PHŒNIX!

NEWSLETTER OF

THE ALLIANCE TO SAVE HINCHINBROOK INC

Pres. Margaret Thorsborne, VP Margaret Moorhouse, Sec/Treas Mal McLean

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NOTICE TO MEMBERS

Many members no longer have cheque accounts and need a convenient way to send money to ASH.

Donations and membership fees can now be paid by direct transfer to an ASH bank account.

Accompanying this issue will be a letter from the Treasurer (Mal McLean) explaining how to do that through your own bank's website 'pay anyone' system.

Naturally, ASH will continue to accept other legal tender.

GENERAL MEETING

to be held at

'Galmara'

on

Saturday 21st March
(Queensland election day)

2:00pm

WEATHER ALERT – PLEASE PHONE

Margaret Thorsborne

on 07 40 668 537

if you intend to be present in person –
just in case the meeting has to be
relocated or postponed.

If NOT attending in person,

PLEASE REMEMBER TO SEND YOUR PROXY!

MEMBERSHIP RENEWALS

ARE DUE

31 MARCH 2009

‘STAGE II’ Mk 3

ASH doesn’t yet have copies of the application documents lodged with Council last December (2008).

From the master plan, however, it seems that the whole low-lying area south of the proposed boat basin would be “filled” above the surrounding terrain, to the height above sea level required by government regulations for residential subdivisions. This filling would effectively form a continuous bund preventing fresh surface flows from reaching a further two-kilometre long section of Girramay National Park’s melaleuca lowland forest, thus exposing hundreds more hectares to salinisation.

Although possibly avoiding some of the major objections of the EPA to the extended key-type canal estates of the earlier proposals, the new proposal does nothing to restore the lost water supply to the northern end of Girramay National Park, or to prevent the same fate befalling Girramay’s next section south.

Residential subdivisions are proposed to be interpolated in stretches of golf course between the proposed new boat basin and the southern boundary near Mary Creek.

Two Mile Creek seems to have disappeared, along with its rare Livistona drudei palms.

‘Stage II’ – mk 1 and 2

The EPA has already said NO to two versions of the new canal estate (2004 and early 2008). To recap: in 2004, ASH, anticipating a possible court appeal against Council approval, secured highly qualified expert reports (funded mainly by the Cairns Art Show and the Thorsborne Trust) on the hydrology and ecology of the subject land and impacts on the adjacent USL, now Girramay National Park.

These reports were made available to the EPA at an early stage, before the public review stage and formal consideration by Council could take place, to encourage the EPA to use their concurrence status under the *Cardwell Hinchinbrook Regional Coastal Management Plan* and the *Integrated Planning Act* to say NO. The EPA refused the developer’s 2004 application and also another, in early 2008.

‘Stage II’ – mk 3

This new plan for ‘Stage II’ is a little different to the last two, rejected, plans. It proposes a boat ‘basin’ - as before, covering 26 hectares – but in a rough square at the northern end of Lot 170 rather than spread out in key-like fingers extending south towards Mary Creek.

South of the boat basin, the plan shows several residential estates interpolated in areas of golf course, with golf club and associated facilities. See opposite for annotated aerial images.

SEA DUMPING

Keeping the BAML Payers on side

In 1994 Keith Williams was quoted in the Herbert River Express (June 14) claiming that Cardwell residents were being deliberately misled into thinking they would have to pay for the upkeep of a proposed access channel to the marina and the public boat ramp.

> “Under no circumstances would the people of Cardwell be responsible for any costs associated with the access channel. I was prepared to pick up the total cost of maintenance to the marina and the public boat ramp.”

In recent times however, Keith Williams claims that the development company (Williams Corporation Pty Ltd, formerly Cardwell Properties Pty Ltd) has now discharged its responsibilities as developer and will not pay for any more dredging.

This leaves two problems for the people who have bought blocks on ‘Port Hinchinbrook’ (the PHS members who pay the Building and Maintenance Levy or BAML) and the local Council: the requirement under the *Deed of Agreement* to keep the entrance open, and unsustainably high continuing costs to do so.

What about the public boat ramp?

It can be seen from the Queensland Tide Tables that, without dredging, there would be at least one metre of water above Lowest Astronomical Tide (LAT) for most of the day, on most of the days of the year. That’s enough for most trailable craft using the public boat ramp.

The promotion of the marina as a haven for super yachts will have to cease, and boaties will settle down to working the tides, an essential seaman’s skill along the NQ coast.

Curiously, a recent cruising guide book shows two metres depth in the PH marina and one metre depth in the PH access waterways.

With nowhere to legally store and treat the dredge spoil, and the cost of land disposal described as “prohibitive” (and we would agree, given the severe siltation and infill rates at Oyster Point), the obvious and convenient answer from Keith Williams is - “put it back whence it came”.

This sentiment was echoed in supporting letters by Russell Reichelt (now Chair of the GBRMPA), Peter Saenger (the so-called Independent Monitor under the *Deed*) and Peter Ridd, reader in Physics at JCU, whose “technical review” makes astonishing assumptions about the Hinchinbrook Channel and declares it to be ideal for the dumping of dredge spoil.

Take your pick of well over 60 places for sale on PH.

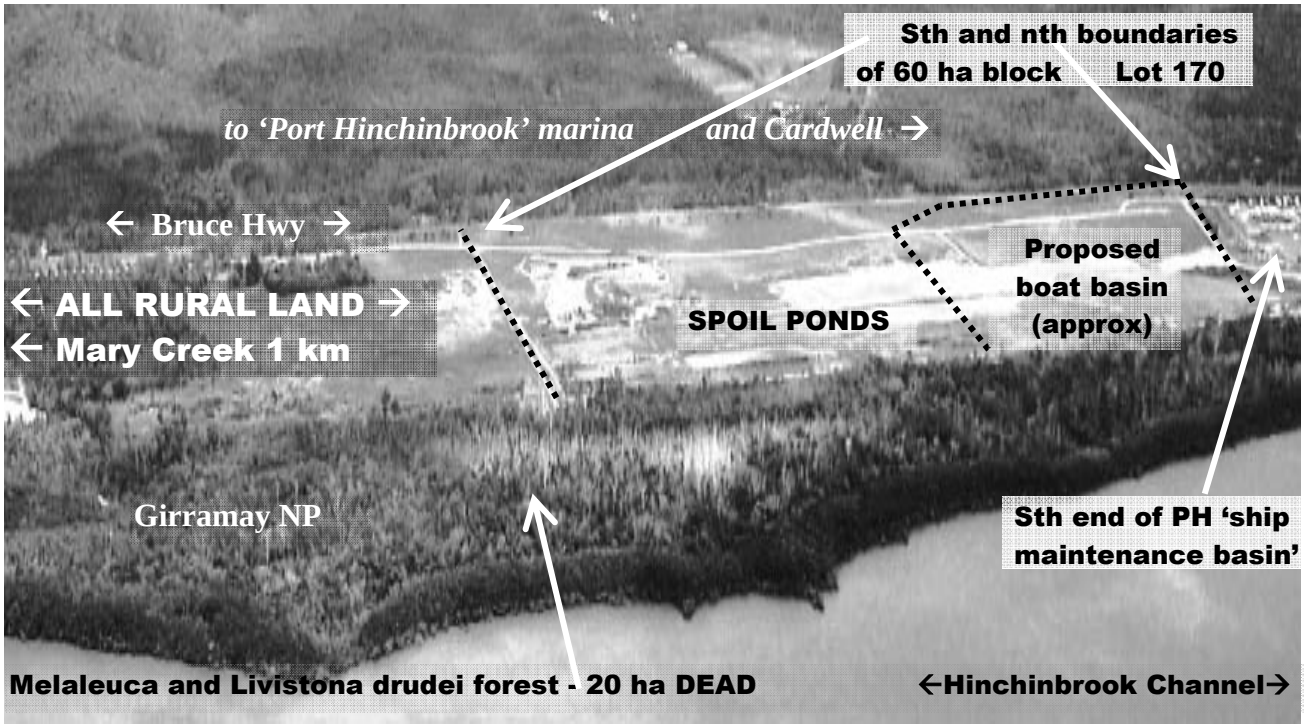


PHOTO 1 (above, looking West) shows PART of the proposed new development site. The Norship 'ship maintenance basin' and the rest of 'Port Hinchinbrook' as approved 1994-1997 is to the right, out of sight.

The dotted black lines approximate the northern and southern boundaries of the 60 ha block Lot 170 and the area of the new proposed 26 ha boat basin. The new (proposed) boat basin would be accessed from the old 'ship maintenance basin'.

Out of sight to the left the rural land owned by the developer extends about another kilometre to Mary Creek. On Lot 170 and these additional rural lands are proposed a golf course, related facilities and residential suburbs.

PHOTO 2 (above, looking North) shows junction of 'Port Hinchinbrook' ship maintenance basin and rural Lot 170.

The eastern half of Lot 170 (LH side of photo) is covered to a height of 4 metres with containments 'ponds' for acid sulphate soils and dredge spoil. The hatched lower section of the photo is PART of the area proposed to become a new 26 ha 'boat basin' to be accessed via the 'Grande Canal' and the Norship basin.

SEADUMPING
ASH lobbies DNRW and EPA

Port Hinchinbrook Services Pty Ltd (PHS) appears to have submitted one set of Application documents for both the Commonwealth and the State government processes. These documents are available on the EPBC referral website.

ASH has made lengthy submissions to the Commonwealth Government and also to the Queensland Ministers for Natural Resources and Water, and Sustainability.

ASH is adamantly opposed to seadumping of dredge spoil in the Hinchinbrook Channel, proposed to be carried out "**annually for 1-6 months**" (Marine Parks Permit Application).

Before the EPA can give an Approval, the Department of Natural Resources and Water (DNRW) must grant an entitlement to the resource.

For the Hinchinbrook Channel, an *area of state significance* under the Cardwell-Hinchinbrook Regional Coastal Management Plan, there is a stringent test: *no adverse impact*. Case law suggests that 'impact' should not be confined to direct physical effects, but should include effects which can reasonably be anticipated, whether within the control of the proponent or not.

All we ask is that the Environment Protection Agency (EPA), a concurrence agency under the *Integrated Planning Act*, be allowed to do its job.

The DNRW has discretion to grant resource entitlement; even if that is granted, the EPA nevertheless has authority to say NO by applying the exacting provisions of the Cardwell-Hinchinbrook Regional Coastal Management Plan.

It would seem that the EPA, if free to implement its legislation, must refuse the Application.

BELOW: ASH photographer spots tip truck dumping rocks to repair eroding house frontages on Hinchinbrook Channel at Oyster Point:

OOPS!

Truckie (PH worker) spots photographer - *"What the …"*

All's well – hot words averted by intrepid photographer expressing admiration for the finesse of the rock dumping, and enthusiasm as a potential buyer …

TROJAN HORSE
Port Hinchinbrook Services Pty Ltd

Port Hinchinbrook Services Pty Ltd (PHS), the seadumping Applicant, is a body corporate look-alike with a secret.

As with real body corporates, membership is compulsory for every purchaser of land or berth on the 'Port Hinchinbrook' (PH) canal estate. But the constitution of Port Hinchinbrook Services Pty Ltd includes one non-land-holder membership - Keith Williams set it up to give himself a permanent constitutional 76% voting majority, and the sole right to appoint (and sack) its director.

Thus PHS is emphatically *not* a body corporate, and is effectively controlled by Keith Williams. The land and berth owning members of PHS pay a Building and Maintenance Levy (BAML) to PHS, but have no control over the fees; and have been unsuccessful in having the company constitution changed.

In other words, the seadumping Applicant is really Keith Williams, who controls both the development company (Williams Corporation Pty Ltd) and PHS.

It is not surprising, then, that the seadumping application also proposes to release the developer (Williams Corporation Pty Ltd) from the controls and liabilities effected over Port Hinchinbrook site works via the *Deed of Agreement*. The Deed is an ex-legislative agreement between the developer and three levels of government.

Although far from ideal from a conservation point of view, the *Deed* is important in involving the Commonwealth Government, and in controlling 'Port Hinchinbrook' dredging-related actions. As it stands today, under the *Deed* neither seadumping nor continued local land disposal have been allowed.

There is one change, however, that must be made to the Deed: the developer must be relieved of its *requirement* to carry out maintenance dredging. This 'necessity' under the *Deed* is not required under any legislation; its removal would solve the very costly and environmentally damaging problems caused by ongoing dredging at Oyster Point.

What's in a name?

Quite a lot! Naming the new project "Port Hinchinbrook Stage II" suggests, incorrectly, that it is part of an approved staged project of which a "Port Hinchinbrook Stage I" was the first part.

The only adjacent land owned by the development company in 1994 and in 1997 (when a second large canal estate was approved by EIS waiver) was the 60 hectare rural block Lot 17 (now Lot 170), and this was dedicated to dredge spoil disposal ponds and so-called borrow pits (deeply excavated and left to fill with acid).

Only later did the developer buy the additional rural blocks south of Lot 170 which are now the proposed site of a new boat basin/residential/golf course development.

SEADUMPING
Conservation threats

The intertidal seagrasses along the Cardwell coast between Stony Creek (Oyster Point) and Meunga Creek are favoured feeding areas for dugongs (Preen, 2000). The relatively wide, flat intertidal mudflat is characterised by seagrass meadows made up mainly of *Halophila ovalis* and *Halodule uninervis.* Towards the central channel area the flat slopes off quickly. On this slope grow subtidal seagrass species.

Dr Tony Preen, seagrass and dugong expert, has documented and photographed feeding trails of dugongs on both sides of Oyster Point. Dugongs can also easily be observed near the old boat ramp on Cardwell beach, coming into the shallows at high tide to access intertidal seagrasses, even when the inshore water is choppy and turbid.

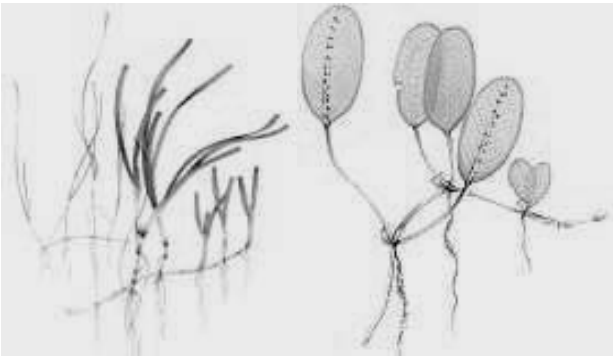
Dugongs, often called 'seacows', are vegetation eaters. To obtain enough nutrients they spend most of their time eating. Except for the few hours around high tide when they can access intertidal seagrasses, the only food for dugongs is in the sub-tidal area. For the rest of the day and night they are reliant on these sub tidal seagrasses – including those in the proposed spoil dumping area.

Dugongs and seagrasses

"A primary cause of Dugong population decline is the vulnerability of the seagrass habitats. Seagrass beds may be impacted by activities that cause increases in sedimentation and turbidity.

"Australian snubfin dolphins are considered of high conservation priority and are susceptible to accidental catch in shark control and commercial fishing nets, habitat loss, overfishing of prey, noise pollution and vessel strike".

Professor Helene Marsh JCU (2008, Personal communication to Margaret Moorhouse)



Halodule uninerva and *Halophila ovalis*
from DPI brochure, drawings by Ruth Berry.

These are the seagrasses off Oyster Point favoured by dugongs

"SEVERE SILTATION"
30 years of consistent expert opinion

The fact most relevant to the failure of the marina/canal complex at Oyster Point is the **rate** of siltation. In the context of successful marina operations elsewhere, it is beyond the technical experience and expertise of the public to have any inkling that a marina could have been allowed, and built, where the infill rate is perhaps an order of magnitude greater than at other marina sites.

Soon after the breakwalls were built in 2007, PHS (representing itself as BAML Payers, not as BAML payers *and* the developer) incorrectly and without evidence tried to sell responsibility for keeping the canals open to the Cardwell Shire Council. Seeking Council subsidy of PHS dredging costs, John Wood, a local construction contractor and member of the PHS consultative committee, stated that no further dredging would be required for six years (*Port Hinchinbrook seeks council help, Tully Times 16 Aug 2007*)**:**

> "The completed breakwaters have been very effective … There would only be another 12 days of dredging to complete the Grande Canal, and it would be another six years until the canal needed dredging again."

Far from the six years promised, barely one has passed, yet 'Port Hinchinbrook' is silted up again.

IT'S NOT ROCKET SCIENCE

Using publicly available information only, conservationists predicted long ago that breakwaters at Oyster Point would not 'work'.

And they have not, unless their purpose was less about marina access and more about buying time – not to mention deflecting queries as to the reality or otherwise of a feasible solution to the severe siltation there.

Fourteen years of "all-tide access" promises is a staggering history of promotional spin and public gullibility. It's also a shameful history of political and bureaucratic chicanery and sycophancy.

History aside, Keith Williams' continued neglect of the best engineering advice available from 1977 to the present, is no excuse for using the Hinchinbrook Channel as a dredge spoil dump.

THE HINCHINBROOK PASSAGE (CHANNEL) IS DIFFERENT

The Hinchinbrook Passage, including at Oyster Point, is simply not like other marina sites. Its dynamics are beyond developer and government power to change.

The Hinchinbrook Passage is a drowned valley silt-fed by three great rivers - the Herbert, the Seymour, and the Burdekin. The 'siltation' behaviour of its waterways is legend.

The ocean tides accelerate as they squeeze in through the choked and barred northern and southern entrances and penetrate the wild mangrove shallows that stretch from the mainland almost to Hinchinbrook Island, generating fierce currents that meet towards the middle, somewhere around tiny, steep-sided Haycock Island.

Close to Hinchinbrook Island there is a continuous navigable gutter with depths around 3 - 7 metres, punctuated by occasional current-gouged holes of 15 to 20 metres' depth. The restless sea bottom is always on the move – with a slow net drift northwards – but little escapes: the exchange time of the Passage waters can be as long as 52 days.

The rapid infill rate of the 'Port Hinchinbrook' waterways is due entirely to its location in the Hinchinbrook Channel. This fact was documented by the Queensland Harbours and Marine Department in 1977 and again in 1980, citing "excessive siltation of mooring basin", engineering costs and "lack of natural deep water". They concluded that "the boat harbour mooring area and entrance channel would be subject to severe siltation" and "the area at Oyster Point should not be developed as a boat harbour".

In 1989 the late Professor Kevin Starke (JCU), in a peer review commissioned by the GBRMPA of an earlier developer's marine modelling study, commented that dredging "would require the use of prohibitively large ponds". He gave as broad a hint as a scientific expert could - "Is a marina in the Hinchinbrook Channel viable compared to a marina in a location with less of a siltation problem?"

At the southern end of the Passage is the longest jetty in the southern hemisphere, the 7 km-long Lucinda sugar jetty. It stands as testament to the unpopular fact that dredging and rock walls have never been feasible, commercially or otherwise, to create navigation channels in the Hinchinbrook Passage.

Also at the southern end, Hinchinbrook Shire Mayor Pino Giandomenico spent much of the 1990s fruitlessly lobbying the State to dredge the Enterprise Channel where it meets the Hinchinbrook Passage at Dungeness. In those days the government might well have assented, except that they knew that dredging was unsustainable in any terms.

At the other end of the Passage, a channel dredged to the Cardwell Jetty some 20 years ago was abandoned within months, fully silted.

In his speech on the Marine Parks amendment bill (9 Sep 2003) Marc Rowell (former member for Hinchinbrook) referred to 'Port Hinchinbrook' and said:

> "That development is providing for the people in the region to use a boat ramp where they can get in with a minimum of two metres of water at any time.
>
> "That is particularly good, because looking at that coastal stretch nowhere between Mourilyan Harbour and Townsville is there an outlet with a capacity to take a boat at low tide that would draw 1.5 to two metres of water".

Mr Rowell has unwittingly illuminated but not understood the issue. The boating public knows that a depth of two metres is **not** available along this coast. When confronted with promotional material touting two metres depth (which has **never** been reliably achieved at 'Port Hinchinbrook'), Marc Rowell optimistically chose to believe that Oyster Point is a remarkable, miraculous exception, rather than question the self-interested assertions and promotions of the developer, Keith Williams.

Peter Ridd (JCU), in a letter *supporting* Keith Williams' Breakwaters Application (2005), noted that no evidence had been presented to explain the estimates of siltation quoted by the Applicant, stating that such estimates are

> "notoriously difficult and … likely that they would have significant errors associated with them."

This is hardly surprising, when the best the developer's own consultant (Cardno) could say was:

> "We are unable to confirm that the construction of the proposed breakwater walls will reduce the maintenance dredging requirements in accordance with the estimates presented in the reports supporting the application until after the breakwaters are constructed.
>
> "… no further records of the maintenance dredging that has been required and carried out since the access channel was completed … and the original desk assessment is the only information available to determine the optimum wall length …"

And in the Supreme Court in Cairns (2005), when ASH unsuccessfully appealed the unbelievably stupid Breakwaters Approval by challenging the Marine Parks Permit, the developer had to admit to having no records and thus no reliable basis whatsoever for the publicised **70% reduction in dredging** that was the ostensible purpose of building the breakwalls.

And it was on this spurious basis that the EPA had happily supplied the required permits. What does that EPA decision-maker say now? Does he also believe in fairies?

In a later newsletter to PHS BAML-paying members (May 2006), in the context of BAML payers complaining about the size of the fees they were forced to pay, Keith Williams showed boundless optimism. He promised the unhappy BAML payers that the newly built breakwaters would now reduce the dredging required by **70-85%.**

The seadumping application documents: Through the looking glass

The nine documents of the Port Hinchinbrook Services Pty Ltd (PHS) Seadumping Application may still be downloaded from the EPBC referrals web site.

Reading through the seadumping Application, one enters the world of Alice and the Red Queen, far from the documented realities of seagrass and dugong science, research observations and conclusions.

There are assertions that the dumped spoil will "nourish" the local seagrasses; there are repeated allusions to the intertidal seagrasses (which are out of reach of dugongs except at high tide) as the "main seagrass beds", as if the subtidal seagrass meadows (which they can access all the time) are somehow less important; there are patently untrue and refutable statements such as "there was little recorded use of the seagrass beds or area immediately offshore of Oyster Point", "Oyster Point area was not commonly used by the Dugong", "do not appear to be regularly used as feeding areas"; and "the seagrass beds near Oyster Point are not critical".

The risk of dumped sediments raising the seabed off Oyster Point and Cardwell was not addressed at all. If the sea bottom were to be raised by even a tiny amount, the areal extent of the intertidal seagrass beds would be reduced. The seagrasses nearer the Oyster Point land, that is at the margin of tolerance for exposure to air and sun, would experience greater exposure and not survive; while at the seaward extent they are always limited by loss of light at about 4 metres depth, and cannot 'move' further (deeper) into the Channel. Thus the width of these fringing seagrass beds would be reduced, even if the rise in seabed were only a centimetre or two.

The Application has not met the criteria for seadumping approval under State legislation, in part because it has not addressed the provisions of the *National Ocean Disposal Guidelines for Dredge Material (Environment Australia, 2002)*, including a number of issues such as assessment of displacement of biota and the fact that "offshore dredged material disposal is incompatible with national parks and with some zones or categories of Marine Parks and other Marine Protected Areas" (NOD Guidelines 4.2.4).

The Application has misinterpreted both the Precautionary Principle (NOD Guidelines 4.3) and the concept of safety (NOD Guidelines Article 8, 1.Exceptions). The Guidelines allow exceptional seadumping when seaboard life is threatened "in cases of force majeur" and if seadumping would avert real danger. The seadumping at Oyster Point, however, is for boating convenience and maintenance of property values.

The Application did not declare "*Whole of project*". Current internet promotions state that the developer (Williams Corporation Pty Ltd) intends to expand the present marina, and to connect to 'Port Hinchinbrook' another large boating and real estate/golf course development (the so-called "Port Hinchinbrook Stage II") on Lot 170, adjacent to Girramay National Park (see photos on page 3).

These proposals are intrinsically linked to and dependent upon an approval for dredging and seadumping, and would obviously increase the quantity of spoil to be dumped; but these were not disclosed in the Application.

The Application failed to address direct impacts (such as underwater noise and dredge pipe vibration) and long term and cumulative impacts on dugongs and Australian snubfin dolphins. The latter include displacement effects from underwater noise, and changes in seagrasses.

Long term impacts including boat strike, bottom disturbance and displacement, all arising from the increase in boat traffic that would flow on from the increase in convenience of dredged access to the 'Port Hinchinbrook' marina.

These flow-on impacts are similar to those raised formally in 1996 by several Commonwealth-commissioned dugong scientists, in relation to the original dredging of the access channel, only to have their comments omitted from the summary (prepared by Russell Reichelt, then Director of AIMS) on which Commonwealth Environment Minister Robert Hill relied for his Consent.

Since then, the EPBC Act has come into being – ironically, largely due to Senator Robert Hill – and cumulative impacts, previously ignored, are now getting a better hearing.

THE GLOBAL VILLAGE

encouragement from friends overseas

It was with some surprise that ASH received a message from Geertje and Jan Ernst de Groot, of The Netherlands. Fifteen years ago, on their honeymoon, they had walked the Thorsborne trail, and had never forgotten the wild beauty of Hinchinbrook Island.

The de Groot family has made a generous donation to support our efforts. Upon receiving our thanks, they sent another message. It is published below, with permission:

"… please do not consider our donation an act of generosity; it is self-interest.

"Living in a small country where literally every square inch is cultivated, we hope you will be able to conserve some of the vast natural treasures over at yours. So that we can be back some day to show it to our children. As global citizens they have the right to enjoy the existence of this treasure too. If you can take care, we are more than happy to share some of the financial burden."

Geertje and Jan Ernst de Groot
The Netherlands

PRESENTATION TO ENVIRONMENT MINISTER

MAHOGANY GLIDER AND GIRRAMAY NATIONAL PARK

At the recent "Cabinet in the Country" meeting in Townsville, Margaret Moorhouse made an eight-page presentation to the Minister for the Environment, The Hon Andrew MacNamara, on behalf of the flood-bound Wild Life Preservation Society of Queensland (WPSQ) and ASH.

Margaret had been a member of the EPA/Community Team that had painstakingly written and, in 2000, completed, the Mahogany Glider Recovery Plan.

The Plan has never been implemented.

After seven pages of telling images, distilled facts, and penetrating questions, the presentation finished with this appeal:

Dear Minister

You are the Minister for the Environment, Queensland. You may not be the Minster of the Environment next year. But right now, the future of the beautiful mahogany glider depends entirely on you and the decisions you make.

Members of WPSQ and ASH have been working for the beleaguered mahogany glider for many, many years. Some have been instrumental in preventing much mahogany glider habitat from being cleared, as individuals and collectively. For instance:

Margaret Thorsborne and her late husband Arthur donated their large block to Edmund Kennedy National Park.

ASH and the Thorsborne Trust were instrumental in saving the northern section of the present Girramay National Park from development as a golf course or airport.

We ask nothing for ourselves.

We ask only for the future of this species, and for other species which will benefit from conservation of mahogany glider habitat, and for the future of the planet and for children not yet born.

We ask only that the Minister for the Environment ensures that the EPA is directed and resourced to do its job.

Photo: Darryl Dickson

On behalf of WPSQ and ASH

Yours sincerely

Margaret Moorhouse

The Minister was well aware that only 9% of the original mahogany glider habitat is in the EPA estate (protected lands) but not aware that some of the EPA-estate mahogany glider habitat is degraded or hazardous for gliders because of vegetation damage or barbed wire fences.

Until the Presentation, the Minister had not been aware of the forest degradation in the northern section of Girramay National Park, nor its cause (the dredge spoil ponds).

The Minister saw aerial and ground photos of these areas and heard about the special status and habitat needs of the Livistona drudei palms.

The presentation included a short list of mahogany glider issues needing urgent attention, and a list of questions for which we have requested timely responses. These included:

- **WHEN will the Mahogany Glider Recovery Plan be implemented? (completed 2000, revised by EPA 2006, never funded)**
- **WHEN will the Mahogany Glider Conservation Plan be released? (neglected since 2000)**
- **WHEN will the government appoint a Chairperson for the Mahogany Glider Recovery Team?**
- **WHEN will Recovery Team meeting dates be set?**
- **WHEN will the government appoint a Threatened Species Team Leader? (position left vacant)**

The Minister was extremely interested in the photos showing Girramay National Park and 'Port Hinchinbrook' canal estate and marina. These photos also revealed the poor sales take-up for blocks on 'Port Hinchinbrook'. The Port Hinchinbrook Services and Williams Corporation Applications for seadumping and canal/golfcourse estate development were also discussed.

For both the Mahogany Glider and the Oyster Point issues the Minister was urged to ***resource the Environment Protection Agency (EPA) and let it do its job.***

PHŒNIX! is the newsletter of the **Alliance to Save Hinchinbrook Inc**. (ASH).

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