paddlers, and the impact to the small beach of any proposal to relocate the rock wall adjacent to present boat ramp, as that area is used for canoe launching and the YKBC junior sailing program.	No plans to impact on this area.
The challenges with the Holloways Beach location including the required dredging of the Barron River mouth and the access to the site would have been through suburban streets.	
The viability of a site in the canefields adjoining Thomatis Creek has not yet been explored.	Creek is very shallow at the mouth – not viable without regular dredging. Unlikely to get approval for this.
The meeting seemed to conclude that the Reed Road / Trinity Park site was by far the best option for the proposal as;	The area we discussed, Lot 3 on RP745338 is a freehold lot co-owned by Ausecurities and Gasparin Developments. We'd need to find out whether they are willing to sell this lot (cost prohibitive?) or a portion of it (would need re- survey though if we split it). Any ramp located here would also extend into Marine Park and FHA (B), and dredging to provide access would be very difficult given Fisheries position on dredging in FHA's.

Issue	Remarks
Reed Road provides clear access due to its width, and its proximity to larger population centers in Smithfield, Trinity Beach, Trinity Park, Smithfield Village and Bluewater Estate.	
Would provide less traffic flow and congestion at the Smithfield, Caravonica and Yorkeys Knob roundabouts, and on Varley Street and Buckley Street.	
The land at the end of Reed Road is already classed as degraded and will provide fewer challenges in regard to approvals based on environmental impact studies.	
Launching into Moon Creek from the Reed Road site provides clear access to the ocean and protection from the weather.	Large ramp/causeway or dredging needed. Sand is very mobile in this area.
Ongoing maintenance cost to the council would be reduced as the Moon River channel is already dredged on a regular basis whereas dredging to maintain access to proposed new Ramps inside the marina would be at further cost to the council.	A BE L
This site also can provide room for expansion in future times whereas none of the other sites can do so. Community requirements twenty years from now should be considered.	
Released Wills	

	NSLAND LAND REGISTRY Title Act 1994, Land Act 1994 and Water Act 20		EASE		FORM 7 Version 6 Page 1 of 46
5		\$169,00 15 15:35	e ly 'e	Duty Imprint	
1.	Lessor Far North Queensland Ports Corpo ACN 131 836 014	pration Limited	Lodger (Name, addre Miller Harris Lawy PO Box 7655, Cai reception@millerh 07 4036 9700 SPW:2131366	ers rns QLD 4870	number) Lodger Code 715
2.	Lot on Plan Description Lot 24 on Survey Plan 122863 Lot 25 on Survey Plan 122863	<b>County</b> Nares Nares	<b>Parish</b> Smithfield Smithfield	$\bigcirc$	<b>Title Reference</b> 40030965 40030965
3.	Lessee Given names		y name and number Boating Club Incorpo 69 343		ancy if more than one)
4.	Interest being leased State Leasehold being PPL 0/2166	651			
5.	<b>Description of premises being le</b> The whole of the land	pased		*****	
6.			7 rears)	. Rental/C See sche	onsideration edule
8. The L contai	Grant/Execution essor leases the premises described in it ined in attached schedule and Document Witnessing officer must be awa	No. 713040803 and	I Standard Terms Docur	nent No. 7153798	61.
		_			-
	( <u></u> )				Directo
	essing Officer (signature, full same & qualifica		23/9/15 Execution Date	Far North Que	Director/Secretar ensland Ports Corporatio Limited ACN 131 836 01
(Witn of La 9.		edule 1 Jec)	Execution Date	Far North Que	Director/Secretar eensland Ports Corporatio Limited ACN 131 836 01: Lessor's Signatur

Pages 122 through 172 redacted for the following reasons: Access available under anothre mechanism Other access available

r A

#### **Meeting Notes**



Time 6.00pm to 8.00pm

#### **TMR Meeting with Yorkeys Knob Boat Club**

Date Monday 6 February 2017

Place Yorkeys Knob Boating Club (YKBC)

Attendees

YKBC Commodore

11 YKBC Members including

Darryl Jones, TMR Peter Wood, TMR Roger Priest, TMR

Darryl Jones gave background to the project, the current shortfall of ramp lanes in the Cairns area and how the Yorkeys Knob marina came to be the preferred option. Plans were distributed showing the high level concept plan (the version previously released to the public) and boundary of the unallocated state land (USL) into the marina.

Question – has TMR surveyed the marine plants to be removed and what value of offset would need to be paid? Answer – not as yet. Next steps would be sediment sampling and marine plants survey/mapping.

Question - about where the new revetment walls for the car parking area and access road (in behind the dredge area) would be located (eg on the USL boundary)? Answer – No, much further back in on/near the edge of the current foreshore.

Concerns expressed about narrow channel widths and introduction of numerous larger size recreational boats and jet skis into the marina causing navigation hazards and increased risk of collisions. The marina entrance already has problems occasionally with vessels speeding (greater than 6 knots) through the entrance channel from the public boat ramp. Discussion was general and referred to several examples of other marinas in Queensland close to public boat ramps.

Question – what is the minimum channel width required for the marina? Answer – need to discuss with the Regional Harbour Master and work this out. Also discussed possibility of compensating YKBC to remove a couple of marina berths at the current narrowest choke-point, which then make the available channel 25 metres or so wide – greater than the long-standing entrance to Bowen Boat Harbour (15m, but recently widened to 30m to cater for large catamarans and other non-trailable vessels). Discussed need to seek preliminary RHM advice.

Department of Transport and Main Roads

Concerns expressed about impacts on marina vessels from boat wake and power loading on the ramps. The existing marina finger is not designed for boat wake. Will TMR pay to have this finger upgraded? Answer – Discussed/agreed that very small boats at up to 6 knots can indeed create larger wakes than larger vessels. Discussed a proposal to put to the RHM a 4 knot limit in place of the standard 6 knot one. TMR would need more detail on the finger design to assess this further. (Not discussed at meeting, RP comment – there is no evidence at any other Qld marina subject to boat wakes from vessels generally do much less than 6 knots, that any damage occurs to marina fingers. In fact, marina fingers are specifically designed for these wave action loads.)

Question - can TMR add a lane back to the existing YK boat ramp – people are unhappy about the recent upgrade and loss of the lane to add the floating walkway. Answer – this is only one lane – we need 10 new lanes now to meet the current shortfall. TMR agreed longer term to look at the proposed suggestion of partial widening of the current ramp, but not a whole extra lane.

Comment – TMR needs to look at sites that can be expanded further in 20 years time when the demand is no longer being met. Yorkeys Knob Marina does not provide this. Answer – very difficult to find a site that will meet demand for the next 40 years. We need to provide 10 new ramp lanes now. In the future, other options like issuing recreational fishing permits and building boat stackers may likely be needed.

Comment -. TMR should go outside the marina into the southern side of Half Moon Creek. Answer – yes we initially considered that site but highly erodible location with significant sand movement to overcome.

Question - did you consider other sites -- such as Reed Road/Trinity Park and the old tip site? Answer – yes these were looked at and both sites have large problems (eg access, mangrove removal and high costs) to overcome.

Barron River entrance has pretty good access at the moment and should be looked at as an option. Answer – yes, however the Barron River mouth causes this site to be unviable for long term establishment of an all-tide ramp, because commitment to long term dredging maintenance response – like for the Gold Coast Seaway or for Mooloolaba entrance – is not viable.

Discussion on dredging responsibilities and how often TMR would need to do maintenance dredging in the new dredged areas? Answer – area to be over-dredged to 1.5m below LAT and dredging not needed until shoaling to less than 1.0mm below LAT - although this is deeper than the TMR reference standard of 0.5m below LAT for trailer boat access – therefore not expected to be needed very often. Answer - TMR does not want to develop a new site (eg creek entrance) that will require very frequent maintenance dredging and has a strong preference, on behalf of the registration-fee-paying boating community, to ensure their fees are committed 'wisely'. Therefore sites with existing dredge maintenance regimes are much preferred.

## Meeting end - YKBC Commodore to provide summary of club's concerns/comments to Darryl Jones.

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From: PI [mailto: NR				
Sent: Friday, 5 May 2017 3:00 PM				
To: Darryl Y Jones < <u>Darryl.Y.Jones@tmr.qld.</u>	gov.au>			
	I PI			
NR				

Subject: Proposed Boat Ramp YKBC

Hi Darryl,

Following up on the meeting between our Yorkeys Knob Boating Club Committee with yourself and fellow TMR colleagues at the Club earlier this year regarding the proposed Boat Ramp to be placed within our Marina, the Committee held a meeting to discuss the plan put forward and options available.

It was resolved that the Committee voted against the ramps being within the Marina and recreational craft using the Marina waterways.

A letter was sent to all Berth owners, being a major stakeholder in this plan, explaining the proposal and where the Committee stood. The Berth owners were asked whether or not they agreed with the Committee's decision to stand against this proposal.

We received emails from half of the owners with all except two agreeing to stand against the proposal. These owners do not want to see the ramps constructed within the Marina.

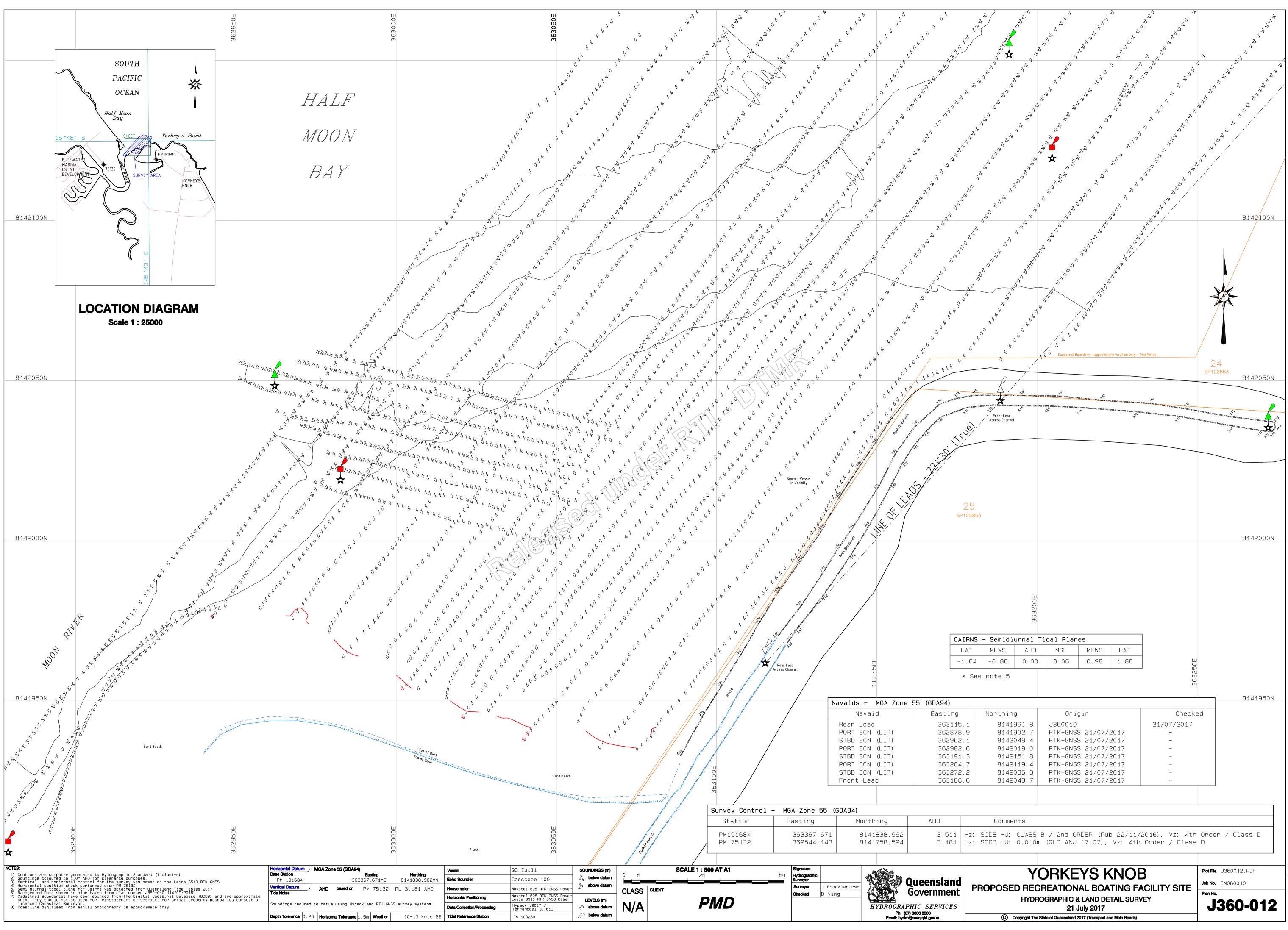
They agree more ramps need to be constructed with most enquiring as to why not build a new ramp on the other side of the western wall of the Marina or utilise the area at the end of Wattle Street in Yorkeys Knob behind the Sports Club, which is always sheltered from all wind directions?

If there is anything else we can assist you with please don't hesitate in contacting me.

Regards,

Commodore Yorkeys Knob Boating Club & Marina





YKBC - Conflee Meety 630-78 Royal 0 Sadra / Bac / Darry 1 Andy + 10 members. I GM (David Galea). - de al Grecasty - northeside Earres. - usrled thange Statelaldes - NRM, PNS, - SB, EP= 05 - todad rap poposel - addide she rome Role GRENR op - worked though 10 Doposol - 5 raps - realized rap to pop mark - more floaty - welk-ways - each purpose expla-- entro dredo of with nock wall - could be used to new finger. - 6000- of dedge and b-25m a - ealed lease sail is use - CLS cold indall marine finger Q Ordy - cald figer be of approval? RP+05 m elle the RP-need to renove end of figre A. (3 borthy) - access road needs to be by Bibly St. - cost. significant's greate Brony other pay - deds 3 stand white times 25% - Aesthetics - ine time . Q Is the 22.5 CTV at enough Br dramad? Done RP-explained process - Rad Control delives - manages. - need to regoliate - Divid of agreement ted up. Control. - 225 needs sole work at as worked of pre - 225 needs sole work at as worked of pre - 225 needs sole work at as worked of pre - 225 needs sole work at as worked of pre - 225 needs sole work at as worked of pre-- 225 needs sole work at as worked of pre-- RP-expland propers - will solve at detail delign Qlength of floats writing? Por RP - 2 book or each side at low tide. Q Danad Rosecasty says 40 boots per love per day, we have long bobbles? The for average demand not peak demand. Q what other also inestigated - as this will ad meet convertor file dand safety and the correr of Alfress. - How would you do it? 00 What Caleman 6- with - seep path of 10-3 Don DR - role Gr Herbar Master. a safety size with lack of insurance? On (les reachs don 20 - Yes insurance in an asse or rec boothics.

### ember 2017

245 - 120 Week 35 5111 Fide !! - At 10-0 15 building of the wall has RP Linger vare Bal ends of sale Q. Co-pe the Q RP ask and a Q hechold RP ALCS. fool 05 went 12 mm 35-L Q Joile -5 QN 20 HOVEM. 125h Q Har cons 60 05-Yes They agreed andy: Hac. 0-- And

#### **Meeting Minutes**



#### **Proposed Yorkeys Knob boating facility**

Date 3 August 2017

Location Teleconference

Chair Roger Priest - RP (TMR)

#### Attendees

Roger Priest – RP (TMR) Tonia Richard - TR (TMR) Peter Wood - PW (TMR) – AV (Ports North) Mark Langford ML (DNRM)

- Time 4pm MR) (TMR) (TMR) MR)
- RP provided overview of the project to date and proposed way forward based on latest concept plan. Proposal includes an extension to the existing Ports North lease area, capital dredging to provide additional finger berths for Boat Club and reclamation of land to provide a car-trailer park and 6-lane boat ramp and 2 floating walkways.
- ML advised that works should be able to proceed without any major hurdles. A development/reclamation lease would be required, followed by obtaining owners consent and a DA, and also obtaining appropriate tenure for land.
- ML advised that Native Title may present some obstacles. If road reserve was preferred tenure that may be easier option than a recreation reserve given that module K can be used for a road reserve to suppress Native Title.
- AV expressed concern that Ports North may not support an amendment to the lease area given the time and cost of doing so. PW advised that TMR would essentially prepare all the documentation and Ports North would only need to be a signatory.
- AV advised that Ports North would prefer that DNRM had a direct lease with YKBC for the necessary extra seabed lease area as opposed to the additional seabed area being a sub-lessee on the Ports North lease. This presents an issue though for DNRM as it may not be possible for DNRM to grant state land to a commercial entity without it first undergoing a tender type assessment (IE other entities also have a right to apply for use of that land).
- ML therefore advised that DNRM would prefer the existing Ports North lease to be expanded as proposed by TMR, and the sub-lease from Ports North to YKBC consequentially amended.
- AV may consider extension to the Ports North lease and YKBC sublease if this was the best way forward for DNRM. AV also advised that Ports North has a long history with YKBC and currently has an arrangement that suits both parties.

Department of Transport and Main Roads

- AV requested that if the leases are amended, could DNRM/YKBC and Ports North look at making some other adjustments in the bus parking area and toilet block area associated with cruise ship visits.
- ML also noted that the harbour breakwaters should have defined owners/maintainers. RP noted that TMR owns the eastern breakwater only. The western one was built by a developer and is now presumably 'owned' by Ports North. AV was interested to note that TMR owns the eastern breakwater.
- RP pointed out that it would be desirable to amend the sublease to YKBC in several respects in any case: to remove YKBC sublease over public channel leading to public boating facilities, to remove PN and YKBC lease over parts of TMR's eastern breakwater, and to limit the marina lease area to several metres outside the outer ends of the marina fingers consistent with the majority of other marina leases in Queensland.
- AV and ML queried whether Cairns Regional Council (CRC) had been involved to date. RP advised that CRC hadn't yet been involved in specific discussion regarding this project but were broadly aware of project and supported the need for anther facility in this area. RP advised that CRC would need to be party to a future deed of agreement and become manager of the facility and trustee of any read or recreation reserve.
- RP discussed that TMR will seek to meet with YKBC to discuss the latest concept. All otherwise agreed that this was a preparatory meeting allowing TMR to move forward with meeting YKBC in the near future.
- RP mentioned but did not discuss that TMR has prepared an outside the harbour option costing some \$4.5 million more. But this option was not distributed/shared and agreed next step is discussion with YKBC as soon as possible.

#### ACTIONS

- Action TMR & DNRM to respectively look into Native Title status of the land/water in question.
- Action DNRM to investigate their policy position on granting a lease directly to YKBC as opposed to Ports North.
- Action TMR to meet with YKBC to discuss project as soon as possible.

#### Update from ML (DNRM) 09/08/2017 via email to RP

- Regarding a separate lease to YKBC over the area identified for additional marina berths, DNRM would have difficulty in issuing a lease to YKBC without a competitive process. As such DNRM confirms our preferred option moving forward would be for the Ports North lease to be amended to include the area identified for additional marina berths. The sublease held by the YKBC could then be amended to incorporate this area.
- DNRM was unable to identify any extinguishing tenure over the land/water in question. Should the proposal proceed with TMR lodging an application on behalf of Ports North to amend their lease area, a native title assessment carried out by TMR and submitted along with the application may expedite our assessment process.

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## Draft concept plan – Yorkeys Knob boat ramps

#### **Project background**

In 2016, the Department of Transport and Main Roads (TMR) worked closely with Cairns Regional Council and local boaties to identify a potential location for new recreational marine facilities in Cairns. A number of locations along the Cairns coastline were assessed as part of this investigation, with officers undertaking numerous on-site inspections. Together, we identified a potential site within Yorkeys Knob Harbour as the most appropriate location for further investigation.

Since then, TMR has since been working with Yorkeys Knob Boating Club (YKBC) to discuss challenges and opportunities and assess the feasibility of the concept. TMR has listened to feedback from YKBC about the original concept, and has prepared a second concept, for further consultation.

The information below is intended to inform key stakeholders and guide further discussion between TMR and YKBC representatives. TMR officers will meet with YKBC in late August to discuss the draft concept further and answer any questions.

#### **Proposed ramp details**

- Construction of a new five lane boat ramp (4m wide lanes) in the south-west corner of the marina, aligned parallel with western breakwater to ensure no power-loading wash goes to marina berths.
- Three floating walkways (one each side and one in middle of the 5-lane ramp) to assist with trailer boat launching and recovery. This will ensure recreational boats are not waiting in the adjacent channels during busy times. The extended walkway beside rock wall will also reduce the risk of trailer boats being blown onto the rock wall by strong SE winds.

#### **Parking details**

- Approximately 125 car-trailer unit spaces and 60 normal car spaces.
- Accessed from Buckley Street (alternate access round the western side of the golf course has been investigated and found not feasible).

#### Proposed dredge area and additional marina lease area

- The concept proposes that TMR dredge a 6,100 m2 area at the back of the marina and arrange for an extension of the existing marina lease area.
- This extension would allow for future construction by YKBC of an additional marina finger to accommodate 40 berths.
- If endorsed, TMR would look at providing a contribution towards future maintenance dredging costs of the public channels of Yorkeys Knob harbour.

#### Channel navigation

- To allow for safe movements, TMR proposes removal of the outer three berths from Finger A, following a discussion around appropriate compensation with YKBC.
- Resulting channel widths have been assessed as safe at all tides by harbour master staff, with normal due caution by vessel masters.
- Sufficient floating walkway berthing faces (five) to cater for trailer boat usage and limit 'milling round'.



#### **Benefits**

- Boaties from the north side of Cairns will have improved boat launching capacity spread across three ramps

   existing Yorkeys Knob, proposed new Yorkeys Knob, Trinity Park (near Bluewater Marina).
- Extensive investigation has determined Yorkeys Knob harbour as the most efficient and effective place to establish a new boat ramp on the north side of Cairns.
- Sites inside Half Moon Creek have been determined as not feasible for multiple reasons cost, land availability, dredging costs, environmental approvals.
- As the new ramp is located inside the existing harbour, it does not encroach into the Great Barrier Reef Marine Park, which would require additional approvals.
- Cost of construction would be significantly cheaper than a new boat ramp outside the harbour walls.
- The proposed boat ramp, access and parking can be delivered with minimal change to aesthetic views (golf course trees) as seen from the clubhouse. At low tides the required revetment (rock wall) will be visible from the clubhouse.
- Less congestion for parking most of the time at the existing ramp.
- No trailer boat traffic along marina fingers except for northern side of Finger C.
- More marina capacity for deep draught vessels.

#### Challenges

- More traffic in Buckley Street.
- Change of outlook for boats berthed on southern side of Finger A.
- More vessel traffic in harbour public channels requiring additional care by berth owners when entering and leaving harbour.

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Department of Transport and Main Roads

Our ref Your ref Enquiries Darryl Jones

8 September 2017

Yorkeys Knob Boating Club PO Box 100 YORKEYS KNOB QUEENSLAND 4878

Dear

I refer to the Department of Transport and Main Roads' (TMR) recent meetings with the Yorkeys Knob Boating Club (YKBC) committee (28 August 2017) and marina berth owners (30 August 2017). I'd like to thank YKBC again for hosting us and for participating in this important discussion so constructively.

At these meetings, TMR presented amended concept layouts for additional recreational marine facilities within the Yorkeys Knob harbour. The amended design was aimed at addressing concerns raised by club members about the original design, which was released in late 2016. It also allows for significant tuture expansion of marina infrastructure, at the discretion of YKBC. As discussed, the proposal would also be accompanied by an ongoing contribution from the Queensland Government towards dredging costs, if it were to proceed.

TMR is now seeking formal advice from YKBC about whether the club supports TMR undertaking further planning into the proposal outlined at these meetings.

If you require any further information, please contact Mr Darryl Jones, Manager (Project Planning and Corridor Management) by email at <u>darryl.y.jones@tmr.qld.gov.au</u> or by telephone on 4045 7073.

Yours sincerely

Sandra Burke District Director (Far North)

Enc (1)

Program Delivery and Operations Infrastructure Management and Delivery 15 Lake Street Cairns Queensland 4870 PO Box 6185 Cairns Queensland 4870 
 Telephone
 +61 7 4045 7105

 Facsimile
 +61 7 4045 7138

 Website
 www.tmr.qld.gov.au

 Email
 cairns.office@tmr.qld.gov.au

 ABN 39 407
 690 291



#### YORKEYS KNOB BOATING CLUB INC HALF MOON BAY MARINA

A.C.N. 053 492 890 A.B.N 54 349 569 343



"The Best Nautical Address in the North!"

Thursday, September 21, 2017

Ms Burke District Director TMR Far North

Dear Ms Burke,

Thank you for your letter dated 8th September, 2017 referring to your meetings with Yorkeys Knob Boat Club (YKBC) Management Committee on 28th August, 2017 followed by a further meeting with the Clubs' marina Berth Licence Holders on the 30th August, 2017. I also thank you and your TMR representatives for taking the time to meet with us to present your latest concept layouts for boat ramp infrastructure within our marina.

As a result of these meetings and lengthy discussions within the Management Committee and feedback from Berth Licence Holders who are one of the major stakeholders for this project, it has been agreed upon that we maintain our original decision that we do not support any further planning into the construction of any boat ramps inside our marina.

YKBC is now seeking formal advice that TMR will no longer be pursuing any planning of extra infrastructure within our marina relating to these proposed boat ramps.

We fully understand and support the need for more boat ramps in the Northern Beaches with YKBC having many members who are trailer boat owners. We see first-hand the congestion that takes place on the current ramp in our marina during good weather as well as the lack of trailer and car parking supporting this existing ramp.

As major Stakeholders, we would like to offer further assistance in finding a more suitable location for the installation of new boat ramps in the area and we look forward to continuing to work with TMR in the future.

Regards,

Commodore Yorkeys Knob Boating Club

25 – 29 Buckley Street, Yorkeys Knob Qld 4878 P O Box 100, Yorkeys Knob Qld 4878 Ph: (07) 4055 7711 Fax: (07) 4055 7074 Email: marina@ykbc.com.au www.ykbc.com.au





#### Boaties bonanza to make waves across Queensland

Published: 18th of November 2017 Comments: 0 (https://mysunshinecoast.com.au/news/news-display/boaties-bonanza-to-make-wavesacross-queensland,52484#disqus\_thread)

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(https://insteadstandobadileyswitching infrastructure across the state if the Palaszczuk Labor Government is re-elected.

Premier Annastacia Palaszczuk, Minister for Main Roads and Ports Mark Bailey and Member for Lytton Joan Pease visited the Manly Boat/Harbour - the largest boat harbour in the southern hemisphere - to make the announcement today.

Ms Palaszczuk said the boaties bonanza over the next two years would add to the Labor Government's existing \$30 million-two year commitment under the popular Marine Infrastructure Fund.

"From Manly to Mackay and Cleveland to Cook, my Government has delivered, announced, or commenced construction on more than 100 marine projects since June 2015," Ms Palaszczuk said.

"One in every 19 Queenslanders own a boat, and Queensland leads the nation in terms of boat registrations with nearly 260,000 registered vessels state-wide.

"As the popularity of recreational boating and fishing continues to increase, we have to ensure our infrastructure keeps up with this demand."

#### Boaties bonanza to make waves across Queensland Sunshine Coast

Mr Bailey said the Palaszczuk Government was boosting boat ramps, floating walkways, pontoons and improved channel access right across Queensland.

"Today's announcement means that we can deliver better, safer boating infrastructure for decades to come," Mr Bailey said.

"With this additional funding, we are demonstrating our commitment to the recreational boaties and anglers of Queensland."

Member for Lytton Joan Pease said the Palaszczuk Government had already delivered or announced a number of significant improvements to the Manly Boat Harbour under this fund.

"The Palaszczuk Government is already delivering the deepening and dredging of Manly Harbour and replacing the Southern Pontoon," Ms Pease said.

"These vital projects will improve navigational access to the harbour, expand the harbour's berthing capacity and take pressure off the existing facility.

"With more boats accessing our waterways, these projects will guarantee the much needed facilities our boaties and recreational anglers will need in the years to come.

"The choice at this election is between a stable Palaszczuk Government, who backs Queenslanders, and a Tim Nicholls and Steve Dickson coalition, who sacked Queenslanders and cut programs and projects.

'Only a stable Palaszczuk Government can be trusted to deliver the infrastructure Queenslanders need," Ms Pease said.

#### List of projects:

- \$5.5 million to progress the design and establishment of a boat ramp at Yorkeys Knob
- \$4 million to construct a new two-lane boat ramp at Newell Beach
- \$4 million for construction works on a barge landing site at Scarborough Boat Harbour
- \$1.3 million to upgrade the ramp at Cabbage Tree Creek
- \$1 million to upgrade the Dohles Rocks ramp to 4-lanes and add a floating walkway
- \$5 million to fund channel deepening works at Molongle Creek
- \$1.4 million to fund two near all tide lanes and a floating walkway for the Corbetts Landing boat ramp
- \$2.0 million to provide two near all or all-tide lanes at the Thompson Point boat ramp
- \$800,000 to construct a two-lane boat ramp with floating walkway at Reidel Road in Carbrook
- \$4 million for boat ramps across the Whitsundays including at Midge Point, \$1.4 million for a new boat ramp in the Cape Gloucester/Dingo Beach area, and improvements to Shute Harbour
- \$1 million for addition lane on the existing boat ramp Grasstree Beach

These projects were identified through the Department of Transport and Main Roads' Recreational Boating Facilities Demand Forecasting Study.

Publisher details

Recent articles (10)

#### Queensland Labor :

Level 1, 16 Peel Street, South Brisbane Qld 4101, Queensland Wide

**%** (tel:+61738448101) **07 3844 8101** 



### Department of Transport and Main Roads Noting Brief MBN20239

To: Minister for Transport and Main Roads

SUBJECT:	Urgent	
New boat ramp for north side of Cairns – Yorkeys Knob area		

### Summary

• This brief, outlines a proposal to construct a new all-tide sheltered boat launching facility in the Yorkeys Knob area (**Attachment 1**). The issues of funding, approvals, community concerns, and project timing are addressed.

#### Background

- In April 2016, during a visit to Cairns, you asked the Department of Transport and Main Roads (TMR), Cairns Regional Council (CRC) and local boaties to form a community reference group tasked with identifying potential locations for a new recreational boat launching facility in northern Cairns.
- The reference group investigated locations between Cairns and Ellis Beach, and found most were unsuitable due to tide restrictions, exposure to open waters, and dredging requirements. Options inside Half Moon Creek, to the west of Yorkeys Knob, were investigated and found to be impracticable.
- After the final meeting of the reference group, Mr Craig Crawford MP, Member for Barron River, released a media statement (Attachment 2) on 19 September 2016 outlining a new recreational boat launching facility on state land, adjacent to the marina inside Yorkeys Knob boat harbour, and indicated funding of \$10.6 million had been earmarked.
- Extensive negotiations, meetings, and correspondence (Attachment 3) with Yorkeys Knob Boating Club (YKBC) has established that its members are opposed to any proposal to allow recreational trailer boats to use marina waterways for access to a new boat ramp inside the harbour.
- The only other viable site is outside the boat harbour (Attachment 1) adjacent to the Half Moon Creek entrance channel, with an access road from Buckley Street across state and (adjacent to the golf course), leading to a car-trailer park on state land, and a boat ramp with dredged access and protective breakwaters.
- During the November 2017 election campaign, the incoming government committed (Attachment 4) to a new boat launching facility at Yorkeys Knob with \$5.5 million allocated via the Marine Infrastructure Fund.



Action Officer: Roger Priest Manager (Boating Infrastructure)

Tel: 3066 3781 Date: 15 December 2017 Endorsed by: Sanjay Ram A/General Manager (Program Delivery and Operations) Tel: 3066 5498 Date: 1 January 2018 Endorsed by: DDG Julie Mitchell A/Deputy Director-General (Infrastructure Management and Delivery) Tel: 3066 7118 Date: 4 January 2018 Endorsed by: DG Neil Scales Director-General NStatus Tel: 3066 7316

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MBN20239

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- Key elements of the proposed facility are shown on Attachment 1, and include:
  - a six lane boat ramp with two floating walkways
  - two new breakwaters for wave protection (70 metres and 100 metres)
  - a dredged basin (depth to -1.5 metres below Lowest Astronomical Tide)
  - an access channel connecting to the existing dredged entrance servicing Half Moon Creek, Bluewater Marina, and Trinity Park canal estate
  - a sealed car-trailer park on state land with approximately 100 car-trailer unit spaces and 25 regular car spaces
  - a 100 metre rock revetment protecting the new car park
  - a new access road (approximate length 500 metres) across state land connecting the proposed boating facility to Buckley Street.

### Issues and suggested approach

#### <u>Risks</u>

- Marine park development approvals:
  - two new breakwaters and capital dredging are needed to provide sheltered, all-tide access to the proposed boat launching facility
  - the proposed site is located in the Great Barrier Reef Marine Park (general use zone), so both state and federal approvals will be required.
- The Department of Natural Resources, Mines and Energy (DNRME) will need to agree to allocation of state land. TMR has had favourable preliminary discussions with DNRME. The state land will be converted to a reserve with CRC as trustee.
- Funding for construction of land-based facilities has not yet been sourced. See 'Financial implications' below.
- Local residents of Yorkeys Knob have expressed concerns about an additional boat ramp causing increased traffic on Varley and Buckley Streets.
- Construction of the access road will require some clearing of vegetation on state land adjacent to Yorkeys Knob boat harbour and Half Moon Bay Golf Club, which will change local aesthetics.
- Aside from vessel traffic, a major concern of YKBC members was the proximity of establishing reclaimed iand and an 'ugly' revetment adjacent the marina for a cartrailer park. The new 'outside the harbour' project doesn't require reclamation or a revetment in that location and now limits use of this state land to an access road adjacent to the golf course (that is, on the opposite side of the state land to the YKBC marina). Once this is known, YKBC members concerns should reduce.
- It is likely that some marina and golf club members and some local residents will continue to oppose the project. TMR will engage with interested parties.

#### Timing

- The time required to carry out the necessary studies and obtain approvals will be lengthy (especially the marine park permits for capital dredging and breakwater construction).
- Preliminary timing estimates and forecast times for key project milestones are:
  - complete site investigations, preliminary design, hydrographic survey, geotechnical investigations, detailed design, pre-lodgement meetings with environmental and tidal works agencies, and cultural heritage investigations
     12 months (one year from now)

- obtain complex environmental and tidal works approvals allowing time for the Great Barrier Reef Marine Park Authority (GBRMPA) to assess the project and engage in public consultation – 12 months (two years from now)
- call tenders and award contracts three months (two years and three months from now)
- construction and commissioning 12 months (three years and three months from now).

### Financial implications

- There is a total initial cost of approximately \$11 million which includes:
  - costs for in-water works (breakwaters, dredging, boat ramp, floating walkway)
     \$5.5 million
  - costs for land-side works (car-trailer parking, access road, revetments)
     \$5.5 million.
- There is currently \$1.3 million allocated for capital in-water works, with this expected to increase to \$5.5 million in accordance with the November 2017 election commitment (Attachment 4).
- See commitment on 19 September 2016 (Attachment 2) by Mr Crawford of a total of \$10.6 million for the project.
- Ongoing costs for dredging maintenance can be funded from existing TMR maintenance allocations.

Land-side works funding shortfall:

- To proceed with the project, \$5.5 million is required for land-side works.
- Costs of construction of land-based facilities would usually be borne by the relevant local council, in this case CRC, for the council to own. However, Councillor Bob Manning, Mayor, CRC, has indicated that CRC will not contribute to the cost of new boat launching facilities at Yorkeys Knob.
- If a contribution from CRC cannot be secured, construction of land-based facilities will need to be funded via a \$5.5 million TMR capital grant to CRC, with TMR to construct the works and ownership transferring to CRC on completion.
- TMR would need to undertake further work to identify a funding source for landside works. This work will include continued engagement with CRC and, failing success there, looking to internal TMR offsets against infrastructure maintenance commitments.

### Consultation with stakeholders

- In 2016, TMR officers worked closely with CRC and local boaties to identify a
  potential location for new recreational boat launching facilities in Cairns. Together,
  the parties identified a potential site adjacent to the YKBC marina within
  Yorkeys Knob boat harbour. TMR has consulted closely with YKBC to assess
  feasibility of an inside the harbour option. This has been rejected by YKBC. See
  correspondence at Attachment 3.
- Although the concept of a new boat launching facility outside the YKBC marina breakwaters has been broadly discussed with YKBC, the proposed layout (Attachment 1) has not yet been published outside TMR.
- TMR would be sharing the maintenance dredging costs of the outer entrance channel with the local council (for Trinity Park canal estate) and local marinas (Bluewater and Yorkeys Knob), which would help reduce dredging plant establishment costs for all parties. No discussions have yet taken place.
- TMR has had favourable preliminary talks with state fisheries, marine parks, and state land officers.

- TMR has not yet undertaken any environmental or cultural heritage studies on the state land area or adjacent waters. No consultation has occurred to date with traditional owners.
- There have been no formal discussions yet with CRC or GBRMPA.

### Employment

The project will generate local employment during construction.

### **Election commitments**

• This project is a November 2017 election commitment (Attachment 4) and was committed to by Mr Crawford in his September 2016 media statement (Attachment 2).

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## **ATTACHMENT 1**

# Calls for a new boat ramp in Cairns region finally answered

JIM CAMPBELL, The Cairns Post September 19, 2016 7:28am

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CAIRNS boaties have finally hooked a solution to the region's boat ramp wees with plans for a new \$10 million facility on the Northern Beaches.

The Cairns Post can today reveal the location of the highly-anticipated new boat ramp, which will be built at Yorkeys Knob.

The facility would be split across two stages, with a floating pontoon and four boat ramps to be built in each stage, while roughly 200 trailer-sized car parks would also be built.

Member for Barron River Craig Crawford has spearheaded the project team, with representatives from Cairns Regional Council and the local fishing community also on board.

"Initially we scoped out six possible locations but kept coming back to the Yorkeys Knob marina," Mr Crawford said.

"Because all ramps will be located within the existing marina rock-wall structure boat users will be protected from wind and waves when launching and retrieving vessels – it was complaints about wind and wave action that led to the closure of the exposed Palm Cove ramp."



Fisherman and Member for Barron River Craig Crawford inspect a smaller ramp at Yorkeys Knob. Pic:

The MP released a concept diagram but stressed that at this stage there was more planning required and the final structure would probably result in some changes.

He estimated construction would cost \$10.6 million, with council to also contribute funding.

Cairns recreational fisherman who was representing the Cairns and FNQ Fishing Group, said a new ramp was long overdue.

"All the ramps in the region are probably below standard, but the situation will be much better once this ramp is built," he said.

The project has so far required co-operation from the Department of Transport and Main Roads, Cairns Regional Council, Ports North, Yorkeys Knob Boat Club and Half Moon Bay Golf Club.

Mr Crawford expected the project would be funding in the next State Government and council budgets, with work to begin in the second half of next year.

He said he was also lobbying the Main Roads Minister for funding for a floating pontoon at the existing ramp at Bluewater.

ENDS



Department of Transport and Main Roads

11 October 2017

Enquiries

Commodore Yorkeys Knob Boating Club PO Box 100 YORKEYS KNOB QLD 4878

Darryl Jones

Dear

Thank you for your letter of 21 September 2017 about the Department of Transport and Main Roads' (TMR) investigations into a potential boat ramp inside Yorkeys Knob boat harbour.

TMR has listened to feedback from Yorkeys Knob Boating Club (YKBC) and will now commence investigations into suitable alternative sites outside the marina.

New recreational marine facilities are needed in Cairns' northern beaches and TMR will continue working towards delivering positive outcomes for local boaties.

Thank you again for the effort Yorkeys Knob Boat Club has put into consideration of this matter.

Yours sincerely

NR

Sandra Burke District Director (Far North)

Program Delivery and Operations Infrastructure Management and Delivery 15 Lake Street Cairns Queensland 4870 PO Box 6185 Cairns Queensland 4870 
 Telephone
 +61 7 4045 7105

 FacsImile
 +61 7 4045 7138

 Website
 www.tmr.qld.gov.au

 Email
 cairns.office@tmr.qld.gov.au

 ABN 39 407 690 291



## YORKEYS KNOB BOATING CLUB INC HALF MOON BAY MARINA

A.C.N. 053 492 890 A.B.N 54 349 569 343



"The Best Nautical Address in the North!"

Thursday, September 21, 2017

Ms Burke District Director TMR Far North

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As major Stakeholders, we would like to offer further assistance in finding a more suitable location for the installation of new boat ramps in the area and we look forward to continuing to work with TMR in the future.

Regards,

Commodore Yorkeys Knob Boating Club

25 – 29 Buckley Street, Yorkeys Knob Qld 4878 P O Box 100, Yorkeys Knob Qld 4878 Ph: (07) 4055 7711 Fax: (07) 4055 7074 Email: marina@ykbc.com.au www.ykbc.com.au





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18 Nov 2017 Weekend Post, Cairns

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## **Boat-ramp** upgrades on agenda

BOAT ramps at Newell Beach and Yorkeys Knob will get a \$9.5 million upgrade by Labor if it wins next weekend's election.

The pledge is part of a \$30 million commitment to be announced by the premier today to extend the popular Marine Infrastructure Fund.

Barron River MP Craig Crawford said the commitment would benefit around 22,000 registered boat users in Far North Queensland.

"If re-elected, Labor will invest \$5.5 million to progress the design and establishment of a boat ramp at Yorkeys Knob," he said

"This is an increase in funding already announced for this much needed piece of marine infrastructure.

Labor candidate for Cook Cynthia Lui said access to the boat ramp at Newell Beach was one of the first issues raised. "In addition to dredging work at the shoal adjacent to the Newell Beach boat ramp, a re-elected Palaszczuk government will contribute \$4 million to construct a new two-lane boat ramp with improved access, subject to environmental approvals being obtained," she

said.

RTI-1061 - Released Documents.pdf - Page Number: 204 of 377

From: Gardiner Bruce [mailto:b.gardiner@cairns.qld.gov.au]
Sent: Friday, 23 March 2018 12:08 PM
To: Roger Priest <roger.priest@tmr.qld.gov.au>
Subject: RE: Yorkeys Knob Boat Ramp

Thanks!

Regards

Bruce Gardiner | General Manager Infrastructure Services CAIRNS REGIONAL COUNCIL 密 <sup>NR</sup> or 07 4044 8220 昌 07 4044 3830

b.gardiner@cairns.qld.gov.au | L: cairns.qld.gov.au
 PO Box 359, Cairns Q 4870 | Office: 119-145 Spence Street, Cairns
 please consider the environment before printing this
email

1 ream of paper = 6% of a tree & 5.4kg of CO2 in the atmosphere 3 sheets of A4 paper = 1 litre of water

From: Roger Priest [mailto:roger.priest@tmr.qld.gov.au] Sent: Friday, 23 March 2018 11:47 AM To: Gardiner Bruce Subject: RE: Yorkeys Knob Boat Ramp

Here you go Bruce:

See attached.

Please go to the 2004 version. See higher level items early on (pages 6, 7, 8), then the specific Appendix A Item 4 on page 16, which reads:

#### 4. Maritime Services

Queensland Transport and local government will consult and work together on:

i. Marine transport facilities for recreational and commercial boating, specifically;

-the initiation and provision of land-based components of recreational boating facilities, management maintenance and operation of land and water-based facilities by agreement with Queensland Transport reimbursing the costs for structural maintenance of waterbased components, in accordance with management agreements,

-reviews of the continued maintenance of local government-owned jetties by Queensland Transport, and the renegotiation of maintenance agreements,

The later versions attached – 2008 and 2012 – were (unfortunately) only very broad ranging 'motherhood' statements, so we usually fall back on quoting the 2004 version, which has the detail.

Roger

Roger Priest Manager (Boating Infrastructure) Program Management and Delivery Department of Transport and Main Roads Floor 17 | 313 Adelaide Street | Brisbane Qld 4000 GPO Box 1549 | Brisbane Qld 4001 P: (07) 3066 3781 M (wk): NR E: <u>roger.priest@tmr.qld.gov.au</u> `.,,...´``.,,..´``.,.><((((<sup>0</sup>>

From: Gardiner Bruce [mailto:b.gardiner@cairns.qld.gov.au]
Sent: Friday, 23 March 2018 11:13 AM
To: Roger Priest <<u>roger.priest@tmr.qld.gov.au</u>>
Subject: Yorkeys Knob Boat Ramp

Hello Roger

Thank you for the update you provided earlier in the week on the proposed Yorkeys Knob boat ramp. So that I can fully brief my Council, I was trying to locate the LGAQ/TMR agreement regarding who pays for infrastructure associated with boat ramps but I have not been able to locate this. Are you able to provide me with a copy or alternatively direct me to where I might find it?

Regards

Bruce Gardiner | General Manager Infrastructure Services CAIRNS REGIONAL COUNCIL Part or 07 4044 8220 1 07 4044 3830 b.gardiner @cairns.qld.gov.au PO Box 359, Cairns Q 4870 | Office: 119-145 Spence Street, Cairns please consider the environment before printing this email 1 ream of paper = 6% of a tree & 5.4kg of CO2 in the atmosphere 3 sheets of A4 paper = 1 litre of water

#### From: Peter G Wood

Sent: Saturday, 23 June 2018 1:34 PM

To: Roger Priest < roger.priest@tmr.qld.gov.au >

**Subject:** Re: Yorkeys Knob - initial community consultation post website live publication of concept plan - plus continued CRC engagement -20-21 June 2018

Thanks Rog, excellent notes mate.

Sent from my iPhone

On 23 Jun 2018, at 12:18 pm, Roger Priest <<u>roger.priest@tmr.qld.gov.au</u>> wrote:/

Barney took notes of the four meetings and will no doubt distribute them in due course. In particular Barney noted the agreed follow-up actions.

For recording in CMS (Cairns).

Barney – suggest you use this or similar in (or as an attachment to) a new DLO profile "Yorkeys Knob boat ramp – update on community consultation at 22 June 2018" (To keep MO and local member informed.)

#### \*\*\*\*\*

Here is an overview of the four meetings from my recollection:

<u>20 June 2018 – Meeting with Cairns Regional Council</u> - Bruce Gardiner, General Manager Infrastructure Service, Cairns Regional Council TMR officers present: Sandra Burke, Barnaby Littlewood, Chris Voisey, Darryl Jones, Roger Priest

Mr Gardiner confirmed previous advice that CRC has now voted on and determined its capital works budget of approximately \$130 million per year for each of the next three financial years – 18-19, 19-20, 20-21 – and that there is no allocation for capital works associated with the proposed new Yorkeys Knob boat ramp.

(<u>Note</u>: Mr Gardiner had, at a meeting with TMR officers on 20 March 2018, indicated CRC would not include funding for Yorkeys Knob boat ramp land-side works in any CRC applications for federal or state grant funding, on the basis that CRC had higher priorities for any potential grant funding, and that the state had committed to funding the Yorkeys Knob project.)

TMR officers note Mr Gardiner's advice on CRC capital works allocations and shared with Mr Gardiner the requirement for TMR to have the project either completed or substantially constructed by the end of 2020, this being a Queensland Government commitment. There is an obvious conflict here, which was not further pursued as the TMR officers and CRC officers have set government/council directions to implement.

Mr Gardiner confirmed that CRC supports the QG/TMR project on a non-budgetary basis and will cooperate with TMR to ensure:

- CRC will accept appointment under the TIA 1994 and TI(PMF) Reg 2011 as manager of the proposed new facility when it is completed.
- CRC will agree to become the trustee of reserve(s) created to facilitate the project (being new reserve(s) on existing USL or change to the existing partial esplanade reserve).
- CRC will accept ownership of the land-side infrastructure created by the project.
- CRC will provide necessary project approvals to facilitate construction of the project.

• CRC will facilitate TMR utilising CRC dredge spoil disposal approvals for both the 5000cm TMR capital dredging requirement and the (much smaller) ongoing maintenance dredging requirement associated with the proposed trailer boat launching harbour.

Mr Gardiner requested a formal letter to give effect to these CRC support issues. TMR agreed to prepare and send a letter, and may include a draft deed of agreement for joint consideration/execution.

<u>21 June 2018 – Meeting with Yorkeys Knob Boating Club (YKBC) representatives</u> – (Commodore) and <sup>Pl</sup> (committee member) TMR officers present: Sandra Burke, Roger Priest, Chris Voisey, Barnaby Littlewood, Darryl Jones

Sandra Burke explained (on several occasions during the meeting) that the meeting was for the purpose of explaining the QG commitment to the chosen/recently published site for a new boat launching facility at Yorkeys Knob and to take on board from YKBC proposals to best implement the project such that there is minimal impact on YKBC or its marina berth holders.

The two representatives repeatedly diverted discussion to their desire to have the new facility built at Trinity Park rather than Yorkeys Knob, owing particularly to their perception of impact the project would have on lifestyle for live-aboard residents of the marina.

The advantages of selection of Yorkeys Knob rather than Trinity Park therefore received quite an airing. The two sides to this debate eventually agreed to disagree. However, in the process the YKBC representatives agreed that the proposed new site is not in the GBRMP as they had asserted.

Pinned down to debating direct effects of the proposed new boat ramp on YKBC, a robust discussion ensued about the western marina breakwater NR for which YKBC pays insurance. TMR representatives advised that TMR would conduct diligent research, investigation, modelling, and design to ensure there were no negative impacts on the western marina breakwater. YKBC then asked if TMR would provide compensation if YKBC premiums went up. The TMR answer was that the design will ensure no negative impacts on the marina breakwater and that part of the marina breakwater would be protected from storm wave damage, by TMR's two new breakwaters being seaward of and thus protecting a large section of the marina breakwater.

TMR advised the YKBC representatives that TMR holds insurance for all its marine infrastructure. And that in the unlikely event that a future major event did have an impact on either TMR's breakwater, or a TMR-caused effect on the marina breakwater, that this would be a matter between the two respective insurance companies to settle.

This explanation mollified the two YKBC representatives to a degree. They agreed to get club authorisation to provide TMR engineers with the original Section 86 tidal works approvals for the marina breakwaters. TMR officers thanked them very much for this cooperation, noting that if the club was unable to provide the original plans, then TMR could go through a longer process of searching the plans from other departments.

The meeting concluded with agreement to continue engagement, and an expression of disappointment from the two YKBC representatives that their proposal to site the new ramp at Trinity Park instead of Yorkeys Knob was not being taken up.

	20 June 2018 – Meeting with Half Moon Bay Golf Club (HMI	BGC) – PI
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TMR officers present: Sandra Burke, Barnaby Littlewood, Chris Voisey, Roger Priest

HMBGC representatives welcomed other recreational activities being catered for with adequate facilities and therefore welcome a new boat ramp to service northern Cairns.

However they have two primary reservations about the particular proposal at Yorkeys Knob:

- They are concerned with safety and liability issues associated with stray golf balls played on the 14<sup>th</sup> hole, which is adjacent to the proposed boat ramp access road and adjacent to the final approach to the green, being parallel to (but offset from) the proposed car-trailer park. It appears the main danger may come from balls played as fairway drives from half way and further down the hole (generally being three drives on this 466m hole).
- They are concerned with interference of the access road works with capacity for salt water flooding (from cyclone storm surge) to drain rapidly from hole 14 and further inland, back out to sea.

The HMBGC representatives presented good and cogent arguments to support their two concerns. In particular they provided excellent historic evidence of salt water inundation and its effects. They agreed to provide further material and conduct on-site inspections with TMR engineers pointing out the places where salt water backs up and causes damage.

TMR officers assured the HMBGC representatives that TMR would conduct diligent research, modelling and design to ensure the runoff capabilities of the whole site were not negatively impacted by the proposed boat ramp access road, car-trailer park, and new trailer boat harbour.

The issue of injury and damage from stray golf balls was discussed. HMBGC representatives were pleased and satisfied with the TMR response that a golf course design consultant will be engage to advise on risk and necessary measures. TMR officers indicated that any measures (such as high/see through fences) would be fabricated in a manner that doesn't endanger birds. (no loose netting).

With these assurances and an agreement to continue to engage as the project progresses, the meeting with HMBGC representatives concluded cordially.

20 June 2018 – Meeting with Cairns-based fishing groups –(Cairns and FNQFishing Group),(CAREFISH)TMR officers present: Sandra Burke, Barnaby Littlewood, Chris Voisey, Roger Priest

Both fishing group representatives indicated full support for the recently published proposal for a new boat ramp at Yorkeys Knop.

An excellent and cordial discussion ensued, with both representatives indicating they had already passed on news of the proposed project to their members and would continue to do so, including advice to their members as to how members can have input.

Roger

\* \* \* \*

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## MG94 FW Yorkeys Knob MG91 BR Yorkeys Knob

THE REAL PROPERTY.

Hand the set

V 51

GOLF COURSE LEASE

# Google earth

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BUCKLEY STREET

lmägery Date: 8/18/2017 16º48'10.64" S 145º42'58.61" E elev 0 m eye alt 675 m 🔘

From: Chris J Voisey Sent: Tuesday, 3 July 2018 5:25 PM To: Barnaby J Littlewood <barnaby.j.littlewood@tmr.qld.gov.au> Cc: Ruth A Cushley <Ruth.A.Cushley@tmr.qld.gov.au> Subject: RE: Phone call - PI

#### Hi Barney,

Γ

I spoke to <sup>PI</sup> at about 3:30pm today for about 35 minutes. For the record here is a brief summary of our discussion.

<sup>PI</sup> and it was a constructive discussion which covered most elements of the project, mainly comparison discussions between our concept and the Trinity Park Site:

- 1. Trinity Park freehold land was discussed and he indicated he thought CRC had negotiated with the owner to provide part of his developable land for free for the required carpark (not the buffer zones). Apparently a new development.
- Otherwise I communicated that a facility within the entrance throat (Trinity park option) was problematic and was not protected from storm impacts. To provide a protected all tide facility in this location a large volume of revetment works would be required and likely creek entrance training as well as significant ongoing dredging would be required at considerable cost.
- 3. I indicated that even if the land was provided for free for a carpark, this was only one hurdle to the trinity park site.
- 4. I outlined that the Minister had made his decision and we were progressing with detailed investigations, environmental surveys and modelling to refine the design to achieve the best outcome at Yorkey's. I confirmed that modelling would occur to develop the best breakwater configuration to minimise siltation and provide protected all tide access and flood modelling would occur to ensure the proposed development did not detrimentally impact on creek flooding as was discussed.
- 5. The conversation ended with PI being interested in the outcomes of the detailed investigation. Although he still wasn't convinced he appreciated the discussion outlining that the trinity park site had significant issues and that the objective of providing a protected all tide access facility wasn't straight forward.

Kind Regards Chris	
From: Barnaby J Littlewood	
Sent: Tuesday, 3 July 2018 12:37 PM	
To: Chris J Voisey	
Cc: Boating Infrastructure ; Darryl Y Jones	
Subject: Phone call	
Hi Chris,	
I called a gentleman by the name of PI	
PI had a number of questions about the boat ramp proposal:	
<ul> <li>How many car parks would be provided?</li> </ul>	
<ul> <li>How would TMR stop golf balls being hit into the car park?</li> </ul>	
<ul> <li>Had TMR completed an environmental assessment?</li> </ul>	

I responded using project key messaging, but I was unable to convince that the Yorkeys Knob option was better than Trinity Park. His main queries were:

- Why can't the Trinity Park developer just be allowed to donate land for the facility? (Pl
- Previous plans to build a fence between the golf club and boat club have been scrapped due to concerns about birds how do you intend to get around this?
- Impact on coastal process will be huge TMR should avoid the river mouth
- He cannot see why rock wall protection would be necessary at the Trinity Park site he has never seen waves that would damage a structure in Half Moon Creek.
- He cannot see how TMR has concluded that the Yorkeys Knob site would be cheaper to build.

Are you able to phone PI on PI and provide him with more detailed responses to his queries? I think he is prepared to listen, I just lacked the knowledge to respond to some of his questions. I think if we can convince him that some of the conclusions YKBRAG have drawn are (at best) questionable, we will be able to influence others in the group. PI

Darryl – Just wondering if it would be appropriate for us to make contact with the owner of the land at Trinity Park... He has clearly been approached by CRC and I keep hearing the story that P<sup>I</sup> P<sup>I</sup> We need to be able to respond to this.

Kind regards,

#### **Barney Littlewood**

Senior Communications Advisor | Far North District / Cairns Office **Program Delivery & Operations** | Department of Transport and Main Roads

Floor 6 | Cairns Corporate Tower | 15 Lake Street | Cairns Qld 4870 PO Box 6185 | Cairns Qld 4870 P: (07) 40457115 | F: (07) 40457138 M: NR E: barnaby.j.littlewood@tmr.qld.gov.au W: www.tmr.qld.gov.au

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Project update no. 1 | June 2018

## **Yorkeys Knob Boat Ramp**

### **Project overview**

The Department of Transport and Main Roads (TMR) is progressing a project to construct a new recreational boat launching facility at Yorkeys Knob.

Recent investigations have clearly demonstrated there is an urgent need for additional recreational boat launching facilities to cater for current and future forecast demand in the Cairns area, particularly in the northern beaches.

The new boat ramp and associated on-land facilities will be constructed on vacant state-owned land outside Yorkeys Knob Boating Club and Half Moon Bay Golf Club, with an access road on land between the two clubs.

The ramps themselves will be built immediately west of the existing harbour at Yorkeys Knob, outside the marina walls.

This new facility will improve safety, reduce 'ramp' rage' and reduce wait times, which means more time out on the water for boaties.

### **Project scope**

- Six-lane boat ramp with two floating walkways
- two new breakwaters for wave protection
- a dredged basin at the end of the ramps
- an access channel connecting to the existing dredged entrance servicing Half Moon Creek, Bluewater Marina, and Trinity Park canal estate
- a sealed car-trailer park on state land to accommodate cars with trailers
- a new access road to connect the proposed boating facility to Buckley Street.

### Timeframes

There is still a lot of work to be done before construction can commence. The project team will undertake a number of marine approvals and geotechnical investigations, as well as develop designs.

As the proposed site is also located within the Great Barrier Reef Coast Marine Park, TMR needs to obtain appropriate approvals from associated environmental agencies.

At this time, we hope to commence construction in 2020, however this is dependent on a number of variables and subject to change.

## Why Yorkeys Knob?

Yorkeys Knob was identified as a strategic location for additional boat launching facilities through TMR's recreational boating survey undertaken in 2016. The study concluded that there is an urgent need for additional boat ramps north of Cairns, and that Yorkeys Knob was the most suitable location for such a facility due its central location, access to the open sea, and proximity to the Great Barrier Reef.

In 2016, a Reference Group including elected representatives, TMR, Cairns Regional Council and local boaties investigated multiple locations between Cairns and Ellis Beach, and found most were unsuitable due to tide restrictions, availability of suitable land, environmental impacts, exposure to open waters and dredging requirements. The group eventually identified Yorkeys Knob as the preferred location to focus further investigations.

TMR's earlier proposal to construct new ramps inside the marina was found to be problematic, and, after community feedback, was abandoned in late 2017.

### For more information

TMR needs your input to ensure we deliver a functional facility that meets the needs of Cairns boaties and is acceptable to local residents and clubs. If you have any questions or feedback, or would like to be added to the project mailing list, please contact the project team:

Phone: 4045 7115

Email: <a href="mailto:boatinginfrastructure@tmr.qld.gov.au">boatinginfrastructure@tmr.qld.gov.au</a>

- Web: www.tmr.qld.gov.au/YorkeysKnob
- Post: Department of Transport and Main Roads PO Box 6185 Cairns, Queensland, 4870



## Yorkeys Knob boat ramp

## **Frequently Asked Questions**

## 1. Background

## 1.1 Where is the project located?

Yorkeys Knob is located approximately 20km north of Cairns.

## 1.2 How did the project come about?

For many years, local boaties have been calling for more recreational boat ramps around Cairns.

TMR's *Recreational Boating Facilities Demand Forecasting Study 2017* confirmed that there is an urgent need for additional marine facilities in Cairns to cater for current and future demand, particularly in the northern beaches.

In April 2016, the Honourable Mark Bailey MP, Minister for Transport and Main Roads, asked Mr Craig Crawford MP, Member for Barron River, the Department of Transport and Main Roads (TMR), Cairns Regional Council (CRC), CAirns REcreational Fishing Industry Stake Holders (CAREFISH) and local boaties to form a Community Reference Group tasked with identifying potential locations for a new recreational boat launching facility in northern Cairns.

The reference group investigated multiple locations between Cairns and Ellis Beach, and found most were unsuitable due to tide restrictions, environmental impacts, availability of land, exposure to open waters and dredging requirements. The group eventually identified vacant state-owned land at Yorkeys Knob, about 20 km north of Cairns, as the preferred location to focus further investigations.

Throughout 2017, TMR worked closely with Yorkeys Knob Boating Club (YKBC) to assess the feasibility of installing new ramps within the existing marina. However, this option was not supported by YKBC members and in late 2017, TMR advised it would not progress any further planning for an in-marina solution.

In November 2017, the Queensland Government committed to a new boat launching facility at Yorkeys Knob with \$5.5 million allocated via the Marine Infrastructure Fund.

## 1.3 What is the current status of the project?

After lengthy investigations, TMR has published a new concept located on vacant land outside of YKBC and Half Moon Bay Golf Club (HMBGC).

TMR is now working with key stakeholders and the local community to develop this proposal, address any concerns and progress planning activities.

There is still a lot of work to be done before construction can commence. The project team must undertake a number of marine and geotechnical investigations, as well as develop designs.

The proposed site is located outside the (Commonwealth Government) Great Barrier Reef Marine Park. However, it is located within the (Queensland Government) Great Barrier Reef Coast Marine Park and TMR needs to obtain appropriate approvals from associated environmental agencies.

At this time, we hope to commence construction in 2020, however, this is dependent on a number of variables and subject to change.



## **1.4** What is included in the proposed project?

Planning is still preliminary, and the project scope will be refined as design and planning progresses. The project will likely include:

- a six lane boat ramp with two floating walkways, located on vacant land immediately outside the existing harbour walls at Yorkeys Knob
- two new breakwaters for wave protection
- a dredged basin (depth to -1.5 metres below Lowest Astronomical Tide)
- an access channel connecting to the existing dredged entrance servicing Half Moon Creek, Biuewater Marina, and Trinity Park canal estate
- a sealed car-trailer park, wholly located on state land
- a 100-metre rock revetment protecting the new car park
- a new access road (approximate length 500 metres) across state land connecting the proposed boating facility to Buckley Street.

The project does not include any upgrades at other boat ramps, such as the existing ramp at Yorkeys Knob.

## 1.5 How much will the project cost and who is paying for it?

The total cost of the project, at the proposed location, is estimated at \$11 million, which includes:

- about \$5.5 million for 'in-water' works (breakwaters, dredging, boat ramp, floating walkway)
- about \$5.5 million for 'land-side' works (car-trailer parking, access road, revetments).

The Queensland Transport and Roads Investment Program 2018—19 to 2021—22 includes \$5.5 million from the Marine Infrastructure Fund to progress this project, in line with the 2017 commitment.

Construction of 'land side' works associated with new marine infrastructure is usually paid for by the relevant local government authority. TMR will work with Cairns Regional Council to determine arrangements for the remaining funding.

## 1.6 When will the ramp be built?

There is still a lot of work to be done before construction can commence. The project team must undertake a number of marine and geotechnical investigations, develop designs, undertake further consultation and secure a funding commitment for the on-land works.

The proposed site is located outside the (Commonwealth Government) Great Barrier Reef Marine Park. However, it is located within the (Queensland Government) Great Barrier Reef Coast Marine Park and TMR needs to obtain appropriate approvals from associated environmental agencies.

At this time, we hope to commence construction in 2020, however, this is dependent on a number of variables and subject to change. Construction is expected to take about 12 months to complete.



## 2. Project details

# 2.1 Will the infrastructure be able to withstand extreme weather (cyclones, strong winds, etc)?

The facility will be designed in accordance with Australian standards for the construction of a small craft facility and on this basis will resist cyclone forces in accordance with its designated design life:

- 50 years for the boat ramps, breakwaters and carpark
- 25 years for the floating walkways.

# 2.2 How much parking will be provided as part of the project?

When building new boat ramps, TMR is obliged to provide adequate car and trailer parking facilities to accommodate demand.

The total number of parking spaces that will be made available is yet to be finalised, however, it will be enough to accommodate the number of effective lanes at this ramp, during periods of normal demand.

There will be some days where conditions are ideal and extremely high demand exceeds capacity – this is usual at most boat ramps in Queensland.

# 2.3 Will the proposed configuration of ramps and breakwaters create a silt trap?

The current layout of the ramp and breakwaters is conceptual and will be refined as planning and design progresses. We will undertake further investigations, including detailed modelling, to determine how we can design the facility to minimise siltation.

# 2.4 What impacts will the facility have on the adjacent golf club?

The proposed access road and parking area are wholly located on vacant land, and will not impact any land currently being used by the HMBGC. No land will be resumed from the club to accommodate the new access road or car park.

The golf club currently has a license to occupy a portion of state-owned land outside its property boundary. This arrangement will not be affected by the new facility.

We will take measures to prevent motorists driving onto the golf course from the new access road.

HMBGC has provided us with photos showing how the course floods during severe weather events, and we will carry out modelling to ensure the new development does not increase the risk or duration of flooding.

TMR understands the community importance of the club and will continue work closely with HMBGC to identify and address any concerns.

# 2.5 How will you stop golf balls being hit into the car park and access road?

TMR is working with HMBGC as planning progresses, and this is one of the risks we will be looking at very closely. TMR will seek input from HMBGC and recognised industry experts before making any decisions on a solution. Possible solutions include fencing and additional landscape planting.

# 2.6 What impact will the new ramp, car park and access road have on the adjacent natural environment?

TMR is aware of concerns about the potential impact on mangroves, coastal vegetation and waterways near the proposed project site.

TMR is obliged to ensure that any construction conforms with environmental legislation. We will work closely with relevant environmental agencies to ensure that the works are carried out in a way which minimises impact on sensitive flora and fauna.

# 2.7 Will the facility cause flooding during extreme weather events?

No. As part of planning, we will undertake studies, including flood modelling, to ensure the development does not negatively impact local flooding.

# 2.8 Will the new breakwaters damage or undermine the existing marina walls?

No. TMR will work with YKBC and undertake engineering investigations to ensure construction of new infrastructure does not negatively impact existing structures, now or in the future.

# 2.9 Is TMR aware that the proposed site is on an approved emergency dredge spoil site?

Yes. However, CRC has confirmed that the site is rarely used.

As planning progresses, TMR will work with CRC and YKBC to determine an alternative emergency spoil site.

# 2.10 Why don't you build the facility on vacant land at the end of Reed Road?

TMR is aware of some calls for the facility to be built on the western side of Half Moon Creek at Trinity Park, where there is a derelict boat ramp.

TMR has undertaken an engineering assessment and found that there are multiple issues with the suggested site at Trinity Park, including higher upfront and ongoing costs, a more constrained coastal environment and more damaging environmental impacts.

Claims that a boat ramp could be built at this site without the need for dredging and without constructing new protective barriers are not accurate.

The land at Trinity Park is also privately owned, which means that the Queensland Government would need to acquire a large portion of the land, at a significant cost, before construction could commence. Claims that the property owner could be conditioned to provide the state government with a portion of land at no cost are not accurate.

The suggested site at Trinity Park is not a viable alternative location for the facility.

## 3. Consultation

## 3.1 What consultation has taken place to date?

In 2016, TMR received over 1000 responses to an online survey (hosted on the Queensland Government's 'Get Involved' website) about marine facilities, including a large number from the Cairns area. This feedback was incorporated into the Recreational Boating Facilities Demand Forecasting Study, which was finalised in late 2017.

The study confirmed that there is an urgent need for additional marine facilities in Cairns to cater for current and future demand, particularly in the northern beaches.

In 2016, TMR officers worked closely with elected representatives, CRC, CAREFISH and local boaties to identify a potential location for new recreational boat launching facilities in Cairns. The Reference Group was active between April 2016 and September 2016, and discussed a number of potential locations between Cairns and Ellis Beach. As part of these investigations, officers from TMR and CRC undertook joint inspections of potential sites.

After an initial meetings with representatives from YKBC and HMBGC, the Reference Group recommended the vacant land at Yorkeys Knob as the most suitable location to carry out further investigations.

Throughout 2017, TMR worked closely with YKBC to assess the feasibility of constructing new ramps inside the existing harbour walls. TMR presented two design options, incorporating feedback from YKBC members about the first concept into the second design.

TMR also received a list of concerns from the Yorkeys Kneb Residents Association, The group stated an 'undeniable fact' that more boat ramp infrastructure was needed in the area, but raised a number of concerns about building more ramps inside the existing marina.

TMR listened to feedback from YKBC and local residents, and in late 2017, announced that it would not progress any further planning into an in-marina solution.

TMR has had preliminary discussions with Ports North and environmental agencies.

In June 2018, TMR met with YKBC, HMBGC, CRC and CAREFISH to provide an update on the project, and discuss the new concept in further detail.

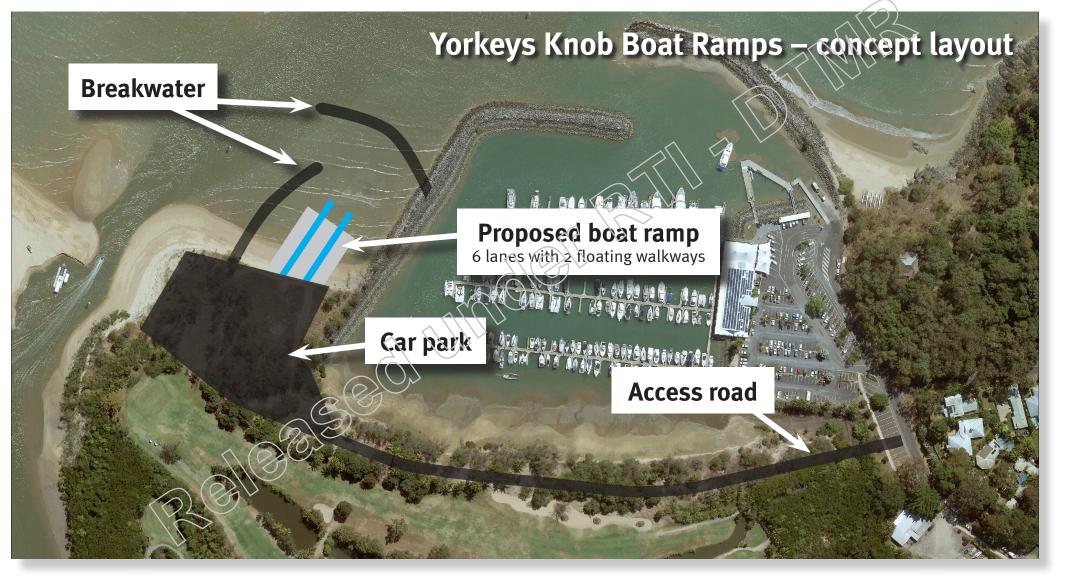
# 3.2 What factors did TMR consider when choosing the proposed location?

The development of a boat ramp facility in TMR's preferred location will be a significant and complex project.

The site ensures protection during prevailing weather conditions and during storm events, and will not impact on flooding in Half Moon Creek.

Construction of the existing marina has significantly and irreversibly changed coastal processes at the mouth of Half Moon Creek. Construction of boat ramps at TMR's preferred location will not negatively impact adjacent coastal processes, as the existing marina has already made those changes.

The volume of capital dredging will be relatively small, when considered against other dredging activities in the immediate area.





#### Summary of Concerns from

Key concerns raised in the submission from and the Yorkey's Knob Boat Ramp Action Group (YKBRAG) regarding the prop Yorkey's Knob boat ramp facility are:

- It will ruin a popular public beach.
- It will exacerbate coastal erosion processes by disturbing the dynamic coastal processes and increasing their intensity and pattern of erosion processes) which will require increased dredging and the construction of a sea wall.
- There is insufficient land available to provide adequate parking.
- The land area that may be reclaimed (presumably from the golf course) for the car park is flood prone.
- It will risk the viability of a community golf course through the need for its reconfiguration (presumably this is if part of the golf course was required to be resumed), which has 550 members and is consistently used by 7,500 social golfers annually.
- Risk public safety and car damage from flying golf balls. The golf club has previously been advised that netting along the golf course boundary to prevent escape of golf bally would not be permitted due to bird life regulation.
- The proposed site will remove a strip of remnant coastal vegetation that was once designated as a Fish habitat Area
- The proposal will devastate a vibrant mangrove ecosystem
- The proposed site will further restrict the mouth of Half Moon Creek and affect flooding of upstream properties during extreme weather events
- The residents have not been consulted and their attempts to be heard have been ignored
- The majority of the Yorkey's Knob community, along with members of the golf club and boat club are opposed to the proposal and do not consider they have been adequately consulted.
- They believe the facility will bring little business to Yorkey's Knob businesses but will increase noise and congestion in this small coastal town.
- That there is a viable alternative site (the Trinity Park site (Lot 3 on RP745338)) that addresses the above concerns.

The submission suggests that:

- A remnant launching ramp site on the western side of Half Moon Creek approximately 150m upstream from the river mouth is a preferred site for development of a new boat ramp with land to be purchased from the owner of Lot 3 on RP745338 for development of the car/trailer park and access road.
- This could be complimented by reconfiguration of the existing public boat ramp facilities within the Yorkey's Knob Marina to achieve increased capacity from the existing facility (for example, removal of the floating walkway and exchange with a pontoon extending from the eastern break walt, supported by the development of up to 20 car parks on vacant state land on a nearby site (not sure of location of this site)

### Assessment of Alternative boat ramp site

- The suggested alternative boat ramp location is in the general vicinity an existing derelict 'boat ramp', within and adjacent to Lot 3 on RP745338, on the western side of Half Moon Creek, approximately 150 metres upstream from the creek mouth (Attachment 1).
- Lot 3 on RP745338 is a privately owned, freehold property that currently has preliminary approval for development for multiple dwellings and holiday accommodation (Refer to Attachment 2 for indicative development layout)
- The development of a car-trailer park and access road to support a four lane a public boat ramp in this location would require the purchase terrestrial land within Lot 3 on RP745338 .
- Such a land purchase would significantly impact on the land owners development plans for the site and if they were to agree to such a sale, it is expected that a premium sale price would be sought. Initial estimates indicate that this may be in the order of \$1.5 million, but

could be much higher depending on the actual valuations and the residual impact on the remaining development.

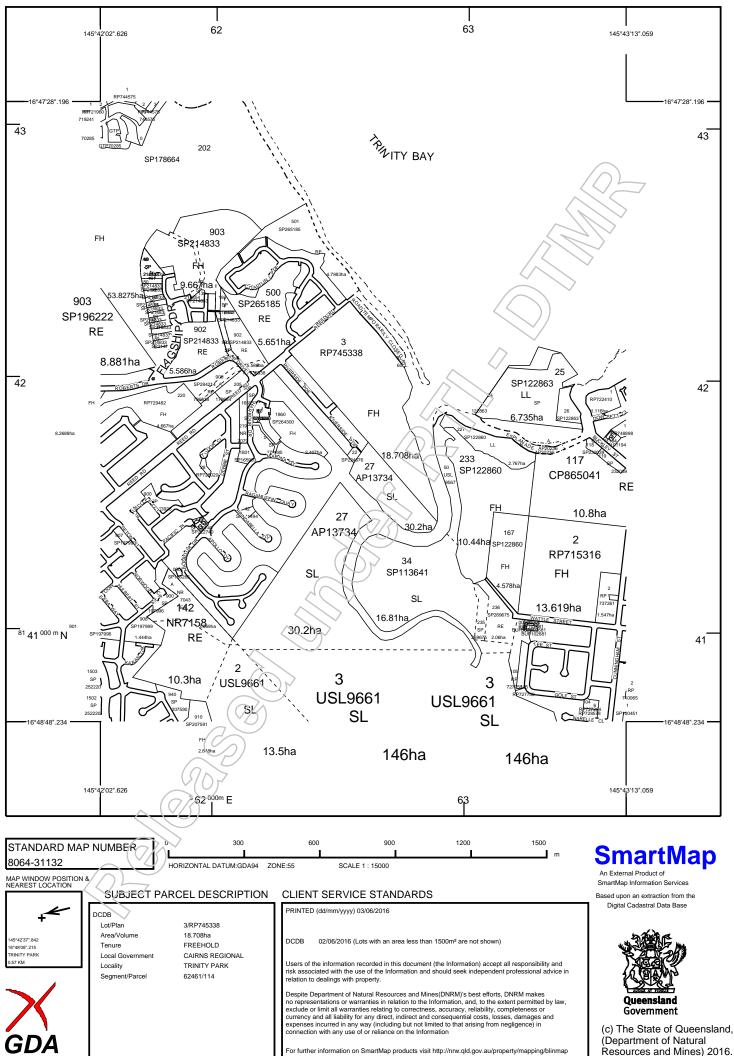
- While this proposed boat ramp site has most likely been used as a location to launch small vessels for some time, given the presence of a 3-4 metres wide, cleared and corridor that extends across the mangrove fringe to the waters edge, this this is not necessarily an indicator of it's suitability for the development major all –tide public boat ramp facility.
- Initial desktop assessment suggests that the site has significant coastal engineering constraints that would limit its suitability for a public boat ramp development. Key issues include:
  - The entrance to Half Moon Creek is a highly dynamic sand shoal system that requires continuous dredging by Cairns Regional Council to maintain an access to upstream developments. This is because the tidal prism within the creek is insufficient to flush out coastal sediments and naturally maintain a navigational access. It must be noted that the entrance bars immediately adjacent) to the derelict ramp site (downstream side –refer to Attachment 1) is the area of greatest sediment movement requiring most frequent attention by CRC. Such a feature is not generally a good location for marine infrastructure.
  - If TMR constructed a facility in the derelict ramp location there would be an expectation that TMR contribute significantly to ongoing maintenance dredging requirements of the immediate entrance shoal. CRC made a decision to take on this dredging liability in approving the Bluewater estate canal development, which under the canals act requires the local authority to take ongoing responsibility for maintenance.
  - The objective of the project is to create an all tide boat ramp facility with 6 lanes and two floating walkways. The derelict ramp site is effectively only usable at very high tide so the site does not provide all tide access as is.
  - In order to gain all tide access the site would require either (1) a significant capital dredging campaign OR (2) a reclamation out towards the existing channel with a smaller capital dredging campaign to achieve all tide access.
  - Both options mentioned above will be exposed to significant wave and storm tide impacts across the entrance bar and impacts from flooding events from debris and sediments coming down Half Moon creek.
  - While the entrance bar may provide some level of protection for the ramp during ambient conditions, in storm events the entrance bar would be submerged and waves would attack the facility directly and significantly impact the floating walkways and infrastructure. Or this basis additional protection works (for example, breakwater) will be required for a facility in this location.
  - In additional during a significant storm tide event the sand bar offshore will be rolled onshore and effectively flood the facility (the dredged hole) with sediment.
  - The installation of engineering protection such as a breakwater/revetment downstream of the facility could be utilised to mitigate the above concerns. However such a structure will impact on flood hydrodynamics and may cause unacceptable flooding changes upstream. In addition, such a structure will act to trap sediment and debris in front of the facility during flood events which will create an increased maintenance liability.

Based on above any proposal at the derelict ramp site will require capital and maintenance dredging works for ongoing operations (in addition to CRC's current ongoing entrance bar liability) which are likely to be greater than TMR's proposed offshore option.

- It must also be noted that installation of hard structures as part of a such a proposal may have adverse impacts on the entrance channel shoal movements and erosion/accretion of adjacent shorelines, which would need to be investigated.
- From an environmental perspective development of a boat ramp at the proposed site would require:

- Revocation of part of the part of the Half Moon Creek declared Fish Habitat Area (FHA) to allow for dredging or reclamation. FHA revocation requires an a legislative amendment to the Fisheries Regulation 2008 (Attachment 3 - FHA Plan).
- The requirement for extensive clearing of protected marine plants (mangroves) and reclamation / dredging of tidal land.
- Significant works within the General Use Zone of the Great Barrier Reef Coast Marine Park.
- While the development of a boat ramp facility in the Department's preferred location will be a significant and relatively complex project, the preferred location ensures the facility is protected during ambient conditions and during storm events, will not impact on flooding in Half Moon Creek, as it is not within the system, the volume of capital dredging will be small and modelling work will be completed to design a configuration to minimise its maintenance dredging requirements.
- This TMR preferred location will also not negatively impact adjacent coastal processes, as the existing marina has already made those changes (it is effectively a small extension of the marina). Previous research by TMR coastal engineers suggests that the hardening of the southern bank of Half Moon Creek, proposed as part of the development, may actually improve conditions at the creek entrance, however detailed modelling works are required to assess all potential impacts to define a final proposal.
- In summary, it is considered that PI proposed alternative location for the boat ramp facility is unsuitable for further assessment due primarily to it significant coastal engineering issues, but also due to its environmental constraints (in particular the requirement for revocation of the FHA) and the uncertainty and likely high cost associated with procuring a suitable area for the required car-trailer parking.

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Resources and Mines) 2016.

### **CURRENT TITLE SEARCH**

DEPT OF NATURAL RESOURCES AND MINES, QUEENSLAND

Request No: 23538792 Search Date: 03/06/2016 10:27

Title Reference: 21340172

Date Created: 15/05/1987

Previous Title: 20849187

#### REGISTERED OWNER

Dealing No: 703945253 21/03/2000

GASPARIN DEVELOPMENTS PTY LTD A.C.N. 087 515 339 AUSECURITIES PTY LTD A.C.N. 081 879 067 GASPARIN HOLDINGS PTY LTD A.C.N. 059 489 235

AS TENANTS IN COMMON

#### ESTATE AND LAND

Estate in Fee Simple

LOT 3 REGISTERED PLAN 745338 Local Government: CAIRNS

#### EASEMENTS, ENCUMBRANCES AND INTERESTS

- 1. Rights and interests reserved to the Crown by Deed of Grant No. 20849187 (POR 116)
- 2. MORTGAGE No 714210102 09/12/2011 at 15:35 BENDIGO AND ADELAIDE BANK LIMITED A B N. 11 068 049 178

ADMINISTRATIVE ADVICES - NIL UNREGISTERED DEALINGS - NIL

#### CERTIFICATE OF TITLE ISSUED - No

Caution - Charges do not necessarily appear in order of priority

\*\* End of Current Title Search \*\*

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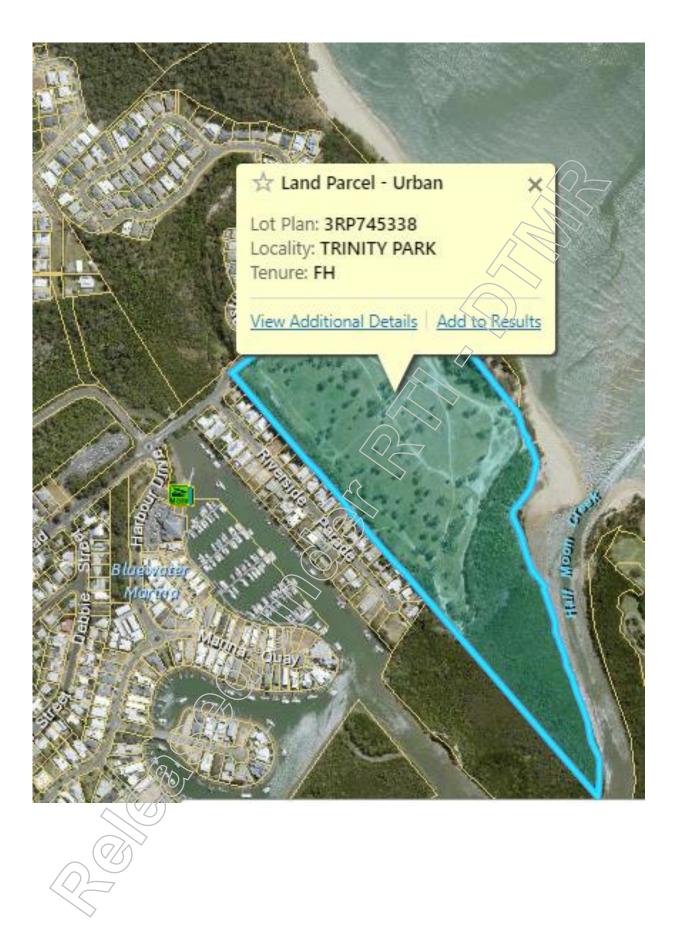
Interest

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1/10

Page 1/1







Office of the Director-General

Department of Transport and Main Roads

Our ref: DG35458

2 4 JUL 2018

Mr Bruce Gardiner General Manager Infrastructure Services Cairns Regional Council PO Box 359 CAIRNS QLD 4870

Dear Mr Gardiner

I am writing to request your confirmation that Cairns Regional Council (CRC) supports the Department of Transport and Main Roads' (TMR) project which will see the delivery and installation of a new boat launching facility at Yorkeys Knob. A concept sketch for the facility is enclosed.

As is the situation across the state, TMR funds the construction of in-water infrastructure for boat launching facilities, which, in this case are the six-lane boat ramp, two floating walkways, two breakwaters, and channel dredging. To enable the project to proceed, TMR requires CRC's confirmation in writing, that it will fund the construction of the associated landside works, including access road and car/trailer parking. The initial estimate for these landside works is \$5.5 million

I also request confirmation that CRC will:

- accept appointment under the *Transport Infrastructure Act 1994* and Transport Infrastructure (Public Marine Facilities) Regulation 2011 as manager of the new facility when it is completed
- agree to become the trustee of reserves that will be created to facilitate the project
- accept ownership of the land-side infrastructure created by the project
- provide necessary project approvals to facilitate construction of the project
- facilitate TMR utilising CRC's dredge spoil disposal approvals for both the TMR capital dredging requirement and the ongoing maintenance dredging requirement associated with the proposed boat launching facility.

1 William Street Brisbane GPO Box 1549 Brisbane Queensland 4001 Australia

 Telephone
 +61 7 3066 7316

 Facsimile
 +61 7 3066 7122

 Website
 www.tmr.qld.gov.au

 ABN 39 407 690 291

A deed of agreement between TMR and CRC to facilitate the project is currently being prepared by officers from TMR and will be forwarded to CRC for review and execution after receipt of your response.

TMR is committed to the delivery of the Yorkeys Knob boat launching facility and appreciates CRC's support for this important project for the Cairns boating community.

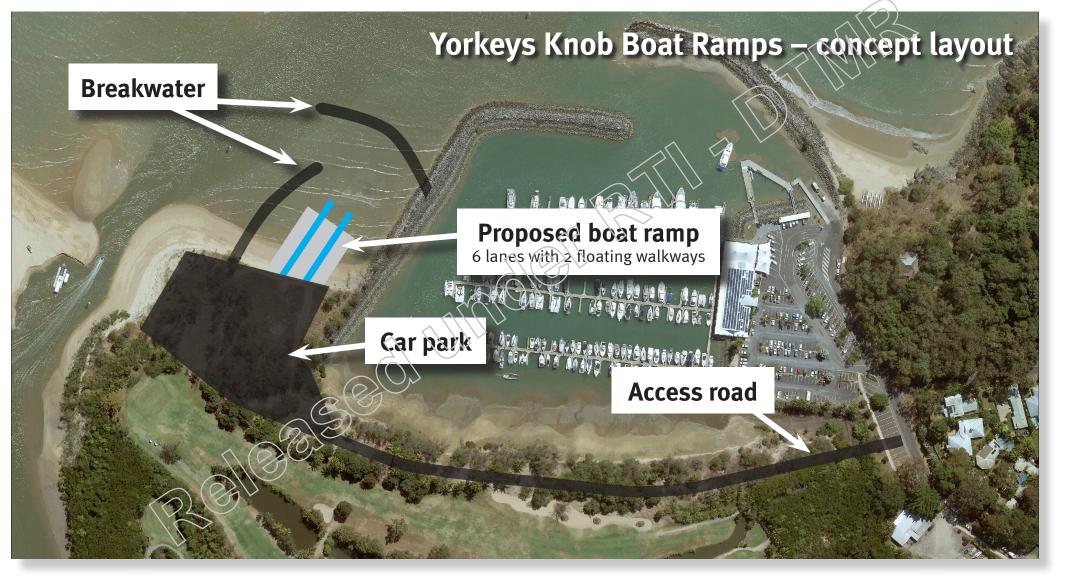
I trust this information is of assistance.

Yours sincerely

Hal Salis.

Neil Scales Director-General Department of Transport and Main Roads

Enc (1)





On 26 Jul 2018, at 5:06 pm, Barnaby J Littlewood <<u>Barnaby J.Littlewood@tmr.qld.gov.au</u>> wrote:

Thanks Chris,

Your expertise and patience have been incredibly valuable over the past few days.

Barney Littlewood

Senior Communications Advisor (Far North) | North Queensland Region

Program Delivery & Operations Branch | Infrastructure Management and Delivery Division | Department of Transport and Main Roads

Floor 6 | Cairns Corporate Tower | 15 Lake Street | Cairns Qld 4870

PO Box 6185 | Cairns Qld 4870

(07) 40457115 | M: NR

<u>barnaby.j.littlewood@tmr.qld.gov.au</u> www.tmr.qld.gov.au

From: Chris J Voisey

**Sent:** Thursday, 26 July 2018 4:29 PM

**To:** Peter G Wood <<u>peter.g.wood@tmr.qld.gov.au</u>>; Roger Priest <<u>roger.priest@tmr.qld.gov.au</u>>; Barnaby J Littlewood <Barnaby.J.Littlewood@tmr.qld.gov.au>

**Cc:** Ruth A Cushley <Ruth.A.Cushley@tmr.qld.gov.au>

**Subject:** Yorkey's brain dump and rough report framework regarding justification for recommended site

Pete, with respect to the "alternative site" the main reasons for no further consideration are;

- 1. Land issue uncontrolled timing and cost
- 2. FHA would have to be revoked parliamentary process (unlikely to be supported when alternative exists)
- The creek entrance is too constrained for a six lane facility to operationally function, no queuing space and floating walkways will impact on flooding and be impacted by flooding.
- 4. Narrow creek entrance will be subject to significant ongoing dredge liability
- 5. The facility cannot be protected via a breakwater because of its impact on the flood conditions. Only alternative is to excavate a large basin into the land and undertake large scale creek entrance training wall works which is well beyond the budget of this project.

Cheers

chris

### **Chris Voisey**

Project Manager (Marine Special Projects) | Program Management and Delivery **Program Delivery and Operations** | Department of Transport and Main Roads Floor 17 | 313 Adelaide Street | Brisbane City Qld 4000 CPO Pay 1540 | Brisbane City Old 4001

GPO Box 1549 | Brisbane City Qid 4001

P: (07) 30663770 | M: RF F: (07) 30668305

E: chris.j.voisey@tmr.qld.gov.au

W: www.tmr.qld.gov.au

From: Chris J Voisey <Chris.J.Voisey@tmr.qld.gov.au>
Sent: Wednesday, 25 July 2018 8:24 AM
To: Peter G Wood <peter.g.wood@tmr.qld.gov.au>
Cc: Roger Priest <roger.priest@tmr.qld.gov.au>; Scott G McKinnon
<Scott.G.McKinnon@tmr.qld.gov.au>; Kimberly M McKinnon
<Kimberly.M.McKinnon@tmr.qld.gov.au>
Subject: Yorkey's community consultation day 1

Hi Pete,

Just a brain dump from yesterday, had around 60 people in total and talked to most at length for whole 5 hours.

Opposition is primarily none trailer boaties that don't want more traffic into Yorkers knob and boat club people that don't want to see a carpark. Completely understandable but discussion focused on the already disturbed nature of the site making it a rare opportunity to provide much needed infrastructure.

Extra Traffic and security( crime at the new facility) are the two primary issues.

Several people wanted to argue we were spending all this money for 30 days of good weather a year. Obviously not boaties, demand forescasting and boating registration funding driver made them understand where we were coming from.

Two people wanted us to build significant marinas in half moon creek with residential development in FHA areas fix the problem and offset all the cost.

Overall the four key points regarding why the other site is not being looked at further is: 1. Land acquisition and unknown timing. TMR cannot fill land below HAT for the carpark ( in the buffer zone which will be surrendered for erosion prone area), we would need to take part of the development site ( value of land and compensation)

This option would require dredging and or reclamation in a FHA. As part of any proposal to rescind FHA for this purpose we would have to argue there are no other options which is not the case.
 Building a facility in the throat of a narrow creek is going to create a significant and ongoing dredging liability. Just because CRC has signed up to such a liability doesn't mean we should too.
 Adequate protection of this simple facility from design storm events will not be possible without negatively impacting on flood flows. Large scale creek training works to manage this will be cost prohibitive.

Overall message is that suitable sites are near impossible to find (explain the constraints), an extension to the marina is just the best option to manage the defined need.

Hope that's enough

Cheers Chris



## File note

File number

SubjectYorkeys Knob Boat Ramps - Community Engagement summary - 24<br/>July 2018 to 28 July 2018AuthorBarnaby Littlewood<br/>Senior Communications OfficerDate31 July 2018

#### Background

From Tuesday, 24 July 2018 to Saturday, 28 July 2018, the Department of Transport and Main Roads hosted a public display at Yorkeys Knob Shopping Centre.

The purpose of the display was to raise public awareness of the Yorkeys Knob Boat Ramp project and seek feedback from interested stakeholders about the proposal. The display concept was determined in consultation with Yorkeys Knob Residents Association.

The display consisted of:

- A large display board showing an A1 size concept layout, project information and historical aerial photographs of the site.
- A desk with another A1 concept layout, copies of Frequently Asked Questions and information flyers
- Feedback forms for interested stakeholders to provide their names, feedback and email addresses, so they could be added to the project mailing list.

The display was active for a total of 21 hours during the following times:

- Tuesday, 24 July 2018, 1300 1800
- Wednesday, 25 July 2018, 1000 1400
- Thursday, 26 July 2018, 1000 1400
- Friday, 27 July 2018, 1400 1800
- (Saturday, 28 July 2018, 0900 1300

The display was manned by three TMR officers at all times.

- Barney Littlewood, Senior Communications Advisor
- Roger Priest, Manager (Boating Infrastructure)
- Chris Voisey, Project Manager (Marine Special Projects) (Tuesday, Wednesday, Thursday)

Department of Transport and Main Roads

• Peter Wood, Manager (Infrastructure Projects) (Friday, Saturday)

#### Notable attendees

Representatives from Yorkeys Knob Boat Ramp Action Group (YKBRAG) attended the display each day to campaign against the project and gather signatures for a petition requesting that the ramp not be built at Yorkeys Knob. Known YKBRAG representatives included:

- [P]
- •
- •

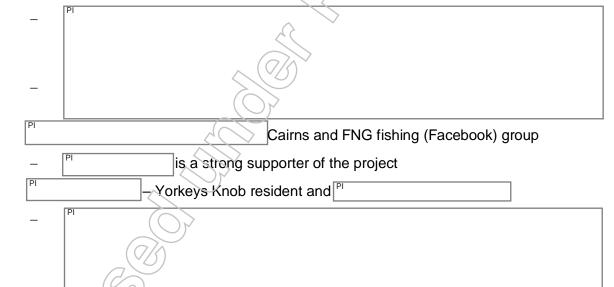
The project team told YKBRAG representatives that their presence would be tolerated, on the grounds they did not interfere with TMR's activities. TMR advised that the purpose of the display was to give members of the local community the chance to discuss the project with TMR officers, to leave written feedback, and to record their email address for supply to them of future project updates. YKBRAG representatives were also advised that TMR had received permission from the Shopping Centre landlord for exclusive use of the foyer area.

Generally, the YKBRAG representatives were respectful and did not interfere with TMR's activities. When display attendees were visibly opposed to the project, YKBRAG representatives pursued them as they left the display and encouraged them to support YKBRAG's campaign and petititions.

Other known attendees included:

•	PI	Office of Northern
	Que	ensland
	_	Pi sought feedback on environmental issues and processes –
•	PI	Yorkeys Knob Progress Association (YKPA)
	_	advised that YKPA was neutral in relation to the project, but he
		expressed criticism of TMR's decision-making transparency.
		PI
	(R	
1	श	Half Moon Bay Golf Club (HMBGC)
•	PL	HMBGC
	_	advised that he was strongly opposed to the project.
•	PI	Yorkeys Knob Boating Club (YKBC)

- Pi advised that he was strongly opposed to the project. He expressed concern about the potential impact on the existing marina western breakwater and he was reminded that TMR had given YKBC a commitment that it would consider breakwater issues as part of the planning.
- advised Pl if TMR committed to providing YKBC with a more comprehensive justification for the decision to use the selected site ahead of alternate sites including the site suggested by YKBRAG at Trinity Park.
- attended representing YKBC. He expressed concern about the impact of the project on the boat club, particularly the marina breakwaters and dredge spoil site.
- howed TMR officers a draft letter he was preparing to a CRC reference group (BMDTAC), recommending that the area identified by TMR be retained for use as an emergency dredge spoil site.
- Peter Wood requested details of the next BMDTAC meeting and offered for TMR to attend and brief the group on its proposed activities.



#### Data

The project team kept a tally of stakeholder interactions, which indicates that approx 155 people visited the information display over the five days:

- About 50 on Tuesday, 24 July 2018
- About 30 on Wednesday, 25 July
- About 40 on Thursday, 26 July
- About 20 on Friday, 27 July

• About 15 on Saturday, 28 July

Of those who visited the display, 72 people completed feedback forms. Comments on the feedback forms were generally supportive of the project (**Attachment**)

- In favour 39%
- Against 23%
- Subscribing only (no comments) 23%
- NA 16%

Using the above figures: Of those who indicated a preference, 63% are in favour of the Yorkeys Knob project and 37% are opposed.

#### **Feedback and Observations**

Opponents of the project frequently claim that the local community is generally against the project. However, feedback at the display was balanced, with a wide range of views and opinions. Many people, including local residents, expressed strong support for the project and urged the project to begin as soon as possible.

"We don't want these ramps in Yorkeys Knob." – PI

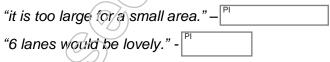
"Definitely for the boat ramp. Live in Yorkeys and support ramp." –

"I've been a resident of Yorkeys Knob for 15 years... this proposed boat ramp is a great idea." -

Most common themes and typical comments included:

#### <u>Scale</u>

There was a common opinion that the proposal was excessive for the perceived limited demand. Many people claimed that the current ramp capacity was only exceeded ten times a year. Other people, many of whom identified as trailer boat owners, welcomed the proposal for additional lanes.



#### Parking and congestion

Many local residents raised concerns about the impact on traffic and parking in Yorkeys Knob, and the possible increase in demand that may accompany the proposed facility. Others thought that the additional capacity at the new ramp would help to ease existing congestion issues – congested parking in Buckley and Varley Streets – and congested car and car-trailer congestion near the boat ramp outside the Yorkeys Knob Boating Club.

People also raised concerns about adequacy of the parking area shown in the concept layout.

"Traffic concerns will impact greatly on us." –

"This will help th	e boat parking	problem whic	h overflows	down Buckley	out onto
Varley Street" -	PI				

#### Environmental impact

Some people expressed concern about the impact on flora and fauna at the proposed site, particularly mangroves and marine life. Others expressed concern for the sustainability of the reef and argued that fishing should be discouraged entirely.

People who expressed concern about environmental impacts were generally not satisfied with TMR's commitment that the project would adhere to all relevant legislation.

"Environment needs to be protected" – P

TMR officers advised people that one of the next important investigations to be done as part of the planning stage is land and in-water ecology mapping.

#### Security

The issue of security was raised frequently, by supporters and opponents of the project. Ramp users were concerned about leaving cars unattended, local residents were concerned about the car park area becoming a site for drinking and camping. Marina berth owners were concerned about increased access to the marina by swimmers or boats.

Possible solutions suggested included CCTV, security fencing, and increased patrols.

"It will be the biggest free camping site in north Queensland." –

"Spot would require cameras and lighting." -

#### **Location**

YKBRAG has circulated a lot of public information claiming that the vacant land at the end of Reed Road at Trinity Park is a more preferable location for the facility. Many attendees queried the proposed location of the project and the project team spent a lot of time explaining the shortcomings of the Reed Road site and justifying the decision to build the ramp at Yorkeys Knob.

#### **Consultation**

Some visitors considered that TMR had chosen the site without consulting with local residents. The project team spent a lot of time detailing the background of the project and how the proposed site was chosen in consultation with key stakeholders.

Members of YKBRAG did not consider the public display and TMR team in the shopping centre as an appropriate consultation technique. They specifically proposed a public meeting that they could attend as a group to verbally voice their opposition and depth of feeling.

"We don't consider that locals have been consulted." –

#### Impact on golf course

Opponents of the project, including YKBRAG, have claimed that the project will require resumption of part of land used by Half Moon Bay Golf Club, which is not accurate. This has understandably distressed some golf club administrators and members.

In the days prior to the information display, YKBRAG flyers (**Attached**) were delivered to letter boxes in Yorkeys Knob, encouraging people to attend the display and oppose the project. The flyers stated incorrectly that the project would: *"Impact on Half Moon Bay Golf Course with a reduction from 18 holes, affecting viability"*.

Some people who attended the information display expressed concern about the impact on the golf course, and the project team gave a number of assurances that the project would not impact land used by the golf club.

#### Recommendations

- That TMR:
  - progresses planning for construction of a new boat ramp at the proposed location at Yorkeys Knob, noting that there is both strong support and strong opposition for the project
  - develops key messaging outlining the outcomes from community engagement activity, for public circulation
  - continues to liaise regularly with YKBC and HMBGC to ensure their concerns are noted and considered
  - considers provision of security treatments as part of the project scope
  - develops a comprehensive technical justification explaining why the site at Yorkeys Knob is preferred to the suggested site at Trinity Park.

From: Chris J Voisey
Sent: Tuesday, 31 July 2018 4:02 PM
To: Roger Priest <roger.priest@tmr.qld.gov.au>
Cc: Peter G Wood <peter.g.wood@tmr.qld.gov.au>; Barnaby J Littlewood
<barnaby.j.littlewood@tmr.qld.gov.au>
Subject: RE: Community shopping centre consultation at Yorkeys Knob last week

Rog,

Some info below

A cost comparison is only possible if the end product is the same and provides the same standard of facility. We have not done a detailed costing of Trinity Park site because the proposed ramp location is not suitable for a facility of this size, TMR would not gain environmental approvals to revoke Fish Habitat Area (when a less impact option exists) and there is much uncertainty around procurement of freehold land and the cost of such a procurement.

To put a **functional** 6 lane boat ramp with floating walkways in the location of the old ramp would include the excavation of a large area of mini marina basin into the land footprint including revocation of Fish Habitat Area (in order to maintain existing channel access and provide an in water queuing area clear of the creek navigational channel) and provide a level of storm protection. This area would require a large length of revetment walls and the ocean end of the revetments would need to become a training wall in order to avoid the structure being flanked by creek migration during storm events. A large amount of detailed modelling would be required to avoid this negatively impacting on flooding in the catchment and coastal processes.

Such a basin would fill up with silt rapidly because of its location and create a significant maintenance dredging requirement well in access of the offshore option. Then this facility will still be restricted by the entrance conditions at Half Moon Creek.

Regards Chris

From: Roger Priest Sent: Tuesday, 31 July 2018 1:55 PM To: Boating Infrastructure Cc: Chris J Voisey ; Peter G Wood ; Barnaby J Littlewood ; Ruth A Cushley ; Belinda Z Stewart ; DCO\_Cairns Subject: FW: Community shopping centre consultation at Yorkeys Knob last week

For response from the BLemail address. From: [PI [mailto]] Sent: Tuesday, 31-July 2018 12:05 PM To: Roger Priest <<u>roger.priest@tmr.qld.gov.au</u>> Cc: Yorkeys Knob Beat Ramp Action Group <<u>ykbrag@gmail.com</u>>; [PI

Subject: Re: Community shopping centre consultation at Yorkeys Knob last week

Thank you Roger for your reply.

I take your points, but discount extreme weather conditions, as the need for boat ramps at those times would be nil.

The eradication of a boat ramp in Moon Creek would be highly unlikely: The land available at Trinity Park is not subject to flooding. The spit at the mouth of Moon Creek has existed in the 22 years of my time at Yorkeys and through 2 category 3 cyclones plus a couple of others passing.

Back to costing: Another major point at the consultation was to do with the future. Both the engineer and you stated that 'in the future more ramps would be needed, but for now funds could only be met for your present proposal.' It was stated that in the future TMR would have to look further north and then, the mouth of Moon Creek at Trinity Park may have to be used.

Roger, we need to look further than just more congestion at Yorkeys. Last weekend we enjoyed calm weather conditions and again the streets at Yorkeys were aligned with cars, and cars with boat trailers. Our club car park was packed. Sunday afternoon there was a long line of cars and trailers waiting their turn at our ramp.

But where did all the traffic originate? What about the main roads in and out of Yorkeys and the highway? Our ramp caters sufficiently for Yorkeys fisher people. Most of the traffic was from the fast growing northern and western suburbs.

I believe TMR's decision must take a wide perspective into account.

Again, what are the costings, especially in acquiring the land across the creek, bearing in mind that some is already government owned; the developer can be issued a covenant; and it may well be an advantage to have a boat ramp facility right next to the development.

We have an engineer at YKBRAG who argues strongly about your proposal costings and overall assessment, in comparison with the Trinity Park old ramp site.

Roger, again, I stress the importance of providing us accurate comparative costings.

We all want boat ramps. We realise the need. It is simply difficult to understand TMR's preference.

It seems the thing we need is absolute proof of TMR's research. I believe an accurate list of costings would solve a lot of suspicious beliefs.

In anticipation,

Thank you Roger.

Kind regards,

On 30-Jul 2018, at 9:58 AM, Roger Priest <<u>roger.priest@tmr.qld.gov.au</u>> wrote:

PI

Our team will respond.

For consistency in messaging, the response will come from our team's generic email address (cc'd).

Page 2 of 4

Thanks for participating in the information exchange during last week at the YK shopping centre.

Land cost is one major issue. The others include environmental impact minimisation, cyclone wave exposure, measures to protect from cyclone wave exposure, ability to get construction approvals for a site which is not the minimum impact, future dredging maintenance liability, affect of construction and wave protection measures on flood levels in Half Moon Creek, access road land and viability, available budget, project timing. Plus several lesser criteria.

Regards

Roger

Roger Priest
Manager (Boating Infrastructure)
Program Management and Delivery
Department of Transport and Main Roads
Floor 17   <u>313 Adelaide Street   Brisbane Qld 4000</u>
GPO Box 1549   Brisbane Qld 4001
P: (07) 3066 3781
$M(wk)^{Pl}$
E: roger.priest@tmr.qld.gov.au
`.,,´``.,,´`,>
On 30 Jul 2018, at 09:14 <sup>Pl</sup> NR wrote:
Good morning Roger.

Thank you for the discussion last week and for coming to present what TMR are proposing.

#### **<u>RE: Comparison between your proposal and renewing the old boat ramp at Trinity</u></u> <u><b><u>Park.</u>**</u>

From our discussion and with your engineer, it seems the greatest consideration is cost.

It seems that the cost comparison between your present proposal, (outside of our rock wall on the dredge spoil ground), and of renewing the old boat ramp up Moon Creek, is quite significant.

From our discussion, the cost of acquiring the land at Trinity Park was a major hurdle, although no specific estimate was provided.

Roger, to convince us about cost effectiveness, I believe TMR must provide the comparison in financial data, as in pure simple figures.

For example: How much will it cost to acquire the land at the old boat ramp, (Trinity Park)? We understand that the government can acquire land and compensate accordingly. I feel that needs to be investigated and an accurate account presented.

Then, how much will it cost to build a culvert across a mangrove creek, a road, to a car park (Council \$s), and then to transport rock material for the walls?

Dredging will be required in both situations.

Actual boat ramps structure will be the same in both situations.

Not withstanding the fact that the need for boat ramps is further north than Yorkeys; the cost factor, as for a reason to choose an already condensed suburb needs to be a convincing argument.

Would you please present the negotiations between TMR and the land developer at Trinity Park, possible covenants on the development, and a fairly accurate cost of the acquisition. Then would you please put forth your costings on the requirements to make your proposal as accessible as the alternative, (culvert, road and rock wall construction). I am sure that would assist in convincing a somewhat suspicious group.

Thank you Roger.

Kind regards,

DI			
E L			

#### Project update no. 2 | June 2018

## **Yorkeys Knob Boat Ramps**

#### **Community Engagement**

From 24 July 2018 to 28 July 2018, TMR hosted a public information display at Yorkeys Knob Shopping Centre. The display was well attended by locals and interested stakeholders, and we heard a diverse range of opinions about the project.



Many local residents, business owners and boaties expressed strong support and urged the project to begin as soon as possible. Other people expressed concerns about the project, with common themes including:

#### Local amenity

One of the themes we noticed was a clear divide in opinion between people who wanted to see new development and infrastructure in Yorkeys Knob and those who were concerned about the suburb losing its character, which is less developed than other beach suburbs north of Cairns.

#### Environmental impacts

Many visitors expressed concern about the impact on flora and fauna, particularly mangroves and marine life. We acknowledge these concerns and will work closely with relevant environmental agencies to ensure that the works are carried out in a way which minimises environmental impact.

#### Security

The issue of security was also raised frequently. Many people suggested installing CCTV and fencing, which we will look into during planning.

#### Parking and congestion

Some local residents raised concerns about the impact on traffic and parking in Yorkeys Knob. While we acknowledge the project may increase traffic demand at Yorkeys Knob on some days, the additional capacity at the new ramp and car park will help to ease existing parking issues near the boat ramp and along Buckley Street.

#### Impact on golf course

Many keen golfers were concerned about information they had received saying that the golf course will be reduced from 18 holes to allow construction of the boat ramp. However, this is not true. The proposed access road and parking area are wholly located on vacant land, and will not impact any land currently being used by the HMBGC.

#### Timeframes

There is still a lot of work to be done before construction can commence. The project team will undertake a number of marine approvals and geotechnical investigations, as well as develop designs.

At this time, we hope to commence construction in 2020, however this is dependent on a number of variables and subject to change.

#### For more information

If you have any questions or feedback, or would like to be added to the project mailing list, please contact the project team:

Phone: 4045 7115

Email: <a href="mailto:boatinginfrastructure@tmr.qld.gov.au">boatinginfrastructure@tmr.qld.gov.au</a>

Web: www.tmr.qld.gov.au/YorkeysKnob



From: Chris J Voisey
Sent: Tuesday, 21 August 2018 11:09 AM
To: Barnaby J Littlewood <barnaby.j.littlewood@tmr.qld.gov.au>; Roger Priest
<roger.priest@tmr.qld.gov.au>; Boating Infrastructure <BoatingInfrastructure@tmr.qld.gov.au>;
Peter G Wood <peter.g.wood@tmr.qld.gov.au>
Subject: RE: MEDIA ENQUIRY - Yorkeys Knob boat ramp

Hi Barney,

Just some tweeks in consultation with Pete, main one is scale of facility

Cheers chris

From: Barnaby J Littlewood
Sent: Tuesday, 21 August 2018 10:26 AM
To: Boating Infrastructure
Cc: Chris J Voisey ; Peter G Wood ; Roger Priest
Subject: FW: MEDIA ENQUIRY - Yorkeys Knob boat ramp
Importance: High

#### You guys ok with this?

#### Response: (Please attribute to a Transport and Main Roads spokesperson)

We are progressing a project to construct a new recreational boat launching facility at Yorkeys Knob.

From 24 July to 28 July, we hosted a public information display in Yorkeys Knob, which was well attended by the local community.

Feedback indicates there is strong support for the project from many local residents, including boat owners who use the existing ramp.

The main concerns raised were about environmental impacts, parking and traffic, and security, and we will give these careful consideration during planning.

Assessments undertaken by TMR have found that there are multiple issues with the suggested site at Trinity Park for a facility of this scale, including a more challenging coastal environment, the need for a large amount of excavation and revetment works to create the functional space for a facility of this scale and more damaging environmental impacts in an area with higher legislative protection. These constraints represent higher upfront and ongoing costs.

The land at Trinity Park is also privately owned, and we would likely have to pay significant compensation to acquire a large enough portion of the land.

The suggested site at Trinity Park is not a viable alternative location for a facility of this scale.

At this time, we hope to commence construction in 2020, however, this is dependent on a number of factors, including obtaining the required funding and permits.

Barney Littlewood Senior Communications Advisor (Far North) | North Queensland Region **Program Delivery & Operations Branch** | Infrastructure Management and Delivery Division | Department of Transport and Main Roads

Floor 6 | Cairns Corporate Tower | 15 Lake Street | Cairns Qld 4870 PO Box 6185 | Cairns Qld 4870 (07) 40457115 | M: NR barnaby.j.littlewood@tmr.qld.gov.au www.tmr.qld.gov.au

#### From:

@news.com.au]

Sent: Tuesday, 21 August 2018 8:19 AM To: Barnaby J Littlewood <<u>Barnaby.J.Littlewood@tmr.qld.gov.au</u>>; Mailbox DocTrak Media - TMR

<mail.doctrak.media.tmr@tmr.qld.gov.au>

Subject: Yorkeys Knob boat ramp

G'day Barney,

I'm told that TMR has made a final decision about the proposed Yorkeys Knob boat ramp - that it will indeed be going ahead, and the department has completely ruled out the alternative site at Trinity Park.

If this is the case, can we please find out what the timeline is for the project i.e when will construction start?

What are the reasons why the alternative site has been ruled out?

My deadline for this story is 3.30pm today

Cheers

From: Chris J Voisey
Sent: Tuesday, 21 August 2018 11:43 AM
To: Barnaby J Littlewood <barnaby.j.littlewood@tmr.qld.gov.au>; Roger Priest
<roger.priest@tmr.qld.gov.au>; Boating Infrastructure <BoatingInfrastructure@tmr.qld.gov.au>;
Peter G Wood <peter.g.wood@tmr.qld.gov.au>
Subject: RE: MEDIA ENQUIRY - Yorkeys Knob boat ramp

That's fine Barney, the main game was getting the scale item into it. Because the community in opposition thinks we should dredge a small basin and just install the ramp behind the entrance shoal, which would be fine for a one lane ramp but that's not going to meet our objectives.

Cheers chris

From: Barnaby J Littlewood
Sent: Tuesday, 21 August 2018 11:21 AM
To: Chris J Voisey ; Roger Priest ; Boating Infrastructure ; Peter G Wood
Subject: RE: MEDIA ENQUIRY - Yorkeys Knob boat ramp

Thanks guys,

I need to simplify the wording for a media response.

I have got Roger sitting next to me now and this is what we have come up with:

Assessments undertaken by TMR have found that there are multiple issues with constructing a facility of this scale at the suggested site at Trinity Park, including a more challenging coastal environment, the need for a large amount of excavation, and extensive rock wall protection. These constraints would mean higher upfront and ongoing costs and more damaging environmental impacts, including mangrove removal.

Are you ok with the revised wording?

#### **Barney Littlewood**

Senior Communications Advisor (Far North) | North Queensland Region **Program Delivery & Operations Branch** | Infrastructure Management and Delivery Division | Department of Transport and Main Roads

Floor 6 | Cairns Corporate Tower | 15 Lake Street | Cairns Qld 4870 PO Box 6185 | Cairns Qld 4870 (07) 40457115 | M: barnaby.j.littlewood@tmr.gld.gov.au www.tmr.qld.gov.au

From: Chris J Voisey Sent: Tuesday, 21 August 2018 11:09 AM To: Barnaby J Littlewood <u>Barnaby J Littlewood@tmr.qld.gov.au</u>>; Roger Priest <<u>roger.priest@tmr.qld.gov.au</u>>; Boating Infrastructure <<u>BoatingInfrastructure@tmr.qld.gov.au</u>>; Peter G Wood <<u>peter.g.wood@tmr.qld.gov.au</u>>; Subject: RE: MEDIA ENQUIRY - Yorkeys Knob boat ramp

Hi Barney,

Just some tweeks in consultation wit

main one is scale of facility

Cheers chris From: Barnaby J Littlewood
Sent: Tuesday, 21 August 2018 10:26 AM
To: Boating Infrastructure <<u>BoatingInfrastructure@tmr.qld.gov.au</u>>
Cc: Chris J Voisey <<u>Chris.J.Voisey@tmr.qld.gov.au</u>>; Peter G Wood <<u>peter.g.wood@tmr.qld.gov.au</u>>;
Roger Priest <<u>roger.priest@tmr.qld.gov.au</u>>
Subject: RE: MEDIA ENQUIRY - Yorkeys Knob boat ramp

Importance: High

#### You guys ok with this?

#### Response: (Please attribute to a Transport and Main Roads spokesperson)

We are progressing a project to construct a new recreational boat launching facility at Yorkeys Knob.

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The main concerns raised were about environmental impacts, parking and traffic, and security, and we will give these careful consideration during planning.

Assessments undertaken by TMR have found that there are multiple issues with the suggested site at Trinity Park for a facility of this scale, including a more challenging coastal environment, the need for a large amount of excavation and revetment works to create the functional space for a facility of this scale and more damaging environmental impacts in an area with higher legislative protection. These constraints represent higher upfront and ongoing costs.

The land at Trinity Park is also privately owned, and we would likely have to pay significant compensation to acquire a large enough portion of the land.

The suggested site at Trinity Park is not a viable alternative location for a facility of this scale.

At this time, we hope to commence construction in 2020, however, this is dependent on a number of factors, including obtaining the required funding and permits.

Barney Littlewood Senior Communications Advisor (Far North) | North Queensland Region Program Delivery & Operations Branch | Infrastructure Management and Delivery Division | Department of Transport and Main Roads

Floor 6 | Cairns Corporate Tower | 15 Lake Street | Cairns Qld 4870 PO Box 6185 | Cairns Qld 4870 (07) 40457 15 | M: NR barnaby:j.littlewood@tmr.qld.gov.au www.tmr.qld.gov.au

From:

@news.com.au]

Sent: Tuesday, 21 August 2018 8:19 AM To: Barnaby J Littlewood <<u>Barnaby J.Littlewood@tmr.qld.gov.au</u>>; Mailbox DocTrak Media - TMR <<u>mail.doctrak.media.tmr@tmr.qld.gov.au</u>> **Subject:** Yorkeys Knob boat ramp

G'day Barney,

I'm told that TMR has made a final decision about the proposed Yorkeys Knob boat ramp - that it will indeed be going ahead, and the department has completely ruled out the alternative site at Trinity Park.

If this is the case, can we please find out what the timeline is for the project i.e when will construction start?

What are the reasons why the alternative site has been ruled out?

My deadline for this story is 3.30pm today

Cheers



ENQUIRIES:
PHONE:
YOUR REF:
OUR REF:

Bruce Gardiner 4044 8220 DG35458 #5827405

31 August 2018

Mr Neil Scales Director-General Department of Transport and Main Roads GPO Box 1549 Brisbane Queensland 4001 Australia

OF THE 38-GENERAL 6 SEP 2018 RECEIVED

Dear Neil

#### Proposed Yorkeys Knob Boat Ramp

Thank you for your correspondence requesting advice from Council on the proposed Yorkeys Knob Boat Ramp. We have provided responses to the various requests below for your consideration.

I am writing to request your confirmation that CRC supports the DTMR project which 1. will see the installation of a new boat faunching facility at Yorkeys Knob.

Council supports the need for expanded boat launching facilities in the northern beaches area of Cairns. This is an area which has been under-serviced for far too long. However, based on initial feedback, the site chosen is proving to be a contentious and divisive issue in the community.

Council is therefore unable to provide support for the identified site until the following have been completed:

- an exercise is undertaken considering potential alternative sites such as Trinity Park, other locations on Half Moon Creek at Yorkeys Knob. Barron River immediately west of the bridge, and Redden Island
- the outcomes of the community consultation are known
- the design is finalised at least to concept stage .
- funding for all required infrastructure and whole-of-life costs is made available by the State.
- 2 To enable the project to proceed, DTMR requires CRC's confirmation in writing that it will fund the construction of the associated landside works, including access road and car/trailer parking. The estimate for these landside works is \$5.5 million.

We note that there is currently no instrument of agreement in place that requires Council to fund land-based works associated with proposed State Government boat ramp facilities.

Further, we understand that the new boat ramps were a State Government election commitment and Council should not be required to fund such commitments.





Notwithstanding this, Council does not have funds for these works in our 10-year capital works program. Funding for land based costs and whole-of-life costs will need to be made available to Council by the State.

3. Appointment of Council as manager of the new facility when it is completed.

I can confirm that, subject to agreement on the various issues raised in this letter, Council will act as manager of the new facility once it is completed.

4. Agree to become trustee of reserves that are created to facilitate the project.

I can confirm that, subject to agreement on the various issues raised in this letter, Council will agree in principle to become trustee of the reserves created. This will also be subject to agreeing to the final boundaries and management requirements of any reserves created.

5. Accept ownership of the land-side infrastructure created by the project.

I can confirm that, subject to agreement on the various issues raised in this letter, Council will accept ownership of the land-side infrastructure.

6. Provide necessary project approvals.

Council will undertake its role as planning and assessment manager for all necessary approvals within our jurisdiction. Council cannot guarantee that project approvals will necessarily be provided as this will be subject to the nature and content of any applications made.

7. Facilitate TMR utilising CRC's dredge spoil disposal approvals for both the capital and maintenance dredging.

Council cannot commit to utilising Council's dredge spoil disposal approvals for capital dredging as our permits do not allow for capital dredging. Our permits allow for maintenance dredging only and have annual volume limits on dredge spoil disposal. In order for Council to consider your request for inclusion of maintenance dredge spoil disposal under our permits can you please provide details of the expected annual dredge spoil volumes?

In addition to the issues you have asked for feedback on, we have five further concerns which need to be considered. These are outlined below.

8. Ongoing costs of maintenance dredging for the new ramps and costs associated with meeting permit conditions for dredge spoil disposal.

Your correspondence indicates there will be a requirement for ongoing maintenance dredging at the new ramps. Council expects that the costs associated with maintenance dredging would be borne by DTMR and Council would also seek a contribution from DTMR towards the annual cost of meeting permit conditions for disposal of the dredge spoil in the event that Council's permit was utilised.

Ongoing operating costs of the facility and reserves.

9.

There will also be costs associated with the maintenance and upkeep of the facilities (for example fencing along the golf course boundary). Council expects that funding will be made available by DTMR for these costs and all other whole-of-life costs.

10. Ongoing dredging costs associated with the Bluewater Canals, Half Moon Creek and Outer Channel.

To allow for safe use of the waterways, the Bluewater Canals, Half Moon Creek and Outer Channel require routine dredging, maintenance of channel markers and lights, and hydrographic surveys. The cost of these works is currently shared by Bluewater Estate residents with direct water access, the Bluewater Marina, and the Yorkeys Knob Marina.

Council also contributes to the cost of maintaining the waterways in recognition of the use of the Bluewater boat ramp by the general public. As the 6 new boat ramps will increase the number of people using the waterways, it is highly likely that the other contributors will request a reduction in costs levied against them.

Council expects that DTMR will contribute to the above ongoing dredging and maintenance costs. The quantum of this contribution would need to be determined based on the rationale previously used for apportioning the costs among the various parties.

11. Concerns over site constraints.

We understand detailed design is yet to be completed however our preliminary assessment of the identified site is that it is not large enough to accommodate the necessary land based infrastructure required to support the needs of the community on the northern beaches. Specifically, there is not enough land available for car parking for the expected number of users and this will place significant pressure on the surrounding areas.

Further, the identified site appears to not offer opportunity for future expansion of facilities.

12. Consideration of alternative sites.

The identified site appears to be presented as the only option. We are aware of the history surrounding the previously identified site within the Marina. We are concerned that there has not been due consideration given to alternative sites such as Trinity Park, other locations on Half Moon Creek at Yorkeys Knob, Barron River immediately west of the bridge, and Redden Island. We ask that these be fully considered before a final decision is made.

Should you have any further enquiries or require additional information, please contact Council's General Manager Infrastructure Services, Bruce Gardiner, on the above phone number.

Yours sincerely

John Andrejic Chief Executive Officer

#### From: Chris J Voisey

Sent: Wednesday, 5 September 2018 11:56 AM

**To:** Barnaby J Littlewood <barnaby.j.littlewood@tmr.qld.gov.au>; Roger Priest <roger.priest@tmr.qld.gov.au>

Cc: Raphael D Jadin < Raphael.D.Jadin@tmr.qld.gov.au>; Peter G Wood

<peter.g.wood@tmr.qld.gov.au>; Darryl Y Jones <Darryl.Y.Jones@tmr.qld.gov.au>
Subject: Re:Yorkeys Knob

Subject: Re:Yorkeys Knob

#### Hi Barney

Yes anything in the Barron would be tidally restricted because the ongoing dredging liability would be cost prohibitive to maintain all tide access. (Effectively to build a facility in the Baron would be cheaper if everyone is happy to get another tidally restricted facility)

Regarding the original message about exaggerated claims at this point in time / wouldn't be making statements about \$14M being exaggerated. Preliminary estimates indicate \$11M but detailed design and so on, could raise this. We are looking at expanding the reclamation area to maximise parking and minimise breakwater.

The main message is simple, a viable larger scale all tide facility to meet the access needs objectives is going to have high upfront costs. Claims that you can build a facility elsewhere cheaper are not relevant when such facilities don't meet the objectives of the project. (Like let's spend \$7M on a new facility at Redden island that boaties can't use for 30% of the tide conditions)

Cheers chris

#### From: Barnaby J Littlewood

Sent: Wednesday, 5 September 2018 10:15 AM

To: Roger Priest

**Cc:** Raphael D Jadin ; Chris J Voisey ; Peter G Wood ; Darryl Y Jones

Subject: RE: Yorkeys Knob

Just spoke to Darryl.

He confirmed that although we did not look specifically at the site circled in the image below, we did look at other sites at Machans, launching into Barron River, and determined that siltation at the mouth of the Barron made this option less desirable than Yorkeys Knob due to requirement for continual dredging.

#### Barney Littlewood

Senior Communications Advisor (Far North) North Queensland Region **Program Delivery & Operations Branch** Infrastructure Management and Delivery Division | Department of Transport and Main Roads

Floor 6 | Cairns Corporate Tower |45 Lake Street | Cairns Qld 4870

#### PO Box 6185 | Cairns Qld 4870 (07) 40457115 | **M**: PI

barnaby.j.littlewood@tmr.qld.gov.au

www.tmr.qld.gov.au

From: Roger Priest

Sent: Wednesday, 5 September 2018 10:01 AM

To: Barnaby J Littlewood < Barnaby.J.Littlewood@tmr.qld.gov.au>

**Cc:** Raphael D Jadin <<u>Raphael.D.Jadin@tmr.qld.gov.au</u>>; Chris J Voisey

<<u>Chris.J.Voisey@tmr.qld.gov.au</u>>; Peter G Wood <<u>peter.g.wood@tmr.qld.gov.au</u>>; Darryl Y Jones <Darryl.Y.Jones@tmr.qld.gov.au>

#### Subject: Yorkeys Knob

Thanks Barney

See image below.

Flood stream velocities are a primary stopper.

Dredging the mouth and maintaining it is the main stopper.

Great site for a water park, but not a boat ramp.



Roger

Roger Priest Manager (Boating Infrastructure) Program Management and Delivery Department of Transport and Main Roads Floor 17 | <u>313 Adelaide Street | Brisbane Qld 4000</u> GPO Box 1549 | Brisbane Qld 4001 (07) 3066 3781 | M:<sup>PI</sup> roger.priest@tmr.qld.gov.au www.tmr.qld.gov.au



Office of the Director-General

Department of Transport and Main Roads

Our ref: DG35744

Your ref: #5827405

08 OCT 2018

Mr John Andrejic Chief Executive Officer Cairns Regional Council PO Box 359 CAIRNS QLD 4870

Dear Mr Andrejic

Thank you for your letter of 31 August 2018 about the proposed Yorkeys Knob boat ramp.

I have addressed several of the issues you have raised and included the requested community consultation summary and the balance of issues raised in an enclosure to this letter.

#### Alternate sites

Multiple northern beach sites were investigated in 2016 by a community reference group formed by interested stakeholders, Cairns Regional Council (CRC) officers and councillors, and officers from the Department of Transport and Main Roads (TMR). The reference group recommended Yorkeys Knob as it has, by a large margin, the best combination of least environmental impact, greatest likelihood of gaining environmental construction approvals, available state-owned land and seabed, all-tide access from the sea, least ongoing dredging costs, ability to be connected via state-owned land to the road network, value for money, and affordability.

Asked specifically in early 2018 to further investigate a privately-owned allotment on the west bank of Half Moon Creek in Trinity Park, TMR officers found that, aside from high land acquisition cost, the scale of the envisaged project at that site would require extensive dredging (for safety of navigation), removal of foreshore mangroves, revocation of a declared Fish Habitat Area (Class B) to allow dredging and mangrove removal, and rock walls – to control creek flows and protect floating infrastructure from cyclonic wave action during storm surge at high tides. The Trinity Park site would be unlikely to gain environmental construction approvals prior to development of a site on previously disturbed seabed and disturbed land such as the one available at nearby Yorkeys Knob.

Sites in the Barron River were rejected after consideration of feasibility and costs associated with dredging and stabilising the river mouth, maintaining a dredged entrance into the future, and building floating infrastructure in waters subject to strong flood flows.

1 William Street Brisbane GPO Box 1549 Brisbane Queensland 4001 Australia 
 Telephone
 +61 7 3066 7316

 Facsimile
 +61 7 3066 7122

 Website
 www.tmr.qld.gov.au

 ABN 39 407 690 291

Sites upstream in Half Moon Creek were rejected based on the need to remove mangroves, need to revoke a Fish Habitat Area (Class B) for dredging approvals, need for seabed/mangrove reclamation below high water mark, need for extensive dredging to create a basin for floating infrastructure and deal with navigational safety constraints, and cost relative to proposed use of the previously disturbed site outside the Half Moon Creek entrance at Yorkeys Knob.

Several sites were investigated on the northern beaches including Palm Cove, Ellis Beach and Buchan Point. Each has significant wave exposure, shallow seabed, and environmental constraints. The boat ramp area in the creek behind Holioways Beach has shallow approaches, would require extensive dredging (both capital and ongoing maintenance), and lies in a Fish Habitat Area (Class B) which would require revocation to allow dredging.

The Yorkeys Knob site is the only site (outside the marina) likely to be granted environment and construction approvals in the short term, and remains the most viable site from all aspects. After the Yorkeys Knob site has been developed, future approvals might be sought and approved for a more environmentally intrusive project at another site.

#### Funding of capital works

Funding for capital in-water works has already been allocated. Considering CRC's response on funding of capital land-side works, TMR and the Queensland Government are considering options, and will liaise with you further in due course.

#### Funding of future maintenance costs

TMR has made specific provision for funding of maintenance dredging of the mini-harbour and its connection to the existing dredged channel.

TMR, as asset owner, will fund future maintenance of the breakwaters, boat ramp, floating walkways and associated in-water infrastructure along standard lines provided in the management appointment arrangements. This may be by direct TMR funding, or by agreed and pre-approved refund to CRC on a case-by-case basis.

Owing to CRC becoming the appointed facility manager, road reserve trustee, and asset owner of the land-side works (agreed below), future maintenance of most of the land-side works will automatically rest with CRC as owner, manager or trustee. This is deemed the only practicable way forward for assets such as the access road, car park and associated drainage. They will be subject to best practice engineering design and construction and should require little structural maintenance. Should any man-made golf course protective measures, such as fencing or vehicular bollards, require maintenance then TMR will refund to CRC the contractor maintenance costs, in a similar manner to standard refund to appointed managers of structural in-water maintenance costs – that is, with prior approval by TMR of the proposed expenditure. TMR will directly arrange and fund breakwater repairs.

#### Facility manager appointment

Thank you for advising that CRC, subject to agreement on various other issues, is willing to become the appointed manager for the facility under the Transport Infrastructure (Public Marine Facilities) Regulation 2011. I note that CRC's agreement is subject to determining the final boundaries and management requirements of any reserves created.

#### Land-side infrastructure ownership

Thank you for advising that CRC, subject to agreement on various other issues, is willing to accept ownership of land-side infrastructure.

#### Provision of necessary project approvals

Thank you for advising that CRC will undertake its role as planning and assessment manager for approvals under its jurisdiction, and that approvals will be subject to CRC officers' discretion in exercising their powers in relation to the content of applications made.

#### Capital dredge spoil handling

I accept that CRC cannot, owing to the specifics of its existing and projected dredging permits, undertake disposal of TMR capital dredging spoil. I apologise for TMR officers not clarifying this earlier. Their intention is to use all the capital dredging spoil as reclamation fill, so no disposal will be required.

#### Future maintenance dredge spoil handling

Thank you for considering acceptance of TMR's future maintenance dredge spoil as part of CRC's ongoing maintenance dredging permit. The mini-harbour basin is expected to silt very slowly, perhaps at the same rate as the central part of Yorkeys Knob Marina, and require maintenance dredging of about 4000 m<sup>3</sup> every six to 10 years. Maintenance dredging of the short connection channel between the mini-harbour entrance and the Bluewater access channel is anticipated to be about 500 m<sup>3</sup> with a frequency equivalent to CRC's current need to dredge the outer entrance channel. I am advised this depends largely on waves and wave events that shift sand in the bay.

#### Costs for maintenance dredging

I can confirm that TMR will bear the costs of maintenance dredging of the boat ramp mini-harbour and its short connection channel to the main Bluewater access channel. I can also confirm that TMR will contribute, proportionate to relative dredging volumes, its share of fees associated with keeping CRC's dredging permit active.

#### Summary

Please refer to the enclosure to this letter for response and information on the several other issues you have raised. For the time being the strategy is to proceed with what is achievable, which is a new boat launching facility at Yorkeys Knob. Should you wish to clarify any issues at officer level, I encourage you to contact Mr Roger Priest, Manager (Boating Infrastructure), TMR, by email at roger.priest@tmr.qld.gov.au telephone on 3066 3781.

I trust this information is of assistance and look forward to your response.

Yours sincerely

Neil Scales Director-General Department of Transport and Main Roads

Enc (1)

#### September 2018

#### Yorkeys Knob boat ramp issues

#### Community consultation 24-28 July 2018 – summary

From 24 to 28 July 2018, the Department of Transport and Main Roads (TMR) hosted a public display at the Yorkeys Knob shopping centre. The purpose of the display was to raise public awareness of the Yorkeys Knob boat ramp project and to provide project information to, and seek feedback from, interested stakeholders. The method of a public display was determined in consultation with Yorkeys Knob Residents Association.

The display was active for a total of 21 hours during the following times.

- 24 July 2018, 1–6 pm
- 25 July 2018, 10 am–2 pm
- 26 July 2018, 10 am–2 pm
- 27 July 2018, 2–6 pm
- 28 July 2018, 9 am–1 pm.

The display was manned by three TMR officers, including technical and coastal engineering experts from TMR's Boating Infrastructure Unit. The project team kept a tally of stakeholder interactions, which indicates that approximately 155 people visited the information display over the five days. Of those who visited the display, 71 people completed feedback forms. Comments on the feedback forms were generally supportive of the project.

- in favour 39 per cent
- against 24 per cent
- subscribing for future project updates only (no feedback) 23 per cent
- feedback neither for nor against 14 per cent.

Of those who provided written feedback and indicated a preference, 63 per cent are in favour of the project and 37 per cent are opposed. The respondents in these statistics came from across the northern suburbs. While there was clear opposition to the project from some Yorkeys Knob residents, there were also many from Yorkeys Knob in favour of the project and proposing it proceed without delay including those not owning boats.

Most common themes and typical consultation comments are summarised below.

#### Scale of project

Several held the view that the proposal was too large for their perception of demand. Some claimed that the current camp capacity was only exceeded 10 times a year.

Other people, many of whom identified as trailer boat owners, welcomed the proposal for additional lanes.

TMR officers explained that the *Recreational Boating Facilities Demand Forecasting Study* 2016 established a shortfall of boat launching capacity in the Cairns area, and specifically for the northern suburbs. The independent study consultant recommended a site at Yorkeys Knob as a Priority 1 action for TMR and Cairns Regional Council (CRC).

#### Parking and congestion

Many local residents raised concerns about the impact on traffic and parking in Yorkeys Knob and the possible increase in demand from outside the area that may accompany the proposed facility. Others thought that the additional capacity at the new ramp would help to ease existing congestion issues – congested parking in Buckley and Varley Streets – and car and car-trailer congestion near the boat ramp outside the Yorkeys Knob Boating Club.

Feedback from local boaties and residents confirm that demand at the existing boat ramp at Yorkeys Knob already exceeds capacity, which leads to congestion, parking issues and some antisocial behaviour during peak periods. After construction of the new boat ramp, existing demand will be spread over three ramps at Yorkeys Knob and Trinity Park. Officers from TMR consider that the small increase in traffic along Varley and Buckley Streets will have minimal effect, however, the parking congestion in those two streets on busy boating days should be dramatically improved. Yorkeys Knob residents should therefore experience direct benefits from the project.

People raised concerns about adequacy of the parking area shown in the concept layout and queried the lack of room for future expansion of the facility. TMR officers explained that the concept sketch supplied is indicative only, that there is more than sufficient parking area to meet the number of effective lanes (four), and that detail design will likely offer the opportunity for additional parking through altered breakwater configuration, and reclamation using capital dredging spoil.

#### Environmental impact

Some people expressed concern about the impact on flora and fauna at the proposed site, particularly mangroves and marine life. Others expressed concern for the sustainability of the reef and argued that fishing should be discouraged entirely. TMR officers explained that the boat ramp, carpark, mini-harbour basin, and most or the access road are on previously disturbed land/seabed and that environmental damage would be limited to an area for the access road to cross a small creek near Buckley Street – and that the project will need to fund environmental offsets, ensuring a net zero effect on Queensland's environment.

People who expressed concern about environmental impacts were generally not satisfied with TMR officers' commitment that the project would adhere to relevant legislation. The proposed access road will be largely constructed on disturbed land with the exception of a creek crossing where the access road joins Buckley Street. The TMR design team will ensure the access is designed to minimise disturbance to this area and maintain creek flows and existing drainage characteristics of the area. The effects of the new facility on the Great Barrier Reef are expected to be negligible. TMR officers will work closely with relevant environmental agencies to ensure that the works are carried out in a way which minimises impact on sensitive flora and faura.

TMR has incorporated concerns raised by stakeholders into a detailed brief for the environmental (terrestrial and marine) and coastal process (marine and flooding) investigations required to support the development of the detailed design and gain agency approvals.

The tender for this investigative work was released on 15 August 2018 to specialist consultants with a contract scheduled to be awarded in late September 2018. This work will include field surveys and modelling to refine the concept configuration.

#### Security issues

The issue of security was raised frequently, by supporters and opponents of the project:

- Ramp users were concerned about leaving cars unattended.
- Local residents were concerned about the carpark area becoming a site for misbehaviour or free camping.
- Marina berth owners were concerned about increased access to the marina by swimmers and effect on their environmental amenity.

Possible solutions suggested included Closed Circuit Television (CCTV), security fencing, and increased patrols, which TMR officers committed to looking at in consultation with CRC.

#### Location

The project is opposed by an active and vocal opposition group called Yorkeys Knob Boat Ramp Action Group (YKBRAG).

YKBRAG had pre-circulated public information claiming that the privately owned vacant land at the end of Reed Road at Trinity Park is a more preferable location for the facility.

Many attendees queried the proposed location of the project and the project team spent time explaining the shortcomings of Reed Road and other sites, and justifying the decision to build the boat launching facility at Yorkeys Knob. The comparisons have been detailed under the heading 'Alternate sites' in the covering letter to this enclosure.

#### Consultation method

Some visitors considered that the 2016 community reference group, and more recently the demand study consultant and TMR officers, had chosen the site without consulting with local residents. The project team spent time detailing the background of the project and how the proposed site was chosen in consultation with CRC and key stakeholders.

Members of YKBRAG did not consider the public display and TMR team in the shopping centre as an appropriate consultation technique. They specifically proposed a public meeting that they could attend as a group to verbally voice their opposition and depth of feeling. YKBRAG also complained that they weren't individually advised of TMR's extensive state-wide boating infrastructure on-line (and emailed submissions) consultation, which ran on the QGOV Get Involved website from 8 December 2015 to 30 September 2016. TMR received several submissions from Cairns community groups. These were supplied to the 2016 demand study consultant along with website questionnaire results.

#### Potential impact on golf course

Opponents of the project, including YKBRAG, have claimed that the project will require resumption of part of the land used by Half Moon Bay Golf Club. This is untrue. However the deliberate misinformation understandably distressed some golf club administrators and members.

In the days prior to the information display, YKBRAG flyers were delivered to letter boxes in Yorkeys Knob, encouraging people to attend the display and oppose the project. The flyers stated incorrectly that the project would: 'Impact on Half Moon Bay Golf Course with a reduction from 18 holes, affecting viability'. TMR officers assured individuals and the golf club that no golf club land is needed for the project.

A golf course design consultant has since been engaged to advise on safety and visual amenity issues associated with proximity of the Hole 14 fairway and green on the golf course to the access road and parking area. This will include recommendations on tree retention, screening, boundary bollards, and potential for fresh plantings. The design consultant, after his first visit, advised the golf club that the playability of Hole 14 will not be affected and it will retain its current rating. TMR has arranged for the boundary to be marked by a surveyor, after which the golf course design consultant will return to assess the boundary tree by tree and make specific recommendations on protective measures.

#### **Design timing**

The project design is already at concept stage and the concept has been shared with the community via the TMR website and during the July 2018 community consultation. The project is currently in consultancy investigation stages (detail and land boundary survey, geotechnical, golf course safety advice, vegetation, modelling to optimise breakwaters configuration in relation to water flows and wave action, and so on). Detail design is expected to commence in early 2019. The consultant reports will be shared with CRC and CRC's input requested to assist with detail design. On completion of detail design, scheduled for mid-2019, the project will move to agency approvals stages. Depending on approvals requirements, changes may be made to the detail design. Tenders may be called very late in 2019, with the expectation of commencing construction after the end of the cyclone season in early 2020.

#### Dredging costs of external channels (Bluewater access)

TMR's reference standard for all-tide access to the new mini-harbour is 0.5m below Lowest Astronomical Tide (LAT). Should the Bluewater access channel from the outer entrance beacons to its intersection point with the mini-harbour entrance channel prove by hydrographic survey to have shoaled along its centreline to a depth shallower than 0.5m LAT, then TMR would be willing to consider a contribution to the extent of the shoaling above 0.5m LAT.

The existing Bluewater boat ramp is not classified by TMR as an all-tide ramp and doesn't attract dredging funding, in a similar manner to most state-wide boat ramps. TMR's limited dredging funds (based on collection of boat registration fees) are allocated to maintaining all-tide access to the public facilities in the ten state boat harbours. Increasing boat registration fees above annual CPI adjustments is not contemplated. However, TMR's current contractor is about to dredge a limited basin round the toe of the Bluewater ramp to facilitate ramp widening and installation of a floating walkway. Should that basin at the foot of the Bluewater boat ramp require future maintenance (to ensure the walkway remains afloat at most tides) then TMR would arrange and fund the necessary sediment removal.

#### Site constraints

TMR officers understand the concern expressed by CRC, and by members of the public at the July 2018 community consultation, about the proposed site and its constraints. Here is the explanation provided to community members.

For environmental reasons, this low impact site at Yorkeys Knob needs to be developed prior to consideration by approvals agencies of higher environmental impact sites. This is the primary constraint ruling cut current consideration of most other potential sites. Costs are a major but secondary constraint.

The site at Yorkeys Knob is limited in extent by the proximity of the mouth Half Moon Creek and the existing Yorkeys Knob Marina. Two floating walkways are proposed, which means four working faces. The facility will therefore work most of the time as a four-lane one. Because of consistent community feedback round the state, TMR is reluctant to limit the reversing room to a single lane on the two outside floating walkway faces. Therefore additional reversing room is planned by the widening of those two outside lanes. The most economic construction is to add a standard lane to each of the outside working faces. This means six lanes will be constructed to achieve four effective lanes and cater for average boatie reversing skills. With four effective lanes, the required parking capacity is 90 car-trailer units (CTU) parking bays. The current concept sketch allows room for more than 90 CTU's. With the most recently expected breakwaters configuration (minor variance to the current concept sketch) some improvement in car-parking capacity is anticipated through reclamation. As explained during the consultation to many attendees, TMR officers are therefore confident that more than sufficient CTU parking will be available to achieve the four effective lanes throughput of the overall facility.

This strategy will achieve adoption of the only northern beaches site likely to receive environmental approvals, together with optimisation of throughput capacity above that needed for four effective lanes.

After construction of the Yorkeys Knob project, northern beaches CTU parking will be spread across three boat ramp facilities (two at Yorkeys Knob and one at Bluewater) and is expected to self-regulate. TMR doesn't (per the explanations provided in the 2016 and 2017 state-wide demand studies) attempt to provide for peak demand anywhere in Queensland. There will be several occasions per year where demand will exceed capacity.

TMR officers agree that, looking into future years, further boat launching capacity (and/or boat stackers) will be needed in Cairns. Given the constraints of alternate sites in the northern beaches, this future expansion is likely to occur at a site in Trinity Inlet. CRC officers worked with TMR and Ports North officers several years ago to investigate options in Trinity Inlet. Those options, due to high cost, have been deferred to the future.

Project update no. 2 | October 2018

## Yorkeys Knob boat ramp

## **Project overview**

The Department of Transport and Main Roads (TMR) is progressing a project to construct a new recreational boat launching facility at Yorkeys Knob. The Queensland Government has committed \$5.5 million to progress this much-needed project.

Recent investigations have demonstrated there is an urgent need for additional recreational boat launching facilities to cater for current and forecast demand in the Cairns area, particularly north of the Cairns CBD.

The new boat ramp and associated on-land facilities will be constructed on vacant state-owned land outside Yorkeys Knob Boating Club and Half Moon Bay Golf Club, with an access road on land between the two clubs. The ramp will be built immediately west of the existing harbour at Yorkeys Knob, outside the western marina breakwater.

This new facility will improve safety, reduce 'ramp' rage' and reduce wait times, which means more time out on the water for boaties.



## Why Yorkeys Knob?

Yorkeys Knob was identified as a strategic location for additional boat launching facilities through TMR's recreational boating survey undertaken in 2016 and was subsequently also recommended by consultants in the 2016 *Recreational Boating Facilities Demand Forecasting Study*. The survey and study concluded that there is an urgent need for additional boat ramps to the north of the Cairns CBD, and that Yorkeys Knob is the most suitable site due its central location, access to the open sea, proximity to the Great Barrier Reef, and relative ease for getting environmental approvals.

In 2016, a community reference group including elected representatives, TMR, Cairns Regional Council and local boaties investigated multiple locations between Cairns and Ellis Beach (including Trinity Park and Machans Beach) and found most were unsuitable due to tide restrictions, availability of suitable land, environmental impacts, exposure to open waters, and dredging requirements. The group recommended Yorkeys Knob as the preferred location.

## Consultation

From 24 to 28 July 2018, the TMR project team hosted an information display at Yorkeys Knob Shopping Centre. About 155 people visited the display and shared a wide range of views with TMR officers who gained valuable insights from the community to assist implementation of the project.

> 63% of the 71 people who completed a feedback form and who expressed a preference were in favour of the project, and 37% were against it.

Comments on the feedback forms were generally supportive of the project. Many local residents, business owners and boaties expressed strong support for the project and urged TMR to start work as soon as possible.



People also expressed concerns about the project, with some common themes emerging:

- **local amenity** there was a clear divide between people who want to see new development and new infrastructure in Yorkeys Knob and those concerned about the suburb losing its character.
- environmental impacts many expressed concern about the impact on flora and fauna, particularly mangroves and marine life. TMR acknowledges these concerns and has engaged a consultant to undertake detailed environmental investigations. These investigations will give TMR a comprehensive understanding of the local environment and coastal processes, allowing effective mitigation strategies to be incorporated.

TMR will work closely with environmental agencies to ensure that the works are carried out in a way that minimises environmental impact and adheres to relevant legislation.

Minimising environmental impacts remains a key project criterion. This area of Yorkeys Knob has a highly disturbed coastal and marine environment, which means it is strongly preferred to more pristine sites.

• parking and congestion – some local residents raised concerns about the impact on traffic and parking in Yorkeys Knob. TMR acknowledges the project will increase traffic on some days. However, the additional capacity at the new ramp will significantly ease existing parking issues along Buckley and Varley streets.

As Varley Street and Buckley Street are council roads, TMR will work with council to ensure any impacts on these roads are identified and addressed.

- security many people suggested installing CCTV and fencing or bollards, which TMR will investigate during the planning phase.
- golf balls TMR has engaged a professional golf course design consultant to recommend solutions and reduce the risk of stray golf balls causing damage or injury.

TMR is surveying the boundary between the golf club and the vacant state-owned land. When this is complete, the golf course design consultant will undertake a detailed inspection of the boundary and develop specific recommendations.

• general impact to the golf club operations – many keen golfers were concerned about information they had heard saying that the golf course will be reduced from 18 holes, affecting its viability. This is not true. The proposed access road and parking area are wholly located on vacant state land, and will not need any golf club land. The consultant has confirmed the playability and rating of Hole 14 will not be affected by the project.

• alternative site at Trinity Park – the suggested site at Trinity Park is not a viable alternative location for a boating facility of this scale.

Initial assessments have found that there are multiple issues with constructing a facility of this scale at the suggested Trinity Park site, including:

- o a more challenging coastal environment
- o difficult to obtain environmental approvals
- the need for significant dredging and mangrove removal
- necessary revocation of a designated Fish
   Habitat Area
- o the need for extensive rock wall protection
- the land being privately owned, with TMR likely having to pay significant compensation to acquire land needed for the project scale.

These constraints would mean higher upfront and ongoing costs and more damaging environmental impacts.

### Timeframes

TMR has engaged consultants to undertake environmental and modelling investigations to inform detailed design.

TMR plans to start construction in 2020, however, this is dependent on a number of factors, including obtaining the required funding and permits, and may change as planning progresses.

Construction is expected to take about 12 months to complete.

### For more information

For more information about the project, be added to the project's email list, or to ask questions or provide feedback, please contact the project team:

Phone: 4045 7115

Email: <u>BoatingInfrastructure@tmr.qld.gov.au</u>

Web: www.tmr.qld.gov.au/YorkeysKnob

## Yorkeys Knob boat ramp

### Key messages/FAQs – October 2018

## 1. Background

## **1.1 Where is the project located?**

Yorkeys Knob is located approximately 20km north of Cairns.

## **1.2** Is this project an election commitment?

During the November 2017 Queensland election campaign, the incoming government committed to a new boat launching facility at Yorkeys Knob with \$5.5 million allocated via the Marine Infrastructure Fund.

## 1.3 What is included in the proposed project?

Planning is still preliminary, and the project scope will be refined as design and planning progresses. The project will likely include:

- a six-lane boat ramp with two floating walkways, located on vacant land immediately outside the existing western harbour breakwater at Yorkeys Knob
- two new breakwaters for wave protection
- a dredged basin (depth to -1.5 metres below Lowest Astronomical Tide)
- an access channel connecting to the existing dredged entrance servicing Half Moon Creek, Bluewater Marina, and Trinity Park canal estate
- a sealed car-trailer park, wholly located on state land
- a 100-metre rock revetment protecting the new car park
- a new access road (approximate length 500 metres) across state land connecting the proposed boating facility to Buckley Street

The project does not include any upgrades at other boat ramps, such as the existing ramp at Yorkeys Knob.

## 1.4 What is the demand area for the new boat ramp to service?

The proposed boat ramp will be central to the demand area and will service all suburbs on the northern side of the Cairns CBD in addition to servicing northern beaches suburbs.



## 1.5 What are the underlying reasons for selecting Yorkeys Knob for the new boat ramp?

The site at Yorkeys Knob offers the best combination of:

- least environmental impact
- greatest likelihood of gaining environmental construction approvals
- available state-owned land for the boat ramp car-trailer park
- all-tide access from the sea
- least ongoing maintenance cost
- ability to be connected via state-owned land to the road network.

## 1.6 What is TMR's schedule for implementation of the project?

The project scheduling is for technical investigations to proceed over the balance of 2018 and into early 2019, detailed design and agency approvals in 2019, letting of tenders late 2019, and construction in 2020. This schedule is subject to change.

Yorkeys Knob boat ramp – Key messages/FAQs – October 2018

## 2. Potential impacts

### 2.1 Environmental

As part of its planning activities, the Department of Transport and Main Roads (TMR) will undertake investigations, including hydrodynamic and sediment transport modelling (flooding and coastal processes), marine and environmental surveys, and geotechnical studies, to ensure the design minimises environmental impacts. TMR will ensure that all planning and construction activities are carried out in accordance with environmental protection legislation. TMR will work closely with relevant environmental agencies to ensure that the works are carried out in a way that minimises impact on sensitive flora and fauna.

The proposed access road and creek crossing near Buckley Street are outside the Ray Howarth habitat reserve. Creek flows and drainage between the reserve and the man-made marina will remain unaffected.

The proposed boat ramp and car-trailer parking areas are on previously disturbed dredge spoil area, where there are no mangroves and no longstanding habitat – either marine or land. Sites such as the one at Yorkeys Knob are preferred to sites having greater environmental impact, like the one proposed at Trinity Park.

Most of the proposed access road is also on previously disturbed land. The small creek crossing near Buckley Street will require disturbance of mangroves. Project design engineers will aim to minimise disturbance there and ensure tidal flows and drainage are not affected. The work will require environmental offsets so that the small amount of disturbance at the creek crossing is offset by improvements elsewhere.

The proposed site is excluded from the Great Barrier Reef Marine Park owing to its man-made 'disturbed from natural' state, brought about by the construction of the existing marina. The effects of the new facility on the Great Barrier Reef are expected to be negligible.

# 2.2 Will the project affect flood flows and siltation at the entrance to Half Moon Creek?

The project, via careful breakwater configuration is forecast to have minimal effect on flood flows out of Half Moon Creek. CRC's dredging program at the creek mouth will need to continue. Modelling for the configuration of the breakwaters is the subject of advice being provided by a coastal process consultant.

## 2.3 Will the proposed project breakwaters negatively impact the existing western breakwater of the Yorkeys Knob Marina?

It is a requirement of the project approvals to ensure no adverse effect on adjacent structures, including the western boat club marina wall. The forecast is for the western wall of the marina to be less at risk than at present, through construction of the protective breakwaters of the proposed mini-harbour.

## 2.4 Will there be much current or wave action at the proposed new boat ramp?

There will be no current at the proposed new ramp, owing to its location inside a closed mini-harbour. Wave action at the boat ramp is forecast by coastal engineers to be less than 0.3 m maximum for storms occurring on average once per year, and much smaller or calm for the majority of the time.

## 2.5 What are the parking and traffic impacts on Yorkeys Knob streets?

Feedback from local boaties and residents confirms that demand at the existing boat ramp at Yorkeys Knob already exceeds capacity, which leads to congestion, parking issues and some antisocial behaviour during peak periods. After construction of the new boat ramp, existing demand will be spread over three ramps, two at Yorkeys Knob and one at Trinity Park. Parking at the new facility will be sufficient to handle predicted demand. TMR considers that the increase in traffic along Varley and Buckley Streets will have minimal effect, however, the parking congestion in those two streets on busy boating days should be significantly improved.

Varley and Buckley Streets are council roads. As the project progresses, TMR officers will take up with Cairns Regional Council (CRC) suggestions for consideration of noise reduction, and traffic control measures such as traffic moderating humps and small roundabouts.

## 2.6 Will there be sufficient car-trailer parking at the proposed new boat ramp?

Car-trailer parking bays will be in excess of the number needed to support the four effective lanes proposed at the new boat ramp. There are four working faces to the two floating walkways proposed, and therefor four effective lanes. An additional lane is provided on each end to facilitate manoeuvring room for those not skilled at reversing a car-trailer rig.

When building new boat ramps, TMR is obliged to provide adequate car and trailer parking facilities to accommodate demand. The total number of parking spaces that will be made available is yet to be finalised, however, it will be enough to accommodate the number of effective lanes at this ramp during periods of normal demand.

## 2.7 What impacts will the project have on the Half Moon Bay Golf Club?

The project will not require any golf club land. A golf course design consultant has been engaged to advise on safety and visual amenity issues associated with proximity of the Hole 14 fairway and green to the access road and parking area. This will include recommendations on tree retention, screening, protective bollards, and potential for fresh plantings. The consultant has advised that the playability of Hole 14 will not be affected by the project and it will retain its current national rating.

TMR has committed to working closely with HMBGC as planning progresses, to make sure any concerns raised by HMBGC and its membership are listened to and given proper consideration.

## 2.8 Will ratepayers or marina boat owners need to fund future maintenance dredging costs to maintain access to the proposed boat ramp?

TMR will fund both initial capital dredging costs for the project and future maintenance dredging costs – to the depths needed for trailer boats. Coastal engineering advice from several sources confirms that the proposed TMR project will have little to nil effect on siltation at the mouth of Half Moon Creek, which will require continued attention by CRC.

# 3. Other sites

# 3.1 Is a suggested site at the end of Reed Road, Trinity Park viable?

At the request of community groups earlier in 2018, additional investigation was undertaken of a suggested site at the end of Reed Road, Trinity Park.

TMR's assessment of the Trinity Park site found that there are multiple issues, including higher upfront and ongoing costs, a more constrained coastal environment and more damaging environmental impacts. Environmental approvals for Trinity Park were projected to be much more difficult to obtain than for the site at Yorkeys Knob. Claims that a boat ramp of similar scale to the one proposed at Yorkeys Knob could be built at Trinity Park without the need for dredging and without constructing new protective barriers are not accurate.

TMR found that, aside from high land acquisition/compensation cost, the scale of the project at Trinity Park would require extensive dredging (for safety of navigation), removal of foreshore mangroves, revocation of a declared Fish Habitat Area (Class B) to allow initial capital dredging, and rock walls – to control creek flows and protect floating infrastructure from cyclonic wave action during storm surge at high tides.

The Trinity Park boat ramp site is in relatively undisturbed from an environmental approvals perspective. It compares unfavourably with the proposed Yorkeys Knob site, which is on previously disturbed seabed and land, allowing relatively straight forward environmental approvals.

A high siltation infill rate is projected for the suggested Trinity Park site. This high siltation infill rate for the dredged basin would involve high ongoing maintenance dredging costs. In comparison, the proposed site at Yorkeys Knob will dredge previously dredged seabed, will have a minimal and infrequent maintenance dredging requirement, will require no mangrove removal at the ramp site, and will be built on – and accessed over – existing state land.

# 3.2 Has the Barron River been investigated as a potential site?

Sites in the Barron River have recently been suggested, as well as being investigated by the 2016 community reference group. They have been rejected based on the difficulties associated with establishing and maintaining an all tide access channel in the river entrance, along with issues related to installing and maintaining floating infrastructure in an area subject to strong flood flows.

# 3.3 Have sites upstream in Half Moon Creek been investigated?

Sites upstream in Half Mcon Creek were rejected based on need to remove mangroves, need to revoke a Fish Habitat Area (Class B) for dredging approvals, need for seabed/mangrove reclamation below high water mark, need for extensive dredging to create a basin for floating infrastructure and deal with navigational safety constraints, likely ongoing maintenance dredging need, and cost relative to proposed use of the previously disturbed site outside the Half Moon Creek entrance at Yorkeys Knob.

## **3.4** Have northern beaches sites been investigated?

Several sites were investigated on the northern beaches including Palm Cove, Ellis Beach, Taylor Point (Cook Bay, Kewarra Beach), and Buchan Point. Each has significant wave exposure, shallow seabed, and environmental constraints.

# 4. Consultation

# 4.1 What consultation and advice was sought to select and brief on the Yorkeys Knob site?

From 8 December 2015 to 30 September 2016, TMR ran a state-wide community consultation via the QGOV 'Get involved' website inviting website feedback and direct email submissions. Much feedback was received including comprehensive emailed submissions about the Cairns area.

The survey information and emailed submissions were provided to the consultant preparing the Recreational Boating Facilities Demand Forecasting Study 2016. The consultant conducted face to face meetings with officers from CRC and, prior to publication, gained CRC's 'no objection' to its recommendations for the Cairns area. The study recommended as a Priority 1 (as soon as possible) a new boat launching facility at Yorkeys Knob.

In 2016, a community reference group made up of representatives from TMR, CRC, CAiros REcreational Fishing Industry Stake Holders (CAREFISH) and local boaties investigated multiple locations between Cairos and Ellis Beach. The reference group recommendation was for a site at Yorkeys Knob.

During 2017, TMR officers met several times with officials from the Yorkeys Knob Boating Club (YKBC). This extensive consultation resulted in TMR acceding to the YKBC request to not construct new boat ramps inside the marina harbour.

In June 2018, TMR officers met with officials from the Half Moon Bay Golf Club (HMBGC) and YKBC to brief them on the proposed project.

TMR officers conducted face-to-face consultation from 24 to 28 July 2018 at the Yorkeys Knob shopping centre. The sessions were well attended and enabled members of the public to engage directly with technical experts about the project. This consultation proved valuable for those who attended and for project officers, who gained many insights as to project impacts and possible solutions. 155 people attended. c3% of the 71 completed a feedback form and who expressed a preference were in favour of project, and 37% were against it.

TMR and CRC continue to liaise about the project, as they have done since mid-2016.

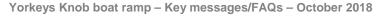
# 4.2 How do I find out more information on the project?

To find out more about the project please contact:

- Phone: 4045 7115
- Email: <u>BoatingInfrastructure@tmr.qld.gov.au</u>
- Web: www.tmr.qld.gov.au/YorkleysKnob
- Post: Department of Transport and Main Roads

PO Box 6185

Cairns QLD 4870



# Alternatives Assessment Northern Cairns - New Boat Ramp Facility

October 2018



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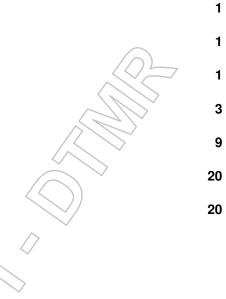
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8

# Introduction

This report is a summary of the TMR feasibility assessment undertaken to define the recommended development option for a new protected and all tide boat launching facility in the Yorkeys Knob area. This assessment is made to come to a decision on a preferred option on which to invest significant funds in detailed studies and investigations to support environmental approvals and detailed design required for final project delivery.

### Background

Yorkeys Knob was identified as a strategic location for additional boat launching facilities through TMR's recreational boating survey undertaken in 2016 and was subsequently also recommended by consultants in the 2016 Recreational Boating Facilities Demand Forecasting Study (*GHD*(*2016*)). The survey and study concluded that there is an urgent need for additional boat ramps to the north of the Cairns CBD, and that Yorkeys Knob is the most suitable site due its central location, access to the open sea, proximity to the Great Barrier Reef, and because it is one of the few open coast locations excluded from the Federal Great Barrier Reef Marine Park due to previous development making it an environmentally disturbed area.

In 2016, a community reference group including elected representatives, TMR, Cairns Regional Council and local boaties investigated multiple locations between Cairns and Ellis Beach and found most were unsuitable due to tide restrictions, availability of suitable land, environmental impacts, exposure to open waters, and dredging requirements. Based on these outcomes the group recommended Yorkeys Knob as the preferred location.

Following this decision TMR looked at the feasibility of a variety of specific development location options in the Yorkey's Knob area to come to the recommended option accepted for further investigation investment. This report documents the feasibility assessment process. It must be noted that social, environmental, operational and indicative financial factors lead to the final recommended option.

It is important to note that TMR has specialist coastal engineers with experience both in construction project delivery and environmental approvals who undertake these feasibility assessments. These studies are at a level to identify option constraints/significant risks in order to focus the limited funds available on detailed investigations of the most viable option.

# **Objective**

TMR's objective for this project is to provide a boat ramp facility that is at a scale to have a significant contribution towards meeting the identified demand for increased recreational boating facilities North of Cairns. It is important to understand that the Government faces significant challenges across the state finding suitable waterfront land with all tide access to develop boating facilities to meet the increased demand and such projects come at very high cost because of these constraints. For this reason when a viable site is identified the scale of such a facility needs to maximise the benefits gained for this investment. In addition the development of waterfront land into a carpark is never a popular project with local residents and hence projects such as this have a history of having a level of opposition by local community groups.

On the basis of the above points the proposed boat ramp facility is required to have;

- 4 effective lanes (6 lanes in total),
- all tide access in protected waters,
- space for safe navigational operations associated with the facility
- Minimum ongoing maintenance dredging liability.

- Space for an appropriate scale car parking to adequately support the facility
- Does not have significant environmental, flooding or coastal process impacts IE is likely to gain legislative approvals to be undertaken
- Does not have the potential to be significantly impacted by flooding or coastal processes
- Does not negatively impact existing infrastructure
- good value for money (capital and ongoing maintenance) note: detailed costings are not part of this
  assessment because some of the constraints/risks identified represent large financial risk but detailed studies
  would be required to identify the full magnitude of these risks.

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# **Options**



Figure 1 - Option 1 Concept Layout

Description: a facility at the back of the existing Yorkey's Knob Boat Club (YKBC) that gains ocean access through the boat club entrance. This concept is indicative as a variety of layouts could be investigated.



Figure 2 - Option 2 Concept Layout

Description: an expansion of the existing YKBC facility via relocation of the existing western wall and construction of the new boat ramp facility and carpark on the western side. This concept is indicative a variety of layouts could be investigated.



### Figure 3 - Option 3 Concept Layout

Description: a facility to the west of the existing YKBC, an add-on that is a completely separate to YKBC wholly on Unallocated State Land (USL). This concept is indicative a variety of layouts could be investigated.



Figure 4 - Option 4 Concept Layout

Description: a facility in the throat of Half Moon creek and accessed via Reid Road, Trinity Park. The ramp is constrained to this location at this site however the concept is indicative with a variety of carpark sizes and layouts possible.



Figure 5 - Option 5 Concept Layout

Description: an additional facility on the eastern side of Bluewater Marina Area (no specific location considered given currently all the water access areas are currently developed)



Figure 6 - Option 6 Concept Layout

Description: a facility which accesses the natural Half Moon Creek channel upstream of the entrance with a reclaimed carpark and excavated access basin. This concept is indicative a variety of layouts could be investigated.

# **Option Comparison Table**

ption	OPTION 1 Facility within Existing Marina	OPTION 2 Facility within Expanded Marina	OPTION 3 Facility outside Marina	OPTION 4 Trinity Park Site	OPTION 5 Bluewater Development Area	OPTION O Half Moon Creek Natural Channel
≓isheries Values	Minor mangrove impacts for access road (10m road) development site currently a marina	Minor mangrove impacts for access road (10m road) development site disturbed	Minor mangrove impacts for access road (10m road) development site disturbed	Within declared Fish Habitat Area (FHA) under Fisheries Act 1994. Would have to revoke FHA for development to progress. Significant barrier to deveiopment if alternative options exist. In addition mangrove impacts for the boat ramp and turning area installation (40m+ wide section)	Minor mangrove impact if any within existing disturbed area	Large scale mangrove, FHA and wetland impacts associated with reclamation for carpark and basin dredging. Unlikely to be supported by approval agencies
~	Relle					

Option	OPTION 1 Facility within Existing Marina	OPTION 2 Facility within Expanded Marina	OPTION 3 Facility outside Marina	OPTION 4 Trinity Park Site	OPTION 5 Bluewater Development Area	OPTION 6 Half Moon Creek Natural Channel
Environmental Values	Already highly disturbed environment because of marina development. Access road creek crossing represents the primary environmental value requiring further consideration.	Already highly disturbed environment because of marina development, site is an approved dredge material placement site. Access road creek crossing represents the primary environmental value requiring further consideration.	Already highly disturbed environment because of marina development, site is an approved dredge material placement site. Access road creek crossing represents the primary environmental value requiring further consideration.	The proposed ramp site is a designated FHA and a significant amount of riparian vegetation clearing would be required for the development to occur. The proposal represents large scale changes to the natural creek throat configuration Access road and carpark area of low environmental value	Already highly disturbed environment because of Bluewater marina development. Low Environmental Values	Although from aeriai photos some historical disturbance has occurred in a potential carpark location the area has very high environmental values and is unlikely to be supported in situations where other options exist
Environmental Approvals	Tidal works approvals, removal of marine plants (access road), Environmental Authority (Dredging)	Tidal works approvals, removal of marine plants (access road), Environmentai Authority (Dredging), State Marine Parks permit.	Tidal works approvals, removal of marine plants (access road). Environmental Authority (Dredging), State Marine Parks permit.	Tidal works approvals, removal of marine plants, State Marine Parks permit, Environmental Authority (Dredging), and the need to revoke the FHA for development to occur (significant barrier).	Tidal works approvals, Environmental Authority (Dredging)	Tidal works approvals, removal of marine plants, State Marine Parks permit, Environmental Authority (Dredging), the need to revoke the FHA and gain approvals for large scale reclamation of tidal lands against fisheries Policy creating significant barrier.

Option	OPTION 1 Facility within Existing Marina	OPTION 2 Facility within Expanded Marina	OPTION 3 Facility outside Marina	OPTION 4 Trinity Park Site	OPTION 5 Bluewater Development Area	OPTION 6 Half Moon Creek Natural Channel
Maintenance and Capital Dredging	A project within the existing marina will require capital dredging at the back of the marina but maintenance is likely to be similar to the existing facility	A project expanding the existing marina will require capital dredging and excavation but maintenance is likely to be similar to the existing facility	This mini harbour option will require minor capital dredging to provide a boat ramp access basin and is likely via effective design of the breakwater configuration to have similar of less maintenance requirements as the existing marina	Significant capital dredging will be required of the proposed site, to create a basin to allow safe access to the facility and maintain safe navigation passed it via the existing channel. Such a basin in the throat of a creek represents significant ongoing maintenance dredging liability.	Depending on the specific site some minor capital dredging would be required and ongoing maintenance of the facility would be significant in accordance with existing high maintenance liability of the Bluewater users.	Significant capital dredging will be required, to create a basin to allow safe access to the facility and maintain safe navigation passed it via the existing channel. Such a basin in the creek represents significant ongoing maintenance dredging liability. In addition TMR would be taking some responsibility for the creek entrance dredging to maintain all tide access
Operational space	Amendments required to inner marina pen arrangement to operationally function. However could be configured to increase the number of Marina berths	Such a proposal would be a win- win for the state and YKM. Both parties could achieve better operational space arrangements	Facility and protection structure built to provide 4 floating walkway berths and protected basin for safe queuing and access – effective space achieved.	Significant excavation of land required to create a basin for vessel queuing and safe operations in parallel with existing creek navigational channel	No available location for facility – would have to buy waterfront land and marina infrastructure. But if this occurred operational space would be available	Significant excavation of land required to create a basin for vessel queuing and safe operations in parallel with existing creek navigational channel

Carpark land	Proposal includes some shoreline Unallocated State Land but primarily reliant on agreement from the YKBC the lease holder of the remaining land	Additional land is disturbed Unallocated State Land (IE no land cost). So proposal just dependent on agreement from the YKBC the lease holder of the remaining land	Disturbed Unallocated State Land (IE no land issues or costs to the state).	Existing DA pre- approval over land in question. TMR are aware that some buffer land may be surrendered as part of DA. Assessment of Buffer area shows it is not suitable* and not sufficient in size to support the proposed facility and so some freehold land would have to be acquired for the carpark. Land acquisition issues represent significant cost and delivery time risks to this option. *NOTE: It is TMR's understanding that the buffer is being surrendered under the <i>Coastal</i> <i>Protection and</i> <i>Management Act</i> 2003 as an erosion prone area and/or for environmental purposes. Simple google earth analysis by TMR coastal engineers indicates a significant recession trend of Trinity Beach. On the basis of this information development of the buffer areas would require terminal protection structures at significant cost.	As per option 4, freehold land acquisition required for carpark facility. However for this option freehold land acquisition also required for water access component including removal of existing private assets.	Partially Disturbed land area available for carpark however geotechnical conditions unlikely to be unfavourable and this area is currently tidal lands so significant reclamation required	
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Option	OPTION 1 Facility within Existing Marina	OPTION 2 Facility within Expanded Marina	OPTION 3 Facility outside Marina	OPTION 4 Trinity Park Site	OPTION 5 Bluewater Development Area	OPTION 6 Half Moon Creek Natural Channel
Coastal Processes /Erosion risks	Contained within the existing marina causes no additional impacts – the existing marina has already changed coastal processes	This proposal is an extension of the existing marina configuration which is not likely to influence current processes – the existing marina has already changed coastal processes	This option is effectively an extension of the existing marina without using the existing marina access so similar to option 2, however modelling required to provide best breakwater configuration to reduce maintenance dredging and ensure existing processes are not negatively influenced.	Construction of the facility in the dynamic throat of the creek has significant potential implications on coastal processes and is likely to be significantly impacted by coastal processes. These risks are likely to require revetment and training structures as part of the project to be effectively managed	Contained within the existing Bluewater facility causes no additional impacts	The boat ramp basin required for this facility is likely to require frequent maintenance and is likely to need revetment works to protect it from erosion events
Wave and storm tide exposure	Existing breakwaters will protect the facility as they do the current marina	The new and existing breakwaters will protect the facility as they do the current marina	New breakwaters will protect the facility to the standards required, and will protect the existing marina walls from flooding scour. Breakwater design can ensure new and existing structures maintain their effectiveness at providing protected waters.	The location of this facility within the throat of the creek is not conducive to being well protected from storm tide and wave conditions because of the negative impacts protection structures would have on flood flows. Large scale creek entrance training works are likely to be required to gain a level of protection that approaches that of the options 1, 2 and 3.	Upstream facilities are more naturally protected from waves	Upstream facilities are more naturally protected from waves

Option	OPTION 1 Facility within Existing Marina	OPTION 2 Facility within Expanded Marina	OPTION 3 Facility outside Marina	OPTION 4 Trinity Park Site	OPTION 5 Bluewater Development Area	OPTION 6 Half Moon Creek Natural Channel
Flooding implications	No Impacts are expected provided the access road does not imped creek flows (to be covered in design). The proposal does no imped hydraulics of Half moon creek to the ocean	No Impacts are expected provided the access road does not imped creek flows (to be covered in design). The proposal does no imped hydraulics of Half moon creek to the ocean. The development site may have been an emergency spoil disposal site historically but approvals exist for placement west of the entrance also so the proposal does not change arrangements for emergency flood response	No Impacts are expected provided the access road does not imped creek flows (to be covered in design). The proposal does no imped hydraulics of Half moon creek to the ocean. The development site may have been an emergency spoil disposal site historically but approvals exist for placement west of the entrance also so the proposal does not change arrangements for emergency flood response	The development of a facility in the throat of the creek does represent a significant risk to impacting on existing flooding conditions and inversely the facility is at risk of significant impact from flooding events. (for example, debris against floating walkways). Mitigating this risk is a significant challenge for this option	No impacts are expected as per existing infrastructure	The development of a facility in the creek does represent a significant risk to impacting on existing flooding conditions and inversely the facility is at risk of significant impact from flooding events. (for example, debris against floating walkways). Mitigating this risk is a significant challenge for this option
	Relle	0.2				

Option	OPTION 1 Facility within Existing Marina	OPTION 2 Facility within Expanded Marina	OPTION 3 Facility outside Marina	OPTION 4 Trinity Park Site	OPTION 5 Bluewater Development Area	OPTION 6 Half Moon Creek Natural Channel
Golf Club impacts	Access road and carpark is adjacent to Golf Club 14 <sup>th</sup> hole - fencing design and landscaping required with bollards to stop access. Design to ensure Golf Club drainage is not negatively impacted by development	Access road and carpark is adjacent to Golf Club 14 <sup>th</sup> hole - fencing design and landscaping required with bollards to stop access. Design to ensure Golf Club drainage is not negatively impacted by development	Access road and carpark is adjacent to Golf Club 14 <sup>th</sup> hole - fencing design and landscaping required with bollards to stop access. Design to ensure Golf Club drainage is not negatively impacted by development	No Golf Club interaction	No Golf Club interaction	No Golf Club interaction
Traffic impacts	Existing parking is grossly inadequate resulting in CTU's parking in local streets 500m from the ramp on good boating days. New facility will provide greater than 400% more parking than is currently available. There is likely to be an increase in traffic associated with the new facility but this is not considered to be significant. (Yorkey's	Existing parking is grossly inadequate resulting in CTU's parking in local streets 500m from the ramp on good boating days. New facility will provide greater than 400% more parking than is currently available. There is likely to be an increase in traffic associated with the new facility but this is not considered to be significant. (Yorkey's	Existing parking is grossly inadequate resulting in CTU's parking in local streets 500m from the ramp on good boating days. New facility will provide greater than 400% more parking than is currently available. There is likely to be an increase in traffic associated with the new facility but this is not considered to be significant. (Yorkey's Knob)	Existing parking is grossiv inadequate. Provided the parking land can be acquired a suitable volume of parking will meet the needs of the facility. There is likely to be an increase in traffic associated with the new facility but this is not considered to be significant. (Trinity Park)	Existing parking is grossly inadequate. Provided the parking land can be acquired a suitable volume of parking will meet the needs of the facility. There is likely to be an increase in traffic associated with the new facility but this is not considered to be significant. (Trinity Park)	Provided approval can be gained for reclamation of the carpark a suitable volume of parking can be provided to support the project. There is likely to be an increase in traffic associated with the new facility but this is not considered to be significant. (Yorkey's Knob)

Option	OPTION 1 Facility within Existing Marina	OPTION 2 Facility within Expanded Marina	OPTION 3 Facility outside Marina	OPTION 4 Trinity Park Site	OPTION 5 Bluewater Development Area	OPTION 6 Half Moon Creek Natural Channel
Risks to existing infrastructure	Golf Club drainage, golf ball safety, new tidal works fit in with existing revetments (new dredging/ new revetments), ensure traffic impacts are acceptable (Yorkey's Knob)	If breakwaters extended new structure must be designed to meet current Australian Standards and not negatively impact existing breakwater structures, ensure no negative impacts to Half moon creek and offshore navigation channels, Golf Club drainage, golf ball safety, ensure traffic impacts are acceptable (Yorkey's Knob)	New breakwaters must be designed to meet current Australian Standards and not negatively impact existing breakwater structures, ensure no negative impacts to Half moon creek and offshore navigation channels, Golf Club drainage, golf ball safety, ensure traffic impacts are acceptable (Yorkey's Knob)	Impact on existing navigation channel in Half Moon Creek, Impact on and from flooding, impact on offshore navigational channels, ensure traffic impacts are acceptable (Trinity Park)	Significant impact on existing land and water based infrastructure to site facility, ensure trafic impacts are acceptable (Trinity Park)	Impact on existing navigation channel in Half Moon Creek, Impact on local flooding, ensure traffic impacts are acceptable (Yorkey's Knob)
All tide access	Achieved as per current Marina (minimal maintenance)	Likely to be achieved with maintenance similar for current marina (minimal)	Likely to be achieved with maintenance similar for current marina (minimal)	Proposal relies on significant ongoing maintenance for all tide ocean access	Proposal relies on significant ongoing maintenance for all tide ocean access	Proposal relies on significant ongoing maintenance for all tide ocean access

Option	OPTION 1 Facility within Existing Marina	OPTION 2 Facility within Expanded Marina	OPTION 3 Facility outside Marina	OPTION 4 Trinity Park Site	OPTION 5 Bluewater Development Area	OPTION 6 Half Moon Creek Natural Channel
Likely Cost (All options require boat ramps and floating walkways, access road works and car parking and associated services so on this basis cost comparison is via difference from these elements)	Land is existing state land so at no cost to the state. Utilisation of the existing facility would be the cheapest option Such savings could be utilised to improve boat club facilities as a win-win cost element in dealing with protecting new infrastructure from golf balls cost element associated with creek crossing of access road maintenance dredging liability similar to existing marina (low)	Land is existing state land so at no cost to the state. Moving and extension of the existing western breakwater would provide good cost benefit. The expanded facility would provide significant additional lease area for the boat club cost element in dealing with protecting new infrastructure from golf balls cost element associated with creek crossing of access road maintenance dredging liability similar to existing marina as low as possible (low)	Land is existing state land so at no cost to the state. Primary additional cost element is associated with the additional breakwaters to meet the project objectives. cost element in dealing with protecting new infrastructure from golf balls cost element associated with creek crossing of access road maintenance oredging liability similar to existing marina (low)	Freehold land would have to be acquired. DA on current land represents significant cost implications to a compulsory acquisition. magnitude of cost for this element is uncertain and likely very high Significant capital dredging costs Compensation for revocation of the FHA Located in highly dynamic area, very high maintenance liability expected in order to maintain all tide access. Significant revetment works and likely creek training works required to mitigate impact risks of this option.	Land acquisition would likely make this option cost prohibitive	reclamation, ljkely geotechnical issues, environmental oifsets and IFHA compensation, ongoing maintenance, significant capital dredging

	OPTION 1 Facility within Existing Marina	OPTION 2 Facility within Expanded Marina	OPTION 3 Facility outside Marina	OPTION 4 Trinity Park Site	OPTION 5 Bluewater Development Area	OPTION 6 Half Moon Creek Natural Channel
Scenic Amenity	Use consistent with existing marina location and disturbance With good planning minimal scenic amenity impact to golf course and YKBC	Use consistent with existing marina location and disturbance With good planning minimal scenic amenity impact to golf course and YKBC	Use consistent with existing marina location and disturbance With good planning minimal scenic amenity impact to golf course and YKBC	Use consistent with existing marina location and disturbance Facility will significantly impact value of development on remaining site	Use consistent with existing developed location and disturbance	Creating a new development area
Stakeholder Feedback	Major stakeholder boat club rejected any further consideration of options that included the boat club lease area and respecting this decision no further consideration has been given	Because of Option 1 stakeholder consultation outcomes Option 2 was abandon from further consideration	A community action group (YKBRAG) is opposed to this option, the YKBC executive is opposed to this option and the YK golf club is not in support of this option. However more broadly the community is in support and want it to be delivered asap to meet the extensive demand shortfall	YKBRAG supports this option strongly and has campaigned for the co rernment to accept this option.	This option is just not viable given the need to take a significant number of private properties to site such a facility	Some members of the community requested consideration of this option and that is the reason for its inclusion but it has too many constraints to progress

Option	OPTION 1 Facility within Existing Marina	OPTION 2 Facility within Expanded Marina	OPTION 3 Facility outside Marina	OPTION 4 Trinity Park Site	OPTION 5 Bluewater Development Area	OPTION 6 Half Moon Creek Natural Channel
Project timing	N/A as per above	N/A as per above	Detailed enviro/modelling investigations – Environmental Approvals – Detailed design complete end 2019, Construction 2020.	Land acquisition has the potential to take a couple of years and then twelve months of modelling and design to best manage constraints and then construction. Significant uncertainty exists with this option surrounding timing	N/A – the Government is unlikely to revoke peoples houses for a boat ramp facility when other options exist so this option is net worth further consideration	N/A – this option is very unlikely to be supported by approval agencies when other alternatives exist so this option is not worth further consideration
				surrounding timing and cost.	consideration	consideration
		SBC				

# Discussion

The comparison table above details the benefits and constraints of the 6 options considered in this assessment.

Option 1 and similarly Option 2 are from an Environmental, Technical and Financial perspective provide the best option for meeting the project objectives and in partnership with the Yorkey's Knob Boat Club the development could provide significant benefits to the club via an expansion and improvement of their facilities. However, Yorkey's Knob Boat Club has formally notified TMR that they oppose any proposal that incudes their lease area, on the basis that they have concerns over shared use of their access channel. TMR respect this decision and hence Option 1 and Option 2 have not been further considered.

Option 3 is effectively a logical extension of the existing marine infrastructure development at the site on state owned land. For all intents and purposes it is comparable with option 1 and 2, meeting all the project objectives and having the lowest environmental impact. It just has the addition expense of the need for more length of new breakwaters which increases the cost when compared to options 1 and 2.

Option 4 is the development of a new riparian site and has the following primary constraints and risks; (1) The proposal would require revocation of a designated Fish Habitat Area. (2) The proposal would include a significant reconfiguration of the Half Moon Creek entrance and removal of riparian vegetation, with significant potential implications to flooding (by the facility and on the facility) and coastal processes (coastal erosion) – management of these risks is likely to require extensive revetment works and likely training of the entrance. (3) Development of this site will be a significant ongoing maintenance dredging liability to TMR. (4) The land required for the carpark is freehold land subject to a Pre-approved DA. Which presents significant time and cost risk to the project. Because of the in-water constraints of the site outlined above, further consideration of land acquisition was not considered (However, from initial enquiries land acquisition is likely to be cost prohibitive for a boat ramp facility)

Due to existing development there is no site really suitable for option 5 and acquiring peoples existing houses and marine infrastructure to an extent required to fit a facility of this scale would be cost prohibitive and not likely to be supported by the community and Government.

Option 6 has insurmountable in water operational and environmental constraints, on this basis is unlikely to be supported by approval agencies.

# Recommendation

In the absence of further consideration of Options 1 and 2, this investigation concludes that the recommended development option for more detailed investigations is Option 3, given Option 3 best meets the project objectives.

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Item ID:		153025 - PDO	Item Type:	Email
Date Create	ed:	21/06/2016	Project ID:	0274M803200
Date Captu	red:	11/07/2016	Sub Project ID:	10
Item Forma		Electronic	Other Reference:	
Circulation:			Copies Sent To:	
Subject:		Yorkeys Knob Proposed boat ram	p location	
Function Te	rm:	MARINE INFRASTRUCTURE WORKS	Activity Term:	BOATING FACILITY WORKS (PROJECTS)
Container T	itle:	TIDS Marine - Cairns Regional Council	Container ID:	467/00014[2]
CTIONS &	OWN	ERSHIP		
Author:		Peter G Wood	Corporate Author:	$\langle \rangle$
Author Title Position:		Manager (Infrastructure Delivery)	Complaint Classification:	$\rightarrow$
Business Ur	nit:	Marine Infrastructure Program		
Action Offic Home Locat	-	CAIRNS FAR NORTH RECORDS	Last Movement Date:	11/07/2016
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Senar is starting to work on putting together some ramp and ctu concepts based on the USL land area identified, but it would be useful if the following were known:

• Can you please check with the Yorkeys marina to see if they have any hydro survey information for the southern section of the marina where we are looking to locate the boat ramp.

• Also, can you ask Council if they have any stormwater/drainage plans for the area around the marina and golf course to see if there are any issues with reclaiming the area and needing culverts or diversion of the tidal gulley etc. (refer attached figure for the possible reclamation area).

Thanks.

Kind regards,

### Peter Wood

Manager (Infrastructure Delivery) | Boating Infrastructure Unit | Program Management and Delivery | Department of Transport and Main Roads

Floor 17 | Brisbane City - 313 Adelaide Street | 313 Adelaide Street | Brisbane City Qld 4000 GPO Box 1549 | Brisbane City Qld 4000 P: (07) 30663620 | F: (07) 30662065 M: NR E: peter.g.wood@tmr.qld.gov.au W: www.tmr.qld.gov.au

From: Anthony D Draper Sent: Monday, 13 June 2016 4:02 PM To: Peter G Wood <peter.g.wood@tmr.qld.gov.au> Subject: Yorkeys Knob Proposed boat ramp location

Peter,

As discussed Yorkeys Knob Marina has been identified as a possible location for future boat launching facilities, the proposed area is located between the south side of the marina and the golf course and would require reclamation.

I am unsure of the tenure info for this area, if you think this area may be suitable could you organise some concepts, fitting in as many lanes and CTU spaces as possible

Kind regards,

Anthony Draper Operations Coordinator (TDDS & Marine) | Far North District | North Queensland Region Program Delivery And Operations | Department of Transport and Main Roads

Floor 7 | Cairns Corporate Tower | 15 Lake Street | Cairns Qld 4870 PO Box 6185 | Cairns Qld 4870 P: (07) 40457031 | F: (07) 40457250 M: NR E: anthony.d.draper@tmr.qld.gov.au W: www.tmr.qld.gov.au

#### Item **ITEM DETAILS** Item ID: **Item Type:** 153048 - PDO Email **Date Created: Project ID:** 24/06/2016 0274M803200 **Date Captured:** Sub Project ID: 12/07/2016 **Item Format:** Other Electronic **Reference: Circulation: Copies Sent** To: Subject: Yorkey's Knob Concepts Function Term: MARINE INFRASTRUCTURE **Activity Term:** BOATING FACILITY WORKS WORKS (PROJECTS) **Container Title: TIDS Marine - Cairns Regional Container ID:** 467/00014[2] Council **ACTIONS & OWNERSHIP** Author: Peter G Wood Corporate Author: Author Title / Complaint/ Manager (Infrastructure Classification: Position: Delivery) **Business Unit:** Marine Infrastructure Program **Action Officer:** Home Location: CAIRNS FAR NORTH RECORDS Last Movement 12/07/2016 Date: **SECURITY & ACCESS** Security UNCLASSIFIED INFORMATION **Classification:** Security Unrestricted Access: **ADDITIONAL INFORMATION Description / Additional Info: DOCUMENT CONTENTS** FW: Yorky's Concepts Subject FW: Yorky's Concepts From peter.g.wood@tmr.qld.gov.au То Anthony.D.Draper@trhy.qld.gov.au, prasenjit.z.bhattacharyya@tmr.qld.gov.au, Darryl.Y.Jones@tmr.qld.gov.au, roger.priest@tmr.qld.gov.au Senarath.Z.Weerakoon@tmr.qld.gov.au Сс Bcc Sent 24/06/2015 10:20:25 AM Attache d Yorky's Knob Concept\_1.pdf Please find attached an initial concept for two 4-lane boat ramps, floating walkways and associated ctu parking areas adjacent to the Yorkeys Knob marina. Concept includes:

• Ramp A (Eastern ramp) has approx. 94 ctus adjacent to Buckley Street

• Ramp B (Western ramp has approx. 133 ctus on cleared land at mouth of Moon River

• Approx. 600m long access 2-lane road connecting from Buckley Street

Note: - these ctu numbers may come down after landscaping and potential buffers from the river bank and foreshore are factored in during detailed design/negotiations with approval agencies.

Issues:

• Reclamation over tidal areas and marine plants in USL for the access road and Ramp A ctu parking area – DAFF may not approve (does not comply with their current policy, but it can be allowed if strongly supported by the community and can be shown to have overriding public benefit). If allowed, offsets will be required.

Reclamation for Ramp A ctu parking area extends into the marina lot.

• Dredging required in the southern part of the marina, however dredged sediment could be used for the reclamation areas if suitable.

• Diversion or culverting of tidal gulley which currently drains from the golf course lake towards the proposed Ramp A ctu parking area

 Increased traffic onto Buckley Street and through the Buckley Street / Varley Street intersection.

Kind regards,

### Peter Wood

Manager (Infrastructure Delivery) | Boating Infrastructure Unit | Program Management and Delivery | Department of Transport and Main Roads

Floor 17 | Brisbane City - 313 Adelaide Street | 313 Adelaide Street | Brisbane City Qld 4000 GPO Box 1549 | Brisbane City Qld 4000 P: (07) 30663620 | F: (07) 30662065

M: NR

E: peter.g.wood@tmr.gld.gov.au

W: www.tmr.qld.gov.au

From: Senarath Weerakoon Sent: Thursday, 23 June 2016 12:01 PM To: Peter G Wood <peter.g.wood@tmr.qld.gov.au> Subject: Yorky's Concepts

FYI

Kind regards,

### Senarath Weerakoon (RPEQ, CPEng)

Senior Engineer (Boating Infrastructure)

Program Management and Delivery | Department of Transport and Main Roads

Floor 17 313 Adelaide Street | Brisbane Qld 4000

GPO/Box 1/549 | Brisbane Qld 4001

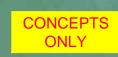
P: (07) 306 64024 M: NR

senarath.z.weerakoon@tmr.qld.gov.au www.tmr.qld.gov.au

Floor 17 | Brisbane City - 313 Adelaide Street | 313 Adelaide Street | Brisbane City Qld 4000 GPO Box 1549 | Brisbane City Qld 4000 P: (07) 30664024 | F: (07) 30662065 M: NR E: <u>senarath.z.weerakoon@tmr.qld.gov.au</u> W: <u>www.tmr.qld.gov.au</u>

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# YORKY'S KNOB NEW BOAT RAMPS & CTU PARKS

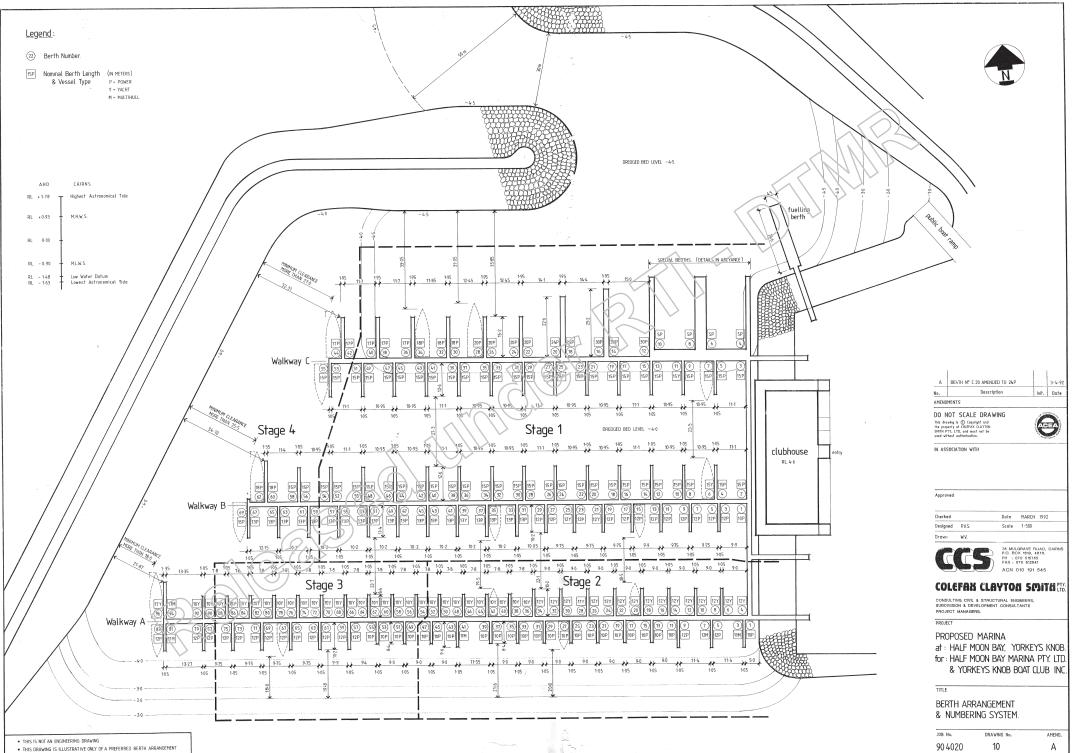


Google earth



TEM DETAILS			
Item ID:	153147 - PDO	Item Type:	Email
Date Created:	30/06/2016	Project ID:	
Date Captured:	13/07/2016	Sub Project ID:	$\wedge$
Item Format:	Electronic	Other Reference:	
Circulation:		Copies Sent To:	
Subject:	Yorkeys Knob Marina drawing		
Function Term:	MARINE INFRASTRUCTURE WORKS	Activity Term:	BOATING FACILITY WORKS (PROJECTS)
Container Title:	TIDS Marine - Cairns Regional Council	Container ID:	467/00014[2]
<b>ACTIONS &amp; OWN</b>	ERSHIP		
Author:		Corporate Author:	$\square$
Author Title / Position:		Complaint Classification:	$\rightarrow$
Business Unit:			·
Action Officer:			
Home Location:	CAIRNS FAR NORTH RECORDS	Last Movement Date:	13/07/2016
ECURITY & ACC	ESS	$\sim$	
Security Classification:	UNCLASSIFIED INFORMATION	$\leq$	
Security Access:	Unrestricted	<i>YB</i> )	
ADDITIONAL INF		$\geq$	
Description / Ad	ditional Info:		
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DOCUMENT CO	ONTENTS		
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Subject	marina		
rom			
Го	Anthony.D.Draper@tmr.qld.g	gov.au	
Co	$(\mathcal{O})$		
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Sent (	30/06/2016 3:55:44 PM		
Attached	ŠO		
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Regards,
General Manager
Yorkeys Knob Boating Club & Half Moon Bay Marina
?The Best Nautical Address in the North?
PO Box 100, Yorkeys Knob, 4878
25 ? 29 Buckley Street, Yorkeys Knob, 4878
Ph: +61 7 4055 7711 / Fax: +61 7 4055 7074
www.ykbc.com.au
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contents to any other party, or take any action in reliance on it. If you have received this email in error, please contact
the sender immediately and delete the message from your computer.
From: @cairnsplan.com.au]
Sent: Thursday, 30 June 2016 3:08 PM
To: NR @ykbc.com.au>
Subject: scan
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THIS DRAWING IS ILLUSTRATIVE ONLY OF A PREFERRED BERTH ARRANGEMEN
 THIS DRAWING MUST NOT BE USED FOR CONSTRUCTION PURPOSES

RTI-1061 - Released Documents.pdf - Page Number: 300 of 377

ltem					
TEM DETAILS					
Item ID:	153177 - PDO	Item Type:	Email		
Date Created:	07/07/2016	Project ID:	0274M803200		
Date Captured:	13/07/2016	Sub Project ID:			
Item Format:	Electronic	Other Reference:			
Circulation:		Copies Sent To:			
Subject:	Yorkeys Knob Marina Concept				
Function Term:	MARINE INFRASTRUCTURE WORKS	Activity Term:	BOATING FACILITY WORKS (PROJECTS)		
Container Title:	TIDS Marine - Cairns Regional Council	Container ID:	467/00014[2]		
ACTIONS & OWN	IERSHIP		~		
Author:	Senarath Weerakoon	Corporate Author:			
Author Title / Position:		Complaint Classification:	$\rightarrow$		
<b>Business Unit:</b>			>		
Action Officer:					
Home Location :	CAIRNS FAR NORTH RECORDS	Last Movement Date:	13/07/2016		
SECURITY & ACC	ESS				
Security Classification:	UNCLASSIFIED INFORMATION				
Security Access:	Unrestricted				
ADDITIONAL IN	FORMATION ()	Y			
Description / Ad	dditional Info:				
DOCUMENT CO	DNTENTS				
RE: Yorkeys Con	cept				
Subject	RE: Yorkeys Concept				
From		d gov au			
То	Senarath Z.Weerakoon@tmr.qld.gov.au Anthony.D.Draper@tmr.qld.gov.au				
Cc					
	peter,g,wood@tmr.qld.gov.au				
Bcc	3107/2016 2:46:17 DM				
Sent	7/07/2016 2:46:17 PM				
Attached	pdf image001.png				
A					
Hi Anthony,					
Revised concept	attached.				
Kind regards,					

### Senarath Weerakoon (RPEQ, CPEng)

Senior Engineer (Boating Infrastructure)

Program Management and Delivery | Department of Transport and Main Roads

Floor 17 | 313 Adelaide Street | Brisbane Qld 4000 GPO Box 1549 | Brisbane Qld 4001 P: (07) 306 **64024** M: <u>NR</u> <u>senarath.z.weerakoon@tmr.qld.gov.au</u> <u>www.tmr.qld.gov.au</u>

Floor 17 | Brisbane City - 313 Adelaide Street | 313 Adelaide Street | Brisbane City Qld 4000 GPO Box 1549 | Brisbane City Qld 4000 P: (07) 30664024 | F: (07) 30662065 M: NR E: senarath.z.weerakoon@tmr.gld.gov.au

W: <u>www.tmr.qld.gov.au</u>

From: Anthony D Draper Sent: Thursday, 7 July 2016 8:22 AM To: Senarath Weerakoon <Senarath.Z.Weerakoon@tmr.qld.gov.au> Cc: Peter G Wood <peter.g.wood@tmr.qld.gov.au> Subject: Yorkeys Concept

Good Morning Senarath,

Darryl has requested a few changes to the concept drawing,

Reduce both parking areas as marked on the attached concept Additional parking along the southern end between the ramps.

Could you please make these changes when you get a chance.

Kind regards,

Anthony Draper

Operations Coordinator (TIDS & Marine) | Far North District | North Queensland Region **Program Delivery And Operations** | Department of Transport and Main Roads

Floor 7 | Cairns Corporate Tower | 15 Lake Street | Cairns Qld 4870 PO Box 6185 | Cairns Qld 4870 P: (07) 40457031 | F: (07) 40457250 M: NR

E: anthony.d.draper@tmr.gld.gov.au W: www.tmr.gld.gov.au

# YORKY'S KNOB NEW BOAT RAMPS & CTU PARKS

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Google earth

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Item			
ITEM DETAILS			
Item ID:	157949 - PDO	Item Type:	Email
Date Created:	22/08/2016	Project ID:	0274M903200
Date Captured:	30/08/2016	Sub Project ID:	$10^{-1}$
Item Format:	Electronic	Other Reference:	
Circulation:		Copies Sent To:	
Subject:	Yorkey Knob & Fearnly St Survey	/ Requests	
	MARINE INFRASTRUCTURE WORKS	Activity Term:	BOATING FACILITY WORKS (PROJECTS)
Container Title:	TIDS Marine - Cairns Regional Council	Container ID:	467/00014[2]
ACTIONS & OWN	IERSHIP		
Author:	Peter G Wood	Corporate Author:	$\langle \rangle$
Author Title / Position:	Manager (Infrastructure Delivery)	Complaint Classification:	$\supset$
<b>Business Unit:</b>	Marine Infrastructure Program		
Action Officer:			7
Home Location:	CAIRNS FAR NORTH RECORDS	Last Movement Date:	30/08/2016
SECURITY & ACC	ESS	$\sim$	
Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted	(15)	
ADDITIONAL IN	FORMATION	$\geq$	
Description / A	dditional Info:		
DOCUMENT CO			
-wd: Survey Red			
Subject	Fwd: Survey Requests- FNQ		
From	peter.g.wood@tmr.qld.gov.a		
То	Anthony.D.Draper@tmr.qld.g	ov.au	
Cc	(2)		
Bcc			
Sent Attached	22/08/2016 5:50:12 PM		
ATT00002.htm	earnley Street.pdf ATT00001.htm S	ourvey Request - YC	JIKEYS KNOD 2010.POT
FYI.			
-			

Sent from my iPhone

Begin forwarded message:1

From: Senarath Weerakoon <<u>Senarath.Z.Weerakoon@tmr.qld.gov.au</u>> Date: 22 August 2016 at 9:36:17 AM AEST To: Hydro <<u>hydro@msq.qld.gov.au</u>> Cc: Peter G Wood <<u>peter.g.wood@tmr.qld.gov.au</u>>, Stacey M Fenech < <u>stacey.m.fenech@tmr.qld.gov.au</u>> Subject: Survey Requests- FNQ

Hi team,

Please find two urgent survey requests for Far North Qld area.

Kind regards,

#### Senarath Weerakoon (RPEQ, CPEng)

Senior Engineer (Boating Infrastructure) Program Management and Delivery | Department of Transport and Main Roads

Floor 17 | 313 Adelaide Street | Brisbane Qld 4000 GPO Box 1549 | Brisbane Qld 4001

P: (07) 306 64024 M: NR

senarath.z.weerakoon@tmr.qld.gov.au www.tmr.qld.gov.au

Floor 17 | Brisbane City - 313 Adelaide Street | 313 Adelaide Street | Brisbane City Qld 4000 GPO Box 1549 | Brisbane City Qld 4000 P: (07) 30664024 | F: (07) 30662065

M: NR E: senarath.z.weerakoon@tmr.gld.gov.au

W: <u>www.tmr.qld.gov.au</u>



# REQUEST FOR SERVICES FORM

#### hydro@msq.qld.gov.au

<b>CLIENT DETAILS:</b>				$\left( \right) $	
CLIENT'S/	Program Manag	ement and De	livery- Pi	rogram Delivery/	
ORGANISATION NAME	Program Manag Unit	ement and De	livery / B	oating infrastructur	е
CONTACT NAME	Senarath Weera	akoon	TITLE	Senior Engineer	
ADDRESS DELIVERY	Floor 17, 313 A	delaide Street,	Brisbane	e, Qid 4000	
ADDRESS (POSTAL)	GPO Box 1549,	Brisbane City	Qld 4000	2	
EMAIL ADDRESS	senarath.z.weer	akoon@tmr.ql	d.gov.au		
PHONE NUMBER	0730664024	FAX NU	MBER	0730662065	
			7		
SERVICES REQUIRED:		$\sim$			
Survey Operation		Survey infor	rmation		
Pre Dredge Survey	$\boxtimes$	Survey Data			$\boxtimes$
Post Dredge Survey		Survey Plan			$\boxtimes$
Dredge Support	B	Volume Calc	ulations		
Dredging Supervision		Plot File Type	<u>es</u>		
Navigation		*.PLT			
Engineering	X	*.PDF			$\boxtimes$
Environmental		*.DWG			$\boxtimes$
Control		ASCII			$\boxtimes$
Other		Other			
Work will be used for:					

Option analysis and development of a business case for Yorkey's Knob New Recreational Boating Facility

Locality/ Area of Service:	Cairns	Fa	ar Nor	th Queensland
		Re	egion	
Previous Plan Numbers:	None			
Priority level:	High 🖂 Medium		Low	
Cost Centre/WBS:	0274M803200.C.3			
Required Completion date:	30 September 2016			
	NR	1		
Signed:		Da	ate	22/08/2016
		]		

G:\DDGMR\PMD\Program Delivery\Boating Infrastructure\InfraDel\Projects\8-Mackay- Whitsundays\Shute Harbour\Survey\Survey Request - Shute Harbour Boat ramp.docx



Page 2 of 1 RTI-1061 - Released Documents.pdf - Page Number: 307 of 377

TEM DETAILS			
Item ID:	158392 - PDO	Item Type:	Email
Date Created:	25/08/2016	Project ID:	0274M803200
Date Captured:	31/08/2016	Sub Project ID:	$10^{-1}$
Item Format:	Electronic	Other Reference:	
Circulation:		Copies Sent To:	
Subject:	Yorkey's Knob Surveys		
Function Term:	MARINE INFRASTRUCTURE WORKS	Activity Term:	BOATING FACILITY WORKS (PROJECTS)
Container Title:	TIDS Marine - Cairns Regional Council	Container ID:	467/00014[2]
ACTIONS & OWN	IERSHIP		
Author:	Darryl Y Jones	Corporate Author:	$\langle \rangle$
Author Title / Position:	Manager (Project Planning & Corridor Management)	Complaint Classification:	$\geqslant$
Business Unit:	Project Planning		
Action Officer:			
Home Location:	CAIRNS FAR NORTH RECORDS	Last Movement Date:	31/08/2016
SECURITY & ACC	ESS	$ \land $	
Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted	$(\mathcal{D})$	
ADDITIONAL IN	FORMATION	$\geq$	
Description / A	dditional Info:		
Subject Re: York From Darryl.Y. To Anthony Cc Senarath barnaby Scc Sent 25/08/20	ob and Feamley Street Surve ey's Knob and Feamley Street Surv Jones@tmc.qld.gov.au D.Draper@tmr.qld.gov.au n.Z.Weerakoon@tmr.qld.gov.au, pe .j.littlewood@tmr.qld.gov.au, gem	eys eter.g.wood@tmr.q	
Attache			

Thanks

1 11011113

Darryl Jones

Manager Project Planning and Corridor Management | Far North District / Cairns Office **Program Delivery and Operations** | Department of Transport and Main Roads

Floor 5 | Cairns Corporate Tower | <u>15 Lake Street | Cairns Qld 4870</u> <u>PO Box 6542 | Cairns Qld 4870</u> P: (07) 40457073 | F: (07) 40406380 M: NR

E: darryl.j.jones@tmr.qld.gov.au

W: <u>www.tmr.qld.gov.au</u>

Sent from my iPad

On 25 Aug 2016, at 8:36 am, Peter G Wood <<u>peter.g.wood@tmr.qld.gøv.au</u>> wrote:

G'day guys, can you please let the marina know and obtain access permission for MSQ as requested. I will find out what vehicle they will be in, in case the golf club asks. Thanks.

Sent from my iPhone

Begin forwarded message:

From: Hydro <<u>hydro@msq.qld.gov.au</u>> Date: 25 August 2016 at 8:06:38 AM AEST

To: Peter G Wood <<u>peter.g.wood@tmr.qld.gov.au</u>> Cc: Senarath Weerakoon <<u>Senarath.Z.Weerakoon@tmr.qld.gov.au</u>>, Daniel G Ning < <u>daniel.g.ning@msq.qld.gov.au</u>>, Chris Brocklehurst <

Chris.Z.Brocklehurst@msq.qld.gov.au>

Subject: Yorkey's Knob and Fearnley Street Surveys

Hi Peter

We have scheduled in these two surveys to commence the week 5<sup>th</sup> September 2016. Could you please organise access to the golf course to carry out the land detail work.

Kind regards,

Toby Reise B. Tech (Surveying) Certified Professional Hydrographic Surveyor Level 1, MSSSI

Principal Hydrographic Surveyor | Hydrographic Services Maritime Safety Queensland | Department of Transport and Main Roads

Floor 6 | Transport House | 230 Brunswick Street | Brisbane Qld 4006 GPO Box 673 | Brisbane Qld 4006 P: (02) 30663509 M: R E: <u>anthony.t.reise@msq.qld.gov.au</u> W: <u>www.msq.qld.gov.au</u> 

Item ID:	158393 - PDO	Item Type:	Email
Date Created:	25/08/2016	Project ID:	0274M803200
Date Captured:	31/08/2016	Sub Project ID:	101-
Item Format:	Electronic	Other Reference:	
Circulation:		Copies Sent To:	
Subject:	Yorkeys Knob Schematised prop		
Function Term:	MARINE INFRASTRUCTURE WORKS	Activity Term:	BOATING FACILITY WORKS (PROJECTS)
Container Title:	TIDS Marine - Cairns Regional Council	Container ID:	467/00014[2]
ACTIONS & OWN	IERSHIP		
Author:	Senarath Weerakoon	Corporate Author:	
Author Title / Position:		Complaint Classification:	
Business Unit:			$\checkmark$
Action Officer:			>
Home Location:	CAIRNS FAR NORTH RECORDS	Last Movement Date:	31/08/2016
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Security Access: ADDITIONAL IN Description / Ad DOCUMENT CO Schematised pro Subject Sche From Sena To Darro Cc pete Bcc Sent 25/0 Attached	FORMATION dditional Info: ONTENTS oposal matised proposal rath.Z.Weerakoon@tmr.qld.gov.a yl.Y.Jones@tmr.qld.gov.au, Anthor r.g.wood@tmr.qld.gov.au 8/2016 9:46:21 AM		ld.gov.au
Security Access: ADDITIONAL IN Description / Ad DOCUMENT CO Schematised pro Subject Sche From Sena To Darro Cc pete Bcc Sent 25/0 Attached	FORMATION dditional Info: ONTENTS oposal matised proposal rath.Z.Weerakoon@tmr.qld.gov.a yl.Y.Jones@tmr.qld.gov.au, Anthor r.g.wood@tmr.qld.gov.au 8/2016 9:46:21 AM		ld.gov.au
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Security Access: ADDITIONAL IN Description / Ad DOCUMENT Co Schematised pro Subject Sche From Sena To Darro Cc pete Bcc Sent 25/0 Attached	FORMATION dditional Info: DNTENTS oposal matised proposal rath.Z.Weerakoon@tmr.qld.gov.a yl.Y.Jones@tmr.qld.gov.au, Anthor r.g.wood@tmr.qld.gov.au 8/2016 9:46:21 AM	ıy.D.Draper@tmr.ql	

#### Senarath Weerakoon (RPEQ, CPEng)

#### Senior Engineer (Boating Infrastructure)

Program Management and Delivery | Department of Transport and Main Roads

Floor 17 | 313 Adelaide Street | Brisbane Qld 4000 GPO Box 1549 | Brisbane Qld 4001 P: (07) 306 **64024 M**: NR

senarath.z.weerakoon@tmr.qld.gov.au

<u>www.tmr.qld.gov.au</u>

Floor 17 | Brisbane City - 313 Adelaide Street | 313 Adelaide Street | Brisbane City Qld 4000 GPO Box 1549 | Brisbane City Qld 4000

P: (07) 30664024 | F: (07) 30662065 M: NR

E: senarath.z.weerakoon@tmr.qld.gov.au

W: <u>www.tmr.qld.gov.au</u>

From: Darryl Y Jones

Sent: Thursday, 25 August 2016 9:44 AM

**To:** Anthony D Draper <Anthony.D.Draper@tmr.qld.gov.au>

**Cc:** Senarath Weerakoon <Senarath.Z.Weerakoon@tmr.qld gov.au>, Peter G Wood

<peter.g.wood@tmr.qld.gov.au>; Barnaby J Littlewood

<Barnaby.J.Littlewood@tmr.qld.gov.au>; Gemmell A Schofield

<Gemmell.A.Schofield@tmr.qld.gov.au>

Subject: Re: Yorkey's Knob and Fearnley Street Surveys

Anthony,

Before we approach the clubs regarding access we need to engage with them on the proposal at large.

Gemmell,

Can you organise a time with Anthony and Barney ASAP to discuss.

Thanks

#### Darryl Jones

Manager Project Planning and Corridor Management | Far North District / Cairns Office **Program Delivery and Operations** | Department of Transport and Main Roads

Floor 5 | Cairns Corporate Tower | <u>15 Lake Street | Cairns Qld 4870</u> PO Box 6542 (Cairns Qld 4870 P: (07) 40457073 | F: (07) 40406380 M: R E: darryl. Jones@tmr.qld.gov.au W: www.tmr.qld.gov.au

Sent from my iPad

On 25 Aug 2016, at 8:36 am, Peter G Wood <<u>peter.g.wood@tmr.qld.gov.au</u>> wrote: G'day guys, can you please let the marina know and obtain access permission for MSQ as requested. I will find out what vehicle they will be in, in case the golf club asks. Thanks.

Sent from my iPhone

Begin forwarded message: From: Hydro <hydro@msq.qld.gov.au> Date: 25 August 2016 at 8:06:38 AM AEST To: Peter G Wood <peter.g.wood@tmr.qld.gov.au> Cc: Senarath Weerakoon <<u>Senarath.Z.Weerakoon@tmr.qld.gov.au</u>>, Daniel G Ning < daniel.g.ning@msq.qld.gov.au>, Chris Brocklehurst < Chris.Z.Brocklehurst@msq.qld.gov.au> Subject: Yorkey's Knob and Fearnley Street Surveys Hi Peter We have scheduled in these two surveys to commence the week 5<sup>th</sup> September 2016. Could you please organise access to the golf course to carry out the land detail work. Kind regards, Toby Reise B. Tech (Surveying) Certified Professional Hydrographic Surveyor Level 1, MSSSI Principal Hydrographic Surveyor | Hydrographic Services Maritime Safety Queensland | Department of Transport and Main Roads Floor 6 | Transport House | 230 Brunswick Street | Brisbane Qld 4006 GPO Box 673 | Brisbane Qld 4006 P: (07) 30663509 M: NR E: anthony.t.reise@msq.qld.gov.au W: www.msq.qld.gov.au

# YORKY'S KNOB NEW BOAT RAMPS & CTU PARKS

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Google earth

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raterial @ Airbus DS 2013-16

RTI-1061 - Released Documents.pdf - Page Number: 314 of 377



TEM DETAILS			
ltem ID:	158402 - PDO	Item Type:	Email
Date Created:	25/08/2016	Project ID:	0274M803200
Date Captured:		Sub Project ID:	10-
tem Format:	Electronic	Other Reference:	
Circulation:		Copies Sent To:	
Subject:	Yorkey's Knob Surveys		
unction Term:	MARINE INFRASTRUCTURE WORKS	Activity Term:	BOATING FACILITY WORKS (PROJECTS)
Container Title:	TIDS Marine - Cairns Regional Council	Container ID:	467/00014[2]
CTIONS & OWN	IERSHIP		
Author:	Peter G Wood	Corporate Author:	$\langle \rangle$
Author Title / Position:	Manager (Infrastructure Delivery)	Complaint Classification:	$\rightarrow$
Business Unit:	Marine Infrastructure Program		
Action Officer:			
Home Location:	CAIRNS FAR NORTH RECORDS	Last Movement Date:	31/08/2016
ECURITY & ACC	CESS	$\sim$	
Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted	(3)	
DDITIONAL IN	FORMATION	$\geq$	
Description / A	dditional Info:		
DOCUMENT C	ONTENTS		
W: Yorkey's Kr	nob and Fearnley Street Surve	eys	
ubject FW:	Yorkey's Knob and Fearnley Street	Surveys	
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	iony.D.Draper@tmr.qld.gov.au, Da	rrvl.Y.Jones@tmr.al	d.gov.au
c		,q.	
cc	$(\mathcal{C})$		
	8/2016 12:27:01 PM		
ttached	20		
	5		
/i - MSQ have a	dvised they are likely to need 3	days access to co	mplete the land survey work
djacent to the g		,	
$\langle \cap \rangle_{-}$			
nd regards,			
eter Wood	cture Delivery)   Boating Infrastruct	ure I Init I	

GPO Box 1549 | Brisbane City Qld 4000 P: (07) 30663620 | F: (07) 30662065 M: NR E: peter.g.wood@tmr.qld.gov.au W: www.tmr.qld.gov.au

#### From: Hydro

Sent: Thursday, 25 August 2016 11:57 AM To: Peter G Wood <peter.g.wood@tmr.qld.gov.au> Subject: RE: Yorkey's Knob and Fearnley Street Surveys

The surveyor does like golf, so no buggy as we may not see him for a while,

Surveyor will have a STD 4WD

Toby

From: Peter G Wood Sent: Thursday, 25 August 2016 10:02 AM To: Hydro <<u>hydro@msq.qld.gov.au</u>> Subject: RE: Yorkey's Knob and Fearnley Street Surveys

Thanks Tobes,

In case the golf club management asks what type of vehicle will you think you will be using just a standard 4WD? (or do you need a golf buggy booked? ha ha).

Kind regards,

Peter Wood

Manager (Infrastructure Delivery) | Boating Infrastructure Unit | Program Management and Delivery | Department of Transport and Main Roads

Floor 17 | Brisbane City - 313 Adelaide Street | 313 Adelaide Street | Brisbane City Qld 4000 GPO Box 1549 | Brisbane City Qld 4000

P: (07) 30663620 | F: (07) 30662065

E: peter.g.wood@tmr.qld.gov.au

W: <u>www.tmr.qld.gov.au</u>

From: Hydro

Sent: Thursday, 25 August 2016 8:07 AM To: Peter G Wood <<u>peter.g.wood@tmr.qld.gov.au</u>> Cc: Senarath Weerakoon <<u>Senarath.Z.Weerakoon@tmr.qld.gov.au</u>>; Daniel G Ning < <u>daniel.g.ning@msq.qld.gov.au</u>>; Chris Brocklehurst <<u>Chris.Z.Brocklehurst@msq.qld.gov.au</u>> Subject: Yorkey's Knob and Fearnley Street Surveys

Hi Peter 🔾

We have scheduled in these two surveys to commence the week 5<sup><sup>th</sup></sup> September 2016. Could you please organise access to the golf course to carry out the land detail work.

Kind regards,

Toby Reise B. Tech (Surveying) Certified Professional Hydrographic Surveyor Level 1,



TEM DETAILS			
Item ID:	158621 - PDO	Item Type:	Email
Date Created:	29/08/2016	Project ID:	0274M803200
Date Captured:	31/08/2016	Sub Project ID:	10-
Item Format:	Electronic	Other Reference:	
Circulation:		Copies Sent To:	
Subject:	Yorkeys Knob Schematised prop	osal	
Function Term:	MARINE INFRASTRUCTURE WORKS	Activity Term:	BOATING FACILITY WORKS (PROJECTS)
Container Title:	TIDS Marine - Cairns Regional Council	Container ID:	467/00014[2]
CTIONS & OWN	IERSHIP		
Author:	Darryl Y Jones	Corporate Author:	$\langle \rangle$
Author Title / Position:	Manager (Project Planning & Corridor Management)	Complaint Classification:	$\geqslant$
Business Unit:	Project Planning		
Action Officer:			
Home Location:	CAIRNS FAR NORTH RECORDS	Last Movement Date:	31/08/2016
ECURITY & ACC	ESS	$\sim$	
Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted	<i>YI</i> )	
DDITIONAL IN	FORMATION	$\mathbf{\Sigma}$	
Description / Ad			
	$\langle \rangle$		
DOCUMENT CO	ONTENTS		
E: Schematised	d proposal		
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ubject rom	RE: Schematised proposal Darryi,X.Jones@tmr.qld.gov.au	1	
o			
-	barnaby.j.littlewood@tmr.qld.	-	
C	Anthony.D.Draper@tmr.qld.go	Jv.du	
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nthony can you	amend or does Sena need to d	o it.	
arryl Jones			

Floor 5 | Cairns Corporate Tower | 15 Lake Street | Cairns Qld 4870 PO Box 6185 | Cairns Qld 4870 P: (07) 4045 7073 M: NR E: darryl.j.jones@tmr.qld.gov.au

W: <u>www.tmr.qld.gov.au</u>

From: Barnaby J Littlewood Sent: Monday, 29 August 2016 9:46 AM To: Darryl Y Jones <Darryl.Y.Jones@tmr.qld.gov.au> Cc: Anthony D Draper <Anthony.D.Draper@tmr.qld.gov.au> Subject: RE: Schematised proposal

Hi Darryl,

Looking at the image from a journos perspective, the red highlight on the golf club is really eye-catching. Do you think it is necessary to identify the tenure boundaries? Could we get away with just overlaying the proposed new infrastructure?

Also, the text labels are unsuitable for publication in print media. Recommend larger text, zero detail. (for example, RAMP A, RAMP B, PARKING, NEW ROAD).

Give me a buzz if you want to chat.

Kind regards,

#### Barney Littlewood

Senior Communications Advisor | Far North District / Cairos Office Program Delivery & Operations | Department of Transport and Main Roads

Floor 6 | Cairns Corporate Tower | 15 Lake Street | Cairns Qld 4870 PO Box 6185 | Cairns Qld 4870 P: (07) 40457115 | **F**: (07) 40457138

M:NR

E: barnaby.j.littlewood@tmr.qld.gov.au

W: www.tmr.qld.gov.au

From: Darryl Y Jones Sent: Friday, 26 August 2016 3:17 AM To: Barnaby J Littlewood <u>Barnaby.J.Littlewood@tmr.qld.gov.au</u>> Cc: Anthony D Draper <u>Anthony.D.Draper@tmr.qld.gov.au</u>> Subject: Fwd: Schematised proposal

Thoughts as a plan for the media? Darryl Jones Manager Project Planning and Corridor Management | Far North District / Cairns Office Program Delivery and Operations | Department of Transport and Main Roads

Floor 5 | Cairns Corporate Tower | <u>15 Lake Street</u> | Cairns Qld 4870 PO Box 6542 | Cairns Qld 4870 P: (07) 40457073 | F: (07) 40406380 M:  $\mathbb{N}^{\mathbb{R}}$ E: darryl.j.jones@tmr.qld.gov.au W: www.tmr.qld.gov.au

#### Sent from my iPad

Begin forwarded message: From: Senarath Weerakoon <<u>Senarath.Z.Weerakoon@tmr.qld.gov.au</u>> Date: 25 August 2016 9:46:21 am AEST To: Darryl Y Jones <<u>Darryl.Y.Jones@tmr.qld.gov.au</u>>, Anthony D Draper < <u>Anthony.D.Draper@tmr.qld.gov.au</u>> Cc: Peter G Wood <<u>peter.g.wood@tmr.qld.gov.au</u>>

Subject: Schematised proposal

Hi Darryl,

The schematised proposal as discussed for your discussions with marina and golf club.

Kind regards,

#### Senarath Weerakoon (RPEQ, CPEng)

Senior Engineer (Boating Infrastructure)

Program Management and Delivery | Department of Transport and Main Roads

Floor 17 | 313 Adelaide Street | Brisbane Qld 4000 GPO Box 1549 | Brisbane Qld 4001

P: (07) 306 64024 M: NR

<u>senarath.z.weerakoon@tmr.qld.gov.au</u> www.tmr.qld.gov.au

Floor 17 | Brisbane City - 313 Adelaide Street | 313 Adelaide Street | Brisbane City Qld 4000 GPO Box 1549 | Brisbane City Qld 4000 P: (07) 30664024 | F: (07) 30662065

M: NR

E: senarath.z.weerakoon@tmr.qld.gov.au

W: <u>www.tmr.qld.gov.au</u>

#### From: Darryl Y Jones

Sent: Thursday, 25 August 2016 9:44 AM

To: Anthony D Draper <<u>Anthony.D.Draper@tmr.qld.gov.au</u>>

Cc: Senarath Weerakoon <<u>Senarath.Z.Weerakoon@tmr.qld.gov.au</u>>; Peter G Wood <

peter.g.wood@tmr.qld.gov.au>; Barnaby J Littlewood <<u>Barnaby.J.Littlewood@tmr.qld.gov.au</u>>; Gemmell A Schofield <<u>Gemmell-A.Schofield@tmr.qld.gov.au</u>>

Subject: Re: Yorkey's Knob and Fearnley Street Surveys

Anthony,

Before we approach the clubs regarding access we need to engage with them on the proposal at large.

Gemmell

Can you organise a time with Anthony and Barney ASAP to discuss.

Thanks

#### Darryl Jones

Manager Project Planning and Corridor Management | Far North District / Cairns Office

Program Delivery and Operations | Department of Transport and Main Roads

Floor 5 | Cairns Corporate Tower | <u>15 Lake Street | Cairns Qld 4870</u> <u>PO Box 6542 | Cairns Qld 4870</u> P: (07) 40457073 | F: (07) 40406380 M: NR

E: <u>darryl.j.jones@tmr.qld.gov.au</u>

W: www.tmr.qld.gov.au

Sent from my iPad

On 25 Aug 2016, at 8:36 am, Peter G Wood <<u>peter.g.wood@tmr.qld.gov.au</u>> wrote: G'day guys, can you please let the marina know and obtain access permission for MSQ as requested. I will find out what vehicle they will be in, in case the golf club asks. Thanks.

Sent from my iPhone

Begin forwarded message:

From: Hydro <<u>hydro@msq.qld.gov.au</u>>

Date: 25 August 2016 at 8:06:38 AM AEST

To: Peter G Wood peter.g.wood@tmr.qld.gov.au

Cc: Senarath Weerakoon <<u>Senarath.Z.Weerakoon@tmr.qld.gov.au</u>>, Daniel G Ning < <u>daniel.g.ning@msq.qld.gov.au</u>>, Chris Brocklehurst <<u>Chris.Z.Brocklehurst@msq.qld.gov.au</u>> Subject: Yorkey's Knob and Fearnley Street Surveys

Hi Peter

We have scheduled in these two surveys to commence the week 5<sup>°°</sup> September 2016. Could you please organise access to the goif course to carry out the land detail work.

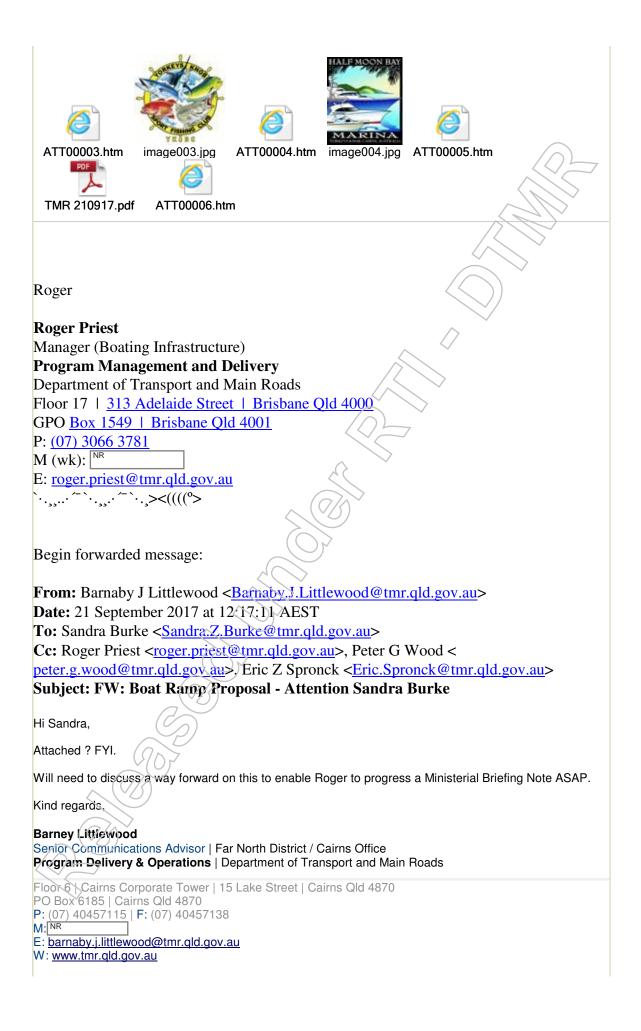
Kind regards,

Toby Reise B. Tech (Surveying) Certified Professional Hydrographic Surveyor Level 1, MSSSI

Principal Hydrographic Surveyor Hydrographic Services Maritime Safety Queenslard Department of Transport and Main Roads

Floor 6 | Transport House | 230 Brunswick Street | Brisbane Qld 4006 GPO Box 673 | Brisbane Old 4006 P: (07) 30663509 M: № E: <u>anthony.t.reise@msq.qld.gov.au</u> W: <u>www.msq.gld.gov.au</u>

TEM DETAILS			
Item ID:	199948 - PDO	Item Type:	Email
Date Created:	21/09/2017	Project ID:	$\frown$
Date Captured:	03/10/2017	Sub Project ID:	10-
Item Format:	Electronic	Other Reference:	
Circulation:		Copies Sent To:	
Subject:	Yorkeys Knob Boat Ramp Proposa		
Function Term:	MARINE INFRASTRUCTURE	Activity Term:	BOATING FACILITY WORKS (PROJECTS)
Container Title:	TIDS Marine - Cairns Regional Council	Container ID:	467/00014[3]
CTIONS & OWN			
Author:	Roger Priest	Corporate	$\wedge$
Author Title /	Manager (Boating Infrastructure)	Author: Complaint	<u> </u>
Position: Business Unit:	Marine Infrastructure Program	Classification:	$\checkmark$
Action Officer:	Marine Infrastructure Program		7
	CAIRNS FAR NORTH RECORDS	Last Movement Date:	03/10/2017
ECURITY & ACC	ESS	$\wedge$	
Security	UNCLASSIFIED INFORMATION		
Classification: Security	Unrestricted	73)	
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## YORKEYS KNOB BOATING CLUB INC HALF MOON BAY MARINA

A.C.N. 053 492 890 A.B.N 54 349 569 343



"The Best Nautical Address in the North!"

Thursday, September 21, 2017

Ms Burke District Director TMR Far North

Dear Ms Burke,

Thank you for your letter dated 8th September, 2017 referring to your meetings with Yorkeys Knob Boat Club (YKBC) Management Committee on 28th August, 2017 followed by a further meeting with the Clubs' marina Berth Licence Holders on the 30th August, 2017. I also thank you and your TMR representatives for taking the time to meet with us to present your latest concept layouts for boat ramp infrastructure within our marina.

As a result of these meetings and lengthy discussions within the Management Committee and feedback from Berth Licence Holders who are one of the major stakeholders for this project, it has been agreed upon that we maintain our original decision that we do not support any further planning into the construction of any boat ramps inside our marina.

YKBC is now seeking formal advice that TMR will no longer be pursuing any planning of extra infrastructure within our marina relating to these proposed boat ramps.

We fully understand and support the need for more boat ramps in the Northern Beaches with YKBC having many members who are trailer boat owners. We see first-hand the congestion that takes place on the current ramp in our marina during good weather as well as the lack of trailer and car parking supporting this existing ramp.

As major Stakeholders, we would like to offer further assistance in finding a more suitable location for the installation of new boat ramps in the area and we look forward to continuing to work with TMR in the future.

Regards,

Commodore Yorkeys Knob Boating Club

25 – 29 Buckley Street, Yorkeys Knob Qld 4878 P O Box 100, Yorkeys Knob Qld 4878 Ph: (07) 4055 7711 Fax: (07) 4055 7074 Email: marina@ykbc.com.au www.ykbc.com.au

tem			
TEM DETAILS			
Item ID:	201367 - PDO	Item Type:	Letter
Date Created:	09/10/2017	Project ID:	$\langle \cap \rangle$
Date Captured:	11/10/2017	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:	Incoming	Copies Sent To:	
Subject:	Yorkeys Knob Boat Club - boat	ramp proposal	
Function Term:	MARINE INFRASTRUCTURE WORKS	Activity Term:	BOATING FACILITY WORKS (PROJECTS)
Container Title:	TIDS Marine - Cairns Regional Council	Container ID:	467/00014 [3]
CTIONS & OW	NERSHIP		$\square$
Author:		Corporate Author:	
Author Title / Position:	Secretarty	Complaint Classification:	$\searrow$
Business Unit:	Yorkeys Knob Boating Club		$\searrow$
Action Officer:	DCO_Cairns	Action Required:	For Information Only
		Action Due Date:	
Home Location:	CAIRNS FAR NORTH RECORDS	Last Movement Date:	11/10/2017
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Security Classification:	UNCLASSIFIED INFORMATION	)r	
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## YORKEYS KNOB BOATING CLUB INC HALF MOON BAY MARINA

A.C.N. 053 492 890 A.B.N 54 349 569 343



## "The Best Nautical Address in the North!"

9<sup>th</sup> October 2017

Department of Transport and Main Roads PO Box 6185 CAIRNS QLD 4870 ATTENTION: Ms S Burke



Dear Ms Burke

I refer to TMR's proposal to place Boat Ramps into the Yorkeys Knob Boating Club (YKBC) Marina, and to the earlier advice by YKBC Commodore, Andrew Tulloch, dated 21/09/2017.

The YKBC Management Committee, wishes to reiterate to you that YKBC is strongly opposed to TMR, its consultants, or any other Government or semi Government entities carrying out further planning into the placing of further Boat Ramps or any other Boating Infrastructure which will negatively impact the operation of the marina or the aesthetic views from the clubhouse.

Ms Burke, I would also ask you to take cognisance of the fact that YKBC is a Community based, not for profit Club providing a valuable resource to the local community that actively supports safe recreational boat usage, and that this TMR proposal is having a negative effect on the Club's operations. This situation is likely to continue until the future of the Boat Ramp proposal is known.

We therefore respectfully request your assistance in ending the negative effect on the Club, by immediately confirming your assurances, given at our recent meetings, that if the Club did not agree with the proposal, TMR would cease planning into the placing of further Boating Infrastructure into the YKBC Marina.

YKBC wishes to advise also that it has formed a Boat Ramp Proposal Sub-Committee to handle all matters relating to the Boat Ramp Proposal and that all future correspondence from your Department on this matter, should be directed to the solution of the so

Yours Sincerely

YKBC Secretary

NR

FILE No: 467/14 PROJECT No: P/E No: P 201367 INITIALS: Cupaper Actioned to DCO, Cairnes

25 – 29 Buckley Street, Yorkeys Knob Qld 4878 P O Box 100, Yorkeys Knob Qld 4878 Ph: (07) 4055 7711 Fax: (07) 4055 7074 Email: marina@ykbc.com.au www.ykbc.com.au

TEM DETAILS			
Item ID:	211363 - PDO	Item Type:	Letter
Date Created:	18/01/2018	Project ID:	$\frown$
Date Captured:	24/01/2018	Sub Project ID:	$\langle 0 \rangle$
tem Format:	Physical	Other Reference:	
Circulation:		Copies Sent To:	
Subject:	New Boat Ramps Half Moon Bay		
unction Term:	MARINE INFRASTRUCTURE WORKS	Activity Term:	BOATING FACILITY WORKS (PROJECTS)
Container Title:	TIDS Marine - Cairns Regional Council	Container ID:	467/00014[3]
CTIONS & OWN	IERSHIP		
Author:		Corporate Author:	$\square$
Author Title / Position:	Secretary	Complaint Classification:	$\geq$
Business Unit:	Yorkeys Knob Boating Club Inc Half Moon Bay Marina		
Action Officer:	DCO_Cairns	Action Required:	For Information Only
Action Instructions:	Emailed to DCO_Cairns 24/01/2018 - KZL	Action Date:	
Home Location:	CAIRNS FAR NORTH RECORDS	Last Movement Date:	24/01/2018
ECURITY & ACC	ESS	YØ)	
Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted		
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Description / Ad	lditional Info:		
Emailed to DCO_0	Cairns 24/01/2018 - KZL		
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## YORKEYS KNOB BOATING OUB INC

FILE No: 467/00014

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RECEIVED CAIRNS

Department of Transport & Main Roads

Queensiand Government

LAN 2018

HALF MOON BAY MARINA A.C.N. 053 492 890 A.B.N 54 349 569 343

## "The Best Nautical Address in the North!"

18 January 2018

The District Director (Far North) Department of Transport & Main Roads 15 Lake Street Cairns QLD 4870

Dear Ms Burke

RE: NEW BOAT RAMPS HALF MOON BAY

On behalf of YORKEYS KNOB BOATING CLUB, I wish to thank you for your previous advice that TMR is now investigating alternative sites for the boat ramps facility outside the Marina.

I also wish to reiterate that YKBC, through its hundreds of trailer boat owning members, appreciates the very real and urgent need for new boat ramps on the Northern Beaches.

Furthermore, YKBC wishes to assist the Department in its deliberations over the most appropriate location for the urgently needed boat ramps.

As stated during our earlier negotiations, YKBC has gathered considerable information on the various locations available. This information has been gathered from many sources including Dredging Contractors, Environmental Consultants, Council Planning & Environmental Officers, as well as long-term Northern Beaches residents and members of YKBC.

We believe this information would be useful to the Department in its deliberations and may help resolve the location of the new boat ramps.

We therefore respectfully request that you allow an opportunity for two representatives of YKBC to meet with you to present our research into the matter, in the hope that the location may be decided as soon as possible.

We look forward to meeting with you as soon as you are available in January 2018.

Secretary

ours sincere

25 – 29 Buckley Street, Yorkeys Knob Qld 4878 P O Box 100, Yorkeys Knob Qld 4878 Ph: (07) 4055 7711 Fax: (07) 4055 7074 Email: marina@ykbc.com.au www.ykbc.com.au

ITEM DETA	ILS				
Item ID:		224612 - PDO	Item Type:	Email	
Date Crea	ted:	14/05/2018	Project ID:	$\frown$	
Date Capt	ured:	31/07/2018	Sub Project ID:	$\langle \mathcal{O} \rangle$	
Item Forn	nat:	Electronic	Other Reference:		
Circulatio	n:		Copies Sent To:		
Subject:		Yorkeys Knob site access			
Function 1	Term:	MARINE INFRASTRUCTURE WORKS	Activity Term:	BOATING FACILITY WORKS (PROJECTS)	
Container	Title:	TIDS Marine - Cairns Regional Council	Container ID:	467/00014[3]	
ACTIONS 8	k OWN	ERSHIP			
Author:		Barnaby J Littlewood	Corporate Author:		
Author Tit Position:		Senior Communications Advisor	Complaint Classification:	>	
Business	Unit:	Stakeholder Management		-	
Action Off Home Loc		CAIRNS FAR NORTH RECORDS	Last Movement Date:	31/07/2018	
SECURITY	& ACC	ESS	Dater		
Security Classificat		UNCLASSIFIED INFORMATION			
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ADDITION	AL INF	ORMATION			
		lditional Info:			
DOGUN					
DOCUM	ENT CO	DNTENTS			
RE: Yorkey	vs Kno	b site access			
	RE: Yo	rkeys Knob site access			
Subject		oy.j.littlewood@tmr.qld.gov.au			
Subject From	Antho	ny.D.Draper@tmr.qld.gov.au			
From					
From Fo					
From Fo	peter.	g.wood@tmr.qld.gov.au, Sandra.Z			
From Fo Cc	peter.				
From Fo Cc Bcc	peter. Darry	g.wood@tmr.qld.gov.au, Sandra.Z Y.lones@tmr.qld.gov.au			
From Fo Cc	peter. Darry	g.wood@tmr.qld.gov.au, Sandra.Z			
From Fo Cc Bcc Sent	peter. Darry	g.wood@tmr.qld.gov.au, Sandra.Z Y.lones@tmr.qld.gov.au			

My understanding is that a lot of Golf Club members strongly oppose the boat ramp proposal and have raised serious concerns about the potential impact on the course. I don?t think it?s appropriate for us to go out on site (particularly via the course) before we have had a chance to formally brief the club and address some of the misinformation which is being circulated in the community.

I recommend delaying any site inspections until we receive endorsement from Minister?s Office to progress the current proposal and engage publicly about this project.

Can you please provide me with a quick email summarising who you spoke to at the club and what was discussed. As this project is currently very sensitive, can you please keep Sandra and I in the loop about any proposed on-site activities or stakeholder interactions.

Kind regards,

#### Barney Littlewood

Senior Communications Advisor | Far North District / Cairns Office **Program Delivery & Operations** | Department of Transport and Main Roads

Floor 6 | Cairns Corporate Tower | 15 Lake Street | Cairns Qld 4870 PO Box 6185 | Cairns Qld 4870 P: (07) 40457115 | F: (07) 40457138 M: NR

E: <u>barnaby.j.littlewood@tmr.qld.gov.au</u> W: <u>www.tmr.qld.gov.au</u>

From: Anthony D Draper <<u>Anthony.D.Draper@tmr.qld.gov.au</u>> Date: 11 May 2018 at 1:58:54 pm AEST To: Senarath Weerakoon <<u>Senarath.Z.Weerakoon@tmr.qld.gov.au</u>>

Cc: Scott G McKinnon <<u>Scott.G.McKinnon@tmr.qld.gov.au</u>>, Peter G Wood <

peter.g.wood@tmr.qld.gov.au>

#### Subject: RE: Yorkeys Knob site access

Ok no problem, I will plan to meet Friday afternoon.

The golf Club have asked for concept drawings when we meet.

Kind regards,

Anthony Draper Operations Coordinator | Far North District | North Queensland Region Program Delivery And Operations | Department of Transport and Main Roads

Floor 7 | Cairns Corporate Tower 15 Lake Street | Cairns Qld 4870 PO Box 6185 | Cairns Qld 4870 P: (07) 40457031 | F: (07) 40457250

M: NR E: anthony.d.draper@tmr.qld.gov.au

W: www.tmr.qld.gov.au

<image001.png>

From: Senarath Weerakoon Sent: Friday, 11 May 2018 1:56 PM To: Anthony D Draper <<u>Anthony.D.Draper@tmr.qld.gov.au</u>> Cc: Scott G McKinnon <<u>Scott.G.McKinnon@tmr.qld.gov.au</u>> Subject: RE: Yorkeys Knob site access

Hi Anthony,

Friday morning we wanted to go to Newel Beach. Therefore we should be back in Yorkeys by 1: 00 PM. After that we will have some time at Bluewater Marina before heading to airport for 5:00 PM flight back to Brisbane.

If you can meet us at Yorkeys in the afternoon that will be great.

#### Senarath

From: Anthony D Draper Sent: Friday, 11 May 2018 10:06 AM To: Senarath Weerakoon <<u>Senarath.Z.Weerakoon@tmr.qld.gov.au</u>> Subject: RE: Yorkeys Knob site access

Good morning Senar,

Golf Club is happy to allow access Friday 18<sup>°°</sup>, they also offered the use of motorised carts. I advised it would be afternoon but it would be good to let them know an estimated time next week.

Kind regards,

#### Anthony Draper

Operations Coordinator | Far North District | North Queensland Region **Program Delivery And Operations** | Department of Transport and Main Roads

Floor 7 | Cairns Corporate Tower | 15 Lake Street | Cairns Qld 4870 PO Box 6185 | Cairns Qld 4870 P: (07) 40457031 | F: (07) 40457250 M: NR

E: anthony.d.draper@tmr.qld.gov.au

W: <u>www.tmr.qld.gov.au</u>

<image001.png>

From: Senarath Weerakoon Sent: Thursday, 10 May 2018 1:46 PM To: Anthony D Draper <<u>Anthony.D.Draper@tmr.qld.gov.au</u>> Subject: RE: Yorkeys Knob site access

Sorry about my mistake / am/talking about Friday 18" (next week)

Kind regards,

#### Senarath Weerakoon (RPEQ, CPEng)

Principal Engineer (Boating Infrastructure) Program Management and Delivery | Department of Transport and Main Roads

Floor 17 | 313 Adelaide Street | Brisbane Qld 4000 GPO Box 1549 | Brisbane Qld 4001

P: (07))306 64024 M: NR

#### senarath.z.weerakoon@tmr.qld.gov.au

<u>www.tmr.qld.gov.au</u>

Floor 17 | Brisbane City - 313 Adelaide Street | 313 Adelaide Street | Brisbane City Qld 4000 GPO Box 1549 | Brisbane City Qld 4000 P: (07) 30664024 | F: (07) 30662065 M: NR E: senarath.z.weerakoon@tmr.gld.gov.au W: www.tmr.gld.gov.au From: Anthony D Draper Sent: Thursday, 10 May 2018 1:44 PM To: Senarath Weerakoon <Senarath.Z.Weerakoon@tmr.gld.gov.au> Cc: FND MARINE <FND MARINE@tmr.qld.gov.au> Subject: RE: Yorkeys Knob site access Hi Senar, I will contact the golf club Kind regards, Anthony Draper Operations Coordinator | Far North District | North Queensland Region Program Delivery And Operations | Department of Transport and Main Roads Floor 7 | Cairns Corporate Tower | 15 Lake Street | Cairns Qld 487Ø PO Box 6185 | Cairns Qld 4870 P: (07) 40457031 | F: (07) 40457250 M: NR E: anthony.d.draper@tmr.qld.gov.au W: <u>www.tmr.qld.gov.au</u> <image001.png> From: Senarath Weerakoon Sent: Thursday, 10 May 2018 1:27 PM To: Anthony D Draper <Anthony.D.Draper@tmj.gld.gov.au> Subject: Yorkeys Knob site access Hi Anthony, On next Friday we would like to have a walkthrough on the proposed Yorkeys Knob site to see any issues with the upcoming geotech investigation works. Would you be able to arrange access through the golf park? Would you be able to some inspections on Friday as well? Kind regards, Senarath Weerakoon (RPEQ, CPEng) Principal Engineer (Boating Infrastructure) Program Management and Delivery | Department of Transport and Main Roads Floor 17 313 Adelaide Street | Brisbane Qld 4000 GPØ Box 1549 | Brisbane Qld 4001 P: (07) 306 64024 M: NR senarath.z.weerakoon@tmr.qld.gov.au www.tmr.qld.gov.au Floor 17 | Brisbane City - 313 Adelaide Street | 313 Adelaide Street | Brisbane City Qld 4000 GPO Box 1549 | Brisbane City Qld 4000 **P**: (07) 30664024 | **F**: (07) 30662065

Λ: <sup>[NR</sup> Ξ: <u>senarath.z.weerako</u> V: <u>www.tmr.qld.gov.a</u>	on@tmr.qld.gov.au			
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Item Format:	Electronic	Other Reference:	
Circulation:		Copies Sent To:	
Subject:	Yorkeys Knob site access		
Function Term:	WORKS	Activity Term:	BOATING FACILITY WORKS (PROJECTS)
Container Title:	TIDS Marine - Cairns Regional Council	Container ID:	467/00014[3]
ACTIONS & OWN	IERSHIP		
Author:	Senarath Weerakoon	Corporate Author:	
Author Title / Position:		Complaint Classification:	$\geq$
<b>Business Unit:</b>			
Action Officer:			
Home Location:	CAIRNS FAR NORTH RECORDS	Last Movement Date:	31/07/2018
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Senarath Weerakoon (RPEQ, CPEng)
Principal Engineer (Boating Infrastructure)
Program Management and Delivery   Department of Transport and Main Roads
riogram Management and Dervery   Department of Transport and Main Roads
Floor 17   313 Adelaide Street   Brisbane Qld 4000
GPO Box 1549   Brisbane Qld 4001
P: (07) 306 64024 M: NR
senarath.z.weerakoon@tmr.qld.gov.au
www.tmr.qld.gov.au
Floor 17   Brisbane City - 313 Adelaide Street   313 Adelaide Street   Brisbane City Old 4000
GPO Box 1549   Brisbane City Qld 4000
P: (07) 30664024   F: (07) 30662065 M: NR
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Item ID:	206472 - PDO	Item Type:	Email
Date Created:	30/11/2017	Project ID:	
Date Captured:	30/11/2017	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:		Copies Sent To:	
Subject:	Mail Memo - Yorkeys Knob Boat I		
Function Term:	COMMUNICATION AND EVENT MANAGEMENT	Activity Term:	STAKEHOLDER ENGAGEMENT
<b>Container Title:</b>	2017 Stakeholder Engagement	Container ID:	105/00065[1]
ACTIONS & OWN	ERSHIP		
Author:	Tai Z Moor	Corporate Author:	$\square$
Author Title / Position:		Complaint Classification:	
Business Unit:	Project Controls / Program Finance		>
Action Officer:		1/12	
Home Location :	CAIRNS FAR NORTH RECORDS	Last Movement Date:	30/11/2017
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As you are aware a state election was held on the 25 November 2017 and the government remains in a caretaker period.

The Department of Transport and Main Roads (TMR) has worked closely with Cairns Regional Council and local boaties to identify a potential location for new recreational marine facilities to service the northern side of Cairns.

Together, we identified a potential site inside the sheltered waters of Yorkeys Knob Marina. TMR worked closely with Yorkeys Knob Boating Club (YKBC) to discuss challenges and opportunities and assess the feasibility of the concept.

The YKBC Committee has advised TMR it does not support the proposal to construct new boat ramps within the existing Marina. TMR listened to feedback from YKBC and has commenced investigations into suitable alternatives outside the Marina.

New recreational marine facilities are needed in Cairns' northern beaches and TMR will continue to work toward the delivery of positive outcomes for local boaties.

I trust this information is of assistance.

Kind regards

Sandra Burke District Director (Far North) | North Queensland Region Program Delivery and Operations | Department of Transport and Main Roads

Floor 6 | Cairns Corporate Tower | 15 Lake Street | Cairns Qld 4870 PO Box 6185 | Cairns Qld 4870 P: (07) 4045 7105

E: <u>cairns.office@tmr.qld.gov.au</u> W: <u>www.tmr.qld.gov.au</u>

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# Northern Cairns - New Boat Ramp Facility Alternative Options Assessment

DRAFT May 2020 70

Prepared by TMP Boating Infrastructure Unit



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# **Abbreviations:**

- TMR Department of Transport and Main Roads
- GHD GHD Pty Ltd a consultant engineering company
- EPA Environmental Protection Authority (now DES)
- DES Department of Environment and Science
- DAF Department of Agriculture and Fisheries
- CBD central business district
- GBRMPA Great Barrier Reef Marine Park Authority
- CRC Cairns Regional Council

# Introduction

This options assessment has been collated to capture the decision-making process that resulted in Yorkeys Knob being chosen as the preferred site for a new recreational boat ramp facility. The decision-making process and consideration of options was made over a period since 2016 using input from:

- a stakeholder working group known as the community reference group in 2016
- TMR's state-wide online recreational boating survey (Queensland Government "Get Involved") running from 5 December 2015 to 30 September 2016
- GHD's demand forecasting study (commissioned by TMR) published in December 2016,
- an options assessment completed internally by TMR to address particular stakeholders' concerns.

These inputs allowed exclusion of options that were not further considered in subsequent site selection.

To avoid any doubt with respect to the completeness and justification for the recommendation of Yorkeys Knob as the proposed new boat ramp facility site, this report documents all options considered, including those excluded via the above inputs.

As a preface to this report, TMR provides the below aerial photos from 1982, 1989 and 2018 of the Yorkeys Knob area. The historical photographic record is significant in showing that this area is highly disturbed.

Any argument suggesting significant environmental or coastal process impacts over and above those that have already occurred is out of accord with this factual photographic record.

TMR officers with over 20 years individual experience in coastal processes and environmental policy and legislation within EPA (now DES) have contributed to this assessment, finding the Yorkeys Knob site the most sustainable solution to meeting the recreational boating facility demand in northern Cairns.

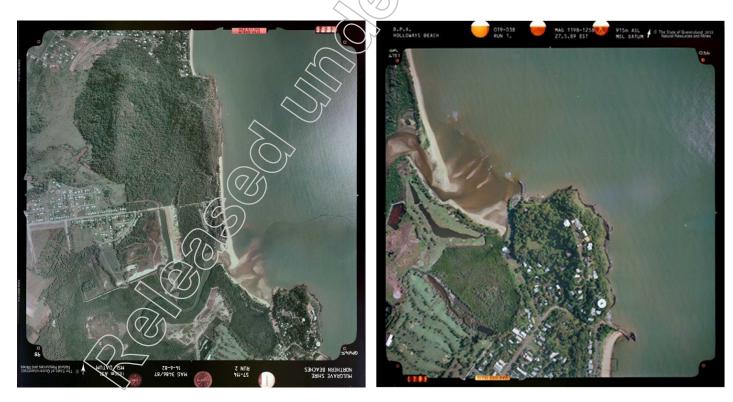


Figure 1 - BPA aerial photo 1982

Figure 2 - BPA aerial photo 1989



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Figure 4 – Proposed New Boat Ramp Facility at Yorkeys Knob

# Background

Yorkeys Knob was identified as a strategic location for additional boat launching facilities through TMR's recreational boating "Get Involved" online survey undertaken over ten months from 3 December 2015 to 30 September 2016. Yorkeys Knob was subsequently recommended by consultants in the *Recreational Boating Facilities Demand Forecasting Study 2016 (GHD (Dec 2016))*. The survey and study concluded that there is an urgent need for additional boat ramps to the north of the Cairns CBD, and that Yorkeys Knob is the most suitable site due its central location, access to the open sea, proximity to the Great Barrier Reef, and because it is one of the few open coast locations excluded from the Federal Great Barrier Reef Marine Park due to previous development making it an environmentally disturbed area.

In 2016, a community reference group including elected representatives (state and local government), TMR, Cairns Regional Council officers, and local boaties investigated multiple locations between the Cairns CBD and Ellis Beach. The community reference group found most sites were unsuitable due to tide restrictions. availability of suitable land, environmental impacts, exposure to open waters, and dredging requirements. Based on these criteria the group recommended Yorkeys Knob as the preferred location.

Following the community reference group recommendation, TMR investigated the feasibility of several development location options in the Yorkeys Knob area to come to a site in or close to the Yorkeys Knob Marina being accepted for further investigation investment, which was taken forward.

For completeness, TMR has collated this report to capture the social, environmental, operational and indicative financial factors that led to the current recommended siting option (adjacent to and west of the western Yorkeys Knob marina breakwater), documenting and completing an assessment of all the options considered since 2016.

# **Objective**

TMR's objective for this project is to provide a boat launching facility that is at a scale to make a significant contribution towards meeting the identified demand for increased recreational boating facilities north of the Cairns CBD. TMR faces significant challenges across the state finding suitable waterfront land with all-tide access to develop boating facilities to meet the increased demand. Such projects come at high cost because of these constraints. For this reason, when a viable site is identified the scale of the facility needs to maximise the benefits gained for the proposed investment within the constraints of the site.

From an environmental impact perspective, a larger development of one disturbed site is the best outcome compared to development of several smaller greenfield sites. The development of waterfront land into a carpark is never a popular project with local residents. Hence projects such as this have a history of having a level of opposition by local community groups regardless of the location chosen.

Boating registration data is important in TMR's planning to meet usage demand for boating facilities throughout the state and was utilised in the 2016 GHD demand study. In addition to the GHD study, the 2016 online survey of boating stakeholders provided important insights into boat usage and stakeholder needs in northern Cairns.

Based on the above points, the proposed boat ramp facility is required to have:

- a minimum of 4 boat ramp lanes with 2 floating walkways
- all-tide open water access in a sheltered waters boat launching facility
- space for safe navigational operations associated with the facility
- minimum ongoing maintenance dredging liability
- space for an appropriate scale carpark to manage expected demand
- does not have significant environmental, flooding or coastal process impacts that is, the chosen site is likely to gain legislative approvals
- · does not have the potential to be significantly impacted by flooding or coastal processes
- does not negatively impact existing infrastructure
- good value for money (initial capital investment and ongoing maintenance costs) taking into consideration state-wide equity – note: this assessment is at a concept level and cost comparisons are relative and qualitative only.
- general consistency with likely available project budget.

# **Options description and discussion**

The introduction to this report outlines that there have been several steps in the consideration of alternatives for the development of a new boat ramp facility in northern Cairns to meet documented significant demand. Figure 5 shows the location of all the options considered in a broad location map. The options assessment is structured as follows:

- a description of each option and a discussion of the primary benefits and constraints
- a summary table (Table 1) comparing all options to the assessment criteria
- concluding discussions and recommendation.

Appendix A explains in more detail the primary or terminal constraints that ruled out certain site options from further consideration.

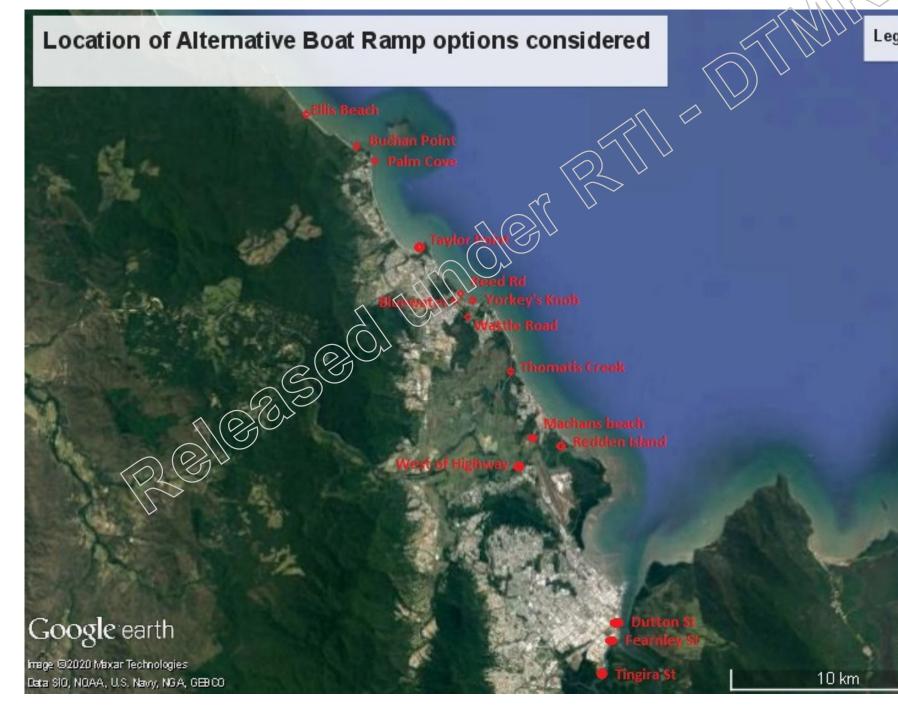


Figure 5 – Overview map of option locations

Post-application



# **Description of Options**

# **Option 1: Ellis Beach**



Figure 6 - Ellis Beach general location of option for new boat ramp facility

**Description:** The Ellis Beach option would include development of the existing beach foreshore for carparking and a boat ramp access beside the Captain Cook Highway. Dredging would be required across the shallow intertidal area to provide all-tide access. The construction of breakwaters would be required to provide wave and wind protection to the new facility. These works would represent capital works in the Great Barrier Reef Marine Park.

#### **Benefits:**

• out of built up area of Cairns with nearby road access.

#### **Constraints:**

- open coast beach site exposed to wind and waves
- breakwaters built to provide shelter would cause large coastal process impacts to a natural beach system and hence would be unlikely to be supported by approval
  agencies
- foreshore slope shallow gradient requiring reclamation and extensive capital and frequent ongoing maintenance dredging to provide an all-tide access facility
- carparking constraints given existing uses and local topography
- boating stakeholders indicated it was too far north to service the target north of Cairns CBD boating community.

Summary: TMR owns several open coast beach ramps across the state which are largely in place because of a lack of feasible alternatives for local boating and open water access. Most are not formally planned but a semi-formalising of historical beach launching locations. Ellis Beach was not considered further because of the extensive coastal process impacts and resulting environmental impacts making it impractical and cost-prohibitive where alternative options exist.

## **Option 2: Buchan Point**





Figure 7 – Buchan Point general location of option for new boat ramp facility

**Description:** The Buchan Point (north of Palm Cove) option, much like Ellis Beach, would include development of the existing beach foreshore for carparking and a boat ramp access channel/basin. Dredging would be required across the shallow intertidal area to provide all-tide access. The construction of breakwaters would be required to provide wave and wind protection. However, the existing headland of Buchan Point is expected to provide some natural protection to the facility and hence reduce the extent of breakwaters required. These works would represent capital works in the Great Barrier Reef Marine Park.

#### **Benefits:**

· headland provides some natural shelter from the dominant south-east winds

#### Constraints:

- site exposed to wind and waves from the north and north-east
- breakwater(s) required to provide shelter would cause significant coastal process impacts to a natural beach system (accretion and erosion impacts) and hence would be
  unlikely be supported by approval agencies if suitable alternatives existed
- shallow foreshore slope requiring extensive reclamation and capital and frequent ongoing maintenance dredging to provide an all-tide access facility
- land availability/tenure for carpark questionable.

Summary: Buchan Point is a better option than Ellis Beach given the benefit of the headland. The site has a naturally shallow foreshore. Development including breakwater(s) and capital and ongoing dredging at this greenfield site would be cost prohibitive. The site cannot be justified on environmental impact grounds where a workable alternative exists.

## **Option 3: Palm Cove**



Figure 8 – Palm Cove general location of option for new boat ramp facility

**Description:** The Palm Cove option has similarities to the two options above. However, there has been a public boat ramp in the location (now removed due to safety concerns) with some associated parking. Development of this option would require an expansion of existing parking facilities and likely construction of a new boat ramp closer to the headland. Dredging would be required to provide all-tide access. The construction of breakwaters or similar wave protection devices would be required to provide wave and wind protection to the new facility. These works would represent capital works in the Great Barrier Reef Marine Park.

#### **Benefits:**

- a new public ramp facility could be gained as part of a private development (mini-harbour), but is opportunistic, not something within TMR control and no previous such proposals have been successful (likely because of the of the constraints below).
- some existing base infrastructure exists in the area jetty and limited associated parking

#### **Constraints:**

- site exposed to wind and waves
- significant breakwaters or protection structures required to provide even a small sheltered area. Such structures would cause significant coastal process impacts to a
  natural beach system (given the existing jetty presents a relatively small footprint impact and allows coastal flows round its piles) such impacts unlikely to be acceptable
  to approval agencies
- no all-tide access reclamation and/or capital and ongoing maintenance dredging required to maintain all-tide access
- land available for carparking is significantly constrained by existing development.

**Summary**: Palm Cove had a public ramp that was removed due to safety concerns associated with its exposed location. As with Ellis Beach and Buchan Point, significant breakwater construction works, and some dredging, would be required to provide a facility with suitable protected all-tide access. Such a proposal would have a significant impact on natural coastal processes and is likely the reason why private proposals to build a harbour in the last few decades have been unsuccessful. TMR will keep a watching brief on opportunities that may come from a private development at Palm Cove for improved public boating access. However, the cost of a workable solution, coastal process impacts, and the constraints on parking excluded this option from further consideration to meet the immediate access demand.

## **Option 4: Taylor Point (Kewarra Beach)**



Figure 9 – Taylor Point (Kewarra Beach) general location of option for new boat ramp facility

**Description:** The Taylor Point (Kewarra Beach) option is similar in scope to the Buchan Point option. It would include development of the existing foreshore for carparking and a boat ramp access. Dredging would be required across the shallow intertidal area to provide all-tide access. The construction of breakwaters would be required to provide wave and wind protection. However, the existing headland at Taylor Point is expected to provide some natural protection and hence reduce the extent of breakwaters required. These works would represent capital works in the Great Barrier Reef Marine Park.

#### **Benefits:**

headland provides some natural sheltering from the dominant south-east winds

#### **Constraints:**

- site exposed to wind and waves from the north and north-east
- breakwater(s), required to provide shelter, would cause significant coastal process impacts to a natural beach system and hence would be unlikely to be supported by approval agencies
- significant environmental impacts to tidal creek system
- foreshore slope shallow requiring reclamation and extensive capital and frequent ongoing maintenance dredging to provide an all-tide access facility.

Summary: Taylor Point, much like Buchan Point, has the benefit of partial natural headland protection. However, it is naturally shallow and a development including a breakwater and capital and ongoing maintenance dredging at this greenfield site would be cost-prohibitive and cannot be justified on environmental impact grounds where alternatives exist.

## **Option 5: Bluewater boat ramp**



Figure 10 – Bluewater location of existing boat ramp facility

**Description:** The Bluewater (Trinity Park) boat ramp is an existing boat ramp facility (recently upgraded by TMR) adjacent to the Bluewater Marina, with open water access via Half Moon Creek that is regularly dredged by Cairns Regional Council. Because of significant land constraints, the associated carparking is a significant distance from the ramp. Adjacent marine and terrestrial development largely exclude further expansion of this facility.

#### **Benefits:**

• The existing facility provides close to all-tide sheltered access, owing to Cairns Regional Council's regular dredging of the Half Moon Creek entrance and internal access channels.

#### **Constraints:**

- The site is spatially constrained by other development, land tenure, and topography. There is no capacity for expansion of the carpark or boating facilities. TMR recently added a floating walkway to this ramp to improve access following stakeholder feedback. The facility is now at the full extent of development.
- The area is subject to some flooding impacts and associated siltation.

Summary: The Bluewater existing boat launching facility is a key element in servicing recreational boating demand in the Cairns northern beaches. Given it provides no opportunity for further expansion it was not considered further.

# **Option 6: End of Reed Road (Trinity Park)**

Options 6A, 6B, and 6C consider the possibility of the state buying or resuming all or part of the large vacant freehold lot at the end of Reed Road to accommodate parking for a new facility. Three sub-options have been considered associated with the location of the ramp water access.



## **Option 6A – Ramp into Bluewater Canal via property resumption of existing developed waterfront lots**

**Description:** The end Reed Road Option 6A is one of the options investigating the use a currently vacant large parcel of freehold land at the end of Reed road to accommodate parking. The three options address different locations where the water access might occur. Option 6A would involve the potential resumption of several residential properties to build the boat ramp facility into the entrance of the Bluewater Canal system. This area, like the existing Bluewater ramp, would gain open water access via Half Moon Creek, which is regularly dredged by Cairns Regional Council.

#### Benefits:

- This facility would provide close to all-tide sheltered access, owing to Cairns Regional Council's regular dredging of the Half Moon Creek entrance and its internal channels.
- Ample parking space would be available for future growth.
- Minor environmental impacts would occur as a result of this site option.

#### **Constraints:**

- The cost to acquire sufficient length of canal waterfront to service the facility is likely to be cost-prohibitive.
- Resumption of houses for a recreational boating facility is not justified in this instance.
- The cost to acquire some (or all) of the vacant land to support the carpark is likely to be cost-prohibitive for this project. When first considered, a Development Approval (DA) existed over the land and in the event a resumption or agreement was made to acquire the land, the value of the land in question and the funds invested in the DA would need to be factored into compensation. TMR is aware that this block has recently (in early 2020) been put on the market for sale with a price range between \$30 and \$40 million. This confirms TMR's previous assessment that the land purchase itself would exceed TMR's estimate project budget.
- The canal area is spatially constrained with respect to water area for safe vessel movements associated with a large boating facility, that is, queuing of boats waiting their turn to use the ramp and floating walkways.
- The proposal would present navigation and waterway congestion issues associated with additional vessel traffic in the narrow Half Moon Creek channel.
- The area is subject to flooding impacts.

**Summary:** This option's primary constraints are the cost risk associated with acquiring freehold land, which also represent significant delivery time risk. However, a key reason this option was not considered further is that resumption of homes is not considered justified for a recreational boat ramp facility where suitable alternatives exist.

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Figure 11 – End Reed Road general location of Option 6A for new boat ramp facility

## **Option 6B – Ramp into Half Moon Creek entrance**



Figure 12 - End Reed Road general location of Option 6B for new boat ramp facility

**Description:** The end Reed Road Option 6B is one of the options investigating the use a currently vacant large parcel of freehold land at the end of Reed Road to accommodate parking. The three options include address different locations where the marine access might occur. Option 6B would involve the foreshore clearing and construction (dredging) of a basin area in the mouth of Half Moon Creek and subsequent construction of a boat ramp facility with extensive erosion protection works.

#### **Benefits:**

- Ample parking space would be available for future growth on existing cleared land
- Cairns Regional Council regularly dredges the entrance area so maintenance costs for the facility is likely to be cost competitive.

#### **Constraints:**

- The cost to acquire some (or all) of the vacant land to support the carpark is likely to be cost-prohibitive for this project. When first considered, a Development Approval (DA) existed over the land and in the event a resumption or agreement was made to acquire the land, the value of the land in question and the funds invested in the DA would need to be factored into compensation. TMR is aware that this block has recently (in early 2020) been put on the market for sale with a price range between \$30 and \$40 million. This confirms TMR's previous assessment that the land purchase itself would exceed TMR's estimate project budget.
- The vacant lot is significantly elevated which presents significant challenges in construction of a boat ramp and its associated parking.
- The entrance area is spatially constrained with respect to water area for vessel movements, queuing vessels and the need to maintain a navigational channel for vessels from upstream in Bluewater. These constraints would necessitate the need to dredge a large basin area, which is likely to create a significant maintenance liability.
- Creek and river entrances are highly dynamic, particularly during cyclones and flooding events. Because of this, significant erosion protection works would be required as part of any proposed ramp in this location.
- This entrance area is a declared Fish Habitat Area (FHA) which excludes dredging works. On this basis, dredging a basin and ongoing dredging to maintain the basin would require the FHA to be revoked via legislative process.
- The basin dredging would require a large area of marine plants to be removed, which would present difficulty in gaining approvals.
- This entrance area is significantly exposed to flooding impacts likely giving rise to high ongoing maintenance costs associated dredging siltation, and potentially frequent damage to floating walkways and other infrastructure. The Half Moon Creek entrance is a critical point of high-volume water conveyance during local flooding. Development in this area has significant potential to negatively impact upstream catchment ecology and flooding.

Summary: This option shares the same constraint of cost risk associated with acquiring freehold land as the other two options at the end of Reed Road. However, this option was primarily excluded from further consideration because the dynamic entrance of the narrow Half Moon Creek is significantly exposed to large changes from cyclone and flooding events, which cannot be completely negated, representing ongoing maintenance issues, particularly associated with damage to floating walkways. In addition, the dredging of a basin in the FHA, which is essential to facilitate this option, is unlikely to be supported by approval agencies where a suitable alternative exists in non-declared FHA areas. Extensive removal of marine plants would likely not be supported by approval agencies where suitable alternate sites exist without this negative environmental impact.

# Option 6C – Ramp into open water north-west of Half Moon Creek entrance



Figure 13 – End Reed Road general location of Option 6C for new boat ramp facility

**Description:** The end Reed Road Option 6C is one of the options investigating the use a currently vacant large parcel of freehold land at the end of Reed Road to accommodate parking. The three options include three different locations where the marine access might occur. Option 6C would involve the open coast foreshore clearing and construction of breakwaters to form a mini-harbour north-west of the Half Moon Creek entrance. Dredging of a basin area would be required to provide all-tide access.

#### **Benefits:**

- ample parking space available for future growth on existing cleared land
- open coast all-tide access in protected waters
- no flooding impacts.

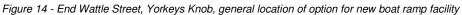
#### **Constraints:**

- The cost to acquire some (or all) of the vacant land to support the carpark is likely to be cost-prohibitive for this project. When first considered, a Development Approval (DA) existed over the land and in the event a resumption or agreement was made to acquire the land, the value of the land in question and the funds invested in the DA would need to be factored into compensation. TMR is aware that this block has recently (in early 2020) been put on the market for sale with a price range between \$30 and \$40 million. This confirms TMR's previous assessment that the land purchase itself would exceed TMR's estimate project budget.
- This site is exposed to open coast wind and waves, making the entrance design complex to ensure low wave heights inside a mini-harbour.
- Significant length of breakwaters required on both sides of facility to provide shelter to new facility. Given the northern end of Half Moon Bay is natural beach, construction of a mini-harbour in this area north-west of the Half Moon Creek entrance would significantly change:
  - o coastal processes of the north-western beach
  - o processes that have developed since Yorkeys Knob Marina was constructed.
- The isolation of a small section of disturbed beach, and the creek entrance lying between two harbour structures, represent fragmentation of the coastal processes. Such
  fragmentation would likely create more significant impacts than adding a mini-harbour to the west of the existing marina.
- Part of this area is a declared Fish Habitat Area (FHA) which excludes dredging works. On this basis dredging a basin and ongoing dredging to maintain the basin would require the FHA to be revoked via legislative process.
- This proposal would impact Cairns Regional Council's approved beach nourishment area and nearshore disposal strategy associated with the Half Moon Creek entrance and Bluewater Marina dredging.

**Summary:** This option shares the same constraint of cost risk associated with acquiring freehold land as the other two options at the end of Reed Road. However, this option was primarily excluded from further consideration because of the likely unacceptable impacts on coastal processes and the costs associated with a significant length of breakwater(s) to achieve the required protection and mini-harbour size. In addition, the site impacts the beach nourishment area that forms part of the current maintenance dredging strategy for Half Moon Bay.

# **Option 7 - End of Wattle Street, Yorkeys Knob**





**Description:** The Wattle Street, Yorkeys Knob option was investigated in an attempt to utilise the cleared/disturbed area of the end of Wattle Street to facilitate the required parking need. This option would require extensive mangrove clearing and dredging of a significant basin to facilitate floating walkways and boat ramp access into this narrow section of creek. Such a facility would gain open water access via Half Moon Creek. The site shown on the left (Option 7A) above is regularly dredged by Cairns Regional Council. The site shown on the right (Option 7B) above is in the upper reaches of Half Moon Creek and not subject to depth maintenance.

#### Benefits:

- large disturbed area to partially accommodate parking
- nearby road access
- within Half Moon Creek, naturally protected from wind and waves
- relatively close to a maintained navigational access channel (option 7A).

#### **Constraints:**

- A large area of mangroves would need to be cleared and a basin area dredged to accommodate a new facility. This is because of the narrow width of the creek in both locations not being sufficient to allow for boat ramp queuing, floating walkway extents and existing channel use by vessels from Bluewater (for option 7A).
- A ramp into the narrow creek to the south (Option 7B) would require less clearing of mangroves. But this creek is much too narrow and shallow for this to be a viable option for a large-scale marine facility.
- This area is declared Fish Habitat Area (FHA) which excludes dredging works. On this basis dredging a basin and ongoing dredging to maintain the basin would require the FHA to be revoked via legislative process.
- An artificial basin is likely to rapidly silt up and require frequent maintenance dredging to maintain all-tide access.
- This area is exposed to significant flooding impacts and subsequently represents high ongoing maintenance costs associated with frequent damage to floating walkways and associated infrastructure.
- The proposed area is low-lying wetland. Reclamation or filling of this area would be required for any proposed development. The impacts of this filling/reclamation on tidal inundation pathways and impact on catchment flocking would be a significant constraint in terms of gaining approvals and design to limit the impacts.

**Summary:** This option was excluded on the basis that insufficient water area exists to support the functions of a new boat ramp facility. The water access shown on the left above would impede existing navigational access to Bluewater. Artificially creating such a space by dredging and destroying a large area of mangroves would create a silt trap and negate any benefits of utilising the disturbed and area to accommodate parking. The FHA revocation and marine plant clearing issues mentioned above add weight to rejecting this option.

## Option 8 - Yorkeys Knob – Boat ramps near or inside the existing marina



## **Option 8A – Boat ramps within existing marina**

Figure 15 – Yorkeys Knob marina extension Option 8A

**Description:** The Yorkeys Knob Option 8A is an effective extension of the existing Yorkeys Knob Marina including development between the golf club and the harbour for access and parking and the development of a revetted parking area on the previously used dredge material disposal area west of the marina. The boat ramp facility in this option included water access into the south of the existing marina. Navigational open water access would be shared with the existing marina. Several configurations within the marina were considered: two smaller ramps at the south-east and south-west corners of the existing marina harbour – and a single larger ramp at the south-west corner.

#### **Benefits:**

- within Yorkeys Knob Marina sheltered from all wind and waves
- negligible coastal process impacts
- navigational access facilitated via existing dredged channels with minor additional access dredging
- sharing of internal marina dredging costs with Yorkeys Knob Boating Club
- disturbed Unallocated State Land (USL) available for carpark development, which is an approved dredge material placement site
- site can facilitate a large volume of parking
- direct sheltered all-tide access to open waters.

#### Constraints:

- Yorkeys Knob Boating Club not agreeing to the proposal based on insufficient space for the boating club to manage increased vessel traffic and concerns over security of berthed vessels
- requirement for protective fencing on golf club boundary
- impacts associated with access road crossing existing tidal creek.

Summary: The Yorkeys Knob Option 8A is an effective utilisation of the existing sheltered Yorkeys Knob Marina, with landward extensions for parking and access. This option included development of the previously used dredge material disposal site (on USL) to provide the required parking along with development of the state-owned area between the marina and the golf club. The terminal constraint to this option was that Yorkeys Knob Boating Club could not agree to it because of concerns over navigational congestion and

the security of boats berthed in the marina. TMR was obliged to consider alternatives to address this rejection of this option by Yorkeys Knob Boating Club.

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# Option 8B – Boat ramp as an effective expansion of existing harbour



Figure 16 - Yorkeys Knob marina extension Option 8B

**Description:** The Yorkeys Knob Option 8B is an effective extension of the existing Yorkeys Knob Marina – with independent navigational access. Option 8A was refined through consultation and constraints identified to develop Option 8B. This option is an effective extension of the existing boat harbour utilising its own separate open water access. This option includes development of the previously used dredge material disposal site (on USL) to provide the required parking, boat ramp access, a dredge basin (or mini-harbour), and breakwaters/revetments for protection – all in the coastal process shadow of the existing marina development. The road access to the facility is via a two-way access road that connects to Buckley street with a small creek crossing as in Option 8A.

#### **Benefits:**

- significantly less length of breakwaters required given location next to the marina and hence reduced costs compared to other open coast "mini-harbour" options
- negligible coastal process impacts given structure is designed as a simple extension to the existing harbour
- navigational access facilitated via adjacent existing dredged channels with minor additional basin and access dredging needs
- utilisation of dredged material as land fill to raise carpark level
- disturbed USL land available for carpark development, which is an approved dredge material placement site see Figure 17 below showing the proposed development site was all filled to above HAT between 2004 and 2009 as part of its previous use as a dredge material placement area – the area is no longer required for dredge material management
- the site facilitates a large volume of parking in an area of direct sheltered all-tide access to open waters this being a key project objective
- no impact on infrastructure from Half Moon Creek flooding.

#### **Constraints:**

2004

- requirement for protective fencing on golf club boundary
- minor environmental impact associated with access road crossing existing tidal creek.

2006

Summary: Option 8B utilises the existing disturbed area between a dredged channel, the golf club and the boating club to provide a large all-tide open water access facility to meet the recreational boating demand of Cairns northern beaches, with minor environmental impacts and negligible coastal process impacts. The facility is in an area which is part of a regular dredging program so the minor maintenance dredging requirement is likely to be cost competitive and present negligible additional impacts associated with maintenance works. It is for these reasons TMR chose to undertake more detailed feasibility investigations into this option.



Figure 17 – Aerial photos 2004 to 2009, showing proposed development site filled to above HAT as part of historical use as dredge material placement area

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## **Option 9 - Thomatis Creek/Holloways beach – upgrade existing ramp**



Figure 18 – Thomatis Creek, Holloways Beach site of existing ramp facility showing open water entrance to Thomatis Creek and the inset of ramp area

**Description:** The Thomatis (Richters) Creek option at Holloways Beach is the investigation of an expansion of the existing boat launching facility in Thomatis Creek. Development of this option would include a significant amount of clearing foreshore and adjacent areas to accommodate an expanded facility and is likely to require dredging of a basin area at the boat ramp site to gain the required operational space for launch and retrieve and vessel queuing (via floating walkways). However, the most significant component of this option is capital and ongoing maintenance dredging of the Thomatis Creek entrance delta (shown in Figure 18) to gain the required all-tide open water access.

#### **Benefits:**

- disturbed land area to accommodate some of the required additional parking
- nearby road access
- within a creek, naturally sheltered from wind and waves.

**Constraints:** 

- large scale costly initial and ongoing dredging program of the Thomatis Creek entrance to maintain all-tide access which makes this option cost-prohibitive (see explanation in Appendix A)
- unacceptable environmental impacts associated with the required large-scale capital and maintenance dredging program
- site subject to frequent flooding events that would likely damage floating walkways and other infrastructure frequently, resulting in high ongoing maintenance costs
- a lack of natural marine operational space necessitating the construction of an artificial basin this would have significant environmental impacts and present a large ongoing siltation risk
- significant foreshore vegetation clearing of mangroves would be required for this option

- according to local stakeholder groups the existing facility currently has siltation issues in the entrance and in the creek
- filling of land to give these facilities a level of flood immunity would need to be carefully considered to avoid the generation of unacceptable increased flood risk to adjacent properties
- residents would be close to the expanded car-trailer parking area.

**Summary:** Without a cost-prohibitive capital and ongoing maintenance dredging campaign of the Thomatis Creek entrance, the proposed facility could not service the open water access criterion for a new Cairns northern beaches facility. Therefore, this site was not considered further. This and several other ramps in the Barron River and upstream in Trinity Inlet play an important role in providing river and creek estuarine access but cannot feasibly meet the demand requirements for open water access in northern Cairns. For these reasons Thomatis Creek was not considered further.

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## **Option 10A – Barron River – Machans Beach**





Figure 19 – Machans Beach indicative extent of Option 10A

**Description:** The Machans Beach (Barron River) option is the investigation of an expansion of the existing boat ramp facility adjacent to Machans Beach. This site has significant areas of cleared land surrounding it. Relatively minor foreshore clearing of mangroves would be required for the expanded boat launching and carpark facilities. However, the most significant aspect of this option is capital and ongoing maintenance dredging of the Barron River entrance delta to gain the required all-tide open water access.

#### **Benefits:**

- disturbed land area to accommodate required additional parking
- minor environmental impacts to upgrade the boat ramp
- nearby road access
- within the river system naturally sheltered from wind and waves.

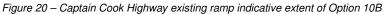
#### **Constraints:**

- large-scale initial and ongoing dredging program of the Barron River entrance delta to maintain all-tide access, which makes this option cost-prohibitive (see explanation in Appendix A)
- unacceptable environmental impacts (locally and upstream ecology) associated with the required large-scale capital and maintenance dredging program to service a
  recreational boat ramp
- the Barron River being subject to frequent flooding that would damage floating walkway infrastructure and other infrastructure, resulting in high ongoing maintenance costs
- filling of land to give these facilities a level of flood immunity would need to be carefully considered to avoid the generation of unacceptable increased flood risk to adjacent properties.

Summary: Without a cost-prohibitive capital and ongoing maintenance dredging campaign of the Barron River entrance delta, the option for a facility here could not service the open water access criterion. Hence this option was not considered further. This and several other ramps within the Barron River and upstream in Trinity Inlet play an important role in providing river and creek estuarine access but cannot feasibly meet the demand requirements for open water access in northern Cairns. Barron River (Machans Beach) was not considered further.

# **Option 10B - Barron River west of Captain Cook Highway**





**Description:** The Barron River adjacent Captain Cook Highway option is the investigation of an expansion of the existing boat launching facility. This site has significant areas of disturbed land surrounding it. Some foreshore clearing of mangroves would be required for the expanded boat ramp access and carpark facilities but could be managed with design. However, the most significant component of this option is capital and ongoing maintenance dredging of the Barron River entrance delta to gain the required all-tide open water access.

#### **Benefits:**

- disturbed land area to accommodate required parking
- relatively minor environmental impacts to upgrade the boat ramp
- nearby road access
- within river system naturally sheltered from wind and waves.

#### Constraints:

- large scale initial and ongoing dredging program of the Barron River entrance delta to maintain all-tide access, which makes this option cost-prohibitive (see explanation at Appendix A below)
- unacceptable environmental impacts associated with the required large-scale capital and maintenance dredging program to service a recreational boat ramp
- · Barron River being subject to frequent flooding that would damage floating walkway and other infrastructure frequently, resulting in high ongoing maintenance costs
- filling of land to give these facilities a level of flood immunity would need to be carefully considered to avoid the generation of unacceptable increased flood risk to
  adjacent properties
- the highway bridge impeding vessel access during higher tides.

Summary: Without a cost-prohibitive capital and ongoing maintenance dredging campaign of the Barron River entrance delta, this facility could not service the offshore access demand required. Hence was not considered further. This and several other ramps within the Barron River system and upstream in Trinity Inlet play an important role in providing river and creek estuarine access but cannot feasibly meet the demand requirements for open water access in northern Cairns. Barron River west of Captain Cook highway was not considered further for upgrade.

## **Option 10C - Redden Island**



Figure 21 - Redden Island indicative location for new ramp facility

Description: The Redden Island (Barron River) option is the investigation of a new boat launching facility near the mouth of the Barron River. This site, although undeveloped, looks as though it has been previously cleared/disturbed. Relatively minor foreshore clearing of mangroves would be required for the boat ramp access and carpark facilities. However, as with other Barron River options, the most significant component of this option is capital and ongoing maintenance dredging of the Barron River entrance delta to gain the required all-tide open water access.

#### **Benefits:**

- significant land area available (after purchase) to accommodate required parking and future expansion
- minor environmental impacts for in-water facilities construction/installation
- nearby road access from Cinderella Street (requiring upgrade of existing track)
- close to river entrance (for open water access)
- within river system naturally sheltered from wind and waves.

#### **Constraints:**

- The land in question on Redden Island is freehold and would incur a large purchase cost (for whole or part).
- large scale initial and ongoing dredging program of the Barron River entrance delta to maintain all-tide access which makes this option cost-prohibitive (see explanation at Appendix A)
- unacceptable environmental impacts associated with the required large-scale capital and maintenance dredging program to service a recreational boat ramp
- the Barron River being subject to frequent flooding that will damage floating walkway and other infrastructure frequently resulting in high ongoing maintenance costs
- filling of land to give these facilities a level of flood immunity would need to be carefully considered to avoid the generation of unacceptable increased flood risk to • upstream properties.

Summary: The Redden Island site presents a large land area for a carpark but flooding impacts make it unacceptable for significant new marine infrastructure, particularly floating walkways. As with the other Barron River site options, without a cost-prohibitive capital and ongoing maintenance dredging campaign of the Barron River entrance delta, this facility could not service the required open water access demand. For this reason, Redden Island was not considered further.

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# Feamley St Legend

# **Option 11 – Fearnley St (Sugar Terminal), Portsmith, Cairns CBD**

Figure 22 – Fearnley Street, Cairns CBD existing boat ramp facility

**Description:** Fearnley Street is an existing popular boat launching facility in the Cairns CBD and many boaties travel from other suburbs to use it. Given that any increase in boat launching capacity at an existing all-tide ramp was highly desirable, TMR recently upgraded the facility with additional lanes and a floating walkway. Cairns Regional Council is progressing plans to increase the carparking. As can be viewed in Figure 22, the site is highly constrained by adjacent marine and terrestrial development and not capable of further expansion of the in-water facilities, or large expansion of the carparking.

#### **Benefits:**

- · existing boat launching facility at downstream end of Smiths Creek with all-tide access
- relatively close to open sea
- good road access
- within Trinity Inlet system naturally sheltered from wind and waves
- negligible environmental impacts associated with development.

#### **Constraints:**

- Expansion of the marine elements of this facility is significantly constrained by adjacent foreshore development and commercial berthing infrastructure.
- Expansion of carparking is significantly constrained by surrounding development. Cairns Regional Council has planned parking upgrades for the Fearnley street facility, which will greatly assist with meeting recreational beating demand. However, the site is not suitable for a large expansion.
- Northern Cairns areas would still be short of the current demand for recreational boating facilities.

#### Summary:

While this facility will remain a key part of recreational boating access for northern Cairns (and the rest of Cairns), only a relatively minor increase in throughput capacity is possible within the land constraints of the site. On this basis, although improvements to this site have been undertaken and further are planned, the site cannot be further considered as a solution to meeting the outstanding recreational boating access demand.

### **Option 12 – End of Dutton St, Cairns CBD**



Figure 23 - End of Dutton Street indicative location of option considered for new ramp facility

**Description:** The end Dutton Street option was proposed by boating stakeholders to develop a new facility on strategic port land (SPL) in the Cairns CBD. This site has few environmental constraints to the construction of a carpark and boat launching facility but has conflicts with existing uses. The land is required for future port development.

#### **Benefits:**

- in Trinity Inlet with all-tide access
- relatively close for open water access
- minor environmental constraints

#### **Constraints:**

- Adjacent land is high-value SPL and Ports North has advised TMR that it has no available strategic port land for expanded or additional recreational boating infrastructure.
- In-water commercial development adjacent to and offshore of the proposed boat ramp is likely to be impacted significantly by any new or expanded public boat ramp unlikely to be supported on navigational safety grounds.
- Northern Cairns areas would still be short of the current demand for recreational boating facilities.

#### Summary:

Ports North advice that it has higher priority uses for the area rules the site out for further consideration for the foreseeable future.

# **Option 13 – Port land in Cairns CBD (Tingira St, Portsmith)**



Figure 24 – Tingira Street existing boat ramp facility with nearby areas considered for expansion

**Description:** Tingira Street is an existing boat launching facility upstream in Smiths Creek. This option included investigation into opportunities to expand marine and carpark facilities utilising adjacent or nearby lands.

#### **Benefits:**

- existing boat ramp facility in Trinity Inlet with all-tide access
- good nearby road access (Tingira Street)
- within Trinity Inlet system naturally sheltered from wind and waves
- if expanded onto existing port land, negligible environmental and coastal process impacts associated with development
- if developed, would increase the overall boat launching capacity for the whole Carris region.

#### **Constraints:**

- land adjacent to existing ramp is high-value Strategic Port Land
- Ports North advice to TMR being that it has no available strategic port and for expanded or additional recreational boating infrastructure
- option of clearing mangroves upstream for expansion (see imager above right) represents high environmental impacts (mangrove removal) and high costs to fill
- boating stakeholders' indication that Tingira Street is too far upstream to readily service direct open water boating access because of the distance and extensive 6 knot speed limit to open (unrestricted speed) waters
- boating stakeholders' indication that coastal waters north of the Cairns CBD and offshore waters north of Cairns require servicing from an all-tide sheltered boat ramp to
  the north of the Cairns CBD, this requirement being separate to the need to service boaties living in the Cairns northern beaches suburbs
- northern Cairns areas would still be short of the current demand for recreational boating facilities

#### Summary:

In 2015, Cairns Regional Council (CRC) made a commitment to support an expansion of the Tingira Street facility by 4 extra lanes and 90 additional CTU parking spaces subject to land being secured by others and TMR providing the in-water facilities. The existing adjacent land is Strategic Port Land not available for recreational boating use and would likely require reclamation of the mangrove area to the south/upstream. TMR continues to discuss opportunities in partnership with Ports North and CRC to expand this facility as part of meeting overall boating demand in the Cairns region. However, given boating stakeholder advice, the constraint of distance from open waters, a large expansion of Tingira Street facility will not by itself provide a solution to outstanding boat launching demand for sheltered all-tide open sea access. This option may warrant future consideration, but only after a new all-tide sheltered boat launching facility is developed to the north of the Cairns CBD.

# **Assessment criteria**

- a minimum 4 lane facility with 2 floating walkways
- provides all-tide open water access from sheltered waters

(Note: This is a primary objective because a developed facility not meeting this objective will not address the access demand communicated by stakeholders and found to be outstanding in the Recreational Boating Facilities Demand Forecasting Study)

- space for safe navigational operations associated with the facility queuing in protected waters, not impacting existing navigational access needs ٠
- minimum ongoing maintenance dredging liability
- space for an appropriate scale carpark to manage expected average demand, with some capacity to partly meet peak period demand
- does not have significant environmental, flooding or coastal process impacts that is, is likely to gain the required legislative approvals. Specific items to note:
  - water quality Impacts 0
  - fisheries values 0
  - terrestrial fauna impacts 0
  - terrestrial flora impacts 0
  - marine fauna impacts 0
  - marine flora impacts 0
  - cultural heritage impacts 0
  - dredging works impacts 0
- does not have the potential to be significantly impacted by flooding or coastal processes
  - coastal process/erosion risks 0
  - flooding impacts risks (scouring, siltation, debris) 0
- does not significantly negatively impact existing adjacent development and infrastructure (both on land and in the water)
  - traffic impacts 0
  - engineering and hydrology risks 0
  - visual amenity 0
  - socio-economic values 0
- relative value for money (capital and ongoing maintenance)
- likely available budget.

OPTIONS	Option 1 Ellis Beach	Option 2 Buchan Pt	Option 3 Palm Cove	Option 4 Taylor Pt	Option 5 Bluewater	Option 6A Reed Rd - canal	Option 6B Reed Rd - creek	Option 6C Reed Rd – open water	Option 7 Wattle St YK	Option 8A YKBC – within harbour	Option 8B YKBC – beside harbour	Option 9 Thomatis Ck	Option 10A Barron R – Machans Bch	Option 10B Barron R – West of Highway	Option 10C Barron R – Redden Island	Option 11 Cairns CBD - Fearnley St	Option 12 Cairns CBD – Dutton St	Option 13 Cairns CBD – Tingira St
Project Objectives														$\geq$				
Marine area for 4+ lane boat ramp operations	no constraint (if you build a harbour)	no constraint (if you build a harbour)	no constraint (if you build a harbour)	no constraint (if you build a harbour)	significant constraint	significant constraint	Terminal Constraint	no constraint (if you build a harbour)	Terminal Constraint	minor constraints	no constraint (if you build a harbour)	no constraint	no constraint	no constraint	no constraint	significant constraint	significant constraint	no constraint
Provides convenient all- tide open water access in protected waters	no constraint (if you build and dredge a harbour)	minor constraints	minor constraints	significant constraint	no constraint	significant constraint	no constraint	no constraint (if you build a harbour)	Terminal Constraint (creek entrance dredging)	Terminal Constraint (Barron entrance dredging)	Terminal Constraint (Barron entrance dredging)	Terminal Constraint (Barron entrance dredging)	minor constraint (not servicing northern cairns)	minor constraint (not servicing northern cairns)	Terminal Constraint for time being (too far upstream for convenient open water access)			
Minimise maintenance liability (dredging and repairs)	minor constraints (if effectively designed)	minor constraints (if effectively designed)	minor constraints (if effectively designed)	minor constraints (if effectively designed)	No constraint (contribute to existing dredging program)	No constraint (contribute to existing dredging program)	Terminal Constraint (flooding impacts)	minor constraints (if effectively designed)	Terminal Constraint	No constraint (contribute to existing dredging program)	No constraint (parallel with existing dredging program)	Terminal Constraint (creek entrance dredging)	Terminal Constraint (Barron entrance dredging)	Terminal Constraint (Barron entrance dredging)	Terminal Constraint (Barron entrance dredging)	no constraint	no constraint	no constraint
Land for Car park space to service the scale of the facility	minor constraint (likely)	minor constraint (likely)	significant constraint	significant constraint	Terminal Constraint	No constraint	No constraint	No constraint	No constraint	Minor constraint (with development of disturbed USL)	Minor constraint (with development of disturbed USL)	No constraint	No constraint	No constraint	No constraint	Terminal Constraint	significant constraint	No constraint
Availability of Land	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Terminal Constraint (No land)	Terminal Constraint	significant constraint (freehold lot)	significant constraint (freehold lot)	Unknown (but minor constraint likely)	Terminal Constraint (land not available YKBC)	No Constraint (disturbed USL)	Unknown (option excluded based on other constraints)	Unknown, but freehold land may present constraints (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown, but freehold land may present constraints (option excluded based on other constraints)	Terminal Constraint (constrained by surrounding development)	Terminal Constraint (land allocated for other uses, Ports North)	Terminal Constraint Land adjacent existing ramp allocated for other uses, Ports North
Environmental/ Heritage Constraints					<u>&gt;</u>													
Water Quality Impacts	minor constraint (construction and maintenance )	minor constraint (construction and maintenance)	minor constraint (construction and maintenance)	minor constraint (construction and maintenance)	Negligible constraint (just construction - part of existing dredge program)	Negligible constraint (just construction - part of existing dredge program)	minor constraint (construction and maintenance)	Negligible constraint (just construction - part of existing dredge program)	significant constraint (construction and maintenance)	Negligible constraint (just construction - part of existing dredge program)	Negligible constraint (just construction - part of existing dredge program)	Terminal Constraint (Large scale new ongoing dredge program)	Terminal Constraint (Large scale new ongoing dredge program)	Terminal Constraint (Large scale new ongoing dredge program)	Terminal Constraint (Large scale new ongoing dredge program)	Negligible constraint (just construction)	Negligible constraint (just construction)	Negligible constraint (just construction)

# Table 1 - Comparison of alternative options against criteria

	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6A	Option 6B	Option 6C	Option 7	Option 8A	Option 8B	Option 9	Option 10A	Option 10B	Option 10C	Option 11	Option 12	Option 13
OPTIONS	Ellis Beach	Buchan Pt	Palm Cove	Taylor Pt	Bluewater	Reed Rd - canal	Reed Rd - creek	Reed Rd – open water	Wattle St YK	YKBC – within harbour	YKBC – beside harbour	Thomatis Ck	Barron R – Machans Bch	Barron R – West of Highway	Barron R – Redden Island	Cairns CBD - Fearnley St	Cairns CBD – Dutton St	Cairns CBD – Tingira St
Fisheries Values	significant constraint (greenfield site)	significant constraint (greenfield site)	significant constraint (greenfield site)	significant constraint (greenfield site)	Negligible constraint	Negligible constraint	significant constraint (significant mangrove clearing and dredging in FHA)	significant constraint (new harbour area)	Terminal Constraint (large scale mangrove and wetland disturbance for both options)	Minor constraint (existing disturbed site, access road creek crossing main constraint)	Minor constraint (existing disturbed site, access road creek crossing main constraint)	Terminal Constraint (Dredging to support this option)	Terminal Constraint (Dredging to support this option)	Terminal Constraint (Dredging to support this option)	Terminal Constraint (Dredging to support this option)	Negligible constraint	Negligible constraint	Negligible constraint
Terrestrial fauna and flora impacts	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Negligible constraint (developed area)	Negligible constraint (developed area)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Minor constraint (disturbed area)	Minor constraint (disturbed area)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Likely Negligible constraint (developed area)	Likely Negligible constraint (developed area)	Likely Negligible constraint (developed area)
Marine fauna and flora	Greater than minor Impacts expected building a harbour at a greenfield site in the GBRMP	Negligible constraint (developed area)	Negligible constraint (developed area)	significant constraint (significant change to creek entrance)	Minor constraint (disturbed area outside of GBRMP)	Terminal Constraint (large scale mangrove and wetland disturbance)	Minor constraint (disturbed area outside of GBRMP)	Minor constraint (disturbed area outside of GBRMP)	Terminal Constraint (Dredging to support this option)	Terminal Constraint (Dredging to support this option)	Terminal Constraint (Dredging to support this option)	Terminal Constraint (Dredging to support this option)	Negligible constraint	Negligible constraint	Negligible constraint			
Cultural Heritage	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	No major constraint identified (disturbed area). Development would be subject to Cultural Heritage Management Plan.	No major constraint identified (disturbed area). Development would be subject to Cultural Heritage Management Plan.	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)
Impact from dredging works	Significant constraint – likely ongoing dredging need at a greenfield site	Significant constraint – likely ongoing dredging need at a greenfield site	Significant constraint – likely ongoing dredging need at a greenfield site	Significant constraint – likely ongoing dredging need at a greenfield site	Negligible constraint (contribute to existing dredging program)	Negligible constraint (contribute to existing dredging program)	Minor constraint (additional frequent maintenance dredging need in creek entrance)	likely greater than minor constraint – potential for coastal process changes increasing dredging need	Significant constraint – likely ongoing dredging need at a greenfield site	Minor constraint (add to existing dredged program)	Minor constraint (add to existing dredged program)	Terminal Constraint (Large scale new ongoing dredge program)	Terminal Constraint (Large scale new ongoing dredge program)	Terminal Constraint (Large scale new ongoing dredge program)	Terminal Constraint (Large scale new ongoing dredge program)	Negligible constraint	Negligible constraint	Negligible constraint
Coastal Processes /Erosion impacts from the development	Significant constraint – development will impact coastal processes	Significant constraint – development will impact coastal processes	Significant constraint – development will impact coastal processes	Significant constraint – development will impact coastal processes	No Constraints	No Constraints	Significant constraint – development will impact coastal processes	Significant constraint – development will impact coastal processes	Negligible Constraints	Minor constraints (utilise existing harbour development and disturbed site to maintain existing processes)	Minor constraints (utilise existing harbour development and disturbed site to maintain existing processes)	Significant Constraint - associated with large scale dredging of creek	Significant Constraint - associated with large scale dredging of Barron R	Significant Constraint - associated with large scale dredging of Barron R	Significant Constraint - associated with large scale dredging of Barron R	No Constraints	No Constraints	No Constraints

OPTIONS	Option 1 Ellis Beach	Option 2 Buchan Pt	Option 3 Palm Cove	Option 4 Taylor Pt	Option 5 Bluewater	Option 6A Reed Rd - canal	Option 6B Reed Rd - creek	Option 6C Reed Rd – open water	Option 7 Wattle St YK	Option 8A YKBC – within harbour	Option 8B YKBC – beside harbour	Option 9 Thomatis Ck	Option 10A Barron R – Machans Bch	Option 10B Barron R – West of Highway	Option 10C Barron R – Redden Island	Option 11 Cairns CBD - Fearnley St	Option 12 Cairns CBD – Dutton St	Option 13 Cairns CBD – Tingira St
Flooding impacts from the development	No Constraints	No Constraints	No Constraints	No Constraints	Minor Constraint	Minor Constraint	Terminal Constraint – unacceptable damage to infrastructure in this location from flooding events	No Constraints	Terminal Constraint – unacceptable damage to infrastructure in this location from flooding events	No Constraints	Modelling shows reduced catchment flooding as a result of facility (development reduces catchment flooding risk)	Terminal Constraint – unacceptable damage to infrastructure in this location from flooding events	Minor Constraint	Minor Constraint	Minor constraint			
Socio- economic												F						
constraints Scenic Amenity	Significant constraint	Significant constraint	Minor constraint – add to existing development	Significant constraint	Negligible constraint	Negligible constraint	Minor constraint – significant change to the development area but hidden for most viewing locations	Significant constraint – new harbour opposite the existing	Negligible constraint – hidden away from view	Minor constraint – extension of existing harbour and development similar in elevation to existing breakwater level	Minor constraint – extension of existing harbour and development similar in elevation to existing breakwater level	Unknown - but likely negligible Constraint	Unknown – but likely negligible Constraint	Unknown – but likely negligible Constraint	Unknown – but likely negligible Constraint	Negligible constraint – developed area	Negligible constraint – developed area	Negligible constraint – developed area
Maintenance and Capital Dredging Cost	Unknown – without detailed investigation s – but likely need capital and frequent maintenance dredging to maintain all-tide access	Unknown – without detailed investigations – but likely need capital and frequent maintenance dredging to maintain all-tide access	Unknown – without detailed investigations – but likely need capital and frequent maintenance dredging to maintain all-tide access	Unknown – without detailed investigations – but likely need capital and frequent maintenance dredging to maintain all-tide access	Minor Constraint - Contribute to existing Program	Minor Constraint - Contribute to existing Program	Significant because area is exposed to rapid infill, however dredge establishment costs should be low – given existing CRC program		Significant because area is exposed to rapid infill, however dredge establishment costs should be low – given existing CRC program	Negligible Constraint – similar to existing Program	Minor Constraint – minor addition to existing Program	Terminal Constraint – cost- prohibitive to maintain all-tide access in the creek	Terminal Constraint – cost- prohibitive to maintain all-tide access in the Barron River	Terminal Constraint – cost- prohibitive to maintain all-tide access in the Barron River	Terminal Constraint – cost- prohibitive to maintain all-tide access in the Barron River	Negligible constraint	Negligible constraint	Negligible constraint
Traffic impacts	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Mirror Constraint – existing use – ruther assessment required	Minor Constraint – existing use in area – further assessment required	Minor Constraint – existing use in area — further assessment required	Minor Constraint – existing use in area – further assessment required	Unknown but will likely be significant change to current traffic on Wattle St. (option excluded based on other constraints)	Minor Constraint – existing use – further assessment required	Minor Constraint – existing use – further assessment required	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Minor Constraint – existing use	Minor Constraint – traffic assessment required for new site	Minor Constraint – existing use
Potential impacts to existing infrastructure	Potential adjacent erosion impacts – infrastructur e assessment no completed	Potential adjacent erosion impacts – infrastructure assessment no completed	Potential adjacent erosion impacts – infrastructure assessment no completed	Potential adjacent erosion impacts – infrastructure assessment no completed	Terminal Constraint - if land acquired for expansion	Terminal Constraint - if foreshore land acquired for expansion	Potential Constraints – associated with flooding impacts	Potential Constraints – associated with coastal process changes	Potential Constraints – associated with flooding impacts and golf course interaction	Significant Constraints – identified due to conflict with existing boat club navigational access	Potential Constraints – associated with golf course interaction, coastal processes and flooding	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Unknown (option excluded based on other constraints)	Potential Constraints – given proximity to existing development terrestrial and marine	Potential Constraints – given proximity to existing development terrestrial and marine	Minor Constraints

OPTIONS	Option 1 Ellis Beach	Option 2 Buchan Pt	Option 3 Palm Cove	Option 4 Taylor Pt	Option 5 Bluewater	Option 6A Reed Rd - canal	Option 6B Reed Rd - creek	Option 6C Reed Rd – open water	Option 7 Wattle St YK	Option 8A YKBC – within harbour	Option 8B YKBC – beside harbour	Option 9 Thomatis Ck	Option 10A Barron R – Machans Bch	Option 10B Barron R – West of Highway	Option 10C Barron R – Redden Island	Option 11 Cairns CBD - Fearnley St	Option 12 Cairns CBD – Dutton St	Option 13 Cairns CBD – Tingira St
								1			Minor because facility is a natural extension of the existing harbour							
Coastal Process mpacts on facility	Effective design should minimise impacts on structure, but maintenance dredging need may be significant	Effective design should minimise impacts on structure, but maintenance dredging need may be significant	Effective design should minimise impacts on structure, but maintenance dredging need may be significant	Effective design should minimise impacts on structure, but maintenance dredging need may be significant	Nil	Nil	Significant Constraint – facility location in creek mouth will be exposed to coastal process impacts	Effective design should minimise impacts on structure given changes to coastal processes maintenance dredging need is unknown	Nil	Effective design should minimise impacts on structure with maintenance dredging need the same as existing infrastructure	Effective design should minimise impacts on the structure with maintenance dredging need likely the same as existing infrastructure	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Flood impacts on facility	Nil	Nil	Nil	Nil	Minor constraints	Minor constraints	Terminal Constraint	Minor Constraints	Significant Constraints	No Constraints expected	No Constraints expected (confirmed with modelling)	Terminal Constraint	Terminal Constraint	Terminal Constraint	Terminal Constraint	Minor Constraint	Minor Constraint	Minor Constraint
Value for money	Significant Constraint - High cost to develop a new boat harbour just for a boat ramp facility	Significant Constraint - High cost to develop a new boat harbour just for a boat ramp facility	Significant Constraint - High cost to develop a new boat harbour just for a boat ramp facility	Significant Constraint - High cost to develop a new boat harbour just for a boat ramp facility	Terminal Constraint - No upgrade of Bluewater will meet objectives due to spatial constraints	$\sim$	Significant Constraint – installing marine infrastructure in creek represents significant maintenance risk and acquiring freehold land (with existing DA) is likely to be cost- prohibitive	Significant Constraint - High cost to develop a new boat harbour just for a boat ramp facility and acquiring freehold land (with existing DA) is likely to be cost- prohibitive	Terminal constraint – high ongoing maintenance costs due to an impractical location	Good Value for money utilising the existing breakwater and disturbed dredge material placement area (on USL) to minimise costs	Good Value for money utilising the existing breakwater and disturbed dredge material placement area (on USL) to minimise costs	Terminal constraint – dredging the creek for open water access is cost- prohibitive	Terminal constraint – dredging the Barron River for open water access is cost- prohibitive	Terminal constraint – dredging the Barron River for open water access is cost- prohibitive	Terminal constraint – dredging the Barron River for open water access is cost- prohibitive	Terminal constraint - Insufficient land is available to meet demand at this site	Terminal constraint – Land not available at the site	Terminal constraint – land adjacent existing ramp not available and this site is not convenient for open water access

# Discussion

The comparison table above details the constraints of the alternative development options considered in this assessment.

Finding an all-tide open water access site to address the significant demand for recreational boating access is not possible without some constraints. The selection process was undertaken to find the option with the least constraints and the most benefit, keeping cost in mind. From a sustainability perspective, TMR's focus has been creation of a larger facility to meet demand rather than several smaller facilities which would create larger combined environmental impact.

Options 1 to 4 effectively require the construction of a new mini-harbour facility on the open coast within the Great Barrier Reef Marine Park. Such a facility would interrupt coastal processes and change erosion/accretion patterns at a greenfield site (see details in Appendix A). In the event a third party was to develop a new harbour facility in the future, then TMR could look opportunistically at including a new public ramp within such a facility. However, the cost of developing a new open-coast new mini-harbour facility at a greenfield site is not justified for the single purpose of a public boat ramp.

Option 5, the existing Bluewater boat ramp facility, plays (and will continue to play) an important role in contributing to meeting recreational boating access demand. Its marine elements have been recently upgraded to maximise efficiency of usage and throughput at this site. However, local geography and adjacent marine and terrestrial development constrain the Bluewater ramp from further expansion.

Options 6A, 6B and 6C rely on the acquisition by TMR of a large part of a freehold lot at the end of Reed Road to facilitate carparking. The cost to acquire some (or all) of the vacant land to support the carpark is likely to be cost-prohibitive for this project. While this land issue for parking is a significant constraint, the primary terminal constraint to these Reed Road options is the lack of a viable marine access point.

Option 6A would require resumption of a significant number of waterfront properties presenting unacceptable social and economic impacts, gaining only a quite constrained marine access point.

Option 6B would require significant environmental impacts (revocation of part) in a Fish Habitat Area. Its location represents significant coastal process and flooding impact from the development and on the development.

Option 6C represents a separate second mini-harbour facility on the open coast within Half Moon Bay, which would entail significant cost and coastal process impact constraints, and dredging in a fish habitat area.

Option 7A and 7B includes unacceptable creek and wetland impacts to create an artificial basin to provide suitable access, which would have ongoing siltation issues.

Options 9, 10A to 10C represent boat ramp facility sites generally with relatively low constraints. However, two terminal constraints negate further consideration of these sites:

- flooding impact on infrastructure (and associated maintenance costs)
- capital and maintenance dredging of the Barron River entrance delta or Thomatis Creek entrance to provide all-tide access is cost-prohibitive (Appendix A provides further details of these constraints).

Option 11. The existing Fearnley St boat ramp facility plays an important role in contributing to meeting recreational boating access demand (and has been recently upgraded to maximise efficiency of usage). However, adjacent marine and terrestrial development constrains this site from further expansion other than a modest increase in parking capacity being planned/progressed by Cairns Regional Council.

Option 12. The land associated with this option put up for consideration by a community stakeholder group is Strategic Port Land and is not available for use by TMR for a boat ramp facility.

Option 13 has some features in common with Option 11: Land adjacent to the existing Tingira St boat ramp facility, which might be used for an expansion, is Strategic Port Land and is not available for use by TMR and Cairns Regional Council for a boat ramp facility. The Tingira Street facility is considered (by boating stakeholders) to be too far upstream to optimally service open water access. For this reason it is not likely to meet the identified project objectives of ready access to the open sea from northern Cairns and ready access to offshore waters north of Cairns. TMR keeps the site (in particular the mangrove area to the south/upstream) in consideration for potential development in future years when demand grows, and the high environmental and monetary costs may return it to consideration.

Option 8A overall would represent the lowest constraint option meeting the project objectives if the existing boat harbour navigational channels provided adequate capacity for the expected additional recreational vessel demand. However, Yorkeys Knob Boat Club (YKBC) formally advised TMR that they could not support this proposal on this basis. Without YKBC agreement no further consideration could be given to this option.

Option 8B (a mini-harbour extension to the west of the existing Yorkeys Knob marina), is assessed as having the least constraints in meeting the required development objectives. For this reason, TMR invested further in detailed feasibility investigations and environmental mapping and modelling to confirm the extent of impacts prior to accepting this as the preferred option.

# Recommendation

After consideration of all alternative options outlined in this report, an extension of the existing Yorkeys Knob marina (Option 8B) was confirmed and adopted as the least constrained option meeting all development objectives. The proposed site is highly disturbed (previous dredge material placement site) and sandwiched between a frequently dredged navigational channel, a golf club and an existing boat harbour, which was historically excluded from the Great Barrier Reef Marine Park because of its level of coastal disturbance. The existing public boat ramp at Yorkeys Knob is the most popular open water access ramp in northern Cairns. Its lack of capacity has resulted in ongoing local community impacts associated with overflow parking in local streets and anti-social ('ramp rage') behaviour. The existence of the recently upgraded nearby ramp at Bluewater, Trinity Park has not made a significant reduction in the outstanding northern Cairns demand. The proposed development at Yorkeys Knob will provide parking to mitigate these impacts and better service the open water sheltered recreation boating access needs of northern Cairns.

Northern Cairns - New Boat Ramp Facility Alternative Options Assessment

# **Appendix A**

# **TERMINAL CONSTRAINTS EXPLAINED**

## Convenient all-tide open water access

Recreational boating stakeholders in northern Cairns have insufficient sheltered all-tide open water access, which has resulted in significant overcrowding and anti-social behaviour during peak boating periods at the existing popular low-capacity all-tide open water access facilities - Fearnley Street, Yorkeys Knob marina, and Bluewater. For these reasons, addressing this sheltered all-tide open water access demand in northern Cairns is the primary objective of the proposed new facility. Options considered that cannot feasibly provide sheltered all-tide open water access (for example, Barron River options) – or are inconvenient (Tingira Street, because of over 1km of travel in a 6 knot zone to get to open waters) don't present a viable solution, because regardless of any other benefits they will not address the identified demand.

# Dredging the Barron River entrance delta

Four options for a new or upgraded boat ramp facility were considered within the Barron River system as detailed below. All options within the Barron River system were excluded from further consideration by the working group and have always been excluded by TMR because the capital and ongoing maintenance dredging costs to maintain all-tide vessel access through the Barron River entrance delta are cost-prohibitive. TMR has a specific section (see below) in its guideline documents outlining TMR's longstanding position with respect to "Dredging of Coastal Creeks and Rivers".

# 6.1 DREDGING OF COASTAL CREEKS AND RIVERS – GUIDELINE

The department focuses its scarce dredging funds, drawn largely from recreational boat registration fees, on providing access to all-tide facilities in state boat harbours, plus selected high-use channels elsewhere.

Councils and port authorities may conduct dredging for any purpose, in particular for instances that do not rate a *high* priority for application of recreational boat registration funds by the state.

The dredging or bed-levelling of channels through bars at the entrances of coastal creeks and rivers to provide access to public boat launching and landing facilities is a low priority for funds allocation and will not normally be provided. Nor will it normally be provided for all-tide or near all-tide access to or within creeks, rivers and lakes. This is because:

- Benefits gained in the short term are usually soon lost through shifting banks and changes to channel configuration.
- The costs of initial capital dredging and ongoing maintenance dredging are prohibitive.
- There may be unacceptable environmental impacts on upstream waterway ecology – such as salinity penetrating further inland – meaning that environmental dredging approvals and supply of suitable environmental offsets are difficult to arrange.

To further clarify why TMR has such a strong policy position with respect to dredging of coastal creeks and rivers, an estimate of cost for dredging to maintain all-tide access through the Barron River entrance delta has been provided below. This estimate has assumed best-case-scenario associated with all cost assumptions and reflects a lower-end estimate of costs from TMR's extensive experience of dredging projects along the Queensland coast.

#### Assumptions include:

- channel required to be maintained would be a minimum 1000m long
- channel minimum size would be 20m wide and -2m LAT deep, with 1 in 4 sloped batters
- assume pre-dredge shoal levels are average depth 0m LAT (from aerial photos this assumption is likely to significantly underestimate the actual volumes required to be dredged – however has been chosen to provide a low-end estimate of costs).



Figure 25 - Indicative dredge channel required for all-tide access through Barron River entrance delta

Based on the assumptions above the minimum initial capital dredging volume is approximately 56,000 cubic metres.

Given the great extent of the ebb shoal delta in the Barron River (as seen in figure 25), most moderate metocean conditions and even small rainfall events are likely to rapidly impact the dredged channel to the extent that within weeks of dredging the channel could be compromised for trailer boat navigation. On this basis, maintaining all-tide access may require a near-continuous dredging program. Unlike Cairns Regional Council's current dredging program for parts of the coast, a larger dredge would be required to actually clear the channel fast enough to avoid a situation where the channel was never clear (that is, the starting point was filled in by the time the dredge completed the rest of the channel).

Spoil from a new dredging project like this would all need to go to a land-based rehandling facility given new GBRMPA policy banning ocean placement of significant quantities of newly dredged material.

Recent experience in this space in the construction of land-based dredge material rehandling facility at Port Douglas (among others) indicates a suitable facility would cost \$4-5 million to construct (excluding any initial land purchase cost), with an operational capacity of 300,000 cubic metres. It is assumed (for this estimate) that only 50,000 cubic metres would need to be dredged a year, which could be underpredicting by 300% or more depending on yearly flooding and coastal process conditions. Based on the above assumptions the rehandling facility will have a six year lifespan before material would need to be removed to a permanent inland disposal site. This assumes that a site could be found and the owner is willing to take it. The handling and transport costs for this removal would alone be over \$1 million.

Below is a summary of a best-case (lowest cost) option for maintaining all-tide access across the Barron River entrance delta.

- build disposal facility \$4 million (assume cleared land is available at no cost to TMR)
- initial capital dredging \$2.5 million including approvals and a significant length of pipe and booster pumps to the land-based disposal site
- maintenance dredging (assuming only one approximately 50,000 cubic metres campaign a year) \$2 million.

Capital costs for rehandling facility and dredging \$6.5 million.

Maintenance costs first 6 years =  $2M \times 5 + 1M$  permanent removal = 11 million.

None of these costs consider any capital or maintenance costs associated with the actual boating facility's marine or carpark works. The above dredging costs assume the lowest case cost scenarios. There is significant risk that the frequency of channel infill is so high that all-tide access for trailer boats cannot be maintained. Additional to these economic constraints, experienced TMR coastal engineers consider they could not justify to approval agencies the ongoing environmental impacts associated with such a continuous or near-continuous dredging program.

In comparison, a higher end-cost scenario for the proposed Yorkeys Knob option 8B is maintenance dredging costs of \$600,000 every three years, incorporated into CRC's current dredging program (at TMR cost). Representing a comparison maintenance cost of \$1.2 million over six years of operation. Given the frequent dredging of the Half Moon Creek entrance by a small dredge permanently based in Cairns, these costs to maintain trailer boat access to the proposed Yorkeys Knob Option 8B site are likely to be significantly less.

It is evident that assuming a nominal figure of \$6 million for new carpark and boat ramp facilities for options in the Barron River that a government investment of at least \$23.5 million over six years would be required. This estimate indicates that even if the Yorkeys Knob Option 8B proposal cost double the initial estimated budget it would still be a better investment by the government than any proposal in the Barron River. Additionally, a Barron River option would continue to be a significant drain on limited government funding in perpetuity.

# Flooding impacts on marine infrastructure

The recreational boating community throughout Queensland has provided a clear message to TMR that they want all new boat ramp facilities to be installed with floating walkways, which provide easier, safer and more efficient launch and retrieval (and access to) vessels. This advice is particularly the case in northern Queensland where such structures reduce the incidence of people standing in the water in known crocodile habitats.

Based on this clear stakeholder message, TMR strives to provide new and upgraded facilities with floating walkways where local conditions permit. However, areas exposed to flooding impacts and associated debris loads are not suitable for floating infrastructure because of the significant maintenance costs to repair or replace these structures after flood flows. Additionally, there can be significant down-time of the facility while floating and other infrastructure is repaired, impacting on stakeholder access and safety. Alternatives are the use of fixed walkway structures in flood-prone locations. However, fixed structures provide significantly fewer access benefits and are a less preferred alternative by boaties.

For the above reasons, a new recreational boating access site would not be in an area impacted significantly by floods unless there was no feasible alternative. Yorkeys Knob Option 8B provides such a suitable alternative.

## **Coastal process impacts**

The *Coastal Protection and Management Act 1995* has the objective of maintaining natural coastal processes along the Queensland coast that support coastal habitats and in doing so manage development to avoid impacts to coastal processes, coastal habitats, and subsequent impacts to adjacent infrastructure ('Sustainable Coastal Management' for all Queenslanders now and into the future).

Options 1 to 4 above effectively require the construction of a mini-harbour facility with breakwaters to provide all-tide protected boat ramp access at a greenfield site. The construction of such facilities on a natural coastline has the potential to significantly impact the longshore transport of sand and impact the local wave and tidal current patterns. The design of such a facility can utilise an existing headland or other detailed understanding of local processes to minimise coastal process impacts. However, it is not possible to completely avoid a change in accretion and erosion trends. In an extreme case, a harbour facility could completely block a sediment transport pathway resulting in accretion on the updrift side of the facility and development of a significant erosion shadow downdrift that may develop over a long period following construction, impacting on downdrift environments and infrastructure and potentially the development itself.

Given these risks the development of new hardened coastline structures cannot be taken lightly. This presents significant risk to any development consideration. Development locations that are naturally sheltered and naturally deep are most suitable for further investigation because they minimise changes required to the system and are hence more likely to cause less negative impact.

While Options 2, 3 and 4 offer some natural wave protection from headlands, all of Options 1 to 4 are shallow foreshore systems that will require capital and ongoing maintenance dreaging. So, none of these sites provides a natural harbour location not requiring significant dredging. Option 6C, although positioned in a bay that has been greatly influenced by a historical harbour development and an ongoing dredging program maintaining navigational channels, represents another separate new hard structure in the middle of an existing beach system. Adoption of Option 6C would be likely to significantly further change erosion/accretion trends in the area. Such further fragmentation of coastal processes in Half Moon Bay is difficult to justify if a feasible alternative exists – like that at nearby Yorkeys Knob Option 8B.

The existing Yorkeys Knob marina has, via breakwater construction, halted further coastal process changes in the south-eastern end of Half Moon Bay and has, along with frequent maintenance dredging, fixed the location of the Half Moon Creek entrance. In an extreme event, the creek may migrate slightly east but is permanently constrained by the western marina breakwater. The recommended development site (Option 8B) is within the shadow of the existing harbour with respect to dominant south-easterly wave conditions and has historically been utilised as a dredge material disposal site. The Yorkeys Knob Option 8B is a natural extension of the existing marina facility and hence is not forecast to significantly change existing coastal processes in Half Moon Bay.

Subsequent modelling investigations have confirmed no significant change to Half Moon Bay coastal processes attributable to the proposed TMR Option 8B proposal. The foreshore area behind the existing marina development was once a coastal dune system but is no longer part of the variable coastal system because it is completely contained or protected by the Yorkeys Knob Marina development. On this basis, the Option 8B area will not be subject to significant wave action erosion. Should boat wash cause future local erosion, any actions to mitigate this erosion will have no impact on broader coastal processes given the works would be wholly contained within a closed artificial system.