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Social Impact Assessment: Townsville Ocean Terminal Project Volume 1

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>> EXECUTIVE SUMMARY

This Executive Summary presents key findings in response to each of the relevant Terms of Reference of this Volume I. The findings are often presented as conclusions without reference to detailed evidence. The detail is found in the body of the report. The relevant Terms of Reference are at Section 4.13 (including 4.13.1 and 4.13.2).

The detailed findings of the community survey are presented in Volume II of this report, and the reader should read both volumes together.

TOR SECTION 4.13.1 DESCRIPTION OF SOCIAL VALUES

TOR: Community infrastructure and services, access and mobility

Within the immediate Catchment surrounding the proposed development, there are a range of community infrastructure and services including education services, retail and leisure services (the CBD, Flinders Street East entertainment precinct and Palmer Street restaurant precinct) and a range of outdoor recreational infrastructure including the Strand and Queens Garden. Access to and from this infrastructure from the development site is convenient and can be achieved by vehicle or by pedestrians.

TOR: Population and demographics of the affected community

There are approximately 12,000 residents in the Primary Catchment, which includes the suburbs of the City (CBD), North Ward and Belgian Gardens. Compared to the rest of the city, the Primary Catchment's population is older though there has been recent growth in the number of younger persons (aged 30 years or less), reflecting a process of inner city renewal and gentrification. The Primary Catchment also tends to be wealthier than the rest of the city as a whole, and has a lower proportion of families with dependent children and single parent families.

TOR: Local community values, vitality and lifestyles

The local community in Townsville values the city's economic opportunity and lifestyle. The city combines the benefits of larger cosmopolitan centres without the perceived dis-amenities associated with larger cities such as crime and traffic congestion. The community on the whole supports ongoing economic dynamism and prosperity in the region and believes that the city governance is achieving a suitable balance between economic, social and environmental sustainability. Located in the dry tropics, a great deal of leisure time in Townsville is spent outdoors. The proximity of the proposed development to the award-winning Strand foreshore facility reinforces the aspect of local lifestyle.

TOR: Recreational, cultural, leisure and sporting facilities and activities in relation to the affected area

As noted above, the proposed development is located proximate to the Strand and other outdoor spaces such as Queens Garden. It is also within reasonable walking distance to the Palmer Street Restaurant precinct, the Flinders Street East entertainment precinct and the CBD generally. The proposed development is also immediately adjacent to the Townsville Casino and Entertainment Centre complex. The marina is also adjacent to the proposed development.

TOR: Health and educational facilities

Within the immediate Catchment surrounding the proposed development, there are a number of primary schools and high schools, as well as the CBD campus of TAFE. The Townsville Hospital was relocated from the Primary Catchment to Douglas, where the centre of population gravity for the greater Townsville region lies.

TOR: Current property values

Property values have been consistently rising over the past five years throughout Townsville. This has been reflected in the inner-city area, and particularly in suburbs in the Primary Catchment. The redevelopment of the Strand in 1999 has also contributed to property value growth. Details on this are presented in the *Economic Impact Assessment* report.

TOR: Number of properties directly affected by the project

There are approximately 4,000 dwellings in the Primary Catchment, and 12,000 residents.

TOR: Number of families directly affected by the project, this should include not only property owners but also families of workers either living on the property or workers where the property is their primary employment

There are approximately 600 couple families with children (both dependent and non-dependent), 1,100 couple families without children and 250 one parent families within the Primary Catchment. It is not anticipated that the project workforce (and their families) will live on site. The project is expected to create 1,900 full-time equivalent jobs over the 3-year construction period.

TOR: Community, access to recreation, and access to social and community services and infrastructure

The resident community has ready access to a range of social and community services and infrastructure both within the Primary Catchment and also across the city at large.

TOR SECTION 4.13.2 POTENTIAL IMPACTS AND MITIGATION MEASURES

TOR: The interaction of the various proposed uses (eg residential, tourism, maritime) within the Project site and adjoining areas including the impacts on future residents of the Breakwater Cove precinct from operations within the TOT precinct and other surrounding land uses such as the Port of Townsville

The interactions of the various uses within the immediate precinct will require appropriate management to ensure sustainability. The most significant risk relates to the potential impact on residential amenity resulting from nearby port activities. Evidence indicates that residents living within close proximity to the port make an active trade-off preference decision in favour of the amenity of living near the ocean and the CBD against the dis-amenity of noise and dust from the Port. As such, while there is likely to be residential complaints from time to time about port activities, it is unlikely that all other things being equal, this will result in adverse changes to the regulatory or legislative environment governing port activities. This issue is explored in more detail in the *Economic Impact Assessment* report.

TOR: Impacts on people who live, recreate, travel along, or work near the areas affected by the Project for both the construction and operation phases of the development

There will be minimal impacts on nearby residents during the construction period. The distance of the construction site from established residents will go a long way towards mitigating how noise etc. will impact on Strand user and nearby residents.

The proposed haulage of materials via a temporary bridge across Ross Creek will further minimise the scope of impacts on residents and road users. A number of residences at the southern end of the Strand and Sir Leslie Thiess Drive will be impacted by truck movements on this route options. Approximately 120 dwellings are affected in this regard.

When completed additional permanent residents as well as cruise ship passengers will lead to an increase in demand on local infrastructure, such as the Strand. However, this increase may be possibly offset by reduced Strand usage by residents from the inner suburbs and Thuringowa as a range of suburban recreational facilities and amenities are developed e.g. Riverway.

TOR: Impacts which may lead to any reduction to the amenity and sustainability of the local communities and in particular losses to community facilities and reduced accessibility

During construction public access to the existing breakwater will be denied. However, when the project is completed public access to an enhanced breakwater amenity and pier (with fishing platforms) will result in a net improvement in amenity in the area.

TOR: Community severance (if any) in relation to sense of place, identity and service delivery, for example schools, shops, churches, recreational, entertainment and cultural facilities, social links, health and other community centres and open space

There are no anticipated severance impacts as a result of the proposed development in terms of access to services in the area. In terms of impacts and 'sense of place' and 'identity' the project the majority of the community anticipates that the project will enhance public perceptions about Townsville and reinforce the belief that Townsville is a dynamic progressive city.

TOR: The impacts on the community networks and quality of life

Through the creation of employment as well as providing new ocean-based recreational and leisure facilities for the public, the proposed development is expected to generate positive impacts on the overall quality of life for local residents. The proposed Breakwater Cove residential development will provide additional accommodation in the inner-city area to meet the aspirations and preferences of a distinct segment in the market that demands and prefers this kind of residential and lifestyle option.

TOR: Accessibility for the disadvantaged, and for people with a disability

The design of the project meets relevant Australian Standards on disability access. The public spaces will be accessible to people with disabilities, as well as other disadvantaged groups.

TOR: Personal safety and security at pedestrian paths and cycleways, including lighting, surveillance, access and emergency phones that may be developed as part of the Ocean Terminal

The design of the project meets relevant Australian Standards in terms of safety and security. Appropriate levels of lighting are provided for in and around areas of safety risk such as carparks.

TOR: Housing and accommodation for construction and operation workforce

The Townsville residential market is characterised as tight. Rental vacancy rates are approximately 1%. This situation is expected to continue into the foreseeable future. As such, the ability of the local housing market to meet the housing needs of anticipated population growth is constrained on the supply side. This situation will be the case in the face of population growth in general, which is fuelled by sustained economic growth and opportunity in the city and the region. However, while the housing market is tight (and possibly under-supplied at present), the situation in Townsville has been characterised by the UDIA as exhibiting "some affordability pressures" as opposed to cities like Mackay that are experiencing an affordability crisis.

The Townsville housing market situation is analysed in more detail in the *Economic Impact Assessment* report.

TOR: Recreational, leisure and sporting activities which may be affected, particularly relating to recreational fishing, boat users and public open space on The Strand

Recreational angler access to the breakwater will be impaired during the construction period. Public access to the Strand will not be impacted.

TOR: Potential influx of workers and impacts on the local community

For the past 4 years, approximately 60% of greater Townsville's population growth has come from net migration. The city has effectively absorbed this influx of migrants. In this context, we do not anticipated any unique impacts that may arise from the attraction of additional workers to the city as a result of the TOT project that would not otherwise take place due to general population growth.

TOR: Increased activity by interested groups

With additional marina berths resulting from the project, it may be possible that the future will witness increased activity from recreational boat owners and users. This would further reinforce and expand on Townsville's reputation as a relaxed tropical city that values its outdoor lifestyle.

TOR: Impact of increased shipping frequency

Increased shipping frequency, particularly as a result of growth in cruise ship visits to the city, will create additional employment (refer to *Economic Impact Assessment* report) and add to the cosmopolitan and cultural pluralism of Townsville.

TOR: Implications (real and perceived) for public amenity as a result of the development

Overall public amenity is expected to be enhanced once the project is completed and operational. Impacts on local traffic once the development is complete are not expected to be excessive, particularly given the possible enhancements of road connectivity resulting from the Ross Creek Bridge.

Enhanced public amenity will result from improvements made to the breakwater public spaces, the addition of a pier with dedicated recreational fishing platforms and new boutique retail and leisure offerings.

TOR: Project modifications undertaken to improve social well being

The master plan was amended to improve the interface between the residential development component of the project and anticipated and expressed concerns from port users.

Ongoing consultation with institutional stakeholders has also resulted in innovative approaches to quarry materials haulage route options. The preferred option involves the construction – at the cost of the project proponent – of a temporary bridge across Ross Creek linking South Townsville to the Strand.

TOR: Impacts associated with increased traffic loads (congestion, noise etc)

Traffic and acoustic analysis conducted separately indicate that such increases are within acceptable limits.

TOR: Impacts on local and state labour markets, with regard to the source of the workforce

This issue is discussed in the Economic Impact Assessment Report.

TOR: The size of the private rental market in the area, the vacancy rates of rental accommodation (including seasonal fluctuations) and median rents

This issue is discussed in the Economic Impact Assessment Report.

TOR: The availability and median cost of housing for purchase in the area

This issue is discussed in the Economic Impact Assessment Report.

TOR: Constraints and opportunities for new housing construction in the area

This issue is discussed in the Economic Impact Assessment Report.

TOR: Comment should be made on how much service revenue and work from the project (e.g. provisioning, catering and site maintenance) would be likely to flow to existing communities in the area of the project

This issue is discussed in the Economic Impact Assessment Report.

TOR: Impacts on local residents' values and aspirations

A detailed community survey was implemented to gauge these impacts (Volume II of this Report). In summary, the proposed development is seen by the *majority* of Townsville residents as being consistent with their values that favour sustained economic opportunity and security in the region, in which the TOT project is seen to contribute significantly, and their aspiration for sustainability in the quality of life offered by the city.

TOR: The effects of the Project on local and regional residents, including land acquisition and relocation issues and property valuation and marketability, community services and recreational activities should be described for the construction and operations phases of the development

The anticipated impacts on services and recreational activities have been discussed above. It is not anticipated that the project will give rise to impacts associated with land acquisitions and relocation of residents.

Impacts on property values are discussed in the *Economic Impact Assessment* report.

TOR: The potential environmental harm on the amenity of adjacent areas used for cropping, grazing, forestry, recreation, industry, education, aesthetics, or scientific or residential purposes should be discussed. The implications of the Project for future developments in the local area including constraints on surrounding land uses should be described

The construction methodology, which involves the encasement of the site for dewatering is expected to minimise the risk of adverse impacts on water quality. Wave modelling analysis indicates that there are likely to be some movements in the Strand beach, with resettling of some beach areas. Resettling is expected to find a new 'equilibrium' in approximately 3 years at which time appropriate remediation requirements and actions can be undertaken.

TOR: The educational impacts of the proposed development, is to be analysed and described, particularly in regard to:

- **Primary, secondary and tertiary educational sectors;**
- **Improved appreciation of conservation areas; and**
- **Environmental education for the general public.**

No specific education elements have been incorporated into the project except in relation to educating marine users on practices that are consistent with safety and environmental sustainability for marine life. However, it can be observed that the development of such a facility in Townsville in a way that meets community and industry best-practice expectations and requirements, could indirectly improve public knowledge and appreciation of how contemporary development practice can be pursued in ways that are consistent with modern social and environmental values.

>> TERMS OF REFERENCE

The Terms of Reference and the relevant sections of this report that addresses each element, are detailed below.

TERMS OF REFERENCE	REPORT SECTIONS
Community infrastructure and services, access and mobility	6
Population and demographics of the affected community	5 and Appendixes 1 and 2
Local community values, vitality and lifestyles	5.5 & 7
Recreational, cultural, leisure and sporting facilities and activities in relation to the affected area	6
Health and educational facilities	6
Current property values	Refer to Economic Impact Assessment
Number of properties directly affected by the project	Refer to Economic Impact Assessment
Number of families directly affected by the project, this should include not only property owners but also families of workers either living on the property or workers where the property is their primary employment	Refer to Economic Impact Assessment
Community, access to recreation, and access to social and community services and infrastructure	6
The interaction of the various proposed uses (eg residential, tourism, maritime) within the Project site and adjoining areas including the impacts on future residents of the Breakwater Cove precinct from operations within the TOT precinct and other surrounding land uses such as the Port of Townsville	7.6 and Appendix 3 & Volume II
Impacts on people who live, recreate, travel along, or work near the areas affected by the Project for both the construction and operation phases of the development	7 and Volume II
Impacts which may lead to any reduction to the amenity and sustainability of the local communities and in particular losses to community facilities and reduced accessibility	7.8
Community severance (if any) in relation to sense of place, identity and service delivery, for example schools, shops, churches, recreational, entertainment and cultural facilities, social links, health and other community centres and open space	7.6
The impacts on the community networks and quality of life	7 & 8
Accessibility for the disadvantaged, and for people with a disability	7 & 8
Personal safety and security at pedestrian paths and cycleways, including lighting, surveillance, access and emergency phones that may be developed as part of the Ocean Terminal	See Infrastructure Report
Housing and accommodation for construction and operation workforce	7.10
Recreational, leisure and sporting activities which may be affected, particularly relating to recreational fishing, boat users and public open space on The Strand	7.8
Potential influx of workers and impacts on the local community	7.10
Increased activity by interested groups	
Impact of increased shipping frequency	7.8, 7.9
Implications (real and perceived) for public amenity as a result of the development	7 & 8 and Volume II
Project modifications undertaken to improve social well being	7 & 8
Impacts associated with increased traffic loads (congestion, noise etc)	7.8
Impacts on local and state labour markets, with regard to the source of the workforce	Refer to Economic Impact Assessment
The size of the private rental market in the area, the vacancy rates of rental accommodation (including seasonal fluctuations) and median rents	Refer to Economic Impact Assessment
The availability and median cost of housing for purchase in the area	Refer to Economic Impact Assessment
Constraints and opportunities for new housing construction in the area	Refer to Economic Impact Assessment
Comment should be made on how much service revenue and work from the project (e.g. provisioning, catering and site maintenance) would be likely to flow to existing communities in the area of the project	Refer to Economic Impact Assessment

Impacts on local residents' values and aspirations	7 and Volume II
The effects of the Project on local and regional residents, including land acquisition and relocation issues and property valuation and marketability, community services and recreational activities should be described for the construction and operations phases of the development	7
The potential environmental harm on the amenity of adjacent areas used for cropping, grazing, forestry, recreation, industry, education, aesthetics, or scientific or residential purposes should be discussed. The implications of the Project for future developments in the local area including constraints on surrounding land uses should be described	7 & 8 and various specialist reports
The educational impacts of the proposed development, is to be analysed and described, particularly in regard to: • Primary, secondary and tertiary educational sectors; • Improved appreciation of conservation areas; and • Environmental education for the general public.	NA
For identified impacts to social values, suggest mitigation and enhancement strategies and facilitate initial negotiations towards acceptance of these strategies. Practical monitoring regimes should also be recommended.	7 & 8

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1 OVERVIEW TO THE SOCIAL IMPACT ASSESSMENT STUDY

1.1 INTRODUCTION

This is a **draft** Social Impact Assessment (EIA) Report concerning the social impacts of the proposed integrated Townsville Ocean Terminal (TOT) development. As social and economic impacts are often difficult to disentangle, this report should be read in conjunction with the *Economic Impact Assessment* report.

The Report consists of two volumes, and should be read together.

Volume I (this document) presents the baseline data and analysis of impacts. The order of exposition is quite logical, and deviates from the order of the TOR in parts. In broad terms the report describes the proposed project, and then proceeds to describe the current population, demographic and social environment before moving onto consider the potential impacts. **Volume II** presents the detailed findings of a survey of Townsville and Thuringowa residents concerning the potential impacts of the TOT project.

1.2 TERMS OF REFERENCE

As the TOT has been deemed a project of State Significance under the *State Development and Public Works Organisation Act (1971)*, the terms of references (TOR) for the EIA were drawn up by the Queensland State Government's Department of State Development (2006) with required levels of community input.

1.3 REPORT STRUCTURE

This Volume is structured as follows:

- **Section 2** summarises the key elements of the proposed TOT project;
- **Section 3** scopes the broad approach to the impact assessment;
- **Section 4** describes the location of the Land and the relevant spatial catchments;
- **Section 5** provides and overview of the key demographic statistical details on the relevant Catchments' population;
- **Section 6** maps the current social services provided in the study area;
- **Section 7** provides a detailed analysis of impacts and proposed responses; and
- **Section 8** summarises the analysis and presents conclusions.

The report is supported by a number of detailed appendixes. These are:

- **Appendix 1** presents detailed statistical data on the population and demographic characteristics of all Catchments;
- **Appendix 2** presents summary data on the ancestry by birthplace of parents in the study area;
- **Appendix 3** presents the results of the survey of residents living near to the current Port of Townsville; and
- **Appendix 4** presents the Community Engagement Plan.

2 THE PROPOSED TOWNSVILLE OCEAN TERMINAL PROJECT

2.1 OVERVIEW OF THE PROJECT

The TOT project is being developed as a joint venture between TABCORP and City Pacific Limited. Contractual arrangements between these parties and the State were executed in June 2006. However, post approval the development will be entirely managed by City Pacific Limited.

The TOT project involves the development of the following:

- A dedicated *cruise terminal and wharf* located on the Port Western Breakwater, adjacent to the Port of Townsville, to attract cruise ships and military vessels to Townsville;
- An integrated *residential and tourism development* providing residential land parcels of mixed density for development;
- Extended *public access to the Breakwater*, with future open space areas to be reclaimed to the North of the existing Townsville Hotel and Casino Complex, and the Townsville Entertainment Centre; and
- Additional *marina berths for the marine industry*, general recreational vessels and berthing facilities for superyachts.

Image 1 shows the Master Plan for the proposed development.

IMAGE 1: MASTER PLAN

Source: City Pacific Limited

2.2 SITE LOCATION

The project is located in Townsville. Townsville is a city of approximately 164,000 persons located in North Queensland. It is approximately 1,200km from the State's capital of Brisbane. As the largest urban centre in North Queensland, Townsville effectively serves as the administrative hub for the region.

The project site is located on and adjacent to the existing Townsville foreshore. It incorporates the existing Port Western Breakwater and the Northern (offshore) Breakwater, the existing perimeter of the land around the Townsville Hotel and Casino Complex and the Townsville Entertainment Centre.

The project is specifically located to the north-east of Sir Leslie Thiess Drive and Entertainment Drive. Vehicular access for future residential areas will be from Entertainment Drive. The project site is in close proximity to the Strand foreshore, and is directly connected to the Strand precinct for pedestrian access.

To the south of the project site is the existing Townsville Port, separated by Ross Creek. Proximity to the Port and, therefore, impacts on current and future Port economic activities is considered an important element of the Environmental Impact Assessment process. Image 2 presents an aerial montage of the overall project in its context. In the background is Castle Hill; to the left is the Port of Townsville.

IMAGE 2: MONTAGE VIEW TO EAST

Source: City Pacific Limited

On either side of Ross Creek are located a number of commercial operations that use maritime infrastructure, namely Sunferries (located at Breakwater Terminal, Sir Leslie Thiess Drive) and Fantasea – operators of cruise tours. Slipways for boat repairs also operate from the south bank of Ross Creek.

2.3 PROJECT PROPONENTS

The project is being developed by City Pacific Limited.

City Pacific Limited is a diversified financial services company, providing finance and investment products.

City Pacific is one of Australia's largest non-bank loan providers. City Pacific Limited has $5 billion in mortgage assets under advice, comprising over $1 billion funds under management in the City Pacific Mortgage Trust, City Pacific Income Fund, City Pacific Managed Fund and City Pacific Private Fund, a residential loan book of $3 billion and commercial mortgage assets under management of approximately $1 billion. City Pacific originates nearly $3 billion per annum in loans to fund residential property, property development, commercial property investment, plant & equipment and business finance.

City Pacific Limited is an Australian based public company that listed on the Australian Stock Exchange in 2001 (ASX Code: CIY).

As a publicly listed company, members of the community that wish to gain equity in the proposed development are able to do so indirectly through the acquisition of shares in City Pacific Limited.

2.4 CRUISE TERMINAL AND WHARF DEVELOPMENT

The development of the cruise terminal and wharf precinct will involve the following key elements:

- Indentation of the Port Western Breakwater and the construction of a dedicated berth;
- Construction of the wharf and the terminal building;
- Land reclamation; and
- Associated road works, car parking and infrastructure services.

2.4.1 DEDICATED BERTH

The TOT berth will be designed for both military and cruise vessels. The project proponents (City Pacific Limited, 2006) indicated that the operation of the berth will be conducted to minimise disruptions/interruptions to the normal commercial port operations of the Townsville Port.

The berth will be able to accommodate vessels of a size up to the ‘Wasp’ class naval vessel (overall length = 258m, beam = 32.3m, deck beam = 42m, draft = 8.3m). This includes vessels such as the USS Boxer, Essex and Bonhomme Richard.

As well, the berth will be able to accommodate the State’s ‘Benchmark Cruise Ship’ identified in the *Queensland Shipping Plan* (overall all length = 238m, beam = 33m) on a regular basis.

2.4.2 WHARF INFRASTRUCTURE AND SERVICES

The proposed wharf structure will be 200m in length and 30m wide. The wharf will have the capacity for military tanks up to 65 tonnes and tank/truck trailer combinations up to 95 tonnes. The wharf will provide a range of services, including:

- Electricity;
- Potable water;
- Flood lighting; and
- Sewage and grey water storage and disposal.

2.4.3 TERMINAL BUILDING

A single-storey terminal building with a gross floor area of 1,000m^2 will be constructed, and will provide space for the following:

- An area for Australian Quarantine Inspection Service (AQIS), Australian Customs Service (Customs) and Department of Immigration and Multicultural Affairs;
- A general arrivals and departure hall area; and
- Space for meeting, greeting and farewelling activities.

The building will also provide offices for operational staff and management, AQIS and

Customs. A small café, of approximately 20m^2, will be provided in the main hall area for visitors and friends. It is envisaged that the café may be licensed.

The future operation of this terminal facility will be undertaken by Townsville Port Authority.

2.4.4 TRANSPORT ACCESS AND PARKING

Vehicle access to the TOT precinct will be via Entertainment Drive, which will be upgraded to a two-lane roadway. The road will cater for public, private and service vehicles. This roadway will also provide access to the precinct for *cyclists*.

Separate set-down areas will be provided for *buses* and *taxis*.

Pedestrian access will be strictly controlled. The precinct will be fully fenced and gated, which will control pedestrian access to the area on non-ship days or as required by the terminal operator. Relevant security arrangements as required by the type of vessel will govern pedestrian access during operational (ship) days.

The development will involve the provision of a range of carparking facilities, including:

- 10 onsite parking spaces for tour and shuttle buses;
- The bus parking area also will provide parking for up to 8 heavy trucks in the event of visitations by navy vessels;
- 100 onsite car-parks for visitors in a designated parking area;
- Reserved uncovered parking for 12 official vehicles; and
- 20 uncovered spaces for VIP and hire vehicles in close proximity to the TOT terminal.

2.5 BREAKWATER COVE PRECINCT

The Breakwater Cove development, to be undertaken on reclaimed land, will provide a residential waterfront community comprising of a mixture of dwelling types. It will include detached and attached dwellings, multiple dwellings and associated uses that relate to each other and service local residential requirements.

The key elements of the Breakwater Cove Precinct are as follows:

- Perimeter Breakwaters;
- Open space areas for public access;
- Approximately 200 detached dwelling sites on the ‘fingers’, each with access to a private marina berth;
- Approximately 500 residential apartments;
- A 375 berth marina (including 10 superyacht berths); and
- Approximately 1,500m^2 of retail and commercial space.

As well, the development concept includes the construction of a 500 space public car park to the rear of the Townsville Entertainment Centre. This car park effectively replaces public parking space lost as a result of the development of Surplus Casino Land associated with the adjacent residential development being undertaken by Resort Corp.

Image 3 shows an artist impression of the marina, looking north. Also depicted are the residential apartments around the eastern and southern perimeters of the marina.

IMAGE 3: ARTIST IMPRESSION OF MARINA

Source: City Pacific Limited

2.6 CONSTRUCTION TIMEFRAME

The construction of the TOT project as described is expected to take 3 years. This does not include the construction of the residential dwellings (apartments or detached). It is expected that the major earth works and engineering associated with the project will be completed in approximately 12 months (refer to Hyder Consulting, August 2007a *Townsville Ocean Terminal Construction Methodology Report* – Section 2.4).

The consultants understand that as these sites are ready, City Pacific Limited will sell them for development. We are not aware of any specific timeframes in relation to this procedure, and acknowledge that the timing of any residential construction activity will be conditional on the timing of the sale of available developable land, and prevailing market conditions.

2.7 DEMAND ON RAW MATERIALS AND HAULAGE ROUTES

The construction of the TOT project will require significant inputs of labour and raw materials. Of particular concern under the TOR are impacts on the labour market (which are considered in details in the *Economic Impact Assessment* report) and the local rock/sand supply sector.

In terms of rock and sand, the construction will over the 3 years require substantial volumes of such materials. Details of such are contained in the *Townsville Ocean Terminal Construction Methodology Report* (Hyder Consulting, August 2007a – refer to Section 5). We understand that licensed quarries within the region have the capacity to supply this material.

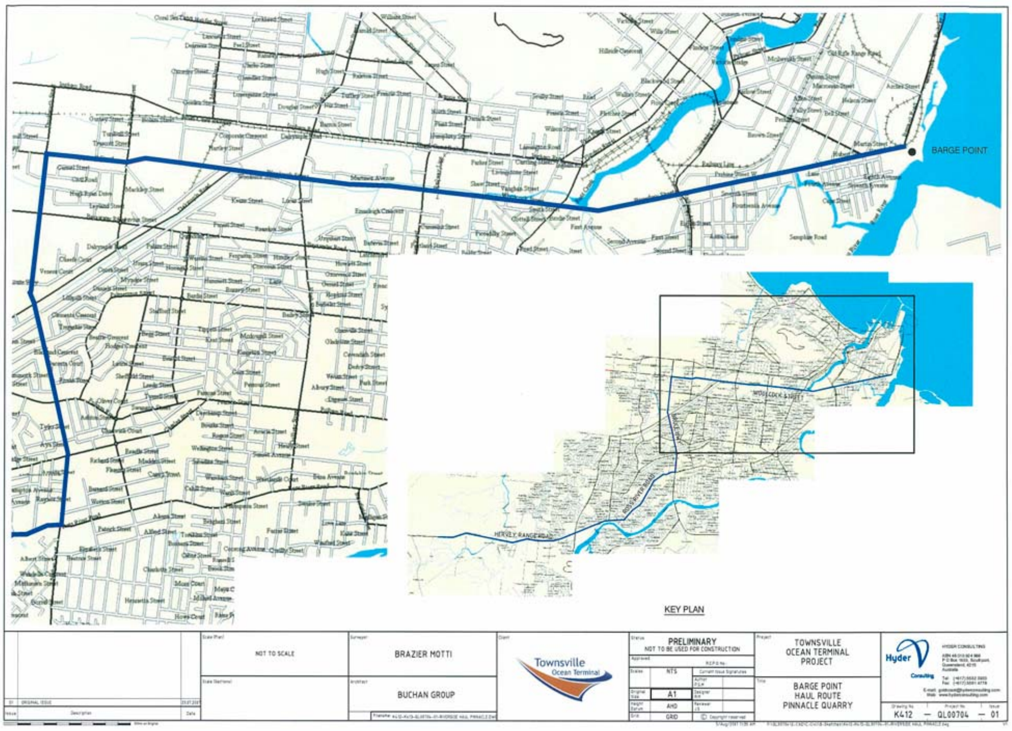
2.7.1 HAULAGE ROUTES

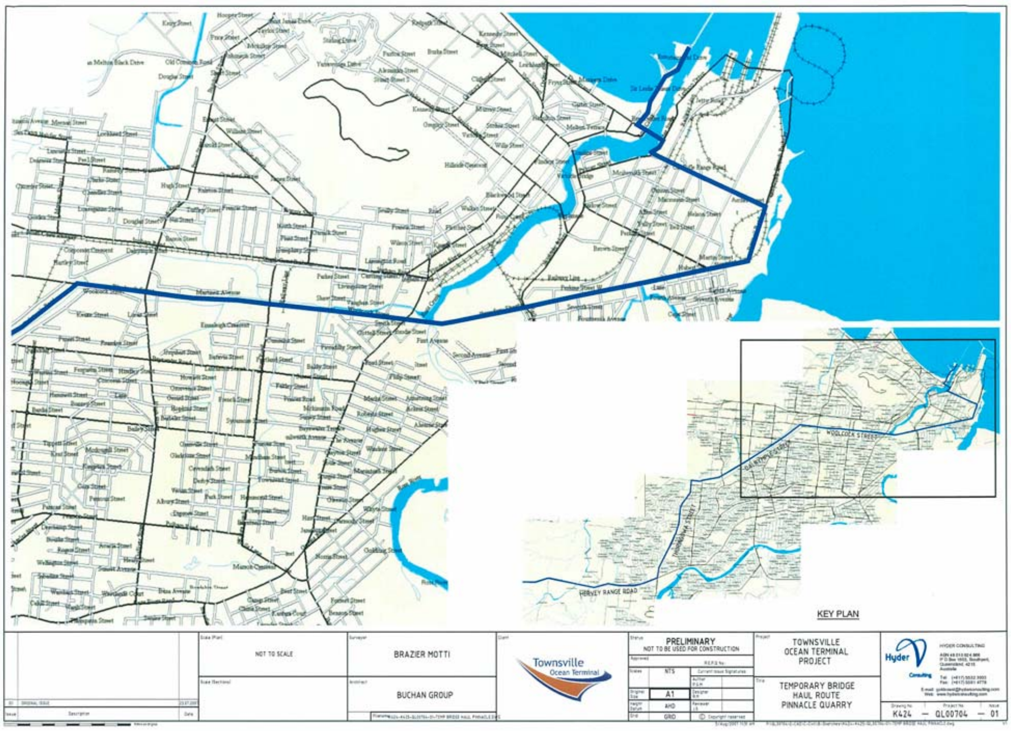
Four materials haulage route options have been considered. The route options are:

- **Route Option 1**: from Pinnacles Quarry, materials would be carried via Woolcock Street before being taken through the CBD via Denham and Warburton Streets, onto the Strand and to the site;
- **Route Option 2**: from Pinnacles Quarry, materials would be carried via Woolcock Street and taken via Boundary Street in South Townville to a loading dock near the Port, to be barged to the site;
- **Route Option 3**: from Roseneath Quarry, material would be taken via Boundary Street in South Townsville to a loading dock near the Port, to then be barged to the site; and
- **Route Option 4**: from either quarry materials would be carried to the site by road, through Boundary Street in South Townsville and then across Ross Creek via a temporary bridge.

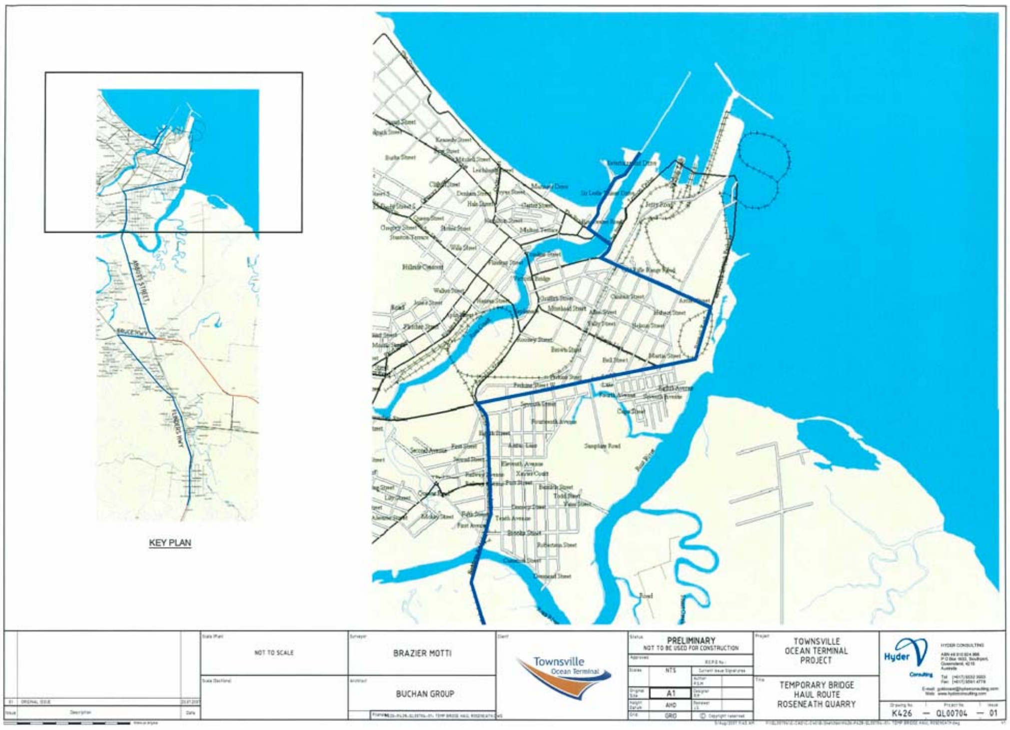
The following maps display the key elements of the various route options.

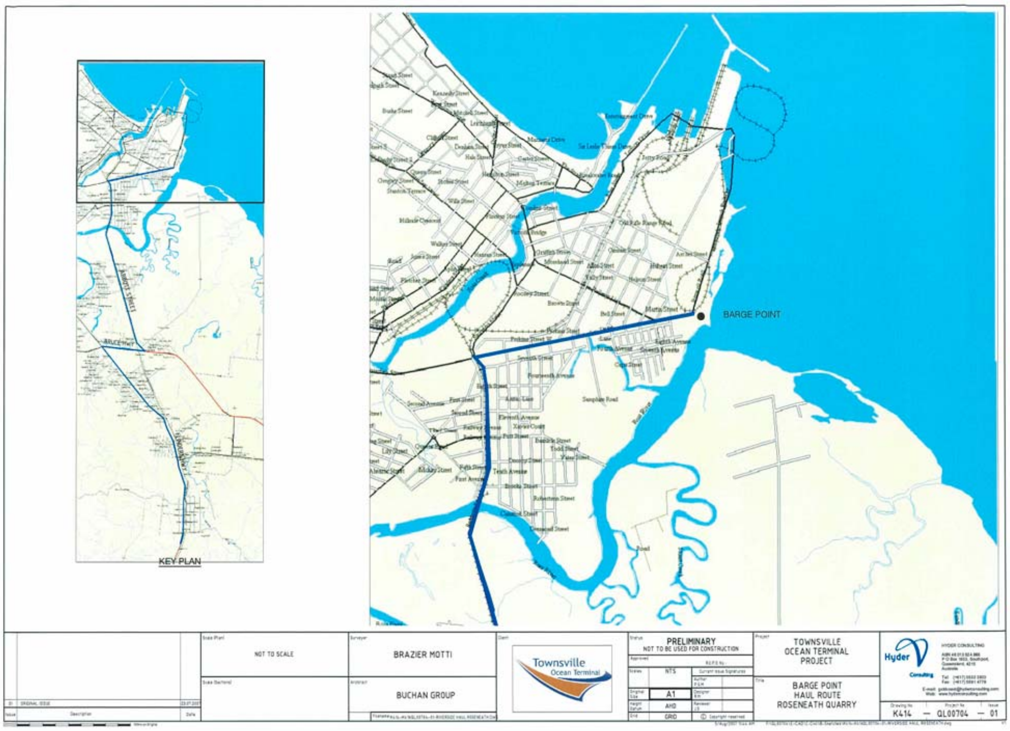
MAP 1: ROUTE OPTIONS FROM PINNACLES QUARRY





MAP 2: ROUTE OPTIONS FROM ROSENEATH QUARRY





2.7.2 PREFERRED OPTION AND RATIONALE

Consultations have been undertaken by City Pacific Limited directly with Department of Main Roads and Townsville City Council. Feedback from these consultations together with a desktop assessment of likely impacts concludes *that the most viable haulage route is Option 4, which involves the construction of a temporary bridge across Ross Creek*.

From a social impact perspective, the rationale for this preference is as follows:

- The temporary bridge across Ross Creek would enable material haulage to take place with minimal disruptions to Ross Creek users, road users and nearby residents.
  - A small number of residences i.e. those located at #1, 3 and 7 on the Strand would be impacted. Haulage via the CBD, Warburton Street and more extended stretches of the Strand from the north would disrupt a significantly greater number of road users and residents.
  - The use of Boundary Street is a recognised industrial haulage route. We are advised that Department of Main Roads has in recent years worked closely with the South Townsville residential community to address potential social impacts of the use of this road for industrial purposes and has implemented a number of actions to mitigate potential noise impacts e.g. road resurfacing. (DMR was not able to provide any documentation associated with the community reference work that was undertaken as part of this process, at the time of preparing this report.)
- The barge options have potential merit from a social impact perspective as this approach would minimise road transport-related amenity impacts associated with the other options. However, this approach is exposed to a range of environmental risks e.g. storms etc. that could disrupt the timetable of materials haulage thereby extending the duration of impacts caused by project construction.
- The temporary bridge option enables haulage volumes to support a 12-month heavy engineering program, which would minimise the duration of associated impacts.
- The design and operation of the temporary bridge would be undertaken in consultation with nearby users, such as the slipways and upstream boat owners and operators. To enable upstream access, the bridge would be sufficiently high to enable un-masted craft to navigate safety without opening the bridge. Taller vessels' access would be enabled by an opening capacity in the bridge.
- It is proposed that the opening of the bridge would be regulated via a timetable coordinated with factors such as rail-line usage, tides and upstream user requirements. A timetable would provide certainty for all impacted users.

In addition, the temporary bridge may be able to be used by non-TOT requirements for special purposes, such as when there are major events at the Entertainment Centre to enable bus links to be operated to and from the event. Any such third party usage would be a matter for negotiation between the relevant parties.

3 SCOPING SOCIAL IMPACTS AND APPROACH

3.1 PROJECT ELEMENTS

To identify potential impacts, the TOT project has been broken down into a number of component elements. The different elements are derived principally from the construction methodology and approach, as well as the associated timing of each construction and subsequent operational stages. The main elements analysed are:

1. Construction of the Cruise Terminal and Wharf;
2. Construction of the Breakwater Cover precinct (including marina facilities). Note that this element does not include the construction of residential dwellings (detached or apartments); and
3. Cruise ship visitation to Townsville (i.e., cruise tourism); and
4. Construction of the residential dwellings.

As noted earlier the construction of the residential dwellings is not proposed by City Pacific Limited as part of this project. The construction of detached dwellings will be undertaken by individual landowners; and construction of apartments will ultimately be undertaken by a relevant developer or developers at a future date.

3.2 IMPACTS ASSESSED

A social impact is understood to mean a significant event(s) experienced by people as change occurs in one or all of the following:

- People's way of life – how they live, work, play and interact with one another on a day-to-day basis;
- Their culture – shared beliefs, customs and values;
- Their community – its cohesion, stability, character, services and facilities;
- Their personal and property rights – particularly whether people are economically affected or experience personal disadvantage that may include a violation of their civil liberties; and
- Their fears and aspirations – their perceptions about their safety, and fears about the future of their community and their aspirations for the future and the future of their children (US Department of Commerce 1994; Queensland Government 2005).

3.3 OVERVIEW OF APPROACH

The approach adopted involved a combination of desktop research and a review of available materials and information. Primary data on community attitudes and experiences was gathered via extensive quantitative surveys. Finally, key stakeholders were consulted by the consultants through a series of one-to-one interviews and meetings.

3.3.1 STAKEHOLDER ENGAGEMENT

A stakeholder engagement strategy was developed to identify and engage key stakeholders. Table 1 summarises the organisations and individuals that were directly consulted by the consultants during this process.

Letters confirming the issues raised by each of the stakeholders was distributed for confirmation. Stakeholders were issued with an open invitation to provided feedback and comment directly to the consultants.

TABLE 1: STAKEHOLDERS CONSULTED

DATE	ORGANISATION	Names
25/5/07 12/06/07	UDIA	*Neil Bennett & Executive Committee*
24/5/07	Planning & Development Services (Townsville City Council)	*Rob Henwood (Director Planning)* *Neil Davies (Assessment)* *Neil Allen (Director Engineering)*
24/5/07	Department of Communities	*Bill Hatton* *Brian Burkett*
22/5/07	Main Roads	*Ian Rose* *Craig Caton* *Gina Turner*
22/5/07	Environmental Protection Agency	*Barry James* *John Rains*
22/5/07	Mines and Energy	*Oskar Kadletz* *Luke Croton* *Warren Cooper*
21/5/07	Sunfish	*Brian Pickup* *Mrs Pickup*
15/5/07	Natural Resources and Water	*Jacinta Ryan* *Dr Greg Bortolussi* *Kev Allan*
15/5/07	Townsville State Development	*Peter Mellor*
3/5/07	Queensland Health	*Dr Andrew Johnson*
3/5/07	South Bank Hotel and Convention Centre	*Paul Burke*
5/4/07	Townsville Enterprise	*Glenys Schuntner*
4/4/07	Education Queensland	*Vicki Baylis*
3/4/07	Jupiters	*Stuart Wing*
1/3/07 10/07/07	Magnetic Island Passenger and Car Ferry-Fantasea	*Neil Duff*
1/3/07	Sunferries	*Terry Dodd*

3.3.2 COMMUNITY SURVEY

An extensive telephone survey of 400 Townsville and Thuringowa residents aged 18 years and over, was conducted in July 2007 to gauge public attitudes and opinions towards the proposed TOT development. The survey also gauged public sentiment in relation to potential impacts of the proposed development on the social fabric of the region.

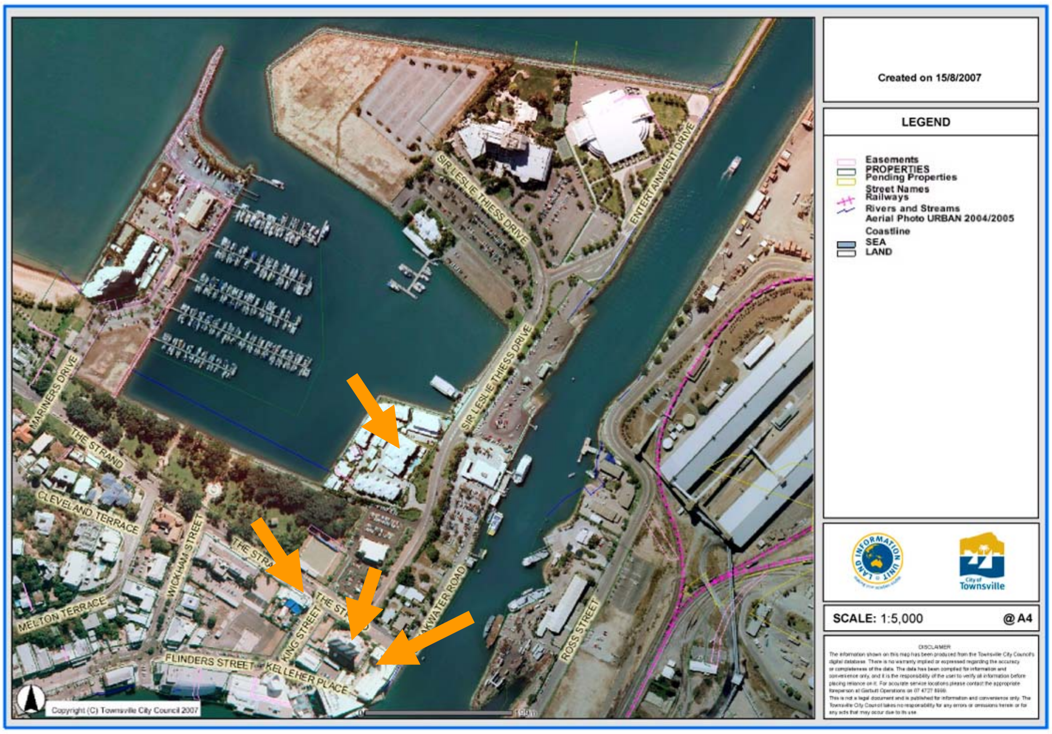
The sample was random and spatially stratified to reflect the distribution of the population across the Greater Townsville region. Based on this and a total sample of 400 respondents, the maximum margin of sampling error is estimated to be +/-4.8%.

Details of the survey methodology and statistical analysis for this survey are provided at **Volume II**.

3.3.3 LOCAL RESIDENT SURVEY

In addition to the general telephone survey, a self-complete questionnaire was distributed to approximately 120 residence located in close proximity to the existing Port of Townsville. Reply paid envelopes were provided. Specifically, questionnaires were distributed to the properties as shown in Map 3.

MAP 3: LOCAL RESIDENT SURVEY DISTRIBUTION



As can be seen, these dwellings are located relatively close to current Port operations (across Ross Creek). Some, in fact, are directly opposite the Port separated by no more than 100m. The survey of these residents sought to gauge:

- Residents' experiences with living close to the Port (dis-amenity impacts);

- The perceived amenities or benefits of the location (e.g. close to the CBD, the Strand etc.); and
- The extent to which these residents had in recent years lodged formal complaints with the Port about Port and port user activities, and what those complaints were in relation to.

Details of this survey and the statistical findings are presented at **Appendix 3**.

3.3.4 OPEN INVITATION TO COMMENT

Finally, an *Invitation to Comment* brochure was distributed to all residents in the Primary and Secondary Catchments (refer to Section 4 below for details) in July 2007. The brochure provided basic introductory information about the proposed project, together with a reply paid form that residents could complete and return.

Residents were invited to register their interest in receiving more information about the project as it evolved, by indicating topics of particular interest. As well, residents were invited to provide open comments on their views or concerns about the project.

This targeted distribution was complemented by a ½ page colour advertisement in the *Townsville Bulletin* of Saturday 13 July 2007 inviting residents to seek further information via the City Pacific Limited website and submit comments online.

At the time of preparing this draft report a total of 156 responses were received.

4 THE STUDY AREA

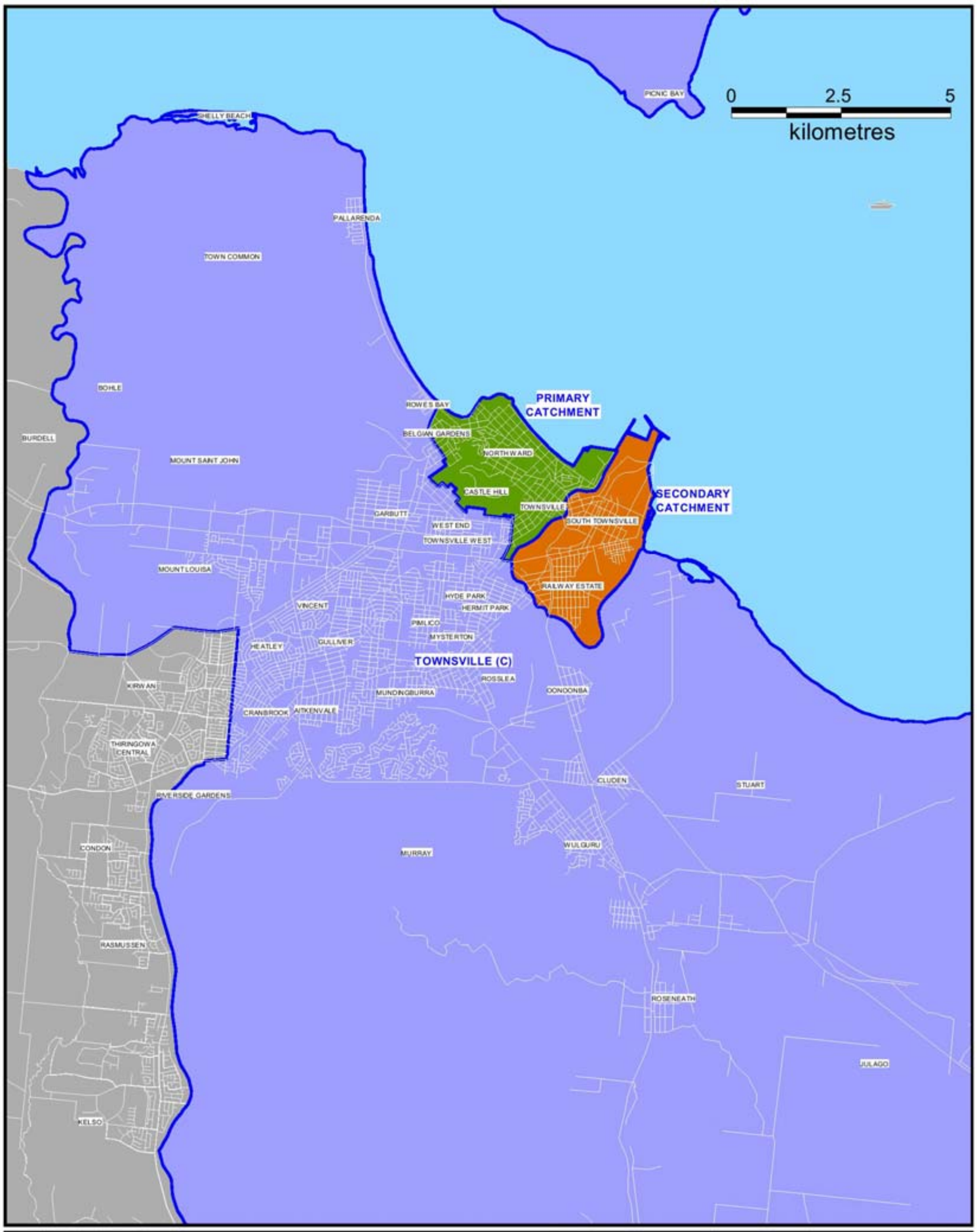
Social impacts not only have a temporal dimension, but they also tend to have a significant spatial dimension. Many direct impacts tend to dissipate as distance from the project site grows, just as potential impacts can be magnified for areas within relative proximity to the project site.

For the purposes of the present study, the following three catchments have been identified:

- The Primary Catchment comprising the suburbs of Rowes Bay, Belgian Garden and North Ward (often referred euphemistically as the Strand precinct) and the CBD. These areas are within approximately 2.5km of the project site and are also located on the northern side of Ross Creek. The absence of any direct connection over Ross Creek, except via the CBD (Denham Street) further reinforces the integrity of the 'community of interest' of the Primary Catchment and its association with the project site;
- The Secondary Catchment, which more-or-less incorporates the suburbs of South Townsville and Railway Estate. This catchment extends some 4.5km away from the project site at its furthest and includes inner-city suburbs on the south of Ross Creek and Ross River that are experiencing a process of urban renewal and gentrification; and
- The Tertiary Catchment (or Townsville City LGA): the rest of Townsville City as defined by the Australian Bureau of Statistics makes up the broader regional catchment. In addition, consideration has also been given to the adjacent Local Government Area of Thuringowa. It can be noted that recently he Queensland Government has recently announced intentions to amalgamate these two LGAs to form a new City of Townsville.

Map 4 shows the project site in its citywide context. Map 5 effectively zooms in to show the site in relation to the Primary and Secondary Catchments.

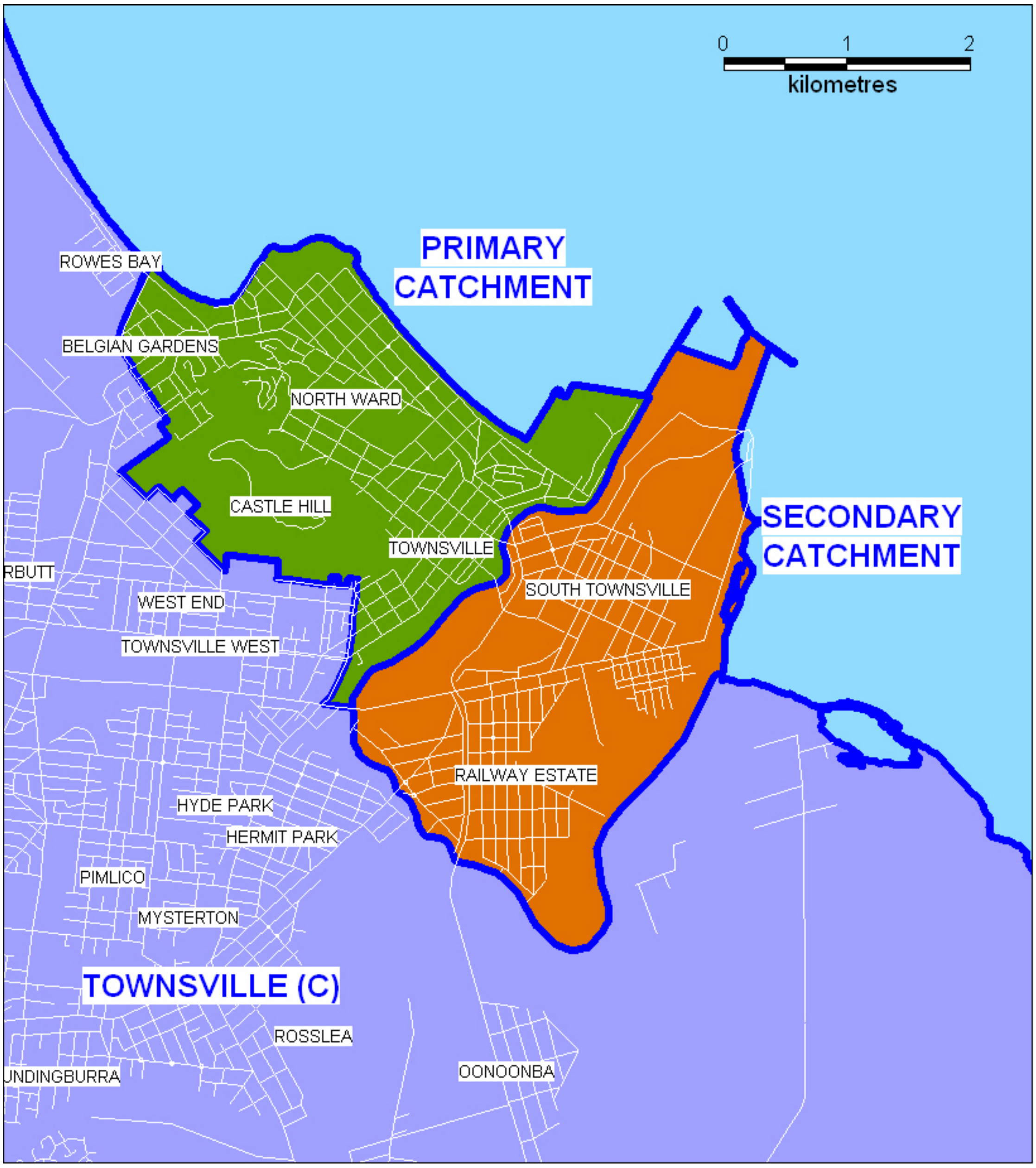
MAP 4: SITE LOCATION IN TOWNSVILLE (C) LGA CONTEXT



TRANSPAC
CONSULTING PTY LTD
Map Produced by:
www.businessgeographics.com.au

TOWNSVILLE
OCEAN TERMINAL
DEMOGRAPHIC CATCHMENTS

MAP 5: SITE LOCATION IN PRIMARY AND SECONDARY CATCHMENT IN CONTEXT



5 THE CURRENT SITUATION: POPULATION

This section summarises the existing population situation in Townsville and provides a basis to understand the conditions impacting on social wellbeing that can be anticipated from the proposed TOT development. This description is not intended as a comprehensive state of the environment report. Rather it reports against key social indicators relevant to the scope of influence of the TOT development, and for which data is readily available.

It should be noted that at the time of preparing this report, the full results of the 2006 Census of Population and Households were not available, in particular at the Census Collection District (CCD) level. We have used 2006 data where it has been available, but more detailed data at the lower catchment levels are from the 2001 Census (**Appendixes 1, 2 and 3**). While there is a preference for using the most up-to-date data available, our experience is that populations and demographic structures change relatively slowly over time and the use of 2001 demographic data will not fundamentally adversely affect the overall trends and macro-picture.

Key social impact determinants against which this baseline section reports are:

- Population characteristics;
- Socio-economic characteristics; and
- Lifestyle and behaviours.

5.1 POPULATION PROFILE

It is recognised that the location, size and rate of population growth and change can have important implications for social infrastructure requirements, and may be a determinant of economic and social impacts on the region.

5.1.1 POPULATION AND GROWTH

Both Townsville City and Thuringowa City continue to exhibit evidence of sustained population growth. Between 2001 and 2006, the total resident population of Greater Townsville increased from 143,665 to 154,628 (or by 10,963 persons or 7.6%). Thuringowa City exhibited the highest rate of growth of 16% or 8,200 persons. Townsville's growth over the period was 2.98% or 2,763 persons (Table 1).

The rate of population growth experienced by Greater Townsville makes it one of the fastest growing areas in Queensland and indeed the Country.

A little over 60% of the population growth in the past 4 years has been driven by net migration to the City (refer to the *Economic Impact Assessment* report for details).

The age profile of the Greater Townsville region has also changed a little over the period, mainly as a result of significant growth in the number of residents aged 55 to 64 years (+23.5%). Rates of change amongst other cohorts did not vary significantly from the overall rate of growth for the Greater Townsville region (Table 2).

TABLE 1: POPULATION BY AGE AND GENDER

	TOWNSVILLE		THURINGOWA		TOWNSVILLE-THURINGOWA REGION	
	2001	**2006**	**2001**	**2006**	**2001**	**2006**
Total persons	92,701	95,464	50,964	59,164	143,665	154,628
Males	47,011	48,398	25,282	29,361	72,293	77,759
Females	45,690	47,066	25,682	29,803	71,372	76,869
0-4 years	5,760	5,852	4,626	4,957	10,386	10,809
5-14 years	12,006	12,393	9,416	10,308	21,422	22,701
15-24 years	16,135	16,614	7,410	8,628	23,545	25,242
25-54 years	40,190	40,853	22,781	25,851	62,971	66,704
55-64 years	8,205	9,340	3,762	5,442	11,967	14,782
65 years and over	10,406	10,411	2,969	3,979	13,375	14,390

TABLE 2: POPULATION CHANGE (%) BY AGE AND GENDER, 2001 TO 2006

	TOWNSVILLE	THURINGOWA	TOWNSVILLE-THURINGOWA REGION
Total persons	2.98%	16.09%	7.63%
Males	2.95%	16.13%	7.56%
Females	3.01%	16.05%	7.70%
0-4 years	1.60%	7.16%	4.07%
5-14 years	3.22%	9.47%	5.97%
15-24 years	2.97%	16.44%	7.21%
25-54 years	1.65%	13.48%	5.93%
55-64 years	13.83%	44.66%	23.52%
65 years and over	0.05%	34.02%	7.59%

As is evident, most of the Greater Townsville region population growth has taken place in Thuringowa. This has been especially focused on the so-called Northern Beaches corridor.

5.1.2 PRIMARY AND SECONDARY CATCHMENTS IN CONTEXT

At the same time, however, there has been significant residential growth in the inner-city suburbs (comprising both the Primary and Secondary Catchments as defined above), as a result of urban renewal and gentrification. This trend is expected to continue into the future with a significant number of current and planned inner-city residential projects in the CBD and immediate surrounds. It is these inner-city trends that are of most interest to the present study, given the proximity of the project site to these renewal and gentrifying areas.

Since 2001 the Townsville CBD has experienced rapid population growth, reflecting a significant trend in the city's heart of public and private investment in so-called inner-city renewal projects. Table 3 shows the population for the Townsville CBD for 2001 and 2006, together with the population for the surround inner-city suburbs.

TABLE 3: INNER TOWNSVILLE POPULATION TRENDS, 2001 AND 2006

SUBURB	2001	2006	CHANGE	CHANGE %
South Townsville	2,017	2,228	211	10.5%
Castle Hill/North Ward	5,511	5,948	437	7.9%
Townsville City (CBD)	1,627	2,778	1,151	70.7%
Belgian Gardens	2,378	2,405	27	1.1%
TOTAL	**11,533**	**13,359**	**1,826**	**15.8%**

Source: ABS 2001 Census and Updates

As Table 3 shows, the CBD has experienced population growth rates considerably higher than surrounding suburbs. In fact, as a proportion of total population growth in the inner-suburbs, CBD growth accounts for approximately 63%. This growth trend continues and to some extent expands on changes that became evident between 1996 and 2001, at which time inner suburbs began to experience a process of gentrification.

The resident population in the Primary Catchment also is comparatively older than both the resident population in the Secondary and Tertiary Catchments. Available demographic data shows that there are a higher proportion of children aged 14 years and younger in the Tertiary Catchment than in either the Primary or Secondary Catchments.

In other words, younger families with dependent children are more likely to be found in the Tertiary Catchment than in either the Primary or Secondary Catchments; and conversely couple families without children are more highly represented in the Primary Catchment compared to the rest of the city (see Section 5.2.1 below). These latter families would typically be younger couples.

5.2 FAMILIES AND HOUSEHOLDS

It is usually recognised that single parent family status is associated with socio-economic disadvantage and consequently, exposed to higher health risks. Chronic childhood illness is more common in low socio-economic groups. Furthermore, people living alone are considered to be especially vulnerable to social isolation with an attendant higher risk of reduced health. Statistical evidence points to the fact that older people living alone have a shorter life expectancy.

Household structures have remained relatively stable in the Greater Townsville region between 2001 and 2006. The data shows that in that time:

- Couple families with children have increased from 44.5% to 46.6% of all families;
- Couple families without children have, at the same time, experienced a fall from 37.2% to 35.1% of all families; and
- One parent households have increased moderately from 16.4% to 16.5% of all families (Table 4).

TABLE 4: FAMILY CHARACTERISTICS

	TOWNSVILLE		THURINGOWA		TOWNSVILLE-THURINGOWA REGION	
	2001	2006	2001	2006	2001	2006
Total families	22,127	23,611	14,024	16,383	36,151	39,994
Couple families with children	9,501	9,699	7,359	8,095	16,860	17,794
Couple families without children	8,390	9,322	4,315	5,559	12,705	14,881
One parent families	3,738	4,078	2,193	2,537	5,931	6,615
Other families	498	512	157	192	655	704

The number of lone person households has increased from 10,425 to 11,401 in the Greater Townsville region, an increase of 9.36%. Family households have also increased, from 35,733 to 39,249 households (9.84%). Lone person households have increased their share of total households from 14.2% to 15.5% whereas family households' share of total households has remained more-or-less unchanged at 73.4% (Table 5).

TABLE 5: HOUSEHOLD COMPOSITION

	TOWNSVILLE		THURINGOWA		TOWNSVILLE-THURINGOWA REGION	
	2001	2006	2001	2006	2001	2006
Family household	21,895	23,237	13,838	16,012	35,733	39,249
Lone person household	8,317	8,707	2,108	2,694	10,425	11,401
Group household	2,202	2,193	443	617	2,645	2,810

In terms of dwelling characteristics, separate houses continue to represent the vast majority of dwelling types in the Greater Townsville region. In 2001, separate houses comprised 71.7% of all private dwellings; by 2006 this had increased marginally to 72.4%. The most significant growth in private separate houses is found in Thuringowa, where the number grew by 10.68% in the past 5 years. However, growth in separate houses in Townsville was not far behind having grown by 10.49% over the same period.

The growth in flats/units/apartments has, however, been significantly greater in Townsville than in Thuringowa. In Townsville, between 2001 and 2006 the number of flats/units/apartments grew by 11.85% compared to 4.42% growth in Thuringowa (Table 6).

TABLE 6: DWELLING CHARACTERISTICS

	TOWNSVILLE		THURINGOWA		TOWNSVILLE-THURINGOWA REGION	
	2001	2006	2001	2006	2001	2006
Total dwellings (including unoccupied and not stated)	37,759	40,975	18,081	21,873	55,840	62,848
Occupied private dwellings:	34,690	37,392	16,883	20,267	51,573	57,659
Separate house	24,488	27,057	15,559	18,448	40,047	45,505
Semi-detached, row or terrace house, townhouse etc	2,211	1,993	458	545	2,669	2,538
Flat, unit or apartment	6,547	7,323	433	757	6,980	8,080
Other dwellings	1,185	1,012	369	517	1,554	1,529
Not stated	259	7	64	0	323	7

In terms of home ownership, the evidence indicates that the number of homes fully owned in the Greater Townsville region has fallen by 1,008 or -6.58%. However, at the same time, the number of homes being purchased has increased by 4,899 or 33%. Overall, the number of homes that are either owned or are being purchased has increased by 3,891 or 12.89% (Table 7).

There has been a home ownership boom in the Greater Townsville region over the past five years.

The decreases in the number of fully owned homes in the Greater Townsville region all took place in Townsville (down 1,103 or -10.18%). In large part this is likely to reflect the significant spike in equity withdrawn experienced between 2001 and 2004 across Australian where homeowners, including those that fully-owned their home, withdrew equity in the form of a loan for other purposes (Reserve Bank of Australia 2006; 2007).

TABLE 7: DWELLING TENURE

	TOWNSVILLE		THURINGOWA		TOWNSVILLE-THURINGOWA REGION	
	2001	2006	2001	2006	2001	2006
Fully owned	10,838	9,735	4,492	4,587	15,330	14,322
Being purchased (includes being purchased under rent/buy scheme)	8,065	10,903	6,786	8,847	14,851	19,750
Rented	13,169	13,406	4,774	5,713	17,943	19,119
Other tenure type	923	297	339	154	1,262	451
Not stated	1,693	3,053	493	968	2,186	4,021

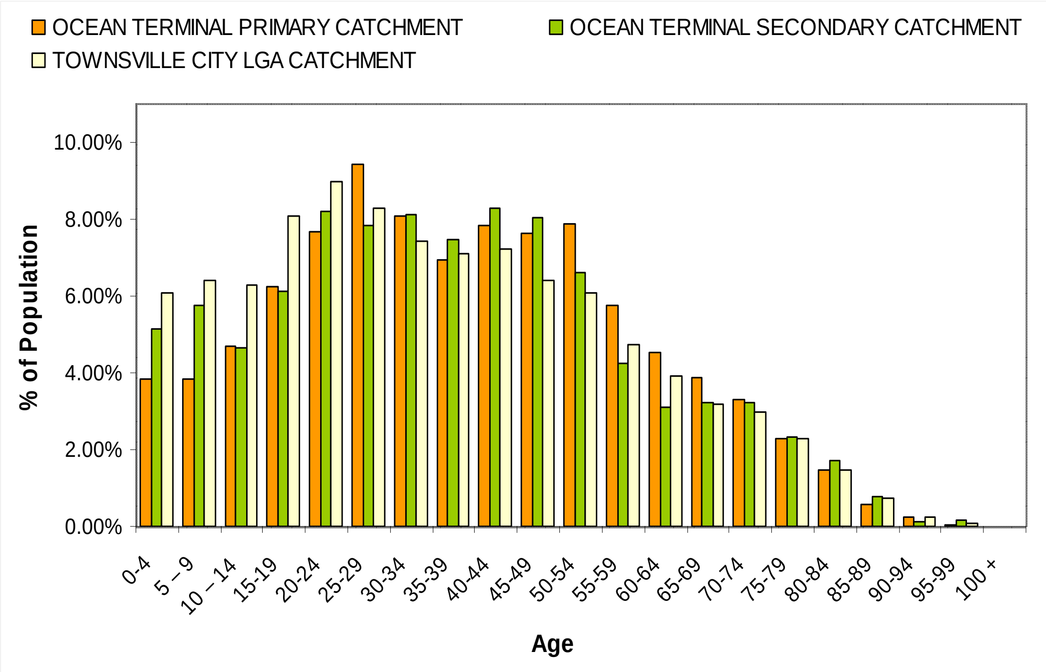
5.2.1 PRIMARY AND SECONDARY CATCHMENTS IN CONTEXT

This sub-section provides more fine-grained population and demographic data for the Primary and Secondary Catchments, and compares these to the situation in Townsville. Data for the Primary and Secondary Catchments is based on 2001 CCD level data.

5.2.1.1 Age and Family Structure

The Tertiary Catchment is comparatively younger than both the Primary and the Secondary Catchments, as is illustrated in Figure 1.

FIGURE 1: AGE BY SEX, ALL CATCHMENTS

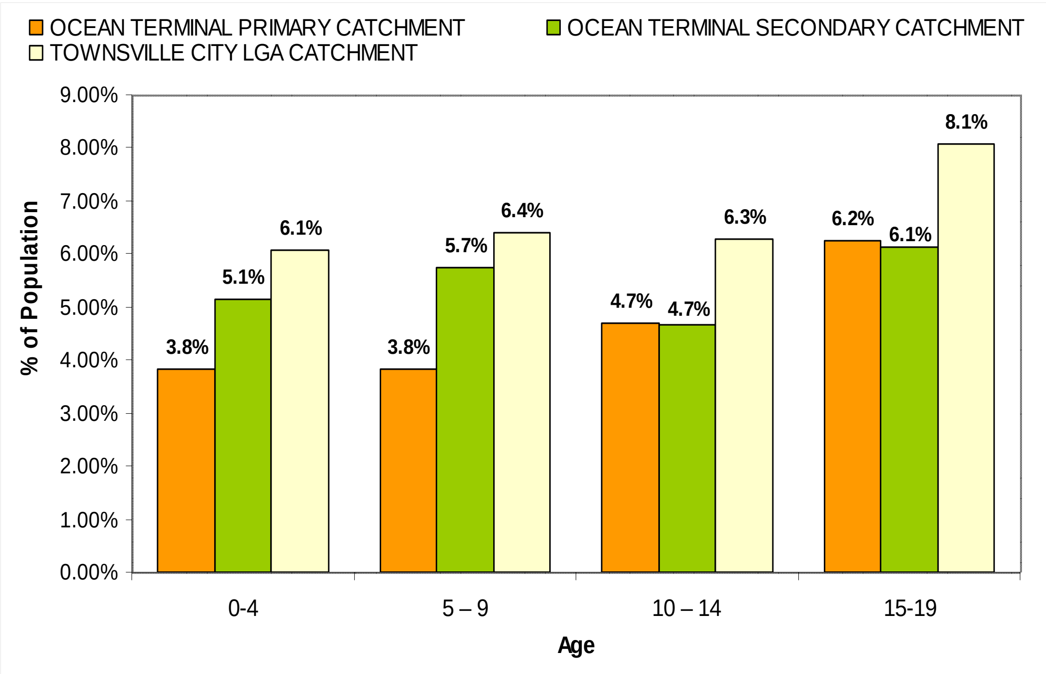


The data also shows that there are a higher proportion of children aged 14 years and younger in the Tertiary Catchment than in either the Primary or Secondary Catchments. *In other words, younger families with dependent children are more likely to be found in the Tertiary Catchment than in the Primary Catchment and to a lessor extent, the Secondary Catchment*.

Figure 2 shows that at the last Census, in the Primary Catchment 12.33% of the population consisted of persons aged 0 to 14 years, and in the Secondary Catchment the figure was 15.53%. This compares with 18.75% in the Tertiary Catchment.

If this was extended to include persons aged 15 to 19 years, the data confirms that the Primary Catchment continues to hold lower proportions of school-aged persons than either the Secondary or Tertiary Catchments. The Primary Catchment's population consisted of 18.58% of persons aged <20 years; for the Secondary Catchment, this figure was 21.65%, and for the Tertiary Catchment 26.81%.

FIGURE 2: AGE BY SEX, PERSONS AGED 0 TO 19 YEARS, ALL CATCHMENTS



The family types of the Primary Catchment in particular show a lower proportion of couple families than is the case for the Secondary and Tertiary Catchments:

- 46.7% of the Primary Catchment's dwellings are couple families with children of which 5.32% have non-dependent children, and 2.43% are one parent households with non-dependent children;
- 10.4% of households in the Secondary Catchment are couple families with dependent children and only 1.97% are one parent households with dependent children; and
- 40.9% of the Primary Catchment's dwellings are couple families without children.

Table 8 summarise the family structure overview, and more detailed data is presented at Appendix 1.

TABLE 8: FAMILY TYPE – FAMILIES (a) AND PERSONS IN FAMILIES (b) IN OCCUPIED PRIVATE DWELLINGS (EXCLUDING OVERSEAS VISITORS) IN ALL CATCHMENTS

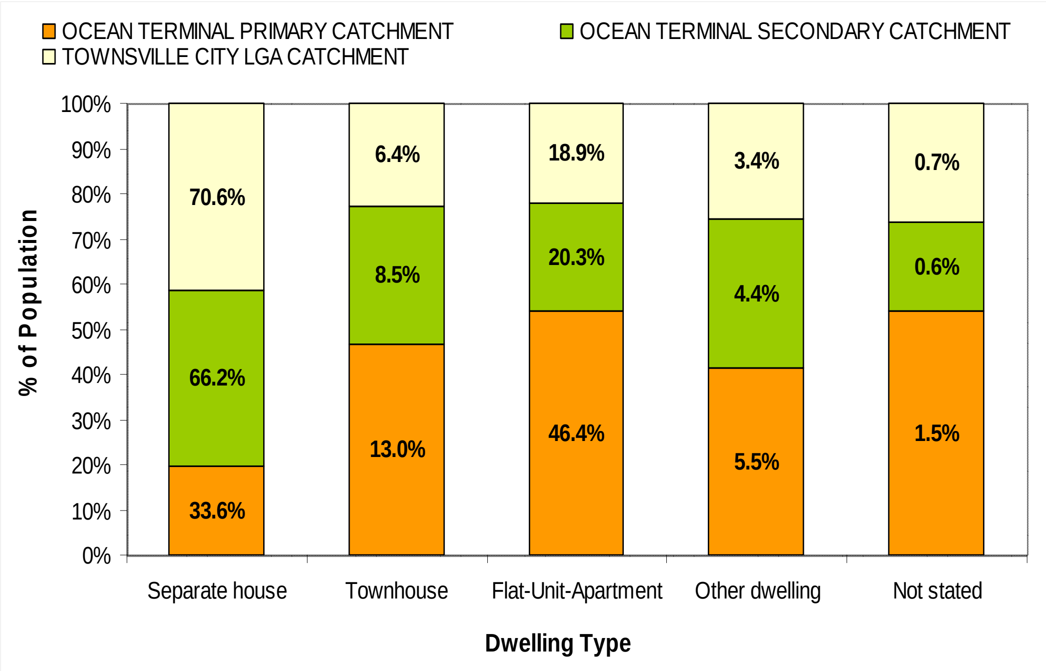
	PRIMARY CATCHMENT	SECONDARY CATCHMENT	TOWNSVILLE-THURINGOWA REGION	
	2001	**2001**	**2001**	**2006**
Couple families with children	46.69%	47.63%	44.5%	46.6%
Couple families without children	40.90%	29.02%	37.2%	35.1%
One parent families	10.36%	20.29%	16.5%	16.4%
Other families	2.05%	3.06%	4.0%	3.9%

5.2.1.2 Dwelling Structure

As shown in Figure 3, almost half of all dwellings in the Primary Catchment are Flat-Unit–Apartment Dwellings, compared to over 20.35% in the Secondary Catchment and 18.9% in the Tertiary Catchment.

There are a significantly higher proportion of Separate houses in the Secondary Catchment (66.16%) and Tertiary Catchment (70.60%) than in the Primary Catchment (33.61%). It can also be observed that there is a slightly a higher proportion of townhouses in the Primary Catchment (13%), compared to approximately 8.5% and 6.4% in the Secondary and Tertiary Catchments respectively.

FIGURE 3: DWELLING STRUCTURE, ALL CATCHMENTS

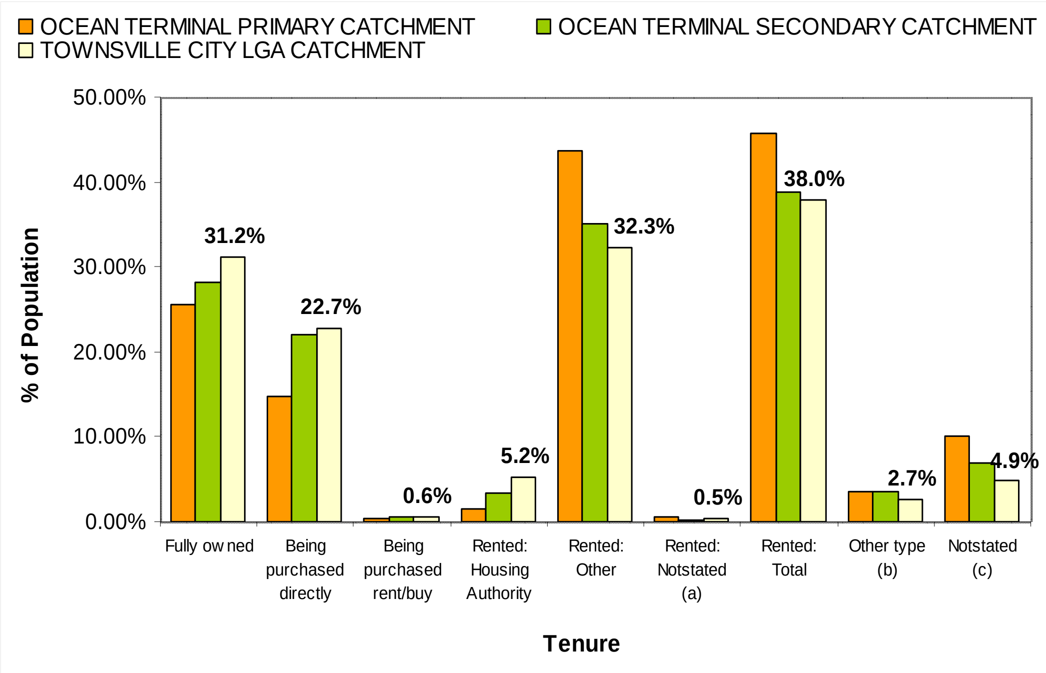


5.2.1.3 Dwelling Tenure

Figure 4 shows that a significantly smaller proportion of Primary Catchment residents are buying their home (14.82%) than is the case in the Secondary Catchment (22.01%) and Tertiary Catchment (22.7%). This compares with the national situation of 31.1%. In addition, there are proportionately more renters in the Primary Catchment (45.66 %) than in both the Secondary Catchment (28.72%) and Tertiary Catchment (37.96%).

The proportion of dwellings that is fully owned in the Primary Catchment is lower (25.62%) than in the Secondary Catchment (28.18%) and Tertiary Catchment (31.24%).

FIGURE 4: DWELLING TENURE, ALL CATCHMENTS



5.3 SOCIO-ECONOMIC CHARACTERISTICS

It is widely recognised that socio-economic disadvantage is an important determinant of health outcomes, and general quality of life. Large *income* gaps are usually associated with poorer health outcomes for individuals and the population at large.

Similarly, *unemployed* people are more likely to experience disadvantage, which is also reflected in poorer economic, social and health wellbeing outcomes.

As well, people with *low education attainment* also experience the effects of relative low socio-economic status, reflected in outcomes such as higher unemployment and other forms of social and health-related disadvantages.

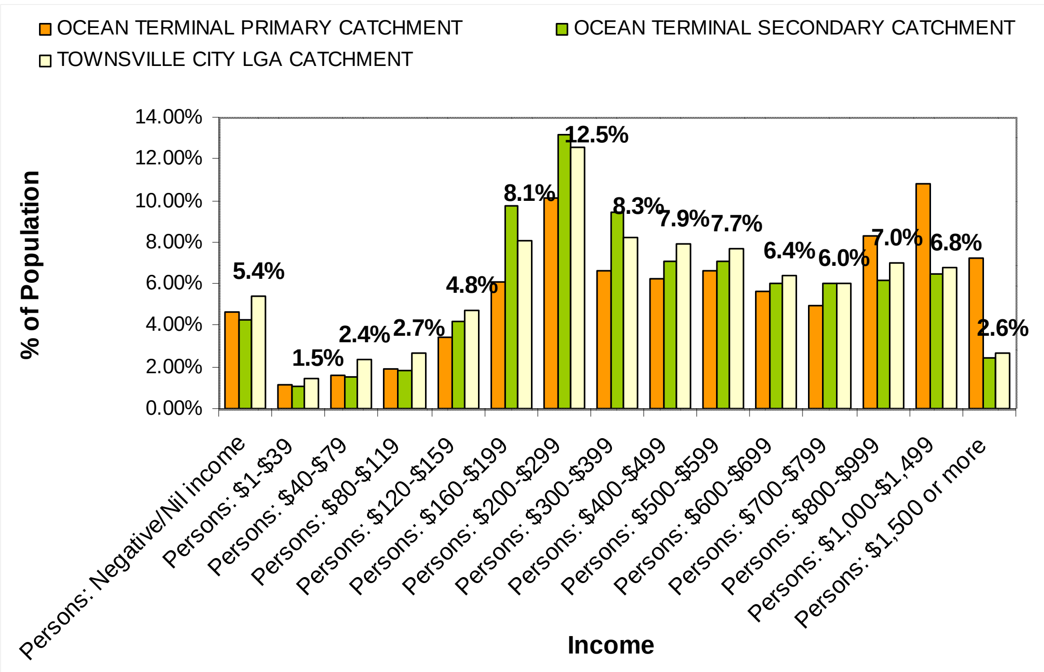
Finally, housing conditions impact on wellbeing and health outcomes. Housing affordability is a key determinant of poverty, which directly impacts on the social and health outcomes of individuals. Security of housing tenure impacts on both physical and mental health (e.g. increased stress as a result of financial pressures associated with the costs of housing). Similarly poor housing conditions adversely impact on health outcomes.

5.3.1 INDIVIDUAL INCOME

Figure 6 shows the distribution of individual income in all the relevant Catchments (2001 Census). It shows that:

- 48.39% of Primary Catchment individuals earn more than $499 per week (2001 dollars), compared to 59.30% and 61.13% of the Secondary and Tertiary Catchments respectively; and
- 26.31% of Primary Catchment individuals earn between $800 and $1,500+ per week, compared to 15.08% and 16.46% of Secondary and Tertiary Catchment individuals respectively.

FIGURE 6: INDIVIDUAL INCOME, ALL CATCHMENTS

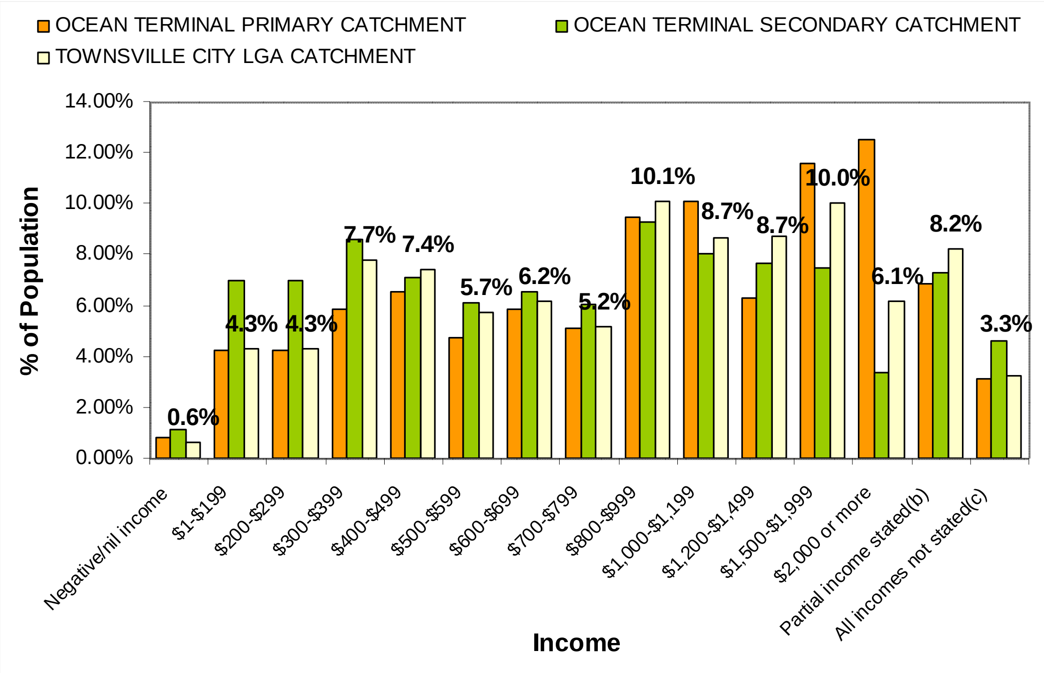


5.3.2 HOUSEHOLD WEEKLY INCOME

Figure 7 shows the distribution of household weekly incomes for the Catchments. The data shows that 46.71% of Primary Catchment households earned up to $999 per week compared to 58.62% in the Secondary Catchment, and 51.62% in the Tertiary Catchment.

In addition, 21.63% of Primary Catchment households earned less than $500 per week, compared to 30.7% and 24.42% of Secondary and Tertiary Catchment households respectively.

FIGURE 7: HOUSEHOLD WEEKLY INCOME, ALL CATCHMENTS



5.3.3 COMPUTER AND INTERNET USAGE

Figure 8 compares computer use in the Catchments by age. It shows that younger persons in the Primary Catchment (aged 0 to 14 years) are less likely to be computer users than same aged people in the other two Catchments.

However, older residents of the Primary Catchment (persons aged 45 years and over) are more likely to be computer users than same aged people in the other Catchments.

FIGURE 8: COMPUTER USE BY AGE, ALL CATCHMENTS

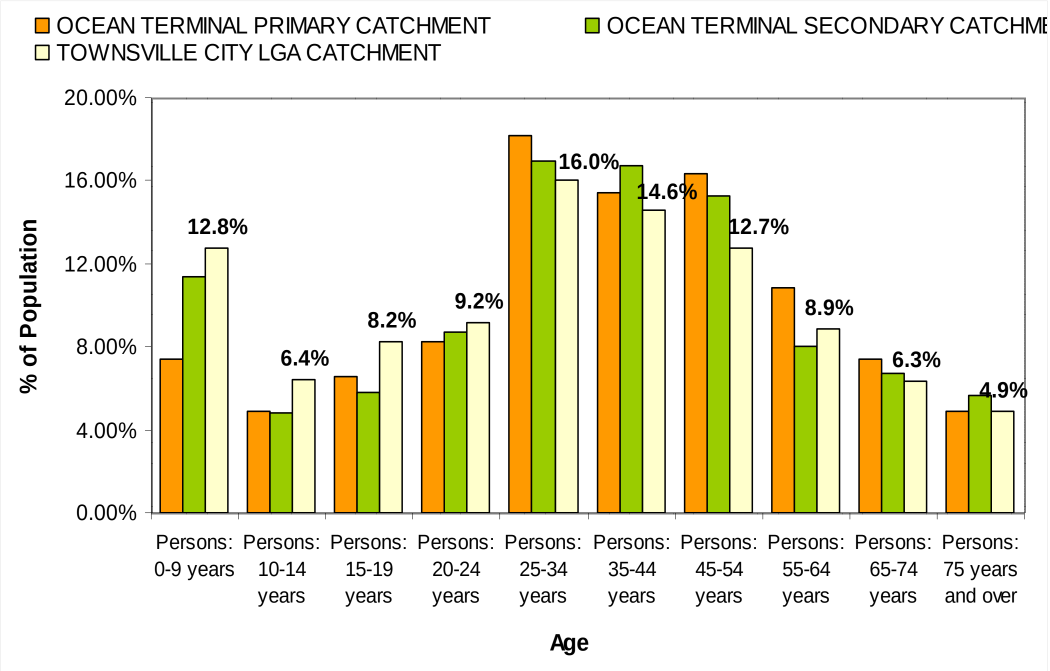
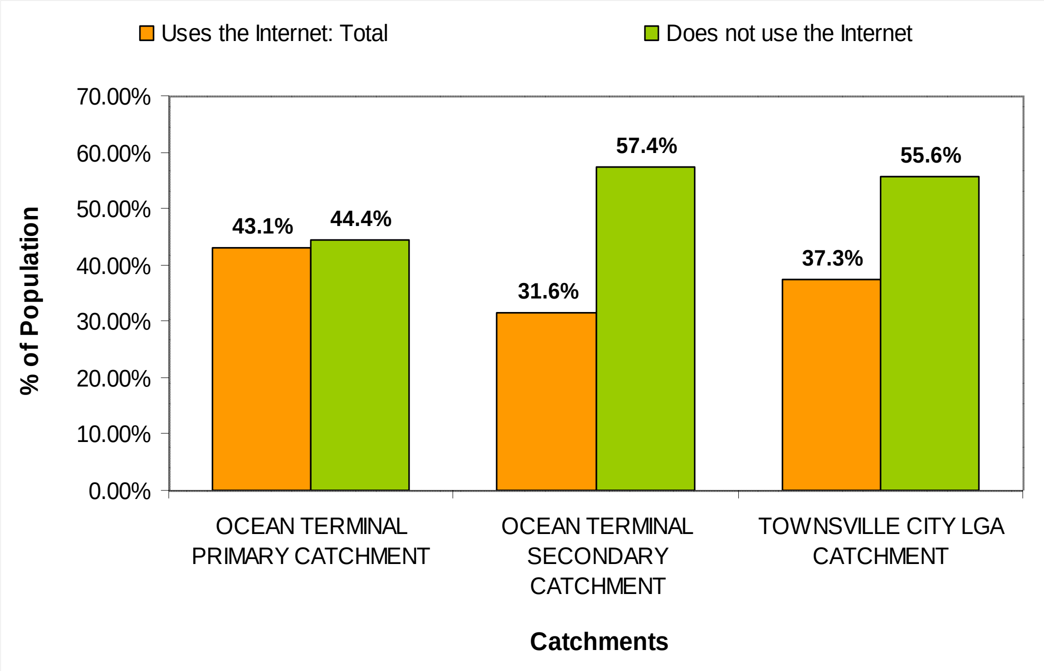


Figure 9 shows Internet usage in the Catchments at the 2001 Census. It shows that Primary Catchment residents are more likely to use the Internet than residents of the Secondary and Tertiary Catchments.

FIGURE 9: INTERNET USAGE, ALL CATCHMENTS



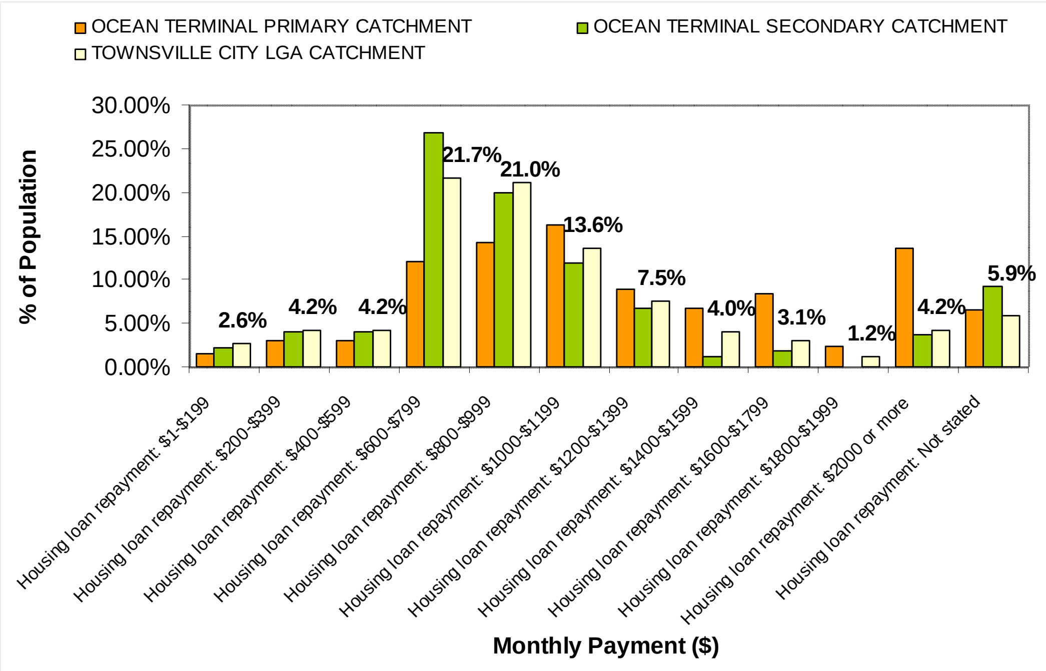
5.3.4 MORTGAGE PAYMENTS

Figure 10 shows that distribution of monthly mortgage payments for all three Catchments (2001 dollars). It shows that:

- 50.34% of Primary Catchment households purchasing dwellings are paying up to $1,199 per month (2001 dollars) in mortgage repayments compared to 69.06% and 67.27% in the Secondary and Tertiary Catchments respectively; and
- 40.07% of Primary Catchment households are paying over $1,200 per month compared to 13.52% and 20.07% for the Secondary and Tertiary Catchments respectively.

The data therefore indicates that dwellings in the Primary Catchment are likely to be more expensive (or higher relative value) than are dwellings in the other two Catchments.

FIGURE 10: MONTHLY MORTGAGE PAYMENTS, ALL CATCHMENTS



There are higher income residents in the Primary Catchment than in the other areas: 26.31% of Primary Catchment individuals earn more than $799 per week (2001 dollars), compared to 15.08% and 16.46% of the Secondary and Tertiary Catchments respectively.

Older persons in the Primary Catchment (aged 45 years and over) are more likely to be computer users than same aged people in the other two Catchments.

40.07% of Primary Catchment households purchasing dwellings are paying over $1,200 per month (2001 dollars) in mortgage repayments compared to 13.52% and 20.07% in the Secondary and Tertiary Catchments respectively.

5.4 LIFESTYLE AND BEHAVIOURS

Socio-economic status is an important determinant of a range of health and wellbeing outcomes (including instances of coronary heart disease and lung cancer, melanoma of the skin etc). Such outcomes are in part related to a range of lifestyle and behaviour determinants that are strongly linked to socio-economic status.

According to the Queensland Government *Health and Social Impact Assessment of the South East Queensland Regional Plan (2005-2026)*, strong communities are:

> "characterised as being socially inclusive, with high levels of social capital, access to employment, secure housing and appropriate services and facilities" (Queensland Government, 2005: 48).

Residents of such communities value diversity and recognise that all residents ought to have an opportunity to participate in the civic life of that community. Socio-economic status impacts upon the extent to which particular residents are able to participate effectively in their communities. A range of barriers exist that adversely impact on some groups. Such barriers or disadvantages can be social, cultural, financial and/or locational in nature.

Thus, individuals from areas of relative socio-economic disadvantage, with less formal education, are more likely to experience higher rates of illness and are more likely to engage in high risk behaviours such as smoking. Conversely, access to social infrastructure, which is associated with economic prosperity, social inclusion and wellbeing, is understood to contribute to positive health outcomes.

5.4.1 ACCESS TO SOCIAL INFRASTRUCTURE

Mapping of social infrastructure and service provision in the greater City of Townsville indicates a wide range of service delivery is available to the majority of the city's residents (see Section 6 below for more details).

Education and health services are spatially distributed across the city. Indeed, the relocation of the Townsville Hospital to Douglas reflects the shift of demographic critical mass in the area towards the inland suburbs (and away from the Townsville CBD). This notwithstanding, within the Primary Catchment there remains a number of education service providers for both primary and secondary schooling as well as the city campus of TAFE.

Retail services are also widely distributed throughout the urban fabric, with an extensive hierarchy of retail centres within convenient access to local residents. Recent trends in urban renewal and a rising CBD population has seen the redevelopment of grocery retail services within the CBD. These services would be accessed by future residents of the Breakwater Cove residential precinct.

Recreational infrastructure is extensively available throughout the City. A mapping of such infrastructure indicates a broad range of local parklands throughout residential areas, together with signature or iconic public recreational spaces/places near the ocean and the Townsville CBD, specifically the Strand foreshore precinct, Castle Hill and Queens Garden.

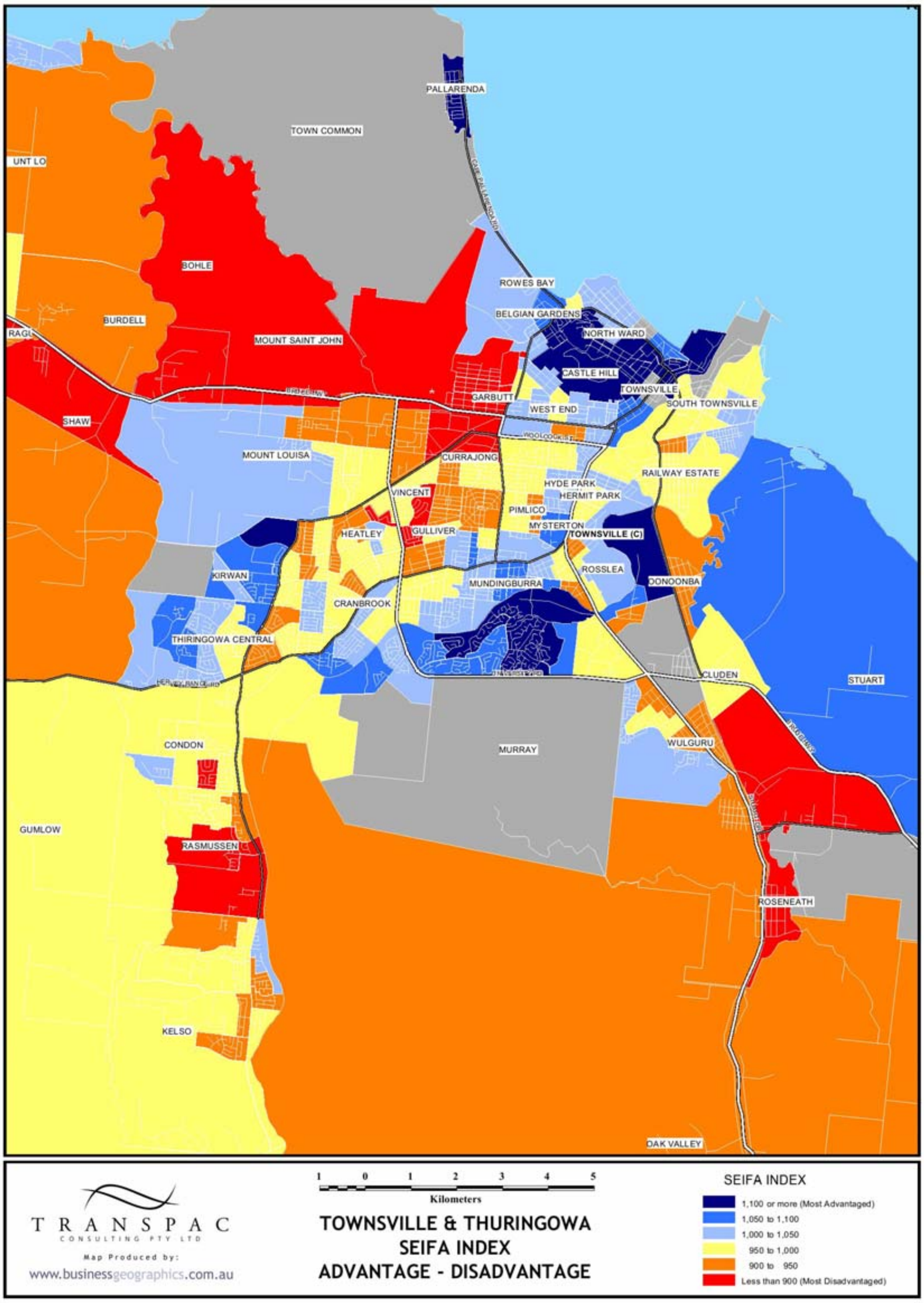
As well, the CBD offers a range of leisure/recreational services such as restaurants (e.g.

Palmer Street precinct) and nightclubs (Flinders Street East). The proposed redevelopment of the Flinders Street Mall and the Dimmeys Arcade is likely to enhance the retail, recreational and leisure-based offerings within the CBD that will be accessed by nearby residents including Breakwater Cove residents.

5.4.2 SOCIO-ECONOMIC ADVANTAGE AND DISADVANTAGE

The spatial distribution of socio-economic advantage and disadvantage in 2001 is shown in the following map. The map is based on the ABS' SEIFA index.

MAP 6: SEIFA (2001)



The map shows that the Primary and Secondary Catchments are comparatively advantaged in terms of socio-economic status, and pockets of relative disadvantage are typically found in the middle and outer suburbs of Townsville and Thuringowa.

In fact, it is evident that significant comparative advantage is clearly concentrated around the TOT development area (shown in blue).

5.4.3 SOCIAL COHESION AND SOCIAL CAPITAL

In 2005 Transpac Consulting undertook a base-lining study on the status of social capital in Townsville. The study was undertaken as part of a comprehensive assessment of the economic and social impacts of the redeveloped Townsville Strand. That study, based on a detailed survey of 400 Townsville residents and intercept surveys of over 600 Strand users found:

- Social capital is a significant determinant of comparative city economic performance (Winter 2000; Putnam 1993; Beugelsdijk and van Schaik 2003);
- Communities with healthy social capital formation exhibit the following characteristics:
    - There is a strong commitment to shared social values. In Australia such values include social justice, a sense of 'fair go' and opportunity and reward for hard work;
    - There are high levels of social trust, and are optimistic about other people's motivations and about the future. People see no personal advantage in cheating and are more inclined to 'play by the rules';
    - There are effective informal means of social control and self-regulation. The norm of reciprocity is strong;
    - There are strong lateral social networks. People feel connected with others, and there are dense inter-connections some of which are formal while others are informal;
    - There is a high rate of participation in formal and 'grass roots' community organisations and associations;
    - The networks between people are lateral, voluntary ones rather than vertical, power-based ones;
    - People volunteer time and energy for the public good;
    - There is the potential for social action for the common good. It is relatively easy to mobilise social or community resources around a perceived need or threat;
    - Public controversy is accepted and valued. It is safe to voice dissent without threat of ostracism or violence; and
    - There is openness to the new, an acceptance of diversity, a willingness to take risks. There are moderate levels of entrepreneurial activity.

The survey associated with the study found that in Townsville:

- Almost half of all respondents were active in a community organisation, which compared favourably with data gained in recent studies of social capital in five NSW communities;
- Over 60% of Townsville residents had attended a local community event in the past 12 months;

- Over 90% of respondents indicated that their local community 'felt like home' and a further 77% believed it to be a 'safe place' – both of which again faired well against the NSW studies;
- Over 70% of residents felt safe walking in local streets after dark, compared to 49.4% in the NSW study having similar sentiments;
- Over 75% of respondents agreed that the majority of people in their community could be trusted, compared to 42.2% for the NSW communities;
- Over 62% believed that multiculturalism has improved the community, compared to 50.1% in the NSW studies; and
- Over 78% found living among people of different lifestyles either extremely or generally enjoyable (which was slightly higher than the results in the NSW studies).

The study found that the Strand played an important part in contributing to the formation of these cultural capital assets within the community. As such, key social capital indicators for Townsville point to a community that has a healthy status of social capital formation. Such a civic environment has proven critical to enhancing a city's economic prosperity and sustainability around the world (Florida, 2004) and potentially provides Townsville with strong platforms to develop new economic and social directions.

5.5 SOCIAL VALUES AND SENSE OF PLACE

Measurements of social values and notions of 'sense of place' inevitably involve a high level of subjective consideration. The approach adopted for this study involved a combination of secondary literature review, qualitative focus group discussions with a selection of Townsville residents and reviewing the results of the various community engagement methods and surveys undertaken as part of this study.

This evaluation found that Townsville residents are on the whole 'relaxed and comfortable' with the city's growth trajectory and planning direction. Residents believed Townsville to be a city that has high liveability characteristics and has achieved a balance between economic, social and environmental sustainability.

The community survey evaluated residents' sense of community characterisations of Townsville through the testing of attitudes to a series of statements, using the Likert Scale methodology. The results of these proposition tests are summarised in Table 11. The mean score indicates the extent of agreement/disagreement with 1 meaning strongly disagree and 10 meaning strongly agree.

TABLE 11: MEAN SCORES FOR COMMUNITY CHARACTERISTICS

TOWNSVILLE CITY CHARACTERISTIC	MEAN
Townsville is a confident and dynamic city	7.71
Townsville is a great place to live and raise a family	8.75
There are plenty of public spaces and facilities for residents to enjoy	7.58
The current rate of growth in the Twin Cities is threatening the traditional lifestyle benefits of living here	5.33
The Twin Cities future economic growth must balance traditional heavy industry with emerging opportunities in tourism	7.44
Townsville has many of the benefits of a large city without the associated downsides	7.53
Townsville is a relaxed and friendly place that welcomes visitors to the City	8.28
There are many opportunities for those who are willing to work hard	8.40
The Twin Cities have achieved a good balance between economic growth, and social and environmental sustainability	6.99

Overall, more than two-thirds of all respondents were in either general or strong agreement with each of the statements as presented, with the exception of the statement, *the current rate of growth in the Twin Cities is threatening the traditional lifestyle benefits of living here*, with only 36.2% of respondents in either general or strong agreement.

The statement, *Townsville is a great place to live and raise a family*, had the strongest support with 91.2% of respondents in either general or strong agreement. From a factor analysis undertaken (see Volume II), this statement related positively to two other high scoring statements, namely that *Townsville is a confident and dynamic city* and *there are plenty of public spaces and facilities for residents to enjoy* with 78.5% and 77.5% of respondents respectively being in either general or strong agreement with these statements.

A further two statements with a strong level of agreement, and which were closely related according to the factor analysis model, were *Townsville is a relaxed and friendly place that welcomes visitors to the City* and *there are many opportunities for those who are willing to work hard* with 85.1% and 88.1% of respondents respectively being in either general or strong agreement with these statements.

The exploratory factor analysis identified a further grouping comprising development related statements; *the current rate of growth in the Twin Cities is threatening the traditional lifestyle benefits of living here*, *the Twin Cities future economic growth must balance traditional heavy industry with emerging opportunities in tourism* and *Townsville has many of the benefits of a large city without the associated downsides*. The latter two scored highly among respondents with 73.6% and 74.9% of respondents respectively being in either general or strong agreement with these statements. For the other statement within this grouping, 36.2% of respondents were in either general or strong agreement, while 38.1% were in either general or strong disagreement.

6 MAPPING SOCIAL AND COMMUNITY SERVICES

This section provides details on the existence and location of a range of social and community services within the Primary and Secondary Catchments, as well as some of the key services servicing Townsville and Thuringowa that are located outside of but close to these two Catchments.

6.1 EDUCATION AND HEALTH SERVICES

Map 7 shows the location of education and health services within the impacted Catchments.

6.1.1 EDUCATION SERVICES

It shows that within the Primary Catchment five schools:

- St Joseph's Primary School;
- St Patrick's College;
- Townsville Central State School;
- Townsville Grammar; and
- Belgian Gardens State School.

Also the City Campus of the TAFE is located within the Primary Catchment.

6.1.2 HEALTH SERVICES

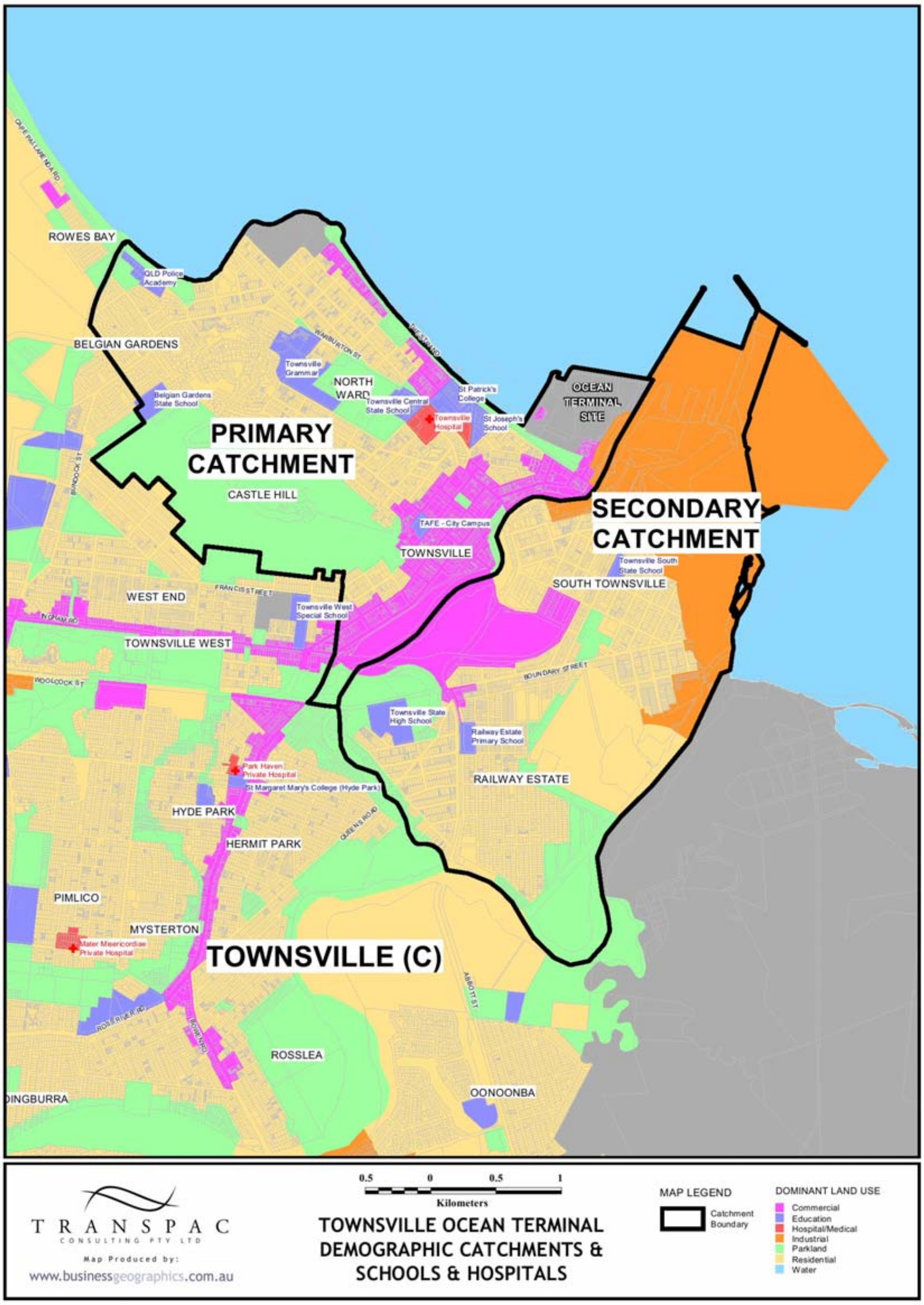
Until 2005 the Townsville Base Hospital was located within the Primary Catchment. Since then, however, a new facility has been constructed at Douglas. Table 12 summarises the key services that are provided at the Townsville Hospital.

TABLE 12: TOWNSVILLE HOSPITAL SERVICES

SERVICES	DESCRIPTION
Specialist Services	Intensive Care; hyperbaric medicine; palliative care; Spinal Rehabilitation; cardiac surgery and radiation and medical oncology. This Hospital is a teaching hospital, affiliated with the North Queensland Clinical School, University of Queensland, and recognised for the training provided by specialists in anaesthetics, surgery, medicine, orthopaedics, obstetrics and gynaecology, psychiatry, General and Rural Practice associated with the hospital as well a range of associated professorships and clinical lecturers
Clinics Available	Women's and Children's, Antenatal, Colposcopy, Urogynaecology, Lactation, Neurology; Orthopaedics; Plastic Surgery; Surgery; Cardiology; Gastroenterology; Medical; Paediatrics; Anesthesiology; Psychiatry; Renal; Urology; Vascular; Diabetes; Ear, Nose and Throat; Dermatology; Oncology; Ophthalmology; Oral Health; Podiatry.
Allied Health Services	Speech Pathologist; Dietetics; Occupational Therapy; Pharmacy; Medical Imaging; Psychologist; Oral Health; Dietitian; Podiatrist; Social Worker; Medical Illustrator; Medical Records Administrator; Physiotherapist; EEG/EMG Technician; Physicist; Nuclear Medicine Technologist; Home Aids
Outreach Services	Incontinence Nurse; Social Worker Outreach; Integrated Mental Health Service; PROGRAMS: Diabetes Education; Discharge Planning Unit (i.e. Occupational Therapy) PROJECTS: Home IV; Wound Management; Rehabilitation Outreach
HACC Services	Home Care Services
Other Aged Services	ACAT/Nursing Home
Other Services	Rehabilitation Services for Spinal Injured patients being developed

Source: Queensland Government (http://www.health.qld.gov.au/services/facilities/tville_tville_hosp.asp)

MAP 7: EDUCATION AND HEALTH SERVICES



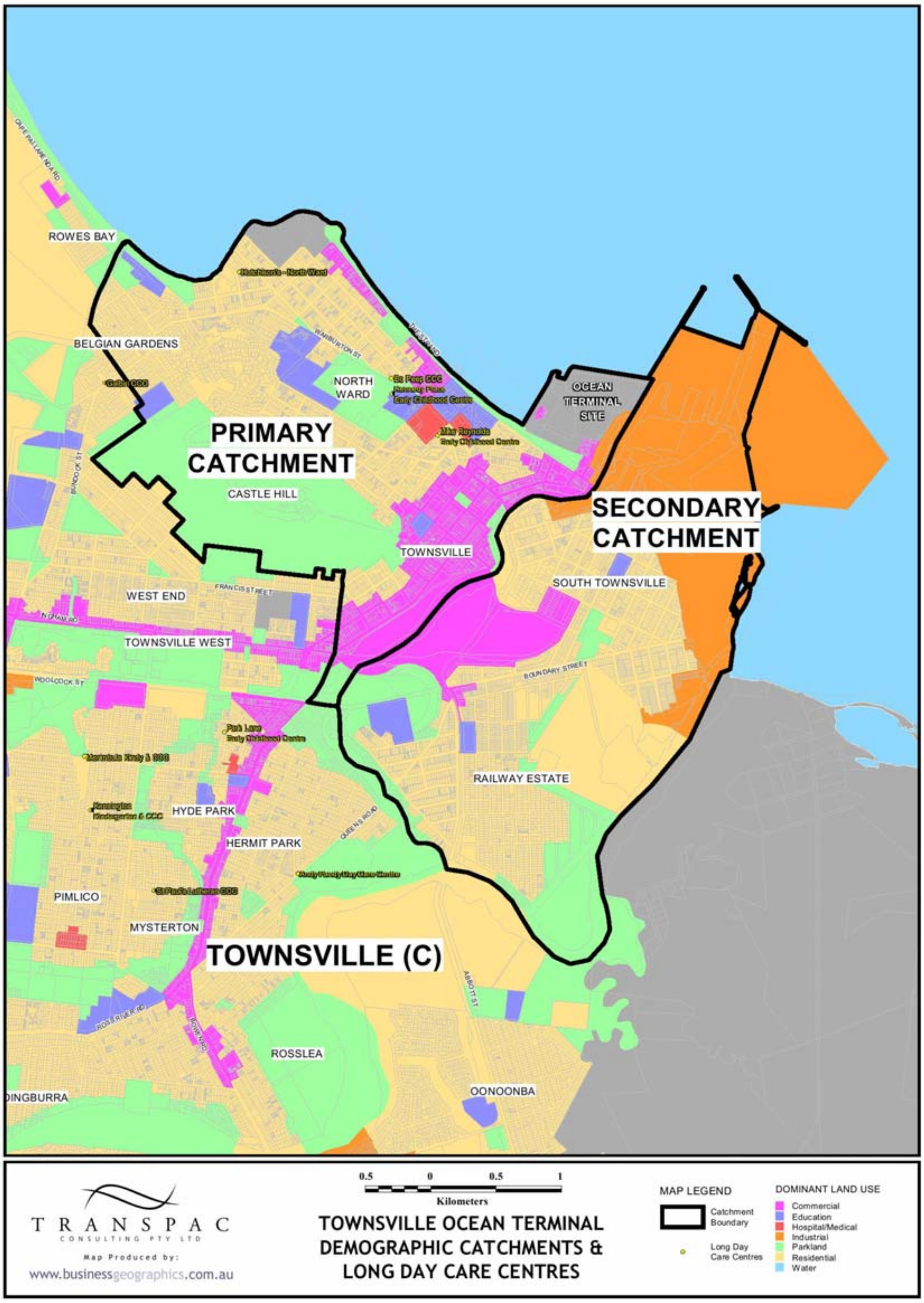
6.1.3 LONG DAY CARE SERVICES

Map 8 shows the location of long day care services in the Catchments.

There are three centres locates within the Primary Catchment, two of which are within 1.5km of the project site.

The majority of centres are located in the middle to outer suburbs of Townsville City where the majority of families with pre-school aged children reside.

MAP 8: LONG DAY CARE CENTRES



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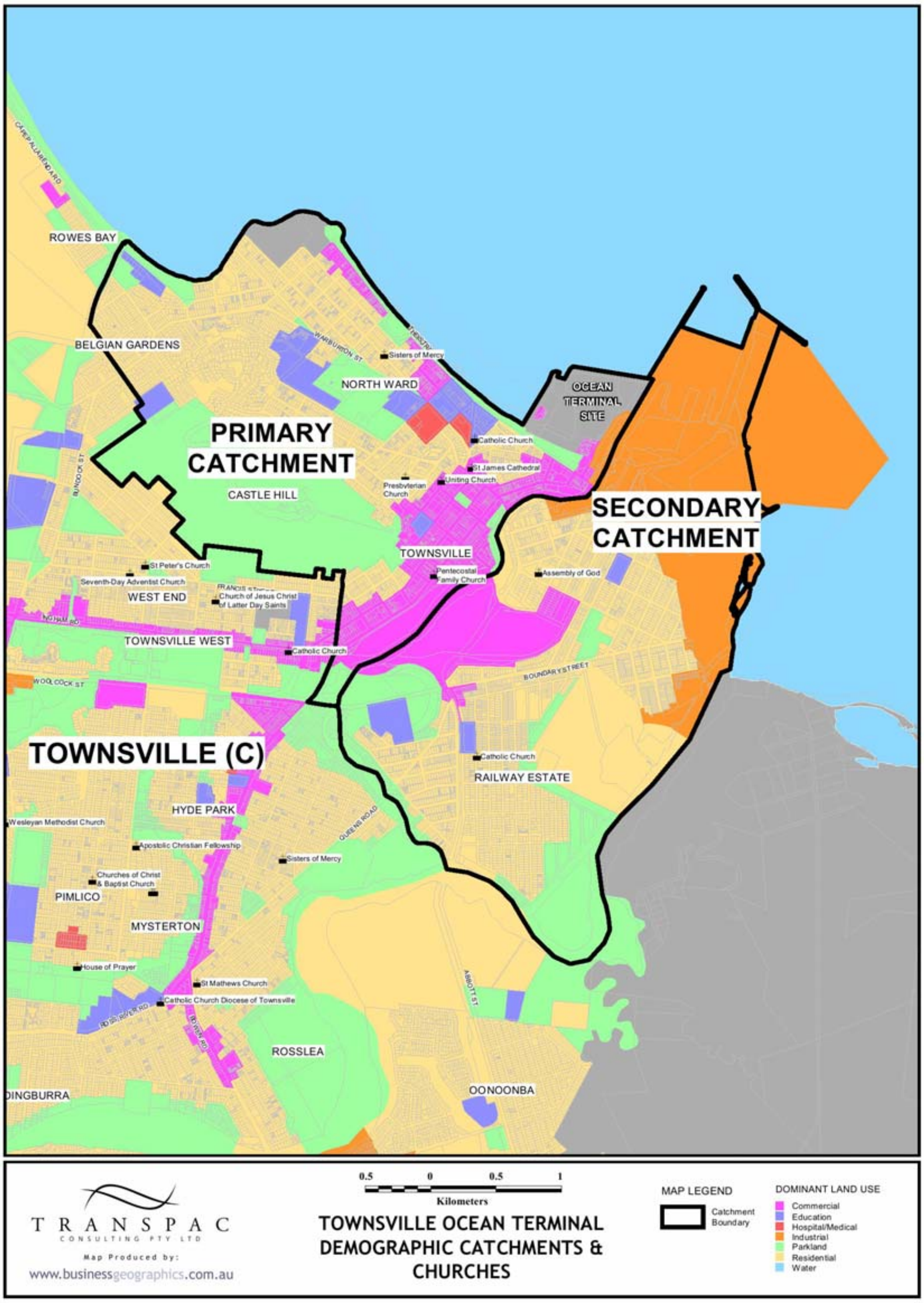
CONSULTANTS

6.2 CHURCHES

Map 9 shows the location of churches that service the Primary and Secondary Catchments and nearby areas within the greater City of Townsville. It shows that within the Primary Catchment there are a number of churches of various denominations.

MAP 9: CHURCHES



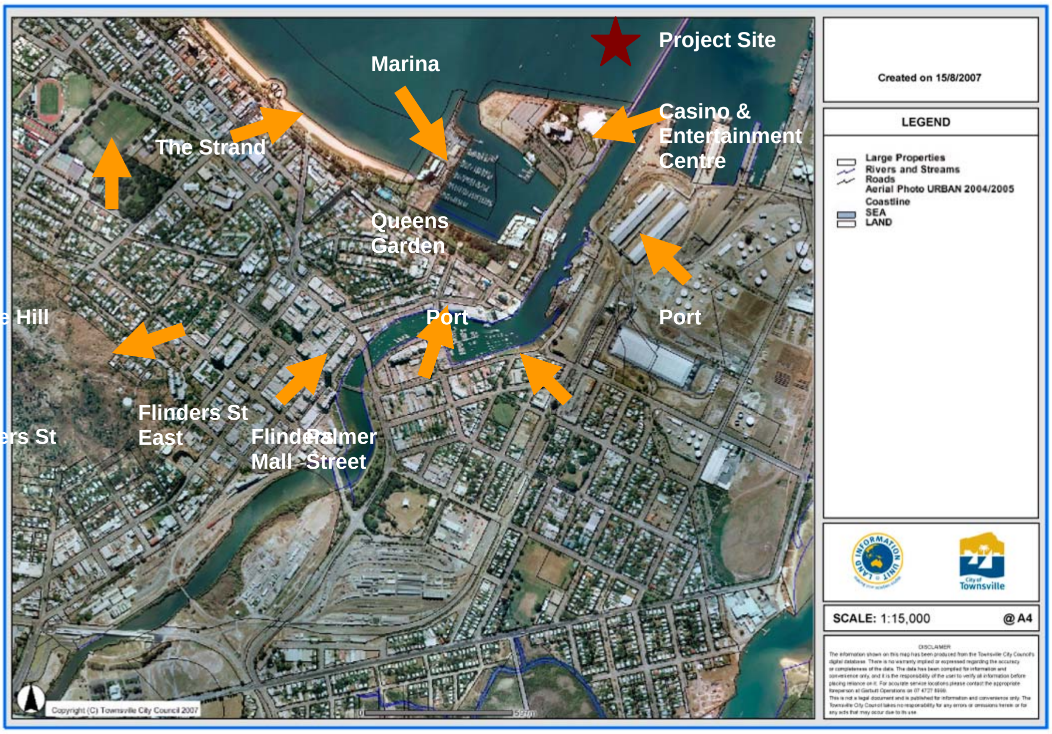
6.2.1 RETAIL AND ENTERTAINMENT SERVICES

Not surprisingly, given the proximity of the proposed development to the CBD there is an abundance of nearby entertainment and retail services. These are generally shown in Maps 10 and 11. Specific facilities of note are:

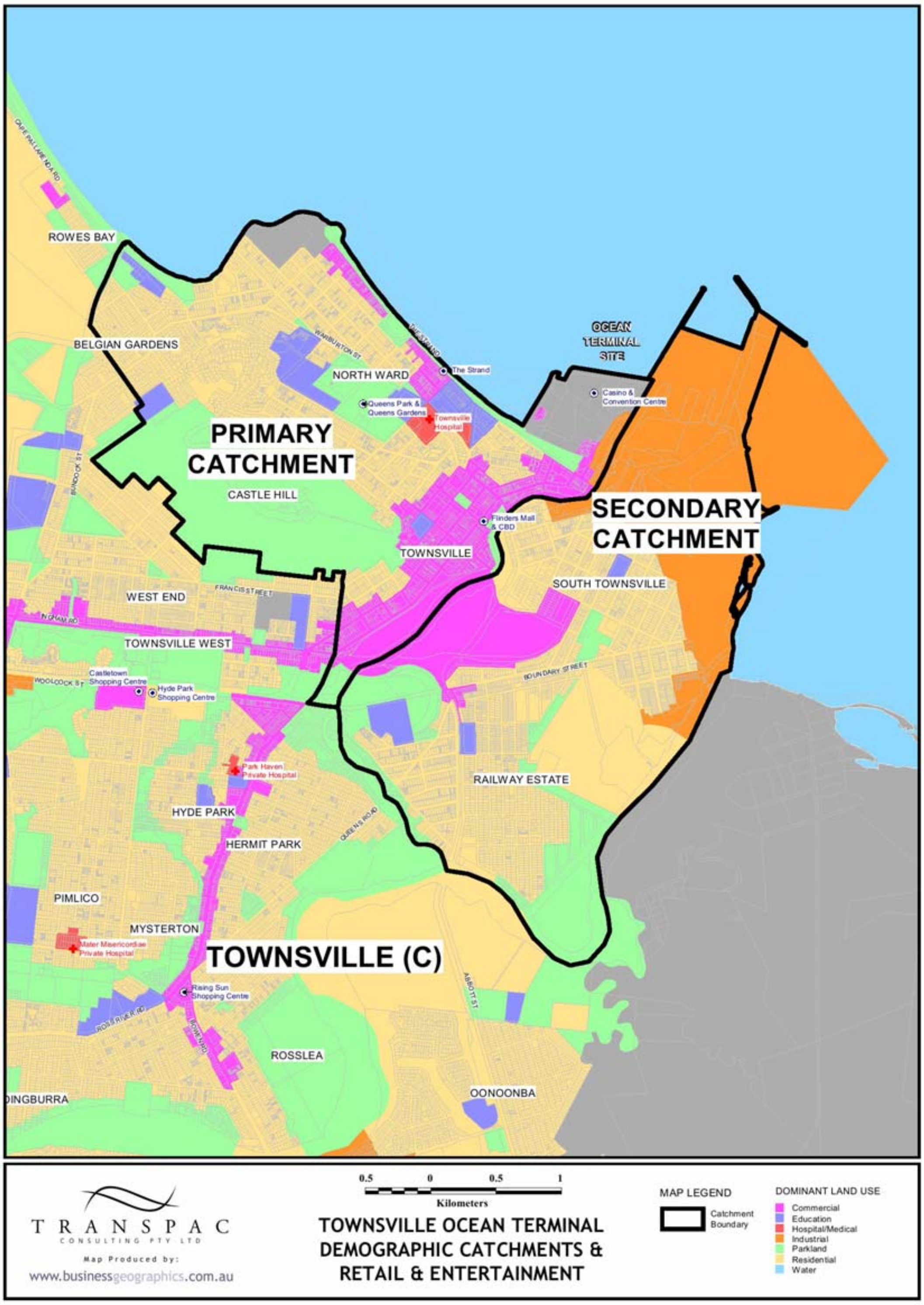
- The Strand (outdoor entertainment and recreation facility);
- Queens Park and Queens Gardens (outdoor recreation);
- Castle Hill;
- Jupiters Casino and Entertainment Centre (both of which effectively border the proposed development site);
- The Palmer Street restaurant precinct;
- Flinders Street East entertainment precinct; and
- The CBD (retail and entertainment).

Major grocery retailing can now be found within the CBD (both Coles and Woolworths have a presence) and in North Ward.

MAP 10: THE PROJECT SITE AND IMMEDIATE SURROUNDS



MAP 11: RETAIL AND ENTERTAINMENT SERVICES



7 ANALYSIS OF IMPACTS AND PROPOSED RESPONSES

7.1 NATURE OF SOCIAL IMPACT ASSESSMENT

A social impact is understood to mean a significant event(s) experienced by people as change occurs in one or all of the following:

- People's way of life – how they live, work, play and interact with one another on a day-to-day basis;
- Their culture – shared beliefs, customs and values;
- Their community – its cohesion, stability, character, services and facilities;
- Their personal and property rights – particularly whether people are economically affected or experience personal disadvantage that may include a violation of their civil liberties; and
- Their fears and aspirations – their perceptions about their safety, and fears about the future of their community and their aspirations for the future and the future of their children (US Department of Commerce 1994; Queensland Government 2005).

7.1.1 IMPACTED COMMUNITIES

The most likely impacted communities are:

- Future residents of the proposed TOT development;
- Current and future residents in the Primary Catchment;
- Current and future residents in the Secondary Catchment; and
- Residents of the greater City of Townsville.

Within each of these impacted communities, those most likely impacted will be users of the Strand and Breakwater.

7.1.2 SIGNIFICANCE OF IMPACTS

In considering the issue of significance of impacts, the following need to be taken into account:

- The number of people likely to be affected;
- Principles of social justice *viz.* equity, access, fairness and intergenerational impacts;
- The extent to which the interests of the community as a whole are enhanced or sustained;
- The degree of change likely to arise as a result of the development relative to the existing circumstances;
- The duration of the impact;

- The importance of the objectives of the project; and
- Whether the impacts would represent a ‘good planning outcome’.

7.2 IMPACT IDENTIFICATION

Potential impacts were identified through an iterative process of internal consultant workshops together with feedback from stakeholder engagement activities and secondary literature review. The impact identification focused on the possible effects of the TOT development as opposed to the general social conditions under existing growth patterns and trends, and sought to address both positive and negative impacts.

Further, the consultants did not seek to address existing negative conditions generated by current population, demographic and social trends (e.g. any perceived or real shortage of social infrastructure, economic vulnerability or locational disadvantage) except where it was likely that such would be exacerbated by the TOT project.

A risk analysis approach was generally adopted, which described:

IMPACT	LIKELIHOOD	ENHANCEMENT OR MITIGATION
Potential Benefit	Whether the benefits were probable or possible	Possible enhancement measures
Potential Risks	Whether the risks were probable or possible	Possible mitigation measures

7.3 LIMITATIONS

Social impact assessment processes are heavily dependant on community input. This is a logical consequence of the fact that many of the issues being considered directly impact the community in general or specific elements of the community. As noted earlier, this assessment process has sought to engage with the wider community and special interest stakeholder through a number of mechanisms.

It is recognised that the assessment may not have fully addressed the needs of specific groups that face possible social, cultural, financial and/or locational disadvantage and who, therefore, are marginalised from the study process. The present study has not for example addressed issues impacting on indigenous people, which we are advised is being undertaken separately by other specialists. Further, the consultants have not specifically sought to engage any particular demographic group (e.g. youth or seniors) or social interest (e.g. people with disabilities) as there were extensive opportunities for such groups to respond to publicly available information and engagement mechanisms.

7.4 SUMMARY OF PREDICTED IMPACTS

The key impacts of the proposed TOT project are:

Impact on Urban Footprint/Spatial Settlement Patterns

- Further urban consolidation and population density in the CBD and surrounding environs;
- The potential reinforcement of existing macro-spatial distribution of socio-economic advantage and disadvantage across the greater City of Townsville (including Thuringowa LGA);
- The potential for housing affordability barriers in the CBD to be reinforced by the new marina development;
- The potential for the project to result in community severance in terms of sense of place and service delivery (accessibility);
- The potential for the proximate location of residential, tourist and maritime uses to lead to dysfunctional and undesirable impacts on local residential amenity and economic activity at the nearby Port;

Social Values

- The potential for rapid inner-city population growth to change and erode existing social connectedness and sense of community within Townsville;
- The potential for social fragmentation resulting from the development of exclusive master planned communities;
- The potential for the project to be inconsistent with residential values and aspirations for sustained economic growth and prosperity in the region;

Residential Amenity and Dis-Amenity

- The potential for current users of the Strand and the foreshore, including the existing Breakwaters, to experience inconvenience and dis-amenity during the 3 year construction period for the proposed TOT development;
- Residential dis-amenity for current residents as a result of construction-related activities;
- Residential dis-amenity for future Breakwater Cove residents resulting from ongoing construction activity of nearby apartments/units;
- Residential dis-amenity for future Breakwater Cove residents resulting from growth in intensity of activities at the Townsville Port;
- The potential for increased traffic on Entertainment Drive and Sir Leslie Thiess Drive, as well as the connecting road network linking the site to the rest of Townsville, leading to dis-amenity for existing and future residents and road users;
- The potential for the development to give rise to long-term adverse impacts on the nearby natural environment (including marine environment), leading to the

degradation of areas of significant social and heritage value for the community;

- The potential for 'internal social conflict' within the Breakwater Cove precinct as a result of the proximate location of apartments and detached dwellings;

Demand for and Access to Social Infrastructure and Services

- The potential for degradation of the Strand as a result of increased demand occasioned by nearby population growth;
- The future demand for health and education services of new residents at the Breakwater Cove residential precinct and, therefore, the risk that social infrastructure provisioning will not be able to meet the emerging demands of the TOT population (residents and visitors alike);
- The potential for recreational user access to the Strand and foreshore to be adversely affected both during construction and subsequently;

Demand for Housing from Construction Workforce

- The potential for the project's workforce to add further pressures to a local housing market that is characterised by some affordability constraints to the extent that this will contribute to social impacts associated with housing affordability;

Employment Opportunities

- Increased long-term employment opportunities in the tourism sector, and supporting the ongoing diversification of the region's employment market; and

Residential Dis-Amenity (materials haulage)

- Increased residential dis-amenity to residents living along and using the proposed haulage routes.

7.5 OVERALL AWARENESS AND SUPPORT

7.5.1 COMMUNITY SURVEY RESULTS

Before proceeding with detailed assessment of possible impacts, it is important to provide an appropriate community-based attitudinal context for subsequent discussions. The community survey found that the majority of Greater Townsville region residents were aware of the integrated TOT project (83.4%), with a further 48.2% having seen the master plan.

In terms of support or opposition, the survey found that:

- *Support for the project outweighed opposition to it by a factor of 2.6 to 1*;
- The net support for the integrated project was +34.2%; and
- The *majority of residents supported the proposed integrated TOT development* (55%), with a further 20.5% being neither in favour nor opposed to the project. The proposed project was not supported by 20.8%.

Those that strongly supported the proposed development cited its anticipated boost to local tourism (34.1%) and general positive economic impacts for the region (32.6%) as the main reasons for their support.

Those that strongly opposed the proposed development cited perceived negative environmental impacts (31.7%), increased pressure on essential services (22%) and increased traffic congestion in the Strand precinct (19.5%) as the main reasons for their opposition. Conflict with the operations of the Port was cited by 12.2% of those that strongly opposed the project, as their main reasons for their opposition.

The level of community support for the separate elements of the project – namely the Breakwater Cove residential and marina precinct and the Ocean Terminal facility *per se* – were also evaluated separately.

The survey found that:

- *Support for the residential and marina development outweighed opposition by a factor of 1.7 to 1* with 48.7% of all respondents supported the proposal to develop a residential and marina complex on reclaimed land in the area, and a further 20% being neither in favour nor opposed to the proposal; and
- 28.9% of all respondents did not support this element of the proposed development.

Of those that strongly supported the residential and marina development, 37.6% cited the positive economic impacts as their main reason, with a further 22.6% indicating their support was based on the perceived ability of the project to “put Townsville on the map”.

Of those that strongly opposed the residential and marina development, 29% nominated negative environmental impacts as their main reason, followed by 22.6% who cited increased pressure on essential services and infrastructure and 19.4% who cited increased traffic congestion the Strand precinct. It is noteworthy that no more than 6.5% of those strongly opposed to the residential/marina component of the integrated project nominated potential conflict with the Port operations as their main reason for opposition.

Finally, the survey gauged community support or opposition to the Ocean Terminal per se. The survey found that:

- *Support for the Ocean Terminal development per se outweighed opposition by a factor of 8.5 to 1* with 76.5% of all respondents supported the proposed Ocean Terminal development and a further 13% neither in support nor opposed; and
- 9.1% of all respondents opposed the Ocean Terminal per se.

Not surprisingly, those that strongly supported the Ocean Terminal development cited the boost to tourism (39.1%), general positive economic impact on the region (32.2%) and putting Townsville on the map (15.3%) as the main reasons for their support. Conversely, those that strongly opposed the development cited negative environmental impacts (26.7%), conflict with operations of the Port (20%) and increased traffic congestion (13.3%) as their main reasons for opposition.

More detailed cross tabulation analysis of survey results are at Volume II.

7.5.2 SELF COMPLETE FEEDBACK

The results of the survey of a representative sample of the Greater Townsville region adult population have been complemented by the direct feedback gathered through the *Invitation to the Community* that was distributed to local residents.

At the time of writing this report, 156 responses had been received. These were self-complete responses from residents who were invited to register their interest in the project and provide direct feedback. Typically, for self-completion surveys, the results can be significantly skewed as a result of self-selection biases. As such, the results of self-selection opinion processes should be treated with care insofar as they do not necessarily reflect the actual distribution of attitudes within the study population.

In self-selection situations, particularly in terms of major development projects, it is quite common for project opponents to be significantly over-represented in the responses. This is because it is people with particularly strong and hostile attitudes towards a proposed project who feel most motivated to express their opinion.

In this context, the feedback could be considered to be somewhat unusual or contrary to expectations based on our research experience.

Of the 156 responses received at the time this report was prepared, overall 99 (63%) responses were in favour and 19 (12%) were opposed, with the rest non-committal. The results are summarised in Table 13. It also shows that respondents had diverse issues of interest/concern.

TABLE 13: SUMMARY OF SELF COMPLETE FEEDBACK

RESPONSE TYPE	NUMBER OF RESPONSES
Support/Opposition to the Project	
Yes – with concerns cited	59 (37.7%)
Yes – no further comment	40 (25.4%)
No	2 (1.5%)
No – with concerns cited	17 (8.5%)
Non-committal/Neither/Blank	38 (26.9%)
Issues of Interest (tick box)	
Construction and Engineering	66
Economic and social	79
Environment	17
Public amenities and facilities	52
Traffic	69
Recorded Concerns	
Construction and Engineering	18
Economic and Social	7
Environment	31
Pubic Amenity and Facilities	30
Traffic	29

7.6 URBAN FOOTPRINT

7.6.1 FUTURE DEMOGRAPHIC COMPOSITION

The development of approximately 200 detached marina dwellings and 500 apartments/units will contribute to the trend of inner-city urban consolidation that has been evident over the past decade. Additional dwellings of this order are likely to accommodate a population of approximately 1,750 persons once fully completed.

The extent to which such a development will reinforce existing macro-spatial distributions of socio-economic advantage and disadvantage across the greater City of Townsville (including Thuringowa LGA) depends largely on the likely demographic composition of Breakwater Cove.

Broadly speaking, it is our expectation that the demographic structure of the future Breakwater Cove residential population will be similar to that of the nearby residential areas, defined as the Primary Catchment for the purposes of this study. It is, therefore, reasonable to expect the Breakwater Cove population to have comparatively few children (from either couple or single parent households) and comprise predominantly relatively high income singles and couples and some individuals of high net worth. Table 14 summarises key demographic stereotype features of likely residents.

TABLE 14: DEMOGRAPHIC COMPOSITION OF BREAKWATER COVE (STEREOTYPE)

DEMOGRAPHIC CHARACTERISTIC	DETACHED MARINA DWELLINGS	APARTMENTS
Age	45+	25-35
Household Composition	Two adults	Single person and couple households
Family Status	Typically no dependent children at home	Typically no children
Education	University Degree; Technical Certificate	University Degree; Technical Certificate
Occupation	Professional; para-professional; not working	Professional; para-professional; manager; skilled trades
Income	Top quintile	Second and Third Quintile (multi-income households)

While the detached marina dwellings are likely to be relatively exclusive and are therefore more likely to be attractive to older high net worth individuals and couples, it is not inconceivable that the apartment product will be considerably more accessible to a reasonable cross-section of upwardly mobile younger professionals, para-professionals, managers and skilled trades workers. This is premised on the expectation that a future developer(s) would make available apartments with an average price in the high $300,000 to low $400,000 (2007 dollars) range. (This will be a matter for the future developer.)

Recent evidence on the growth in 'inner city' medium- to high-density living points to the presence of a preference amongst certain consumer segments for this kind of residential amenity. Data from the survey on residents already living close to the Port (Appendix 3) would suggest that the amenity benefits are traded-off against real and perceived dis-amenities of the location, and that typically residents of what can be described as 'intense' or 'high impact' inner-urban environments actually choose to reside in these kinds of environments with an awareness of the potential dis-amenity downsides.

Table 15 provides a summary assessment of the potential impact against the key considerations.

TABLE 15: ASSESSMENT

CONSIDERATION	ASSESSMENT OUTCOME
Possible Impact: Further urban consolidation and population density in the CBD and surrounding environs	
The number of people likely to be affected	1,750 future residents of Breakwater Cove directly impacted
Principles of social justice *viz.* equity, access, fairness and intergenerational impacts	Population consolidation will lead to improved residential access to a range of services and amenities, as well as jobs located in the CBD.
The extent to which the interests of the community as a whole are enhanced or sustained	Ongoing urban consolidation and CBD population growth is consistent with contemporary planning principles and Council's CBD rejuvenation strategy.
The degree of change likely to arise as a result of the development relative to the existing circumstances	The development will give rise to significant change in the physical environment. It is being developed on reclaimed land. The Ocean Terminal facility will be a major regional economic infrastructure asset.
The duration of the impact	The project is expected to be constructed over a 3 year period. The development of Breakwater Cove residential lands and apartments will be undertaken after this, and could take up to 10 years subject to prevailing market conditions.
The importance of the objectives of the project	The integrated development will provide a significant boost to regional tourism infrastructure that can catalyse further growth and diversification of the region's economy.
Whether the impacts would represent a 'good planning outcome'	Further population consolidation in and around the CBD is supported generally by contemporary urban planning philosophies.

On the basis of this assessment, our conclusion is that the project continues and reinforces existing public policy and planning commitments to increase residential density in and around the Townsville CBD.

Table 16 provides a summary assessment of the possible reinforcement of existing macro-spatial distribution of socio-economic advantage/disadvantage against the key considerations.

TABLE 16: ASSESSMENT

CONSIDERATION	ASSESSMENT OUTCOME
Possible Impact: Reinforcement of existing macro-spatial distribution of socio-economic advantage and disadvantage across the greater City of Townsville (including Thuringowa LGA)	
The number of people likely to be affected	There are 154,000 persons in Townsville and Thuringowa, of which approximately 12,000 reside in the Primary Catchment.
Principles of social justice *viz.* equity, access, fairness and intergenerational impacts	Promotion of CBD and ocean frontage residential development invariably involves use of land of comparatively high value. From an affordability perspective, any access to subsequent residential offerings will be a function of income. The development of a range of retail and leisure facilities (including restaurants and boutique retailing), as well as public access to parkland and the pedestrian pier with recreational fishing platforms, will have broad appeal.
The extent to which the interests of the community as a whole are enhanced or sustained	The development of a dedicated cruise ship facility will have long lasting impacts on the regional economy, with associated employment and value-added benefits (refer to Economic Impact Assessment report). Additional marina facilities also meet an evident need within the marketplace, and may act as a catalyst to boosting investment in Townsville's shipping sector. This is especially the case should the development of superyacht berthing facilities proceed.
The degree of change likely to arise as a result of the development relative to the existing circumstances	Limited change in the macro-spatial distribution of socio-economic advantage/disadvantage is envisaged.
The duration of the impact	The construction of the project is expected to take 3 years. Residential construction will take another 10 years (possibly).
The importance of the objectives of the project	The integrated development will provide a significant boost to regional tourism infrastructure that can catalyse further growth and diversification of the region's economy.
Whether the impacts would represent a 'good planning outcome'	Further population consolidation in and around the CBD is supported generally by contemporary urban planning philosophies.

On the basis of this assessment, our conclusion is that the project is likely to reinforce and reflect existing *spatial distribution patterns* of socio-economic advantage and disadvantage. The demographic details considered earlier in this report would therefore indicate that the project and its surrounding Catchment will exhibit strong signs of social health and wellbeing.

At a site-specific level, concern may exist that the demographic mix of Breakwater Cove may contribute to internal social conflict, principally arising from the proximate location of medium- to high-density apartments and high-value 'exclusive' detached marina residences.

The risk of such conflict is mitigated by the fact that all property owners will be party to the same body corporate arrangements, thereby providing a common focus across all residents of the precinct. In addition, the allotment layout in the master plan provides for the smaller detached sites to be located closer to the apartments, with the larger more expensive sites located further away. This stepped approach reflects the application of sound planning principles, which provides for a gradation of uses and associated values.

Indirectly, by creating employment in the region – during and after construction – the project arguably contributes to future job and career opportunities that may create pathways for some individuals to improve their socio-economic status.

Finally, the results of the community survey indicate that the integrated development would, in the eyes of the majority of residents – particularly those in Thuringowa – contribute positively to social capital formation and lifestyle opportunities and recreational assets that will be of net benefit in the future.

7.6.2 HOUSING AFFORDABILITY

As housing affordability constraints in the Townsville market are in part a function of supply-side constraints (refer to the *Economic Impact Assessment* report for further discussion of this), the injection of an additional 500 apartments and 200 detached dwelling sites into the market will provide some downward pressure on price growth, all other things remaining equal.

Of course, the release of additional apartments will be subject to prevailing market conditions and it is unlikely that developers will seek to effectively ‘flood’ the market with inner-city apartment offerings given the current known and potential supply of high density residential projects in and around Townsville’s CBD (refer to *Economic Impact Assessment*). Furthermore, the detached marina dwelling sites are likely to be positioned at the premium end of the market and will do little to impact on broader affordability issues and options within the Townsville property market.

There are three main aspects to housing affordability:

- First is the issue of rental affordability;
- Second is the issue of being able to afford to enter the home ownership market (first home buyers); and
- Third is the issue of being able to sustain mortgage repayments (i.e. staying in).

Demographic data indicates that total home ownership – that is, homes that are either fully owned or are being purchased – increased by 12.9% between 2001 and 2006 in Townsville/Thuringowa (refer Table 7 above).

While the number of homes being purchased has increased by 4,899 or 33% there has been a decline in the proportion of homes that are fully owned.

A decrease in the proportion of homes that are fully owned is more likely a consequence of equity withdrawal, particularly between 2001 and 2004 in Townsville as opposed to Thuringowa (Reserve Bank of Australia, 2006) than a reflection of reduced affordability. This is consistent with the fact that Townsville’s population is comparatively older than that of Thuringowa.

Concurrently, rental costs and the cost of land and homes has increased significantly in the region over the past 3 years. At an aggregate level, therefore, the extent of affordability constraints in the Townsville region does not appear to have significantly changed since 2001.

A recent UDIA Report (2007) found, however, that there has been an affordability decline in Townsville/Thuringowa. According to the UDIA, while the regional market was characterised as ‘affordable’ in 2001, by 2006 it was facing ‘some pressures on affordability’ (p. 37). According to the UDIA’s assessment, the Townsville/Thuringowa market has not exhibited the kinds of affordability constraints that have emerged in other regions such as Mackay where demand has significantly exceeded supply.

Given the availability of extensive tracts of developable lands in the region, particularly in Thuringowa and at Rocky Springs, it is unlikely that land supply constraints will be a major determinant of future affordability in the region. The capacity of the region’s construction sector to meet demand is, however, expected to limit the capacity of the market to meet present and future demand. A tight labour market in construction-related industries has placed upward pressure on construction costs. This has been reflected in the emergence of what are effectively queues in the market, as consumers are forced to wait for extended periods for their new homes to be constructed.

On this broad assessment, while there is likely to be a spatial dimension to affordability constraints (e.g. inner city areas are expected to continue to experience high prices that will limit affordability in those areas), opportunities for more affordable housing options will still be available further inland. Thus, while it is likely that the TOT project will reinforce the general pattern of affordability constraints in the CBD and its immediate environment (particularly in markets where properties are located in close proximity to the water), it is unlikely to adversely affect affordability issues generally.

Table 17 provides a summary assessment of the potential impact of the project on housing affordability in the CBD against the key considerations.

TABLE 17: ASSESSMENT

CONSIDERATION	ASSESSMENT OUTCOME
Possible Impact: The potential for housing affordability barriers in the CBD to be reinforced by the new marina development	
The number of people likely to be affected	Unknown
Principles of social justice *viz.* equity, access, fairness and intergenerational impacts	The project is likely to reinforce existing relative housing price differentials across different parts of the city. It can be noted, however, that apartments costing around $400,000 (2007 dollars) may be made available within the development, which would provide an accessible and affordable inner-city, ocean fronting residential opportunity for a cross section of younger, upwardly mobile professionals, para-professionals, managers and skilled trades workers.
The extent to which the interests of the community as a whole are enhanced or sustained	There is an evident under-supply of housing stocks in the Townsville-Thuringowa market. Any additional stock would act to provide some downward pressure on price growth, thereby enhancing overall affordability within the market in general.
The degree of change likely to arise as a result of the development relative to the existing circumstances	An additional 500 apartments entering the market will have a relatively limited impact on total supply. However, the project overall involves significant change to the precinct.
The duration of the impact	The construction of the project is expected to take 3 years. Residential construction will take another 10 years (possibly).
The importance of the objectives of the project	The integrated development will provide a significant boost to regional tourism infrastructure that can catalyse further growth and diversification of the region's economy.

Whether the impacts would represent a 'good planning outcome'	Further population consolidation in and around the CBD is supported generally by contemporary urban planning philosophies.

On the basis of this assessment, our conclusion is that the proposed project will have limited impact on regional housing affordability (either positive or negative) but contribute additional housing stock into the market into the future. On the basis that demand for housing continues to grow, additional supply will at the very least add some downward pressure on house prices, and may indirectly aid affordability.

7.6.3 COMMUNITY SEVERANCE

The potential for a project to result in community severance in terms of sense of place and service delivery (accessibility) is largely a function of the extent to which a development is physically separated from adjoining residential precincts and social and economic infrastructure.

The proposed development involves significant land reclamations, rather than the construction of a physical 'barrier' within an existing urban fabric where severance is more likely to occur. On this basis, it is reasonable to conclude that the potential impact on physical severance is limited and the risk of such is unlikely. Provided that public access to foreshore and future breakwater amenities is achieved as per the master plan, future access to the recreational resource of the Strand and breakwaters will be maintained. The proposed pier with dedicated recreational fishing facilities is also likely to enhance local amenities.

Finally, the TOR refers to the possible construction of a bridge connection over Ross Creek, connecting the Strand to the Palmer Street Precinct. Should such a connection be established, the TOT precinct's integration with other key elements of the CBD environment will be reinforced, thereby enhancing community connectedness.

A bridge linking the Strand to the south bank, together with possible redevelopment of Flinders Street East (which would include pedestrian bridges across Ross Creek) would strengthens the overall physical infrastructure and experience for pedestrians and provide strong legibility to the overall waterfront/CBD interface. Such linkages would enable a pedestrian circuit to be created from the Strand, to Palmer Street, back to the CBD before return to the Strand via Castle Hill.

The community survey evaluated residents' attitudes towards the potential impact of the TOT development on issues related to concerns about community severance. Likert scale-based statement testing was conducted. The results of this evaluation for severance-related propositions are shown in Table 18.

The survey found that the community at large tends to support propositions that suggest that the proposed developed is in character with the area and will complement the existing Strand. It is worth noting in this connection that the community as a whole tends to disagree with the proposition that the residential and marina development (as distinct from the Ocean Terminal facility *per se*) is out of character with the relaxed and friendly nature of the Greater Townsville region.

TABLE 18: MEAN SCORES FOR PERCIEVED IMPACTS OF INTEGRATED DEVELOPMENT ON COMMUNITY SEVERANCE CONCERNS

TOWNSVILLE CITY CHARACTERISTIC	MEAN
This integrated development will complement the redeveloped Townsville Strand	6.75
This integrated development will contribute positively to the quality of life in Townsville by increasing the recreational opportunities available to its residents	6.62
The residential and marina development is out of character with the relaxed and friendly lifestyle of the Twin Cities	4.80
The residential and marina development is at odds with the Twin Cities' lifestyle and a sign that the place is becoming too big, too fast	4.57
The integrated development will strengthen the connection between Townsville and Cleveland Bay and Magnetic Island	5.87

Table 19 provides a summary assessment of the potential impact of the project on community severance in terms of 'sense of place' against the key considerations.

TABLE 19: ASSESSMENT

CONSIDERATION	ASSESSMENT OUTCOME
Possible Impact: The potential for the project to result in community severance in terms of sense of place and service delivery	
The number of people likely to be affected	There are 154,000 persons in Townsville and Thuringowa, of which approximately 12,000 reside in the Primary Catchment.
Principles of social justice *viz.* equity, access, fairness and intergenerational impacts	Provided that public access to the new breakwater and jetty infrastructure is maintained, equity of access will not be adversely impacted. No 'gates' in the detached residential development fingers will be necessary to ensure a perception of equity of access. A bridge linkage over Ross Creek will reinforce the physical connection between the project site and its immediate precinct and the CBD/Palmer Street retail and recreational precincts.
The extent to which the interests of the community as a whole are enhanced or sustained	Improved public amenities as a result of the TOT project will deliver net improvements to community wellbeing insofar as the project will provide additional public facilities on the ocean front.
The degree of change likely to arise as a result of the development relative to the existing circumstances	The project is a significant one; however, its impacts in terms of community severance will be minimal.
The duration of the impact	Ongoing
The importance of the objectives of the project	The overall project will deliver additional residential stock into the market, as well as provide the region with a significant piece of tourism infrastructure. Additional residential stock will contribute to the capacity of the region to meet the needs and service delivery requirements of a growing population.
Whether the impacts would represent a 'good planning outcome'	Further population consolidation in and around the CBD is supported generally by contemporary urban planning philosophies.

On the basis of this assessment, our conclusion is that the community's sense of place will be generally enhanced by the project. Risks of community severance are limited and appropriate master planning and integration of the project with other nearby amenities and facilities (incorporating highly legible physical linkages) will go towards ensuring the project is effectively integrated into the surrounding urban fabric. Those statements that go to the heart of potential conflict between the TOT project and concerns about adverse impacts on the city's lifestyle and sense of place are not well supported by residents (refer to detailed results of the Community Survey in **Volume II**).

This assessment applies to both future residents of the Breakwater Cove precinct as well as existing residents within the Primary Catchment. A broad range of social services will remain within convenient access to residents living in the part of the city. Indeed, further investments in infrastructure such as the proposed redevelopment of Flinders Street East with pedestrian crossings across the River, together with a possible bridge over Ross Creek connecting the Strand with the south bank (Palmer Street precinct), would arguably improve connectivity within the Primary Catchment to the services that are available in the CBD and adjacent areas.

7.6.4 INTERACTION OF USES

The issues of compatibility of the proposed TOT development and the Port of Townsville have been considered in detail in the *Economic Impact Assessment* report, from the perspective of evaluating the potential political risk of residential complaints about Port activities' adverse impact on amenity leading to regulatory/legislative changes.

In seeking to assess the potential impacts of the proposed interaction of uses, the consultants sought feedback from residents who already experience the amenity and dis-amenity impacts of living in the general vicinity of the proposed development. A self-complete survey of 120 dwellings at #1, #3, #7 the Strand and Breakwater Villas and Breakwater Quays on Sir Leslie Thiess Drive, was conducted in July 2007 seeking feedback on residents' experiences with living close to an active port and the amenity/dis-amenity trade-offs that they make. (Note that as a self-complete instrument this survey is limited by problems associated with self-selection bias – see Section 7.5.2.)

The detailed results of this survey are presented in **Appendix 3**. In summary, the survey found that:

- In terms of amenity values of the residential location, on a scale of 1-to-10 where 1 equals not at all important and 10 equals extremely, the highest mean rating for choice of residential location was for 'Ease of Access to car parking' (8.4 out of 10), followed by 'Proximity to the Ocean' (7.8), 'the quality of the fit-out of your dwelling' (7.6), 'Affordability of your dwelling' (7.6) and 'Proximity to CBD' (6.7). 'Proximity to the Marina' had the lowest mean score rating for importance (4.0), followed by 'Proximity to Work' (4.7);
- In terms of Port-related dis-amenities, respondents were asked whether they had experienced different air quality and noise impacts whilst living at their present address. Most respondents indicated that they had experienced Dust (95.5%) and Odours (86.4%), as a result of Port Activities. The response on dust in particular is unsurprising given recent publicity concerning 'black dust' effects across inner suburbs; and
- Respondents were asked whether they had made any complaints of the environmental nuisances they may have experienced. Less than half of all respondents (40.9%) indicated that they had made a complaint about Dust.

Based on these known experiences of residents it would appear that while they have from time to time made complaints about the impacts of a range of Port activities' impacts on amenity, principally related to dust and noise, these same residents also express a preference for their residential location due to the amenity benefits of ease of parking, being located close to the Ocean and the CBD. Of the survey respondents, 76% either own their property outright or a re paying off a mortgage, and 60% have lived in their dwelling for more than two years.

In effect, it would appear that nearby residents make a clear trade-off between the amenity benefits of their dwelling's location (CBD/Ocean) and the dis-amenity costs of proximity to a 24/7 operational Port. Residents appear willing to live in these locations despite any dis-amenity generated; and those that are unwilling to make this trade-off effectively 'vote with their feet' and relocate.

Residential dis-amenities are also reflected in relative property prices and their movements. Available evidence and feedback from local real estate agents suggests that despite their proximity to the operational Port, these nearby residences has continued to increase in value in line with properties in the Strand and CBD precincts. If prices are anything to go by, consumers believe that the amenity of these areas outweighs any real or perceived dis-amenity.

The community survey of residents of greater Townsville (see Volume II for details) evaluated residents' attitudes in terms compatibility of the TOT development and the Port. The survey found that the community at large tends to support the proposition that the Ocean Terminal development will complement the existing Port infrastructure.

Using Likert scale-based statement testing, the result of this evaluation for a statement specifically about relationship with the port is shown in Table 20.

TABLE 20: MEAN SCORES FOR PERCIEVED IMPACTS OF INTEGRATED DEVELOPMENT ON PORT COMPATIBILITY

TOWNSVILLE CITY CHARACTERISTIC	MEAN
The Ocean Terminal development will complement the Townsville Port infrastructure	7.14

Table 21 provides a summary assessment of the potential of conflict between uses against the key considerations.

TABLE 21: ASSESSMENT

CONSIDERATION	ASSESSMENT OUTCOME
Possible Impact: Conflict of uses	
The number of people likely to be affected	1,750 residents of the new Breakwater Cove precinct together with residents, businesses and workers that are impacted by the activities of the Townsville Port
Principles of social justice *viz.* equity, access, fairness and intergenerational impacts	NA
The extent to which the interests of the community as a whole are enhanced or sustained	On balance, the consultants conclude that the overall interest of the community will be enhanced through the integrated TOT project due to the (a) economic benefits that flow from the project and (b) the limited likelihood that the TOT project will give rise to political risks for Port users.
The degree of change likely to arise as a result of the development relative to the existing circumstances	The project is a significant one and the change to the local environment should not be under-estimated. However, provided that appropriate measures are put into place to minimise amenity impacts on residents from Port activities and to manage the obligations of residents towards lawful Port activities, the political risks can be effectively mitigated. A properly conceived series of legal instruments to protect future lawful port development from vexatious complaints, combined with a robust City-Port interface strategic plan will provide all users in the area with certainty and confidence.
The duration of the impact	Ongoing
The importance of the objectives of the project	The integrated development will provide a significant boost to regional tourism infrastructure, which may catalyse further growth and diversification of the region's economy.
Whether the impacts would represent a 'good planning outcome'	Further population consolidation in and around the CBD is supported by contemporary urban planning philosophies.

On the basis of this assessment, the consultant's conclusion is that from a community perspective the project is well positioned and is not significantly inconsistent with surrounding uses.

Where there are trade-offs between residential amenity and Port-related dis-amenity impacts, existing nearby residents appear to have made a trade-off to reside near to an operational port that from time to time exposes them to 'environmental' hazards (e.g. noise and dust) that may emanate from the Port, in order to attain locational benefits. From a social impact perspective, the critical issue is that residents are ultimately no compelled to live in these areas but are in a position to make deliberative choices about residential preferences, which take into account known amenities and dis-amenities.

This conclusion should be read in conjunction with the assessment of political risk contained in the *Economic Impact Assessment* report.

7.7 SOCIAL VALUES

7.7.1 INNER CITY LIVING AND SOCIAL CONNECTEDNESS

Inner-city population growth and urban consolidation has been an feature of Townsville's urban growth pattern over the past decade. This reflects a consumer preference towards higher density living, particularly amongst so-called 'empty-nesters' and young, upwardly mobile professional, para-professional and more recently skilled trades workers. In Townsville this trend has also been reinforced and promoted by active urban planning policies of the Townsville City Council that have sought to rejuvenate the city's CBD through an integrated program of CBD migration return and amenity development.

The proposed TOT development is a continuation of this general trend towards inner-city living. Proximity to the amenity of the CBD, CBD work (for professionals, para-professionals and managers in particular) and the Strand reinforce the desirability of inner-city living opportunities.

What, then, is the potential for rapid inner-city population growth to change and erode existing social connectedness and sense of community within Townsville? A recently conducted survey of residents of greater Townsville found widespread community support for the integrated TOT development (see Volume II). The survey found that residents in Townsville were supportive of the economic growth that the project could bring and believed it to be consistent with the trajectory of the region's economy. Indeed, rather than eroding existing social connectedness, the project was seen to have the potential to meet the aspirations and expectations of the vast majority of local residents.

The community survey explored social attitudes toward the perceived impact of the TOT development on social values and aspirations for the City. Using Likert scale techniques the survey sought to gauge the extent to which the community agreed/disagreed with a series of propositions on potential impacts.

The survey found that while the city's residents tended to agree that the residential and marina development project (as distinct from the Ocean Terminal per se) is a project for the wealthy, the broader economic and social benefits to the city were strongly recognised. Overall respondents to this survey saw the integrated development as enhancing the city's social capital and social cohesion.

In terms of social capital, there was strong support for the contribution of the integrated development towards increased diversity, cosmopolitan-ness, sophistication and majority within greater Townsville. Similarly, there were strong levels of support for the positive impact of the development on lifestyle opportunities and existing and new recreational assets.

The survey results also confirm the local residents do not believe that the development is at odds with the greater Townsville region's relaxed lifestyle. Indeed, rather than evidencing excessive development, residents tend to believe that the project will become an iconic asset for the region into the future and that it will, in fact, enhance the cities' reputation as a relaxed tropical city.

The results are summarised in Table 22.

TABLE 22: MEAN SCORES FOR PERCIEVED IMPACTS OF INTEGRATED DEVELOPMENT ON SOCIAL VALUES AND CONNECTEDNESS

IMPACT	MEAN
The residential and marina project is a development for the wealthy	7.46
An increase in international tourists from more cruise ships will be good for the city in terms of diversity and multiculturalism	7.66
This integrated development will benefit Townsville by making it more cosmopolitan	6.31
Townsville has always been less of a tourist destination than Cairns or the Whitsunday's and the Ocean Terminal will boost Townsville as a tourism destination	7.58
This integrated project is right for Townsville at a time when the city is becoming more sophisticated	6.89
This integrated development is evidence of Townsville's maturity and makes me feel proud to be a part of this growing city	6.97
This integrated development will become an iconic asset for the region	6.89
The Ocean Terminal project will enhance Townsville's reputation as a relaxed tropical city	7.02
This integrated development will contribute positively to quality of life in Townsville by increasing the recreational opportunities available to its residents	6.62
This mixed residential and marina development will contribute to increased boating traffic in Cleveland Bay and lead to a loss of boating amenity	5.57
This integrated development will complement the redeveloped Strand	6.75
This residential and marina development is at odds with the Twin Cities' lifestyle and is a sign the place is becoming too big too fast	4.57
An increase in numbers of visitors arising from the Ocean Terminal development will impact negatively on the day-to-day life of the Twin Cities residents	3.78

To the extent that the proposed development could have adverse impacts in terms of social fragmentation resulting from the development of exclusive master planned communities, the master plan indicates that the community will not be 'gated'. Had this not been the case, the proposed development would have created a sense of exclusivity.

Further, the incorporation of a range of non-residential uses into the project such as restaurants and boutique retailing (1,500m^2 of retail space has been provided for), will encourage general public interaction with the precinct. This kind of mixed use development, incorporating medium- to high-density residential living and public amenities has the potential to generate 'buzz' and 'energy' in the precinct and create an iconic social destination in Townsville.

Table 23 provides a summary assessment of the potential impact of the project on existing social connectedness and sense of community against the key considerations.

TABLE 23: ASSESSMENT

CONSIDERATION	ASSESSMENT OUTCOME
Possible Impact: the potential for rapid inner-city population growth to change and erode existing social connectedness and sense of community within Townsville, and exacerbate social fragmentation resulting from the development of an exclusive master planned community	
The number of people likely to be affected	The resident population of the Greater Townsville region is 154,000
Principles of social justice *viz.* equity, access, fairness and intergenerational impacts	Social fragmentation can reinforce existing distribution of socio-economic and spatial disadvantage. While the residential and marina components are seen by many as a development for the 'wealthy', the provision of public access, improved amenity and facilities will ensure the precinct remains accessible to a broad cross section of the region's population. Further, community attitudes tend to be positive about the potential impact on social values and sense of community in the city, particularly in terms of elevating the city's tourism reputation and reinforcing its relaxed lifestyle reputation. Certainly the survey found that the project is well received by the majority of residents whose sense of pride in the city is enhanced by the proposed development.
The extent to which the interests of the community as a whole are enhanced or sustained	The interests of the community on the whole are enhanced by the project in terms of its positive impact on the majority of residents' sense of place.
The degree of change likely to arise as a result of the development relative to the existing circumstances	The project has the potential to be an iconic development into the future.
The duration of the impact	Ongoing

The importance of the objectives of the project	The integrated development will provide a significant boost to regional tourism infrastructure that can catalyse further growth and diversification of the region's economy.
Whether the impacts would represent a 'good planning outcome'	Further population consolidation in and around the CBD is supported by contemporary urban planning philosophies.

On the basis of this assessment, the consultants' conclusion is that while the proposed residential/marina development may be perceived as a development for the 'wealthy', on the whole the community acknowledges the potential for the integrated project to enhance amenity and reinforce key features of social capital that are currently present in Townsville, namely its cosmopolitan outlook and commitment to diversity and multiculturalism. The risk of the project exacerbating social fragmentation appears limited, and ensuring the non-gated nature of the precinct together with public access to the precinct's various amenities will go some way towards ameliorating such risks.

7.7.2 RESIDENTIAL VALUES

While the 'dream' of home and acreage living is 'alive and well' in Townsville and Thuringowa, so too is an aspiration for modern, medium- to high-density living that prioritises locational amenity and built-form over the more traditional preferences for private backyards. Data on recent population growth trends in Townsville's CBD confirms the existence of a modern residential ethic, which seeks the liveability and amenity of places that are close to city hearts, retail and entertainment precincts and places of work.

Such residential options are being keenly sought by the younger demographic (persons aged 30 years or less – typically without children) and so-called 'empty nesters' (persons aged 50 years and over, with no dependent children). Apartment living options, with convenient access to a range of high quality services and amenity, is preferred by many who fit this description.

While not everyone wants to live in a high density environment, population data, housing trends data and emerging social attitudes strongly point to the presence of a preference for high-amenity dense urban environment living. The proposed integrated TOT development, together with adjacent apartment developments within the CBD and surrounds, are a response to this need.

Table 24 provides a summary assessment of the potential impact of the project on residential values against the key considerations.

TABLE 24: ASSESSMENT

CONSIDERATION	ASSESSMENT OUTCOME
Possible Impact: the potential for the project to be consistent with residential values	
The number of people likely to be affected	Unknown in terms of future CBD and nearby precinct residents.
Principles of social justice *viz.* equity, access, fairness and intergenerational impacts	Provision of residential accommodation choices to various demographic segments of the community will enhance access.
The extent to which the interests of the community as a whole are enhanced or sustained	Provision of housing choice enhances the interests of the community as a whole.
The degree of change likely to arise as a result of the development relative to the existing circumstances	The project will provide approximately 700 new dwellings in the Strand precinct.
The duration of the impact	Ongoing
The importance of the objectives of the project	The integrated development will provide a significant boost to regional tourism infrastructure that can catalyse further growth and diversification of the region's economy.
Whether the impacts would represent a 'good planning outcome'	Further population consolidation in and around the CBD is supported by contemporary urban planning philosophies.

On the basis of this assessment, our conclusion is that from the community's perspective the project will have a positive impact on residential values.

7.7.3 ECONOMIC GROWTH AND PROSPERITY

The potential economic impacts of the integrated development are widely recognised by the community. The community survey found that residents were generally supportive of statements that described the potential economic gains for the region (and conversely did not support propositions that postulated possible negative impacts).

The survey found there to be strong support for the integrated development and its various components from the standpoint of the economic benefits it would generate both during and after construction. Moreover, there was a general sense that the economic growth and prosperity that may emanate from this project would not be at the expense of social values (quality of life, sense of place).

The results of the survey on relevant statements are summarised in Table 25.

TABLE 25: MEAN SCORES FOR PERCIEVED IMPACTS OF INTEGRATED DEVELOPMENT ON TOT IMPACTS ON ECNOMIC DEVELOPMENT

IMPACT	MEAN
This integrated development will improve and sustain the quality of life in the Twin Cities by bringing in investment and creating a large number of jobs	7.11
The Ocean Terminal development will inject substantial tourism dollars into the region and will enhance the Cities' long term economic health and well-being	7.65
The integrated development will become an iconic asset for the region	6.89
This integrated development is at odds with the need to balance economic growth with maintaining our relaxed lifestyle	4.93
This residential and marina development is at odds with the Twin Cities' lifestyle and is a sign the place is becoming too big, too fast	4.57
The residential and marina development is out of character with the relaxed and friendly lifestyle of the Twin Cities	4.8

Table 26 provides a summary assessment of the potential impact of the project on residential aspirations for sustained economic growth and prosperity against the key considerations.

TABLE 26: ASSESSMENT

CONSIDERATION	ASSESSMENT OUTCOME
Possible Impact: the potential for the project to be consistent with aspirations for sustained economic growth and prosperity	
The number of people likely to be affected	The Greater Townsville region's' resident population in 2006 was 154,000 persons.
Principles of social justice *viz.* equity, access, fairness and intergenerational impacts	Increased economic activity and employment will positively contribute to enhancing social justice outcomes in the city. Sustainable employment is a foundation of social opportunity.
The extent to which the interests of the community as a whole are enhanced or sustained	By catalysing new industry development and diversification, the interests of the community as a whole will be enhanced by the project.
The degree of change likely to arise as a result of the development relative to the existing circumstances	The project will generate significant economic impacts, both direct and indirect. Refer to the *Economic Impact Assessment* report for details.
The duration of the impact	Ongoing
The importance of the objectives of the project	The integrated development will provide a significant boost to regional tourism infrastructure that can catalyse further growth and diversification of the region's economy.
Whether the impacts would represent a 'good planning outcome'	Further population consolidation in and around the CBD is supported by contemporary urban planning philosophies.

The consultants' conclusion, based on this assessment, is that the community is generally supportive of the project in terms of its potential impact on the region's economic prosperity and long-term growth. Further, the community is not of the belief that prosperity and growth will be achieved at the expense of existing desirable social values.

7.8 RESIDENTIAL AND USER AMENITY AND DIS-AMENITY

7.8.1 TOT CONSTRUCTION PHASE

The construction of the TOT is expected to take 3 years. During this time, public access to the current breakwater will be prohibited. This will impact on current public enjoyment of this space. Based on data from a July 2007 survey of the Townsville community, it is estimated that 1.276 million visits to the breakwater were made over the past 12 months.

A previous survey estimated that 1.33m visits were made to the Strand in 2006 (up from 1.28m for 2005) (Transpac Consulting, 2006). Furthermore, approximately 60% of Townsville Strand users and 42% of Thuringowa Strand users visited the Strand for the purpose of jogging, walking or cycling.

In the most recent survey (July 2007) carried out as part of this social impact assessment, the consultants asked:

> *"In the last 12 months have you used the Townsville Port breakwater wall and reclaimed land near Casino as a recreation space (i.e. for fishing, walking and sightseeing)?" and*
>
> *"In the last 12 months how often did you make use of Townsville Port breakwater wall and reclaimed land for recreational purposes?"*

Based on the survey responses, we estimate that some 63,600 Townsville and Thuringowa residents had used the breakwater wall and reclaimed land in the past years for recreational purposes.

Based on frequency of visitation data from the survey, we estimate that in the past 12 months there were 1.276m visits to the breakwater wall etc. We broadly estimate the following:

- 1,500 residents visited the breakwater etc. on a daily basis;
- 6,500 visited on a weekly basis (once a week);
- 4,500 visited once every fortnight;
- 13,000 visited about once a month;
- 19,400 visited about once every 3 months;
- 14,000 visited once every 6 months; and
- 4,400 visited once a year.

There are obviously seasonal, daily and hourly variations (peaks and troughs).

Based on the purposes of Strand visits, we estimate that in the past 12 months there were 700,000 visits to the breakwater and adjacent reclaimed land area for walking, jogging or cycling. This visitation is more or less a direct result of Strand usage for these same purposes (55% of all visits). Given its proximity to the Strand, it is reasonable to conclude that a significant proportion of breakwater visits were directly related to the use of the Strand for exercise purposes.

While visits to the breakwater will be disrupted during construction, general public *access* to the Strand will remain unchanged.

As for dis-amenity, rock and sand haulage may give rise to certain levels of dis-amenity for some Strand users in and around the southern extremity of the Strand. Similarly, residents living near the intersection of the Strand and Sir Leslie Thiess Drive, as well as those on Sir Leslie Thiess Drive will be impacted by the haulage of materials to the project site. Other areas of the Strand will be relatively unaffected by haulage movements. Typical haulage related amenity impacts will include noise and dust, as well as potential traffic congestion.

7.8.2 BREAKWATER COVE CONSTRUCTION

The ongoing construction of residential dwellings associated with the Breakwater Cove precinct will also generate amenity impacts on residents. Impacted residents will not only comprise existing residents in the Strand precinct and those living on Sir Leslie Thiess Drive but also new residents located in Breakwater Cove precinct itself.

The potential impact on new residents will arise in the event that residential construction takes place in stages. This is considered a distinct possibility given that the release of 500 apartments onto the market in one move is unlikely from a commercial point of view. In the case of staged construction of the residential apartments, some apartments will be already occupied while other parts of the precinct are under construction.

Associated dis-amenities will include noise and dust from construction, as well as potential traffic congestion resulting from the use of access roads for construction-related vehicles and activities.

While the construction of the residential precinct is not strictly part of the TOT project subject to this investigation, it is important at the outset to be cognisant of the potential downstream impacts on residents as the project evolves and nears completion. This is particularly the case in relation to ensuring that the expectations of new residents about the potential dis-amenities of living close to a construction project are properly checked and realistically adjusted to the situation. Effective management of new residents' expectations regarding construction-related dis-amenities will go a long way towards mitigating potential adverse residential reactions.

7.8.3 INCREASED PORT ACTIVITY

There is the potential for residential dis-amenity for future Breakwater Cove residents resulting from growth in intensity of activities at the Townsville Port. The Townsville Port is presently finalising a master plan to guide growth to 2030. The Port anticipates ongoing growth in activity and a planning significant port facility developments and upgrade.

These have been considered in more detail in the *Economic Impact Assessment* report. In summary, it should be noted that the future development of the port in effect involves a widening in the distance between major port facilities and nearby residents.

The level of historical complaints from residents about Port-related activities has been relatively low and to the best of our knowledge has not directly resulted in any regulatory or legislative changes that have increased the costs of environmental compliance on Port and Port user activities. Community complaints number no more than 55 per year over the past 3 years have not catalysed a review of the public policy environment governing

Port and Port user activities at Townsville Port.

The present consultants have assessed the likelihood of political risk resulting in an adverse change to the operating environment of the Port and its users. Provided that the Port and Port users continue to operate in compliance with existing conditions, and continue to act lawfully as they expand or evolve their operations, our conclusion is that while residents may continue to raise complaints from time to time, it is highly unlikely that these will lead to regulatory or legislative change.

The outcomes of the air emissions and noise and vibration analyses further confirm that future port growth is not expected to result in significant adverse impacts on nearby residential amenity. Further, any such impacts can be effectively mitigated through a range of dwelling design criteria and the construction of a 6m acoustic barrier to the west of the terminal facility.

The present reservoir of public goodwill towards the Port and its users would suggest that unless actions by either lead to a dramatic diminution of public support for the Port and its users, public policy makers will be reluctant to respond to complaints raised by a relative few. Indeed, any change to the regulatory environment is more likely to be catalysed by either developments in the relevant sciences or a major event or incident at the Port that warranted a revisitation of operating conditions.

7.8.4 TRAFFIC IMPACTS

Consultations with the community – via the telephone survey as well as direct feedback from self-complete forms – have highlighted community concerns about the impacts of the project on traffic in and around the precinct. While such concerns have been relatively few in number, it will be necessary for the project to ensure that any impacts on traffic are:

- Properly evaluated and managed, in consultation with relevant authorities; and
- Effectively communicated to residents.

Qualitative feedback indicates that a particular concern about traffic relates to the experience of significant congestion on Entertainment Drive when there is an event at either the Entertainment Centre or on the Strand. Observations and experiences from a diverse range of stakeholders and residents indicate that on such occasions, significant traffic congestion is experienced on Entertainment Drive and the Strand. At other times, there is relatively little use of Entertainment Drive.

A review of upcoming scheduled major events at the Entertainment Centre for the period between 24 August 2007 to 15 February 2008 (176 days) indicates that there are to be 22 events (source: http://www.tecc.net.au/whats_on.php accessed 16th August 2007). Of these, 20 will be held in the evenings and 2 during the day. On this evidence, it would appear that events that would occasion significant traffic congestion issues are comparatively few and the duration of impact is also relatively limited.

The construction of a temporary bridge across Ross Creek creates the potential for event attendees to be transported to and from the Entertainment Centre from designated pick-up points by bus. A park-and-shuttle methodology has been adopted successfully for Cowboys games at Dairy Farmers Stadium, which would suggest that prima facie Townsville residents are open to the possibility of using public transport to access major events.

During construction of the TOT additional demand on the road network will result from raw materials haulage to the site. Use of a temporary bridge will minimise disruption and impacts to road users in the CBD and the Strand resulting from this traffic. Once developed, additional traffic demand will be caused by an additional 1,750 residents and periodic cruise ship visitations.

At the time of preparing this draft report, final traffic analysis and modelling reports have not been available. However, verbal advice indicates that the analysis undertaken show that cruise ship visitations do not have a significant impact on traffic volumes and that the residential component will generate additional traffic, but in the context of the anticipated population growth in the immediate area will have comparatively low levels of impact on the network. Further, our understanding is that analysis of the impact on traffic flows of the proposed Ross Creek Bridge shows that the majority of traffic that will traverse the bridge will actually not originate from the TOT development, but from residents living on the south side of the River, as well as other users.

7.8.5 ENVIRONMENTAL IMPACTS

Residents have also raised concerns about the potential for the development to give rise to long-term adverse impacts on the nearby natural environment (including marine environment), leading to the degradation of areas of significant social and heritage value for the community.

These concerns are particularly evident amongst members of the community that are generally not supportive of the proposed integrated development. The community survey found that amongst respondents that were opposed to the proposed development, perceived adverse environmental impacts of the project was most frequently cited as the main reason for not supporting it.

From a social impact perspective, it is important to note that such concerns were raised by a minority of residents. In effect, between 3% and 4% of residents held concerns over the environmental impacts that underpinned their opposition to the proposed development. Moreover, much of the concern over potential environmental impact was restricted to the residential and marina complex, as distinct from the Ocean Terminal facility. In and of itself, this does not diminish the potential importance of such concerns. However, it is just as important to acknowledge that the vast majority of residents did not raise real or perceived impacts on the local ecology as a matter of concern.

Furthermore, concerns have been raised by Traditional Owners, particularly in relation to water quality impacts of the project. These have been addressed separately in the *Cultural Heritage Report*. Detailed evaluations of environmental impacts of the construction and operations of the project have been undertaken separately by various expert consultants. These reports indicate that the construction methodology that involves encapsulation of the site and dewatering for construction will significantly minimise the risks of the project having deleterious impacts on water quality.

Finally, wave modelling undertaken to evaluate the impact of the TOT on the Strand's structure anticipates some resettlement of sand in some stretches of the Strand (with sand being relocated towards the headland on which is located the C-Bar and Yachts restaurants. Our understanding on the basis of this modelling is that this re-settlement will find a new 'equilibrium' in a few years. This resettlement movement may impact on some aspects of the Strand, and may be noticeable to Strand users walking along the Strand. The expert studies indicate that appropriate reparations can be undertaken once the new equilibrium has been established, to ensure sustainability of any remediation taken.

7.9 DEMAND FOR AND ACCESS TO SOCIAL INFRASTRUCTURE AND SERVICES

7.9.1 IMPACT ON THE STRAND

In 2006, over 1.3 million visits were made to the Strand for a range of purposes. Many of these visits extended to visits to the breakwater. An additional 1,750 residents and potentially an extra 20,000 cruise passengers arriving annually is likely to increase usage on the Strand.

Previous studies on Strand usage indicates that 50% of Strand visits originate from residents living within the City of Townsville with a further 40% originating from Thuringowa. The studies found that usage and frequency of usage diminished the further away from the Strand one resided (Transpac Consulting 2006). Extrapolating from this experience, additional residents in the immediate vicinity of the Strand is likely to result in increased visitation and usage.

As public facilities are developed in other parts of the City, it is possible that increased patronage of these other facilities will offset the increase in anticipated localised Strand usage. In particular the development of Riverway in Thuringowa may lead to a reduction in Strand visits originating from Thuringowa and surrounding suburbs.

The popularity of the Strand to visitors is likely to result in increased usage as a direct result of cruise ship visits to Townsville. The location of the proposed Ocean Terminal makes pedestrian access to the Strand relatively straightforward. It is conceivable that when cruise ships are berthed, an additional 300 to 500 visits will be made to the Strand on a daily basis. On average this equates to a daily gross increase of between 8% and 14%.

We can also note that residential usage of the Strand tends to peak before and after work during weekdays. By contrast, it is reasonable to expect that tourist users of the Strand will tend to visit it at different times of the day. As such, while there may be potential increases in total daily usage of the Strand (notwithstanding possible offsets noted above), such increases do not necessarily feed into peak demand levels. As such, impact on existing users e.g. in the form of congestion, is not likely to be significant.

7.9.2 EDUCATION AND HEALTH SERVICES

Growth in the residential population in the area may impact on provision of key social services. Consultations with Education Queensland and Queensland Health were undertaken to gauge the potential impact on education and health services.

Given the anticipated demographic composition of future Breakwater Cove residents (i.e., few children), Education Queensland did not foresee any significant demands on education services that could not be met by currently available or planned services.

As for health services, the Townsville Hospital is presently undergoing a review of its master plan, to cater for future demand for services. Consultations with Townsville Health indicated that additional demands on health services resulting from population growth at Breakwater Cove would be addressed via the master plan review. The demographic assessment highlighted groups that are likely to exhibit reasonably high levels of health or comparatively minimal health risk. The assessment also suggests that the demographic of Breakwater Cove is also likely to have a high level of private health insurance.

Of more direct interest to Townsville Health were the potential health service demand impacts of additional cruise ship visits to Townsville. Again, demography defines health risk. International cruise ship passenger data (Gabe *et al*., 2003; Cruise Lines International Association, 2006; Cruise Down Under, 2006) found that cruise ship passengers are typically as follows:

- 69% are female and 31% are males;
    - Females outnumber males by a factor of 4-to-1 in under 49 years age groups;
    - Females outnumber males by a factor of 2.5-to-1 between 50 and 69 years of age;
    - Females make up about 60% of passengers in the 70 years-plus age group;
- 32% of passengers are aged between 60 and 69 years;
- 25% are aged between 50 and 59 years;
- 24% are aged 70 years and over; and
- 19% are aged less than 50 years.

Typical cruise ship passengers fall into two ‘at risk’ groups:

- Older (retired) passengers, with high risk of serious illness associated with age etc.; and
- Younger passengers who are at risk of demanding emergency health services.

Based on potential visitations of between 10 to 20 cruise ships per year, with an average of 1,000 passengers each, the demand for emergency health services would not, on the advice of Queensland Health, place undue strain on existing supply capabilities. Existing capabilities will be able to respond to such needs.

7.9.3 RECREATIONAL SERVICES

Apart from the Strand, there is likely to be increased demand for a range of recreational or leisure services within close proximity to the Ocean Terminal. This demand will be generated by both an increase in the permanent population of the area resulting from the Breakwater Cove residential precinct, as well as increased tourist visitations associated with the Ocean Terminal.

The *Economic Impact Assessment* report evaluated the types of industries that are most likely to be impacted by the increase in cruise ship visitations to Townsville. Not surprisingly, a significant number of those impacted industries are in the services sector (and those sectors that supply to the services industry), many of which are located along the Strand and in the CBD (including Palmer Street restaurant precinct).

Additional demand will generate significant business opportunities for these service businesses.

The TOT development will also provide for a range of public access amenities, some of which will be accessible at no charge to the public. For example the redeveloped breakwater green spaces and the pier will be accessible to a broad cross section of the community. Further, the design of these elements of the project meets relevant Australian Standards for disability access.

The piers will be developed to have a number of fishing platforms for recreational angler use. These platforms will enhance the recreational angler experience in this area. The recreational angling experience also will be enhanced by the TOT marina design where the walls have been specifically designed to create spaces that support the growth of marine life.

Consultation with Sunfish indicates that the organisation would be willing to partner with City Pacific Limited to apply for State Government funding to enable the proper development of recreational angling facilities on the pier, provided that Sunfish are involved in the design of the facilities themselves.

7.10 DEMAND FOR HOUSING FROM CONSTRUCTION WORKFORCE

As identified in the *Economic Impact Assessment*, the 3-year construction of the TOT is forecast to generate 1,900 full-time equivalent jobs. The *Economic Impact Assessment* report estimated that up to 60% of these jobs will be filled by workers migrating to the region from elsewhere. This influx of workers will give rise to demand for housing in the city.

Further demand for accommodation will place additional pressures on an already tight local housing market. As for impacts on the housing market, the market is presently characterised by the UDIA as having some affordability constraints. Land costs, rents and house purchase prices have all significantly grown over the past few years as population growth in the Greater Townsville region continues at above-average levels. The residential rental market is operating with vacancy rates of less than 1%, and additional supply of new housing stock in the Greater Townsville region is struggling to keep pace with present demand levels.

The *Economic Impact Assessment* report concluded that the influx of workers is best assessed in terms of existing population growth forecasts, which assume certain levels of economic activity within a region as a key driver of inward migration. In this regard, the additional workforce associated with the TOT project does not make net additions to prevailing growth forecasts, but in fact provide concrete demonstration of the kinds of projects that will drive the forecasted growth.

7.11 EMPLOYMENT OPPORTUNITIES

As demonstrated in the *Economic Impact Assessment* report, the integrated project and subsequent residential construction activity will generate significant employment opportunities.

7.12 CIVIL RIGHTS

As was specifically noted in the project TOR, there is concern that the development of residential areas in close proximity to the Townsville Port will adversely affect the future expansion and operations of the Port as a result of regulatory or legislative changes given rise to by residential complaints about Port or port user activities.

While our analysis has been circumspect in terms of the extent to which such political risks are likely to become manifest, one issue that requires specific consideration relates to the potential alienation of residents' civil rights *viz*. ability to lodge complaints about practices that they believe are un-sustainable, unlawful or generally deleterious to the social wellbeing of the community.

The adoption of a range of Port Protection Measures will mean that landowners at Breakwater Cove will be required to overcome a number of protective measures prior to having the right to subsequently complain against the port operations or port users. These Measures do not alienate the rights residents but establish a range of conditions for the proper exercising of such rights.

8 CONCLUSIONS

A social impact relates to a change in one, some or all of the following as a result of a significant event or experience:

- **People's way of life** – how they live, work, play and interact with one another on a day-to-day basis;
- **Their culture** – shared beliefs, customs and values;
- **Their community** – its cohesion, stability, character, services and facilities;
- **Their personal and property rights** – particularly whether people are economically affected or experience personal disadvantage that may include a violation of their civil liberties; and
- **Their fears and aspirations** – that is, their perceptions about their safety, and fears about the future of their community and their aspirations for the future and the future of their children.

8.1 PEOPLE'S WAY OF LIFE

The proposed TOT project will have an impact on the lives of those people who live in close proximity to the project, particularly as it affects local amenities and social services such as the Strand. The project is likely to result in increased usage of the Strand, though this increase may be offset by reduced visitations of the Strand from residents living in suburban Townsville for whom newer recreational facilities and places such as Riverway may prove to be more attractive and convenient.

The proposed development will also provide additional residential options for a number of segments in the community. While ocean fronting properties are typically amongst the more expensive within the Townville market, it is conceivable that the apartment development could price products such that young, upwardly mobile professionals, para-professionals, managers and skilled trades workers would find the area attractive due to its amenity.

Many people are actively choosing to live in high-intensity urban environments. This is evident in Townsville with the rapid growth in CBD and nearby residential development and CBD population growth rates over the past 5 years. These residents have actively chosen to reside in these locations because the perceived amenity benefits outweigh the potential dis-amenities associated with noise and other pollutions arising from dense living in proximity to major employment activities.

The attractiveness of the development to such workers will also assist in making Townsville a more attractive working and living destination for professionals and para-professionals. Feedback from organisations that demand highly skilled professionals indicate that the TOT project would assist them in attracting workers to the city and the region (see Florida, 2004).

The creation of a multi-use precinct, with boutique retail and recreational services, will also facilitate social interaction and discourse. While the precinct will be immediately amenable to nearby residents, depending on the quality of the offer, it is conceivable that the retailing and leisure environment offered at the TOT will be attractive to a broader catchment across the city.

If there is anything that is of concern to residents, it is that the project will give rise to increased traffic congestion in the Strand precinct. Traffic impacts of the project are considered separately by traffic experts, but it is our understanding that the impacts are within acceptable standards and limits. The proposed temporary Ross Creek bridge will enable the completion of major engineering works in approximately 12 months, and as such would minimise the duration of construction-related impacts. The preferred haulage route would also minimise the number of residents and road users in Townsville that would be directly impacted by the haulage of quarry material to the construction site.

As well as concerns about traffic impacts, some residents are worried about the environmental impacts of the project, particularly on the ocean life in Cleveland Bay. Environmental issues also were considered separately by relevant expert consultants.

8.2 THEIR CULTURE

No city has a homogeneous culture or a universal set of values. Rather, modern cities – particularly those with populations in excess of 100,000 – will tend to exhibit a range of characteristics that can be described in terms of social and cultural pluralism. This notwithstanding, there are elements of outlook that are reasonably shared, certainly by a majority of a city's population if not universally.

In Townsville and Thuringowa, we find a resident population that is confident about the city's future. The city is seen by its own residents as relaxed and welcoming, but at the same time dynamic and vibrant. It is a place that has many economic and lifestyle opportunities. The rapid pace of economic growth that has been experienced by the city over the past decade is something that the majority of residents support and endorse. Most are direct beneficiaries of this growth; and many have been attracted to the region because of the opportunities offered.

The proposed TOT project is seen by the majority of residents as a logical continuation of the city's growth trajectory. Its capacity to support growth in the city's tourism sector is seen as a complement to the city's more traditional economic foundations. The TOT is not seen as a project that conflicts with, or is at odds with, the city's relaxed ethos. Rather, the TOT project is, in the eyes of the majority of local residents, a project that evidences the city's coming of age and will reinforce the city's open and welcoming outlook, and commitment to social plurality and multiculturalism.

More narrowly, the proposed development meets the aspirations of some residents for inner-city and ocean-side living. While not all residents seek this kind of residential amenity, with many continuing to dream of suburban life, the prospect of living 'in the action' near a broad range of social and leisure amenity near the Strand and the CBD is something that an increasing number of people are attracted to. To live near activities that generate a range of dis-amenity impacts is an active choice that people make because these dis-amenities are traded-off against a range of amenity benefits.

Finally, insofar as there are shared values, that residents have a range of civil rights that are considered inalienable the project presents a number of challenges revolving around the potential conflict between the civil rights of residents to raise concerns and lodge complaints about the activities of others (e.g. industrial or Port activities) and the imperative of ensuring a stable environment that supports investor confidence and certainty. From a social impact perspective, alienating civil rights by prohibiting residents from raising concerns or lodging complaints, fundamentally undermines and adversely affects key elements of the relaxed, liveable nature of Townsville.

Achieving a suitable balance between the preservation of civic rights and ensuring ongoing business confidence, particularly amongst the Port and its users, is an important challenge to ensure the project can proceed. Existing port protection instruments would, on this basis, form the basis of any future reasonable arrangements governing the relationship between the TOT and the Port. As well, the Queensland Government-endorsed *City-Port Strategic Plan* is expected to provide a framework governing the interface between the Port's industrial activities and the urban environment surrounding it.

8.3 THEIR COMMUNITY

There is an evident majority of Townsville and Thuringowa residents that support the integrated TOT project (55%) with some 20% indifferent. An even larger proportion supports the Ocean Terminal per se (excluding the residential/marina component). At the same time, opposition to the integrated development is found amongst 20.8% of the population. This distribution of community sentiment towards a major project in the region, where those in favour outweigh those opposed by between 2-to-1 and 3-to-1, is consistent with the broad trends evident for other proposed projects such as the Chalco aluminium smelter development.

Interpreting these figures, it is reasonable to conclude that the project has the potential to generate a certain level of community conflict, which may impact the community's cohesion. However, while this may well be the case, it is also reasonable to conclude that based on Townsville's social history and prevailing levels of social capital, any differences of opinion amongst residents about major projects and development trajectory has not led to deep-rooted antagonisms that risk undermining the shared values of liveability and relaxed lifestyle that is found across the board.

On this front, while superficial social cohesion would be tested around the project – and would in fact be regularly tested by other major changes and proposed developments – our conclusion is that the underlying commonality of social and civic values would not be threatened. In this regard the character of the city would remain fundamentally unaltered.

The survey of community attitudes in fact found that the population tended to support the proposition that the TOT development would enhance the city's reputation as a relaxed destination. In this regard, the project serves to reinforce and provide legibility to the city's reputation and sense of place.

As for services and facilities, the proposed TOT development will offer a range of public amenities and facilities accessible to the general public. This includes boutique retail and entertainment facilities, as well as access to upgraded breakwater and pier facilities.

8.4 THEIR PERSONAL AND PROPERTY RIGHTS

The main personal right considered in this study are those related to the rights of residents to raise concerns or complaints about the activities or impacts of industrial or commercial. To the extent that residents have complained about impacts arising from port-related activities, the evidence is that these have been minimal in number.

Whether the curtailment or alienation of such rights is warranted in the context of managing the interface between the proposed residential development and the Port is of some concern from a social impact perspective. From this point of view, the achievement of an environment of investor certainty must be balanced with the retention of important civil rights that are seen as part-and-parcel of living in a modern, cosmopolitan city.

8.5 THEIR FEARS AND ASPIRATIONS

Finally, in terms of people's fears and aspiration, our general conclusion is that the proposed TOT tends to be consistent with and supports or meets the aspirations of the majority of residents for a secure and dynamic economic future. The community attitudes survey tested the extent to which residents feared the current pace of development and its possible adverse impacts on Townsville's liveability. While some members of the community do hold these concerns, the majority believed that the city was achieving a proper balance between economic, social and environmental sustainability aspirations.

There is always going to be contention amongst residents about the rate and nature of change. However, the social attitudinal data, taken collectively, indicates that at this point in time the city's residents largely continue to seek economic dynamism and prosperity and support major investments and projects such as the TOT. That the TOT can add to the diversity of the region's economic base by encouraging growth in the tourism sector is further reason for the community's support for the project.

8.6 SUMMATION

All changes to an existing environment involve impacts. How these impacts relate to particular people or sections of community will differ. How different people react to potential impacts will also differ. This is the nature of pluralist civil societies.

So it is with the proposed TOT project in Townsville.

Some residents are concerned about how the project will impact on the local environment, on traffic in and around the development and on Townsville's 'way of life'. For some, the proposed development is at odds with how they view the city and its future. In fact, about 20% of the region's residents do not support the proposed development.

However, the majority of residents do support the project – some much so that support outweighs opposition by a factor of almost 3-to-1. For supporters of the project (as well as those who tend to be ambivalent towards it), the project is seen to be consistent with their aspirations for Townsville's future and its current reputation as a relaxed place. Importantly, for the majority of residents, the project is expected to contribute positively to residents' expectations and perceptions about Townsville's 'way of life' and 'sense of place'.

A detailed examination of available evidence of social indicators and social attitudes, together with community feedback to the proposed development, leads to the conclusion that the proposed integrated Townsville Ocean Terminal and Breakwater Cove residential and marina development will:

- Generate significant net social benefits for Townsville, both in the short term and in the longer term; and
- Receive strong community support from the majority of the region's population.

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APPENDIX 1: CATCHMENT POPULATION AND DEMOGRAPHIC DETAILS

9.1 THE PRIMARY CATCHMENT

The 2001 Census shows that there were 9,789 persons in the Primary Catchment (excluding overseas visitors). Based on known growth rates since then, Transpac Consulting estimates the *current resident population in Primary Catchment to be 11,995 persons*.

Table A1 provides an overview of the key characteristics of the Primary Catchment's population. It shows that 83.6% of its residents are aged 15 years and over and 11.8% of the Catchment's population is aged 65 years and over. The vast majority were born in Australia (72.4%).

More details on the ancestry of Primary Catchment's residents by birthplace of parents are presented in Appendix 2. The ancestry data shows that the vast majority of residents are either born to Australian-born parents or has a western European or United Kingdom heritage.

TABLE A1: SELECTED CHARACTERISTICS OF ALL PERSONS IN PRIMARY CATCHMENT (2001)

	Males	Females	Persons
Total persons(a)	5365	4846	10211
Aged 15 years and over(a)	4748	4220	8968
Aged 65 years and over(a)	624	623	1247
Aboriginal	115	103	218
Torres Strait Islander	24	43	67
Both Aboriginal & Torres Strait Islander(b)	22	22	44
Total Indigenous Persons	161	168	329
Born in Australia	3686	3405	7091
Born overseas(c)	936	830	1766
Speaks English only	4320	3945	8265
Speaks other Language(d)	311	320	631
Indigenous Persons aged 18 years and over	104	107	211
Australian citizen	4300	3926	8226
Australian citizen aged 18 years and over	3685	3201	6886
Enumerated in private dwelling(a)	4170	3991	8161
Enumerated elsewhere(a)(e)	1196	854	2050
Overseas visitors	208	214	422

(a) Includes Overseas visitors.
(b) Applicable to persons who are of both Aboriginal and Torres Strait Islander origin.
(c) Includes 'Inadequately described', 'At sea', and 'Not elsewhere classified'.
(d) Includes 'Non-verbal so described' and 'Inadequately described'.
(e) Includes 'Non-Private dwellings', 'Migratory and Off-shore'.

Table A2 shows detail on the employment status of Primary Catchment's residents and the extent of mobility of the population at the time of the 2001 Census.

In 2001 the unemployment rate was 7.5% in the Catchment. This is likely to have reduced considerably in the last 5 years consistent with broader national trends in unemployment.

The data also shows that approximately 53.6% of the Catchment's population 'turns over' every five (5) years, i.e. moves to a new residence. Approximately 59.9% of people have lived in the same dwelling for at least one year.

TABLE A2: SELECTED CHARACTERISTICS OF ALL PERSONS (EXCLUDING OVERSEAS VISITORS) IN PRIMARY CATCHMENT, SECOND RELEASE

	Males	Females	Persons
Employed(a): Full-time(b)	2224	1341	3565
Employed(a): Part-time	541	819	1360
Employed(a): Not stated(c)	62	42	104
Employed(a): Total	2827	2202	5029
Unemployed(a)	245	161	406
Total labour force(a)	3072	2363	5435
Not in the labour force(a)	1076	1340	2416
Unemployment rate(a)	7.97526	6.81337	7.4701
Same address 1 year ago(d)	3111	2752	5863
Different address 1 year ago(d)	1504	1498	3002
Same address 5 years ago(e)	1755	1561	3316
Different address 5 years ago(e)	2710	2535	5245

(a) Applicable to persons aged 15 years and over.
(b) Full-time is defined as having worked 35 hours or more in all jobs in the week prior to Census night.
(c) Includes persons who did not state their hours worked.
(d) Excludes persons less than 1 year of age.
(e) Excludes persons less than 5 years of age.

9.1.1 AGE

Table A3 shows the distribution of the Primary Catchment's population by Age and Gender at the 2001 Census. The data shows that there were more males than females in the Catchment (52.7% males).

There were 1,261 children aged 14 years or less (or 12.3%) of the Catchment's population). Of these, 390 or 3.81% were aged 0 to 4 years. It can be noted that almost half (49%) of all children aged less than 12 years in Australia used some form of child care according to results from the 2002 Child Care Survey. The use of formal child care increased from 23% in 1999 to 25% in 2002, while the use of informal child care decreased from 37% to 33% over the same period.

TABLE A3: AGE BY SEX, ALL PERSONS IN PRIMARY CATCHMENT

	Males	Females	Persons	Proportion
0-4	202	188	390	3.81%
5 – 9	207	185	392	3.83%
10 – 14	229	250	479	4.68%
15-19	273	366	639	6.25%
20-24	383	401	784	7.67%
25-29	514	450	964	9.43%
30-34	468	356	824	8.06%
35-39	405	304	709	6.93%
40-44	435	363	798	7.80%
45-49	408	373	781	7.64%
50-54	446	357	803	7.85%
55-59	346	240	586	5.73%
60-64	270	192	462	4.52%
65-69	213	182	395	3.86%
70-74	181	158	339	3.31%
75-79	114	119	233	2.28%
80-84	73	78	151	1.48%
85-89	18	40	58	0.57%
90-94	6	19	25	0.24%
95-99	3	0	3	0.03%
100 years and over	0	0	0	0.00%
Overseas visitors	202	211	413	4.04%
Total	5396	4832	10228	100.00%

9.1.2 INDIVIDUAL INCOME

Figure A1 shows the distribution of weekly *individual* income in the Primary Catchment (2001 dollars).

The *median* weekly individual income (in 2001 dollars) was $600-699.

FIGURE A1: WEEKLY INDIVIDUAL INCOME BY AGE, PERSONS AGED 15 YEARS AND OVER IN PRIMARY CATCHMENT

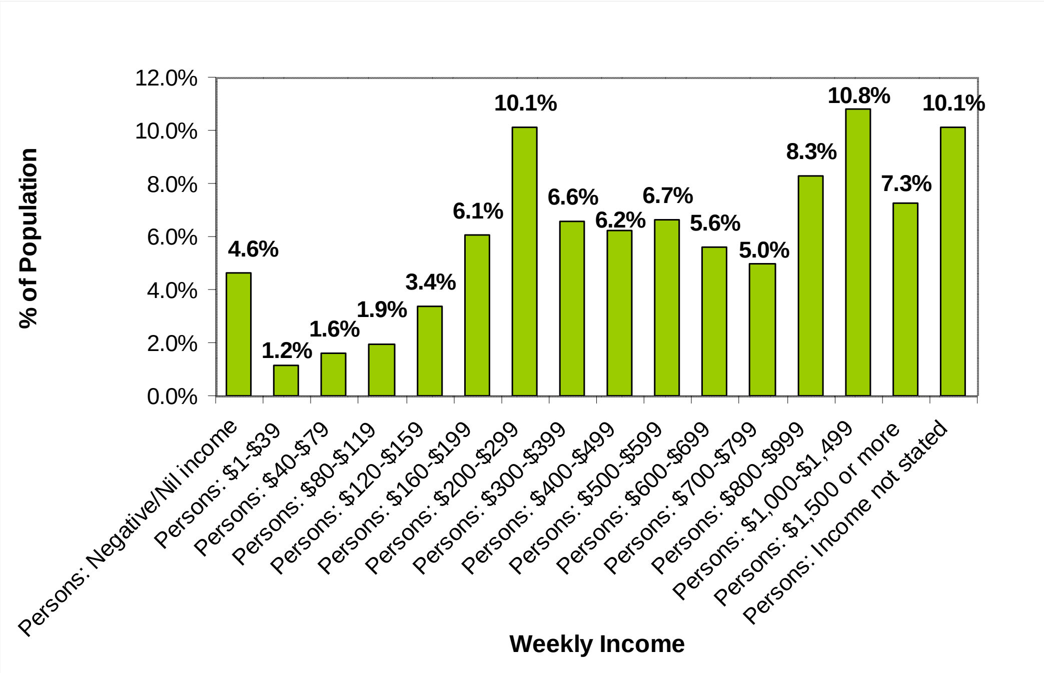


Table A4 (next page) shows the distribution of income by age cohort of all residents in the Primary Catchment aged 15 years and over.

TABLE A4: WEEKLY INDIVIDUAL INCOME BY AGE, PERSONS AGED 15 YEARS AND OVER IN PRIMARY CATCHMENT

	15-19 years	20-24 years	25-34 years	35-44 years	45-54 years	55-64 years	65-74 years	75 years and over	Total
Persons: Negative/Nil income	157	42	65	39	51	46	12	3	415
Persons: $1-$39	66	0	3	15	3	15	3	0	105
Persons: $40-$79	86	6	21	3	9	9	9	3	146
Persons: $80-$119	52	21	18	15	6	27	21	12	172
Persons: $120-$159	34	42	65	30	44	35	24	30	304
Persons: $160-$199	39	39	49	62	64	107	117	69	546
Persons: $200-$299	62	67	94	85	126	158	177	137	906
Persons: $300-$399	41	85	111	87	90	58	76	43	591
Persons: $400-$499	9	92	136	93	117	63	37	13	560
Persons: $500-$599	12	104	131	107	114	68	46	15	597
Persons: $600-$699	3	76	155	70	99	62	30	9	504
Persons: $700-$799	3	72	140	82	82	47	15	6	447
Persons: $800-$999	3	46	267	175	153	68	24	6	742
Persons: $1,000-$1,499	6	42	252	278	263	83	28	15	967
Persons: $1,500 or more	3	6	108	194	197	122	16	6	652
Persons: Income not stated	101	64	155	164	139	106	91	85	905

9.1.3 HOUSEHOLD INCOME

Table A5 shows the distribution of weekly *household* incomes in the Primary Catchment (2001 dollars). The *median* weekly household income (2001 dollars) was $800-999.

TABLE A5: WEEKLY HOUSEHOLD INCOME BY HOUSEHOLD TYPE, OCCUPRIED PRIVATE DWELLINGS [(a)] IN PRIMARY CATCHMENT

	Family households	Non-Family households	Total	Proportion
Negative/nil income	12	15	27	0.82%
$1-$199	9	129	138	4.21%
$200-$299	26	208	234	4.21%
$300-$399	97	94	191	5.83%
$400-$499	92	123	215	6.56%
$500-$599	53	101	154	4.70%
$600-$699	92	99	191	5.83%
$700-$799	57	110	167	5.09%
$800-$999	149	161	310	9.46%
$1,000-$1,199	139	191	330	10.07%
$1,200-$1,499	179	26	205	6.25%
$1,500-$1,999	261	118	379	11.56%
$2,000 or more	377	33	410	12.51%
Partial income stated(b)	198	27	225	6.86%
All incomes not stated(c)	35	67	102	3.11%
Total	1776	1502	3278	100.00%

(a) Excludes 'Other not classifiable households' and 'Visitor only households'.
(b) Includes families where at least one, but not all, member(s) aged 15 years and over did not state an income and/or at least one family member aged 15 years and over was temporarily absent.
(c) Includes households where no members present stated an income.

9.1.4 COMPUTER AND INTERNET USAGE

Table A6 below shows the number of residents by age cohort who had used a computer at home in the week preceding the August 2001 Census.

TABLE A6: COMPUTER USAGE BY AGE, ALL PERSONS IN PRIMARY CATCHMENT

	Uses a computer at home: Yes	Uses a computer at home: No	Not Stated	Total	Proportion
Persons: 0-9 years	230	410	86	726	7.41%
Persons: 10-14 years	315	114	51	480	4.90%
Persons: 15-19 years	375	214	53	642	6.55%
Persons: 20-24 years	325	411	69	805	8.22%
Persons: 25-34 years	850	814	114	1778	18.15%
Persons: 35-44 years	745	613	149	1507	15.38%
Persons: 45-54 years	741	748	109	1598	16.31%
Persons: 55-64 years	362	627	70	1059	10.81%
Persons: 65-74 years	106	557	64	727	7.42%
Persons: 75 years and over	24	386	65	475	4.85%
Persons: Total	4073	4894	830	9797	100.00%

The data shows that more persons aged between 10-19 years used a computer at home than do not, but that as the age increases the number of non-users tends to be greater than the number of computer users. The exception to this is people aged 35-44 and to a lesser extent those aged between 25-34 years.

Table A7 shows the number of Primary Catchment residents who used the Internet in the week preceding the 2001 Census. It shows that 44.4% did not use the Internet and 43.1% did use the Internet.

The most common place where the Internet was used was at home (16.2%). It should be noted that in the intervening 5 years, Internet penetration has grown substantially nationwide and it would be reasonable to expect Internet usage amongst Townsville residents – both at home and at work – to have increased substantially since the last Census. According to the Australian Competition and Consumer Commission (ACCC, 2005) broadband uptake has grown from 199,800 in March 2002 to 2,785,000 in December 2005. This represents an increase of 2,585,200 in 4 years or increased subscriptions by a factor of 13.

TABLE A7: INTERNET USAGE BY SEX, ALL PERSONS IN PRIMARY CATCHMENT

	Males	Females	Persons	Proportion
Uses the Internet: At home	806	850	1656	16.21%
Uses the Internet: At work	501	391	892	8.73%
Uses the Internet: Elsewhere	257	254	511	5.00%
Uses the Internet: At home and at work	629	396	1025	10.03%
Uses the Internet: At home and elsewhere	78	90	168	1.64%
Uses the internet: At work and elsewhere	23	21	44	0.43%
Uses the Internet: At home, at work, and elsewhere	80	25	105	1.03%
Uses the Internet: Total	2374	2027	4401	43.08%
Does not use the Internet	2296	2243	4539	44.43%
Use of Internet not stated	489	367	856	8.38%
Overseas visitors	205	214	419	4.10%
Total	5364	4851	10215	100.00%

The Queensland Government has, since 2000, undertaken an Annual Survey of Households, which asks among other things for information on household computer access and Internet usage. The data from these surveys point to a sustained increase in household computer access and Internet usage over the 5 year period whereby:

- In 2001 57% of Queensland households had computer access at home, and 42% had Internet connectivity at home; and
- By 2004-5, this had increased to 67% and 56% of households respectively.

Notwithstanding demographic variations in home computer access and Internet subscriptions, a straight-line application of the state-wide data to the Primary Catchment suggests that at 2006 some 67% of households in the Primary Catchment would have a computer at home and approximately 56% of households would have formal Internet access.

However, Transpac Consulting is hesitant to make firm estimates of current market uptake of broadband versus dial-up services without undertaking more details analysis of current service availability in the area and possible cannibalization of dial-up services as consumers churn to broadband. We also note that there are strong demographic drivers of Internet uptake and caution that the national and state growth experiences may not be directly applicable to the Townsville situation. Nonetheless, on these figures, it would be reasonable to conclude that Internet usage – especially at home – in the Primary Catchment will have increased dramatically in the last 5 years from its 2001 base of 16.2%.

9.1.5 FAMILY TYPE

Table A8 shows the family structures of the Primary Catchment. The most common family type are couple families without children (40.9%).

In total, couple families (with children, including non-dependents) make up 46.7% of families in the Primary Catchment. Couple families with a child under the age of 15 years and couples families with dependent students aged between 15 -24 years (without non-dependent children) both represent 26.8% each. This is followed by Sole parent families 10.4%.

TABLE A8: FAMILY TYPE – FAMILIES[(a)] AND PERSONS IN FAMILIES[(b)] IN OCCUPIED PRIVATE DWELLINGS (EXCLUDING OVERSEAS VISITORS) IN PRIMARY CATCHMENT

	Families	Males	Females	Persons	Proportion
Couple family: child <15 and non dep child	15	37	32	69	1.52%
Couple family: child <15 w/o non dep child	320	595	619	1214	26.81%
Couple fam: dep students (15-24) & non-dep child	16	44	43	87	26.81%
Couple family: dep stu/s (15-24) w/o non-dep child	67	102	121	223	4.92%
Couple fam: child<15 & dep student & non-dep child	0	14	18	32	0.71%
Couple fam: child<15 & dep stu w/o non-dep child	56	116	132	248	5.48%
Couple family: with non-dep child	88	136	105	241	5.32%
Couple family: Total	562	1044	1070	2114	46.69%
Couple family w/o children	961	917	935	1852	40.90%
One parent fam: child<15 and non-dep child	0	3	0	3	0.07%
One parent fam: child<15 w/o non-dep child	116	82	179	261	5.76%
1 parent fam: dep student (15-24) & non-dep child	3	6	0	6	0.13%
1 parent fam: dep stu (15-24) & w/o non-dep child	22	21	37	58	1.28%
1 parent fam: child<15 & dep stu & non-dep child	0	0	0	0	0.00%
1 parent fam: child<15 & dep stu w/o non-dep child	6	6	25	31	0.68%
One parent fam: with non-dep child	49	54	56	110	2.43%
One parent family: Total	196	172	297	469	10.36%
Other family	36	40	53	93	2.05%
Total	1755	2173	2355	4528	100.00%

(a) Includes same sex couple families.
(b) Excludes family members who were temporarily absent on Census night.

9.1.6 DWELLING TYPE AND TENURE TYPE

Table A9 shows the distribution of dwelling type by tenure and landlord type for the Primary Catchment. It shows that almost half of all dwellings in the Catchment are Flat-Unit-Apartments (46.4%), followed by separate dwellings (33.6%) and Townhouses (13%).

At the time of the Census, 14.8% of dwellings were being purchased, with a further 25.6% fully owned. Forty-five percent (45.1%) of dwellings were being rented.

TABLE A9: DWELLING STRUCTURE BY TENURE TYPE AND LANDLORD TYPE, OCCUPIED PRIVATE DWELLINGS IN PRIMARY CATCHMENT

	Fully owned	Being purchased directly	Being purchased rent/buy	Rented: Housing Authority	Rented: Other	Rented: Not stated[(a)]	Rented: Total	Other type[(b)]	Not stated[(c)]	Total	Proportion
Separate house	620	353	9	3	248	6	257	36	38	1313	33.61%
Townhouse	53	53	0	10	338	6	354	11	36	507	12.98%
Flat-Unit-Apartment	234	164	6	42	1101	12	1155	64	189	1812	46.38%
Other dwelling	79	3	0	0	9	0	9	17	107	215	5.50%
Not stated	15	6	0	0	9	0	9	9	21	60	1.54%
Total	1001	579	15	55	1705	24	1784	137	391	3907	100.00%
Proportion	25.62%	14.82%	0.38%	1.41%	43.64%	0.61%	45.66%	3.51%	10.01%	100.00%	

(a) Includes rented dwellings where the landlord type was not stated.
(b) Includes dwellings being occupied rent-free and dwellings being occupied under a life tenure scheme.
(c) Includes dwellings where the tenure type was not stated.

9.1.7 MORTGAGE PAYMENTS

Table A10 shows the monthly housing loan repayments for households in the Primary Catchment. It shows that 50.3% of households were paying monthly mortgages of up to $1,199. The Catchment's median monthly mortgage repayment of $1000-1,199 is the same as that for Townsville City as a whole (2001 dollars).

TABLE A10: MONTHLY HOUSING LOAN REPAYMENT, OCCUPIED PRIVATE DWELLINGS BEING PURCHASED IN PRIMARY CATCHMENT

	Dwellings[a]	Proportion
Housing loan repayment: $1-$199	9	1.52%
Housing loan repayment: $200-$399	18	3.03%
Housing loan repayment: $400-$599	36	3.03%
Housing loan repayment: $600-$799	72	12.12%
Housing loan repayment: $800-$999	85	14.31%
Housing loan repayment: $1000-$1199	97	16.33%
Housing loan repayment: $1200-$1399	53	8.92%
Housing loan repayment: $1400-$1599	40	6.73%
Housing loan repayment: $1600-$1799	50	8.42%
Housing loan repayment: $1800-$1999	14	2.36%
Housing loan repayment: $2000 or more	81	13.64%
Housing loan repayment: Not stated	39	6.57%
Housing loan repayment: Total	594	100.00%

(a) Includes dwellings being purchased under a rent/buy scheme.

9.1.8 EDUCATION

Table A11 shows the level of non-school educational qualification attained by Primary Catchment residents aged 15 years or over. It shows that 42.2% do not have a qualification, with a further 14.5% having achieved a certificate level qualification and 14.6% having achieved a university-level qualification.

TABLE A11: NON-SCHOOL QUALIFICATION: LEVEL OF EDUCATION BY SEX [(a)], PERSONS AGED 15 YEARS AND OVER (EXCLUDING OVERSEAS VISITORS) IN PRIMARY CATCHMENT

	Males	Females	Persons	Proportion
Postgraduate Degree	193	121	314	3.66%
Graduate Diploma and Graduate Certificate	60	100	160	1.87%
Bachelor Degree	687	672	1359	1.87%
Advanced Diploma and Diploma	329	292	621	7.24%
Certificate	918	326	1244	14.50%
Not stated[(b)]	643	616	1259	14.68%
Not applicable[(c)]	1727	1894	3621	42.21%
Total	4557	4021	8578	100.00%

(a) Excludes schooling up to Year 12.
(b) Includes 'Inadequately described'.
(c) Includes persons who do not have a qualification and persons who have a qualification out of scope of the Australian Standard Classification of Education.

9.1.9 INDUSTRY OF EMPLOYMENT

Table A12 shows the distribution of industry of employment for residents of the Primary Catchment by age. This data is summarised in Figures A2 and A3. It shows that the largest employing industry for Primary Catchment residents is Health and Community Services (14.6%) followed by Property and Business Services (12.1%), Retail Trade (10.4%), Government Administration and Defence (9.6%) and Accommodation, Cafes, Restaurants (8.9%).

FIGURE A2: INDUSTRY OF EMPLOYMENT, EMPLOYED PERSONS EXCLUDING OVERSEAS VISITORS), PRIMARY CATCHMENT

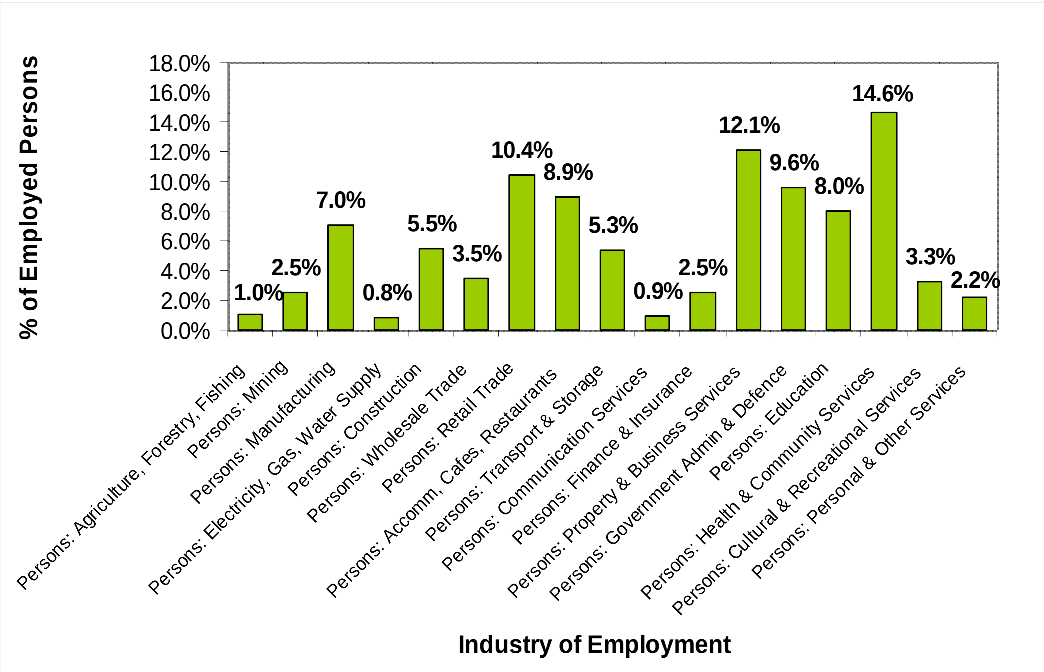


Figure A3 shows the age distribution of industry of employment for Primary Catchment residents. It shows that younger people (those aged 15-19 years) are significantly represented in the Retail Trade sector. Persons aged 20-24 years are more likely to be employed in Accommodation, Cafes and Restaurants.

People aged 25 years through to 54 years are more likely to be found in Health and Community Services.

People aged 55-64 years are more likely to be employed in the Retail Trade and Property and Business Services Sector.

Older workers (aged 65 years +) are more likely to be found in Property and Business Services Sector.

FIGURE A3: INDUSTRY OF EMPLOYMENT BY AGE, EMPLOYED PERSONS EXCLUDING OVERSEAS VISITORS), PRIMARY CATCHMENT

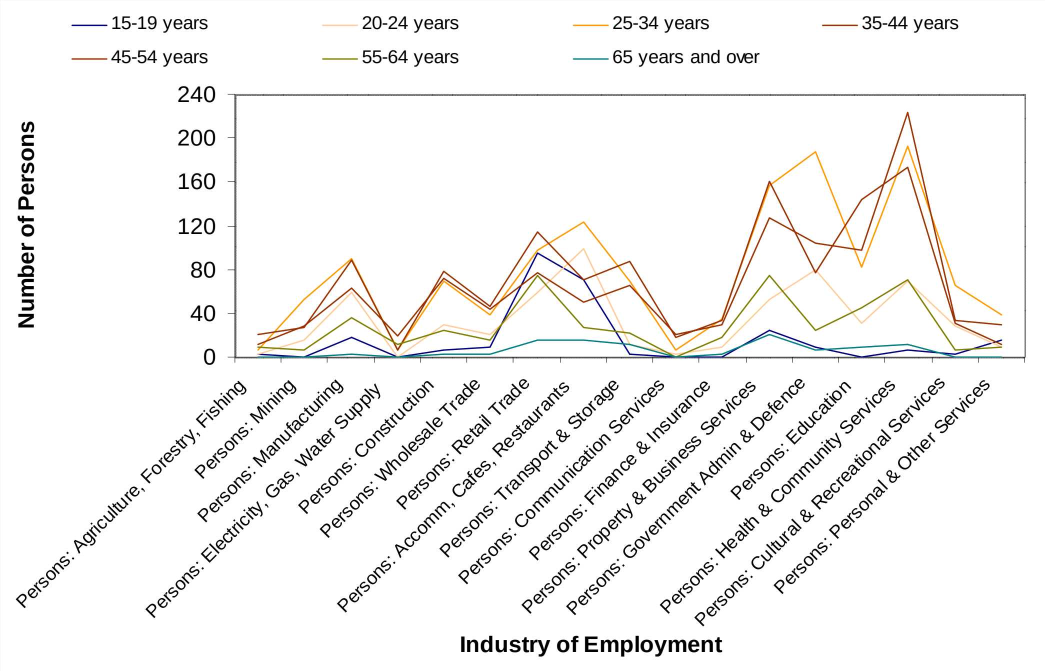


TABLE A12: INDUSTRY OF EMPLOYMENT BY AGE, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS) IN PRIMARY CATCHMENT

	15-19 years	20-24 years	25-34 years	35-44 years	45-54 years	55-64 years	65 years and over	Total	Proportion
Persons: Agriculture, Forestry, Fishing	3	3	6	12	20	9	0	53	1.04%
Persons: Mining	0	15	52	28	27	6	0	128	2.51%
Persons: Manufacturing	18	59	90	63	89	36	3	358	7.03%
Persons: Electricity, Gas, Water Supply	0	0	6	19	6	12	0	43	0.84%
Persons: Construction	6	29	69	72	78	24	3	281	5.52%
Persons: Wholesale Trade	9	21	38	44	46	16	3	177	3.47%
Persons: Retail Trade	95	59	97	77	114	75	15	532	10.44%
Persons: Accomm, Cafes, Restaurants	70	99	123	50	71	27	15	455	8.93%
Persons: Transport & Storage	3	12	69	66	87	22	12	271	5.32%
Persons: Communication Services	0	3	6	21	18	0	0	48	0.94%
Persons: Finance & Insurance	0	9	35	30	34	18	3	129	2.53%
Persons: Property & Business Services	24	52	157	127	160	75	21	616	12.09%
Persons: Government Admin & Defence	9	79	188	104	77	24	6	487	9.56%
Persons: Education	0	31	82	97	144	45	9	408	8.01%
Persons: Health & Community Services	6	69	192	223	173	71	12	746	14.64%
Persons: Cultural & Recreational Services	3	28	66	33	31	6	0	167	3.28%
Persons: Personal & Other Services	15	9	39	30	12	9	0	114	2.24%

9.1.10 Occupation

Figure A4 shows the occupational structure of the Primary Catchment population. The most common occupation for Primary Catchment residents is as Professionals (28.9%) followed by Intermediate Clerical, Sales and Service Workers (16.2%), Associated Professionals (14.4%) and Managers and Administrators (11.3%).

FIGURE A4: OCCUPATION, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS), PRIMARY CATCHMENT

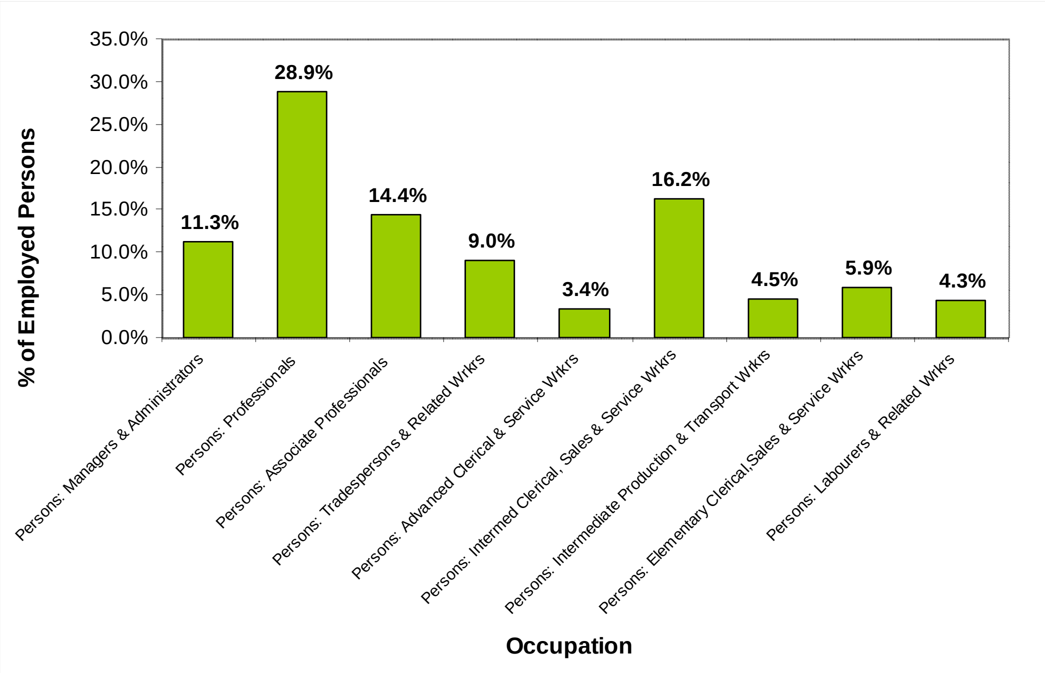


Figure A5 shows the distribution of occupation by age for the Primary Catchment. It shows that:

- Those aged 65 years and over were more likely to be employed as Managers and Administrators;
- Those aged 25-64 were all more likely to be found as Professionals; and
- Younger workers, aged 15-24 years were most likely to be employed as Elementary Clerical, Sales and service Workers and Tradespersons.

FIGURE A5: OCCUPATION BY AGE, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS), PRIMARY CATCHMENT

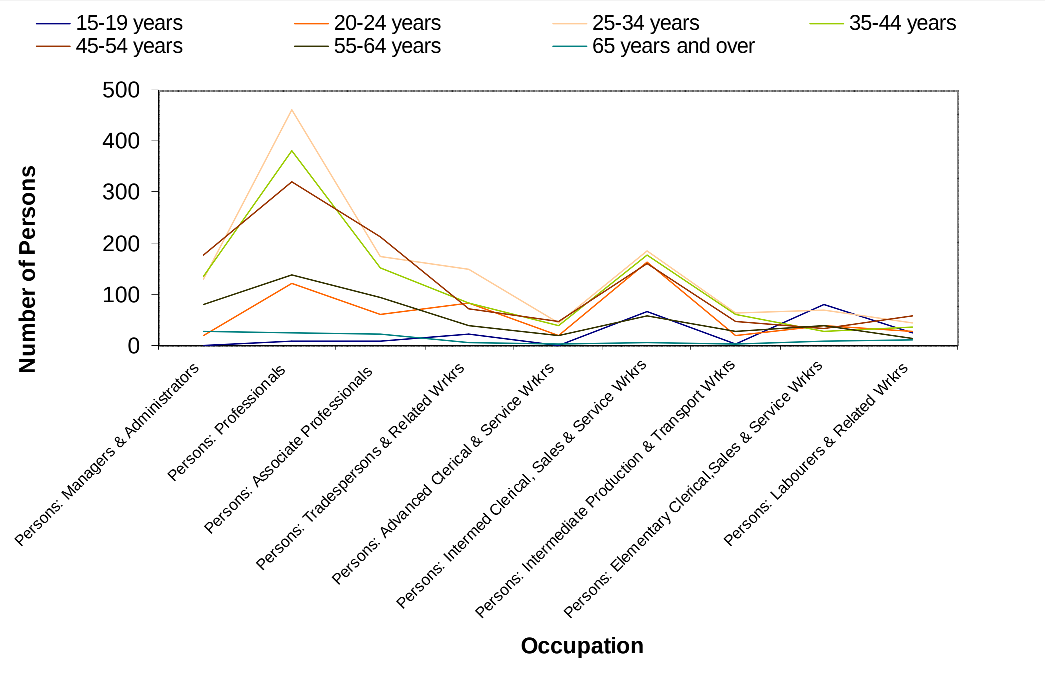


Table A13 provides the details for occupation by age for Primary Catchment employed residents.

TABLE A13: OCCUPATION BY AGE, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS) IN PRIMARY CATCHMENT

	15-19 years	20-24 years	25-34 years	35-44 years	45-54 years	55-64 years	65 years and over	Total	Proportion
Persons: Managers & Administrators	0	18	129	136	176	79	28	566	11.25%
Persons: Professionals	9	121	460	380	321	138	24	1453	28.88%
Persons: Associate Professionals	9	61	173	151	213	95	21	723	14.37%
Persons: Tradespersons & Related Wrkrs	21	84	149	84	71	38	6	453	9.00%
Persons: Advanced Clerical & Service Wrkrs	0	18	44	39	48	19	3	171	3.40%
Persons: Intermed Clerical, Sales & Service Wrkrs	65	163	184	178	160	58	6	814	16.18%
Persons: Intermediate Production & Transport Wrkrs	3	20	64	62	46	28	3	226	4.49%
Persons: Elementary Clerical, Sales & Service Wrkrs	81	39	68	27	32	40	9	296	5.88%
Persons: Labourers & Related Wrkrs	25	27	43	36	58	15	12	216	4.29%

9.1.11 Motor Vehicles

Table A14 below shows the number of motor vehicles by households in the Primary Catchment.

It shows that approximately 24.7% of households have 2 motor vehicles with a further 24.7% having one motor vehicle. Approximately 7.8% have 3 motor vehicles, while 12.3% have no motor vehicles.

TABLE A14: NUMBER OF MOTOR VEHICLES AND NUMBER OF MOTORBIKES/MOTOR SCOOTERS, OCCUPIED PRIVATE DWELLINGS IN PRIMARY CATCHMENT

	Dwellings	Proportion
No of h\hld with no mtr\vehicles: Total	479	12.25%
No of h\hld with 1 motor vehicle: Total	1639	24.68%
No of h\hld with 2 mtr\vehicles: Total	965	24.68%
No of h\hld with 3 mtr\vehicles: Total	305	7.80%
No of mtr\vehicles not stated: Total	522	13.35%
Total	3910	100.00%

9.2 THE SECONDARY CATCHMENT

This section presents key statistical data on the population of the Secondary Catchment.

The 2001 Census shows that there were 5,009 persons in the Secondary Catchment (excluding overseas visitors). Based on estimated growth rates since then, Transpac Consulting estimates the current population in the Catchment to be 5,817 persons (OESR, 2006).

Table A15 provides overview details of the key characteristics of the Secondary Catchment population. It shows that 79.5% of people are aged 15 years and over and 11.5% are aged 65 years and over. The vast majority were born in Australia (79.7%).

More details on the ancestry of Secondary Catchment residents by birthplace of parents are presented in Appendix 2. Like the Primary Catchment, the ancestry data shows that the vast majority of residents is either born to Australian parents or has a western European or United Kingdom heritage.

TABLE A15: SELECTED CHARACTERISTICS OF ALL PERSONS IN SECONDARY CATCHMENT

	Males	Females	Persons
Total persons(a)	2821	2452	5273
Aged 15 years and over(a)	2416	2042	4458
Aged 65 years and over(a)	335	327	662
Aboriginal	105	98	203
Torres Strait Islander	20	36	56
Both Aboriginal & Torres Strait Islander(b)	13	29	42
Total Indigenous Persons	138	163	301
Born in Australia	2110	1884	3994
Born overseas(c)	336	278	614
Speaks English only	2393	2110	4503
Speaks other Language(d)	84	82	166
Indigenous Persons aged 18 years and over	91	101	192
Australian citizen	2369	2084	4453
Australian citizen aged 18 years and over	1930	1641	3571
Enumerated in private dwelling(a)	2513	2281	4794
Enumerated elsewhere(a)(e)	309	169	478
Overseas visitors	140	124	264

(a) Includes Overseas visitors.
(b) Applicable to persons who are of both Aboriginal and Torres Strait Islander origin.
(c) Includes 'Inadequately described', 'At sea', and 'Not elsewhere classified'.
(d) Includes 'Non-verbal so described' and 'Inadequately described'.
(e) Includes 'Non-Private dwellings', 'Migratory and Off-shore'.

Table A16 shows details on the employment status of the Secondary Catchment's residents and the extent of mobility of the Catchment's population at the time of the 2001 Census.

In 2001 the Catchment's unemployment rate was 11.9%. It is likely that this has reduced considerably in the last 5 years consistent with broader national trends in unemployment.

The data also shows that approximately 47.8% of the Catchment's population 'turns over' every five (5) years. Approximately 66.2% of people have lived in the same dwelling for at least one year.

TABLE A16: SELECTED CHARACTERISTICS OF ALL PERSONS (EXCLUDING OVERSEAS VISITORS) IN SECONDARY CATCHMENT, SECOND RELEASE

	Males	Females	Persons
Employed[(a)]: Full-time[(b)]	1008	562	1570
Employed[(a)]: Part-time	270	463	733
Employed[(a)]: Not stated[(c)]	39	24	63
Employed[(a)]: Total	1317	1049	2366
Unemployed[(a)]	209	111	320
Total labour force[(a)]	1526	1160	2686
Not in the labour force[(a)]	610	656	1266
Unemployment rate[(a)]	13.6959	9.56897	11.9136
Same address 1 year ago[(d)]	1768	1547	3315
Different address 1 year ago[(d)]	711	626	1337
Same address 5 years ago[(e)]	1070	935	2005
Different address 5 years ago[(e)]	1270	1127	2397

(a) Applicable to persons aged 15 years and over.
(b) Full-time is defined as having worked 35 hours or more in all jobs in the week prior to Census night.
(c) Includes persons who did not state their hours worked.
(d) Excludes persons less than 1 year of age.
(e) Excludes persons less than 5 years of age.

9.2.1 AGE

Table A17 shows the distribution of the Secondary Catchment's population by Age and Gender at the 2001 Census. The data shows that there were more males than males in the Catchment (53.5% males). There were 821 children aged 14 years or less (or 15.5% of the Catchment's population).

TABLE A17: AGE BE SEX, ALL PERSONS IN SECONDARY CATCHMENT

	Males	Females	Persons	Proportion
0-4	121	151	272	5.14%
5 – 9	149	154	303	5.73%
10 – 14	136	110	246	4.65%
15-19	190	134	324	6.13%
20-24	211	222	433	8.19%
25-29	204	210	414	7.83%
30-34	230	198	428	8.09%
35-39	228	167	395	7.47%
40-44	228	210	438	8.28%
45-49	255	169	424	8.02%
50-54	186	164	350	6.62%
55-59	127	98	225	4.25%
60-64	94	70	164	3.10%
65-69	88	83	171	3.23%
70-74	90	80	170	3.21%
75-79	68	54	122	2.31%
80-84	48	42	90	1.70%
85-89	14	26	40	0.76%
90-94	3	3	6	0.11%
95-99	6	3	9	0.17%
100 years and over	0	0	0	0.00%
Overseas visitors	143	121	264	4.99%
Total	2819	2469	5288	100.00%

9.2.2 INDIVIDUAL INCOME

The following Figure shows the distribution of weekly individual income in the Secondary Catchment (2001 dollars).

The median weekly individual income (in 2001 dollars) was $300-399.

FIGURE A6: WEEKLY INDIVIDUAL INCOME BY AGE, PERSONS AGED 15 YEARS AND OVER IN SECONDARY CATCHMENT

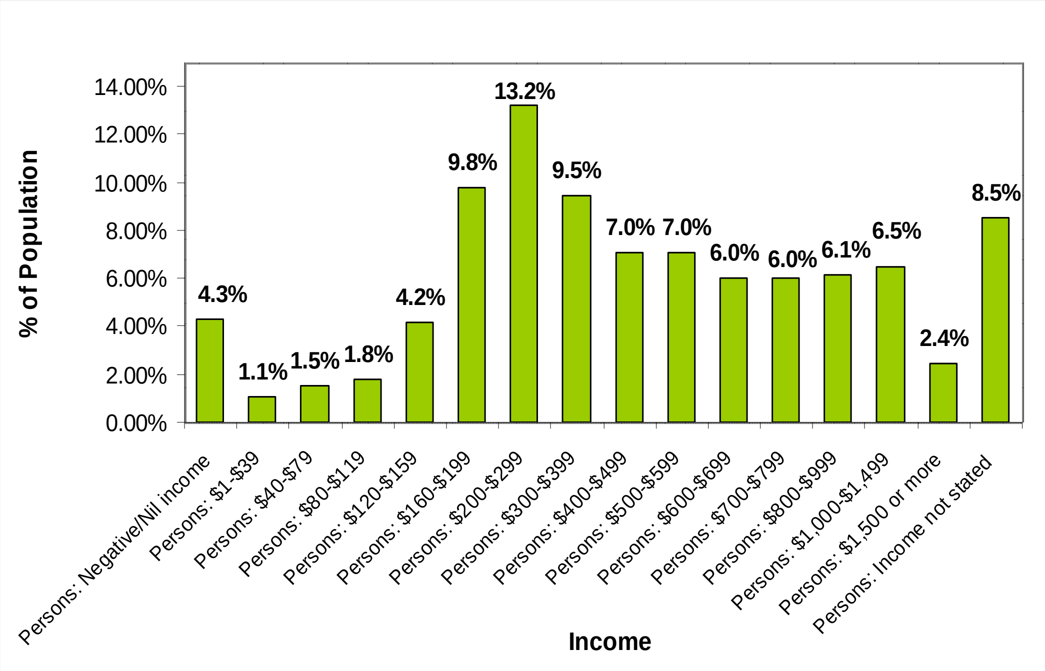


Table A18 shows the distribution of income by age cohort for all residents in the Secondary Catchment aged 15 years and over.

TABLE A18: WEEKLY INDIVIDUAL INCOME BY AGE, PERSONS AGED 15 YEARS AND OVER IN SECONDARY CATCHEMENT

	15-19 years	20-24 years	25-34 years	35-44 years	45-54 years	55-64 years	65-74 years	75 years and over	Total	Proportion
Persons: Negative/Nil income	51	13	24	46	28	18	9	0	189	4.27%
Persons: $1-$39	27	0	10	6	5	0	0	0	48	1.08%
Persons: $40-$79	34	0	9	9	6	3	0	6	67	1.51%
Persons: $80-$119	27	6	17	9	12	0	9	0	80	1.81%
Persons: $120-$159	25	22	32	32	22	15	21	15	184	4.15%
Persons: $160-$199	24	36	48	59	43	77	86	59	432	9.75%
Persons: $200-$299	31	43	60	80	90	75	91	114	584	13.18%
Persons: $300-$399	21	69	82	69	63	41	39	35	419	9.46%
Persons: $400-$499	9	46	70	60	76	24	18	9	312	7.04%
Persons: $500-$599	6	64	83	69	68	19	3	0	312	7.04%
Persons: $600-$699	0	35	81	73	58	18	0	0	265	5.98%
Persons: $700-$799	0	25	85	83	59	15	0	0	267	6.03%
Persons: $800-$999	0	19	91	71	73	18	0	0	272	6.14%
Persons: $1,000-$1,499	3	0	91	83	99	9	3	0	288	6.50%
Persons: $1,500 or more	0	3	25	35	21	18	3	3	108	2.44%
Persons: Income not stated	27	22	62	61	50	45	57	54	378	8.53%

9.2.3 HOUSEHOLD INCOME

Table A19 shows the distribution of weekly household incomes in the Secondary Catchment (2001). The median weekly household income (2001 dollars) was $800-999.

TABLE A19: WEEKLY HOUSEHOLD INCOME BY HOUSEHOLD TYPE, OCCUPIED PRIVATE DWELLINGS[a] IN SECONDARY CATCHMENT

	Family households	Non-Family households	Total	Proportion
Negative/nil income	4	18	22	1.09%
$1-$199	6	134	140	6.95%
$200-$299	26	173	199	6.95%
$300-$399	118	55	173	8.59%
$400-$499	83	60	143	7.10%
$500-$599	62	61	123	6.11%
$600-$699	85	46	131	6.51%
$700-$799	63	58	121	6.01%
$800-$999	122	65	187	9.29%
$1,000-$1,199	108	54	162	8.05%
$1,200-$1,499	129	25	154	7.65%
$1,500-$1,999	124	26	150	7.45%
$2,000 or more	62	6	68	3.38%
Partial income stated[b]	128	19	147	7.30%
All incomes not stated[c]	31	62	93	4.62%
Total	1151	862	2013	100.00%

(a) Excludes 'Other not classifiable households' and 'Visitor only households'.
(b) Includes families where at least one, but not all, member(s) aged 15 years and over did not state an income and/or at least one family member aged 15 years and over was temporarily absent.
(c) Includes households where no members present stated an income.

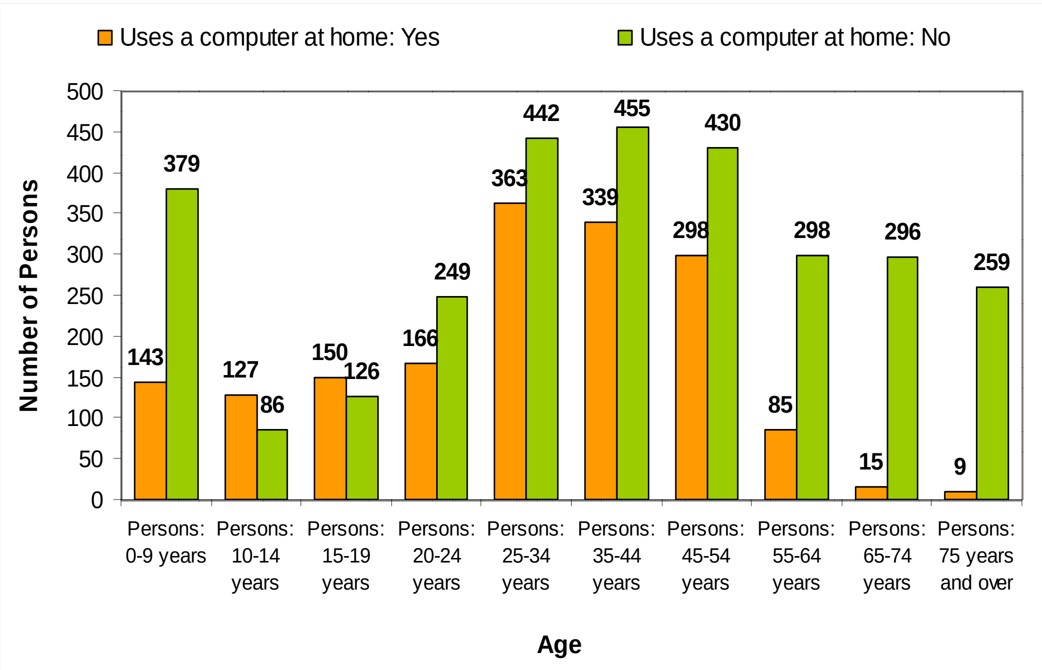
9.2.4 COMPUTER AND INTERNET USAGE

Table A20 below shows the number of residents by age cohort who had used a computer in the week preceding the August 2001 Census. The distribution of yes/no responses is also graphically illustrated in Figure A7.

TABLE A20: COMPUTER USAGE BY AGE, ALL PERSONS IN SECONDARY CATCHMENT

	Uses a computer at home: Yes	Uses a computer at home: No	Not Stated	Total	Proportion
Persons: 0-9 years	143	379	49	571	11.35%
Persons: 10-14 years	127	86	29	242	4.81%
Persons: 15-19 years	150	126	14	290	5.77%
Persons: 20-24 years	166	249	23	438	8.71%
Persons: 25-34 years	363	442	49	854	16.98%
Persons: 35-44 years	339	455	47	841	16.72%
Persons: 45-54 years	298	430	39	767	15.25%
Persons: 55-64 years	85	298	22	405	8.05%
Persons: 65-74 years	15	296	27	338	6.72%
Persons: 75 years and over	9	259	16	284	5.65%
Persons: Total	1695	3020	315	5030	100.00%

FIGURE A7: COMPUTER USAGE BY AGE, ALL PERSONS IN SECONDARY CATCHMENT



The data shows that more persons aged between 10-19 years use a computer than do not, but as the age increases the number of non-users tends to be greater than the number of computer users.

Table A21 shows the number of Secondary Catchment residents who had used the Internet in the week preceding the 2001 Census. It shows that 57.4% did not use the Internet and 31.6% did use the Internet.

The most common place where the Internet was used was at home (13.2%). It should be noted that in the intervening 5 years, Internet penetration has grown substantially nationwide and it would be reasonable to expect Internet usage amongst Secondary Catchment residents – both at home and at work – to have increased significantly since the last Census.

TABLE A21: INTERNET USAGE BY SEX, ALL PERSONS IN SECONDARY CATCHMENT

	Males	Females	Persons	Proportion
Uses the Internet: At home	337	358	695	13.20%
Uses the Internet: At work	158	153	311	5.91%
Uses the Internet: Elsewhere	99	117	216	4.10%
Uses the Internet: At home and at work	174	144	318	6.04%
Uses the Internet: At home and elsewhere	39	29	68	1.29%
Uses the internet: At work and elsewhere	12	9	21	0.40%
Uses the Internet: At home, at work, and elsewhere	32	3	35	0.66%
Uses the Internet: Total	851	813	1664	31.60%
Does not use the Internet	1647	1378	3025	57.44%
Use of Internet not stated	187	135	322	6.11%
Overseas visitors	134	121	255	4.84%
Total	2819	2447	5266	100.00%

9.2.5 FAMILY TYPE

Table A22 shows the family structures of the Secondary Catchment. The most common family type are couple families without children (29%).

In total, couple families (with children, including non-dependents) make up 47.6% of Secondary Catchment families. Couple families with a child under the age of 15 years (without non-dependent children) and (29.8%); in other words, comparatively young families.

This is followed by couple families without children (29%). Sole parent families make up 20.3% of Secondary Catchment families.

TABLE A22: FAMILY TYPE – FAMILIES[(a)] AND PERSONS IN FAMILIES[(b)] IN OCCUPIED PRIVATE DWELLINGS (EXCLUDING OVERSEAS VISITORS) IN SECONDARY CATCHMENT

	Families	Males	Females	Persons	Proportion
Couple family: child <15 and non dep child	15	39	30	69	2.20%
Couple family: child <15 w/o non dep child	234	437	452	889	28.32%
Couple fam: dep students (15-24) & non-dep child	9	23	33	56	28.32%
Couple family: dep stu/s (15-24) w/o non-dep child	19	41	44	85	2.71%
Couple fam: child<15 & dep student & non-dep child	6	22	18	40	1.27%
Couple fam: child<15 & dep stu w/o non-dep child	34	74	62	136	4.33%
Couple family: with non-dep child	72	122	98	220	7.01%
Couple family: Total	389	758	737	1495	47.63%
Couple family w/o children	468	448	463	911	29.02%
One parent fam: child<15 and non-dep child	6	25	18	43	1.37%
One parent fam: child<15 w/o non-dep child	132	111	211	322	10.26%
1 parent fam: dep student (15-24) & non-dep child	3	0	6	6	0.19%
1 parent fam: dep stu (15-24) & w/o non-dep child	16	24	22	46	1.47%
1 parent fam: child<15 & dep stu & non-dep child	6	12	9	21	0.67%
1 parent fam: child<15 & dep stu w/o non-dep child	12	9	25	34	1.08%
One parent fam: with non-dep child	84	86	79	165	5.26%
One parent family: Total	259	267	370	637	20.29%
Other family	48	56	40	96	3.06%
Total	1164	1529	1610	3139	100.00%

(a) Includes same sex couple families.
(b) Excludes family members who were temporarily absent on Census night.

9.2.6 DWELLING TYPE AND TENURE TYPE

Table A23 shows the distribution of dwelling type by tenure and landlord type for the Secondary Catchment. It shows that over half of all dwellings in the Catchment are separate dwellings (66.2%), with very few townhouses (8.5%). Flat/units/apartments make up 20.4% of the Catchment's dwellings.

At the time of the 2001 Census, 22.6% of dwellings were being purchased, with a further 28.2% fully owned. Thirty-eight percent (38.7%) of dwellings were being rented.

TABLE A23: DWELLING STRUCUTRE BY TENURE TYPE AND LANDLORD TYPE, OCCUPIED PRIVATE DWELLINGS IN SECONDARY CATCHMENT

	Fully owned	Being purchased directly	Being purchased rent/buy	Rented: Housing Authority	Rented: Other	Rented: Not stated[a]	Rented: Total	Other type[b]	Not stated[c]	Total	Proportion
Separate house	542	421	9	8	362	6	376	35	54	1437	66.16%
Townhouse	16	26	3	12	122	0	134	3	3	185	8.52%
Flat-Unit-Apartment	23	25	0	52	266	0	318	33	43	442	20.35%
Other dwelling	25	3	0	0	13	0	13	7	48	96	4.42%
Not stated	6	3	0	0	0	0	0	0	3	12	0.55%
Total	612	478	12	72	763	6	841	78	151	2172	100.00%
Proportion	28.18%	22.01%	0.55%	3.31%	35.13%	0.28%	38.72%	3.59%	6.95%	100.00%	

(a) Includes rented dwellings where the landlord type was not stated.
(b) Includes dwellings being occupied rent-free and dwellings being occupied under a life tenure scheme.
(c) Includes dwellings where the tenure type was not stated.

9.2.7 MORTGAGE PAYMENTS

Table A24 shows the monthly housing loan repayments for households in the Secondary Catchment (2001 dollars). It shows that 57.2% of households were paying monthly mortgages of up to $999, and 69.1% are making monthly mortgages of up to $1,199.

The Catchment's median monthly mortgage repayment of $600-799 is lower than that for Townsville City as a whole ($800-$999).

TABLE A24: MONTHLY HOUSING LOAN REPAYMENT, OCCUPIED PRIVATE DWELLINGS BEING PURCHASED IN SECONDARY CATCHMENT

	Dwellings[(a)]	Proportion
Housing loan repayment: $1-$199	11	2.25%
Housing loan repayment: $200-$399	20	4.10%
Housing loan repayment: $400-$599	60	4.10%
Housing loan repayment: $600-$799	131	26.84%
Housing loan repayment: $800-$999	97	19.88%
Housing loan repayment: $1000-$1199	58	11.89%
Housing loan repayment: $1200-$1399	33	6.76%
Housing loan repayment: $1400-$1599	6	1.23%
Housing loan repayment: $1600-$1799	9	1.84%
Housing loan repayment: $1800-$1999	0	0.00%
Housing loan repayment: $2000 or more	18	3.69%
Housing loan repayment: Not stated	45	9.22%
Housing loan repayment: Total	488	100.00%

(a) Includes dwellings being purchased under a rent/buy scheme.

9.2.8 EDUCATION

Table A25 shows the level of non-school educational qualification attained by Secondary Catchment residents aged 15 years or over. It shows that 52.5% do not have a qualification, with a further 16.7% having achieved a certificate level qualification and 8.8% having achieved a university-level qualification (Diploma and above).

TABLE A25: NON-SCHOOL QUALIFICATION: LEVEL OF EDUCATION BY SEX[(a)], PERSONS AGED 15 YEARS AND OVER (EXCLUDING OVERSEAS VISITORS) IN SECONDARY CATCHMENT

	Males	Females	Persons	Proportion
Postgraduate Degree	38	43	81	1.92%
Graduate Diploma and Graduate Certificate	9	27	36	0.85%
Bachelor Degree	178	233	411	0.85%
Advanced Diploma and Diploma	116	100	216	5.12%
Certificate	560	144	704	16.69%
Not stated[(b)]	308	250	558	13.23%
Not applicable[(c)]	1077	1136	2213	52.45%
Total	2286	1933	4219	100.00%

(a) Excludes schooling up to Year 12.
(b) Includes 'Inadequately described'.
(c) Includes persons who do not have a qualification and persons who have a qualification out of scope of the Australian Standard Classification of Education.

9.2.9 Industry of Employment

Table A26 shows the distribution of industry of employment for residents of the Secondary Catchment by age. Figure A8 summarises the data for all persons in the Secondary Catchment.

It shows that the largest employing industry for Secondary Catchment residents is Retail Trade (12.1%) followed by Health and Community Services (10.6%), Property and Business Services (9.7%) and Manufacturing (9.1%).

FIGURE A8: INDUSTRY OF EMPLOYMENT, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS) IN SECONDARY CATCHMENT

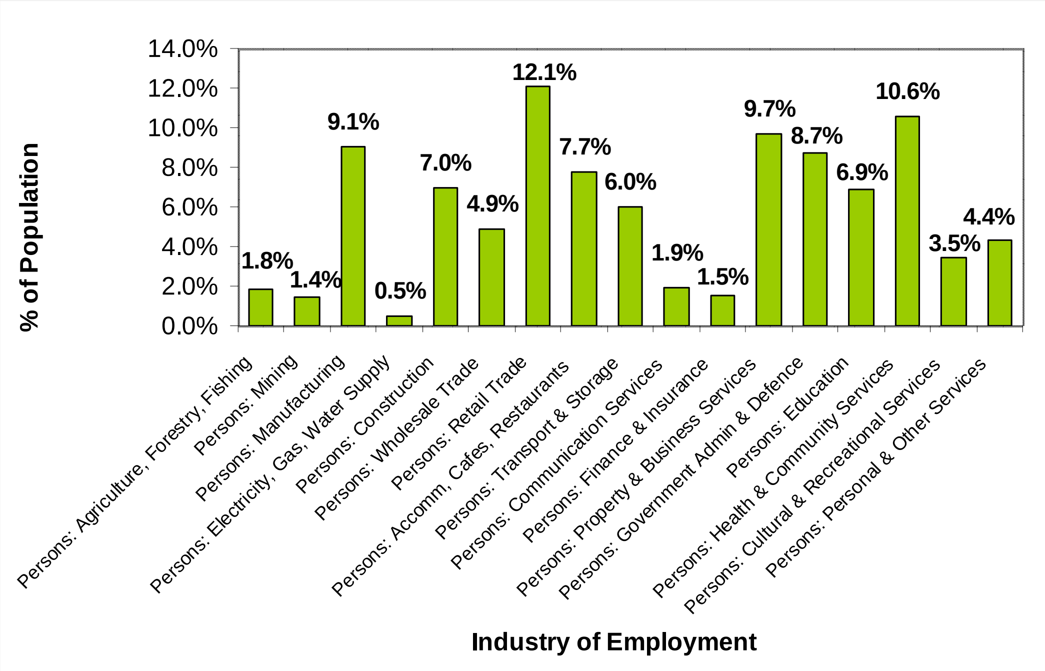


Figure A9 shows the age distribution of industry of employment for Townsville residents. It shows that younger people (those aged 15-19 years) are significantly represented in the Retail Trade sector, as are those aged 20-24 years and those aged 35 through to 54 years.

People aged 35-54 years are more likely to be found in Health and Community Services, as well as in Manufacturing.

Government administration and Defence workers are significantly represented by those people aged between 25 and 34 years of age.

Older workers (aged 55 years +) are more likely to be found in Construction, and Property and Business Services.

FIGURE A9: INDUSTRY OF EMPLOYMENT BY AGE, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS) IN SECONDARY CATCHMENT

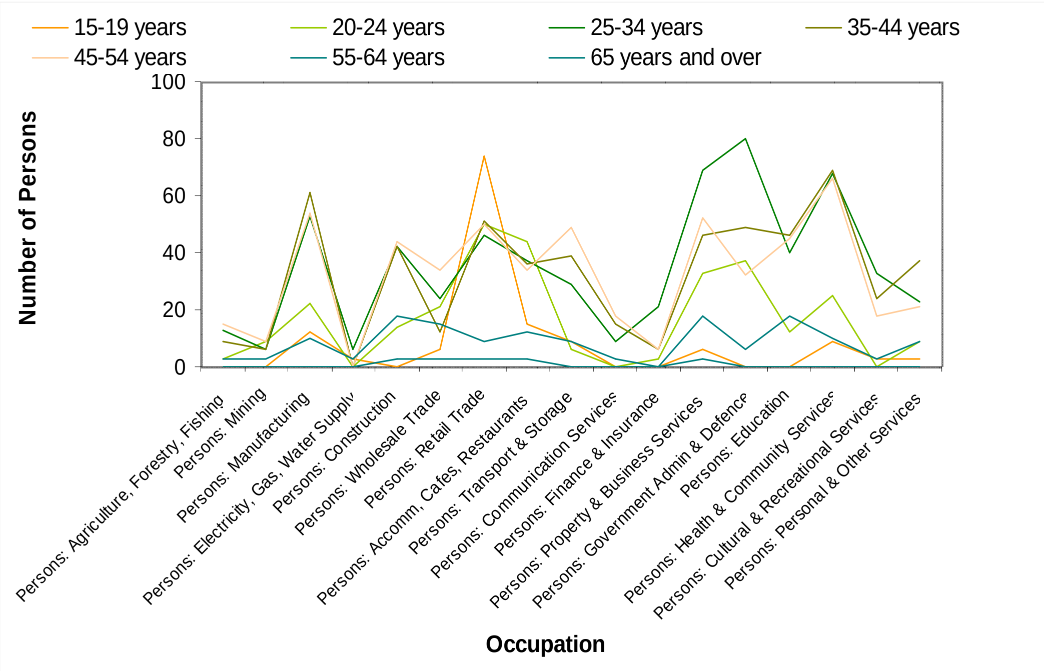


TABLE A26: INDUSTRY OF EMPLOYMENT BY AGE, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS) IN SECONDARY CATCHMENT

	15-19 years	20-24 years	25-34 years	35-44 years	45-54 years	55-64 years	65 years and over	Total	Proportion
Persons: Agriculture, Forestry, Fishing	0	3	13	9	15	3	0	43	1.84%
Persons: Mining	0	9	6	6	9	3	0	33	1.41%
Persons: Manufacturing	12	22	53	61	54	10	0	212	9.06%
Persons: Electricity, Gas, Water Supply	3	0	6	0	0	3	0	12	0.51%
Persons: Construction	0	14	42	42	44	18	3	163	6.97%
Persons: Wholesale Trade	6	21	24	12	34	15	3	115	4.91%
Persons: Retail Trade	74	50	46	51	50	9	3	283	12.09%
Persons: Accomm, Cafes, Restaurants	15	44	37	36	34	12	3	181	7.74%
Persons: Transport & Storage	9	6	29	39	49	9	0	141	6.03%
Persons: Communication Services	0	0	9	15	18	3	0	45	1.92%
Persons: Finance & Insurance	0	3	21	6	6	0	0	36	1.54%
Persons: Property & Business Services	6	33	69	46	52	18	3	227	9.70%
Persons: Government Admin & Defence	0	37	80	49	32	6	0	204	8.72%
Persons: Education	0	12	40	46	45	18	0	161	6.88%
Persons: Health & Community Services	9	25	68	69	66	10	0	247	10.56%
Persons: Cultural & Recreational Services	3	0	33	24	18	3	0	81	3.46%
Persons: Personal & Other Services	3	9	23	37	21	9	0	102	4.36%

9.2.10 OCCUPATION

Figure A10 shows the occupational structure of the Secondary Catchment's population. The most common occupation for Secondary Catchment residents is as Professionals (20.5%). This is followed by Intermediate Clerical, Sales and Service Workers (16.8%) Tradespersons (15.3%) and Associated Professionals (12.8%). Labourers and Intermediate Production and Transport Workers make up 9.2% and 8.8% respectively.

FIGURE A10: OCCUPATION, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS) IN SECONDARY CATCHMENT

Figure A11 shows the distribution of occupation by age for the Secondary Catchment. It shows that the majority of 15-19 year old workers are employed as Elementary Clerical, Sales and Service Workers. Persons aged 20-24 years are more likely to be working as Intermediate Clerical, Sales and Service Workers.

Workers aged 25 through to 54 years are most likely to be Professionals. Persons aged 55-64 years are more likely to be employed as Associate Professionals, followed by Tradespersons and Professionals.

Older workers (aged 65 years +) are employed as Professionals, Labourers and Elementary Clerical, Sales and Service workers.

FIGURE A11: OCCUPATION BY AGE, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS) IN SECONDARY CATCHMENT

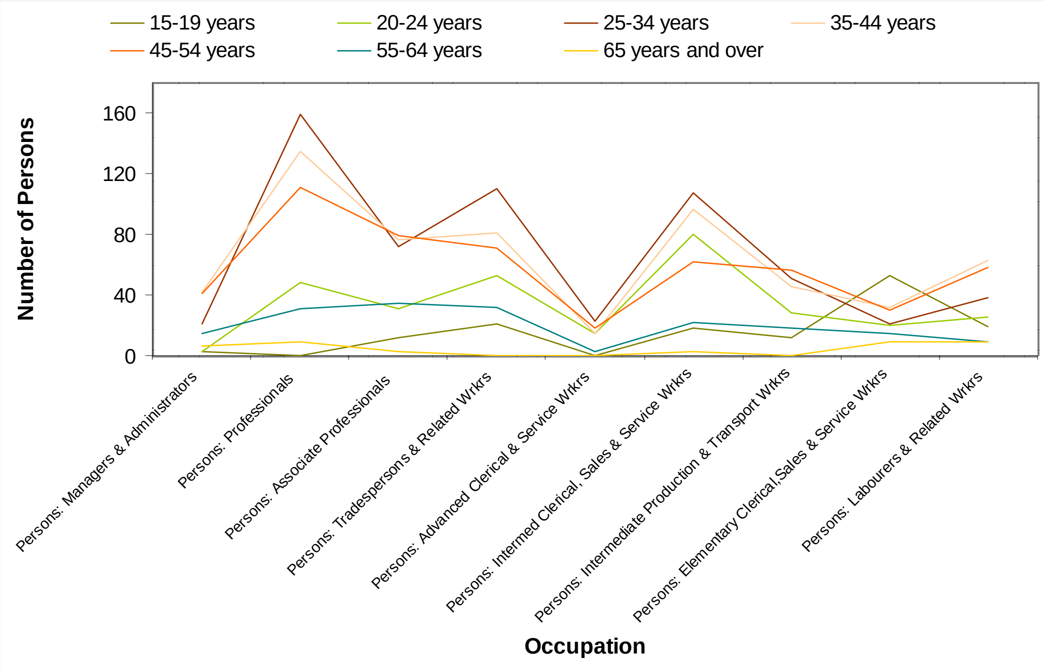


Table A27 provides the details for occupation by age for the Catchment's employed persons.

TABLE A27: OCCUPATION BY AGE, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS) IN SECONDARY CATCHMENT

	15-19 years	20-24 years	25-34 years	35-44 years	45-54 years	55-64 years	65 years and over	Total	Proportion
Persons: Managers & Administrators	3	3	21	42	41	15	6	131	5.46%
Persons: Professionals	0	48	159	135	111	31	9	493	20.54%
Persons: Associate Professionals	12	31	72	76	79	35	3	308	12.83%
Persons: Tradespersons & Related Wrkrs	21	53	110	81	71	32	0	368	15.33%
Persons: Advanced Clerical & Service Wrkrs	0	15	23	15	18	3	0	74	3.08%
Persons: Intermed Clerical, Sales & Service Wrkrs	18	80	107	96	62	22	3	388	16.17%
Persons: Intermediate Production & Transport Wrkrs	12	28	51	45	56	18	0	210	8.75%
Persons: Elementary Clerical, Sales & Service Wrkrs	53	20	21	32	30	15	9	180	7.50%
Persons: Labourers & Related Wrkrs	19	25	38	63	58	9	9	221	9.21%
Persons: Inadequately described	0	3	3	0	3	0	3	12	0.50%
Persons: Not stated	0	0	0	6	3	3	3	15	0.63%

9.2.11 Motor Vehicles

Table A28 below shows the number of motor vehicles by households in the Secondary Catchment.

It shows that almost 27.1% of households have 2 motor vehicles with a further 42.3% having one motor vehicle. Approximately 7.1% have 3 motor vehicles while 13.1% have no motor vehicles.

TABLE A28: NUMBER OF MOTOR VEHICLES AND NUMBER OF MOTORBIKES/MOTOR SCOOTERS, OCCUPIED PRIVATE DWELLINGS IN SECONDARY CATCHMENT

	Dwellings	Proportion
No of h\hld with no mtr\vehicles: Total	285	13.09%
No of h\hld with 1 motor vehicle: Total	920	42.26%
No of h\hld with 2 mtr\vehicles: Total	589	27.06%
No of h\hld with 3 mtr\vehicles: Total	154	7.07%
No of mtr\vehicles not stated: Total	229	10.52%
Total	2177	100.00%

9.3 TOWNSVILLE CITY

This section presents key statistical data on the population of Townsville City.

The 2001 Census shows that there were 92,701 persons in Townsville City (excluding overseas visitors). Based on estimated growth rates since then, Transpac Consulting estimates the current resident population in the Catchment to be 99,564 persons (OESR, 2006).

Table A29 provides overview details of the key characteristics of Townsville City population. It shows that 79.1% of people (excluding overseas visitors) are aged 15 years and over and 11% are aged 65 years and over. The majority were born in Australia (81.7%).

More details on the ancestry of Townsville City residents by birthplace of parents are presented in Appendix 2. Like the Primary and Secondary catchments, the ancestry data shows that the vast majority of residents are either born to North-Western European parents and Australian born parents.

TABLE A29: SELECTED CHARACTERISTICS OF ALL PERSONS IN TOWNSVILLE CITY

	Males	Females	Persons
Total persons(a)	47586	47153	94739
Aged 15 years and over(a)	38458	38389	76847
Aged 65 years and over(a)	4930	5716	10646
Aboriginal	1396	1732	3128
Torres Strait Islander	379	508	887
Both Aboriginal & Torres Strait Islander(b)	254	287	541
Total Indigenous Persons	2029	2527	4556
Born in Australia	37884	37868	75752
Born overseas(c)	6047	5746	11793
Speaks English only	41880	41054	82934
Speaks other Language(d)	2350	2518	4868
Indigenous Persons aged 18 years and over	1079	1562	2641
Australian citizen	42129	41415	83544
Australian citizen aged 18 years and over	32190	31717	63907
Enumerated in private dwelling(a)	43025	43657	86682
Enumerated elsewhere(a)(e)	4561	3496	8057
Overseas visitors	905	1133	2038

(a) Includes Overseas visitors.
(b) Applicable to persons who are of both Aboriginal and Torres Strait Islander origin.
(c) Includes 'Inadequately described', 'At sea', and 'Not elsewhere classified'.
(d) Includes 'Non-verbal so described' and 'Inadequately described'.
(e) Includes 'Non-Private dwellings', 'Migratory and Off-shore'.

Table A30 shows details on the employment status of Townsville City residents and the extent of mobility of the Catchment's population at the time of the 2001 Census.

In 2001 the Catchment's unemployment rate was 8.8%. It is likely that this has reduced considerably in the last 5 years consistent with broader national trends in unemployment.

The data also shows that approximately 68.8% of the Catchment's resident population 'turns over' every five (5) years. Approximately 49.9% of people have lived in the same dwelling for at least one year.

TABLE A30: SELECTED CHARACTERISTICS OF ALL PERSONS (EXCLUDING OVERSEAS VISITORS) IN TOWNSVILLE CITY, SECOND RELEASE

	Males	Females	Persons
Employed[(a)]: Full-time[(b)]	18449	9893	28342
Employed[(a)]: Part-time	4628	8825	13453
Employed[(a)]: Not stated[(c)]	726	496	1222
Employed[(a)]: Total	23803	19214	43017
Unemployed[(a)]	2357	1769	4126
Total labour force[(a)]	26160	20983	47143
Not in the labour force[(a)]	9814	14800	24614
Unemployment rate[(a)]	9.00994	8.43063	8.75209
Same address 1 year ago[(d)]	32154	31651	63805
Different address 1 year ago[(d)]	11789	11639	23428
Same address 5 years ago[(e)]	17999	18047	36046
Different address 5 years ago[(e)]	23322	22924	46246

(a) Applicable to persons aged 15 years and over.
(b) Full-time is defined as having worked 35 hours or more in all jobs in the week prior to Census night.
(c) Includes persons who did not state their hours worked.
(d) Excludes persons less than 1 year of age.
(e) Excludes persons less than 5 years of age.

9.3.1 AGE

Table A31 shows the distribution of Townsville City's population by Age and Gender at the 2001 Census. The data shows that there were slightly more males than females in the Catchment (50.4% females). There were 17,766 children aged 14 years or less (or 18.8% of the Catchment's population).

TABLE A31: AGE BE SEX, ALL PERSONS IN TOWNSVILLE CATCHMENT

	Males	Females	Persons	Proportion
0-4	3004	2756	5760	6.08%
5 – 9	3132	2930	6062	6.40%
10 – 14	2928	3016	5944	6.27%
15-19	3747	3890	7637	8.06%
20-24	4404	4094	8498	8.97%
25-29	4008	3809	7817	8.25%
30-34	3583	3440	7023	7.41%
35-39	3299	3407	6706	7.08%
40-44	3433	3392	6825	7.20%
45-49	3129	2949	6078	6.42%
50-54	2960	2781	5741	6.06%
55-59	2349	2138	4487	4.74%
60-64	1902	1816	3718	3.92%
65-69	1557	1457	3014	3.18%
70-74	1348	1482	2830	2.99%
75-79	986	1194	2180	2.30%
80-84	585	818	1403	1.48%
85-89	233	449	682	0.72%
90-94	73	150	223	0.24%
95-99	19	43	62	0.07%
100 years and over	3	9	12	0.01%
Overseas visitors	905	1133	2038	2.15%
Total	47587	47153	94740	100.00%

9.3.2 INDIVIDUAL INCOME

The following Figure shows the distribution of weekly individual income in Townsville City (2001 dollars)

The median weekly individual income (in 2001 dollars) was $400-499.

FIGURE A12: WEEKLY INDIVIDUAL INCOME BY AGE, PERSONS AGED 15 YEARS AND OVER IN TOWNSVILLE CITY

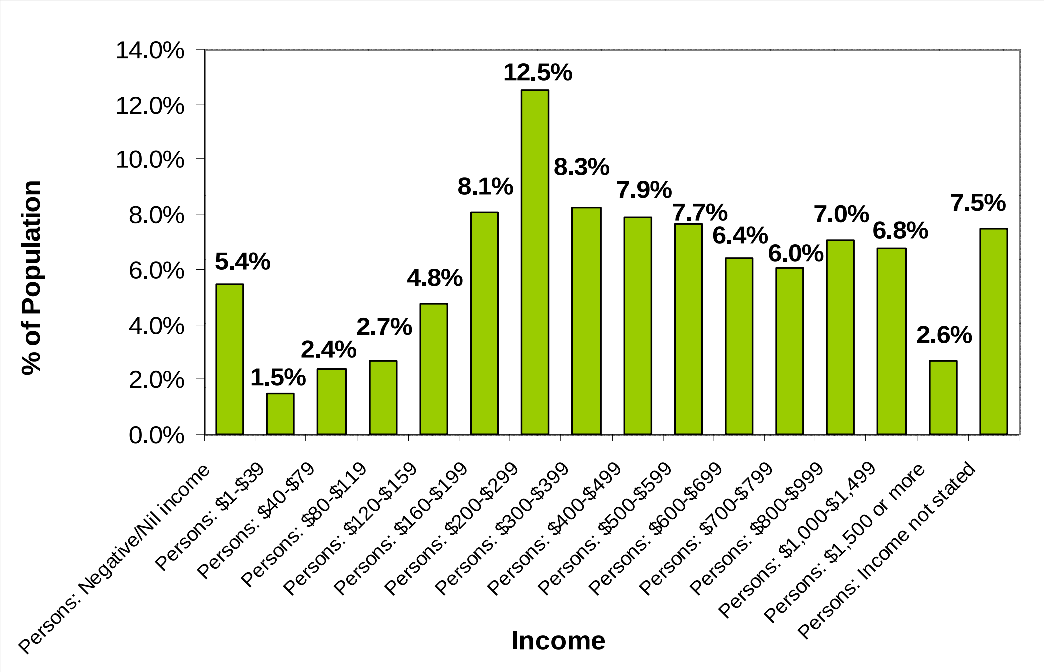


Table A32 shows the distribution of income by age cohort for all residents in Townsville City aged 15 years and over.

TABLE A32: WEEKLY INDIVIDUAL INCOME BY AGE, PERSONS AGED 15 YEARS AND OVER IN TOWNSVILLE CITY

	15-19 years	20-24 years	25-34 years	35-44 years	45-54 years	55-64 years	65-74 years	75 years and over	Total	Proportion
Persons: Negative/Nil income	1740	400	442	497	519	455	83	42	4178	5.44%
Persons: $1-$39	565	88	120	130	99	100	18	10	1130	1.47%
Persons: $40-$79	862	178	244	233	134	96	49	16	1812	2.36%
Persons: $80-$119	718	307	295	259	163	161	114	47	2064	2.69%
Persons: $120-$159	715	613	551	385	355	442	358	233	3652	4.75%
Persons: $160-$199	516	650	686	587	632	1028	1305	795	6199	8.07%
Persons: $200-$299	732	883	1047	1077	1017	1228	1752	1898	9634	12.54%
Persons: $300-$399	458	943	1210	1037	929	688	650	427	6342	8.25%
Persons: $400-$499	172	1005	1372	1200	1095	649	378	200	6071	7.90%
Persons: $500-$599	133	970	1529	1256	1060	642	194	107	5891	7.67%
Persons: $600-$699	148	769	1418	1090	868	458	113	64	4928	6.41%
Persons: $700-$799	77	737	1570	984	780	354	88	47	4637	6.03%
Persons: $800-$999	9	286	1741	1567	1190	485	84	42	5404	7.03%
Persons: $1,000-$1,499	18	129	1216	1689	1516	508	95	39	5210	6.78%
Persons: $1,500 or more	9	21	334	625	641	316	57	33	2036	2.65%
Persons: Income not stated	764	519	1065	915	821	595	506	561	5746	7.48%

9.3.3 HOUSEHOLD INCOME

Table A33 shows the distribution of weekly household incomes in Townsville City (2001). The median weekly household income (2001 dollars) was $800-999.

TABLE A33: WEEKLY HOUSEHOLD INCOME BY HOUSEHOLD TYPE, OCCUPIED PRIVATE DWELLINGS[(a)] IN TOWNSVILLE CITY

	Family households	Non-Family households	Total	Proportion
Negative/nil income	86	121	207	0.64%
$1-$199	176	1218	1394	4.30%
$200-$299	341	2152	2493	4.30%
$300-$399	1740	772	2512	7.75%
$400-$499	1470	940	2410	7.44%
$500-$599	1057	805	1862	5.74%
$600-$699	1354	650	2004	6.18%
$700-$799	1065	607	1672	5.16%
$800-$999	2402	874	3276	10.11%
$1,000-$1,199	2022	782	2804	8.65%
$1,200-$1,499	2562	253	2815	8.68%
$1,500-$1,999	2830	419	3249	10.02%
$2,000 or more	1853	137	1990	6.14%
Partial income stated[(b)]	2452	217	2669	8.23%
All incomes not stated[(c)]	485	572	1057	3.26%
Total	21895	10519	32414	100.00%

(a) Excludes 'Other not classifiable households' and 'Visitor only households'.
(b) Includes families where at least one, but not all, member(s) aged 15 years and over did not state an income and/or at least one family member aged 15 years and over was temporarily absent.
(c) Includes households where no members present stated an income.

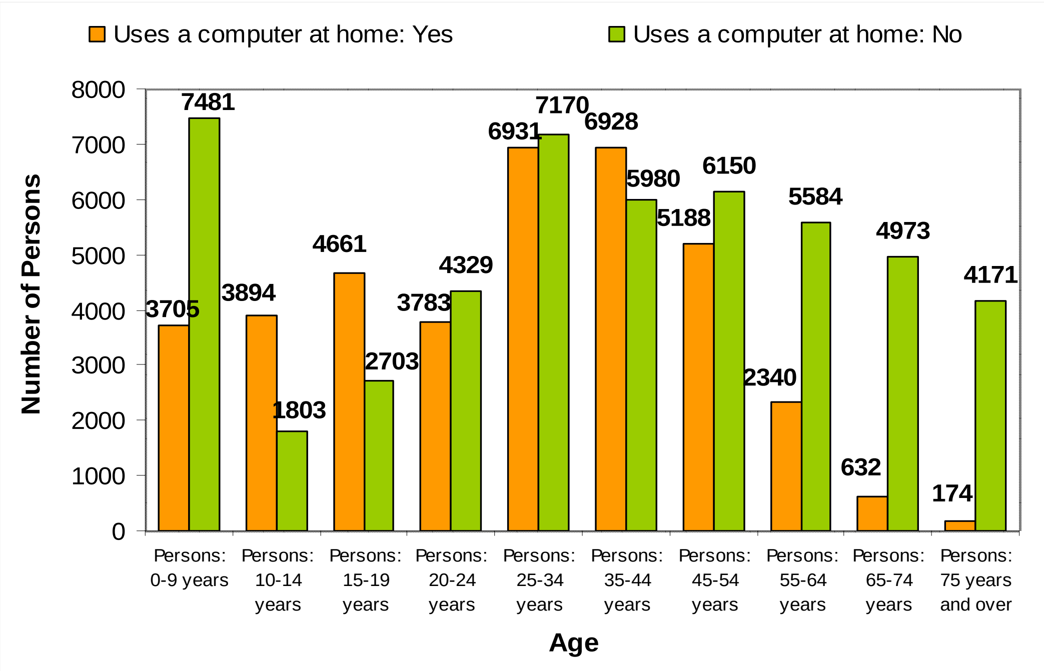
9.3.4 COMPUTER AND INTERNET USAGE

Table A34 below shows the number of residents by age cohort who had used a computer in the week preceding the August 2001 Census. The distribution of yes/no responses is also graphically illustrated in Figure A13.

TABLE A34: COMPUTER USAGE BY AGE, ALL PERSONS IN TOWNSVILLE CITY

	Uses a computer at home: Yes	Uses a computer at home: No	Not Stated	Total	Proportion
Persons: 0-9 years	3705	7481	636	11822	12.75%
Persons: 10-14 years	3894	1803	247	5944	6.41%
Persons: 15-19 years	4661	2703	273	7637	8.24%
Persons: 20-24 years	3783	4329	386	8498	9.17%
Persons: 25-34 years	6931	7170	739	14840	16.01%
Persons: 35-44 years	6928	5980	623	13531	14.60%
Persons: 45-54 years	5188	6150	481	11819	12.75%
Persons: 55-64 years	2340	5584	281	8205	8.85%
Persons: 65-74 years	632	4973	239	5844	6.30%
Persons: 75 years and over	174	4171	216	4561	4.92%
Persons: Total	38236	50344	4121	92701	100.00%

FIGURE A13: COMPUTER USAGE BY AGE, ALL PERSONS IN TOWNSVILLE CITY



The data shows that more persons aged between 10-19 years use a computer than do not, but that as the age increases the number of non-users tends to be greater than the number of computer users. The exception is for those persons aged between 35-44 years.

Table A35 shows the number of Townsville City residents who had used the Internet in the week preceding the 2001 Census. It shows that 55.6% did not use the Internet and 37.3% did use the Internet.

The most common place where the Internet was used was at home (17.6%). It should be noted that in the intervening 5 years, Internet penetration has grown substantially nationwide and it would be reasonable to expect Internet usage amongst Townsville City residents – both at home and at work – to have increased significantly since the last Census.

TABLE A35: INTERNET USAGE BY SEX, ALL PERSONS IN TOWNSVILLE CITY

	Males	Females	Persons	Proportion
Uses the Internet: At home	8043	8656	16699	17.63%
Uses the Internet: At work	2791	2725	5516	5.82%
Uses the Internet: Elsewhere	2130	2305	4435	4.68%
Uses the Internet: At home and at work	3553	2531	6084	6.42%
Uses the Internet: At home and elsewhere	889	951	1840	1.94%
Uses the internet: At work and elsewhere	111	95	206	0.22%
Uses the Internet: At home, at work, and elsewhere	385	193	578	0.61%
Uses the Internet: Total	17902	17456	35358	37.32%
Does not use the Internet	26421	26282	52703	55.63%
Use of Internet not stated	2358	2282	4640	4.90%
Overseas visitors	905	1133	2038	2.15%
Total	47586	47153	94739	100.00%

9.3.5 FAMILY TYPE

Table A36 shows the family structures of Townsville City. The most common family type are couple families with a child under the age of 15 years without non-dependent children (33.5%); in other words, comparatively young families.

In total, couple families (with children, including non-dependents) make up 57.3% of Townsville City families. This is followed by couple families without children (27.7%). Sole parent families make up 15.3% of Townsville City families.

TABLE A36: FAMILY TYPE – FAMILIES[a] AND PERSONS IN FAMILIES[b] IN OCCUPIED PRIVATE DWELLINGS (EXCLUDING OVERSEAS VISITORS) IN TOWNSVILLE CITY

	Families	Males	Females	Persons	Proportion
Couple family: child <15 and non dep child	337	813	743	1556	2.43%
Couple family: child <15 w/o non dep child	5503	10720	10729	21449	33.48%
Couple fam: dep students (15-24) & non-dep child	373	814	747	1561	33.48%
Couple family: dep stu/s (15-24) w/o non-dep child	750	1198	1239	2437	3.80%
Couple fam: child<15 & dep student & non-dep child	164	449	426	875	1.37%
Couple fam: child<15 & dep stu w/o non-dep child	956	2173	2264	4437	6.93%
Couple family: with non-dep child	1418	2445	1966	4411	6.88%
Couple family: Total	9501	18612	18114	36726	57.32%
Couple family w/o children	8390	8133	8354	16487	25.73%
One parent fam: child<15 and non-dep child	158	263	353	616	0.96%
One parent fam: child<15 w/o non-dep child	1930	1857	3290	5147	8.03%
1 parent fam: dep student (15-24) & non-dep child	90	123	149	272	0.42%
1 parent fam: dep stu (15-24) & w/o non-dep child	307	277	396	673	1.05%
1 parent fam: child<15 & dep stu & non-dep child	43	76	108	184	0.29%
1 parent fam: child<15 & dep stu w/o non-dep child	249	343	543	886	1.38%
One parent fam: with non-dep child	961	937	1089	2026	3.16%
One parent family: Total	3738	3876	5928	9804	15.30%
Other family	498	521	530	1051	1.64%
Total	22127	31142	32926	64068	100.00%

(a) Includes same sex couple families.
(b) Excludes family members who were temporarily absent on Census night.

9.3.6 DWELLING TYPE AND TENURE TYPE

Table A37 shows the distribution of dwelling type by tenure and landlord type for Townsville City. It shows that the majority of all dwellings in Townsville City are separate dwellings (70.6%), with very few townhouses (6.4%). Flat/units/apartments make up 18.9% of the Catchment's dwellings.

At the time of the 2001 Census, 23.3% of dwellings were being purchased, with a further 31.2% fully owned. Thirty-eight percent (38%) of dwellings were being rented.

TABLE A37: DWELLING STRUCUTRE BY TENURE TYPE AND LANDLORD TYPE, OCCUPIED PRIVATE DWELLINGS IN TOWNSVILLE CITY

	Fully owned	Being purchased directly	Being purchased rent/buy	Rented: Housing Authority	Rented: Other	Rented: Not stated(a)	Rented: Total	Other type(b)	Not stated(c)	Total	Proportion
Separate house	9147	7233	163	1003	5636	75	6714	466	765	24488	70.60%
Townhouse	345	194	9	169	1308	16	1493	49	121	2211	6.37%
Flat-Unit-Apartment	686	376	16	624	3990	57	4671	302	496	6547	18.87%
Other dwelling	589	44	0	0	191	8	199	90	261	1183	3.41%
Not stated	71	25	5	10	78	4	92	16	50	259	0.75%
Total	10838	7872	193	1806	11203	160	13169	923	1693	34688	100.00%
Proportion	31.24%	22.69%	0.56%	5.21%	32.30%	0.46%	37.96%	2.66%	4.88%	100.00%	

(a) Includes rented dwellings where the landlord type was not stated.
(b) Includes dwellings being occupied rent-free and dwellings being occupied under a life tenure scheme.
(c) Includes dwellings where the tenure type was not stated.

9.3.7 MORTGAGE PAYMENTS

Table A38 shows the monthly housing loan repayments for households in Townsville City (2001 dollars). It shows that 53.7% of households were paying monthly mortgages of up to $999, and 67.3% are making monthly mortgages of up to $1,199.

Townsville City's median monthly mortgage repayment of $800-999.

TABLE A38: MONTHLY HOUSING LOAN REPAYMENT, OCCUPIED PRIVATE DWELLINGS BEING PURCHASED IN TOWNSVILLE, SECONDARY CATCHMENT

	Dwellings[(a)]	Proportion
Housing loan repayment: $1-$199	210	2.60%
Housing loan repayment: $200-$399	337	4.18%
Housing loan repayment: $400-$599	884	4.18%
Housing loan repayment: $600-$799	1747	21.66%
Housing loan repayment: $800-$999	1697	21.04%
Housing loan repayment: $1000-$1199	1099	13.62%
Housing loan repayment: $1200-$1399	609	7.55%
Housing loan repayment: $1400-$1599	326	4.04%
Housing loan repayment: $1600-$1799	250	3.10%
Housing loan repayment: $1800-$1999	99	1.23%
Housing loan repayment: $2000 or more	335	4.15%
Housing loan repayment: Not stated	474	5.88%
Housing loan repayment: Total	8067	100.00%

(a) Includes dwellings being purchased under a rent/buy scheme.

9.3.8 EDUCATION

Table A39 shows the level of non-school educational qualification attained by Townsville City residents aged 15 years or over. It shows that 54.9% do not have a qualification, with a further 16.2% having achieved a certificate level qualification and 9.3% having achieved a university-level qualification (Diploma and above).

TABLE A39: NON-SCHOOL QUALIFICATION: LEVEL OF EDUCATION BY SEX[(a)], PERSONS AGED 15 YEARS AND OVER (EXCLUDING OVERSEAS VISITORS) IN TOWNSVILLE CITY

	Males	Females	Persons	Proportion
Postgraduate Degree	820	552	1372	1.83%
Graduate Diploma and Graduate Certificate	287	520	807	1.08%
Bachelor Degree	3103	4069	7172	1.08%
Advanced Diploma and Diploma	1893	2100	3993	5.33%
Certificate	9234	2891	12125	16.18%
Not stated[(b)]	3824	4521	8345	11.14%
Not applicable[(c)]	18456	22665	41121	54.88%
Total	37617	37318	74935	100.00%

(a) Excludes schooling up to Year 12.
(b) Includes 'Inadequately described'.
(c) Includes persons who do not have a qualification and persons who have a qualification out of scope of the Australian Standard Classification of Education.

9.3.9 INDUSTRY OF EMPLOYMENT

Table A40 shows the distribution of industry of employment for residents of the Townsville City by age. Figure A14 summarises the data for all persons in the Townsville City.

It shows that the largest employing industry for Townsville City residents is Retail Trade (14.4%) followed by Government Administration and Defence (12.4%), Health and Community Services (10.8%), Property and Business Services (8.6%) and Education (8.6%).

FIGURE A14: INDUSTRY OF EMPLOYMENT, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS) IN TOWNSVILLE CITY

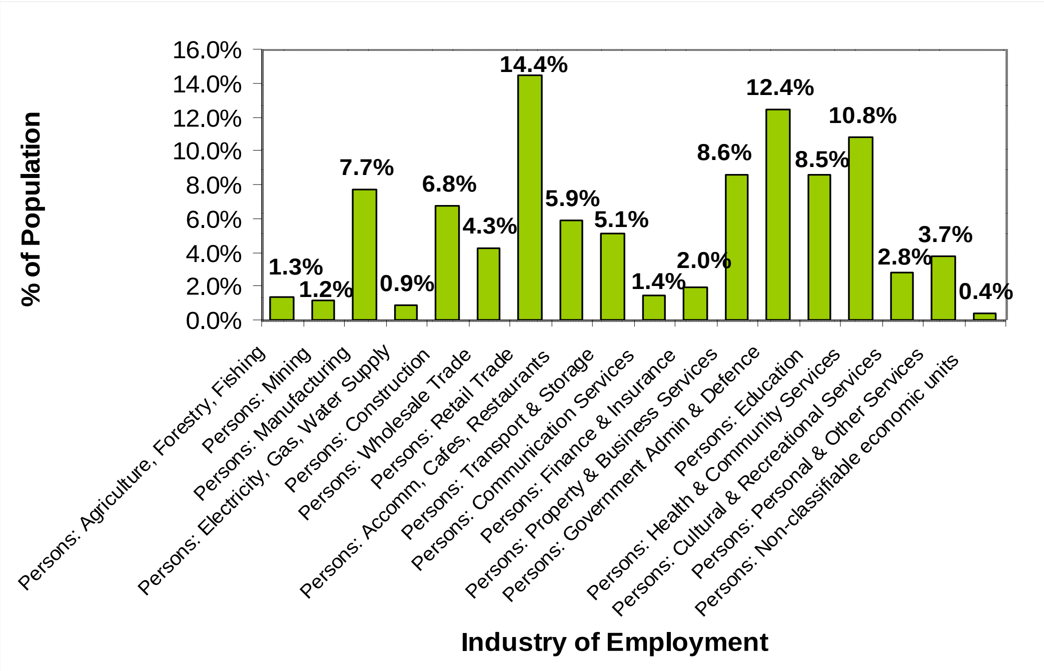


Figure A15 shows the age distribution of industry of employment for Townsville residents. It shows that those aged 15-19 years are significantly represented in the Retail Trade sector.

People aged 20-34 years are more likely to be found in Government Administration and Defence sector.

Persons employed in the Health and Community Services department are more likely to be aged between 35-54 years.

Workers aged 55-64 years are more likely to be employed in Education, Retail and Health and Community Services. Older workers (aged 65 years +) are more likely to be found in the Retail Trade and Property and Business Sector.

FIGURE A15: INDUSTRY OF EMPLOYMENT BY AGE, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS) IN TOWNSVILLE CITY

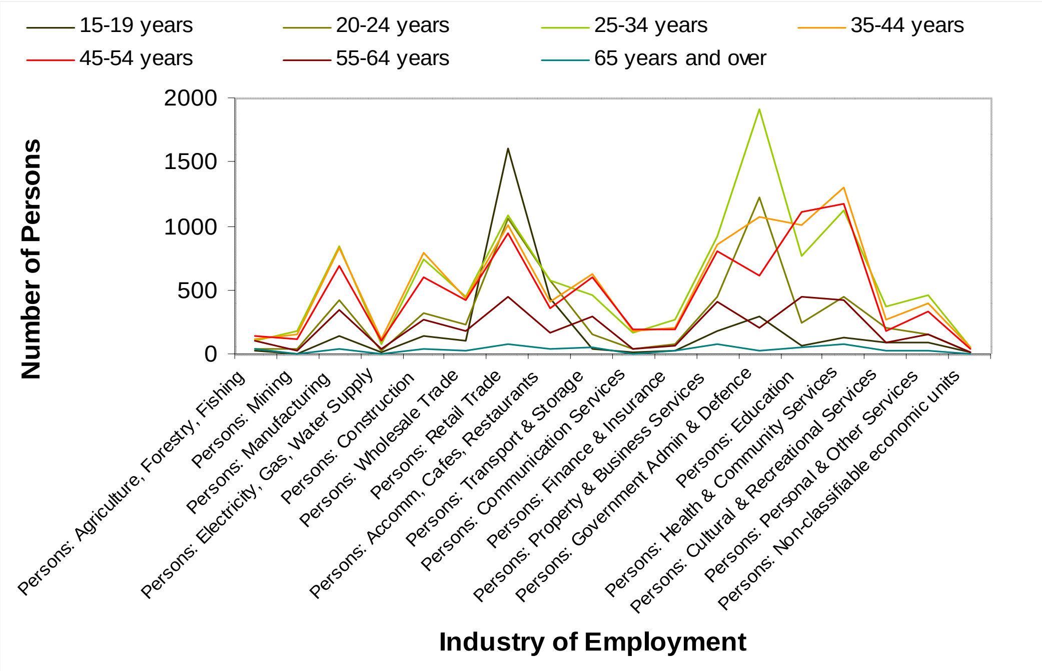


TABLE A40: INDUSTRY OF EMPLOYMENT BY AGE, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS) IN TOWNSVILLE CITY

	15-19 years	20-24 years	25-34 years	35-44 years	45-54 years	55-64 years	65 years and over	Total	Proportion
Persons: Agriculture, Forestry, Fishing	27	43	102	109	135	107	44	567	1.32%
Persons: Mining	3	39	182	149	109	30	3	515	1.20%
Persons: Manufacturing	146	426	843	833	690	344	41	3323	7.72%
Persons: Electricity, Gas, Water Supply	11	29	80	120	96	40	0	376	0.87%
Persons: Construction	136	318	745	793	604	269	43	2908	6.76%
Persons: Wholesale Trade	96	229	444	432	419	184	30	1834	4.26%
Persons: Retail Trade	1601	1056	1083	1005	943	444	82	6214	14.45%
Persons: Accomm, Cafes, Restaurants	430	569	568	409	363	161	34	2534	5.89%
Persons: Transport & Storage	42	153	459	625	602	289	45	2215	5.15%
Persons: Communication Services	15	42	164	179	185	35	0	620	1.44%
Persons: Finance & Insurance	21	77	269	210	186	61	22	846	1.97%
Persons: Property & Business Services	182	441	911	853	808	411	77	3683	8.56%
Persons: Government Admin & Defence	298	1220	1916	1073	617	202	24	5350	12.44%
Persons: Education	58	243	760	1009	1109	450	49	3678	8.55%
Persons: Health & Community Services	125	448	1124	1296	1166	415	74	4648	10.80%
Persons: Cultural & Recreational Services	85	204	366	268	182	90	22	1217	2.83%
Persons: Personal & Other Services	88	157	462	397	328	152	22	1606	3.73%
Persons: Non-classifiable economic units	14	12	52	48	39	10	3	178	0.41%

9.3.10 OCCUPATION

Figure A16 shows the occupational structure of the Townsville City's population. The most common occupation for Townsville City residents is as Professionals (18.1%). This followed by Intermediate Clerical, Sales and Service Workers (17.3%), Tradespersons and Related Workers (15.8%), Associate Professionals (12.4%) and Elementary Clerical/Sales and Service Workers (9.5%).

FIGURE A16: OCCUPATION, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS) IN TOWNSVILLE CITY

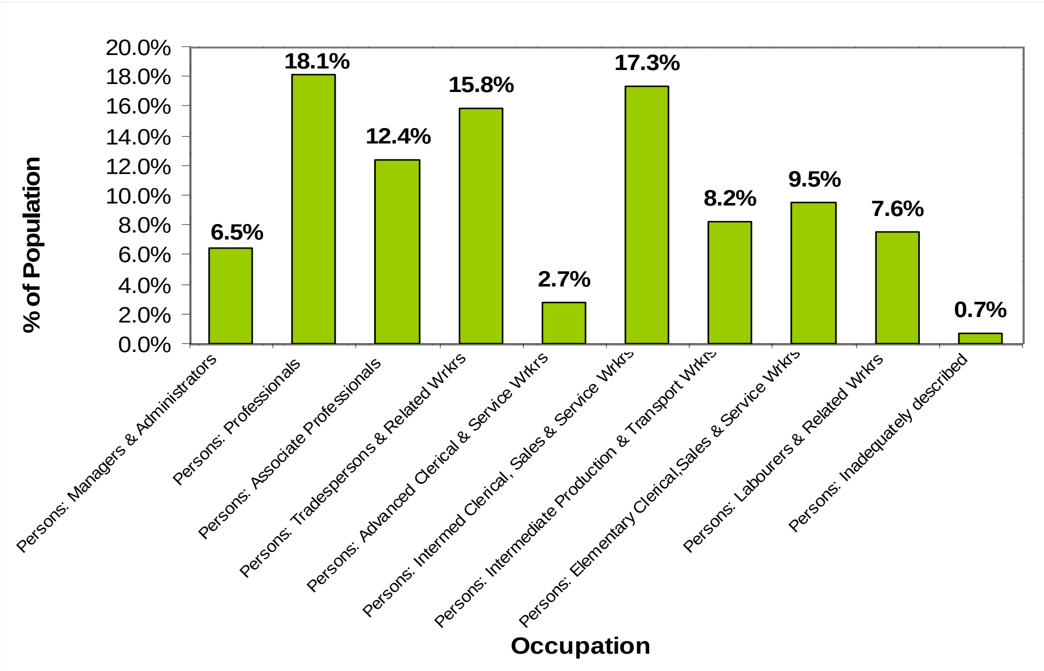


Figure A17 shows the distribution of occupation by age for the Townsville City. It shows that the majority of 15-19 year old workers are employed as Elementary Clerical, Sales and Service Workers and Intermediate Clerical, Sales and Service Workers. Persons aged 20-24 years are more likely to be working as Tradespeople and Intermediate Clerical, Sales and Service Workers.

Workers aged 25-34 years are employed as Professionals and Tradespersons.

Persons aged 35-54 years are most likely to be Professionals and Intermediate Clerical, Sales and Service Workers.

Older workers (aged 55 years +) are employed as Professionals and Associate Professionals.

FIGURE A17: OCCUPATION BY AGE, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS) IN TOWNSVILLE CITY

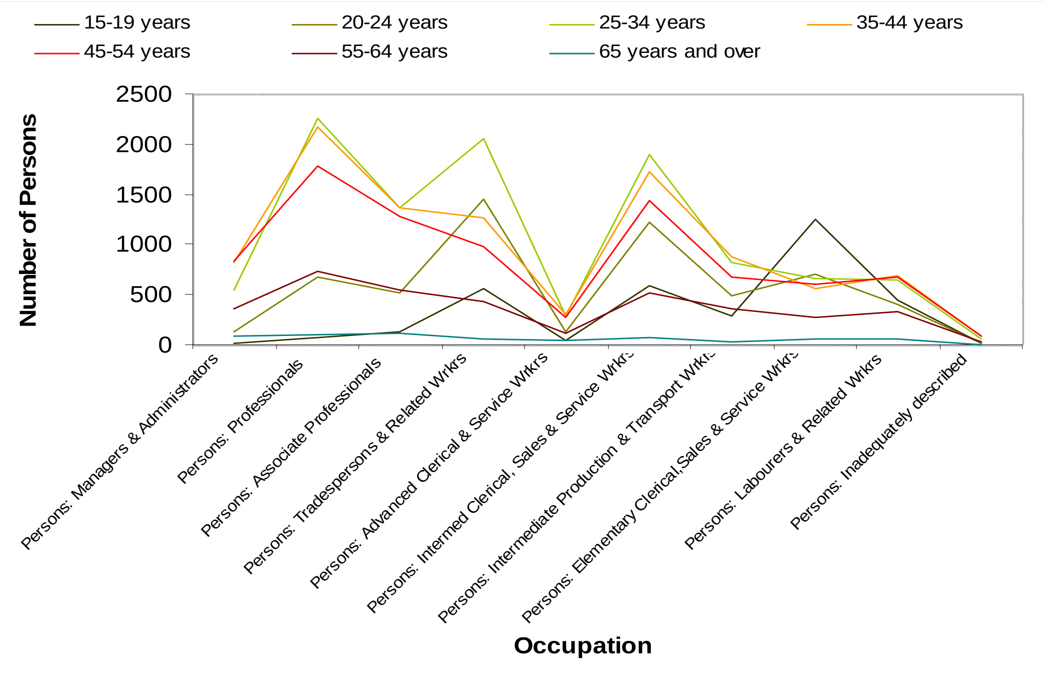


Table A41 provides the details for occupation by age for Townsville City's employed persons.

TABLE A41: OCCUPATION BY AGE, EMPLOYED PERSONS (EXCLUDING OVERSEAS VISITORS) IN TOWNSVILLE CITY

	15-19 years	20-24 years	25-34 years	35-44 years	45-54 years	55-64 years	65 years and over	Total	Proportion
Persons: Managers & Administrators	10	125	549	820	828	361	90	2783	6.47%
Persons: Professionals	69	677	2254	2168	1775	733	106	7782	18.09%
Persons: Associate Professionals	127	517	1369	1364	1276	551	111	5315	12.36%
Persons: Tradespersons & Related Wrkrs	565	1456	2053	1264	983	428	60	6809	15.83%
Persons: Advanced Clerical & Service Wrkrs	37	123	291	300	266	122	38	1177	2.74%
Persons: Intermed Clerical, Sales & Service Wrkrs	583	1220	1898	1722	1435	520	73	7451	17.32%
Persons: Intermediate Production & Transport Wrkrs	281	491	824	872	682	354	35	3539	8.23%
Persons: Elementary Clerical, Sales & Service Wrkrs	1251	709	656	564	598	272	53	4103	9.54%
Persons: Labourers & Related Wrkrs	452	401	642	688	679	336	53	3251	7.56%
Persons: Inadequately described	10	19	54	81	89	35	7	295	0.69%

9.3.11 MOTOR VEHICLES

Table A42 below shows the number of motor vehicles by households in the Townsville City.

It shows that 31.6% of households have 2 motor vehicles with a further 40.7% having one motor vehicle. Approximately 10.4% have 3 motor vehicles while 10.1% have no motor vehicles.

TABLE A42: NUMBER OF MOTOR VEHICLES AND NUMBER OF MOTORBIKES/MOTOR SCOOTERS, OCCUPIED PRIVATE DWELLINGS IN TOWNSVILLE CITY

	Dwellings	Proportion
No of h\hld with no mtr\vehicles: Total	3505	10.10%
No of h\hld with 1 motor vehicle: Total	14120	40.70%
No of h\hld with 2 mtr\vehicles: Total	10965	31.61%
No of h\hld with 3 mtr\vehicles: Total	3610	10.41%
No of mtr\vehicles not stated: Total	2490	7.18%
Total	34690	100.00%

APPENDIX 2: ANCESTRY BY BIRTHPLACE OF PARENTS

TABLE A43: ANCESTRY (a) BY BIRTHPLACE OF PARENTS, RESPONSES AND PERSONS (f) (EXCLUDING OVERSEAS VISITORS) IN PRIMARY CATCHMENT

	Both parents born in Australia	Father only born Overseas	Mother only born Overseas	Both parents born Overseas	Proportion
Oceanian: Australian	2715	298	273	46	2715
Oceanian: Other Australian Peoples(c)	41	3	0	0	41
Oceanian: Maori	0	6	0	35	0
Oceanian: New Zealander	3	21	6	73	3
Oceanian: Other Oceanian(d)	6	3	12	63	6
Oceanian: Total	2765	331	291	217	2765
North-West European: English	2209	282	233	861	2209
North-West European: Scottish	187	51	34	126	187
North-West European: Irish	1157	96	72	191	1157
North-West European: Dutch	12	3	12	92	12
North-West European: German	315	43	19	130	315
North-West European: Other(d)	84	36	31	149	84
North-West European: Total	3964	511	401	1549	3964
Southern and Eastern European: Italian	143	52	16	131	143
Southern and Eastern European: Maltese	9	0	3	16	9
Southern and Eastern European: Croatian	0	0	0	6	0
Southern and Eastern European: Greek	23	22	3	70	23
Southern and Eastern European: Macedonian	0	3	0	0	0
Southern and Eastern European: Serbian	3	0	0	6	3
Southern and Eastern European: Polish	3	0	0	32	3
Southern and Eastern European: Russian	3	6	0	6	3
Southern and Eastern European: Other(d)	29	22	3	106	29
Southern and Eastern European: Total	213	105	25	373	213
North African and Middle Eastern: Lebanese	3	0	0	9	3
North African and Middle Eastern: Turkish	0	0	0	0	0
North African and Middle Eastern: Other(d)	6	0	0	24	6

North African and Middle Eastern: Total	9	0	0	33	9
South-East Asian: Vietnamese	0	0	0	6	0
South-East Asian: Filipino	0	0	3	35	0
South-East Asian: Indonesian	0	3	0	3	0
South-East Asian: Other(d)	3	0	3	22	3
South-East Asian: Total	3	3	6	66	3
North-East Asian: Chinese	29	3	9	55	29
North-East Asian: Other(d)	3	0	3	9	3
North-East Asian: Total	32	3	12	64	32
Southern and Central Asian: Indian	0	0	3	34	0
Southern and Central Asian: Other(d)	0	0	3	18	0
Southern and Central Asian: Total	0	0	6	52	0
People of the Americas	6	10	7	72	6
Sub-Saharan African	0	0	3	35	0
Not stated(e)	169	21	9	68	169
Total Responses(f)	7161	984	760	2529	7161
Total Persons(f)	5575	662	479	2145	5575

(a) Refer to explanatory notes for further detail on ancestry.
(b) Includes birthplace of either/both parents not stated.
(c) Includes responses of Aboriginal, Torres Strait Islander & Australian of South Sea Islander descent.
(d) If two responses are categorised in the 'other' category within the same region only one is counted.
(e) Includes 'Inadequately described'.
(f) This table being a multi-response table, the 'total responses' will not necessarily equal the 'total persons' count.

TABLE A44: ANCESTRY (a) BY BIRTHPLACE OF PARENTS, RESPONSES AND PERSONS (f) (EXCLUDING OVERSEAS VISITORS) IN SECONDARY CATCHMENT

	Both parents born in Australia	Father only born Overseas	Mother only born Overseas	Both parents born Overseas	Proportion
Oceanian: Australian	1691	169	121	18	52
Oceanian: Other Australian Peoples(c)	45	0	0	0	3
Oceanian: Maori	3	0	3	3	0
Oceanian: New Zealander	3	5	0	18	0
Oceanian: Other Oceanian(d)	14	3	9	9	3
Oceanian: Total	1756	177	133	48	58
North-West European: English	1128	173	134	342	50
North-West European: Scottish	101	15	14	52	6
North-West European: Irish	560	57	34	57	20
North-West European: Dutch	7	12	6	30	3
North-West European: German	154	14	16	57	9
North-West European: Other(d)	60	18	6	69	6
North-West European: Total	2010	289	210	607	94
Southern and Eastern European: Italian	62	17	6	24	3
Southern and Eastern European: Maltese	0	3	0	0	0
Southern and Eastern European: Croatian	0	0	0	9	0
Southern and Eastern European: Greek	13	9	0	17	6
Southern and Eastern European: Macedonian	0	3	0	3	0
Southern and Eastern European: Serbian	0	0	0	6	0
Southern and Eastern European: Polish	6	3	3	21	0
Southern and Eastern European: Russian	3	0	0	3	0
Southern and Eastern European: Other(d)	16	3	6	32	0
Southern and Eastern European: Total	100	38	15	115	9
North African and Middle Eastern: Lebanese	0	0	0	0	0
North African and Middle Eastern: Turkish	0	0	0	0	0
North African and Middle Eastern: Other(d)	0	0	3	6	0
North African and Middle Eastern: Total	0	0	3	6	0
South-East Asian: Vietnamese	0	0	3	3	0

South-East Asian: Filipino	3	3	3	12	0
South-East Asian: Indonesian	0	0	0	6	0
South-East Asian: Other(d)	3	0	0	13	0
South-East Asian: Total	6	3	6	34	0
North-East Asian: Chinese	24	0	6	6	6
North-East Asian: Other(d)	0	0	0	3	0
North-East Asian: Total	24	0	6	9	6
Southern and Central Asian: Indian	6	0	0	6	0
Southern and Central Asian: Other(d)	0	0	0	0	0
Southern and Central Asian: Total	6	0	0	6	0
People of the Americas	3	0	3	19	0
Sub-Saharan African	0	0	0	6	0
Not stated(e)	151	3	15	29	270
Total Responses(f)	4056	510	391	879	437
Total Persons(f)	3253	362	265	741	390

(a) Refer to explanatory notes for further detail on ancestry.
(b) Includes birthplace of either/both parents not stated.
(c) Includes responses of Aboriginal, Torres Strait Islander & Australian of South Sea Islander descent.
(d) If two responses are categorised in the 'other' category within the same region only one is counted.
(e) Includes 'Inadequately described'.
(f) This table being a multi-response table, the 'total responses' will not necessarily equal the 'total persons' count.

APPENDIX 3: LOCAL IMPACTED RESIDENTS SURVEY

A self-complete survey of residents living on the Strand in close proximity to the Townsville Port and on Sir Leslie Thiess Drive was implemented to gauge their views and expectations regarding living in proximity to the port and the amenity and dis-amenity experiences. As a self-complete questionnaire, the survey's integrity is affected by potential self-selection biases.

A total of 120 surveys were posted to the residents living nearby the Port of Townsville. There was a response rate of 18.3%, with 22 persons participating in the research.

9.4 DEMOGRAPHICS

Over half of respondents were male (59.1%) [Figure A18]. Figure A19 shows the respondents composition of age. There were no 30-39 year olds that participated in this study. Almost half of all respondents (45.5%) own their property outright [Figure A20] and over half of all respondents (59.1%) have lived at their property for over 2 years [Figure A21].

FIGURE A18: GENDER

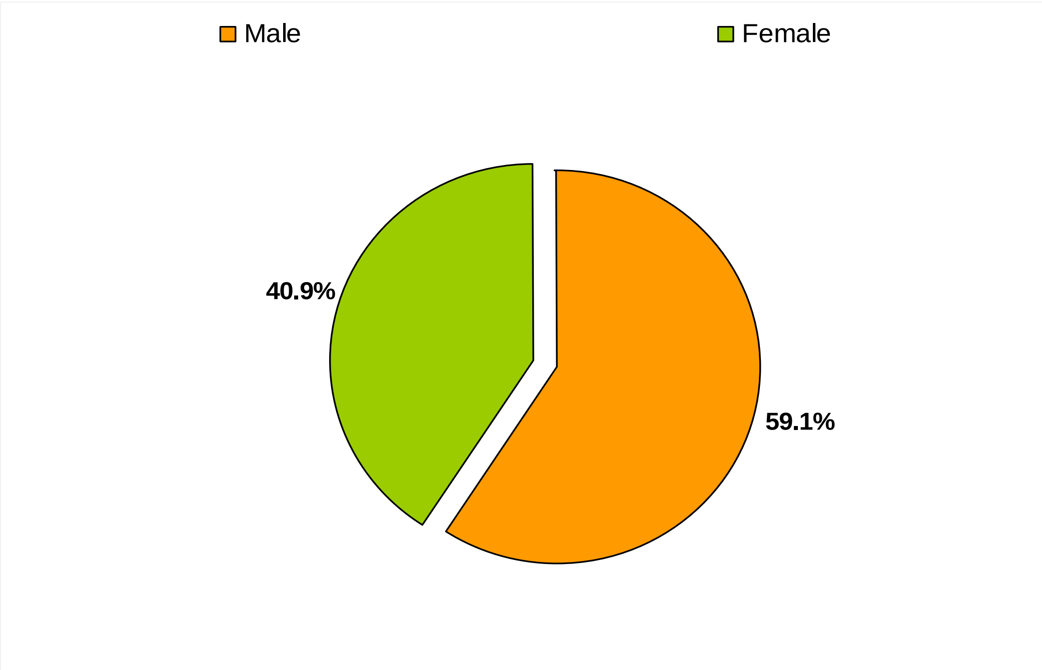


FIGURE A19: AGE

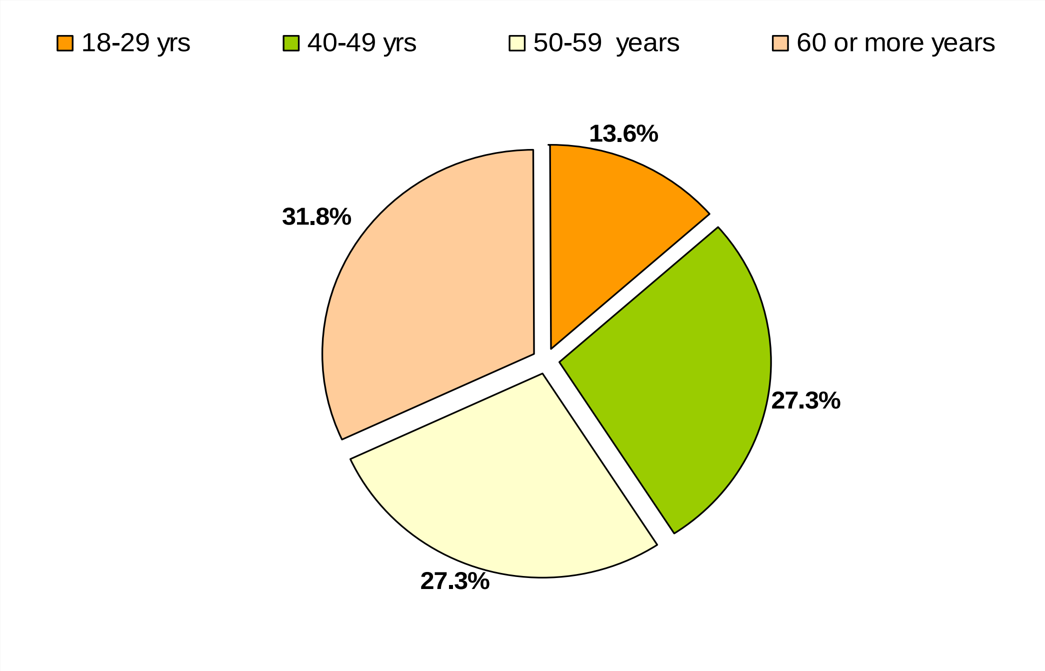


FIGURE A20: TENURE

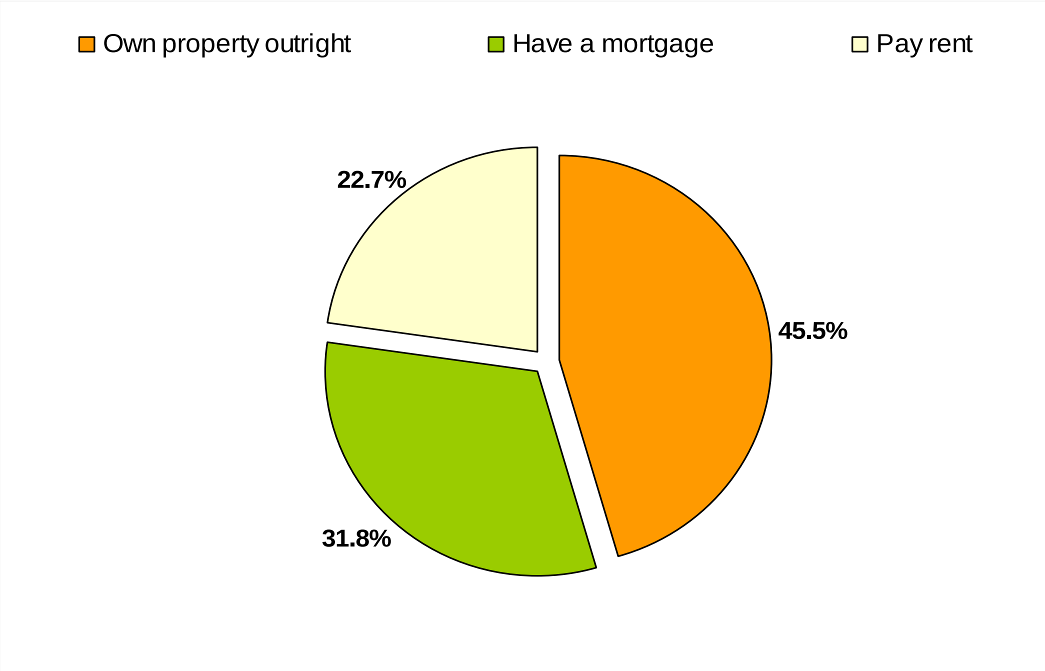
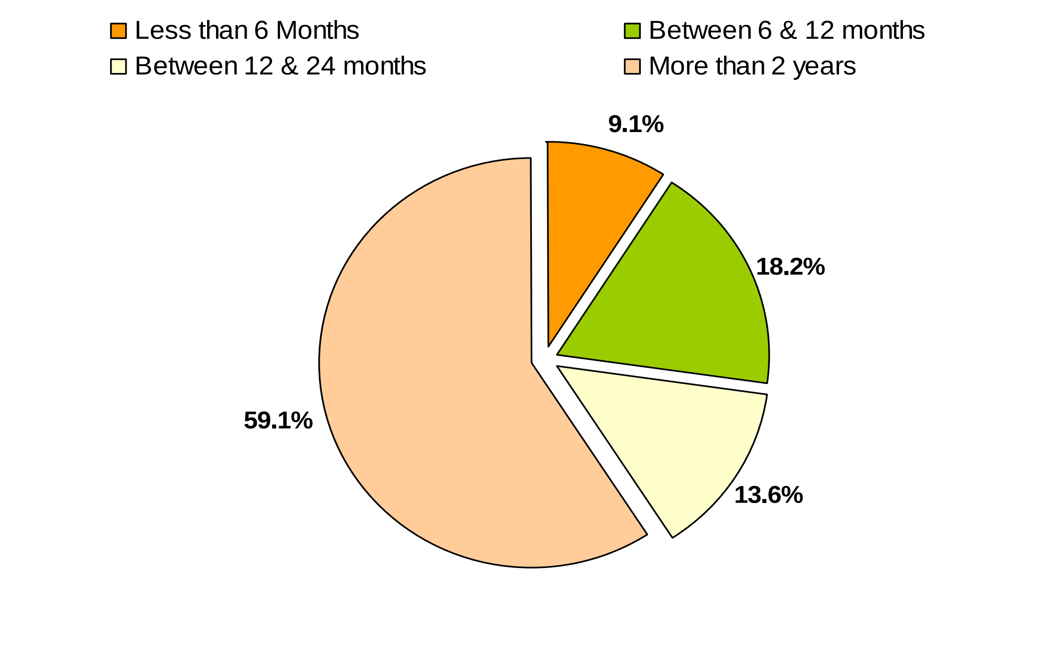


FIGURE A21: ADDRESS DURATION



9.5 AMENITY EXPERIENCES

Respondents were asked to rate a number of amenities of their place of residence, on a scale of ‘1’ to ‘10’, where ‘1’ means ‘not important at all’ and ‘10’ means ‘extremely important’. The following amenities were given ratings:

- Proximity to the Strand;
- Proximity to the CBD;
- Proximity to where you work;
- Proximity to the Marina;
- The quality of the fit-out of your dwelling;
- Ease of access to car parking;
- The affordability of your dwelling; and
- Proximity to the Ocean.

The mean of ratings for each amenity are shown in Figure A22 below. The highest mean rating was given for ‘Ease of Access to car parking’ (8.4), followed by ‘Proximity to the Ocean’ (7.8), ‘the quality of the fit-out of your dwelling’ (7.6) and ‘Affordability of your dwelling’ (7.6). ‘Proximity to the Ocean’ had the lowest mean score rating for importance (4.0), followed by ‘Proximity to Work’ (4.7).

FIGURE A22: RESPONDENTS' RATING OF IMPORTANCE

9.6 DIS-AMENITIES EXPERIENCED

Respondents were asked whether they had experience a number of different air quality and noise impacts whilst living at their present address. Most respondents indicated that they had experienced Dust (95.5%) and Odours (86.4%), as a result of Port Activities [Figure A23]. Respondents were further asked whether they had made any complaints of the environmental nuisances they may have experienced. Less than half of all respondents (40.9%) indicated that they had made a complaint about Dust [Figure A24].

FIGURE A23: EXPERIENCE OF ENVIRONMENTAL NUISANCE

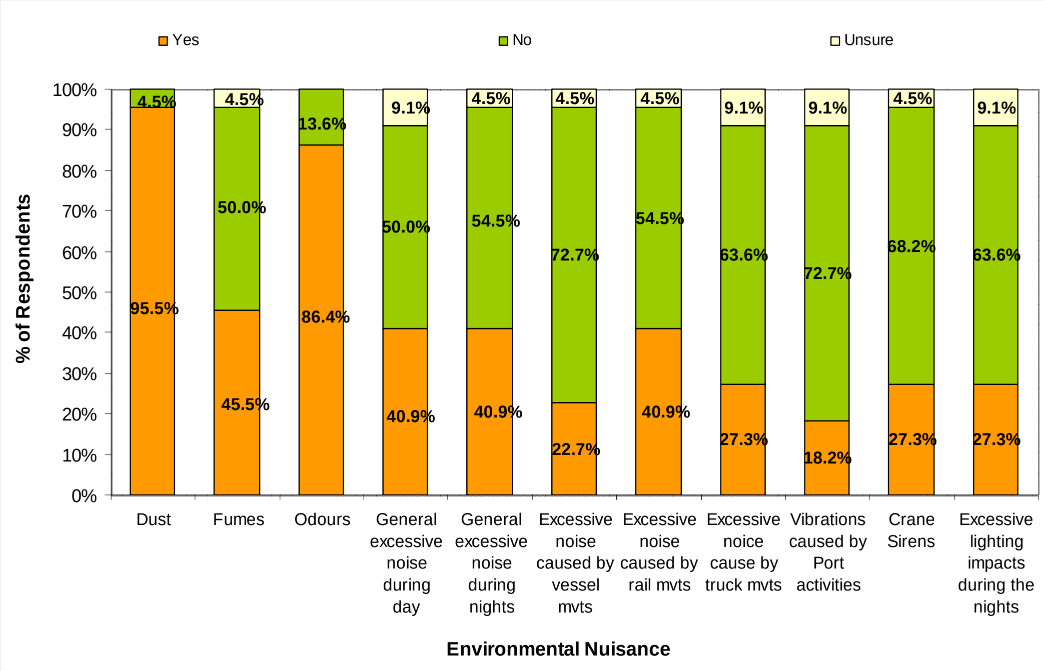
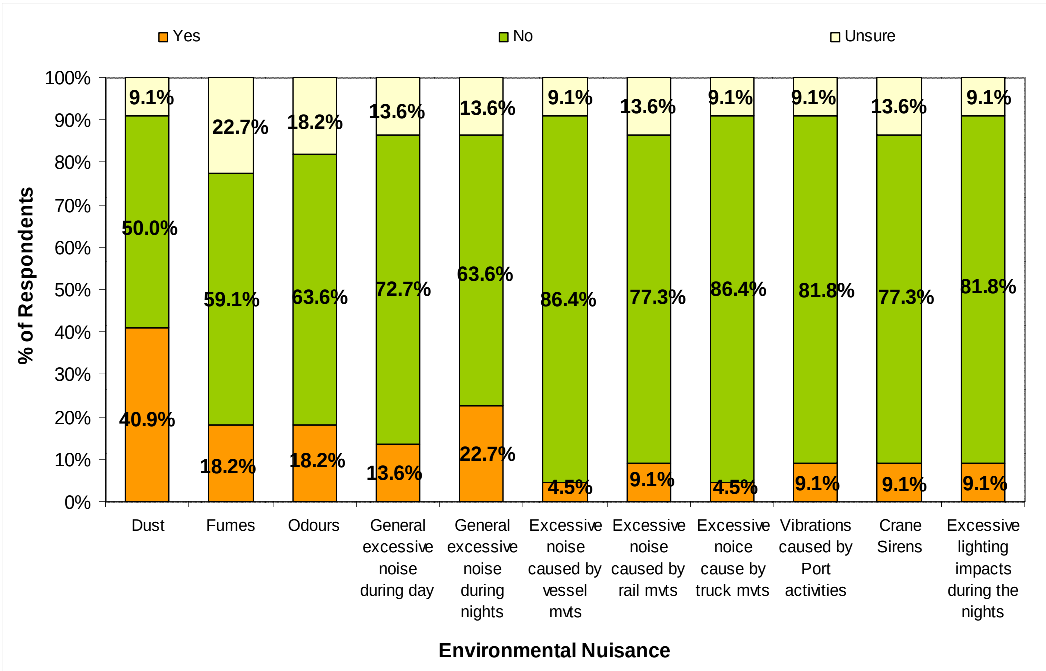


FIGURE A24: COMPLAINTS OF ENVIRONMENTAL NUISANCE



Other general comments made by respondents are listed in Table A45. The main concern raised by respondents is the impact of dust. Other issues include the noise that is made by ‘drunk people’ which is not an impact of Port activities.

Whilst it is evident that many of the respondents from this survey have indicated they have experienced some environmental nuisance, such as dust and odour, less that half of all respondents have formally complained. Further, over half of all respondents (59.1%) have lived at their present address for over 2 years, indicating that there is a trade-off between ‘amenities’ and ‘dis-amenities’, with living near the ocean outweighing the impacts of living near the Port of Townsville.

TABLE A45: GENERAL COMMENTS

GENERAL COMMENTS
Dust is a problem. Drunk people Friday and Saturday nights a noise problem. Odours from Cattle Ships disgusting. Parking is one of the biggest problems. We only have 2 car spaces in unit/3car family- no street parking in the area or free parking except casino and that’s too far.
CB Marine clean up their area. Water down sand and gravel where its is stored. This may help with the dust problem.
There is a lot of dust that comes through windows causes allergies, hay fever. Also making it difficult to keep clean.
We live as close to the port as anybody and we have not experienced any real nuisance in the 3 years we have been here. What does concern us s the future volume of traffic on Sir Leslie Thiess Drive. What were the City Council thinking to allow a cruise terminal, a casino, our blocks of apartments, the ferry terminal, the new 26 houses now being constructed, the Duck development, the Entertainment Centre and the hundreds of proposed dwellings and shops on the land adjacent to Jupiter’s. The mind boggles!
Black fine dust from somewhere. Dirt dust now from construction going to be a very busy road with construction and once all is built. Hard to get down our street of Sir Leslie Thiess now when functions are on without new people living in this area.
Be honest regarding the source and content of the dust, No more fairy takes like 'mould' please!
Dust, Noise and nothing done about the problems, only so called 'Surveys'!
No More! High Rise should be built in this on strand side of creek (Ross) - Harbour. It destroys what we have, that is different and enjoyable - The shipping and Boats and Harbour activities views from the Strand. Any more high rise and we will be the same as any city in the world and loose why people have come to live here.
It is a ghastly place: many noisy drunks, people perpetually revving up engines of trucks, buses and overpowered cars and motorbikes. Townsville as a whole is the most boring place I have ever lived in. If you build an ocean terminal for freight it will do neutral harm nor good to the town. If you expect tourists you are being extremely optimistic.
Traffic, parking and ferry terminal are the main concerns.
Immensely enjoy watching the ships in the port. Only issues we have with noise are from the vehicle barge-excessive use of bow thrusters and the hoons on the strand.
Friends from other suburbs always comment on how noisy the port is when they stay over at night.
Excessive amounts of black dust continually coming from port destination. Excessive noise and dust from sand blasting operations. Continual noise from trains during harvesting season.
Would not live anywhere else apart from the dust/noise and light pollution caused by the activities of CBMarine. We enjoy the port activities. We fully support the cruising terminal development. After visiting most of the world cruise terminals we would suggest you visit the south Amiton UK cruise terminal which we consider the best in the world.
Only the amount of fine black/brown or grey dust. This occurs frequently and is hard to remove short of fill hosing to external. No issues really with the port generally. Pleasant to look at and a need for Townsville and other areas.

APPENDIX 4: COMMUNITY ENGAGEMENT PLAN

INTRODUCTION

This Community Engagement Plan has been developed to guide the community consultation program and social impact assessment. The plan sets out all significant aspects of the process of community participation in the assessment process.

The plan involves the following:

1. The guiding principles, purpose and objectives of the community consultation plan.
2. The framework and methodology for:
    a. identifying interested stakeholders;
    b. reporting stakeholder perceptions about the adverse and potentially beneficial impacts of the project;
    c. engaging with affected stakeholders to negotiate mitigation strategies where possible;
3. Who is to be consulted (individuals, stakeholder groups, agencies);
4. The matters to be discussed (e.g. initial information about the project, assessment of impacts, possible mitigation strategies);
5. How stakeholders will be provided with an explanation of the proposed research methodology for the EIS and how the interested groups and individuals' input will influence the project (alignment adjustment and other ways);
6. Identifying and negotiating the way in which initial engagement and consultation will occur (phone, email, group meetings, door to door visits, etc);
7. How on-going participation will occur through the assessment process (e.g. stakeholder contact with consultant, availability of reports/studies, Draft EIS);
8. The number of times (or at what stages in the project) participants will be consulted;
9. How social impact assessment will be integrated with community consultation data to inform the overall impact assessment; and
10. How and when other critical data and reports (such as natural and economic environment assessment studies, traffic studies and so on) which will inform the judgement of stakeholders about environmental impacts of the project, will be made available to stakeholders and then how their response to that data will be reported on and assessed.

Consultation with stakeholders formed an integral part of the social impact assessment within the overall environmental impact assessment and environmental management processes.

OBJECTIVES

The key objectives of the community engagement are as follows:

- To provide relevant stakeholders with information on the proposed project;
- To provide stakeholders with an opportunity and mechanism by which they can advise the study team of potential issues of concern and impacts that require attention; and
- To provide stakeholders with an opportunity to provide feedback to the study team on issues of specific interest to them and to negotiate relevant remediation actions or recommendations.

STRATEGY

The Engagement Strategy consists of a number of related 'levels'. These are:

- Level 1: Key Local Decision Makers;
- Level 2: Directly Impacted Users;
- Level 3: General 'Vested Interest' Stakeholders;
- Level 4: Government Agencies; and
- Level 5: Community at Large.

Generally speaking, Levels 1 to 4 will involve direct one-to-one engagement. Level 5 will involve a combination of 'one to one' and indirect methods such as random surveys and marketing collateral/advertising.

The description of levels does not imply any order of importance or merit.

STAKEHOLDERS AND ENGAGEMENT METHODS

Table A46 below summarises the key stakeholder organisations in each of these levels, and provides some comments concerning key issues and responsibilities for engagement amongst the project team. Specific individuals within each organisation are to be identified by the relevant consultants.

TABLE A46: COMMUNITY ENGAGEMENT PARTICIPANTS AND METHODS

Level	Organisation	Discussion and Engagement Method
Key Local Decision Makers	Townsville City Council	A range of stakeholders within TCC will be consulted throughout the EIS process. Specific officers will be consulted by the relevant consultants as required.
	Members of Parliament	High level briefings on key issues will be undertaken periodically with local MPs.
Directly Impacted Users	Townsville Port Authority	A range of stakeholders within TPA will be consulted throughout the EIS process. Specific officers will be consulted by the relevant consultants as required.
	Key Port Users	Port users would be consulted where appropriate on a one-to-one basis.
	Jupiters Hotel	One-to-one briefing. Open invitation for ongoing feedback to be provided.
	Entertainment Centre and Convention Centre	One-to-one briefing. Open invitation for ongoing feedback to be provided.
	Cruising Yacht Club	One-to-one briefing. Open invitation for ongoing feedback to be provided.
	Magnetic Island Passenger and Car Ferry	One-to-one briefing. Open invitation for ongoing feedback to be provided.
	Sunferries	One-to-one briefing. Open invitation for ongoing feedback to be provided.
	Ross Creek users	One-to-one consultations as required. Open invitation for ongoing feedback to be provided.
General Interest Stakeholders	Townsville Enterprise Limited	One-to-one briefing. Open invitation for ongoing feedback to be provided.
	Townsville Chamber of Commerce	One-to-one briefing. Open invitation for ongoing feedback to be provided.
	Townsville CBD Promotions	One-to-one briefing. Open invitation for ongoing feedback to be provided.
	Sunfish NQ	One-to-one briefing. Open invitation for ongoing feedback to be provided.
	UDIA (QLD)	One-to-one and group briefings to Executive. Open invitation for ongoing feedback to be provided.

	Queensland Government Agencies (Various as per the TOR)	A range of stakeholders within the QLD Government will be consulted throughout the EIS process. Specific officers will be consulted by the relevant consultants as required on an ongoing basis. Consultations will take place in the form of one-to-one meetings, group workshops and exchange of information and correspondence as appropriate.
General Community	Community at large	Awareness raising through direct collateral distribution and supporting 'free' media coverage. Establishing a database of interested community stakeholders for future engagement post-submission of EIS and release for public consultation. Feedback from 'feedback' form (hard copy and online). Quantitative Random Survey (600 Respondents) to be undertaken to gain a statistically robust insight into the state of public opinion on key issues.
	Nearby residents	Self-complete quantitative survey.

INFORMATION DISSEMINATION AND ISSUES IDENTIFICATION

All stakeholders are to be provided with information concerning the project in the form of the Initial Advice Statement, the EIS Terms of Reference and associated master planning documents. These documents were available for download via the City Pacific Limited website and the Queensland Government Department of Infrastructure website.

Respective consultants are to identify issues of relevance in consultation with stakeholders.

FEEDBACK

Where applicable, stakeholders are to be provided with confirmation that their feedback has been received and noted. This can be in the form of ongoing expert or technical reporting documentation, emails or correspondence. At all times, stakeholders are to be encouraged to provide ongoing feedback as issues emerge or become apparent.

PROVISION OF TECHNICAL REPORTS TO STAKEHOLDERS

Technical specialist reports prepared as part of the EIS will be made available to the general public and stakeholders in accordance with the requirements of the EIS process, in conjunction with the release of the full draft EIS for public comment.

INCORPORATION OF RESULTS

The results of the engagement plan and feedback from stakeholders are to be incorporated into each of the respective specialist reports. The format in which feedback is incorporated is to be appropriate to each report.