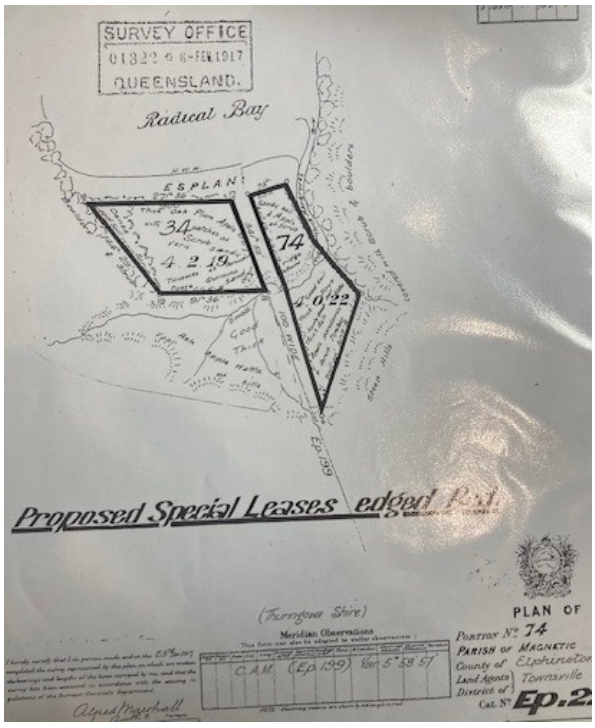
A ROAD TO RADICAL IS A ROAD TO RUIN.

WORLD HERITAGE OUTSTANDING UNIVERSAL VALUE TRUMPS CAR DRIVING LEISURE

EARLY DAYS

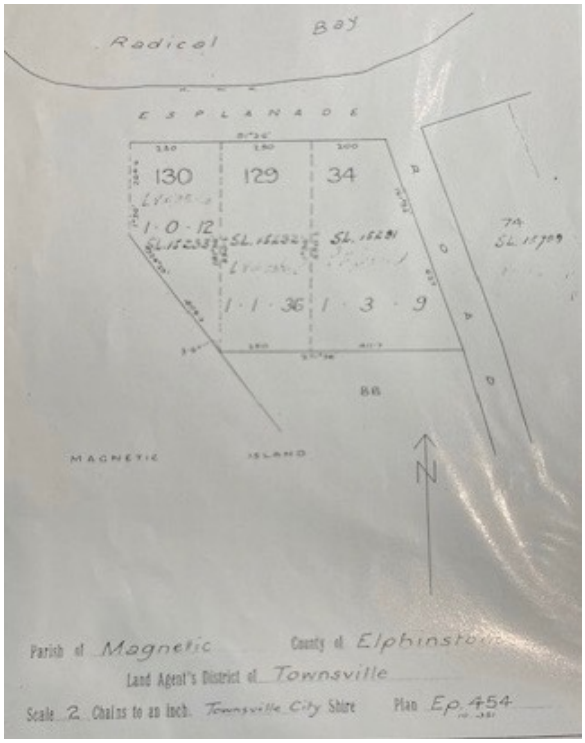
Radical Bay and its back-to-back twin Florence Bay have led charmed lives. Hardly anyone still alive can remember the little jetty in Florence, the single hut in Radical or the local notables who once frequented those Arcadian shores.

A Magnetic Island old timer, Clem Ladbury, painted a picture of innocent earlier days when he wrote that " . . . *a fisherman first built a shack in the bay but in a blow a tree fell on it and a boat, the cutter 'Radical', was wrecked, so came the name".* That would have been about 1918. Ladbury continued, "*Mr Marwick built in Radical about 1922 where he retired to in 1934. He died in 1945. In 1947 L.V. Masters built and also put a road in to Florence Bay and a path to Horseshoe Bay. He retired in 1958 and died in 1964*".



That would be 'Beaver' Masters who not only built a little retreat and jetty in Florence Bay but with others, convinced the Queensland Governor, Sir Lesley Wilson, a regular visitor to Magnetic Island and, conveniently, Chief Scout, to support the granting of a 36 acre lease in Florence Bay to the Scouts in 1947. Government money flowed, infrastructure was built, scouting thrived and positions of influence in the management and control of the scout land became the subject of state government appointment.

Leases in Radical Bay as at 1917. Note that the State always intended that there be a 'road' running from the Esplanade back through the centre of the bay towards Florence Bay



Eventually, five of the leases in Radical Bay were converted to freehold blocks on either side of the central 'street' which ran to the rear of the property.

THE AGE OF RESORTS BEGINS

In the early 1960's Bob and Jean Wake bought in to Radical Bay. The Wakes had grand visions of a vast tourism enclave stretching up the slopes towards Horseshoe Bay. They drew up and were granted leases over land surrounding their existing seven acre freehold parcels and began construction of the first stages of their resort on the flat land just back from the beachfront. Access was by boat or on foot, mostly via Beaver Masters' walking track from Horseshoe Bay.

Tourist development on distant tropical islands does not come easy or cheaply but can be greatly assisted by governments willing to invest public money and administrative largesse in favoured developers and that was where Bob Wake found good fortune. A common theme of that era was government entertaining all sorts of grandiose schemes whilst ignoring or traducing environmental issues and values and showcasing, even showboating, government sponsorship, shortcutting and behind-the-scenes financial dealings.

Of course it would be hard to do tourism business solely by sea or walking access so in the early 1970s Wake applied for and was granted consent by the Bjelke-Petersen government to construct at his own expense a meandering track, effectively a private driveway, through national park from the end of that central 'street' in Radical Bay, through the Florence Bay scout lease and up to the Horseshoe Bay Road. Here a locked gate restricted access to guests of the resort. Wake was now in business and ran a very respectable resort with cabins and a central dining space that included an indoor pool with a slide-over top which could double as a dance floor.

In no time the private track became a bone of contention. The State wanted no responsibility for the maintenance, upkeep or policing of the track. Department of Natural Resources records show that on 16 May 1973 the Lands Department informed Wake that the route would not be dedicated as a road following advice from the Townsville City Council (TCC) in November 1971 that the Council was "…opposed to the dedication of the road for public use."

Whilst operations continued at the resort, Wake bulldozed and created an asphalt track up onto the hilly western lease (Por 198) towards Horseshoe Bay and laid out a site for a cascade of Noosa-style buildings overlooking the beach and shoreline. The overgrown remnants of this road are still visible.

Other parties now began to take an interest in the broader real estate potential of the this north-east corner. Although Sir Lesley Wilson had resigned as Chief Scout in 1943 (he disagreed with the government decision to make the Chief Commissioner a paid position), the scouts still had command of tracts of valuable property and their commissioners had decision-making control. By 1974 Bjelke-Petersen's Country Party had been renamed the National Party (Queensland Branch) and in 1979 appointed Townsville real estate agent Kel Griffiths as Kennedy Area Commissioner for Scouts. Griffiths was soon proposing that the Scouts relinquish their 36-acre Florence Bay lease in exchange for some acreage elsewhere on Magnetic Island to make way for a 'Twin Bays' resort project : "back to back" identical resorts in Florence and Radical on a gigantic scale. The resulting public uproar reached the Queensland Parliament:

Hansard, Questions Upon Notice, 12 May 1981

MR WRIGHT [ALP] *What part has Mr Kel Griffiths played in the Florence Bay scheme, and is this the same Mr Griffiths who is known as a National Party lobbyist and consultant to the Kern Corporation?*

MR ELLIOTT [Minister for Tourism, National Parks, Sport and the Arts.] ***"****In broad terms the proposal is for a fully integrated international resort complex to provide between 1,500 and 2,000 rooms."*

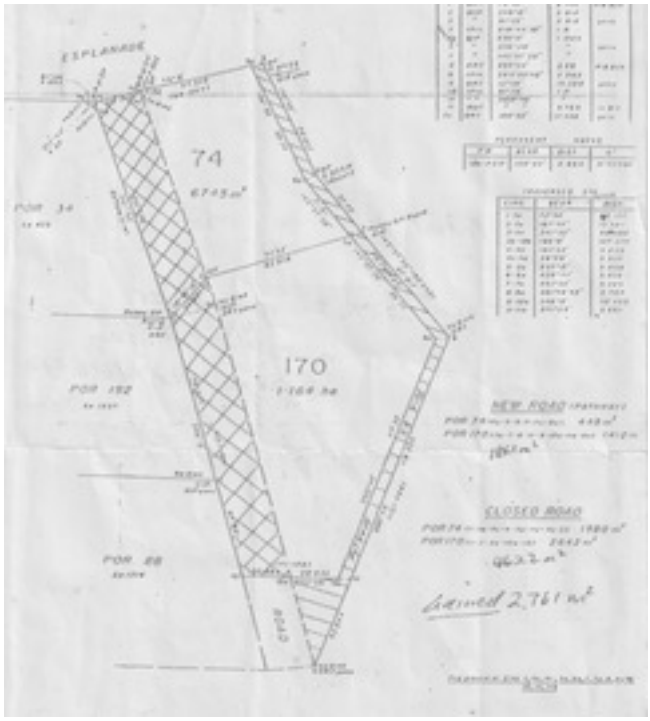
"The employment estimate of 2,000 people is in line with the employment level at similar standard international resorts in other parts of the world, and I see no reason why we should not be aiming for

the very highest standards for the influx of international visitors it is planned to attract through the new airport at Townsville"…." In his question, the honourable member has attempted to besmirch Mr Griffiths's character by trying to make a case on the basis that he may have used his position in scouting to some personal advantage. . . . .

MR WRIGHT: That's why I know him. He's a crook."

MR ELLIOTT: I find those remarks despicable.

About 1984, the Wakes proposed that the central 'street' in Radical Bay be formally closed and a token pedestrian 'pathway', potentially a boardwalk, be created around the eastern edge of his property.



The effect of the proposed road closure, apart from Wake picking up 2,761m² of land in the bargain, would be that the freehold land would be consolidated into one undivided parcel and there would no longer be public access through the property to the beachfront. The matter came up in a TCC meeting in June 1988 and was reported in the Minutes:

"*Alderman Cathcart is concerned that public access to the beach at Radical Bay will be denied if the roadway to the Esplanade is closed and the developers are allowed to control and landscape a strip of land along this beachfront. The Town Planner explained that public access, though not public vehicular access, will be guaranteed by the dedication and construction of a lane along the eastern boundary of the property to open onto the Esplanade"*.

BOB MAKES A SALE

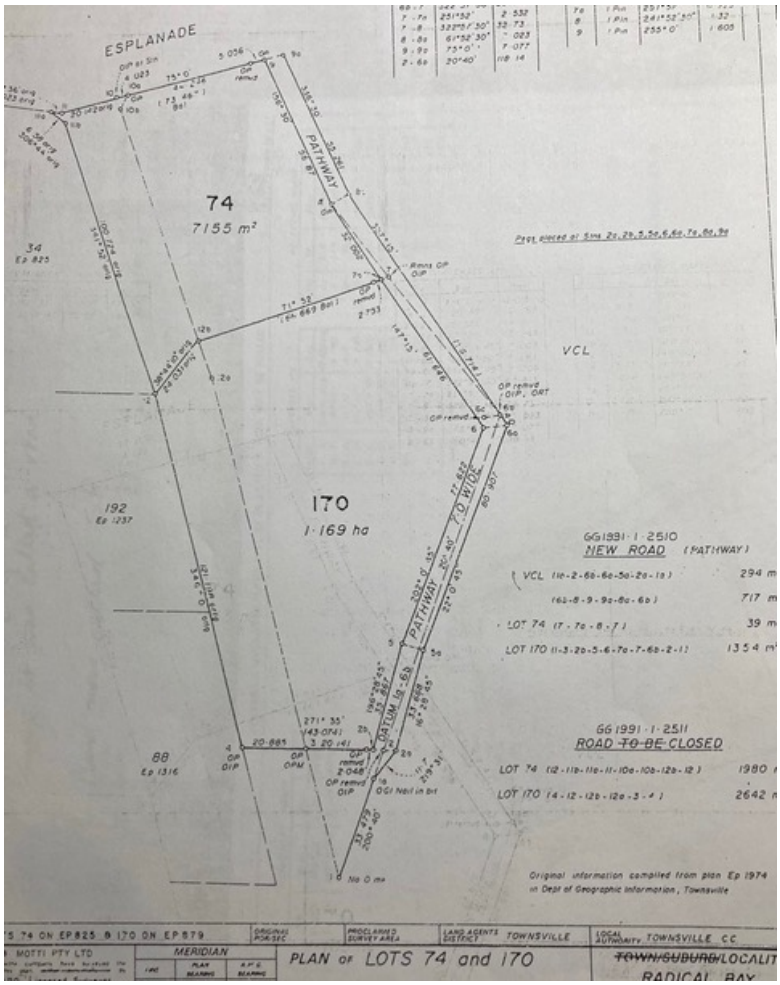
That "dedication" from TCC meant Bob Wake now had a new string in his marketing bow. In 1987 he announced plans for a $22 million resort with 60 bungalows, a large saltwater lagoon and a thrice-daily ferry service - even though there was no ferry landing and limited track access. It seemed that the concept of an exclusive resort in a uniquely isolated bay with gated private road access through national park met the criteria of a certain type of developer at that time - bold and

well-connected. Wake's salesmanship, combined with the reconfiguration of access in the bay, landed the sale to Kern Corporation who would have complete liberty to develop their own plans.

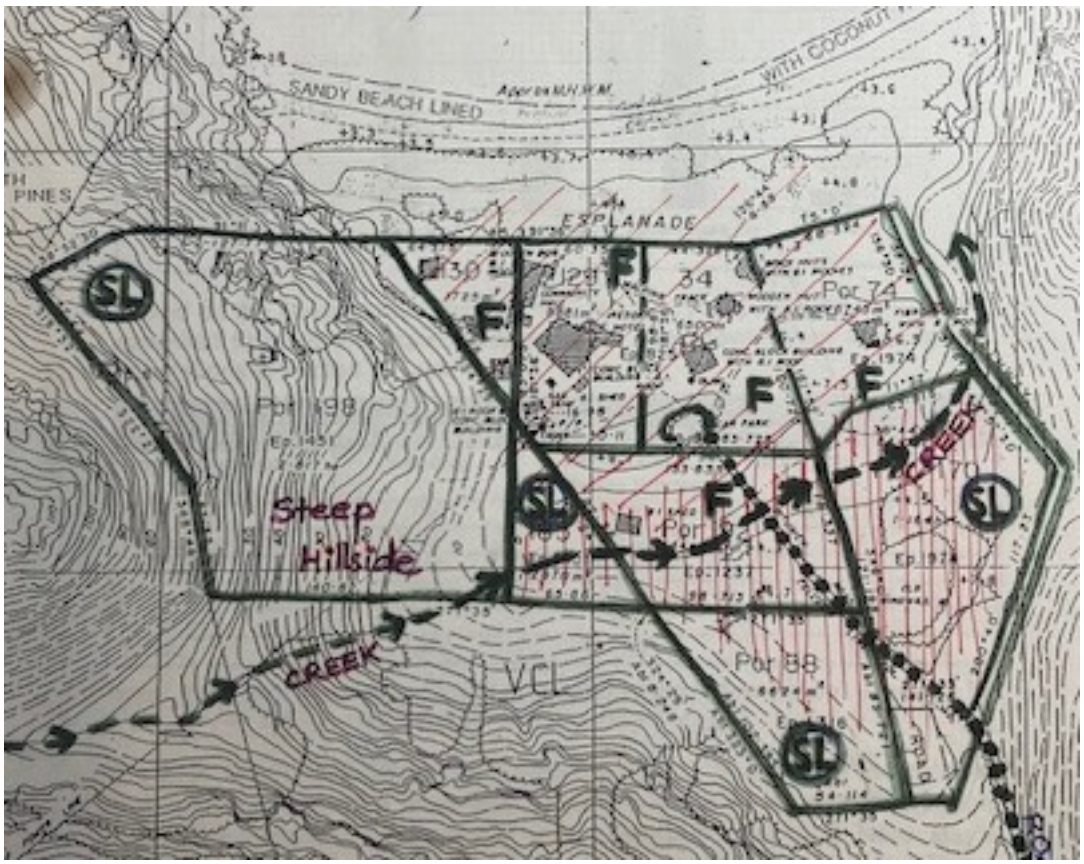
Kern Corporation had grown out of a successful Townsville building firm and had strong connections to the by-then teetering Bjelke-Petersen government through its boss Barry Paul. The 2021 Dictionary of Biography wrote of Paul:

" *Although not a financial member, Paul was a supporter of the National Party and vocal admirer of the Queensland premier, (Sir) Joh Bjelke-Petersen. He chaired a fund-raising dinner for the Bjelke-Petersen Foundation in 1980, but was angered by Australian Labor Party allegations that Kern Corporation was given special treatment because it donated money to the foundation".*

The 1989 sale required some refinement of the property details. The "guarantee" of public access to the beachfront was met by gazetting a 7m wide desk top conceived 'pathway' along the eastern edge of the property to connect to a small remnant of the old 'street' at the rear, thus connecting public beach access to the private access track.



So now the Radical Bay property was five consolidated freehold blocks almost surrounded by four leases and edged by an 'on-paper' beach access reserve which no one seemed to have noticed traversed the actual channel of the main creek of the bay.



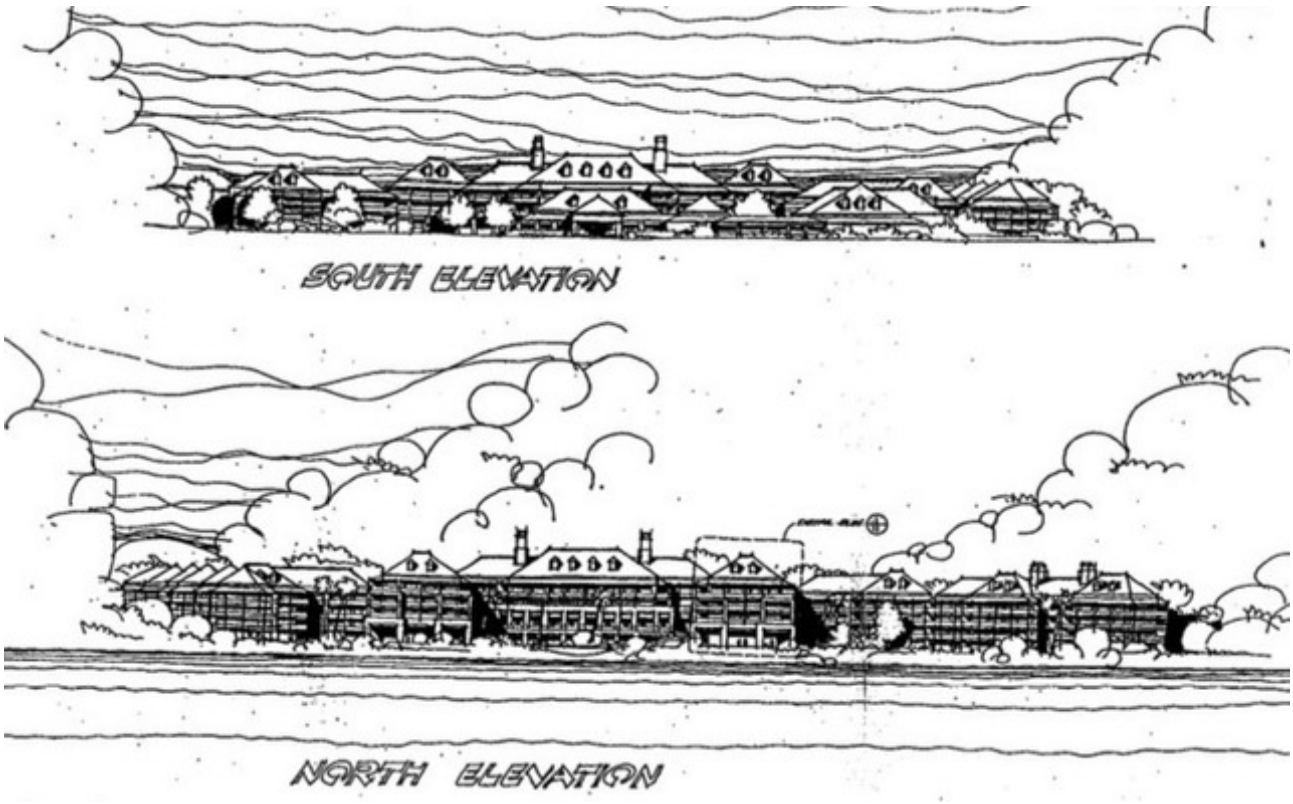
Radical Bay land parcel with Closed Road gone from the middle and new “Pathway” around the eastern side. F= freehold, SL= lease land. All four leases were ultimately relinquished so that just the five freehold blocks remain. Shaded blocks are various buildings associated with the original Radical Bay resort.

As part of a new development application, Kern floated concept plans to extend the newly widened ‘Pathway’ (technically a Road Reserve) beyond the Esplanade onto the eastern headland of Radical Bay for a jetty/ferry landing.

In 1989 Townsville Council approved a Kern tourist resort comprising a licensed hotel of 250 “room modules” and 15 condominiums. The resort as proposed would totally dominate the site and the proposed main road access meant that a scar across the landscape would be inevitable:

“*The access road from the intersection with the Horseshoe Bay Road to the boundary of the site shall be reconstructed to the standard Main Roads Department rural road specification with design geometry for at least 40kph on curves unless the City Engineer authorises otherwise. Road reconstruction must be completed prior to commencement of use*”.

There were provisions in the approval for sufficient space adjacent to the site boundary for 30 car and two full size bus parking spaces. There seems to have been no consideration of the environmental impact of a 40 kph two-lane roadway capable of accommodating “full size” buses (and presumably Council garbage trucks and other heavy vehicles) let alone stormwater infrastructure, safety rails etc. The paper ‘pathway’ road reserve would now be required to accommodate access of larger vehicles to the waterfront - to meet a ferry for example.



"*The dedicated road* [from the Forts carpark] *shall have frontage to the lane along the eastern boundary of the site. The lane shall connect the dedicated road at the site boundary to the Esplanade. The lane shall be constructed so as to allow the passage of vehicles to the Esplanade under all conditions*".

Just to confirm the developer's latent desire for marine landing facilities in Radical Bay, even if this was beyond the remit of TCC, the Council permit specifically stated:

"*This permit does not infer any approval for boat facilities in any part of Radical Bay or associated walkways or structures beyond the site boundaries*".

About that time the Australian Financial Review described Kern Corporation as "*the epitome of Queensland Incorporated, in that it is 19.5 per cent owned by Queensland Treasury Corporation and 20 per cent by Suncorp Insurance and Finance*". So the Kern Radical Bay resort was a private enterprise proposal in which the State government had a silent 40% interest and complete control over development assessment and consent.

Despite having a comprehensive set of approvals in place and having avoided any Commonwealth assessment of the impact on the by-then long standing World Heritage listed values of the site, no amount of local or state government support (and investment) could save it. The entire project fell over when Kern Corporation collapsed into receivership in 1991.

TRINITY TAKES OVER

In 1992 a Townsville syndicate, Trinity Radical Bay P/L, picked up the combined 7.4ha Radical Bay resort site from the receivers. This consortium re-opened and leased out the vacant resort to a flighty backpacker operation from Cairns who managed to wring a living out of the site by bussing customers back and forth from the Picnic Bay ferry landing for an extended period. Trinity arranged for the land leases to be renewed for 10 years (to 2003) and in the renewal process transferred the leases to Sunshine Coast-based Juniper Property Holdings. The entire site, leases plus freehold,

was subsequently sold to Junipers in 2001 for a reported $1.34m. Now the contest for Radical Bay began in earnest.

JUNIPER JUMPS IN

Junipers wasted no time getting down to tin tacks. In early 2001 they were proposing *"an upmarket resort with 111 two and three bedroom units, eco cabins and various resort-style facilities".* They wanted government support for construction of a road access to the bay and pressed their case with both local and state government officers. TCC, advised that they were not in a position to fund any portion of the road or even take on the ongoing maintenance. The State meanwhile, was only prepared to provide support under existing local government assistance programs such as the Transport Infrastructure Development Scheme which might provide up to 50% of the funding. Even under this scenario Mayor Tony Mooney advised that TCC had other priorities.

Junipers then proposed that the three parties (State, TCC and Junipers) share the cost of access with the developers putting up $500K, assessed by them as the contribution required to construct the road from Florence Bay to Radical Bay - the easy bit. They were not interested in constructing a road to their property that was available to the public at large to visit other attractions such as Florence Bay and Arthur Bay. Provocatively, Junipers took the view that if they were forced to construct the road without any State or Local Government assistance then the road would be operated as a private facility with locked access at the Horseshoe Bay Road turnoff. As a last resort Junipers discussed the possibility of funding TCC's contribution on a loans basis or in exchange for a reduction in TCC's headworks charges - anything to spread to government the cost of building a road for the benefit of a single landowner.

The fact that the Bob Wake track had been constructed on State Land, is not a gazetted road and no government agency was responsible for its maintenance was apparently not previously understood by the developers. This reality would come back to haunt them. What is interesting about these discussions is that none of the parties seems to have the slightest concern about aspects of the Radical Bay site development that had already failed government environmental and infrastructure assessment procedures. The Kern dream of a road and ferry landing along the headland had been rejected out of hand and Townsville Council had never shown the slightest interest in paying for a new road which, if built to a basic two-lane suburban standard, would cause massive landscape disruption.

Soon Juniper's initial "up-market resort" development plan was ditched and a new iteration of its recently unveiled Palm Cove (Cairns) 'Sea Temple' resort proposal emerged for Council's

consideration: 100 luxury apartments in several 4 or 5 storey blocks and 12 sprawling mansions along the beachfront, all separated from inquisitive public scrutiny by fences and screening - for all the world like a gated community. With it came the first signs that perhaps the state had an environmental conscience after all. In 2002 the State EPA objected to the upcoming renewal of the leases surrounding the freehold land because "*they are located so as to act as a buffer between future development on the freehold land and the National Park*." They noted that the leasehold blocks "*are in a natural condition and contain 'of concern' ecosystems*". They were concerned about impacts on landscape values and suggested that "*to maintain the integrity of this coastal landscape it is vital that any visual impacts from future development at Radical Bay be limited and softened by retention of a backdrop of natural vegetation*". Finally, the EPA raised concerns about the access road:

"*It is believed that if future development were to occur . . . . then a significant structural upgrade to the road would be required, and this would not be consistent with the management intent of Parks for this area. An upgrade to the existing road is a major engineering work given the difficulty of the terrain and has the potential to cause serious environmental impacts during construction by:*

- *creating and increasing erosion*
- *fragmentation of protected area*
- *damage World Heritage values*
- *vehicle damage to wildlife and habitat*

WORLD HERITAGE?

Whilst the State Government was now recognising some of the environmental issues associated with the site, particularly those that would be affected by the road access, TCC was still wrestling with Magnetic Island's 1981 listing as part of the Great Barrier Reef World Heritage Area. Their legal officer told an inquiring resident in January 2002:

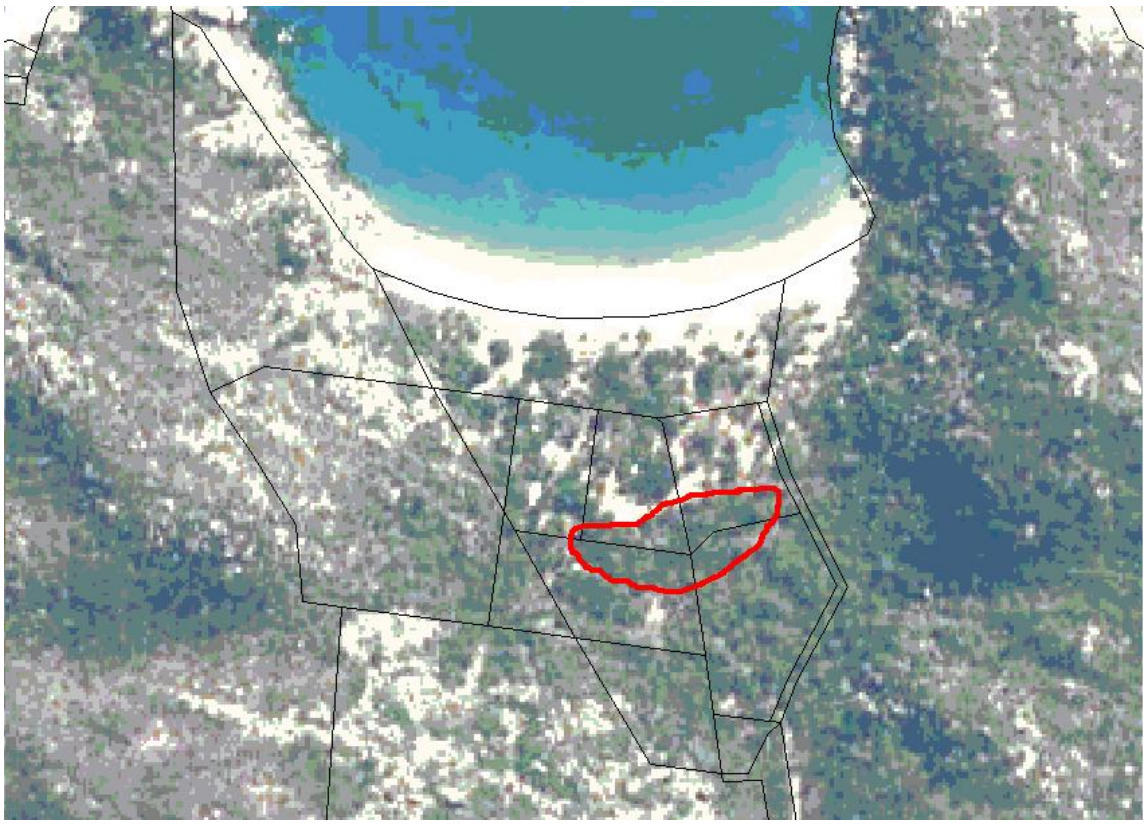
"As advised previously, it is by no means settled law that World Heritage status does apply to Magnetic Island . . . . the contradictions contained within the nomination document leave the question open. The Council will be obtaining Senior Counsel's opinion on that issue".

This "advice" was despite the fact that at a Great Barrier Reef Consultative Committee meeting in 1995, the Deputy Mayor of Townsville, Councillor Ann Bunnell, who was a member of the Committee, had expressed surprise on learning that Magnetic Island was indeed part of the GBR World Heritage Area. They didn't really need legal advice.

(It came to pass that in 2010 the Commonwealth Dept of Climate Change, Energy, the Environment and Water released EPBC Act policy statement 5.1 - Magnetic Island, Queensland which specifically states that Magnetic Island is part of the Great Barrier Reef World Heritage Area. It stated: "Many natural heritage values of the GBRWHA are present on Magnetic Island, including: 1) a diversity of environmental assets such as forests, coral reefs, seagrass beds and mangroves, 2) habitat for a number of rare, threatened and endemic species (for example aggregations of over-wintering butterflies), 3) island expression of continental flora, and 4) exceptional natural beauty").

PREYING ON ENDANGERED ECOSYSTEMS WITH A SEA TEMPLE

As preparations advanced and various site assessments established what was where, Junipers pre-empted any government intervention by quietly bringing in a tree clearing contractor who levelled and chipped a significant portion of undisturbed remnant vegetation in the middle of Radical Bay. This included clearing parts of Regional Ecosystem 11.2.3 - an endangered, semi-evergreen vine thicket (softwood scrub) occurring on coastal dunes within the Brigalow Belt bioregion.



The image is before the clearing, and the once intact vine thicket on the dune slope leading down to the creek behind the dune, that has been cleared, is shown enclosed by the red line. The dune top between there and the beach still retained a canopy dominated by original vine thicket species

The dune top with scattered vine thicket species and other introduced species down to the beach was also flattened and cleared, except for a narrow strip behind the beach.

Given that the land clearing came well before the Commonwealth minister gave his conditioned 2005 approval, that document turned out to be a mockery of good environmental governance. Condition 5 required that *"Prior to commencement of operations . . . the plans must include: . . . (d) measures to protect vegetation cover, including the evergreen vine thicket ecosystem remaining on-site and along the eastern edge immediately adjacent to the emergency access road:"* The largest portion of vine thicket had already been chipped and levelled.

As with previous DAs from TCC, under the Sea Temple approval Junipers would be required to build, at their expense, a road access under which *"all works, including the services (electricity, phone, water and sewage)"* would be concealed prior to opening the resort.

The Commonwealth, whilst assessing the referred proposals under the EPBC Act (which was relevant because of, amongst other things, the World Heritage listing), was presented with a consultant's report which re-wrote the history of the 1970s Bob Wake-built access track.

The Referral Form, which described itself as *"pursuant to a valid and binding TCC development approval dated 12 May 1989"* (the Kern approval), opened by describing the track as *" . . the existing public access road"*, when in fact it was a locked-gate private track. It went on that the *". . road has a long history of use, having been initially constructed in the 1940s and sealed in the 1970s"*. This was simply untrue and the consultants must have known it. Certainly the developers did because they had learned about the track in their 2001 discussions with local and state government representatives. More importantly, the Referral states that the three kilometre track would be upgraded to "Main Roads rural road geometry" and yet it would have "occasional passing bays" - implying that it would not be a two-lane road at all.

Furthermore the Referral Form deflected entirely any EPBC Act consideration of the impact of construction of the gazetted lane on the eastern boundary of the site which links the proposed access road to the beachfront Esplanade. This "lane" or "pathway" which is on the one hand integral to (TCC "guaranteed") legal public access to the beachfront in Radical Bay, and on the other hand establishes the (1989 Kern) "all conditions" passage of vehicles to the Esplanade, is drawn on the map but has never been pegged out let alone constructed. This pathway appears to pass through remnants of various regional ecosystems located either in or adjacent to the one creek channel in the bay. The Referral consultants take the liberty of reinterpreting, without any evidence, the official regional ecosystem conclusions for Radical Bay:

"It appears that the original vegetation that was present before settlement would have included a small patch of littoral rainforest which would have been largely confined to the esplanade and northern boundary of the site. This vegetation has been almost totally cleared from the site and only a few remnant trees remain. The site is identified on the current regional ecosystem map as low microphyll rainforest on Quaternary coastal dunes and beaches (11.2.3) which is listed as endangered under the EPBC Act, however a listing as 'disturbed' would be more appropriate as only a few trees remain from the original vegetation".

Never mind how or when the largely intact ecosystem came to be almost totally cleared, listing it as 'disturbed' would mean the ecosystem could be ignored. So there was a concerted effort to downplay, if not actually deny, the extent and significance of the remnant ecosystems in the bay and therefore their contribution to the Outstanding Universal Value of the GBR World Heritage Area. They went further, entirely gliding over the fact that the gazetted pathway is located either in or adjacent to Radical Bay's only creek.

The developer's surveyors, when asked, stated:

"The Brazier Motti plan is based on field survey with boundary locations plotted using deed dimensions. The creek does fall substantially in the road reserve for much of its length at the beach end".

Describing the creek at the beach end the Referral Form states:

"The tidal creek varies from 2 - 4m wide and is partially bordered by mangroves. At high tide, the maximum area flooded would be approximately 10m wide and less than 60m long. The mangroves are close to the upper tidal limit and only a few species which normally occur in the landward zone (mainly Lumnitzera racemes) are present. . . . Part of this area may be impacted by the proposed public access path to the beach."

May be impacted? The 1989 Kern approval requires that this access road, which is the TCC "guaranteed" public access, be available for vehicular access under "all conditions". Could the EPBC assessment have deduced this destructive eventuality on the basis of information provided in the Referral? Not likely. Whilst the consultants were quick to dismiss or casually redefine the ecosystems, they could not distinguish one local bird from another:

"During the day, birds dominate the area. Currawongs call almost continuously. Brush turkeys or jungle fowl also inhabit the regrowth that is present on the site".

Brush turkeys do not occur on Magnetic Island.

The Referral Form concluded:

"All of these matters have been fully investigated and it is concluded with a high level of certainty that there is likely to be a very low level of impacts or no impact on the listed threatened species or communities and the marine environment. The potential for significant impacts on the World Heritage values (ie. scenic values) of Magnetic Island . . . appears to be small".

If the 2002 EPBC impact assessment relies on information provided in the Referral Form then it is no surprise that in 2005 the Commonwealth minister approved the resort proposal *"including upgrade of an existing public access road and associated services"*. The Minister would not have known about the State EPA's concerns about the road and was given inaccurate, misleading or no indication at all of the construction details for a new three kilometre road and gazetted pathway and so could not possibly assess the environmental, visual or aesthetic impacts of their imposition on the Magnetic Island landscape.

Time passed and like Kern before them, despite having all the approval ducks lined up, Junipers gave up on the Sea Temple resort proposal. Instead, from about 2008, they began to pursue a Reconfiguration plan to create a 24-lot residential subdivision. Resurrecting a 2002 dispute with the Queensland Beach Protection Authority about the location of the Erosion Prone Area in Radical Bay, the developers produced a site diagram which cartographically shifted the Erosion Prone Area seaward – in effect allowing development to remain close to the waterfront where the impact of storm surge and rising sea levels would threaten housing and infrastructure. They had convinced the State authorities that the terrestrial vegetation line from which the Erosion Prone Area is measured had been disturbed by uncontrolled vehicle and pedestrian access.

TCC was unhappy about this and after three years of assessment rejected the proposal because the area was deemed unsafe for future development. In March 2011 Cr Vern Veitch told the Townsville Bulletin, "I*t's very important that we don't put people in harm's way….We have to accept that there is climate change occurring resulting in sea level change…We can no longer accept taking risks that we perhaps didn't know about in 2000 when the final data for erosion on Radical Bay Beach was documented*".

Cr Vetch said the recent tidal surges proved the proposed gated community would be risky. "*There's been two 4.6m tides, one in January 2009 and in February 2011, we can't ignore those events*".

Junipers had a right of Appeal. In June 2011, the Townsville Bulletin reported that TCC was embroiled in an appeal against the decision to reject plans *"for a gated community on Magnetic Island"*. It quoted the Planning Committee Chairman, future Premier Cr David Crisafulli ,saying the *"council made a decision not to approve the development and the matter was now before the courts"*.

The developer's layout diagram for the site (below) shows how close structures could have been built to the waterfront. Coincidentally it shows that the eastern access road connecting to the Esplanade crosses or passes directly in the channel of the one natural creek in the bay. Was it really ever intended that this road be built or that there would be no consequences?

More years passed and TCC was back in court defending its rejection of the DA arguing that the council was not responsible for the track and would not accept ownership unless it was constructed, by Juniper, to the Council's established standards for public roads. TCC accepted that the State could unilaterally declare the State Land strip to be a road and that *"would have the effect of transferring to the council the sub-standard road infrastructure, with the council thereafter being exposed to liability and maintenance costs associated with that road".*

By 2021 Juniper had failed in its attempts to extend its Approval and withdrew its Appeal. Consequently, the State withdrew Juniper's Permit to Occupy the State Land strip.

To avoid liability arising from public access to the degraded track and in consideration of how best to preserve and enhance the environmental values of the site, as well as maintain public safety, the State Department of Natural Resources installed a locked gate at the junction of the track with the Horseshoe Bay Road. Access to the house at Arthur Bay was exclusively allowed, with another locked gate placed just past there to prevent unauthorised access beyond Arthur Bay.

In the wet seasons since, without regular maintenance, clearing of debris etc. the track has been seriously damaged in several places and become impassable to all vehicles. Groundwater seepage in particular causes continuing damage.

With the passage of five years what is obvious now is that the area no longer suffers from the "uncontrolled vandalism" that the National Party minister outlined in Parliament in the 1980s and which surfaced intermittently until the track closure. A commitment during the recent State government election ban the now Local Member to renovate, upgrade and reopen the track for unregulated public use will rekindle the same old debate.

Will a government-funded track rebuild and subsequent road gazettal sponsor a new round of pie-in-the-sky resort proposals and further damage to World Heritage values?

The State now needs to take account of the numerous issues around the track that have never been resolved, some of them raised by the State's own agencies.

If ultimately there is to be a large scale tourist resort at Radical Bay there will need to be a two lane all-weather road capable of carrying full size buses and heavy vehicles. Emergency access, and at least pedestrian public access, will be required to the beachfront. The emergency and pedestrian public access should not be built in the creek bed or the mangrove estuary, or at the expense of the endangered ecosystem that the legal "public access" traverses.

Even the most basic upgrade of the existing track needs to be be fully investigated and plans referred for Commonwealth EPBC assessment against current legislation and policy. Any future resort proposal will need to recognise the Erosion Prone Area and restrict near-shore construction in the interests of public safety and prudent coastal management.

The Magnetic Island EPBC Act Policy Statement 5.1 demonstrates that the World Heritage listing means more than lip service. This precious north-east corner, the jewel in Maggie Island's ecotourism crown, demands urgent protection.