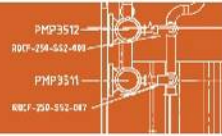


Coordinator-General's Change Report

Dent Island Golf Course and Residential Resort Project

Report evaluating the Environmental Impact Statement,
pursuant to Section 35 of the *State Development and
Public Works Organisation Act 1971* (Qld)

April 2008



Dent Island Golf Course and Residential Resort Project

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Coordinator-General's Change Report - Synopsis

This Report has been prepared pursuant to s.35 of the *State Development and Public Works Organisation Act 1971* (Qld) (SDPWO Act) and provides an evaluation of the environmental effects of the proposed changes to the Dent Island Golf Course and Residential Resort Project which was the subject of an evaluation in the Coordinator-General's Report of August 2004 (signed 6 August 2004).

On 23 May 2001 the project was declared to be a 'significant project' for which an Environmental Impact Statement (EIS) is required in accordance with Part 4 of the SDPWO Act. The proposal was also determined to be a 'controlled action' under the Australian Government's *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) on 11 May 2001. On 8 October 2001, the Australian Government accredited the State's impact assessment process. Consequently, the EIS addressed Australian Government related matters.

The EIS was advertised for public comment for a period of five weeks from 13 July 2002, and public and Advisory Agency submissions were received.

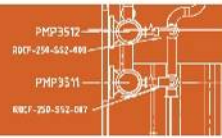
In response to the issues raised in submissions about the EIS the proponent prepared a Supplementary EIS and submitted the document on 23 January 2003. The proponent then submitted, on 2 June 2003, an additional information document to address further issues raised by Agencies. Final matters were resolved with informal discussions and/or formal documentation between the proponent and relevant Agencies.

On 6 August 2004, an evaluation of the EIS under section 35 of the SDPWO Act determined that the project should proceed, subject to a number of conditions. It was concluded that the impacts described in the EIS and Supplementary EIS were able to be mitigated and managed effectively through implementation of the proponent's commitments and the conditions set out in the Coordinator-General's Report.

On 23 December 2004 the project was granted conditional approval, under the EPBC Act, by the Australian Government. The project was then granted development approval, under the *Integrated Planning Act 1997*, by the Whitsunday Shire Council on 2 August 2005.

By letter dated 29 October 2007, the proponent, provided me with a written notice in accordance with section 35D of the SDPWO Act of proposed changes for the project. A "Report on Proposed Change to Passenger Access Jetty Location" for Dent Island Golf Course and Residential Resort Project dated July 2007 detailing the proposed changes to the project was submitted with the letter.

Additional information concerning specific components of the proposed change was requested from the proponent by emails of 22 and 26 February 2008.



Agencies from all levels of Government were consulted in my assessment of the project changes.

I have evaluated the environmental effects of the proposed changes and their effects on the project according to Part 4 of the SDPWO Act. I have considered the matters outlined in section 35H of the SDPWO Act and as outlined in section 4.0 Evaluation of Environmental Effects.

I consider that the nature of impacts that may result from the proposed changes to the project are limited to the range of impacts as assessed in the Coordinator-General's Report of August 2004 and as such state that, with respect to the changes, there are no further conditions or requirements for the project.

In accordance with section 35J of the SDPWO Act, a copy of this report will be provided to the proponent, Whitsunday Shire Council and the Australian Government Department of the Environmental, Water, Heritage and the Arts. The report will also be made available to the other Agencies consulted in reviewing the changed project. This report will also be made publicly available on the Department of Infrastructure and Planning's website.

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Colin Jensen
Coordinator-General
Date: April 2008

1. Introduction

This Report has been prepared pursuant to Division 3A section 35I of the *State Development and Public Works Organisation Act 1971* (SDPWO Act) and provides an evaluation of the environmental effects of the proposed changes to the Dent Island Golf Course and Residential Resort Project which was the subject of an evaluation in the Coordinator-General's Report of August 2004 (signed 6 August 2004).

1.1 The Proponent

The proponent of the proposed project is Hamilton West Pty Ltd, a wholly owned subsidiary of Hamilton Island Enterprises Ltd (HIEL). HIEL is a wholly owned subsidiary of Hamilton Island Enterprises which owns and operates the Hamilton Island Resort.

1.2 Background

Hamilton West Pty Ltd proposes to construct and operate an integrated international-standard golf course and residential resort on Dent Island, about one kilometre west of Hamilton Island in the Whitsunday Region.

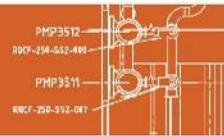
The Project comprises construction of:

- an 18-hole international-standard golf course and club house
- 109 five-star guest room rooms, 38 villas and 172 apartments
- transport and jetty facilities
- maintenance facilities.

On 23 May 2001 the project was declared to be a 'significant project' for which an Environmental Impact Statement (EIS) is required in accordance with Part 4 of the SDPWO Act. The proposal was also determined to be a 'controlled action' under the Australian Government's *Environment Protection and Biodiversity Conservation Act 1999* on 11 May 2001. On 8 October 2001, the Australian Government accredited the State's impact assessment process. Consequently, the EIS addressed Australian Government related matters.

The EIS was advertised for public comment for a period of five weeks from 13 July 2002 and public and Advisory Agency submissions were received.

In response to the issues raised in submissions about the EIS the proponent prepared a Supplementary EIS and submitted the document on 23 January 2003. The proponent then submitted, on 2 June 2003, an additional information document to address further issue raised by Agencies. Final matters were resolved with informal discussions and/or formal documentation between the proponent and relevant Agencies.



On 6 August 2004, a Coordinator-General's evaluation of the EIS under section 35 of the SDPWO Act determined that the project should proceed, subject to a number of conditions. It was concluded that the impacts described in the EIS and Supplementary EIS were able to be mitigated and managed effectively through implementation of the proponent's commitments and the conditions set out in the Coordinator-General's Report. The Report may be viewed at www.infrastructure.qld.gov.au.

On 23 December 2004 the project was granted conditional approval, under the EPBC Act, by the Australian Government. On 2 August 2005 the project was granted development approval, under the *Integrated Planning Act 1997*, by the Whitsunday Shire Council.

1.3 Request for Project Change

Part 4, Division 3A of the SDPWO Act provides that the Coordinator-General can evaluate changes made to a project by a proponent of a significant project following completion of the Coordinator-General's Report evaluating the EIS.

Section 35C of the SDPWO Act enables the Coordinator-General to evaluate the environmental effects of the proposed change, its effects on the project and any other related matters.

By letter dated 29 October 2007, the proponent, provided me with a written notice in accordance with section 35D of the SDPWO Act of proposed changes to the Dent Island project. A "Report on Proposed Change to Passenger Access Jetty Location for Dent Island Golf Course and Residential Resort Project" dated July 2007 detailing the proposed changes was submitted with the letter.

2. Description of the Proposed Changes

The project retains the key elements which were subject to an EIS during 2001 to 2004 and the proposed changes are relatively minor within the overall scope of the Project.

The proposed changes to the project are:

- relocation of the previously preferred and approved location of the visitor and resident ferry access jetty from the site immediately south of Titan island to a site immediately north of Cowrie Island (refer Figure 1). Note the barge landing facility is to remain at the original approved site.
- as a consequence of the above, a requirement for an additional access road from the jetty to the resort.

2.1 Jetty Location Change

During the EIS process four locations and eight design options for the landing facilities (jetty and barge landing facility) were assessed (refer Figures 2 and 3).

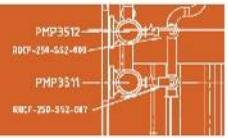
Option 3E was the preferred option identified during the EIS process and the option finally approved for the development. Option 3E consisted of a piled jetty structure approximately 170 metres long, with piles spaced at approximately 8 metre intervals, a concrete deck, and a pontoon and barge landing facility situated immediately south of Titan Island. The barge landing facility required dredging to approximately four metres below the level of Lowest Astronomical Tide.

The change requested by the proponent is for the jetty, approximately 130 metres in length and some 3-5 metres above the existing beach level, to be built at location 1 (i.e. immediately north of Cowrie Island). Refer to Figure 4 for a general arrangement of the jetty.

The barge landing facility is to remain at location 3. It will comprise a small revetment structure with no jetty. The proponent has advised that no dredging will be needed as the barge operations to and from the Island will be timed to generally coincide with high tides.

2.2 Additional Access Road

Relocation of the jetty from location 3 to location 1 will require an additional access road leading from the jetty to the resort. The road will be of a narrow buggy-type formation designed to balance cut and fill with a subgrade strength of CBR 5 (California Bearing Ratio) and adequate drainage to prevent moisture build-up in the pavement.



2.3 Reasons for Changes

The proponent has advised that the reason for the change in jetty location is to split ongoing servicing and construction traffic access to the Island from resident and visitor access.

A separation of functions will help to provide a safer, more environmentally sound and enhanced scenic arrival point for visitors.

The separation of construction and servicing access from visitor access also ensures the existing access from the proposed resort to the barge landing facility will not require significant upgrading. The existing access would require widening from 3 to 6 metres to allow for two-way traffic movement if all access to the Island is provided from one point. The widening would require significant cut and fill works which could potentially create noticeable visual impacts.

3. Public Notice/Consultation

In view of the relatively minor changes to the Dent Island Project and the fact that there is likely to be minimal or no change to the potential environmental impacts already addressed in the EIS, I have decided that general public notification of the proposed changes by the proponent is not necessary.

The proposed changes were forwarded to the following Agencies for review and comment against relevant conditions and recommendations contained in the Coordinator-Generals Report of August 2004:

- Department of the Environment, Water, Heritage and the Arts (DEWHA)
- Great Barrier Reef Marine Park Authority (GBRMPA)
- Environmental Protection Agency (EPA)
- Department of Primary Industries and Fisheries (DPIF)
- Department of Natural Resources and Water (DNRW)
- Whitsunday Shire Council (WSC).

DEWHA and GBRMPA have reviewed the changes and have advised that they have no requirement for additional conditions, or amendment to the existing conditions contained in the Coordinator-General's Report of August 2004 (refer Section 5).

WSC has reviewed the changes and has advised that Council has no requirement for additional conditions, or amendment to existing conditions in the Coordinator-General's Report.

EPA, DPIF and DNRW requested that additional information be provided in relation to the changes (refer Section 4).

Additional information was provided by the proponent by email of 22 February 2008.

Following review of the additional information on the changes, DPIF has indicated that its questions have been clarified and that it requires no additional conditions, or amendment to existing conditions in the Coordinator-General's Report.

EPA has indicated its satisfaction with the new jetty design and location and has advised that it will undertake a more detailed assessment of the impacts of the jetty relocation and barge landing facility during the tidal works approval process under the *Integrated Planning Act 1999* (IPA). EPA will condition any approval to ensure that dredging of an access channel to the barge landing facility is not permitted.

DNRW requested further clarification on public access to adjacent Lots to Jetty and this information was provided by the proponent in an email of 29 February 2008.

Following review of the additional information, DNRW has indicated that it has no objections to the project changes.

4. Evaluation of Environmental Effects

Section 35H of the SDPWO Act identifies the matters which the Coordinator-General must consider in evaluating the environmental effects of the change, its effect on the project and any other related matters. It is not intended that the effects of the entire project are re-evaluated, rather only the effects of the change relative to the project that was the subject of evaluation in the Coordinator-General's Report of August 2004.

In accordance with section 35H of the SDPWO Act, in evaluating the environmental effects of the proposed changes and their effects on the project, I have considered:

- the nature of the proposed changes and their effect on the project
- the project as evaluated in the Coordinator-General's report under section 35
- the environmental effects of the proposed changes and their effect on the project; and
- comments from the Agencies listed below about the proposed changes and their effect on the project:
 - EPA
 - DPIF
 - DNRW
 - DEWHA
 - GBRMPA
 - WSC.

I have also considered whether any of the Coordinator-General's conditions and recommendations included in the Coordinator-General's Report should be amended in accordance with section 35I(2) in order to effectively manage the impacts of the proposed changes.

In making my evaluation I have had regard to the following material:

- Dent Island Golf Course and Residential Resort Project, Report on the Changes to Passenger Access Jetty Location – July 2007
- additional information provided by the proponent – (emails of 22 February 2008 and 29 February 2008)
- comments on the proposed changes provided by the Agencies listed below:
 - EPA – (letters - 8 February and 5 March 2008 and email of 29 February 2008)
 - DPIF – (letter of 12 February 2008 and email of 25 February 2008)
 - DNRW – (letter of 19 February 2008 and emails of 26 February and 4 March 2008)
 - DEWHA – (letter of 20 February 2008)
 - GBRMPA – (letter of 5 February 2008)
 - WSC – (email of 27 February 2008).

4.1 Jetty Location Change

The proposed change involves building of the resident and visitor jetty at location 1 (i.e. immediately north of Cowrie Island) rather than the previously approved location 3 (i.e. immediately south of Titan Island). Note the barge landing facility will remain at location 3.

The length of the jetty in the new location will reduce from approximately 170 metres to approximately 130 metres.

A detailed description and impacts of the change is described in detail in the Appendix D of the “Dent Island Golf Course Resort - Report on the Proposed Change to Passenger Access Jetty Location” dated July 2007.

The effect of relocating the jetty to location 1 is expected to be less disturbance to the marine environment than at location 3, as location 1 has:

- a significantly lower level of coral cover
- a significantly lower level of most benthic groups
- no unique features in the fringing reef.

Location 1 is also subject to strong north flowing currents during falling tides which will ensure that any sediment that may be generated during the jetty construction process is quickly carried away from the reef.

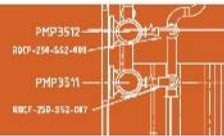
The visual impact of the jetty will be less (due to shorter length) and the visual impact will be transferred from location 3 to location 1.

The approved barge landing facility required dredging to approximately four metres below the level of Lowest Astronomical Tide. The proponent has advised that the proposed barge landing facility will require no dredging as the barge operations to and from the Island will be timed to generally coincide with high tides.

EPA will undertake a more detailed assessment of the impacts of the jetty relocation and barge landing facility during the tidal works approval process under IPA and will condition any approval to ensure that dredging of an access channel to the barge landing facility is not permitted.

DNRW has advised that, in accordance with the *Land Act 1994*, the proponent will be required to apply for:

- a new lease for the new jetty location
- an amendment to the current lease in relation to the change of use of the original jetty and barge location to barge location only.



Suitability of Existing Conditions

I am satisfied that the impacts of this change can be managed effectively through the application of the existing conditions in the Coordinator-General's Report of August 2004.

The location and construction of the barge landing facility and jetty are to be in accordance with Concept Master Plan Drawing Number 1979M01 Revision A, Proposed Jetty Landing Area Plan Drawing Number 1979J01 Revision A, Drawings 9305-BR-01, 9305-BJ-02 and 9305-04 to 14.

4.2 Additional Access Road

The proposed relocation of the resident and visitor jetty involves the construction of an additional road leading from the jetty to the resort. Consequently, there is no longer a requirement to widen the access track from 3 to 6 metres to allow for two-way traffic between location 3 and the resort.

A detailed description and impacts of the change are described in detail in the Appendix E of the "Dent Island Golf Course Resort - Report on the Proposed Change to Passenger Access Jetty Location" dated July 2007.

The effect of the road access changes are:

- no need to widen the access track from location 3 to the resort
- no need for significant cut and fill works from location 3
- less visual impact at location 3
- cut and fill works required near location 1
- minor visual impacts due to cut and fill requirement near location 1.

Suitability of Existing Conditions

I am satisfied that the impacts of this change can be managed effectively through the application of the existing conditions in the Coordinator-General's Report of August 2004.

5. Matters of National Environmental Significance

5.1 Department of the Environment, Water, Heritage and the Arts

On 11 May 2001 the Australian Government determined that the Dent Island proposal was a 'controlled action' pursuant to section 75 of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act).

On 8 October 2001, the Australian Government accredited the State's 'significant project' impact assessment process as suitable for its assessment of this project. Consequently, matters of national environmental significance were evaluated by the Coordinator-General in the Coordinator-General's Report of August 2004.

On 23 December 2004, following assessment of the EIS and review of the Coordinator-General's Report the Australian Government granted the project conditional approval. Ten conditions were attached to the approval which the proponent is required to meet.

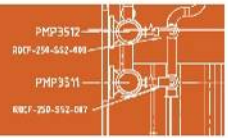
Upon receipt of the "Dent Island Golf Course Resort - Report on Proposed Change to Passenger Access Jetty Location" comments were sought from the Australian Government DEWHA on the proposed changes to the project.

In summary, DEWHA advised that construction and operation of infrastructure subject to the proposed changes is addressed in the Environmental Management Plan (EMP) that was approved by DEWHA on 8 January 2007. Condition 8 of the Australian Government approval states that if an activity is not in accord with the EMP, a revised plan must be submitted for the Minister's approval. DEWHA states that the proponent's Report on changes to the project and the benthic survey satisfy Condition 8 and therefore no further approval action is necessary under the EPBC Act.

5.2 Great Barrier Reef Marine Park Authority

Advice on the "Dent Island Golf Course Resort - Report on Proposed Change to Passenger Access Jetty Location" was also sought from GBRMPA. GBRMPA provided input into the original EIS process.

GBRMPA has reviewed the changes to the project and has advised that it has no recommendations for additional conditions to be applied to the project. GBRMPA is of the opinion that its relevant permits and associated management tools currently in place are adequate to manage any impacts and other considerations of the proposed project changes.



GBRMPA advises that the permissions previously granted to the proponent were drafted in a way that enable project changes to be accommodated subject to prior notice and approval. Requirements already existing include:

- GBRMPA is to be provided with detailed design specifications of any amendments at least 28 days prior to the intended works
- The proponent must prepare, and have approved, Environmental Management Plans for both construction and operational phases of the project.

Suitability of Existing Conditions

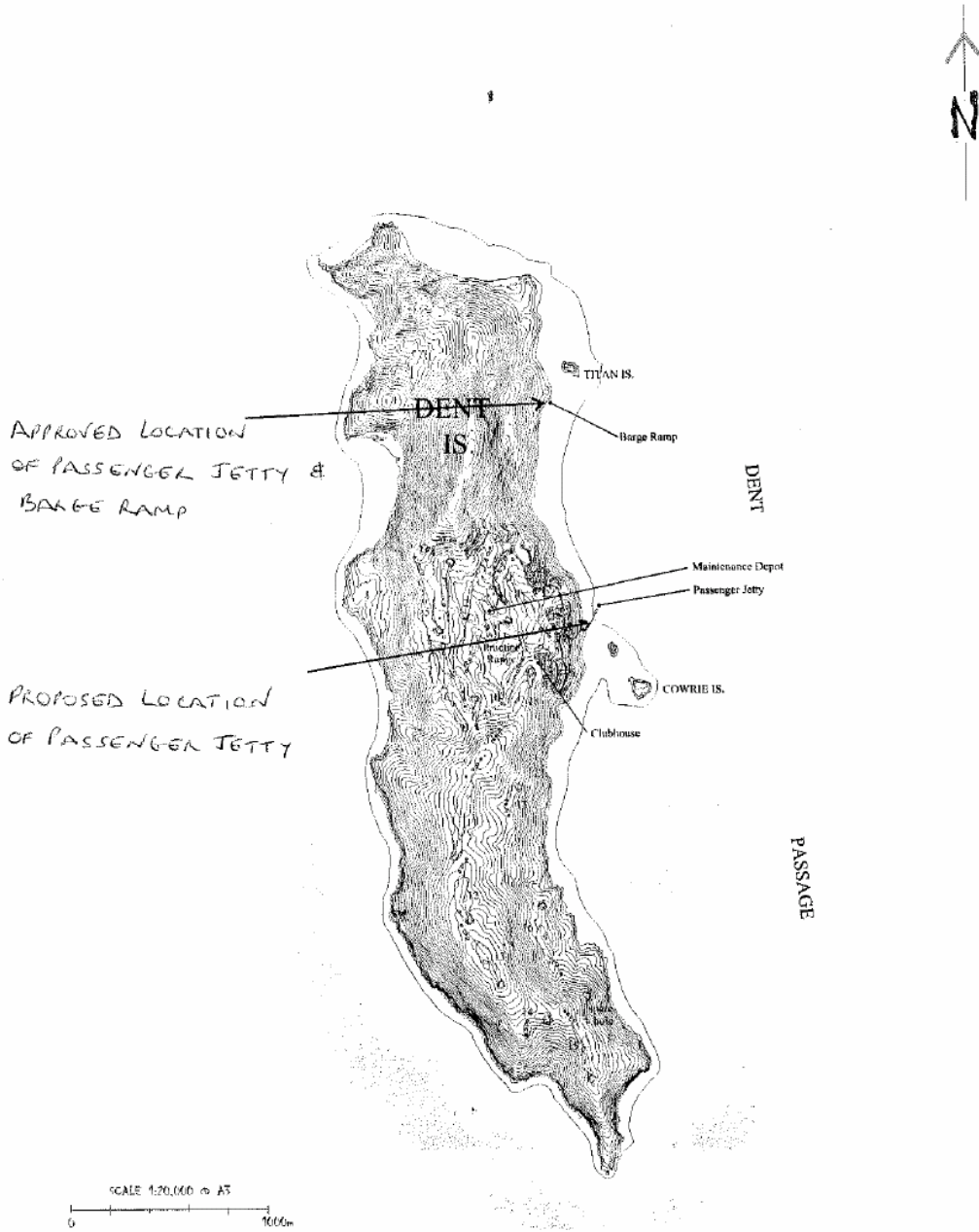
Based on advice received from DEWHA and GBRMPA, I am satisfied that the impacts of the project changes on matters of national environmental significance can be managed effectively through the application of existing Queensland and Australian Government conditions.

6. Conclusion

I have evaluated the environmental effects of the proposed changes and their effects on the Dent Island Golf Course and Residential Resort Project according to Part 4 of the SDPWO Act. I have considered the matters in section 35H of the SDPWO Act and outlined my review in section 4.0 Evaluation of Environmental Effects.

I consider that the nature of impacts that may result from the proposed changes to the project are limited to the range of impacts as assessed in the Coordinator-General's Report of August 2004 and as such state that, with respect to the changes, there are no further conditions or requirements for the project.

In accordance with section 35J of the SDPWO Act, a copy of this report will be provided to the proponent. A copy of this report will also be provide to the Agencies consulted in reviewing the changed project. This report will also be made publicly available on the Department of Infrastructure and Planning's website.



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DENT ISLAND RESORT
 MASTER CONCEPT PLAN
 dwg no. 1979M01

Figure 1 – Approved and Proposed Jetty Location

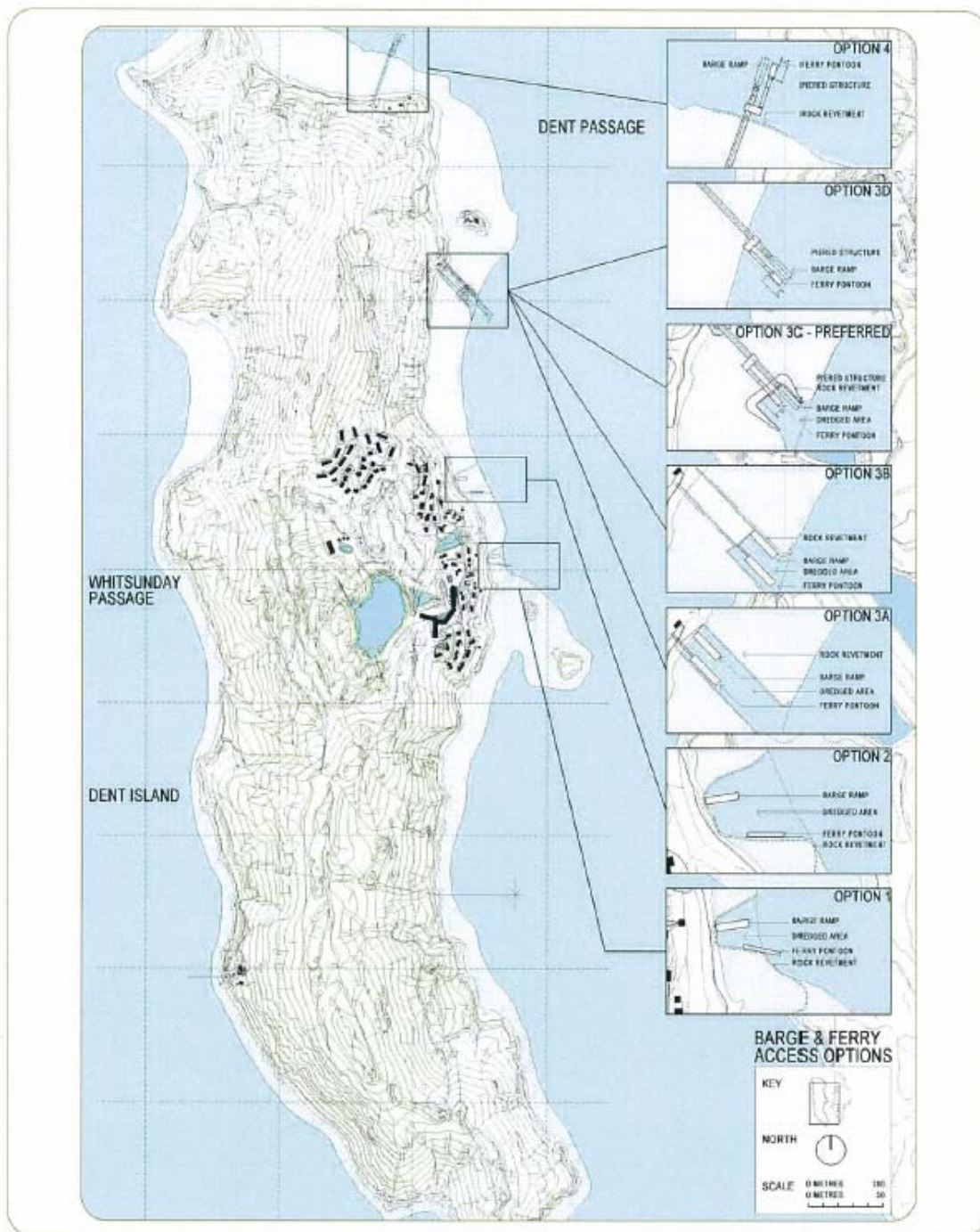
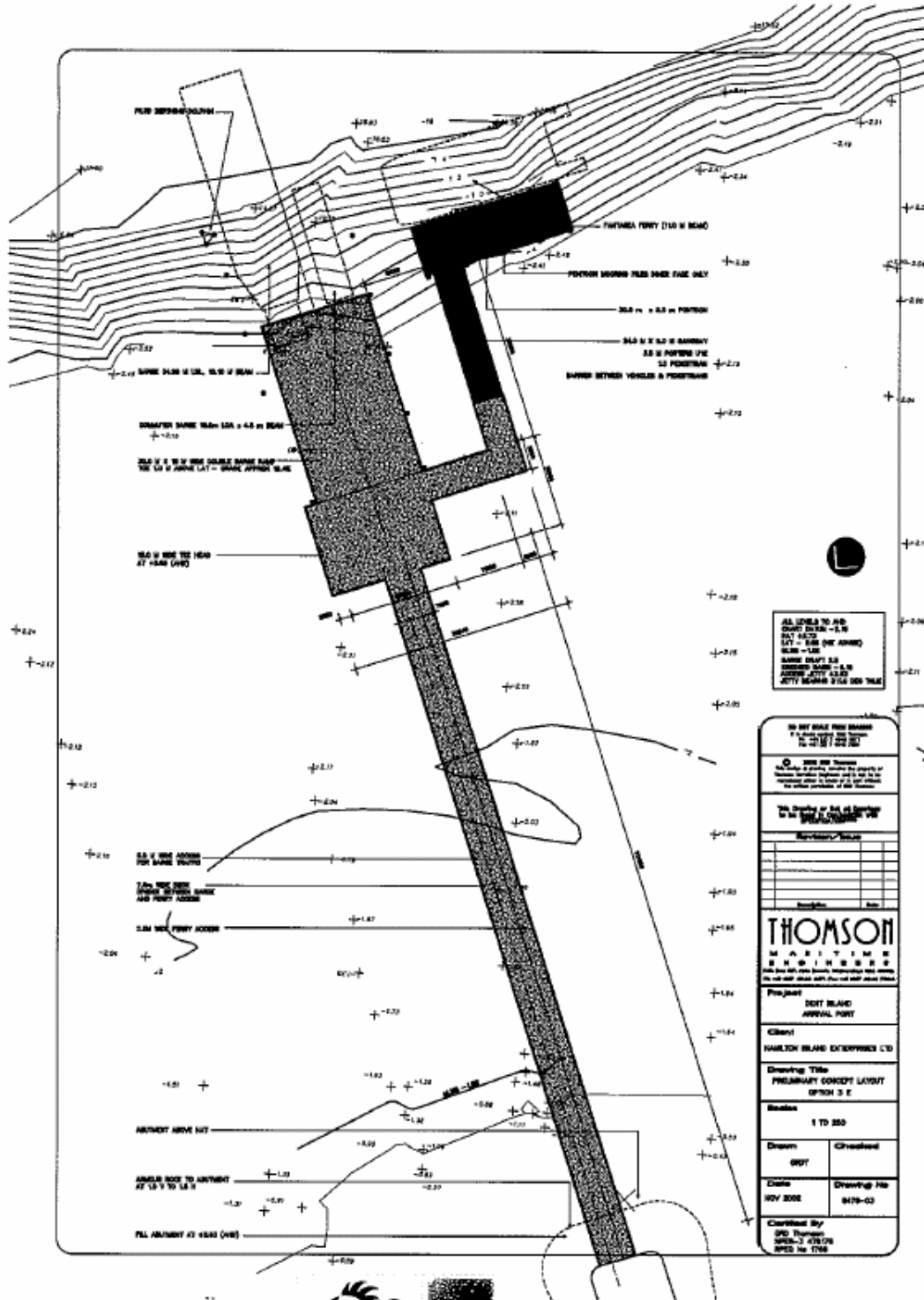


Figure 2 – Barge and Jetty Access Options from EIS



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 CHECKED: J.T.H.
 JETTY BEARING: 215.00 DEG TRUE

DO NOT SCALE FROM DRAWING
 DATE: 07/01/03
 NO. 0179-03-001

THOMSON MARITIME ENGINEERS

Project: DENT ISLAND APPROVAL POINT
 Client: HAMILTON ISLAND ENTERPRISES LTD
 Drawing Title: PRELIMINARY CONCEPT LAYOUT OPTION 3 E
 Sheet: 1 TO 250
 Date: NOV 2008
 Drawing No: 0179-03

Hamilton Island Enterprises Ltd
 Humpreys Reynolds Perkins Consulting Engineers



Figure 3 – Barge and Jetty Option 3E from EIS

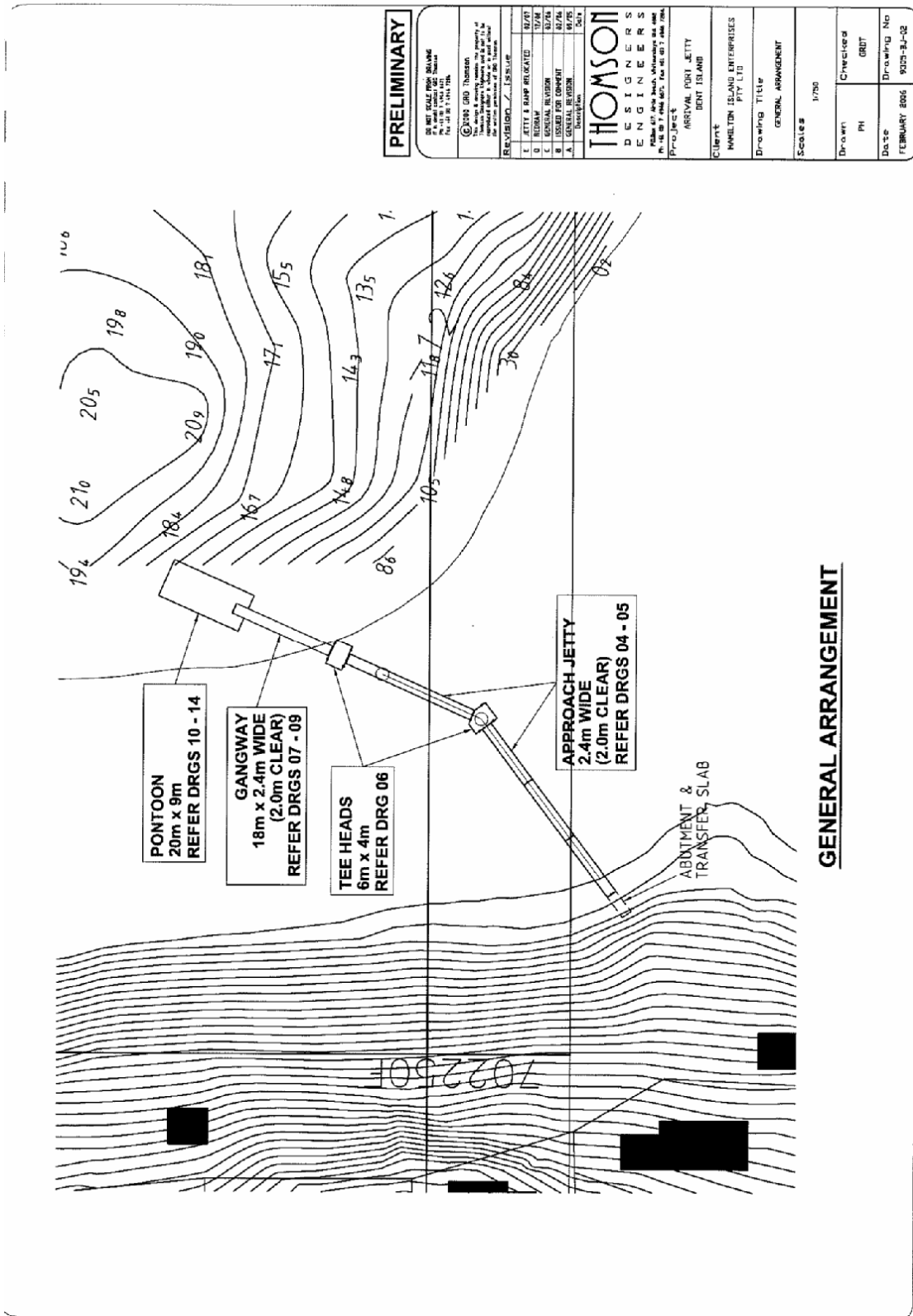


Figure 4 – New Jetty Preliminary Design