

Poona Community Consultation
Poona Boat Ramp
29 February, 2020



Introductions



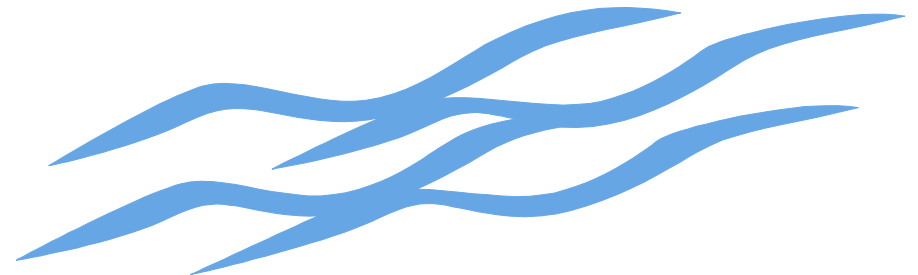
- Department of Transport and Main Roads (TMR):
 - Roger Priest, Manager (Boating Infrastructure)
 - Peter Wood, Manager (Infrastructure Delivery) | Boating Infrastructure Unit
 - Charles-Dean Sorbello, A/Senior Engineer (Coastal) | Boating Infrastructure Unit
- Fraser Coast Regional Council (FCRC):
 - Davendra Naidu, Director Infrastructure Services
 - Rosalyn Acworth, Executive Manager Infrastructure Planning



Overview



- Key outcomes of feasibility study
 - boat ramp
 - carpark
- Next steps
- Q & A Session



Existing and New Ramp sites

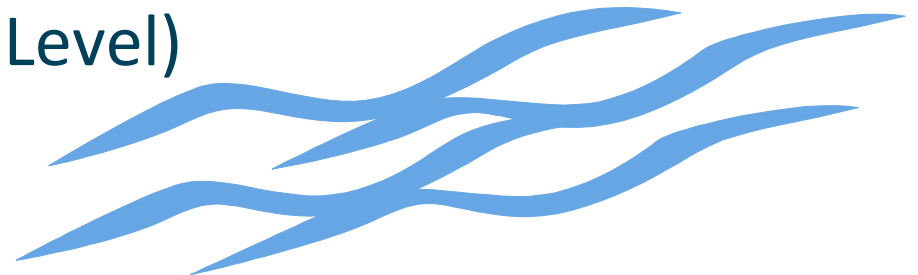


Poona Boat Ramp Feasibility Study

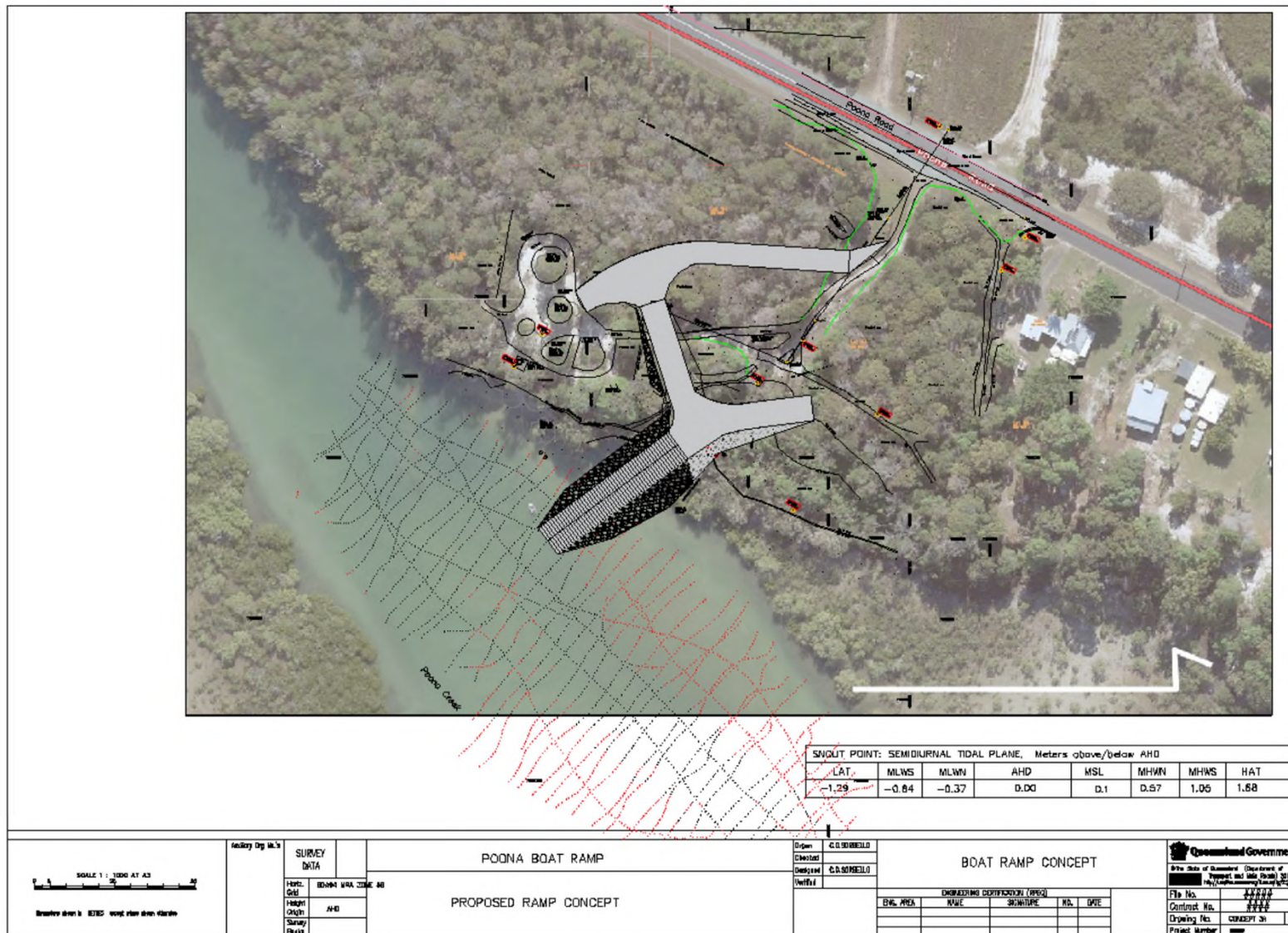


Investigations undertaken:

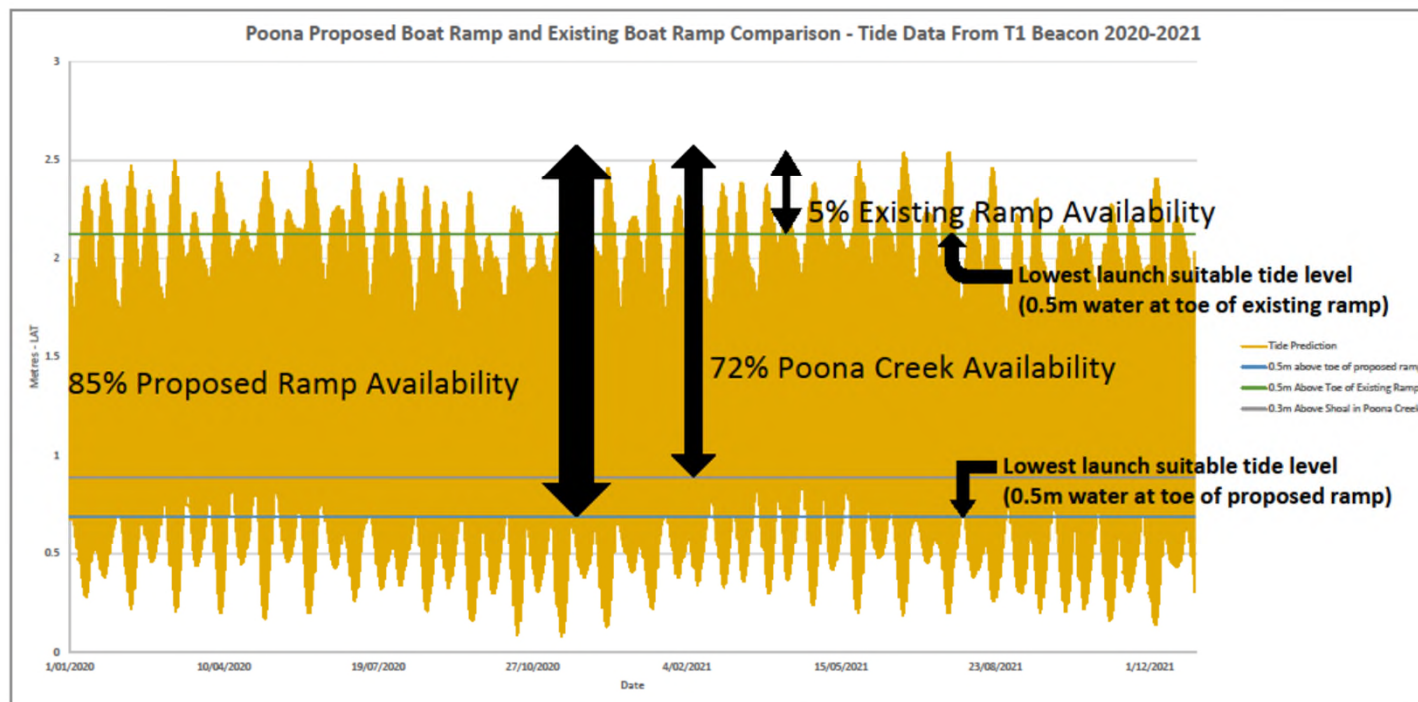
- Hydrographic and land survey and tidal accessibility study
- Geotechnical Investigation
- Cultural Heritage Field Assessment
- Ecological Assessment
- Environmental approvals review
- Cost Estimates (Concept Level)



Concept Plan

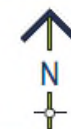


Tide Data



LAUNCHING AT EXISTING RAMP

Preferred Carpark Layout



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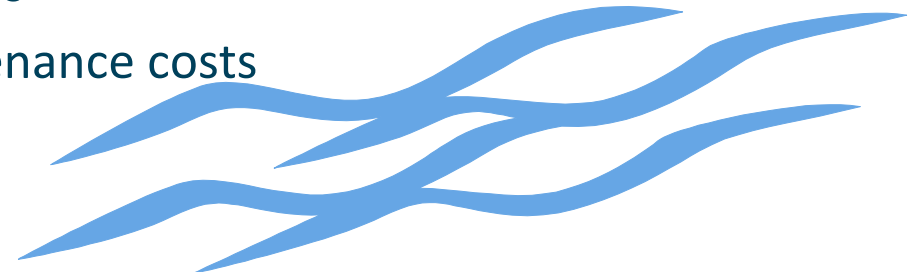
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Cost Estimates



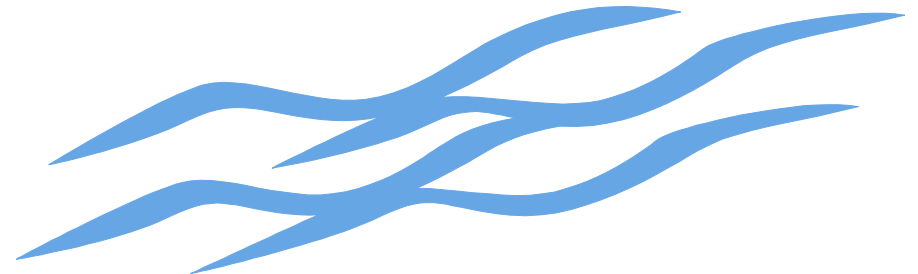
- Estimated costs were based on concept designs only, excluding GST and including 40% contingency allowance;
 - Boat Ramp \$2,010,000
 - Carpark & associated intersection works \$1,220,000
- Total estimated cost of \$3.23 million
- There is a risk of additional costs arising from:
 - detailed design stage
 - conditions of statutory approvals
 - ongoing operational and maintenance costs



Key Outcomes Summary



- Location is culturally significant to Butchulla Traditional Owners;
- Concept boat ramp design & survey shows potential for improved accessibility;
- Not all of the environmental & site constraints have been resolved e.g. need identified for:
 - flora & fauna studies;
 - tenure to be resolved;
 - additional design considerations, for example: setback to erosion scarp, stormwater drainage & discharge



Key Next Steps



- Presentation of Feasibility Study to new Council to determine level of support and prioritisation against other capital works
- If supported by FCRC, TMR will assess and prioritise investment against their State-wide considerations
- Successful projects are generally included in multi-year rolling works program (e.g. 2-3 years) with design/approval stage, followed by construction stage



Questions?

