



Community Reference Group Port Of Airlie

Edition 3

TRUCK IMPACTS TO TAIL OFF

The inconvenience caused by truck haulage for the Port Of Airlie development, is set to tail off.

The truck movements to date have mainly been associated with the creation of the bund walls and placement of armour rock extending seawards from Shute Harbour Road. In recent months, truck movements have peaked at around 200 per day.

With construction of these bund walls nearing completion, there will be a direct reduction in truck movements.

Deliveries of armour rock however will continue, but in more of a trickle than the previous flood.

Complaints about truck noise, speeds and dust as well as strategies to minimise their detrimental effects, have been a key focus for the Port Of Airlie Community Reference Group.

DAN 'S ENVIRONMENTAL OUTLOOK



Meet Dan Blunt ... he's the on-site Environmental Officer for the Port Of Airlie development with day-to-day responsibility for ensuring that development works are undertaken in accordance with approvals and permits.

As part of that work, Dan also is responsible for collecting and reporting the scientific data on water quality, noise, vibration and wildlife, monitoring the performance of the silt curtain, and training staff in the environmental practices required when they are on site.

Qualified with a Bachelor of Applied Science in Protected Area Management and with an extensive professional career working for entities including

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THE NEXT STAGES OF CONSTRUCTION WORKS FOR PORT OF AIRLIE

- Completion of the sheet pile walls from the southern headland to the maintenance dredge area
- Commencement of the sheet pile wall for the marina area and northern headland
- Construction of an earth bund from the Whitsunday Sailing Club for the northern headland
- Construction of a drainage bund and haul road from Shute Harbour Road to the northern headland
- Dewatering of the southern construction area following completion of the piling works
- Excavation of the southern area bounded by steel sheet piling and earth bunds

A BIRD'S EYE VIEW OF THE PORT OF AIRLIE



Edition #2 of this newsletter produced by the Community Reference Group, presented a plan of development for the Port Of Airlie. It prompted a number of queries from community members, most of whom were seeking further information about how the development would integrate with the existing landscape, as well as some questioning of how the development could be accommodated on the existing land area.

The plan presented here, which is also on the www.crgairlie.com.au web site, indicates the scale of the Port Of Airlie development and shows how and where additional land is being created through reclamation works for site the development.

The aerial photograph below shows how a bund wall and sheet piling are being used to encircle an area which is one of the first being reclaimed for the Port Of Airlie. The southern arm of the bund wall is being created seawards from a location approximately opposite, the intersection of Hermitage Drive and Shute Harbour Road.



CRG Airlie - facilitating communications between the Port of Airlie and the community



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CAR PARKING

The amount of car parking that will be provided in association with the Port Of Airlie has been frequently queried by members of the community. Many of the car parks which to be provided will be located beneath the buildings of the development.

Understanding that the figures may vary up or down in accord with the final approvals from the Whitsunday Shire Council, the developer advises that current planning is to create:

- 194 car parks which would be run by Council
- 77 car and boat trailer parks at the public boat ramp
- 868 other car parks for retail, residents, etc

The developers say an infrastructure agreement requires them to provide 543 spaces.

However, they have increased that requirement by an additional 325 spaces to ensure plenty of parking.

YOUR QUESTIONS ANSWERED

Here are some of the questions which have been put to the Community Reference Group:

What environmental monitoring is being undertaken?

Environmental monitoring is undertaken in accordance with the approved Construction Environmental Management Plan. Routine monitoring includes water quality; noise; seagrass; daily and weekly reviews of general site management issues such as the storage of fuels and oils; litter; silt curtains and other structures. Observations of marine animals and birds are also recorded on an ad hoc basis (routine monitoring is only required during external dredging).

In addition, there is an internal and external (independent) audit program in place which requires regular audits of the project against the approved CEMP to check that activities are being conducted in accordance with approvals and best practice, and that the management and monitoring programs are appropriate for the project.

Where is the CEMP displayed?

At the office of the Abel Point Marina, but it will be moved to the Information Centre on Coconut Drive when the Centre is completed.

Who is doing the monitoring.

The construction contractor has a full-time site environmental manager who does most of the routine monitoring. Support and advice is provided to the site environmental manager by environmental consultants retained by the principal. These consultants review monitoring data and conduct internal auditing. External auditing is conducted by a separate independent consultant who has been approved by EPA and DEWR. Seagrass monitoring is also undertaken by specialist consultants.

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FAST FACTS ON DEVELOPMENT PROGRESS

Value of contracts related to construction, awarded to people and businesses in the Whitsunday-Mackay region: \$1,528,000

Amount of imported fill placed (primarily in the formation of the bund walls): 137,832 cubic metres

Amount of armour rock placed (primarily to protect the bund walls): 4,522 tonnes

Lineal length of sheet piling now standing to protect reclamation area from sea: 360 metres



YOUR QUESTIONS ANSWERED

Where does the monitoring data go and how is it being used?

Monitoring data is reviewed by project environmental personnel who look for non-compliance with the environmental performance standards set in the CEMP. If non-compliance is observed, corrective actions are taken to prevent any problems. Environmental incidents, including any significant non-compliance, are reported to the EPA. The proponent is also required to make regular reports to EPA and DEWR and to submit seagrass monitoring results to DPIF. External audit reports are also submitted to EPA.

When were the sediment monitors put in place?

Baseline monitoring was undertaken as part of the EIS and approvals process. Monitoring re-

commenced late last year upon commencement of minor works by Golding Contractors. Sediment monitoring is currently undertaken on a daily basis as part of the water quality monitoring by Golding Contractors.

What exactly are the monitors monitoring?

Water quality monitoring for sediment involves using a handheld meter to measure turbidity and other parameters.

Weekly water samples for suspended solids are taken and sent to the lab for analysis.

A data logger at the discharge point of the tailwater area measures a range of criteria such as turbidity, dissolved oxygen and pH on a continuous basis.

Dan looks at mud with a critical eye

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Queensland Parks and Wildlife Service, Birds Australia and Gondwana Environmental Consulting, Dan expanded his environmental influence by also offering his skills in a voluntary capacity for the North Queensland Wildlife Rescue, and for the Cassowary Care Group.

As well as working professionally and voluntarily in environmentally-related pursuits, they also are the hubs of his recreational hobbies which include bird watching, wildlife photography, drawing and wildlife-related travel.

While some people might look across the Port Of Airlie development site at low tide and simply see a paddock of mud, Dan sees and is monitoring bivalves, crabs, snails, sea grass, prawns, sea cucumbers, sand worms and other benthic organisms.

Above them, he also is watching and monitoring any birds which might visit the sea water and mud environments. Striated herons, pied oystercatchers, crested terns and reef egrets continue to populate Boat Haven during construction works. Hovering on

high, it's the brahminy kites, white bellied sea eagles and ospreys that draw his attention. "It's an interesting place to work," Dan said. "Even while the construction work and sheet piling is taking place, turtles, dugongs, fish, stingrays and sharks can occasionally be seen in Pioneer Bay."

The Port Of Airlie already has been subject to two environmental audits which found the development was complying with the development approvals and environmental management strategies. A third audit is due in mid-year 2007.

Incidents which have been recorded and reported by Dan to date include a leak from a hydraulic hose and a leak on a barge. In both cases, around a litre of fluid was lost before being stopped and cleaned up in accordance with remedial response strategies that were developed and approved prior to construction commencing.

"Having effective response plans - which can be implemented immediately - if there is an issue, is a critical part of responsible environmental management," Dan said. "It's also an area where there can be no compromises," he said.

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