

PETER MITCHELL

Candidate for Division 2

Peter Saba
Walker Corporation
Level 18
150 Charlotte Street
Brisbane QLD 4000

Dear Mr Saba,

I am writing to inform you of community concern surrounding some aspects of the proposed Toondah Harbour development. I am hoping you can assure the people of Cleveland and North Stradbroke and the wider community that their input will continue to be heard and their concerns addressed. Some communication and clarification of due process may also be of assistance. The proposed project has great potential for our city and opportunities to solve ongoing local access and maintenance issue for our North Stradbroke residents and visitors. I am keen to see a co-operative, clear and well informed process as we move forward.

I have outlined some key questions reflecting concerns that have been raised with me and look forward to your response.

1. Can you please provide some clarity that the new ferry terminal and channels will be designed on a best practice basis and that local operators' knowledge will be sought in the design process?
2. Is the ferry route likely to cause added travel time to North Stradbroke Island?
3. That impact on migratory shore birds habitat within the development area will be assessed and mitigated.
4. That the dredging process will address sedimentation and water turbidity and its possible effects on corals in Moreton bay.
5. How dredged material is to be used, treated or disposed of as needed.
6. That issues of structural settlement under buildings and roads on reclaimed land can be properly addressed
7. What is the expected heavy traffic load on surrounding roads structure and capabilities to be addresses and managed

Sincerely,

Peter Mitchell
Candidate Div 2 RSC

Switch to Mitch

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6 February 2016

Peter Mitchell
Candidate Division 2 RSC

Via Email

Attention: Peter Mitchell

Toondah Harbour Development



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Thank you for your letter regarding the proposed Toondah Harbour development. We share your enthusiasm for a transparent and engaging process.

Walker Group Holdings (Walker) is committed to undertaking a robust environmental assessment of the Toondah Harbour project. It is currently proposed to undertake an EIS under the *State Development and Public Works Organisation Act 1971*. The Queensland Coordinator-General would be responsible for the evaluation of the EIS.

A key component of the EIS process involves engaging with stakeholders and the broader community to draw out local knowledge and share findings as the study progresses and the design develops. In addition to this, there is a formal process available to the public to make a submission on the draft EIS through the Coordinator General. All submissions must be considered and addressed within a final EIS.

We are currently awaiting the Commonwealth Minister for the Environment's decision on our project referral under the *Environment Protection and Biodiversity Conservation Act 1999*. We will then apply to the Coordinator-General for a coordinated project declaration. We will provide project updates, such as future public notification periods, via our project website www.toondah-harbour.com.au, as further information becomes available.

In the meantime, **Attachment 1** outlines our response to your questions. We will also include the content of Attachment 1 to the Frequently Asked Questions on the Project website <http://www.toondah-harbour.com.au/faq/>, which is accessible to the broader community.

I hope this reply addresses your queries satisfactorily. Please let me know if we can be of further assistance.

Yours faithfully,
Walker Group Holdings

Peter Saba
General Manager – Queensland Development

RESPONSE TO PETER MITCHELL'S QUESTIONS

Q1 – Can you please provide some clarity that the new ferry terminal and channels will be designed on a best practice basis and that local operator's knowledge will be sought in the design process?

Walker response: The current design level of the ferry terminal and channels is a conceptual masterplan. It has been developed to this point to enable further engineering and environmental assessment, and to inform the development agreement negotiations with the State Government and Redland City Council.

The ferry terminal master plan provides for three 'vehicle ferry' berths and two 'passenger ferry' pontoons. Each pontoon is capable of accommodating two vessels. All the necessary infrastructure and conveniences expected of a modern ferry terminal will be provided.

Consultation with the current operators on the design and functional requirements has commenced. Walker looks forward to consulting further with the Sealink and Stradbroke Flyer operators and delivering a world class transport and tourism facility.

Q2 - Is the ferry route likely to cause added travel time to North Stradbroke Island?

Walker response: Based on the current Speed Limits policy of Maritime Safety Queensland, we do not foresee an increase in ferry travel times as a result of the proposed development.

Q3 – How will the impact on migratory shorebirds habitat within the development area be assessed and mitigated?

Walker response: Preliminary studies have identified some migratory shorebird foraging habitat within the proposed project area. The proposed project would overlap less than 0.11% of the Moreton Bay Ramsar site and result in the loss of less than 0.39% of Moreton Bay's available intertidal foraging habitat.

Walker is committed to undertaking further detailed assessment, including the development of mitigation and offset measures through an EIS. Walker has referred the project to the Federal Environmental Minister as a Controlled Action recommending that further detailed environmental assessment be undertaken. An EIS for the project would require all potential impacts to Moreton Bay, and specifically migratory shorebirds, be assessed before an approval can be obtained.

Q4 – Will the dredging process address sedimentation and water turbidity and its possible effects on corals in Moreton Bay?

Walker response: Potential water quality impacts associated with dredging and reclamation activities will be assessed using detailed coastal process modelling and baseline monitoring. Specifically the model will be used to assess:

- Sedimentation and turbidity impacts associated with dredging activities, material handling and placement
- Compliance with relevant water quality objectives
- Effectiveness of potential mitigation measures.

Potential impacts on coral will also be assessed through the EIS process.

Q5 – How will dredge material be used, treated or disposed of as needed?

Walker response: Achieving a balance of dredge material to reclamation material has been a key principle in the shaping of the proposed master plan. Rather than dumping dredge material at sea or a land-based disposal site, we propose to reuse it within the project area to reclaim land and reshape a buffer between the urban development with a more natural coastline.

Further dredging and reclamation options analysis is planned to occur through the early stages of the EIS which will consider options for the dredging method, source of fill and material disposal. The preferred option will be selected based on the detailed assessment of the geotechnical properties of the material, potential environmental impacts and feasibility in terms of costs and program.

Q6 – Will issues of structural settlement under buildings and roads on reclaimed land be properly addressed?

Walker response: A detailed assessment of the geotechnical properties of the proposed reclamation material will be undertaken as a key step in the design process. This will inform the reclamation approach and methodology.

Q7 – What is the expected heavy traffic load on surrounding roads' structure and capabilities and how will it be addressed and managed?

Walker response: Traffic modelling of the current proposal has found that road infrastructure within the immediate vicinity of Toondah Harbour is generally sufficient to cater for the proposed development and future traffic volumes. Augmentation works within the immediate connecting roads will be required to improve the level and standard of service, and these will be delivered as part of the project. Intersection and roundabout augmentation works will be required on Passage/Middle Streets and Shore Street North/Cross Street to cater for traffic generated by the development. On-road cycle lanes will be provided on Middle Street to cater for cycle connections between the Cleveland CBD and the waterfront. This preliminary analysis will be tested through the EIS and design process. Potential impacts and management options for construction traffic will also be examined in detail during the EIS process.

Once impacts have been fully investigated, management plans (including a comprehensive traffic management plan), for both construction and operation will be developed.

The objective of achieving a dredge to reclamation balance within the project is in part driven by the desire to minimise heavy vehicle movements on local roads.

We will provide project updates, such as future public notification periods, via our project website www.toondah-harbour.com.au, as further information becomes available.