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**Labrador Channel Extension Project  
Independent Review Report  
Gold Coast Waterway Authority**

28 January 2016  
Revision: 1  
Reference: 248731

# Document control record

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Register of existing information

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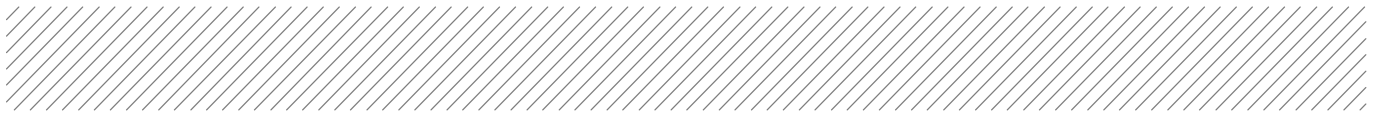
Public interest test survey form

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# 1 Introduction

## 1.1 Project background

The Labrador Channel Extension Project (herein referred to as 'the Project') is located within the Gold Coast Broadwater, adjacent to the Southport Broadwater Parklands, approximately 3 km south of the Gold Coast Seaway, as illustrated in Figure 1.

The Project forms Stage 2 of the overall Labrador Navigation Channel Project, and involves dredging to facilitate creation of a new channel between the southern end of the existing South Channel (adjacent to North Street, Southport) and the Sundale Bridge with the objective of providing more navigation options within the Broadwater. Figure 1 shows the extent of the Labrador Channel Extension, which would have a width of 40m from toe to toe, a depth of -2.5 m LAT and covers a distance of approximately 2 km.

## 1.2 Scope of the review

In August 2015, Aurecon was commissioned by the Gold Coast Waterway Authority (GCWA) to undertake an independent review and analysis of the Project at the direction and recommendation of the Honourable Mark Bailey MP, Minister for Main Roads, Road Safety and Ports, and Minister for Energy and Water Supply (the Minister).

Specifically, the Minister's request recognised the absence of community consensus on the Project, and the need to ensure objective independent assessment of the Project, with particular focus to be given to the issue of buoy moorings.

Whilst the Project forms the primary focus of this review, it is recognised that the Project sits within the wider context of overall GCWA strategic planning for the Broadwater. GCWA's planning includes delivery of the overall GCWA 'Two Channel Strategy' which forms part of GCWA's overarching *10 Year Waterways Management Strategy* and recently completed GCWA Speed Limit Review (August 2014).

This report provides a summary of the independent review process.

# Labrador Channel Extension Locality Map

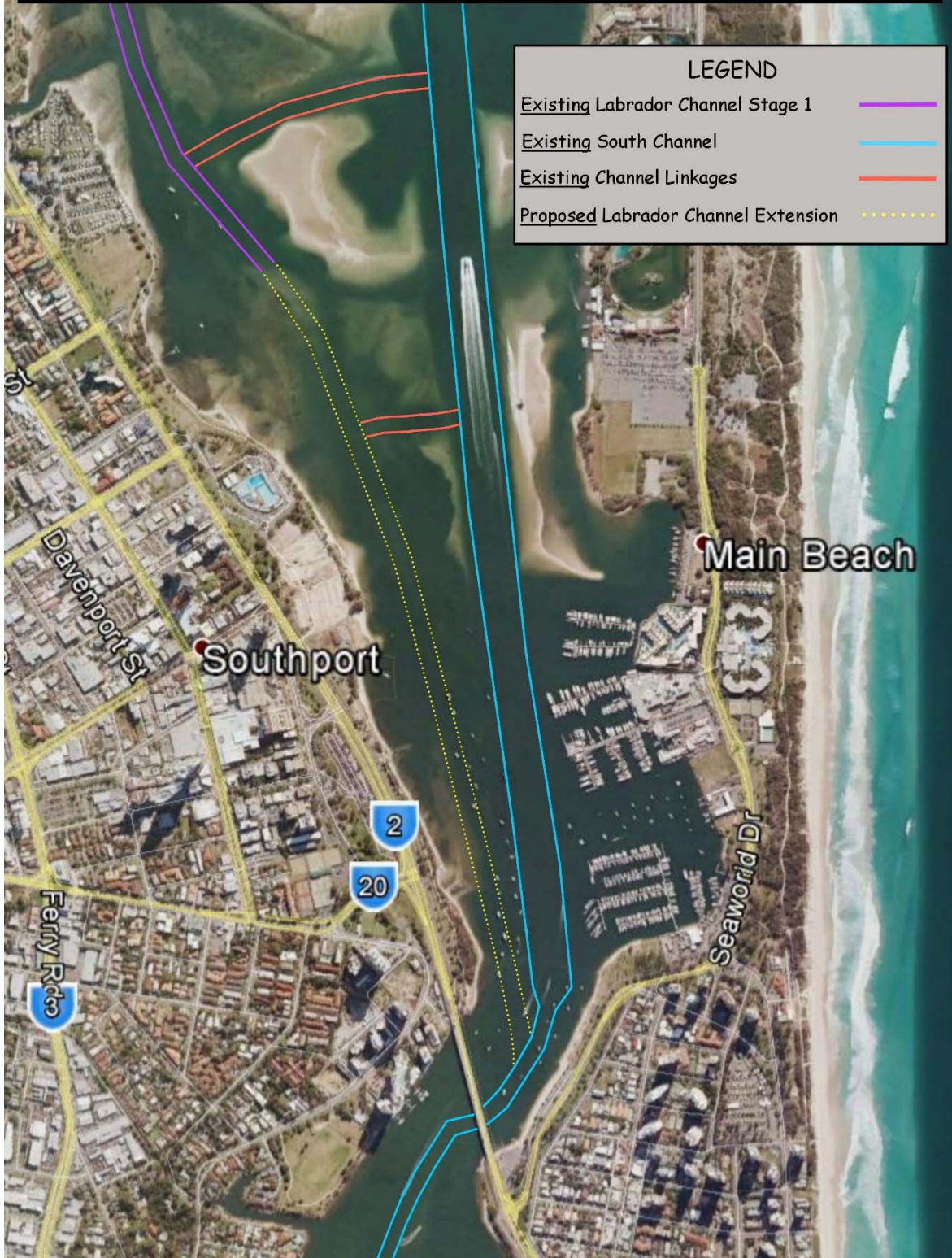


Figure 1 Project Locality Plan (Source: GCWA)



## 1.3 Objectives

In undertaking the independent review, Aurecon has been governed by the following key objectives:

- To assess the public interest (through a public engagement process) in the Project with specific regard to
  - The justification and need for the Project
  - The potential impact to the community (recognising the variety of stakeholders, including but not limited to commercial and recreational users, local residents and businesses)
  - Identifying the level of public understanding of the Project and whether it is perceived to be beneficial or not
- To assess the efficacy of the process implemented by GCWA to date to achieve the necessary approvals for the Project with specific attention to GCWA's identification and management of the following issues
  - Safety
  - Environment
  - Amenity
  - Waterways planning; and
  - Community views

## 1.4 Methodology

As part of the independent review, Aurecon has undertaken the following key tasks and actions:

- Held initial meetings with the two (2) key Project stakeholders as defined by GCWA, being GCWA and the Australian Live-Aboard Association (ALA) to obtain background information on the Project
- Desktop review of existing and available Project information and documentation (refer Appendix A for a list of all existing information made available to Aurecon and considered as part of this review)
- Development of a Stakeholder Engagement Plan for the Project
- Development and release of a Public Interest Test Survey
- Review and analysis of Public Interest Test Survey results; and
- Preparation of summary Independent Review Report (this report) for presentation to GCWA

### 1.4.1 Stakeholder engagement approach


In undertaking stakeholder engagement for this Project, Aurecon has voluntarily adhered to the Core Values and Code of Ethics set by the International Association for Public Participation (IAP2).

## 1.5 Assumptions and limitations

The following assumptions and limitations are noted:

- The responses to the survey are considered sufficient to inform the public interest test and the sample of response is assumed to be representative
- All Interests and comments expressed have been formulated at a point in time governed by the independent review scope and timeframe and as such stakeholder opinions are subject to change
- The role of the independent review was to ascertain existing public interest and opinion. In this regard, Aurecon assumed that each respondent based their opinion on their own existing knowledge and understanding of the Project. Aurecon is a stakeholder of the process whose independence is neither statutory, nor benevolent. Aurecon has sought to undertake the





independent review in a manner that does not influence public interest for or against the project.  
Therefore background information was not specified in the survey

- The independent review has been limited to one “face to face” meeting with each of the key stakeholders’ representative (GCWA and ALA) held at the inception phase only
- The independent review has not queried the reliability or accuracy of existing information provided to us to compile the review although opinion about this information may be present in this study
- The consultative phase of the independent review is based on the IAP2 public participation spectrum, where the goal of the participation is to obtain feedback on analysis, debate alternatives and/or decisions, to keep informed, to listen to and to acknowledge concerns and aspirations, and to provide feedback on how public input influence the decisions

# 2 Community engagement

## 2.1 Introduction

The following section outlines the Community engagement process adopted for this independent review.

## 2.2 Stakeholder engagement objectives

The consultation of stakeholders is necessary to understand the level of public interest in the Project and in order to assess the community and stakeholder views. The objectives of the engagement are to:

- Outline our approach to engaging with the community for involvement, communication and survey
- Identify key stakeholders for the independent review
- Provide details of review activities to ensure stakeholders are provided with appropriate information
- Provide identification of potential issues and proactive consideration and resolution of these issues

## 2.3 Project milestones and key engagement tasks

Table 1 summarises the timing and engagement tasks and milestones that have been agreed with the GWCA.

Table 1 Engagement tasks

Stage	Engagement tasks	Timing
<b>Review Inception</b>	<ul style="list-style-type: none"><li>■ Identify key stakeholders</li><li>■ Agree on consultation protocols</li><li>■ Prepare a positioning statement to advise key stakeholders of scope, purpose and timing of the Review</li></ul>	August 2015
<b>Assessment of Review objectives</b>	<ul style="list-style-type: none"><li>■ Review project need by applying a public interest test</li><li>■ Consult with key stakeholders – survey</li></ul>	September to early October 2015
<b>Documentation</b>	<ul style="list-style-type: none"><li>■ Consult with stakeholders</li><li>■ Summary report of survey results</li><li>■ Prepare final report including consultation outcomes</li></ul>	Mid October to November 2015

## 2.4 Engagement methods

Aurecon’s recommended approach to engagement and consultation is consistent with the IAP2 Spectrum of Public Participation, which ranges from informing through to empowering.

Table 2 outlines a high-level plan for stakeholder engagement. The focus of engagement is to firstly ‘inform’ key stakeholders about the Review, and then to ‘consult’ key stakeholders through a survey.

Table 2 Methods of engagement

Method	Purpose
Key stakeholder briefings	<ul style="list-style-type: none"> <li>To provide key stakeholders with information up front relating to the Review so they can make informed decisions and respond to questions as necessary</li> <li>Briefings will be organised by GWCA</li> </ul>
Introduction of Review parameters to accompany survey	<ul style="list-style-type: none"> <li>To inform stakeholders about the scope of the Review</li> <li>To provide clear information about the intention of the survey, and opportunity for consultation via the survey</li> <li>To clarify how the survey results will be included in the Review reporting and provide a frame for understanding of the community views</li> </ul>
Survey of stakeholders	<ul style="list-style-type: none"> <li>The key tool to provide an understanding of the community views</li> <li>To allow interested stakeholders to provide comments about the project</li> <li>Survey content will be developed by Aurecon</li> <li>The survey will be sent via invitation to key stakeholders as listed in Section 2.5 via email, with hard copy available upon request, together with open invitations to all other members of the public electronically via Facebook and the GCWA website</li> <li>Survey turnaround time will be two weeks. Results will be compiled in a consultation report for the Project Team to include in the final Review report</li> </ul>

## 2.5 Stakeholders

Table 3 provides a summary of the known group/organisation stakeholders identified as official government agencies/representatives, community associations and businesses who are considered as being likely to be impacted by the Project and for which targeted engagement is able to be readily undertaken.

For stakeholders with multiple individuals, nominated representatives were contacted and asked to provide details, this includes persons “on the waiting list” for buoy moorings through the Southport Yacht Club. To meet the review timeframe, the survey proceeded although the list was not provided in full. The effect of this omission is discussed further in section 5.2.2.

**Table 3 Summary of group/organisation stakeholders**

Stakeholder Group	Sub-group
Government agencies	<ul style="list-style-type: none"> <li>■ Gold Coast Waterways Authority (GCWA)</li> <li>■ Queensland Boating and Fisheries Patrol</li> <li>■ Maritime Safety Queensland</li> <li>■ Queensland Water Policy</li> <li>■ Department of Agriculture and Fisheries</li> <li>■ Department of Environment and Heritage Protection</li> <li>■ Department of Natural Resources and Mines</li> <li>■ Council of the City of Gold Coast</li> </ul>
Elected members and other representatives	<ul style="list-style-type: none"> <li>■ Local government Councillors:               <ul style="list-style-type: none"> <li>– Division 6: Cr Dawn Crichlow</li> <li>– Division 7: Cr A.J.D (Lex) Bell</li> </ul> </li> <li>■ State members:               <ul style="list-style-type: none"> <li>– Surfers Paradise: Mr John-Paul Langbroek</li> <li>– Southport: Mr Robert Molhoek</li> </ul> </li> </ul>
Community and special interest groups – waterway users	<ul style="list-style-type: none"> <li>■ Australian Live-Aboard Association (ALA)</li> <li>■ Southport Yacht Club (SYC)</li> <li>■ Current buoy mooring tenants and those on waiting lists (via the Southport Yacht Club)</li> <li>■ Queensland Recreational Boating Council</li> <li>■ Mariner's Cove Marina</li> <li>■ Marina Mirage</li> <li>■ Jet Ski Safari</li> <li>■ Sailing groups</li> <li>■ Paradise Jet Boating</li> <li>■ Jet Boat Extreme</li> </ul>



# 3 Key stakeholder meetings and initial review

## 3.1 Key stakeholder meetings

At the inception phase of the independent review, GCWA and the ALA were identified as the two key stakeholders with which to commence discussions and develop understanding of the Project scope, purpose and key issues to date, particularly with respect to the buoy moorings.

In this regard, initial stakeholder meetings were held with both GCWA (17 August 2015) and ALA (25 August 2015) allowing each party the opportunity to discuss the Project, provide background information and raise any issues or concerns.

- During the meeting with GCWA, copies of background Project information, past studies, development applications and permits were made available
- During the ALA meeting, a discussion paper was submitted titled *‘2 Channel Strategy: Independent Review Critical Issues Discussion Paper’*

In addition to these initial key stakeholder meetings, two submissions were emailed to Aurecon by representatives of the windsurfer and kite-boarder groups. These submissions were copies of documents that have been previously presented to GCWA and the City of Gold Coast Council expressing these stakeholders’ concerns with the proposed Labrador channel extension.

A list of all information received is provided in Appendix A.

## 3.2 Initial review

Following the initial key stakeholder meetings, Aurecon undertook a preliminary review of all existing information provided by GCWA and ALA, including the stakeholder submissions received, in order to develop survey questions for the public interest test.


The key issues identified are summarised below:

### Safety and amenities

- Congestion in the channel is episodic/occasional and generates safety issues
- The design of the proposed channel addresses the need of mostly slow-moving crafts which currently transit through the main channel

### Environment

- The practice of removing sand from an estuary to undertake beach nourishment has the potential to result in adverse environmental impacts on estuaries
- Hydraulic impacts of deepening the channel have not been explored through a numerical model, however it is recognised that assessment by the relevant regulatory authorities confirms that this modelling is not necessary for these works

- 
- The necessary statutory approvals for the Project have been obtained to authorise the Project to lawfully proceed

**Social: Waterway planning and community views**

- A wide stakeholder consultation process was not undertaken to define the scope of the Labrador Channel Extension, even though stakeholders using moorings were informed of the Project
- The Project has many possible functions/objectives and this has resulted in a lack of clear communication, in particular with partially informed stakeholders
- Some stakeholders have expressed concerns regarding the level of community inputs in the Project
- Relocation of permanent resident buoys moorings without a suitable alternative (although negotiation occurred this were not successful) has contributed to much friction and this has prolonged for some time
- The vessels on mooring generally occupy a small area of the Broadwater, however the current swing mooring footprint is relatively large, compared with other mooring arrangements (piles, pontoon, etc...)
- Management of the existing buoy moorings has become the most significant issues for the Labrador Channel Extension Project to resolve in seeking to proceed
- The Broadwater is a complex “social” area which encompass a wide variety of user types, each having multiple uses of the waterway at different times, often which result in competing requirements and interests
- There is a lack of consensus regarding “best” management of the Labrador Channel



# 4 Public interest test survey

## 4.1 Overview

The following section details the survey that was developed, including the format, questions and details of its public release and timing.

## 4.2 Format and structure of survey

The public interest test survey consisted of 19 questions, grouped to facilitate correlation between questions themes and to form a view on the level of public interest with the Project.

A copy of the survey format and full questions is provided in Appendix B.

Questions were grouped and sought opinion/information from the respondent in the following way:

- The respondent and their link to the Broadwater (Questions 1-3)
- The Broadwater generally (Question 4)
- The Project specifically (Questions 5-13)
- Details on the respondent's main sources of information (Question 14)
- The respondent's level of engagement in previous GCWA projects and expectations on consultation (Question 15-18)
- Opportunity for the respondent to provide general comments and contact details (email) to receive future updates on the Project (Questions 16 and 19)

So as to maximise the value of responses received, the survey was structured in a manner which:

- Required the majority of questions to be responded to, with the exception of Question 16 (other comments) and Question 19 (provide contact details for future updates)
- Provided a combination of pre-populated responses that respondents could select from as well as providing the opportunity for respondents to give their own unique response (ie "Other – please explain")
- Provided sliding scale responses for a number of questions, allowing responses to vary from 'Not at all Concerned' to 'Neutral' to 'Very Concerned'
- Provided the opportunity towards the end of the survey for general comments with respect to the Project



### 4.3 Timing of survey

On 21 October 2015, 280 individual email invitations were issued to the list of group/organisation stakeholders as identified in Table 3 and their nominated sub-groups and/or representatives. The survey was also made available to the wider general public via:

- The GCWA website (<http://www.gcwa.qld.gov.au/blog/read/?i=35>)
- GCWA Facebook page (<https://www.facebook.com/GoldCoastWaterwaysAuthority/photos/a.531348436937579.1073741828.527405200665236/958409417564810/>)
- ALA website (<http://www.australianliveaboards.org/>)

The survey was closed on 4 November 2015.





# 5 Summary of findings

## 5.1 Survey results

At the close of survey on 4 November 2015, a total of 469 responses were received, which were tracked as being either responded to through the targeted invitations (direct email), or as general invitation (internet website and Facebook links). The following is the breakdown of responses received by origin:

- 83 responses via the email invitation, of the total 280 e-mail invitations sent
- 140 responses via the GCWA and ALA website links
- 246 responses via the GCWA Facebook page link

As part of the initial review of the 469 responses, Aurecon undertook a quality review. This resulted in the exclusion of a sample of 40 of the responses for one or more of the following reasons:

- Surveys which upon undertaking an IP check identified multiple surveys completed from the same IP and within an extremely short period of time and similar comments
- E-mail response duplications
- Mostly incomplete survey responses and outliners

At the conclusion of the quality review, 429 responses were carried forward for further analysis.

A summary of the quality controlled responses, including individual comments made, is provided in Appendix C.

## 5.2 Analysis of responses

The following section details the analysis findings of survey responses against the three key topics:

- Opinion on the Project and the GCWA Two Channel Strategy
- Public opinion on the Buoy Moorings
- Public interest test on the Project
- Safety
- Environment
- Amenities
- Waterway planning
- Community Views
- Comments

### 5.2.1 Public interest

With less than 30% responses (83 out of 280) from the shortlist of invitees, it appears that the feedback is rather limited, especially when compared with the “Speed Limit Review” which collected 700 responses out of 800 e-mail invitees (87% response rate).

434 responses is a very large number accumulated in a little over two weeks, particularly when considering that 199 responses were accompanied with comments (other than “no comment”).

However, 434 responses is not “as high” as similar surveys undertaken on the Gold Coast. For instance, the Speed Limit Review (2014, GCWA) which obtained approximately 1400 responses and the Ocean Beaches Strategy also obtained 1,400 (2014, City of Gold Coast).

Many comments refers to the Speed Limit Review and it appears that “the speed review” is likely to be a substantial topic in terms of engagement on the current Project: an absolute majority of respondents have participated in this previous survey regarding the speed limits 57.1%. Also, 25% of the comments concerns the speed limits. Also, many comments makes speed limits a necessary condition to support the Labrador Channel Extension.

It follows that the interest in the Labrador Channel Extension is relatively low, when compared with other similar projects.

### 5.2.2 Two Channel Strategy and the Labrador Channel Extension

Out of Question 11 “Do you see a benefit in a “Two Channel Strategy”, a relative majority of 40.55% of respondents do not believe that the project is beneficial, by a margin of 3%, over the 37.56% seeing a benefit in the “Two Channel Strategy”.

This is significant but is also contrasted in that 21.89% of respondents (95) see a possible benefit in the “Two Channel Strategy”, but need more information. In aggregation, an absolute majority may to be disposed to support the strategy. The “potential” support for the Project has a wide base of 59.45%.

However, this does not mean that a “potential” majority can be found because there is a wide diversity of sometimes conflicting opinions regarding which action is necessary to provide support. Restricting speed limits could satisfy some of these undecided respondents (as outlines in their comments on Question 16), but not all undecided respondents.

When considering more specifically the safety merits of the “Labrador Channel Extension” on Question 6, a relative majority of respondents (39.63%) believe that it is the most appropriate solution to deal with traffic congestion and safety issues against 32.72% believe that the Project will “not at all”

deal with such issues. In-fine an absolute majority of 55.99% of the respondents believe that the Project is at least “somewhat efficient” at improving maritime safety. Safety is discussed further in section 5.3.2.

Therefore, a relative majority of respondents do not believe that a Two Channel Strategy is necessary, by a 3% margin but many remains to be convinced. An absolute majority of respondents (55.99%) are of the opinion that the Labrador Channel Extension is likely to improve maritime safety “somewhat efficiently”, at the very least.

### 5.2.3 Moorings

According to Question 12, 63% of respondents support at least the relocation of the moorings, if not their removal.

Only 40 respondents (8.63% of the respondents) identified themselves as existing moorings tenants or on waiting list, while 157 (36.18%) respondents were in favour of the mooring to remain at their current location. It follows that the “mooring” group is broadly supported, even though it is a minority group. To explore this further a correlation analysis is proposed between Question 12 and Question 11. The result is indicated in Table 6 and it demonstrates two equally strong and opposite opinions of the mooring position and of the Two Channel Strategy:

- a) Opinion 1: The moorings should not be removed and the project is not supported (122)
- b) Opinion 2: The moorings should be removed or relocated and the project is supported (121)

Table 4 Correlation Chart Question 11 with Question 12

Question 12: Do you support the removal or relocation of the moorings from the proposed channel?	Question 11: Do you see a benefit in a “Two Channel Strategy” as proposed for the area?		
	Yes, I support the “two channel strategy” proposed for the area	Possibly, but I would like more information	No, I don’t really believe the project is necessary
Yes, I support the removal or relocation of the moorings from the proposed channel	121	50	21
I only support the relocation of the moorings	30	22	31
No, the moorings should remain at this location	11	21	122

Because the full mooring waiting list of the Southport Yacht Club has not been included in the e-mail distribution list - and this list is believed by the Australian Live-Aboard Association to be large. This could have a significant impact on this survey result, but it is important to consider also that many respondents could be potential mooring users.

The Australian Live-Aboard Association has mobilised its internet site to advocate for support to “moorings”, including proposed responses to the survey. However, out of the 351 internet and the Facebook responses only 8 respondents identified themselves as “on a waiting list” and 8 comments out of 199 asked specifically for “additional moorings”. There could be a number of explanations to this. The ALA campaign seems not to have mobilised many potential mooring users (on the waiting list

or otherwise interested), but instead, possibly a wider base of support. This reinforces the view that the mooring group is broadly supported, even though it is a minority group.

This demonstration of support is a characteristic of a cohesive community since it demonstrates that some of these groups have affinity for each other. This should assist in forming consensual decision-making and is an asset for “waterway planning”.

It follows the majority of respondents are supportive of at least the relocation of the mooring, if not the removal, however the “mooring” group is broadly supported, even though it is a minority group.

### 5.2.4 Safety

Of Question 6, it appears that a majority of respondents (55.99%) believe that the Labrador Channel Extension is likely to improve maritime safety (somewhat efficiently or very efficiently). 172 responses selected the following statement “separate channels is the most appropriate means to deal with the current traffic congestion and safety issue”. Table 5 indicates two equally strong opposite opinions of safety and its relation to the project justification:

- a) Opinion 1: The project is not improving safety and is not supported (131)
- b) Opinion 2: The project is improving safety and is supported (133)

Table 5 Correlation Chart Question 11 with Question 6

Question 6: In your opinion, the proposed Labrador extension channel is likely to assist with improving maritime safety?	Question 11 - Do you see a benefit in a “Two Channel Strategy” as proposed for the area?		
	Yes, I support the “two channel strategy” proposed for the area	Possibly, but I would like more information	No, I don’t really believe the project is necessary
Very efficiently, separate channels is the most appropriate mean to deal with the current traffic congestion and safety issue	133	36	2
Somewhat efficiently	27	35	8
Not efficiently, there are better options to achieve this objective	2	13	33
Not at all	0	9	131

The issue of congestion (Question 13) has also found to be related to maritime safety. Although most who responded consider the Channel will be at capacity or over capacity (53.22%) within 5 years, the more frequent users tend to consider that the channel is not going to reach capacity. These frequent users tend to provide less support for the Labrador Channel Extension and the Two Channel Strategy. Frequent users (more than once a week) use the Broadwater outside of weekends, when there is much less traffic.

The speed limit issue tends to oppose non-powered watercraft with powered watercraft. Although this is an important finding to this review of the Labrador Channel Extension this subject remains to be explored further as part of the Speed Limit Review as speed was not specifically addressed in the Project description. So the issue of speed limit was not analysed further than in Section 5.2.1. It is suggested here that a similar level of opposition mixed with inter-group support is occurring.

Many comments (12/48) relating to improving safety and ‘policing’ of the Broadwater as a means of resolving potential conflicts at Question 6 for suggestion for “better options’ to achieve the improved

safety objectives. This becomes particularly evident in “Question 4 – What is the one improvement to the Broadwater, as a whole, you would like to see included” where the majority of respondent selected “other” rather than any pre-populated category expressed a desire for more policing and (29 out of 107) with comments such as:

- “Policing of marine safety regulations”
- “Teach more about safety and how to navigate”

Safety along the Labrador Channel Extension appears to be related to the channel extension. Speed reductions and more policing are also seen as able to improve safety along this waterway.

### 5.2.5 Environment

A majority of respondents (61.75%) believe that the potential environmental impact of the project is Minor, Negligible or provides a Net Benefit to the environment.

Out of the 78 respondents believing that the Channel is likely to have “disastrous” impact (17.97%), 70 out of 78 do not support the “Two Channel Strategy” on Question 11. Furthermore, 58 out of 78 support the view that “the moorings should remain at their current location” on Question 12, while only 10 out of 78 identified themselves as mooring users or on a “waiting list”. There is an underlying distrust of the “Two Channel Strategy” and support for the mooring community from the respondents who have the most environmental concern about the project.

There are nearly 40% of the respondents who have some concerns regarding the project from an environmental point of view. The respondents most concerned by the environment also forms a significant part of the group opposed to the project (70 out of 176, 39.7%) or the mooring relocation or removal (58 out of 157, 36.9%).

Environmental impacts associated with the Project appear to concern a relatively large minority of respondents and the most concerned are also opposed to the Project.

### 5.2.6 Amenities

The survey outlines a very wide diversity of view regarding possible “improvement to the Broadwater”. Figure 2 shows the result to Question 4 which relates to the “one improvement” to the Broadwater each respondent would like to see:

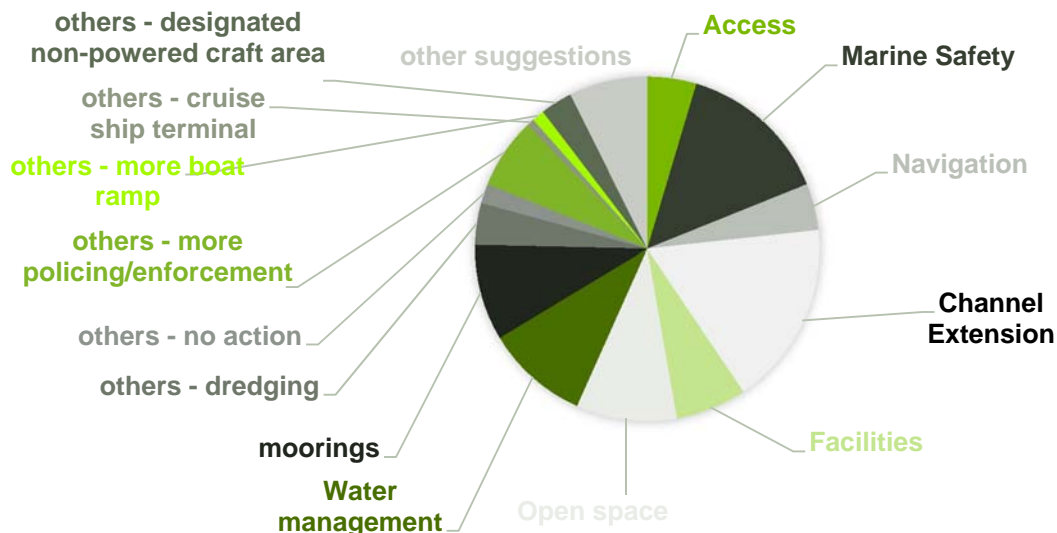



Figure 2 Result - Question 4 “What is the one improvement to the Broadwater, as a whole, you would like to see?”



This is the widest spread of answers from the whole survey. Even though most respondents identify themselves as “recreational users” accessing the Broadwater “once a week to once a month” (>70% to both groups), there remains a very diverse range of users and of needs.

Such a spread of opinions underpins the difficulty in identifying a single “best” proposition to manage the Broadwater better.

### **5.2.7 Waterway planning**

There is a high level of community expected expectation for GCWA to undertake consultation on the Project to consult more about their major projects since nearly 86% of respondents expected community consultation to be part of the Labrador Channel Extension at Question 17.

Further community engagement would be beneficial, particularly to articulate the “Two Channel Strategy” and how the “Labrador Channel Extension” fits into this strategy.

### **5.2.8 Community views**

The results shows that the community view are relatively polarised. In order to find a consensus position it is important to understand how various respondents relate the one to the other and only a few responses attracted an absolute majority of responses (more than 50%), as per below:

- 85.98% of respondents expect GCWA to consult with community regarding the Project
- 75% of respondents use the Broadwater weekly or less than weekly
- 72% of respondents are recreational users (aggregating the powered and non-powered groups)
- 61.75% of respondents believe that the project will have minor environmental impact, at the worst
- 57.1% of respondents provided views on the Speed Limit Review
- 51% of respondents obtained information through family, friend or word of mouth

The main finding is that there is a strong community expectation for GCWA to consult with the community on the Project. Similarly, the following responses attracted more than 40% of the respondents:

- 47.8% of respondents would like update/feedback on the Labrador Channel Strategy via e-mail
- 44.7% of respondents supported “removal or relocation” of moorings
- 44.34% of respondents obtained information through GCWA website
- 44.34% of respondents obtained information through general media
- 41% of respondents indicated than “recreational” is the best use of the Labrador Channel Extension
- 40.55% of respondents do not support the “Two Channel Strategy”

### **5.2.9 Comments**

Question 16 of the survey provided the opportunity for respondents to freely make any further comments regarding the Project. 222 respondents left a comments, although 23 out of 222 comments were blanks, such as “no comments”. This leaves 199 comments and the full list of {moderated} comments is provided in Appendix D.

As discussed earlier, a large proportion of the comments, approximately 25%, concerns “speed limits”.

Some respondents have expressed a concern related to the need for the project, sense of place, dredging, boat wakes or erosion, but a generally a large group is discussing recreational powered and non-powered users requirement for amenities and the need for policing the waterways.



# 6 Findings

The independent review of the Labrador Channel has been prepared in consultation with the Gold Coast Waterway Authority and the Australian Liveaboard Association and is also informed by an electronic survey.

The findings of the review are:

## Public interest

The Labrador Channel Extension project appears to have a relatively low level of public interest, when compared with other similar projects in the region.

## Labrador Channel Extension

A relative majority of respondents do not believe that a Two Channel Strategy is necessary, by a 3% margin, yet an absolute majority of respondents (~56%) are of the opinion that the Labrador Channel Extension is likely to at least improve maritime safety “somewhat efficiently”.

The potential support for the “Two Channel Strategy” shows an absolute majority (~59%), but because of the wide diversity of opinions regarding what could be done to improve the Broadwater, obtaining ~56% of support to the Labrador Channel Extension with respect to “safety improvement” seems to be a reasonably good and defensible outcome from a community point of view.

## Moorings

The survey analysis demonstrates that mooring management issues have polarised the community. The majority of respondents (~63%) are supportive of the relocation of the mooring, if not their complete removal. Also, it is important to consider that the “mooring” group has a relative broad support base, even though it is a minority.

## Safety

Safety is a concern for the majority of occasional (once a week or less) recreational users. However, safety becomes a lesser concern for more frequent users.

The majority (~56%) considers that the Labrador Channel Extension is at least a “somewhat efficient” safety improvement with ~53% of respondent believe the Channel will be at capacity within 5 years. The lack of direct support may be related in part to the enforcing speed limits on the Broadwater.

## Environment

GCWA obtained the necessary environmental permits to lawfully proceed with the works. Environmental impacts associated with the Project appear to concern a relatively large minority of respondents and the most concerned are also opposed to the Project.

A majority of respondents (~62%) believe that the potential environmental impact of the project is Minor, Negligible or even provides a Net Benefit to the environment.



### **Amenities**

The review found a wide range of users and uses for the project area, which have diverse opinions on which amenities are necessary.

Such a spread of opinion underpins the difficulty to identify a single “best” proposition to improve management of the Broadwater. A clear consensus on what can be done to manage the Broadwater “better” is difficult to achieve because of the diversity of views.

Providing amenities for all users to enjoy is likely to require a range of approaches. The Labrador Channel Extension is possibly one of this approaches, but it is not likely to be sufficient to deliver the “Two Channel Strategy”.

### **Waterway planning**

“Public consultation” was not required “by law” for this project and GCWA obtained the necessary permits without broad-based consultation. However, the community expected GCWA to consult more about its major projects, including the Labrador Channel Extension. The mooring management issues, which have stalled the project, relates to a lack of consultation.

Further engagements with the community will be beneficial in articulating future projects scope, justification and also in facilitating waterway planning. The broad-based support for the mooring group demonstrates that the Broadwater community can show cohesion. Community cohesion is worth promoting and improving further.

### **Community views**

A range of polarising community views about the Project have been expressed via the survey. A clear consensus on what can be done to manage the Broadwater “better” is difficult to achieve because of the diversity of views and opinions.

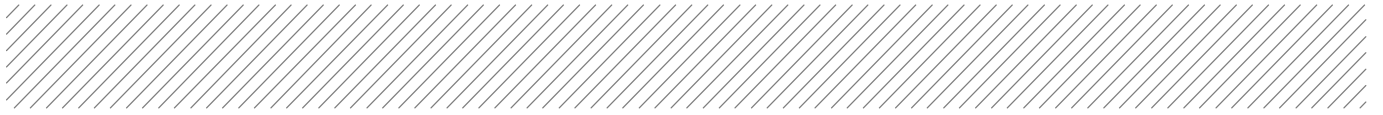
The main point of agreement (~86%) appears to be related to GCWA “lack” of consultation with the community prior to defining the Project.

Please, consider the GCWA website and/or Facebook page for additional information, including opportunities to provide feedback on any of these matters.



# Appendices



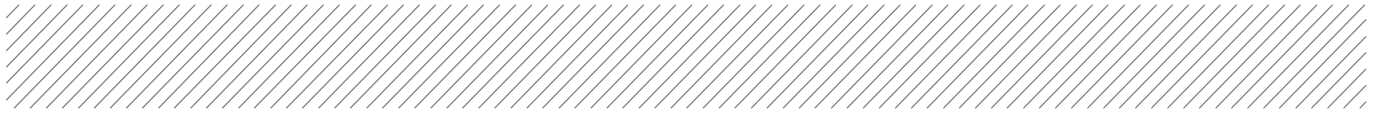


# Appendix A

## Register of existing information

## Register of Existing Information

Register of existing information
<b>Received from GCWA</b>
<ul style="list-style-type: none"><li>■ Design Drawing North #659643</li><li>■ Design Drawing South #659644</li><li>■ Geotechnical Sediment Sampling Report – Lab Stage 2</li><li>■ Owners Consent Letter – Dredging GCWA</li><li>■ Development Application BEN360-TD-EV-REP-0004 Rev 0</li><li>■ Environmental Management Plan BEN360-TD-EV-REP-0008 Rev 1</li><li>■ EPPR02380414 Signed Decision Notice Permit and Info Sheet</li><li>■ Notice of Decision (Approvals)</li><li>■ TMR12-144 Project Delivery Plan v4</li><li>■ Labrador Channel Stage 2 – Dredge Volumes (280414)</li><li>■ GCWA Waterways Management Strategy – Consultation and Stats Summary</li><li>■ Three Point Plan Beach Nourishment Approval OPW201302051</li><li>■ Allocation of Quarry Permit</li><li>■ Ministers Introduction of GCWA as Organisation</li><li>■ GCWA Act 2012 Excerpt</li><li>■ GCWA Waterways Management Program 2014-2018</li><li>■ GCWA Gold Coast Waterways Management Strategy 2014-2023</li><li>■ Key Stakeholders List</li><li>■ Correspondence from Minister Bailey to GCWA 5 June 2015</li><li>■ Notice to Tenderers</li></ul>
<b>Received from ALA</b>
<ul style="list-style-type: none"><li>■ 2 Channel Strategy – Independent Critical Issues Review – Discussion Paper (ALA)</li><li>■ ALA documentation referring to the project</li><li>■ Correspondence from ALA to Director General TMR</li></ul>
<b>Received from Others</b>
<ul style="list-style-type: none"><li>■ Broadwater Parklands Stage Three Development/Dredging – Issues relating to windsurfing/kite surfing</li><li>■ Recreation windsurfing and kiteboarding the Gold Coast Broadwater Parklands – Development and the Broadwater fronting Shearwater Esplanade, Runaway Bay – Windsurfing Queensland and Kiteboarding Queensland and Northern Territory Inc</li></ul>



# Appendix B

## Public interest test survey form

## Labrador Channel Extension - Stage 2 Community Consultation Survey

Welcome to Labrador Channel Extension Community Consultation Survey

Aurecon is undertaking this survey to inform an independent review of the Labrador Channel Extension on request of the Honourable Mark Bailey MP, Minister of Main Roads, Road Safety and Ports, and Minister for Energy and Water Supply.

### About the Labrador Channel Extension

The **Labrador Channel Extension** is part of the Gold Coast Waterways Authority's commitment to deliver improved waterways management for all users and is a key project identified in the Authority's 10-year Waterways Management Strategy 2014-2023. Figure below shows the proposed Labrador Channel Extension.

Labrador Channel Extension Layout



The project is designed to improve safety for all waterway users with an additional navigation channel by completing the 'missing link' and continuing the existing Labrador Channel south to join up with the South Channel near the Sundale Bridge.

Your personal information will be kept **strictly confidential**. Individual responses will not be published, however, aggregated responses will be made available to the community.

**For any enquiries with respect to this survey please contact:**  
[Labrador.channel.ext@aurecongroup.com](mailto:Labrador.channel.ext@aurecongroup.com)

**Please click [Next](#) to start the survey**

## Labrador Channel Extension - Stage 2 Community Consultation Survey

About  
You

**1. Please select ONE of the following options that BEST describes you**

- Current buoy mooring authority holder
- On waiting list for a buoy mooring
- Recreational watercraft user (powered)
- Recreational watercraft user (non-powered)
- Commercial watercraft operator (powered)
- Commercial watercraft operator (non-powered)
- Government agency
- Local business owner
- Other (please specify)

## Labrador Channel Extension - Stage 2 Community Consultation Survey

About  
You

**2. For what purpose do you use [access] the Broadwater?**

- Recreation on the Broadwater (powered)
- Recreation on the Broadwater (non-powered)
- Recreation near the Broadwater (enjoying the parks and other on-land facilities)
- Residential (living aboard your boat)
- Commercial
- Live nearby
- Other (please explain)

**3. On average, how often do you use [access] the Broadwater?**

- Every day
- Once a week
- Once a month
- Once a year
- Other (please explain)

**Labrador Channel Extension - Stage 2  
Community Consultation Survey**

**The  
Broadwater**

**4. What is the one improvement to the Broadwater, as a whole, you would like to see?**

- Access
- Marine Safety
- Navigation
- Labrador Channel Expansion
- Facilities
- Open space
- Waterway management
- Moorings
- Other (please describe)

**Labrador Channel Extension - Stage 2  
Community Consultation Survey**

Labrador Channel  
Extension

**5. In your opinion, what would be the BEST use of the waterway occupied by the proposed Labrador Channel Extension**

- Transport (channel, etc.)
- Environmental (buffer zone, conservation area, etc.)
- Recreational (swimming, recreational fishing, windsurfing, kitesurfing, small sail boats, power-craft and jet-skis)
- Commercial (marina or other)
- Waiting area and residential (moorings, house boats, etc.)
- Amenity and cultural (visual, parkland, boardwalks, etc.)
- Other (please specify)

**6. In your opinion, the proposed Labrador Extension Channel is likely to assist with improving maritime safety:**

- Very efficiently, separate channels is the most appropriate mean to deal with the current traffic congestion and safety issue
- Somewhat efficiently
- Not efficiently, there are better options to achieve this objective
- Not at all

**Labrador Channel Extension - Stage 2  
Community Consultation Survey**

Labrador Channel  
Extension

**7. You have selected that the Labrador Channel Extension will not effectively increase the maritime safety. What alternative suggestions do you have to achieve this objective?**

**Labrador Channel Extension - Stage 2  
Community Consultation Survey**



Labrador Channel  
Extension

**8. With the necessary environmental statutory approvals granted, what do you believe the potential environmental impact of the Labrador Channel Extension will be?**

- Disastrous
- Serious
- Minor
- Negligible
- Net benefit

**Labrador Channel Extension - Stage 2  
Community Consultation Survey**

Labrador Channel  
Extension

**9. How concerned are you about any potential impacts of the channel extension on those who use the Broadwater for recreation (such as jet skiing, jet boating, kite-boarding, wind surfing, fishing)?**

Not at all concerned Neutral Very concerned

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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**10. How concerned are you about any potential impacts of the channel extension on local businesses (such as boat builders, sailboard and kite-board retailers, chandleries, boat brokers)?**

Not at all concerned Neutral Very concerned

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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**Labrador Channel Extension - Stage 2  
Community Consultation Survey**

Labrador Channel  
Extension

**11. Do you see a benefit in a “Two Channel Strategy” as proposed for the area?**

- Yes, I support the “two channel strategy” proposed for the area
- Possibly, but I would like more information
- No, I don't really believe the project is necessary

**12. Do you support the removal or relocation of the moorings from the proposed channel?**

- Yes, I support the removal or relocation of the moorings from the proposed channel
- I only support the relocation of the moorings
- No, the moorings should remain at this location

**Labrador Channel Extension - Stage 2  
Community Consultation Survey**

Future  
Planning

**13. In the next five (5) years what capacity do you think the existing South Channel will reach if the Labrador Channel Extension does not proceed?**

- Over capacity
- At capacity
- Reaching capacity
- Under capacity

**14. What sources do you use to get information about Gold Coast waterways? (tick all that apply)**

- |   |   |
|---|---|
| <input type="checkbox"/> Family, friends, neighbours, word of mouth | <input type="checkbox"/> Local Councillor, Member of Parliament |
| <input type="checkbox"/> General media (TV, radio, newspaper)       | <input type="checkbox"/> Business association                   |
| <input type="checkbox"/> Local newsletters                          | <input type="checkbox"/> Community group or association         |
| <input type="checkbox"/> Gold Coast Waterways Authority website     | <input type="checkbox"/> Recreational group or association      |
| <input type="checkbox"/> City of Gold Coast website                 | <input type="checkbox"/> Social media                           |
| <input type="checkbox"/> Other (please specify)                     |   |

**Labrador Channel Extension - Stage 2  
Community Consultation Survey**

Future  
Planning

**15. Have you previously shared your views on any Gold Coast waterways projects? (tick all that apply)**

- Labrador Channel Extension
- Surfers Paradise Riverfront Master Plan
- Doug Jennings Park Master Plan
- Buoy Mooring Review
- Speed Limits Review
- GCWA Strategic Plan
- Other (please specify)

**16. Do you have any other comments with respect to the proposed Labrador Channel Extension?**

### Labrador Channel Extension - Stage 2 Community Consultation Survey

Future  
Planning

**17. Do you expect the Gold Coast Waterways Authority to consult the community on its plans to extend the Labrador Channel?**

- Yes
- No

**18. If yes, how satisfied are you with the consultation to date on the Labrador Channel Extension?**

Not at all  
satisfied

Neutral

Very  
satisfied

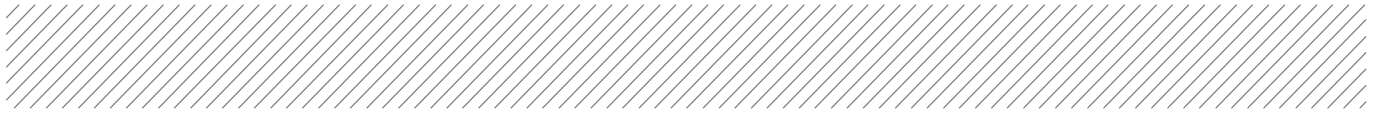
    

**19. If you would like to receive further update on the Labrador Channel Extension please enter your email address**

### Labrador Channel Extension - Stage 2 Community Consultation Survey

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Thank you again for your interest and assistance

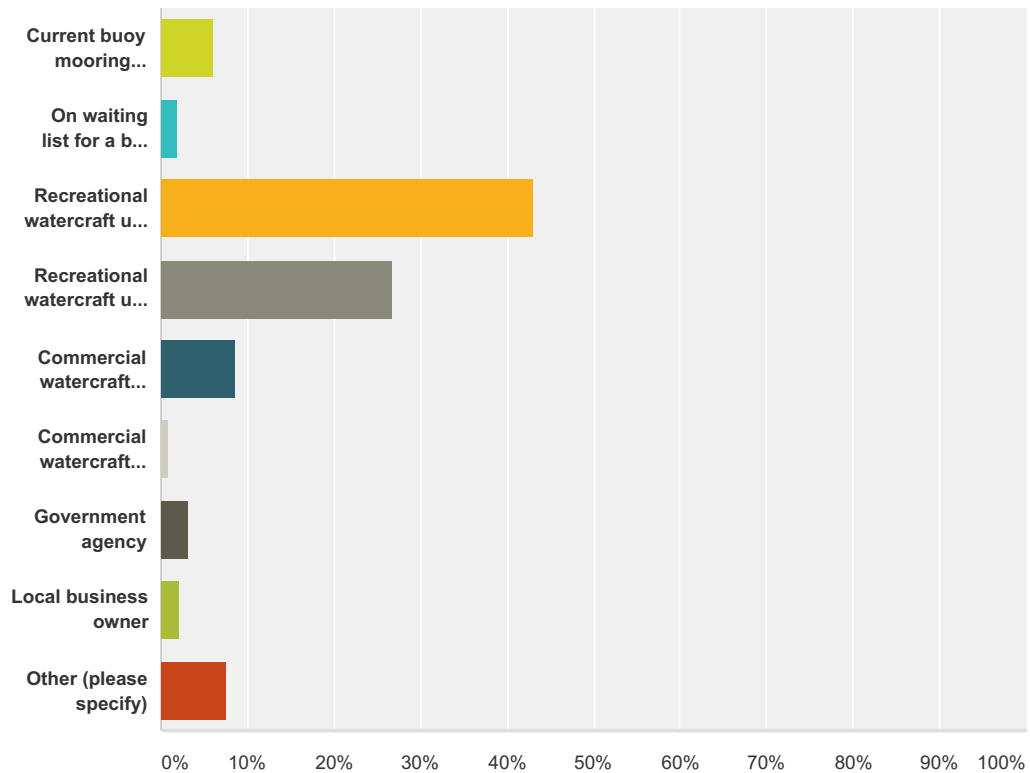


# Appendix C

## Raw survey data

### Q1 Please select ONE of the following options that BEST describes you

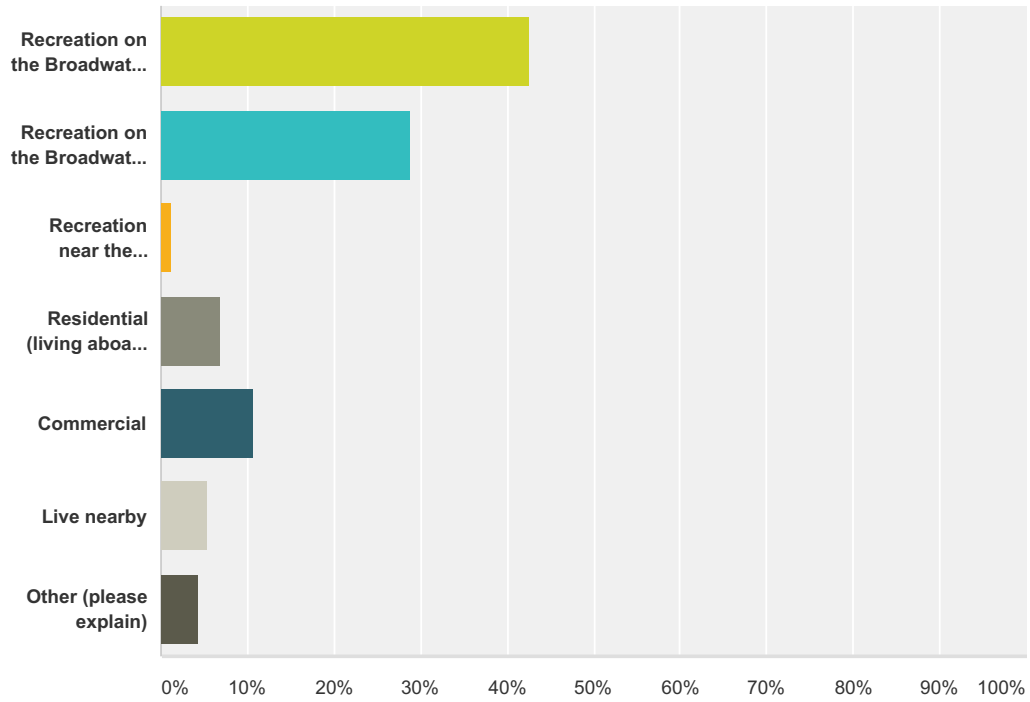
Answered: 434 Skipped: 0



Answer Choices	Responses
Current buoy mooring authority holder	5.99% 26
On waiting list for a buoy mooring	1.84% 8
Recreational watercraft user (powered)	43.09% 187
Recreational watercraft user (non-powered)	26.73% 116
Commercial watercraft operator (powered)	8.53% 37
Commercial watercraft operator (non-powered)	0.92% 4
Government agency	3.23% 14
Local business owner	2.07% 9
Other (please specify)	7.60% 33
<b>Total</b>	<b>434</b>

## Q2 For what purpose do you use [access] the Broadwater?

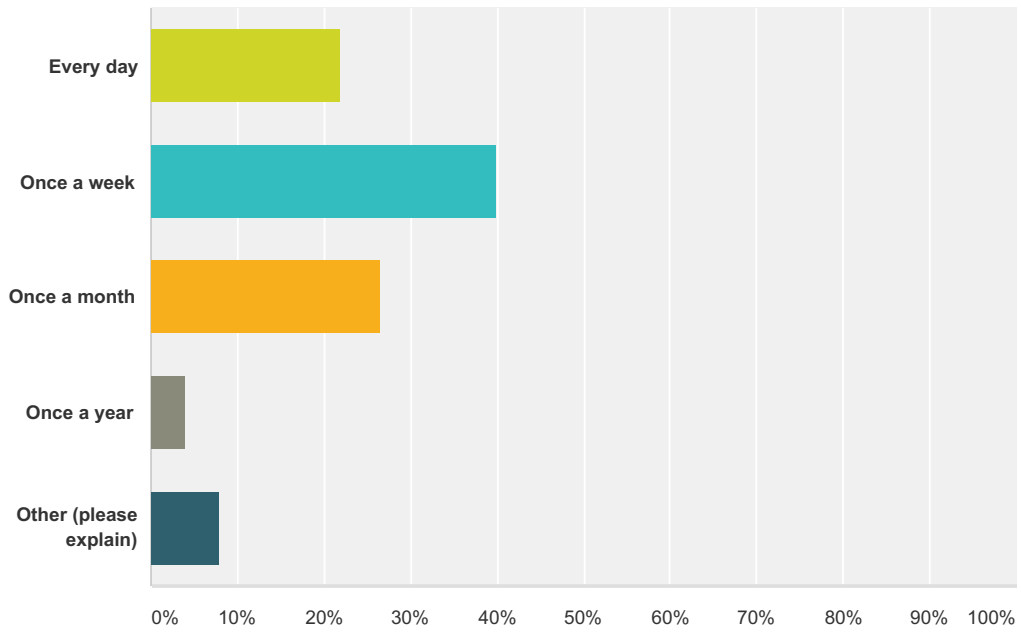
Answered: 434 Skipped: 0



Answer Choices	Responses
Recreation on the Broadwater (powered)	42.63% 185
Recreation on the Broadwater (non-powered)	28.80% 125
Recreation near the Broadwater (enjoying the parks and other on-land facilities)	1.15% 5
Residential (living aboard your boat)	6.91% 30
Commercial	10.60% 46
Live nearby	5.53% 24
Other (please explain)	4.38% 19
<b>Total</b>	<b>434</b>

### Q3 On average, how often do you use [access] the Broadwater?

Answered: 434 Skipped: 0

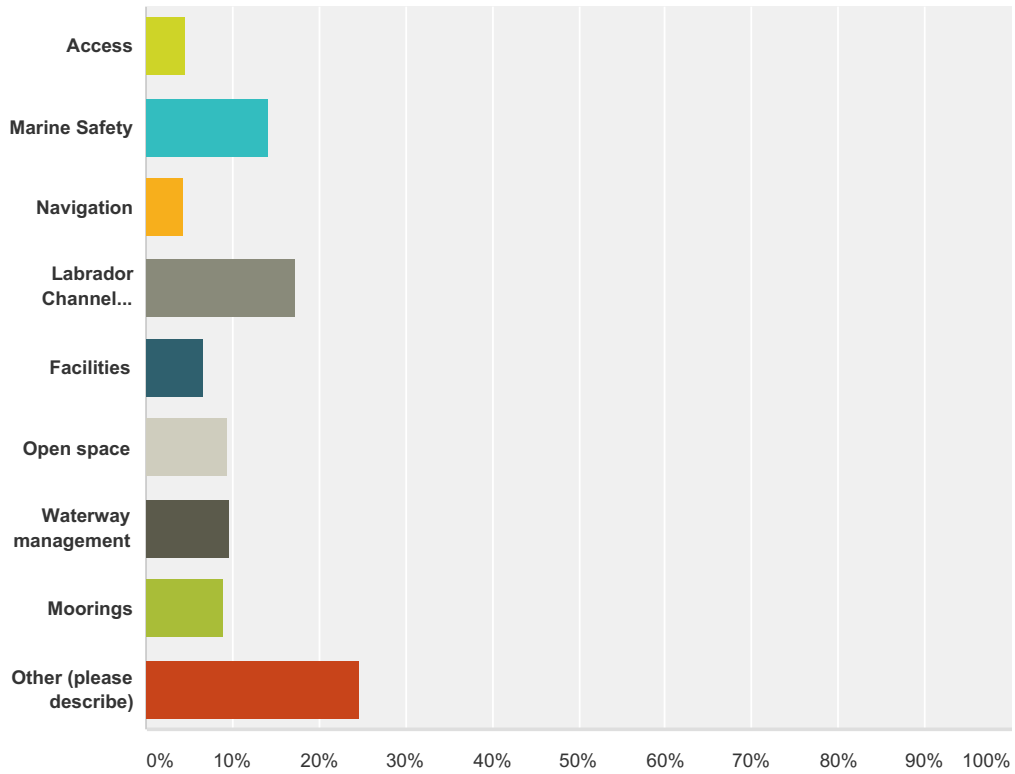


Answer Choices	Responses
Every day	21.89% 95
Once a week	39.86% 173
Once a month	26.50% 115
Once a year	3.92% 17
Other (please explain)	7.83% 34
<b>Total</b>	<b>434</b>



### Q4 What is the one improvement to the Broadwater, as a whole, you would like to see?

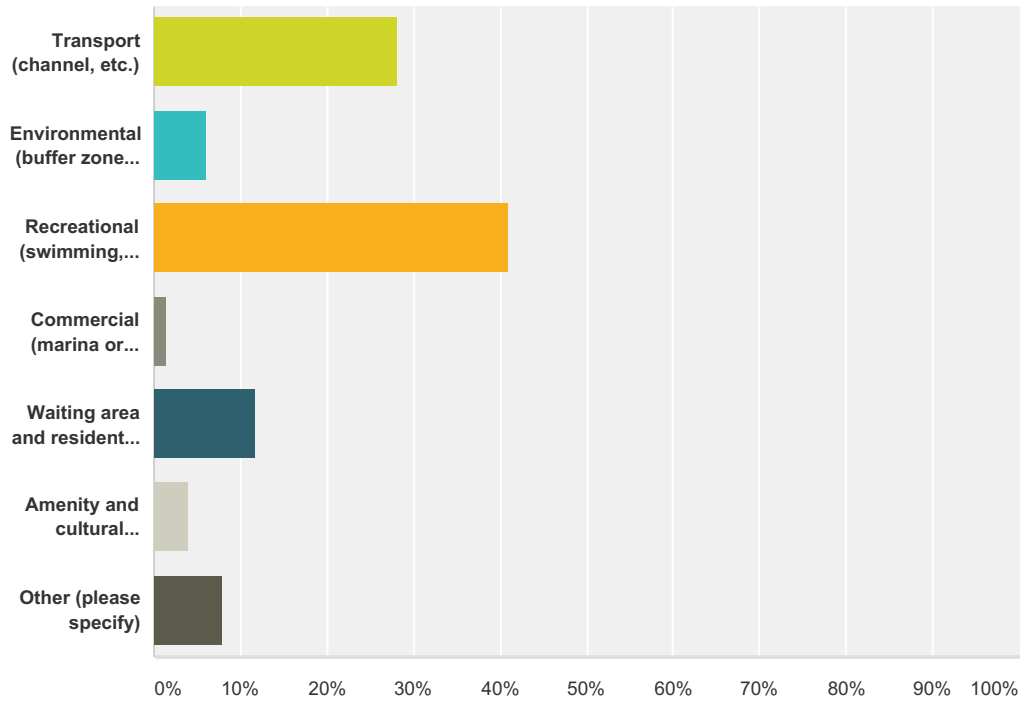
Answered: 434 Skipped: 0



Answer Choices	Responses
Access	4.61% 20
Marine Safety	14.29% 62
Navigation	4.38% 19
Labrador Channel Expansion	17.28% 75
Facilities	6.68% 29
Open space	9.45% 41
Waterway management	9.68% 42
Moorings	8.99% 39
Other (please describe)	24.65% 107
<b>Total</b>	<b>434</b>

### Q5 In your opinion, what would be the BEST use of the waterway occupied by the proposed Labrador Channel Extension

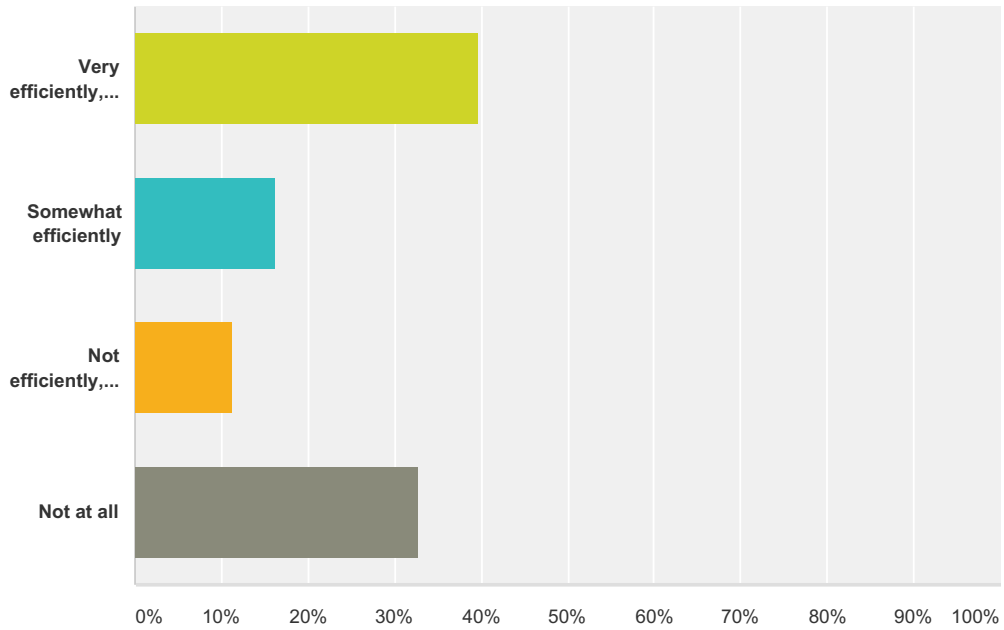
Answered: 434 Skipped: 0



Answer Choices	Responses
Transport (channel, etc.)	28.11% 122
Environmental (buffer zone, conservation area, etc.)	5.99% 26
Recreational (swimming, recreational fishing, windsurfing, kitesurfing, small sail boats, power-craft and jet-skis)	41.01% 178
Commercial (marina or other)	1.38% 6
Waiting area and residential (moorings, house boats, etc.)	11.75% 51
Amenity and cultural (visual, parkland, boardwalks, etc.)	3.92% 17
Other (please specify)	7.83% 34
<b>Total</b>	<b>434</b>

### Q6 In your opinion, the proposed Labrador Extension Channel is likely to assist with improving maritime safety:

Answered: 434 Skipped: 0



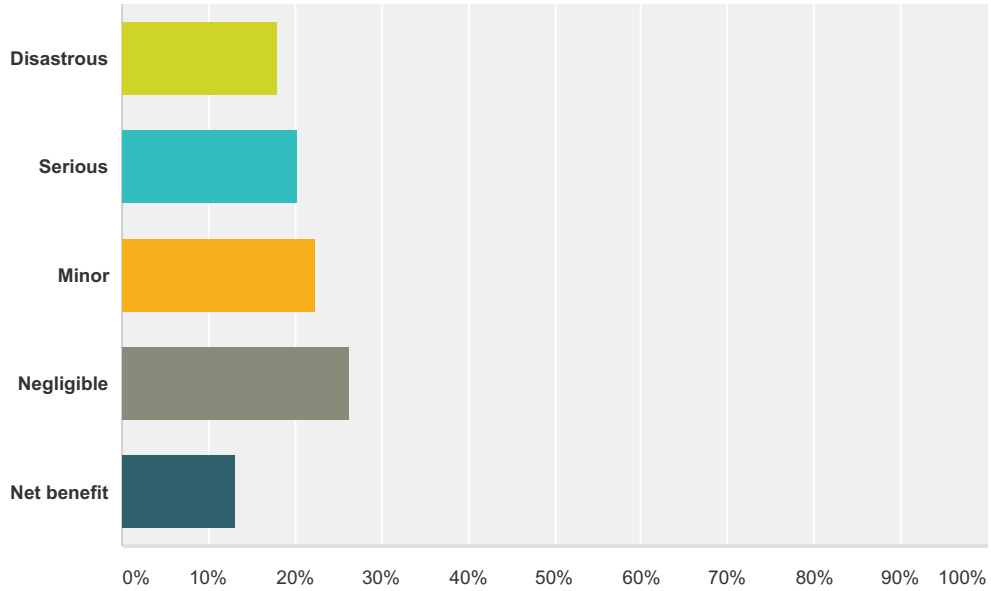
Answer Choices	Responses
Very efficiently, separate channels is the most appropriate mean to deal with the current traffic congestion and safety issue	39.63% 172
Somewhat efficiently	16.36% 71
Not efficiently, there are better options to achieve this objective	11.29% 49
Not at all	32.72% 142
<b>Total</b>	<b>434</b>

**Q7 You have selected that the Labrador Channel Extension will not effectively increase the maritime safety. What alternative suggestions do you have to achieve this objective?**

Answered: 51 Skipped: 383

**Q8 With the necessary environmental statutory approvals granted, what do you believe the potential environmental impact of the Labrador Channel Extension will be?**

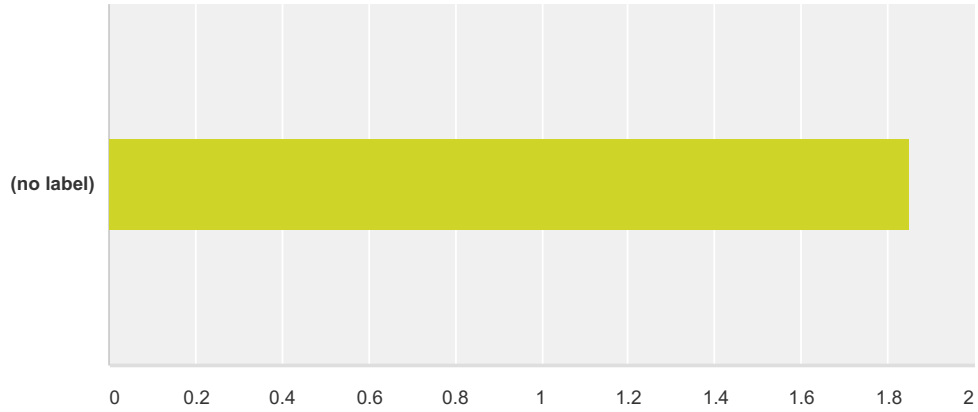
Answered: 434 Skipped: 0



Answer Choices	Responses
Disastrous	17.97% 78
Serious	20.28% 88
Minor	22.35% 97
Negligible	26.27% 114
Net benefit	13.13% 57
<b>Total</b>	<b>434</b>

**Q9 How concerned are you about any potential impacts of the channel extension on those who use the Broadwater for recreation (such as jet skiing, jet boating, kite-boarding, wind surfing, fishing)?**

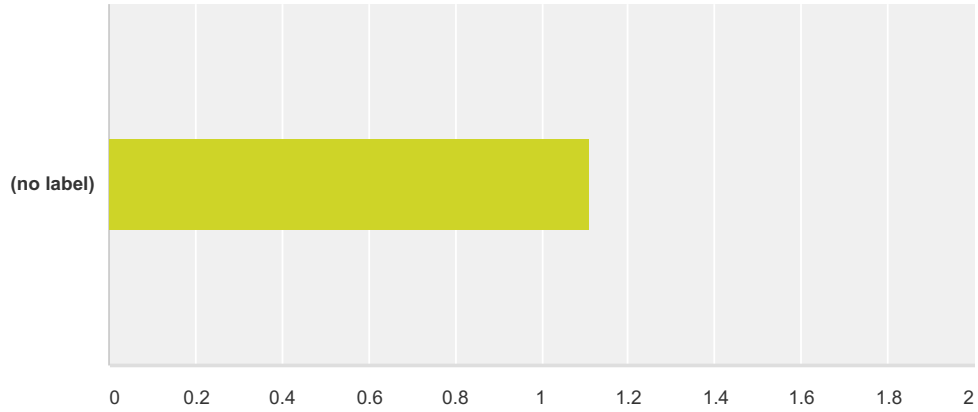
Answered: 434 Skipped: 0



	Not at all concerned	(no label)	Neutral	(no label)	Very concerned	Total	Weighted Average
(no label)	22.81% 99	6.91% 30	20.51% 89	11.06% 48	38.71% 168	434	1.85

**Q10 How concerned are you about any potential impacts of the channel extension on local businesses (such as boat builders, sailboard and kite-board retailers, chandleries, boat brokers)?**

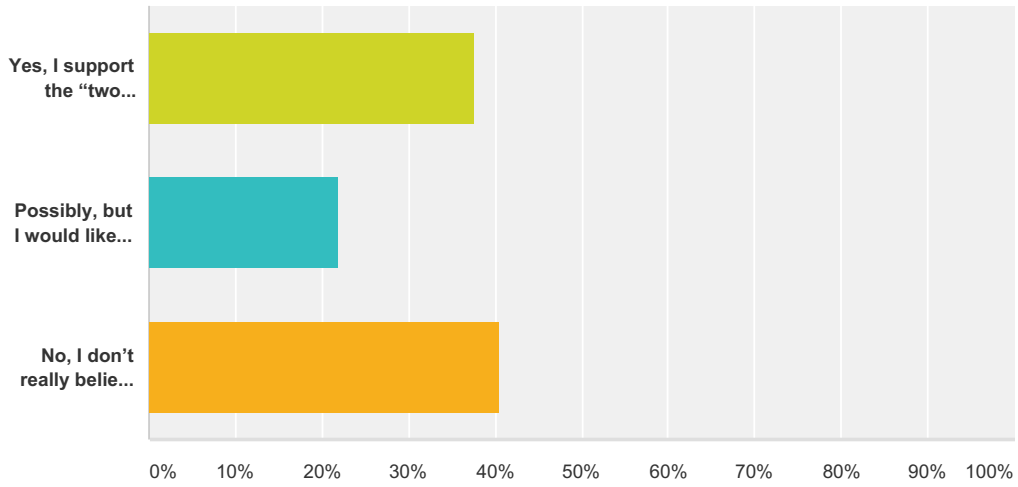
Answered: 434 Skipped: 0



	Not at all concerned	(no label)	Neutral	(no label)	Very concerned	Total	Weighted Average
(no label)	32.03% 139	6.45% 28	23.04% 100	10.60% 46	27.88% 121	434	1.11

### Q11 Do you see a benefit in a “Two Channel Strategy” as proposed for the area?

Answered: 434 Skipped: 0

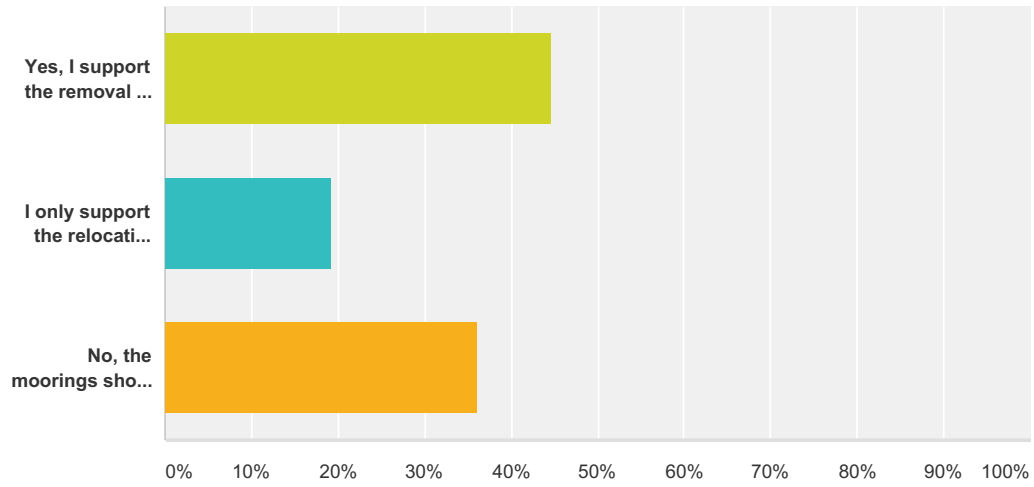


Answer Choices	Responses
Yes, I support the “two channel strategy” proposed for the area	37.56% 163
Possibly, but I would like more information	21.89% 95
No, I don't really believe the project is necessary	40.55% 176
<b>Total</b>	<b>434</b>



### Q12 Do you support the removal or relocation of the moorings from the proposed channel?

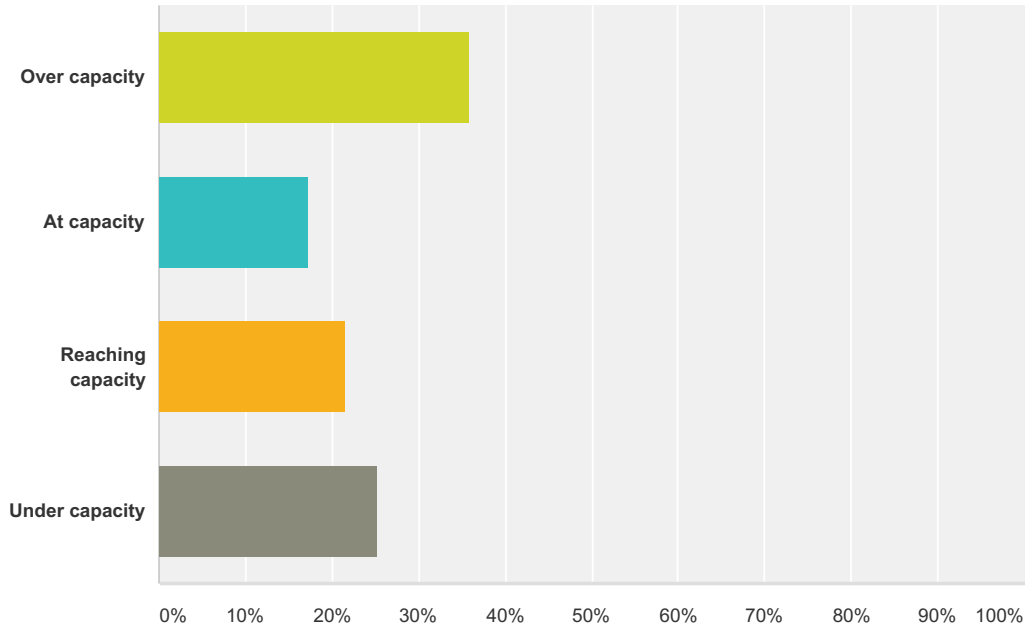
Answered: 434 Skipped: 0



Answer Choices	Responses
Yes, I support the removal or relocation of the moorings from the proposed channel	44.70% 194
I only support the relocation of the moorings	19.12% 83
No, the moorings should remain at this location	36.18% 157
<b>Total</b>	<b>434</b>

**Q13 In the next five (5) years what capacity do you think the existing South Channel will reach if the Labrador Channel Extension does not proceed?**

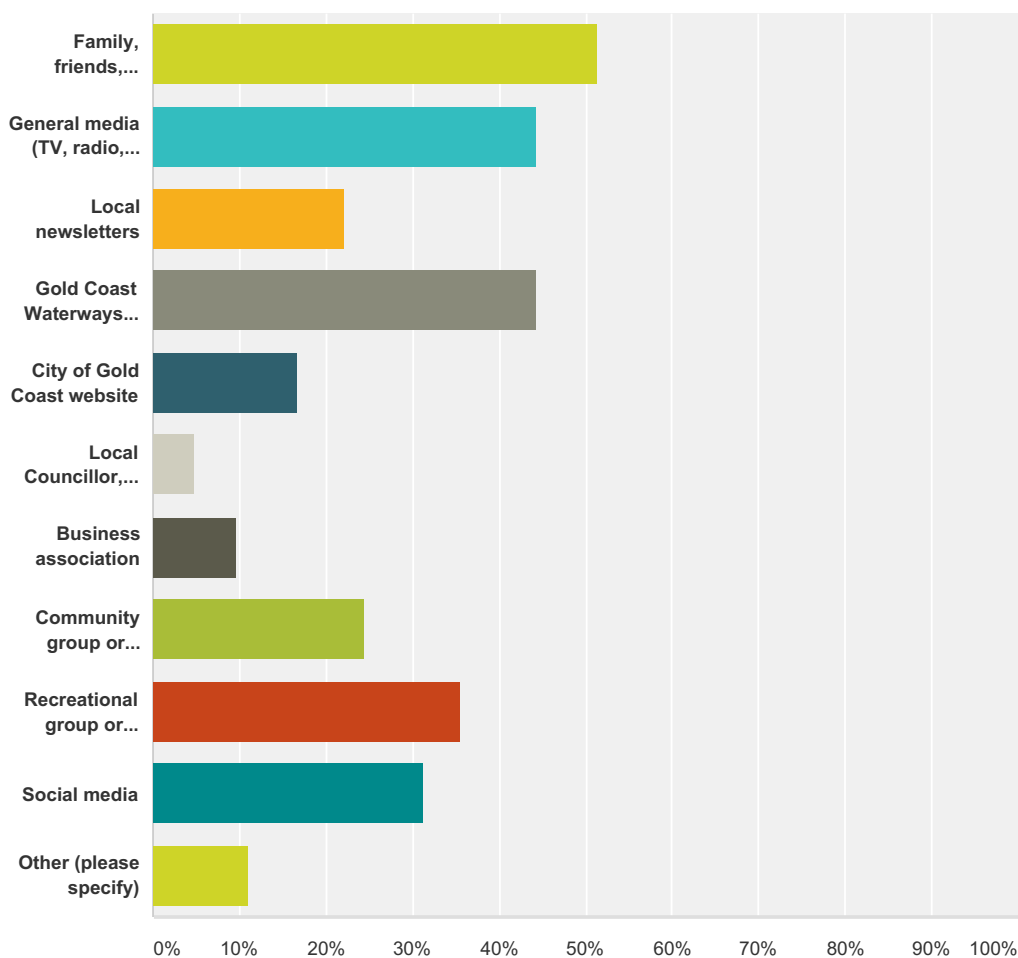
Answered: 434 Skipped: 0



Answer Choices	Responses
Over capacity	35.94% 156
At capacity	17.28% 75
Reaching capacity	21.43% 93
Under capacity	25.35% 110
<b>Total</b>	<b>434</b>

### Q14 What sources do you use to get information about Gold Coast waterways? (tick all that apply)

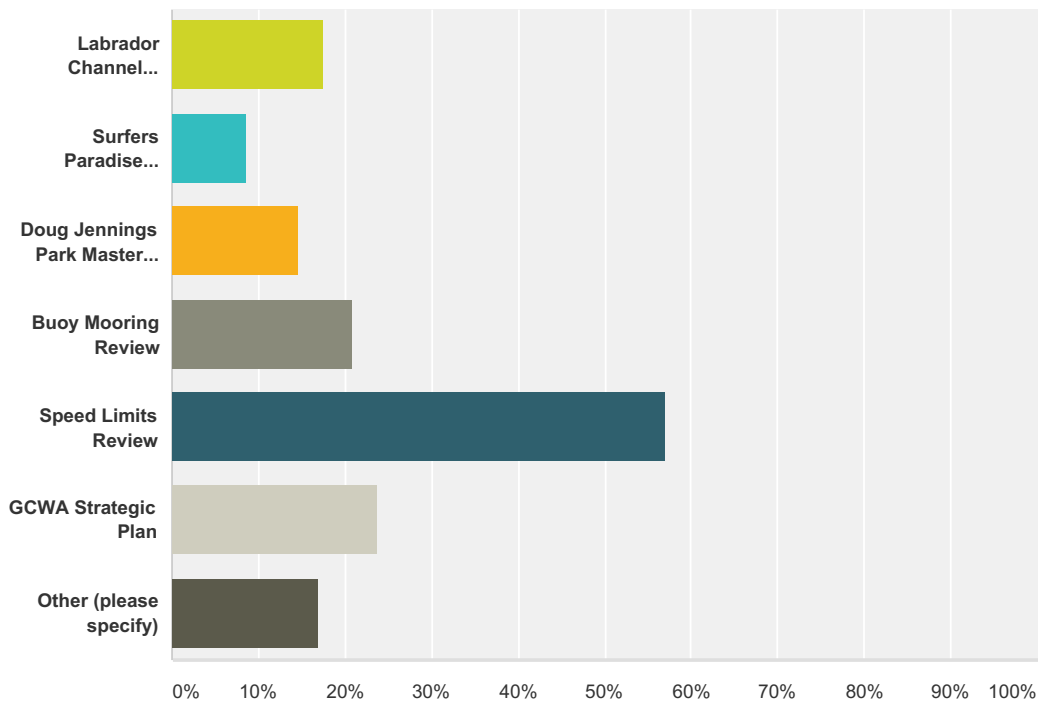
Answered: 433 Skipped: 1



Answer Choices	Responses
Family, friends, neighbours, word of mouth	51.27% 222
General media (TV, radio, newspaper)	44.34% 192
Local newsletters	22.17% 96
Gold Coast Waterways Authority website	44.34% 192
City of Gold Coast website	16.63% 72
Local Councillor, Member of Parliament	4.85% 21
Business association	9.70% 42
Community group or association	24.48% 106
Recreational group or association	35.57% 154
Social media	31.41% 136
Other (please specify)	11.09% 48
<b>Total Respondents: 433</b>	

### Q15 Have you previously shared your views on any Gold Coast waterways projects? (tick all that apply)

Answered: 303 Skipped: 131



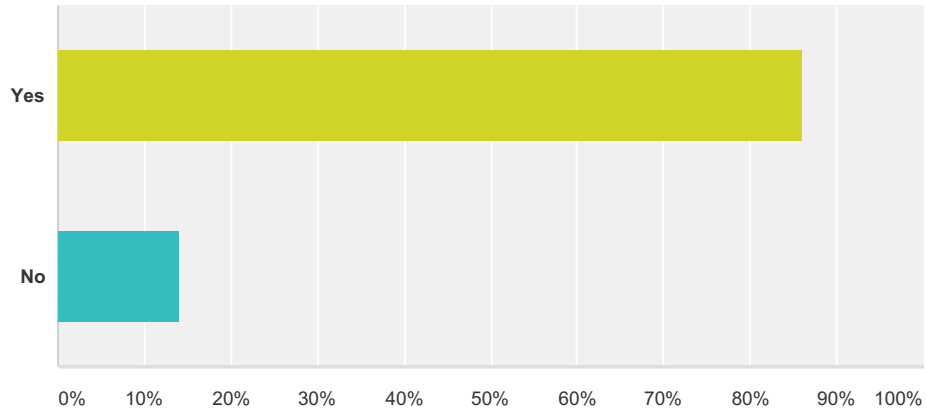
Answer Choices	Responses
Labrador Channel Extension	17.49% 53
Surfers Paradise Riverfront Master Plan	8.58% 26
Doug Jennings Park Master Plan	14.52% 44
Buoy Mooring Review	20.79% 63
Speed Limits Review	57.10% 173
GCWA Strategic Plan	23.76% 72
Other (please specify)	16.83% 51
<b>Total Respondents: 303</b>	

**Q16 Do you have any other comments with respect to the proposed Labrador Channel Extension?**

Answered: 212 Skipped: 222

### Q17 Do you expect the Gold Coast Waterways Authority to consult the community on its plans to extend the Labrador Channel?

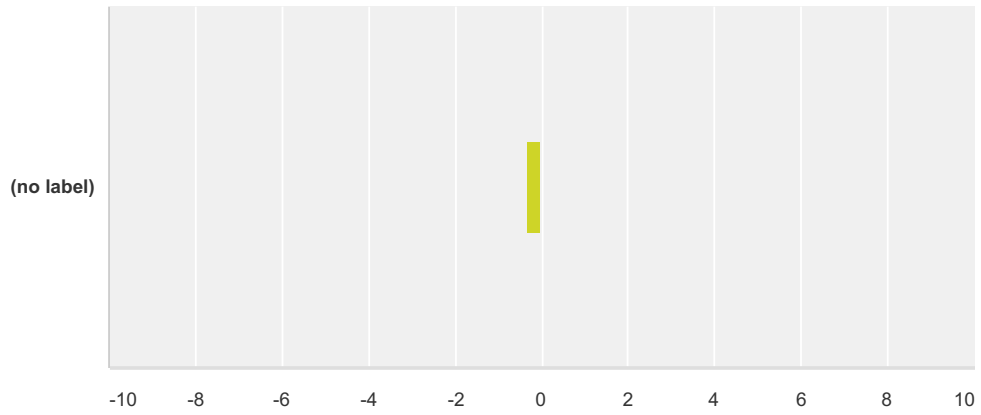
Answered: 428 Skipped: 6



Answer Choices	Responses	Count
Yes	85.98%	368
No	14.02%	60
<b>Total</b>		<b>428</b>

### Q18 If yes, how satisfied are you with the consultation to date on the Labrador Channel Extension?

Answered: 397 Skipped: 37

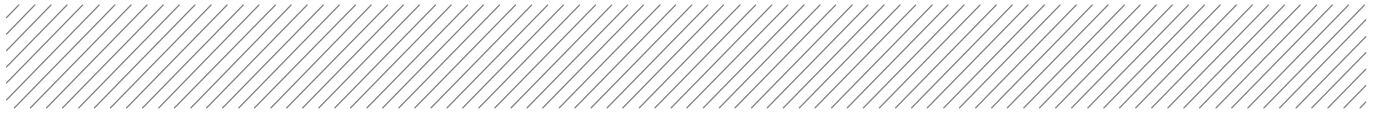


	Not at all satisfied	(no label)	Neutral	(no label)	Very satisfied	Total	Weighted Average
(no label)	29.47% 117	9.82% 39	33.75% 134	15.37% 61	11.59% 46	397	-0.30

**Q19 If you would like to receive further  
update on the Labrador Channel Extension  
please entre your email address**

Answered: 222 Skipped: 212





# Appendix D

## List of Comments

## ■ ALL COMMENTS

1. Will cause loss of seagrass, erosion and danger to windsurfers and kite boarders
2. There are only two venues that are suitable on the broad water for windsurfing, the Labrador extension will severely impact on one of these. We rely heavily on North and South winds therefore needing to cross the current channel. Kites need the same water space. By increasing the volume and the speed of the motorised traffic along with the complete lack of understanding of right of way etc. by motorised craft a recipe for disaster is being made there are already accidents and this has been documented. The level of danger will be exponential to sail craft if the channel is opened up
3. The Broadwater is unique in that it has a boating channel as well as an area for recreational non powered craft, It would be a shame to lose that facility.
4. I think it is not a good idea to disrupt an area that has been traditionally used as a passive water craft area for the last 40 years. High speed traffic can still flow on the Eastern side.
5. There is no reason to dredge it
6. Recreational use waterways encourages visitors to come to the Gold Coast.
7. The Labrador Channel extension should not proceed. It is pointless and environmentally irresponsible to dredge a channel through seagrass meadow when there is no congestion issues and it forms an important habitat link for juvenile marine organisms on their migration from seagrass meadow to the open. This channel will have a very negative effect on fisheries productivity. Seagrass has just been found to be the best carbon sink to absorb and store for very long periods of time the excessive CO2 in the atmosphere, it has more biodiversity than coral reef and rainforests and it is the most impacted critical habitat on the planet. this is a stupid proposal in every respect and the GCWA should be ashamed to have ever proceeded with it. It shows what poor managers and guardians of the environment they are.
8. We have some beautiful parklands that we are spending a lot of money on and all this work will be a waste of time if you fill the channel with speeding boats and jet skis, not to mention the damage to the foreshore from wakes. There is plenty of room north of Paradise Point that is open to these vessels and no need to ruin everyone else's enjoyment so they can get out the seaway.
9. destruction of sea grass beds excessive speed of motorised vehicles how will speed be policed
10. I drive a great distance to use your beautiful resource and everyday I support local business while I am there. This proposal will turn away many like myself if it gets a green light and local business will suffer.
11. Facilitate all water activities, don't restrict them (eg waterskiing, towing, jetski)
12. Creating visual mess for years.
13. 6 knot no wash limits if it goes ahead. No damage to sea grass beds.
14. In the new West Channel there SHOULD be access to Broadwater Parklands. Ferries, water taxi/s, charter boats, emergency access, ambulance. Save the long drive to the Spit.
15. Important to get the speed limit right. Make it a faster area and wash will be a problem. Like the new infrastructure already in place. ALA will be OK if alternate sites are available. Howards's landing for example
16. will the Labrador Channel operate under different speed restrictions?
17. the area at len foxx park is one of two areas only, for kites surfing and windsurfing to safely participate on the whole broadwater. please consider. there will be no place for learners to sail inshore.
18. be good to see 40 knot zone to give more options when other channels are closed for events as per the x cats

19. I think for safety reasons it is imperative to separate powered motor craft from non-powered motor craft on the broadwater. One way of achieving this is to keep the two main channels separated.
20. The wake created by boats closer to the shore will impact on swimmers, small children at water's edge, recreational fishermen, as well as sea life and sea grass growth
21. Absolute waste of money. Use the money to fix the channels we already have. Turn the area into a more appropriate mooring area like Wave Break Island, that's what's needed
22. Don't believe its necessary at this point.
23. how will the erosion be managed?
24. More large boats able to be moored in our location will bring more business to local businesses. Local live-aboard vessels shop locally and we get quite a lot of business from them. If they were not live-aboard they would shop somewhere else (wherever they live... west, north or south of the gold coast as per other non live-aboard owners). The more boats that can be accommodated on the gold coast the better, and if they live here then even better for local business.
25. 6 knot speed limit should apply
26. Anything to lessen the erosion happening on Broadwater side of S Stradbroke
27. No Labrador channel
28. The entire western channel should be marked as a 6 knt zone as there will be severe safety concerns. You just cant open up a safe recreation area to boating traffic and expect no collisions. Reducing speed is the only way. Have seen many, many, many collisions that have not been reported due to speed as is. I live on Marine Parade so noise will also be an issue that many locals have not been informed about. This will no doubt blow up in the future.
29. More protected areas for recreational users like SUP`s and paddle boards
30. For the amount of time I spend on the water, I have never seen congestion as a problem in that area. Having another channel with a 40knt speed limit will do nothing but increase the risk of more accidents between boats and other recreational water users.
31. Disappoint to date, consultation and non-powered users approach to ensuring a future legacy.
32. Please keep environment and safety first priority
33. Keep it like it is. Run a campaign reminding powered watercraft users of the rules and respect they should show to non motor powered craft. Our family loves this area, dont turn a natural shallow wonder into a motorway for yet more polluting powered watercraft... that would be an absolute tragedy.
34. All channels need dredging especially in front of Labrador, but leave WAVEBREAK alone
35. Not enough background information available to the general public or to those asked to complete this survey
36. This area is a sanctuary for small non powered craft and kite boarders, it should not be made into a channel. Reducing speed limits in South channel is better solution, slow speed is safer and less space is needed for safe navigation.
37. Yes its useless..most people cant even drive their boats responsibly let alone adding the confusion od a second channel the reason of which will ne incomprehensible to most...confusion ..therfore danger will reign..im a msrine surveyor of 18 years standing..I have some knowledge of this....
38. East Channel 6 knots/West channel 40 knots/PWC use north of wavebreak isl,

39. It should not proceed. The Broadwater is already at saturation usage and making it easier for more people to use it is not a solution. Restrictions to speed, craft type and numbers is the only way forward to preserve what residents currently enjoy.
40. The channel extension should not proceed
41. Its also essential that Swing moorings are reviewed every 2 years and boats that arent moved and a visual eyesore are shown cause to move or be towed...its taking an aspect of a floating junkyard for many vessels. Also, essential to have speed cameras to prosecute anyone going over 10 knots (not many boats have accurate speedo) to immediately prosecute boats and partic jet skis going obviously over..they can be located on Sundale Gridge, the Broadwater Jetty, Fuel depot at Mariners cove and on fixed Channel markers.
42. Proceed with it now ad put the fill on the island between the South and Labrador channel to raise it above Highest Average Tide so that this can become a recreational destination like north Wave Break Island,
43. Access to the Broadwater becomes more difficult each year with lack of parking for non trailer water users, diminished areas for passive use eg windsurfing. Unrestricted commercial jet boat and jet ski operators, dangerous practises and little or no government intervention.
44. The main channel on the eastern side of the Broadwater should be the only area that motorised vessels use as a thoroughfare. Very few people swim or use that side relative to the western side except for the area at the spit and bringing motorised vessels over to the western side will make one of the few areas left on the Broadwater for recreation much more dangerous for recreational water users. Why do we need two marine freeways in such close proximity?
45. I find it incredible that the GCCC seems intent on turning the Broadwater into an aquatic "racetrack". The potential impact of water and noise pollution beggars belief!
46. We need more moorings, been on list for 8 years
47. It is not all about powered craft having the best access. As a regular tourist to the area I see it becoming more dangerous for non powered craft on the waterways of the GC.
48. speeds need to be monitored better every day boats speed through current labrador chanel. Also dolphins have not recovered from recent dredging with only 2 sightings since derdging finished
49. The Gold Coast Outrigger Canoe Club are using the old boat ramp at the Aquatic Centre. This is a 6 month trial along with Broadwater Parklands and the pool. The club would very much like to stay at this site. Would the GCWA consider a meeting with their president Helen James 0405 490285 or office@oceaniamarine.com to discuss possible future for the club on this site. With the instalment of the new boatramp site at north broadwater parklands, would GCCC and GCWA consider a "no wake" zone around the new boatramp, as just south of that is a newly planted seagrass bed, sandunes, as well as our canoes. We are aware of the re-settled fishing clubhouse at the new boatramp site, and would encourage consideration for a "sport house" recreational club including storage/stacking facility for all non-powered vessels eg: sailboards, SUP's and outriggers, etc similar to the Sports House on Lake Orr (Varsity Lakes). Thank you for your consideration.
50. The proposed channel goes through major kite surfing and windsurfing area at right angles to predominant sailing direction. Will be a disaster
51. Increasing the speed of powered vessels on the western side of the channel poses serious risk to the safety of non powered recreational craft. The Broadwater is the safest environment for anyone learning a wind sport, whether it be sailing, wind surfing or kite boarding. The coast needs to maintain an area suitable for learning and most graduate to the surf in a couple of years. The increased traffic and speed poses a serious risk to those who lack the fine control skills to avoid them.
52. Not required

53. I'm a geography teacher so have looked at this area a number of times in relation to development. I believe that there needs to be economic development in the area but also the need to preserve the beautiful vibe and community that has built around the community groups and parks in this place. I do not think that it has been looked after environmentally and that it is a true asset to the Gold Coast- it is a hidden gem that rightly deserves to be protected. I think the council needs to be more open minded and rather than making everything bigger and better... you might look at the community values and environmental integrity of the area. To reach sustainability of this beautiful area that you are in control of, you need to engage in all elements - social, economic and environmental in equal measures.
54. Stop pushing the wind powered recreational users out of the broadwater
55. Waste of money
56. It is unnecessary, will result in the safety of recreational swimmers using the Parkland being compromised and is really a waste of money.
57. great work
58. more security
59. Please do not move the existing moorings.
60. Re-design to keep selected moorings
61. I note that the photograph you used is pre Broadwater Parklands extension and does not represent the current water boundary. It is apparent that the Labrador Channel Extension as indicated will impact upon the Broadwater Parklands reclaimed foreshore. I don't believe the channel extension is necessary or warranted. If the channel goes ahead speed limits will need to apply. Direct vessels and their boat wash down the existing main channel where wash is contained between the Spit and the central Broadwater sandbank. Don't direct more traffic along the Labrador foreshore; it has a more passive attitude. (Born at Southport resident)
62. Separation of traffic and safety are critical
63. Ask the locals what they think before destroying our waterways. There is a lot of stingrays and fish that live in the area. Most than most places in the Broadwater. Don't make a beautiful place get destroyed by weekend waterway hoons. Protect.
64. please take into consideration the needs of windsurfers who use this area regularly and are limited in other areas to sail
65. A long-overdue initiative. Bring it on.
66. Improvements need to be made within our local marine precinct as the numbers using the Broadwater precinct have doubled since 2000. Due to large increase in jet ski's and bowriders using the local waterways.
67. It is a good proposal. A 6 knot speed limit should apply.
68. I still think that the 8m rule for 40knots is much larger than it needs to be. This should be reduced to 5.5m. Whilst fishing or even just cruising the waterways it gets pretty annoying when a much larger boat travels past at the required speed, giving little regard to other waterway users. I find that the 6-9m boats are the major problems here.
69. Proceed ASAP
70. Its just like building more roads, reduce speed and increase boat ramps,
71. I believe safety of recreational users and marine life is at risk.
72. No point in having the proposed Labrador Channel Extension as alternative to current main channel if we are going to have either (1) With 6 knot zones along the channel - up & down with speed constantly or (2) long 6 knot zones at the beginning or end of the channel. The current main channel starts at Sundale Bridge end with too long of 6 knot zone when you get beyond the Mirage area going North.

73. This zone has traditionally been used by non-powered watercraft and should be kept as such.
74. Hold current values and integrity of the area or risk losing the lot. Environmental impacts must come first.
75. Why does the construction of the boat ramp south of Loders Creek Tourist Park result in the loss of 3 ha of the Broadwater (not the creation of 3 ha of parkland)
76. It would be very detrimental to a lot of businesses and homeowners if the proposed channel had a reduced speed limit in particular nearly all tenants of Runaway Bay Marina.
77. Its a mistake. The world is moving too fast as it is. The Broadwater is amazing in the fact that surrounded by unprecedented development time moves slower. You don't get to see what we see or experience what we get to enjoy and so close to home. It is the closest thing to a tropical slice of paradise right under your nose and you have no idea what your planning to destroy. Im not a big nature buff never was. Until i got to experience the broadwater. Ive had dolphins sea turtles stingrays bull sharks all sorts of things tyat inhabit this area that you dont see on a power boat. But i suppose i may as well be talking to a wall right?
78. Please do it!!
79. Removal of sand from Broadwater is overdue and the waterway is not being managed effectively as frequently promised by politicians.
80. We need more anchorages
81. please make sure there is multiple spots for wind sports such as windsurfing and kitesurfing on broadwater. spots to set up!
82. several of these questions are push polling and either deliberately insufficient or ambiguous
83. I believe that this extension will have direct impact on critical benthic habitat within the channel area and a diffuse impact on the waterbody that should be managed by an effective marine offset project that will add marine habitat back into the system. Also with all new moorings it should be mandatory that they are all approved 'seagrass friendly devices' that will reduce accumulated impacts on the Broadwater's natural marine assets.
84. The labrador channel if you must have it should join the main channel near the Southport Parklands jetty to preserve the western mooring are and help provide capacity for visiting boats.
85. A CRUISE SHIP TERMINAL - STRUCTURES BRING MARINE LIFE
86. Small boat channel only, remove buoy moorings to clean area up, dredged sand should be pumped up to make coves for other anchorages that are protected in the predominate southeast winds.
87. The channel should always be clear and not have buoys inside the channel. Buoys and casual mooring/anchoring should be adjacent to all channels regardless of locations. Houseboats are always a problem with renters ignoring basic anchoring procedures.
88. It is an unnecessary waste of funds that could be better used for genuine improvements to the broadwater.
89. It would be great if it went ahead.It would also be good for events such as boat racing.XCATS sailing power boat racing.Then there would be no impact on anyone when holding events.
90. Speed limits? Perhaps should be restricted. Using the eastern channel for high speed and commercial craft.
91. I currently use Labrador channel as is.

92. Finnish what was started with the speed limit review rather than moving on to something that is not necessary if speed is the cause of complaints about overcrowding.
93. The Labrador Channel is a monumental waste of time and money. The main channel is more than adequate. Education of and enforcement of speed, keeping to starboard, responsibility for wash ect would go a long way.
94. The Broadwater is the Jewel in the crown to the northern end of the Gold Coast as a long term house resident with very close access to the Broadwater via Biggera Creek this precious asset must be maintained, protected from major development THE BROADWATER IS UNIQUE
95. Makes sense
96. For smaller/recreational craft, the proposed channel is not required.
97. It is a must to help with the congestion and enabling smaller vessels to be separate from the larger vessels
98. The Gold Coast has an important strategic asset in the Broadwater and it is essential that dredging is reinstated, then maintained to clear natural sand build-up that is becoming a hazard to navigation and restriction to use. We have wonderful beaches and sand islands, we don't need any more in the Broadwater. Further land developments in upstream areas of the Nerang and Coomera rivers generate sand flow at it is the responsibility of GC Waterways (GCCC) to keep the Broadwater clear and free for navigation and use by its residents. And I'm tired of watching sandbars growing in what we're clear channels.
99. One channel is easy to keep an eye on, two, much more difficult, especially if in an unpowered sailboat trying to cross
100. dredge the channel and keep it to 6 knots for powered craft as it is a swimming and water sports area
101. Alternately { } or GCWA do what they like, so it seems like a bit of folly to complete this survey. The Western Channel with it's fast ferry service will be completed by games time & the jet boats&jet skis will roar past the kiddies play pool & we can all pretend to be living the life!
102. I think it would be better if only open to smaller vessels and perhaps limited to 15kn
103. I can't see why the new channel has to come to the Sundale Bridge. Meeting the main channel near the Southport pier seems more appropriate
104. Will limit usable space for recreational boating and water sports.
105. Its a must. The more channels to use the less congestion. The current southern channel is like the M1 sometimes
106. I agree with the assertions of the ALA regarding this channel extension, including navigational confusion by infrequent waterways users and particularly, poor visual acuity heading south after last light.
107. Not sure if you are aware or not, but... I did a quick 'Google' search prior to completing this survey (to get some background info) and stumbled across the following site: <http://www.australianliveaboards.org/index.html> Having completed a data gathering exercise via survey questionnaire as part of my PhD research, you should be aware that there is the very real potential that this survey may be seriously skewed by statements such as 'The answer to question 15 is "The Labrador Channel extension should not proceed' that appear on this website.
108. I SUPPORT THE 2 CHANNEL STRATEGY FOR THE BROADWATER AND WOULD SUPPORT THE LABRADOR CHANNEL EXTENSION ONLY IF THIS WAS IN CONJUNCTION WITH A 6 KNOT LIMIT FOR LABRADOR CHANNEL FOR ALL MOTORISED VESSELS. BOTH MUST GO HAND IN HAND.
109. Good idea

110. the 'missing link' is a furphy. Moorings for existing boats is of far greater need
111. Get on with taking action to make the Broadwater a more useable waterway.
112. use this opportunity to increase mooring sites along this route
113. I can't see how it would adversely affect any businesses as put in one question It can get very busy. Extending the channel is a very good idea
114. It would be good to see it used for non motorised craft. This would increase safety by giving these craft an exclusive area.
115. Yes. I believe it is essential for the full functioning of activities on the Broadwater.
116. keep on dredging men !
117. We need a Cruise Ship Terminal.
118. Anything to do with { } has an altering motive which I fear would be a detriment to the waterway and community
119. Will this channel have the same restricted 6 Knots applied????
120. Get on with it!
121. The Broadwater is very beautiful. I spend many hours there but never on a boat. It's not all about the boats. I want somewhere to enjoy without the risk of being in the way of boats.
122. The Labrador Channel extension should not proceed.
123. I consider it essential to reduce congestion and separate fast boats and their dangerous wash from smaller craft. Fast craft wash causes injury including a recent broken back
124. From a safety point of view opening up this channel for slow power boats will allow them to transit the area without being bombarded by irresponsible high powered semi and heavy displacement cruisers who persist in making large wash near smaller and slower craft and causing distress and danger to these smaller vessels! The Channel should have a speed limit of say eight knots, but certain craft such as specially designed ferries may have permits to use the channel, provided they do not make a heavy wash. Possibly jet skis maybe should have an adjacent channel in shallow water so that they could transit the area at over the nominated speed limit. Similar to the area to the east of the Hollywell channel between the yellow buoys and Crab Island. Jet skis should obey the collision regulations!
125. The recreational areas are rapidly disappearing, soon there will be no areas for windsurfing/Kiting in the whole area - a complete disaster.
126. The extension should not proceed. Manage the area properly. Allow the existing users to continue to enjoy the amenity.
127. It should not proceed
128. I believe that the focus needs to be expanded beyond power boat users to include other more passive users of the Broadwater including Kitesurfers and Windsurfers. Past history has shown that their safety is threatened if excessive power boat usage is not controlled and inevitably any increase in powerboat speed will result in death and injury and legal liability against local and State government.
129. May cause erosion with extra water? 4knot speed limit if it goes ahead, for safety of other users. What are the cost to rate tax payers to maintain the channels?
130. Stop over developing! Leave some open space/conservation areas.
131. Just leave it as it is.
132. quit { } up the country
133. Yes dredging has already increased current on the west side channel making it harder to use water for recreation



134. Years ago, we used to be able to water ski/ tube ride where Paradise waters is, then in the bay near Seaworld, there doesn't appear to be any where now that families can drive to and have a picnic and enjoy tubing or ski-ing. Maybe incorporating something again would be a benefit to local businesses as well.
135. I don't think separation is the answer as I'm more in favour of the waterways being more open to everyone.
136. No further comments
137. Make it wide enough that you can back anchor on the island that is between the main channel and the proposed new one and make it 6 knots
138. Spend the money on facilities, removal of buoy moorings, anchoring permit legislation and separation of power/unpowered craft.
139. Save the money. Enforced speed limits and no-wash zones.
140. Horrified that it is even being considered. I can only assume that there is some personal gain for an individual or individuals who are driving it.
141. Just do it. Will be great for the Gold Coast
142. Any improvements need to be consistent and compliment the current usage patterns and communities who recreate, live and work around the Broadwater and our beautiful bird and marine life. At present there is no cohesive holistic plan presented that represents value added for the whole of the community and our most precious natural asset - the Broadwater. Current proposals are ad hoc, interests and reasons for developments are not transparent and obvious for the community. i.e.: Why is the channel being developed? What will the future look like if the channel is to be developed? What anticipated traffic is it being built for? What other developments does a second channel enable and support?
143. Safety concerns for water users - unpowered.
144. The Labrador channel should not proceed. No evidence to justify a 5million spend.
145. I believe there is no need for the extension of the Channel to occur. If it was to be introduced then it would encourage too many powered vessels to rat run down the western side of the Broadwater Channel whereby those vessels would endanger passive craft and swimmers known to have used those areas for many years. By the Eastern Canal being a tiny bit congested from time to time it tends to cause powered vessels to slow down and basically self right the situation. However there are many, many powered vessel lunatics and maniacs that continually flout all form of safe waterway navigation on the Broadwater and adding another rat run channel for the hoons is a dangerous precedence.
146. Don't make room for a ferry!!
147. It seems like a trojan horse and I feel it will have little actual benefit but will cause much more problems
148. Waste of money. The existing channel is not unsafe except when the idiots are out there and a second channel will not stop them.
149. Make it full width of the puddle, then you can call it the Broadwater again
150. Hi there I use the area to windsurf and kitesurf and also paddleboard. More motor craft in this area will make it more dangerous. I think the motor craft should use the channel near sea world. Thankyou
151. Proponents of the LCE have no practical knowledge of the area. They have used a heuristic approach ie anything is possible, rather than the exhaustive application of an algorithm.
152. Non-powered craft are slowly being squeezed out of the Broadwater (e.g. loss of prime location in front of Labrador caravan park) as the Broadwater is being handed over to petrol-based activities. Given the environmentally superior nature of non-motorised activities, these should be given more access, not less.

153. The current channel needs to remain for the use of smaller craft, I use it mid week and weekends and have never seen the congestion it supposedly trying to relive. To know boat ramp will only increase congestion.
154. the labrador channel extension should not proceed
155. The Labrador Channel Extension Should NOT proceed
156. This plan seems to have appeared from nowhere when we were desperately trying to give the ASF Consortium 100's of millions of dollars worth of state land for nothing. It should not proceed
157. I think it should be done to give recreational powered craft users another channel to use and reduce congestion in the current main channel
158. We need more marinas in Qld. Expand the current one! The boating industry is burgeoning, so tap into providing amenities rather than diminishing them. Keep the moorings
159. Its completely unnecessary to run the extension all the way to the bridge. Join the channels at Marine Mirage is the most sensible option
160. The Labrador Channel extension should not proceed
161. This project should not proceed
162. What effect will it have on the marine life along the channel extension? Who will not benefit from this project?
163. The Labrador Channel extension should not proceed as there is no valid reason as to why it should and in fact it will have an adverse effect on sea life in the area, will encourage silting and therefore more dredging will be required, this will result in increased costs, both financial and environmental, to the local community as a whole.
164. It should not proceed, total waste of money.
165. this is a careless proposal as stated and opens a dangerous door if stated purpose is not the complete motivation
- 
166. People do not want speeding boats jet skis and the like causing excessive noise and wash onto the park beaches where families with young children play dredge the old access channel just South of wave break joining the Labrador and main channel together as it has always been and is still represented on current charts maybe if you kept the channels dredged we would not have this discussion as who is this channel actually going to benefit I fail to see the benefits the dolphins that also frequent this area would be displaced the money time and resource could be far better allocated that to this channel extent ion disrupting so many facets of the area environment and to benefit so few maybe the people dreaming up these ideas don't even own a boat if you cannot keep up with existing dredging of existing channels this is just another channel that will silt up please let common sense prevail
167. Totally unnecessary and will add to navigational confusion especially at night. The current Chanel has ample capacity for the future. Environmental vandalism of the seabed of Broadwater Parklands which will cause erosion of the nearby foreshore. What happened to waterway authority policy of only enhancing existing channels not creating new ones?
168. Moorings are in more demand than the second Chanel. I'm sure you could confirm this by the 10 year waiting lists that people and business have paid money to be on
169. I have been on the coast all my life . All of it in the southport Labrador area. The channel proposed is where the main Chanel was and it was changed when the seaway was built , it has silted up since the seaway .
170. Introducing a Traffic Separation Scheme will be a huge challenge to the many occasional and part-time boaties, let alone the hireboat customers who use this area a lot. Funnelling the traffic into a limited area restricted by bridges and marinas and

moorings seems inappropriate. Boat operators have enough challenges dealing with passing under the bridges. If the Labrador Channel Extension were to begin in the area East of Australia Fair, there would be greater room for manoeuvring and traffic consolidation. Making the area of separation a 6 or even 4 knot zone is a must. I also am concerned for the dredging of the proposed channel. Where is the spoil material to be placed? The Broadwater seabed contains large areas of indurated sand. Dredging this coffee rock creates massive pollution which will not be amiable to many groups. Commercial operators face serious restrictions for digging that material. The practice of dumping that material has been to haul it to landfill sites, a very costly exercise for such a huge undertaking.

171. As a previous commercial user of this section of the Broadwater I am disappointed that there is no consideration of the potential chaos this extension will create due to the proximity of a parallel channel, especially during night operations.
172. If the proposed channel is intended to improve use of the waterway then community consultation with users is essential not to be seen as an afterthought.....why not START with asking users what they want and need. Agendas that do not show respect for local users is offensive and inappropriate. Progress is essential, I would like to see environmental impact statements published for consideration, and to be sure that people who currently use this waterway will not be disadvantaged by progress.
173. What happened to the community consultation for Stage 1? This issue would not have been such a problem if they considered the current long time users of this area. The broadwater is not just for speed boats and jetskis which have the whole waterway to use already. The sailboarders and kite surfers have nowhere else to go and should be considered especially since this development represents a safety risk to the current users.
174. The Labrador Channel extension should not proceed.
175. Master plan for Surfers Paradise Riverfront Master Plan advertises boating facilities (wharf facilities) for waterways users but then allocates them to ferries or shuttles and then reallocates them for their own purposes (ferries) when approved. There is a Doug Jennings Park Master Plan? Speed limit review was a veiled attempt to justify a fast ferry service with no background. This comes to light much later when the true objective is realised by the public. GCWA Strategic Plan lacks consultation on objectives such as Two Channel Strategy and Buoy Mooring removal.
176. I live in the proposed area. I see what happens everyday. Of a weekend especially the beach at the southern end of broadwater parklands is packed with families. Every day there are lots of people fishing off the bank. The boats moored provide a buffer from boats as well as their wash, thus protecting the water users and the beach. I have never seen overcrowding in the current channel (adjacent to your new proposed channel). I have been here 4 years and never seen an accident. It does get a little busy when SYC race there on a thursday. The nippers, fisherman, families, paddle boarders, rowers - so many groups use that 'safe' area in a quiet and unobtrusive manner. IF you put another channel there it will damage the bank and prevent those groups from using the area.
177. There are more non motor powered craft and swimmers using the area weekly, I live on Marine Parade so I know. I have witnessed many collisions/near misses between various motor craft due to speed. The limit must be reduced to 6 knots for safety.
178. Stop dredging. The channel is not necessary.
179. Ill conceived, no justification, GCWA Fantasy, Punishers & Straighteners (Manning Clark)
180. The more navigable channels The Broadwater can have the better to share the load. I wonder what affect it will have to formation of sand banks?
181. The area concerned may be part of the Broadwater but it is a very narrow part. A single channel with a 6 knot speed limit is the best way to sustain the foreshore.

182. As mentioned earlier...I am against unnecessary change. The impact of this project will be huge on a portion of the Broadwater community and stakeholders. I believe the negative impact is not justified. Other options, with less impact should be considered and discussed. Also...I am wanting to emphasise my answer to Q17 on the next page. GCWA should definitely consult with the community on any proposed changes of this magnitude.
183. I am a consistent passive craft user and feel there is enough motorised craft on the Broadwater and jet skis should be banned as they are on Sydney harbour.
184. please don't restrict the kiteboarding. 2. i captain a commercial vessel that has a draft of 2 meters. If the channel is maintained to 3 meters all the way north past the western side of wave break island we could use it.
185. You have provided no information regarding the channel use, speed limits, cost or alternatives. This is not consultation.
186. Much needed channel
187. The extension would good for moorings, non powered boat activities, so powered vessels could move up and down the main channel freely at the designated speeds.
188. 40 knot speed limit for vessels under 8 metres would be great. 6 knot limit for all vessels however as the channel approaches the bridge (say 200m from the bridge).
189. Possibly introduce facilities throughout for mooring/stopping or points of interest and small retail/F&B
190. I believe there is limited space for passive recreation on the Broadwater and creating the extended Labrador Channel will only reduce the possible recreational area.
191. I believe that the whole broadwater should be properly dredged and clear (larger) bouyed transit channels provided. A deeper clearer broadwater would also ensure an unexpected egress of floodwater from the Nerang and or the Coomera rivers.
192. It;s unknown what speeds and what size boats this is applicable to. I recommend vessels with minimal wash up to 5m and 20kts - this should stop wake board boats that purposely create wash. Give the smaller boats safer distance from larger vessels.
193. I support the new channel but consider it must be restricted to vessel size and or speed, I would not like to see large vessels using the channel at speed and large wake. The main problem with the main channel is inconsiderate large vessel skippers. We need a channel that displacement vessels can operate without rolling through lareg vessel wash.
194. Ensure that the larger vessel skippers know the rules of the road this is a major problem on the waterways as the Commander of Coast Guard Southport I come across this problem daily and the problem is getting out of hand before you have a major marine incident on your hands
195. I believe the current 6knot speed limit in this area increases the capacity of the main channel as vessels can pass safer and closer at slow speed. In my opinion the south channel from Wavebreak island to the 6knot zone has more potential for overcrowding and a reduction of speed limit in this area could be necessary in the future. The current moorings provide a safe haven for dinghies, kayakers and shallow draft vessels without any need to create a second channel. In my daily use of this area, I never see overcrowding.
196. The path of preposed western channel is shown going through rock. this is area has exposed rock on low tides and is all ready a problem. I believe the channel moved to the east and this area be well bouyed / signed as a habit area with no power craft only. Also have concerns with speeding though the six knot area, which is a problem the one channel let alone two. Thank you {}.
197. Ensure existing buoy users are relocated satisfactorily
198. It is the sensible option to take some traffic away from the existing channel. However it should be restricted to smaller craft and in most areas allow planning speed for small

craft. If it is too restricted by 6 knot speed zones then operators will revert or continue to use the south channel.

199. I would hope the speed limit in the Labrador channel be restricted to six knots as slow moving small craft are seriously impacted by large fast moving vessels.



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