

Appendix J – Public Consultation

Public meeting

A public meeting was held on Saturday 29 February 2020 with approximately 150 people in attendance, including officers from the Department of Transport and Main Roads (TMR) and Fraser Coast Regional Council (FCRC).

Notification

Public advertising of the aforementioned public meeting was conducted by the Poona Progress Association via their email distribution list and website, as well as letter-drop. Additionally, Council emailed everyone who had signed the sign-in register for the previous ‘Poona Community Infrastructure Plan’ consultation session held in October 2019, so that they were aware of the public meeting regarding the boat ramp session too.

Submissions

Following the 29 February 2020 public meeting, community members were given the opportunity to make submissions via Fraser Coast Regional Council on the boat ramp feasibility study including the associated car-trailer parking proposal. Submissions closed on 31 March 2020.

In summary:

- 31 submissions were received in total;
- Of the 31 submissions – 25 submissions were in support and 6 submissions were not in support of the new boat ramp project; and
- Of the 31 submissions - 26 submissions were from persons who identified as being Poona residents and 5 submissions were from persons who identified as being either visitors or holidaymakers.

The key issues raised in the submissions are tabulate below, in addition to a corresponding response prepared by TMR and FCRC.

Table 1

No	Key issue/s	TMR/FCRC Response
<i>Supporting</i>		
1	Request for additional infrastructure to be provided:	
a)	Toilet Block	The Feasibility Report, preferred layout and cost estimates have been revised to include the provision of toilet facilities.
b)	Fish Filleting Table	A fish filleting table has not specifically been included on the plans to date, however, further consideration can be given at a later date, subject to availability of water to determine preferred location.
c)	3 lane boat ramp	The existing boat ramp is a single lane ramp. The 2017 Recreational Boating Facilities Demand Forecasting Study (prepared by GHD Pty Ltd for TMR_ identified a demand for a 2-lane facility at Poona. A 3-lane ramp is not warranted.

No	Key issue/s	TMR/FCRC Response
d)	Floating Pontoon	A floating pontoon or floating walkway was not initially considered due to the low demand at the facility. Community feedback indicated that the geometry of the proposed design would make single user launch and retrieval more challenging than was acceptable. The concept and project proposal has been altered to include a 2.5m wide floating walkway on the upstream side of the boat ramp. This will allow for users to launch with the assistance of the walkway and tie vessels to the non-ramp side of the floating walkway if mooring for any extended period.
e)	CCTV, lighting and/or some form of security	Provision of lighting has been included within the cost estimates. Should the need arise for CCTV, it is considered that the contingency applied to the cost estimates will provide adequate budget.
f)	Area to tie/moor boats	The boat ramp concept has been altered to include a floating walkway that will allow for tie off or mooring of boats during launching and retrieval of vessels.
g)	1 way entry – 1 way exit	The single entrance is considerable desirable to utilise the existing cleared area and to avoid the need for additional clearing within the Reserve for Environmental Purposes.
Non-supporting		
2	Alternate location for a new boat ramp facility was identified at Poona Point	An alternate site at Poona Point was suggested by community members and considered by TMR. For several reasons this suggested location is unsuitable. A new section has been added to the feasibility study outlining the reasons provided for this alternate location not being supported.
3	Difficult site	It is acknowledged that the site presents design challenges, some of which have not yet been fully resolved and will require further investigation and negotiation for the project to proceed. For example, if there is support to progress the project, it is recommended that tenure is a key issue that will need to be resolved in advance of the detailed design stage.
4	Dredging	Dredging is not required as part of the initial construction of the boat ramp. Although technically achievable, future dredging of the creek entrance will not be possible due to its location within the Great Sandy Marine Park. Initial advice provided by Marine Parks was that it is unlikely any permits would ever be issued for dredging within Poona Creek or its entrance.

No	Key issue/s	TMR/FCRC Response
5	Environmental Issues	Both a desktop analysis and on-site field inspections have been carried out to date, however, it is acknowledged that more detailed environmental assessments will be required, if the project is supported. Reason being is that the environmental constraints may require additional consideration in terms of seeking ownership consent from the Department of Natural Resources, Mines and Energy; and/or prior to proceed to detailed design stage and/or to obtain environmental approvals from other relevant State Agencies.
6	Cost & project costs cannot be justified; waste of money	The project cost estimate identified is relatively high when compared to similar sized boating and car-trailer parking facilities at other locations, which reflects the site constraints and challenges. A high contingency allowance of 40% has been used in the estimation for the overall project cost. The in-water works (boat ramp and floating walkway are funded by TMR using boat and boat trailer registration fees.
7	Save Poona Creek from silting up & erosion	If the project is progressed, the project partners will consider the implications of the nearby eroding shorelines and consider whether protection can be installed as part of the construction process. In response to community feedback, the concept layout for the land-based facilities has been amended to increase the setback from the eroded embankment to the proposed infrastructure.
8	GHD report deficient in detail	The 2017 Recreational Boating Facilities Demand Forecasting Study, prepared by GHD, used the available data to determine the current use and forecast future use, in a high-level indicative assessment. Further assessments, such as Poona feasibility study, are intended to provide the sufficient level of detail to inform the decision-making process with regard to new or the expansion of current facilities.
9	No provision for fish cleaning	A fish filleting table has not specifically been included on the plans to date, however, further consideration can be given at a later date, subject to availability of water to determine preferred location.
10	No water supplied to either ramp or carpark	The provision of water supply will be dependent on further investigations into the requirements to service toilets, fish cleaning table and/or picnic facilities.
11	No provision for toilet facilities	The Feasibility Report, preferred layout and cost estimates have been revised to include the provision of toilet facilities.
12	Lack of lighting & security	Provision of lighting has been included within the cost estimates. Should the need arise for CCTV, it is considered that the contingency applied to the cost estimates will provide adequate budget.

No	Key issue/s	TMR/FCRC Response
13	Suggest jetty on existing boat ramp – give land-based fishermen more access	If it is decided that the new facility will not go ahead, then modifications of the current facility may be considered to increase the usability.
14	Prefer money spent on upgrading present facility including addition of jetty etc	The current facility is suitable for the existing user demand, however falls short of future forecasted demand, and has poor tidal accessibility.