

1. Introduction

1.1 Language

It is noted that language used in expressing recommendations made in the Supplementary Environmental Impact Statement is not necessarily directive, for example words like “should” and “shall” are used rather than “must” or “will”. The recommendations made in the Supplementary EIS are intended as commitments by the proponent. It is expected that the Coordinator General’s report, which sets out the final conditions by which the development may be allowed to proceed will include directions that recommendations made in the Supplementary EIS will be implemented.

1.2 Staging

Modifications to the project layout have removed the “future development area” so as to minimise the footprint of the proposal. This effectively precludes any “Stage 2” of the proposal.

1.3 Financial Guarantees and Contributions

It is a condition of the Development Lease issued by Department of Natural Resources and Mines that a Financial Guarantees be provided to the Queensland State Government before work is allowed to commence. Financial guarantees will also be required by Whitsunday Shire Council.

In addition, contributions are expected to be required to be made to the following government agencies in mitigation for impacts on areas under their jurisdiction:

- Department of Primary Industries in relation to loss of marine habitat
- Ergon Energy for installation of electrical transmission equipment to provide power to the site
- Telstra installation of telecommunications links to provide telecommunications to the site
- Department of Main Roads in relation to potential damage to pavement from heavy vehicles and upgrading of Shute Harbour Road
- Department of Transport
- Whitsunday Shire Council in the form of headworks charges for water and wastewater services. This will be staged with development of buildings on various components of the site.

The value of these contributions is to be negotiated in Deeds of Agreements with these agencies.

1.4 Marina Development Lease

Boathaven Bay (Muddy Bay) has long been recognised as a priority site for a marina and tourism development. The current Whitsunday Shire Council Strategic Plan identifies the location as a Mainland Urban Tourist Facility. This designation follows a history of recognition of this location as a suitable location for development.

Throughout the past 20 years, development of the proposed site for a marina with supporting tourist facilities has had the ongoing support of the Whitsunday Shire

Council and the majority of the local community. The current proposal is the smallest of all developments proposed for the site and arguably has the greatest level of public support. During the public review phase of the Supplementary EIS, 26 letters of support were received for the project from the community. 16 letters were received voicing concerns about the project although not all of these letters opposed the project unequivocally. Petitions for and against the project were also received.

The Queensland Government first tendered the site for a marina and tourism development in 1985 and the successful tenderer, Boathaven Bay Developments P/L was granted an Investigation Lease, under the Lands Act, over the a large area of Muddy [Boathaven] Bay. Over the next 5 years the proponent undertook extensive site investigations, studies and designs for the proposed marina/ tourism and residential development , in accordance with the conditions of the Investigation Lease. The investigations studies and designs carried out included:

- ❑ Topographic, hydrographic, geotechnical investigations
- ❑ Environmental studies including, coastal and marine flora and fauna, marine ecosystems, air and noise and water quality studies
- ❑ Coastal processes and wave modelling
- ❑ Socio-economic and retail and residential demand studies
- ❑ Detailed designs of marine structures and coastal protection works for Section 86 application

During this period extensive information on the proposed project was provided to the local community through the local media and a community consultation program was undertaken through a series of public meetings. A Deed of Agreement was negotiated with the Whitsunday Shire Council on development conditions, development zoning, contributions and all other town planning issues. Agreement was also reached with the Department of Main Roads on site access and external works required for the proposed development.

An Environmental Impact Statement was prepared covering all of the above studies, assessed impacts and proposed environmental management plans. The EIS was submitted to the Government with an application for a Development Lease that would permit the development of the site. In response to this application, an offer of a lease was made to the proponent by the State government. After the economic downturn in 1989 the proponent decided not to proceed with the development and the Investigation Lease was surrendered to the Government and the Development Lease that was offered was never issued.

In 1995 the Queensland Government again called tenders for development proposals for a marina and tourism development in Boathaven Bay and on 4 January 1996 the Whitsunday Sailing Club was granted a Permit to Occupy over 130 ha of Muddy [Boathaven] Bay at Airlie Beach to investigate the development of a marina and associated tourist and commercial facilities. The Conditions of the Permit to Occupy required that a full Impact Assessment Study (IAS) be carried out to the satisfaction of the then Department of Environment and Heritage. The Whitsunday Sailing Club employed consulting engineers, Burchill Partners P/L, to undertake the investigations and studies required under the Permit to Occupy and to formulate a revised development proposal (Burchill 1998). This is discussed in detail in **Section 4.2.1.** of the Supplementary EIS. Further detailed site investigations, studies and designs were

undertaken from 1996 to 1998 and an IAS was completed in December 1998. The IAS program included a community consultation program throughout this period.

After the period of public review the Environmental Protection Agency, in March 1999, notified the Whitsunday Sailing Club of additional investigations and studies required for further consideration. Numerous meetings between the Whitsunday Sailing Club and the EPA were held in August 1999 to clarify the further studies and investigations needed before submitting a Supplementary EIS. No further action was taken until November 1999 when the Whitsunday Sailing Club invited Transtate Ltd (now **Windward Airlie Beach Pty Ltd**) to assist in developing the project. The proponent then applied to the Government to have the project designated a “significant project” under the State Development and Public Works Organisation Act and this status was granted by the Coordinator General of the Department of State Development in December 2000

The current Proponent has now prepared a new development proposal for the project. The proposal is the result of a critical technical, financial and environmental evaluation of the original proposal shown in the Draft Impact Assessment Study and responds to comments made by agencies and the community. The Department of State Development considered that the significance of the proposed changes to the plan of development required that new Terms of Reference be formulated for the Supplementary EIS with input from key Queensland referral agencies, Environment Australia and GBRMPA. The Terms of Reference were agreed by all parties. The Queensland Government also required that the Supplementary EIS be advertised for public comment, before being submitted for consideration by the Coordinator-General. The Supplementary EIS was completed in October 2002 and advertised for public comment in November 2002. During preparation of the Supplementary EIS the proponent again undertook a community consultation program that included a series of information leaflets distributed to all residents of Airlie Beach and Cannonvale, regular press releases in the local media and public display in Airlie Beach.

Clearly, there has been a long history of proposals to develop Boathaven Bay and a long history of community involvement in the project approval process. The project, in various guises, has been placed before the community for review and comment a total of 5 times.

1.5 Modifications to the Proposed Port of Airlie Masterplan

A number of modifications have been made to the proposed Port of Airlie Masterplan in response to issues raised in submissions on the Supplementary EIS. These are discussed in **Table 1-1**. Figure 1.1 shows the revised master plan. More details on modifications are provided in **Section 2** of this Addendum.

■ Table 1-1 Modifications in Response to Issues Raised

Issue Raised	Modification
Disposal of capital spoil in the intertidal zone and potential loss of mangroves between spoil disposal area and Shute Harbour Road	Hotel site and marina Facilities Area moved 60m seawards. Fill from dredging of the entrance channel and soft surface mud will be used to reclaim these areas. The development of land has been rescheduled to allow the softer surface muds to dry out and be used for the current proposal rather than a “future development area”. Area B has been increased to accommodate changes in the dimensions of the Marina Facilities Area. The additional area of this site will allow reduction in building heights in

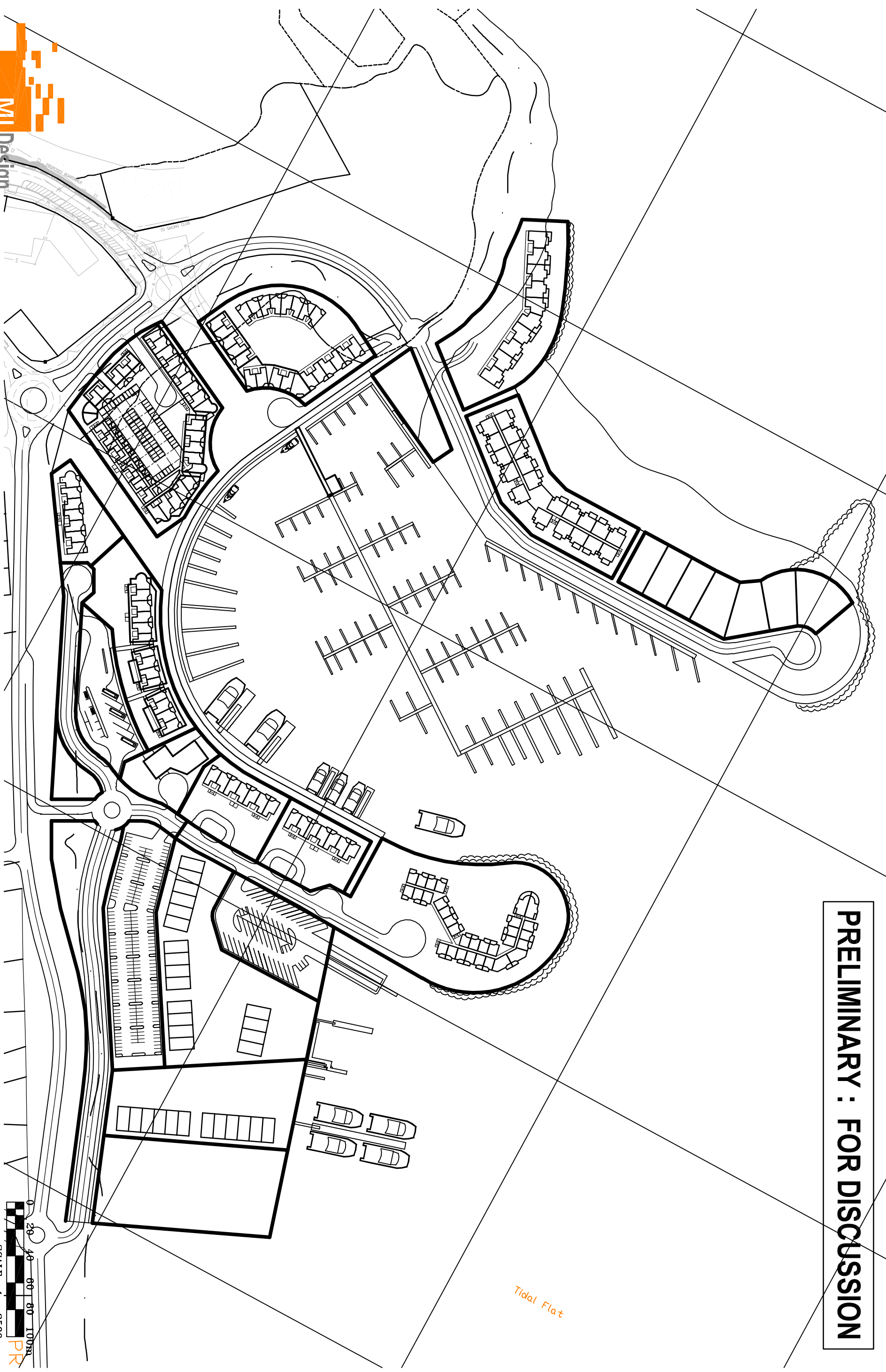
Issue Raised	Modification
	<p>several sensitive areas.</p> <p>Overall area of land to be reclaimed has been reduced by 2.4 ha.</p>
<p>Size of maintenance dredging area</p>	<p>This area has been reduced from 15,000m² to 8,875m² by a careful examination of both the quantities and frequency of dredging and by excavating the area and using the fill to reclaim other development area. A reduction in the width of the entry channel from 60 metres to 40 metres also assisted in reducing spoil quantities. The bunded containment will have the capacity to store 40,000 m³ of dredged spoil.</p>
<p>Proximity of boat maintenance area to existing properties along Shute Harbour Road</p>	<p>As above, boat maintenance area has been moved seawards and a car park and landscaped buffer placed between this area and Shute Harbour Road. The boat maintenance area is now 130m from the nearest sensitive land use (refer Figure 1-1).</p>
<p>Footprint of Channel</p>	<p>Channel width has been reduced to 40m width, reducing the volume of dredge spoil to be disposed of during capital and maintenance dredging.</p>
<p>Height of some buildings is inconsistent with existing Planning Scheme and will block views and sea breezes.</p>	<p>The following building heights have been agreed with Whitsunday Shire Council:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Site A - Reduced from 6 floors to 5 floors <input type="checkbox"/> Site B1 - New site included at 4 floors <input type="checkbox"/> Site B2 - Reduced from 5 floors to 4 floors <input type="checkbox"/> Site C - Remains at 2 floors <input type="checkbox"/> Site E - Reduced from 5 floors to 3 floors <input type="checkbox"/> Site F - Reduced from 5 floors to 4 floors <input type="checkbox"/> Site G - Reduced from 5&2 floors to 4&2 floors <input type="checkbox"/> Site H - Reduced from 5&2 floors to 4&2 <input type="checkbox"/> Site L - Reduced from 6 floors to 5 floors <input type="checkbox"/> Site M - Increased from 2 floors to 3 floors <input type="checkbox"/> Site N - Remains unchanged at 2 floors <p>The taller buildings within site G have been reoriented along the East West boundaries rather than along the waterfront. This will provide vistas over the marina from the proposed extensions to the Airlie Beach Hotel on the opposite side of Coconut Grove.</p>
<p>Intersection with Shute Harbour Road</p>	<p>The roundabout proposed midway between Coconut Grove and Hermitage Drive has been relocated to the intersection at Hermitage Drive which will become the primary point of access to the site. An ingress from the south-bound lane of Shute harbour Road will be maintained at the originally proposed intersection point. This will result in loss of some mangrove areas that might otherwise be preserved.</p>
<p>Coconut Grove Masterplan</p>	<p>Whitsunday Shire Council has recently adopted a new masterplan for the widening and landscaping of Coconut Grove. This plan requires the dedication of an area 15m wide along the Coconut Grove boundary of the proposed Port of Airlie site (shown as Area V in Figure 1-1). Allowance for the widening has been achieved without reclaiming further land.</p>
<p>Need for Transport Interchange to be completed early</p>	<p>The Transport Interchange will now be constructed "on grade" and independent of the adjacent retail precinct. The previous proposal was to construct the interchange in conjunction with the adjoining retail building. However, it is now apparent the interchange must be completed well before the retail shopping and probably immediately on completion of land reclamation. Car parking for the interchange will be provided at location Q (Figure 1-1).</p>
<p>Relocation of Town Square</p>	<p>The town square has been repositioned as an extension to Airlie Esplanade rather than an extension to Shute Harbour Rd. Whilst the view corridor provided by the previous town square will be retained, the area will generally become a residential precinct surrounding a landscaped boulevard.</p> <p>The relocation of the Town Square adjacent to The Esplanade simplifies pedestrian access from the existing town centre to the waterfront and is consistent with the Whitsunday Shire Council Streetscape Masterplan. In addition, it allows the ferry terminal to form a physical boundary to the commercial precinct, which will now extend along the waterfront from the ferry terminal to the town square.</p> <p>The layout of the marina has been changed to accord with the relocation of the town square.</p> <p>An "on grade" limited access road has been included in front of Building H. This is to provide safe wheelchair and buggy access to the marina berths. It will be controlled by a boom gate with card key operation.</p>

1.6 Positive Responses

Department of State Development received 26 letters supporting the project amongst submissions on the Supplementary EIS. While this Addendum focuses on addressing concerns raised in submissions, the range of benefits identified by community members are recorded here:

- Additional marina berths
- Need for additional services and support for boatowners, recreational boat users
- Need for alternative facilities to those available at Abel Point
- Need to support commercial boat operators with facilities
- Environmental benefits of sewage pump out facility
- Need to fulfil community expectation that the project will go ahead
- Safe haven in cyclones
- Provision of tourist and transport services close to town centre
- Long distance bus terminal
- Need for modern, safe and accessible marina services
- Benefits from the commercial and residential components to the community, revitalisation of Airlie Beach
- Car parking
- Attracting more tourists, bolstering the tourism industry in Airlie Beach/Whitsundays
- Enhancement of community facilities already available
- Support to tourism based economy that Airlie Beach depends on
- Jobs, employment and training opportunities
- Aesthetic benefits of a well planned and maintained marina precinct
- Public parkland and open space
- Progressive and forward thinking development, vision for the future
- Boat maintenance facility
- Compatibility with township of Airlie Beach
- Minimising environmental impacts while maximising commercial benefits
- Direct benefits to local community
- Remove existing boats moored in intertidal area adjacent to Coconut Grove
- Enliven the area of Airlie Beach
- Benefits outweigh impacts

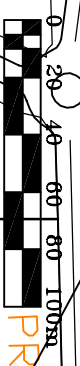
PRELIMINARY : FOR DISCUSSION



ML Design
mckerrill lynch
architects
planners

PORT OF AIRLIE REVISED MASTER PLAN

WINDWARD AIRLIE BEACH PTY LTD



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