



**HUMPHREYS  
REYNOLDS  
PERKINS**  
planning consultants

# DENT ISLAND GOLF COURSE RESORT

## REPORT ON PROPOSED CHANGE TO THE DENT ISLAND GOLF COURSE AND RESIDENTIAL RESORT PROJECT ENVIRONMENTAL IMPACT STATEMENT

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**NORTH QLD OFFICE  
MACKAY**

Level 2  
56 Gordon Street  
Mackay Qld 4740  
T 07 4953 2877  
F 07 4953 2577  
E [nqmail@hum-plan.com](mailto:nqmail@hum-plan.com)  
W [www.hum-plan.com](http://www.hum-plan.com)

**DIRECTOR**  
Michael Jewell  
BAppSc(Surv) GDURP MPIA MUDIA

**BRISBANE OFFICE**  
T 07 3221 8833  
F 07 3221 0278  
E [mail@hum-plan.com](mailto:mail@hum-plan.com)

**GOLD COAST OFFICE**  
T 07 5502 0499  
F 07 5502 0599  
E [gcmal@hum-plan.com](mailto:gcmal@hum-plan.com)

**SUNSHINE COAST OFFICE**  
T 07 5451 0044  
F 07 5443 1688  
E [scmail@hum-plan.com](mailto:scmail@hum-plan.com)

Prepared for:  
**Hamilton West Pty Ltd**

Prepared by:  
**HUMPHREYS REYNOLDS PERKINS NORTH QLD  
PLANNING CONSULTANTS**

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*CHANGE REPORT*

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**Planit V Concept Plan**

**Site Layout Plan**

**VDM Barlow Gregg Consulting Engineers**

**Thomson Design Engineers**

**Planit V Concept Plans**

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# 1. Executive Summary

The Coordinator-General evaluated the EIS process for the Dent Island Golf Course Resort project and decided, on 6 August 2004, that the project may proceed in accordance with the conditions contained within the Coordinator-General's Report (refer to **Appendix A – Coordinator General's Evaluation Report**).

Subsequently, on 23 December 2004, approval was granted by the Commonwealth Government (refer to **Appendix B – EPBC Act – Decision to Approve the Taking of an Action**) for the taking of the following action under the EPBC Act 1999, namely:

“to construct and operate an integrated tourist and residential development on Dent Island, including related infrastructure and servicing such as a pipeline across Dent Passage (EPBC 2001/259).”

Finally, on 2 August 2005 a Decision Notice Approval was issued by Whitsunday Shire Council (refer to **Appendix C – Whitsunday Shire Council – Decision Notice Approval**) allowing for the construction of the project to proceed. Since this time several works permits have been issued and construction commenced, including: clearing of vegetation from the development area; re-establishment of access tracks; and establishment of a construction / maintenance compound.

The purpose of this report is to support a request to change to the Dent Island Golf Course Resort project pursuant to Division 3A of the *State Development and Public Works Organisation Act 1971*. Following completion of assessment of this change request, complimentary changes to Commonwealth and Local Government approvals will be made, as required.

In particular, it is proposed to change the location of the visitor and resident ferry access jetty from a site immediately south of Titan Island to a site immediately north of Cowrie Island.

Additional marine (refer to **Appendix D – Dent Island Golf Course Access Jetty**) and terrestrial (refer to **Appendix E – Geotechnical Investigation Cowrie Access Track**) studies undertaken found that the proposed change will result in less disturbance to the marine environment and that a geotechnically stable access to the jetty location can be provided.

## 2. Introduction

### 2.1 Purpose

The purpose of this report is to support a request to change to the Dent Island Golf Course Resort project pursuant to Part 4 Division 3A of the *State Development and Public Works Organisation Act 1971* (SDPWO Act). Section 35E of the SDPWO Act states that the notice of the proposed change must:

- (a) describe the proposed change and its effects on the project; and
- (b) state reasons for the proposed change; and
- (c) include enough information about the proposed change and its effects on the project to allow the Coordinator-General to make the evaluation.

This report addresses these matters in the following sections of this report.

### 2.2 Project Background

The proponent of the proposed Dent Island Golf Course Resort is Hamilton West Pty Ltd (HW), a wholly owned subsidiary of Hamilton Island Enterprises Limited (HIE). In turn, HIE is a wholly owned subsidiary of Hamilton Island Enterprises which owns and operates the Hamilton Island Resort. It is proposed to construct and operate an integrated, international-standard 18-hole golf course and resort facility incorporating an accommodation node, clubhouse and associated recreational facilities on Dent Island (about 1 km west of Hamilton Island) in the Whitsunday Region.

The Golf Course Resort will operate as an integral part of the Hamilton Island Resort and will also ensure economic utilisation is made of the substantial investment which has been made in existing infrastructure services.

### 2.3 Approvals

The Coordinator-General declared the Project a 'significant project' on 1 October 2001 pursuant to Section 26 of the SDPWO Act which requires an Environmental Impact Statement (EIS) to be prepared. The proposal was also determined to be a 'controlled action' under the Commonwealth's *Environment Protection and Biodiversity Conservation Act 1999*. On 8 October 2001, the Commonwealth

Government accredited the State's impact assessment process. Consequently the EIS also addresses Commonwealth related matters.

An EIS was prepared and subjected to Advisory Agency and public review. A Supplementary EIS and a number of subsidiary reports for the project were also prepared by the Proponent. The Supplementary EIS reviewed the submissions received and provided the proponent's response to issues raised in relation to the Golf Course Resort proposal. The EIS, Supplementary EIS and subsidiary reports represent the final EIS and are the culmination of the environmental assessment process undertaken by the proponent, Hamilton West Pty Ltd, in keeping with State and Commonwealth environmental legislation. A consolidated version of the EIS has now been prepared.

The Coordinator-General evaluated the EIS process for the project and decided, on 6 August 2004, that the project may proceed in accordance with the conditions contained within the Coordinator-General's Report (refer to **Appendix A – Coordinator Generals Evaluation Report**).

Subsequently, on 23 December 2004, approval was granted by the Commonwealth Government (refer to **Appendix B – EPBC Act – Decision to Approve the Taking of an Action**) for the taking of the following action under the EPBC Act 1999, namely:

“to construct and operate an integrated tourist and residential development on Dent Island, including related infrastructure and servicing such as a pipeline across Dent Passage (EPBC 2001/259).”

Finally, on 2 August 2005 a Decision Notice Approval was issued by Whitsunday Shire Council (refer to **Appendix C – Whitsunday Shire Council – Decision Notice Approval**) allowing for the construction of the project to proceed. Since this time several works permits have been issued and construction commenced, including: clearing of vegetation from the development area; re-establishment of access tracks; and establishment of a construction / maintenance compound.

## 3. Proposed Change

### 3.1 Proposed Change

In the EIS a number of jetty locations were originally assessed (refer to **Figure 1 – EIS Jetty Options 1, 2, 3A, 3B, 3C, 3D & 4** and **Figure 2 – EIS Jetty Option 3E**) in some detail. The attached EIS Figures 1 and 2 show the location of these various location Options. In summary, only Options 1 and 3E were concluded as warranting serious further consideration. The finally approved joint Barge and Ferry Access was Option 3E. Option 1 was not initially pursued further at this time due to a belief that it would result in an Island road access with potentially unacceptable visual impact, due to existing topography. However, more recent site surveys indicate that this is not the case, with the Cowrie Island jetty access road location further shielded by existing significant pine groves along the shoreline.

It is proposed to change the previously preferred location of the visitor and resident ferry access jetty from the site immediately south of Titan Island to the site immediately north of Cowrie Island. A minimal barge landing facility will be maintained at the Titan Island location, comprising a small revetment structure with no jetty i.e. barging operations to and from the Island will be timed to generally coincide with high tides.

The proposed arrangement of the ferry jetty and pontoon is identified in the Thompson Design Engineers attached drawing (refer to **General Arrangement**).

The re-location of the resident and visitor ferry access will require an additional access road leading from the jetty to the resort. This access road is identified in the VDM Barlow Gregg Consulting Engineers attached drawing (refer to **Site layout Plan**).

### 3.2 Reasons for the Change

The reason for the proposed change is to split construction and servicing access to the Island from resident and visitor access. The primary reason for this change is to provide a safer, more environmentally sound and enhanced scenic arrival point for visitors.

The separation of construction and servicing access for visitor access also ensures the existing access from the proposed resort facility to the barge landing facility will not require significant upgrading. This existing access would require widening from 3m to 6m to cater for two (2) way traffic movements if all access to the island is provided from one point. This widening would require significant cut and fill works which will potentially have noticeable visual impacts.



The removal of the previously proposed substantial jetty structure south of Titan Island will also result in less visual impact from the main ferry transportation route to and from Hamilton Island Marina, again lessening the potential visual impact of transportation infrastructure.

## 4. Effects of Proposed Change

### 4.1 Introduction

In meetings with various Queensland Government representatives regarding the proposed change two key issues were identified as requiring attention. These issues were the ecological impact on the marine environment and the potential for landslide in gaining access to the jetty location. These issues are briefly addressed in the following sections of this report and are addressed in detail in the Appendices to this report.

### 4.2 Ecological Impact

Sea Research has conducted a biological survey of the new proposed jetty location which is included as **Appendix D**. This report found that the *overall coral cover, as well as most other benthic groups, was significantly lower* in the proposed jetty location than in the other survey locations. The report also found that there were no unique features of the fringing reef in the proposed jetty location compared with other reefs the authors have surveyed in the area.

Furthermore, this report found that due to the strong north flowing currents at the proposed jetty location, any sediment that may be generated by the construction process would be quickly carried away from the reef.

### 4.3 Geotechnical Investigation

Cardno Ullman & Nolan have conducted a geotechnical investigation on the proposed access road to the jetty which is included as **Appendix E**. This investigation found *there were no indications of instability along the alignment of this road*. This report further provides recommendations in relation to the beach landing area, pavement design and retaining walls.

## 5. Conclusions

The proposed change to the jetty location is minor in relation to the development as a whole, but will provide significant improvement to the visitor experience of arrival on Dent Island and minimise potential visual impact of transportation infrastructure.

The appendices to this report have found that the proposed change will result in less disturbance to the marine environment and that a geotechnically stable, visually non-obtrusive access to the jetty location can be provided.

# Figure 1

**EIS Jetty Options 1, 2, 3A, 3B, 3C, 3D, & 4**

# Figure 2

## **EIS Jetty Option 3E**

# Plan of Development

**GENERAL ARRANGEMENT PLAN**

**PLANIT V CONCEPT PLAN**

# Plan of Development

**SITE LAYOUT PLAN**

**VDM BARLOW GREGG CONSULTING ENGINEERS**

**THOMSON DESIGN ENGINEERS**

**PLANIT V CONCEPT DESIGNS**

# Appendix A

## **COORDINATOR GENERAL'S EVALUATION REPORT – AUGUST 2004**



# Appendix B

## **EPBC ACT – DECISION TO APPROVE THE TAKING OF AN ACTION – DECEMBER 2004**

# Appendix C

## **WHITSUNDAY SHIRE COUNCIL – DECISION NOTICE APPROVAL- AUGUST 2005**

# Appendix D

## **DENT ISLAND GOLF COURSE ACCESS JETTY: BIOLOGICAL SURVEY OF A PROPOSED NEW LOCATION – SEA RESEARCH**

# Appendix E

## **GEOTECHNICAL INVESTIGATION COWRIE ACCESS TRACK, DENT ISLAND – CARDNO ULLMAN & NOLAN**