

Poona Boat Ramp

(Addressing community questions)

<p>Why does Poona need a new boat ramp?</p>	<p>The community has been long promised a better boating facility with the financial support of the developer (Peter Kurts) and the then Maryborough City Council. There have been a number of past efforts thwarted by Fisheries and Marine Parks.</p> <p>Reaffirmed in the FCRC community builders' program and subsequent engagement with the community.</p> <p>The State Government had independently assessed a need based on regional population growth and local boating registrations.</p>
<p>Would funding for a new boating facility</p> <ul style="list-style-type: none"> • be better used for other infrastructure in Poona, and • where does the money come from? 	<p>Funding of boat ramps in Qld comes from a special State Government Marine Infrastructure Fund and those funds derived from boat registrations are solely to be used for that purpose.</p> <p>If not used for a facility in Poona it will go to some other area in the State.</p>
<p>Why has Poona Ck been chosen the location for further studies as the site of a new boating facility?</p>	<p>The State/Council experts, determine the most suitable location for ramps.</p> <p>The choice of this site was the result of an independent study (GHD Consulting) commissioned by the State Government in 2016 and based on expertise in all relevant aspects including geotechnical engineering, environmental and cultural matters.</p> <p>A joint State Government/FCRC Feasibility Study completed in 2020 affirmed the practicality of that site, based on-</p> <ul style="list-style-type: none"> • Best water access • Wind and tide protection • Land available • Cost effectiveness etc
<p>What is wrong with our current boat ramp?</p>	<p>Access to the creek channel from the current boat ramp requires either a causeway or dredged channel - neither would be approved by Marine Parks.</p> <p>Some form of rock wall protection would be required for the effects of wind and wave.</p> <p>Insufficient space for shore side infrastructure.</p> <p>Cost prohibitive method to gain access to the same creek/channel.</p> <p><i>Note: alternative locations were proposed in a number of community submissions to the feasibility study. All were discounted for essentially the same reasons as redevelopment of the current boat ramp – distance to sufficient water, marine park approval, cost, no suitable land for shore infrastructure</i></p>

<p>Has there been appropriate community consultation and does the community support the proposed location?</p>	<p>Firstly, location of boating infrastructure is very much the province of the State Government in meeting future boating needs and based on expert opinions across many facets associated with boat ramp locations/design. Also availability of unused land to accommodate land based infrastructure is important.</p> <p>Nonetheless, the Poona ramp has involved extensive community engagement over several years-</p> <ul style="list-style-type: none"> • submissions to the 2016 GHD Study (survey) • 2017 Poona Community Workshop • the Archipelago consultancy and community workshops in 2019/2020. • the release of a draft feasibility study and workshops with Transport and Council experts (2020) • formal submissions to Council ahead of the final Feasibility Study that showed overwhelming support (>80%) in favour of the Poona Ck proposal • \$900k of enhancements (floating walkway, provision for CCTV and a public toilet block) <p>Council received a prestigious statewide award for its community engagement on the Poona projects.</p>
<p>What happens to the old ramp?</p>	<p>TMR has indicated that the existing facility will remain until such time it is considered to become unserviceable. No dredging or other works will be undertaken on that site.</p>
<p>Where to now?</p>	<p>The 2020 completed Feasibility Study shows a design concept for both the ramp and car parking. (see Ramp Design and Car Park Design)</p> <p>Work now continues on the detailed design and acquiring the various approvals required for: Cultural, environment, land tenure, marine parks etc.</p> <p>When this work has progressed sufficiently, decision makers will either:</p> <ul style="list-style-type: none"> • support the project for budget and implementation, • request more information or design changes before budget and implementation, or • reject the project. <p>The ramp conforms to Transport’s standard of a gradient of 1:9 (rising 1 metre in 9 metres). The turnaround area at the top of the ramp has a gentle slope for drainage (1:20). The road and walkway from the top of the ramp is 30 metres in length with a gradient of 1:8, meaning a rise over that distance of 3.75 metres (not much different to the actual ramp incline).</p> <p>As with other boat ramps on steep banks it will be engineered to best suit and generally conform to appropriate standards of construction during the detailed design phase.</p>