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SUBMISSION

IN SUPPORT OF

THE RIVER HEADS MARINA

BY

RIVER HEADS PROGRESS ASSN INC



DATE: 20 January, 2017

PROJECT NAME: RIVER HEADS MARINA PROPOSAL

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Definitions and Acronyms

Term	Definition	Comment
FCRC	Fraser Coast Regional Council	
RHPA	River Heads Progress Assn Inc	
RHM	River Heads Marina	
ILU	Independent Living Unit	
LGA	Local Government Area	
TMR	Queensland Department of Transport	
QPWS	Queensland Parks & Wildlife	
TEQ	Tourism & Events Queensland	
QAS	Queensland Ambulance Service	
FHA	Fish Habitat Area	
MSES	Matters of State Environmental Significance	
FCPS	Fraser Coast Planning Scheme 2014	
DNRM	Department of Natural Resources and Mines	
DAF	Department of Agriculture and Fisheries	
ADF	Australian Defence Forces	
SPP	State Planning Policy	
FLAR	Fisheries Legislation Amendment Regulation (No. 2) 2009 (Qld)	
USL	Unallocated State Land	
MICMP	Marine Infrastructure Capital and Maintenance Program Queensland Government	

Related Documents

<i>Transport Infrastructure (Ports) Regulation 2005 (Qld) and 2016</i>
<i>Transport Infrastructure Act 1994 (Qld)</i>
<i>Nature Conservation Act 1992</i>
<i>Marine Parks Act 2004</i>
<i>Fisheries Act 1994 & Fisheries Regulation 2008 (Qld)</i>
<i>Environmental Protection Act 1994</i>
<i>Wild Rivers Act 2005</i>
<i>Vegetation Management Act 1999</i>
<i>Environmental Offsets Act 2014</i>
<i>Forestry Act 1959</i>
<i>State Planning Policy – state interest guideline Coastal Environment</i>
<i>Fraser Coast Planning Scheme 2014</i>
<i>River Heads Progress Assn Inc Strategic Plan 2013-2018</i>

<i>Fisheries Legislation Amendment Regulation (No. 2) 2009 (Qld)</i>
<i>Fraser Coast Military Trails Project</i>
<i>Walking Tracks @ River Heads Project</i>

PURPOSE OF PROPOSAL

The River Heads Marina (RHM) proposal identifies a need and principles which future development applications will need to address. Its purpose is to provide a high level framework which seeks to balance diverse interests. It is not an application for development and detailed designs have not yet been undertaken.

OBJECTIVE OF PROPOSAL

To gain State Government approval to progress the development of a strategically located marina and associated commercial development in the sheltered waters of the Susan River on the River Heads Peninsula adjacent to the Mary River and Great Sandy Strait and opposite Kingfisher Bay on Fraser Island.

BACKGROUND

The declaration of the Susan River Fish Habitat Area (FHA) occurred on 10 May 1986. The gazettal notice has been provided as an attachment to this submission. See Appendix 1.

In January, 1986 Jahiba Pty Ltd drew up plans to develop a 177 berth marina in the Susan River on the site now proposed for the RHM. See Figure 1 showing preliminary sketch site plan by Jahiba Pty Ltd in September, 1986. See also Figure 2 newspaper clipping dated 8 January, 1986.

The proposed project reportedly stalled due to a number of reasons including spiralling costs. However, this has not been confirmed.

This proposal has been prepared by the River Heads Progress Assn Inc (RHPA). This not-for-profit organisation represents the community and fully supports the concept of a marina in the proposed location. This support has been ongoing since 1986 and is confirmed in a letter dated 29 April, 2005. See Appendix 2 RHPA letter of support.

Figure 1 Preliminary sketch site plan – Jahiba Pty Ltd

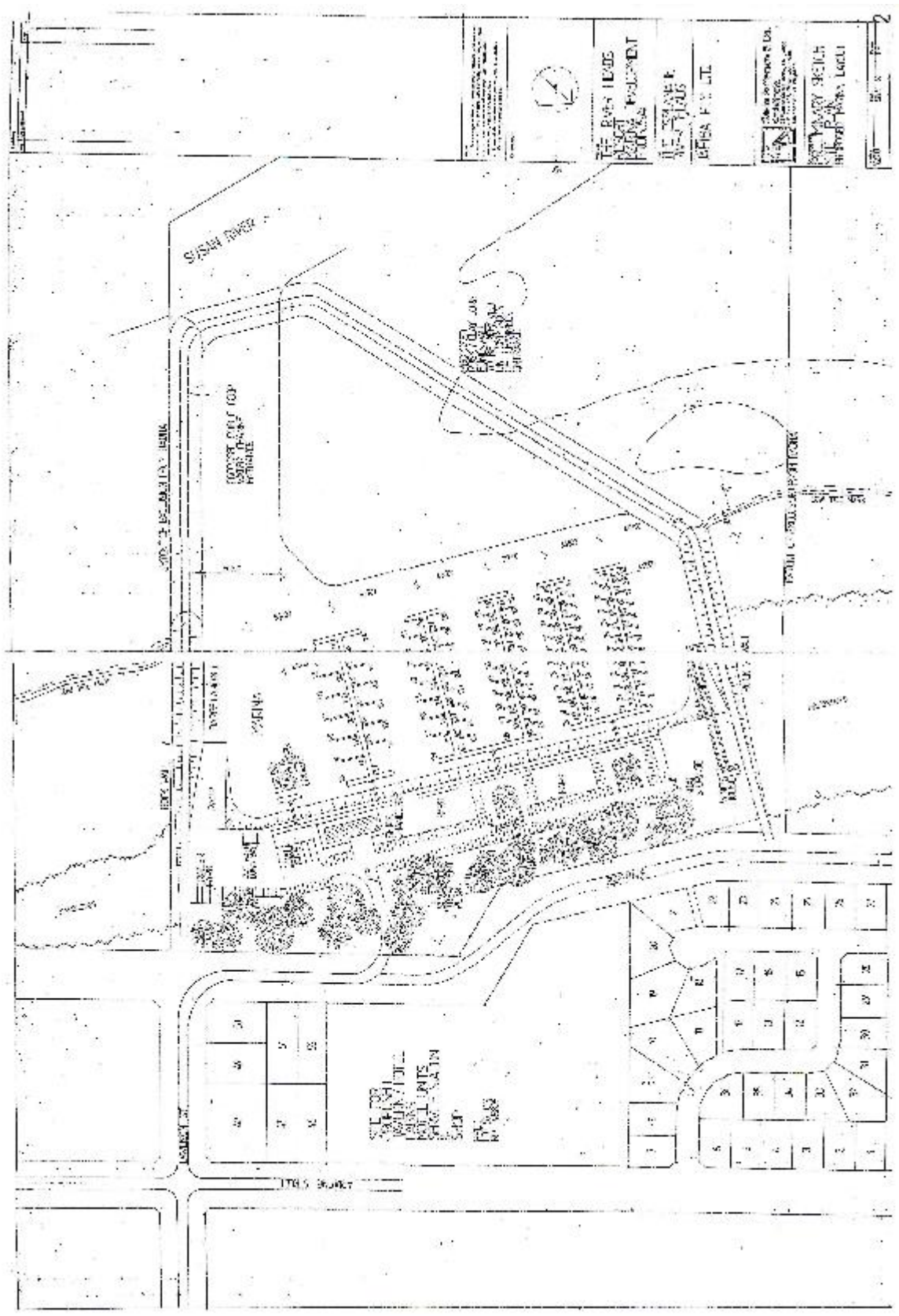
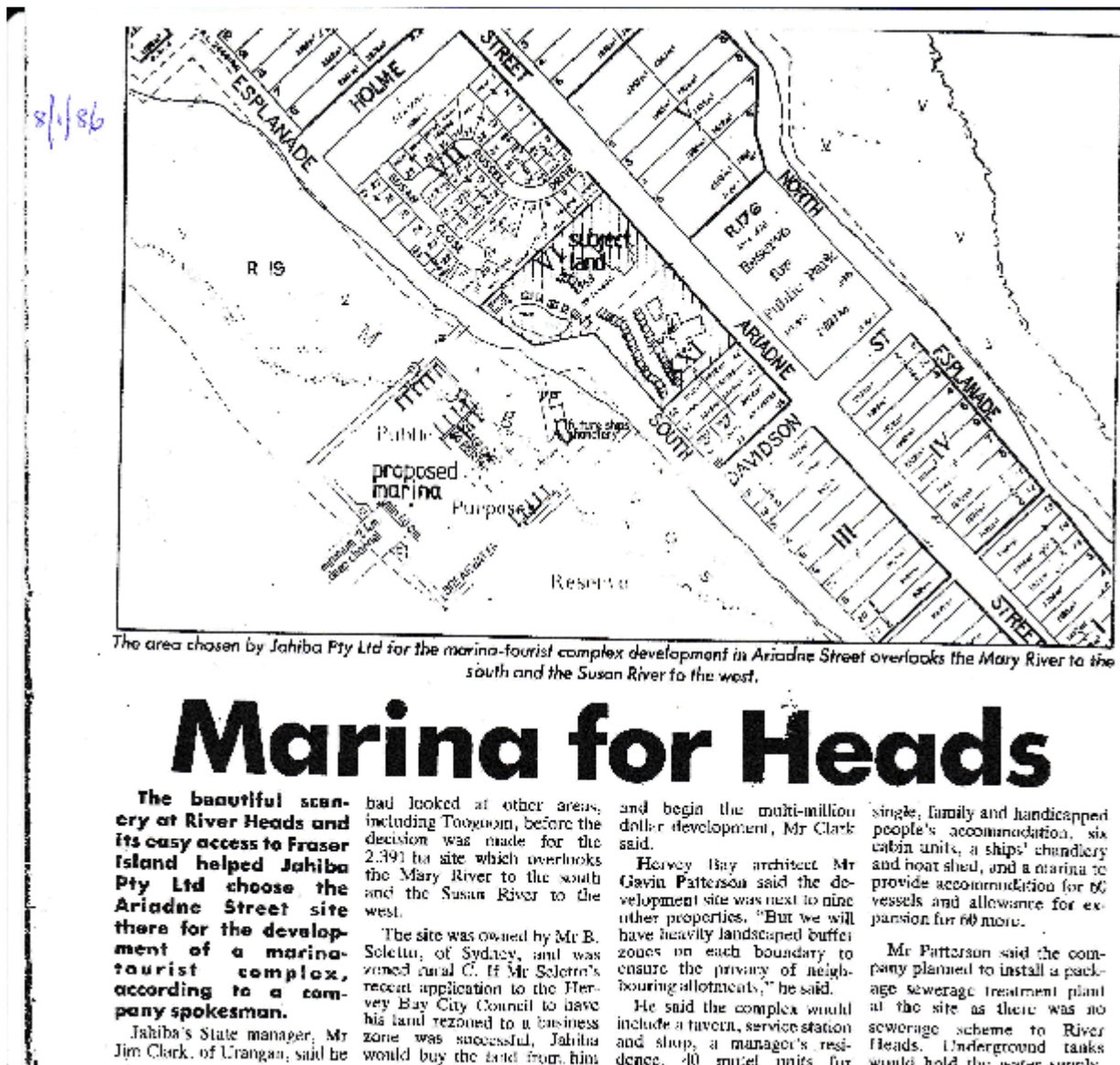


Figure 2 Newspaper clipping dated 8/1/1986



On 4 October, 2005 a meeting took place between the then Hervey Bay City Council and relevant State agencies. It was noted at this meeting that *'Hervey Bay City Council was supportive of a marina development in the Mary River Heads locality'*. In the Hervey Bay City Council Strategic Framework at that time it was noted that *'the potential exists for River Heads to accommodate some form of marine related development because of its strategic location at the mouth of the Mary River, and the potential for a deep-water anchorage [and] will be supported subject to relevant approvals'*. See Appendix 3.

A letter dated 5 January, 2006 from Mr. Dan Mayer, Habitat Manager (South), Fisheries & Aquaculture Development, Department of Primary Industries & Fisheries, Queensland to Mr. R. Lawson of Forster, NSW (a prospective developer) noted that Hervey Bay Council was supportive of a marina development in the Mary River Heads locality and provided to Mr Lawson Fisheries Information and Constraints pertinent to the River Heads Marina. See Appendix 4.

On 22 May, 2009 the FHA boundaries were redeclared to cadastral boundaries, thereby including the parcel of state land on which the marina development was proposed (Lot 54 on Plan MCH5147) within the FHA boundaries.

The particular parcels of interest were:

- Lot 54 on Plan MCH5147
- Lot 22 on Plan MCH1270
- Lot 64 on Plan M37995

This boundary change was effected by the Fisheries Legislation Amendment Regulation (No. 2) 2009 (Qld) (FLAR), and was undertaken to simplify spatial definitions of tidal boundaries. A ministerial statement provides the following reasoning for the redeclaration of FHAs:

‘Scientist Rebecca Batton said the new boundaries would provide the development community, including local government, with a planning tool that allowed certainty in coastal land use planning.

“Re-declaration normally changes an FHA from the outdated, old boundaries that were zoned according to topographic features such as tide levels,” she said.’

In a media statement on 26 June 2009, Minister Mulherin (Minister for Primary Industries), advised that *“this revised process makes FHA boundaries easier to find on the ground and easier to use in land use planning”*.

FHA boundary and exclusions prior to May 2009 amendments

Exclusions to the FHA are listed in Schedule 3 of the Fisheries Regulation 2008 (Qld) (the Regulation). On 1 March, 2009 (the last reprint of the Regulation prior to the amendments) the entry in Schedule 3 of the Regulation for the Susan River FHA read as follows:

‘The declared fish habitat area excludes the tidal area from the shore to the midstream line of the Susan River between points on the shore 100m either side of lot 59 on RP 145808 County of March, Parish of Bingham.

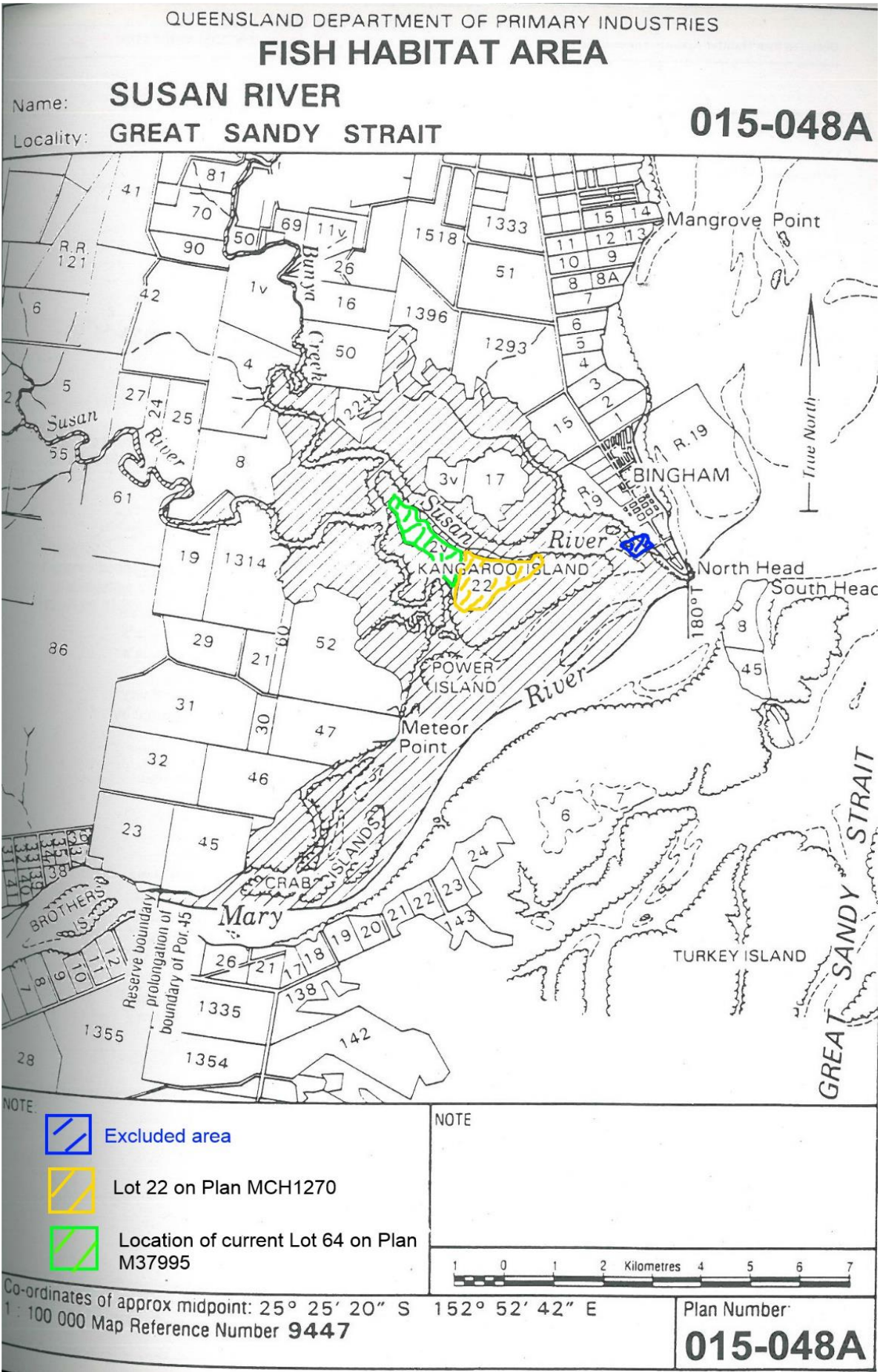
In the Mary River, the area’s boundary runs parallel to, and 100m to the north of, the centre-line of the navigation channel’.

This description had remained essentially the same since 22 December 1995 when the descriptions were first included in the Fisheries Regulation 1995 (Qld), the precursor to the current Regulation. The land parcel referred to in this exclusion area is located at 52 Ariadne St, River Heads, and is immediately landward of the parcel on which the marina development was proposed. The area incorporated by the description of the excluded area (100m either side of Lot 59 on RP 145808) approximately matches the area of Lot 54 on Plan MCH5147 (the proposed location for the marina development).

The gazetted FHA boundary as of February 1997 is shown in Figure 3 below, and appears to exclude the other parcels of interest (Lot 22 on Plan MCH1270 and Lot 64 on Plan M37995). The description of the FHA also states that the boundary of the FHA is defined by tidal limits:

‘The Susan River Fish Habitat Area covers the tidal land and the waters covering the land of that part of the Mary River indicated and Susan River and Bunya Creek and all creeks and tributaries thereof to the limit of tidal action.’

Figure 3 Susan River Fish Habitat Area - prior to May 2009 amendment



FHA boundary and exclusions after May 2009 amendments

Since the amendments made by the FLAR, the entry for Susan River in Schedule 3 of the Regulation has included the following description of the excluded area:

'The declared fish habitat area excludes the area shown on the plan as 'Mooring Area' adjacent to lot 54 on plan MCH5147.'

The gazetted Susan River FHA plan (as of May 2009) includes the three parcels of interest. The two additional land parcels mentioned (Lot 22 on Plan MCH1270 and Lot 64 on Plan M37995) are located on Kangaroo Island. Whilst no mention of these parcels has been identified in any of the regulatory changes, it appears likely from the mapping and description of boundary changes that these parcels were included in the FHA at the time of the boundary realignment in May 2009.

The land tenure of the two parcels of land on Kangaroo Island is freehold. The Department of National Parks, Sport and Racing states that freehold land is not included in an FHA without prior agreement with the landowner. FHAs are generally declared over Unallocated State Land (USL). They do not include other land tenures (e.g. freehold or leasehold) unless a specific agreement, in writing, is reached with the landholder. Schedule 3 of the Fisheries Regulation 2008 describes the area included within each declared FHA.

The Declared FHA Network Strategy 2015-2020 states that *'development in declared FHAs In management A areas, development is limited to activities like constructing public fishing infrastructure, ensuring public health and safety, maintenance of existing structures, constructing temporary structures, installing underground public infrastructure, managing fisheries resources or fish habitats (e.g. installing a boardwalk for access), research and education, and environmental restoration. In management B areas construction of some private structures (e.g. pontoons, boat ramps, revetments, buoy moorings) and beach replenishment may also be allowed'*. The proposed RHM now lies in a Management A area. See Figures 4 & 5 below.

Figure 4 Susan River Fish Habitat Area after redeclaration of cadastral boundaries May, 2009

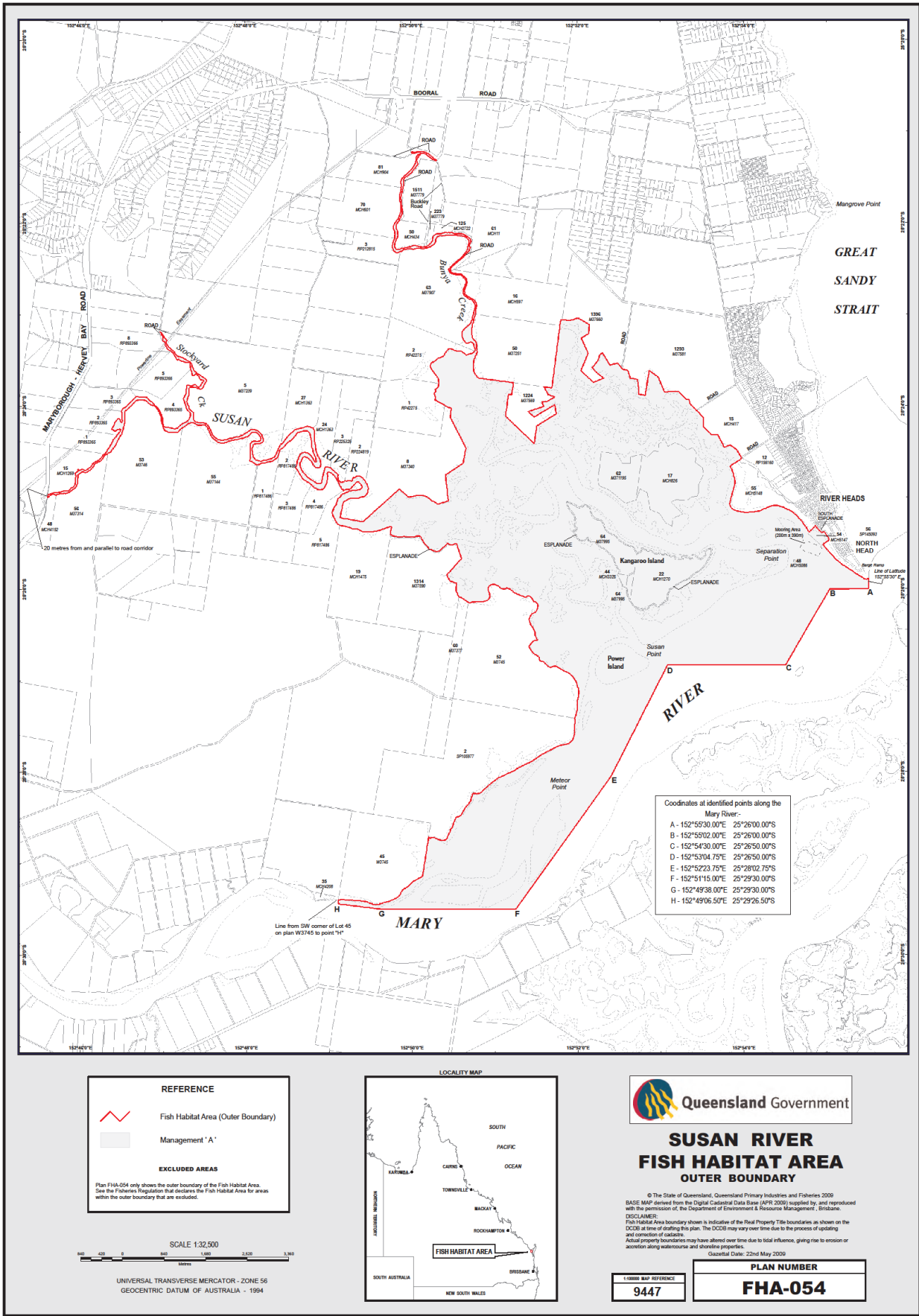


Figure 5

Fishing regulation ACT 2008 Schedule 3 – (last updated 11 December, 2015) Susan River FHA–054.
 The declared fish habitat area excludes the area shown on the plan as 'Mooring Area' adjacent to lot 54 on plan MCH5147

ANOMALY

Investigation needs to occur as to why prior to May 2009 the proposed marina site was excluded from the FHA (and had been since prior to 1986), then subsequent to May 2009 after the cadastral boundaries were redone the marina site was then included in the FHA.

Clarification also needs to be sought as to why freehold land Lot 22 on Plan MCH1270 and Lot 64 on Plan M37995 situated on Kangaroo Island was included in the FHA. Whilst these two parcels of land are not the subject of this proposal, the reference to them nevertheless indicates the possibility of an error being made when the cadastral boundaries were redeclared in May 2009. Under legislation, it is not possible to declare a FHA on freehold land without the written permission of the owners. Therefore it needs to be determined whether the owners gave written permission prior to the realignment of the cadastral boundaries after May, 2009.

INTRODUCTION & DEMOGRAPHICS

An exciting development such as the RHM will transform an under-utilised parcel of land into an asset the people of River Heads and the wider Fraser Coast, Queensland, Australian and International community can be justifiably proud of in perpetuity.

River Heads lies on the River Heads Peninsula in the Fraser Coast Region. It is an isthmus of land approximately 26kms south of the CBD of thriving city and tourist mecca of Hervey Bay. It is surrounded to the east by the Great Sandy Strait and world heritage-listed Fraser Island and to the west by the Mary and Susan River systems. The heritage port and shipbuilding city of Maryborough is approximately 44kms by road south west and 30mins boat trip from the proposed RHM.



The Great Sandy Biosphere addresses three complimentary functions:

Conservation: Promoting and contributing to the conservation of landscapes, habitats, ecosystems and the well being and biodiversity of the species within them.

Development: Fostering economic and human development that produces income but is socially responsible and ecologically sustainable.

Knowledge and Education: Advancing the understanding of processes that encourage sustainable development through research, monitoring and education and creating a knowledge base that adds to a global database of sustainable best practice.

All three of these functions are included in this proposal - eg minimum disruption to landscapes, habitats and ecosystems; socially responsible and ecologically sustainable development; knowledge and education by inclusion of educative museums/signage.

River Heads

The current population of the area is approximately 1700 residents in River Heads and 1700 in neighbouring Booral. However, the River Heads Peninsula is growing at one of the fastest rates in Australia. In fact, at its present rate of home builders' uptake of vacant land, there will be no vacant land left unsold in five years' time. Its demographic comprises predominantly retirees and young families. It is where the vehicular ferry

departs for and returns from Fraser Island. In excess of 500,000 tourists traverse River Heads annually on their way to and from Fraser Island by the vehicular ferry. Ferry services are operated by Kingfisher Resorts to Kingfisher Bay directly east of River Heads and to Wangoolber Creek further south on the Island.

Fraser Island is a popular tourist destination, highlighted even more by the introduction of cruise liners including a call at Kingfisher Bay on their routes. This further demonstrates the maritime importance and the additional tourism potential of the area. Since 2005, the cruise market has evolved into one of the growth sectors of the tourism industry in Australia. The cruise ships at Fraser Island and associated tourism infrastructure will deliver increased visitation and benefits to the Fraser Coast in particular, and Queensland tourism sector in general.



Pacific Aria visits Fraser Island April 2016

HMAS Tobruk

The recent announcement that the decommissioned HMAS Tobruk will be sunk off the waters of the Fraser Coast and Bundaberg (adjacent to Burrum Heads/Woodgate). The scuttled ship will be used as a dive wreck and will attract divers and tourists from all over the world.

"The scuttling of Tobruk in the Wide Bay Burnett area will be a permanent monument to Tobruk's proud history and a reminder she served as her motto intended 'Faithful and Strong'."

In her proposal to Federal Government, Qld Minister for Education, Tourism & Major Events, Kate Jones, cited the economic benefits of approximately \$5 million per annum to the region.

This increased tourism activity is further indication that a strategically placed marina at River Heads would cater to those additional boaties travelling to the area for diving and tourism in connection with the Tobruk.



HMAS Tobruk

Fraser Coast population growth

The Fraser Coast LGA had an estimated population of 101,977 in June 2015 (the most recent data available). This represents an average annual growth rate of 2.1% for 2005-15. In comparison, Queensland's overall population increased by a rate of 2% over the same time period. Although growth in the Fraser Coast region exceeded the Queensland average, over the past 10 years the rate of growth has been declining. From 2010-15, Fraser Coast population growth was 1.1% per year, compared to a Queensland average of 1.6%. The Fraser Coast LGA's population grew by an average annual rate 2.1% between 2005-15.

Fraser coast tourism data (2005-15)

Tourism is both a major economic activity and lifestyle driver for the Fraser Coast, and visitor expenditure impacts a number of key regional economic sectors. The visitor economy injects \$360 million of direct overnight expenditure into the destination's economy which contributes to nearly \$648 million of direct and indirect expenditure across the sectors including transport, accommodation, food services and retail trade. It also contributes to securing 6,015 jobs (direct and indirect) for the Region.

For the most recent financial year (2014-15), 1,272,834 tourists visited the region, representing a decrease of 8.6% from 2013-14. This decline was attributable to fewer visits from domestic day tourists (a 21.5% reduction). Visitor numbers for overnight tourists (domestic and international) grew 5.5%. International and Interstate domestic tourists spend considerably more than intrastate domestic tourists on each day of their visit.

In a recent Fraser Coast Chronicle article dated 5 September, 2016 it was reported that overseas visitor spending was down 21% compared to the previous year and that there was work to be done on increasing length of stay and expenditure. With tourism being the lifeblood of the Fraser Coast urgent measures need to be taken to increase visitor numbers to the Region.

LOCATION OF PROPOSED RHM

The proposed RHM area is located on the western shores of the Susan River approximately one kilometre north of the River Heads boat ramp at the Mary River Heads where the vehicular barge departs to and returns from World heritage listed Fraser Island and will be located almost directly behind the existing River Heads shopping village.



Proposed marina site

The RHM covers landholdings located at Davidson Street, River Heads and covers a total area of approximately 8.127 hectares over land and water within the Susan River. The area is also comprised of gazetted road and commercial land immediately behind the River Heads Shopping Centre. Fraser Coast Regional Council has zoned the land as 'rural'. See Figure 4.

Figure 4



Shopping Centre River Heads

SITE DESCRIPTION

The site in question is located behind the River Heads shopping centre at 52 Ariadne St, River Heads. The property address is listed as South Esplanade, River Heads, although this road is not developed at this stage and may only be a road reserve. Currently there is informal access to the property via Davidson Street. Zoning under the *Fraser Coast Planning Scheme 2014* is 'Rural'. See figure 5.



Figure 5

Real property description details are provided below, and have been sourced from Queensland Globe:

- Lot on Plan: 54/MCH5147
- Tenure: State Land
- Area: 8.127 ha.

An image of the property is shown in Figure 6.

Figure 6 Lot 54 on MCH5147



MARINA DESCRIPTION

Following the market demands, in the last 10 years marinas have increased the sizes of berths they build. The 12mt to 18mt range accounts for the majority of new build marina berths on the market. The 0 to 10mt range is inflated due to a large number of old marinas whereby maximum boat sizes rarely eclipsed the 10mt mark 20 years ago. Current trends see the majority of boats over 10mt long in marinas with all new marina construction rarely seeing a berth built under 12mt long. See figure 6 below:

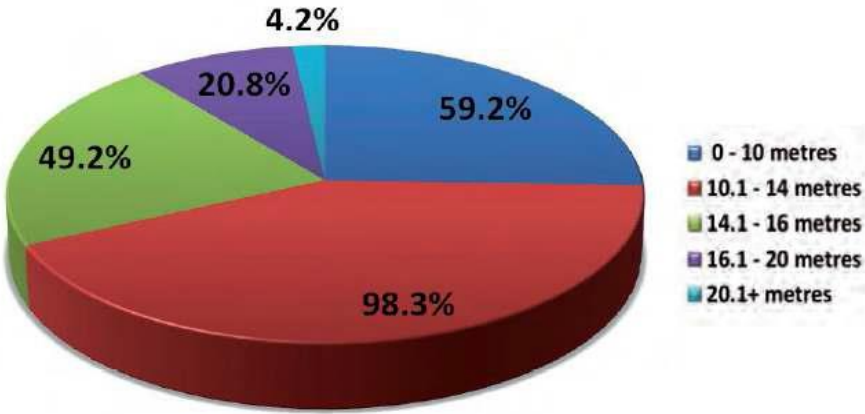


Figure 6 showing ratio of berths to vessel length

The eventual number of berths and design of the marina will be in accordance with the developer's requirements and relevant approvals. However, given the amount of area available for the RHM it is envisaged that berths could number 150+ with provision for longer vessels in some berths. Current moorings and anchorages in the Susan River contain a predominant number of vessels around 12mts in length.

EXISTING MARINAS

The only other marinas in the entire Fraser Coast are situated at Urangan Boat Harbour in Hervey Bay and a smaller one inland at the inactive port of Maryborough. Other marinas outside the Fraser Coast are located at Bundaberg (Bundaberg Regional Council), Tin Can Bay (Cooloola Regional Council), Noosa (Noosa Shire Council) and Mooloolaba (Maroochy Shire Council). Urangan is closest but still could be one day's sail for craft seeking safe harbour. It is envisaged the RHM facilities will open up the Fraser Coast and encourage boating as it will provide safe harbour along the coast at this key strategic location at the mouth of the Mary and Susan Rivers where they flow into the Great Sandy Strait directly opposite Kingfisher Bay on Fraser Island.

CONSULTATION

Table 1 lists some organisations that would need to be involved in assessing the proposed marina development. Community consultation will also need to occur. Note that this is not an exhaustive list, and that a project proponent would need to seek professional advice and undertake consultation with relevant government ministers and other stakeholders.

Table 1 - Key Queensland Government Consultation

Organisation	Project component	Contact information
Department of Agriculture and Fisheries	<ul style="list-style-type: none"> • Destruction of marine plants • Development within a Fish Habitat Area 	Maryborough Business Centre, Station Chambers 120 Lennox Street Maryborough QLD 4650 Ph: 13 2523
Department of Natural Resources and Mines	<ul style="list-style-type: none"> • Lease over the sea bed • Right to occupy state land • Navigational and capital dredging 	Maryborough Business Centre, Station Chambers 120 Lennox Street Maryborough QLD 4650 Ph: 13 74 68
Maritime Safety Queensland	<ul style="list-style-type: none"> • Navigational safety and dredging 	Hervey Bay Office Buccaneer Avenue Hervey Bay QLD 4655 Ph: (07) 4132 6600
Department of Environment and Heritage Protection	<ul style="list-style-type: none"> • Coastal management considerations 	Permit and Licence Management Ph: 1300 130 372 (Option 4)

BENEFITS OF RHM

The development of RHM will boost tourism and create new business opportunities and jobs while supporting existing businesses and providing the local and wider community with better services and facilities. Development of the RHM provides an opportunity to support economic development and will seek to reinforce River Heads as a community focus and a regional gateway to Fraser Island.

Development will include opportunities for mixed use development as well as tourism and retail based development, dedicated ferry terminal if required, public open space and a private berth marina.

Vision for the RHM provides that development is timely and will encourage increased investment, tourism and employment opportunities in the area. The Fraser Coast Region has one of the highest unemployment statistics in Australia. As of the March quarter 2016, the unemployment rate for the Statistical Area Level 2 (SA2) region of Booral - River Heads was 8.8%. This compared to a figure of 9.8% for the Fraser Coast Regional Council area (Fraser Coast LGA) and a Queensland average of 6.2%. Figures are taken from the federal Department of Employment Small Area Labour Markets Publication.

Specific benefits include:

1. The proposed RHM will adequately cater for the safe recreational boating and fishing needs of the local and wider regional community and in particular, attract more tourists.
2. The development of RHM will significantly enhance the River Heads and Booral areas and complement the existing River Heads boat ramps. The existing ramps are inadequate for larger vessels and disabled access. Vehicle and trailer parking is limited, especially so at peak times. Currently two ramps exist on the eastern side with one of these being for the vehicular ferry only and the other for recreational use. Another recreational ramp exists on the western side and both recreational ramps have tidal restrictions in place.
3. Local businesses will gain huge benefit from increased tourist/visitor traffic. For the existing small businesses and new businesses attracted to the project, this is an opportunity for growth and the chance to be part of an exciting and vibrant new River Heads Marina Precinct.

Currently, Kingfisher Resorts/Fraser Tours have their land-based operations in the River Heads shopping centre. There is also a café, chemist, real estate agent, bottle shop, mini-supermarket and provision for other commercial premises including a medical centre. Plans have also been drawn for the extension of the shopping area precinct. The mix of uses in the RHM will support the tourism industry and services that will be utilised by and attract tourists. Some examples of specific services which should be provided in the mixed use node are:

- specialty retail shops such as hairdressers, service station, clothing boutiques, ship chandlery and post office
- vessel provisioning (currently none available for those vessels moored or anchored in Susan River)
- cafes and seafood stores (only one café currently at the shopping village)
- motel (currently there is no motel accommodation facility whatsoever on the Peninsula despite the huge number of tourists frequenting the area)
- caravan/RV park – there is currently no accommodation options for travellers in River Heads
- public toilets and showers
- boat and/or houseboat hire
- a marine education/research facility and possible coast guard/water police/VMR base/Navy Cadets base
- a marine and military/Indigenous culture/European settlement museum:

Military History: The area has a significant military history. During WW2 the famous Z Force trained in and around an area known as MacKenzie's Jetty south of Kingfisher Bay on Fraser Island. Maryborough was used as a RAAF base during WW2.



In the story of River Heads pioneering land owner, Col Bengtson (as published in the River Heads Review), Mr Bengtson is quoted as follows:

“There used to be a lookout tower on our block during the war. It was used by the army for spotting and reporting ships at sea and aircraft activity in our area. One time they were running an exercise along the coast to see if the services personnel could spot enemy aircraft. The only successful group was the one on our place. They were the only ones who identified the aircraft correctly.”

There is potential for this proposed museum to be included in the current Fraser Coast Military Trails Project.

Indigenous History: Aborigines have inhabited Australia for some 50,000 years. The Butchulla People of the Fraser Coast have inhabited Fraser Island and the mainland for this period. Since Fraser Island became an island with rising sea levels over 6,000 years ago, it has been a very productive territory and home to thousands of Aborigines at a time. Since the 1850s, following European settlement of the adjacent mainland, the history has been tragically affected by massacres, introduced diseases, drugs and loss of culture. To this day, middens can be found along the Great Sandy foreshore at River Heads and fish traps can be found at Booral. The Butchulla totem for the River Heads area is the dolphin. These creatures, along with turtle and dugong are often seen near the ramp and in the waters of the Mary and Susan Rivers. The dolphin appears on signage indicating the River Heads border area.

MY COUNTRY STORIES

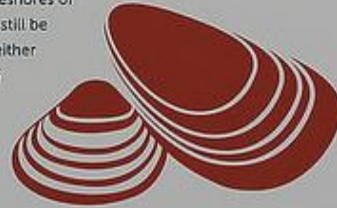
The River Heads and Booral area is steeped in Aboriginal history and its foreshores have numerous large middens or "mounds of shells" along the water edge and adjacent shoreline.



Early aboriginal shelters near Booral.

The shells were left by the traditional custodians of the land, the Butchulla People, as well as visiting tribes, many of whom travelled from as far away as the Bunya Mountains to trade the Bunya Nut for shellfish found in abundance along Booral's shores. Aboriginal clans wanting to visit had to leave a message stick in a tree or on a rock and if the mainland clans allowed the visit they would move the stick or leave their own message.

Many artefacts have been found along the foreshores of Booral and the remains of rock fish traps may still be seen. The name 'Booral' is believed to derive either from 'Bieral', the name of the creation spirit of the local Butchulla People, or their word 'burrall', meaning 'place of shell mounds'.



European/Marine History: During European settlement in the 1800s ships containing migrants from the United Kingdom and Europe unloaded their ballast in the Great Sandy Strait before sailing up the Mary River past River Heads to the port of Maryborough. One such ship, the Ariadne, has the main street of River Heads named after it indicating its significance to the area. From Maryborough the free settlers dispersed to all parts of the country to build the foundations of the nation we enjoy today. There is an opportunity to explore and capture these rich historical events in a museum included as part of the RHM project.



Replica of 'The Ariadne'

4. The RHM will transform the River Heads area into a world class development that attracts the local and world boating fraternity, investors, residents and tourists.
5. The RHM will support growth and tourism for the Fraser Coast including tourism growth to iconic Fraser Island, whale watching tours, fishing and boating expeditions and tours to the heritage port of Maryborough. There is potential to introduce a round trip ferry or fastcat service Urangan, Fraser Island, Maryborough and River Heads. Over the past 10 years, tourist visits to the Fraser Coast have declined by 8.8%. However, trends appear to be partly cyclical. A significant increase in tourist

visits was apparent in 2011-12 (particularly domestic tourists). International tourist numbers have declined by almost 25% from 2005-15.

The Queensland Parks and Wildlife Service (QPWS) Permits dataset was used to estimate tourist numbers to Fraser Island in the most recent financial year (2014-15). This data provides the number of camping and vehicle permits that were granted for Queensland national parks, including the Fraser Island, Great Sandy National Park and offer a reasonable indication of tourist demand for visits to Fraser Island. (Vehicle permits must be obtained by visitors prior to driving on Fraser Island's recreation areas.)



This data has some limitations. It does not account for those visiting close relatives on the island, who could otherwise be counted as tourists and might be expected to perform tourist activities. It also does not adequately measure unique visitors. Most vehicle permits granted to tourists visiting Fraser Island provide one month access. Tourists could make multiple trips to Fraser Island using one permit within this time. Conversely, tourists who visit the island multiple times in one financial year could be issued different permits for each visit. Day tourists not requiring permits (those visiting without a car) or overnight tourists that do not stay in QPWS campsites or require vehicle permits are not included. However, this data provides a detailed snapshot of Fraser Island visitor numbers and is updated frequently.

For 2014-15:

- 20,644 camping permits were issued
- camping permits covered 50,352 adults and 10,546 children
- in total, 60,898 people were covered by camping permits
- 35,948 vehicle permits were issued

Applicants that were granted camping permits are likely to overlap with those receiving vehicle permits. Additional information contained in the QPWS Permits dataset shows the origin of Fraser Island permit recipients (domestic or overseas), and the number of domestic permit recipients from each state.

- The total number of tourists to the Fraser Coast has declined by 8.8% from 2005-15.
- Most Fraser Coast tourists visit from other parts of Queensland. Interstate and international tourists tend to spend more per visit and marketing efforts are increasingly focussed on these groups.
- International tourism cohorts in Australia are changing, coinciding with growth in visits to Australia's urban centres. Visits to regional Australia have decreased proportionally.

6. The RHM development will attract the younger generations to commit and invest.

7. The RHM will create additional jobs and so help the burgeoning unemployment in the Region.
8. The RHM will provide an aesthetically pleasing seascape and landscape complementing the already beautiful Susan and Mary Rivers, the River Heads Peninsula, the Great Sandy Strait and iconic Fraser Island.
9. The RHM will provide an alternative landing point for the vehicular barge to and from Fraser Island, particularly in inclement weather as the proposed area is very sheltered. Presently, in bad weather if the barge cannot dock at the designated eastern ramp at River Heads it travels around the point to the western ramp but this is a dangerous scenario requiring skilful manoeuvring of the large ferry. A very real safety issue exists given that this ramp is for recreational vessels and tide restrictions exist. Currently, the ferry travels back and forth to Fraser Island 5 times a day and 6 times a day in summer.



10. The RHM will provide a very accessible and safe dock for large rescue vessels in the event of an emergency on Fraser Island or on the Great Sandy Strait and is approximately 12 minutes drive by ambulance from Hervey Bay Hospital. Currently larger rescue type vessels are unable to dock at the existing River Heads ramps so injured people would have to be transported to Urangan which would considerably lengthen the time taken to hospital, thereby putting them at more risk.



Information regarding emergencies and medical evacuations (medivacs) from Fraser Island is not readily available. However, service providers publish incident reports covering the region. RACQ Careflight is responsible for many air evacuations in the Fraser Coast region and works closely with paramedics from Queensland Ambulance Service (QAS). However, during the last year it is understood that due to the cost of the helicopter evacuations, the VMR vessel has been used on some 35 occasions. There is potential for the VMR base to be located at the RHM.

Given the geography of Fraser Island, evacuation by helicopter is usually the favoured option for medical emergencies. One paramedic is permanently stationed on Fraser Island. However, in the event of a large scale evacuation of Fraser Island (eg tsunami, earthquake, bush fire etc) or a large scale emergency in the Great Sandy Strait, water transport would have to be used. The proposed RHM is approximately 7 nautical miles across the Great Sandy Strait from Fraser Island and is located across the road from the River Heads Community Hall – a designated evacuation centre. The next closest coastal ramp is at the Urangan Marina approximately 20 nautical miles further north. See Figure 7 below.

Figure 7



11. The RHM will encourage public transport where currently none exists.
12. The RHM will be constructed in such a way as to protect the local seaside village atmosphere of River Heads and to protect flora and fauna.
13. The Sandy Straits Marina at Urangan Boat Harbour, approximately 20kms north of River Heads, is currently struggling to accommodate the number of vessels wanting to moor there. This is potentially deterring prospective mariners from including the Fraser Coast on their stopover points. Development of the RHM will alleviate the load on Urangan and attract more mariners to the Fraser Coast in general.



Sandy Straits Marina, Urangan

14. There are already significant numbers of vessels moored and anchored in the sheltered waters of the Susan River and this is growing weekly. Some regulation of these vessels will be needed and the RHM will achieve this goal.



Vessels moored or anchored in the Susan River

15. Recent sink-hole activity at Inskip Point (which is the southernmost access to Fraser Island) has resulted in more people utilising the facilities at the River Heads ramp and congestion, both on the water and on the land, is occurring, especially at peak times. There are insufficient car and trailer parking spots at peak times and boaties are having to park huge distances away from the ramp. The RHM will alleviate this problem as at least 40 additional car parking spots will be created.



February 2016 sink hole at Inskip Point

16. Council has approved plans for the River Heads Walking Track, an initiative of the River Heads Progress Assn Inc. One kilometre of this track from the western ramp, along the Susan River foreshore to Davidson Street is already completed and being utilised frequently by the public, both local and tourists. The Track takes the walker through an ancient vine forest, an area of grass trees into open eucalypt and bushland with views to and photographic opportunities of the picturesque Susan River. When completed, the walk will cover a circuit of approximately 10kms (incorporating the beautiful River Heads Reserve in Seafarer Drive on the Great Sandy eastern foreshore) and this will supplement the increased tourist activities created in the area by development of the RHM.



17. Impact on residences will be minimal as there are only 17 residences in total in nearby Davidson Street, Russell Drive and Susan Close. Most of these residents are boat owners.
18. Opportunities will be created for water-based events and activities.
19. Opportunities will be created for the establishment of sailing, power boat, dragon boat, outrigger, boat and houseboat hire, kayaking clubs, sea scouts providing increased water-based activities for the local and wider community in general, with particular regard to youth activities. This will increase community interaction and recreational opportunities and impact favourably on youth anti-social activity. Currently, apart from fishing/boating, there are no other water-based activities available in River Heads catering to both residents and visitors.
20. The cultural Indigenous history of the area will be highlighted to provide visitors with educative material in consultation with the Butchulla Elders. The rich European history of the Mary River will also be highlighted after consultation with Hervey Bay and Maryborough Historical Societies.
21. As the RHM will be disabled-friendly, its use will not be restricted to able-bodied people. Currently, the existing ramp does not cater for the elderly or disabled as no pontoon exists. River Heads is a favourite retirement spot for recreational fishermen and boaties. As these people age, they are unable to engage in their favourite past-time due to lack of necessary facilities at the existing ramp and this is detrimental to their well-being with the result that they move out of the area closer to more accessible facilities or just give up and go into a retirement facility.
22. There is potential to include the RHM as a destination for sailing for the disabled – 'Sailability'. Sailability is a program available at some sailing clubs that offers an additional level of support, an established network of volunteers, and equipment to assist people of all abilities to get into sailing. It is an international program first introduced to Australia in the 1990s and has grown to being available in every state.



River Heads eastern boat ramp



River Heads western boat ramp

23. Data published by the Queensland Government's Department of Transport and Main Roads (TMR) shows that 10,262 recreational vessels are currently registered in the Fraser Coast regional council local government area (LGA) with the following breakdown:

- Personal watercraft (Jetski) 282
- Open/Dinghy/Runabout 6,393
- Sports Boat/Ski Boat 107
- Cuddy (1/4) Cabin 279
- Half Cabin 1,086
- Full Cabin 613
- Bowrider 187
- Centre Console 528

Note: *There is a difference between the numbers of registered vessels provided by these two sources. This is due to the variation in geographic area covered by the respective datasets.*

24. River Heads is well-known as an excellent fishing area attracting people from near and afar. Anecdotal information suggests there could be over 750 registered vessels in the catchment area. A well established River Heads Fishing Club with some 80 plus members already exists under the umbrella of the River Heads Progress Assn Inc. Improved marina facilities will enable the club to grow and better cater to the needs of the local and wider community. The increased capacity of RHM will also make it easier for the club to hold 'catch and release' fishing classics to attract visitors to the area thereby stimulating economic growth for local businesses and increased tourist activity.



25. Due to Commonwealth and Council funding, River Heads Road has already been upgraded to allow for increased traffic. It is the only thoroughfare taking in excess of 500,000 visitors per annum to and from the Fraser Island ferry.



Upgrades to River Heads Road 2016

26. Proposed developments in the River Heads area include a 80 unit \$30 million lifestyle resort within 1km of the RHM (see Figure 8 below) and a proposal for a 450 ILU lifestyle resort and golf course in the Turtle Cove area approximately 3kms north of the proposed RHM. A further 18ha subdivision of 2000sq mt residential blocks at Mahalo Rd some 7 kms from proposed RHM is currently being sold and adjacent large parcels of land have also been approved for subdivision.



Figure 8 - \$30M development in Wilkins St River Heads



Aerial photo of proposed development at Turtle Cove

27. Development of the RHM will attract additional residents to the area thus benefiting local businesses and contributing to improvements to public facilities and infrastructure. For example, due to the growing population of the area, Wide Bay Water is currently upgrading the town water distribution pipes.
28. Investment in development of the RHM in this location will attract people to the area who also may choose to travel to Fraser Island. Additionally, Island residents will have the opportunity to access and benefit from improvements to public infrastructure and amenities at the RHM.
29. Land within the RHM could be allocated for the Australian Navy Cadets Training Ship Krait, a Coast Guard and VMR station and possibly a Water Police station. The Navy Cadets currently operate from a hall in Round Island Road, Urangan. As the current hall is a considerable distance from the sea, Cadets have to transport their water craft to the seashore in order to train. Location of the TS Krait at the RHM will alleviate the need for craft transportation and consequently attract more Cadets who it is hoped will then seek a career in the ADF.



30. Noise and diesel fumes will not be an issue for residents due to the location of the RHM and the lack of existing housing in the area and its proximity to commercial land.
31. Mariners in need of craft servicing who dock at the RHM could avail themselves of the slipway located in the Mary River at Maryborough or the new facility at Urangan which caters to 300 tonne vessels, thus bringing much needed revenue to that industry.
32. Currently there is no public transport available in the River Heads area apart from the school bus. Establishment of the RHM will encourage the introduction of public transport to assist locals and visitors alike. Backpackers, in particular, are often seen hiking along the 12km River Heads Rd to and from the ferry.
33. Based on other marina developments of a similar nature, with the expanded open space, landscaping and improved amenity that it provides, the marina may have the effect of improving surrounding property values by between 10% and 15%.

34. Promotion of social interaction and a broad range of urban activities from the existing shopping village down to the river's edge will be possible.
35. Nearby tourist attractions such as turtle viewing at Mon Repos near Bundaberg, rum distillery tours, surfing at Bargara, dolphin feeding at Tin Can Bay, tours to the Gold City of Gympie and the Mary River Rattler, HMAS Tobruk, and hinterland and winery tours will be just a few of the nearby tourist attractions and businesses that will benefit from increased tourism.
36. The River Heads Peninsula already has town water connected and bio-cycle waste treatment is a requirement for each residence and business.
37. There is potential for a deep-water swimming beach adjacent to the marina where shallow water currently exists. The River Heads area currently has no public swimming facility at all.
38. There is currently no fuel available on the Peninsula. The nearest fuel station is at the Hervey Bay Airport approximately 16kms distant. Development of the RHM will provide accessibility to fuel for residents and visitors alike.
39. The development of a marina is dependent on private sector interest. Therefore the timing of when development will occur will be determined by market forces. There is potential for a private and public partnership.
40. For the past several years the River Heads Progress Assn and its sub-committee, the River Heads Fishing Club, have been endeavouring to have existing boat ramp facilities at the Mary River Heads upgraded to include a jetty or pontoon. The Department of Transport & Main Roads commissioned a Feasibility Study dated 1 February, 2014 (see Appendix 5). This study found that tide and wave movements in the western ramp area would need a heavy duty gangplank type jetty at a cost of \$500,000. Consequently, it recommended a 'do nothing' option due to the possible high maintenance costs of the structure in the event of severe weather conditions. See Figure 9 for diagram of jetty. Construction of the RHM in reasonably close proximity to the existing ramp facilities would assist ramp users with alternative ramp facilities, particularly the elderly and disabled.

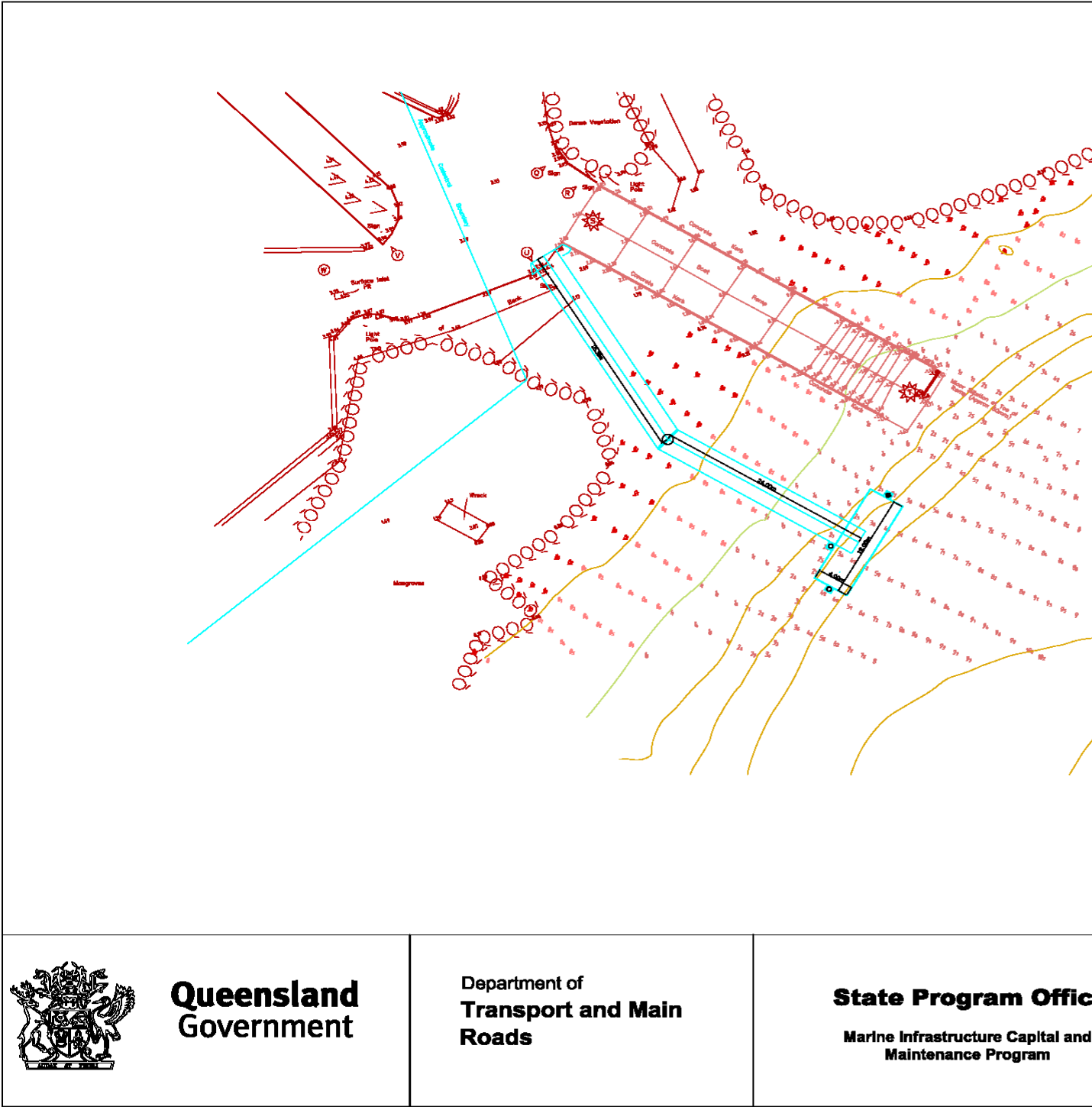


Figure 9

CONSTRAINTS

1. The property is located within the 'Management A' area of the Susan River Fish Habitat Area (FHA). Fisheries Regulation 2008 (Qld). The mooring area adjacent to this lot is excluded from the restrictions on this area through Schedule 3 of the Fisheries Regulation 2008 (Qld). However, as stated earlier, it is possible that an error was made when the cadastral boundaries were re-drawn in May, 2009.

2. As the tenure of the site is 'State Land' and includes land below the high-water mark, development consent would be required from the Department of Natural Resources and Mines, with further consent required from the Department of Agriculture and Fisheries. The DNRM Procedure for Allocating Most Appropriate Use and Tenure of State Land in Coastal Areas outlines the process for allocation of state land for development purposes.
3. The *State Planning Policy – State Interest Guideline Coastal Environment* includes a number of planning restrictions relevant to the development of a marina, including the need to avoid degradation of water quality, loss of matters of state environmental significance (MSES), release of pollutants, and adverse changes to the tidal prism of the natural waterway.
4. Other issues to consider include:
 - Supply of utilities and fuel
 - Clearing of native vegetation, including marine plants, wildlife habitat and regulated vegetation
 - Dredging for capital and navigational purposes
 - Construction of groynes and marina infrastructure requiring the deposition of material in the marine environment and piling
 - Navigational arrangements for vessels approaching and departing the marina
 - As the land in question is currently zoned 'rural', rezoning would be necessary
 - Some dredging of the Susan River will be required and would be subject to detailed assessment and approvals for development under the legislation including, where required, environmental impact statements. Dredged materials could be used as a levelling foundation for the carparking area.

5. **Matters of State Environmental Significance (MSES)**

There are a number of MSES that are highlighted by the Fraser Coast Planning Scheme 2014 (FCPS). DEHP provides further information on MSES:

Matters of state environmental significance (MSES) are referenced in the biodiversity state interest under the State Planning Policy (SPP). MSES include certain environmental values that are protected under Queensland legislation including the:

- *Nature Conservation Act 1992*
- *Marine Parks Act 2004*
- *Fisheries Act 1994*
- *Environmental Protection Act 1994*
- *Wild Rivers Act 2005*
- *Vegetation Management Act 1999*
- *Environmental Offsets Act 2014*

MSES planning overlays in the FCPS for the site in question are listed in Table 1. This is not an exhaustive list of planning overlays for the RHM. Further details of land use and planning overlays for the site can be sourced from the Fraser Coast Regional Council Planning and Development portal.

Table 1

Matters of State Environmental Significance, River Heads Marina Proposal Matter of State Environmental Significance	Details
High ecological value waters (wetland)	Covers the area of the parcel below the high-water mark.
High Ecological Significance Wetlands	Covers the mangrove vegetation at the boundary of the marine and terrestrial environment.
Regulated Vegetation	Remnant Vegetation, Category A or B area containing endangered regional ecosystems – 12.5.2a, Category A or B that is a Least Concern regional Ecosystem -12.1.3 Susan River Fish Habitat Area
Declared Fish Habitat	Threatened wildlife and Species of Least Concern -
Wildlife habitat	Dugong Protection

6. Commonwealth legislation may apply to relevant development within the RHM site. Development may trigger assessment against the *Commonwealth Environmental Protection and Biodiversity Conservation Act 1999* which recognises the RAMSAR Treaty.
7. The development of a marina is dependent on private sector interest. Therefore the timing of when development will occur will be determined by market forces.
8. The RHM proposal requires development to consider how its design and the design of public places promote safety. This is called Crime Prevention Through Environmental Design and is a well-accepted urban design tool used to maximise community safety in new development.
9. In considering an application for exempt development which is generally development of a lower order or development that provides a public benefit and the requirement for an application would be costly. It is possible, but unlikely, that the RHM proposal would be considered Exempt Development.

CONCLUSION

This proposal has been prepared by the River Heads Progress Assn Inc (RHPA). This organisation represents the community and fully supports the concept of a marina in the proposed location.

The River Heads Progress Assn's vision for the RHM provides that development is timely and will encourage increased investment, tourism and employment opportunities in the area. The development of RHM will boost tourism and create new business opportunities and jobs while supporting existing businesses and providing the local and wider community with better services and facilities.

The proposal will support growth and tourism for the Fraser Coast including tourism growth to iconic Fraser Island and Hervey Bay, whale watching tours, fishing and boating expeditions and tours to the heritage port of Maryborough. Nearby tourist attractions such as turtle viewing at Mon Repos near Bundaberg, rum distillery tours, surfing at Bargara, dolphin feeding at Tin Can Bay, diving expeditions to HMAS Tobruk, tours to the Gold City of Gympie and the Mary River Rattler will be just a few of the nearby tourist attractions and businesses that will benefit from increased tourism.

Fraser Island is a popular tourist destination, highlighted even more by the introduction of cruise liners including a call at Kingfisher Bay on their routes. This demonstrates the maritime importance and tourist potential of the area. Tourism is both a major economic activity and lifestyle driver for the Fraser Coast, and visitor expenditure impacts a number of key regional economic sectors.

The RHM Proposal is a high level framework which seeks to balance diverse interests. It is not an application for development and detailed designs have not yet been undertaken. The RHM Proposal identifies principles which future development applications will need to address.

The detailed design, location of buildings and nature of development will be determined in future development applications assessed through the development assessment process.

It is considered that the RHM proposal provides a balance between environmental, social and economic interests and can deliver development that will contribute positively in a number of areas to the development of the Fraser Coast Region whilst at the same time maintaining the peaceful seaside village atmosphere of the River Heads Peninsula. Development applications will still require rigorous assessment to ensure community interests and environmental requirements are addressed.

Appendix 1

550

QUEENSLAND GOVERNMENT GAZETTE, No. 39

[10 May, 1986]

ORDER IN COUNCIL

At the Executive Building, Brisbane, the eighth day of May, 1986

Present:

His Excellency the Governor in Council

HIS Excellency the Governor, acting by and with the advice of the Executive Council and in pursuance of the powers and authorities vested in him by the *Stamp Act 1894-1986*, doth hereby grant exemption from stamp duty on any application for registration made by or any application for transfer of registration to Teen Challenge (Brisbane) Incorporated in respect of any motor vehicle not used for commercial purposes.

And the Honourable the Premier and Treasurer is to give the necessary directions herein accordingly.

S. SCHUBERT, Clerk of the Council

*Primary Producers' Organisation and Marketing Act 1926-1985***COTTON MARKETING BOARD DEBENTURE BORROWING****ORDER IN COUNCIL**

At the Executive Building, Brisbane, the eighth day of May, 1986

Present:

His Excellency the Governor in Council

HIS Excellency the Governor, acting by and with the advice of the Executive Council and in pursuance of the provisions of the *Primary Producers' Organisation and Marketing Act 1926-1985* and the *Statutory Bodies Financial Arrangements Act 1982-1984*, does hereby:—

1. Authorise The Cotton Marketing Board to borrow an amount of one hundred and twelve thousand dollars (\$112,000) by the sale of a debenture subject to the loan being issued at par and to the following terms and conditions:—

Purpose of Loan—For converting the outstanding balance of a loan of \$152,380 for the establishment of a new cotton gin etc;

Lender—Commonwealth Bank of Australia;

Currency of Loan—4 years;

Rate of Interest—15.3% per annum;

Payment of Interest and Repayment of Loan—4 years with half-yearly repayments calculated on the basis of an 8 year period to cover interest and redemption,

and to such other terms and conditions as may be contained in any loan instrument applicable hereto.

2. Notify that, approval having been given thereto, the Treasurer on behalf of the Government of Queensland guarantees the aforesaid loan, which guarantee shall be limited to the amount of the loan and interest during the currency of the loan as specified in clause 1.

And the Honourable the Minister for Primary Industries is to give the necessary directions herein accordingly.

S. SCHUBERT, Clerk of the Council

*Fisheries Act 1976-1984***FISH HABITAT RESERVES AND WETLAND RESERVES****ORDER IN COUNCIL**

At the Executive Building, Brisbane, the eighth day of May, 1986

Present:

His Excellency the Governor in Council

HIS Excellency the Governor, acting by and with the advice of the Executive Council and in pursuance of the provisions of the *Fisheries Act 1976-1984*, does hereby:—

1. Set apart and declare the tidal Crown lands described in Column One of the First Schedule hereto, and the waters covering those lands, to be Fish Habitat Reserves and assigns to each of these Fish Habitat Reserves the name or designation specified in Column Two.

2. Set apart and declare the tidal Crown lands described in Column One of the Second Schedule hereto and the waters covering those lands, to be Wetland Reserves and assigns to each of these Wetland Reserves the name or designation of the Wetland Reserves specified in Column Two.

And the Honourable the Minister for Primary Industries is to give the necessary directions herein accordingly.

S. SCHUBERT, Clerk of the Council

*The First Schedule***(FISH HABITAT RESERVES)**

Column One	Column Two
Description: Tidal lands, waterways and tributaries thereof as shown on plan deposited in the head office of the Department of Primary Industries and catalogued accordingly	Name or Designation
St Helens Bay and off-shore and part of Repulse Bay between Seaforth and Cape Conway (Plan No. 015.041)	Repulse
Sand Bay, Constant Creek and Reliance Creek between Green Island and Cape Hillsborough (Plan No. 015.042)	Sand Bay
Part of the Burrum River, part of the Gregory River and part of the Isis River (Plan No. 015.046)	Burrum-Isis
The foreshores in front of and Marsh Creek and part of Beelbi Creek (Plan No. 015.047)	Beelbi
Susan River, Bunya Creek and part of the Mary River (Plan No. 015.048)	Susan River

*The Second Schedule***(WETLAND RESERVES)**

Column One	Column Two
Description: Tidal lands, waterways and tributaries thereof as shown on plan deposited in the head office of the Department of Primary Industries and catalogued accordingly	Name or Designation
Foreshore, Dempster Creek, Hervey Creek and off-shore between Cave Island and Gould Island (Plan No. 033.022)	Midge
Part of the Gregory River (Plan No. 033.026)	Gregory
Part of the Cherwell River and part of the Burrum River (Plan No. 033.027)	Cherwell-Burrum
The foreshores in front of the Burrum River and the foreshores between O'Regan Creek and Toogoom and part of Beelbi Creek (Plan No. 033.028)	Burrum-Toogoom

*Agricultural Bank (Loans) Act 1959-1981***ORDER IN COUNCIL**

At the Executive Building, Brisbane, the eighth day of May, 1986

Present:

His Excellency the Governor in Council

HIS Excellency the Governor, acting by and with the advice of the Executive Council and in pursuance of the provisions of the *Agricultural Bank (Loans) Act 1959-1981*, doth hereby prescribe that the rate of interest payable in respect of the particular advance approved on 24th April, 1986, to be made in pursuance of the provisions of the said Act to David Lawson of Bundaberg, in the State of Queensland and on all moneys owing or remaining unpaid in respect thereof shall be as follows:—

During the first and second years from date of advance—
8.2% per annum;

During the third and fourth years from the date of advance—
9.5% per annum;

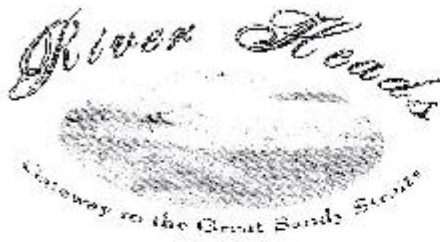
During the fifth and sixth years from date of advance—
10.9% per annum;

During the seventh and eighth years from date of advance—
12.2% per annum;

During the ninth and subsequent years from date of advance—13.6% per annum.

And the Honourable the Minister for Primary Industries is to give the necessary directions herein accordingly.

S. SCHUBERT, Clerk of the Council



Appendix 2

Progress Association Inc

President: Ruth Harberger 4125 7789
 Secretary: Dianne Evans
 34 Stormy Rise River Heads Qld 4655
 4125 7890
 4125 7033
 Email: rhcommunity@bigpond.com
 ABN 183405481

29th April 2003.

Messrs David and Ralph Lawson
 Fax: 02 6724 8336
 Mob: 0428 249 124

Dear David and Ralph,

I am writing to you on behalf of the River Heads Progress Association Inc. to give our support to your company for the development of the Marina at River Heads.

This development will enhance the whole of River Heads and benefit the community in many ways.

Yours sincerely,

Dianne Evans
 Secretary

copy J. Logan

Appendix 4
51453599Queensland
GovernmentDepartment of
Primary Industries and Fisheries

ATTENTION :

Glen

Fiona Davis Lohr

5 January 2006

Mr R Lawson
PO Box 725
FORSTER NSW 2426

Dear Mr Lawson

Proposed Marina Development – Harvey Bay Region

I refer to your telephone request dated 8 December 2005 for advice regarding the proposed construction of a marina within the Harvey Bay region.

I have attached the Fisheries Information requirements and Fisheries constraints that were developed for a marina facilities within the Harvey Bay region following a meeting between the Harvey Bay City Council and relevant state agencies on 4 October 2005.

It was noted at this meeting that Harvey Bay City Council was supportive of a marina development in the Mary River Heads locality.

Department of Primary Industries and Fisheries in assessing any development would consider the impact of the development on fish habitats and fisheries productivity. In particular, Fisheries legislative requirements applicable to a development of a marina in the Harvey Bay region are the protection of marine plants, and management and protection of the two declared Fish Habitat Areas in this locality of the Mary and Susan Rivers.

Please contact Ashol Johns on telephone 3817 9533 should you have any queries.

Yours sincerely

Peter Meyer
Habitat Manager (South)
Fisheries & Aquaculture Development

CC: Mr C Shurey, District Officer, Queensland Boating & Fisheries Patrol, Buccanier Avenue, URANGAN, QLD 4655
Ross Roeschleek, Planning coordinator, Queensland Transport, PO Box 645, TOOWOOMBA QLD 4350
Mr R Zigherman, District Manager, Environmental Protection Agency, PO Box 101, MARYBOROUGH, QLD 4650
Mr D Courtney, District Manager, Department of Natural Resources and Mines, PO Box 57, NAMBOUR, QLD 4560
Mr D Sleeman, Senior Lands Officer, Department of Natural Resources and Mines, PO Box 212, MARYBOROUGH, QLD 4650
Dr Bill Dixon, Assistant Manager, Impact Assessment Environmental Planning, Environmental Protection Agency, PO Box 165 BRISBANE ALBERT STREET, QLD 4002.

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13 Dross Road, Dross Point Bay
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Queensland 4650 Australia
Cell Centre 13 25 25
Website: www.dpi.qld.gov.au
ISBN 95 262 680 680

Appendix 34

Fisheries Information Requirements and Constraints River Head Marina.

The meeting of 24 October 2005 identified the following fisheries issues:-
Any new marina at River Heads would need to:

- comply with the State Coastal Management Plan;
- conform to any regional marine transport strategic planning; and
- minimise impacts to tidal lands including no car parks, buildings (residential and Commercial purposes), dredge spoil management, etc; on or reclamation of tidal lands and
- the impacts of development would need to consider both the construction and maintenance of the facilities.

An investigation of the regional and community requirements for and the economic feasibility of, any proposal should be undertaken. This should show an integrated plan and proposal which seeks to best use the available resources, maximise the benefits and minimise and mitigate all impacts. The marina component should primarily be aimed at meeting the regional and community requirements for moorings and/or water access.

The following information is provided as a guide to selection of a prospective site, and consideration of an appropriate design. Final consideration of any proposal would require site inspections and assessment under the *Integrated Planning Act 1997* process.

1. The proposal should:

- be justified on sound regional planning grounds, maximised community marine use benefits and minimised environmental impact.
- limit any disturbances of tidal lands from dredging.
- allow for an area of terrestrial lands to be allocated to capital and ongoing maintenance dredge spoil treatment.
- not include any consideration for reclamation of or disturbances to tidal lands for any marina support facilities which do not have an overriding requirement to be on tidal lands (car parking, buildings, hard stand, parks, decking other than for specific access to mooring facilities, etc).
- restrict any facilities on tidal lands to only those facilities with an overriding need to be on tidal lands (breakwaters, jetties, piers, and moorings, etc).
- include best practice waste management including vessel pump out and overall and individual site management measures to ensure no impacts of untreated waters upon, or discharges into, the stormwater system or any waterways.
- support a natural flushing regime to ensure no water quality issues and minimise maintenance dredging requirements.

2. The site should assist minimisation of all impacts and should:

- be assessed as a preferred option to other alternatives including increasing the size of the Urangan Boat Harbour.
- be located so it does not impact upon commercial or recreational fishing activities. (For example, commercial fishers are known to operate in this general area. Intrusions into the Susan or Mary River or rapid changes of depth can have serious ramifications to certain commercial operations).
- be in close proximity to deep water to minimise capital and maintenance dredging requirements.
- minimise alteration of riverine habitats.
- be adjacent to an appropriate area of terrestrial land to support a dredge spoil management area and provision of any marina support facilities such as car parking, buildings, hard stand, etc.
- not include the need for reclamation of any tidal lands below the Highest Astronomical Tide. (Vegetation below the Highest Astronomical tide is protected under the *Fisheries Act 1994* as marine plants).
- not have any environmental, natural or cultural heritage values which would affect the proposal.



River Heads (West) Floating Walkway/Pontoon Feasibility Study

Queensland Government
Marine Infrastructure Capital and Maintenance Program

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