



Submission:

Scarborough Boat Harbour Master Plan

ISSUE: Scarborough Boat Harbour

SUBJECT: Comments on the draft Scarborough Boat Harbour Master Plan

INTRODUCTION:

The Boating Industry Association Ltd (BIA) is the peak industry body in Australia that represents the interests of boating which includes designers, manufacturers, importers, brokers, insurers, retailers, charters, yacht and boat clubs, marinas, events, surveyors and trades from boat builders to riggers, and more. BIA is an advocate for boaters and the boating lifestyle and supports safe, responsible, and enjoyable boating. BIA has members in all States and Territories.

The boating economy generates significant benefits. The BIA last year reported industry national turnover of \$9.64 billion, directly employed more than 25,000 people with more than 7000 contractors. Seventy-five per cent are in small family businesses, employing local workers and supporting local communities.

In Australia, more than 85 per cent of the population live within 50km of the coast, so it is little wonder that almost 1 in 5 households can have a boat or watercraft and that approximately 5 million go boating each year. People of all ages, gender and ability participate in boating across paddle, sail and power for leisure and sport.

Boating is also a significant contributor to the economy that spans metropolitan, rural and regional Australia. For more details on the Qld industry **Appendix A**.

BIA has engaged with Department of Transport and Main Roads (TMR) on this master planning process since 2021.

The project website is at <https://www.tmr.qld.gov.au/projects/scarborough-boat-harbour>

Consultation is open and has been extended to midnight on Monday 12 February 2024. On 12 February the deadline was **extended to midnight** on **Monday 11 March 2024**

Email to: BHPlanning@tmr.qld.gov.au

SUBMISSION:

The BIA acknowledges the work and consultation by TMR in this project.

TMR is to be commended for its long-term Vision regarding its boat harbours which it has declared: *The growing recognition of state boat harbours as community, recreation and economic assets, as well as being the critical gateways to sustainably manage access to our internationally renowned coastal waterways and islands, increases the importance of planning for their future.*

TMR is also to be commended for its strategic positioning which is to: *Promote the Scarborough Boat Harbour as a regionally significant maritime, commercial and recreational destination and a gateway to Moreton Bay.*

BIA welcomes the recognition of the value and demand for boating in the region, and supports a balanced approach to TMR's stated focus on social, economic, environmental, and cultural benefits on offer.

BIA High Level Feedback

BIA believes TMR is generally on the right course regarding its Scarborough Boat Harbour Vision that includes:

- Support maritime industry growth
- Stimulate tourism and recreation
- Sustain the natural environment
- Engage the community.

BIA encourages TMR to apply a balanced approach to support and incentivise the boat harbour as a destination for recreational boating by making appropriate mixed use of its unique and expansive waterfront which connects directly with Moreton Bay. It could be a world-class boating destination and maritime precinct for the northern end of the Bay, attracting boaters from Brisbane, Sunshine Coast and the Gold Coast, and Australian, and International boat owners cruising or visiting the east coast of Australia. It can and should feature:

- A maritime destination with marina village incorporating cafes, restaurants, retail, boardwalks, and public space. With inclusion of pontoons for drop off and pick up; and provision of courtesy moorings and or berths for casual visiting vessels;
- Well-equipped vessel servicing, storage, and launching opportunities serving the local and regional boating community, and visiting boat owners;
- Provision of fuel (including fuels from sustainable sources), water and waste (grey/black water and rubbish (including separation for recycling etc) recovery from vessels;
- Infrastructure to support the opportunities arising from efforts to decarbonise the marine sector whether that be provision of sustainable fuels, solar energy

solutions and electrification, or other emerging technologies aimed at reduction of greenhouse gas emissions; and

- Facilities to enhance the marine experience and destination through tourism, hospitality, training/ education, boating lifestyle events, and community waterfront festivals.

There has been a gradual and powerful shift over decades to acknowledge the environmental, social, economic and cultural value (the 'quadruple bottom line') of our green spaces such as our parks, reserves, national parks and natural land-based areas. A similar recognition of our blue spaces (our waterways) is lagging behind. This master planning process has the opportunity to better value the land-water interface and deliver to the quadruple bottom line in the marine context.

At Scarborough there is an opportunity to:

- better realise the value the connectivity and network of green and blue public spaces;
- better value the social, environmental, cultural and economic benefits that can be achieved, and where communities can connect and are forged, where people interact in a natural environment at a rare site, right beside the waters of Moreton Bay; and
- stimulate public investment, public-private partnerships and private investment in public infrastructure to ensure the opportunities at this boat harbour deliver a balanced approach to the quadruple bottom line and in so doing, provide safe, convenient access for people of all ages, genders, socioeconomic backgrounds and accessibility needs.

BIA Feedback by Themes

Destination

Scarborough Harbour is a unique waterfront location with an outstanding opportunity to maximise the value and advantage of its extended area of waterfront directly connected to Moreton Bay. It has the potential to be the jewel of the peninsula. The northern arm of the harbour is a magnificent and rare greenfield site, ideally suited to grow the tourism and hospitality aspects of the harbour which are currently limited.

BIA recommends amendments to the draft plan to ensure it seizes the opportunity to deliver on the best possible mixed marine-related use of this unique and valuable community asset. The draft proposal to relocate and expand the industrial activities onto the northern harbour arm works against the goal of creating a destination harbour for the boating public, the community and visitors.

BIA supports the concept of having more places where people come together – Destinations – in especially where land meets water. This should be framed around the marine economy, lifestyle and experiences with the aim of encouraging increased public access and mixed use.

Economic

The draft plan implies there is capacity for major growth in maritime industrial activities (eg. boat repairs, maintenance, slipping, refit, servicing, and support trades etc). This is not supported by local industry advice and data.

The harbour's location, relatively small size, lack of major transport corridors, nearby residential, and environmental constraints, may inhibit new maritime industries of significant size and abilities reach economies of scale.

The draft plan includes the relocation of some industrial activities with no resulting economic benefit (ie., relocating existing eastern boat ramp, trawler berths & fish processing). The limited private and government funding should be put into creating new opportunities not relocating existing.

The most viable use of limited future funding is to attract new marine tourism/ hospitality/ education/ cultural facilities that the harbour currently lacks and would benefit the local economy and community. Whilst adding to the marine industry service capacity as appropriate.

Environmental

The northern arm presents a unique opportunity to realise mixed marine use whilst making most of the waterfrontage to Moreton Bay.

Industrial marine activities (repairs/ maintenance/ servicing) are not suitable activities for the northern harbour arm. They work against the visually beautiful location and environmentally sensitive area. Existing industrial activities should be confined to existing locations or adjacent.

Fish processing, storage, and distribution are not suitable activities for the northern harbour arm for the same reason and are well suited to their existing location.

Navigation and Traffic Flow Considerations

The proposal in the draft plan to relocate trawlers to the northern arm, and for the existing trawler berths to be used for commercial and visiting vessels is not supported. Currently, trawlers present a lower navigation risk as they generally operate at times (eg., night)

which are not peak times for recreational activity (eg., day) in the harbour. Putting tourism and commercial marine activities in the area currently occupied by trawlers (Precinct 4) would have the effect of increasing traffic through the main body of the harbour.

The existing parking lot and boat ramp in precinct 6 should be maintained. The proposed parking lot on the northern arm of the harbour should be reduced.

The draft plan locates industrial activities and a new boat ramp on the northern arm which would result in heavier industrial/ commercial traffic onto the access road. The northern arm should be for marine related tourism/ hospitality uses which would suit light passenger vehicles and tourism bus access.

Recommend including considerations within the master plan for improvements to public boat ramps outside of the boat harbour and on the peninsular to address future demand. For example, trailer boat launching and parking improvements should be considered at sites such as Queens Beach, Woody Point, Margate and other locations that may be considered suitable for boat launching access on the peninsular.

Olympics

The draft plan should also take into consideration the 2032 Olympics opportunity. Scarborough has the potential to be an overflow to Manly harbour for pre-Olympic training and preparation.

BIA Feedback on Precincts

This feedback relates to the Precinct design (see Appendix B) within the draft plan.

Precinct 1A & 1B

Supported as proposed with the addition of considering a realignment of the road further to the west (leaving the shoreline accessible to the public), perhaps along the shoreline so that the marine activities areas could be more 'integrated'.

Precinct 2

Supported as proposed with the addition of considering a realignment of the road to the west (leaving the shoreline accessible to the public), along the shoreline so that the marine activities areas could be more 'integrated'.

Precinct 3

Not supported as proposed.

Recommend retaining Morgans, which BIA understands has a lease on the site until 2052, and trawlers in this location. The site already meets the demand and need for

commercial fishing and tourism, whilst ensuring most commercial trawler activity which is at night, is not in conflict with recreational boating which predominantly occurs during daylight.

Safe navigation outcomes are supported by having the trawlers continue to operate from this area as they largely move at night, minimising conflict in hours of the day when compared with recreational or light commercial craft such as Hire and Drive, water taxis, ferries and day charters.

Precinct 4

Not supported as proposed. Recommend retain existing use.

Precinct 5

Not supported as proposed. Recommend retain existing use. The current Moreton Bay Boat Club is an example of existing good use of the site. Recommend limited maritime industry in this area such as light marine services.

Precinct 6

Not supported as proposed. Recommend retain existing use.

Precinct 7

Not supported as proposed. Recommend extending this proposed Precinct to the West, to effectively double its existing proposed size. This expanded area could accommodate additional car/ trailer parking and include the provision of a relatively short waterfront walk to the existing boat ramp in Precinct 6.

Precinct 8

Not supported as proposed. Recommend converting the SE portion of this to Tourism, commercial and entertainment activities. The old Compass marina, now called Redcliff Marina with office should continue with the same outcomes as P5-7. A portion of this site could be assigned to P7 for car and trailer parking as identified in comments under Precinct 7.

Precinct 9

Not supported as proposed. This Precinct should be enlarged and converted to Tourism, hospitality, commercial (eg., hire and drive, charter) and entertainment activities; and also consider marine education and a limited number of visiting vessel, casual/ day berths.

Harbour Expansion

The proposed Harbour expansion is supported. Not supported for this site is the amount of parking space and the boat ramps. As mentioned earlier, TMR is well placed to

consider new and improved boat ramp facilities at several sites across the peninsular to complement the boat harbour whilst improving launching/ retrieval options in the area. Recommended is a focus on commercial vessel activities such as ferries, eco-tours, whale watchers, charters etc., connected to the recommended outcomes listed above under Precinct 9.

In Conclusion

BIA appreciates the opportunity to provide feedback to TMR on this subject and would welcome the opportunity to make time to discuss the matter further with the department.

Please do not hesitate to contact Neil Patchett, General Manager Government & Public Relations, e. neil@bia.org.au or m. 0418 279 465 on this matter.

Issue date: 11 March 2024

Headline numbers (QLD) Boating Industry

\$3.87bn turnover

11,800 direct & contract employment

600+ active boating industry business

1,267,000 boat licence holders

276,000 registered boats

Industry profile

Key Boating Sectors	NATIONAL	QLD
Boatbuilding	6.6%	14.3%
Manufacturing (other)	4.3%	1.9%
Boat sales	28.7%	31.4%
Retail/wholesale	11.2%	8.6%
Marinas/storage	14.2%	14.3%
Yard services	14.9%	15.2%
Tourism	9.2%	3.8%

Scarborough Boat Harbour Master Plan Areas

PRECINCT AND LAND USE ACTIVITY	AREA (Ha)
Commercial Lease Areas	
Precinct 1A Marine activities - low impact	1.63
Precinct 1B Marine activities - low impact	0.37
Precinct 2 Marine activities - low impact (inclusive of buffer or transition area to residential)	1.18
Precinct 3 Marine activities - low impact	0.40
Precinct 4 Tourism, commercial and entertainment activities	0.71
Precinct 5 Mixed marine activities	0.85
Precinct 6 Marine activities - low impact	0.94
Precinct 7 Mixed marine activities	0.17
Precinct 8 Marine activities	1.20
Precinct 9 Marine activities - Towler facility and market	1.15
Public Boat Ramp - North	1.12
Public Boat Ramp - South	1.26
Marine Services	0.20
Scarborough Park	0.92
Parkland and Open Space (Mangrove Conservation)	0.73
Open Space (Boat Ramp - South)	0.74
Open Space (Holiday Village Buffer)	0.18
Roads (and ancillary space)	2.07
Road 1	1.10
Road 2	0.50
Wet Leases	1.60
Navigation Channels	9.26
Total Area (TMR Property)	15.33
New Boat Harbour (Public Boat Ramp)	
Park (public accessible breakwater)	0.30
Navigation harbour and breakwater	1.42
Total Area (additional harbour area)	1.72

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Figure 10: Master Plan Precincts
Notes:
 • Master plan responses and outcomes for areas under the jurisdiction of the Moreton Bay City Council are indicative only to help illustrate potential harbour opportunities, and are subject to the Moreton Bay City Council processes and decision making.
 • Towler facilities will be retained in their current location until alternative locations / facilities are available.
 • Boat ramp capacity in the harbour will be retained.

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