

5.5. COMBINED APPLICATION - MOORING FACILITY, AMENITIES BUILDING AND OPERATIONAL WORKS - WHARF STREET, PORT DOUGLAS

REPORT AUTHOR	Simon Clarke, Planning Coordinator
GENERAL MANAGER	Nicholas Wellwood, General Manager Operations
DEPARTMENT	Development Assessment and Coordination
PROPOSAL	Combined Application for Material Change of Use and Operational Works - Marina (Mooring facility, amenities building and ancillary works and Civil works for the mooring facility and amenities building)
APPLICANT	Crystalbrook Superyacht Marina, Port Douglas Pty Ltd C/- Urban Sync Pty Ltd PO Box 2970 CAIRNS QLD 4870
LOCATION OF SITE	Wharf Street and Dickson Inlet, Port Douglas
PROPERTY	Part of Lot 96 on SP134234 & Part of Lot 4 on SP288958
LOCALITY PLAN	



Figure 1 - Locality Plan

LOCALITY	Port Douglas and Environs
PLANNING AREA	Port Douglas Waterfront South Planning Area (Lot 96) & Port Douglas Waterfront North Planning Area (Lot 4)
PLANNING SCHEME	Douglas Shire Planning Scheme 2006
REFERRAL AGENCIES	Department of State Development, Manufacturing, Infrastructure and Planning – State Assessment and Referral Agency
NUMBER OF SUBMITTERS	One (1)
STATUTORY ASSESSMENT DEADLINE	14 March 2018
APPLICATION DATE	30 November 2017

RECOMMENDATION

That Council approves the Combined Development application for Material Change of Use and Operational Works - Marina (Mooring facility, amenities building and ancillary works and Civil works for the mooring facility and amenities building) over land described as part of Lot 96 on SP134234 and part of Lot 4 on SP288958, located at Wharf Street and Dickson Inlet, Port Douglas, subject to the following:

A) MATERIAL CHANGE OF USE

APPROVED DRAWING(S) AND / OR DOCUMENT(S)

The term 'approved drawing(s) and / or document(s)' or other similar expressions means:

Drawing or Document	Reference	Date
General Arrangement	5307-101A	14 September 2017
Marina Setout	53307-102A	14 September 2017
Elevation	5307-103A	14 September 2017
Pile Layout and Profile	5307-104A	14 September 2017
Services Layout	5307-105A	14 September 2017
1.2m Clear Width x 20m Long Hinged Aluminium Gangway	5307-106/A	14 September 2017
Concrete Abutment Details	5307-107A	14 September 2017
Typical Pile Bracket Details	5307-108A	14 September 2017
Typical Bracket Details	5307-109/A	14 September 2017
Standard Pontoon Details	5307-109/A	14 September 2017
Toilet Building Proposal	Modus Australia MA2958	Received 14 March 2017

ASSESSMENT MANAGER CONDITIONS

- 1. Carry out the approved development generally in accordance with the approved drawing(s) and/or document(s), and in accordance with:**
 - a. The specifications, facts and circumstances as set out in the application submitted to Council; and**
 - b. The following conditions of approval and the requirements of Council's Planning Scheme and the FNQROC Development Manual.**

Except where modified by these conditions of approval

Timing of Effect

- 2. The conditions of the Development Permit must be effected prior to Commencement of Use, except where specified otherwise in these conditions of approval.**

Amendment to Design

- 3. The proposed amenities building and wash-down bay must be relocated so that it is within the proposed lease area in accordance with the Deed of Agreement (Relocation of the Mooring Facility). For certainty, this relocation will be to a location on the eastern side of the tree-line that exists along the western boundary of Lot 96.**

Amended drawings must be provided to both the Port Douglas Fishermen's Association Inc. and Douglas Shire Council prior to a development permit for Building Works being issued.

Deed of Agreement

- 4. If there is found to be any conflict between the Approved Drawing(s) and Document(s) and the Deed of Agreement (Relocation of the Mooring Facility), the Deed of Agreement will prevail.**

Filling

- 5. The bulk earthworks required for flood immunity shall be set at no lower than 3.3m AHD.**

Damage to Council Infrastructure

- 6. In the event that any part of Council's existing sewer / water or road infrastructure is damaged as a result of construction activities occurring on the site, the applicant/owner must notify Council immediately of the affected infrastructure and have it repaired or replaced at the applicant / owners cost, prior to the Commencement of Use.**

Storage of Machinery and Plant

7. The storage of any machinery, material and vehicles must not cause a nuisance to surrounding properties to the satisfaction of the Chief Executive Officer.

Demolish Structures

8. All structures not associated with the approved development (including disused services and utilities) must be demolished and/or removed from the subject land prior to Commencement of Use.

Construction Access

9. All construction works and delivery of materials must take place using the existing access location into Lot 96 from Spinnaker Close or via Dickson Inlet. Wharf Street is not to be used for the set down of materials or to aid with the construction of the development without the express approval of the Chief Executive Officer

Vehicular Access

10. Vehicular access to the proposed use shall be via Spinnaker Close and not over the Balley Hooley Railway Line in Wharf Street.

B] OPERATIONAL WORKS

The standard conditions are shown in Appendix A and must be read in conjunction with any approved plans and project specific conditions identified below.

ASSESSMENT MANAGER CONDITIONS – PROJECT SPECIFIC:

Environmental Management Plan

1. The Principal Contractor appointed to undertake the works must prepare and Implement an Environmental management plan (EMP) for the proposed works.

A copy of the EMP is to be submitted to Council prior to the pre-start meeting taking place.

Sediment and Erosion Control

2. A copy of the contractor's Erosion and Sediment Control (ESC Plan) Plan is to be submitted to Council and endorsed by the Consulting Engineer. Measures nominated by the ESC Plan must be in accordance with *Best Practice Erosion and Sediment Control (BPESC) guidelines for Australia (International Erosion Control Association) and the Environment Protection (Water) Policy* and Clauses CP1.06, CP1.13 and D5.10 of Council's *FNQROC Development Manual* and reflected in the EMP prepared for the site.

The ESC Plan must be relevant to the construction methodology proposed and must be updated where necessary as works progress.

During the construction period, the Consulting Engineer and Council shall randomly audit and inspect ESC Plan measures for compliance with the Engineer endorsed contractor's ESC Plan.

It is the contractor's responsibility to ensure that the ESC Plan is updated and amended to reflect any changes in the construction methodology. All such amendments shall be approved by the Engineer and presented to Council.

The contractor shall be held responsible for any rectification works required to clean up dust, pollutants and sediments that may leave the site as a result of construction activities.

The contractor or their representative shall be responsible for communicating with third parties affected by any dust, pollutants or sediment leaving the site as a result of any construction activity that is associated with the project site.

Acid Sulphate Soils

3. Following vegetation clearing but prior to undertaking bulk earthworks, acid sulfate soil sampling and associated testing must be undertaken for soils below the long-term Inlet levels. Should ASS or PASS be present, treatment and disposal of this material must be undertaken in accordance with the Management Actions identified in the EMP.

Vegetation

4. Existing vegetation must be retained in all areas except those affected by the approved works. Any further clearing requires an Operational Works Approval.

Council must be notified two (2) business days prior to the proposed date of commencement of works in order to assist in fielding enquiries from the public.

Public Notification of Works

5. The contractor or nominated representative must provide:
 - a. Public notification of the development in local newspapers in accordance with Section CP1.11 of the *FNQROC Development Manual*.
 - b. Signage identifying the location of the project, details of the construction project, contact numbers (including out-of-office hours emergency numbers) must be provided at the entrance point of the development. All signage must be appropriately positioned, prior to the commencement of any works on the site.

For information relating to the *Planning Act 201* log on to www.dsdip.qld.gov.au . To access the *FNQROC Development Manual*, Local Laws and other applicable Policies log on to www.douglas.qld.gov.au .

APPENDIX A – STANDARD CONDITIONS

General

- 1. The proposed works are permitted subject to any alterations:**
 - a. found necessary by Chief Executive Officer at the time of examination of Engineering drawings or during construction of the works because of particular engineering requirements and.**
 - b. to ensure the works comply in all respects with the requirements of the *FNQROC Development Manual* and good engineering practice; and**
 - c. to comply with project specific conditions and the following standard conditions of approval.**

All works must be carried out in accordance with the approved plans, conditions and specifications, to the requirements and satisfaction of the Chief Executive Officer.

- 2. Council's examination of the documents should not be taken to mean that the documents have been checked in detail and Council takes no responsibility for their accuracy. If during construction, inadequacies of the design are discovered, it is the responsibility of the Principal Consulting Engineer to resubmit amended plans to Council for approval and rectify works accordingly.**
- 3. Notwithstanding any approval given to engineering documents, where a discrepancy occurs between these documents and Council's standards, then Council's standards shall apply. All works must be performed in accordance with Council standards and Local Laws and other statutory requirements.**
- 4. If in fact there are errors, omissions or insufficient detail on the plans for the purpose of construction, these deficiencies shall be made good during construction and Council reserves the right to withhold approval of construction until such deficiencies are made good to its satisfaction.**

Portable Long Service Leave Notification

- 5. As per the QLeave – Building and Construction Industry Authority Guidelines, if the works are over \$150 000, Council must sight a copy of the receipted Portable Long Service Notification and Payment form prior to commencement of work.**

Third Party Agreement

- 6. The developer must obtain written agreement from third parties and/or Referral Agencies for any works proposed on adjacent properties. The agreement(s) must be provided prior to the associated works commencing on site. All agreements must be available for Council scrutiny, upon request.**

Commencement of Works

- 7. Council is to receive written Notice of Intention to Commence Works and all matters relevant to the Pre-Start meeting are to be attended to in accordance with Section CP1.07, CP1.08 and Section CP1.09, of the *FNQROC Development Manual*.**

Hours of Work

8. **Work involving the operation of construction plant and equipment of any description, shall only be carried out on site during the following times:**
 - a. **7:00 am to 6:00 pm, Monday to Friday;**
 - b. **7:00 am to 1:00 pm, Saturdays; and**
 - c. **no work is permitted on Sundays or Public Holidays.**

Any variations to the above working hours must be authorised by the Chief Executive Officer, prior to the commencement of such works.

Public Notification of the Works

9. **The developer or the nominated representative must provide:**
 - a. **Public notification of the development in local newspapers in accordance with Section CP1.11 of the *FNQROC Development Manual*.**
 - b. **Signage identifying the location of the project, general allotment layout, contact numbers (including out-of-office hours emergency numbers) must be provided at all entrance points to the development. All signage must be appropriately positioned, prior to the commencement of any works on the site.**

Site Inspections

10. **Council requires a number of major inspections to be completed as Witness and Hold Points for Consulting Engineers and Council officers during the construction of the works. Inspections undertaken during construction shall be in accordance with Section CP1.16 (Inspection and Testing) of the *FNQROC Development Manual*. These Witness and Hold points are to be included in the contractors Inspection and Test Plan (ITP) and be made available for inspection, prior to the commencement of any works on the site.**

Vegetation Protection

11. **Any trees identified on drawings to be retained, are to be protected in accordance with approved plans. This must include, but is not limited to, the erection and continued maintenance of suitable physical barrier(s) placed around the tree to protect the tree and the root system. Additional protection of tree trunks by the fixing of timber planks using wire loops is also required unless approved otherwise by Council. Any damage caused to nominated trees as a result of construction activity, will require inspection by Council and will require a specified number of suitable replacements trees of suitable maturity to be provided to replace the loss in amenity.**

Water

12. Douglas Shire Council must be contacted to perform any direct connection to live water mains whether being as a permanent connection, a connection for irrigation purposes or for construction water. Unless otherwise approved in writing, separate applications on the prescribed forms shall be made to Douglas Shire Council for connections, together with payment of the relevant fee. All connections are to be provided subject to the terms and conditions of Douglas Shire Council's 'Application for a Water Service Connection'.
- a. Amended drawings in accordance with these conditions must be approved prior to the pre-start meeting.
 - b. The Inspection and Test Plan (ITP) must be approved prior to the pre-start meeting. At project completion the completed and validated ITP must be submitted and approved prior to the issue of a Works Acceptance Certificate.
 - c. Minimum clearances between water mains and other services must be in accordance with the *Water Supply Code of Australia* in particular the minimum clearance between water mains and sewer mains must be 500 mm with the sewer under the water main.
 - d. As-constructed water drawings must be approved prior to Issue of a Works Acceptance Certificate. The as-constructed submission is to include the 'Statement of Compliance – As-constructed Documentation' and must be the final issue.

Roads and Footpaths

13. All works are to be designed and constructed in accordance with AS 1428.1-2001: '*Design for access and mobility*' – General requirements for access – New building work, and associated standard AS/NZS 1428.4 2002, '*Design for Access and Mobility*' – Tactile Indicators. The design is required to provide equal access for people with disability and include the provision of suitable ramps and landing areas and the installation of Tactile Ground Surface Indicators (TGSIs) where required.

Cultural Heritage

14. The *Aboriginal Cultural Heritage Act 2003* (the Act) seeks to protect artefacts and cultural sites that are of significance to Aboriginal people. The Act requires anyone carrying out an activity to exercise a Duty of Care. Guidelines have been produced to enable assessment of sites under the Act. These are available from the Department of Environment Heritage Protection and can be downloaded from their website at www.ehp.qld.gov.au . The work identified in the project documentation is likely to require assessment of the site under the Act.

REFERRAL AGENCY CONDITIONS & REQUIREMENTS

Referral Agency	Referral Agency Reference	Date	Council Electronic Reference
State Assessment & Referral Agency (Department of State Development, Manufacturing, Infrastructure and Planning)	1712-2859 SRA	22 January 2018	840996

Refer to Attachment 2: Referral Agency Requirements. (Please note that these conditions / requirements may be superseded by subsequent negotiations with the relevant referral agencies).

ADVICE

- 1. All building site managers must take all action necessary to ensure building materials and / or machinery on construction sites are secured immediately following the first cyclone watch and that relevant emergency telephone contacts are provided to Council officers, prior to commencement of works.**
- 2. This approval does not negate the requirement for compliance with all other relevant Local Laws and other statutory requirements.**
- 3. Infrastructure Charges are applicable to the berthing components issued under the Development Permit issued for MCUC449.**

LAND USE DEFINITIONS*

In accordance with the *Douglas Shire Planning Scheme 2006*, the approved land use of Marina is defined as:

‘Marina’:

‘Means premises used to moor or store marine vessels (including power driven yachts and fishing vessels) on, or adjacent to the water. The use may include ancillary facilities for refuelling, servicing, repair, land storage and the sale of marine craft and for the sale of related boating gear and equipment.

The use includes:

- slipway;**
- marine infrastructure;**
- offices and storerooms;**
- laundry, toilet and shower facilities;**
- general store not exceeding 250m²;**
- marine retail, including dive stores;**
- marine related tourism activities;**
- ancillary marina facilities used in connection with the marina;**

- sale of freshly caught seafood produce from marine vessels (specifically the vessel the seafood was caught from).’

*This definition is provided for convenience only. This Development Permit is limited to the specifications, facts and circumstances as set out in the application submitted to Council and is subject to the abovementioned conditions of approval and the requirements of Council’s Planning Scheme and the FNQROC Development Manual.

C. Further Development Permits

The following Development Permits are required to be obtained before the development can be carried out:

- a. Development Permit for the Building Work.

D. Properly made submissions

One.

E. Referral agencies for the application

State Assessment & Referral Agency (Department of State Development, Manufacturing, Infrastructure and Planning).

F. Currency period for the approval

Under section 85(1)(a)(i) of the *Planning Act 2016*, the relevant period for the Preliminary Approval is to be six (6) years starting from the day the approval takes effect.

G. Reasons for Decision

The reasons for this decision are:

1. Section 60 of the *Planning Act 2016*:

- a. Conditions and advices as per A and B Above;
- b. to ensure the development satisfies the benchmarks of the 2006 Douglas Shire Planning Scheme (as amended); and
- c. to ensure compliance with the *Planning Act 2016* and *Planning Regulation 2017*.

2. Findings on material questions of fact:

- a. the development application was properly lodged with the Douglas Shire Council on 30 November 2017 under section 51 of the *Planning Act 2016* and the Development Assessment Rules; and
- b. the development application contained a report which Council reviewed together with Council’s own investigation in making its assessment manager decision.

- 3. Evidence or other material on which findings were based:**
- a. the development triggered assessable development under the Assessment Table associated with the Port Douglas and Environs Locality, 2006 Douglas Shire Planning Scheme (as amended);**
 - b. Council undertook an assessment in accordance with the provisions of section 60 of the *Planning Act 2016*; and**
 - c. the applicant's reasons have been considered and the following findings are made:**
 - i. The proposed development is consistent with the Desired Environmental Outcomes contained within the 2006 Douglas Shire Planning Scheme (as amended);**
 - ii. The proposed development complies with the relevant codes contained within the 2006 Douglas Shire Planning Scheme (as amended);**
 - iii. The development application was publicly notified between 18 January 2018 and 12 February 2018. One submission was received in response to public notification. This submission has been considered and addressed via conditions of approval requiring an alternative location for the proposed amenities building and wash-down bay.**
 - iv. The State Assessment and Referral Agency Concurrence Agency Conditions have been attached along with Council's Conditions of Approval.**
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EXECUTIVE SUMMARY

Crystalbrook Superyacht Marina, Port Douglas (the 'Applicant') is requesting a Development Permit to support the establishment and construction of a commercial mooring facility, amenities building, wash-down bay and associated civil works over part of Lot 4 on SP288958 and part of Lot 96 on SP134234 at Wharf Street, Port Douglas (the 'Site').

In summary, the application seeks to obtain the statutory approvals from Council and State Authorities required to facilitate the relocation of the Port Douglas Commercial Fishermen, as required by the Deed of Agreement between The Reef Marina Pty Ltd, Douglas Shire Council and the Port Douglas Commercial Fishermen's Association Inc.

In a planning context, the site sits along the boundary dividing the Port Douglas Waterfront North and the Port Douglas Waterfront South Planning Areas, where the proposed development for a 'Marina' is considered to require an Impact Assessable Material Change of Use application. The application was publicly notified between the 18 January 2018 and 12 February 2018. One (1) submission was received in response to public notification.

Earlier approvals have been issued by Council for the construction of 24 additional marina berths in January 2015. These marina berths are reflected in the proposal plans and all establishment works are sought to be completed under a single construction package. However, MCUC449 and its associated approval conditions issued in 2015 will be relied upon for this component. The construction activities are defined as 'Tidal Works' and the land use remains consistent with the on-going and continuing use of the marina.

The proposal complies with the statutory requirements under the 2006 Douglas Shire Planning Scheme and approval is recommended, subject to conditions.

TOWN PLANNING CONSIDERATIONS

Background

The application seeks the necessary statutory approvals from Douglas Shire Council to support the establishment of a mooring facility, amenities building, wash-down bay and associated civil works over part of lot 4 on SP288958 and part of lot 96 on SP134234 at Wharf Street, Port Douglas. Accordingly, this application seeks the following approvals:

- Development Permit for a Material Change of Use (Marina); and
- Development Permit for Operational Works (Prescribed Tidal Works & Civil Works).

These approvals are necessary to obtain the statutory approvals necessary to comply with the requirements of the Deed of Agreement (Relocation of Mooring Facility) entered into between 'The Reef Marina Pty Ltd', Douglas Shire Council and the Port Douglas Commercial Fishermen's Association Inc., to facilitate the relocation of the Port Douglas Commercial Fishermen.

All construction works are proposed to be completed as a single package in early to mid-2018 including the creation of 24 additional marina berths approved by the Douglas Shire Council in 2015 under separate statutory approvals.

Proposal

The layout plans are included in Attachment 1.

Marina (Mooring Facilities)

The 'Marina' aspect of the proposed development includes the following:

- An eight (8) berth 'Mooring Facility' including four (4) x 12 lineal metre berths and four (4) x 15 lineal metre berths. The mooring facility will be located no closer than 3m from the toe of the adjacent rock wall in Lot 96;
- A 1.2m x 20m long gangway connecting the Mooring Facility to Lot 4 and then a pathway extending onto Lot 96, as well as a security gate at its entrance;
- A minor amount of tidal works excavation (23.6m³) will be required in the south eastern corner of Lot 4 to ensure the floats for the mooring facility do not ground at low tide. These works will be undertaken under the existing environmental authority for the

maintenance dredging of the marina. Environmental Authority (EPPR01883614) for these works exists in association with the continuing maintenance activities of 'The Reef Marina'. The preparation of the site and the commencement of these works will be completed under all existing conditions and management arrangements.

- A two (2) metre wide landscape strip along the Wharf Street frontage of Lot 96 (note: These works are outside the proposed lease area and do not form part of the conditions of approval);
- Amenities building which measures 4.8 metres by 2.4 metres including one (1) unisex toilet, one (1) shower and one (1) washbasin; and
- A concrete wash-down bay will be provided adjacent to the amenities building.

Civil Works (Service Connections and Construction)

The civil work associated with the development includes the following:

- Water and electrical connections for the Mooring facility;
- Water and sewerage connections for the amenities building;
- Stormwater connections; and
- Site grading and any associated works for hardstand/parking and loading areas.

Engineering and Infrastructure Provision

- Water supply

The proposed development will be serviced via extensions/connections to the reticulated water from the existing 150mm dia. water main in Wharf Street or the 100mm dia. main that is located within the site.

- Sewerage

The amenities building will be serviced via extensions/connections to the reticulated sewer from the existing 150mm dia. Sewer main located within Lot 96.

- Electricity and communications

The proposed development will be connected to electricity. There is no need to provide telecommunications.

- Stormwater (Quantity)

All stormwater from the structures on Lot 96 will be directed to a lawful point of discharge.

- Stormwater (Quality)

A grease trap or the like will be installed in association with the wash down bay to ensure stormwater is treated prior to its release into the Marina/Dickson Inlet. Given the scale of the proposed development, no other stormwater quality measures are proposed.

- Flood levels and bulk earth works

The project seeks to establish a building with suitable immunity for community purposes. 3.3 metres AHD is considered to offer this level of immunity.

- Erosion and sediment control

Suitable erosion and sediment control measures will be implemented on the site during construction phase.

Access and Parking

Vehicular access to the site will be via Spinnaker Close. An approximate area of 600m² allocated for gravel parking will be provided on Lot 96 adjacent to the amenities building. It is intended that informal car parking be provided in this area. The parking of dories associated with the commercial fisher's association will also occur in this area.

State Planning Requirements

Far North Queensland Regional Plan

The site is within the 'Urban Footprint' Regional Land Use Category of the Far North Queensland Regional Plan (FNQRP) 2009-2031. The proposed development is providing urban development in an urban area. Accordingly, it is considered that the proposed development is consistent with the policy intent of the FNQRP.

State Planning Policy

The State Planning policy (SPP) came into effect on 3 July 2017. Part E of the SPP contains the State Interest Policies and Assessment Benchmarks which are applicable to the assessment of development applications, where the state interests have not already been appropriately reflected within the relevant planning scheme. A review of the SPP mapping indicates that the proposed development/site is subject to several State interests:

- Biodiversity (MSES – Regulated Vegetation (intersecting a Watercourse and Category R)
- Coastal Environment (Coastal Management District); and
- Natural Hazards Risk and Resilience (Flood Hazard Area level 1 – Queensland Flood Plain Assessment Overlay, Erosion Prone Area and Medium and High Storm Tide Inundation).

The 2006 Planning Scheme does not identify these State Interests. Accordingly an assessment against the Assessment Benchmarks in Part E of the SPP is required and provided below.

TABLE 1: SPP ASSESSMENT OF NATURAL HAZARD AREAS, RISK AND RESILIENCE PERFORMANCE OUTCOMES

SPP Assessment Benchmark	Comment
<p>(1) Development does not occur in an erosion prone area within a coastal management district unless the development cannot feasibly be located elsewhere and is:</p> <p>(a) coastal-dependent development;</p> <p>(b) temporary, readily relocatable or able to be abandoned development; or</p> <p>(c) essential community infrastructure; or</p> <p>(d) minor development of an existing permanent building or structure that cannot be relocated or abandoned.</p>	<p>While the marina could be located elsewhere along the Port Douglas Waterfront, it would always be located in an erosion prone area within a Coastal Management District.</p> <p>A marina is coastal dependent development and meets the needs of the relevant parties including the Douglas Commercial Fisherman's Association Inc. and the requirements of the 2006 Planning Scheme.</p>
<p>(2) Development permitted in (1) above, mitigates the risks to people and property to an acceptable or tolerable level.</p>	<p>No people will be residing on the proposed development during a flood event. The land is protected with rock revetment walls. The risks are considered to be acceptable and tolerable.</p>
<p>(3) Development other than assessed against (1) above, avoids natural hazard areas, or where not possible to avoid the natural hazard area, development mitigates the risks to people or property to an acceptable or tolerable level.</p>	<p>Not applicable. The development is assessed against (1) above.</p>
<p>(4) Development supports and does not hinder disaster management response or recovery capacity and capabilities.</p>	<p>The proposed development will not hinder compliance with this particular benchmark.</p>
<p>(5) Development directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties.</p>	<p>The proposed development involves buildings and structures with a building footprint of less than 15m². Such a small footprint is not considered significant enough to have any tangible, negative impacts on the severity of the natural hazard.</p>
<p>(6) Risks to public safety and the environment from the location of hazardous materials and the release of these materials because of the natural hazard are avoided.</p>	<p>No hazardous materials are required to be stored within the proposed development.</p>
<p>(7) The natural processes and protective function of landforms and vegetation that can mitigate risks associated with the natural hazard are maintained or enhanced.</p>	<p>The proposed development will not result in the removal or modification to any elements which may mitigate the flood/storm surge hazard on the site.</p>

There are no Assessment Benchmarks in Part E for 'Biodiversity' or 'Coastal Environment' and therefore, no further assessment is required.

Referrals and State Development Assessment Provisions

The Development Assessment Mapping System indicates that the site is subject to the following matters of interest:

- Coastal Protection (Coastal Management District; Erosion Prone Area; and Medium and High Storm Tide Inundation); and
- Fish Habitat Areas (Queensland Waterways for Water Barrier Works)

Taking into account the mapping above, the development triggers the following concurrence agency referrals:

1. State Assessment Referral Agency – Schedule 10, Part 17, Division 3, Table 1 Assessable Development under s28; and
2. State Assessment Referral Agency – Schedule 10, Part 17, Division 3, Table 2 Assessable Development under s28 in Tidal Waters

Furthermore, the *Planning Regulation 2017* triggers the following Advice Agency referrals:

1. The Queensland Fire and Emergency Service – Schedule 10, Part 17, Division 3, Table 4 Assessable Development under s28 involving a Marina.

As a result, the following modules of the State Development Assessment Provisions (version 2.1) are applicable:

- State Code 8: Coastal Development and Tidal Works.

The applicants have undertaken an assessment against State Code 8 (see Attachment 2) No issues are raised with the applicant's assessment against State Code 8.

Douglas Shire Planning Scheme Assessment

Land Use Definition

The proposed development is defined under the 2006 Planning Scheme as a 'Marina', as follows:

'Marina':

'Means premises used to moor or store marine vessels (including power driven yachts and fishing vessels) on, or adjacent to the water. The use may include ancillary facilities for refuelling, servicing, repair, land storage and the sale of marine craft and for the sale of related boating gear and equipment.'

The use includes:

- *slipway;*

- *marine infrastructure;*
- *offices and storerooms;*
- *laundry, toilet and shower facilities;*
- *general store not exceeding 250m²;*
- *marine retail, including dive stores;*
- *marine related tourism activities;*
- *ancillary marina facilities used in connection with the marina;*
- *sale of freshly caught seafood produce from marine vessels (specifically the vessel the seafood was caught from).'*

Planning Area and Level of Assessment

The land (Lot 96) is included within the Port Douglas Waterfront South Planning Area. The water (Lot 4) is included within the Port Douglas Waterfront North Planning Area. A material change of use for a marina is Impact Assessable development in the Port Douglas Waterfront South Planning Area. Being an Impact Assessable development, the application is assessed against the entire planning scheme.

Whole of Scheme Assessment

Development within the Shire must satisfy outcomes identified in the Planning Scheme which seek to achieve ecological sustainability. Outcomes are categorised within the following levels:

- Desired Environmental Outcomes
- Overall Outcomes for Localities
- Specific Outcomes for areas affected by an Overlay
- Specific Outcomes for Planning Areas or Particular Development
- Performance Criteria and associated Acceptable Solutions for a Specific Outcome, Performance Criteria and associated or Acceptable Solutions for Overall Outcomes.

Desired Environmental Outcomes

Chapter 2 of the 2006 Planning Scheme outlines the Desired Environmental Outcomes that underpin the Planning Scheme.

The Desired Environmental Outcomes are grouped under core matters which comprise ecological sustainability as follows:

- Ecological Processes and Natural Systems
- Economic Development
- Cultural, Economic, Physical and Social Well-being of the Community.

(1) Ecological Processes and Natural Systems

Table 1.

Desired Environmental Outcome	Response
<p>DEO 1: The unique environmental values of the Shire, which result from its location within the Wet Tropics Bioregion, are maintained and protected for current and future generations.</p>	<p>DEO 1 response: The proposed development will have no consequential impact on the unique environmental values of the Shire, which result from its location within the Wet Tropics Bioregion</p>
<p>DEO 2: Those parts of the Shire located within the Wet Tropics and Great Barrier Reef World Heritage Areas and other adjacent areas of environmental value and ecological significance, are preserved and protected for nature conservation, landscape/scenic quality, biodiversity and habitat values, in particular the protection of the Southern Cassowary and its habitat and to ensure the integrity of natural processes.</p>	<p>DEO 2 response: The proposed development will have no impact on those parts of the Shire located within the Wet Tropics and Great Barrier Reef World Heritage Areas and other adjacent areas of environmental value and ecological significance.</p>
<p>DEO 3: Natural waterways such as the Daintree River, the Mossman River, the Mowbray River and Dickson Inlet, all wetlands but particularly those on the Directory of Wetlands of Importance in Australia, being the Lower Daintree River, Alexandra Bay and the Hilda Creek Headwater; and all catchments located in the coastal areas within the Shire, are managed to protect their ecological processes, enhance water quality, conserve riparian ecological values and landscape/scenic quality, while acknowledging nature based recreation opportunities.</p>	<p>DEO 3 response: The marina is in and adjacent to Dickson Inlet. The proposed use involves a very small footprint that will not impact on the Inlet's ecological processes, water quality, riparian ecological values and landscape/scenic quality.</p>
<p>DEO 4: The unique environmental character of the Shire comprised of internationally renowned landscapes, ecologically significant rainforest systems, sensitive coastal systems and areas of unsurpassed natural beauty, are maintained in association with sustainable development practices, which seek to minimise the effects of development on the natural environment.</p>	<p>DEO 4 response: The proposed development will not impact on the unique environmental character of the Shire comprised of internationally renowned landscapes, ecologically significant rainforest systems, sensitive coastal systems and areas of unsurpassed natural beauty.</p>

(2) Economic Development

Table 2.

Desired Environmental Outcome	Response
<p>DEO 5: A prosperous community with a strong rural sector, a dynamic tourism industry and commercial and industrial activities offering a diverse range of employment opportunities is supported by the sustainable use and management of the natural resources of the Shire.</p>	<p>DEO 5 response: The retention and relocation of the fishing industry is a desirable objective that supports a prosperous community with a strong rural sector, a dynamic tourism industry and commercial and industrial activities offering a diverse range of employment opportunities and the sustainable use and management of the natural resources of the Shire.</p>
<p>DEO 6: The natural resources of the Shire, such as GQAL, extractive resources, water and forestry resources, are protected and managed in a manner that ensures their ecological and economic values are assured for present and future generations.</p>	<p>DEO 6 response: The proposed development does not impact on the natural resources of the Shire, such as GQAL, extractive resources, water and forestry resources.</p>
<p>DEO 7: The values of the Shire are protected by a preferred pattern of development through identifying GQAL which sustains productive primary industries, particularly sugar, horticulture and cattle grazing industries, and consolidates growth and employment opportunities, primarily in the identified locations of Mossman and Port Douglas.</p>	<p>DEO 7 response: The proposed development consolidates growth and employment opportunities, primarily in the identified location of Port Douglas.</p>
<p>DEO 8: The economic development of the Shire is facilitated by the provision of physical infrastructure which complements the conservation economy of the Shire with 82% of its lands within the WTWHA in an efficient, equitable and environmentally safe manner, as well as circulation networks which provide for the efficient movement of people and goods, without compromising the Captain Cook Highway as the scenic entry corridor to the Shire.</p>	<p>DEO 8 response: The proposed development will not compromise either the conservation economy of the Shire or the Captain Cook Highway as the scenic entry corridor to the Shire.</p>

(3) Cultural, Economic, Physical and Social Well-being of the Community

Table 3

Desired Environmental Outcome	Response
DEO 9: Places of cultural and heritage significance, both Indigenous and European, are identified, protected and retained for their significance and importance to the history and identity of the Shire.	DEO 9 response: The proposed development will not impact on Indigenous and European places of cultural and heritage significance.
DEO 10: A range of housing options, which provide a high standard of living and a variety of different residential lifestyle opportunities, are available in the Shire and are provided in a sustainable manner with regard to the environment, including its people and communities and the provision of services and facilities.	DEO 10 response: The proposed development will not impact on the range of housing options available within the Shire or the provision of services and facilities.
DEO 11: The distinctive character and unique sense of place of the towns, villages and other settlement areas in the Shire including the Daintree Lowlands Community, are maintained, promoting community pride and well-being and community safety and prosperity.	DEO 11 response: The importance of the fishing industry to the character of Port Douglas is recognised. The proposed development supports the fishing industry.
DEO 12: Residential communities, particularly within the major tourism areas of Port Douglas, Daintree Village and the Daintree Lowlands maintain a prosperous economy, a sense of community with the natural features, character of those areas and community values and cohesion, promoting harmony between residents and visitors.	DEO 12 response: The fishing industry contributes to the prosperous economy of the Shire.

Collectively, no issue is raised with compliance with the DEOs contained within the 2006 Planning Scheme and the proposed use.

Overall Outcomes for Localities

The land is included within the Port Douglas and Environs Locality.

The proposed use is considered to be generally consistent with the overall outcomes of the locality code, as outlined below:

- consolidate Port Douglas as the major tourist accommodation and tourist service centre in the Shire;

- ensure that tourist development and associated landscaping is of high quality which reflects and complements the image of Port Douglas as a tropical seaside resort town of international renown;
- consolidate the area between Macrossan Street and Marina Mirage as the major tourist, retail, dining and entertainment centre of the Shire;
- ensure that all forms of development complement the tropical image of the town by incorporating attractive design and architectural features;
- encourage the expansion of residential areas that are pleasant, functional, distinctive and in visually well-defined areas;
- protect existing and future residential areas from the intrusion of tourist accommodation and activity;
- protect sensitive environments and natural features which give Port Douglas its distinctive character and identity, in particular Four Mile Beach, Dickson Inlet and Flagstaff Hill;
- protect the surrounding rural and natural environments from intrusion by urban development;
- maintain the distinct rural hinterland, dominant natural environment of the western escarpment, and existing vegetated hillside of Flagstaff Hill; and
- protect primary functions of the port (marine and fishing activities) from incompatible land uses and acknowledge the industrial and commercial land uses associated with the maritime industry, while also providing secondary opportunities for recreational use by residents and tourists.

Specific Outcomes for Areas affected by an Overlay

The subject land is affected by the Acid Sulfate Soils Overlay and the Natural Hazards Overlay.

(i) Acid Sulfate Soils Overlay

The purpose of this Code is to ensure that development which occurs in the Shire containing or potentially containing Acid Sulfate Soils is undertaken so that the potential risks associated with disturbing Acid Sulfate Soils are addressed and minimised.

Standard conditions of development approval will ensure that the proposed development will comply with the Overlay Code.

(ii) The Natural Hazards Overlay

The purpose of this Code is to ensure that development does not occur in areas prone to bush fires and to minimise any risks associated with bushfires in the Shire.

There is no permanent habitation involved in the proposed development. The proposal complies with the Natural Hazards Overlay.

Specific Outcomes for Planning Areas

The land (i.e. Lot 96) is included within the Port Douglas Waterfront South Planning Area. The purpose of the Port Douglas Waterfront South Planning Area is to:

- ensure that any use of land in the Port Douglas Waterfront South Planning Area does not affect the environmental, habitat, conservation or scenic values of the surrounding land and Dickson Inlet;
- provide for the establishment of marine-based industries on appropriate land with regard to site suitability, accessibility, surrounding land uses, and the location of utilities and services;
- ensure that marine-based industry activities achieve appropriate environmental standards;
- ensure that industrial buildings have a high standard of layout and building design;
- ensure that landscaping provides an attractive streetscape and screens utility, storage and car parking from the street; and
- ensure that the Port Douglas Waterfront South Planning Area is protected from encroachment of incompatible land use activities.

The proposed amenities building is consistent with the purpose of the Port Douglas Waterfront South Planning Area.

The water (i.e. Lot 4) is included in the Port Douglas Waterfront North Planning Area. The purpose of the Port Douglas Waterfront North Planning Area is as follows:

- The Port Douglas Waterfront North Planning Area evolves as a revitalised open space and waterside development precinct;
- Development within the Port Douglas Waterfront North Planning Area is designed to be sympathetic to the environmentally sensitive Dickson Inlet and mitigates any adverse impacts;
- The establishment of mixed-use development is facilitated to promote activity and vitality;
- Development contributes to a high quality public realm;
- Built form provides an attractive point of arrival from both the land and the sea;
- Pedestrian connectivity is safe, efficient and provides for the needs of all users of the Port Douglas Waterfront;
- Parking (and associated infrastructure) does not undermine the relationship between buildings and street;
- A sense of place is created through aesthetic streetscapes and innovative public and private open space;

- Character is enhanced through the identification of gateway sites, landmarks, main approach routes and pedestrian thoroughfares and view corridors;
- A high level of pedestrian and streetscape amenity is facilitated along the waterfront and road network through the use of landscaping, public art and streetscape elements;
- The importance of marine-based industries to the area is recognised;
- Marine-based industries are protected from incompatible uses;
- Marine infrastructure is established to service the tourism, fishing and private boating community;
- The functionality of the Balley Hooley tourist rail is retained;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the Port Douglas and Environs Locality are not established in the Port Douglas Waterfront Planning Area.

To the extent relevant, the proposed development is consistent with the purpose of the Port Douglas Waterfront North Planning Area.

Performance Criteria and associated Acceptable Solutions

The following table addresses the applicability of each code within the planning scheme and the specific performance criteria and acceptable solutions contained within those codes. The dialogue following the table addresses specific areas of issue and/or non-compliance with the codes.

Table 4

Douglas Shire Port Douglas and Environs Planning Locality		Code Applicability	Compliance
Locality	Port Douglas and Environs	✓	✓
Planning Area	Port Douglas Waterfront South	✓	✓
Defined Use	Marina	-	n/a
Overlay Codes	Acid Sulfate Soils Code	✓	✓
	Cultural Heritage and Valuable Sites Code	x	n/a
	Natural Hazards Code	✓	✓
General Codes	Design and Siting of Advertising Devices Code	x	n/a
	Filling and Excavation Code	✓	✓
	Landscaping Code	x	n/a
	Natural Areas and Scenic Amenity Code	✓	✓
	Reconfiguring a Lot Code	x	n/a
	Vehicle Parking and Access Code	✓	Conditioned to comply
	Sustainable Development Code	x	n/a
	Vegetation Management Code	x	n/a

Planning Scheme Assessment - Summary

Through assessment of the applicable statutory documents that regulate the development of the site, it is clear that the use of the land for a marina is consistent with the intent of the planning scheme.

The assessment against the planning scheme has established that the proposed development is entirely consistent and complies with, or can be conditioned to comply with the Planning Scheme.

Furthermore, the design arrangements submitted to Council ensure all requirements of the Deed of Agreement (Relocation of the Mooring Facility) have been met.

Referral Agency Requirements

The State Assessment Referral Agency has issued an approval subject to conditions (refer to Attachment 2).

Public Notification / Submissions

The application is Impact Assessable and therefore subject to public notification. The proposed development was notified between 18 January 2018 and 12 February 2018. One submission was received in response to public notification.

The following is an assessment and response to the submission:

Submission Grounds

- The proposed facility will result in the loss of up to five (5) existing car parking spaces. The existing car park services the Closehaven Marina. At this time there is one car park space per marina berth. All existing parking spaces on the paved area are required to service the existing marina occupants. The existing arrangement has been in place for many years despite the existing paved car parking being outside the Closehaven lot.
- Locating the facility on the existing paved car park area will encourage non-Closehaven Marina users to use this area further reducing the available parking for Closehaven occupants. It will become a constant management problem to police the use of our car parking areas.
- Currently the only access to the proposed location would be through the Closehaven car park which is private property.
- Construction of the facility will further disrupt the operation of Closehaven Marina.
- It appears the proponents of this application have given little consideration of the needs of Closehaven marina tenants or to the property owners. The Closehaven Marina originally constructed the paved car parking area many years ago with the full knowledge of the then Council. I am advised that Closehaven paid for an extension off Spinnaker Close to service the car park. At no stage has anyone spoken to us about the proposal and what impact it would have on our Marina and our tenants who currently use this area.

- Given the potential temporary nature of the facility, we respectfully request relocation away from the existing Closehaven Marina paved car park to an alternative location between the paved car park and Wharf Street.

Submission response

It is agreed that the plans submitted with the application have positioned the amenities building and wash-down bay in the area of land currently occupied by car parking associated with Closehaven Marina.



Figure 2 – Location of proposed Fishermen’s Lease and future realignment of boundaries between Lot 96 and Lot 115 on SR632 (the Closehaven lot)

In fact the plans show the proposed amenities building and wash-down bay outside the development lease proposed in the Deed of Agreement (Relocation of the Mooring Facility).

As the applicants elected to not receive an information request, Council could not ask for amended plans to reposition the amenities building and wash-down bay. A condition of approval will require relocation of the amenities building and wash-down bay to be inside the proposed 600m² development lease area as proposed in the Deed of Agreement (Relocation of the Mooring Facility). For certainty, this relocation will be to the eastern side of the tree-line along the western boundary of Lot 96.

Access is available to Lot 96 from Spinnaker Close Road Reserve and not via the Closehaven Marina lot.

Relocation as described above will address the submitter’s concerns.

ADOPTED INFRASTRUCTURE CHARGES

Headworks are payable for the berthing facilities issued under the 2015 approval (MCUC449).

COUNCIL'S ROLE

Council can play a number of different roles in certain circumstances and it is important to be clear about which role is appropriate for a specific purpose or circumstance. The implementation of actions will be a collective effort and Council's involvement will vary from information only through to full responsibility for delivery.

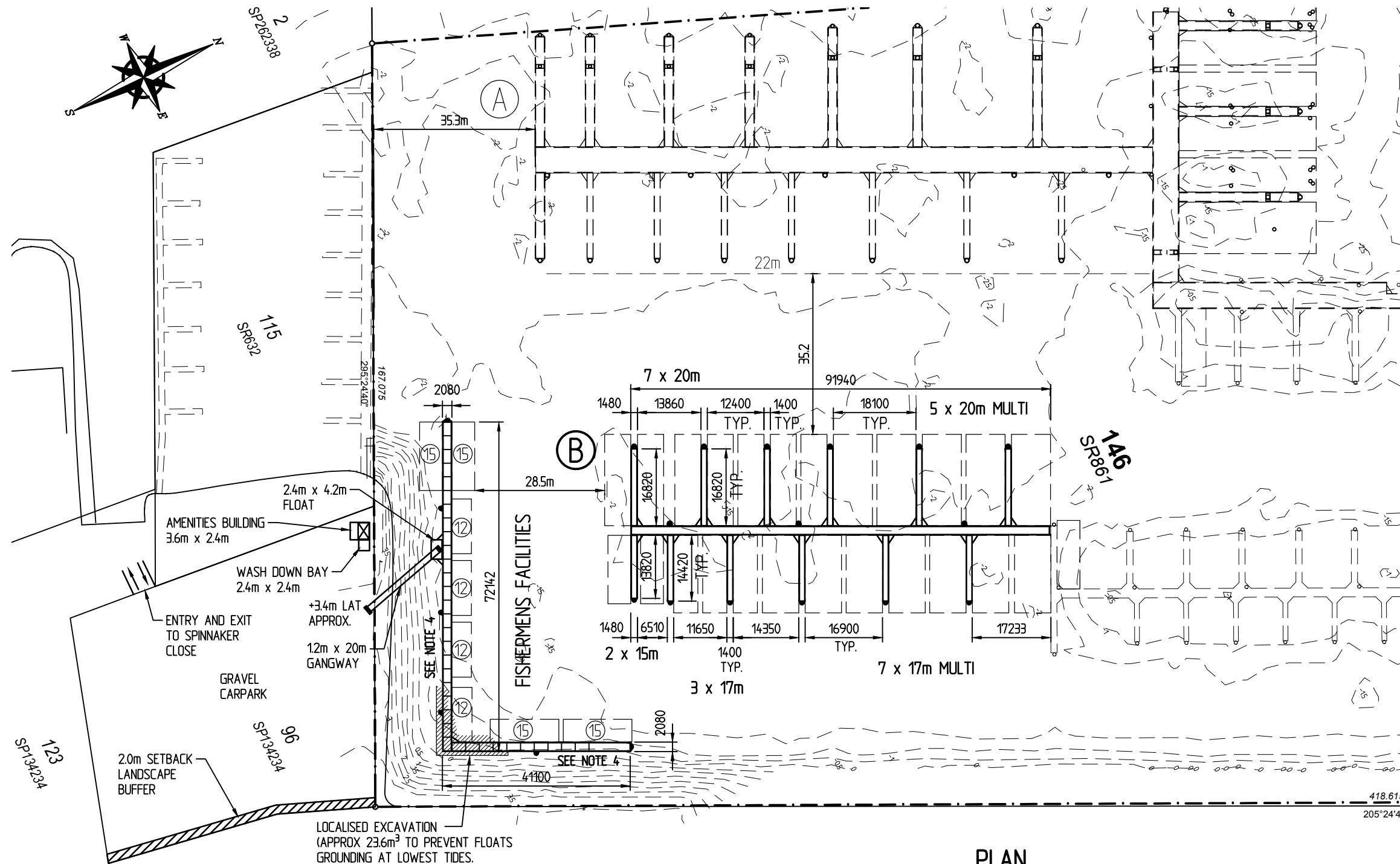
The following area outlines where Council has a clear responsibility to act:

Regulator: Meeting the responsibilities associated with regulating activities through legislation or local law.

Under the *Sustainable Planning Act 2009* and the *Sustainable Planning Regulation 2009*, Council is the assessment manager for the application.

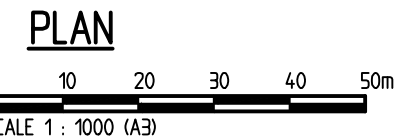
ATTACHMENTS

1. Attachment 1- Approved Drawing(s) and Document(s) **[5.5.1]**
2. Attachment 2 - State Assessment and Referral Agency Conditions **[5.5.2]**
3. Attachment 3- State Code 8 Assessment **[5.5.3]**



- NOTES:**
- FOR GENERAL NOTES REFER TO DRAWING No. 5307-100.
 - ON SHORE LAYOUT AND WATER LEASE BOUNDARY ARE BASED ON RPS DRAWING No. PR122724-1. DRAWING FILE : PR122724-1.DWG
 - HYDROGRAPHIC INFORMATION IS BASED ON RPS HYDROGRAPHIC DRAWING No. PR137686-3. DRAWING FILE : PR137686-3.DWG
 - PONTOON LOCATED AWAY FROM REVETMENT TO PROVIDE AT LEAST 3 METRES BETWEEN THE INSIDE FACE OF THE PONTOON AND THE TOE OF THE ROCK WALL AT LOW WATER MARK.

- LEGEND:**
- RP BOUNDARY
 - EXISTING MARINA

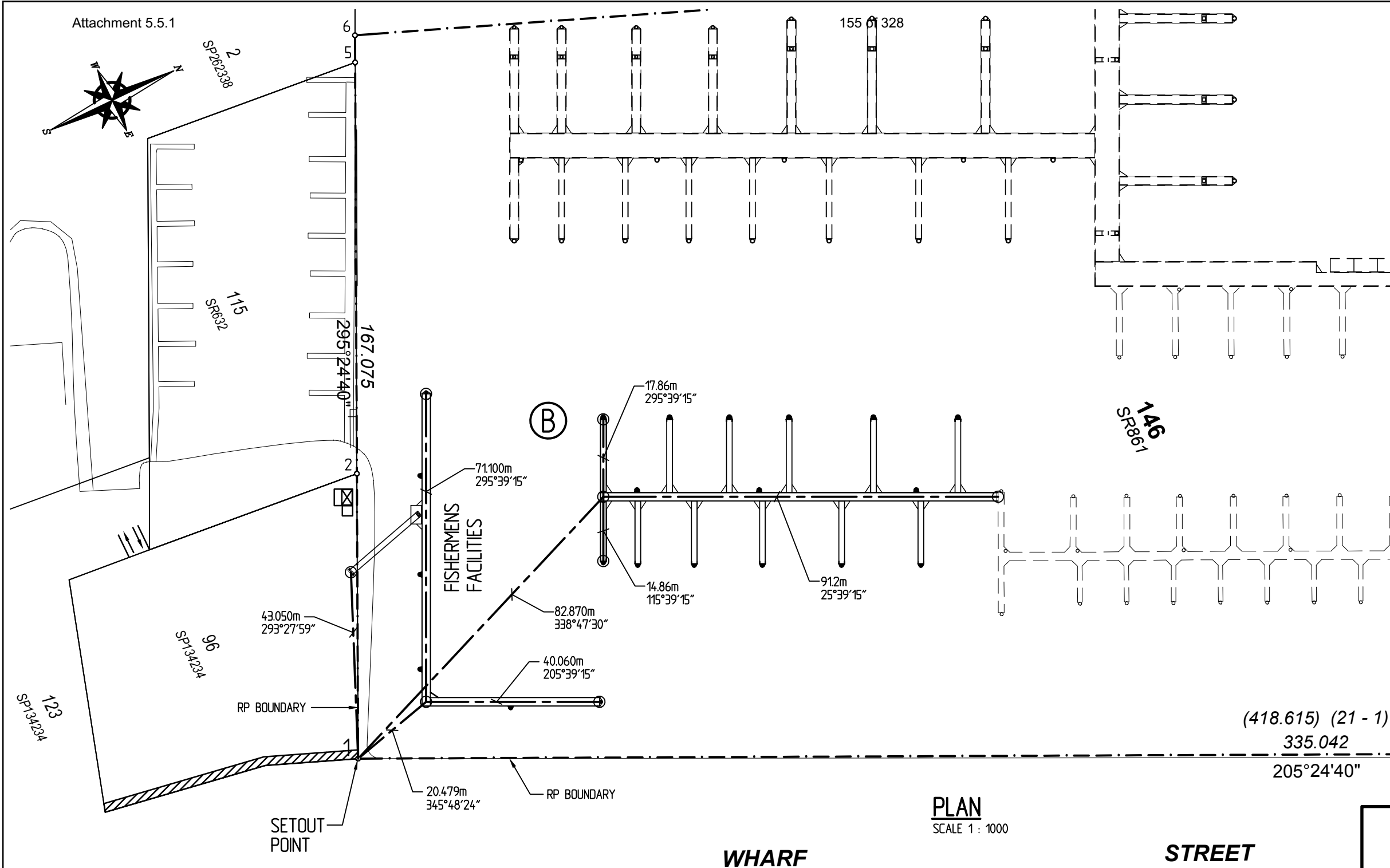


FOR APPROVAL

J. M. LEMAN
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 OF QUEENSLAND NUMBER : 2938

<p>International Marina Consultants Consultants to the Marina Industry. International Marina Consultants Pty. Ltd. A.C.N. 079 905 481 473 Annerley Road ANNERLEY QLD 4103 AUSTRALIA Phone (07)38925711 Fax (07)38925611 Email : imc@imc-marinas.com</p>	<p>Client: THE REEF MARINA PTY. LTD.</p>	<p>Title: GENERAL ARRANGEMENT</p>	<p>Revision: A 21/09/17 STAGE 2 MARINA ADDED</p>	<p>Date: 14/09/2017</p>
	<p>Project: THE REEF MARINA ARM B EXTENSION AND FISHERMANS FACILITIES</p> <p>Ordinary Council Meeting - 13 March 2018</p>	<p>This plan is copyright and cannot be used or reproduced without the written permission of International Marina Consultants</p>	<p>Drawing No.: 5307-101/A</p>	<p>Scale: AS SHOWN</p>
				<p>Designed By:</p>
				<p>Approved By:</p>

Attachment 5.5.1



NOTES:

1. FOR GENERAL NOTES REFER TO DRAWING No. 5307-100.

LEGEND:

- RP BOUNDARY
- - - - - EXISTING MARINA

PLAN
SCALE 1 : 1000

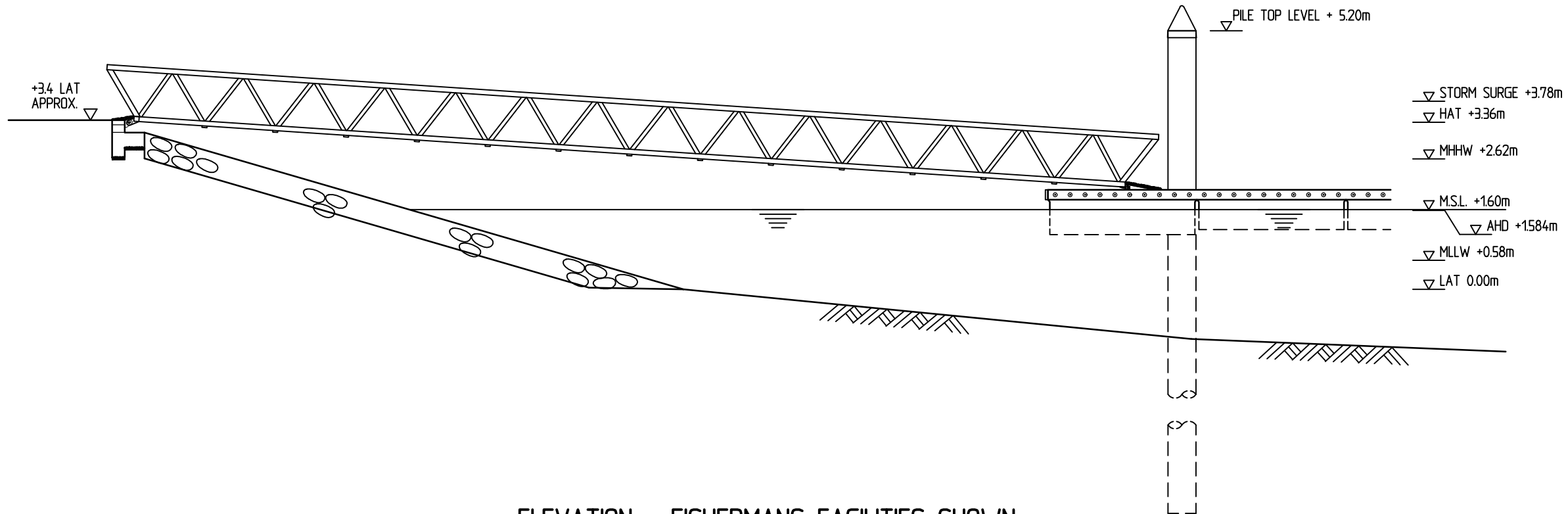
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	<p>Project: THE REEF MARINA ARM B EXTENSION AND FISHERMANS FACILITIES</p> <p>Ordinary Council Meeting - 13 March 2018</p>	<p>Approved By:</p>		

NOTES:

1. FOR GENERAL NOTES REFER TO DRAWING No. 5307-100.
2. ALL LEVELS ARE SHOWN IN METRES AND ARE REDUCED TO LOWEST ASTRONOMICAL TIDE (LAT). (AHD IS +1584 ABOVE LAT.)



ELEVATION - FISHERMANS FACILITIES SHOWN

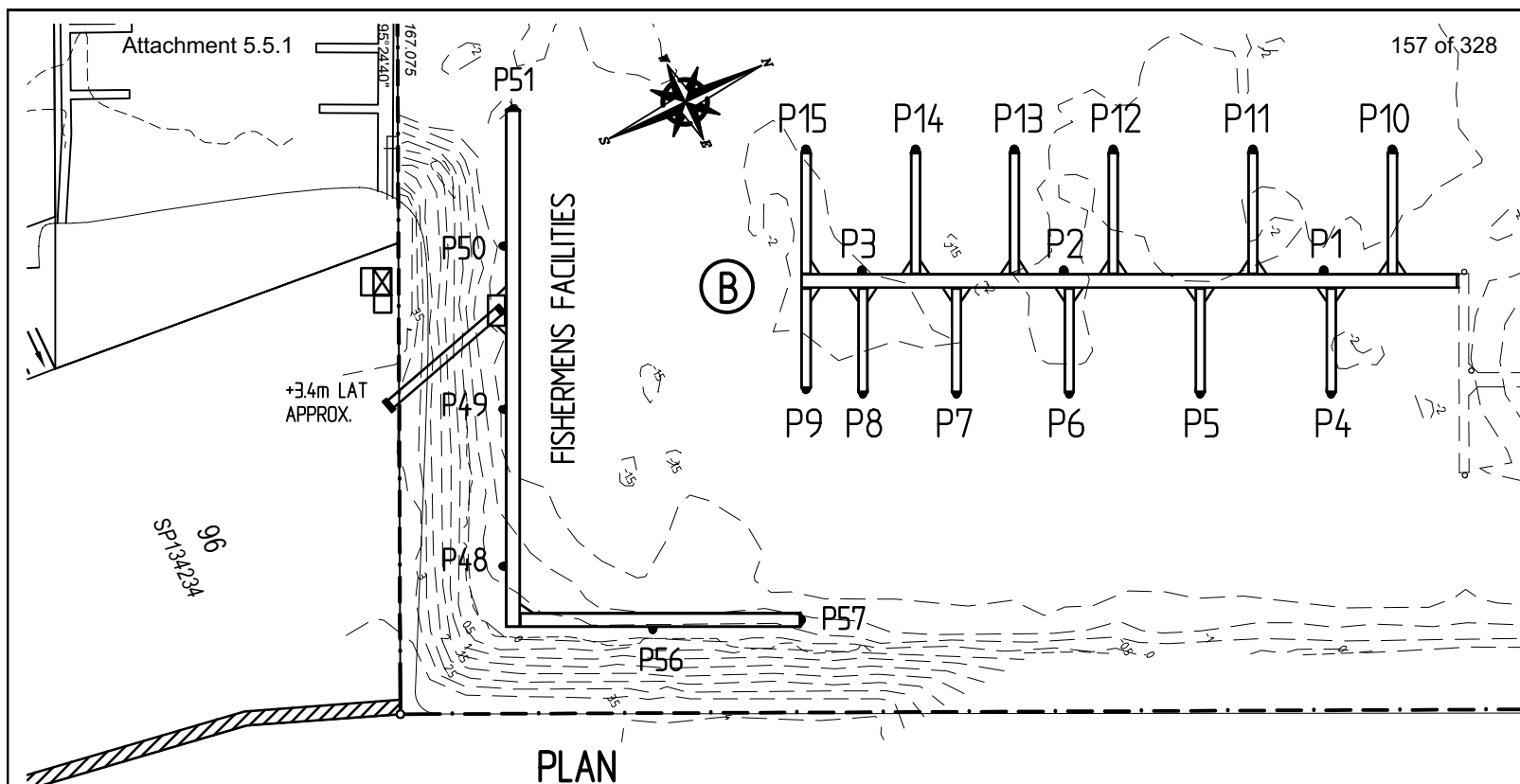
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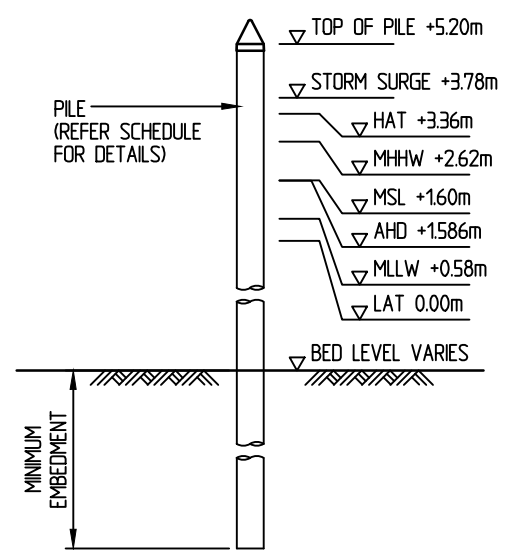
J. M. LEMAN

REGISTERED PROFESSIONAL ENGINEER
OF QUEENSLAND NUMBER : 2938

<p>International Marina Consultants Consultants to the Marina Industry.</p> <p>International Marina Consultants Pty. Ltd. A.C.N. 079 905 481</p> <p>473 Annerley Road ANNERLEY QLD 4103 AUSTRALIA Phone (07)38925711 Fax (07)38925611 Email : imc@imc-marinas.com</p>	<p>Client: THE REEF MARINA PTY. LTD.</p>	<p>Title: ELEVATION</p>	<p>Revision: A 21/09/17 PROJECT TITLE REVISED</p>	<p>Date: 14/09/2017</p>
	<p>Project: THE REEF MARINA ARM B EXTENSION AND FISHERMANS FACILITIES</p>		<p>© This plan is copyright and cannot be used or reproduced without the written permission of International Marina Consultants</p>	<p>Drawing No.: 5307-103/A</p>
	<p>Ordinary Council Meeting - 13 March 2018</p>		<p>Scale: AS SHOWN</p>	
			<p>Drawn By: T.J.S.</p>	
			<p>Designed By:</p>	
	<p>Approved By:</p>			



PLAN
SCALE 1 : 1000 (A3)



PILE PROFILE
SCALE 1 : 200

NOTES:

- FOR GENERAL NOTES REFER TO DRAWING No. 5307-100.
- ALL LEVELS ARE SHOWN IN METRES AND ARE REDUCED TO LOWEST ASTRONOMICAL TIDE (LAT). (AHD IS +1584 ABOVE LAT.)
- HYDROGRAPHIC INFORMATION IS BASED ON GPS & HYDROGRAPHIC SERVICES DRAWING REFERENCE 1196-05. DRAWING FILE : 1196-05 The Reef Marina Post Dredge Survey.DWG
- PILES
 - TOLERANCE FOR DRIVING IN PLAN +/- 50 mm, MEASURED AS THE WORST COMBINATION OF PLAN DEVIATION AND OUT OF PLUMB OVER FULL TIDAL RANGE. VERTICAL = 1 IN 150 MAX OUT OF PLUMB.
 - CONTRACTOR TO ADVISE ENGINEER IF BED LEVEL DIFFERS FROM DESIGN LEVEL BY MORE THAN 300mm.
- ALL STEEL PILES SHALL BE CORROSION PROTECTED WITH HDPE SLEEVES, THE SLEEVE TO BE APPLIED FROM TOP OF PILE TO 15m BELOW BED LEVEL AND SEALED AT THE TOP AFTER INSTALLATION.

PILE SCHEDULE					
PILE No.	DESIGNED BED LEVEL (m LAT)	PILE SIZE	MINIMUM EMBEDMENT (m)	PILE TOP LEVEL (m LAT)	ESTIMATED PILE LENGTH (m)
P1	-2.2	610φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	7.5	+5.2	15.0
P2	-2.3	610φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	7.5	+5.2	15.0
P3	-2.2	610φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	7.5	+5.2	15.0
P4	-2.3	457φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.3	+5.2	14.0
P5	-2.0	457φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.3	+5.2	13.5
P6	-2.0	457φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.3	+5.2	13.5
P7	-2.1	457φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.3	+5.2	14.0
P8	-2.2	457φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.3	+5.2	14.0
P9	-2.2	457φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.3	+5.2	14.0
P10	-2.2	610φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.6	+5.2	14.0
P11	-2.2	610φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.6	+5.2	14.0
P12	-2.2	610φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.6	+5.2	14.0
P13	-2.2	610φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.6	+5.2	14.0
P14	-2.2	610φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.6	+5.2	14.0
P15	-2.3	610φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.6	+5.2	14.5

PILE SCHEDULE					
PILE No.	DESIGNED BED LEVEL (m LAT)	PILE SIZE	MINIMUM EMBEDMENT (m)	PILE TOP LEVEL (m LAT)	ESTIMATED PILE LENGTH (m)
P48	-2.0	508φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.4	+5.2	14.0
P49	-2.0	508φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.4	+5.2	14.0
P50	-2.1	508φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.4	+5.2	14.0
P51	-2.2	508φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.4	+5.2	14.0
P56	-2.0	508φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.4	+5.2	14.0
P57	-2.0	508φ x 12.7 WALL GRADE 350 CORROSION PROTECTED STEEL PILE	6.4	+5.2	14.0

FOR APPROVAL

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Client:
THE REEF MARINA PTY. LTD.

Project:
**THE REEF MARINA
ARM B EXTENSION AND
FISHERMANS FACILITIES**

Ordinary Council Meeting - 13 March 2018

Title:
PILE LAYOUT AND PROFILE

Revision:
A 21/09/17 ARM B PILES ADDED

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Date: 14/09/2017

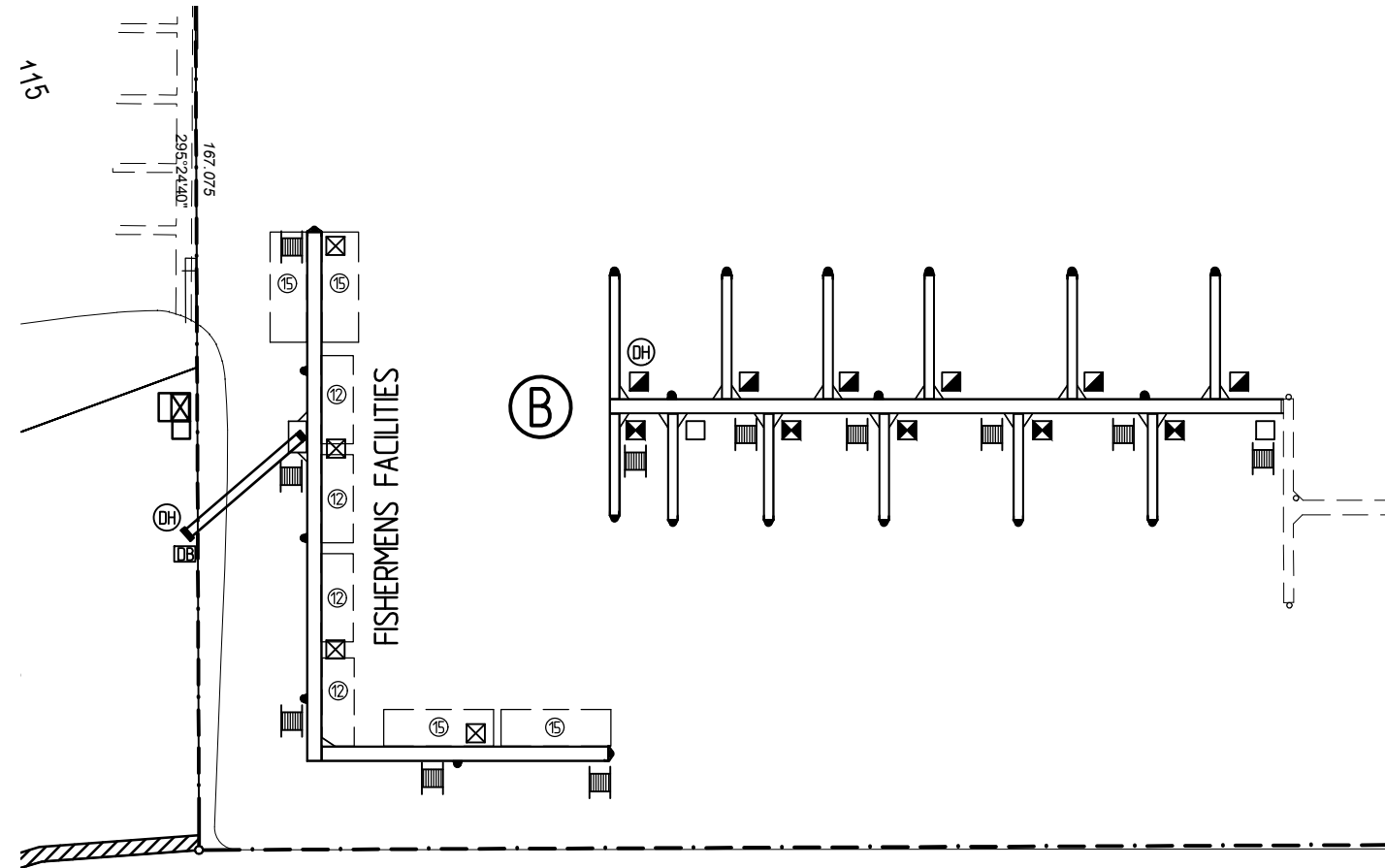
Drawing No.: 5307-104/A

Scale: AS SHOWN

Drawn By: T.J.S.

Designed By:

Approved By:



PLAN
SCALE 1 : 1000

NOTES:

- FOR GENERAL NOTES REFER TO DRAWING No. 5307-100.

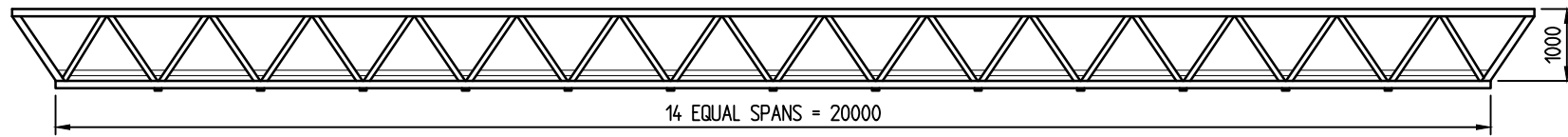
LEGEND:

- ☒ SERVICE MODULE FITTED WITH:
2 Nos. 15AMP (SINGLE PHASE) OUTLETS
2 Nos. RCD/MCBs
2 Nos. (kWh) POWER METERS
2 Nos. 1/2" HOSE TAP (CHROME)
1 No. FLURO LIGHT
- ☐ SERVICE MODULE FITTED WITH :
2 Nos. 15AMP (SINGLE PHASE) OUTLETS
2 Nos. RCD/MCBs
1 No. (kWh) METER
1 No. 1/2" HOSE TAP (CHROME)
1 No. FLURO LIGHT
- ☒ SERVICE MODULE FITTED WITH :
4 Nos. 15AMP (SINGLE PHASE) OUTLETS
4 Nos. RCD/MCBs
2 Nos. (kWh) METERS
1 No. 1/2" HOSE TAP (CHROME)
1 No. FLURO LIGHT
- ☒ SERVICE MODULE FITTED WITH :
2 Nos. 32AMP (THREE PHASE) OUTLETS
4 Nos. 15AMP (SINGLE PHASE) OUTLETS
6 Nos. RCD/MCBs
2 Nos. (kWh) METERS
1 No. 1/2" HOSE TAP (CHROME)
1 No. FLURO LIGHT
- 🔥 FIRE HOSE REEL WITH MANUAL CALL POINT AND 9kg DRY CHEMICAL EXTINGUISHER WITH MINIMUM RATING RATING OF 2A80BE
- DB DISTRIBUTION BOX
- DH TWIN HEAD FIRE HYDRANT

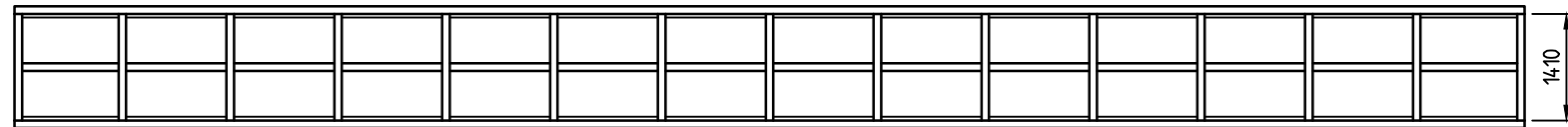
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REGISTERED PROFESSIONAL ENGINEER
OF QUEENSLAND NUMBER : 2938

<p>International Marina Consultants Consultants to the Marina Industry.</p> <p>International Marina Consultants Pty. Ltd. A.C.N. 079 905 481</p> <p>473 Annerley Road ANNERLEY QLD 4103 AUSTRALIA Phone (07)38925711 Fax (07)38925611 Email : imc@imc-marinas.com</p>	<p>Client: THE REEF MARINA PTY. LTD.</p>	<p>Title: SERVICES LAYOUT</p>	<p>Revision: A 21/09/17 ARM B SERVICES ADDED</p>	<p>Date: 14/09/2017</p>
	<p>Project: THE REEF MARINA ARM B EXTENSION AND FISHERMANS FACILITIES</p> <p>Ordinary Council Meeting - 13 March 2018</p>		<p>This plan is copyright and cannot be used or reproduced without the written permission of International Marina Consultants</p>	<p>Drawing No.: 5307-105/A</p> <p>Scale: AS SHOWN</p> <p>Drawn By: T.J.S.</p> <p>Designed By:</p> <p>Approved By:</p>



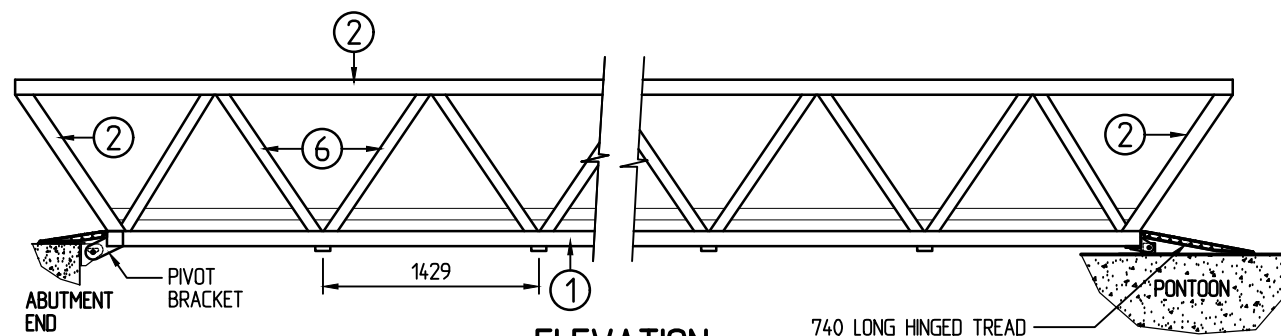
ELEVATION



PLAN

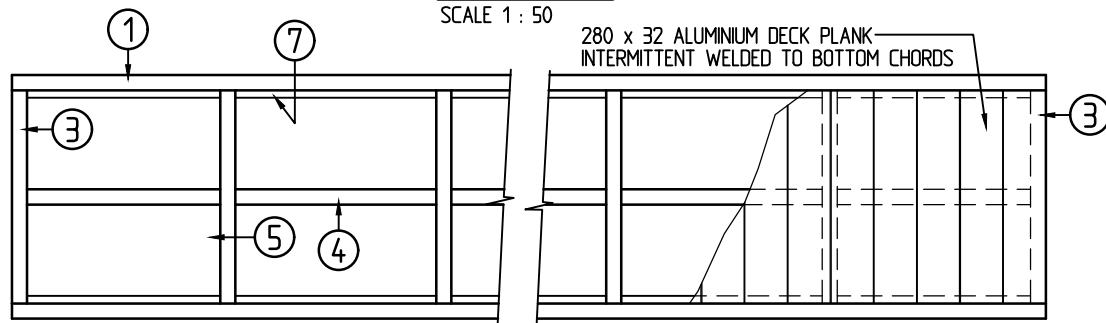
GENERAL ARRANGEMENT

SCALE 1 : 100



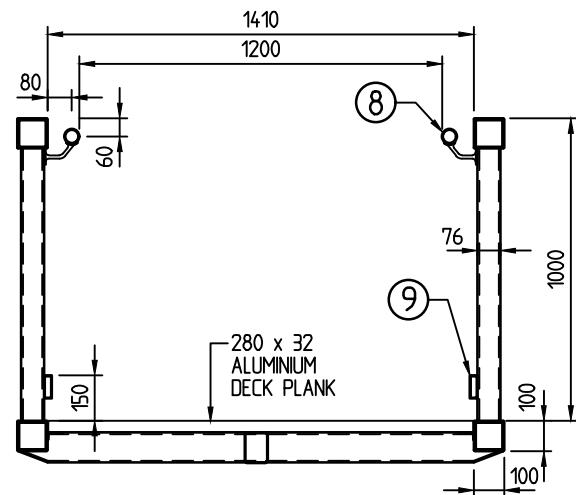
ELEVATION

SCALE 1 : 50



PLAN VIEW BOTTOM CHORD

SCALE 1 : 50



TYPICAL SECTION

SCALE 1 : 25

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. ALL WORKMANSHIP AND MATERIAL SHALL BE IN ACCORDANCE WITH AS1664.
3. ALUMINIUM STRUCTURAL EXTRUSIONS SHALL BE 6061-T6, 6082-T5 OR 6005A-T5 U.N.O. HANDRAILS, KICKRAILS AND DECK PLANK SUPPORTING ANGLES CAN BE GRADE 6060-T5.
4. ALUMINIUM PLATES SHALL BE TYPE 5083 TEMPER H321.
5. ALL WELDS SHALL BE INERT GAS WELD USING PULSE M.I.G. OR T.I.G. FUSION WELDING PROCESS.
6. ALL WORK SHALL BE NEATLY FINISHED WITH ALL SHARP EDGES GROUND SMOOTH.
7. ALL WELDS TO BE COMPLETE PENETRATION BUTT WELD.
8. DESIGN LIVE LOADS
 UDL 4.0kPa
 CONCENTRATED LOAD 4.5kN
 HANDRAIL 0.75kN/m
9. SPLICE JOINT IN TOP CHORD TO BE LOCATED OUTSIDE THE CENTRAL 6m.
10. WALKING SURFACES SHALL BE FINISHED IN ACCORDANCE WITH AS4586.

ITEM	DESCRIPTION
1	SHS 100 x 100 x 6
2	SHS 100 x 100 x 6
3	SHS 100 x 100 x 6
4	RHS 101.6 x 76.2 x 2.35
5	SHS 100 x 100 x 6
6	SHS 76 x 76 x 6
7	ANGLE 50 x 25 x 3
8	CHS 50 x 3
9	RHS 76.2 x 25.4 x 2.36

A 21/09/17 PROJECT TITLE REVISED

Revisions

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Email : imc@imc-marinas.com

CLIENT:

THE REEF MARINA PTY. LTD.

PROJECT:

THE REEF MARINA
ARM B EXTENSION AND
FISHERMANS FACILITIES

TITLE:

1.2m CLEAR WIDTH x
20m LONG HINGED ALUMINIUM
GANGWAY

Date: 14/09/2017

Drawing No.: 5307-106/A

Scale: AS SHOWN

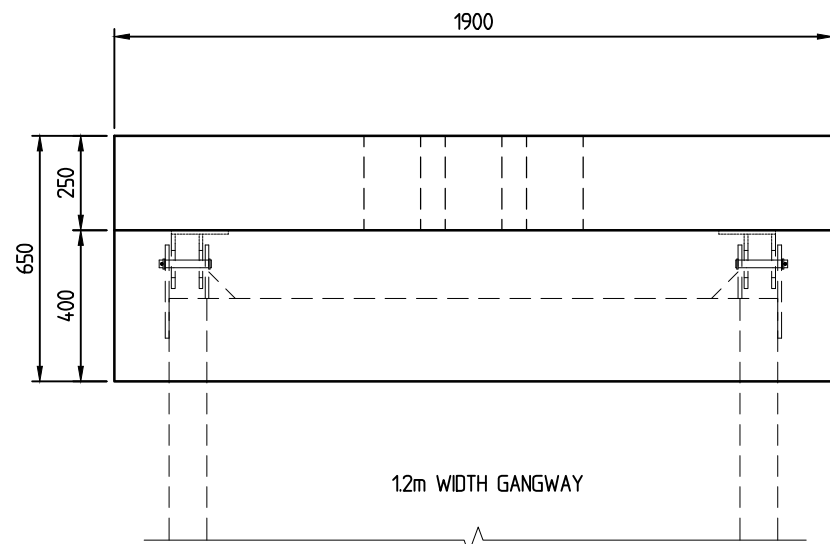
Drawn By: T.J.S. Designed By:

Approved By:

J. M. LEMAN

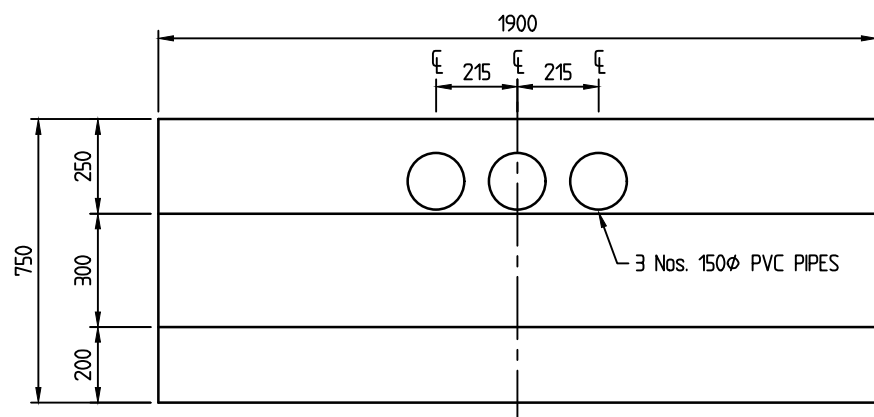
REGISTERED PROFESSIONAL ENGINEER
OF QUEENSLAND NUMBER : 2938

FOR APPROVAL



PLAN

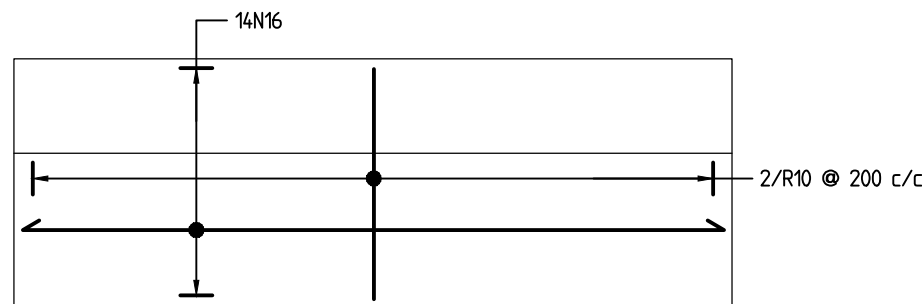
SCALE 1 : 20



(GANGWAY NOT SHOWN FOR CLARITY)

ELEVATION

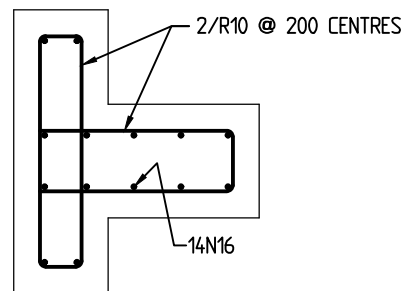
SCALE 1 : 20



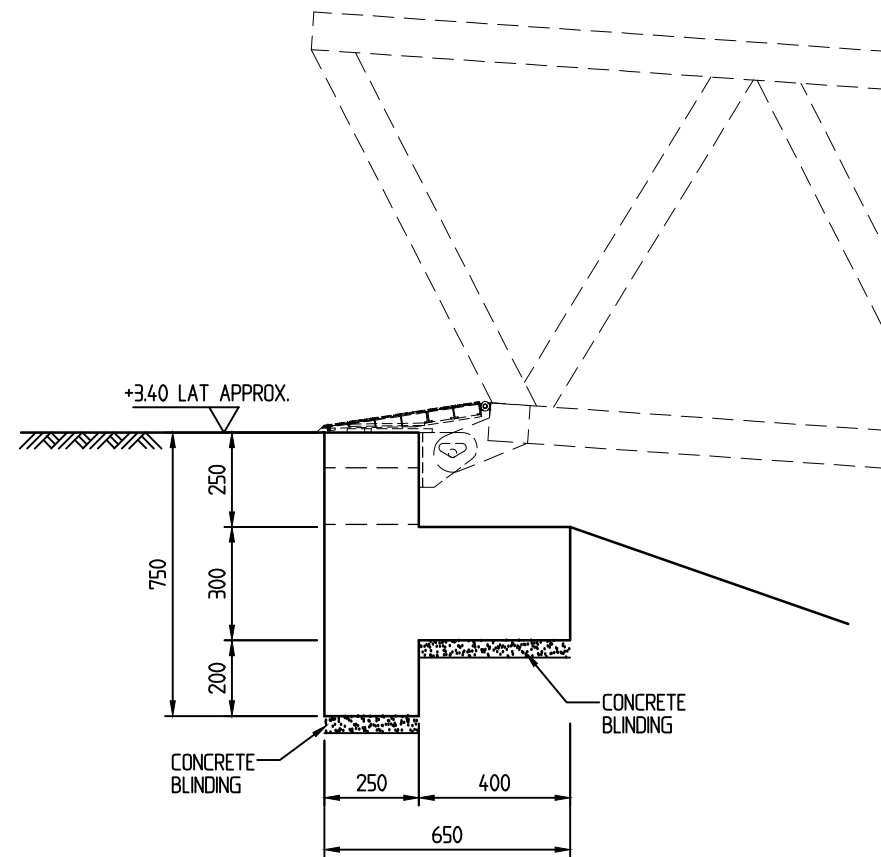
PLAN

REINFORCEMENT DETAILS

SCALE 1 : 20



TYPICAL SECTION



ELEVATION

SCALE 1 : 20

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES UNO.
2. ALL LEVELS ARE SHOWN IN METRES AND REDUCED TO LOWEST ASTRONOMICAL TIDE (LAT). (AHD IS +1584 ABOVE LAT.)
3. CONCRETE
 - ALL CONCRETE WORKS SHALL COMPLY WITH AS 3600
 - MINIMUM CONCRETE STRENGTH $f'c = 40\text{MPa}$
 - MINIMUM COVER TO REINFORCEMENT = 70mm
4. THE ABUTMENT FOUNDATION BEARING CAPACITY AND SLOPE STABILITY OF REVETMENT TO BE CHECKED AND CONFIRMED BY A GEOTECHNICAL ENGINEER.

J. M. LEMAN

REGISTERED PROFESSIONAL ENGINEER
OF QUEENSLAND NUMBER : 2938

FOR APPROVAL

Ordinary Council Meeting - 13 March 2018

A 21/09/17 PROJECT TITLE REVISED

Revisions

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International Marina Consultants

Consultants to the Marina Industry.

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Email : imc@imc-marinas.com

CLIENT:

THE REEF MARINA PTY. LTD.

PROJECT:

**THE REEF MARINA
ARM B EXTENSION AND
FISHERMANS FACILITIES**

TITLE:

**CONCRETE ABUTMENT
DETAILS**

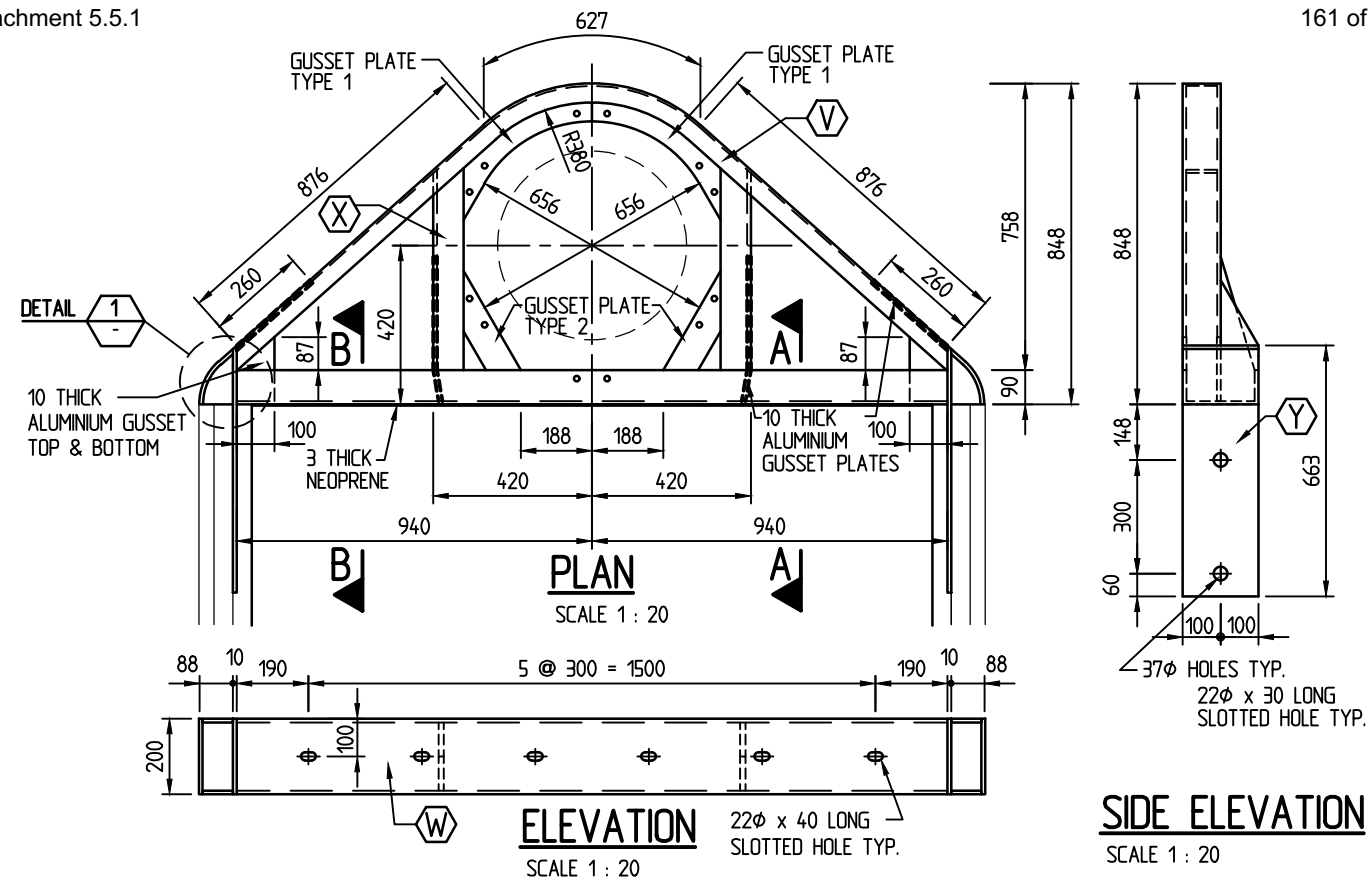
Date: 14/09/2017

Drawing No.: 5307-107/A

Scale: AS SHOWN

Drawn By: T.J.S. Designed By:

Approved By:



NOTES:

1. ALL WORKMANSHIP AND MATERIAL SHALL BE IN ACCORDANCE WITH AS1664 ALUMINIUM STRUCTURES, AS1665 WELDING OF ALUMINIUM STRUCTURES
2. ALL ALUMINIUM SECTIONS SHALL BE 6061-T6 OR 6082-T5 U.N.O.
3. ALUMINIUM PLATE SHALL BE TYPE 5083 TEMPER H321.
4. ALL WELDS SHALL BE INERT GAS WELD USING PULSE M.I.G. OR T.I.G. FUSION WELDING PROCESS.
5. ALL WORK SHALL BE NEATLY FINISHED WITH ALL SHARP EDGES GROUND SMOOTH.
6. ALL WELDS TO BE COMPLETE PENETRATION BUTT WELD.
7. ALL PEDESTRIAN SURFACES SHALL BE NON-SLIP FINISHED IN ACCORDANCE WITH AS 4586 (CLASS P4).

LEGEND:

- 100 x 50 x 6 x 9 ALUMINIUM CHANNEL
- 200 x 90 x 8 x 10 ALUMINIUM CHANNEL
- 100 x 80 x 10 ALUMINIUM ANGLE
- 200 x 10 ALUMINIUM FLAT
- 10 THICK ALUMINIUM PLATE

A 21/09/17 PROJECT TITLE REVISED

Revisions

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Email : imc@imc-marinas.com

CLIENT:

THE REEF MARINA PTY. LTD.

PROJECT:

THE REEF MARINA
ARM B EXTENSION AND
FISHERMANS FACILITIES

TITLE:

TYPICAL PILE BRACKET
DETAILS

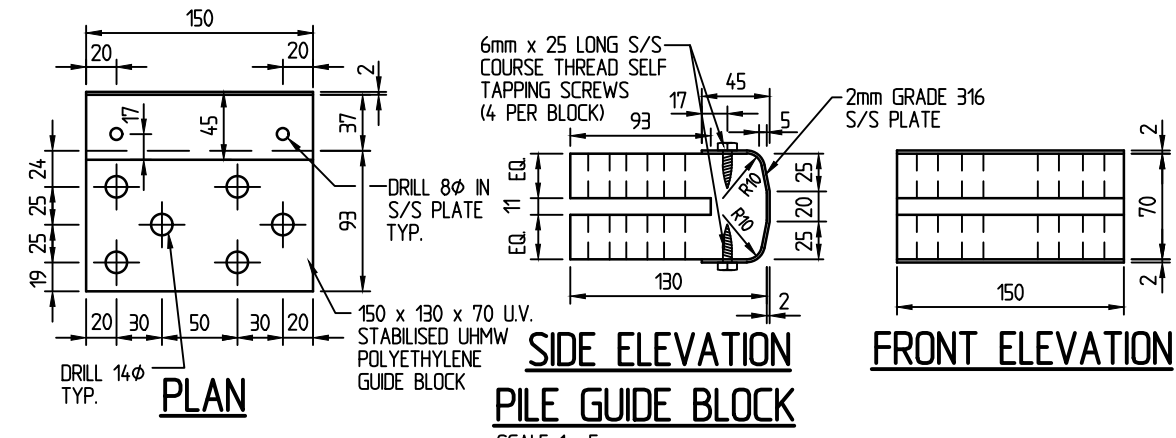
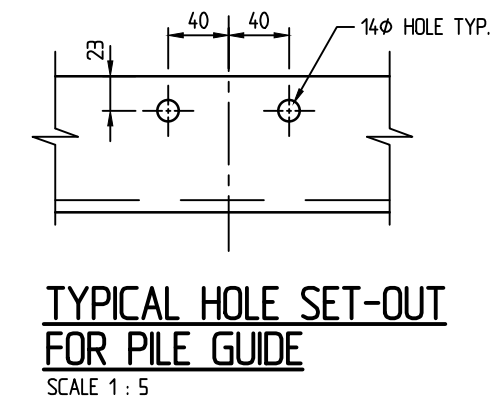
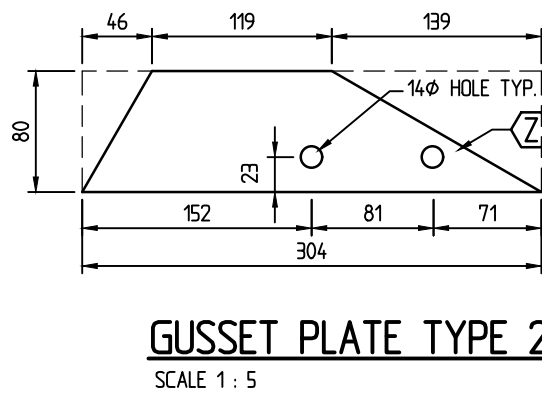
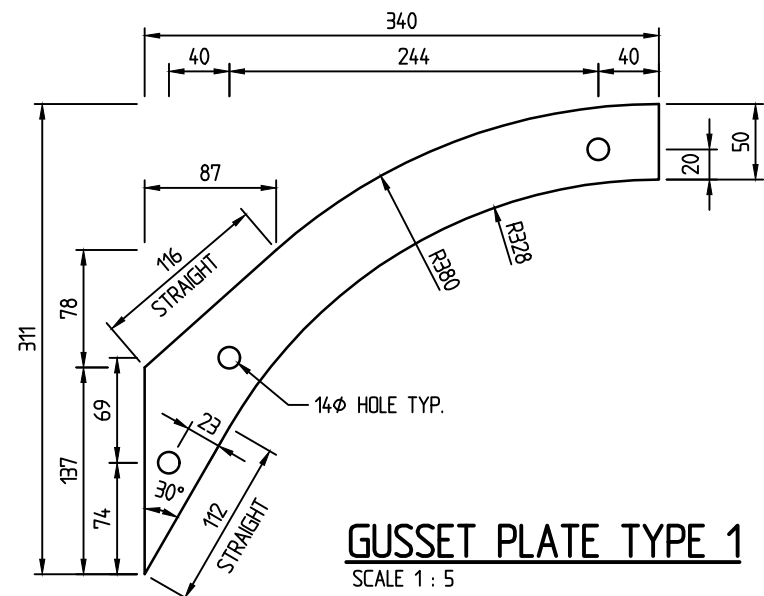
Date: 14/09/2017

Drawing No.: 5307-108/A

Scale: AS SHOWN

Drawn By: T.J.S. Designed By:

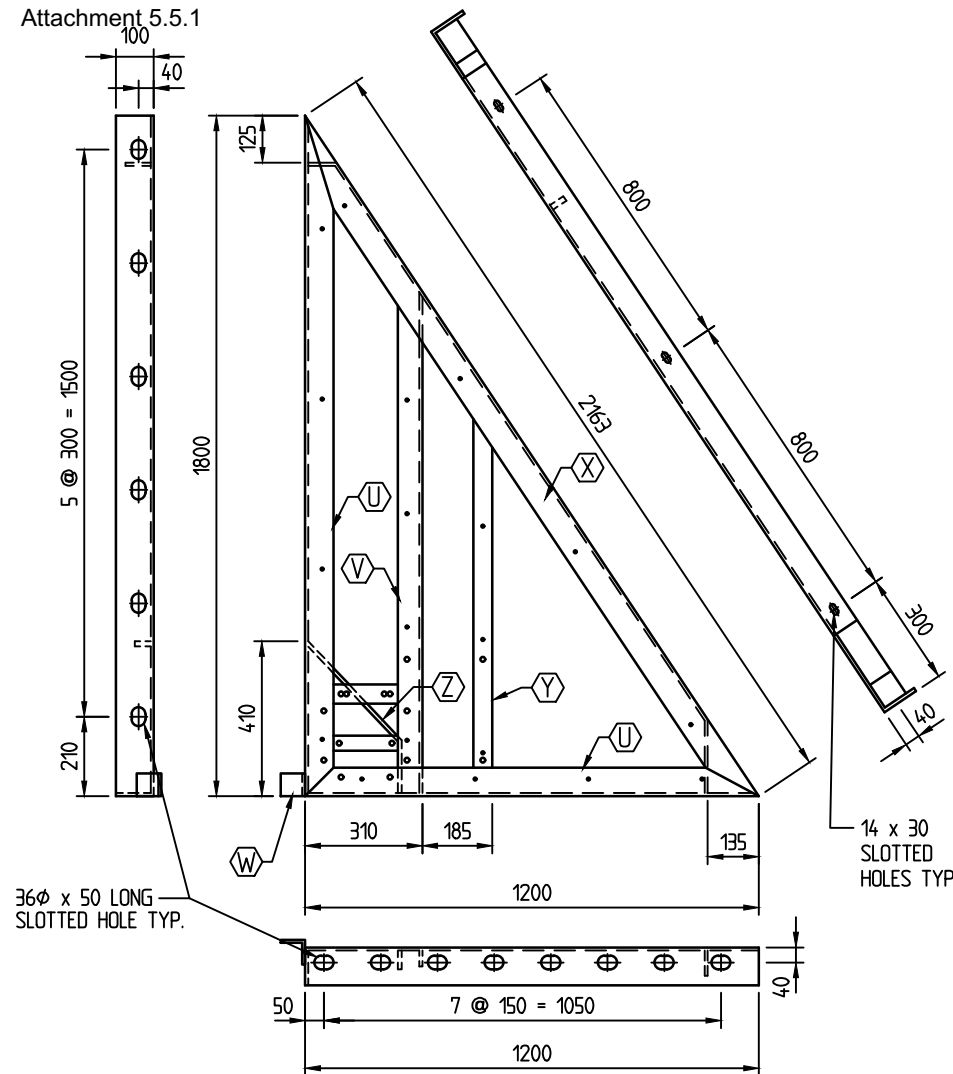
Approved By:



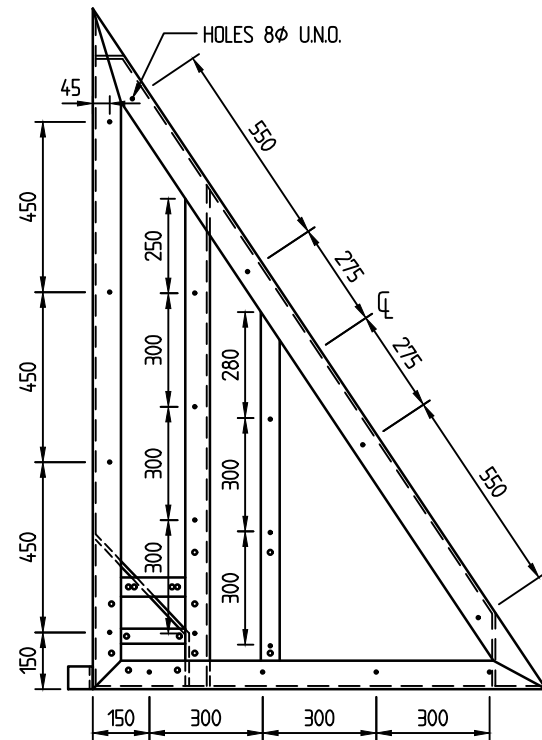
NOTES: FIX PILE GUIDE WITH 2 NUMBER M12 S/S BOLTS.

FOR APPROVAL

J. M. LEMAN
REGISTERED PROFESSIONAL ENGINEER
OF QUEENSLAND NUMBER : 2938



1800 x 1200 (RH) KNEE BRACKET (UG1.8T1)
 (LH SIMILAR BUT HANDED) (UG1.8T1A)
 SCALE 1 : 20



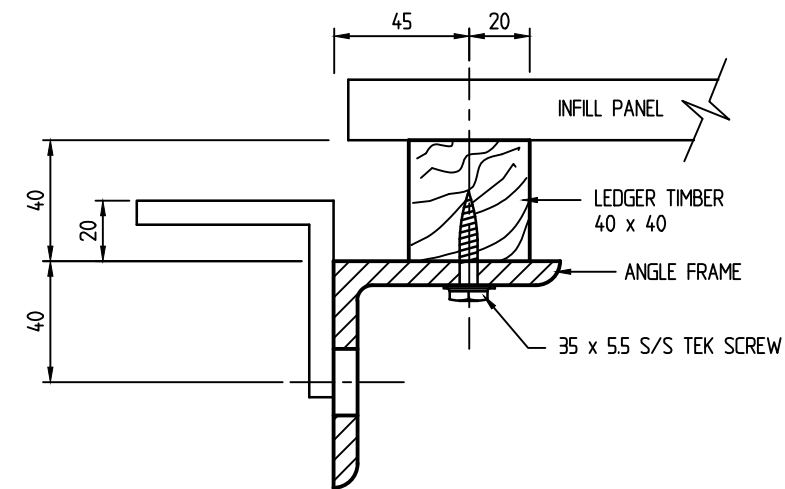
1800 x 1200 (RH) KNEE BRACKET
GENERAL ARRANGEMENT (UG1.8T1)
 (LH SIMILAR BUT HANDED) (UG1.8T1A)
 SCALE 1 : 20

NOTES:

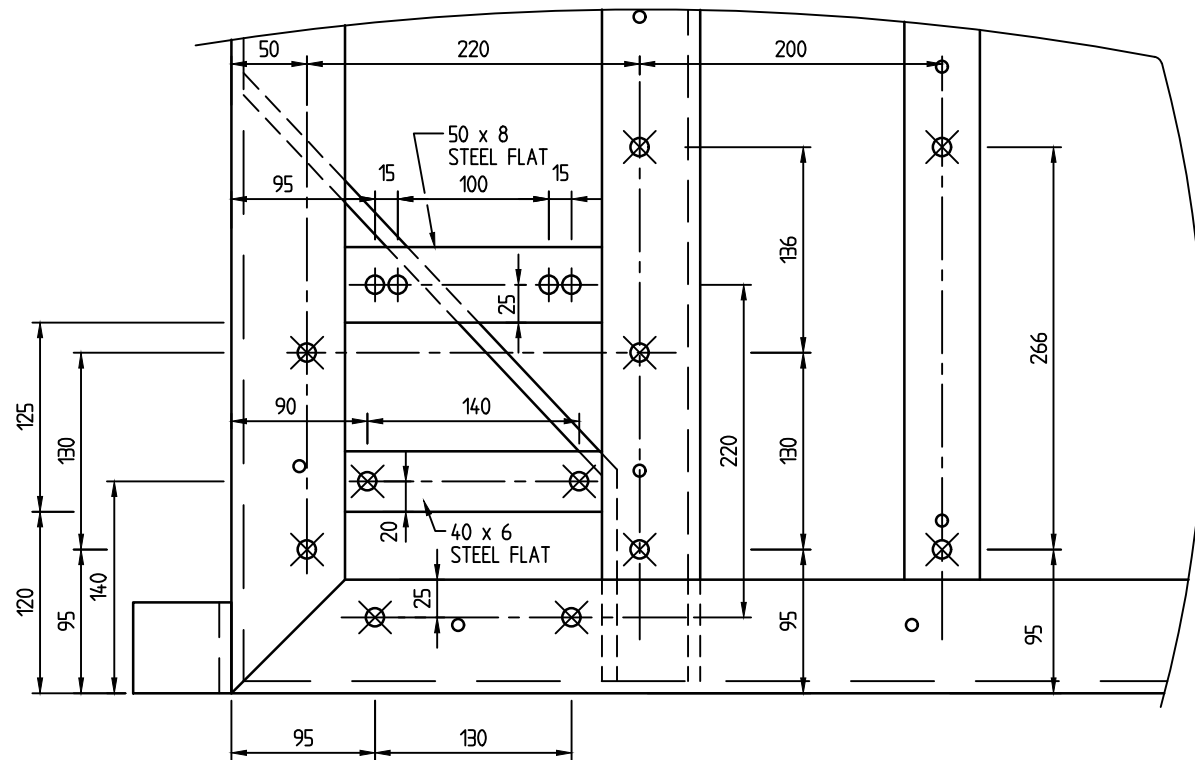
1. ALL MATERIALS TO BE HOT DIP GALVANIZED IN ACCORDANCE WITH AS 4680.
2. PROTECTIVE COATINGS TO STEEL COMPONENTS:
 - a. ACID DIP AND HOT DIP GALVANIZE IN ACCORDANCE WITH AS4680.
 - b. - AVERAGE COATING 750g/m²
 - EQUIVALENT THICKNESS 100 MICRONS.
3. ALL WELDS TO BE FULL PENETRATION BUTT WELDS OR 6mm FILLET WELD AS REQUIRED.
4. ALL WORK SHALL BE NEATLY FINISHED WITH ALL SHARP EDGES GROUND SMOOTH.

LEGEND:

- ⊖ 65 x 50 x 8 STEEL ANGLE
- ⊞ 65 x 65 x 8 STEEL ANGLE
- ⊗ 75 x 75 x 8 STEEL ANGLE
- ⊕ 50 x 8 STEEL FLAT
- ⊚ 50 x 10 STEEL FLAT
- 8φ HOLE
- ⊗ 12φ HOLE



INFILL SUPPORT SECTION
 SCALE 1 : 25



PEDESTAL MOUNTING PROVISIONS
 SCALE 1 : 5

FOR APPROVAL

J. M. LEMAN

REGISTERED PROFESSIONAL ENGINEER
 OF QUEENSLAND NUMBER : 2938

A 21/09/17 PROJECT TITLE REVISED

Revisions

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CLIENT:

THE REEF MARINA PTY. LTD.

PROJECT:

**THE REEF MARINA
 ARM B EXTENSION AND
 FISHERMANS FACILITIES**

TITLE:

TYPICAL BRACKET DETAILS

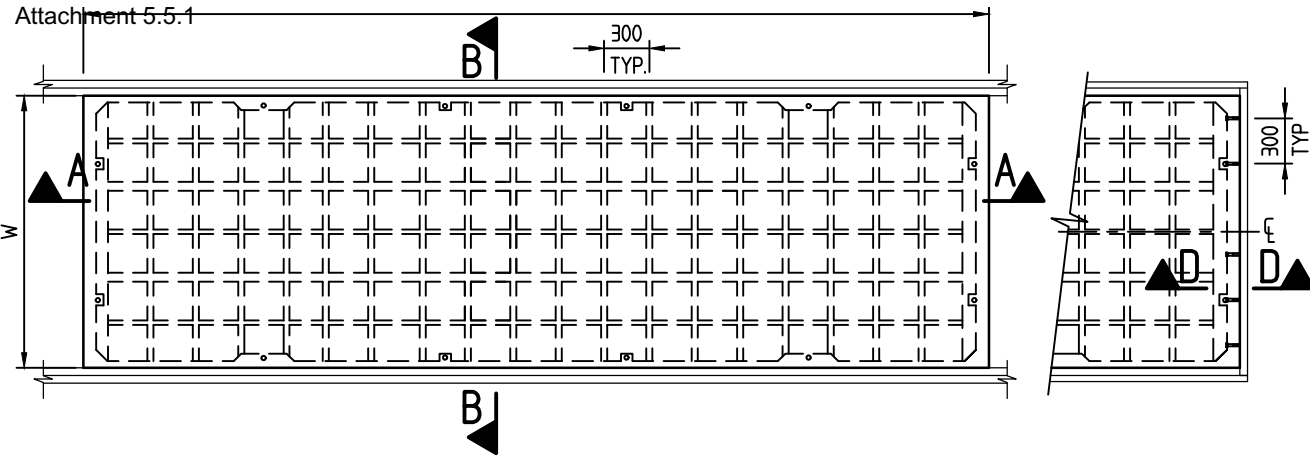
Date: 14/09/2017

Drawing No.: 5307-109/A

Scale: AS SHOWN

Drawn By: T.J.S. Designed By:

Approved By:



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES UNO.
2. PROVIDE STAINLESS STEEL INSERTS AS REQUIRED TO END OF LAST PONTOON ONLY TO WALKWAYS AND FINGERS.
3. CONCRETE STRENGTH $f_c' = 50\text{MPa}$.
4. ALL REINFORCEMENT TO BE HOT DIP GALVANIZED.
5. MATERIAL SIZES MAY BE VARIED BY THE MANUFACTURER WITHOUT NOTICE TO COMPLY WITH SPECIFIC APPLICATIONS.
6. DIMENSION 'D' VARIES TO SUIT FREEBOARD REQUIREMENTS.

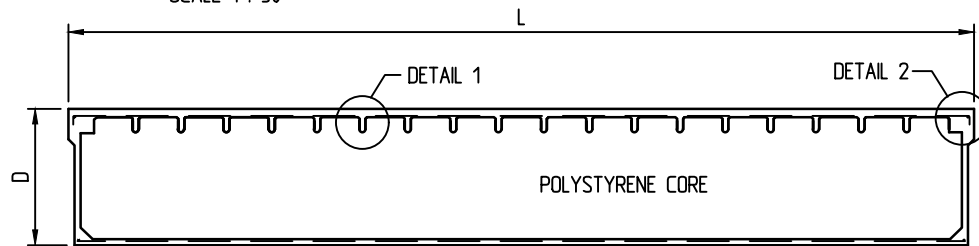
DIMENSIONS SCHEDULE		
TYPE	L	W
12/4.5	4490	1200
12/6.0	5990	1200
18/4.8	4790	1800
18/5.1	5090	1800
18/6.0	5990	1800
24/4.2	4190	2400

**PLAN - TYPICAL WALKWAY PONTOON
(1800 WIDE SHOWN)**

SCALE 1 : 50

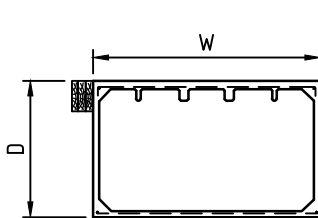
**PART PLAN SHOWING
INSERT AT ONE END**

SCALE 1 : 50



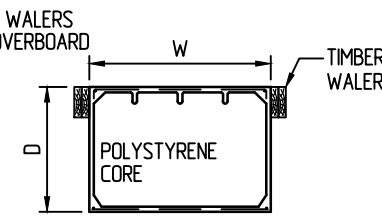
SECTION A - A

SCALE 1 : 50



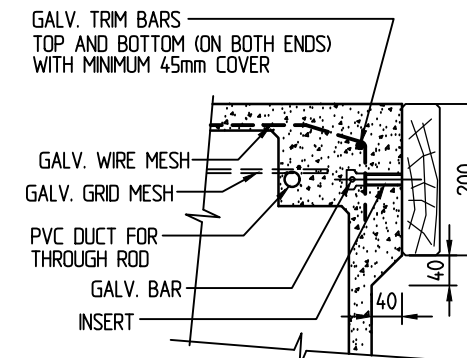
SECTION B - B

SCALE 1 : 50



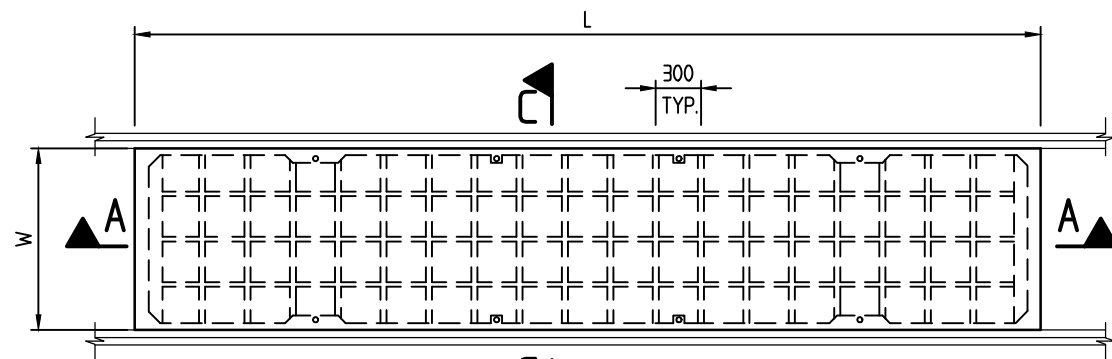
SECTION C - C

SCALE 1 : 50



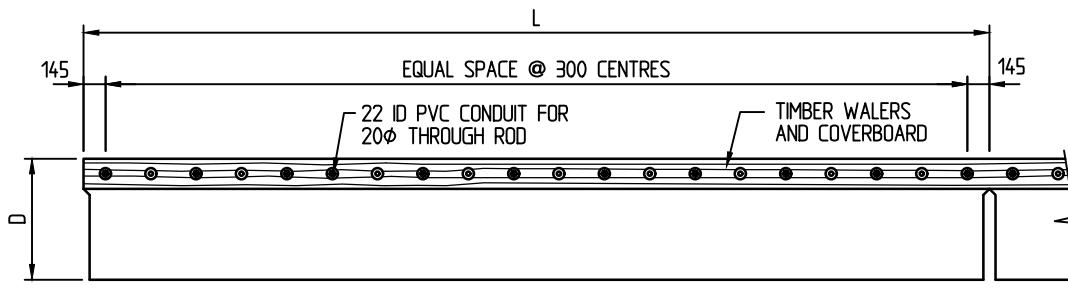
SECTION D - D

SCALE 1 : 10



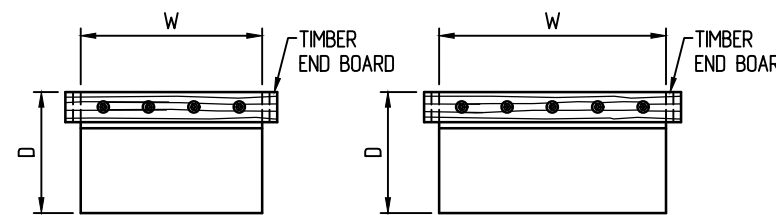
**PLAN - TYPICAL FINGER PONTOON
(1200 WIDE SHOWN)**

SCALE 1 : 50



ELEVATION

SCALE 1 : 50

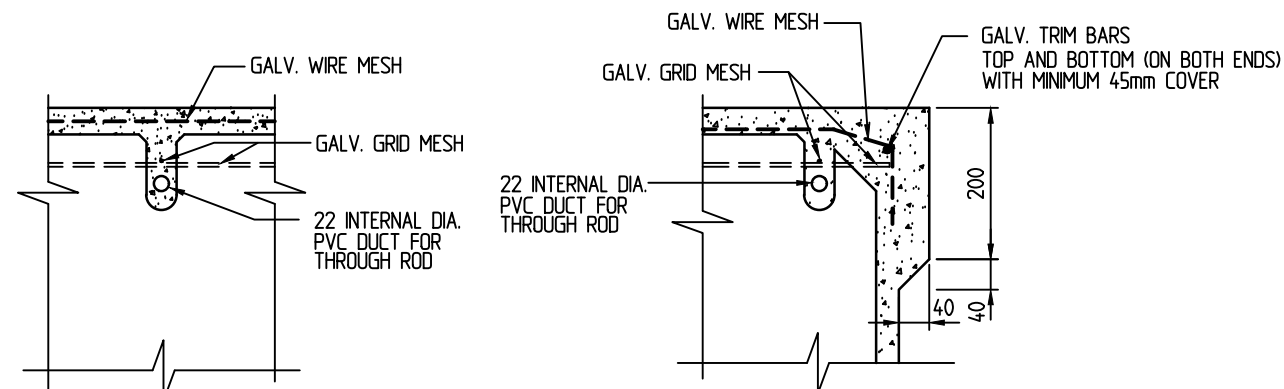


END ELEVATION

SCALE 1 : 50

END ELEVATION

SCALE 1 : 50



DETAIL 1

SCALE 1 : 10

DETAIL 2

SCALE 1 : 10

FOR APPROVAL

J. M. LEMAN

REGISTERED PROFESSIONAL ENGINEER
OF QUEENSLAND NUMBER : 2938

A 21/09/17 FLOATS TYPE ADDED

Revisions

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Marina
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THE REEF MARINA PTY. LTD.

PROJECT:

**THE REEF MARINA
ARM B EXTENSION AND
FISHERMANS FACILITIES**

TITLE:

**STANDARD PONTOON
DETAILS**

Date: 14/09/2017

Drawing No.: 5307-110/A

Scale: AS SHOWN

Drawn By: T.J.S. Designed By:

Approved By:

Restrooms and Toilet Buildings

Toilet Building Proposal

For

PRIME CONSTRUCTIONS

Fisherman Mooring Pontoon, Port Douglas



Table of Contents

About Modus Australia.....	3
Scope of Works.....	4
Building Configuration.....	6
Building Colours	7
Investment Value.....	8
Conditions of Quotation	9

Sample of the Modus Public Amenity range



..... Many more options available. Speak to a consultant for further details.

Why Modus Australia Toilet Buildings?

✓ **Cost Effective**

Less expensive than standard brick and tile

✓ **Easy to Erect**

Minimal trade skills required

✓ **Low Maintenance**

All coated steel – timber free

✓ **Vandal Resistant**

Materials selected for strength and durability

✓ **Robust**

Suitable for cyclonic areas



Experience

MODUS AUSTRALIA has been manufacturing and supplying Restrooms and Toilet Buildings for over a decade, and has a valuable client base covering a wide range of entities including Local Governments, Roads Authorities, Communities, Project Developers, National Parks and Mining Companies.

Compliance

MODUS AUSTRALIA has dealt extensively with government bodies and regulatory authorities, and can provide all the relevant documentation and technical support to meet the statutory requirements relating to the supply and installation of its products.

MODUS AUSTRALIA provides a range of products that comply with the relevant Australian Standards applicable to their categories.

Durability

MODUS AUSTRALIA is committed to providing durable, vandal resistant Toilet Buildings that minimize ongoing maintenance and withstand the wear and tear of public use.

Accessibility

MODUS AUSTRALIA offers a range of Toilet Buildings that are compliant with Access & Mobility Australian Standard No. 1428-2009.

Monday, 18 September 2017

Prime Constructions
Attention: Glenn Marshall

MODUS AUSTRALIA
32 Turbot Street
Brisbane QLD 4000
ABN: 53 147 987 095
ACN: 147 987 095
info@modusaustralia.com.au
www.modusaustralia.com.au

Dear Glenn,

Thank you for your valued enquiry regarding our Toilet Buildings. Please see the below proposal for your consideration. We trust it meets with your satisfaction.

Scope of Supply

YARRA Custom Toilet & Shower Building, Universal Access

The Yarra® Toilet Building distinguishes itself from a standard toilet building with a distinctive skillion style roof line, designed to integrate seamlessly into any environment whilst adding an architectural compliment to its surroundings. Available in a variety of configurations; installed, or in a simply-erected, modular kit form system.



Yarra-2 Toilet Building

Wall Panel System

Proprietary walling system comprises of highly corrosion resistant hot dip galvanized metal frames @ 1200mm wide. Panels are clad externally with Colorbond Custom Orb sheeting to mid height and powdercoated aluminium fascia planking above. Horizontal slats are located above door height at front, for ventilation of the building. Walls are lined internally with durable Miniorb sheeting in Zinalume finish for superior strength and serviceability. All Colorbond material to be in the 'Ultra' finish.

Roof

The skillion building roof is sheeted in Colorbond Custom Orb material and includes a portion light sheet over each cubicle to allow ingress of natural light. Please Note: Roof beams & verandah columns to be in 2 Pack Epoxy finish.

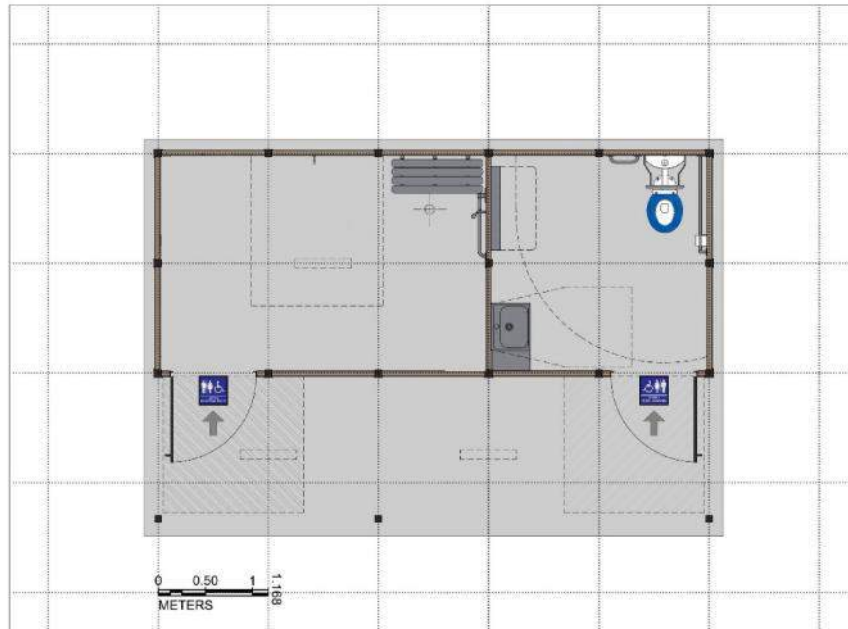
Easy Installation

Each wall panel has preset nutserts in each side of the steel frames, which are fitted to the vertical joining channels provided. These are bolted to the ground as per the setout instructions which are included with the building kit. The doors are supplied complete with hinges, locks, handles and signage. Purlins are bolted to the top of the building frame, and roof sheeting and trims are then fitted to complete the building.

*All fixings to be Stainless Steel



Building Configuration



Internal Fixtures Include:

- 1 x Porcelain Toilet Pan & Cistern
- 1 x Large Stainless Steel Wash Hand Basin with Knee Operated Time Flow Tap
- 2 x Sets of Stainless Steel Grab Rails
- 1 x Single Toilet Roll Dispenser
- 1 x Universal Shower Unit
- 1 x Wall Mounted Fold Down Bench for Universal Shower
- 1 x Baby Change Station

Additional Fixtures Include:

- 1 x Distribution Enclosure with Main Switch and MCB/RCD
- 5 x 600mm Batten Lights
- 1 x Gas Hot Water System

(Please Note: Only items in the above list are included in the building price. Pipes, conduits, cables, switches etc. are not included).

Building Colours

LEGEND

① Also available in COLORBOND® Ultra steel for coastal and industrial environments. All other colours are available in COLORBOND® Ultra steel on request, please speak with your supplier.

② Also available in COLORBOND® Stainless steel for severe coastal and industrial environments. Please speak to your supplier for more information regarding availability.

For further details on the legend, please refer to the back page.

CLASSIC colour range¹



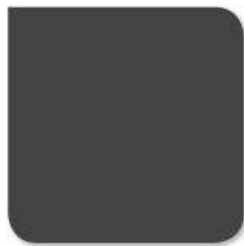
CLASSIC CREAM™
SA = 0.32. BCA = L



PAPERBARK®
SA = 0.42. BCA = M



PALE EUCALYPT®
SA = 0.60. BCA = M



WOODLAND GREY® ②
SA = 0.71. BCA = D



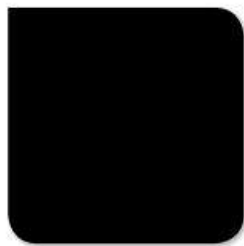
DEEP OCEAN® ②
SA = 0.75. BCA = D



COTTAGE GREEN®
SA = 0.75. BCA = D



MANOR RED®
SA = 0.69. BCA = D



NIGHT SKY®
SA = 0.96. BCA = D

CONTEMPORARY colour range¹



SURFMIST® ②③
SA = 0.32. BCA = L



EVENING HAZE®
SA = 0.43. BCA = M



SHALE GREY™
SA = 0.43. BCA = M



DUNE® ②③
SA = 0.47. BCA = M



COVE™
SA = 0.54. BCA = M



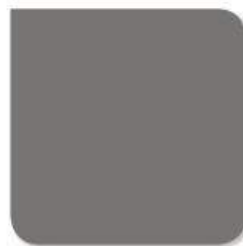
WINDSPRAY® ②③
SA = 0.58. BCA = M



GULLY™
SA = 0.63. BCA = D



MANGROVE™
SA = 0.64. BCA = D



WALLABY™ ②
SA = 0.64. BCA = D



JASPER®
SA = 0.68. BCA = D



BASALT™
SA = 0.69. BCA = D



IRONSTONE®
SA = 0.74. BCA = D



TERRAIN®
SA = 0.69. BCA = D



MONUMENT® ②
SA = 0.73. BCA = D

View Online

PLEASE NOTE

- Pricing allows for the above colours from the standard range only.
- Ultra colours subject to availability at time of order.

Investment Value

Technical Information supplied with building:

- ✓ Plumbing pre-lay plan
- ✓ Concrete Pad Specifications
- ✓ Building Assembly Instructions
- ✓ Engineering Drawings

Building Supplied in Kit Form	\$ 43, 785.00 + GST
Delivery to Port Douglas	\$ 1, 845.00 + GST
Total Sum of Building Supply	\$ 45, 630.00 + GST

Please note, the above price is for supply only & does not include a building application submission and signing off by a licensed building contractor.

If you have any queries regarding this proposal, please do not hesitate to contact me to discuss.

We look forward to assisting you with your requirements in the near future.

Best Regards,



Geoff Cook
Sales Consultant

Conditions of Quotation

The following conditions of quotation are deemed to be a part of any subcontract or orders issued to Landmark Engineering & Design Pty Ltd trading as Modus Australia, hereafter referred to as 'Modus'. Acceptance of this proposal will deem acceptance of these conditions by the customer. Any party who acts as an agent for another party such as the developer, builder or owner, must take all responsibility to accept the conditions of contract and payment of goods, and accept that they have full authority to liaise or negotiate with Modus regarding this agreement.

TITLE

Ownership of the goods shall not pass to the customer until the customer has paid all monies owing for the particular goods. If goods have been supplied, Modus reserved the right to retake possession of such goods. Risk passes to the customer when Modus delivers the goods, either to the customer's store or to specified carrier's depot.

PRICES

GST of 10% is applicable to all quoted prices. All quotations are valid for 30 days from the quotation date, after which price confirmation should be obtained. Where a contract extends beyond six (6) months from the date of acceptance, Modus reserves the right to renegotiate prices after (6) months. Due to the variable nature of raw material prices and in line with industry practice, Modus reserves the right to remove the availability of price holding on current projects. Any breakdown pricing provided will not constitute the basis for a variation extra or reduction due to establishment cost which remains unchanged in spite of quantity changes.

PAYMENT TERMS

Payment terms will be 20% deposit on acceptance of quotation, and remaining 80% upon delivery. Custom products may require up to 50% deposit at the discretion of Modus, and larger projects may require monthly progress claims. Final invoices are raised upon despatch of goods and require payment within 14 days. Ownership of goods will not transfer to the customer until all outstanding monies relating to such goods are paid.

INCLUSIONS

Proposals are based on supplying scope strictly as per the information and do not include for any additional items or scope. All proposals are based on providing standard proprietary Modus products (unless stated otherwise in the quotation). Quotations allow for standard available finishes in non-warranty option unless stated in the quotation. All quotations includes for delivery in metropolitan area where delivery is included in the quote. For any delivery outside metropolitan area an additional fee will apply.

EXCLUSIONS

Project specific engineering calculations and signoff are excluded from our pricing except if clearly stated in our quotation. However, these can be arranged if requested. Submission of a building application and sign off by a registered builder is excluded from our quotation. All Modus quotations are subject to availability of materials at time of order placement, and delivery times will be subject to negotiation at time of order. Quotations do not allow for Cyclonic treatment, corrosion resistant coastal treatment, state specific approvals, forms and certifications; these are all excluded unless clearly stated.

VARIATIONS

Variations to the contract will only be carried when an official variation order is received by Modus. Any delays by the Customer which result in increased cost to Modus will be charged to the customer including any increases in materials, labour and other charges.

WITHHOLDING OF DELIVERIES

Modus reserves the right to withhold any delivery if the customer is subject to any insolvency proceedings or if Modus forms the opinion

that the customer's credit worthiness or credit standing has deteriorated significantly.

DELAYS IN DELIVERY

All proposals are subject to availability of materials at time of order placement, and delivery times will be subject to negotiation at time of order. Modus will strive to ensure deliveries are made on time, however any times quoted for delivery are to be treated as estimates only and involving no contractual obligations. Modus shall not be liable for any loss or damage occasioned by reason of any delay in delivery of goods.

DELIVERY

All quotations include for delivery in metropolitan area where delivery is included in the quote. For any delivery outside metropolitan area an additional fee will apply. All freight will be delivered on pallets; the customer is to provide forklift truck and driver for off-loading.

DESIGNS

Where the customer asks Modus to follow any design or instructions, the customer hereby indemnifies Modus against all damages, penalties, costs and expenses arising from any infringement of a patent, trademark, registered design, copyright or common law right. The customer warrants that any design or instructions given to Modus will not cause Modus to infringe any patent, registered design, trademark, copyright or common law right.

MODUS INTELLECTUAL PROPERTY

The customer acknowledges that Modus is the owner and holds all rights, title and interest in the Modus' various patents, inventions, designs, copyright, trademarks, trade names, business names, corporate names, logos, get up, circuit layouts, know-how, trade secrets and confidential information held by Modus ("Modus IP"). The customer will not attempt to seek or claim any interest in Modus IP or assist any other party to assert any interest in Modus IP. The customer acknowledges that any improvement or enhancement of Modus' IP which may result from work performed by the customer shall remain the exclusive property of Modus and the customer irrevocably assigns to Modus all right, title and interest the customer may have in any improvements or enhancements to Modus IP. The customer will not hinder Modus in any application or other measure taken by Modus to protect or exploit improvements to Modus IP.

DAMAGE IN TRANSPORT

Modus must be advised within 48 hours of delivery, of any damage to goods in transport. This must be supported with photos clearly showing the damaged areas and providing evidence for all claims.

WARRANTY CLAIMS

Modus provides its standard 12-month warranty in relation to the type of goods supplied. The Modus warranty will provide a guarantee for faulty workmanship or product failure in the course of its intended use. There will be no coverage for damage caused by acts of vandalism or usage of the product outside of its intended use. Other than Modus standard warranty in relation to the goods supplied, and except to the extent that conditions and warranties implied by law cannot be excluded, all representations, warranties, terms and conditions in relation to the goods (whether implied or otherwise) are hereby excluded to the maximum extent permitted by law. The customer shall satisfy itself that the goods and materials if supplied in accordance with this agreement will be suitable for the purpose for which they are intended to be used and no warranty to

that effect is given by Modus. The customer agrees that if it is aware (or should be aware) that the goods, the subject of any order, are for any particular purpose (including, but not limited to, use as a component part of another product) or are required to possess special or uniform characteristics, the customer will clearly identify that purpose or those characteristics in any order for the goods. To the maximum extent permitted by law, Modus' liability to the customer (and any party claiming through the customer against Modus for any claim for loss or damage (including legal expenses) made in connection with this agreement for breach of contract, tort (including negligence), under statute, in equity, at common law or otherwise shall be limited at Modus' discretion to the following:

- a. Replacement of the goods or supply of equivalent goods, or
- b. Repair the goods, or
- c. Crediting the customer for the price of the goods as at the date of delivery, or
- d. To paying the customer the cost of repairing the goods (with prior approval by Modus).

Modus' liability on equipment not wholly manufactured by Modus is limited to the benefit of any guarantees and warranties given by Modus' suppliers and Modus undertakes to use its reasonable endeavours to make such guarantees and warranties available to the customer. Where Modus has supplied services, Modus' liability is limited to the provision of the services again or payment of the cost of having the relevant services provided again at Modus' option. Modus will not be liable for any loss or damage caused by the negligence of the customer or any third party acting on behalf of the customer. This includes any loss or damage caused by the supply by the customer or third party acting on behalf of the customer of incorrect manufacturing instructions, drawings or material specifications, and faulty installation or misuse of the product by the customer or a third party. Modus will not be liable for any consequential loss or damage, which may be sustained by the customer. In the event that the Customer makes a claim against Modus, then the liability to the Customer shall be limited to the amount recoverable by Modus from its insurances. Any excess will be borne by the claimant.

DEFAULT

The customer will be in default if any of the following occurs:

- a. customer breaches these terms and conditions; and/or
- b. payment for the goods has not been received by Modus by the due date of payment; and/or
- c. the customer is subject to any insolvency proceedings.

If the customer defaults, Modus may:

- a. treat the whole of this agreement and any other agreement with the customer as repudiated and sue for breach of contract; and/or
- b. claim the return of any goods in the customer's possession where title has not passed to the customer, and/or
- c. refuse to supply any goods to the customer; and/or
- d. without notice to the customer withdraw or vary any credit Modus has provided to the customer; and/or
- e. without notice to the customer make all monies owing by the customer to Modus on any account immediately due and payable.

INTERGRATION

Modus recommends that the concrete pad to be level at wall locations, and the construction of building to be strictly as per instructions provided. Modus takes no responsibility where works are carried out in contrary to these recommendations.

COMPLIANCY

The customer is responsible to ensure that the building location and type are fully compliant with government regulations for its intended use.

NO RELIANCE

The customer acknowledges and agrees that it has not relied on any prior representation or promises made by Modus except as set forth herein.

FORCE MAJEURE

Modus shall not be responsible for any delay or failure of performance occasioned or caused by strikes, riots, fire, insurrection, embargoes, failure of carriers, inability to obtain materials or transportation facilities, acts of God or of the public enemy, governmental tariffs and quotas, compliance with any law, regulation or other governmental or court order whether or not valid, or other causes beyond the control of Modus, irrespective of whether the cause could be alleviated by the payment of money, or the performance is prevented or delayed because of the failure of Modus' machinery, or failure of a supplier to Modus. An extension of time will be required where these occurrences take place.

NO WAIVER

No failure or delay by Modus in exercising any right, power or privilege to which it is entitled shall operate as a waiver nor shall any single or partial exercise of any such right, power or privilege preclude any other or further exercise. The terms of this agreement and obligations and acknowledgements hereunder may only be waived or modified by Modus by an agreement in writing between the parties hereto.

SEVERANCE

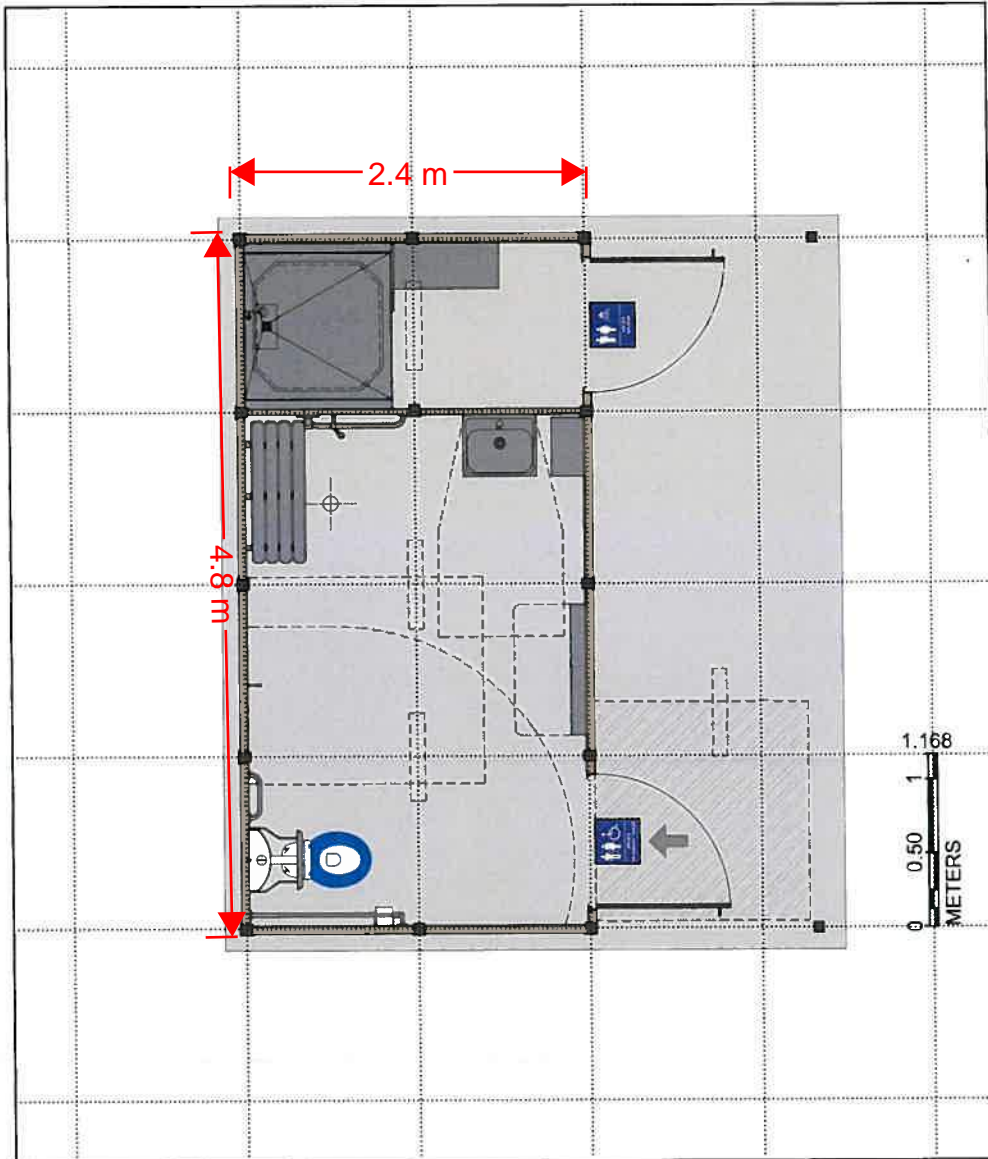
In the event of any part of this agreement becoming void or unenforceable, then that part shall be severed from this agreement and the remaining terms and provisions hereof shall remain in full force and effect.

APPLICABLE LAW

This agreement shall be governed by and construed in accordance with the laws of the State of Western Australia. The parties hereby agree to submit to the non-exclusive jurisdiction of the Courts of Western Australia and the Federal Court of Australia.

SURVIVAL

The clauses in this agreement headed DESIGNS, MODUS INTELLECTUAL PROPERTY, WARRANTY CLAIMS, NO RELIANCE, and FORCE MAJEURE shall survive the termination or expiration of this agreement.





Department of
**State Development,
 Manufacturing,
 Infrastructure and Planning**

Our reference: 1712-2859 SRA
 Your reference: CA2393/2017
 Applicant reference: 17-224

22 January 2018

Chief Executive Officer
 Douglas Shire Council
 PO Box 723
 Mossman QLD 4873
 enquiries@douglas.qld.gov.au

Attention: Simon Clarke

Dear Sir / Madam

Referral agency response—with conditions

(Given under section 56 of the *Planning Act 2016*)

The development application described below was properly referred to the Department of State Development, Manufacturing, Infrastructure and Planning on 6 December 2017.

Applicant details

Applicant name:	Crystalbrook Superyacht Marina, Port Douglas Pty Ltd c/- Urban Sync
Applicant contact details:	PO Box 2970 Cairns QLD 4870 louise@urbansync.com.au

Location details

Street address:	Wharf Street and Port Street, Port Douglas
Real property description:	Lot 4 on SP288958 and Lot 96 on SP134234
Local government area:	Douglas Shire Council

Application details

Development permit	Material change of use for a Marina (8 berths and facilities) and Operational work for prescribed tidal works
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Referral triggers

The development application was referred to the department under the following provisions of the Planning Regulation 2017:

- 10.17.3.1.1 Tidal works or work in a coastal management district
- 10.17.3.2.1 Tidal works or work in a coastal management district

Conditions

Under section 56(1)(b)(i) of the *Planning Act 2016* (the Act), the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

The department must provide reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

A copy of this response has been sent to the applicant for their information.

For further information please contact Joanne Manson, A/Manager (Planning), SARA Far North QLD on 4037 3228 or via email CairnsSARA@dilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Graeme Kenna
Manager (Planning)

cc Crystalbrook Superyacht Marina, Port Douglas Pty Ltd, c/- Urban Sync, email: louise@urbansync.com.au

enc Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Operational work		
Schedule 10, Part 17, Division 3, Table 2, Item 1 – Tidal works or work in a coastal management district - The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads (Maritime Safety QLD) to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
1.	Any navigational aid that is damaged due to the construction, operation or maintenance of the approved development must be promptly repaired or replaced at the applicant's cost. In the event that any damage is caused to any aid to navigation, the Harbour Master must be immediately contacted on telephone 4052 7412 and via email rhmcairns@msq.qld.gov.au .	At all times
2.	(a) Provide written notice to the Regional Harbour Master (Cairns) via email rhmcairns@msq.qld.gov.au , when the development authorised under this approval is scheduled to commence. Each notice must state this application number, the location and name of registered place and the condition number under which the notice is being given. (b) Provide written notice to the Regional Harbour Master (Cairns) via email rhmcairns@msq.qld.gov.au , when the development authorised under this approval has been completed. Each notice must state this application number, the location and name of registered place and the condition number under which the notice is being given.	(a) At least two (2) weeks prior to the commencement of works. (b) Within two (2) weeks of the completion of works.
3.	All vessels, structures, plant and equipment associated with the construction of the approved works must be lit/marked in accordance with the following specifications and requirements such that undertaking the construction works does not cause a risk to the safe navigation of ships: <ul style="list-style-type: none"> Lighting provided must not obscure, disguise or otherwise interfere with the effectiveness of navigational lighting. 	While the works are occurring.
4.	The structure must be lit/marked in accordance with the following specifications, such that it does not cause a risk to the safe navigation of other ships: <ul style="list-style-type: none"> Lighting provided must not obscure, disguise or otherwise interfere with the effectiveness of navigational lighting. 	At all times
5.	The construction, operation or maintenance of the structure, and any ship moored at this structure, must not impede the safe navigation of other ships or restrict safe access to or from neighbouring structures.	At all times
6.	(a) Any debris or similar obstruction encountered whilst undertaking the work must be disposed of at the applicant's cost. AND (b) All piles and/or structures to be demolished, both above and below the waterline must be completely extracted/removed.	At all times

Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

- To ensure that the development does not interfere with any existing aids to navigation.
- To facilitate the monitoring of the development works for compliance.
- To ensure that at all times, all lights on or above the development site do not interfere with safe navigation in surrounding waterways.
- To ensure the development does not encroach or impede on the navigation corridor to ensure the safe passage of vessels.
- To ensure the development does not encroach on the navigable waterway in a way that impedes the safe passage of vessels.

State code 8: Coastal development and tidal works

Table 8.2.1: All development

Performance outcomes	Acceptable outcomes	Response
Development in the erosion prone area		
<p>PO1 Development does not occur in the erosion prone area unless the development:</p> <ol style="list-style-type: none"> 1. is one of the following types of development: <ol style="list-style-type: none"> a. coastal-dependent development; or b. temporary, readily relocatable or able to be abandoned; or c. essential community infrastructure; or d. redevelopment of an existing permanent building or structure that cannot be relocated or abandoned; and 2. cannot feasibly be located elsewhere. 	No acceptable outcome is prescribed.	Yes: The proposed development is considered to comply with both points (a) and (b) in that it is coastal dependent development and development that is temporary/relocatable/able to be abandoned.
<p>PO2 Development other than coastal protection work:</p> <ol style="list-style-type: none"> 1. avoids impacting on coastal processes; and 2. ensures that the protective function of landforms and vegetation is maintained. <p>Note: In considering reconfiguring a lot applications, the state may require land in the erosion prone area to be surrendered to the State for coastal management purposes under the <i>Coastal Protection and Management Act 1995</i>.</p> <p>Where the planning chief executive receives a copy of a land surrender requirement or proposed land surrender notice under the <i>Coastal Protection and Management Act 1995</i>, this must be considered in</p>	No acceptable outcome is prescribed.	Yes: Compliance can be conditioned.

State Development Assessment Provisions – version 2.1

State code 8: Coastal development and tidal works

Performance outcomes	Acceptable outcomes	Response
assessing the application.		
<p>PO3 Development is located, designed and constructed to minimise the impacts from coastal erosion by:</p> <ol style="list-style-type: none"> 1. locating the development as far landward as practicable; or 2. where it is demonstrated that 1 is not feasible, mitigate or otherwise accommodate the risks posed by coastal erosion. 	No acceptable outcome is prescribed.	Yes: Compliance can be conditioned.
<p>PO4 Development does not significantly increase the risk or impacts to people and property from coastal erosion.</p>	No acceptable outcome is prescribed.	Yes: This application seeks the necessary statutory approval to facilitate the relocation of the Port Douglas Commercial Fisherman (PDCF). As the PDCF current location is in a similar location to that of the site, the proposed development does not involve any new/additional risks, over and above that which exist at present.
<p>PO5 Development other than coastal protection work avoids directly or indirectly increasing the severity of coastal erosion either on or off the site.</p>	No acceptable outcome is prescribed.	Yes: Compliance can be conditioned.
<p>PO6 In areas where a coastal building line is present, building work is located landward of the coastal building line unless coastal protection work has been constructed to protect the development.</p>	No acceptable outcome is prescribed.	N/A: There is no coastal building line in effect on the site.
Artificial waterways		
<p>PO7 Development of artificial waterways, canals and dry-land marinas minimises impacts on coastal resources by:</p> <ol style="list-style-type: none"> 1. maintaining the tidal prism volume of the natural waterway to which it is connected 	No acceptable outcome is prescribed.	N/A: The proposed development does not involve any of the listed uses.

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State code 8: Coastal development and tidal works

Performance outcomes	Acceptable outcomes	Response
2. demonstrating a whole-of-life strategy for the disposal of dredged material.		
Coastal protection work		
<p>PO8 Works for beach nourishment minimise adverse impacts on coastal processes and avoid any increase in the severity of erosion on adjacent land by:</p> <ol style="list-style-type: none"> 1. sourcing sand from an area that does not adversely impact on the active beach system 2. ensuring imported sand is compatible with natural beach sediments and coastal processes of the receiving beach. 	No acceptable outcome is prescribed.	N/A: The proposed development does not involve any of the listed works.
<p>PO9 Erosion control structures are only constructed where there is an imminent threat to buildings or infrastructure of value, and there is no feasible option for either:</p> <ol style="list-style-type: none"> 1. beach nourishment; or 2. relocation or abandonment of structures. <p>Note: The monetary value of buildings or infrastructure should be more than the cost of associated erosion control structures.</p>	No acceptable outcome is prescribed.	N/A: As above.
<p>PO10 Erosion control structures minimise interference with coastal processes, or any increase to the severity of erosion on adjacent land by:</p> <ol style="list-style-type: none"> 1. locating the erosion control structure as far landward as practicable and directly adjacent to the structure it is intended to protect 2. where required and feasible, importing sand to the site to mitigate any increase in the severity of erosion 3. the design of the structure. 	No acceptable outcome is prescribed.	N/A: As above.

State Development Assessment Provisions – version 2.1

State code 8: Coastal development and tidal works

Performance outcomes	Acceptable outcomes	Response
Water quality		
<p>PO11 Development:</p> <ol style="list-style-type: none"> maintains or enhances environmental values of receiving waters achieves the water quality objectives of Queensland waters avoids the release of prescribed water contaminants to tidal waters. <p>Note: See Environmental Protection (Water) Policy 2009 for the relevant water quality objectives.</p>	No acceptable outcome is prescribed.	<p>Yes: A grease trap or the like will be installed in association with the wash down bay to ensure stormwater is treated prior to its release into the Marina/Dickson Inlet.</p> <p>Given the scale of the proposed development, no other stormwater quality measures are considered necessary.</p>
Category C and R areas of vegetation		
<p>PO12 Development:</p> <ol style="list-style-type: none"> avoids impacts on category C areas of vegetation and category R areas of vegetation; or minimises and mitigates impacts on category C areas of vegetation and category R areas of vegetation after demonstrating avoidance is not reasonably possible. 	No acceptable outcome is prescribed.	<p>Yes: The proposed development will not result in the removal of any vegetation.</p>
Public use of and access to state coastal land		
<p>PO13 Development maintains or enhances public use of and access to and along state coastal land (except where this is contrary to the protection of coastal resources or public safety).</p>	No acceptable outcome is prescribed.	<p>Yes: The proposed development does not hinder achievement of the Performance Outcome.</p>
<p>PO14 Private marine development ensures that works:</p> <ol style="list-style-type: none"> are used for marine access purposes only minimise the use of state coastal land do not interfere with access between navigable waterways and adjacent properties. 	No acceptable outcome is prescribed.	<p>Yes: As above.</p>

State Development Assessment Provisions – version 2.1

State code 8: Coastal development and tidal works

Performance outcomes	Acceptable outcomes	Response
<p>PO15 Development ensures erosion control structures are located within the premises they are intended to protect unless there is no feasible alternative.</p>	<p>No acceptable outcome is prescribed.</p>	<p>N/A: The proposed development does not involve any of the listed works.</p>
Matters of state environmental significance		
<p>PO16 Development:</p> <ol style="list-style-type: none"> 1. avoids impacts on matters of state environmental significance; or 2. minimises and mitigates impacts on matters of state environmental significance after demonstrating avoidance is not reasonably possible; and 3. provides an offset if, after demonstrating all reasonable avoidance, minimisation and mitigation measures are undertaken, the development results in an acceptable significant residual impact on a matter of state environmental significance. <p>Statutory note: For Brisbane core port land, an offset may only be applied to development on land identified as E1 Conservation/Buffer, E2 Open Space or Buffer/Investigation in the Brisbane Port LUP precinct plan. For the Brisbane Port LUP, see www.portbris.com.au.</p> <p>Note: Guidance for determining if the development will have a significant residual impact on the matter of state environmental significance is provided in the Significant Residual Impact Guideline, Department of State Development, Infrastructure and Planning, 2014. Where the significant residual impact is considered an acceptable impact on the matter of state environmental significance and an offset is</p>	<p>No acceptable outcome is prescribed.</p>	<p>Yes: The proposed development will not result in the removal of any vegetation and hence, will not have any unacceptable impacts on MSES.</p>

State Development Assessment Provisions – version 2.1

State code 8: Coastal development and tidal works

Performance outcomes	Acceptable outcomes	Response
considered appropriate, the offset should be delivered in accordance with the <i>Environmental Offsets Act 2004</i> .		

Table 8.2.2: All operational work

Performance outcomes	Acceptable outcomes	Response
Private marine development		
PO17 Private marine development does not require the construction of coastal protection work, shoreline or riverbank hardening or dredging for marine access purposes.	No acceptable outcome is prescribed.	Yes: The proposed development does not require any coastal protection work or shoreline/riverbank hardening. A minor amount of dredging will be undertaken, although these works will be undertaken under the existing environmental authority for the maintenance of the Marina.
Disposal of solid waste or dredged material from artificial waterways		
PO18 Solid waste from land and dredged material from artificial waterways is not disposed of in tidal water unless it is for beneficial reuse.	No acceptable outcome is prescribed.	Yes: As above, any dredged material will be disposed of in accordance with the requirements outlined in the environmental authority for the maintenance of the Marina.
Disposal of dredged material other than from artificial waterways		
PO19 Dredged material is returned to tidal water where this is needed to maintain coastal processes and sediment volume.	No acceptable outcome is prescribed.	Yes: As above.
PO20 Where it is not needed to maintain coastal processes and sediment volume, the quantity of dredged material disposed to tidal water is minimised through beneficial reuse or disposal on land.	No acceptable outcome is prescribed.	Yes: As above.

State Development Assessment Provisions – version 2.1

State code 8: Coastal development and tidal works

Performance outcomes	Acceptable outcomes	Response
All dredging and any disposal of dredged material in tidal water		
<p>PO21 All dredging and any disposal of dredged material in tidal water is:</p> <ol style="list-style-type: none"> 1. demonstrated to be safe with regard to protection of the marine environment and by meeting the National Assessment Guidelines for Dredging 2009, Department of Environment and Energy, 2009, or later version; and 2. supported by a monitoring and management plan that protects the marine environment and that complies with the National Assessment Guidelines for Dredging 2009, Department of Environment and Energy, 2009, or later version. 	No acceptable outcome is prescribed.	Yes: As above.
Reclamation		
<p>PO22 Development does not involve reclamation of land below tidal water, other than for the purposes of:</p> <ol style="list-style-type: none"> 1. coastal-dependent development, public marine development or community infrastructure; or 2. strategic ports, priority ports, boat harbours or strategic airports and aviation facilities, in accordance with a statutory land use plan or master plan, where there is a demonstrated net benefit for the state or region and no feasible alternative exists; or 3. coastal protection work or work necessary to protect coastal resources or coastal processes. 	No acceptable outcome is prescribed.	N/A: The proposed development does not involve any reclamation.

State Development Assessment Provisions – version 2.1

State code 8: Coastal development and tidal works

Table 8.2.3: Operational work which is not assessed by local government

Performance outcomes	Acceptable outcomes	Response
PO23 Works are located and designed such that they continue to operate safely during and following a defined storm tide event.	AO23.1 Tidal work is designed and located in accordance with the Guideline: Building and engineering standards for tidal works, Department of Environment and Heritage Protection, 2017.	Yes: Compliance can be conditioned.