

Whitsunday Regional Council

Notice of Meeting

Notice is hereby given that the Ordinary Council Meeting of the Whitsunday Regional Council will be held at the Council Chambers, 67 Herbert Street, Bowen on Wednesday 24 November 2021, commencing at 9:00 AM and the Agenda is attached.

Councillors: Andrew Willcox, Jan Clifford, Al Grundy, John Collins, Michelle Wright, Gary Simpson and Michael Brunker.

Local Government Regulation 2012

254.(C) (1) Notice of each local government meeting or adjourned local government meeting must be given to each councillor or committee member at least 2 days before the day of the meeting, unless it is impracticable to give the notice before that time.

(2) The written notice must state:

(a) state the day and time of the local government meeting; and
(b) for a special meeting—state the business to be conducted at the meeting; and
(c) include the agenda for the local government meeting.

(3) A special meeting is a meeting at which the only business that may be conducted is the business stated in the notice of meeting.

Rodney Ferguson

CHIEF EXECUTIVE OFFICER



Agenda of the Ordinary Council Meeting to be held at

Council Chambers, 67 Herbert Street, Bowen on Wednesday 24 November 2021 commencing at 9:00 AM

Council acknowledges and shows respect to the Traditional Custodian/owners in whose country we hold this meeting.

9:00 AM
- Formal Meeting Commences

10:00 am - 10.30 am
- Morning Tea

Whitsunday Regional Council
Agenda of the Ordinary Council Meeting held at
Council Chambers, 67 Herbert Street, Bowen on
Wednesday 24 November 2021 commencing at 9:00 AM

1 APOLOGIES/LEAVE OF ABSENCE 5
2 CONDOLENCES 6
2.1 Condolences Report 6
3 DECLARATIONS OF INTEREST 7
4 MAYORAL MINUTE 8
5 MAYORAL UPDATE 9
6 CONFIRMATION OF MINUTES 10
7 BUSINESS ARISING 13
8 DEPUTATIONS 14
9 PETITIONS 15
10 NOTICES OF MOTION 16
11 QUESTIONS ON NOTICE 17
12 QUESTIONS FROM THE PUBLIC GALLERY 18
13 OFFICERS REPORTS 19
13.1 Office of the Mayor and CEO 19
13.1.1 Funding Opportunity: 2022-2023 State Emergency Service (SES) Support Grant 19
13.1.2 Funding Opportunity: Australia Day 2022 Community Grants Program 23
13.2 Corporate Services 26
13.2.1 Declaring the Water Billing Readings 26
13.2.2 Finance Report - FY 2021/22 - Period ending October 2021 28
13.2.3 Sale of Surplus Council Land - Whitsunday Region 58
13.2.4 Tender Recommendation - 500.2021.0110 Purchase and Removal of Dwelling at 58 Horseshoe Bay Road Bowen 71
13.2.5 Procurement Approval Request – Records365 76
13.2.6 Lease - 12 Reibels Road, Delta - Lot 5 on DK1242 - MUST 81
13.2.7 Corporate Services Monthly Report - October 2021 84
13.3 Development Services 114
13.3.1 20210609 - Development Application for Material Change of Use - Nature Based Tourism (10 Units Staged Development) - 442 Paluma Road, Woodwark - KS Ryan 114

13.3.2 20210371 – Development Application for Preliminary Approval (Variation Request) & Development Permit for Material Change of Use of Premises (Dwelling House) - 7 Gloucester Avenue, Hydeaway Bay - Chapman Matilda Annie As TTE 130
13.3.3 20200148 - Development Application for Material Change of Use Preliminary Approval - Various Uses - 105 SP232115 & 106 SP172255 - Meridien AB Pty Ltd (Receivers & Managers Appointed) & Meridien Airlie Beach Pty Ltd (Receivers & Managers Appointed) 145
13.3.4 20191415 – Development Application for Preliminary Approval (Variation Request) for Material Change of Use - Resort Complex; and Development Permit for Material Change of Use of Premises for Seven (7) Multiple Dwelling Units/Short-Term Accommodation 181
13.3.5 Proserpine to Airlie Beach School Needs Analysis 2021 476
13.4 Community Services 489
13.4.1 Special Projects Grants Applications - Round 1 -12 July to 15 October 2021 489
13.4.2 Continuation of Temporary Closure to the Public - Proserpine Library - 11 December 2021 to 4 January 2022 493
13.4.3 Logo and Branding - Proserpine Entertainment Centre 496
13.4.4 Donation and In-Kind Requests up to $2,000.00 - October & November 2021 500
13.5 Infrastructure Services 503
13.5.1 Infrastructure Services Capital Progress Report - October 2021 503
13.5.2 Whitsunday Water and Waste Business Activity Report October 2021 516
13.5.3 Operational Report - Infrastructure Services - October 2021 533
13.5.4 Disaster Recovery Funding Arrangements & Shute Harbour Project Capital Progress Report - October 2021 546
13.5.5 Quarry Business Activity Report - October 2021 565
14 MATTERS OF IMPORTANCE 573

1 APOLOGIES/LEAVE OF ABSENCE

This item on the agenda allows Council the opportunity to receive apologies/leave of absence from Councillors unable to attend the meeting.

2 CONDOLENCES

2.1 - Condolences Report

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Tailah Jensen - Governance and Administration Officer

RESPONSIBLE OFFICER: Rodney Ferguson - Chief Executive Officer

PRESENTED FOR: Information

ATTACHMENTS

Nil

PURPOSE

To acknowledge and observe a minute silence for the recently deceased throughout the Whitsunday Region.

OFFICER'S RECOMMENDATION

That Council observe one (1) minute's silence for the recently deceased.

BACKGROUND

Bereavement cards have been forwarded to the families of the deceased by the Mayor and Chief Executive Officer on behalf of the Whitsunday Regional Council.

CONCLUSION

Councillors, committee members, staff, general public and anyone participating in the meeting are to stand and observe a minute silence for the recently deceased.

3 DECLARATIONS OF INTEREST

This item on the agenda allows Councillors the opportunity to either declare a conflict of interest or material personal interest, in accordance with sections 175E and 175C respectively of the Local Government Act 2009 (the Act), in a matter that is to be discussed at this meeting of Council that is not an ordinary business matter.

Any such declarations will be managed during the meeting as required in accordance with the relevant sections of the Act.

4 MAYORAL MINUTE

This item on the agenda allows the Mayor to introduce, by a signed minute, a matter for consideration at the meeting. In accordance with Council's Standing Orders, such a matter takes precedence over all other matters for consideration at the meeting and may be adopted by a motion moved by the Mayor without the need for the motion to be seconded.

5 MAYORAL UPDATE

A verbal update will be provided by the Mayor at the meeting.

6 CONFIRMATION OF MINUTES

6.1 - Confirmation of Minutes

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Tailah Jensen – Governance Administration Officer

AUTHORISING OFFICER: Rodney Ferguson - Chief Executive Officer

PRESENTED FOR: Decision

ATTACHMENTS

Attached Separately

PURPOSE

At each Council meeting, the minutes of the previous meeting must be confirmed by the councillors present and signed by the person presiding at the later meeting. The Minutes of Council's Ordinary Council Meeting held on 10 November 2021 are provided for Councils review and confirmation.

OFFICER'S RECOMMENDATION

That Council confirms the Minutes of the Ordinary Meeting held on 10 November 2021.

BACKGROUND

In accordance with s272 of the Local Government Regulation 2012, minutes were taken at Council's Ordinary Council Meeting held on 10 November 2021 under the supervision of the person presiding at the meeting. These unconfirmed minutes once drafted were submitted to the Chief Executive Officer for review and are available on Council's website for public inspection.

DISCUSSION/CURRENT ISSUE

Council's options are:

Confirm the Minutes of the Ordinary Council Meeting held on 10 November 2021.

If Council is satisfied that the unconfirmed minutes are an accurate representation of what occurred at the meeting held on 10 November 2021 and comply with legislative requirements outlined in this report, no further action is required other than to confirm the minutes as per the recommendation.

Confirm the Minutes of the Ordinary Council Meeting held on 10 November 2021 with amendments.

If Council is not satisfied that the unconfirmed minutes are an accurate representation of what occurred at the meeting held on 10 November 2021 and comply with legislative requirements outlined in this report, then they move a motion that they be confirmed but with a list of amendments to ensure they are correct and compliant.

STATUTORY/COMPLIANCE MATTERS

In accordance with the Act, Council must record specified information in the minutes of a meeting regarding any declared material personal interests or conflicts of interest. At the Ordinary Council Meeting held on 10 November 2021, the following interests were declared and recorded in the minutes:

Councillor/Officer	Prescribed or Declarable	Report No.	Particulars of the interest
Mayor Willcox advised the meeting that he is a patron on the Molongle Boat Club, however, does not have a conflict of interest and will remain in the meeting room to participate in the discussion and voting on this item.			
Cr Clifford advised the meeting that she is a member of the Rotary Club of Airlie Beach, however, does not believe there is a conflict of interest and will remain in the meeting room to participate in the discussion and voting on this time.			

Additionally, the chairperson of a local government meeting must also ensure that details of an order made against a Councillor for unsuitable meeting conduct at a Council meeting are recording in the minutes of the meeting. At the Ordinary Council Meeting held on 10 November 2021, the following orders were made:

Councillor	Order Made
No orders made during this meeting.	

Local Government Regulation 2012

Section 272 of the Regulation stipulates that the Chief Executive Officer must ensure that minutes of each meeting of a local government are taken under the supervision of the person presiding at the meeting.

Minutes of each meeting must include the names of councillors present at the meeting and if a division is called on a question, the names of all persons voting on the question and how they voted.

At each meeting, the minutes of the previous meeting must be confirmed by the councillors present and signed by the person presiding at the later meeting.

A copy of the minutes of each meeting must be available for inspection by the public, at a local government's public office and on its website, within 10 days after the end of the meeting. Once confirmed, the minutes must also be available for purchase at the local government's public office(s).

FINANCIAL IMPLICATIONS

The price for a member of the public to purchase a copy of the minutes must not be more than the cost to the local government of having the copy printed and made available for purchase, and if the copy is supplied to the purchaser by post, the cost of the postage.

TABLED MATTERS

Unresolved Tabled Matters			
Date of Meeting	**Resolution Number**	**Summary**	**Resolved**
13/05/2020	20191416 - Development Permit for Material Change of Use - Showroom - 2-12 Central Avenue Cannonvale - Yoogalu Pty Ltd 2020/05/13.07	That the application lie on the table as the applicant has 'Stopped the Clock.	On hold pending the outcome of the intersection funding and discussion with DTMR - Corner Galbraith Park Road and Shute Harbour Road.
13/05/2020	20140012 - Request to Extend Currency Period - Reconfiguration of A Lot One (1) Lot into Two (2) Lots - 106 Patullo Road, Gregory River - 12 Rp744909 2020/05/13.08	That the application lie on the table until the application is properly made.	Remains on hold pending receipt of fees.
25/11/2020	Cantamessa Road Bridge 2020/11/25.27	That the item be tabled pending further investigations for temporary access, replacement, or closure of the bridge and to seek further information regarding funding.	The Cantamessa Road Bridge was briefed on the 21st July 2021. The date of the report to come back to Council will be further advised pending more investigations by Council officers.

CONSULTATION

Director Corporate Services
Manager Governance & Administration

DISCLOSURE OF OFFICER'S INTERESTS

No officer involved in the preparation of this report has an interest to declare in accordance with the provisions of the Local Government Act 2009 or the Staff Code of Conduct.

CONCLUSION

These minutes from the Ordinary Council Meeting held on 10 November 2021 are therefore submitted for adoption of their accuracy by the Councillors at this meeting of Council.

7 BUSINESS ARISING

This item on the agenda allows Councillors the opportunity to seek clarification or updates on business arising from the minutes of the previous meeting.

8 DEPUTATIONS

This item on the agenda allows for deputations to be presented as per Councils Standing Orders and Meeting Procedures Policy.

9 PETITIONS

This item on the agenda allows for the Mayor, Councillors or Council's Chief Executive Officer to present a petition to the meeting. In accordance with Council's Standing Orders, no debate on or in relation to the tabled petition shall be allowed and the only motion which may be moved is that the petition either be received, referred to a Committee or Council officer for consideration and report back to Council, or not be received because it is deemed invalid.

10 NOTICES OF MOTION

In accordance with Council's Standing Orders, Councillors may give notice of any business they wish to be discussed at an Ordinary Meeting by way of a Notice of Motion. This item on the agenda allows Councillors to introduce and move any motions they have submitted to the Chief Executive Officer for inclusion in the agenda.

11 QUESTIONS ON NOTICE

This item on the agenda is for the inclusion of any responses prepared by officers in response to questions taken on notice at previous meetings of Council.

12 QUESTIONS FROM THE PUBLIC GALLERY

Excerpt from Council's Standing Orders:

1. In each Meeting, time shall be set aside to permit members of the public to address the Council on matters of public interest related to local government.
2. Questions from the Public Gallery will be taken on notice and may or may not be responded to at the Meeting.
3. The time allotted shall not exceed fifteen (15) minutes and no more than three (3) speakers shall be permitted to speak at any one (1) meeting.
4. Any person addressing the Council shall stand, state their name and address, act and speak with decorum and frame any remarks in respectful and courteous language.

13 OFFICERS REPORTS

13.1 Office of the Mayor and CEO

13.1.1 - Funding Opportunity: 2022-2023 State Emergency Service (SES) Support Grant

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Elouise Lamb - Project Officer Economic Development and Major Grants

AUTHORISING OFFICER: Rodney Ferguson - Chief Executive Officer

PRESENTED FOR: Decision

ATTACHMENTS

1. Vehicle Specifications [**13.1.1.1** - 1 page]

PURPOSE

The purpose of this report is to provide information about the 2022-2023 State Emergency Service (SES) Support Grant opportunity available to Council, propose projects for submission and attain commitment for required co-contributions.

OFFICER'S RECOMMENDATION

That Council resolves to:

1. Support a submission to the 2022-2023 State Emergency Service (SES) Support Grant seeking $120,000 to contribute to the purchase of four replacement vehicles for the Whitsunday SES units.
2. Approve the proposed maximum Council co-contribution, should each vehicle application be successful for $192,000 from fleet reserves.

BACKGROUND

Past WRC Submissions outcomes:

19/20: $21,773 – Proserpine Storage Shed - Construction of a new Storage Facility

20/21: No Submissions

21/22: $35,487.75 Cannonvale SES Shed

DISCUSSION/CURRENT ISSUE

Under the Act of Parliament 1975, Local Councils are responsible for the SES units within their region. Within the Whitsunday Region, there are three SES units: Bowen, Proserpine and Cannonvale/Airlie Beach.

The Queensland Government's SES Support Grant provides financial assistance to Local Governments enabling the SES to respond to disasters and emergencies. The main objectives of the Program are to encourage further development of the local SES groups and units by providing financial aid for either accommodation or SES vehicles. Eligible Projects for funding include:

Accommodation: Up to $75,000 - Accommodation Funding is available to assist with the provision of suitable accommodation i.e. the purchase, construction, modification/renovation, extension and/or land for SES Groups and Units. Subject to the availability of funds and set criteria, QFES will provide 75% of the total cost of each project up to a maximum notional amount of $75,000.

Vehicles: Up to $30,000 - Funding is available to Local Governments for the acquisition or replacement of suitable new and second-hand vehicles (excluding leased vehicles) for local SES Groups and Units. Subject to the availability of funds and set criteria, QFES will provide dollar for dollar funding up to a maximum of $30,000 per vehicle purchased.

The following vehicle renewal projects have been identified as the priority for the Whitsunday SES Unit as an outcome of discussion between the Whitsunday SES Local Controller and Council's Disaster Management Coordinator and Manager Fleet Services.

<table>
<tr><td>Project Name</td><td>Whitsunday Regional SES Priority Vehicle Replacements</td></tr>
<tr><td>Project Summary</td><td>Replacement of SES vehicles as identified in the table below.
Presented in priority order.
<table>
<tr><th>Priority</th><th>Vehicle</th><th>Type</th><th>Trade in Value Estimate</th></tr>
<tr><td>11597</td><td>Toyota Hilux Dual Cab QGET73</td><td>Light Vehicle</td><td>$10,000</td></tr>
<tr><td>11602</td><td>Ford Ranger SES QGLV01</td><td>Light Vehicle</td><td>$16,000</td></tr>
<tr><td>11601</td><td>Ford Ranger PX Dual Cab QGMS35</td><td>Light Vehicle</td><td>$16,000</td></tr>
<tr><td>11609</td><td>Toyota Hilux 4x4 QGKB64</td><td>Light Vehicle</td><td>$10,000</td></tr>
</table>
New vehicles cost estimate (with specifications as per A2): $70,000

Maximum Cost if all grants attained: $312,000 (incl 30% contingency)
Funding Amount Requested: $120,000
Maximum WRC Contribution if all grants attained: $192k with co-contributions to be allocated from Fleet reserves 22/23.
Ongoing Operational Costs: Nil additional costs as the projects are asset renewals.</td></tr>
</table>

STATUTORY/COMPLIANCE MATTERS

Vehicles must comply with the specifications as provided in Attachment 1

STRATEGIC IMPACTS

Maintain a high level of preparedness, capability, and responsiveness to respond to and recover from natural disasters that impact on our local communities and infrastructure.

FINANCIAL IMPLICATIONS

The funding requires a co-contribution of 50% and provides up to the amount of $30,000 per vehicle. Funding is for delivery over 2022-2023 and will enable Council to attain partial funds to purchase the replacement vehicles. Co-contributions will be sought from the fleet reserve.

CONSULTATION/ENGAGEMENT

Executive Manager Procurement, Property & Fleet
Disaster Management Coordinator

Chief Operating Officer Aviation & Tourism
Manager Fleet Services
Economic Development Manager
Local Controller of the Whitsunday State Emergency Services

RISK ASSESSMENT

Financial Risks - Council is responsible for maintaining the SES units within the region. Not applying for projects under this grant funding will mean Council may need to fund 100% of the vehicle renewals in coming years.

Program Delivery Risks - Delays due to new vehicle availability in Australia may impact project delivery.

TIMINGS/DEADLINES

Submission Due: 30 November 2021.

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No

ALTERNATIVES CONSIDERED

Options	Description	Positives	Negatives
Option 2	Accommodations Projects for SES	WRC supporting SES with areas for storage and training	Current high priority projects undertaken in past rounds
Option 3	Other Vehicle types	Enable greater response capability	Not eligible

Attachment 13.1.1.1 Vehicle Specifications

#	Description
1.	Minimum 2.0L four-cylinder diesel turbocharged engine.
2.	Four-wheel drive with automatic transmission.
3.	Five (5) star ANCAP safety rating.
4.	Dual Cabins with integrated factory air conditioning.
5.	Full-size spare tyre shall be mounted under the tray.
6.	The vehicle colour preference is white.
7.	Suspension upgrade to manage 500kg load.
8.	Laminated windscreen with a top sunscreen protection band. All cabin glass shall be tinted to the maximum legal standard.
9.	Factory Cruise control and central locking.
10.	Multimedia unit with Factory fitted Bluetooth connectivity and integrated reverse camera.
11.	GME TX3350 compact UHF radio and compatible aerial to be installed.
12.	Two (2) LED adjustable work lights to be fitted on the left and right sides of the light bar.
13.	GPS Telematics device as nominated by WRC to be installed.
14.	Heavy duty front and rear mudflaps.
15.	3.5 tonne towing capacity. Tow pack rated to the maximum safe braked towing capacity of the vehicle.
16.	ANCAP Compatible Steel Bull bar with winch and LED diving lights.
17.	Electric brake controller to be fitted.
18.	Heavy-duty canvas seat covers to be fitted.
19.	Headlight and bonnet protectors.
20.	OEM rubber floor mats.
21.	Supplier is to provide induction and training in the operations, safety and maintenance of the delivered vehicles and accessories by a suitably qualified trainer and will provide a signed record of personnel in attendance.
22.	Local Government concessional registration in the name of Whitsunday Regional Council to the common due date of 14th October. The nominated CTP provider is QBE.
#	Rear Tray
1.	Heavy-duty aluminium construction flat deck tray with external tie-down rails.
2	Rear accessible aluminium under-body tool drawer for storage of long handled shovels.
3	Heavy-Duty Aluminium rear tail gate. Heavy-Duty Aluminium sides to cover open space area between the toolboxes to the tailgate.
4	Two x 1430mmL x 820mmH x 455mmW Kingchrome model 15049 Aluminium Toolbox or an alternative of similar quality, dimensions and internal layout mounted on the front left and right-hand sides of the tray.
5	2.5kg type ABE Fire Extinguisher and industrial mounting bracket attached to the passengers-side rear toolbox.
6	Internal tie down points for load restraint of loose items. An appropriately rated load restraint cover with custom dimensions to cover the rear of the vehicle inclusive of the space between the left and right-side toolboxes.
7	Overhead ladder rack to be fitted on the right-hand side of the vehicle with appropriate tie down points.
8	Folding rear personnel access step easily accessible and rated to minimum SWL of 120kg that protrudes beyond the rear tailgate when unfolded. The SWL to be clearly marked.
9	Please provide any manuals/documents for any accessories fitted if available. PDF copies are acceptable.

13.1.2 - Funding Opportunity: Australia Day 2022 Community Grants Program

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Elouise Lamb - Project Officer Economic Development and Major Grants

AUTHORISING OFFICER: Rodney Ferguson - Chief Executive Officer

PRESENTED FOR: Decision

ATTACHMENTS

Nil

PURPOSE

The purpose of this report is to provide information to Council on the opportunity to apply for funds to increase the offering of our 2022 Australia Day program of events and attain commitment for required co-contributions.

OFFICER'S RECOMMENDATION

That Council resolves to:

1. Support a submission to the Australia Day 2022 Community Grants Program seeking $15,000 for increased entertainment and services at Council's Australia Day Award events.
2. Approve the proposed Council co-contribution, should the project application be successful for $12,798.50 from the 2021-2022 community events budget.

BACKGROUND

Past Australia Day submission outcomes:
Australia Day 2021- Council attained $7,800 for Covid Safe Australia Day requirements which had to be returned due to lower than anticipated expenditure and attendance comparative to previous years.

DISCUSSION/CURRENT ISSUE

The National Australia Day Council, with the support of the Federal Government, is providing $7.5 million in grants to help Councils and not-for profit organisations host Australia Day 2022 events and activities that bring their community together to reflect, respect and celebrate.

Councils and community organisations can apply for grants of up to $30,000 broken down as follows:

$20,000 – Council can apply for grants of up to $20,000 to help deliver Australia Day 2022 events that use the National Australia Day Council's 'Reflect. Respect. Celebrate. We're all part of the story.' branding.

$10,000 – If Council collaborate with local Aboriginal and Torres Strait Islander communities to incorporate activities that reflect and respect the history of local indigenous people and celebrate their culture will be eligible to apply for an additional $10,000 for these activities.

The following project has been recommended for submission to increase Council's Australia Day event offerings to the community:

Project Name	Australia Day Awards Events – Collinsville, Bowen and Proserpine
Project Summary	For Australia Day 2022 Council will be hosting Awards Ceremonies in Collinsville, Bowen and Proserpine. Council is excited that this Australia Day each event will be able to be held in a Council Venue – Collinsville Community Centre, Flagstaff Hill Cultural and Conference Centre and Proserpine Entertainment Centre. To better showcase to the community our new and improved venues, and leverage this funding opportunity, it is recommended to apply for funds to deliver more entertainment, kid's activities, decorations (theming and branding) and ensure that the events can cater to larger numbers. Cost: $27,798.50 Funding Amount Requested: $15,000 WRC Contribution: $12,798.50 Ongoing Operational Costs: Nil ongoing costs identified

STATUTORY/COMPLIANCE MATTERS

The funding requires utilisation of the federal governments branding for Australia Day. The additional collateral costs have been incorporated in the budget.

STRATEGIC IMPACTS

Facilitate, foster and encourage region wide activities and programs that engage our community.

FINANCIAL IMPLICATIONS

With events that are existing, the funding program does require that Council fund the same amount as previous years. For this activity Council must commit to fund a co-contribution of $12,798.50 out of the Community Directorate's community events budget.

CONSULTATION/ENGAGEMENT

Director Community Services
Manager Community Development & Libraries
Chief Operating Officer Aviation & Tourism

RISK ASSESSMENT

The program acknowledges that Covid may cause events to require modifications last minute due to risks of Covid restrictions. Funding can be utilised to support 'plan b' activities such as online events if restrictions occur that impact event delivery.

TIMINGS/DEADLINES

Full submissions due: 19 November 2021

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No

ALTERNATIVES CONSIDERED

Options	Description	Positives	Negatives
Option 2	Not Apply	Reduces risks of challenges with funding in the event restrictions cause events to delays or cancellations	The funding provides a great opportunity to increase social and community engagement at our existing event programs
Option 3	Stand-alone event	Past events such as Great Australia Bites were popular for the community	These events required additional resources from Council. The proposed project is more cost effective leveraging existing budgets and resources.

13.2.1 - Declaring the Water Billing Readings

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Stacie Thomas - Administration Coordinator - Corporate Services

AUTHORISING OFFICER: Jason Bradshaw - Director Corporate Services

PRESENTED FOR: Information

ATTACHMENTS

Nil

PURPOSE

To obtain a resolution for the declaration of the date for the reading of water meters for the first half of the financial year 2021/22.

OFFICER'S RECOMMENDATION

That Council declare the effective date for the reading of water meters, for the first half of the financial year 2021/22, as 17 December 2021.

BACKGROUND

Council levies Water Utility Charges either as a Two-Part Tariff or as an Allocation Tariff. The Two-Part Tariff is the default tariff with property owners with a water connection having an annual option to elect to be charged as per the Allocation Tariff.

Both tariffs require the measurement of water consumption using a water meter, as the consumed quantity of water has an impact on the amount levied.

Due to the large amount of water meters to be read, it is not possible to read all meters within the region on a single day. As per s102(2) of the Local Government Regulation 2012, for purposes for levying water tariffs, a local government can declare an effective date for the water meter reads.

DISCUSSION/CURRENT ISSUE

For the second billing period of the financial year 2020-21, the water meters were read between 11 June 2021 and 26 June 2021. The resulting Water Notices were issued on 6 August 2021.

The intention for the first billing period of the financial year is to get the meter reading process completed before the end of year break and to attend to the generation and issue the Water Notices immediately after the return to work in January. It is proposed to undertake and complete the water meter readings from 6 December 2021 to 20 December 2021.

As such it is proposed that Council declare the effective date for the water meter readings for the first billing period of the financial year 2021-22 (July to December 2021) as 17 December 2021.

STATUTORY/COMPLIANCE MATTERS

Local Government Act 2009 (LGA)

Local Government Regulations 2012 (LGR)

STRATEGIC IMPACTS

Support the organisation in ensuring appropriate compliance with legislation and to support the appropriate reading and billing processes and obligations as a local government. The reading of meters in an efficient and effective manner and the timely release of water consumption accounts will ensure revenue collection for the 2021/22 budget.

FINANCIAL IMPLICATIONS

The costs related to water meter reading, primarily labour and use of plant, has been budgeted within the cost code 29020.8074.8060. The declaration of an effective date for water meter reads will ensure that the issue of water notices is in conformance with the legislative and regulatory requirements. Changes to the reading software have been planned to introduce more automation of the billing process and to seek efficiency in the issue of accounts.

CONSULTATION/ENGAGEMENT

Director Corporate Services
COO, Water & Waste Services
Manager Strategic Finance

RISK ASSESSMENT

If the reading and billing process is not conducted effectively, there is a risk that the water notices will not conform with the legislative and regulatory requirements.

TIMINGS/DEADLINES

Due to the large amount of water meters to be read, it is not possible to read all meters within the region on a single day. As per s102(2) of the Local Government Regulation 2012, for purposes for levying water tariffs, a local government can declare an effective date for the water meter reads.

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No

ALTERNATIVES CONSIDERED

N/A

13.2.2 - Finance Report - FY 2021/22 - Period ending October 2021

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Julie Moller - Manager Strategic Finance

AUTHORISING OFFICER: Jason Bradshaw - Director Corporate Services

PRESENTED FOR: Information

ATTACHMENTS

1. Monthly Financial Report - October 2021 [**13.2.2.1** - 6 pages]
2. Financial Statements for the period ending 31st October 2021 [**13.2.2.2** - 17 pages]
3. Capital Delivery Report as at 31st October 2021 [**13.2.2.3** - 4 pages]

PURPOSE

To inform Councillors of Council's financial performance and position for the relevant period.

OFFICER'S RECOMMENDATION

That Council receive the unaudited financial statements for the period ended 31 October 2021 for the Financial Year 2021/22.

BACKGROUND

The financial statements are being prepared and presented in keeping with the requirements of the Local Government Act and Regulations and Australian Accounting Standards.

DISCUSSION/CURRENT ISSUE

This report provides the estimated financial performance and position of Council for the relevant period in the current financial year.

The key financial sustainability indicators (ratios) are within acceptable and expected parameters (see Attachment 1 for more details). Council holds cash and equivalents of approximately $85.8M, which is in excess of minimum required levels. The higher level of cash can be contributed to 1st half rates collections.

71% of the capital budget, totalling $22.7M, has been delivered for the month of October 2021. This has improved from the September report from 63% to 71% of their respective period to date budgets.

Rates & charges owed has reduced from $33.8M in September to $11.9M in October. General Debtors balance is $7.5M compared to $7.9M the previous month. General Debtors vary depending upon when invoices have been issued within the month. Recovery measures are currently in progress through a professional debt recovery agency for both Rates debtors and General debtors.

Q1 Budget 10 - year long term budget reports were submitted to Council's Ordinary meeting on the 10 November 2021 but have not been included in budget comparative for the end of October reports due to timing of Q1 Budget adoption.

2020/21 Consolidated Data Collection return is currently being completed by all departments and will be send to the Department of State Development, Infrastructure, Local Government and Planning by the due date of 19 November 2021.

2022/23 Capital bids and Fees & Charges have been opened in preparation for the 2022/23 annual budget.

Rates reminder and Final Notices were issued on the 15 October due and payable by the 1 November.

Attachment 1 contains a summary of the financial performance with commentary around key features.

Attachment 2 contains the full set of financial statements, including notes thereto.

Attachment 3 details the capital delivery for the period.

STATUTORY/COMPLIANCE MATTERS

Local Government Act 2009 (**LGA**)

152 Financial report

(1) The local government must prepare a financial report.

(2) The chief executive officer must present the financial report -

(a) if the local government meets less frequently than monthly - at each meeting of the local government; or

(b) Otherwise - at a meeting of the local government once a month.

(3) The financial report must state the progress that has been made in relation to the local government's budget for the period of the financial year up to a day as near as practicable to the end of the month before the meeting is held.

STRATEGIC IMPACTS

Maximise the organisation's financial performance, achieving a high level of customer service, productivity and efficiency through strategic direction, expert advice and leadership.

FINANCIAL IMPLICATIONS

Presentation of this report aligns with maintaining transparency of Council activities and financial position. It also ensures that Council is compliant with the requirements of the Local Government Act 2009.

CONSULTATION/ENGAGEMENT

Director Corporate Services
Management Accountant

RISK ASSESSMENT

If actuals exceeded budget, financial risk may apply.

TIMINGS/DEADLINES

Mandatory as per Section 152(2) (a) of the Local Government Act 2009.

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No

ALTERNATIVES CONSIDERED

N/A

FINANCIAL REPORT

Financial Year: 2021/22
Period Ending: 31 October 2021

BACKGROUND

This report provides the estimated financial performance and position of Whitsunday Regional Council (Council) for the relevant period in the current financial year.

INCOME & EXPENDITURE

What was charged to our ratepayers/customers compared to what was spent in delivering our services.

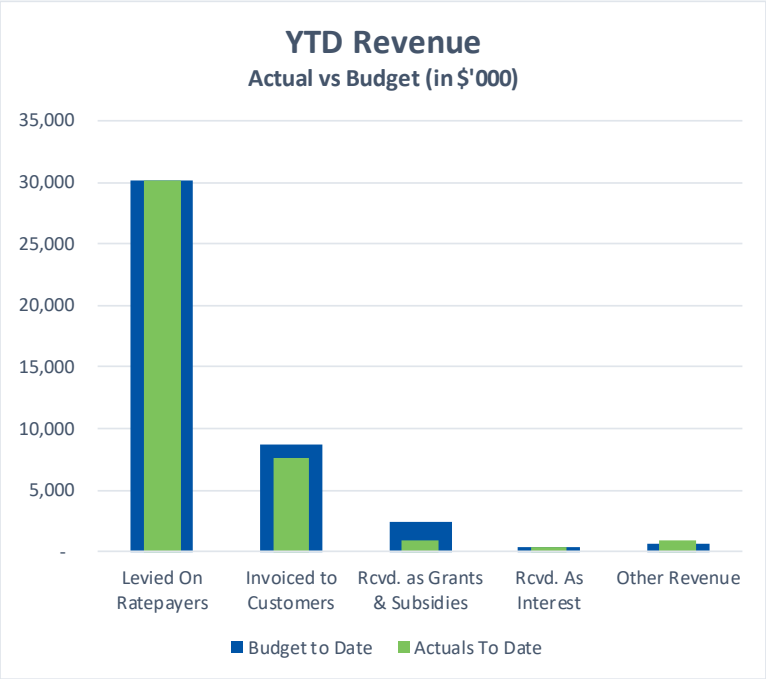
For the period under review, Council's operating surplus stood at just under $3.0M, after charging depreciation (what we set-aside for asset renewals) of $9M.

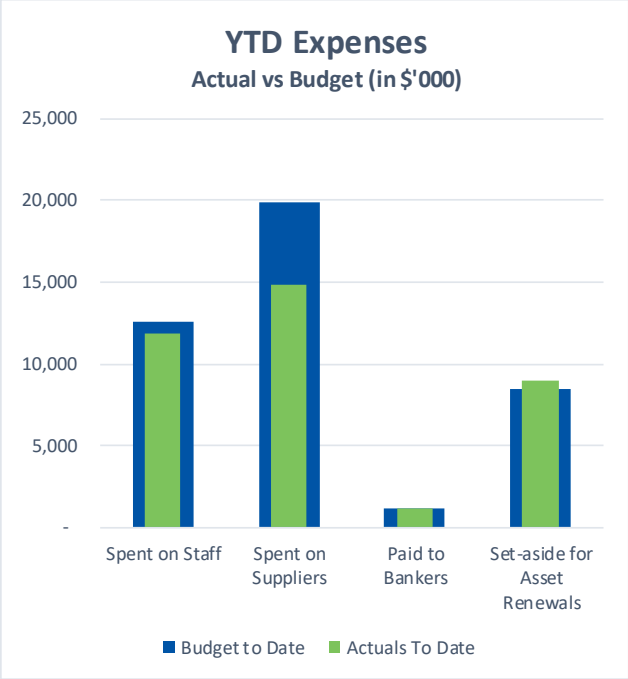
Table 1 : Statement of Income & Expenditure

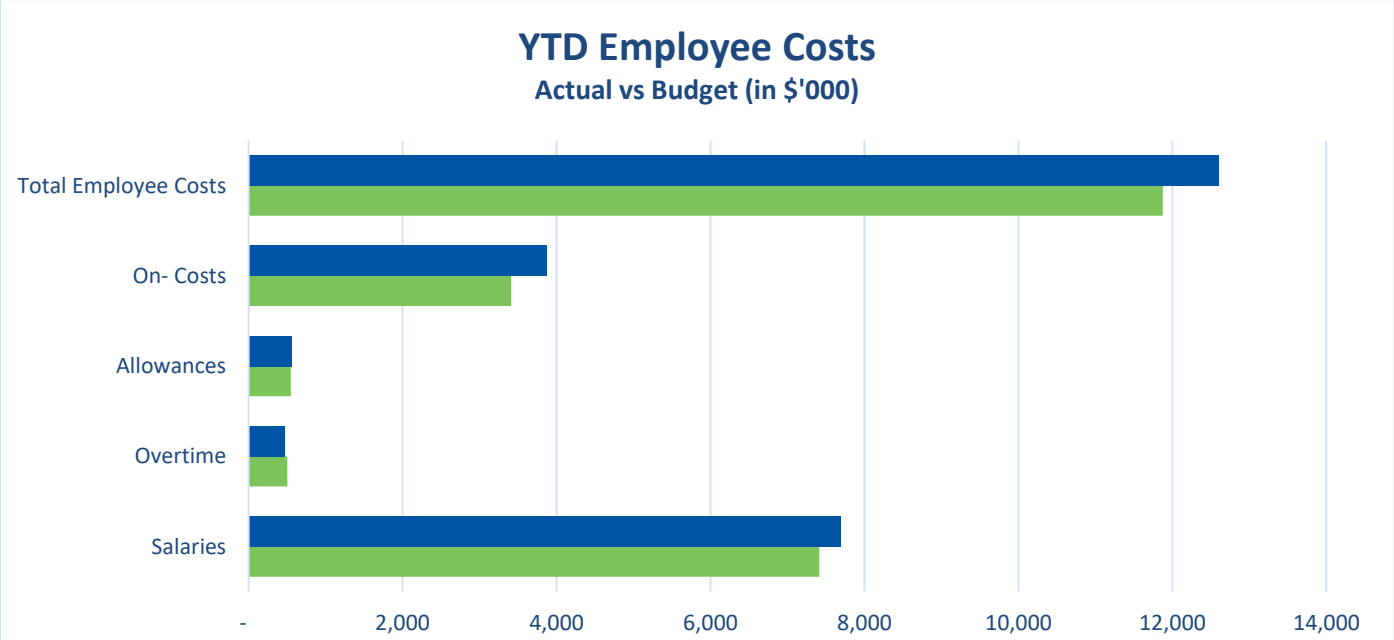
	Prev. Yr. Audited	Current Budget to date	Actual to date	% Var Current Bud v Act
What We Levied Our Ratepayers	87,138,236	30,183,637	30,102,742	100%
What We Invoiced Our Customers	20,535,916	8,726,998	7,648,372	88%
What We Rcvd. as Grants & Subsidies	12,728,063	2,447,737	902,815	37%
What We Rcvd. As Interest from Investment	1,163,865	376,900	325,477	86%
Our Other Revenue	2,319,937	623,868	865,943	139%
Our Total Recurrent Earnings	123,886,017	42,359,139	39,845,349	94%
What We Spent on Our Staff	35,450,186	12,602,858	11,876,692	94%
What We Spent on Our Suppliers	49,479,806	19,942,023	14,882,272	75%
Our Total Direct Spend	84,929,992	32,544,882	26,758,964	82%
What We Paid Our Bankers	4,309,478	1,158,333	1,125,600	97%
What We Set-aside for Asset Renewals	28,627,639	8,500,000	8,992,964	106%
Our Operating Surplus/(Deficit)	6,018,908	155,924	2,967,822	1903%
Our Capital Revenue	75,015,560	21,318,200	14,456,309	68%
Our Capital Expenses	21,839,062	1,978,956	444,198	22%
Our Capital Surplus/(Deficit)	53,176,498	19,339,244	14,012,111	72%
Our Net Earnings	59,195,406	19,495,169	16,979,933	87%

- Total Recurrent Earnings is almost on target against period to date budget for 2021/22.
- Total direct spend is below YTD budget due to current vacancies in staff and under spend in materials and services ($5M). This will be monitored at each quarterly review and depends upon when operational projects are scheduled to commence. This is comparable to our prior year spend for the period.
- The net result of these variations is that the Operating Surplus is above budget by around $3M. which is primarily due to the underspend in materials & services.

Additional details of revenue and expenditure and their comparison to budget are graphically presented below:







	Salaries	Overtime	Allowances	On- Costs	Total Employee Costs
Budget to date	7,689	471	563	3,879	12,603
Actual to date	7,413	503	549	3,411	11,877

COMMUNITY WEALTH

The value of resources Council has, to service our community. Net Community wealth at the end of the period stood marginally over $1.18B.

Table 2 : Statement of Financial Position

	Prev. Yr. Audited	Annual Budget	Actual to date
What We Own	1,172,319,479	1,262,122,144	1,190,596,463
Inventory We Hold	4,317,036	1,681,365	4,263,649
What We are Owed	27,910,592	18,036,775	32,029,022
What We Have in Bank	78,617,064	65,469,715	85,871,664
Our Total Assets	1,283,164,171	1,347,309,999	1,312,760,799
What We Owe Our Suppliers	42,882,925	42,220,540	56,336,873
What We Owe Our Lenders	81,676,718	76,305,787	79,970,772
Our Total Liabilities	124,559,643	118,526,327	136,307,645
Our Community Wealth	1,158,604,528	1,228,783,672	1,176,453,154

- Cash balances (what we have in bank) remains at healthy levels and well above minimum requirements.
- Net Community Wealth stands at approximately $1.18B.

Debtors & Borrowings

What We Are Owed	
Category	Amount
Rates & Charges	11,872,059
Rates Accruals	-
General Debtors	7,553,936
GST Receivable/(Payable)	333,129
Advances to Community	1,045,500
SUB-TOTAL	20,804,624
Contract Assets	7,337,458
Water Charges not yet levied	2,660,333
Prepayments	2,097,128
Provision for Bad Debts	(870,521)
SUB-TOTAL	11,224,399
GRAND TOTAL	32,029,023

What We Have Borrowed		
Loan	Rate	Balance
81091 Gen5 05/06	7.08%	1,712,435
81092 Gen7 08/09	6.82%	4,134,731
81090 Gen8 09/10	6.33%	2,750,485
81089 Gen8 AMSU	5.07%	2,786,848
81093 STP Projects	5.25%	18,714,808
81094 WTP Projects	4.86%	9,130,487
Bowen STP 19/20	2.20%	9,065,809
WCA Run 19/20	2.20%	22,211,233
Bowen Cell 3 19/20	0.91%	2,098,336
Bowen STP 20/21	1.80%	5,355,913
TOTAL		77,961,085

What We Have Available to Borrow		
Facility	Rate	Limit
Working Capital Facility	0.10%	20,000,000
Term Loans		-
TOTAL		20,000,000

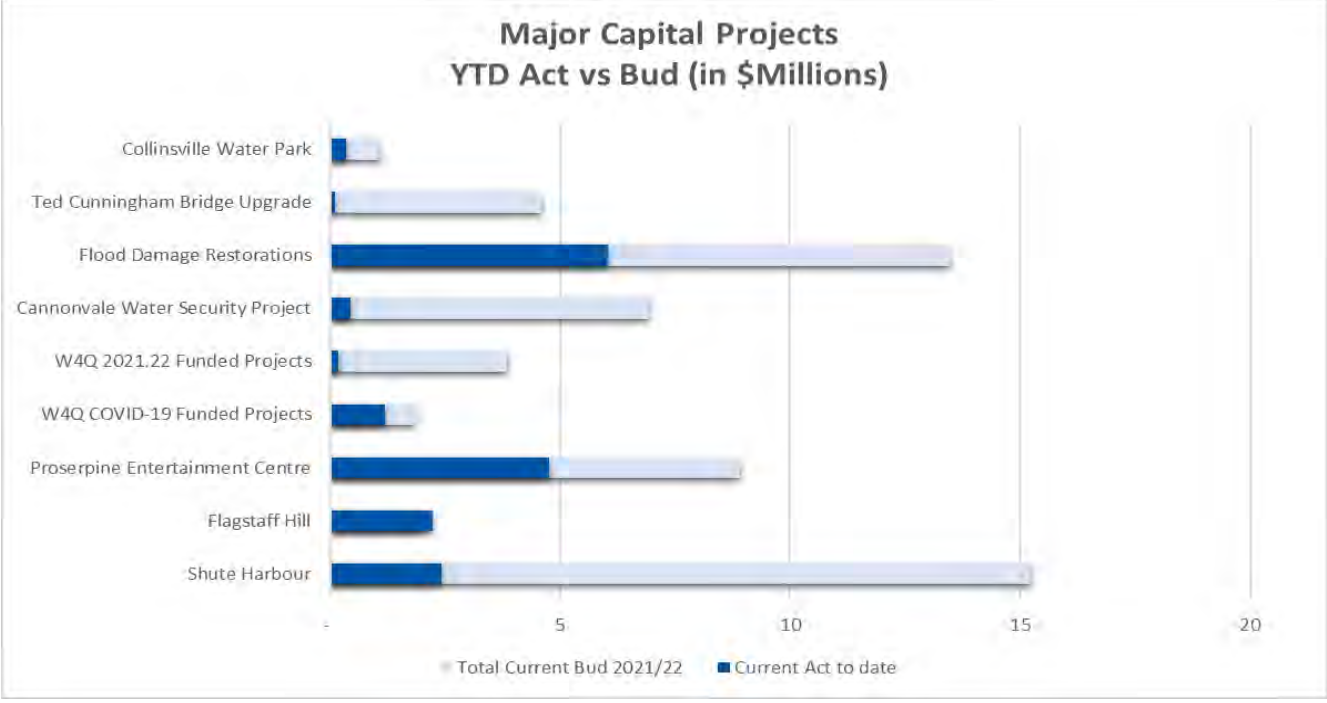
- Rates & charges owed has reduced from $33.8M in September to $11.9M in October. General Debtors balance is $7.5M compared to $7.9M the previous month. General Debtors vary depending upon when invoices have been issued within the month. Recovery measures are currently in progress through a professional debt recovery agency for both Rates debtors and General debtors.

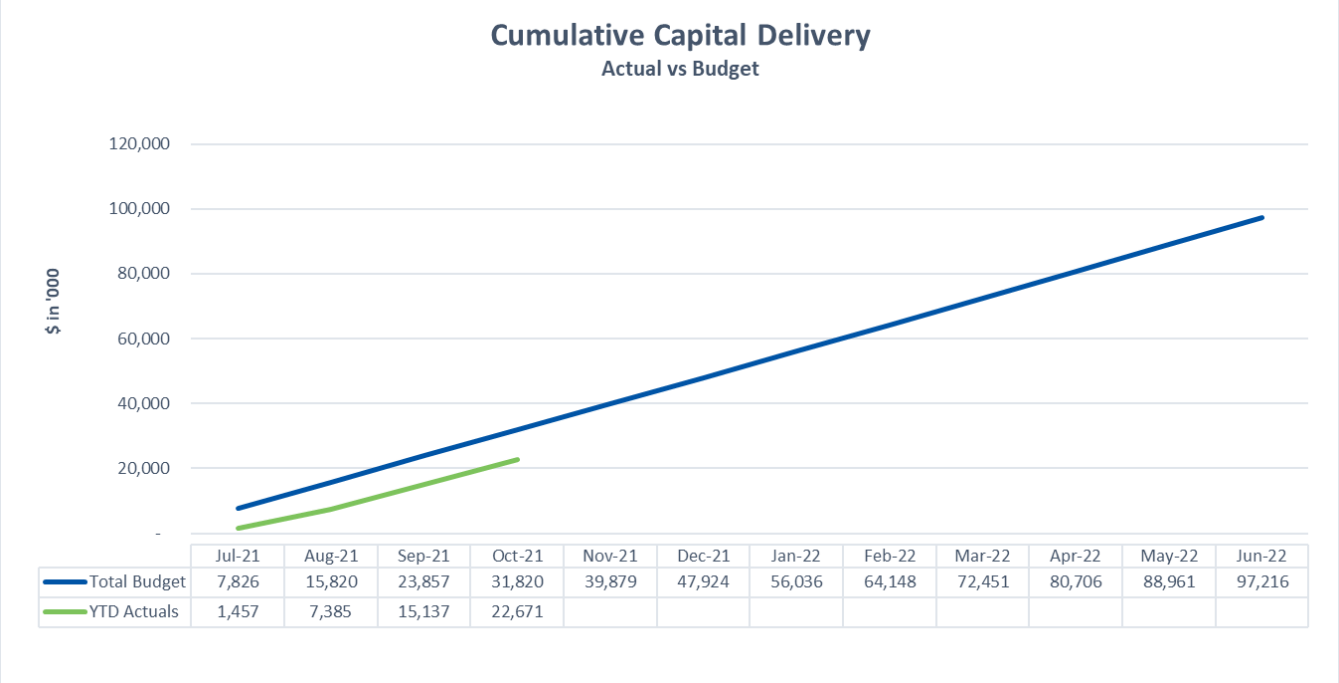
Investments

	Prev. Yr	Current
Queensland Treasury Corporation	78,617,064	85,871,664

- All excess cash is invested with Queensland Treasury Corporation (QTC), as QTC has been providing the best returns among the acceptable counterparty institutions.

CAPITAL DELIVERY



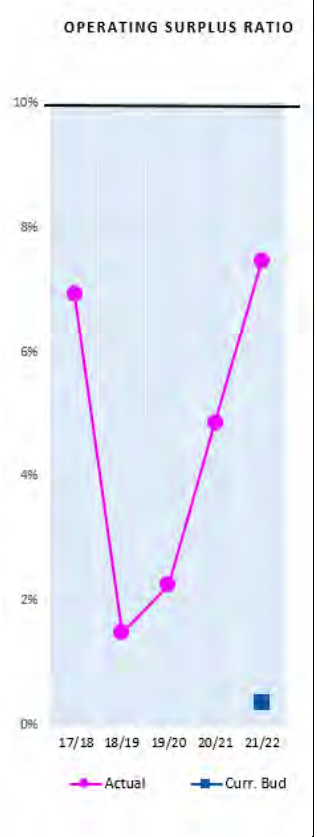
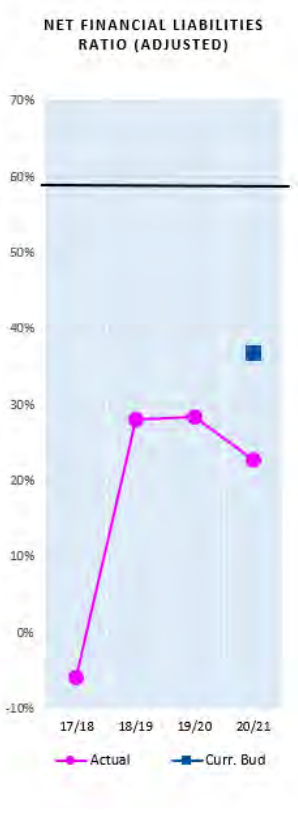
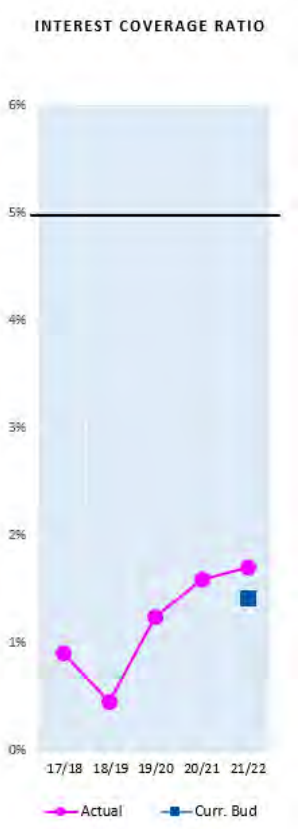
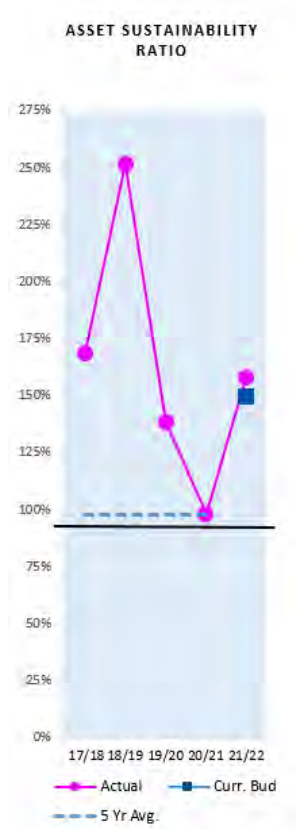


	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22
Total Budget	7,826	15,820	23,857	31,820	39,879	47,924	56,036	64,148	72,451	80,706	88,961	97,216
YTD Actuals	1,457	7,385	15,137	22,671								

- $22.7M or 71% of the planned YTD capital budget of $28.9M has been delivered up to 31st October 2021.

FINANCIAL CAPACITY

These Ratios indicate Council's financial capacity to fund operations and repay debt obligations, in the short to the medium term.

			
Net Operating Surplus/(Deficit) divided by Total Operating Revenue	*Total Liabilities less Current Assets divided by Total Operating Revenue*	*Net Interest Expense divided by Total Operating Revenue*	*Expenditure on Replacement Assets divided by Depreciation Expense*
Target: 0 - 10% ***Oct Act: 7.45%*** ***Budget: 0.37%***	***Target: < 60%*** ***Oct Act: 42.36%*** ***Budget: 26.23%***	***Target: < 5%*** ***Oct Act: 1.70%*** ***Budget: 1.42%***	***Target: Avg. 90%*** ***Oct Act: 158.07%*** ***Budget: 149.46%***
Due to the Operating Surplus being above budget, this ratio is well above budget, but still within the target range.	Above budget and maintained at a steady level below the maximum recommended levels.	Well below the recommended maximum threshold and in line with budget.	Will continue to remain above target levels due to continuing substantial reconstruction work.

BUDGET ACHIEVEMENT

Council's ability to meet annual budgeted revenue, contain costs within budgeted expenditure parameters and manage cash flows.

Item	Prev. Yr Act vs Bud	Curr. Yr. to date	Flag
Our Earnings	103%	31%	
Our Expenditure	98%	29%	
Our Capital Delivery	97%	71%	
Our Cash on Hand	100%	131%	

- All critical indicators are within expected levels as at 31st October 2021, Capital delivery is 30% below projected monthly spend and this is set to improve as major projects are completed.

OTHER MATTERS

- Q1 Budget 10 - year long term budget reports were submitted to Council's Ordinary meeting on the 10 November 2021 but have not been included in budget comparative for the end of October reports due to timing of Q1 Budget adoption.
- 2020/21 Consolidated Data Collection return is currently being completed by all departments and will be send to the Department of State Development, Infrastructure, Local Government and Planning by the due date of 19 November 2021.
- 2022/23 Capital bids and Fees & Charges have been opened in preparation for the 2022/23 annual budget workings.
- Rates Final Reminder Notices were issued on the 15 October due and payable by the 1 November. Collections after this time may be referred to Council's collection agents.

WHITSUNDAY REGIONAL COUNCIL

Financial Statements
For the Period ending 31 October 2021

Table of Contents

Note		
	Statement of Comprehensive Income	
	Statement of Financial Position	
	Statement of Changes in Equity	
	Statement of Cash Flows	
	Notes to the Financial Statements	
1	Information about these financial statements	
2	Analysis of results by function	
3	Revenue	
4	Grants, subsidies and contributions	
5	Employee benefits	
6	Materials and services	
7	Finance costs	
8	Capital expenses	
9	Cash and cash equivalents	
10	Receivables	
11	Inventories	
12	Investment properties	
13	Property, plant and equipment	
14	Trade and other payables	
15	Provisions	
16	Borrowings	
17	Reserves	
18	Reconciliation of net result for the year to net cash from operating activities	
	Ratios	

WHITSUNDAY REGIONAL COUNCIL

Statement of Comprehensive Income
For the Period ending 31 October 2021

	Note	2022 YTD $	2021 30 June $	Budget 2021/22 $	PTD Budget 2021/22 $	Variance to Budget %
Income						
Recurrent revenue						
Rates, levies and utility charges	3 (a)	30,102,742	87,138,236	90,550,910	30,183,637	100%
Sale of goods and major services	3 (b)	4,384,868	11,674,873	17,486,284	5,828,761	75%
Fees and charges	3 (c)	1,811,420	3,787,654	3,271,511	1,090,504	166%
Lease, rental and levies		163,877	357,555	278,200	92,733	177%
Interest received		325,477	1,163,865	1,130,700	376,900	86%
Sales of contract and recoverable works		1,288,207	4,715,833	5,145,000	1,715,000	75%
Other recurrent income		865,943	2,319,937	1,871,604	623,868	139%
Grants, subsidies and contributions	4 (i)	902,815	12,728,063	7,343,210	2,447,737	37%
Total recurrent revenue		39,845,349	123,886,017	127,077,418	42,359,139	94%
Capital revenue						
Grants, subsidies and contributions	4 (ii)	14,426,744	75,076,789	63,018,835	21,006,278	69%
		14,426,744	75,076,789	63,018,835	21,006,278	
Total revenue		54,272,093	198,962,805	190,096,253	63,365,418	
Capital income		29,565	122,615	935,767	311,922	9%
Total income	2 (b)	54,301,658	199,085,421	191,032,020	63,677,340	
Expenses						
Recurrent expenses						
Employee benefits	5	(11,876,692)	(35,450,186)	(37,808,575)	(12,602,858)	94%
Materials and services	6	(14,882,272)	(49,479,806)	(59,826,070)	(19,942,023)	75%
Finance costs	7	(1,125,600)	(4,309,478)	(3,475,000)	(1,158,333)	97%
Depreciation and amortisation		(8,992,964)	(28,627,639)	(25,500,000)	(8,500,000)	106%
Total operating expenses		(36,877,527)	(117,867,109)	(126,609,645)	(42,203,215)	87%
Capital expenses						
Other capital expenses	8	(444,198)	(22,022,907)	(5,936,867)	(1,978,956)	22%
Total expenses	2 (b)	**(37,321,725)**	**(139,890,016)**	**(132,546,512)**	**(44,182,171)**	84%
Net result		**16,979,933**	**59,195,405**	**58,485,508**	**19,495,169**	
Other comprehensive income						
Items that will not be reclassified to net result						
Decrease in asset revaluation surplus		-	(3,030,028)	-	-	
Total other comprehensive income for the year		-	(3,030,028)	-	-	
Total comprehensive income for the year		**16,979,933**	**56,165,377**	**58,485,508**	**19,495,169**	

The above statement should be read in conjunction with the accompanying notes and Summary of Significant Accounting Policies.

WHITSUNDAY REGIONAL COUNCIL

Statement of Appropriations
For the Period ending 31 October 2021

	Note	2022 $	2021 $	**Budget 2021/22 $**
Retained surplus (deficiency) from prior years		7,351,640	6,626,153	6,303,618
Net result for the year		16,979,933	59,195,405	58,485,508
		24,331,573	65,821,557	**64,789,126**
Transfers (to) from capital account				
Transfer of capital income		(29,565)	(122,615)	(935,767)
Funds (utilised for) created from - capital funding		-	-	(2,479,561)
Transfer of capital expenses		444,198	22,022,907	5,936,867
Non-monetary capital revenue		(4,141,985)	-	-
General revenue used for capital funding purposes		(4,081,427)	-	-
Unspent capital revenue transferred from capital		-	12,377,555	-
Adjustment for unfunded depreciation		500,638	3,533,949	1,656,635
Transfer to adjust the working capital cash		-	(1,813,180)	-
Net capital account transfers		(7,308,141)	35,998,615	4,178,174
Tranfers (to) from restricted reserves				
Constrained grants and subsidy reserve		(5,662,053)	(24,232,789)	(40,020,014)
Constrained NDRRA grants reserve		(4,622,706)	(50,257,410)	(22,998,821)
Retained surplus (deficiency) available for transfer to reserves		6,738,673	27,329,974	5,948,465
Transfers (to) from reserves for future capital funding:				
Capital works reserve		-	(20,033,683)	-
Transfers (to) from reserves for future recurrent funding purposes:				
Operational projects reserve		-	55,349	-
Retained surplus (deficit) at end of year		**6,738,673**	**7,351,640**	**5,948,465**

WHITSUNDAY REGIONAL COUNCIL

Statement of Financial Position
For the Period ending 31 October 2021

	Note	2022 $	2021 $	**Budget 2021/22 $**
Current assets				
Cash and cash equivalents	9	85,871,664	78,617,063	65,469,715
Receivables	10 (a)	19,600,974	13,517,398	11,391,775
Inventories	11	1,567,249	1,620,636	1,366,365
Contract assets		7,337,458	9,547,416	2,150,000
Other assets		5,090,590	4,982,284	4,495,000
		119,467,936	108,284,797	84,872,855
Non-current assets held for sale		2,696,400	2,696,400	315,000
Total current assets		122,164,336	110,981,197	85,187,855
Non-current assets				
Receivables	10 (b)	37,000	37,000	-
Investment properties	12	1,930,000	1,930,000	1,800,000
Property, plant and equipment	13	1,183,817,608	1,165,473,364	1,252,375,394
Right of use assets	13	2,024,299	2,024,299	1,833,351
Intangible assets		2,787,556	2,891,816	6,113,398
Total non-current assets		1,190,596,463	1,172,356,478	1,262,122,144
TOTAL ASSETS		1,312,760,799	1,283,337,675	1,347,309,999
Current liabilities				
Trade and other payables	14	23,539,673	17,987,224	21,926,097
Provisions	15	9,015,264	8,974,563	7,390,000
Borrowings	16	5,618,137	5,618,137	5,432,000
Contract liabilities		14,651,002	7,008,824	3,200,000
Total current liabilities		52,824,076	39,588,748	37,948,097
Non-current liabilities				
Provisions	15	9,130,934	9,085,820	9,704,443
Borrowings	16	74,352,635	76,058,581	70,873,787
Total non-current liabilities		83,483,569	85,144,401	80,578,230
TOTAL LIABILITIES		136,307,645	124,733,148	118,526,327
NET COMMUNITY ASSETS		**1,176,453,154**	**1,158,604,527**	**1,228,783,672**
Community equity				
Council capital -				
Investment in capital assets		759,759,338	737,481,599	825,548,271
Asset revaluation surplus		357,433,194	357,433,194	360,463,221
Retained surplus		7,498,214	7,351,640	5,948,465
Reserves	17	54,094,218	56,338,095	36,823,716
TOTAL COMMUNITY EQUITY		**1,176,453,154**	**1,158,604,527**	**1,228,783,672**

The above statement should be read in conjunction with the accompanying notes and Summary of Significant Accounting Policies.

WHITSUNDAY REGIONAL COUNCIL

Statement of Changes in Equity
For the Period ending 31 October 2021

	Note	Total		Retained surplus		Reserves		Asset revaluation surplus	
		2022 $	2021 $	2022 $	2021 $	2022 $	2021 $	2022 $	2021 $
Balance at beginning of the year		1,158,604,527	1,101,778,212	744,833,239	696,978,746	56,338,095	44,336,244	357,433,194	360,463,221
Error correction to opening balance		868,694	660,939	868,694	660,939			-	
Restated opening balances		1,159,473,221	1,102,439,150	745,701,933	697,639,685	56,338,095	44,336,244	357,433,194	360,463,221
Net result		16,979,933	59,195,405	16,979,933	59,195,405	-	-	-	-
Other comprehensive income for the year									
Revaluations:									
Property, plant & equipment	13	-	(3,046,287)	-	-	-	-	-	(3,046,287)
Change in value of future rehabilitation costs		-	16,259	-	-	-	-	-	16,259
Total comprehensive income for the year		16,979,933	56,165,377	16,979,933	59,195,405	-	-	-	(3,030,028)
Transfers (to) from retained earnings and recurrent reserves		-	-	-	55,349	-	(55,349)	-	-
Transfers (to) from retained earnings and capital reserves		-	-	3,816,145	(12,057,199)	(4,575,686)	12,057,199	-	-
Balance at end of the year		1,176,453,154	1,158,604,527	766,498,011	744,833,239	51,762,409	56,338,095	357,433,194	357,433,194

The above statement should be read in conjunction with the accompanying notes and Summary of Significant Accounting Policies.

WHITSUNDAY REGIONAL COUNCIL

Statement of Cash Flows
For the Period ending 31 October 2021

	Note	2022 $	2021 $	**Budget 2021/22 $**
Cash flows from operating activities				
Receipts				
General rates and utility charges		25,355,886	87,881,816	93,159,568
Sale of goods and major services		4,384,868	11,674,873	17,486,284
Lease, rental and levies, fees and charges		1,975,297	3,347,578	3,349,711
Other income		217,691	5,298,586	6,898,185
GST received		(506,635)	14,553,307	-
Receipts from customers		31,427,107	122,756,161	120,893,747
Operating grants, subsidies and contributions		8,544,993	10,329,201	7,206,289
Interest received		325,477	1,163,865	1,130,700
Payments				
Payments for materials and services		(7,949,906)	(55,233,919)	(38,317,838)
Payment to employees		(12,243,865)	(34,963,836)	(59,854,618)
GST paid		-	(13,215,188)	-
Payments to suppliers and employees		(20,193,770)	(103,412,943)	(98,172,456)
Interest expense		(1,004,575)	(3,176,818)	(5,851,430)
Net cash inflow (outflow) from operating activities	26	19,099,232	27,659,465	25,206,850
Cash flows from investing activities				
Commonwealth government grants		-	1,790,616	2,614,884
State government subsidies and grants arising from contract assets and liabilities		2,209,958	2,310,127	-
State government subsidies and grants		9,588,529	70,032,648	54,665,728
Capital contributions		696,230	3,253,525	5,875,000
Payments for property, plant and equipment		(22,670,538)	(87,612,965)	(92,078,795)
Payments for intangible assets		-	(3,045,239)	(5,136,758)
Payments for investment property		-	(178,926)	-
Proceeds from sale of property, plant and equipment		33,636	1,063,772	935,767
Net movement in loans to community organisations		3,500	(22,000)	-
Net cash inflow (outflow) from investing activities		(10,138,685)	(12,408,443)	(33,124,175)
Cash flows from financing activities				
Repayment of borrowings	16	(1,705,946)	(4,988,108)	(5,202,300)
Repayments made on finance leases		-	(421,351)	-
Net cash inflow (outflow) from financing activities		(1,705,946)	(5,409,459)	(5,202,300)
Net increase (decrease) in cash and cash equivalents held		7,254,601	9,841,563	(13,119,624)
Cash and cash equivalents at beginning of the financial year		78,617,063	68,775,500	78,589,339
Cash and cash equivalents at end of the financial year	9	**85,871,664**	**78,617,063**	**65,469,715**

The above statement should be read in conjunction with the accompanying notes and Summary of Significant Accounting Policies.

WHITSUNDAY REGIONAL COUNCIL

Statement of Capital Funding
For the Period ending 31 October 2021

	Note	2022	2021	**Budget 2021/22**
		$	$	**$**
Sources of capital funding				
General revenue used for capital purposes		4,081,428	(12,377,555)	2,479,561
Finance leases for right of use assets		-	578,960	-
Funded depreciation and amortisation		6,160,516	25,093,690	23,010,740
Proceeds from the sale of capital assets		33,636	1,063,772	935,767
Donated and contributed physical assets		4,141,985	-	-
Constrained grants, subsidies and contributions		4,982,517	23,385,289	39,387,420
Insurance reimbursed reserve and		222,400	2,807,221	-
Capital Works reserve		4,273,281	5,989,399	13,605,544
Insurance Restoration reserve		-	27,363	-
Constrained NDRRA grants reserve		4,622,706	50,257,410	22,998,821
		28,518,469	96,825,549	**102,417,853**
Application of capital funding				
Non-current capital assets				
Land and Improvements		-	40,955	-
Buildings and Other Structures		207,474	10,676,229	42,033,713
Plant and equipment		866,669	6,262,362	10,141,335
Transport Infrastructure		5,108,632	33,573,030	33,144,945
Water		157,491	1,056,963	10,340,805
Sewerage		67,996	3,162,483	17,941,446
Right of use - Land		-	75,643	-
Right of use - Plant		-	503,317	-
Movement in capital work in progress		20,404,261	32,840,943	(21,523,449)
Investment property		-	178,926	-
Intangible assets		-	3,045,239	5,136,758
		26,812,523	91,416,090	97,215,553
Principal loan redemptions				
Queensland Treasury Corporation		1,705,946	4,988,108	5,202,300
Finance leases for right of use assets		-	421,351	-
		1,705,946	5,409,459	5,202,300
		28,518,469	96,825,549	**102,417,853**

The above statement should be read in conjunction with the accompanying notes and Summary of Significant Accounting Policies.

WHITSUNDAY REGIONAL COUNCIL

Notes to the Financial Statements
For the Period ending 31 October 2021

2 Analysis of results by program

(b) Income and expenses defined between recurring and capital, and assets are attributed to the following programs:

	Gross program income				Total income	Gross program expenses		Total expenses	Operating surplus/(deficit) from recurrent operations	Net result for year	Assets
	Recurrent revenue		Capital revenue			Recurrent	Capital				
	Grants	Other	Grants	Other							
Programs	2022 $	2022 $	2022 $	2022 $	2022 $	2022 $	2022 $	2022 $	2022 $	2022 $	2022 $
Office of the Chief Executive	14,840	110,616	-	-	125,456	(792,010)	-	(792,010)	(666,554)	(666,554)	-
Corporate Services	606,706	17,661,597	3,725,963	173,636	22,167,902	(1,639,388)	(18,043)	(1,657,431)	16,628,915	20,510,471	202,682,192
Community Environmental Services	4,957	1,541,321	-	57,410	1,603,688	(5,069,306)	(16,920)	(5,086,226)	(3,523,028)	(3,482,538)	13,609,928
Engineering	281,599	976,073	5,061,130	4,393,165	10,711,968	(11,832,935)	(358,443)	(12,191,379)	(10,575,263)	(1,479,411)	613,373,505
Waste Management	8,137	3,022,437	-	-	3,030,573	(2,344,796)	-	(2,344,796)	685,777	685,777	14,400,154
Planning & Development Assessment	-	740,013	-	138,820	878,833	(1,740,920)	-	(1,740,920)	(1,000,908)	(862,087)	-
Airport Operations	-	1,602,659	-	-	1,602,659	(2,079,655)	-	(2,079,655)	(476,996)	(476,996)	62,203,753
Quarries & Pitts	-	1,091,308	-	-	1,091,308	(1,030,174)	-	(1,030,174)	61,134	61,134	4,778,512
Shute Harbour Operations	-	67,255	801,436	-	868,691	(176,172)	-	(176,172)	(108,916)	692,520	57,219,586
Water Services	1,102	6,476,286	-	45,426	6,522,814	(6,116,082)	(49,001)	(6,165,083)	361,306	357,731	165,447,650
Sewerage Services	1,102	5,637,342	-	59,322	5,697,765	(4,056,090)	(1,789)	(4,057,879)	1,582,353	1,639,887	178,546,454
Total	918,442	38,926,907	9,588,529	4,867,780	54,301,658	(36,877,527)	(444,198)	(37,321,725)	2,967,822	16,979,933	1,312,261,734

For the year ended 30 June 2021

	Gross program income				Total income	Gross program expenses		Total expenses	Operating surplus/(deficit) from recurrent operations	Net result for year	Assets
	Recurrent revenue		Capital revenue			Recurrent	Capital				
	Grants	Other	Grants	Other							
Programs	2021 $	2021 $	2021 $	2021 $	2021 $	2021 $	2021 $	2021 $	2021 $	2021 $	2021 $
Office of the Chief Executive	135,150	129,705	-	-	264,855	(3,517,929)	-	(3,517,929)	(3,253,074)	(3,253,074)	-
Corporate Services	4,695,870	50,589,381	10,025,617	-	65,310,868	3,718,781	(816,995)	2,901,786	59,004,032	68,212,654	186,225,631
Community Environmental Services	495,851	3,024,729	532,117	72,711	4,125,408	(16,842,158)	(59,818)	(16,901,976)	(13,321,578)	(12,776,568)	12,567,983
Engineering	6,291,671	3,836,918	29,475,992	-	39,604,581	(42,779,014)	(20,245,176)	(63,024,190)	(32,650,425)	(23,419,610)	602,580,224
Waste Management	218,054	8,229,915	134,565	713,400	9,295,933	(8,081,856)	(13,408)	(8,095,264)	366,112	1,200,669	10,105,853
Planning & Development Assessment	155,264	1,632,967	(91,519)	-	1,696,712	(5,621,041)	-	(5,621,041)	(3,832,810)	(3,924,329)	-
Airport Operations	714,000	4,762,099	789,944	-	6,266,043	(7,039,202)	-	(7,039,202)	(1,563,104)	(773,159)	63,081,360
Quarries & Pitts	-	3,418,167	-	69,316	3,487,483	(3,817,299)	-	(3,817,299)	(399,132)	(329,816)	3,748,695
Shute Harbour Operations	-	173,334	27,869,502	-	28,042,836	(264,349)	-	(264,349)	(91,015)	27,778,487	60,148,313
Water Services	1,102	19,819,802	5,961,025	-	25,781,929	(19,525,542)	(170,228)	(19,695,770)	295,362	6,086,160	170,320,343
Sewerage Services	21,102	15,929,729	379,547	-	16,330,377	(14,097,500)	(533,437)	(14,630,937)	1,853,331	1,699,440	174,948,064
Total	12,728,062	111,546,745	75,076,789	855,427	200,207,024	(117,867,109)	(21,839,062)	(139,706,171)	6,407,698	60,500,853	1,283,726,466

WHITSUNDAY REGIONAL COUNCIL

Notes to the Financial Statements
For the Period ending 31 October 2021

	Note	2022 $	2021 $
3 Revenue			
(a) Rates, levies and utility charges			
General rates		17,688,261	51,157,752
Water		3,027,312	8,775,045
Water consumption, rental and sundries		2,683,496	8,158,301
Sewerage		5,928,992	17,179,128
Waste management		2,175,350	5,973,172
Rates and utility charge revenue		31,503,412	91,243,398
Less: Discounts		(1,344,366)	(3,415,919)
Less: Pensioner remissions		(56,304)	(689,243)
		30,102,742	87,138,236
(b) Sale of goods and major services			
Parking and other ranger services		447,655	1,065,369
Refuse tips and transfer station charges		1,063,184	2,044,612
Aerodrome charges		1,279,121	3,190,260
Quarry charges		1,045,393	3,297,578
Shute harbour commercial activities		-	184,171
Caravan parks fees and charges		468,377	788,614
Water and sewerage fees and charges		81,137	1,104,269
		4,384,868	11,674,873
(c) Fees and Charges			
Statutory fees and charges include			
Lodgement fees		615,304	1,412,678
Dog registrations		217,230	244,265
Inspection fees		25,378	87,857
Licences and permits		388,302	605,412
Fines and infringements		(130,937)	(218,808)
Other statutory fees		553,271	1,301,122
User fees and charges		142,871	355,128
		1,811,420	3,787,654
4 Grants, subsidies and contributions			
(i) Recurrent			
General purpose grants		759,541	5,915,106
State government subsidies and grants		158,901	2,049,605
NDRRA flood damage grants for operational repairs		-	4,686,684
Cash contributions		(15,627)	76,668
Total recurrent revenue		902,815	12,728,063
(ii) Capital			
(a) Monetary revenue designated for capital funding purposes:			
Commonwealth government grants		-	1,790,616
State government subsidies and grants		4,965,823	19,775,238
NDRRA flood damage grants for capitalised repairs		4,622,706	50,257,410
Cash contributions		696,230	3,253,525
		10,284,759	75,076,789
(b) Non-monetary revenue received:			
Developer and other contributions of physical assets at fair value		4,141,985	-
		4,141,985	-
Total capital revenue		14,426,744	75,076,789

WHITSUNDAY REGIONAL COUNCIL

Notes to the Financial Statements
For the Period ending 31 October 2021

	Note	2022 $	2021 $
5 Employee benefits			
Employee benefit expenses are recorded when the service has been provided by the employee.			
Total staff wages and salaries		8,421,760	25,336,918
Councillors' remuneration		190,810	570,200
Annual, sick and long service leave entitlements		1,632,033	4,992,569
Superannuation		1,141,324	3,441,786
		11,385,928	34,341,473
Other employee related expenses		1,165,074	3,113,764
		12,551,002	37,455,237
Less capitalised employee expenses		(674,310)	(2,005,051)
		11,876,692	35,450,186
6 Materials and services			
Expenses are recorded on an accruals basis as Council receives the goods or services.			
Audit of annual financial statements by the Auditor-General of Queensland		123,096	125,000
Community Donations, grants, subsidies & contributions		868,659	2,334,216
Legal services		263,351	638,899
Insurance		751,852	2,084,612
Consultants & Services		241,425	1,120,007
Contractors		4,572,720	20,024,088
Plant & Equipment		1,103,495	4,331,389
Advertising & Marketing		292,179	1,023,245
Cost of inventorys		102,604	392,607
Communications & IT		1,665,159	3,213,601
Raw materials & consumables		1,945,043	5,338,109
Registrations & subscriptions		284,365	287,830
Saftey		254,579	-
Other material and services		1,345,129	4,873,194
		14,882,272	49,479,806
7 Finance costs			
Finance costs charged by the Queensland Treasury Corporation		1,004,575	3,136,149
Interest on finance leases		-	40,670
Bank charges		121,025	324,783
Impairment of receivables and bad debts written-off		-	797,631
Refuse sites - unwinding of discount rate on provision		-	0
Refuse sites - unwinding of discount rate on provision		-	10,246
		1,125,600	4,309,478
8 Capital expenses			
Loss on the sale of capital assets		-	19,906
Loss on write-off of capital assets	13	444,198	21,819,157
Change arising from revision of the future restoration expenditure		-	183,845
Total capital expenses		444,198	22,022,907
9 Cash and cash equivalents			
Cash at bank and on hand		656,054	212,355
Deposits at call		85,215,610	78,404,708
Balance per Statement of Financial Position		85,871,664	78,617,063
Balance per Statement of Financial Position		85,871,664	78,617,063
Council's cash and cash equivalents are subject to a number of external restrictions that limit amounts available for discretionary or future use. These include externally imposed expenditure restrictions:			
Conract liabilities - revenue received in advance		14,651,002	7,008,824
Unspent government grants and subsidies		(0)	(0)
Unspent developer contributions		10,674,199	9,994,662
Total unspent external restricted cash held in reserves		25,325,200	17,003,486
Council has resolved to set aside revenue to provide funding for specific future projects that will be required to meet delivery of essential services and meet day to day operational requirements.			
Funds set aside by Council to meet specific future funding requirements		52,982,903	54,261,937
Total cash held to contribute to identified funding commitments		78,308,103	71,265,424

WHITSUNDAY REGIONAL COUNCIL

Notes to the Financial Statements
For the Period ending 31 October 2021

	Note	2022 $	2021 $
10 Receivables			
(a) Current			
Rateable revenue and utility charges		11,872,059	7,721,441
Other debtors		7,590,936	6,191,928
Less allowance for expected credit losess		(870,521)	(1,407,971)
Loans and advances to community organisations		1,008,500	1,012,000
		19,600,974	13,517,398
(b) Non-current			
Loans and advances to community organisations		37,000	37,000
		37,000	37,000
11 Inventories			
Inventories for internal use-			
Quarry and road materials		920,782	1,026,085
Stores and materials		646,468	594,551
		1,567,249	1,620,636
12 Investment properties			
Property held for rental income and capital growth			
Gross value at beginning of the financial year		1,930,000	1,800,000
Acquisitions		-	178,926
Value of the asset written-off		-	(121,638)
Revaluation adjustment to income statement		-	72,711
Balance at end of the year		1,930,000	1,930,000
Net carrying value at end of the financial year		1,930,000	1,930,000

WHITSUNDAY REGIONAL COUNCIL

Notes to the Financial Statements
For the Period ending 31 October 2021

13 Property, plant and equipment

	Note	Land and Improvements	Buildings and Other Structures	Plant and equipment	Transport Infrastructure	Water	Sewerage	Works in progress	Total plant and equipment	Right of use - Land	Right of use - Buildings	Right of use - Plant	Total right of use assets
Basis of measurement		Valuation	Valuation	Cost	Valuation	Valuation	Valuation	Cost		Cost	Cost	Cost	
Fair value category		Level 2 & 3	Level 2 & 3		Level 3	Level 3	Level 3						
		2022	2022	2022	2022	2022	2022	2022	2022	2022	2022	2022	2022
Asset values		$	$	$	$	$	$	$	$	$	$	$	$
Opening gross value as at 1 July 2021		43,238,095	129,272,917	60,273,652	686,551,958	298,224,877	202,529,888	150,893,946	1,570,985,334	1,698,923	457,258	503,317	2,659,497
Minor correction to opening balance		-	-	-	897,722	19,853	-	-	917,575	-	-	-	-
Addition of renewal assets		-	-	-	-	-	-	14,215,109	14,215,109				-
Addition of other assets		-	-	-	-	-	-	8,455,429	8,455,429				
								-	-	-	-	-	-
Contributed assets at valuation		-	149,040	-	3,888,197	45,426	59,322	-	4,141,985	-	-	-	-
Internal transfers from work in progress		-	58,434	866,669	1,220,436	112,065	8,674	(2,266,278)	-	-	-	-	-
Disposals		-	-	(25,472)	-	-	-	-	(25,472)	-	-	-	-
Write-offs		-	(125,217)	-	(358,584)	(55,130)	(2,088)	-	(541,018)	-	-	-	-
Revaluation adjustment to other comprehensive income		-	-	-	-	-	-	-	-	-	-	-	-
Internal transfers between asset classes		-	-	-	-	-	-	-	-	-	-	-	-
Transfer to investment properties		-	-	-	-	-	-	-	-	-	-	-	-
Closing gross value as at 30 June 2022		43,238,095	129,355,174	61,114,849	692,199,728	298,347,091	202,595,797	171,298,206	1,598,148,941	1,698,923	457,258	503,317	2,659,497
Accumulated depreciation and impairment													
Opening balance as at 1 July 2021		24,909	43,234,494	30,634,448	106,981,743	162,377,931	62,258,446	-	405,511,970	114,340	381,048	139,810	635,198
Minor correction to opening balance		-	-	-	48,881	-	-	-	48,881	-	-	-	-
Depreciation expense		-	1,342,619	1,234,209	2,896,522	2,035,015	1,380,338	-	8,888,704	-	-	-	-
Depreciation on disposals		-	-	(21,401)	-	-	-	-	(21,401)	-	-	-	-
Depreciation on write-offs		-	(72,738)	-	(17,655)	(6,129)	(299)	-	(96,821)	-	-	-	-
Revaluation adjustment to other comprehensive income		-	-	-	-	-	-	-	-	-	-	-	-
Accumulated depreciation as at 30 June 2022		24,909	44,504,374	31,847,256	109,909,491	164,406,817	63,638,485	-	414,331,333	114,340	381,048	139,810	635,198
Total written down value as at 30 June 2022		43,213,186	84,850,800	29,267,594	582,290,237	133,940,274	138,957,311	171,298,206	1,183,817,608	1,584,583	76,210	363,507	2,024,299
Range of estimated useful life in years		0 - 50	0 - 120	0 - 60	0 - 500	0 - 100	5 - 100			7 - 100	7 - 100	7 - 100	
Total additions in this year		86,501,099	303,296,980	154,918,152	1,499,058,996	761,203,359	468,895,987	363,000,673	8,455,429	3,512,186	1,295,563	1,146,444	5,954,193

WHITSUNDAY REGIONAL COUNCIL

Notes to the Financial Statements
For the Period ending 31 October 2021

13 Property, plant and equipment - prior year

	Note	Land and Improvements	Buildings and Other Structures	Plant and equipment	Transport Infrastructure	Water	Sewerage	Works in progress	Total plant and equipment	Right of use - Land	Right of use - Buildings	Right of use - Plant	Total right of use assets
Basis of measurement		Valuation	Valuation	Cost	Valuation	Valuation	Valuation	Cost		Cost	Cost	Cost	
Fair value catergory		Level 2 & 3	Level 2 & 3		Level 3	Level 3	Level 3			Level 3	Level 3	Level 3	
		2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021
Asset Values		$	$	$	$	$	$	$	$	$	$	$	$
Opening gross value as at 1 July 2020		45,618,540	120,405,777	55,968,801	714,241,938	277,885,046	229,060,073	118,665,929	1,561,846,103	1,560,888	457,258	8,290	2,026,435
Minor correction to opening balance		-	-	259,600	251,920	-	192,058	-	703,578	-	-	-	-
Additions at cost		-	-	-	-	-	-	87,970,818	87,970,818				-
Addition to right of use assets									-	75,643	-	503,317	578,960
Internal transfers from work in progress		40,955	10,676,229	6,262,362	33,573,030	1,056,963	3,162,483	(54,950,948)	(178,926)	-	-	-	-
Disposals		(40,000)	(345,816)	(2,104,950)	-	-	-	-	(2,490,766)	-	-	-	-
Write-offs		-	(1,395,220)	(112,161)	(25,788,467)	(430,185)	(1,305,418)	(612,927)	(29,644,378)	(5,661)	-	(8,290)	(13,951)
Revaluation adjustment to other comprehensive income		-	-	-	(35,726,462)	19,713,054	(28,579,307)	-	(44,592,715)	-	-	-	-
Internal transfers between asset classes		(2,381,400)	(68,053)	-	-	-	-	-	(2,449,453)	68,053	-	-	68,053
Transfer to investment properties		-	-					(178,926)	(178,926)				-
Closing gross value as at 30 June 2021		43,238,095	129,272,917	60,273,652	686,551,958	298,224,877	202,529,888	150,893,946	1,570,985,334	1,698,923	457,258	503,317	2,659,497
Accumulated depreciation and impairment													
Opening balance as at 1 July 2020		23,664	39,971,387	28,423,185	140,474,866	146,230,294	73,228,161	-	428,351,557	36,051	152,419	4,613	193,084
Minor correction to opening balance		-	-	6,000	36,083	-	556	-	42,639	-	-	-	-
Depreciation expense		1,245	3,893,832	3,663,170	10,332,671	5,868,802	4,258,430	-	28,018,151	83,950	228,629	143,486	456,065
Depreciation on disposals		-	(27,914)	(1,379,175)	-	-	-	-	(1,407,089)	-	-	-	-
Depreciation on write-offs		-	(602,812)	(78,733)	(6,237,196)	(259,957)	(768,163)	-	(7,946,860)	(5,661)	-	(8,290)	(13,951)
Revaluation adjustment to other comprehensive income		-	-	-	(37,624,682)	10,538,792	(14,460,539)	-	(41,546,428)	-	-	-	-
		-	-	-	-	-	-	-		-	-	-	
Accumulated depreciation as at 30 June 2021		24,909	43,234,494	30,634,448	106,981,743	162,377,931	62,258,446	-	405,511,970	114,340	381,048	139,810	635,198
Total written down value as at 30 June 2021		43,213,186	86,038,423	29,639,205	579,570,215	135,846,946	140,271,443	150,893,946	1,165,473,364	1,584,583	76,210	363,507	2,024,299
Range of estimated useful life in years		0 - 50	0 - 120	0 - 60	0 - 500	0 - 100	5 - 100			7 - 100	7 - 100	7 - 100	

WHITSUNDAY REGIONAL COUNCIL

Notes to the Financial Statements
For the Period ending 31 October 2021

	Note	2022 $	2021 $
14 Trade and other payables			
Current			
Accrued Expenses		378,054	-
Creditors		21,124,443	13,876,439
Rates received in advance		1,872,563	3,319,676
Accrued wages and salaries		464	428,558
GST payable		-	173,506
Other employee entitlements		164,149	189,044
		23,539,673	17,987,224
15 Provisions			
Current			
Annual leave		4,224,758	4,088,081
Long service leave		4,398,061	4,494,037
Property restoration -			
(i) Refuse sites		392,445	392,445
		9,015,264	8,974,563
Non-Current			
Long service leave		1,871,008	1,825,894
Property restoration			
(i) Refuse sites		6,698,894	6,698,894
(ii) Quarry rehabilitation		561,032	561,032
		9,130,934	9,085,820
Details of movements in provisions			
(i) Refuse sites			
Balance at beginning of the year		7,091,339	6,888,082
Increase due to change in time		-	0
Increase (decrease) in estimate of future cost		-	203,257
Balance at end of the year		7,091,339	7,091,339
Current portion		392,445	392,445
Non-current portion		6,698,894	6,698,894
		7,091,339	7,091,339
Cash funds committed to meet this liability at the reporting date are		3,400,000	3,400,000
(ii) Quarry rehabilitation			
Balance at beginning of the year		561,032	636,361
Increase due to change in time		-	10,246
Increase (decrease) due to change in discount rate		-	(61,610)
Increase (decrease) in estimate of future cost		-	(23,965)
Balance at end of the year		561,032	561,032
Current portion		-	-
Non-current portion		561,032	561,032
		561,032	561,032
Cash funds committed to meet this liability at the reporting date are		561,032	561,032

WHITSUNDAY REGIONAL COUNCIL

Notes to the Financial Statements
For the Period ending 31 October 2021

	Note	2022 $	2021 $
16 Borrowings			
(a) Current			
(i) Queensland Treasury Corporation		5,328,316	5,328,316
(ii) Finance leases for right of use assets		289,821	289,821
		5,618,137	5,618,137
(b) Non-current			
(i) Queensland Treasury Corporation		72,632,769	74,338,715
(ii) Finance leases for right of use assets		1,719,866	1,719,866
		74,352,635	76,058,581
Movements in borrowings			
(i) Queensland Treasury Corporation			
Balance at beginning of the year		79,667,031	84,655,139
Principal repayments - cash movement		(1,705,946)	(4,988,108)
Balance at end of the year		77,961,085	79,667,031
Classified as			
Current		5,328,316	5,328,316
Non-current		72,632,769	74,338,715
		77,961,085	79,667,031
Movements in lease liabilities			
Balance at beginning of the year		2,009,686	1,852,078
Additions to right-of-use assets		-	578,960
Principal repayments		-	(421,351)
Balance at end of the year		2,009,686	2,009,686
Classified as:			
Current		289,821	289,821
Non-Current		1,719,866	1,719,866
		2,009,686	2,009,686
		-	-
Lease liability recognised in the financial statements		2,009,686	2,009,686
(iii) Reconciliation of liabilities arising from finance activities			
Loans			
Balance at beginning of the year		79,667,031	84,655,139
Cash flows during the period		(1,705,946)	(4,988,108)
Non cash flows changes in the period		-	-
Balance at end of the year		77,961,085	79,667,031
Lease liabilites			
Balance at beginning of the year		2,009,686	1,852,078
Cash flows during the period		-	(421,351)
Non cash flows changes in the period		-	-
Balance at end of the year		2,009,686	1,430,726
Total		79,970,771	81,097,758

Council does not believe that any of the leases in place are individually material.

WHITSUNDAY REGIONAL COUNCIL

Notes to the Financial Statements
For the Period ending 31 October 2021

	Note	2022 $	2021 $
17 Reserves			
(a) Restricted capital reserves			
(i) Future capital asset sustainability reserve			
Balance at beginning of the year		-	-
Funded depreciation on capital assets in year		8,492,325	25,093,690
Less: Funds utilised in the year		(6,160,516)	(25,093,690)
Balance at end of the year		2,331,809	-
(ii) Constrained grants and subsidy reserve			
Balance at beginning of the year		9,994,662	9,147,163
Transfer from retained earnings non reciprocal grants, subsidies and contributions received and allocated to specific capital projects		5,662,053	24,819,379
Transfer to retained earnings funds expended		(4,982,517)	(23,971,879)
Balance at end of the year		10,674,199	9,994,662
(ii)(b) Constrained NDRRA grants reserve			
Balance at beginning of the year		(0)	-
Transfer from retained earnings for future expenditure		4,622,706	50,257,410
Transfer to retained earnings funds expended		(4,622,706)	(50,257,410)
Balance at end of the year		(0)	(0)
(b) Other reserves			
(1) Summary of capital reserves held to provide additional funding future projects			
(i) Insurance reimbursed reserve and		(0)	222,400
(ii) Capital Works reserve		38,020,615	42,293,896
(iii) Insurance Restoration reserve		757,590	757,590
		38,778,204	43,273,886
(2) Summary of recurrent reserves held for funding future projects			
(i) Operational Projects reserve		3,069,547	3,069,547
Total other reserves		41,847,751	46,343,433
Total reserves		54,853,759	56,338,095
18 Reconciliation of net result for the year to net cash inflow (outflow) from operating activities			
Net result		16,979,933	59,195,405
Non-cash operating items			
Impairment of receivables and bad debts written-off		-	797,631
Depreciation and amortisation		8,992,964	28,627,639
Change in restoration provisions expensed to finance costs		-	10,246
		8,992,964	29,435,516
Investing and development activities			
Capital grants, subsidies and contributions		(14,426,744)	(75,076,789)
Capital income		(29,565)	(122,615)
Capital expenses		444,198	22,022,907
		(14,012,111)	(53,176,497)
Changes in operating assets and liabilities			
(Increase) decrease in receivables		(6,087,076)	(2,408,273)
(Increase) decrease in inventories (excluding land)		53,386	(290,050)
(Increase) decrease in other operating assets		(281,813)	(290,832)
(Increase) decrease in operating contract assets		-	(660,816)
Increase (decrease) in payables		5,725,955	(4,074,035)
Increase (decrease) in provisions		85,816	328,974
Increase (decrease) in other liabilities		-	991,107
Increase (decrease) in operating contract liabilities		7,642,178	(1,738,046)
		7,138,447	(8,141,971)
Net cash inflow from operating activities		19,099,232	27,312,453

WHITSUNDAY REGIONAL COUNCIL

Notes to the Financial Statements
For the Period ending 31 October 2021

	2022	2021
Financial indicators and ratios of the accounts	$	$
Maintenance of Council's physical operating capability		
This indicates whether the opening capital value of the Council has been maintained by operational activities during the year.		
A continual decline in capital value will lead ultimately to a decline in services to the provided to the community.		
Opening capital value	1,117,192,532	1,094,914,793
Operating surplus/(deficit) in year	2,967,822	6,018,908
Transfers from operating reserves to retained earnings in year	-	55,349
Retained surplus/(deficit) brought forward from prior year	7,351,640	6,626,153
Closing balance of the opening capital value	1,127,511,993	1,107,615,202
Change in the opening capital value	10,319,461	12,700,409
	%	%
Asset sustainability ratio		
Expenditure on replacement infrastructure assets divided by depreciation expense	158.1%	97.8%
Target range >90%		
Operating surplus ratio		
Net operating surplus/(deficit) divided by total operating revenue	7.4%	4.9%
Guidance range is between 0% and 10%		
Net financial liability		
Total liabilities less current assets divided by total operating revenue	42.3%	11.1%
Guidance range is not greater than 60%		
Asset consumption ratio		
Book value of infrastructure assets divided by there gross value		
Target range is between 40% and 80%	71.7%	72.1%
Interest cover ratio		
Net interest expense divided by total operating revenue	1.7%	1.6%
Target range is between 0% and 5%		
Working capital ratio		
Unrestricted current assets available to meet current liabilities	2.1 : 1	2.5 : 1
Guidance range 1:1 to 4:1		
Change in community equity ratio		
The percentage change in the net wealth of the Council.	1.7%	5.2%
Debt servicing ratio		
The percentage that the Council's total recurrent revenue that is used to service loan interest and principal repayments	6.8%	6.9%
General rate revenue ratio		
The Council's dependence on general rate revenue as a percentage of total recurrent revenue	44.4%	41.3%
Revenue ratio		
The Council's dependence on net rates and utility charges as a percentage of total recurrent revenue	75.5%	70.3%
Debt exposure ratio:		
The percentage of Council's capital debt to total community equity	6.8%	7.0%

Attachment 13.2.2.3 Capital Delivery Report as at 31st October 2021

Job	Description	a. Actuals to Period	b. Commitments	(a.+b.) Actuals + Commitments	d. Budget to Period	e. Total Annual Current Budget	(a./d.) % YTDAct to YTDBud	a./e. % YTD Act to Ann Bud	e.- a. Remaining Bud $
10000 - Office of the CEO									
1801 - Airport Operations									
8573	Whitsunday Airport - Roof Rectification Works	264,368	5,725	270,093	231,120	693,358	114%	38%	428,990
8594	Bowen Aerodrome Runway Repairs	156,242	17,658	173,900	166,668	500,000	94%	31%	343,758
8857	Airport & Shute Harbour Parking Improvements	-	-	-	-	300,000			300,000
8863	Welcome to Whitsundays Signage Proserpine Airport	-	-	-	16,668	50,000			50,000
Sub Total Airport Operations		**420,610**	**23,383**	**443,992**	**414,456**	**1,543,358**	**101%**	**27%**	**1,122,748**
	Total Office of the CEO	**420,610**	**23,383**	**443,992**	**414,456**	**1,543,358**	**101%**	**27%**	**1,122,748**
30000 - Infrastructure Services									
2101 - Water									
5549	Water - New 12ML Reservoir including 2 DN500 Mains 790m long	446,067	5,386,443	5,832,510	2,308,828	6,926,481	19%	6%	6,480,414
5552	Water - Upgrade to Automated Control System - C/W 18-19	(6,821)	-	(6,821)	-	-			6,821
5609	Airlie Beach Sustainable Water Project BoR R05	(14,012)	10,711	(3,300)	-	-			14,012
8080	LGGSP Grant Project - Delivery of CWNA Stage 1B, Coyne Road	2,253	6,547	8,800	-	-			(2,253)
8081	Cannonvale Water Network Augmentation - Stage 1A New	1,311	-	1,311	-	-			(1,311)
8895	New Initiative - Disaster Resiliance - Extend Fibre Infrastr	-	-	-	20,400	61,200			61,200
8921	Bowen Small Reservoir Pressure Zone	-	-	-	60,332	181,000			181,000
8922	Collinsville WTP Emergent works	-	-	-	26,000	78,000			78,000
8923	Facilities Instrumentation, Electrical and Control Renewals	6,810	-	6,810	14,584	43,757	47%	16%	36,947
8924	Penticost St Area Renewal	-	-	-	72,824	218,475			218,475
8925	Proserpine Bore 10 supplementary Funding for Bore moving (TM	-	-	-	-	45,000			45,000
8926	New Initiative - W&WW - SCADA - 16 Quick Wins - (2 Year Proj	-	-	-	31,620	94,860			94,860
8927	Collinsville Efficient Resilient Solar Program	-	-	-	256,668	770,000			770,000
8928	Emergent Works - Water	74,893	30,100	104,993	55,124	165,375	136%	45%	90,482
8929	Water Meter Renewals - Regional	-	-	-	68,668	206,000			206,000
8930	Water Main Renewal - Eglington / Storey St / harrision Ct Bo	2,063	9,333	11,396	62,000	186,000	3%	1%	183,937
8931	Additional Bores - Proserpine WTP	-	-	-	31,668	95,000			95,000
8932	Network Instrumentation, Electrical and Control Renewals - W	-	-	-	8,260	24,785			24,785
8933	Regional Valve Replacement Project	-	-	-	24,100	72,300			72,300
Sub Total Water		**512,563**	**5,443,134**	**5,955,697**	**3,041,076**	**9,168,233**	**17%**	**6%**	**8,655,670**
2201 - Sewerage									
5539	Sewer Pump Capacity Upgrades - Combined Rising Main - C/W 18	-	70,578	70,578	127,440	382,325			382,325
5603	Cannonvale PS1 Renewal - C/W 18-19	22,624	13,786	36,409	-	-			(22,624)
7932	Sewer - Emergent Works - STP - CW 1920	154	45,056	45,210	-	-			(154)
8597	Emergent Works - Sewer C/W 20-21	2,660	-	2,660	-	-			(2,660)
8914	Facilities Instrumentation, Electrical and Control Renewals	-	-	-	3,228	9,689			9,689
8915	Sewer Relining – Regional P2 Zone	1,882	-	1,882	93,332	280,000	2%	1%	278,118
8916	STP Odour containment Panel replacement	-	-	-	34,668	104,000			104,000
8917	Chapman St Sewer Rising Main Replacement	5,608	9,500	15,108	156,472	469,421	4%	1%	463,813
8918	Emergent Works - Sewer	9,175	5,300	14,475	77,176	231,525	12%	4%	222,350
8919	Sewer Pump Replacement Program - Regional	-	-	-	73,332	220,000			220,000
8920	Network Instrumentation, Electrical and Control Renewals - S	-	-	-	6,828	20,486			20,486
8935	Waste reuse to Agriculture (biosolids) Project	-	-	-	98,668	296,000			296,000
Sub Total Sewerage		**42,103**	**144,220**	**186,322**	**671,144**	**2,013,446**	**6%**	**2%**	**1,971,343**
3203 - Roads									
7979	Design & Construction Airlie Beach Parking Facility	(90,846)	-	(90,846)	-	-			90,846
8103	Muroona Street Drainage - Stage 2	(15,302)	-	(15,302)	-	-			15,302
8299	Thurso Road Euri Crossing Drainage Upgrade	63,739	-	63,739	-	-			(63,739)
8622	Betterment Reshaping table drains	(765)	-	(765)	-	-			765
8626	Construction of Lagoon Deck and Shared Cycle Path	307,517	440,866	748,383	155,332	466,000	198%	66%	158,483
8628	Dodd Street Shared Footpath	4,727	-	4,727	-	-			(4,727)
8629	Edgecumbe Heights Walking Tracks Upgrade	-	-	-	385,168	1,155,500			1,155,500
8630	Forestry Road	179,163	7,521	186,685	325,324	975,969	55%	18%	796,806
8631	Gloucester Avenue Culvert	62,639	38,276	100,915	-	-			(62,639)
8632	Hillview Road Kerb and Channel	350	-	350	-	-			(350)
8635	Port of Airlie Transit Terminal Upgrade	2,485	520	3,005	-	-			(2,485)
8636	Reflect Application Redesign and Reimplementation	-	-	-	16,668	50,000			50,000
8637	Reseal Program	360,296	222,563	582,859	-	-			(360,296)
8639	Unsealed Roads Creek Crossing Upgrade Program	143,637	165,420	309,057	298,348	895,041	48%	16%	751,404
8640	Unsealed Roads Resheeting Program	631,218	-	631,218	-	1,200,948		53%	569,730
8645	Ted Cunningham Bridge Upgrade	97,277	3,858,086	3,955,363	1,525,720	4,577,165	6%	2%	4,479,888
8661	Chapman Street Carpark (Proserpine Admin)	461	59,665	60,125	-	-			(461)
8763	Roma Peak Road Floodways (QRA 90% WRC 10%)	194,567	5,115	199,682	50,564	151,690	385%	128%	(42,877)
8792	Jasinique Drive Culvert Remedial Works	1,342	-	1,342	-	-			(1,342)
8793	Adina/Wambiri intersection repair	321	-	321	-	-			(321)
8817	TMR early works - Paluma Rd to Tropic Rd	368,247	830,320	1,198,567	1,416,668	4,250,000	26%	9%	3,881,753
8861	Bus stop Shelter Program	-	-	-	31,668	95,000			95,000
8862	Passenger Transport Accessible Infrastructure Program	-	-	-	33,332	100,000			100,000
8904	Reseal Program	-	-	-	269,984	809,947			809,947
8905	Catalina shared path	2,638	14,882	17,520	30,000	30,000	9%	9%	27,362
8906	Heavy Formation Grading	66,937	840	67,777	-	400,000		17%	333,063

Attachment 13.2.2.3 Capital Delivery Report as at 31st October 2021

Job	Description	Actuals to Period	Commitments	Actuals + Commitments	Budget to Period	Total Annual Current Budget	% YTDAct to YTDBud	% YTD Act to Ann Bud	Remaining Bud $
		a.	*b.*	*(a.+b.)*	*d.*	*e.*	*(a./d.)*	*a./e.*	*e.- a.*
8907	Up River Road Culvert Upgrade	-	-	-	233,332	350,000			350,000
8908	Collinsville RV Roads Improvements	-	-	-	7,332	22,000			22,000
8909	Gumlu School Bus Stop	-	-	-	-	65,000			65,000
8910	Scottville Road shared path missing link	-	-	-	46,000	230,000			230,000
8911	Waterson Way car park construction and seal	85,900	11,867	97,767	125,000	375,000	69%	23%	289,100
8912	Calista Court Footpath	7,148	-	7,148	4,400	22,000	162%	32%	14,852
8913	Harbour Avenue Remedial Stormwater Works	-	-	-	-	51,503			51,503
8938	Construction of Roundabout at intersection of Gregory and	6,191	-	6,191	-	-			(6,191)
Sub Total Roads		**2,479,886**	**5,655,942**	**8,135,828**	**4,954,840**	**16,272,763**	**50%**	**15%**	**13,792,877**
3205 - Marine Based Asset									
5643	Whisper Bay Fishing Pontoon - C/W 18-19	(6,961)	-	(6,961)	-	-			6,961
Sub Total Marine Based Asset		**(6,961)**	**-**	**(6,961)**	**-**	**-**	**0%**	**0%**	**6,961**
3206 - Flood Damage									
Sub Total Flood Damage		**8,439,834**	**7,157,056**	**15,596,890**	**9,568,548**	**28,705,635**	**88%**	**29%**	**20,265,801**
3301 - State Emergency Service									
8860	SES Shed extension Cannonvale	-	70,748	70,748	11,668	35,000			35,000
Sub Total State Emergency Service		**-**	**70,748**	**70,748**	**11,668**	**35,000**	**0%**	**0%**	**35,000**
3401 - Quarry Operations									
8790	Quarry Purchase of a Pugmill	377,299	-	377,299	-	-			(377,299)
Sub Total Quarry Operations		**377,299**	**-**	**377,299**	**-**	**-**	**0%**	**0%**	**(377,299)**
3501 - Works 4 Qld									
7048	W4Q - Cannonvale Lakes Stage 3 (part 2)	348,193	28,451	376,643	-	-			(348,193)
7911	W4Q - Gloucester Rainwater Tank - CW 1920	21	-	21	-	-			(21)
7914	W4Q - Henry Darwen Park Stage 2 - CW 1920	221,203	-	221,203	-	-			(221,203)
7916	W4Q - Lions Park, Bowen - CW 1920 - 19013	68,514	-	68,514	-	-			(68,514)
7918	W4Q - Movie Screen - Airlie Lagoon - CW 1920	226,805	81,842	308,647	-	-			(226,805)
7921	W4Q - Railway Road Stage 1 - CW 1920	(50,602)	-	(50,602)	145,936	437,808	-35%	-12%	488,410
7937	W4Q - Bridge Upgrade on Bicentennial Boardwalk - CW 1920	-	-	-	28,484	85,446			85,446
8784	W4Q - Scottville - Playground Upgrade	16,933	-	16,933	-	-			(16,933)
8785	W4Q - Darcy Munro & Pelican Park, Collinsville - Playground	16,932	0	16,933	-	-			(16,932)
8786	W4Q - Collinsville Tennis Court Upgrade	139,184	-	139,184	-	-			(139,184)
8830	W4Q - Collinsville Aquatic Facility - pool retiling renewal	49	-	49	46,800	140,400	0%	0%	140,351
8831	W4Q - Airlie lagoon lighting improvements	8,743	880	9,623	166,668	500,000	5%	2%	491,257
8832	W4Q - Collinsville Community Centre - Exterior painting	49	-	49	22,668	68,000	0%	0%	67,951
8833	W4Q - Case Park Walking Track Bowen	7,646	-	7,646	127,832	383,500	6%	2%	375,854
8834	W4Q - Brandy Creek - New Amenities	387	-	387	46,776	140,332	1%	0%	139,945
8835	W4Q - Dingo Beach Bollards	26,283	40,230	66,512	35,832	107,500	73%	24%	81,217
8836	W4Q - Front Beach Skate Bowl Timber Replacement Bowen	2,289	-	2,289	57,332	172,000	4%	1%	169,711
8837	W4Q - Hydro Therapy Rehabilitation Above Ground Pool	49	-	49	25,000	75,000	0%	0%	74,951
8838	W4Q - Astro Turfing of the Airlie Beach Lagoon 'Beach Area'	49	-	49	41,904	125,711	0%	0%	125,662
8839	W4Q - Mullers Lagoon bridge x 2 upgrade - Bowen	2,766	-	2,766	41,352	124,057	7%	2%	121,291
8840	W4Q - Gloucester sports park access and car park recon	24,388	-	24,388	100,000	300,000	24%	8%	275,612
8841	W4Q - Lions Lookout & Carpark Upgrade - Shute Harbour	10,653	-	10,653	158,332	475,000	7%	2%	464,347
8842	W4Q -Greening & Growing Bowen 3 - recycled water network ext	-	-	-	142,668	428,000			428,000
8843	W4Q - Sewer Relining – Regional P1 Zone	68,431	24,709	93,140	166,668	500,000	41%	14%	431,569
8844	W4Q - Bowen WTP Intake, Switchboard and Structure	81	-	81	100,168	300,500	0%	0%	300,420
Sub Total Works 4 Qld		**1,139,044**	**176,111**	**1,315,155**	**1,454,420**	**4,363,254**	**78%**	**26%**	**3,224,210**
7302 - Refuse Tips & Transfer Station									
8797	Mt Coolon Waste Services Improvement Program	3,277	-	3,277	-	-			(3,277)
8934	Mt Coolon Transfer Station Access Road	-	-	-	86,668	260,000			260,000
Sub Total Refuse Tips & Transfer Station		**3,277**	**-**	**3,277**	**86,668**	**260,000**	**4%**	**1%**	**256,723**
7303 - Waste Management									
8596	Leachate and storm water management - Kelsey Creek	58,745	89,920	148,665	143,656	430,967	41%	14%	372,222
8643	Leachate and storm water management - Bowen	8,642	-	8,642	248,852	746,551	3%	1%	737,909
8820	Cannonvale Waste Transfer Station	174,734	2,382	177,116	50,000	150,000	349%	116%	(24,734)
Sub Total Waste Management		**242,121**	**92,302**	**334,423**	**442,508**	**1,327,518**	**55%**	**18%**	**1,085,397**
7401 - Parks & Gardens									
5632	Lake Proserpine Recreation Hub - Stage 1 - C/W 18-19	34,197	43,432	77,629	-	-			(34,197)
8625	Assets Renewal Parks and Gardens	119,291	61,838	181,129	117,384	352,150	102%	34%	232,859
8627	Continuation of Pedestrian Path Lighting Airlie Foreshore	663	110,651	111,314	-	-			(663)
8825	LRCI - Cannonvale Skate Bowl Upgrade	17,176	266,193	283,369	100,000	300,000	17%	6%	282,824
8865	Barker Park (Tracks Design) - Bowen	196	-	196	64,332	193,000	0%	0%	192,804
8871	Front Beach Main Irrigation Line Renewal - Bowen	587	-	587	15,332	46,000	4%	1%	45,413
8872	Queensbeach basketball lighting - Bowen	587	-	587	6,668	20,000	9%	3%	19,413
8873	Choose Collinsville Project	-	-	-	333,332	1,000,000			1,000,000
Sub Total Parks & Gardens		**172,696**	**482,114**	**654,810**	**637,048**	**1,911,150**	**27%**	**9%**	**1,738,454**
	Total Infrastructure Services	**13,401,863**	**19,221,626**	**32,623,489**	**20,867,920**	**64,056,999**	**64%**	**21%**	**50,655,136**

Attachment 13.2.2.3 Capital Delivery Report as at 31st October 2021

Job	Description	a. Actuals to Period	b. Commitments	(a.+b.) Actuals + Commitments	d. Budget to Period	e. Total Annual Current Budget	(a./d.) % YTDAct to YTDBud	a./e. % YTD Act to Ann Bud	e.- a. Remaining Bud $
40000 - Corporate Services									
4206 - Insurance									
7886	Insurance - Bowen Reservoir- CW 1920	-	-	-	184,312	552,931			552,931
7895	Insurance - Collinsville Council Depot - CW 1920	435	2,404	2,839	-	-			(435)
7896	Insurance - Collinsville Reservoir High Level	4,488	-	4,488	126,780	380,341	4%	1%	375,853
7897	Insurance - Collinsville Reservoir - CW 1920	1,792	-	1,792	-	-			(1,792)
7960	Insurance (Operational) - Bowen Basketball Courts - Demolish	435	2,404	2,839	-	-			(435)
Sub Total Insurance		**7,150**	**4,807**	**11,957**	**311,092**	**933,272**	**2%**	**1%**	**926,122**
4301 - Info Services/GIS/Records Administration									
4850	Whitsunday Regional Council - ERP Replacement Project - C/W	(12,160)	-	(12,160)	-	-			12,160
8574	Software Implementation (Meetings Solutions)	22,496	17,496	39,992	-	-			(22,496)
8614	Document Management Search Engine	-	-	-	26,668	80,000			80,000
8615	ECM 4.03 Upgrade	-	-	-	27,200	81,600			81,600
8616	Enterprise Management System (EMS)	-	-	-	36,668	110,000			110,000
8619	Tech 1 ERP Annual Software Upgrade - Version 2020B	-	-	-	18,332	55,000			55,000
8620	Technology One - ERP Project Phase 1a	176,757	281,564	458,321	534,460	1,603,384	33%	11%	1,426,627
8821	CCTV, Radio links, Video conferencing and Wireless Access	4	-	4	-	-			(4)
8823	Bowen Board Room Video Conferencing Upgrade	34,228	19,712	53,940	-	-			(34,228)
8875	Disaster Resilence - Upgrade of Hamilton Plain and Crofton C	-	-	-	100,000	100,000			100,000
8876	Disaster Resilence - VHF Radio Network Replacement	-	-	-	333,332	1,000,000			1,000,000
8877	Disaster Reslience: Comms Infrastructure Replacement Program	-	40,204	40,204	22,928	68,778			68,778
8878	Replacement Program - Desktop PC's and Laptop Computers	-	-	-	120,000	120,000			120,000
8879	Replacement Program: Local Print and File Servers x 5	-	-	-	10,000	10,000			10,000
8880	Corporate Reporting Software	-	-	-	13,332	40,000			40,000
8881	New Initiative - BNE DC Hardware Design Modification for Add	-	46,506	46,506	17,476	52,428			52,428
8882	New Initiative - Data Warehouse for Improved BI & Reporting	-	-	-	16,287	38,000			38,000
8883	New Initiative - Disaster Resiliance - NADI - Radio Network	-	37,096	37,096	14,388	43,169			43,169
8884	Replacement Program - CCTV Network Hardware Upgrade	-	6,528	6,528	45,332	136,000			136,000
8885	Replacement Program - CIRP - Communications Infrastructure R	11,845	10,909	22,754	10,456	31,363	113%	38%	19,518
8886	Replacement Program - CISP - Communications Infrastructure S	-	1,620	1,620	39,100	117,300			117,300
8887	Replacement Program - Upgrade FME to workflow ADAC files thr	-	22,673	22,673	2,222	20,000			20,000
8888	Replacement Program: Aerial Photography & LiDAR capture	-	-	-	-	120,000			120,000
8889	TechnologyOne Application Managed Services (AMS)	24,616	24,616	49,232	40,000	120,000	62%	21%	95,384
8890	Replacement Program: Bridging the Recordkeeping Divide	-	2,200	2,200	141,546	519,000			519,000
8891	Replacement Program - Authority Upgrade	-	-	-	12,000	60,000			60,000
8892	New Initiative - Disaster Resiliance - NBN ? Design, Install	-	-	-	50,088	150,262			150,262
8893	New Initiative ? IoT Program of Works ? Design, Install Hard	-	8,355	8,355	19,380	58,140			58,140
8894	New Initiative - Disaster Resiliance - CCTV Radio Link Cvale	-	-	-	10,440	31,314			31,314
8896	New Initiative - Disaster Resiliance - NADI - Virtualis & Ce	530	-	530	5,780	17,340	9%	3%	16,810
8897	New Initiative - NSIP - Network Security Improvement Program	1,440	-	1,440	17,492	52,480	8%	3%	51,040
8898	Backflow - QR code identification and compliance reporting	-	-	-	40,000	40,000			40,000
Sub Total Info Services/GIS/Records Administration		**259,757**	**519,478**	**779,234**	**1,724,907**	**4,875,558**	**15%**	**5%**	**4,615,802**
4304 - IT Services									
8563	Authority (Civica) 7.1 Upgrade 20200417091425	72,005	157,761	229,766	33,332	100,000	216%	72%	27,995
8809	WHS System	-	-	-	16,668	50,000			50,000
Sub Total IT Services		**72,005**	**157,761**	**229,766**	**50,000**	**150,000**	**144%**	**48%**	**77,995**
4404 - Fleet Management									
2089	Plant Purchases	228,348	2,440,622	2,668,970	2,294,552	6,883,655	10%	3%	6,655,307
Sub Total Fleet Management		**228,348**	**2,440,622**	**2,668,970**	**2,294,552**	**6,883,655**	**10%**	**3%**	**6,655,307**
4405 - Property & Facilities									
4926	Proserpine Entertainment Centre - Building Works in addition	4,758,624	4,598,362	9,356,986	2,969,488	8,908,468	160%	53%	4,149,844
5617	Flagstaff Redevelopment (Grant + Insurance) - C/W 18-19	2,216,920	81,129	2,298,049	674,364	2,023,090	329%	110%	(193,830)
5640	Proserpine Administration Building Replacement - Stage 1 - C	11,658	10,087	21,745	-	-			(11,658)
5642	Cannonvale/Proserpine Depot Beach Pit/Wash down bay	6,373	81,648	88,020	48,968	146,908	13%	4%	140,535
8608	Bowen Aerodrome Work Camp Dwelling - Superstructure Renewal	84,354	773	85,127	30,176	90,529	280%	93%	6,175
8613	Demolish 58-60 Horseshoe Bay Road Residences	100	-	100	27,500	82,500	0%	0%	82,400
8617	Les Stagg Oval - Grandstand Renewal	160	0	160	-	-			(160)
8761	21 Station Street	435	2,404	2,839	-	-			(435)
8789	Merinda Herb Murray Park - New Amenities Building	4,013	101,837	105,849	36,668	110,000	11%	4%	105,987
8808	Denison Park - Bowen Seagulls Sports Park	4,274	140,549	144,823	-	-			(4,274)
8852	Airlie Beach Lagoon Amenities Fitout and Fittings Renewal	-	-	-	37,125	99,000			99,000
8853	Bowen Depot Boundary Fence Renewal	60	-	60	81,300	135,500	0%	0%	135,440
8854	Cannonvale Mens Shed Roof + Stair Renewal	-	-	-	32,668	49,000			49,000
8856	Bowen Library Mechanical Plant Renewal	-	-	-	39,375	52,500			52,500
8858	Solar Power Generation	-	-	-	-	700,000			700,000
8859	Collinsville Football Club Roof Renewal	544	113,276	113,820	104,817	279,510	1%	0%	278,966
8866	Denison Park Clubhouse Roof Renewal	544	75,950	76,494	31,749	63,500	2%	1%	62,956
8867	Buildings - Floor Covering Replacement Program	-	4,682	4,682	34,287	80,000			80,000
8868	Relocation of Cannonvale Depot - Demountable Buildings	-	80,727	80,727	66,000	99,000			99,000
8869	Mt Coolon Community Centre - Internal / External Paint Renew	-	-	-	18,300	30,500			30,500
Sub Total Property & Facilities		**7,088,060**	**5,291,422**	**12,379,482**	**4,232,785**	**12,950,005**	**167%**	**55%**	**5,861,945**
	Total Corporate Services	**7,655,320**	**8,414,090**	**16,069,409**	**8,613,336**	**25,792,490**	**89%**	**30%**	**18,137,170**

Attachment 13.2.2.3 Capital Delivery Report as at 31st October 2021

Job	Description	a. Actuals to Period	b. Commitments	(a.+b.) Actuals + Commitments	d. Budget to Period	e. Total Annual Current Budget	(a./d.) % YTDAct to YTDBud	a./e. % YTD Act to Ann Bud	e.- a. Remaining Bud $
60000 - Community Services									
5201 - Natural Resource Management									
8846	NQ Dry Tropics - Purchase of Vehicle Weed Washdown Facility	27,366	-	27,366	-	-			(27,366)
Sub Total Natural Resource Management		**27,366**	**-**	**27,366**	**-**	**-**	**0%**	**0%**	**(27,366)**
5302 - Parking Management									
7821	Installation of Pay & Display Parking Machines - Airlie Bech	8,160	2,969	11,129	-	-			(8,160)
Sub Total Parking Management		**8,160**	**2,969**	**11,129**	**-**	**-**	**0%**	**0%**	**(8,160)**
5304 - Environmental Health									
8571	Litter & Illegal Dumping Progam - Hot Spot Program	1,900	-	1,900	-	-			(1,900)
Sub Total Environmental Health		**1,900**	**-**	**1,900**	**-**	**-**	**0%**	**0%**	**(1,900)**
5402 - Libraries									
8902	Cannonvale Customer Service & Library fit out	-	-	-	-	298,680			298,680
Sub Total Libraries		**-**	**-**	**-**	**-**	**298,680**	**0%**	**0%**	**298,680**
5403 - Community Centres & Halls									
8870	Bowen Work Camp - Mower Trailer	-	-	-	10,000	30,000			30,000
8901	Flagstaff Hill Cultural & Conference Centre - Capark Lightin	-	-	-	38,000	114,000			114,000
Sub Total Community Centres & Halls		**-**	**-**	**-**	**48,000**	**144,000**	**0%**	**0%**	**144,000**
5408 - Sport & Recreational Development									
8903	Lake Proserpine Commercialisation Project	-	-	-	833,332	2,500,000			2,500,000
Sub Total Sport & Recreational Development		**-**	**-**	**-**	**833,332**	**2,500,000**	**0%**	**0%**	**2,500,000**
5409 - Caravan Parks									
8604	Wangaratta Caravan Park entrance upgrade	778	-	778	-	-			(778)
8605	Wangaratta Caravan Park Swimming Pool refurbishment	2,397	95	2,492	-	-			(2,397)
8855	Wangaratta Pool Relining Renewal	-	-	-	15,000	75,000			75,000
8864	Replacement of Cabin on Site 72 Wangaratta Caravan Park	-	1,737	1,737	10,000	50,000			50,000
Sub Total Caravan Parks		**3,175**	**1,832**	**5,007**	**25,000**	**125,000**	**13%**	**3%**	**121,825**
7403 - Pools, Lagoons & Enclosures									
8600	Bowen Aquatic Facility - town pool amenity upgrade	268,424	324,676	593,100	105,208	315,629	255%	85%	47,205
8601	Bowen Water Park renewal	82,828	3,375	86,203	61,640	184,914	134%	45%	102,086
8602	Collinsville Aquatic Facility - town pool amenity and kiosk	110,057	63,443	173,500	89,320	267,956	123%	41%	157,899
8603	Proserpine Aquatic Facility - residence demolition and kiosk	371,737	141,860	513,597	88,844	266,526	418%	139%	(105,211)
8606	Wilson Beach Swimming Enclosure Refurbishment	-	-	-	116,668	350,000			350,000
8787	Construction of new Collinsville Water Park	319,100	691,285	1,010,385	350,000	1,050,000	91%	30%	730,900
8874	Proserpine Pool/Waterpark Electrical Switchboard Upgrade	-	-	-	8,332	25,000			25,000
8899	Bowen Aquatic Facility - town pool heater replacement	-	-	-	48,332	145,000			145,000
8900	Proserpine Aquatic Facility - town pool heater replacement	-	-	-	150,000	150,000			150,000
Sub Total Pools, Lagoons & Enclosures		**1,152,147**	**1,224,639**	**2,376,786**	**1,018,344**	**2,755,025**	**113%**	**42%**	**1,602,878**
	Total Community Services	**1,192,747**	**1,229,440**	**2,422,187**	**1,924,676**	**5,822,705**	**62%**	**20%**	**4,629,958**
	Grand Total for Period ending 31 October 2021	**22,670,540**	**28,888,539**	**51,559,078**	**31,820,388**	**97,215,552**	**71%**	**23%**	**74,545,012**

Percentage YTD Actuals v YTD Budget	71.25%
Percentage YTD Actuals & Commitments v Annual Current Budget	53.04%

13.2.3 - Sale of Surplus Council Land - Whitsunday Region

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Billie Davis - Senior Commercial Officer

AUTHORISING OFFICER: Jason Bradshaw - Director Corporate Services

PRESENTED FOR: Decision

ATTACHMENTS

1. Site Plans [**13.2.3.1** - 9 pages]

PURPOSE

Various parcels of Council owned land within the Whitsunday Region have been identified as surplus to operational and strategic requirements. It is proposed that the surplus land be sold as the asset is no longer required by Council. The preferred method of disposal is by public tender.

OFFICER'S RECOMMENDATION

That Council resolves to invite public tenders for the sale of various parcels of land as mentioned below, in accordance with Section 227 of the Local Government Regulation 2012:

a) 2 Sinclair Street, Bowen (Lot 124 on SP265790);

b) 82-92 Santa Barbara Parade, Bowen (Lot 125 on SP265790);

c) 9D Dalrymple Street, Bowen (Lot 3 on SP149002);

d) 27-29 Queens Street, Bowen (Lot 1 on RP712941);

e) 31-33 Queens Street, Bowen (Lot 2 on RP712941);

f) Lot 5 King Street, Bowen (Lot 5 on RP712941);

g) 1 Industrial Road, Collinsville (Lot 10 on SP211513);

h) 42 Carlo Drive, Cannonvale (Lot 75 on SP220409); and

i) 8 Foxlee Street, Proserpine (Lot 28 on RP732690).

BACKGROUND

Council's Strategic Planning branch recently undertook a review of Council owned land to identify parcels that are no longer strategically or operationally required. The land detailed below have been identified as surplus and suitable for sale through a public tender process.

2 Sinclair Street, Bowen

The land details are:

Tenure: Freehold
Parcel Size: 9765m^2
Current Zoning: Mixed Use
Existing Use: Vacant

82-92 Santa Barbara Parade, Bowen

The land details are:

Tenure: Freehold
Parcel Size: 6147m^2
Current Zoning: Mixed Use
Existing Use: Vacant

9D Dalrymple Street, Bowen

The land details are:

Tenure: Freehold
Parcel Size: 1.017hec
Current Zoning: Mixed Use
Existing Use: Vacant
This parcel of land has previously been to tender in 2021. The sale of land contract fell through due to the Purchaser, when conducting their due diligence, determined that the land was not suitable for their commercial operations.

27-29 Queens Street, Bowen

The land details are:

Tenure: Freehold
Parcel Size: 1012m^2
Current Zoning: Low-Medium Density Residential
Existing Use: Vacant

31-33 Queens Street, Bowen

The land details are:

Tenure: Freehold
Parcel Size: 1012m^2
Current Zoning: Low-Medium Density Residential
Existing Use: Vacant

Lot 5 King Street, Bowen

The land details are:

Tenure: Freehold
Parcel Size: 1012m^2
Current Zoning: Low-Medium Density Residential
Existing Use: Vacant

1 Industrial Road, Collinsville.

The land details are:

Tenure: Freehold
Parcel Size: 2456m^2

Current Zoning: Low Impact Density
Existing Use: Dwelling

42 Carlo Drive, Cannonvale

The land details are:

Tenure: Freehold
Parcel Size: 2907m^2
Current Zoning: Low Impact Industrial
Existing Use: Vacant
This parcel of land has previously been to tender in late 2019. The sale of land contract fell through due to the commencement of the COVID-19 pandemic and the effects it had on the successful tenderer.

8 Foxlee Street, Proserpine

The land details are:

Tenure: Freehold
Parcel Size: 2721m^2
Current Zoning: Low Density Residential
Existing Use: Vacant

DISCUSSION/CURRENT ISSUE

Council has no current strategic or operational purposes for the parcels of land; therefore, it is recommended the sites be sold through invitation of public tenders. Public interest has been expressed to Council for the purchase of some of the identified parcels.

To assist in determining a market rate for each parcel of land, valuations were conducted by Herron Todd White.

To ensure that Council markets the sale of land to the appropriate demographic and to maximise expose, the tender will be advertised in relevant property marketing domains such as property magazines and local newspapers.

STATUTORY/COMPLIANCE MATTERS

Land is defined as a valuable non-current asset. Section 227 of the Local Government Regulation 2012 prescribes that the disposal of valuable non-current assets must be undertaken:

through the invitation of public tenders; or
offers the non-current asset for sale by auction,

and, that Council must satisfy the Sound Contracting Principles in the disposal of the asset.

STRATEGIC IMPACTS

Manage Council's property and building assets to ensure optimal community outcomes. Integrate asset management practices into the long-term financial planning to ensure sustainable service delivery for current and future generations.

FINANCIAL IMPLICATIONS

Revenue will be raised from the sale of the property however costs associated with advertising and conveyancing will be incurred.

CONSULTATION/ENGAGEMENT

Director Corporate Services
Director Development Services
Executive Manager Procurement, Property & Fleet
Manager Strategic Planning
Digital Communications Officer

RISK ASSESSMENT

It is possible the tender process will not result in an offer that meets the reserve prices at which time Council will be required to consider options to either accept or retain ownership of the land.

TIMINGS/DEADLINES

The timing of the public tender will reviewed to ensure that there is sufficient time to conduct the tender with the known upcoming Christmas and New Year break.

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No

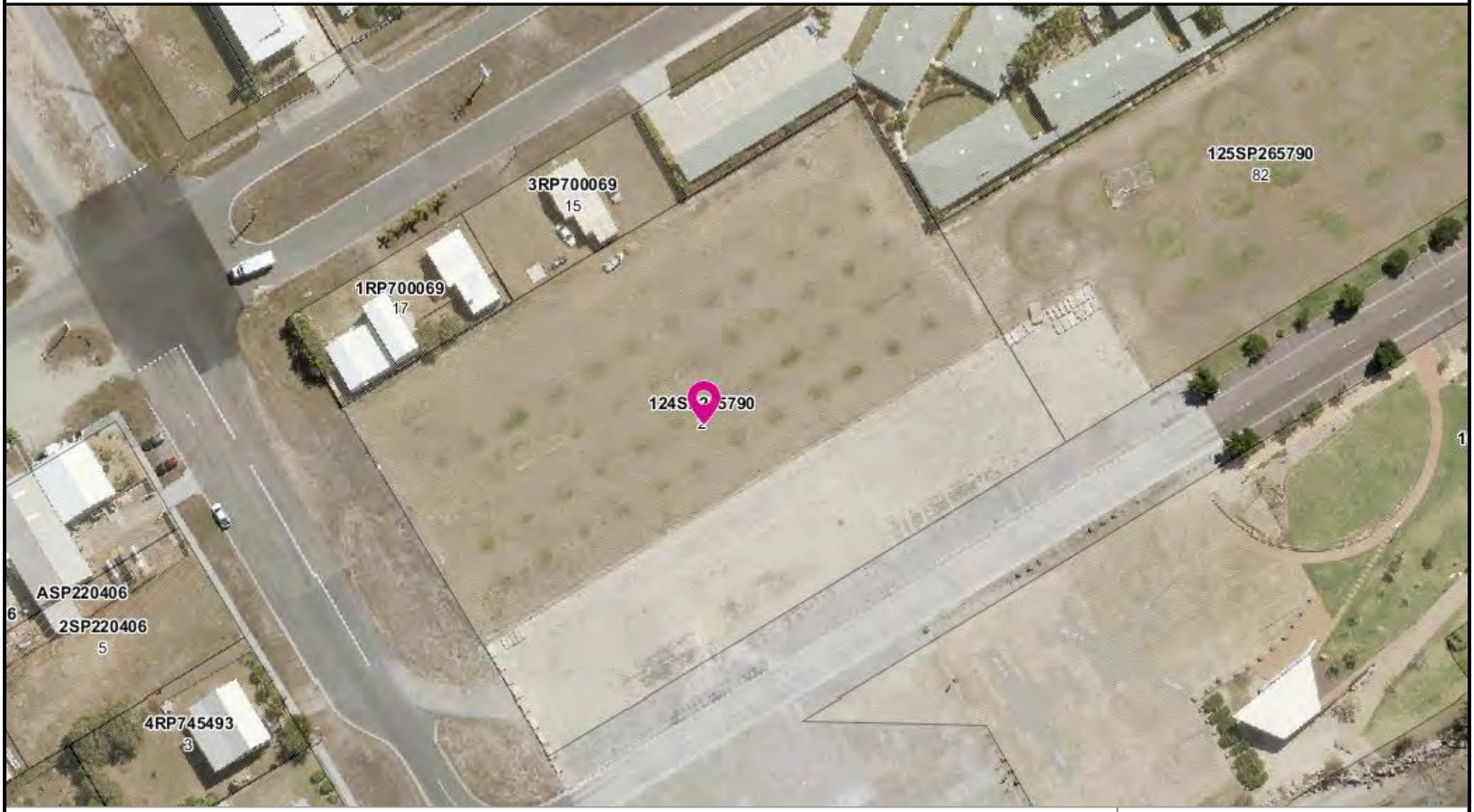
ALTERNATIVES CONSIDERED

If the public tender process does not yield any results, then a public auction will be considered.

Attachment 13.2.3.1 Site Plans

2 Sinclair St

10-Nov-2021



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This information has been prepared for Council's internal purposes and for no other purpose. No statement is made about the accuracy or suitability of the information for use for any purpose (whether the purpose has been notified to Council or not). While every care is taken to ensure the accuracy of this data, Whitsunday Regional Council makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason. © Whitsunday Regional Council 2018.

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Attachment 13.2.3.1 Site Plans

82-92 Santa Barbara Parade, Bowen Lot 125 on SP265790

10-Nov-2021



Whitsunday Regional Council

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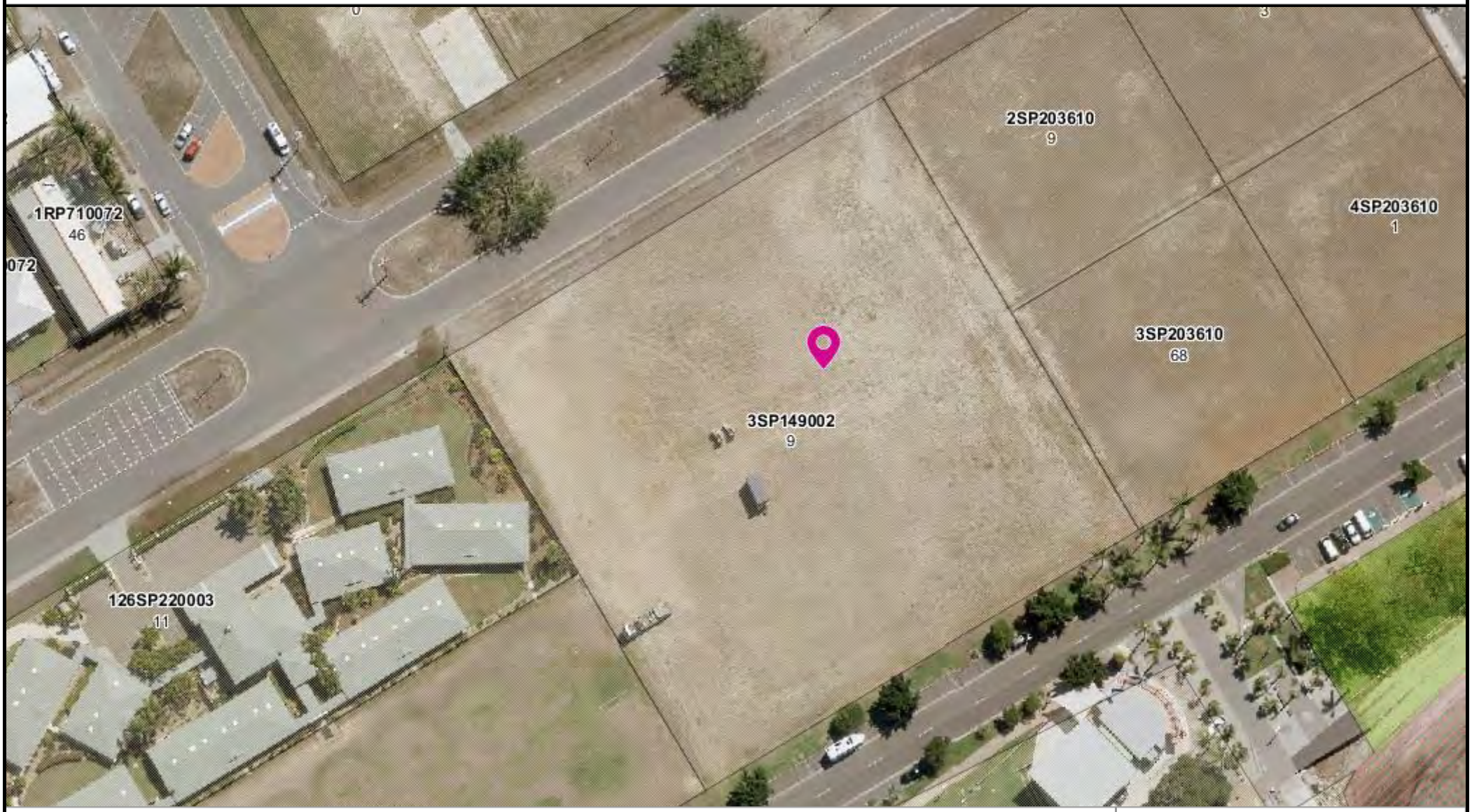
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Attachment 13.2.3.1 Site Plans

9D Dalrymple Street, Bowen Lot 3 on SP149002

12-Nov-2021



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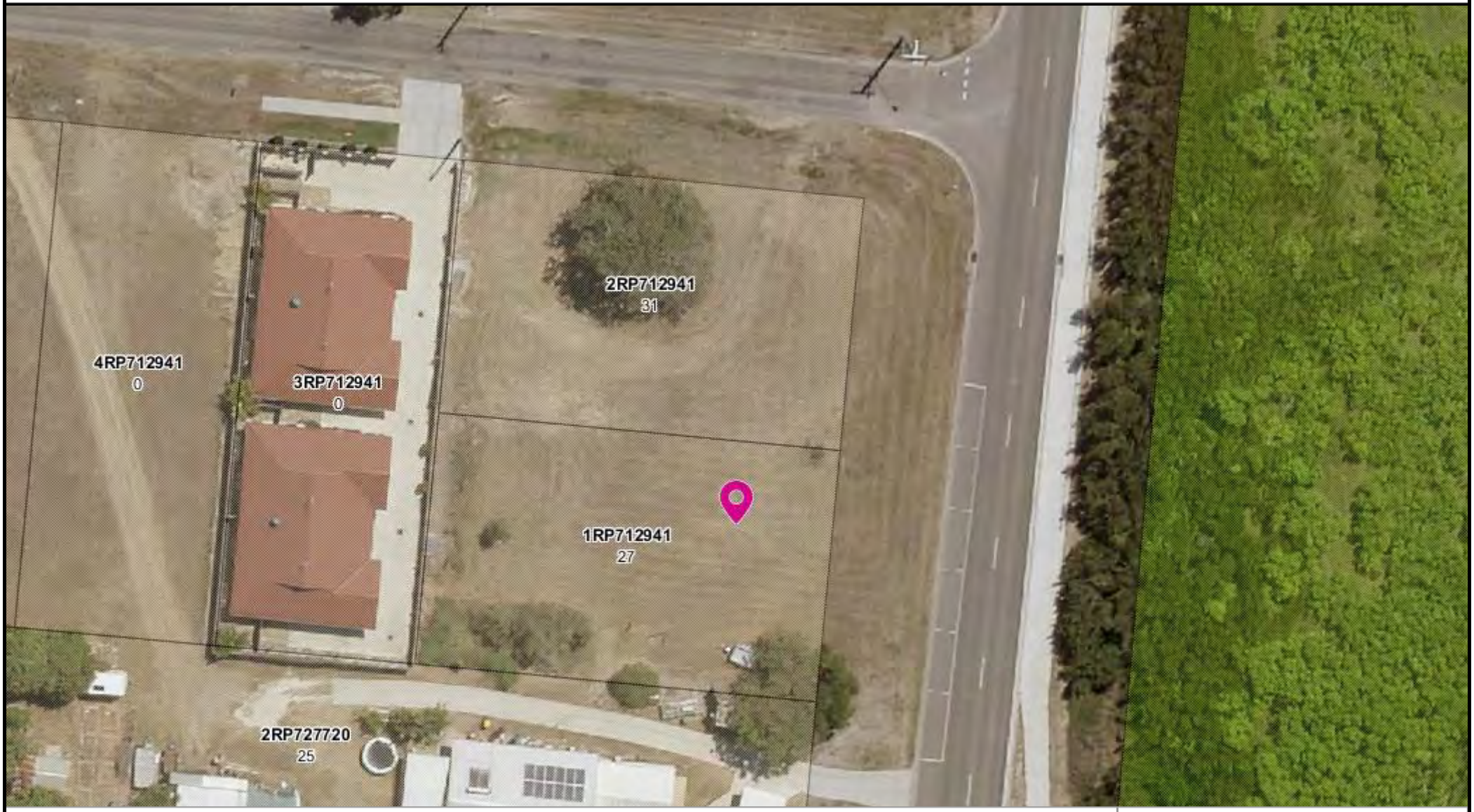
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Attachment 13.2.3.1 Site Plans

27-29 Queens Street, Bowen Lot 1 on RP712941

10-Nov-2021



Whitsunday Regional Council

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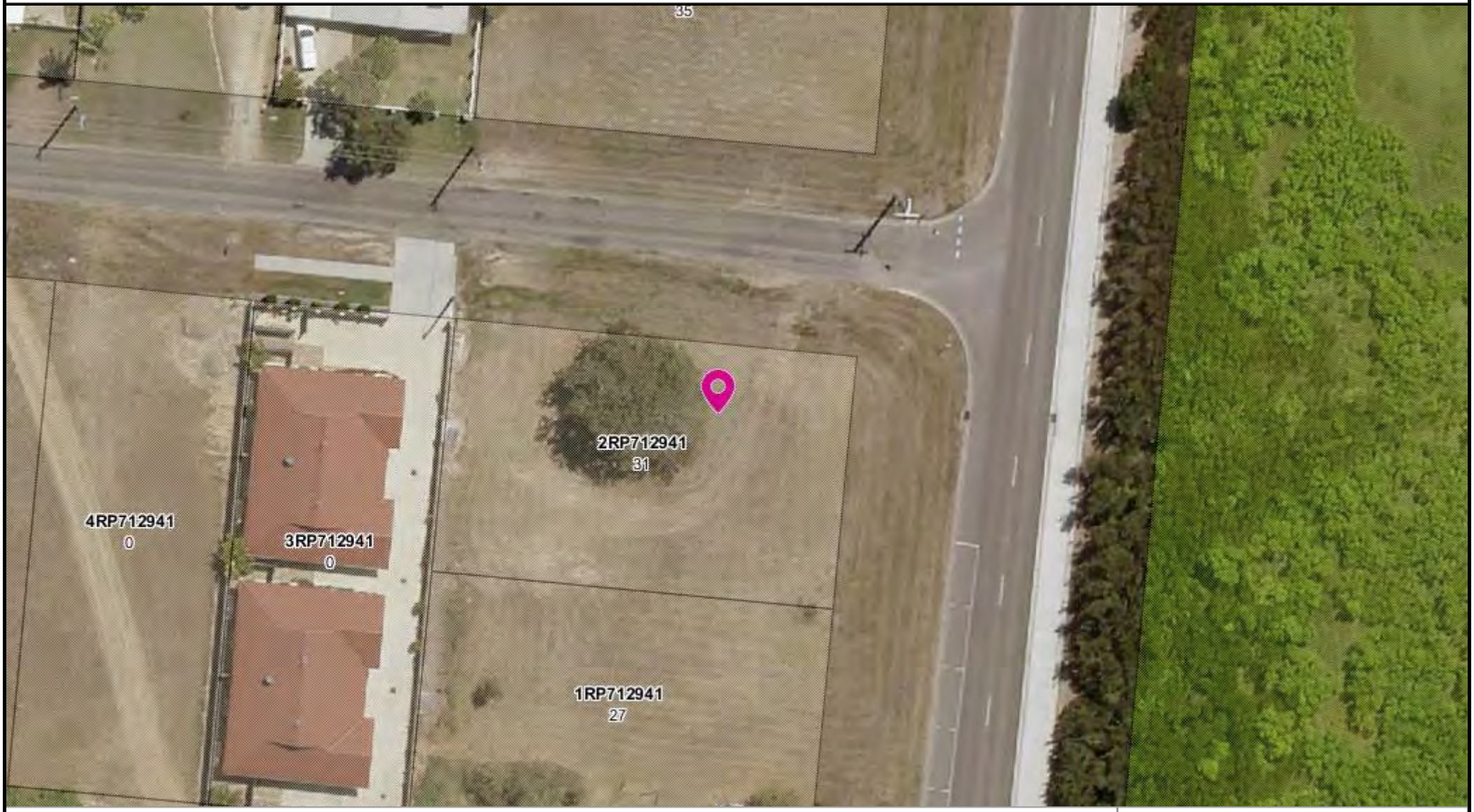
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Attachment 13.2.3.1 Site Plans

31-33 Queens Street, Bowen Lot 2 on RP712941

10-Nov-2021



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Attachment 13.2.3.1 Site Plans

Lot 5 King Street, Bowen Lot 5 on RP712941

10-Nov-2021



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Attachment 13.2.3.1 Site Plans

1 Industrial Road, Collinsville Lot 10 on SP211513

10-Nov-2021



Whitsunday Regional Council

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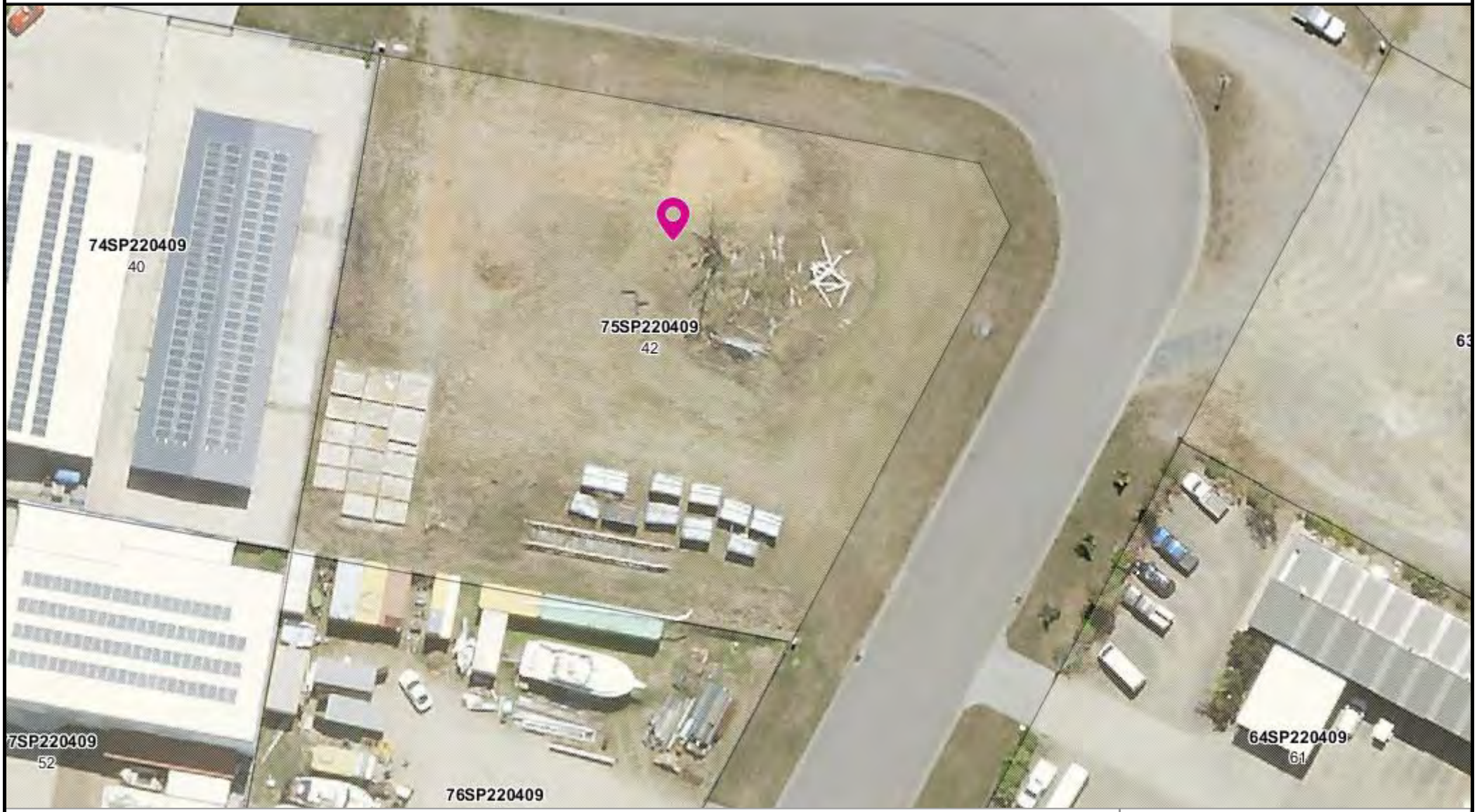
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Attachment 13.2.3.1 Site Plans

42 Carlo Drive, Cannonvale Lot 75 on SP220409

10-Nov-2021



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Attachment 13.2.3.1 Site Plans

8 Foxlee Street, Proserpine Lot 28 on RP732690

10-Nov-2021



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13.2.4 - Tender Recommendation - 500.2021.0110 Purchase and Removal of Dwelling at 58 Horseshoe Bay Road Bowen

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Peter Shuttlewood - Executive Manager Procurement, Property & Fleet

AUTHORISING OFFICER: Jason Bradshaw - Director Corporate Services

PRESENTED FOR: Decision

ATTACHMENTS

Nil

PURPOSE

To present to Council for consideration the Evaluation Panel's Recommendation to award the contract for 500.2021.0095 Purchase and Removal of Dwelling at 58 Horseshoe Bay Road Bowen.

OFFICER'S RECOMMENDATION

That Council award contract 500.2021.0095 Purchase and Removal of Dwelling at 58 Horseshoe Bay Road Bowen to Ms E.V. Watson for the sale amount of $1,001.00 (excluding GST).

BACKGROUND

Whitsunday Regional Council (Council) was seeking prospective buyers for the purchase & removal of a dwelling located at 58 Horseshoe Bay Road Bowen (Lot2 on SP245743) so to enable the continuing beautification program of Hansen Park and associated foreshore.

Council has previously identified this dwelling for demolition.

The building for purchase and removal is a high set timber Queenslander style house dating from the early 1900's.

Council purchased the property in 2018, as a domestic dwelling and does not have a current condition assessment of the building nor understanding of pests, asbestos, or other contaminated materials in relation to the building or surrounding site.

The successful Tenderer will be responsible for the following:

a) Final purchase price of the building, along with any authority or government fees required to be paid on settlement,

b) Existing building structural review & sign off by a RPEQ Structural Engineer prior to removal of the building.

c) Completion of all required investigations and approvals required to relocate the building, including but not limited to:

   i. Geotechnical testing,

   ii. cessation of services,

   iii. engineering reviews,

   iv. plumbing approvals & certifications

v. and payment of all relevant fees & charges.

d) Conduct an asbestos and contaminated materials audit, if required as well as removal and disposal of all asbestos and other materials by a licensed & qualified contractor prior to removal or provide relevant exemption certificate to council.

e) Ensure the safety of the public by securing and restricting access to the site with appropriate temporary fencing and other control measures, including appropriate signage.

f) Removal of the house, completed by a qualified and licensed contractor, to an area determined suitable by the successful tenderer. The successful tenderer needs to advise council of the location in which this house will be transported to. All transport permits and requirements are to be completed by the licensed contractor with copies provide to the council.

g) Demolition of remaining on-site services and structures by a licensed Contractor(s). Site is to be left unimproved, being clean, tidy, level and debris free.

h) Demolition activities shall not cause unauthorized harm to the environment. All construction/demolition staff have a general duty of care to minimize environmental harm and have a duty to notify supervisors or managers if they become aware that environmental harm has occurred or could occur.

i) Conduct a dilapidation survey of all surrounding buildings and infrastructure, both prior and following demolition works to confirm no damage has occurred as a result of the works undertaken.

j) Access to adjoining properties is to remain uninterrupted throughout the course of the works. Where necessary, signage, barricading and lighting shall be provided in accordance with the Manual of Uniform Traffic Control Devices, Queensland Department of Main Roads and Council requirements. Existing pavements are to be cleaned periodically at the Superintendent of Work's direction.

A Council Officer will conduct a practical completion inspection once all works as specified, are complete. Any identified non-conformances will require the successful Tenderer to return to site to complete any additional rework as required.

DISCUSSION/CURRENT ISSUE

Tender Release

A Request for Tender (RFT) was released on 29th September 2021 and as advertised as follows in accordance with *Local Government Regulation 2012 S228*:

a) eTenderBox;

b) Newspapers:

i. Whitsunday News; and

ii. Townsville Bulletin.

iii. Council's website.

Evaluation Panel

The Evaluation Panel comprised::

a) Acting Property and Facilities Coordinator

b) Property and Facilities Officer

c) Procurement and Contracts Officer

Summary of Tenders Received

There was only one (1) submission received by the closing date of 2.00 pm on Thursday 21st October 2021, being Elizabeth Vivien Watson.

Note: An initial compliance check was conducted on the tender submissions to identify if the responses were non-conforming with the requirements of the RFT. This included compliance with contractual requirements and provision of requested information.

The Tenderer was marked conforming and progressed to the qualitative criteria assessment on the basis that all the terms, conditions and mandatory requirements of the RFT had been met.

Evaluation of Tenders

The Tenderers were assessed against the qualitative selection criteria. The qualitative criteria were weighted according to their importance as perceived and agreed by members of the Evaluation Panel. Relative weightings were published within the RFT as per below:

a) Relevant Experience & Key Personnel 20%

b) Demonstrated Understanding 20%

c) Tenderers Resources & Availability 10%

d) Pricing 40%

e) Local Supplier 10%

Summary of Evaluation Scores

The qualitative criteria assessment was carried out by the Evaluation Panel members individually on all the information provided by the Tenderers according to the level of response and compliance to the requirements of the contract to determine the overall capability and best value for money for Council.

The evaluation of the conforming tenders involved an assessment of the level of each Tenderers responses to each of the criterion and was given a score between 0-10 with each criterion having an overall % weighted proportionally of the total evaluation score.

A summary of the tender final assessment is detailed below:

Evaluation criteria	Weighting %	*Elizabeth Vivien Watson*
Relevant Experience	20%	8.7%
Demonstrated Understanding	20%	6.0%
Tenderers Resources	10%	3.7%
Pricing	40%	40.0%
Local Supplier	10%	10.0%
	100%	68.3%

Table 1 – Evaluation Results Summary

Elizabeth Vivien Watson offered a nominal amount for $1,001.00 as the purchase price of the dwelling while incurring all costs of dwelling removal and relocation as well as clearing of 58 Horseshoe Bay Road, Bowen to Council's satisfaction as per the Tender Documents.

Combined Weighting Summary

In addition to the Qualitative Assessment, this approach provides a financial opportunity cost offset, as Council had intended to demolish the 58 Horseshoe Bay Road dwelling and had allowed a budget of $25,000 to undertake this work to provide a cleared site as part of the extension of Hansen Park and associated foreshore.

Therefore, Evaluation Panel recommends that Elizabeth Vivien Watson be awarded the 500.2021.0110 Purchase and Removal of Dwelling at 58 Horseshoe Bay Road Bowen Contract for the sale amount of $1,001.00 (excluding GST), as it represents the most advantageous outcome to Whitsunday Regional Council

STATUTORY/COMPLIANCE MATTERS

Local Government Act 2009

Local Government Regulation 2012

STRATEGIC IMPACTS

Manage Council's property and building assets to ensure optimal community outcomes.

FINANCIAL IMPLICATIONS

Council has budgeted $25,000 for the demolition and site remediation for this project. Due to the purchase providing Council revenue the unspent budget will be submitted to Council for review as part of the Quarter 2 budget review.

CONSULTATION/ENGAGEMENT

Acting Property and Facilities Coordinator
Property and Facilities Officer
Contracts Coordinator
Procurement and Contracts Officer

RISK ASSESSMENT

The recommendation for the sale of the house will result in the desired outcomes of the project whilst negating any budget impact on Council. The Contract when executed provides Council with sufficient remedies to ensure compliance with relevant legislative and regulations.

TIMINGS/DEADLINES

The removal and completion of this contract was required by 31st March 2022; however, the Tenderer has requested an extension to 29th April 2022.

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No

ALTERNATIVES CONSIDERED

Options	Description	Positives	Negatives
Option 2	Demolition of house	Timeliness of work being completed	Cost and disposal of housing which is in short supply in the Region.

13.2.5 - Procurement Approval Request – Records365

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Lisha Belbin - Information Management & GIS Coordinator

AUTHORISING OFFICER: Jason Bradshaw - Director Corporate Services

PRESENTED FOR: Decision

ATTACHMENTS

Nil

PURPOSE

To present to Council the recommendation and business case outcomes to award the contract for the purchase of recordkeeping compliance software in accordance with the Strategic Recordkeeping Implementation Plan.

OFFICER'S RECOMMENDATION

That Council award the contract to RecordPoint Software APAC Pty Ltd for the provision of record management software in accordance with section 235(f) of the Local Government Regulation 2012 for a maximum term of up to 5 years and a maximum value for the total contract of up to $1,336,777 (Ex GST).

BACKGROUND

Council's information technology architecture has changed significantly over the last 3 years moving from a largely on-premises solution to a cloud solution with the uptake of improved content and sharing platforms with Office 365.

Council's information management architecture has not kept pace with these rapid changes exposing Council's information and public records to increased risk of not being properly managed as required by the Public Records Act 2002. Previous information management audit health checks and maturity assessments by external parties have confirmed this state with Council introducing a Strategic Recordkeeping Implementation Plan to address the recommendations from these audits.

The business objectives identified by the Information Management team that need to be met to achieve a significant improvement in organisation wide information and recordkeeping maturity include:

Ensure information and records within Council is trusted with defensible systems and processes in place that comply with the Public Records Act 2002 and the Queensland State Archives Records Governance Policy, Guidelines and Retention Schedules.

Prevent data loss of personal and confidential information through either unintentional or intentional access and dissemination.

Discover and hold compliance, legal and right to information requests based on different retention timeframes.

Improve efficiency of information retrieval within Council through a reduced number of data storage locations and consistent metadata capture.

Enable efficient document creation utilising modern technology.

Globally a change is occurring in how records are traditionally managed with the main drivers being volume of information and changes in how technology is used to work with information collaboratively. New technologies have reached a point of maturity that are now a realistic alternative to traditional recordkeeping systems, so Council has the opportunity to take advantage of these new technologies.

Advantages of the emerging technologies based on the Microsoft 365 platform are:

Familiar products to the majority of staff that are widely used, reducing the need for technology focussed training.
Staff work directly in the location where the final records are stored, reducing the steps in the processes to transfer the documents to a records management system.
Collaboration and sharing of documents from a single location reduces duplicate document handling.
Improved search functionality across all storage locations based on role permissions enables all relevant information to be located efficiently.
Moving records management away from an ERP solution to a Windows platform provides greater flexibility to integrate to all enterprise software systems that store documents.

A proof-of-concept design using the emerging technologies with the development assessment team was approved by the ICT Governance Committee with a presentation, training and testing completed and approval provided to move to the next stage. The proof-of-concept solution presented was based on the Microsoft 365 SharePoint platform (currently licensed and being used), RecordPoint Records365 product for in-place compliant records management, an email interface for SharePoint and a development assessment applications public portal.

By undertaking the project to refresh the records management technology Council will improve overall records compliance and business response capabilities. This will be achieved through encompassing the broader Council application architecture, consolidation and review the electronic records and documents stored, and through re-visiting staff records awareness requirements.

DISCUSSION/CURRENT ISSUE

The objective of the new platform is to bridge the recordkeeping divide between the legislative requirements, the Information Management team and the rest of the organisation by providing staff with an easy-to-use collaborative platform (Microsoft 365) to create documents and records with a compliant recordkeeping system that sits over the Microsoft 365 platform, plus other required data stores and manages these documents in-place making recordkeeping seamless to staff. The second major objective is to provide an enterprise search function to make information discovery efficient.

Technology plays a key role to help enable the objectives above to be achieved. Part of the Strategic Recordkeeping Implementation Plan is to review the technology platform as Council's version of Technology One ECM. A review was completed of the new version of ECM.

Following this analysis, the team proceeded to review other product options and new emerging technologies around in-place recordkeeping using SharePoint. In the case of Council's current and future technology roadmaps as best determined at this point in time,

the emerging technologies have developed to a point that provides a realistic alternative system that can easily adapt to changes in software across Council over time.

As a result, it is recommended that Council approve the procurement of RecordPoint's Records365 subscription using the Australian Government Digital Transformation Agency Cloud Marketplace Head Agreement with RecordsPoint Software APAC Pty Ltd (Reference SON3668352) dated 15th March 2021.

STATUTORY/COMPLIANCE MATTERS

Local Government Act 2009
Local Government Regulation 2012
The Records365 product is required to provide compliance with the Public Records Act 2002 and Queensland State Archives retention schedules.

STRATEGIC IMPACTS

Lead the organisation's Information Technology, Communication, Geospatial Information Systems (GIS) and Records Management functions, providing strategic and operational direction to ensure optimal community outcomes.

Seek and develop business solutions through engaging with the organisation and external stakeholders to provide ICT solutions that are fit for purpose, durable and ensure the best use of limited resources.

Support the organisation in ensuring appropriate compliance with legislation and to support the elected council in its decision-making processes and obligations as a local government.

FINANCIAL IMPLICATIONS

The replacement of ECM records management system with the SharePoint 365 and Records365 products is an $800,000 budgeted project that will incorporate the following aspects to overhaul document and records management across the organisation.
Enterprise search for documents.

- Compliant records management solution that can manage records in-place.
- Updated business information classification scheme and configuration of SharePoint using the classification scheme.
- Migration of data from existing systems including ECM and network file shares (including de-duplication of files, bulk disposal of files no longer required and decommissioning of ECM servers).
- Integration with existing information sources, such as network file locations, social media, and websites, etc.
- Configure Authority customer requests and workflows for incoming mail and central CRM reporting.
- Update processes, engage and communicate with staff and deliver training in a structured approach that enables staff to effectively utilise the new system and discover information faster for improved customer service.

The RecordPoint Records365 product licensing subscription costs over a 5-year contract is $1.3M. Initial procurement will be for 2 years with options to extend for each year following. This will provide the ability to exit the contract should other technology options become available that manage the records within Microsoft SharePoint.

	Type of Cost	Cost	Cost Allocation
Year 1	Implementation	$ 35,000	Project
	Licensing & Support (3 million records)	$ 200,000	Project
Year 2	Licensing & Support (3 million records)	$ 208,000	Project
Year 3	Licensing & Support (6 million records)	$ 286,320	Operational
Year 4	Licensing & Support (6 million records)	$ 297,773	Operational
Year 5	Licensing & Support (6 million records)	$ 309,684	Operational
Total		$1,336,777	

The ongoing operational costs will be partially offset by other factors being reduced, including a reduction in licensing costs for TechnologyOne at the end of the ERP contract in two years, reduction in the amount of storage space for network drives and reduced required for system training, while improving the overall quality of our records.

CONSULTATION/ENGAGEMENT

Director Corporate Services
Chief Executive Officer
Manager Innovation & Technology
Data#3 (External vendor neutral consultant)
Miktysh (External vendor neutral consultant)
Penrith City Council (Information Management Coordinator)
Information Management team (Senior Information Management Officer and Information Management Officers)
Development Assessment team (Planning & Development Coordinator, Manager Development Assessment, Senior Development Assessment Officer)
ICT Governance Committee

RISK ASSESSMENT

Council's version of TechnologyOne ECM records management system is over 10 years old and is no longer supported by the vendor or the operating system and Microsoft office versions Council is currently using. As a result, some functionality no longer works and the Information Technology team are regularly resolving issues that arise.

Council therefore needs to move to a supported records management system. Council's records are critical to operations and strategic decision-making.

TIMINGS/DEADLINES

Some larger records are unable to be added to the current software ECM, therefore SharePoint sites are starting to be used to address these issues. Currently there are no records controls over SharePoint to prevent deletion of these records, therefore it is critical we implement a records compliant product to ensure these items are not accidently deleted and lost.

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No

ALTERNATIVES CONSIDERED

Options	Description	Positives	Negatives
Option 2	Upgrade ECM to the latest version	Supported and compliant platform that meets records compliance standards.	Migration of data still required to the software as a service (SaaS) platform on Technology One's cloud service. Limitations on software integration with other services (expectation that all of the Technology One suite will be used). Does not resolve user adoption issues currently present, particularly in regard to capturing email easily. Considerable change to the interface requiring re-training of all staff.
Option 3	Implement HP Content Manager (latest version of HP TRIM)	Integration to other systems including seamless integration with the Civica Authority software. Best in class records management software.	Migration of data to a new system. Training of all staff required. Likely not to resolve user adoption of ensuring records are saved as it would still be considered a separate system.
Option 4	Implement AvePoint Cloud Records	Provides Australian compliant records governance over the Microsoft 365 (SharePoint) platform. Training only required for Records and Governance staff. All other staff will use SharePoint requiring less system training. Document and records will be located in SharePoint and not in a separate records management system improving user adoption and therefore compliance with the Public Records Act.	Migration of data to a new system. Functionality does not include external sources such as network file shares. Greater requirement for client configuration.

The options listed are not recommended as they would only partially address the overall Strategic Recordkeeping Implementation Plan. Given records are a crucial asset to Council's operations and strategic decision making, the Microsoft SharePoint and Records365 solution offers the best functionality to meet the long-term document and records management requirements.

13.2.6 - Lease - 12 Reibels Road, Delta - Lot 5 on DK1242 - MUST

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Billie Davis - Senior Commercial Officer

AUTHORISING OFFICER: Jason Bradshaw - Director Corporate Services

PRESENTED FOR: Decision

ATTACHMENTS

1. Site Plan [**13.2.6.1** - 1 page]

PURPOSE

To surrender a whole of land lease and enter into a new lease over the whole of land at 12 Reibels Road, Delta due to the sale of the farm by the current lessee.

OFFICER'S RECOMMENDATION

That Council authorise the Chief Executive Officer to, in relation to 12 Reibels Road, DELTA (Lot 5 on DK1242):

a) surrender the whole of land lease with BORN FARMS PTY LTD;
b) Subject to settlement of the sale between Born Farms Pty LTD and CM & TW MUST enter into negotiations and execute a whole of land lease with the CM & TW MUST for a 10-year term, in accordance with Section 236(c)(iv) of the Local Government Regulation 2012.

BACKGROUND

Council currently has a lease with Born Farms Pty Ltd 'Born Farms' over 12 Reibels Road, Delta 'the Property' for the purpose of farming; the lease is due to expire on 30 September 2022.

Born Farms entered into a lease agreement with Council in 2012 over the land as they had purchased the farming operations which included the Property under a tenure agreement between the previous farm owners and Council for over 12 years. It was determined at the time of sale, that there was no formal agreement in place with the previous farm owner and Council. To satisfy the requirements of the Local Government Regulations 2012, a lease for the land went to a public tender with Born Farms being the only tenderer and therefore they successfully obtained the lease for a 10-year term.

DISCUSSION/CURRENT ISSUE

Born Farms have sold their Farm to CM & TW Must 'the Purchaser' which includes the farming infrastructure/operations situated on the Property in accordance with their lease terms.

The Purchaser requires a lease over the land to ensure that they are able to successfully continue the operations of their farm and have requested a 10-year term.

There are no provisions within the current lease that allow for a transfer to a new lessee therefore a new lease process is required to be undertaken.

STATUTORY/COMPLIANCE MATTERS

In accordance with Section 236(1)(c)(iv) of the Local Government Regulation 2012, Council may dispose of land to the adjoining landowner. As there is already farming infrastructure in place on the land and has been for a significant amount of time, including the previous lease holders prior to Born Farms the requirements under this section of the Regulations have been satisfied.

STRATEGIC IMPACTS

Lead and improve the organisation's procurement, property and fleet functions across the organisation, including managing the centralised and specialised services to enable and achieve the operational and long-term objectives of Council.
Manage Council's property and building assets to ensure optimal community outcomes.

FINANCIAL IMPLICATIONS

The current lease with Born Farms has been on a fixed rate since its commencement on 01 October 2012.

Council will conduct a valuation of the leased area and formulate an appropriate rental fee for the commencement of the lease with MUST.

The Purchaser will be responsible for all costs associated with the lease including but not limited to rates and charges, DNRME associated fees for the surrender of the previous lease and registration of the new lease.

CONSULTATION/ENGAGEMENT

Executive Manager Procurement, Property & Fleet

RISK ASSESSMENT

The lease of the land will be in accordance with Council's commercial lease terms. Terms within the lease will be incorporated to ensure that any risks to Council are mitigated and to ensure that the Lessee is responsible for the operations and land management occurring within their leased area. Pest management and animal management (if applicable) terms are also incorporated.

TIMINGS/DEADLINES

The timing of the report and resolution will allow Council to continue leasing the land through the transition and sale process and for a further term to ensure continuity of the land use.

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No

ALTERNATIVES CONSIDERED

N/A

Attachment 13.2.6.1 Site Plan

12 Reibels Road, Delta

19-Nov-2021



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13.2.7 - Corporate Services Monthly Report - October 2021

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Stacie Thomas - Administration Coordinator - Corporate Services

AUTHORISING OFFICER: Jason Bradshaw - Director Corporate Services

PRESENTED FOR: Information

ATTACHMENTS

1. Corporate Services - Monthly Report - October 2021 [**13.2.7.1** - 27 pages]

PURPOSE

To provide an overview the Corporate Services Directorate for the month of October 2021.

OFFICER'S RECOMMENDATION

That Council receive the Corporate Services Monthly Report for October 2021.

BACKGROUND

The Corporate Services Directorate has a vision to positively contribute to a prosperous, liveable, and sustainable Whitsundays.

The Directorate's vision is delivered by bringing together the functions of managing Assets, Procurement, Fleet, Property and Facilities, Project Management, Information Technology, Information Management, Rates and Finance, Strategic Finance, Governance and Administration.

DISCUSSION/CURRENT ISSUE

The month of October continues to see the normalised activity for the year with all aspects of operations continuing under normal workloads with a focus on operational plan projects to be delivered this year. There are a few interlinked projects associated with Council business activities upon which background work has commenced in looking at the costing and pricing associated with those activities. This work is panned to be completed by the first quarter of 2022.

Finance focus has turned to finalising the budget review for the first quarter of operations to September with changes forecast for adoption in early November, along with the Operational Plan review report which has been reformatted to better align with the new corporate and operational plans adopted this year. Overall, most activities remain on track for the first quarter.

Asset Management continues to occupy our attention in resetting the asset management approach following an external review and the development of an asset management governance framework and a broader asset management improvement plan that focusses on how asset management works across Council and the roles and responsibilities that sit across the organisation. This has been a significant project across Council and is setting the foundations for improved asset management reporting and information for decision making. A status report will be provided to Council over the coming months.

Governance have directed much effort to the implementation of the new meeting agenda/minutes software to improve the efficiency of the agenda production and report presentation to Council. training has been provided to those staff who write reports and regularly and the templates and processes for agenda production have changed. One of the intended benefits is the better tracking and reporting of progress on Council resolutions and actions, which will provide an opportunity to regularly update Council on the outstanding actions from Council Meetings. Ongoing compliance continues to take additional effort through Right to Information applications and other statutory obligations consuming the governance resources.

The Innovation and Technology teams have been focussed on some of the whole of organisation improvements directed towards customer requests, asset management and greater access to mobile devices along with improved cyber security management and changes to ensure the ongoing security of Council data and our resilience for future business interruptions, all while maintaining the current operations. The team have been involved in the finalisation of the mobile movie screen at the Airlie Foreshore and its technical implementation in advance of the initial screening. The ICT Steering Committee continues to provide oversight on the key projects and deliverables, and these are reported to both Council and the Audit Committee.

Procurement activity is on the increase with significant effort directed towards external tenders and contracts across the period and every effort is being made to keep the productivity of the team at a sustainable level with increased activity and a focus being directed towards addressing ongoing operational supply arrangements. Improvements to the way we procure are going with staff training completed over recent months to enhance staff understanding and ensure greater compliance and less reliance on rework through better use of the current practices and less referral to past actions.

Property matters are taking a focus and a number of ongoing matters are nearing resolution and the lease renewals continue to be processed to ensure all arrangements remain current and are within the current terms.

The rates team continue to see increased activity with property transfers increasing and queries on rates and charges outstanding taking additional time. The collection of outstanding rates are also showing signs of improvement.

Otherwise, the department continues to operate as business support to the service delivery areas of Council seeking to ensure limited bureaucracy and more consistency in how we achieve outcomes

STATUTORY/COMPLIANCE MATTERS

This report is provided to support enhanced transparency and accountability in accordance with the local government principles outlined in the Local Government Act 2009.

STRATEGIC IMPACTS

Maximise the organisation’s financial performance, achieving a high level of customer service, productivity and efficiency through strategic direction, expert advice and leadership.

FINANCIAL IMPLICATIONS

Managed within existing budget allocations as amended.

CONSULTATION/ENGAGEMENT

Director Corporate Services
Executive Manager of Procurement & Assets
Team Leader Operational Accounting
Rates Coordinator
Assets and Project Management Coordinator
Information Technology Manager
Manager Governance & Administration
Manager Strategic Finance

RISK ASSESSMENT

Regular reporting on the Department's progress and achievements ensures accountability and fosters a positive culture, whilst managing identified corporate risks.

TIMINGS/DEADLINES

N/A

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No

ALTERNATIVES CONSIDERED

N/A

CORPORATE SERVICES

Information Technology
Information Management
Strategic Finance
Project and Asset Management
Procurement
Property & Facilities
Fleet Management
Governance

Monthly Report | October 2021

TABLE OF CONTENTS

Directors Report **3**
Information Technology **5**
Support Tickets 5
Project Activities 7
Projects 10
Financial Services **11**
Financial Reporting 11
Budgeting 11
Borrowings & Treasury Management 11
Systems 11
Debtor Management 12
Insurance 14
Asset Management **15**
Capitalisation 15
Capital Project Delivery 15
Capital Budgeting 16
Asset Management Improvement Program 16
Procurement **17**
Procurement Activity (Tenders and Significant Quotations) 17
Contract Activity 19
Property & Facilities **20**
Covid19 Works for Queensland Projects 20
Round 4 Works for Queensland Projects 20
21/22 Capital Works 20
Operational 21
Lease Update **23**
Fleet Management **24**
Fleet Replacement Program 24
Preventative Maintenance 24
Governance & Administration **25**

Directors Report

The month of October continues to see the normalised activity for the year with all aspects of operations continuing under normal workloads with a focus on operational plan projects to be delivered this year. There are a few interlinked projects associated with Council business activities upon which background work has commenced in looking at the costing and pricing associated with those activities. This work is panned to be completed by the first quarter of 2022.

Finance focus has turned to finalising the budget review for the first quarter of operations to September with changes forecast for adoption in early November, along with the Operational Plan review report which has been reformatted to better align with the new corporate and operational plans adopted this year. Overall, most activities remain on track for the first quarter.

Asset Management continues to occupy our attention in resetting the asset management approach following an external review and the development of an asset management governance framework and a broader asset management improvement plan that focusses on how asset management works across Council and the roles and responsibilities that sit across the organisation. This has been a significant project across Council and is setting the foundations for improved asset management reporting and information for decision making. A status report will be provided to Council over the coming months.

Governance have directed much effort to the implementation of the new meeting agenda/minutes software to improve the efficiency of the agenda production and report presentation to Council. training has been provided to those staff who write reports and regularly and the templates and processes for agenda production have changed. One of the intended benefits is the better tracking and reporting of progress on Council resolutions and actions, which will provide an opportunity to regularly update Council on the outstanding actions from Council Meetings. Ongoing compliance continues to take additional effort through Right to Information applications and other statutory obligations consuming the governance resources.

The Innovation and Technology teams have been focussed on some of the whole of organisation improvements directed towards customer requests, asset management and greater access to mobile devices along with improved cyber security management and changes to ensure the ongoing security of Council data and our resilience for future business interruptions, all while maintaining the current operations. The team have been involved in the finalisation of the mobile movie screen at the Airlie Foreshore and its technical implementation in advance of the initial screening. The ICT Steering Committee continues to provide oversight on the key projects and deliverables, and these are reported to both Council and the Audit Committee.

Procurement activity is on the increase with significant effort directed towards external tenders and contracts across the period and every effort is being made to keep the productivity of the team at a sustainable level with increased activity and a focus being directed towards addressing ongoing operational supply arrangements. Improvements to the way we procure are going with staff training completed over recent months to enhance staff understanding and ensure greater compliance and less reliance on rework through better use of the current practices and less referral to past actions.

Property matters are taking a focus and a number of ongoing matters are nearing resolution and the lease renewals continue to be processed to ensure all arrangements remain current and are within the current terms.

The rates team continue to see increased activity with property transfers increasing and queries on rates and charges outstanding taking additional time. The collection of outstanding rates are also showing signs of improvement.

Otherwise, the department continues to operate as business support to the service delivery areas of Council seeking to ensure limited bureaucracy and more consistency in how we achieve outcomes.

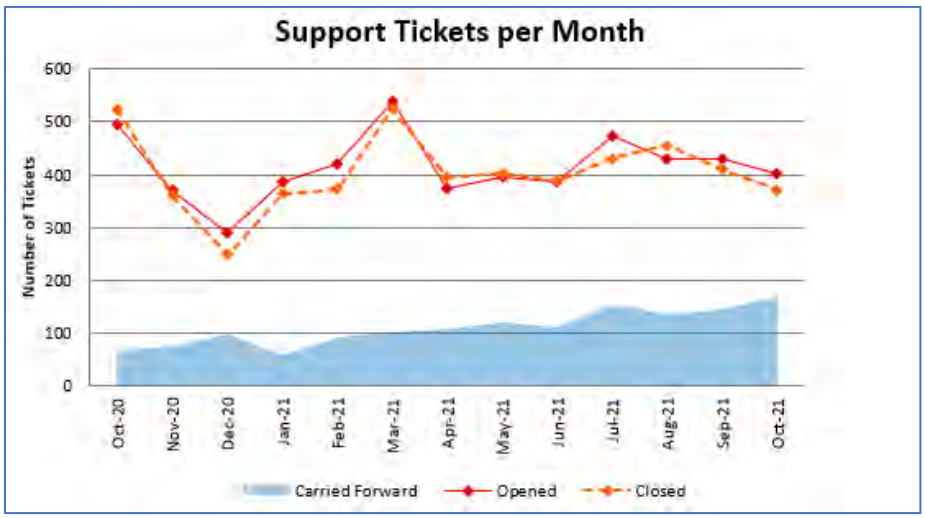
The Department continues to work towards delivering better solutions to ensure efficient and effective support to the operational and service delivery departments of Council.

Jason Bradshaw

Director Corporate Services

Information Technology

Support Tickets



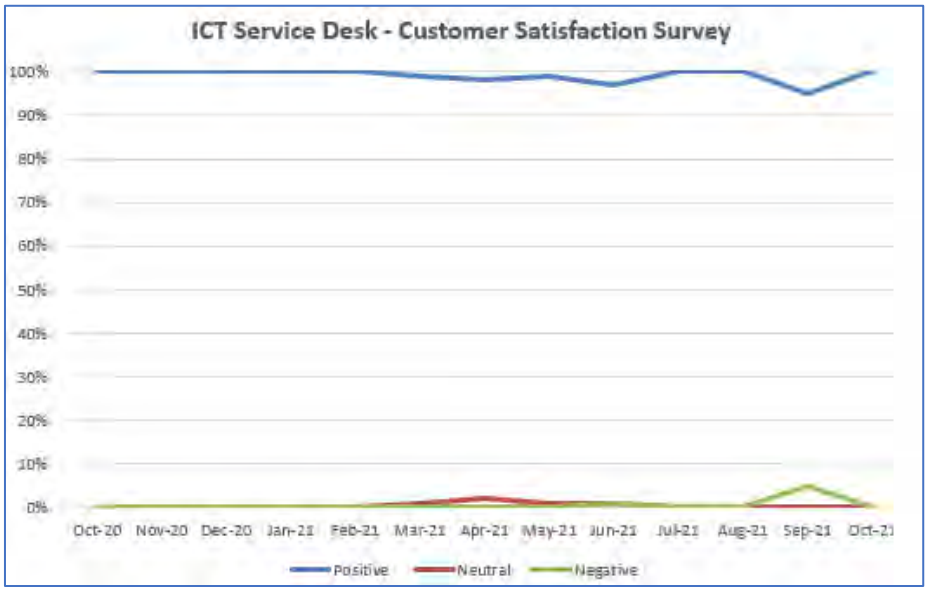
402 support requests for the month of OCT 2021, with 371 resolved.

A total of 169 support tickets remains open from the previous months.

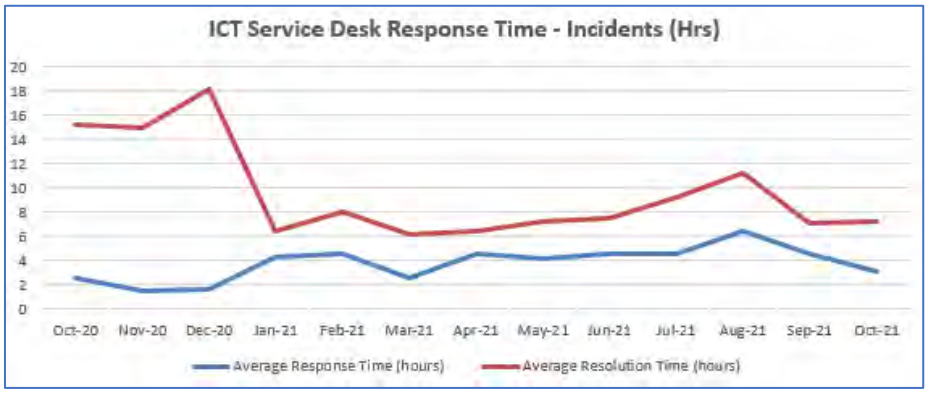
Top 10 Support Categories Opened				
CATEGORY	OCT	SEP	AUG	
CCTV Network	21	18	14	↑
CCTV Requests	14	18	21	↓
Computer/Laptop/Tablet	15	28	28	↓
Computer Monitors	5	6	10	↓
Parking Meter Alarms	5	6	6	↓
Network Performance	31	23	22	↑
Printer/Scanner	10	14	14	↓
Security/ Access	36	35	32	↑
Telstra Network Notifications	0	0	0	
Telephones - Desk/Soft Phones	17	13	12	↑
Telephones - Mobile	22	20	16	↑
Video Conferencing	21	12	11	↑
Applications - Adobe	4	6	10	↓
Applications - Amazon Workspaces	10	14	14	↓
Applications - Assestic	10	9	9	↑
Applications - Authority	22	25	31	↓
Applications - DUO 2FA	10	5	1	↑
Applications - ECM	17	18	22	↓
Applications - Email	23	24	25	↓
Applications - OneCouncil	14	16	18	↓
Applications - Reflect	8	5	4	↑
Applications - Sharepoint, Office, One Drive	11	12	16	↓
Applications - Website	0	0	0	
Applications - Other	42	50	40	↓
Other	34	54	54	↓



SLA's 93%, with tickets resolved in first response 87%.



12 respondents for October 21 Survey. 100% satisfaction rate.



Project Activities

Note: Information Technology run multiple projects at any given point in time. This report details key projects only.

Active Projects - Progress Made in October 2021

Project	Status: Overall	Start Date	Baseline Due Date	Due Date	% Complete	External Progress Comments
SP2.1 - Develop "fit for purpose" ICT Policy Framework		30/08/21	28/10/21	30/11/21	90%	- Policies awaiting approval by Council. Agenda item on Council agenda for week of 8/11/21.
W4Q Movie Screen CW1920		01/07/20	30/06/21	31/10/21	97%	- Event held successfully and well received by public. Project essentially completed from ICT's perspective; ICT has agreed to support the operation of the screen up to end of December. - Parts arrived for required repairs scheduled for week of 8/11 to prepare for second event on 13/11. - Still awaiting some documentation and final training, pending handover to Communities Department.
SP4.8 - Provide an encompassing Human Resources Management system (Application Roadmap)		12/07/21	31/05/22	31/05/22	9%	- Bank account details configured and tested, some more testing still to be done using a different email address for payment advice. - BPA (Business Process Automation) and forms developed and tested, issue with mandatory attachments has been resolved. - New software component to compose dynamic documents - issues experiences, raised with helpdesk; also undertaken training and integrated into some of the BPA's. - Procured electronic signature software (procurement limited to users and purposes of this project), currently a sandpit environment for testing, sent integration information to Council's Corporate Solution vendor, further work to continue. - Timesheet and leave classic workflows have been migrated to BPA's.
New Building Fitouts		01/07/21	31/12/21	31/12/21	20%	1. Collinsville: - ICT has a supporting role only - to complete equipment configuration of the IT components and providing guidance. - Completed Components: Connectivity, Design, network hardware procurement. Radio network, temporary switch and access point was commissioned for adhoc Council meetings. - Outstanding Components: cabling (15/11/21), testing and commissioning, documentation (30/11/21) 2. Shute Harbour (SH): - Completed Components: Core networking equipment has been preconfigured, 7 Client/ tenant networks are being preconfigured. All hardware now received. - In Progress: Configuration and integration for CCTV, Integrity (access control), generator, in progress. Power and air con installed in server room and networking eq installation can now start, Telstra service still not in there, expect provisioning by the end of 12/11. - Outstanding Components: Connectivity, network and audio hardware, Point of Sale device (POS) - 30/10/21, cabling - 15/11/21, Fuel system, Building Management System (BMS), Closed Circuit Television (CCTV), User Acceptance Test (UAT) and documentation by 30/11/21. 3. Bowen 360: - Completed Components: Design. Network connectivity and hardware installed into rack. Week of 2 Nov: Access points installed, Public Wi-Fi switched on, client network preconfigured. - In Progress: - Audio-visual (AV) system installed, equipment delivered incorrectly; NQAV and other service providers to integrate equipment into Council network for monitoring. - Outstanding Components: Connectivity, network hardware, cabling, CCTV, UAT (30/10/21), documentation (30/11/21). 4. Proserpine Entertainment Centre (PEC): - Completed Components: Fibre hardware ordered. - Outstanding Components: Site is pending completion for IT to complete any on-site works. Audio hardware, cabling, telephony, POS, CCTV, UAT & Documentation (30/11/21) * Work being done on other sites: Bowen landfill net radio network going live on 4/11, Collinsville water treatment plant 4/11.
Asset Management Systems Analysis (Governance Part)		02/08/21	12/11/21	12/11/21	74%	- Asset Management (AM) Stakeholder session held and feedback positive. Updates to the report have been made by lead consultant and distributed. Planning for Executive Leadership Team (ELT) and Councillor sessions is in progress as well as the first AM Steering Committee for 22/11.

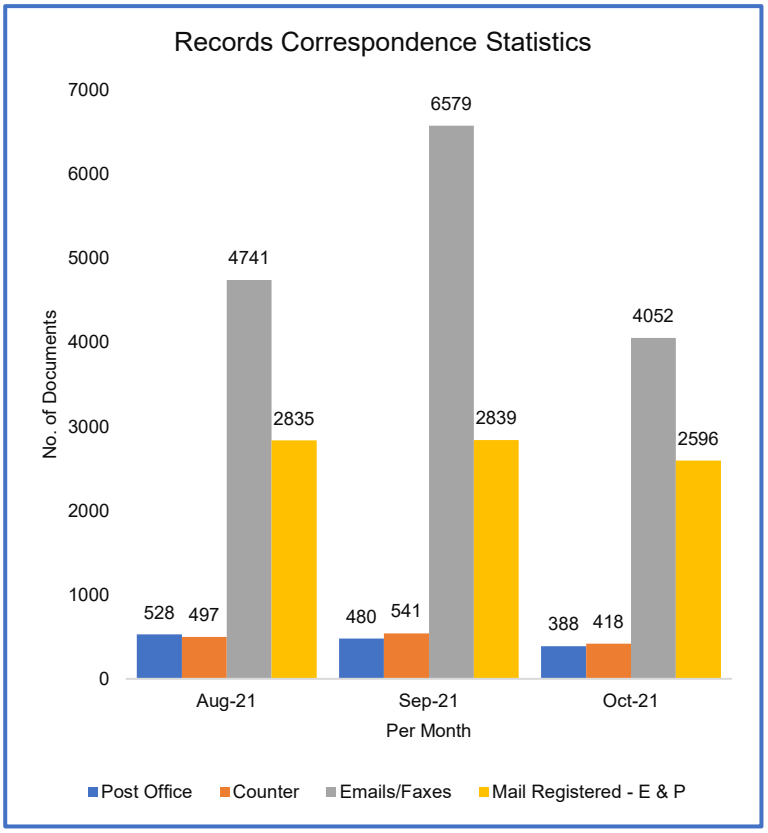
New Parking Solution: Shute Harbour	🟢	18/10/21	30/11/21	30/11/21	50%	- Footings for meters have been installed in both upper and lower carparks, parking meter bases have been shipped, due to arrive week of 1/11. Quotes for signage have been requested, minor programming issue with new meter heads, will delay delivery until rectified. Estimated a week delay. Tariffs have been agreed and set. - Currently confirming installation date for the meter bases with the Shute Harbour (SH) project site coordinator. (50%) - Installation cannot occur between 11-14 Nov due to carpark final asphalt coat.
Communication Towers Rationalisation (PART 1)	🟡	02/09/19	31/12/20	31/12/21	80%	- Woodwark: Approval received to further investigate Woodwark location. - Mt Lucas: Draft agreement being checked by Council's senior commercial officer. - Bowen: Lease agreement substantially finalised. Equipment shelter was due to arrive 31/10, replanned 19/11, foundation work to start 15/11, pole fit out 22-26/11, move of all equipment from old tower around 1-2/12. Other parties on tower have been advised of options for relocation to minimise downtime; parties considering options. - Gem FM: Sent out draft agreement, key personnel from Gem FM not currently available. As ACMA information for a number of broadcasters for this site was incorrect, now having to rework positioning of antennas on tower. Engaged with local contractor to determine what equipment is still live and what can be removed prior to decommissioning. - Blacks Road: No further progress, currently with procurement to establish agreement. - Mandalay Tower: Agreement was due for renewal in July. Process to renew commenced. In discussion with current owner to relocate equipment to new Tower and Building on-site as old Tower is leaning badly. - Dingo Beach: Awaiting comment from external stakeholder regarding new agreement. - MarchNet Tower: Installed and completed (Millar Street Collinsville). - Radio frequency electromagnetic emissions (RFEME): Need to be determined for all Council-owned towers and appropriate signage and safety procedures put in place as soon as possible (particularly important for Proserpine Water Tower and Bowen Reservoir - RFEME information for these sites incomplete). Have purchased device for monitoring RFEME exposure levels. Completed training to use device. RFEME safety awareness training completed successfully (18 staff).
WRC NADI (Network Architecture Design Improvements)	🟡	04/05/20	31/05/21	31/10/21	95%	- Completed the configuration of the firewall for the portal, and documented configuration. - The project team discovered a technical issue, it is now resolved but consequently deployment was delayed by 1.5 weeks. - The project is now setting up tests to ensure the cutover will go smoothly (taking all sites offline) and redirecting 3rd parties through the new firewall. - Next step is to move all third parties that access the network to the portal. Access required to be assessed for each 3rd party group, and security set up to restrict access to only what is required. The AWS workspaces are then removed and deleted.
Communication Towers Rationalisation - PART 2, Mt Devlin	🔴				0%	- Meeting held with external organisation, proposal to share costs with taken back to their management for financial consideration - they seemed quite keen on the idea.
Small Cell Site Proserpine Dam	🔴	01/08/19	30/09/20	31/10/21	50%	- Council now in direct contact with landowner's CEO to progress this matter. - Landowner's original legal person has been replaced for this project. - Landowner's General Manager hoping to close the matter by 5/11/21. - Amended decision notice reposition of satellite cell is currently with landowner for approval.
SP4.5 - Implement a Supply Chain (Sourcing) system. Open Windows. Procurements and Contract Management Solution	🔴				0%	- No progress made.
WRC Website: Subsites	🔴	04/01/21	31/07/21	31/10/21	65%	- Climate Hub: Went live last month. Website platform upgrades completed. - Content upload for Whitsunday Coast Airport (WCA) and Shute Harbour (SH) continuing. - Ticketing solution for Proserpine Entertainment Centre (PEC) selected.
SP7.3 - Implement an ICT Disaster Recovery testing regime	🔴	04/08/21	12/07/22	08/11/21	5%	- No further progress.

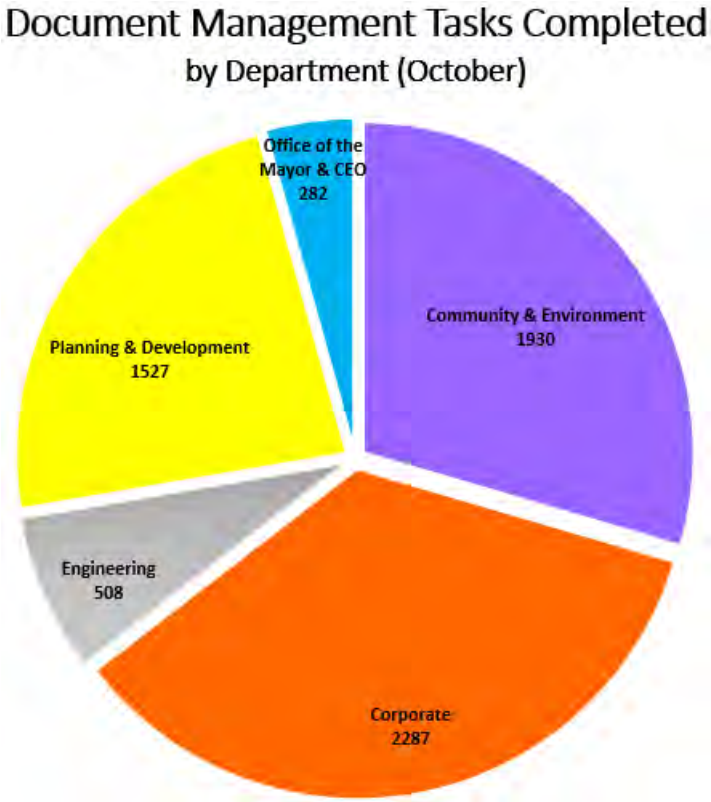
Information Management

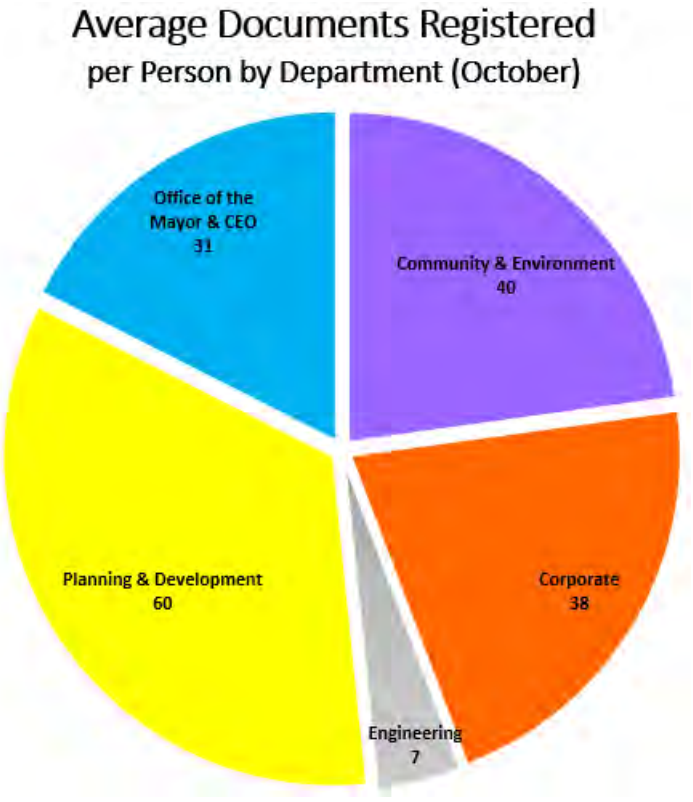
AUDIT / COMPLIANCE REQUIREMENTS		
Type	**Frequency**	**Qtr. 2**
Sentencing and disposal	Quarterly	25%

DOCUMENTATION / PUBLICATIONS REVIEW		
Type	**Frequency**	**Qtr. 2**
WRC Information Stds	Annual	95% dev
Physical Records Register	Quarterly	✓
Process & Sys Training	Bi-annually	80% dev
Enterprise Info Architect	Annual	50% dev
Information Asset Register	Annual	50% dev
IM Procedures	Annual	60% dev
Bus Info Continuity Plan	Annual	
Road Register	Two yearly	98%
Map layer data register	Quarterly	60% dev

GIS ACTIVITIES	OCT	SEP	AUG
Asset Data Mtce (Hrs)	82	68	73
SSA Changes (Hrs)	18	14	25
GIS requests (No.)	21	24	26
DBYD enquiries & referrals	232	227	290
Map layers mtce (no.)	44	32	44
New layers approved (no.)	-	-	-
Training (staff attended)	2	31	-
GIS STATISTICS			
Total Mapping Layers		2113	
RECORDS ACTIVITIES			
Search	58	39	41
Record Dept Tasks	66	48	38
Training (staff attended)	-	-	-
NAR adjustments	1101	1031	1048







Projects

Records System Review Project This project aims to modernise the recordkeeping systems to improve usability and compliance across the organisation.	
Review and recommendation	Investigation of available systems against Council's current applications architecture and functionality. A business requirements specification report has been reviewed by the ICT Governance committee and progressed to undertaking a proof of concept of the preferred solution. Proof of concept is complete with findings and recommendation to go to the January ICT Governance/Steering Committee. Approval provided to commence project. Planning activities commenced on the new records system and procurement underway. Detailed review completed of requirements for extraction of records from existing records system.

Name and Address Data Improvement Project This project aims to implement software that will improve the quality of customer and address data captured and maintained in Council's systems. It does this by forcing validation on addresses when they are entered, running processes to identify duplicate records, and facilitating merging, standardizing the method of data presentation, and adding addition checks to prevent duplicate data entry. This will improve customer experience as we will have better quality information available for communication and reduce administrative overhead as we will spend less time fixing incorrect address details.		
NAR data formatting cleanse		
Data format cleanse	✓	27852 records fixed / 82075 total records
Audit data changes	65% complete	
NAR record duplication		
Identify no. of duplicate records	700 records	
Research duplicates and merge	700 unique records merged	
Delete records (no docs / ephemeral / infringement docs attached)	122 deleted	24600 records have no link in Authority, potentially half of these can be deleted if no significant documentation recorded in ECM

Physical Storage / Scanning	**Oct-21**	**Sep-21**	**Aug-21**	**Jul-21**	**Jun-21**	**May-21**	**Apr-21**	**Mar-21**
Boxes Scanned / Sentenced and Destroyed	551	-	-	-	-	-	-	-
Boxes at Council	226	257	257	257	257	257	257	257
Boxes at Remote Storage	1098	1618	1618	1618	1618	1618	1618	1618
Discs to review and register	-	-	-	-	-	-	-	-
Scanned files for registration	58,000 Prep files	58,000 Prep files	58,000 Prep files	58,000 Prep files	58,000 Prep files	58,000 Prep files	58,000 Prep files	58,000 Prep files
Plans scanned and registered	-	-	-	13	24	36	36	-

The Geographic Information Systems strategic review to drive organisational direction in spatial systems and information is completed. The GIS team focus is developing a new spatial layer catalogue, updating the road register with the Road design team, mapping capitalised projects, and working with key asset areas to develop standardised processes.

The records team has destroyed 551 boxes of digitised records and is continuing to digitise the remainder of the building files over the next two years. In addition, following on from the completion of the Cemetery data audit, lidar is being used to locate some of the missing gravesite areas with great success.

Financial Services

Financial Reporting

Financial Reporting KPIs:

KPI	Status	Comment
Manage end of year financial year audits within the agreed time frames set with Queensland Audit Office and achieve an unmodified audit opinion,	N/A	Currently underway.
Monthly Financial Statement presented at an Ordinary Meeting within 30 days from end of month	☑	Ordinary Meeting of 24 November 2021 (Draft, Unaudited Statements)
Manage capital and operational actuals to achieve the following local government financial sustainability ratios: - Operating surplus target 0 -10% - Net Financial liabilities target < 60% - Interest coverage target < 5% - Asset sustainability target average 90%	☑	All ratios within tolerance and reported as part of Council's monthly October report
Quarterly Budget Review adopted at an Ordinary Meeting within 60 days of end of quarter	☑	Quarter 1 review adopted at Ordinary Meeting of 10 November 2021
Update Queensland Treasury Corporation (QTC) Financial Forecast Model to ensure Council maintains its 2020 credit rating of Moderate with a Neutral outlook.		QTC financial forecast model updated September 2021.

The annual financial statements audit plan will be submitted to the Audit Committee Meeting early in 2022.

Q1 Budget review was adopted at Ordinary Meeting of 10 November 2021 and has not been incorporated in Monthly Financial Statements for period ending 31 October 2021.

Budgeting

2021/22 Budget

Q1 Budget review packs will be issues in September and have been created in T1 budget module and will be open for data entry by responsible budget officers. Q1 review will close for entry 8 October, the 10 - year long term budget reports were submitted and adopted at Council Ordinary meeting on the 10 November 2021.

Borrowings & Treasury Management

All non-operating cash is invested with the Queensland Treasury Corporation (QTC).

QTC has completed the review of Council's Credit Review and Council has retained is rating of "Moderate" with a "Neutral" outlook.

QTC financial forecast model was completed by Council in October.

Systems

In keeping with the action identified in the Operational Plan, automation of the Accounts Payable function to align with the federal government's Digital Business Plan, and the ATO requirements of being compliant with the PEPPOL e-invoicing standard will be progressed during the first half of the financial year.

Debtor Management

New Credit Applications

Name	Approved Limit
BC Project Industries Pty Ltd	$1,000
Vikcon Construction Services Pty Ltd	$15,000

Rates & Charges Debtors

Month	2021/22	2020/21		2019/20		2018/19 Outstanding
		Outstanding	%	Outstanding	%	
June		3,966,010	7.06%	4,509,658	10%	3,844,767
May		4,524,316	10%	5,739,965	13%	5,151,143
April		5,566,736	11.74%	6,676,360	14%	6,368,476
March		7,696,368	16.23%	8,782,286	20%	8,297,513
February		30,185,445	68%	28,950,351	67%	14,745,314
January		46,515,003	95%	44,476,445	96%	44,828,908
December		3,974,938	9.29%	2,774,538	6%	3,905,999
November		4,909,318	10.39%	5,085,705	12%	4,692,691
October	9,176,980	6,205,134	14%	5,833,001	12%	5,798,615
September	31,470,321	9,841,158	20%	7,601,554	16%	7,791,985
August	46,853,689	40,432,288	83%	13,344,529	29%	9,778,676
July	2,105,221	3,440,135	8%	41,728,111	92%	43,825,116
Gross Revenue Budget		**88,656,616**		**88,669,880**		**89,276,298**

Note: The above amounts are net of rates credits.

Final notices reminders were issued on the 15 October and are due by 1 November before any further legal action will be taken.

Council will continue to receive and assess any payment arrangements that may be proposed by ratepayers.

Water meters are being read in December and accounts will be issued in the February 2022.

Second half of the annual rates notices will be also issued around the 5 February 2022 with a 40-day discount period allowed.

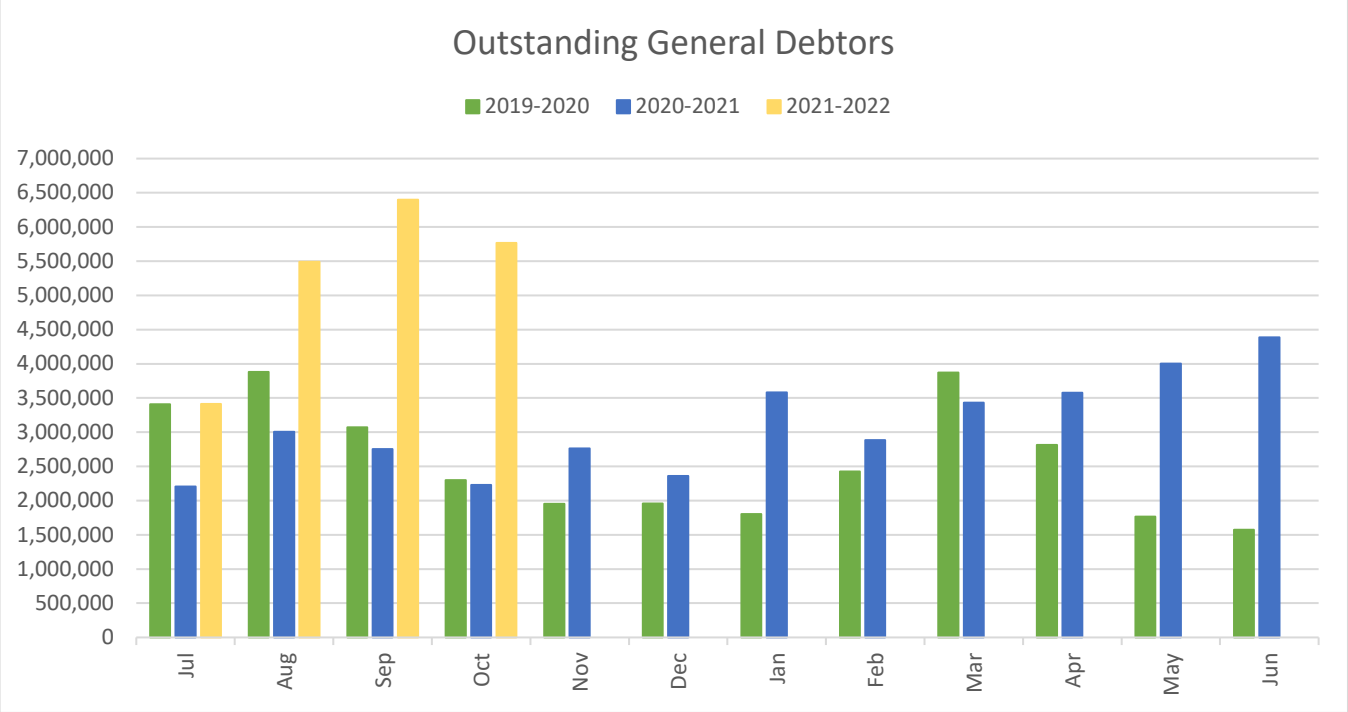
Infringement Debtors

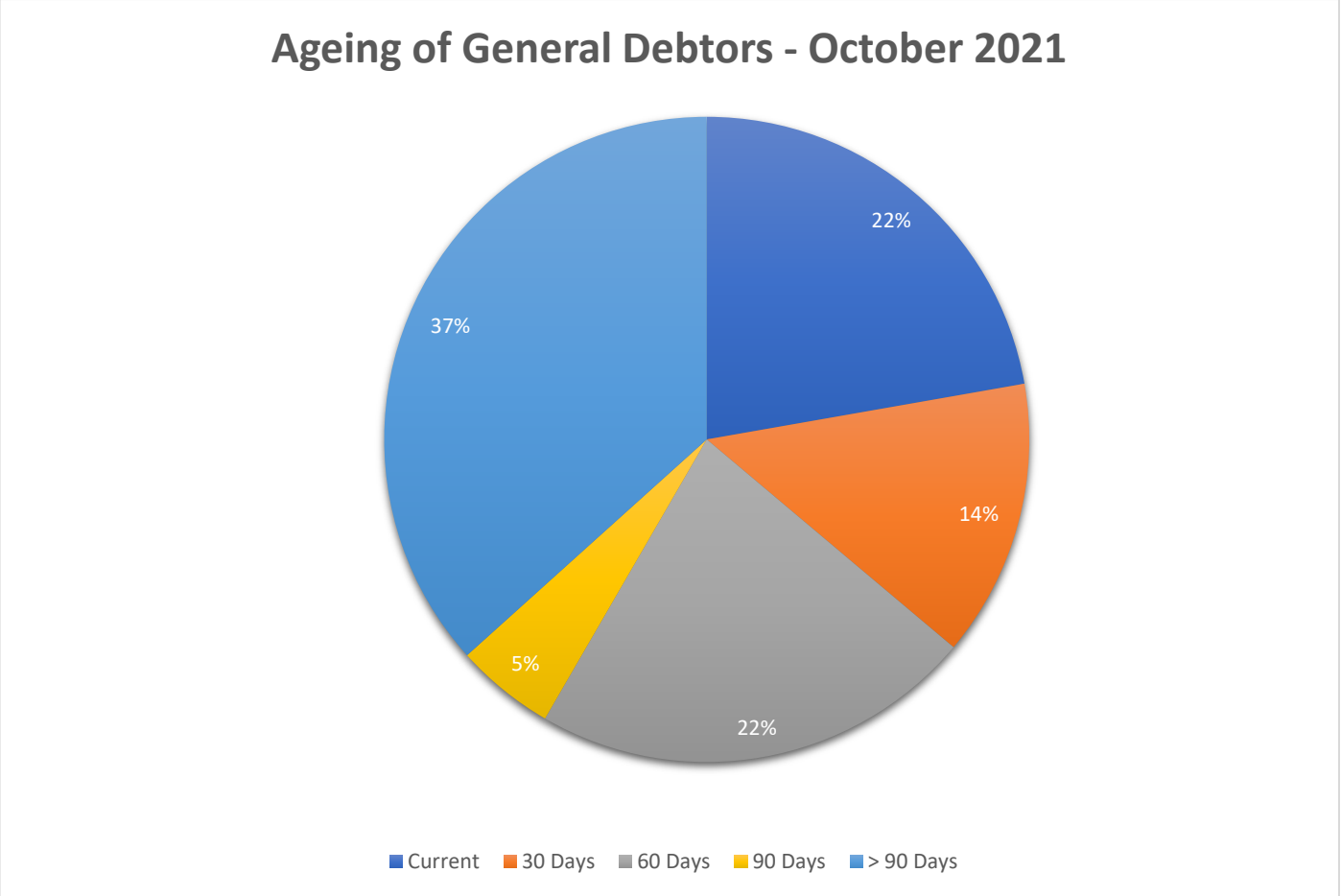
Collection of overdue infringement debtors is a long-drawn-out process through the State Penalties Enforcement Register (SPER). Director of Communities and Environment submitted a report to Council where Council have approved the write-off of the long outstanding SPER accounts held in the register. Most of the write-offs have been completed in the registers which was funded out of the provisions taken up through the audit process.

General Debtors

Full provision was made in the financial statements of 2020-21 for the debts owed to Council from the Virgin Australia Group (including Tiger Airways), prior to the organisation going into receivership. Council continues to liaise with the administrators on these debts, but no specific information has been received from the administrators (Deloitte Touche Tohmatsu Limited) to date on the likely payout to unsecured creditors.

Month/Period	Current	30 Days	60 Days	90 Days	>90 Days	TOTAL
2021/2022						
October 2021	1,281,980	801,423	1,281,089	286,751	2,113,953	5,765,196
September 2021	1,708,070	2,219,781	318,692	1,284,866	866,053	6,397,462
August 2021	2,887,137	432,304	1,310,611	34,482	826,172	5,490,706
July 2021	804,197	1,615,983	161,874	2,974	827,978	3,413,006
June 2020/21	3,117,893	307,329	45,360	10,457	904,325	4,385,364
June 2019/20	912,558	370,906	79,621	40,848	169,202	1,573,135
June 2018/19	5,408,713	1,549,732	90,492	19,341	56,372	7,124,650
June 2017/18	4,825,162	549,066	63,996	5,154	158,649	5,602,027





Insurance

Insurance Claims	Pub. Liability & Professional Indemnity	Third Party Damages	Motor Vehicle	Property	Theft	Total
2021/2022						
July 2021	1	4	0	0	0	5
August 2021	1	4	2	0	0	7
September 2021	1	3	0	0	0	4
October 2021	2	6	0	0	0	8
2020/2021	**14**	**23**	**7**	**4**	**0**	**48**
2019/2020	**12**	**30**	**25**	**8**	**0**	**75**
2018/2019	**18**	**36**	**19**	**7**	**0**	**80**
2017/2018	**19**	**0**	**71**	**13**	**1**	**104**

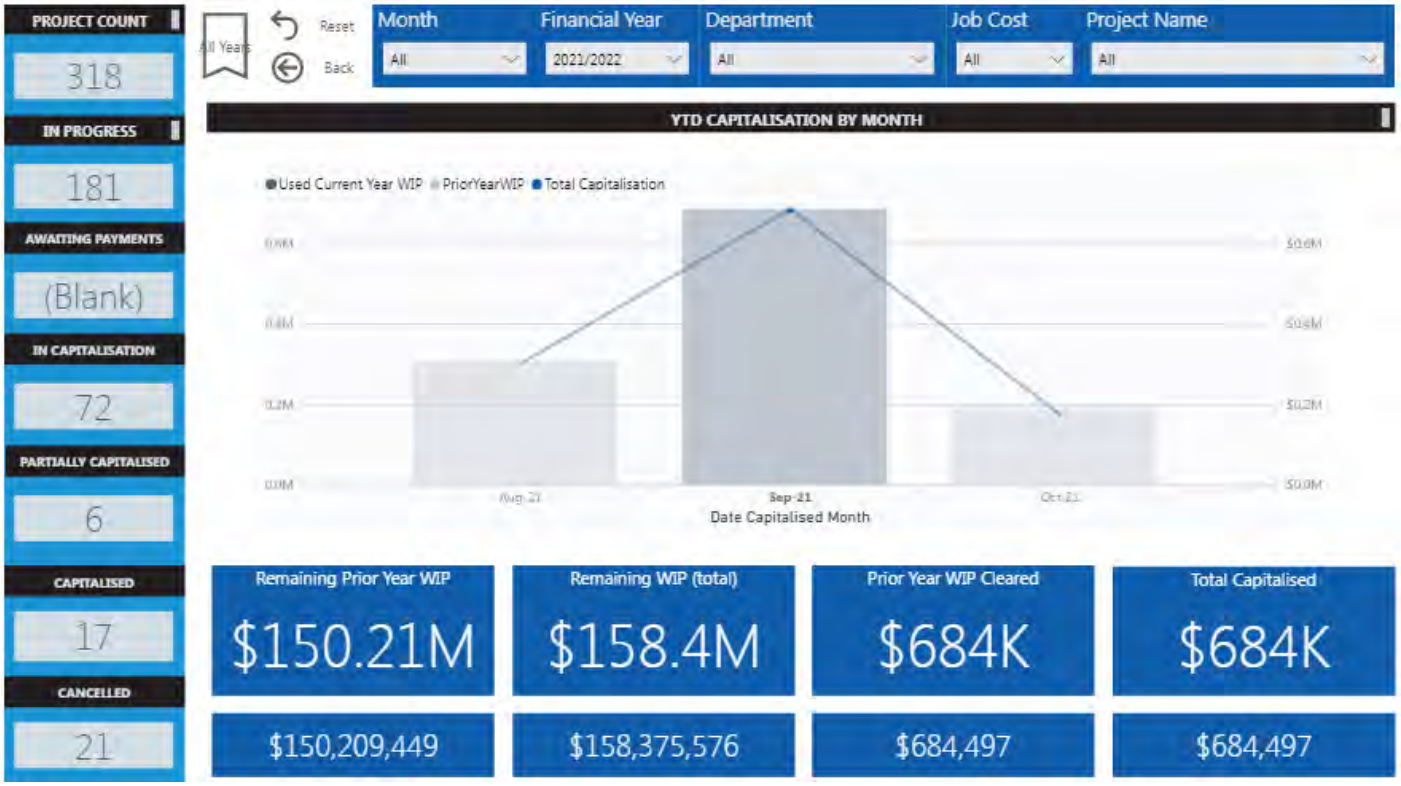
Current Claims not Finalised	
Public Liability	14
Professional Indemnity	3
Property	7
Motor Vehicle	1
Total	25

Asset Management

Capitalisation

Capitalisations, including incorporation of contributed and found assets, have recommenced for the year 2021-22 with $2,097,212.60 being capitalised to date. $684,000 of prior year work in progress was capitalised in the month of September

Recognition Type	Capital Value
New Assets	1,072,654.90
Renewals	87,156.35
Found	269,509.38
Contributed	667,891.97
Total	$2,097,212.60



Capital Project Delivery

As at end October 2021, capital delivery progress was as follows:

2022 Current Budget	97,215,552
Original Budget deliverable YTD	31,820,388
Value of Capital Delivered *	22,670,540
% Of YTD Budget	71%

**Actual expenditure excludes commitments.*

Capital Budgeting

Uncompleted capital works totalling $ 6.4M will be carried over from 2020/21 to 2021/22, increasing the capital budget for the 2021/22 year from around $ 97M to around $104M. Further additions to this program will occur once the exact value of the reconstruction work stemming from the 2021 weather event is finalised with the Queensland Reconstruction Authority (QRA).

Asset Management Improvement Program

The Asset Management Improvement Program (AMIP) based on three separate studies undertaken by external consultants (as below). Each study involved extensive engagement with stakeholders.

- AM Maturity Assessment - G7 Asset management
- GIS Systems - Insight GIS
- AM Systems Review - Strategic Directions

AMIP constitutes a program of work of 26 action items covering the five key areas of Governance, Process, Data, Staffing, & Technology. The program has been divided in to three phases (the last phase may see further sub-division) stretching over two financial years.

Phase	Gov.	Process	Data	Staffing	Tech.	Total	Broad Timeframes
1A	2	2	0.5	-	-	**5**	3 Months (Jul - Sep 21)
1B	1	2	2.5	2	-	**7**	9 Months (Oct 21 - Jun 22)
Subsequent	3	4	3	2	2	**14**	12 Months (FY 2022-23)
Total	**6**	**8**	**6**	**4**	**2**	**26**	

Progress on the above actions will be reported through this report, over the next 2 years.

AMIP Progress to Date

AM Maturity Assessment - G7 Asset management

The Asset Management Assessment presented by G7 Asset Management has been delivered and presented to Council. G7 is currently engaged to work on the Strategic Asset Management Plan (SAMP) which is currently being merged with works from Strategic Directions.

GIS Systems - Insight GIS

The Insight GIS System report is currently in draft form readying to be presented.

AM Governance and Systems Review – Strategic Directions

The Asset Management Governance Report is now out for feedback and due on the 15/10/2021. The findings will be presented to Staff at the end of October. Plans to present to ELT and Council will be scheduled in November.

Procurement

Procurement Activity (Tenders and Significant Quotations)

Corporate Services

Contract Number	Details	Type	Status
500.2021.0013	Supply and Delivery of One (1) x Motor Grader	RFQ	Awarded on 22nd October 2021
500.2021.0045	Leases for Agistment – Collinsville	RFT	Currently being evaluated
500.2021.0070	Preferred/Prequalified Supplier Arrangement for the Provision of Plant & Equipment Hire	RFT	Currently being evaluated
500.2021.0075	Supply and Delivery of Two Self Bunded Fuel Trailers	RFQ	In Draft
500.2021.0076	Supply and Delivery of One (1) 54" Zero Turn Mower	RFQ	In Draft
500.2021.0080	Agistment Leases - Collinsville Aerodrome - 8570 Bowen Development Road, Collinsville	RFT	Awarded on 13 October 2021
500.2021.0081	Supply and Delivery of Three (3) 10 m Trucks & Dog Trailers	RFQ	Closed on 8th October 2021 and currently being evaluated
500.2021.0084	Supply One (1) x 18,000 Litre Steer Water Truck	RFQ	Closed on 1st October 2021 and currently being evaluated
500.2021.0088	Supply and Delivery of One 15000L Water Truck	RFQ	Released on 22nd October 2021 and due to close on 12th November 2021
500.2021.0097	Supply and Delivery of Three (3) Space Cab Utilities	RFQ	In Draft
500.2021.0104	Supply & Delivery of Three (3) Service Trucks	RFQ	In Draft
500.2021.0105	Relocation of Demountable Buildings - Cannonvale Depot	RFQ	Awarded on 26th October 2021
500.2021.0109	Supply and Delivery of Four (4) x 4WD Dual Cab Utilities	RFQ	In Draft
500.2021.0110	Purchase and Relocation of 58 Horseshoe Bay Road, Bowen	RFT	Closed on 21st October 2021 and currently being evaluated
500.2021.0127	Supply of CCTV Cameras for Replacement Program 2021/2022	RFQ	Released on 25th October 2021 and due to close 3rd November 2021
500.2021.0128	Supply & Delivery of One (1) x 48" Cut Mid-Mount Mower	RFQ	In draft
500.2021.0129	Supply & Delivery of Two (2) x 48" Cut Zero-Turn Mower	RFQ	In draft

Community Services

Contract Number	Details	Type	Status
500.2021.0077	Provision of Lifeguard Services for Airlie Beach Lagoon	RFT	Awarded on 26th October 2021
500.2021.0078	Provision of Water Maintenance Services for Airlie Beach Lagoon	RFT	Awarded on 26th October 2021
500.2021.0079	Provision of Management Services for Proserpine Pool (including Water Park)	RFT	Awarded on 26th October 2021

Contract Number	Details	Type	Status
500.2021.0098	Proserpine Entertainment Centre (PEC) - Ticketing Solution	RFQ	Currently being evaluated
500.2021.0113	W4Q – Airlie Beach Lagoon – Lighting Upgrade	RFQ	Closed on 21st October 2021 and currently being evaluated
500.2021.0120	Climate Hub Communications	RFQ	Cancelled to reissue RFQ
500.2021.0126	Funding and Financing Climate Change Adaption – Stage 2	RFQ	In draft

Infrastructure Services

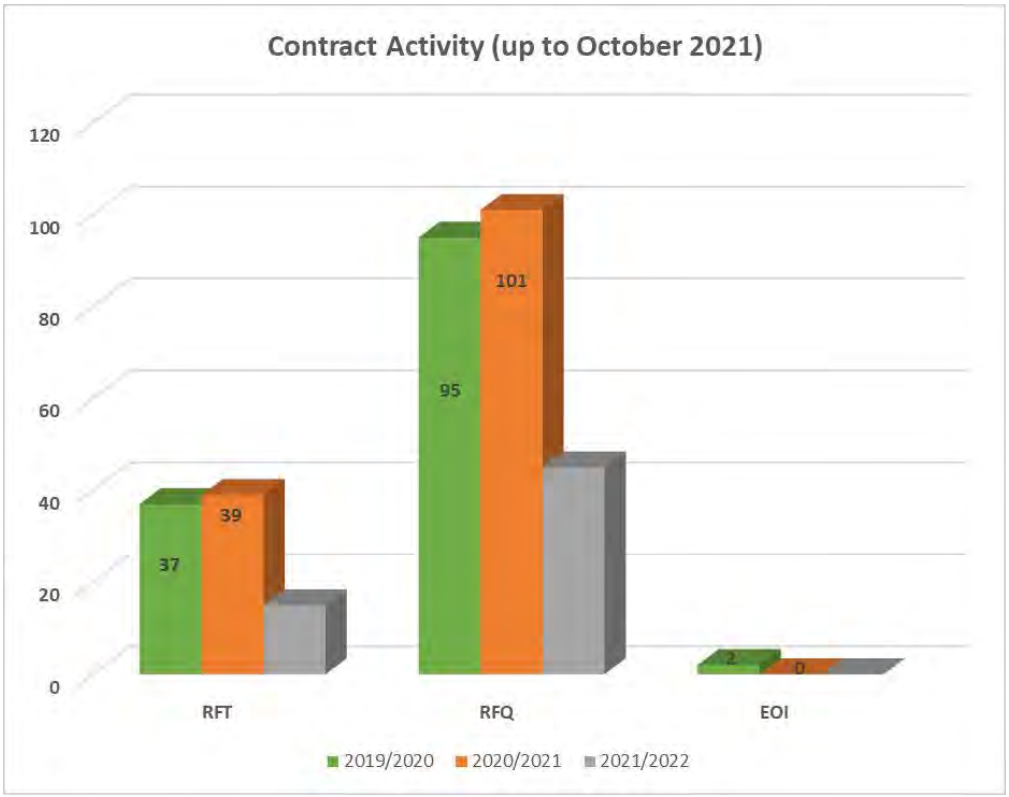
Contract Number	Details	Type	Status
500.2021.0101	Bridge Inspector - Design & Construction of Ted Cunningham Bridge Project	RFQ	Cancelled on 14th October 2021
500.2021.0103	Design and Construct - Water and Sewage Relocation Paluma to Tropic Road	RFT	Released on 15th October 2021 and due to close on 10th December 2021
500.2021.0108	Pedestrian Bridges Upgrade – Mullers Lagoon, Bowen	RFQ	Close on 6th October 2021 and currently being evaluated
500.2021.0111	GPS Survey of Stormwater Pits across Whitsunday Region	RFT	Closed on 21st October 2021 and currently being evaluated
500.2021.0112	Floodplain Management Plan and Stormwater Strategy	RFT	In draft
500.2021.0114	Protective Sealing of Footpath Pavers – Airlie Beach Mainstreet	RFQ	Closed on 22nd October 2021 and currently being evaluated
500.2021.0115	W4Q – Bowen Front Beach Skate Bowl Upgrade	RFQ	Closed on 28th October 2021 and currently being evaluated
500.2021.0116	Mill & Fill – Intersection of Adina & Wambiri Street, Cannonvale	RFQ	Closed on 20th October 2021 and currently being evaluated
500.2021.0117	Cinema Equipment Fit out - Proserpine Entertainment Centre (PEC)	RFT	Released on 13th October 2021 and due to close on 3rd November 2021
500.2021.0118	W4Q - Airlie Beach Foreshore Lighting Upgrade - Fairy Tree Park	RFQ	Released on 13th October 2021 and due to close on 3rd November 2021
500.2021.0131	Airlie Beach Car Parking Study	RFQ	Awarded on 1st November 2021
500.2021.0133	Review of Electrical Mechanical Schedules	RFQ	Awarded on 31st October 2021
Disaster Recovery			
500.2021.0083	Shute Harbour Redevelopment - Construction of Tourism and Storage Facility	RFQ	Cancelled on 25th October 2021 due to exceeding budget. To be released as Public Tender
500.2021.0119	DRFA Road Package A4 - Collinsville South	RFQ	Released on 19th October 2021 and due to close on 9th November 2021
500.2021.0120	DRFA Road Package F4 - Collinsville West	RFQ	Released on 19th October 2021 and due to close on 9th November 2021
500.2021.0121	DRFA Road Package P4 - Collinsville Airport	RFQ	Released on 19th October 2021 and due to close on 9th November 2021
500.2021.0122	DRFA Road Package Q4 - Strathalbyn Road	RFQ	Released on 19th October 2021 and due to close on 9th November 2021
500.2021.0123	DRFA Road Package Y4 - Collinsville North	RFQ	Released on 19th October 2021 and due to close on 9th November 2021
500.2021.0124	DRFA Road Package Z4 - Normaby	RFQ	Released on 19th October 2021 and due to close on 9th November 2021

Contract Number	Details	Type	Status
500.2021.0130	Shute Harbour Redevelopment - Construction of Tourism and Storage Facility (TSF)	RFT	Released on 27th October 2021 and due to close on 17th November 2021

Office of the Mayor & CEO

Contract Number	Details	Type	Status
500.2021.0034	Implementation of an Integrated Management System	RFT	Currently being evaluated.
500.2021.0091	Preferred Suppliers for Supply of Professional Legal Services	RFT	Currently being evaluated
500.2021.0095	Bowen Aerodrome and Depot - Security Fencing	RFT	Currently being evaluated
500.2021.0099	Provision of Drug and Alcohol Testing Services	RFT	Currently being evaluated
500.2021.0102	Whitsunday Coast Airport Restaurant, Bar, Taphouse and Café Outlet Operator Lease	RFT	Close on 6th October 2021. No responses received to tender. Direct approaches to hospitality providers to occur.
500.2021.0132	Shute Harbour Marine Terminal Advertising	RFT	In draft

Contract Activity



Property & Facilities

Covid19 Works for Queensland Projects

During the month of October 2021, the following Covid19 Works for Queensland Projects have progressed:

Project	Time	Cost	% Complete
Proserpine Aquatic Facility Residence Demo & Kiosk	×	×	95%
Bowen Aquatic Facility Town Pool Amenity Upgrade	×	×	90%
Collinsville Pool Amenity & Kiosk Upgrade	×	✓	75%

Round 4 Works for Queensland Projects

During the month of October 2021, the following Round 4 Works for Queensland Projects have progressed:

Project	Time	Cost	% Complete
Brandy Creek – New Amenities	✓	✓	0%
Collinsville Community Centre – Exterior Painting	✓	✓	0%
Airlie Lagoon Lighting Improvements	✓	✓	20%
Bowen Pool Hydrotherapy Rehab Centre	✓	✓	10%

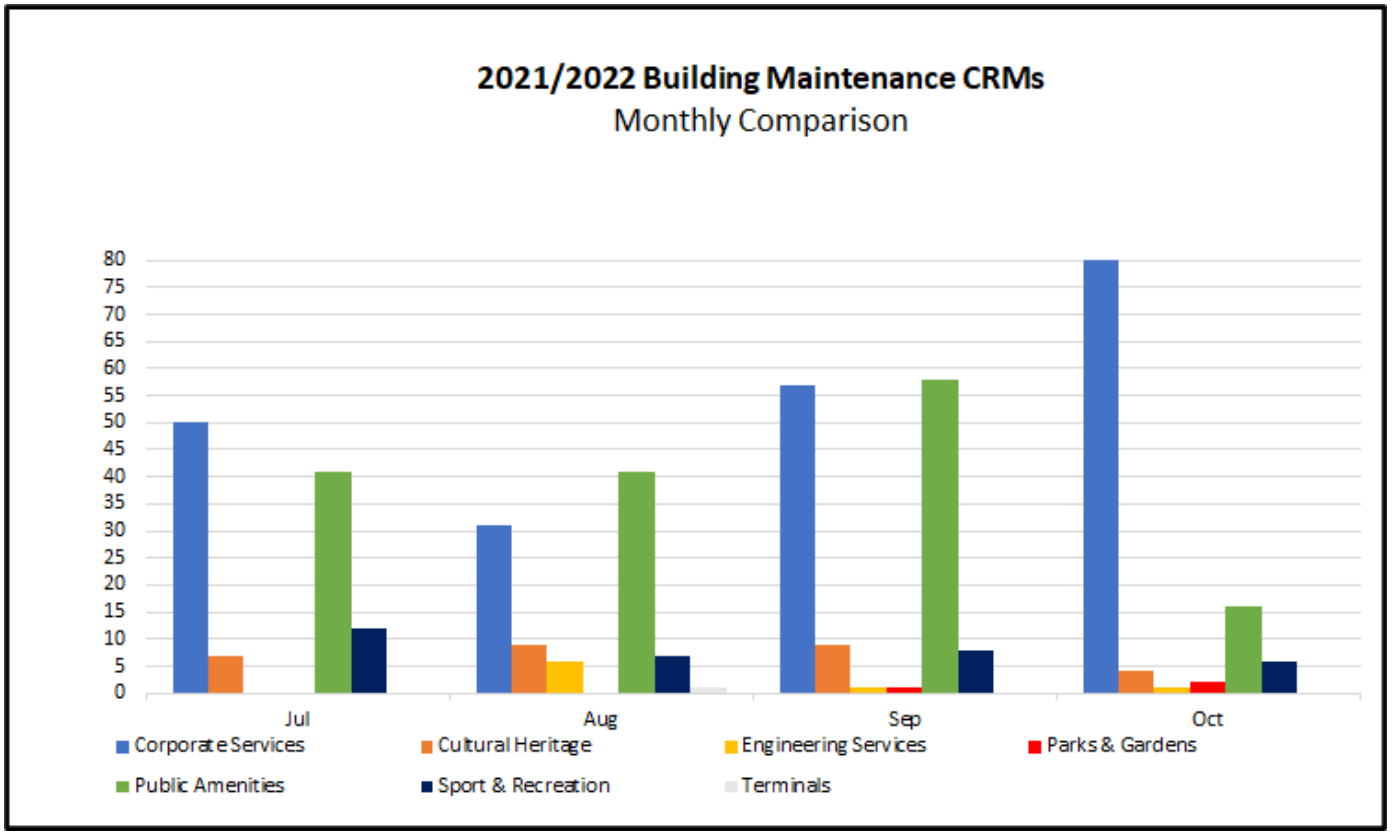
21/22 Capital Works

During the month of October 2021, the following Capital Works Projects have progressed:

Project	Time	Cost	% Complete
Collinsville Football Club – Roof Renewal	✓	✓	50%
Airlie Beach Lagoon Amenities – Fit Out Renewal	✓	✓	0%
Bowen Depot – Boundary Fence Renewal	✓	✓	20%
Bowen Library – Mechanical Plant Renewal	✓	✓	20%
Buildings Floor Coverings Renewal Program	✓	✓	20%
Denison Park Clubhouse - Roof Renewal	✓	✓	50%
Relocation Of Cannonvale Depot Demountable Buildings	✓	✓	20%
Solar Power Generation Project	✓	✓	20%
Cannonvale SES Shed Extension	✓	✓	50%
Collinsville Community Centre – Generator and IT installations	✓	✓	10%
Installation Of CCTV, Door Access, and Security Gates to Council Facilities	✓	✓	50%
Merinda Herb Murray Amenities Installation	✓	✓	50%

Operational

Building Maintenance CRMs	YTD	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Monthly Trend
Corporate Services										
CRM Received	81	50	31	57	87					↑
CRM Completed	63	40	23	43	62					↑
Cultural Heritage										
CRM Received	16	7	9	9	4					↓
CRM Completed	12	6	6	8	2					↓
Engineering Services										
CRM Received	6	0	6	1	1					-
CRM Completed	6	0	6	0	1					↑
Parks & Gardens										
CRM Received	0	0	0	1	2					↑
CRM Completed	0	0	0	1	1					-
Public Amenities										
CRM Received	82	41	41	58	16					↓
CRM Completed	74	36	38	53	15					↓
Sport & Recreation										
CRM Received	19	12	7	8	6					↓
CRM Completed	14	8	6	4	5					↑
Terminals										
CRM Received	1	0	1	0	0					-
CRM Completed	1	0	1	0	0					-
Total CRMs - Building Maintenance										
CRM Received	339	110	95	134	116					↓
CRM Completed	279	90	80	109	86					↓


2021/2022 Building Maintenance CRMs
Monthly Comparison
80
75
70
65
60
55
50
45
40
35
30
25
20
15
10
5
0
Jul
Aug
Sep
Oct
Corporate Services
Cultural Heritage
Engineering Services
Parks & Gardens
Public Amenities
Sport & Recreation
Terminals

Lease Update

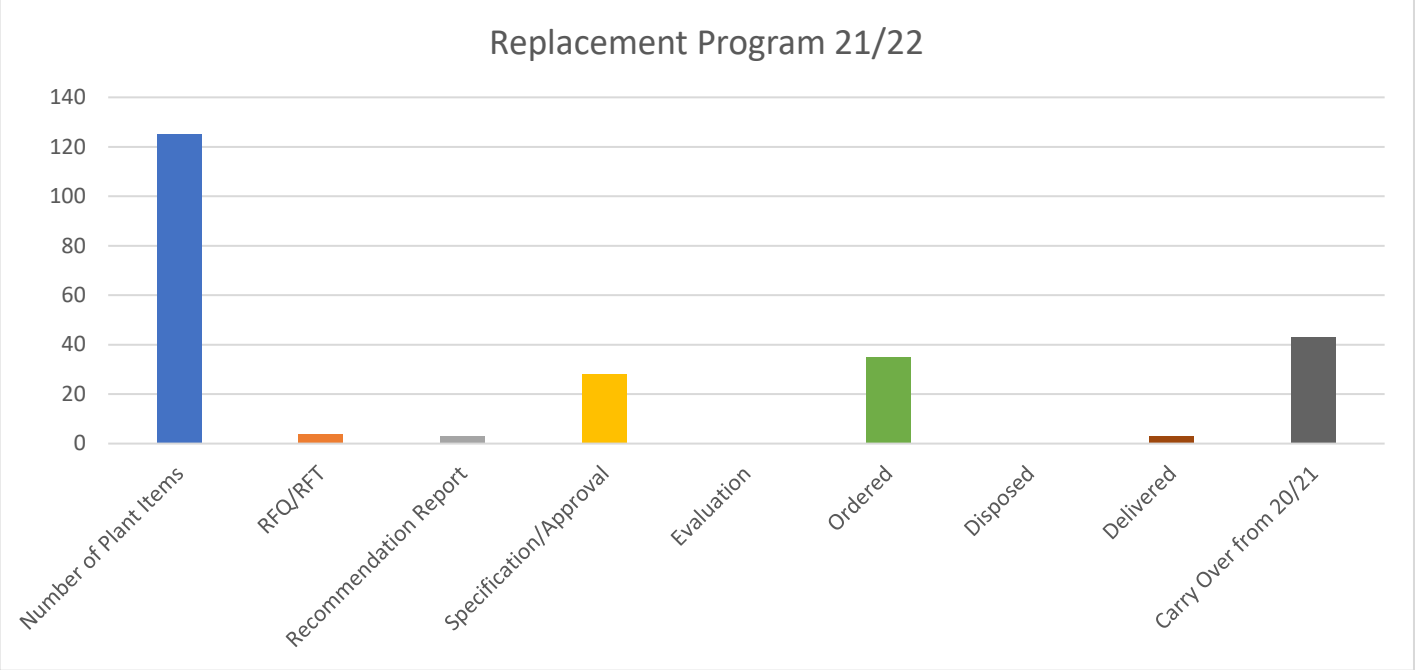
During the month of October 2021, Council finalised the lease with the Proserpine Rugby League Club over Les Stagg Oval in Proserpine.

Leases continue to be negotiated and finalised for the Shute Harbour Marine Terminal with the commencement date of the 01 December 2021 for the main building tourism operators.

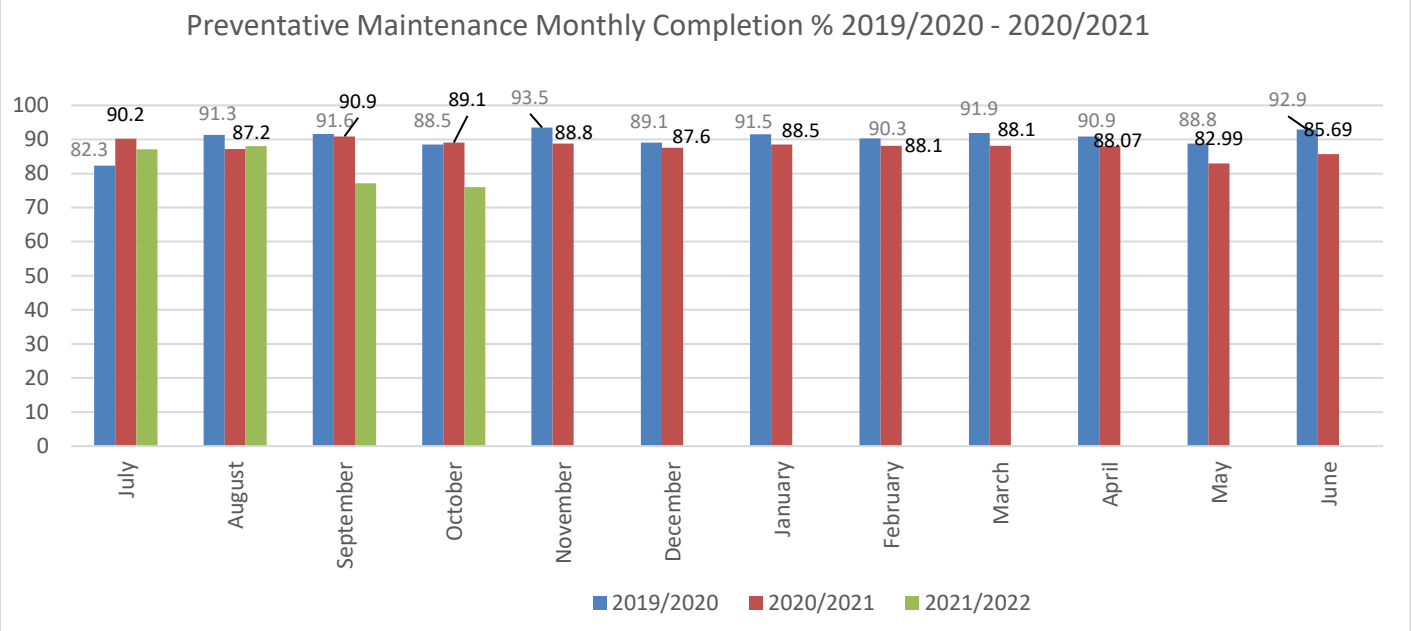
Lease in action	Under Negotiation	Out for execution	Lease awaiting lodgment	Due to expire in 6 months	Comments
Bowen Seagulls Rugby League	•				Final works are occurring on the grounds of the Bowen Seagulls leased area. A final draft lease will be issued for their execution.
Proserpine Rugby League Football Club			•		Executed by all parties.
Collinsville Pony Club		•			Final Lease issued. Discussions regarding MOU between the Pony Club and the Rodeo Association are continuing.
Collinsville Rodeo Association		•			Final Lease issued Discussions regarding MOU between the Pony Club and the Rodeo Association are continuing.

Fleet Management

Fleet Replacement Program



Preventative Maintenance



Governance & Administration

Corporate Governance Review

The Governance team conducted a high-level gap analysis in Council's governance structures and a number of areas for improvement identified. This piece of work was intended to review the current Governance systems, processes, and procedures as well as roles and responsibilities for Governance tasks across functional areas of the Council's organisation to identify issues of coordination and accountability. The Council and briefing meetings process is not included in the scope of this review.

The review examined the effectiveness and appropriateness of the existing corporate governance processes and systems which enable Council to carry out its roles and functions. The review engaged key stakeholders, reference key legislative documentation, guidelines, standards, and provides clear recommendations to secure optimal governance outcomes for Council. The report findings and recommendations were presented to middle management group and executive leadership team for discussion. Subsequently a governance continuous improvement action plan has been developed for presentation to the Audit and Risk Committee.

LGAQ Update

Financial Sustainability

The State Government has released a discussion paper on a new framework to better assess the financial sustainability of Queensland councils. This work follows a recommendation by the Queensland Audit Office (QAO), including in its most recent report on local government finances. That same report found one third of councils are at high risk of becoming financially unsustainable. This discussion paper marks the start of formal consultation on the move away from the current ratios being used to measure your council's financial position. The paper recognises the need to reflect the diversity of Queensland councils more accurately, which the LGAQ regularly discusses with the local government department. Feedback is due to the department by 12 November.

Housing study launched

The Western Queensland Alliance of Councils launched its region-wide housing market study, undertaken by the Regional Australia Institute. This comprehensive body of work lays bare the housing crisis these 22 councils and their communities are facing right now. The report makes key recommendations to address the crisis including:

- That the WQAC to establish an unlisted residential property fund – an investment vehicle to attract large-scale equity investment into housing in the region. The initial investment would be into new and substantially upgraded council housing. Subsequent investment could be into housing in the region's private rental markets.
- That the State Government to renew government employee housing through divesting itself of its existing stock and re-investing in a Build-Own-Operate-Transfer development of new dwellings spread across the WQAC region.
- That the Federal Government to introduce a Regional New Home Guarantee applicable to households looking to build or substantially renovate a home in locations where sales prices are significantly lower than average build costs.

This is a body of work to help inform the state-wide Local Government Housing Action Plan, on behalf of member councils, following its endorsement by the Policy Executive in August. The LGAQ's submission to the Parliamentary Inquiry into Housing Affordability and Supply in Australia, and the outcomes of the upcoming housing motions up for debate at the LGAQ Annual Conference in late October - combined with comprehensive pieces of work like undertaken by the Western Alliance - will provide a strong foundation for preparation of the Action Plan. It will be developed by the LGAQ, in partnership and consultation with Queensland councils. Further details, including opportunities to provide input to the preparation of this Action Plan, will be provided to councils in due course.

Meeting – Livestreaming

The number of people livestreaming Council's meetings and the meeting duration are shown below:

- 28 July - 47 viewers
- 11 August - 51 viewers
- 25 August: 56 viewers
- 8 September 56 viewers
- 15 September 6 viewers
- 22 September 84 viewers
- 13 October 71 viewers
- 28 October 80 viewers

Crime and Corruption Commission Queensland

Integrity in Focus

Integrity Services is headed by Executive Director Elizabeth Foulger and comprises 25 civilian officers. The two functional areas of Integrity Services are:

- the Assessment Unit, responsible for receiving, registering, triaging, and assessing all incoming matters, and
- the Review Unit, which is responsible for managing the CCC's investigation monitoring program, and more recently delivering our investigation support program.

When a matter is received by the Assessment Unit it will be triaged according to risk as a low, medium or high matter and assigned to a relevant case officer to manage. Most assessment decisions are made by the officers of Integrity Services, the exception being the highest risk matters which are considered and assessed by the CCC's Executive Leadership Team (ELT).

In the 2020/21 Financial Year Integrity Services received and assessed 3,490 complaints of suspected corruption involving 8,563 allegations. This was an increase of five per cent when compared to 2019-20 and continues a pattern of steady increases since 2015-16.

In addition to this CCC also received more 1,390 complaints that were assessed as falling outside the jurisdiction of the Commission. In the first quarter of the 2021/22 FY CCC received 946 complaints and assessed 931 complaints, with 93 per cent of these matters being assessed within 30 days. Of those, 570 were referred to the CCC by way of notifications made pursuant to s.38 of the Act, while 372 came directly to the CCC from members of the public. CCC is currently monitoring 170 matters across the Queensland Police Service (45 matters), Local Government (23 matters) and other public sector agencies (102 matters).

External Agency Investigation Advice Trial – update

In July this year, the CCC launched a trial program to provide agencies with an opportunity to seek additional support in relation to investigations devolved to them to manage. The trial allows agencies to engage with CCC Review Officers to seek advice and assistance in relation to matters involving allegations of corrupt conduct which have been referred to the agency to deal with on a "no further advice" basis. So far, the CCC has offered additional support and investigative guidance to 11 agencies. Most of them are regionally based and have limited investigative expertise. The trial program will be evaluated in early 2022. A detailed factsheet about the trial was circulated earlier this year and is available on request.

Councillor Requests 2021

Month	Received (New)	Resolved	Carry Forward - Unresolved
Year to Date	**96**	**74**	**22**
July 2021	20	16	4
August 2021	17	16	1
September 2021	31	26	5
October 2021	28	16	12

Registers of Interest

Councillor	Date Register of Interest updated
Andrew Willcox	30 July 2021
Jan Clifford	22 November 2021
Al Grundy	30 July 2021
John Collins	30 July 2021
Michelle Wright	30 July 2021
Gary Simpson	30 July 2021
Mike Brunker	30 July 2021

13.3.1 - 20210609 - Development Application for Material Change of Use - Nature Based Tourism (10 Units Staged Development) - 442 Paluma Road, Woodwark - KS Ryan

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Matthew Twomey - Snr Development Assessment Officer

AUTHORISING OFFICER: Neil McGaffin - Director Development Services

PRESENTED FOR: Decision

ATTACHMENTS

1. Conditions of Approval [**13.3.1.1** - 5 pages]
2. Planning Assessment [**13.3.1.2** - 6 pages]
3. Locality Plans [**13.3.1.3** - 2 pages]
4. Proposal Plan [**13.3.1.4** - 1 page]

PURPOSE

Development Applications requiring decisions which are outside the Council officer delegated authority require Council consideration.

OFFICER'S RECOMMENDATION

That Council approve the Development Application for Development Permit for Material Change of Use - Nature Based Tourism (10 Units Staged Development), made by K S Ryan, on L: 16 SP: 125142 and located at Airlie Beach Eco Cabins, 442 Paluma Road Woodwark, subject to the conditions outlined in Attachment 1.

BACKGROUND

There is no previous Council decision relating to this matter.

APPLICATION SUMMARY

Council is in receipt of a development application to establish a nature-based tourism use. The property forms part of the Fauna Rescue Whitsundays release program and the newly created not-for-profit Whitsunday Wildlife Guardians. The premises will cater for wildlife encounters, giving tourists to the region a lifetime opportunity to observe and be up close with Australian native wildlife in a tranquil and natural setting. The proposal will be undertaken over four (4) stages, involving the use of ten (10) cabins and associated facilities. A complete planning assessment can be found in **Attachment 2**.

STATUTORY/COMPLIANCE MATTERS

Planning Act 2016

STRATEGIC IMPACTS

Process all statutory applications within statutory timeframes.

FINANCIAL IMPLICATIONS

Developer contributions total $27,851.62.

CONSULTATION

Manager Development Assessment
Environment & Climate Officer
Civil Engineer (Network Planning)
Assets Technical Officer – Roads & Drainage

RISK ASSESSMENT

Council's decision may be appealed in the Planning & Environment Court of Queensland.

TIMINGS/DEADLINES

Council's decision is due by **9 December 2021**.

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

Section 58 of the Human Rights Act 2019 specifies required conduct for public entities when acting or making a decision. Sections 15 – 37 of the Human Rights Act 2019 identifies the human rights a public entity must consider in making a decision. The human rights relevant to this decision are as follows:

Section 19 – Freedom of movement.

Section 21 – Freedom of expression.

Section 24 – Right to own property and not be arbitrarily deprived of property.

Section 27 – Cultural rights – generally – all persons with a particular cultural, religious, racial or linguistic background have the right to enjoy their culture, to declare and practice their religion and use their language.

Section 28 – Cultural rights – Aboriginal peoples and Torres Strait Islander peoples.

This decision does not limit the above identified human rights.

1.0 ADMINISTRATION

1.1 The approved development must be completed and maintained generally in accordance with the approved drawings and documents:

Plan/Document Name	Prepared By	Plan Number	Dated
Plan of Proposed Development	Vision Surveys	21420-PP-01 Rev B	06/10/2021
Site and Soil Evaluation	Taylor Environmental	TE211702 Rev A	29/09/2021
Bushfire Hazard Assessment and Management Plan	Green Tape Solutions Environmental Consulting	Version A	20/09/2021
Ecological Assessment Report	Green Tape Solutions Environmental Consulting	Version A	01/10/2021
LIDAR Plan	Applicant	N/A	N/A
Floor Plan	Asset Cabins & Homes	Rev A	07/04/2021

1.2 The following further development permits are required prior to commencement of work on site or commencement of the use:

Operational Works:
- Earthworks and retaining walls;
- Roadworks;
- Access and Parking
- Landscaping;
- Stormwater drainage; and

Plumbing and Drainage Works;
Building Works;

All Operational Works, Plumbing and Drainage Works Development Permits must be obtained prior to the issue of a Building Works Development Permit.

1.3 Where a discrepancy or conflict exists between the written conditions of this approval and the approved plans, the requirements of the written condition(s) will prevail.

1.4 All conditions of this approval must be complied with in full to Council's satisfaction prior to the commencement of the use.

1.5 The applicant shall demonstrate and provide evidence that compliance with all conditions of this development approval and any other subsequent development approvals as a result of this development approval have been complied with at the time of commencement of the use.

1.6 A copy of this decision notice and stamped approved plans/drawings must be retained on site at all times. This decision notice must be read in conjunction with the stamped approved plans to ensure consistency in construction, establishment and maintenance of approved works.

1.7 The development is approved to be carried out in four (4) stages as shown on the Plan of Proposed Development 21420-PP-01 Rev B dated 6 October 2021 and as follows:

Stage 1 – Cabins A, B, C, D, guest and commercial laundries

Stage 2 – Cabins E, F and G

Stage 3 – Cabins H and I

Stage 4 – Cabin J

2.0 CLEARING, LANDSCAPING AND FENCING

2.1 All vegetative waste cleared as part of the development of the site is to be either:
a) stored neatly on site, and shredded within sixty (60) days of clearing; or
b) removed off the site to an approved disposal location.

2.2 Any pruning works must be in accordance with AS 4373-2007 – Pruning of Amenity Tree.

2.3 No invasive plants (Biosecurity Act, 2014) or declared local pests (Local Law no.3) shall be planted on the site or allowed to invade the site and the site must be managed and maintained to exclude weeds.

4. To reduce the spread of weeds, all earthmoving equipment shall be free of soil and seed before being taken to the work site and again on completion of the project.

3.0 BUILDING

3.1 Building design, architectural elements and landscaping treatments must block or reduce excessive light and air-conditioning plant noise.

3.2 Building and landscaping materials are not to be highly reflective, or likely to create glare, or slippery or otherwise hazardous conditions.

3.3 Buildings are to be finished with external building materials and colours to reduce scale and bulk.

3.4 Structures must be positioned as shown on on the Plan of Proposed Development 21420-PP-01 Rev B dated 6 October 2021.

4.0 WATER INFRASTRUCTURE

4.1 The existing onsite potable water supply is to be used to service Stage 1.

4.2 Prior to the commencement of Stage 2 the applicant is to design and construct a potable water supply for the proposed use in accordance with Council's Planning Scheme or Planning Policy applicable at the time. Such work must be in accordance with an approved detail design at future building application stage.

5.0 ON SITE EFFLUENT DISPOSAL

5.1 Prior to the commencement of Stage 1, the applicant is to design and construct an on-site sewerage treatment system in accordance with the On-Site Wastewater Treatment & Effluent Disposal System Design Solution Report by Taylor Environmental Report No TE211702 dated 11 October 2021.

6.0 ACCESS AND PARKING

6.1 A minimum of one (1) car parking space must be provided for each cabin close to the structure.

6.2 Prior to the commencement of Stage 1, internal directional signage must be provided onsite formalising the flow of traffic onsite.

6.2 Prior to the commencement of Stage 2, the applicant must design and construct the external access from the pavement of Paluma Road to the property boundary to a sealed standard so as to comply as a minimum with the levels, dimensions and specifications as shown on Council's Standard Drawing RS-056 prior to commencement of the use.

6.3 A Development Permit for Operational Works (Access) must be obtained prior to commencement of work on site. Any application for Operational Works (Access) must be accompanied by engineering design drawings, and certifications of the design, demonstrating compliance with the Whitsunday Regional Council Development Manual and this Decision Notice.

6.4 Prior to commencement of Stage 2, the applicant must lodge with Council, a civil engineer's design and construction certification (by an RPEQ engineer). The certification must be addressed to Council and must certify that External Access has been designed and constructed according to the conditions of this Decision Notice and achieves compliance with Whitsunday Regional Council Planning Scheme and Development Manual, AS2890 and AS 1428.

7.0 ELECTRICITY AND TELECOMMUNICATIONS

7.1 Provide electricity and telecommunications connection to the proposed development to the requirements of the relevant authority. The application must submit to Council, either:

(a) a certificate of supply demonstrating that existing low-voltage electricity supply is available to the newly created cabins; or

(b) a certificate of supply that the applicant has entered into an agreement with the authorized electricity supplier, Ergon, to provide electricity services to the newly created cabins, payment has been received and the connection will be completed at a date in the future.

If low-voltage electricity supply is unavailable to the newly created cabins then the applicant must provide a certificate of supply of the proposed electricity connection date to all future property owners prior to entering into a contract of sale for the newly created lots prior to commencement of the use.

8.0 BUSHFIRE PROTECTION PLAN

8.1 A minimum of one tank within 100m of each Class 1, 2, 3 or 4 building with the following requirements are to be installed:

(i) a take-off connection from the tank that is at a level that allows 20,000 litres to be dedicated for firefighting purposes;

(ii) a hardstand area allowing heavy rigid fire appliance access within 6m of tank;

(iii) (iii) fire brigade tank fittings (50mm ball valve & male camlock coupling);

(iv) (iv) above ground water Whitsunday Regional Council Planning Scheme – Part 8 – July 2017 (V3.6) 8:16 Performance Outcomes Acceptable Outcomes pipes, where fittings are metal;

(v) (v) if underground, the tank has an access hole of 200mm (minimum) to allow access for suction lines; and,

(vi) The location of water supplies it to be able to be clearly identified directing fire fighters to its access point.

8.2 Prior to commencement of the use, the applicant must lodge with Council, certification that the recommendations contained with Bushfire Hazard Assessment & Bushfire Management Plan have been complied with

8.3 All Asset Protection Zones must be in accordance with the recommendations of the endorsed Bushfire Hazard Assessment & Bushfire Management Plan

8.4 Prior to commencement of the use, an evacuation plan must be submitted to and approved by Council

9.0 ENVIRONMENTAL MANAGEMENT PLAN (EMP)

9.1 A Development Permit for Operational Works (Erosion Prevention and Sediment Control Management Plan) must be obtained prior to commencement of work on site for Stage 2.

9.2 Prior to commencement of any work on the site for Stage 2, the applicant must submit to Council for approval, a site-based Erosion Prevention and Sediment Control Plan for the site.

9.3 The plan must be prepared in accordance with Council's Development Manual and the Best Practice Erosion & Sediment Control – November 2008 (IECA White Book).

9.4 The strategy of the plan must be implemented and maintained for the duration of the operational and building works, and until exposed soil areas are permanently stabilised (e.g. turfed, concreted).

9.5 Discharges of water pollutants, wastewater or stormwater from the site must not cause measurable levels of water pollutants in the receiving waters to fall outside the acceptable ranges specified in the 'Australian Water Quality Guidelines for Fresh and Marine Waters', ANZECC 2000.

9.5 No visible emissions of dust must occur beyond the boundaries of the site during earthworks and construction activities on the site. If, at any time during the earthworks and construction activities the dust emissions exceed the levels specified above, all dust generating activities must cease until the corrective actions have been implemented to reduce dust emissions to acceptable levels or wind conditions are such that acceptable levels are achieved.

10.0 ENVIRONMENTAL HEALTH

10.1 A Food Licence from Council's Environmental Health Department will be required if the applicant undertakes any food preparation and cooking for guests.

11.0 CATCHMENT AND LAND MANAGEMENT

11.1 The applicant shall submit, prior to the Operational Works Application or prior to start of works whichever comes first, a Vegetation Management Plan that complies with SC6.2.6 – Vegetation Management Plan - planning scheme policy is to be submitted and endorsed by Council. The plan must show the following:

a. Indicate which trees will be retained and which tree will be removed.

b. Vegetation removal must be done in accordance with the recommendations of the endorsed Ecological Report.

c. Any new tree/vegetation will need to be in accordance with the endorsed bushfire report and the ecological report.
d. Include weed management.
e. Any disturbed areas must be revegetated with appropriate species.

11.2 It is the responsibility of the operator/applicant to obtain the relevant State approvals for the animal interaction activities.

11.3 Any bird or other animal feeding must comply with Local Law No. 3 (Community and Environmental Management) and not cause personal injury, property damage or have a negative impact on the amenity of the surrounding area.

12.0 OPERATING PROCEDURES

12.1 The approval of the development is for short term accommodation only and does not permit permanent occupancy of the accommodation units.

12.2 The use is to be conducted by a permanent resident of the site.

12.3 Wildlife encounters and night spotting activities must be provided onsite and made available to all guests.

13.0 WASTE

13.1 Waste and recycling storage facilities must be provided in accordance with the following provisions:

a) Adequate waste containers must be provided to contain the volume and type of waste and recyclable matter generated by the development:
b) Waste storage area for waste containers must be constructed of a solid concrete base or acceptable equivalent; and
c) Waste storage area must be designed and constructed so it can be easily cleaned whilst ensuring that no waste or recyclable matter is released to the stormwater system or any waterway.

13.2 All reasonable and practicable measures are to be taken to ensure that the waste storage area is kept to a standard of cleanliness where there is no accumulation of:

a) Waste, except in waste containers.
b) Recycled matter, except in containers.
c) Grease.
d) Other visible matter.

14.0 STORMWATER AND FLOODING

14.1 Any proposed site works must be undertaken to ensure that there is no increase in flood levels and/or flood frequency at any locations where existing landowners and/or users are adversely affected by waterway flooding for all events up to and including Q100.

15.0 MISCELLANEOUS

15.1 If any item of cultural heritage is identified during site works, all work must cease and the relevant State Agency must be notified. Work can resume only after State Agency clearance is obtained.
The Applicant is reminded of their obligations under the Aboriginal Cultural Heritage Act, 2003 and the Torres Strait Islander Cultural Heritage Act 2003. Further information and databases are available from the Department of Aboriginal and Torres Strait Islander Partnerships at: www.datsip.qld.gov.au

15.2 Any alteration necessary to electricity, telephone, water mains, sewerage mains, and/or public utility installations resulting from the development or in connection with the development, must be at full cost to the developer.

15.3 Any building materials, equipment and the like must be appropriately tied down, placed indoors and secured on site at the time of preparation for cyclone events. The on site supervisor is to ensure that all contractors/employees take the necessary steps to secure the construction site in the event of a cyclone.

15.4 All construction materials, waste, waste skips, machinery and contractors' vehicles must be located and stored or parked within the site. No storage of materials, parking of construction machinery or contractors' vehicles will be permitted in Paluma Road or adjoining land unless written permission from the owner of that land and Council is provided.

15.5 It is the developer's responsibility for the full rectification of any damage caused to neighbouring public infrastructure (such as footpaths, driveways, fences, gardens, trees and the like) caused by contractors, including clean-up of any litter or waste that is a result of the subject development.

16.0 ADVISORY NOTES

16.1 Hours of work

It is the developer's responsibility to ensure compliance with the Environmental Protection Act 1994, which prohibits any construction, building and earthworks activities likely to cause nuisance noise (including the entry and departure of heavy vehicles) between the hours of 6.30 pm and 6.30 am from Monday to Saturday and at all times on Sundays or Public Holidays.

16.2 Dust Control

It is the developer's responsibility to ensure compliance with the Environmental Nuisance of the Environmental Protection Act 1994 which prohibits unlawful environmental nuisance caused by dust, ash, fumes, light, odour or smoke beyond the boundaries of the property during all stages of the development including earthworks and construction.

16.3 Sedimentation Control

It is the developer's responsibility to ensure compliance with the Environmental Protection Act 1994 and Schedule 9 of the Environmental Protection Regulation 2008 to prevent soil erosion and contamination of the stormwater drainage system and waterways.

16.4 Noise During Construction and Noise in General

It is the developer's responsibility to ensure compliance with the Environmental Protection Act 1994.

16.5 General Safety of Public During Construction

It is the project manager's responsibility to ensure compliance with the Work Health and Safety Act 2011. It states that the project manager is obliged to ensure construction work is planned and managed in a way that prevents or minimises risks to the health and safety of members of the public at or near the workplace during construction work.

It is the principal contractor's responsibility to ensure compliance with the Work Health and Safety Act 2011. It states that the principal contractor is obliged on a construction workplace to ensure that work activities at the workplace prevent or minimise risks to the health and safety of the public at or near the workplace during the work.

It is the responsibility of the person in control of the workplace to ensure compliance with the Work Health and Safety Act 2011. It states that the person in control of the workplace is obliged to ensure there is appropriate, safe access to and from the workplace for persons other than the person's workers.

16.6 Enquiries relating to the aforementioned conditions should be directed to the Planning and Development Directorate who will direct the enquiry to the relevant officer.

ANALYSIS

Council has received the following Development Application, which has been assessed against the provisions of the relevant legislation as reported below.

1. Application Summary

Proposal:	Development Application for Development Permit for Material Change of Use - Nature Based Tourism (10 Units Staged Development)
Landowner	K S Ryan
Property Address:	442 Paluma Road, Woodwark
Property Description:	L: 16 SP: 125142
Area of Site:	1.58ha
Planning Scheme Zone:	Rural residential zone
Level of assessment	Impact assessable
Overlays:	Acid sulfate soils overlay Bushfire hazard overlay Environmental significance overlay Flood hazard overlay
Existing Use:	Bed and breakfast
Existing Approvals:	20110736 – Development Permit for Material Change of Use – Bed and Breakfast
Public Notification:	14 October 2021 – 3 November 2021
Submissions received:	Nil.
State referrals:	N/A
Infrastructure charges:	$27,851.62

2. Site Details

2.1. Location
The subject site is located in Woodwark at 442 Paluma Road, see **Attachment 3** for locality plans.

2.2. Zoning
The premises is zoned Rural residential under the *Whitsunday Regional Council Planning Scheme 2017*.

2.3. Site description
The premises consists of an irregular shaped allotment of which is generally well vegetated. The premises contains an existing dwelling house, secondary dwelling, four (4) bed and breakfast units and ancillary structures.

2.4. Access
The site achieves access from Paluma Road via an existing gravel driveway.

2.5. Surrounding uses
The premises adjoins existing rural residential development and Dryander National Park.

3. Proposal Details

Council is in receipt of a development application to establish a nature-based tourism use. The property forms part of the Fauna Rescue Whitsundays release program and the newly created not-for-profit Whitsunday Wildlife Guardians.

The premises will cater for wildlife encounters, giving tourists to the region a lifetime opportunity to observe and be up close with Australian native wildlife in a tranquil and natural setting. The use will incorporate “night spotting” of native wildlife on the property and in other areas of the Whitsundays.

The use is proposed to be delivered over four (4) stages, as broadly described below:

Stage 1 – includes the four (4) existing cabins. These cabins are connected to an existing Talex system which accepts 10 EP’s, able to accommodate 5 cabins;

Stage 2 – includes three (3) additional cabins. The additional cabins will be connected to the existing on-site effluent disposal system and a new Talex system with an additional 10 EP’s to be installed commensurate with the 6th cabin.

Stage 3 – incorporates two (2) additional cabins of which one (1) is for people with disabilities.

Stage 4 – includes one (1) additional cabin.

4. Planning Assessment

The application has been assessed against the relevant provisions of the *Planning Act, 2016* and the *Whitsunday Regional Council Planning Scheme, 2017.* The proposal is considered to be generally in accordance with the Planning Scheme and is recommended for approval in accordance with the drawings and documents submitted, subject to reasonable and relevant conditions (**Attachment 1**).

4.1. State Assessment and Referral Agency (SARA)
In accordance with the Planning Regulation 2017 the application was not required to be referred to SARA.

4.2. State Planning Policy – July 2017
The State Planning Policy (SPP) includes interim development assessment requirements to ensure that State interests are appropriately considered by local government when assessing development applications where the local government Planning Scheme has not yet appropriately integrated all of the State’s interests in the SPP. As the most recent SPP (July

2017) has not been reflected in the Whitsunday Regional Council Planning Scheme, Part B of the SPP confirms that it applies to the assessment of the development application.

State Interest – Liveable Communities
Not Applicable.

State Interest – Mining and Extractive Resources
Not Applicable.

State Interest – Water Quality
Not Applicable.

State Interest – Natural Resources, Risk and Resilience
A Bushfire Hazard Assessment and Management Plan has been provided to support the development application. The recommendations of the report have mitigated the impact of bushfire to the proposal.

State Interest – Strategic Airports and Aviation Facilities
Not Applicable.

4.3. Mackay Isaac and Whitsunday Regional Plan – February 2012
The Mackay, Isaac and Whitsunday Regional Plan was established to provide the vision and direction for the region to 2031. The plan provides certainty about where the region is heading in the future and provides the framework to respond to the challenges and opportunities which may arise. The proposal is generally consistent with the provisions of the plan.

Whitsunday Regional Council Planning Scheme, 2017

4.3.1. Strategic Framework

Liveable communities and housing
The proposal is considered consistent with the liveable communities and housing element of the strategic intent.

Economic growth
The economic resilience, wealth creating and employment generating capacities are considered to be supported by the development. The proposal will provide accommodation for tourists and diversified experience and is therefore considered to be appropriately located.

Environment and heritage
The design and operation of the proposal are considered to uphold the objectives of the strategic intent.

Safety and resilience to hazards
The strategic framework seeks to avoid or mitigate potential adverse environmental impacts of development.

Infrastructure
The proposed development is suitably located to maximise the efficient use of the region's infrastructure networks.

4.3.2. Overlay Codes
Acid sulfate soils overlay
The limited building works required are not considered likely to result in the disturbance of acid sulfate soils.

Bushfire hazard overlay
A Bushfire Hazard Assessment and Management Plan has been provided to support the development application. The development design provides for safe and efficient access and egress via an internal road, which allows for efficient access by fire-fighting and other emergency vehicles and safe and efficient egress for evacuation away from the most likely direction of bushfire attack. Mitigation measures have been provided which include the establishment and maintenance of an Asset Protection Zone in addition to measures to reduce the surface fuel load of vegetation particularly to the north of the lot and selective removal of some trees within the property to reduce canopy connectivity surrounding the proposed cabins. Conditions of approval have been imposed as necessary to ensure bushfire management is to the satisfaction of Council.

Environmental significance overlay
An Ecology Assessment Report has been provided to support the development application. The report concludes the proposed development is mostly located within existing disturbed and cleared areas within the site, avoiding the clearing of large trees. Removal of some vegetation is required from site, resulting in the loss of ecological values including foraging and habitat resources and loss of landscape amenity values. However, this loss will be limited and compensate by planting at a ratio of 3:1 (3 trees to be planted per tree removed). Conditions of approval have been imposed as necessary to ensure limited disturbance occurs.

Flood hazard overlay
The subject site is identified being subject to flood hazard. The applicant has provided LIDAR data to Council to demonstrate the section of the site proposed to be developed is approximately 6m higher than the lowest section of the site (not subject to flood hazard) which adjoins Morgans Creek. It is considered the planning scheme mapping has incorrectly covered the western section of the premises in the overlay.

4.3.3. Zone Code
Rural residential zone code
The proposal is considered to be consistent with the overall outcomes sought for the rural residential zone. When considering the size and location of the allotment the prevailing character and amenity of the locality is not considered to be disturbed. The proposed additional cabins are of a low rise-built form, not exceeding the maximum building height of 8.5m. The built form is sympathetic to the environmental and topographic features of the landscape with a minimal impact required to site the structures. There is no adjoining rural land use of which conflict with the development could arise and the level of services provided to the development is appropriate for the scale and intensity of the land use.

4.3.4. Development Codes

Infrastructure code

The proposal complies with the requirements of the infrastructure code. The proposed development is not serviced by reticulated Council infrastructure works (i.e., water and sewer). An effluent disposal report has been provided to accompany the proposal. Conditions of approval have been imposed required the works to be carried out in accordance with the recommendations of the report. Water is available to the site via an existing bore, with additional water storage to be provided in the amount of a 10,000L tank.

Landscaping code

The proposal complies with the landscaping code where applicable. The subject site benefits from the existing natural vegetation. Minimal additional landscaping is proposed by way of natural planting.

Transport and parking code

The proposal is considered to comply with the performance outcomes of the transport and parking code. Due to the ecotourism nature of the use, a minimal site disturbance is proposed to provide formalised access and parking. Access to the site is currently achieved via a gravel cross over, with a gravel access track providing internal access. Each cabin is provided with one (1) car parking space, adjacent to the cabin.

Refuse collection will continue from the Paluma Road frontage and a small service vehicle space will be provided onsite. Conditions of approval have been imposed requiring the access and parking arrangements to be provided and maintained to the satisfaction of Council.

5. Public Submissions

The development application was placed on public notification between 14 October 2021 and 3 November 2021 in accordance with the relevant provisions of the Planning Act 2016. The Notice of Compliance was received on 4 November 2021.

No submissions were received during this period of Public Notification.

6. Infrastructure Charges

6.1. Adopted Infrastructure Charges Resolution

The following is a breakdown on the Infrastructure Charges for the development:

	Demand			
Type of Development	Development Category	Demand Unit & Qty	Charge Rate	Adopted Charge
MCU	Accommodation (short-term)*	10	$10,795.20 for each suite with 2 or less bedrooms	$107,952.00

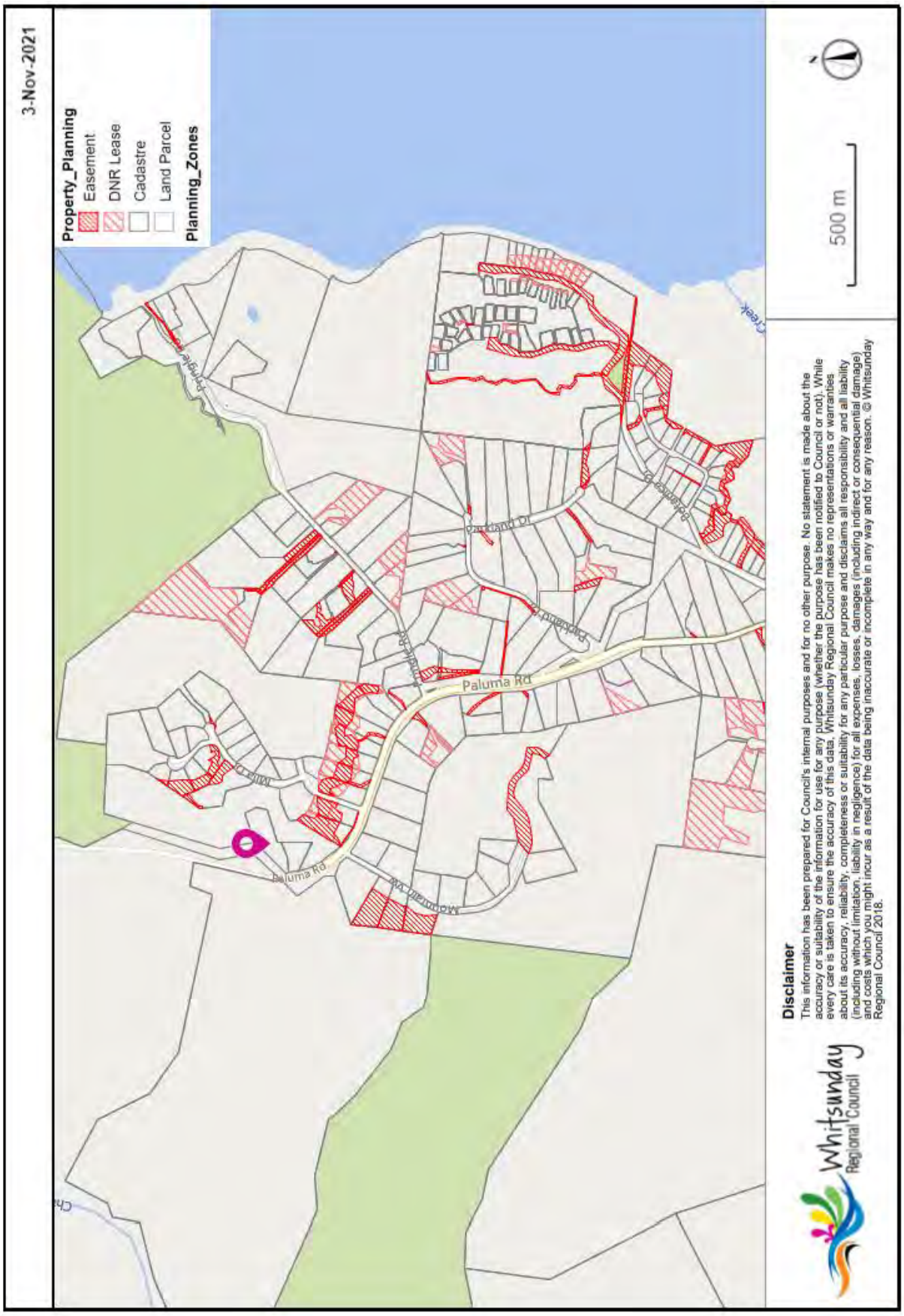
MCU	Residential – 3 or more-bedroom dwelling	1	$30,226.70	$30,226.70	
			Total Adopted Charge	$138,178.70	
	Credit				
Type of Development	Development Category	Demand Unit & Qty	Charge Rate	Discount	Total Credit
MCU – existing lawful use	Residential – 3 or more-bedroom dwelling	1	$30,226.70	100%	$30,226.70
MCU – existing lawful use**	Accommodation (short-term)	4	$10,795.20 for each suite with 2 or less bedrooms	100%	$43,180.80
MCU – Water N/A	Accommodation (short-term)*	6	$10,795.20 for each suite with 2 or less bedrooms	30%	$19,431.36
MCU – Sewer N/A	Accommodation (short-term) *	6	$10,795.20 for each suite with 2 or less bedrooms	27%	$17,488.22
			Total Credit		$110,327.08
Stage 1 Levied Charge					**$0.00**
Stage 2 Levied Charge					**$13,925.82**
Stage 3 Levied Charge					**$9,283.88**
Stage 4 Levied Charge					**$4,641.94**
Total Amount of Levied Charge					**$27,851.62**

* Nature based tourism is listed as an ‘Other use’ under Council’s Adopted Infrastructure Charges Resolution (No. 1 of 2020) (AICR). The AICR nominates the adopted charge is the charge for another use within another Development Category that Council determines should apply based on that other use having a similar demand for infrastructure. The most similar use demand from the AICR is Accommodation (short-term).

** The existing lawful use of the premises under the AICR has been determined to be Accommodation (short term).

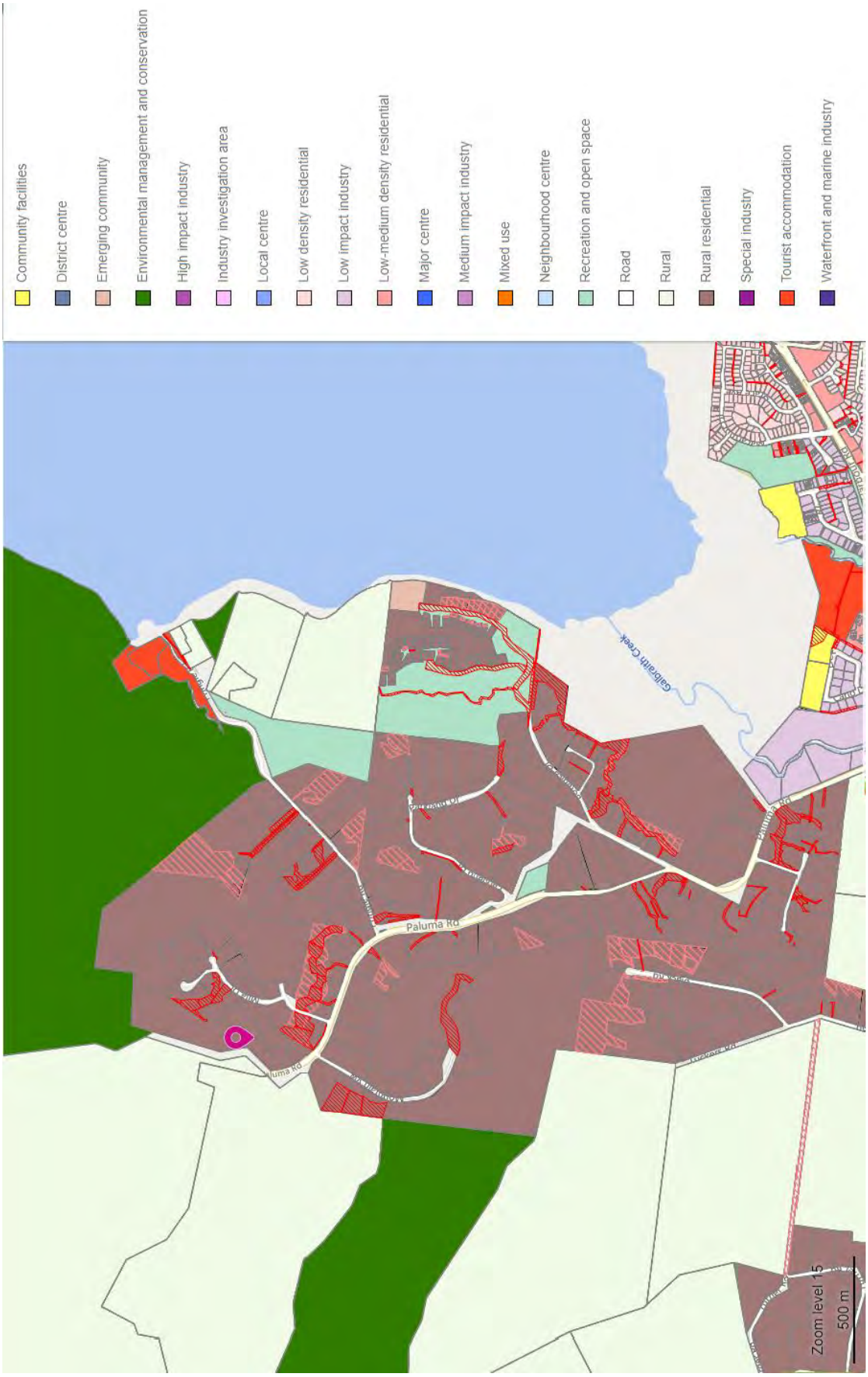
Attachment 13.3.1.3 Locality Plans

Locality Plan



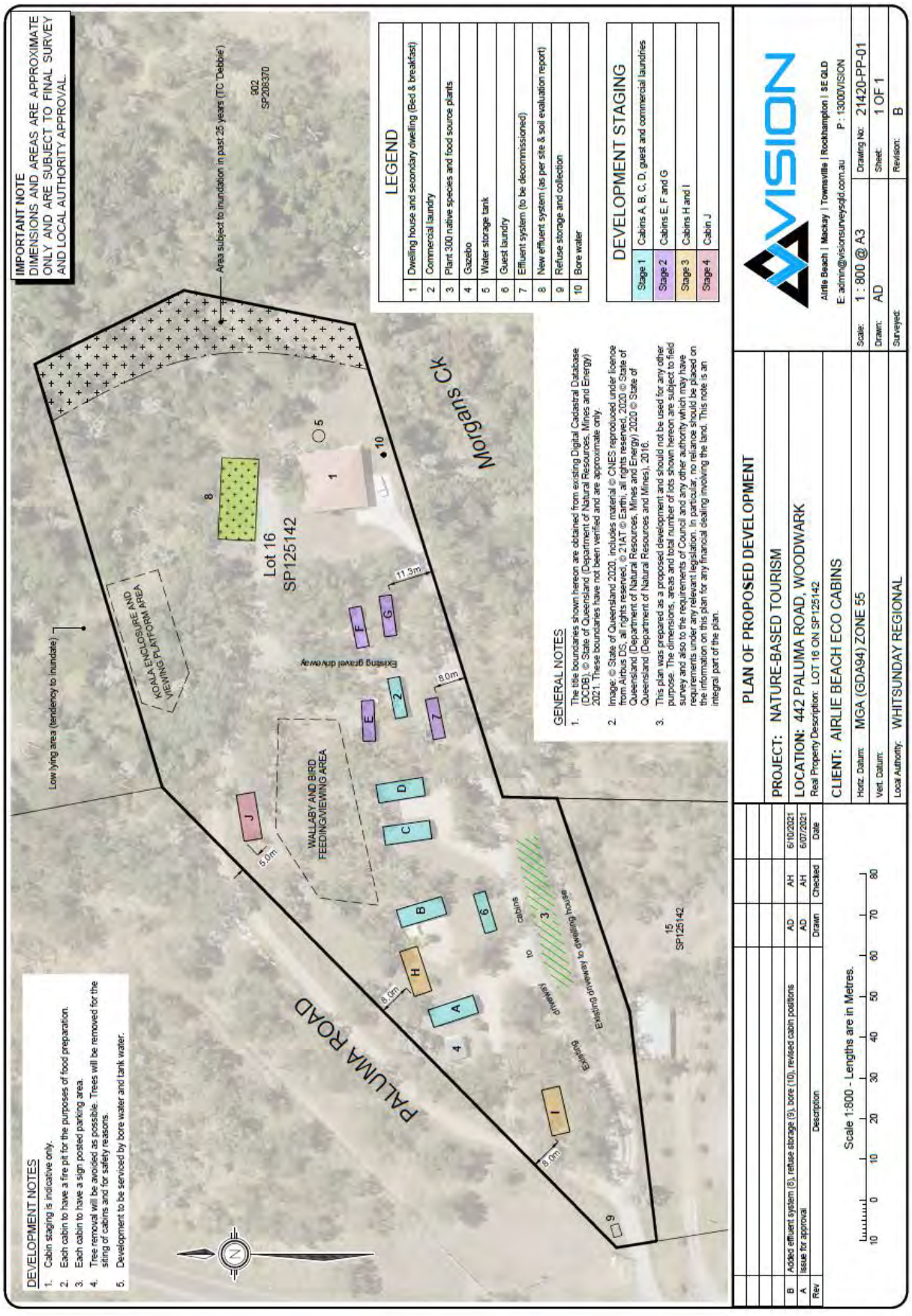
Attachment 13.3.1.3 Locality Plans

Zoning Plan



Attachment 13.3.1.4 Proposal Plan

Proposal Plan



13.3.2 - 20210371 – Development Application for Preliminary Approval (Variation Request) & Development Permit for Material Change of Use of Premises (Dwelling House) - 7 Gloucester Avenue, Hydeaway Bay - Chapman Matilda Annie As TTE

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Matthew Twomey - Snr Development Assessment Officer

AUTHORISING OFFICER: Neil McGaffin - Director Development Services

PRESENTED FOR: Decision

ATTACHMENTS

1. Conditions of Approval [**13.3.2.1** - 4 pages]
2. Planning Assessment [**13.3.2.2** - 5 pages]
3. Locality Plans [**13.3.2.3** - 2 pages]
4. Proposal Plans [**13.3.2.4** - 2 pages]

PURPOSE

Development Applications requiring decisions which are outside the Council officer delegated authority require Council consideration.

OFFICER'S RECOMMENDATION

That Council approve the Development Application for Preliminary Approval (Variation Request) & Development Permit for Material Change of Use of Premises (Dwelling House) made by Chapman Matilda Annie As TTE, on L: 71 RP: 744455 T: N1329/10 and located at 7 Gloucester Avenue, Hydeaway Bay, subject to the conditions outlined in Attachment 1.

BACKGROUND

There is no previous Council decision relating to this matter.

APPLICATION SUMMARY

Council is in receipt of a Development Application for Preliminary Approval (Variation Request) & Development Permit for Material Change of Use of Premises for the construction of a dwelling house. The proposal exceeds the 8.5m building height of the zone, with a small section of the roofline at 9.997m. The proposed garage to support the dwelling is located within the Queensland Development Code deemed to comply setbacks. One (1) submission was made during the public notification period. Sufficient information has been provided by the applicant to support approval. The application is recommended for approval subject to reasonable and relevant conditions. The detailed assessment can be found in **Attachment 2**.

STATUTORY/COMPLIANCE MATTERS

Planning Act 2016

STRATEGIC IMPACTS

Process all statutory applications within statutory timeframes.

FINANCIAL IMPLICATIONS

There are no developer contributions applicable.

CONSULTATION

Manager Development Assessment
Technical Officer Engineering Assessment
Civil Engineer (Network Planning)

RISK ASSESSMENT

Council's decision may be appealed in the Planning & Environment Court.

TIMINGS/DEADLINES

Council's decision is due by 22 December 2021.

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

Section 58 of the Human Rights Act 2019 specifies required conduct for public entities when acting or making a decision. Sections 15 – 37 of the Human Rights Act 2019 identifies the human rights a public entity must consider in making a decision. The human rights relevant to this decision are as follows:

Section 19 – Freedom of movement.
Section 21 – Freedom of expression.
Section 24 – Right to own property and not be arbitrarily deprived of property.
Section 27 – Cultural rights – generally – all persons with a particular cultural, religious, racial or linguistic background have the right to enjoy their culture, to declare and practice their religion and use their language.
Section 28 – Cultural rights – Aboriginal peoples and Torres Strait Islander peoples.

This decision does not limit the above identified human rights

1.0 ADMINISTRATION

1.1 The approved development must be completed and maintained generally in accordance with the approved drawings and documents:

Plan/Document Name	Prepared By	Plan Number	Dated
Perspectives	Tempus	N-02 TP01	17/02/2021
Locality Plan	Tempus	S-01 TP01	17/02/2021
Site Plan	Tempus	S-02 TP01	17/02/2021
Survey Plan	Tempus	S-03 TP01	17/02/2021
Sub Floor Plan	Tempus	F-01 TP01	17/02/2021
Ground Floor Plan	Tempus	F-02 TP01	17/02/2021
Elevations	Tempus	E-01 TP01	17/02/2021
Section BH	Tempus	E-03 TP01	Undated
Slope Sections	Tempus	E-04 TP02	26/02/2021
Effluent Design	Graychurch Industries Pty Ltd	J-390521	03/09/2021

1.2 The following further development permits are required prior to commencement of work on site or commencement of the use:

Plumbing and Drainage Works;
Building Works;

All Operational Works, Plumbing and Drainage Works Development Permits must be obtained prior to the issue of a Building Works Development Permit.

1.3 Where a discrepancy or conflict exists between the written conditions of this approval and the approved plans, the requirements of the written condition(s) will prevail.

1.4 All conditions of this approval must be complied with in full to Council's satisfaction prior to the commencement of the use.

1.5 The applicant shall demonstrate and provide evidence that compliance with all conditions of this development approval and any other subsequent development approvals as a result of this development approval have been complied with at the time of commencement of the use.

2.0 CLEARING, LANDSCAPING AND FENCING

2.1 Landscaping provided in the entrance garden at the frontage of the allotment must comprise a mixture of shrubs and bushes which achieve a 75% screening of the garage within two years of planting.

2.2 Erect solid fencing, a minimum of 1.8 metres high, along the side boundaries of the site. The fencing placed on the side boundaries of the site is to be stepped down from the end of the building line to the front boundary to a height of 1.5 metres. The proposed design and materials are to be submitted with the detailed landscaping plans for review.

3.0 BUILDING

3.1 Building and landscaping materials are not to be highly reflective, or likely to create glare, or slippery or otherwise hazardous conditions.

3.2 Buildings (including the garage) are to be finished with external building materials and colours to reduce scale and bulk.

4.0 WATER INFRASTRUCTURE

4.1 Design and construct a potable water supply to the proposed Dwelling in accordance with Council's Planning Scheme or Planning Policy applicable at the time. Such work must be in accordance with an approved detailed design at future building application stage.

5.0 ON SITE EFFLUENT DISPOSAL

5.1 At future building application stage the applicant is to Design and Construct an on-site sewerage treatment system to proposed dwelling. Such work must be in accordance with Councils Planning Scheme applicable at the time and Queensland Plumbing and Wastewater code.

5.2 The applicant will be required to supply a detailed site-specific Wastewater Report at building stage that complies with AS 1547:2012 and the Queensland Plumbing and Wastewater Code Version 1:2019. The area designated must remain the same as the planning report design to allow the plumbing approval and final certificate to be issued.

6.0 ACCESS AND PARKING

6.1 A minimum of 2 car parking spaces, 1 covered, are to be provided and maintained within the boundaries of the property prior to commencement of the use.

6.2 Prior to the commencement of the use the owner must obtain a Council Roadworks Permit for the construction of the access crossover from the edge of Blackcurrant Drive to the property boundary of lot 71RP744455.

7.0 STORMWATER AND FLOODING

7.1 All stormwater drainage works must be designed and constructed in accordance with the Queensland Urban Drainage Manual current at the time of development and Council's Development Manual (current at the time of development).

7.2 All site works must be undertaken to ensure that there is no increase in flood levels and/or flood frequency at any locations where existing landowners and/or users are adversely affected by waterway flooding for all events up to and including Q100.

7.3 All stormwater must be discharged to a lawful point of discharge being either Blackcurrant Drive or Gloucester Avenue.

8.0 ENVIRONMENTAL MANAGEMENT PLAN (EMP)

8.1 Erosion prevention and sediment control measures must be established so as to comply with the requirements of the Whitsunday Regional Council Development Manual and the Best Practice Erosion & Sediment Control – November 2008 (IECA White Book) and the requirements of the Environmental Protection Act.

8.2 The strategy of the plan must be implemented and maintained for the duration of the operational and building works, and until exposed soil areas are permanently stabilized (e.g., turfed, concreted).

8.3 Discharges of water pollutants, wastewater or stormwater from the site must not cause measurable levels of water pollutants in the receiving waters to fall outside the acceptable ranges specified in the 'Australian Water Quality Guidelines for Fresh and Marine Waters', ANZECC 2000.

8.4 No visible emissions of dust must occur beyond the boundaries of the site during earthworks and construction activities on the site. If, at any time during the earthworks and construction activities the dust emissions exceed the levels specified above, all dust generating activities must cease until the corrective actions have been implemented to reduce dust emissions to acceptable levels or wind conditions are such that acceptable levels are achieved.

8.5 The applicant must ensure that when undertaking any on-site or external works, including any filling and extraction, appropriate dust control measures are implemented in accordance with the Environmental Protection Act 1994 and complies with the relevant air quality objectives defined in the Environmental Protection (Air) Policy 2008.

9.0 MISCELLANEOUS

9.1 If any item of cultural heritage is identified during site works, all work must cease and the relevant State Agency must be notified. Work can resume only after State Agency clearance is obtained.
The Applicant is reminded of their obligations under the Aboriginal Cultural Heritage Act, 2003 and the Torres Strait Islander Cultural Heritage Act 2003. Further information and databases are available from the Department of Aboriginal and Torres Strait Islander Partnerships at: www.datsip.qld.gov.au

9.2 Any alteration necessary to electricity, telephone, water mains, sewerage mains, and/or public utility installations resulting from the development or in connection with the development, must be at full cost to the developer.

9.3 Any building materials, equipment and the like must be appropriately tied down, placed indoors and secured on site at the time of preparation for cyclone events. The on site supervisor is to ensure that all contractors/employees take the necessary steps to secure the construction site in the event of a cyclone.

9.4 All construction materials, waste, waste skips, machinery and contractors' vehicles must be located and stored or parked within the site. No storage of materials, parking of construction machinery or contractors' vehicles will be permitted in Blackcurrant Drive or Gloucester Avenue or adjoining land unless written permission from the owner of that land and Council is provided.

9.5 It is the developer's responsibility for the full rectification of any damage caused to neighbouring public infrastructure (such as footpaths, driveways, fences, gardens, trees and the like) caused by contractors, including clean up of any litter or waste that is a result of the subject development.

10.0 ADVISORY NOTES

10.1 Hours of work
It is the developer's responsibility to ensure compliance with the Environmental Protection Act 1994, which prohibits any construction, building and earthworks activities likely to cause nuisance noise (including the entry and departure of heavy vehicles) between the hours of 6.30 pm and 6.30 am from Monday to Saturday and at all times on Sundays or Public Holidays.

10.2 Dust Control
It is the developer's responsibility to ensure compliance with the Environmental Nuisance of the Environmental Protection Act 1994 which prohibits unlawful environmental nuisance caused by dust, ash, fumes, light, odour or smoke beyond the boundaries of the property during all stages of the development including earthworks and construction.

10.3 Sedimentation Control
It is the developer's responsibility to ensure compliance with the Environmental Protection Act 1994 and Schedule 9 of the Environmental Protection Regulation 2008 to prevent soil erosion and contamination of the stormwater drainage system and waterways.

10.4 Noise During Construction and Noise in General
It is the developer's responsibility to ensure compliance with the Environmental Protection Act 1994.

10.5 General Safety of Public During Construction
It is the project manager's responsibility to ensure compliance with the Work Health and Safety Act 2011. It states that the project manager is obliged to ensure construction work is planned and managed in a way that prevents or minimises risks to the health and safety of members of the public at or near the workplace during construction work.
It is the principal contractor's responsibility to ensure compliance with the Work Health and Safety Act 2011. It states that the principal contractor is obliged on a construction workplace to ensure that work activities at the workplace prevent or minimise risks to the health and safety of the public at or near the workplace during the work.

It is the responsibility of the person in control of the workplace to ensure compliance with the Work Health and Safety Act 2011. It states that the person in control of the workplace is obliged to ensure there is appropriate, safe access to and from the workplace for persons other than the person's workers.

10.6 Enquiries relating to the aforementioned conditions should be directed to the Planning and Development Directorate who will direct the enquiry to the relevant officer.

ANALYSIS

Council has received the following Development Application, which has been assessed against the provisions of the relevant legislation as reported below.

1. Application Summary

Proposal:	Development Application for Preliminary Approval (Variation Request) & Development Permit for Material Change of Use of Premises - Dwelling House
Landowner	Chapman Matilda Annie As TTE
Property Address:	7 Gloucester Avenue, Hydeaway Bay
Property Description:	L: 71 RP: 744455 T: N1329/10
Area of Site:	949m2
Planning Scheme Zone:	Low density residential zone
Level of assessment	Impact assessable
Overlays:	Nil.
Existing Use:	Vacant
Existing Approvals:	Nil.
Public Notification:	21 September 2021 – 4 November 2021
Submissions received:	One (1)
State referrals:	N/A
Infrastructure charges:	Nil.

2. Site Details

2.1. Location
The premises is located in Hydeaway Bay at 7 Gloucester Avenue, see **Attachment 3** for locality plan.

2.2. Zoning
The premises is within the Low density residential zone.

2.3. Site description
The subject site is elevated and falls from south to north.

2.4. Access
The premises has dual frontages with access proposed via Blackcurrant Drive.

2.5. Surrounding uses
The premises is surrounded by residential uses and a selection of holiday homes.

3. Proposal Details

Council is in receipt of a development application to enable the construction of a dwelling house. The proposed dwelling contains a small section of roofline which exceeds over the 8.5m nominated height for the Low density residential zone. The proposed garage is located within the nominated setbacks of the Queensland Development Code (QDC) at 2.81m. The application involves a preliminary approval (variation request) to vary the effect of the *Whitsunday Regional Council Planning Scheme 2017* to change the level of assessment for from impact assessable to code assessable for the proposed height of the house.

4. Planning Assessment

The application has been assessed against the relevant provisions of the *Planning Act, 2016* and the *Whitsunday Regional Council Planning Scheme, 2017.* The proposal is considered to be generally in accordance with the Planning Scheme and is recommended for approval in accordance with the drawings and documents submitted, subject to reasonable and relevant conditions (**Attachment 1**).

4.1. State Assessment and Referral Agency (SARA)
Not applicable.

4.2. State Planning Policy – July 2017
The State Planning Policy (SPP) includes interim development assessment requirements to ensure that State interests are appropriately considered by local government when assessing development applications where the local government Planning Scheme has not yet appropriately integrated all of the State's interests in the SPP. As the most recent SPP (July 2017) has not been reflected in the Whitsunday Regional Council Planning Scheme, Part B of the SPP confirms that it applies to the assessment of the development application.

There are no applicable elements of the SPP to the proposed development.

4.3. Mackay Isaac and Whitsunday Regional Plan – February 2012
The Mackay, Isaac and Whitsunday Regional Plan was established to provide the vision and direction for the region to 2031. The plan provides certainty about where the region is heading in the future and provides the framework to respond to the challenges and opportunities which may arise. The proposal is generally consistent with the provisions of the plan.

4.4. Whitsunday Regional Council Planning Scheme, 2017
4.4.1. Strategic Framework

<u>Liveable communities and housing</u>
The proposal is considered consistent with the liveable communities and housing element of the strategic framework. The subject site is consistent within the desired settlement pattern of the region.

Economic growth
Not applicable.

Environment and heritage
The strategic framework outlines that the core landscape values within the Region are to be protected and, if practical enhanced. Relevant to the proposal, the core landscape values are and the boating routes along the coastline. The proposal is acknowledged to exceed the nominated building height however the visual representations of the proposal have illustrated this impact will be minor and in keeping the existing development.

Safety and resilience to hazards
Not applicable.

Infrastructure
The proposed development is suitably located to maximise the efficient use of the region's infrastructure networks. Water and sewer infrastructure will be provided onsite.

4.4.2. Overlay Codes
Not applicable.

4.4.3. Zone Code
Low density residential zone
The proposed development is consistent with the purpose of the zone as it provides for a residential use. The proposal is consistent with all overall outcomes of the zone with the exception of overall outcome (h) which nominates a maximum building height of 8.5m above ground level.

The maximum building height of the dwelling is 9.977m which occurs along a small portion of the southern roofline, illustrated in the proposal plans submitted. It is noted the subject site, whilst not mapped as exceeding 15% slope, does drop sharply and therefore presenting difficulty in achieving a compliant building height presenting Gloucester Avenue. It is noted if the premises contained a slope exceeding 15% in grade the permitted building height would be 10.0m of which would be achieved.

4.4.4. Development Code
Dwelling house code
The proposal is considered to be consistent with the dwelling house code. Conditions of approval have been imposed requiring onsite water storage and effluent disposal to be constructed in accordance with the requirements of Council. The proposed garage does not achieve compliance with the setbacks nominated in the acceptable outcome of the code. The performance outcomes of the code allows structures to be located within these setbacks where the following is achieved:

PO1 The location of a dwelling house facilitates an acceptable streetscape, appropriate for:

(a) the bulk of the building or structure;
(b) the road boundary setbacks of neighbouring buildings or structures;
(c) the outlook and views of neighbouring residents; and
(d) safety to the public.

And

PO2 The location of buildings and structures:
(a) provide adequate daylight and ventilation to habitable rooms;
(b) allow adequate light and ventilation to habitable rooms on adjoining lots; and
(c) does not adversely impact on the amenity and privacy of residents on adjoining lots.

The applicant submits the proposed garage achieves compliance with the performance benchmarks. The site is noted to have an irregular boundary to Blackcurrant Drive where at the closest point the structure will be 2.81m from the boundary, however the bulk of the structure is setback in excess of 4.5m. This setback is considered consistent with the established streetscape on the northern side of Blackcurrant Drive where due to the slope of the land garages have been required to be brought forward to the boundary.

The proposed garage is also proposed to be sited 190mm from the side boundary. The provisions of the Queensland Development Code (QDC) permit a non-habitable structure, such as a garage, to be located with the nominated setbacks, provided the structure is not taller than 4.5m, with a mean height of 3.5m. The structure is 4.0m in height at the Blackcurrant Drive frontage, however due to the slope of the land, exceeds this height at the rear of the structure.

The performance outcome requires consideration of adequate light and ventilation of habitable rooms on the proposed and adjoining premises. It is considered this is achieved, considering there is no structure on the adjoining premises. The amenity and privacy is not of future development on the adjoining premises is not considered to be unreasonably compromised due to the relatively narrow length of the garage in comparison to the significant length of the block.

To address the amenity to the streetscape, conditions of approval have been imposed required landscaping and a 1.8m timber paling fence to screen the mass of the garage from street view.

5. Public Submissions

The development application was placed on public notification between 21 September 2021 and 4 November 2021 in accordance with the relevant provisions of the Planning Act 2016. The Notice of Compliance was received on 5 November 2021.

One (1) submission was received during this period of Public Notification.

Submissions have been received and summarised in the below table:

Issue	Comment/Condition Number
1. Overshadowing of adjoining premises impacting solar power generation	The applicant has provided shadow diagrams which demonstrate the proposed building will not overshadow the adjoining premises thus having no effect on their solar power.
2. Setting a precedent for taller buildings	Each application is assessed on its merits and the circumstances of the site. An application for a variation approval does not by law set a precedent as such approval will not give rights to other development applications to exceed nominated building heights.

6. Infrastructure Charges

6.1. Adopted Infrastructure Charges Resolution
The following is a breakdown on the Infrastructure Charges for the development:

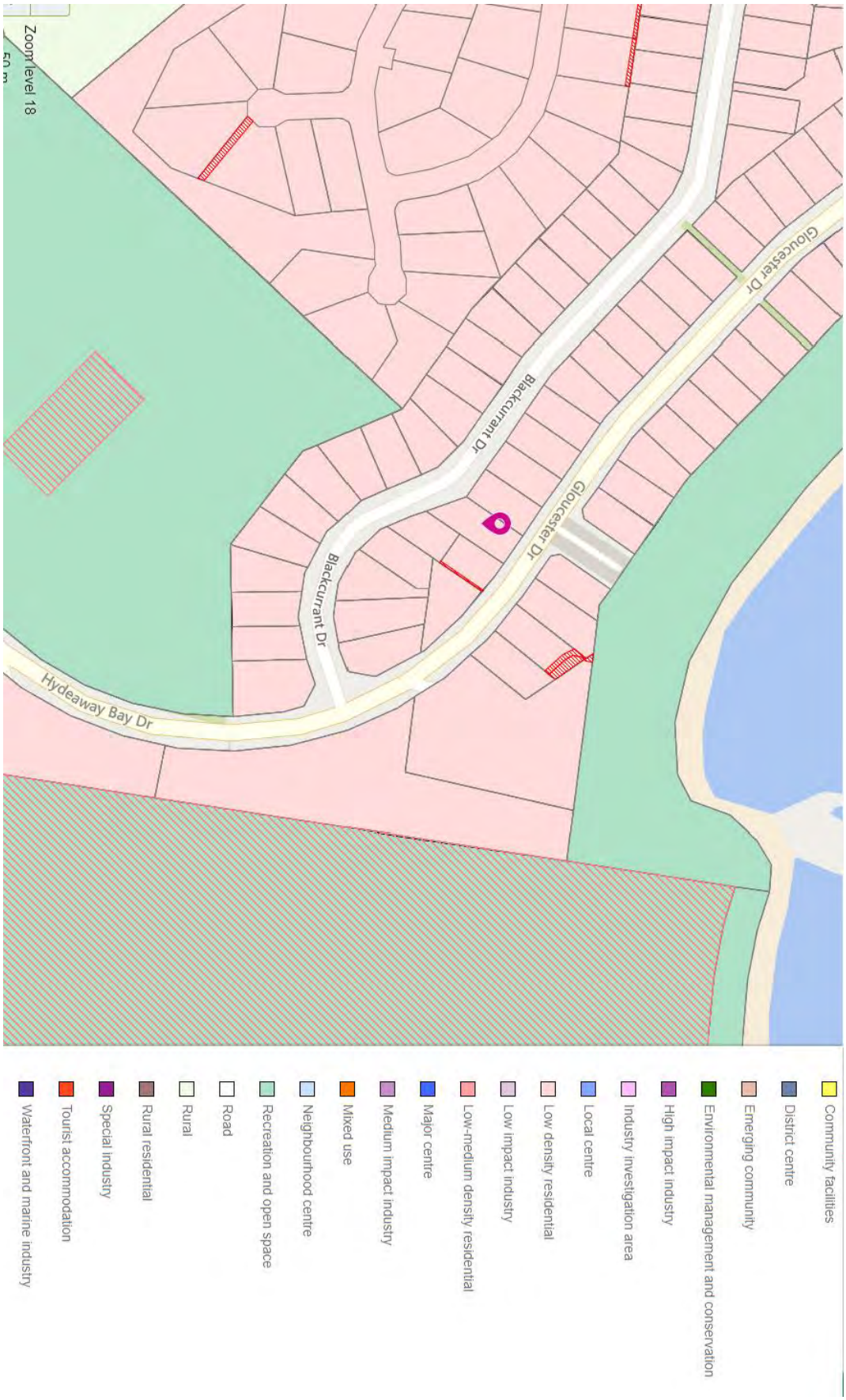
	Demand				
Type of Development	Development Category	Demand Unit & Qty	Charge Rate	Adopted Charge	
MCU	Residential – 3 or more-bedroom dwelling house	1	$30,226.70	$30,226.70	
			Total Adopted Charge	$30,226.70	
	Credit				
Type of Development	Development Category	Demand Unit & Qty	Charge Rate	Discount	Total Credit
MCU	Residential – 3 or more-bedroom dwelling house	1	$30,226.70	100%	$30,226.70
			Total Credit		$30,226.70
			Total Levied Charge		$0
Current Amount of Levied Charge					**$Nil.**

Locality Plan

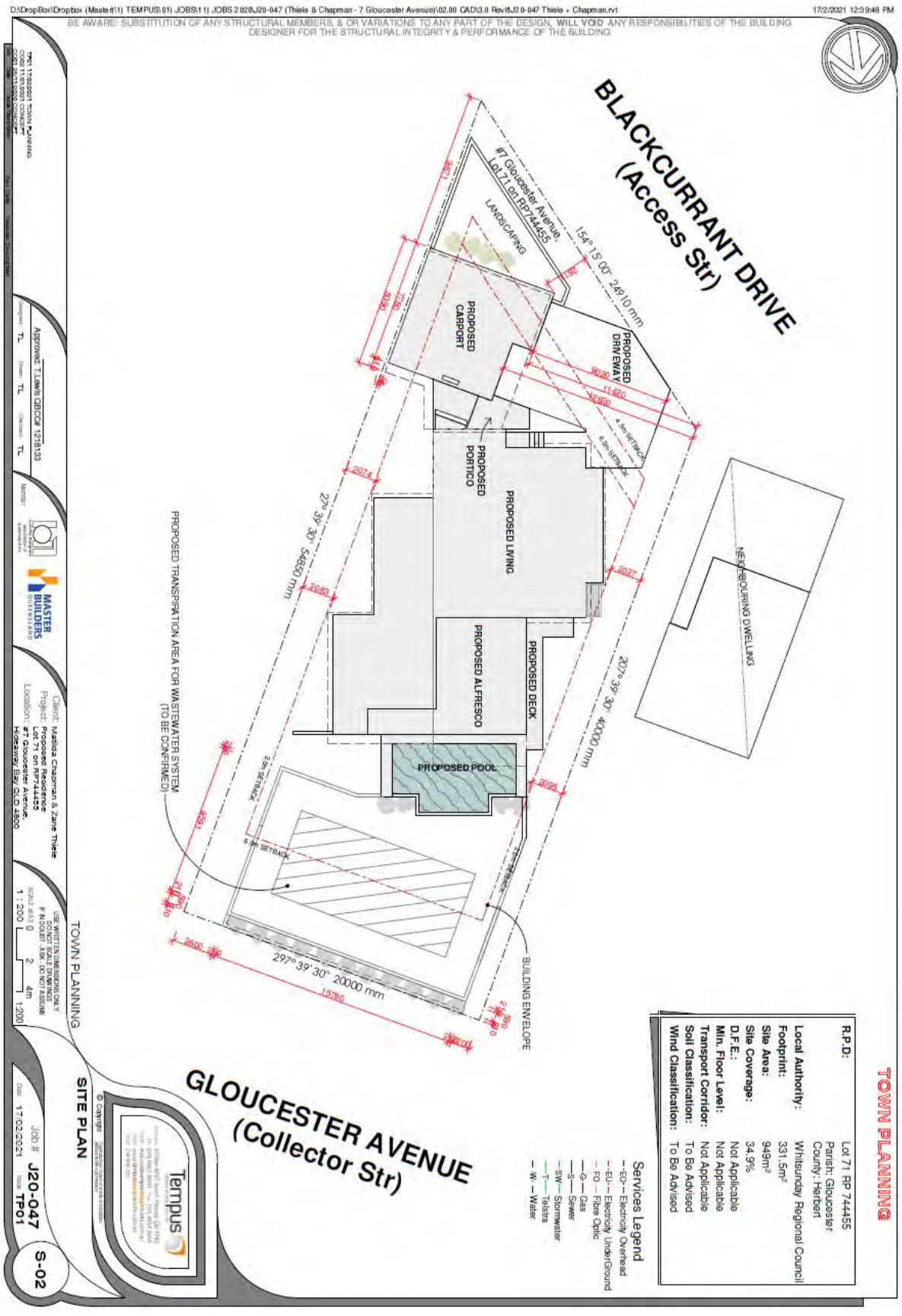


Attachment 13.3.2.3 Locality Plans

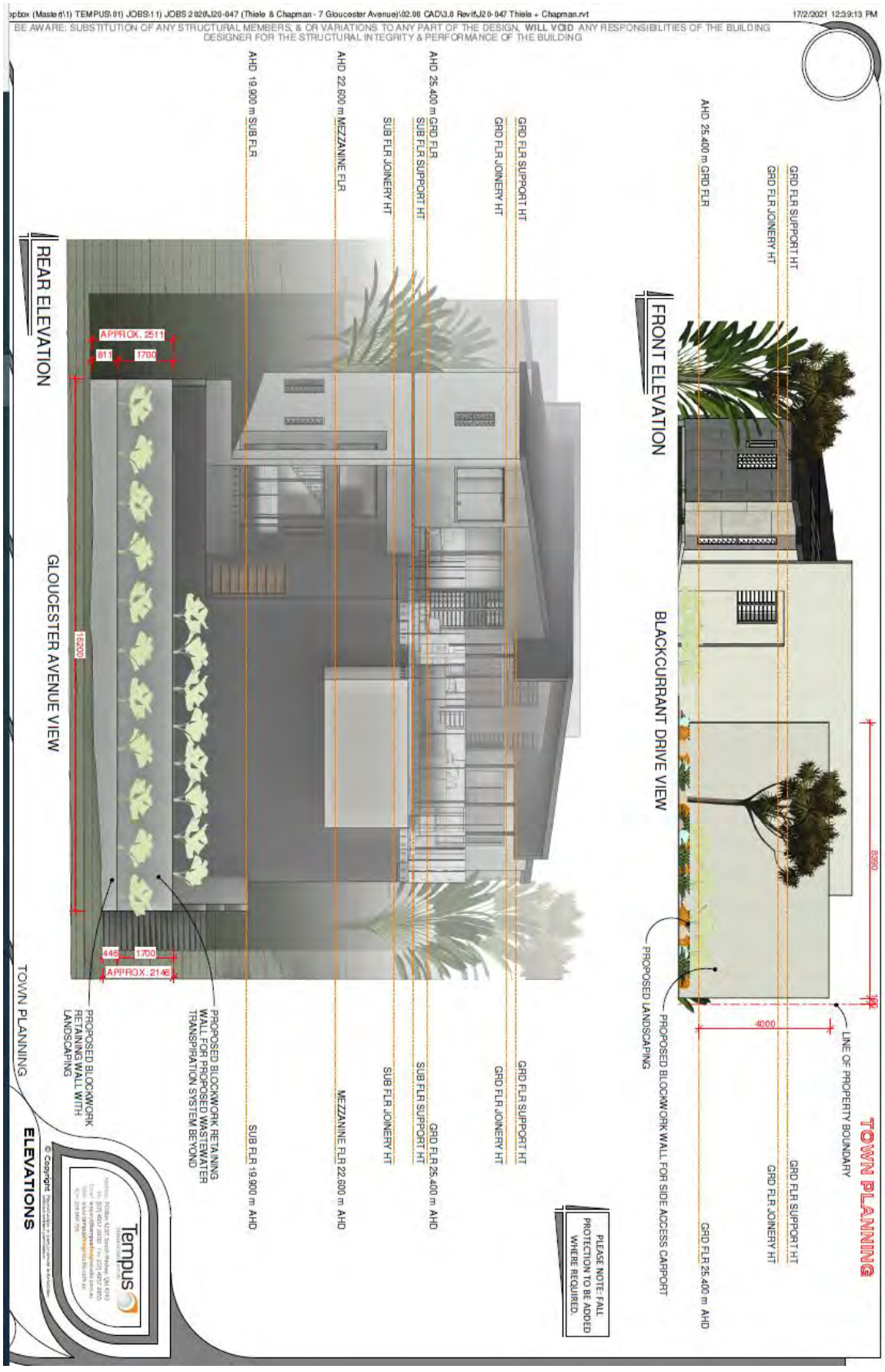
Zoning Plan



Proposal Plan



Attachment 13.3.2.4 Proposal Plans



13.3.3 – 20200148 - Development Application for Material Change of Use Preliminary Approval - Various Uses - 105 SP232115 & 106 SP172255 - Meridien AB Pty Ltd (Receivers & Managers Appointed) & Meridien Airlie Beach Pty Ltd (Receivers & Managers Appointed)

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Matthew Twomey - Snr Development Assessment Officer

AUTHORISING OFFICER: Neil McGaffin - Director Development Services

PRESENTED FOR: Decision

ATTACHMENTS

1. Conditions of Approval [**13.3.3.1** - 6 pages]
2. Planning Assessment [**13.3.3.2** - 10 pages]
3. Plans [**13.3.3.3** - 3 pages]
4. Proposal Plans [**13.3.3.4** - 9 pages]
5. State Agency Referral Agency (SARA) Response [**13.3.3.5** - 5 pages]

PURPOSE

Development Applications requiring decisions which are outside the Council officer delegated authority require Council consideration.

OFFICER'S RECOMMENDATION

That Council approve the Development Application for Material Change of Use Preliminary Approval - Various Uses (Apartment Developments, for use as Multiple Dwellings and/or Short-term Accommodation; and Mixed-use Developments comprising of Apartments and a mix of Shops, Bars, Food and Drink Outlets, Offices and Health Care Services (e.g. medical and dental consulting rooms), made by Meridien AB Pty Ltd (Receivers & Managers Appointed) & Meridien Airlie Beach Pty Ltd (Receivers & Managers Appointed), on Lot 105 SP 232115, L 106 SP 172255 T: EMT F and located at 24 Coconut Grove and 2-10 Coconut Grove, Airlie Beach, subject to the conditions outlined in Attachment 1.

BACKGROUND

Development Permit 20191165 was a reconfiguring approval given in July 2020 which proposes the subdivision of Lots 105 and 106 into 10 future development lots. This application relates to 8 of those proposed development lots.

APPLICATION SUMMARY

This application is for a Preliminary Approval for a mix of land uses. The land included in this application is shown in **Attachment 3** and includes proposed lot 2 and lots 4-10 on the approved, but not yet constructed subdivision of Lots 105 SP 232115 and 106 SP 172255.

The proposal aims to establish Canal Street as a highly activated shopping, dining and entertainment precinct, linking the Airlie Beach town centre to the Port of Airlie marina boardwalk and to the shopping and dining outlets with The Boathouse. Each of the proposed

8 lots will require a Material Change of Use Development Permit before any uses can commence. The Preliminary Approval, if approved, has a currency period of 6 years in accordance with the Planning Act 2016 and it is recommended that a completion period of 10 years be conditioned. Further extensions may be approved by Council on application.

Should this application be approved it will form part of the common material that Council has to have regard to when determining future applications, in effect potentially de-risking future applications.

Of interest to Council, the proposal requires 401 car parking spaces under the acceptable outcome of the Transport and Parking Code. The applicant proposes 337 spaces, a 64-space shortfall. The applicant has based the car parking demand for the development on the Boathouse. These car parking rates are accepted. A complete planning assessment can be found in **Attachment 2**.

STATUTORY/COMPLIANCE MATTERS

Planning Act 2016

STRATEGIC IMPACTS

Process all statutory applications within statutory timeframes.

FINANCIAL IMPLICATIONS

There are no developer contributions applicable.

CONSULTATION

Manager Development Assessment
Senior Technical Officer Engineering Assessment
Environment and Climate Officer
Manager Waste Services
SLR Consulting

RISK ASSESSMENT

Council decision may be appealed in the Planning & Environment Court.

TIMINGS/DEADLINES

Council's decision is due by **26 November 2021**.

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

Section 58 of the Human Rights Act 2019 specifies required conduct for public entities when acting or making a decision. Sections 15-37 of the Human Rights Act 2019 identifies the

human rights a public entity must consider in making a decision. The human rights relevant to this decision are as follows:

Section 19 – Freedom of movement.
Section 21 – Freedom of expression.
Section 24 – Right to own property and not be arbitrarily deprived of property.
Section 27 – Cultural rights – generally – all persons with a particular cultural, religious, racial or linguistic background have the right to enjoy their culture, to declare and practice their religion and use their language.
Section 28 – Cultural rights – Aboriginal peoples and Torres Strait Islander peoples.

This decision does not limit the above identified human rights.

1.0 ADMINISTRATION

1.1 Any future development undertaken in accordance with a Development Permit under this development approval must be completed and maintained generally in accordance with the approved drawings and documents:

Plan/Document Name	Prepared By	Plan Number	Dated
Location Plan	Fender Katsalidis	DA001	31/01/2020
Site Plan	Fender Katsalidis	DA003	14/10/2021
Development Summary	Fender Katsalidis	DA500	14/10/2021
DL2 Site Plan	Fender Katsalidis	DL2-DA001 Rev 01	11/11/2020
DL2 Basement Floor Plan	Fender Katsalidis	DL2-DA099 Rev 01	11/11/2020
DL2 Ground Floor Plan	Fender Katsalidis	DL2-DA100 Rev 01	11/11/2020
DL2 Level 1 Floor Plan	Fender Katsalidis	DL2-DA101 Rev 01	11/11/2020
DL2 Typical Floor Plan	Fender Katsalidis	DL2-DA102 Rev 01	11/11/2020
DL2 Roof Plan	Fender Katsalidis	DL2-DA103 Rev 01	11/11/2020
DL2 Elevations	Fender Katsalidis	DL2-DA200 Rev 01	11/11/2020
DL2 Elevations	Fender Katsalidis	DL2-DA201 Rev 01	11/11/2020
DL2 Sections	Fender Katsalidis	DL2-DA250 Rev 01	11/11/2020
DL2 Diagrams	Fender Katsalidis	DL2-DA300 Rev 01	11/11/2020
DL4 Site Plan	Fender Katsalidis	DL4-DA001 Rev 01	11/11/2020
DL4 Basement Floor Plan	Fender Katsalidis	DL4-DA099 Rev 01	11/11/2020
Ground Floor Plan	Fender Katsalidis	DL4-DA100 Rev 01	11/11/2020
DL4 Typical Floor Plan	Fender Katsalidis	DL4-DA101 Rev 01	11/11/2020
DL4 Level 4 Floor Plan	Fender Katsalidis	DL4-DA102 Rev 01	11/11/2020
DL4 Roof Plan	Fender Katsalidis	DL4-DA103 Rev 01	11/11/2020
DL4 Elevations	Fender Katsalidis	DL4-DA200 Rev 01	11/11/2020
DL4 Elevations	Fender Katsalidis	DL4-DA201 Rev 01	11/11/2020
DL4 Sections	Fender Katsalidis	DL4-DA250 Rev 01	11/11/2020
DL4 Streetscape Diagrams	Fender Katsalidis	DL4-DA300 Rev 01	11/11/2020
DL4 Streetscape Diagrams	Fender Katsalidis	DL4-DA301 Rev 01	11/11/2020
DL5 Site Plan	Fender Katsalidis	DL5-DA001 Rev 01	11/11/2020
Basement Floor	Fender Katsalidis	DL5-DA099 Rev 01	11/11/2020
Ground Floor Plan	Fender Katsalidis	DL5-DA100 Rev 01	11/11/2020
Typical Floor Plan	Fender Katsalidis	DL5-DA101 Rev 01	11/11/2020
Level 4 Floor Plan	Fender Katsalidis	DL5-DA102 Rev 01	11/11/2020
Roof Plan	Fender Katsalidis	DL5-DA103 Rev 01	11/11/2020
Elevations	Fender Katsalidis	DL5-DA200 Rev 01	11/11/2020
Elevations	Fender Katsalidis	DL5-DA201 Rev 01	11/11/2020
Sections	Fender Katsalidis	DL5-DA250 Rev 01	11/11/2020
DL5 Streetscape Diagrams	Fender Katsalidis	DL5-DA300 Rev 01	11/11/2020
DL5 Streetscape Diagrams	Fender Katsalidis	DL5-DA301 Rev 01	11/11/2020
DL6 Site Plan	Fender Katsalidis	DL6-DA001 Rev 02	14/10/2021
DL6 Basement Floor Plan	Fender Katsalidis	DL6-DA099 Rev 01	11/11/2020
DL6 Ground Floor Plan	Fender Katsalidis	DL6-DA100 Rev 02	14/10/2021
DL6 Level 1 Floor Plan	Fender Katsalidis	DL6-DA101 Rev 01	11/11/2020
DL6 Level 2 Floor Plan	Fender Katsalidis	DL6-DA102 Rev 01	11/11/2020

DL6 Level 3 Floor Plan	Fender Katsalidis	DL6-DA103 Rev 01	11/11/2020
DL6 Roof Plan	Fender Katsalidis	DL6-DA104 Rev 01	11/11/2020
DL6 Elevations	Fender Katsalidis	DL6-DA200 Rev 02	14/10/2021
DL6 Elevations	Fender Katsalidis	DL6-DA201 Rev 02	14/10/2021
DL6 Section	Fender Katsalidis	DL6-DA250 Rev 02	14/10/2021
DL7 Site Plan	Fender Katsalidis	DL7-DA001 Rev 01	11/11/2020
DL7 Basement Floor Plan	Fender Katsalidis	DL7-DA099 Rev 01	11/11/2020
DL7 Ground Floor Plan	Fender Katsalidis	DL7-DA100 Rev 01	11/11/2020
DL7 Typical Floor Plan	Fender Katsalidis	DL7-DA101 Rev 01	11/11/2020
DL7 Roof Plan	Fender Katsalidis	DL7-DA102 Rev 01	11/11/2020
DL7 Elevations	Fender Katsalidis	DL7-DA200 Rev 01	11/11/2020
DL7 Elevations	Fender Katsalidis	DL7-DA201 Rev 01	11/11/2020
DL7 Section	Fender Katsalidis	DL7-DA250 Rev 01	11/11/2020
DL8 Site Plan	Fender Katsalidis	DL8-DA001 Rev 01	11/11/2020
DL8 Basement Floor Plan	Fender Katsalidis	DL8-DA099 Rev 01	11/11/2020
DL8 Ground Floor Plan	Fender Katsalidis	DL8-DA100 Rev 01	11/11/2020
DL8 Level 1 Floor Plan	Fender Katsalidis	DL8-DA101 Rev 01	11/11/2020
DL8 Level 2 Floor Plan	Fender Katsalidis	DL8-DA102 Rev 01	11/11/2020
DL8 Roof Plan	Fender Katsalidis	DL8-DA103 Rev 01	11/11/2020
DL8 Elevations	Fender Katsalidis	DL8-DA200 Rev 01	11/11/2020
DL8 Elevations	Fender Katsalidis	DL8-DA201 Rev 01	11/11/2020
DL8 Sections	Fender Katsalidis	DL8-DA250 Rev 01	11/11/2020
DL9 Site Plan	Fender Katsalidis	DL9-DA001 Rev 01	11/11/2020
DL9 Basement Floor Plan	Fender Katsalidis	DL9-DA099 Rev 01	11/11/2020
DL9 Ground Floor Plan	Fender Katsalidis	DL9-DA100 Rev 01	11/11/2020
DL9 Typical Floor Plan	Fender Katsalidis	DL9-DA101 Rev 01	11/11/2020
DL9 Roof Plan	Fender Katsalidis	DL9-DA102 Rev 01	11/11/2020
DL9 Elevations	Fender Katsalidis	DL9-DA200 Rev 01	11/11/2020
DL9 Elevations	Fender Katsalidis	DL9-DA201 Rev 01	11/11/2020
DL9 Sections	Fender Katsalidis	DL9-DA250 Rev 01	11/11/2020
Site Plan	Fender Katsalidis	DL10-DA001 Rev 01	11/11/2020
DL10 Basement Floor Plan	Fender Katsalidis	DL10-DA099 Rev 01	11/11/2020
DL10 Ground Floor Plan	Fender Katsalidis	DL10-DA100 Rev 01	11/11/2020
DL10 Level 1 Floor Plan	Fender Katsalidis	DL10-DA101 Rev 01	11/11/2020
DL10 Typical Floor Plan	Fender Katsalidis	DL10-DA102 Rev 01	11/11/2020
DL10 Roof Plan	Fender Katsalidis	DL10-DA103 Rev 01	11/11/2020
DL10 Elevations	Fender Katsalidis	DL10-DA200 Rev 01	11/11/2020
DL10 Elevations	Fender Katsalidis	DL10-DA201 Rev 01	11/11/2020
DL10 Sections	Fender Katsalidis	DL10-DA250 Rev 01	11/11/2020

1.2 Where a discrepancy or conflict exists between the written conditions of this development approval and the approved plans, the requirements of the written condition(s) will prevail.

1.3 All conditions of this development approval must be complied with in full prior to commencement of the use, unless an alternate timeframe is provided within a specific

condition hereunder or in a future development permit, or if the condition is intended to be on-going.

1.4 The applicant shall demonstrate and provide evidence that compliance with all conditions of this development approval and any other subsequent development approvals have been complied with in full prior to commencement of the use, unless an alternate timeframe is provided within a specific condition hereunder or in a future development permit, or if the condition is intended to be on-going.

2.0 CONCURRENCE AGENCY CONDITIONS

2.1 The applicant is to comply with the full set of conditions set out in Attachment 1 of the Department of State Development, Manufacturing, Infrastructure and Planning's Conditions dated 2 November 2021 attached to this Decision Notice.

3.0 OTHER DEVELOPMENT PERMITS

3.1 Other development permits which may be required to allow the development to be undertaken are listed below and these conditions do not affect the need to obtain such permits, namely:

Development Permit(s) for Material Change of Use;
Development Permit(s) for Building Works;
Development Permit(s) for Reconfiguring a Lot;
Development Permit(s) for Operational Works
Plumbing and Drainage Works

3.2 The developer must also obtain all other permits, approvals and authorities required by other legislation.

4.0 COMPLETION PERIOD

4.1 In accordance with section 88 of the Planning Act 2016, The Preliminary Approval lapses to the extent the development is not completed within ten (10) years from the date of the decision notice.

5.0 WATER AND SEWER INFRASTRUCTURE

5.1 A detailed water and sewer network analysis (prepared at no cost to Council) must be undertaken and submitted with any application for Development Permit to demonstrate the proposed demand of the development can be adequately serviced by the reticulated water and sewer networks.

5.2 If as a result of the network analysis it is determined that works are required to upgrade the reticulated water and/or sewerage networks to accommodate the additional demand on the existing system by the development, then such work must be carried out at the applicant's cost prior to the connection of the site into the reticulated networks.

6.0 LAND USES

6.1 A Development Application made for a Development Lot in terms of this development approval will be limited to the following land uses and development yield:

Development Lot	Land Use	Type	Yield
2	Multiple dwelling and/or short-term accommodation	2 bedroom	12 units
		Total	**12 units**
	Shop/Food and drink outlet		179sq.m
4	Multiple dwelling and/or short-term accommodation	2 bedroom	6 units
		3+ bedroom	30 units
		Total	**36 units**
	Shop/Food and drink outlet/Bar/Health care service		253sq.m
5	Multiple dwelling and/or short-term accommodation	2 bedroom	6 units
		3+ bedroom	30 units
		Total	**36 units**
	Shop/Food and drink outlet/Bar/Health care service		253sq.m
6	Multiple dwelling and/or short-term accommodation	2 bedroom	35 units
		3 bedroom	5 units
		Total	**40 units**
	Shop/Food and drink outlet/Bar/Health care service		634sqm
7	Multiple dwelling and/or short-term accommodation	2 bedroom	11 units
		Total	**11 units**
8	Multiple dwelling and/or short-term accommodation	2 bedroom	17 units
		Total	**17 units**
9	Multiple dwelling and/or short-term accommodation	1 bedroom	4 units
		2 bedroom	9 units
		Total	**13 units**
10	Multiple dwelling and/or short-term accommodation	2 bedroom	16 units
		Total	**16 units**
	Shop/Food and drink outlet/Bar/Health care service		150sq.m

6.2 The number of dwelling units and commercial floor space must not exceed the yield for each Development Lot, as identified in condition 6.1.

7.0 PARKING AND REFUSE

7.1 The following minimum car parking spaces must be provided with any application for Development Permit:

DL2 – 21 car parking spaces
DL4 – 81 car parking spaces
DL5 – 81 car parking spaces
DL6 – 76 car parking spaces
DL7 – 16 car parking spaces
DL8 – 23 car parking spaces
DL9 – 15 car parking spaces
DL10 – 24 car parking spaces

7.2 A Car parking Management Plan must be submitted with any application for a Development Permit.
7.3 A Refuse Management Plan must be submitted with any application for a Development Permit demonstrating that all refuse will be stored and collected wholly within the development site (i.e. basement).
7.4 One (1) ambulance parking space is to be provided only any Development Lot used for Health care services.

8.0 HABITABLE BUILDINGS

8.1 Habitable floor levels (as defined by the Whitsunday Regional Planning Scheme 2017) must be located at or above 4.53m AHD.

9.0 WATER QUALITY

9.1 The applicant is to comply with the executed Infrastructure Agreement titled Infrastructure Agreement 2020 and dated 10 June 2020.

10.0 URBAN DESIGN

10.1 No building will exceed a maximum height as defined and determined by the Planning Scheme.
10.2 Pedestrian entries to residential buildings will be from the primary street frontage and separated from businesses and car park entries.
10.3 Parking areas and mechanical plant are screened from view from public spaces.
10.4 Site coverage for each Development Lot shall not exceed the coverage of the indicative buildings shown on the approved plans.
10.5 Building setbacks for each Development Lot shall not be lesser than the setbacks provided for the indicative buildings shown on the approved plans.
10.6 Each apartment will have at least one private balcony with a minimum area of $20m^2$.
10.7 All car parking to service commercial uses will be within a basement
10.8 Awnings and clear window glazing will be provided in all commercial uses.
10.9 All proposed buildings are articulated with strong horizonal and vertical elements, balconies and wide eaves and no unbroken elevation is longer than 15m.
10.10 Roof forms are provided at varying heights to provide a visually attractive skyline.
10.11 Development on Development Lot 7 will be required to be set back from the two southern corners of the lot to achieve a standard property truncation of a six (6) metre radius/3 chord truncation. No fencing, landscaping or ancillary structure greater than one (1) metre in height may be located within this setback.

11.0 MISCELLANEOUS

11.1 If any item of cultural heritage is identified during site works, all work must cease and the relevant State Agency must be notified. Work can resume only after State Agency clearance is obtained.
11.2 Any alteration necessary to electricity, telephone, water mains, sewerage mains, and/or public utility installations resulting from the development or in connection with the development, must be at full cost to the developer.
11.3 It is the developer's responsibility for the full rectification of any damage caused to neighbouring public infrastructure (such as footpaths, driveways, fences, gardens, trees

and the like) caused by contractors, including clean-up of any litter or waste that is a result of the subject development.

12.0 ADVISORY NOTES

12.1 Hours of work

It is the developer's responsibility to ensure compliance with the Environmental Protection Act 1994, which prohibits any construction, building and earthworks activities likely to cause nuisance noise (including the entry and departure of heavy vehicles) between the hours of 6.30 pm and 6.30 am from Monday to Saturday and at all times on Sundays or Public Holidays.

12.2 Dust Control

It is the developer's responsibility to ensure compliance with the Environmental Nuisance of the Environmental Protection Act 1994 which prohibits unlawful environmental nuisance caused by dust, ash, fumes, light, odour or smoke beyond the boundaries of the property during all stages of the development including earthworks and construction.

12.3 Sedimentation Control

It is the developer's responsibility to ensure compliance with the Environmental Protection Act 1994 and Schedule 9 of the Environmental Protection Regulation 2008 to prevent soil erosion and contamination of the stormwater drainage system and waterways.

12.4 Noise During Construction and Noise in General

It is the developer's responsibility to ensure compliance with the Environmental Protection Act 1994.

12.5 General Safety of Public During Construction

It is the project manager's responsibility to ensure compliance with the Work Health and Safety Act 2011. It states that the project manager is obliged to ensure construction work is planned and managed in a way that prevents or minimises risks to the health and safety of members of the public at or near the workplace during construction work.

It is the principal contractor's responsibility to ensure compliance with the Work Health and Safety Act 2011. It states that the principal contractor is obliged on a construction workplace to ensure that work activities at the workplace prevent or minimise risks to the health and safety of the public at or near the workplace during the work.

It is the responsibility of the person in control of the workplace to ensure compliance with the Work Health and Safety Act 2011. It states that the person in control of the workplace is obliged to ensure there is appropriate, safe access to and from the workplace for persons other than the person's workers.

12.6 Development infrastructure required to be provided in implementing this development approval is non-trunk development infrastructure as described under section 145 of the *Planning Act 2016*.

ANALYSIS

Council has received the following Development Application, which has been assessed against the provisions of the relevant legislation as reported below.

1. Application Summary

Proposal:	Development Application for Material Change of Use Preliminary Approval – Various Uses (Apartment Developments, for use as Multiple Dwellings and/or Short-term Accommodation; and Mixed-use Developments comprising of Apartments (for use as mentioned above) and a mix of Shops, Bars, Food and Drink Outlets, Offices, Health Care Services (e.g. medical and dental consulting rooms)
Landowner	Meridien AB Pty Ltd (Receivers & Managers Appointed) & Meridien Airlie Beach Pty Ltd (Receivers & Managers Appointed)
Property Address:	24 Coconut Grove and 2-10 Coconut Grove, Airlie Beach
Property Description:	Lot 105 SP 232115, Lot 106 SP 172255 and Easement F
Area of Site:	1.205ha and 1.518ha
Planning Scheme Zone:	Mixed Use Zone
Level of assessment	Code Assessable
Overlays:	Acid sulfate soils overlay Coastal protection overlay Infrastructure overlay
Existing Use:	Vacant land
Existing Approvals:	20191165 - Development Application for Development Permit for Reconfiguration of a Lot - Two (2) Lots into Thirteen (13) Lots and Access Easement
Public Notification:	N/A
Submissions received:	N/A
State referrals:	- Within 25m of a state-controlled road; and - State transport infrastructure thresholds
Infrastructure charges:	Infrastructure charges are not applicable to a Preliminary Approval application

2. Site Details

2.1. Location
The sites are located at Coconut Grove, Airlie Beach within the northern half of Port of Airlie.

2.2. Zoning
The two subject sites are located within the Mixed-Use Zone and Precinct F of the building height precinct of the *Whitsunday Regional Planning Scheme, 2017*.

2.3. Site description

The two parcels which form the subject site are irregular in shape and adhere to the alignment of the surrounding roads and marina boardwalk with frontages to Coconut Grove and Canal Street. The site is effectively level with a general elevation of 4 metres AHD. The site is turfed but otherwise contains no vegetation or other significant physical attributes.

2.4. Access

The site gains access from Coconut Grove via two existing roundabout locations and an internal road system is proposed to be constructed as part of the earlier subdivision approval.

2.5. Surrounding uses

The site is located between the existing commercial centre of Airlie Beach and the completed development of Port of Airlie, which includes the Boathouse development and Cruise Whitsundays Ferry Terminal. In the immediate vicinity of the proposal the development is generally medium rise and features commercial and short and long term accommodation developments.

3. Proposal Details

The application material refers to Development Lots relating to the proposed new lot numbers approved in DA 20191165 and these lots will accommodate the following uses:

Development Lot	Land uses
DL2	Multiple dwelling units, &/or Short-term accommodation Food and drink outlet, Bar, Health care service, Office, and/or Shop
DL4	Multiple dwelling units, &/or Short-term accommodation Food and drink outlet, Bar, Health care service, Office, and/or Shop
DL5	Multiple dwelling units, &/or Short-term accommodation Food and drink outlet, Bar, Health care service, Office, and/or Shop
DL6	Multiple dwelling units, &/or Short-term accommodation Food and drink outlet, Bar, Health care service, Office, and/or Shop Indoor sport and recreation (bowling alley), and Theatre (cinema)

DL7	Multiple dwelling units, &/or Short-term accommodation
DL8	Multiple dwelling units, &/or Short-term accommodation
DL9	Multiple dwelling units, &/or Short-term accommodation
DL10	Multiple dwelling units, &/or Short-term accommodation Food and drink outlet, Bar, Health care service, Office, and/or Shop

The maximum building height of all proposed buildings is to be 18m, as permitted in Airlie Beach Precinct F of the Mixed-use zone. As this application seeks only a Preliminary Approval, all proposed development lots will be the subject of individual material change of use development permit applications prior to any work being carried out.

4. Planning Assessment

The application has been assessed against the relevant provisions of the *Planning Act, 2016* and the *Whitsunday Regional Council Planning Scheme, 2017.* The proposal is considered to be generally in accordance with the Planning Scheme and is recommended for approval in accordance with the drawings and documents submitted, subject to reasonable and relevant conditions (**Attachment 1**).

4.1. State Assessment and Referral Agency (SARA)

The application was referred to SARA for the following items:

- Within 25m of a state-controlled road; and
- State transport infrastructure thresholds

Conditions of approval issued by the SARA are included as **Attachment 5** to this report.

4.2. State Planning Policy – July 2017

The State Planning Policy (SPP) includes interim development assessment requirements to ensure that State interests are appropriately considered by local government when assessing development applications where the local government Planning Scheme has not yet appropriately integrated all of the State's interests in the SPP. As the most recent SPP (July 2017) has not been reflected in the Whitsunday Regional Council Planning Scheme, Part B of the SPP confirms that it applies to the assessment of the development application.

<u>SPP – Water Quality</u>

A Stormwater Quality Management Plan has been provided to support the development application. Each lot is subject to an Infrastructure Agreement with Council which requires stormwater quality improvement devices to be installed on each allotment prior to commencement of any use.

<u>SPP – Natural Hazards, Risk and Resilience</u>

The subject site is mapped by Council as being subject to coastal hazards. The development site is subject to an Infrastructure Agreement which sets the storm tide level at 3.7m AHD which formed the basis for the land reclamation works undertaken to create the Port of Airlie.

Notwithstanding, the proposal is not considered to result in a substantial conflict with the prescribed assessment benchmarks of the SPP. To support this assessment, further discussion regarding the technical matters of the coastal hazards can be found within the overlay assessment.

4.3. Mackay Isaac and Whitsunday Regional Plan – February 2012
The MIWRP is not applicable to code assessable development.

4.4. Whitsunday Regional Council Planning Scheme, 2017

4.4.1. Strategic Framework
The Strategic Framework of the Planning Scheme is not applicable to code assessable development.

4.4.2. Overlay Codes
Acid sulfate soils overlay code
The potential disturbance of acid sulfate soils will be managed at time of future development.

Coastal protection overlay code
The subject site is located within the coastal protection overlay for coastal erosion and high and medium storm tide inundation.
The site is not at risk of coastal erosion processes from wave action due to:

- Being a protected marina, including wave attenuation infrastructure designed to deflect waves and currents arising from a storm;
- Sheet pile walls encircling the marina; and
- Built infrastructure in the form of a constructed boardwalk between the marina and site.

In the event maintenance is required of this infrastructure, adequate land access is provided via the boardwalk corridor. On this basis the subject site is not at risk of coastal erosion processes.

In addressing the coastal inundation mapping, only a small portion of the subject site is identified being within the high storm tide inundation area, with the remainder in the medium storm tide inundation area. The proposed development will not increase the intensity of development expected beyond that envisaged in the Planning Scheme. No additional burden will be placed on disaster management response or recovery capacities and capabilities and there is existing infrastructure, including a clear and efficient means of egress to the state-controlled road network. The future development of the land can be located, designed and constructed to avoid adverse coastal hazard impacts with finished

floor levels (FFL) providing a resilient design of which conditions of approval have been provided.

Council is currently revising its adopted storm surge levels with new information, and these will be reflected in the major amendment to the Planning Scheme. In responding to this data, a minimum habitable floor level of 4.53m AHD has been conditioned for all habitable buildings at the request of the applicant.

Infrastructure overlay code

The subject site is located within a road noise corridor. A requirement upon future development of the site will be compliance with QDC MP4.4. The site is supported by the existing local bus network with a bus stop bay on Coconut Grove.

4.4.3. Zone Code

Mixed use zone

The proposed development is consistent with the purpose and overall outcomes of the Mixed-use zone. The proposal provides for a mixture of development which includes business, retail, residential, tourist accommodation and entertainment uses. The scale, character and built form of the proposed development as illustrated in the proposal plans contributes to a high standard of amenity activating a key precinct within Airlie Beach. The design and siting of the proposed development will create a varied and articulated streetscape offering casual surveillance and connecting pedestrian pathways between the commercial centre and the marina. The maximum building height within Precinct F is 18 metres. The proposal plans identify all buildings have a maximum building height below the requirement. The proposed development lots will be provided with an internal street and pedestrian footpath network as part of the subdivision approval to create the land parcels.

4.4.4. Development Codes

Multi-unit uses code

Each development lot within the application proposes a multi-unit use in either short or long-term accommodation. All multi-unit use development is proposed to be located on lots of 800m^2 or greater. The plans submitted identify the pedestrian entrance to the multi-units from the primary street frontages, with vehicle access achieved from a separate point. The siting and design proposed will achieve a high level of amenity within the site whilst ensuring car parking areas, services and mechanical plant does not visually dominate the surrounding area.

The average site coverage on the proposed development lots is approximately 70%. The performance outcome provides that site coverage may be in excess of 60% provided the multi-unit use is designed in a manner which:

a) Minimises building mass and scale;
b) Provides visual interest through building articulation and architectural design features; and
c) Allows sufficient area at ground level for communal open space, site facilities, resident and visitor parking, landscaping and maintenance of a residential streetscape.

The proposal plans provided to support the development application achieve the performance outcome noting the mixed-use environment in which the development is proposed.

The proposal generally does not comply with the acceptable outcome nominated for boundary setbacks. The applicant presents that the proposed building setbacks achieve compliance with the performance outcome of the code on the basis the development is consistent with the intent of the precinct which has been master planned by Port of Airlie. It is relevant that the approved plans 'lock-in' the location of future buildings and relative setbacks between them. Should a future MCU Application propose a different building design and location, a Change Application to this Preliminary Approval will first need to be approved by Council.

The master plan proposes maximum street activation whilst not impacting upon adjoining development within the site, including adequate levels of visual privacy and adequate room for landscaping providing a softened built form. Therefore, the proposed setbacks achieve compliance with the performance outcome.

An appropriate level of privacy and amenity has been achieved by the proposal with screening provided to control views where outlook of habitable rooms is into another habitable space. Detailed conditions regarding the effects of indoor and outdoor lighting can adequately be addressed at the MCU development permit stage. With reference to open space and landscaping, four of the proposed sites will provide less than the required 30% as communal and private open space. A relaxation is supported on the basis the sites have adequate balcony areas to supplement the ground level communal open space reduction. Each apartment will have at least one private balcony with a minimum combined area in excess of $20m^2$, except for one being $16m^2$. The provision of boundary fencing can be addressed at development permit stage.

All apartments will be fully self-contained, and the proposal plans submitted identify each unit will have internal clothes drying facilities. A refuse storage area is provided in the basement for each development lot. Conditions of approval have been imposed requiring all refuse collection to occur within the basements of each development lot.

<u>Business activities code</u>

Development lots 2, 4, 5, 6 and 10 propose a mixture of business and entertainment activities assessed against the Business activities code. The commercial uses proposed are located on or close to street frontage maximising activation of the streetscape with basement parking. Each building is sited and designed such that the main pedestrian entrance to the building is on the primary street frontage. Vehicular access to car parking does not dominate street frontages and takes advantage of rear access from lesser order roads. As required, awnings and clear window glazing will be provided by commercial uses with additional detail to be provided at development permit stage.

Commercial uses are within a building which exceeds the nominated site coverage of 70%, and 50% for the part of the buildings exceeding 8.5m in height. The proposal meets the performance outcome of the code as the development closely relates to the streets, provides an attractive built form, maintains attractive views and doesn't block prevailing cooling breezes. Commercial uses do not extend beyond the ground floor.

The facades of all proposed buildings are articulated with strong horizonal and vertical elements, balconies and wide eaves. The proposal demonstrates that no unbroken elevation is longer than 15m. Various outdoor dining areas are proposed which incorporate attractive plantings and seating arrangements. The proposed roof forms, at varying heights provide a visually attractive skyline.

The scale of business uses proposed are typically small in scale with impacts on visual, noise and odour to be addressed through conditions. Acoustic attenuation measures will be addressed at development permit stage. The entrance/reception lobbies servicing the apartments will be entirely separate from the entrances to business activities protecting the privacy of guests/residents.

A refuse storage area is provided in the basement for each development lot. Conditions of approval have been imposed requiring all refuse collection to occur within the basements of each development lot.

Infrastructure code

The development is capable of connection to Council's reticulated infrastructure networks. An Engineering Services Report has been provided. The proposal complies with the assessment benchmarks of the code. Conditions of approval requiring development infrastructure to be constructed in accordance with the requirements of Council's Development Manual can be imposed at development permit stage.

To enable safe operation of the proposed internal streets, particularly around the southern corners of Development Lot 7, sight lines will be required to be kept free of buildings and high landscaping. A condition is included to achieve this.

Landscaping code

A Landscape Concept Plan has been provided. The plan demonstrates compliance with the code and conditions of approval requiring landscaping to be implemented in accordance with concept and Council's Planning Scheme Policy for landscaping can be imposed at development permit stage.

Transport and parking code

The planning scheme requirement for the development is 401 spaces. A total of 337 car parking spaces is proposed for the eight development lots, 64 (16%) spaces short of the code requirements. No relaxations are sought for the non-residential components of the development.

An independent opinion of the technical reports provided by the applicant in support of a parking relaxation was sought from SLR Consulting. Their advice is that a relaxation of the Planning Scheme requirements is supportable but requires empirical evidence to identify the appropriate relaxation and risk management strategies.

In response, the applicant referenced the parking provision at the Boathouse which contains 56 apartments, of which 46 (82%) are used for short-term accommodation. The Boathouse provides 78 residential parking spaces: 40 spaces are allocated to the 20 three and four-bedroom units, and 38 allocated to the 36 two-bedroom units. The findings of this investigation are that the Boathouse is provided with a residential car parking rate of:

- 2 spaces per 3/4 bedroom unit (compliant with the Planning Scheme requirement);
- 1.05 spaces per 2 bedroom unit (Planning Scheme requires 1.5 spaces).

Despite an increase in drive tourism since the onset of the COVID-19 pandemic the operator advises the number of car parking spaces has proven sufficient. Visitor car parking is reduced to 1 space per 7 units (instead of 1 per 5 units) on the basis that short-term accommodation attracts a lower demand for visitor car parking than permanent occupancy.

Based on the empirical evidence of the Boathouse, it is recommended that the reduced parking rates for the residential uses is acceptable. Council has in the past, provided parking relaxations for tourist developments where a proportion of visitors will arrive by air, bus, boat or train. The total relaxation sought is 16%, which is reasonable.

The table below details the application of the Boathouse rates to the proposal.

Lot	Land Use	Type	Yield	Code Car Parking Requirement	Spaces
2	Multiple dwelling and/or short-term accommodation	2 bedroom	12 units	1.5 spaces per unit	18.0
				1 space per 5 units for visitors	2.4
	Shop/Food and drink outlet		*179sq.m*	*1 space per 25sq.m TUA*	*7.16*
	Spaces required per Code				**28**
	Spaces proposed				**21**
	Difference				**7**
4	Multiple dwelling and/or short-term accommodation	2 bedroom	6 units	1.5 spaces per unit	9.0
		3+ bedroom	30 units	2 spaces per unit	60.0
				1 space per 5 units for visitors	7.2
	Shop/Food and drink outlet		*253sq.m*	*1 space per 25sq.m TUA*	*10.12*
	Spaces required per Code				**87**
	Spaces proposed				**81**
	Difference				**6**
	Multiple dwelling	2 bedroom	6 units	1.5 spaces per unit	9.0

5	and/or short-term accommodation	3+ bedroom	30 units	2 spaces per unit	60.0
				1 space per 5 units for visitors	7.2
	Shop/Food and drink outlet		*253sq.m*	*1 space per 25sq.m TUA*	*10.12*
	Spaces required per Code				**87**
	Spaces proposed (shortfall)				**81**
	Difference				**6**
6	Multiple dwelling and/or short-term accommodation	2 bedroom	35 units	1.5 spaces per unit	52.5
		3 bedroom	5 units	2 spaces per unit	10.0
				1 space per 5 units for visitors	8.0
	Shop/Food and drink outlet (outdoor dining)		*634sqm*	*1 space per 25sq.m TUA*	*25.36*
	Spaces required per Code				**96**
	Spaces proposed				**76**
	Difference				**20**
7	Multiple dwelling and/or short-term accommodation	2 bedroom	11 units	1.5 spaces per unit	16.5
				1 space per 5 units for visitors	2.2
	Spaces required per Code				**19**
	Spaces proposed				**16**
	Difference				**3**
8	Multiple dwelling and/or short-term accommodation	2 bedroom	17 units	1.5 spaces per unit	25.5
				1 space per 5 units for visitors	3.4
	Spaces required per Code				**29**
	Spaces proposed (shortfall)				**23**
	Difference				**6**
9	Multiple dwelling and/or short-term accommodation	1 bedroom	4 units	1 space per unit	4.0
		2 bedroom	9 units	1.5 spaces per unit	13.5
				1 space per 5 units for visitors	2.6
	Spaces required per Code				**21**
	Spaces proposed (shortfall)				**15**
	Difference				**6**
10	Multiple dwelling and/or short-term accommodation	2 bedroom	16 units	1.5 spaces per unit	24.0
				1 space per 5 units for visitors	3.2
	Shop/Food and drink outlet		*150sq.m*	*1 space per 25sq.m TUA*	*6*
	Spaces required per Code				**34**
	Spaces proposed (shortfall)				**24**
	Difference				**10**

The above rates do not include a breakdown for Bar as it is considered any such use will not attract a greater car parking demand to that provided for a Food and drink outlet.

A further condition is recommended that a Car Parking Management Plan is provided with each MCU development application to provide a parking management strategy and one (1) additional car parking space is provided within any Development Lot used for Heath care services.

5. Public Submissions

In accordance with the *Planning Act 2016*, the development application was not required to be placed on public notification.

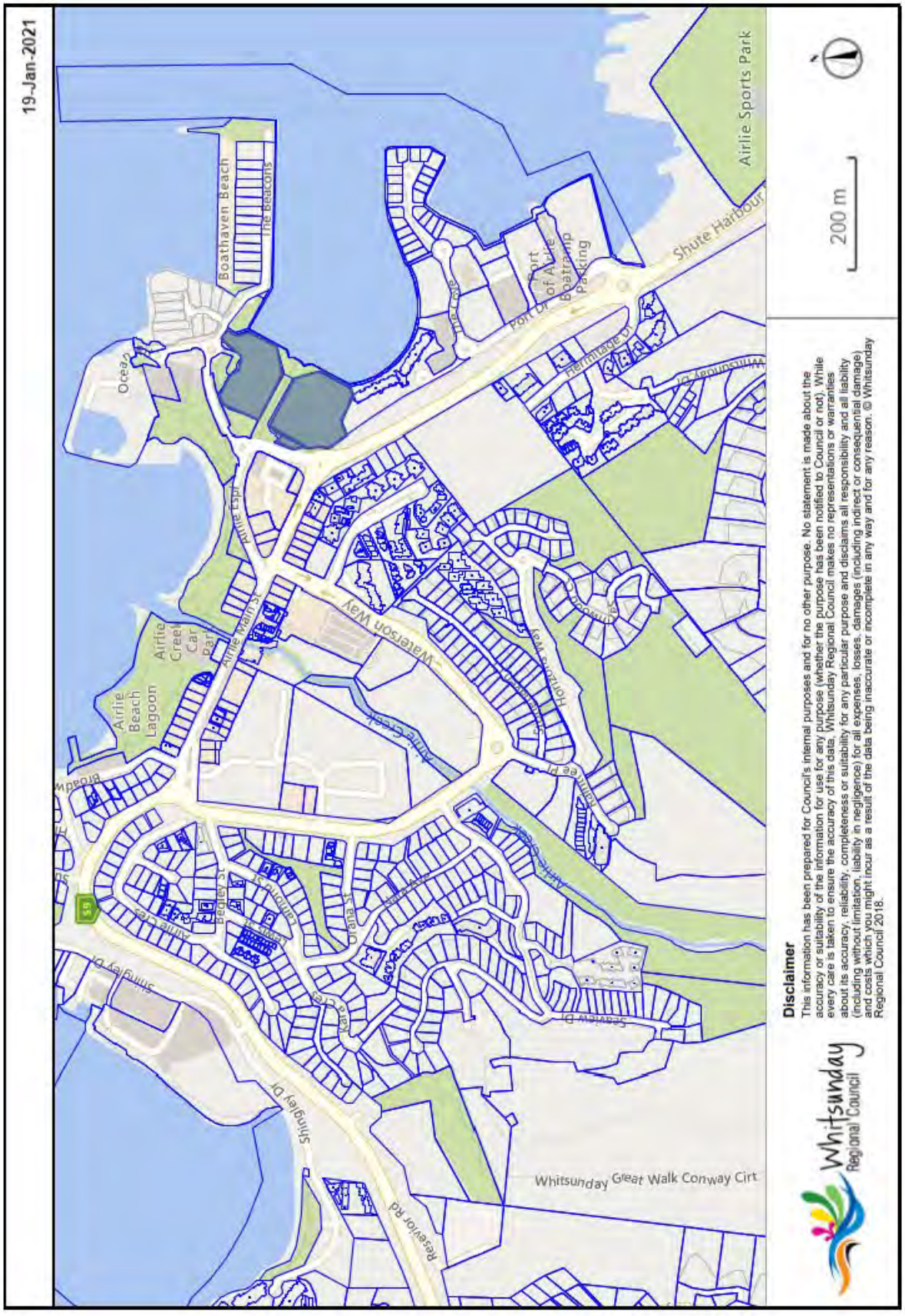
6. Infrastructure Charges

6.1. Adopted Infrastructure Charges Resolution

Not Applicable – Infrastructure charges cannot be applied to preliminary approvals. Further infrastructure charges may be applicable for each individual lot at Material Change of Use approval or Building Works stage for accepted development.

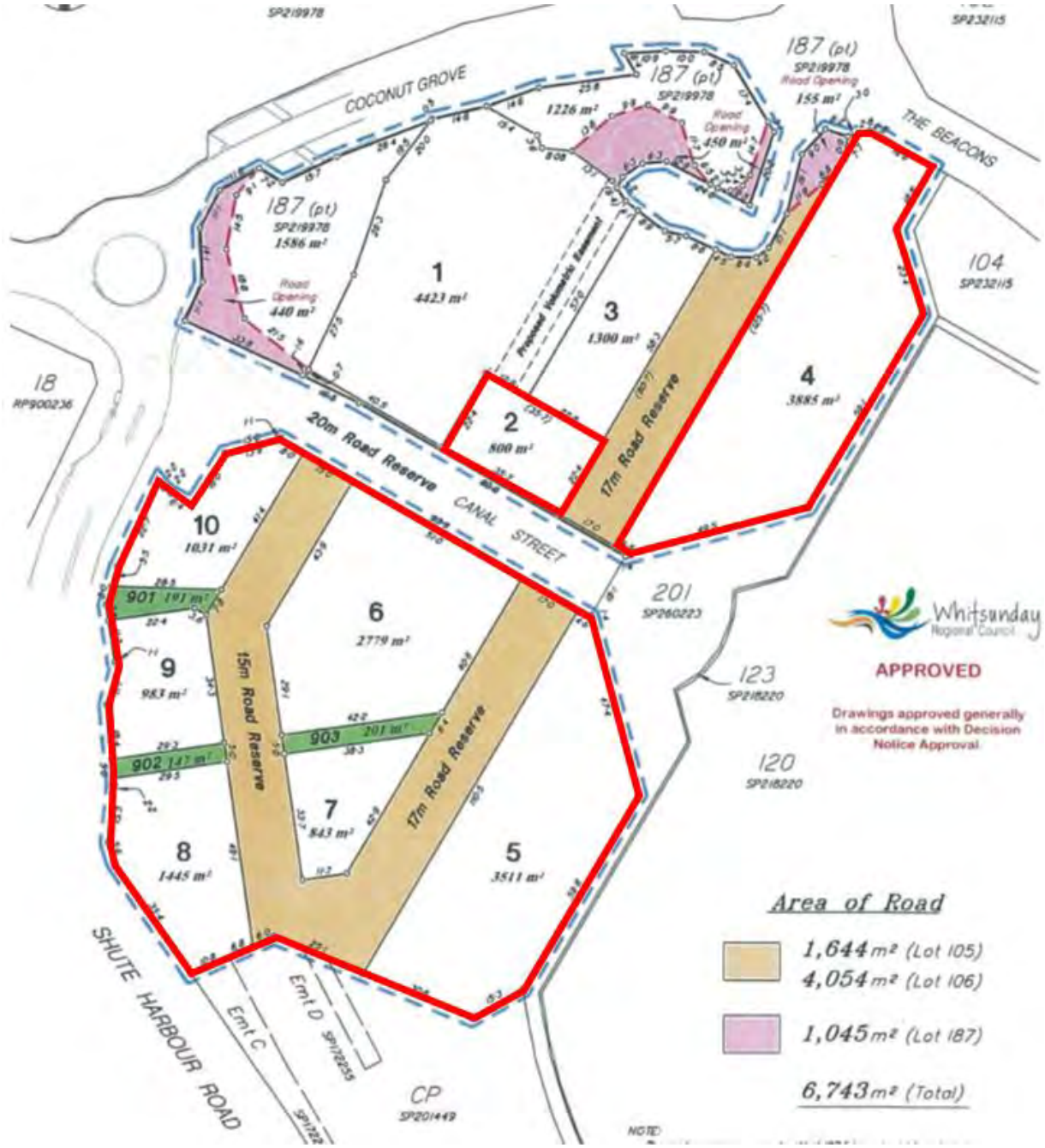
Attachment 13.3.3.3 Plans

Locality Plan



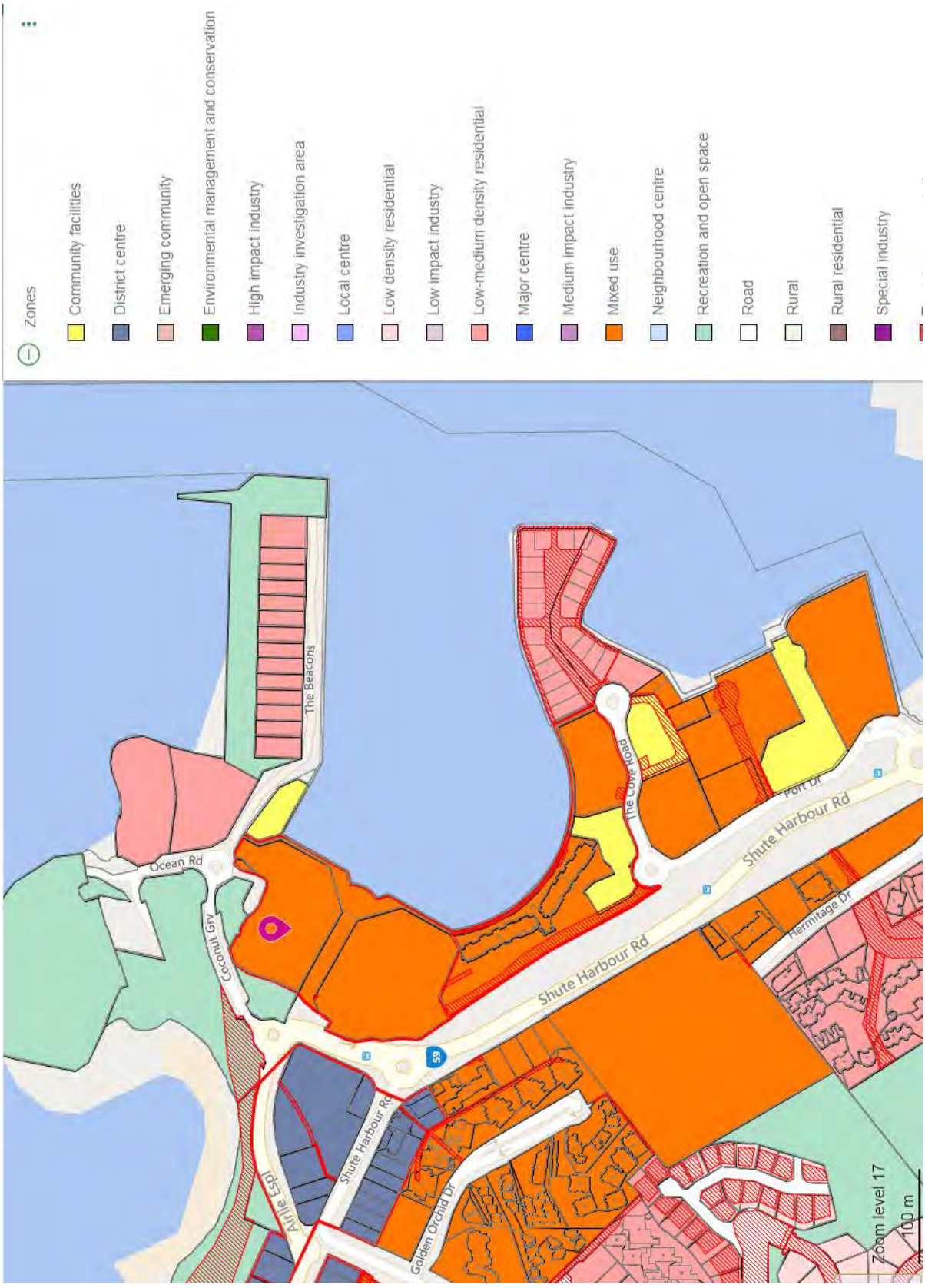
Attachment 13.3.3.3 Plans

Proposed Lot numbers under Reconfiguring Application approval 20191165

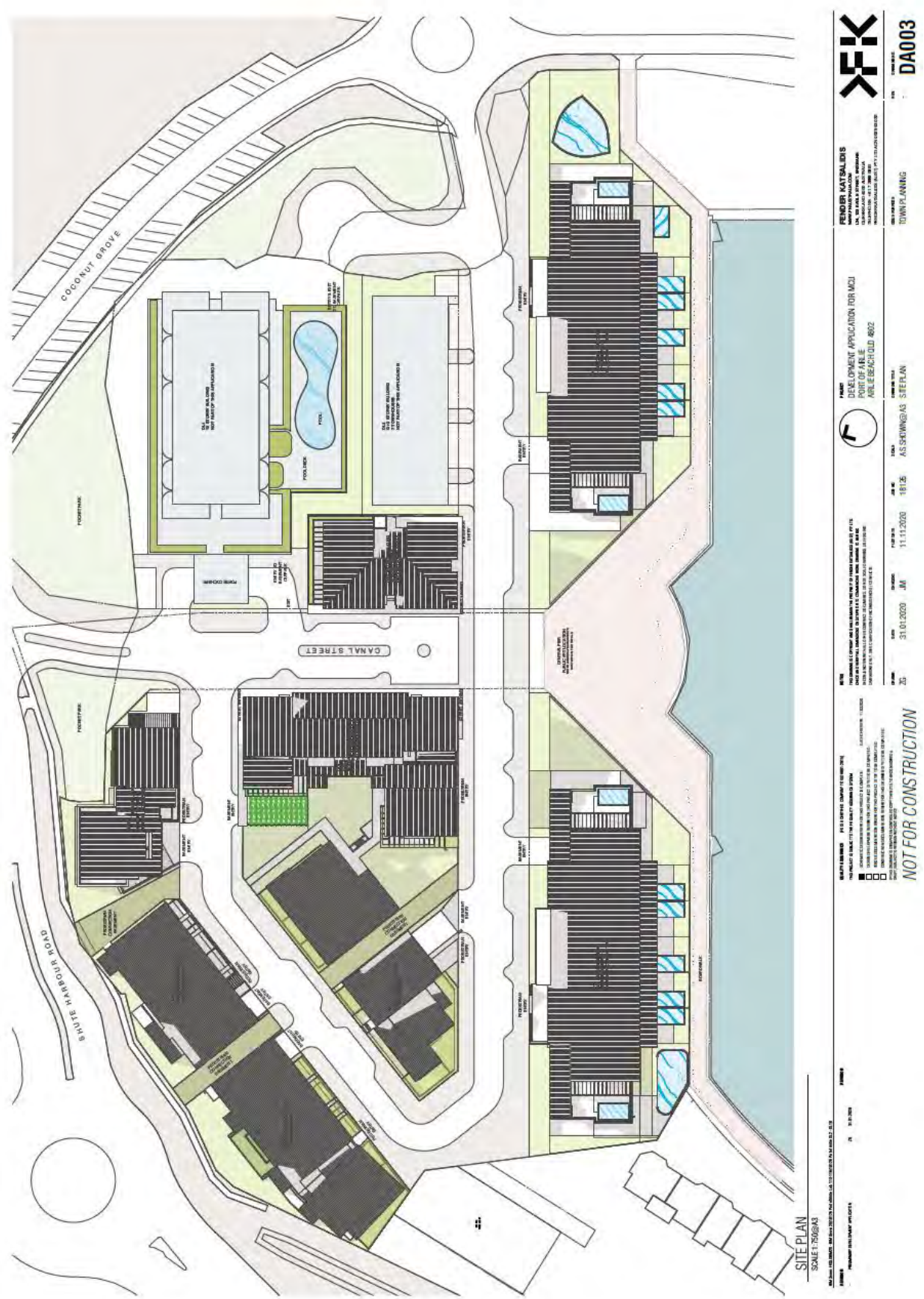


Attachment 13.3.3.3 Plans

Zoning Plan



Proposal Plans





DL2: NORTH WEST ELEVATION

SCALE 1:200@A3



DL2: NORTH EAST ELEVATION

SCALE 1:200@A3

NOT FOR CONSTRUCTION

ZG	11.11.2020	JM	11.11.2020	18135	1:200@A3	DL2 ELEVATIONS

DEVELOPMENT APPLICATION FOR MCU
PORT OF AIRLIE
AIRLIE BEACH QLD 4802

FENDER KATSALIDIS

INFORMATION REQUEST RESPONSE 01 DL2-DA200



DL4: NORTH EAST ELEVATION
SCALE 1:250@A3



DL4: NORTH WEST ELEVATION
SCALE 1:250@A3

NOT FOR CONSTRUCTION

ZG	11.11.2020	JM	11.11.2020	18126	1:250@A3	DL4 ELEVATIONS

DEVELOPMENT APPLICATION FOR MCU
PORT OF AIRLIE
AIRLIE BEACH QLD 4802

FENDER KATSALIDIS

INFORMATION REQUEST RESPONSE | 01 | DL4-DA200



DL5: NORTH WEST ELEVATION
SCALE 1:250@A3



DL5: SOUTH EAST ELEVATION
SCALE 1:250@A3

NOT FOR CONSTRUCTION

DEVELOPMENT APPLICATION FOR MCU
PORT OF AIRLIE
AIRLIE BEACH QLD 4802

ZG	11.11.2020	JM	11.11.2020	18125	1:250@A3	ELEVATIONS

FENDER KATSALIDIS

INFORMATION REQUEST RESPONSE | 01 | DLS-DA201



DL6: NORTH EAST ELEVATION
SCALE 1:250@A3



DL6: NORTH WEST ELEVATION
SCALE 1:250@A3

NOT FOR CONSTRUCTION

2G	11.11.2020	JM	11.11.2020	18126	1:250@A3	DL6 ELEVATIONS

DEVELOPMENT APPLICATION FOR MOU
PORT OF AIRLIE
AIRLIE BEACH QLD 4802

RENDER KATSALIDIS

INFORMATION REQUEST RESPONSE | 01 | DL6-DA200



DL7: NORTH ELEVATION
SCALE 1:200@A3



DL7: SOUTH ELEVATION
SCALE 1:200@A3

NOT FOR CONSTRUCTION

DRAWN	DATE	CHECKED	PLOT DATE	JOB NO.	SCALE	DRAWING TITLE
ZG	11.11.2020	JM	11.11.2020	18126	1:200@A3	DL7 ELEVATIONS

PROJECT
DEVELOPMENT APPLICATION FOR MCU
PORT OF AIRLIE
AIRLIE BEACH QLD 4802

FENDER KATSALIDIS

ISSUED PURPOSE	REV	DRAWING NO.
INFORMATION REQUEST RESPONSE	01	DL7-DA200



DL8: NORTH ELEVATION
SCALE 1:200@A3



DL8: SOUTH ELEVATION
SCALE 1:200@A3

NOT FOR CONSTRUCTION

DEVELOPMENT APPLICATION FOR MCU
PORT OF AIRLIE
AIRLIE BEACH QLD 4802

DRAWN	DATE	CHECKED	PLOT DATE	JOB NO.	SCALE
ZG	11.11.2020	JM	11.11.2020	18126	1:200@A3

DRAWING TITLE
DL8
ELEVATIONS

FENDER KATSALIDIS

ISSUED FOR INFORMATION REQUEST RESPONSE | 01 | DRAWING NO. DL8-DA200



DL9: EAST ELEVATION
SCALE 1:200@A3



DL9: NORTH ELEVATION
SCALE 1:200@A3

NOT FOR CONSTRUCTION

DRAWN	DATE	CHECKED	PLOT DATE	JOB NO.	SCALE
ZG	11.11.2020	JM	11.11.2020	18125	1:200@A3

DEVELOPMENT APPLICATION FOR MCU
PORT OF AIRLIE
AIRLIE BEACH QLD 4802

DRAWING TITLE: DL9 ELEVATIONS

FENDER KATSALIDIS

ISSUED PURPOSE: INFORMATION REQUEST RESPONSE

REV: 01

DRAWING NO.: DL9-DA200



DL10: NORTH EAST ELEVATION

SCALE 1:200@A3



DL10: NORTH WEST ELEVATION

SCALE 1:200@A3

NOT FOR CONSTRUCTION

DRAWN	DATE	CHECKED	PLOT DATE	JOB NO.	SCALE
ZG	11.11.2020	JM	11.11.2020	18126	1:200@A3

DEVELOPMENT APPLICATION FOR MCU
PORT OF AIRLIE
AIRLIE BEACH QLD 4802

DRAWING TITLE: DL10 ELEVATIONS

FENDER KATSALIDIS

ISSUED PURPOSE: INFORMATION REQUEST RESPONSE

ISSUE: 01

DRAWING NO.: DL10-DA200

Queensland Government

Our reference: 2002-15550 SRA
Council reference: 20200148
Applicant reference: 19.008

11 November 2021

The Chief Executive Officer
Whitsunday Regional Council
PO Box 104
PROSERPINE QLD 4800
info@whitsundayrc.qld.gov.au

Attention: Mr Doug Mackay

Dear Mr Mackay

Changed referral agency response—with conditions
(Given under section 28 of the Development Assessment Rules)

On 2 November 2021 the State Assessment and Referral Agency (SARA) received notice of a change to the development application described below. SARA has assessed the changes and now provides this changed referral agency response which replaces the response dated 26 March 2020.

Applicant details

Applicant name:	Meridien Airlie Beach Pty Ltd and Meridien AB Pty Ltd
Applicant contact details:	c/- Access Town Planning Consultants PO Box 703 FORTITUDE VALLEY QLD 4006 neil@accesstpc.com.au

Location details

Street address:	2 The Beacons Road, Airlie Beach and 2-10 Coconut Grove, Airlie Beach
Real property description:	Lot 105 on SP232115 and Lot 106 on SP172255
Local government area:	Whitsunday Regional Council

Application details

Preliminary approval	Material change of use - Preliminary approval for the development of ten proposed lots for a mix of apartments (for use as multiple dwellings and/or short-term accommodation) and mixed-use developments, including apartments (for use as mentioned above), a range of tenancies for use as shops, bars, food/drink outlets, offices or health care services.

Mackay Isaac Whitsunday regional office
Level 4, 44 Nelson Street, Mackay
PO Box 257, Mackay QLD 4740

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

- **Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1** - State transport corridors and future State transport corridors
- **Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1** - State transport infrastructure generally

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

Reasons for decision to impose conditions
SARA 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 Ainsley Sullivan, Principal Planning Officer, on (07) 4898 6813 or via email MIWSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Anthony Walsh
Manager Planning

cc Meridien Airlie Beach Pty Ltd and Meridien AB Pty Ltd, neil@accesstpc.com.au

enc Attachment 1—Changed conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Attachment 3— Approved plans and specifications

Attachment 1—Changed conditions to be imposed

No.	Conditions	Condition timing
Material change of use		
10.9.4.2.4.1 and 10.9.4.1.1.1—The chief executive administering the *Planning Act 2016* nominates the Director-General of the Department of Transport and Main Roads 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 condition(s):		
1.	The development must provide the internal pedestrian pathway network, including connectivity to Coconut Grove, and retain the existing bus stop 'Coconut Grove at Airlie Esplanade, Airlie Beach' (Hastus ID: 710093) on the Coconut Grove frontage of the site, generally as shown on ~~2.2 Masterplan (All) in the document titled, 'Port of Airlie DL2-10', prepared by Oculus, dated 3 February 2020, project number M-1816, revision A, as amended in red.~~ **the document titled Site Plan, prepared by Fender Katsalidis Pty Ltd, dated 14/10.2021, drawing number DA003, revision 01 [as amended in red].**	Prior to the commencement of use and to be maintained at all times
2.	a) Submit a RPEQ certified detailed design drawing to the Program Delivery and Operations Unit, Mackay, Whitsunday Region (Mackay.Whitsunday.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, demonstrating that passenger drop-off/pick-up zone/s will be provided at the short-term accommodation buildings which are capable of accommodating a taxi suitable for use by people with disabilities in accordance with the following: • Parallel to the kerb and adjacent to the entrance lobby; • Disability Standards for Accessible Public Transport 2002 - subsection 31(1) of the Disability Discrimination Act 1992; • AS1428.1 – Design for Access and Mobility; • AS2890.6 – Parking Facilities, Part 6: Off-street parking for people with disabilities; and • signage indicating that the 'drop off' zone is a passenger loading zone. b) Provide the drop-off/pick-up zones at the short-term accommodation buildings generally in accordance with the detailed drawing required by part (a) of this condition.	a) Prior to the approval of a development application for a material change of use for short-term accommodation b) Prior to the commencement of use for short-term accommodation

Attachment 2—Reasons for decision to impose conditions

(Given under section 56(7) of the *Planning Act 2016*)

The reasons for SARA's decision are:

- The proposed development can be conditioned to comply with State Code 1: Development in a State-Controlled Road Environment and State Code 6: Protection of State Transport Networks.
- To ensure the development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services.
- To ensure Taxi facilities are provided to accommodate the demand generated by the development.

Material used in the assessment of the application:

- The development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- The *State Development Assessment Provisions* (version [2.6])
- The Development Assessment Rules
- SARA DA Mapping system

Attachment 3—Referral agency plan

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20191415 – DEVELOPMENT APPLICATION FOR PRELIMINARY APPROVAL (VARIATION REQUEST) FOR MATERIAL CHANGE OF USE - RESORT COMPLEX; AND DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE OF PREMISES FOR SEVEN (7) MULTIPLE DWELLING UNITS/SHORT-TERM ACCOMMODATION UNITS, 24 COCONUT GROVE AIRLIE BEACH, MERIDIEN AB PTY LTD (RECEIVERS & MANAGERS APPOINTED) & MERIDIEN AIRLIE BEACH PTY LTD (RECEIVERS & MANAGERS APPOINTED)

DATE: 24 November 2021

TO: Council Ordinary Meeting

AUTHOR: Neil McGaffin – Director Development Services

AUTHORISING OFFICER: Neil McGaffin - Director Development Services

PRESENTED FOR: Decision

ATTACHMENTS

1. Conditions of Approval [**13.3.4.1** - 24 pages]
2. Planning Report [**13.3.4.2** - 20 pages]
3. Plans [**13.3.4.3** - 18 pages]
4. State Agency Referral Agency SARA Response [**13.3.4.4** - 4 pages]
5. Visual Impact Assessment [**13.3.4.5** - 97 pages]
6. Economic Need Analysis [**13.3.4.6** - 106 pages]
7. Canal Street Resort Complex Development Code [**13.3.4.7** - 15 pages]
8. Code Assessments Mixed Use Zone Code [**13.3.4.8** - 8 pages]

PURPOSE

Development Applications requiring decisions which are outside the Council officer delegated authority require Council consideration.

OFFICER'S RECOMMENDATION

That Council approve the Development Application for Preliminary Approval (Variation Request) for material change of use - Resort Complex; and Development Permit for Material Change of Use of premises for Seven (7) Multiple Dwelling Units/Short-Term Accommodation Units, made by Meridien AB Pty Ltd (Receivers & Managers Appointed) & Meridien Airlie Beach Pty Ltd (Receivers & Managers Appointed), on Lot 105 SP: 232115 located at 24 Coconut Grove Airlie Beach, subject to the conditions outlined in Attachment 1.

BACKGROUND

The application is made over land approved to be subdivided to create the proposed development lots, reference 20191165 dated 22 July 2020 (Negotiated Decision Notice).

APPLICATION SUMMARY

The application seeks approval for two separate developments:

A material change of use (development permit) for seven townhouses to be used for short or long-term accommodation purposes on proposed Lot 3; and
A material change of use (preliminary approval - variation request) for a resort complex on proposed Lot 1. The variation request proposes the Canal Street Resort

Development Code to over-ride some provisions of the Planning Scheme, the key feature of which is a 47 metre high building in a precinct where the maximum building height is 18 metres.

Public Notification of the proposal was carried out in accordance with the requirements of the Planning Act 2016 during which 2242 submissions were received (1707 properly made and 535 not properly made).

Multiple Units

The proposal for the seven (7) Multiple Dwelling Units/Short-Term Accommodation Units meets the general intent and development parameters of the Mixed Use Zone Code and is recommended for approval subject to reasonable and relevant conditions.

Resort Complex

The uses proposed in the preliminary approval (variation request) meet the general intent of the Mixed Use Zone Code, but the 47m building height conflicts with the overall outcomes of the zone code. Additionally, the proposed car parking provision is lower than the planning scheme requirements (304 in Planning Scheme - 262 provided). A new development code is proposed which will over-ride certain provisions of the planning scheme. It provides more detailed design requirements for the assessment of a future development permit for a resort complex which may be a different design from the submitted plans. The code makes the submitted plans an 'acceptable solution' to meet the design requirements.

In its assessment of the proposed 47metre building, Council must consider all aspects of the planning scheme that are not being varied and may consider "other relevant matters" and decide to either approve; refuse or approve the development subject to conditions. The application material includes the following other relevant matters in support of the development:

An economic needs assessment supporting a planning need for a premium hotel and conference facility in Airlie Beach;
Statements in Council's economic development strategies supporting the desirability of a premium hotel in Airlie Beach;
Details of the economic benefits that would flow from the proposal;
A report from hotel consultants detailing the minimum accommodation requirements to attract a major hotel operator, stating that a tower building format is the only viable way to deliver a premium hotel in Airlie Beach in the short-medium term;
A Visual Impact Assessment report which assesses the impacts from nominated viewpoints as being mostly 'moderate' and represents the 'new urban character' of the Port of Airlie.

The proposal will require the payment of $103,365.31 of infrastructure charges, with credits applied in accordance with the earlier Infrastructure Agreement for the Port of Airlie.

STATUTORY/COMPLIANCE MATTERS

Planning Act 2016
Whitsunday Regional Council Planning Scheme 2017

STRATEGIC IMPACTS

Process all statutory applications within statutory timeframes.

FINANCIAL IMPLICATIONS

Infrastructure Charges of $103,365.31 apply only to the seven (7) Multiple Dwelling Units. Infrastructure Charges will be applied to future development applications associated with the resort.

CONSULTATION

Manager Development Assessment
Senior Planner Development Assessment
Senior Technical Officer Engineering Assessment
Manager Strategic Planning
Environment and Climate Officer
Coordinator Transport Planning and Assets – Roads & Drainage
SLR Consulting
McCullough Robertson Solicitors

RISK ASSESSMENT

Council's decision may be appealed in the Planning & Environment Court of Queensland.

TIMINGS/DEADLINES

A decision on the application is due by **26 November 2021**. Should Council not decide the application within this timeframe a further extension of time will be required and may be consented to by the applicant. Should consent to an extension not be agreed to, the applicant may lodge an appeal against a 'deemed refusal' in the Planning & Environment Court of Queensland.

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

Section 58 of the Human Rights Act 2019 specifies required conduct for public entities when acting or making a decision. Sections 15 – 37 of the Human Rights Act 2019 identifies the human rights a public entity must consider in making a decision. The human rights relevant to this decision are as follows:

Section 19 – Freedom of movement.
Section 21 – Freedom of expression.
Section 24 – Right to own property and not be arbitrarily deprived of property.
Section 27 – Cultural rights – generally – all persons with a particular cultural, religious, racial or linguistic background have the right to enjoy their culture, to declare and practice their religion and use their language.
Section 28 – Cultural rights – Aboriginal peoples and Torres Strait Islander peoples.

This decision does not limit the above identified human rights.

PART A - PRELIMINARY APPROVAL (VARIATION REQUEST) FOR MATERIAL CHANGE OF USE - RESORT COMPLEX

1.0 ADMINISTRATION

1.1 This is a preliminary approval to vary the effect of the Whitsunday Regional Council Planning Scheme 2017 given under Section 49(2) of the *Planning Act 2016*.

1.2 Where not specified within the Canal Street Resort Development Code, all land is considered to be within the Whitsunday Regional Council Planning Scheme 2017 and the category of development and assessment is determined accordingly.

1.3 The approved development must be completed and maintained generally in accordance with the approved drawings and documents:

Plan/Document Name	Prepared By	Plan Number	Dated
DL01 & DL03 Context Plan	Fender Katsalidis	DL1-DA003 Rev 03	02/11/2021
DL01 & DL03 Site Plan	Fender Katsalidis	DL1-DA004 Rev 03	02/11/2021
DL01 & DL03 Basement 2 Floor Plan	Fender Katsalidis	DL1-DA098 Rev 01	02/11/2021
DL01 & DL03 Basement 1 Floor Plan	Fender Katsalidis	DL1-DA099 Rev 03	02/11/2021
DL01 Ground Floor Plan	Fender Katsalidis	DL1-DA100 Rev 03	02/11/2021
DL01 Mezzanine Floor Plan	Fender Katsalidis	DL1-DA100M Rev 03	02/11/2021
DL01 Level 1 Floor Plan	Fender Katsalidis	DL1-DA101 Rev 03	02/11/2021
DL01 Level 2 Floor Plan	Fender Katsalidis	DL1-DA102 Rev 03	02/11/2021
DL01 Level 3 Floor Plan	Fender Katsalidis	DL1-DA103 Rev 03	02/11/2021
DL01 Level 4 – 9 Floor Plan	Fender Katsalidis	DL1-DA104 Rev 02	02/11/2021
DL01 Level 5 Floor Plan	Fender Katsalidis	DL1-DA105 Rev 02	02/11/2021
DL01 Level 6 – 7 Floor Plan	Fender Katsalidis	DL1-DA106 Rev 02	02/11/2021
DL01 Level 7 Floor Plan	Fender Katsalidis	DL1-DA107 Rev 02	02/11/2021
DL01 Level 8-11 Floor Plan	Fender Katsalidis	DL1-DA108 Rev 02	02/11/2021
DL01 Level 9 Floor Plan	Fender Katsalidis	DL1-DA109 Rev 02	02/11/2021
DL01 Level 10 Floor Plan	Fender Katsalidis	DL1-DA110 Rev 02	02/11/2021
DL01 Level 11 Floor Plan	Fender Katsalidis	DL1-DA111 Rev 03	02/11/2021
DL01 Level 12 Roof Plan	Fender Katsalidis	DL1-DA112 Rev 03	02/11/2021
DL01 Typical Suite Detail Plans	Fender Katsalidis	DL1-DA150 Rev 03	02/11/2021
DL01 South East Elevation	Fender Katsalidis	DL1-DA200 Rev 03	02/11/2021
DL01 North West Elevation	Fender Katsalidis	DL1-DA201 Rev 03	02/11/2021
DL01 North East Elevation	Fender Katsalidis	DL1-DA202 Rev 03	02/11/2021

DL01 South West Elevation	Fender Katsalidis	DL1-DA203 Rev 03	02/11/2021
DL01 Sections Sheet 1	Fender Katsalidis	DL1-DA250 Rev 03	02/11/2021
DL01 Sections Sheet 2	Fender Katsalidis	DL1-DA251 Rev 03	02/11/2021
DL01 3D Views	Fender Katsalidis	DL1-DA400 Rev 03	02/11/2021
DL01 & SL03 Shadow Studies	Fender Katsalidis	DL1-DA405 Rev 03	02/11/2021
DL01 & DL03 Shadow Studies	Fender Katsalidis	DL1-DA406 Rev 03	02/11/2021
DL01 & DL03 Materiality	Fender Katsalidis	DL1-DA450 Rev 03	02/11/2021
Architectural Exemplars	Fender Katsalidis	DL1-DA451 Rev 03	02/11/2021
DL01 & DL03 Development Summary	Fender Katsalidis	DL1-DA500 Rev 03	02/11/2021

1.4 Where a discrepancy or conflict exists between the written conditions of this approval and the approved plans, the requirements of the written condition(s) will prevail.

1.5 All conditions of this approval must be complied with in full to Council's satisfaction prior to the release of the survey plan or the commencement of the use, whichever is the sooner, unless an alternate timeframe is provided within a specific condition, or the condition is intended to be on-going.

1.6 The applicant shall demonstrate and provide evidence that compliance with all conditions of this development approval and any other subsequent development approvals as a result of this development approval have been complied with at the time of sealing the survey plan or commencement of the use, whichever is the sooner.

1.7 A copy of this decision notice and the stamped, approved plans/drawings must be retained onsite at all times. This decision notice must be read in conjunction with the stamped, approved plans to ensure consistency in construction, establishment and maintenance of approved works.

2.0 CONCURRENCE AGENCY CONDITIONS

2.1 The applicant is to note the concurrence agency response set out in the Department of State Development, Manufacturing, Infrastructure and Planning's letter dated 18 January 2021 attached to this Decision Notice.

3.0 OTHER DEVELOPMENT PERMITS

3.1 Other development permits which may be required to allow the development to be undertaken are listed below and these conditions do not affect the need to obtain such permits, namely:

- Development Permit(s) for Material Change of Use;
- Development Permit(s) for Building Works;
- Development Permit(s) for Reconfiguring a Lot;
- Development Permit(s) for Operational Works
- Plumbing and Drainage Works

3.2 The developer must also obtain all other permits, approvals and authorities required by other legislation.

4.0 CURRENCY PERIOD

4.1 In accordance with section 85 of the Planning Act 2016, the Variation Approval has a currency period of six (6) years.

5.0 COMPLETION PERIOD

5.1 In accordance with section 88 of the Planning Act 2016, The Variation Approval lapses to the extent the development is not completed within ten (10) years from the date of the decision notice.

6.0 ACCREDITATION AND OPERATION

6.1 The development must achieve a 5-star or higher luxury hotel rating under the Star Ratings scheme administered by the Australian Tourism Industry Council (ATIC) and Star Ratings Australia. Where that scheme is discontinued, or is suspended, the rating scheme to be applied must be the equivalent independent rating scheme in force at the time of commencement of the use administered by the official accrediting body for hotel ratings in Australia at that time as determined by Council in writing.

6.2 The approved development must be operated for the life of the development by a single management entity as an integrated tourist facility, and the land must not be sub-leased to separate entities or fragmented into separate titles.

7.0 CAR PARKING

7.1 A Car Parking Management Plan is to be provided with the lodgment of the Development Permit for Material Change of Use development application.

8.0 WATER QUALITY

8.1 The applicant is to comply with the executed Infrastructure Agreement titled Infrastructure Agreement 2020 and dated 10 June 2020.

9.0 WATER AND SEWER INFRASTRUCTURE

9.1 A detailed water and sewer network analysis (prepared at no cost to Council) must be undertaken and submitted with any application for Development Permit to demonstrate the proposed demand of the development can be adequately serviced by the reticulated water and sewer networks.

9.2 If as a result of the network analysis it is determined that works are required to upgrade the reticulated water and/or sewerage networks, to accommodate the additional demand on the existing system by the development, then such work must be carried out at the applicant's cost prior to the connection of the site into the reticulated networks.

10.0 MISCELLANEOUS

10.1 If any item of cultural heritage is identified during site works, all work must cease and the relevant State Agency must be notified. Work can resume only after State Agency clearance is obtained.

10.2 Any alteration necessary to electricity, telephone, water mains, sewerage mains, and/or public utility installations resulting from the development or in connection with the development, must be at full cost to the developer.

10.3 It is the developer's responsibility for the full rectification of any damage caused to neighbouring public infrastructure (such as footpaths, driveways, fences, gardens, trees

and the like) caused by contractors, including clean-up of any litter or waste that is a result of the subject development.

11.0 ADVISORY NOTES

11.1 Hours of work

It is the developer's responsibility to ensure compliance with the Environmental Protection Act 1994, which prohibits any construction, building and earthworks activities likely to cause nuisance noise (including the entry and departure of heavy vehicles) between the hours of 6.30 pm and 6.30 am from Monday to Saturday and at all times on Sundays or Public Holidays.

11.2 Dust Control

It is the developer's responsibility to ensure compliance with the Environmental Nuisance of the Environmental Protection Act 1994 which prohibits unlawful environmental nuisance caused by dust, ash, fumes, light, odour or smoke beyond the boundaries of the property during all stages of the development including earthworks and construction.

11.3 Sedimentation Control

It is the developer's responsibility to ensure compliance with the Environmental Protection Act 1994 and Schedule 9 of the Environmental Protection Regulation 2008 to prevent soil erosion and contamination of the stormwater drainage system and waterways.

11.4 Noise During Construction and Noise in General

It is the developer's responsibility to ensure compliance with the Environmental Protection Act 1994.

11.5 General Safety of Public During Construction

It is the project manager's responsibility to ensure compliance with the Work Health and Safety Act 2011. It states that the project manager is obliged to ensure construction work is planned and managed in a way that prevents or minimises risks to the health and safety of members of the public at or near the workplace during construction work.

It is the principal contractor's responsibility to ensure compliance with the Work Health and Safety Act 2011. It states that the principal contractor is obliged on a construction workplace to ensure that work activities at the workplace prevent or minimise risks to the health and safety of the public at or near the workplace during the work.

It is the responsibility of the person in control of the workplace to ensure compliance with the Work Health and Safety Act 2011. It states that the person in control of the workplace is obliged to ensure there is appropriate, safe access to and from the workplace for persons other than the person's workers.

11.6 Development infrastructure required to be provided in implementing this development approval is non-trunk development infrastructure as described under section 145 of the *Planning Act 2016*.

11.7 Should any change to the Variation Approval be sought and achieved, consideration by the applicant should also be had to the consequences on the related approvals (and the potential need to make subsequent changes to these related approvals).

11.8 Enquiries relating to the aforementioned conditions should be directed to the Planning and Development Directorate who will direct the enquiry to the relevant officer.

12.0 CANAL STREET RESORT DEVELOPMENT CODE

1. Code Application

This code applies to development for a material change of use for a resort complex on the site.

2. Definitions

2.1. Other than as provided in 2.2, terms used in this code are as defined in Schedule 1 of the planning scheme.

2.2. The following specific definitions apply under this code, and these definitions prevail over any definition given elsewhere, to the extent of any conflict:

a) ***Approved Plan of Development*** *means the plan of development approved under the variation approval and described as follows:*

Author	***Title***	***Drawing No and Revision***	***Date***
Fender Katsalidis	*Site Plan*	*DL1-DA004/03*	*2.11.2021*
	Basement 2 Floor Plan	*DL1-DA098/01*	*2.11.2021*
	Basement 1 Floor Plan	*DL1-DA099/03*	*2.11.2021*
	Ground Floor Plan	*DL1-DA100/03*	*2.11.2021*
	Mezzanine Floor Plan	*DL1-DA100M/03*	*2.11.2021*
	Level 1 Floor Plan	*DL1-DA101/03*	*2.11.2021*
	Level 2 Floor Plan	*DL1-DA102/03*	*2.11.2021*
	Level 3 Floor Plan	*DL1-DA103/03*	*2.11.2021*

Author	***Title***	***Drawing No and Revision***	***Date***
	Level 4-9 Floor Plan	*DL1-DA104/02*	*2.11.2021*
	Level 10 Floor Plan	*DL1-DA110/02*	*2.11.2021*
	Level 11 Floor Plan	*DL1-DA111/03*	*2.11.2021*
	Roof Plan	*DL1-DA112/03*	*2.11.2021*
	Typical Suite Detail Plans	*DL1-DA150/03*	*2.11.2021*
	South-East Elevation	*DL1-DA200/03*	*2.11.2021*
	North-West Elevation	*DL1-DA201/03*	*2.11.2021*
	North-East Elevation	*DL1-DA202/03*	*2.11.2021*
	South-West Elevation	*DL1-DA203/03*	*2.11.2021*
	Sections Sheet 1	*DL1-DA250/03*	*2.11.2021*
	Sections Sheet 2	*DL1-DA251/03*	*2.11.2021*
	Development Summary	*DL1-DA500/03*	*2.11.2021*

b) ***Approved Supporting Material*** *means the supporting material approved under the variation approval.*

c) ***Council*** *means the Whitsunday Regional Council.*

d) ***CPTED*** *means Crime Prevention Through Environmental Design.*

e) ***GFA*** *means gross floor area as defined in Schedule 1 of the planning scheme.*

f) ***Lot 187*** *means Lot 187 on SP219978.*

g) ***Northern Precinct of Port of Airlie*** *means the land area comprising of Lot 105 on SP232115 and 106 on SP172255 and directly associated roads and lots.*

h) ***Planning Scheme*** *means the Whitsunday Regional Council Planning Scheme 2017, in force at 20 December 2019.*

i) ***RPEQ*** *means a registered professional engineer, Queensland.*

j) ***Self-Contained*** *means an accommodation suite in the development that includes food preparation and laundry facilities.*

k) ***The Site*** *means a registered lot generally in accordance with Lot 1 shown on Drawing No. 432289-PO2 Issue D as approved by Council under DA 20191165.*

l) ***Variation Approval*** *means the material change of use preliminary approval that varies the effect of the planning scheme given under Council's decision notice referenced 20191415 and dated INSERT.*

3. Purpose and Overall Outcomes

3.1. The purpose of this code is to ensure that the development of the site is in accordance with the variation approval and contributes to the development of the northern precinct of Port of Airlie as a vibrant and activated mixed-use urban place, displaying a high standard of architecture, urban design and landscaping, including excellent connectivity and permeability for users of all forms of transport.

3.2. The purpose of the code will be achieved through the achievement of the following overall outcomes:

a) The development is in accordance with the variation approval.

b) The development contributes to the establishment of the northern precinct of Port of Airlie as an attractive, vibrant and activated, mixed-use place defined by a high standard of architecture, urban design and landscaping.

c) The development contributes to ensuring that Canal Street functions as a safe, amenable and attractive environment for all users and for users of both vehicular and active transport modes.

d) The development achieves a high standard of sustainability, safety and amenity for all users.

e) The development provides safe, efficient and functional vehicular access, circulation and parking arrangements that meet the needs of all users.

f) The development is fully serviced in accordance with Council standards.

g) The construction of the development is effectively managed to minimise disruption and environmental and amenity impacts.

Performance Outcomes for Assessable Development and Acceptable Outcomes for Assessable and Accepted Development

Performance Outcomes	Acceptable Outcomes
Variation Approval	
PO1 The development is designed, constructed and operated generally in accordance with the variation approval.	AO1.1 The development complies with all conditions of the variation approval.
	AO1.2 The development is in accordance with the approved plan of development and approved supporting material.
	AO1.3 The development is a resort complex that incorporates the following facilities, in accordance with the approved plan of development: a) A range of accommodation suites to meet the individual and varying needs of guests; b) a conference/functions centre, including function rooms, a pre-function lobby and a ballroom; c) a lobby bar and restaurant;

Performance Outcomes	Acceptable Outcomes
	d) a gift or specialty shop (limited to a maximum GFA of 100m²); e) a spa and fitness centre; f) a swimming pool; g) a roof terrace and bar; and h) back-of-house and service/plant facilities.
	AO1.4 The building height of the development does not exceed a maximum of 47 metres.
	AO1.5 The GFA of the development does not exceed a maximum of 12,600m²
	AO1.6 The total site cover of the development does not exceed a maximum of 65%.
	AO1.7 The minimum setbacks of the development to the lot boundaries are as shown on the approved plan of development.

Performance Outcomes	Acceptable Outcomes
Activation	
PO2 The development contributes to the activation of Canal Street as a vibrant, mixed-use precinct.	AO2.1 a) The *porte cochere* and main entrance to the development faces and is directly visible and accessible from Canal Street; and b) the following facilities are located within the entrance lobby area of the development: i. the gift/speciality shop, and ii. a restaurant and bar.
PO3 The development contributes to the activation of the adjoining park areas forming parts of Lot 187.	AO3.1 a) The ground floor lounge and dining terrace directly addresses the two parks, as shown on the approved plan of development, and are not enclosed. b) The common boundaries of the development site and the two parks are not fenced, and site landscaping includes footpath linkages between both parks and the development. c) Site landscaping includes suitable feature lighting for illumination of footpaths, feature trees and buildings.

Performance Outcomes	Acceptable Outcomes
Visual and Environmental Amenity	
PO4 The development enhances the visual and environmental amenity of the site and surrounding local area through incorporating a high standard of architecture, urban design and landscaping.	AO4.1 The development is designed, detailed and supervised by a practising architect, registered with the Board of Architects QLD and a member of the Royal Australian Institute of Architects to ensure all the following: a) All building materials are of a high-quality specification and durability. b) Construction and material detailing are designed so that elements are clearly articulated. c) Fixings and construction methodology of each element to be concealed. d) Building material junctions and conditions are designed as a suite of visually compatible details. e) Curved elements are formed or manufactured as curved elements and not faceted. f) The principle façade design intent as shown on the approved plan of development is maintained by way of the balcony soffits being formed with a raked soffit to visually diminish edges. g) Roof plant services are fully concealed within the building envelope and integrated into the roof terrace and pergola structure.

Performance Outcomes	Acceptable Outcomes
	h) All building services are concealed within the basement or building envelope generally.
	AO4.2 a) The site and the upper floors of the development are landscaped at the time of initial construction and generally in accordance with the landscaping plan forming part of the approved supporting material. b) Except where otherwise shown on the approved supporting material, all species used in the landscaping are from the Planting Species List under the Landscaping Planning Scheme Policy (as amended). c) Site landscaping maximises the conservation of water by directing natural runoff to landscaped areas of the site. d) Site landscaping includes mature trees and other specimens at the time of initial establishment. e) Streetscape landscaping includes mature shade trees. f) All landscaping includes irrigation systems and is permanently maintained generally in accordance with the landscaping plan forming part of the approved supporting material. d) Site landscaping includes suitable feature lighting for illumination of footpaths, feature trees and buildings.

Performance Outcomes	Acceptable Outcomes
	AO4.3 a) The landscaping of the site merges seamlessly with that of the adjoining park areas forming parts of Lot 187; and b) the landscaping within the site and within the two adjoining parts of Lot 187 is maintained at all times by the resort complex operator.
	AO4.4 All plant, service and utility areas and installations for the development are located within the built form of the development or are otherwise acoustically and visually screened.
Private Open Space	
PO5 All accommodation suites have direct access to an adequate area of private open space.	AO5.1 Every accommodation suite has direct access to a private balcony with a minimum depth of 1.5m.
Vehicular Access, Circulation and On-Site Parking	
PO6 Vehicular access, circulation and on-site parking maintains Canal Street as a low-speed vehicular environment that maximises safety and amenity for all users.	AO6.1 a) The *porte cochere* maintains a one-way flow of vehicles, including coaches. b) The *porte cochere* exit lane includes signage directing coaches to turn right only into Canal Street.

Performance Outcomes	Acceptable Outcomes
	c) The ramp to the basement car park is designed to: i. permit one-way access into the basement only, ii. include no-entry signage for coaches, and iii. include no-exit signage for all vehicles at the basement end. d) All vehicular egress from the basement car park, and all heavy and service vehicle access and egress, is to be exclusively via the two-way ramp located at the north-eastern corner of the basement. e) All deliveries, loading/unloading and waste collection activities are confined to the loading dock, as shown on the approved plan of development. f) The design and operation of the vehicular circulation is in accordance with the approved plan of development and is certified by an RPEQ traffic engineer as generally in accordance with the following standards (as applicable and as amended): • AS/NZS 2890.1:2004 • AS 2890.2:2018 • AS 2890.3:2015 • AS/NZS 2890.6:2009
PO7 The development provides on-site parking to meet expected peak demand, in accordance with applicable design standards.	AO7.1 a) Other than short-term parking within the *porte cochere* for passenger pick-up and drop-off, a minimum of 253 car parking spaces is provided within the basement.

Performance Outcomes	Acceptable Outcomes
	b) Nine additional car parking spaces are provided for resort complex staff at ground level. c) Secure bicycle parking facilities are provided to meet peak demand. d) The design and operation of the car park is in accordance with the approved plan of development and is certified by an RPEQ traffic engineer as generally in accordance with the following standards (as applicable and as amended): • AS/NZS 2890.1:2004 • AS 2890.2:2018 • AS 2890.3:2015 • AS/NZS 2890.6:2009
CPTED	
PO8 The development maximises casual surveillance of adjacent public spaces, including parks and streets.	AO8.1 a) Public and common areas of the hotel front onto the public park forming part of Lot 187. b) Hotel security operations include external surveillance systems. c) Appropriate lighting is provided for illumination of external areas and to maximise the effective use of security monitoring and surveillance systems.

Performance Outcomes	Acceptable Outcomes
Lighting	
PO9 The development utilises appropriate lighting for the security of all users, whilst not impacting on the amenity of surrounding land uses	AO9.1 Glare conditions and excessive light spill into adjacent lots and land uses is avoided, or minimised through measures such as: a) The use of architectural elements and/or landscaping treatments to block or reduce excessive light spill to locations where it would cause nuisance; and/or b) The alignment of driveways and service areas to minimise vehicular headlight impacts on residential receptors, including private open space areas.
	AO9.2 All access points, building entrances, footpaths and foyers are provided with adequate illumination that is consistent with AO9.1 above.
	AO9.3 All external lighting complies with AS/NZS 4282:2019 *Control of Obtrusive Effects of Outdoor Lighting* and does not exceed a light intensity of 8 lux, measured any boundary of the site and at any level of the development.

Performance Outcomes	Acceptable Outcomes
Services	
PO10 The development is serviced by all required infrastructural services.	AO10.1 a) The development is connected to Council's reticulated water supply and sewerage networks, in accordance with the approved supporting material and the Whitsunday Regional Council Development Manual (as amended). b) The development is connected to electricity and telecommunications services in accordance with the requirements of the relevant service providers. c) Stormwater runoff from the development is collected within the site and directed to a lawful point of discharge, being Council's stormwater management network in Canal Street, in accordance with Whitsunday Regional Council (WRC) Development Manual. d) Effective stormwater quality management infrastructure is provided in accordance with the following (as applicable at the time of development): i. the approved supporting material; ii. the WRC Development Manual; iii. the WRC Stormwater Quality Guideline; and the iv. Stormwater Management Design Objectives under the State Planning Policy 2017.

Performance Outcomes	Acceptable Outcomes
	e) The operational works application for the development is to include all applicable information specified in Table 5 of the WRC Stormwater Quality Guideline. f) Road and vehicular access are provided to the development in accordance with the approved plan of development, the approved supporting material and the Whitsunday Regional Council Development Manual (as amended).
Construction Management	
PO11 The construction of the development is managed to minimise impacts on local amenity to a reasonable and acceptable level, and so as not to cause any environmental nuisance.	AO11.1 A construction management plan, including or addressing the following matters as a minimum, is prepared and issued to Council for monitoring purposes: a) Containment and mitigation of dust and any other airborne emissions, b) an erosion and sediment control plan, prepared and supervised by an RPEQ engineer, c) protection of existing infrastructure, d) waste management and recycling, e) mitigation of acoustic and lighting emissions, f) limitations on days and hours of operation, g) a system of vehicular access, circulation, parking and traffic management, and

Performance Outcomes	Acceptable Outcomes
	h) a complaint management process, including contact details of responsible parties.

PART B - DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE OF PREMISES FOR SEVEN (7) MULTIPLE DWELLING UNITS/SHORT-TERM ACCOMMODATION UNITS

1.0 ADMINISTRATION

1.1 The approved development must be completed and maintained generally in accordance with the approved drawings and documents:

Plan/Document Name	Prepared By	Plan Number	Dated
DL3 Ground Floor Plan	Fender Katsalidis	DL3-DA100 Rev 01	11/11/2020
DL3 Level 1 Floor Plan	Fender Katsalidis	DL3-DA101 Rev 01	11/11/2020
DL3 Level 2 Floor Plan	Fender Katsalidis	DL3-DA102 Rev 01	11/11/2020
DL3 Roof Plan	Fender Katsalidis	DL3-DA103 Rev 01	11/11/2020
DL3 Townhouse Detail Plan	Fender Katsalidis	DL3-DA150 Rev 01	11/11/2020
DL3 Elevations	Fender Katsalidis	DL3-DA200 Rev 01	11/11/2020
DL3 Elevations	Fender Katsalidis	DL3-DA201 Rev 01	11/11/2020
DL3 Sections	Fender Katsalidis	DL3-DA250 Rev 01	11/11/2020

1.2 The applicant is to comply with the Department of State Development, Manufacturing, Infrastructure and Planning's conditions as outlined in the Department's correspondence dated 19 February 2020.

1.3 The following further development permits are required prior to commencement of work on site or commencement of the use:

- Operational Works:
  - Access;
  - Erosion Prevention and Sediment Control
  - Stormwater;
  - Water Infrastructure;
  - Sewerage Infrastructure.
- Plumbing and Drainage Works;
- Building Works;

All Operational Works, Plumbing and Drainage Works Development Permits must be obtained prior to the issue of a Building Works Development Permit.

1.4 Where a discrepancy or conflict exists between the written conditions of this approval and the approved plans, the requirements of the written condition(s) will prevail.

1.5 All conditions of this approval must be complied with in full to Council's satisfaction prior to the commencement of the use.

1.6 The applicant shall demonstrate and provide evidence that compliance with all conditions of this development approval and any other subsequent development approvals as a result of this development approval have been complied with at the time of commencement of the use.

2.0 CLEARING, LANDSCAPING AND FENCING

2.1 A detailed landscaping plan prepared in accordance with Council's PSP Landscaping is to be provided with the lodgement of the first operational works application.

2.2 The detailed landscaping plan is to be include details on the boundary fencing along the side and rear of the townhouses.

2.3 No front boundary fencing is permitted.

3.0 WATER INFRASTRUCTURE

3.1 The development must be connected to Council's water network prior to commencement of the use.

3.2 A Development Permit for Operational Works (Water Infrastructure) must be obtained prior to commencement of work on site. Any application for Operational Works (Water Infrastructure) must be accompanied by engineering design drawings, and certifications of the design, demonstrating compliance with Council's Development Manual (current at the time of development) and this Decision Notice.

3.3 Each dwelling within the development must be provided with a sub-meter in accordance with Whitsunday Regional Council's Sub Metering Policy and the requirements of the Plumbing and Wastewater Code (part 4) prior to the commencement of the use.

3.4 Prior to commencement of use on the site, the applicant must lodge with Council a civil RPEQ engineer's design and construction certification (by an experienced and qualified engineer). The certification must be addressed to Council and must certify that all Water Infrastructure works have been designed and constructed according to the conditions of this Decision Notice and the Whitsunday Regional Council Development Manual.

4.0 SEWERAGE INFRASTRUCTURE

4.1 The development must be connected to Council's sewerage network prior to commencement of the use.

4.2 A Development Permit for Operational Works (Sewer Infrastructure) must be obtained prior to commencement of work on site.

4.3 Any application for Operational Works (Sewer Infrastructure) must be accompanied by engineering design drawings, and certifications of the design, demonstrating compliance with Council's Development Manual (current at the time of development) and this Decision Notice.

4.4 Sewerage infrastructure must be constructed to comply with S6 "Sewer Reticulation" of Council's Development Manual, Council's Standard Drawings and Water Services Association of Australia Sewerage Code of Australia. Where a discrepancy or conflict exists between Council's Development Manual and the Sewerage Code, the requirements of Council's Development Manual will prevail.

4.5 Prior to commencement of use on the site, the applicant must lodge with Council, a civil RPEQ engineer's design and construction certification. The certification must be addressed to Council and must certify that all Sewer Infrastructure works have been designed and constructed according to the conditions of this Decision Notice and the Whitsunday Regional Council Development Manual.

5.0 ACCESS AND PARKING

5.1 A Development Permit for Operational Works (Access) must be obtained prior to commencement of work on site.

5.2 Any application for Operational Works (Access) must be accompanied by detailed engineering drawings demonstrating compliance with the Whitsunday Regional Council Development Manual, AS2890, AS1428 and this Decision Notice

5.3 The external access from the pavement edge/kerb to the property boundary must be constructed to comply with the dimensions, gradients and specifications as indicated on Council's Standard Drawing RS-049 prior to signing of the survey plans.

5.4 Accesses must be located so as to achieve Safe Intersection Sight Distance in accordance with Section 3 of Austroads Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections.

5.5 Prior to commencement of use on the site, the applicant must lodge with Council, a civil RPEQ engineer's design and construction certification. The certification must be addressed to Council and must certify that all internal accesses, driveways, circulation roads, aisles, parking bays and manoeuvring areas comply with the requirements of the Whitsunday Regional Council Development Manual, AS2890 and AS1428.

5.6 A minimum of two (2) car parking spaces must be provided for each townhouse.

6.0 STORMWATER AND FLOODING

6.1 A Development Permit for Operational Works (Stormwater Infrastructure) must be obtained prior to commencement of work on site.

6.2 Any application for Operational Works (Stormwater Infrastructure) must be accompanied by engineering design drawings, including calculations and certifications of the design, demonstrating compliance with Queensland Urban Drainage Manual, Whitsunday Regional Council Development Manual and this Decision Notice.

6.3 The stormwater design is to provide for the developed flows from the site to be piped to a legal point of discharge.

6.4 Stormwater for the development must include gross pollutant traps, or other appropriate water quality measures, within the system adequate to ensure stormwater from the site must not cause measurable levels of water pollutants in the receiving waters to fall outside the acceptable ranges specified in the 'Australian Water Quality Guidelines for Fresh and Marine Waters', ANZECC 2000.

6.5 Prior to commencement of use on the site, the applicant must lodge with Council, a civil RPEQ engineer's design and construction certification. The certification must be addressed to Council and must certify that the roof and allotment drainage works have been constructed in accordance with the requirements of Queensland Urban Drainage Manual, the Whitsunday Regional Council Development Manual and this Decision Notice and will not cause adverse effects to adjoining or downstream properties or infrastructure.

6.6 Each building must be provided with a minimum habitable floor level (as defined by the Whitsunday Regional Planning Scheme 2017) of 4.53m AHD.

7.0 WATER QUALITY

7.1 The applicant is to comply with the executed Infrastructure Agreement titled Infrastructure Agreement 2020 and dated 10 June 2020.

8.0 ELECTRICITY AND TELECOMMUNICATIONS

8.1 Provide electricity and telecommunications connection to the proposed development to the requirements of the relevant authority. The application must submit to Council, either:

(a) a certificate of supply demonstrating that existing low-voltage electricity supply is available to the newly created development; or

(b) a certificate of supply that the applicant has entered into an agreement with the authorized electricity supplier, Ergon, to provide electricity services to the newly created development, payment has been received and the connection will be completed at a date in the future.

If low-voltage electricity supply is unavailable to the newly created development then the applicant must provide a certificate of supply of the proposed electricity connection date to all future property owners prior to entering into a contract of sale for the newly created lots prior to commencement of the use.

9.0 ENVIRONMENTAL MANAGEMENT PLAN (EMP)

9.1 A Development Permit for Operational Works (Erosion Prevention and Sediment Control Management Plan) must be obtained prior to commencement of work on site.

9.2 Prior to commencement of any work on the site, the applicant must submit to Council for approval, a site-based Erosion Prevention and Sediment Control Plan for the site.

9.3 The plan must be prepared in accordance with Council's Development Manual and the Best Practice Erosion & Sediment Control – November 2008 (IECA White Book).

9.4 The strategy of the plan must be implemented and maintained for the duration of the operational and building works, and until exposed soil areas are permanently stabilised (e.g. turfed, concreted).

9.5 Discharges of water pollutants, wastewater or stormwater from the site must not cause measurable levels of water pollutants in the receiving waters to fall outside the acceptable ranges specified in the 'Australian Water Quality Guidelines for Fresh and Marine Waters', ANZECC 2000.

9.6 No visible emissions of dust must occur beyond the boundaries of the site during earthworks and construction activities on the site. If, at any time during the earthworks and construction activities the dust emissions exceed the levels specified above, all dust generating activities must cease until the corrective actions have been implemented to reduce dust emissions to acceptable levels or wind conditions are such that acceptable levels are achieved.

10.0 OPERATION

10.1 The approved development must be constructed in one stage, by one developer, and only following completion of the construction of the basement parking levels associated with the Resort development on adjoining proposed Lot 1.

10.2 The approved development must be managed by the Resort operator as an integral part of the resort for the life of the development.

11.0 MISCELLANEOUS

11.1 If any item of cultural heritage is identified during site works, all work must cease and the relevant State Agency must be notified. Work can resume only after State Agency clearance is obtained. The Applicant is reminded of their obligations under the Aboriginal Cultural Heritage Act, 2003 and the Torres Strait Islander Cultural Heritage Act 2003. Further information and databases are available from the Department of Aboriginal and Torres Strait Islander Partnerships at: www.datsip.qld.gov.au

11.2 Any alteration necessary to electricity, telephone, water mains, sewerage mains, and/or public utility installations resulting from the development or in connection with the development, must be at full cost to the developer.

11.3 Any building materials, equipment and the like must be appropriately tied down, placed indoors and secured on site at the time of preparation for cyclone events. The on site supervisor is to ensure that all contractors/employees take the necessary steps to secure the construction site in the event of a cyclone.

11.4 All construction materials, waste, waste skips, machinery and contractors' vehicles must be located and stored or parked within the site. No storage of materials, parking of construction machinery or contractors' vehicles will be permitted in Council road reserves or adjoining land unless written permission from the owner of that land and Council is provided.

11.5 It is the developer's responsibility for the full rectification of any damage caused to neighbouring public infrastructure (such as footpaths, driveways, fences, gardens, trees and the like) caused by contractors, including clean up of any litter or waste that is a result of the subject development.

12.0 ADVISORY NOTES

12.1 Hours of work

It is the developer's responsibility to ensure compliance with the Environmental Protection Act 1994, which prohibits any construction, building and earthworks activities likely to cause nuisance noise (including the entry and departure of heavy vehicles) between the hours of 6.30 pm and 6.30 am from Monday to Saturday and at all times on Sundays or Public Holidays.

12.2 Dust Control

It is the developer's responsibility to ensure compliance with the Environmental Nuisance of the Environmental Protection Act 1994 which prohibits unlawful environmental nuisance caused by dust, ash, fumes, light, odour or smoke beyond the boundaries of the property during all stages of the development including earthworks and construction.

12.3 Sedimentation Control

It is the developer's responsibility to ensure compliance with the Environmental Protection Act 1994 and Schedule 9 of the Environmental Protection Regulation 2008 to prevent soil erosion and contamination of the stormwater drainage system and waterways.

12.4 Noise During Construction and Noise in General

It is the developer's responsibility to ensure compliance with the Environmental Protection Act 1994.

12.5 General Safety of Public During Construction

It is the project manager's responsibility to ensure compliance with the Work Health and Safety Act 2011. It states that the project manager is obliged to ensure construction work is planned and managed in a way that prevents or minimises risks to the health and safety of members of the public at or near the workplace during construction work.

It is the principal contractor's responsibility to ensure compliance with the Work Health and Safety Act 2011. It states that the principal contractor is obliged on a construction workplace to ensure that work activities at the workplace prevent or minimise risks to the health and safety of the public at or near the workplace during the work.

It is the responsibility of the person in control of the workplace to ensure compliance with the Work Health and Safety Act 2011. It states that the person in control of the workplace is obliged to ensure there is appropriate, safe access to and from the workplace for persons other than the person's workers.

12.6 Enquiries relating to the aforementioned conditions should be directed to the Planning and Development Directorate who will direct the enquiry to the relevant officer.

ANALYSIS

Council has received the following Development Application, which has been assessed against the provisions of the relevant legislation as reported below.

1. Application Summary

Proposal:	Development Application for Preliminary Approval (Variation Request) for Material Change of Use - Resort Complex; and Development Permit for Material Change of Use of Premises for Seven (7) Multiple Dwelling Units/Short-Term Accommodation Units
Landowner	Meridien AB Pty Ltd (Receivers & Managers Appointed) & Meridien Airlie Beach Pty Ltd (Receivers & Managers Appointed)
Property Address:	24 Coconut Grove, Airlie Beach
Property Description:	L: 105 SP: 232115
Area of Site:	1.205ha
Planning Scheme	Whitsunday Regional Council Planning Scheme – July 2017 (V3.7)
Planning Scheme Zone:	Mixed use zone
Level of assessment	Impact assessable
Overlays:	Acid sulphate soils overlay Coastal environment overlay Infrastructure overlay
Existing Use:	Vacant
Existing Approvals:	20191165 - Development Application for Development Permit for Reconfiguration of a Lot - Two (2) Lots into Thirteen (13) Lots and Access Easement
Public Notification:	21 April 2021 – 7 June 2021
Submissions received:	Properly made - 1707 Not properly made - 535 Total - 2242
State referrals:	State transport thresholds - The proposed development includes more than 50 dwellings and can accommodate more than 75 persons
Infrastructure charges:	$103,365.31

2. Site Details

2.1. Location

The site is in the Port of Airlie, Airlie Beach, on the southern side of Coconut Grove between Airlie Esplanade and Ocean Road, and also near the western end of the unnamed and unformed road widely known as Canal Street. Refer to Locality Plan within **Attachment 3**.

2.2. Zoning

The subject site is in the Mixed use zone and Precinct F of the *Whitsunday Regional Council Planning Scheme 2017* (the Scheme). Precinct F provides a maximum building height of 18 metres. Refer to Zoning Plan within **Attachment 3**.

2.3. Site description

The land parcel is irregular in shape and adheres to the alignment of the surrounding roads and marina boardwalk with frontages to Coconut Grove and Canal Street. The site is effectively level with a general elevation of around 4 metres AHD. The site is turfed but otherwise contains no vegetation or other significant physical attributes. The land is approved to be subdivided into allotments as shown on the proposal plans.

2.4. Access

The site achieves access from Coconut Grove from two existing roundabout locations. Access to the proposed allotments will be provided by the subdivision works.

2.5. Surrounding uses

The subject site is located between the existing commercial centre of Airlie Beach and the development at the Port of Airlie, which includes the Boathouse development and Cruise Whitsundays Ferry Terminal. In the immediate vicinity of the proposal the development is generally medium rise and features mainly commercial and short-term accommodation development.

3. Proposal Details

This Development Application is for two separate elements on proposed Lots 1, and 3, comprising a site area of 5,723m^2:

a Preliminary Approval (Variation Request) for a Resort Complex to establish the Canal Street Resort Development Code (overriding the Whitsunday Regional Council Planning Scheme 2017); and
a Development Permit for Material Change of Use of Premises for 7 units for permanent and short-term accommodation uses.

The proposal plans are included within **Attachment 3**.

3.1 Preliminary Approval – Resort Complex

The proposal can be further described as approving the framework for a 12-storey resort complex. The proposal plans submitted illustrate a 46.7 metre tall, ‘high end’ or ‘luxury’ hotel development comprising the following elements:

180 rooms/suites, consisting of:
- 9 accessible rooms of 37m2 each
- 18 junior suits of 48m2 each
- 153 standard rooms of 36m2 each

Conference/functions centre, including a ballroom, capable of accommodating over 170 seated delegates/guests or over 480 cocktail delegates/guests
Spa
Fitness centre
Yoga deck
Pool terrace and amenities
An all-day dining restaurant and lobby bar
Speciality retail area
Roof terrace and bar
Back of house and maintenance areas

The above ground built form will include a 12.6m high podium, accommodating the ground level and Level 1, with a landscaped pool terrace occupying part of the podium roof at Level 2. The upper levels (Level 2-11) comprising the accommodation will be in the form of a tower structure occupying the balance of the podium roof with external landscaping provided at all levels. Standard and accessible rooms and junior suites will be located on all accommodation levels including landscaped private balconies. Level 12 will contain a landscaped roof terrace, containing a bar, shaded seating areas and guest amenities and back of house and plant structures.

The two-level basement area will contain 262 car parking spaces, in part under a volumetric easement burdening proposed Lot 3 and benefiting proposed Lot 1. Access to the basement car park will be via a one-way ramp leading down from the at-grade *porte-cochere* area in Canal Street, with a combined ingress/egress ramp for cars and heavy vehicles to the rear of the development. It is intended that the hotel will operate a valet parking service for guests. A garbage-handling area and loading dock will be located near the northern entrance to the site, to facilitate access by service, delivery and garbage vehicles. It is noted the basement will also incorporate a volumetric easement for access to the basement of an adjacent development on proposed Lot 2.

<u>Variation Request</u>

The application involves a preliminary approval (variation request) to enable the abovementioned development description for the Resort complex (not the Multiple Dwelling Units) to be subject to assessment against the Canal Street Resort Development Code (the Development Code). The effect of the variation will be the Material Change of Use application required to authorise the construction of the development will be assessed against the provisions of the Canal Street Resort Development Code and not the *Whitsunday Regional Council Planning Scheme 2017*. It is important to note the proposal plans submitted form part of the assessment benchmarks within the Development Code, acting only as an ‘acceptable outcome’ to achieve compliance. The Development Code does not mandate that the building in the proposal plans must be built as illustrated.

3.2 Material Change of Use of Premises for Seven Multiple Dwelling Units/Short-Term Accommodation Units

The development permit for permanent/short-term accommodation seeks to develop seven attached, terrace-style 3 storey townhouses. The townhouses are proposed to be used on a flexible basis for either short or long term occupancy managed by the resort complex. The maximum height proposed for the townhouses is 10.8m. Each townhouse will include a double garage, informal lounge, laundry/bathroom, veranda and landscaped courtyard at ground floor level, with living areas at Level 1 and bedrooms/study at Level 2.

4. Planning Assessment

The Development Permit for Multiple Dwelling Units/Short-Term Accommodation application is subject to code assessment subject to section 45(3) of the Planning Act 2016 and an assessment against the Strategic Framework of the Planning Scheme is not required, just the applicable Codes.

The Preliminary Approval for the Resort Complex requires Council to make an assessment under 4 sections of the *Planning Act, 2016* in chronological order as follows:

Step	Description	PA section
1	Consideration of the Proposed Development (Resort Complex Component only) (a) Council **must** assess against the assessment benchmarks in the Planning Scheme for the development (including the height limitation in the mixed use zone code). (b) Council **must** have regard to any other matter prescribed by regulation for section 45(5)(a) of the PA, which is listed in Schedule 10 of the *Planning Regulation 2017* (**PR**) (per section 31 of the PR). This includes, relevantly: (i) any development approval for, and any lawful use of, the premises or adjacent premises; (ii) the common material; (iii) the Mackay, Isaac and Whitsunday Regional Plan 2012; and (iv) the 2017 State Planning Policy. (c) Council **may** assess against or have regard to any other relevant matter, other than a person's personal circumstances (e.g. planning need and economic factors in respect of premium hotels)	45(5)
2	Council **must** decide to approve all or part, approve all or part with conditions or refuse the Proposed Development (Resort Complex Component only), after carrying out the assessment at step 1.	60(3)
3	Consideration of the variation request: After steps 1 and 2 Council **must** consider:	61(2)

Step	Description	PA section
	(a) The result of the assessment of the Proposed Development undertaken as step 1 (and the ultimate decision, being step 2). (b) The consistency of the proposed Canal Street Resort Development Code (as at 07.04.2021) with the current planning controls for the Land under the Planning Scheme. (c) The fact that the variations sought propose to remove submission rights for later development applications for a resort complex on the site, where not exceeding a building height of 47 metres. The proposed tables of assessment (Table 1) makes such development code assessable. This should be considered in the context of the level of detail provided with the Development Application. (d) The matters prescribed by section 32 of the PR, being relevantly: (i) the common material; (ii) the Mackay, Isaac and Whitsunday Regional Plan 2012; and (iii) the State Planning Policy (July 2017).	
4	Council **must** decide to approve all or some of the variations sought, or different variations from those sought, or refuse the variations sought.	61(3)

The following assessment deals with both elements of the application.

4.1. State Assessment and Referral Agency (SARA)

The Application was referred to the State Assessment Referral Agency (SARA) as the proposed development includes more than 50 dwellings and can accommodate more than 75 persons (State transport thresholds). No conditions of approval have been issued. The SARA response is annexed to this report as **Attachment 4**.

4.2. State Planning Policy – July 2017

The State Planning Policy (SPP) includes interim development assessment requirements to ensure that State interests are appropriately considered by local government when assessing development applications where the local government Planning Scheme has not yet appropriately integrated all of the State's interests in the SPP. As the most recent SPP (July 2017) has not been reflected in the *Whitsunday Regional Council Planning Scheme 2017*, Part B of the SPP confirms that it applies to the assessment of the development application.

<u>State Interest – Liveable Communities</u>

Not Applicable.

<u>State Interest – Mining and Extractive Resources</u>

Not Applicable.

State Interest – Water Quality

The *Canal Street Resort Complex Development Code* includes assessment provisions for water quality which are considered consistent with requirements of the SPP and Council's Planning Scheme. The development site is subject to an Infrastructure Agreement requiring stormwater quality improvement devices to be installed at building works stage.

State Interest – Natural Resources, Risk and Resilience

The subject site is mapped by Council as being subject to coastal hazards. An Infrastructure Agreement sets the storm tide level at 3.7m AHD which formed the basis for the land reclamation works undertaken to create the Port of Airlie.

Notwithstanding, the proposal is not considered to result in a substantial conflict with the prescribed assessment benchmarks of the SPP. To support this assessment, further discussion regarding the technical matters of the coastal hazards can be found within the overlay assessment.

State Interest – Strategic Airports and Aviation Facilities

Not applicable.

4.3. Mackay Isaac and Whitsunday Regional Plan – February 2012

The Mackay, Isaac and Whitsunday Regional Plan was established to provide the vision and direction for the region to 2031. The plan provides guidance about future development of the region and provides a framework to respond to the challenges and opportunities which may arise. An assessment against the Desired Regional Outcomes is provided.

(Note: The Mackay Isaac and Whitsunday Regional Plan is not applicable to the Development Permit for Multiple Dwelling Units/Short-Term Accommodation application).

Regional Framework: Desired Regional Outcomes:

Strategic Directions – Sustainability, Climate Change and Natural Hazards

The principle of sustainability underpins the regional plan, balancing biodiversity, urban development, community identity and the economy. The impacts of the development are viewed on balance as promoting sustainability in the region. The impacts of climate change and the interaction with natural hazards is noted with the development interfacing foreshore areas. Mitigations measures are available to ensure the development is responsive to these hazards with further discussion in the overlay assessment of this report.

Strategic Directions – Environment

The natural environment underpins the economy and lifestyle enjoyed by the residents of the region. The proposal is located on reclaimed land suitable for urban development.

Strategic Directions – Regional Landscapes

The regional landscapes are the basis of the social, economic, tourism and cultural values of the region. The proposal is located on reclaimed land suitable for urban development. It is acknowledged the proposals visual impact in a regional context interacts with the visual impression of the coastal landscapes. Further discussion on this point is located within the strategic framework discussion and assessment of variations.

Strategic Directions – Natural Resource Management

Not Applicable.

Strategic Directions – Strong Communities

The region is made up of many local communities, each with its own unique character and identity. Strengthening the region's communities will occur through consolidating and improving built environments, understanding the unique character and identity of place and the needs of individual groups and working in partnership with communities to guide planning and decision-making processes. The proposed development is a noted consolidation of the built environment, efficient for a number of practical land development reasons, however, is largely at odds with the character and identity views expressed by a portion of the local community.

Strategic Directions – Strong Economy

Economic viability is a key element in ensuring the region's sustainability and growth. The principal drivers for attaining sustainable economic development include population growth, business and industry opportunities and diversity, a skilled workforce and good environmental management. Diverse employment opportunities will assist in attracting and accommodating current and future residents and retaining young families in rural areas. Appropriate opportunities need to be available to enable employment related development to occur. The proposal has the potential to provide direct and indirect employment opportunities and also associated economic growth opportunities. Further discussion on the economic impacts of the development is located within the assessment of variations.

Strategic Directions – Managing Growth

Providing a more compact urban settlement pattern focusing on existing towns and cities will provide better levels of accessibility, and cost-effective provision of infrastructure and services. These strategies will assist in limiting the loss of valuable resources, such as agricultural land, and environmental values of the region. The proposal is suitably located for urban development and provides a density which can be supported by existing services and infrastructure.

Strategic Directions – Urban Form

Towns and cities are the focus for further growth in employment, housing and the provision of services. A priority of the regional plan is to contain growth in existing urban areas or those

immediately adjacent to urban areas. The proposal provides an efficient use of available land for urban development from a land development perspective.

Strategic Directions – Infrastructure and Servicing

Any growth in the region will inevitably add pressure to existing infrastructure networks. The preferred settlement pattern seeks to minimise adverse impacts and deliver cost-effective and efficient infrastructure services. The proposal is suitably located within the existing urban area which is serviced by all necessary infrastructure networks.

Strategic Directions – Transport

Establishing a more compact urban form will improve the effectiveness and efficiency of transport. Containing urban development and encouraging higher density residential development in close proximity to activity centres and employment nodes will enable people to live, work and play in the same area. This results in less dependency on motor vehicles, and a stronger emphasis on walking and cycling to destinations. The proposal is ideally located close to the Airlie Beach town centre and the existing pedestrian and cycle networks.

4.4. Whitsunday Regional Council Planning Scheme 2017

4.4.1. Strategic Framework

The Strategic framework sets the policy direction for the Planning Scheme and forms the basis for ensuring appropriate development occurs in the Planning Scheme area for the life of the Planning Scheme.

(Note: The Strategic Framework is not applicable to the Development Permit for Multiple Dwelling Units/Short-Term Accommodation application).

Strategic Intent

The Planning Scheme sets the policy direction to ensure that to 2036 and beyond, the Whitsundays is a prosperous, liveable and sustainable region which will be achieved through the integration of the unique attributes and competitive advantages of each township. The region's townships and communities have a strong and proud social identity. The promotion and protection of the region's environmental values is significant to the expressed identities, including the unique scenic values, which consist of key urban gateways, views and vistas.

Strategic Intent – Theme 1 - Liveable communities and housing

The proposal is consistent with the liveable communities and housing element of the strategic intent. The subject site is consistent within the desired settlement pattern of the region and the proposal supports the hierarchy of centres with commercial uses proposed which are envisaged in the Mixed use zone.

Strategic Intent – Theme 2 - Economic growth

The proposal has the potential to add to the economic resilience, wealth creating and employment generating capacities. The proposal provides for a new tourism accommodation offering within Airlie Beach, with an associated major regional function facility adjacent to the Airlie Beach Main Street and Esplanade area. To support the development application a Hotel Need Analysis prepared by Urban Economics was provided to demonstrate there is a planning need for the development. The report outlines:

There is clear and pressing economic and community need for the development of hotel rooms in the Whitsunday Mainland area and in the delivery of premium hotel rooms that will contribute to and support the growth and sustainability of the Whitsunday tourism industry. The Port of Airlie site presents the opportunity to deliver significant economic, social and environmental benefits for the Whitsunday region, and there is planning and economic need for the delivery of the hotel at the heights proposed in generating these significant economic, social and environmental benefits.

Strategic Intent – Theme 3 - Environment and heritage

The strategic framework outlines that *the core landscape values within the Region are to be protected and, if practical, enhanced*. Relevant to the proposal, the core landscape values include the major scenic routes along Shute Harbour Road and the boating routes along the coastline. The proposal is acknowledged to exceed the nominated building height of the Mixed-use zone, therefore, to determine the visual impact of the built form a Visual Impact Assessment (VIA) was submitted by the applicant and is annexed to this report in **Attachment 5**. The findings of the VIA are:

Overall, while the proposed building will intrude into panoramic bay and forested mountain views as seen from most viewpoints, such intrusion will in all cases represent only a small proportion of the bay and mountain views. No receptor will have their panoramic views blocked. The Proposed Development will introduce a new and taller urban character to the POA and Airlie Beach. It will complement the intended future urban intensity of the POA and adjacent Airlie Beach township and existing dense hillside development. The Proposed Development will frame the eastern end of the town centre and provide a visual reference point along the dense coastal stretch for the Port of Airlie Marina development. It will be highly visible, but conversely also has the urban design potential to create a landmark building and 'place marker' for Airlie Beach.

Discussion on the visual impact of the proposal is contained within the variation assessment.

Strategic Intent – Theme 4 - Safety and resilience to hazards

The strategic framework seeks to avoid or mitigate potential adverse environmental impacts of development. The proposal does not result in additional risks to persons or property within adopted risk management criteria. Detailed discussion is contained with the overlay code assessment.

Strategic Intent – Theme 5 - Infrastructure

The proposed development is suitably located to maximise the efficient use of the region's infrastructure networks. Subject to the imposition of reasonable and relevant conditions the region's infrastructure networks will be protected. Any future application for a development permit will require a network assessment of relevant infrastructure and recommendations for any required upgrades.

4.4.2. Overlay Codes

Acid sulfate soils overlay code

The subject site is partially identified being subject to acid sulfate soils. The proposal is located on reclaimed land for which only clean fill was utilised. Therefore, it is unlikely any acid sulfate soils will be disturbed during construction activities.

Coastal environment overlay code

The subject site is located within the coastal protection overlay for coastal erosion and high and medium storm tide inundation. The site is not at risk of coastal erosion processes from wave action due to:

- A protected marina, including wave attenuation infrastructure designed to deflect waves and currents arising from a storm event;
- Sheet pile walls encircling the marina; and
- Built infrastructure in the form of a constructed boardwalk between the marina and site.

In the event that maintenance is required om this infrastructure, adequate land access is provided via the boardwalk corridor. On this basis, it is considered the subject site is not at risk of coastal erosion processes.

In addressing the coastal inundation mapping, only a small portion of the subject site is identified being within the high storm tide inundation area, with the remainder in the medium storm tide inundation area. The proposed development is an increase in the intensity of development expected by the Planning Scheme, however it is considered no additional burden will be placed on disaster management response or recovery capacities and capabilities and there is existing road infrastructure, including a clear and efficient means of access to the State-controlled Road network.

Council is currently revising its adopted storm surge levels with new information and these will be reflected in the major amendment to the Planning Scheme. In responding to this data, a minimum habitable floor level of 4.53mAHD has been conditioned for all habitable buildings at the request of the applicant.

Infrastructure overlay code

The subject site is identified within the public passenger transport buffer and major electricity buffer. The development of the site as proposed will have no material impact on either of these infrastructure items.

4.4.3. Zone Code

Mixed use zone code

The proposal is to be assessed against the Mixed use zone code. The proposed townhouses and Resort Complex are consistent with the intent of the zone. The development will achieve necessary connections to all required infrastructure networks to be delivered through lot creation. As required by the code the proposal incorporates a high standard of architecture, urban design and landscaping which will deliver a functional building and streetscape. The proposal will adjoin future development on Lots 105 and 106. The orientation of the proposal is such that matters such as traffic, noise, lighting, waste, fumes, odours, hours of operation, privacy, overlooking and public health and safety can be managed with the imposition of development conditions.

The development site is supported by the existing transport, pedestrian and bicycle networks. It is proposed, as part of works to create the development lots, that an internal road, pedestrian and bicycle network will be constructed. In addition, the Coconut Grove/Airlie Esplanade roundabout is planned to be realigned to provide a more functional alignment with Canal Street. The full range of urban services will be made available to the development site, with any necessary upgrades conditioned to be delivered by the developer.

The intended role and function of the mixed use zoned land at the northern end of Port of Airlie is to provide a higher quality mix of land uses which take advantage of their proximity to the centre of Airlie Beach and its visually prominent marina location. The tourism character of the proposal is consistent with the mixed use environment of the precinct, with the commercial uses primarily servicing the needs of guests, whilst also open to residents and visitors. The subject site is directly adjacent to land located within the District Centre zone which primarily caters for dining and entertainment uses. The proximity of the development to these uses is in keeping with the intended role and function desired.

The code requires consideration that …*the scale, character and built form of development contributes to a high standard of amenity in keeping with the intended role and function of the particular precinct…* The townhouses will integrate with the nearby existing residential development immediately adjoining the site at One Airlie and the Beacons.

The resort complex is an appropriate use in the zone and a significant scale and built form is expected, however the building height is not consistent with maximum height limits in Precinct F. The proposal has a maximum height of 46.7m. This is in conflict with Overall Outcome H which nominates a maximum building height of 18m.

This non-compliance is discussed in further detail below.

4.4.4. Development Codes

Multi-unit uses code

(Note: The Multi-unit Uses Code is not applicable to the Preliminary Approval (Variation Request) application).

The proposed 7 units are considered to comply with the relevant benchmarks of the code. The units are located on a suitably sized allotment. The design of the buildings addresses the street frontage compliant with the code. The site coverage of the proposal exceeds the nominated site overage of the code by 9.15%, at 69.15%. This site coverage is considered to meet the performance outcome as it is consistent with the character of the area at higher densities and has ample open space areas.

The proposal does not meet the acceptable outcome for the nominated building setbacks, however the proposal meets the performance outcome as it provides for visual continuity of the streetscape. No communal open space is proposed as there will be no common property, however each unit is provided with ample private open space and the Port of Airlie complex and marina will provide public spaces and streets for dining and recreation activities.

Infrastructure code

The proposal can achieve connections to all necessary infrastructure networks. A condition of approval can be imposed requiring a network analysis to accompany the lodgement of the development permit required for material change of use to demonstrate, at that time, sufficient capacity exists in the networks. The Canal Street Resort Development Code provides suitable assessment provisions to ensure the objectives of the Infrastructure Code are delivered.

An engineering services report has been provided to support the proposed Multiple Dwelling Units/Short-Term Accommodation application. The report demonstrates the units can achieve connections to all necessary infrastructure networks. Conditions of approval can require these works to be carried out under operational works.

Landscaping code

A landscaping concept plan has been provided to support the development application. The concept plan identified a landscaping intent which is consistent with the code. The Canal Street Resort Development Code provides suitable assessment provisions to ensure the objectives of the Landscaping code are delivered.

Indicative concept plans have been provided which demonstrate there is sufficient area on site for the provision of landscaping for the proposed Multiple Dwelling Units/Short-Term Accommodation application. Conditions of approval can require landscaping to be provided in accordance with Council’s Planning Scheme Policy.

Transport and parking code

To support the development application technical reporting has been provided by Q Traffic and Trevor Glasson Consulting Services. The development requires a total of 304 carparks as identified in the Planning Scheme as follows:

Land Use	Type	Yield	Car Parking Requirement	Spaces Required
Short-term accommodation (hotel)	1 bedroom	180 units	1 space/unit	180.0
			1 visitor space/5 units	36.0
Bar		217m^2	1 space/10m^2 GFA	21.7
Function facility		488m^2	1 space/15 m^2 GFA	32.5
Indoor sport and recreation (fitness centre & yoga deck)		199m^2	1 space/20 m^2 TUA	10.0
Food and drink outlet (restaurant)		424m^2	1 space/25 m^2 TUA	17.0
Shop (retail)		83m^2	1 space/25 m^2 TUA	3.3
Day Spa		125m^2	1 space/40 m^2 GFA	3.1
Planning Scheme Total				**304**

The proposal includes provision of 262 spaces which is 42 spaces short of the minimum car parking provision provided within the acceptable outcome of the Transport and Parking code.

A peer review of the technical reports was completed by SLR Consulting. SLR concluded that a reduced car parking provision for the development is likely to be supportable.

It is accepted practice that a 30% cross utilisation rate is relevant to commercial/entertainment land uses when located within an accommodation complex. Applying this rate, a reduced total provision of 277 spaces would be required. The proposal falls 15 spaces short of 277 spaces (5%). The provision of 262 spaces will adequately provide for the needs of the development.

5.2 Canal Street Resort Development Code – Assessment Benchmarks

The Preliminary Approval (Variation request) seeks to adopt assessment benchmarks which are specific for the development in the form of a Canal Street Resort Development Code (CSRDC). The structure of the CSRDC is a suitable alternative for the development codes of the Planning Scheme to provide development specific benchmarks. The Code requires the delivery of a 'premium resort complex'. This is not defined in the code, but a suitable condition relating to industry standards for hotel developments can be imposed.

The CSRDC includes provisions about visual appearance and management requirements to guide future assessment of an application for a development permit. The performance outcomes provide the opportunity for a development permit application for a different building design from that presented in the proposal plans submitted, albeit within a defined three-dimensional building envelope. Matters of design are inevitably subjective and difficult to quantify, which presents some uncertainty about the degree to which a fresh design will achieve compliance with the Development Code. These are decisions for a future time.

5.3 Maximum Building Height

The preliminary approval (variation request) proposes to vary the maximum building height in the Mixed use zone code from 18m to 47m.

The key Planning Scheme non-compliance, is the proposal's non-compliance with overall outcome (h) of the Mixed Use zone code:

'…unless otherwise specified in a local plan code or Table 6.2.13.2.1 (Maximum building heights in Mixed use zone), development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level'.

The Land is not subject to a local plan code. The maximum building height in Table 6.2.13.2.1 for Airlie Beach Precinct F is 18m. The Proposed Development has a maximum height of 46.7m. There is clear non-compliance with the Planning Scheme in this respect. It is of considerable note that the height restriction is an overall outcome of the Zone Code. While the planning rationale for the provision is for built form to be 'compatible with the intended scale and character of the streetscape and surrounding area' the maximum heights themselves are made a feature of the overall outcome, as opposed to a performance or acceptable outcome in order to achieve a broader overall outcome, as would ordinarily be the case.

Council may also consider any other relevant matter in its assessment of the proposed development under step 1 per section 45(5)(b) of the PA. Here, planning need is a crucial component of the Development Application.

Planning Need

Need and economics of the proposal are to be considered within step 1 of the assessment. Meridien has supplied the following economic reports demonstrating 'need' for the Proposed Development:

Hotel Need Analysis by Urban Economics – July 2020
Report by Axsia Organisation – July 2020 (Appendix A to Urban Economics Report).

The Urban Economics Report finds a substantial economic, community and planning need for the proposed 'premium/upmarket hotel development, including at the heights proposed'. This includes reference to Council's Whitsunday Region Economic Development Strategy 2017-2021, which states: 'In particular, the region needs more 4 to 5 star plus accommodation providing the highest quality hotel service, retail, recreational, leisure and entertainment facilities and restaurants. This sort of facility is lacking perhaps most notably on the mainland at Airlie Beach where serviced apartments are the most common form of short-stay accommodation and the backpacker market dominates'. This statement reflects Council's position of a need for premium accommodation generally in Airlie Beach and for Airlie Beach to be recognised as a world-class tourist destination.

The Hotel Need Analysis outlines the direct and indirect economic benefits of the development to the region, with the following key benefits summarised as follows:

$77 million direct and indirect construction effect
200 direct and indirect construction jobs

$10 million in direct construction wages
240 ongoing FTE operational jobs
$7.9 million in annual operational wages
380 direct and indirect ongoing FTE jobs from operations
48,000 room nights annually
$3.6 million in visitor expenditure generated annually

To capture this opportunity, Axsia Group has submitted information to detail the barriers to the delivery of the project which must be overcome, outside of the physical characteristics required of the hotel, described in section 5.2. Some of the key recommendations present a challenging picture, in particular in the current COVID-19 environment, as follows:

Access to Airlie Beach – Increased demand must be supported by growth in passenger movements to and from Whitsunday Coast Airport.
Improved Local Amenity – Quality of restaurants, bars, entertainment etc needs to improve to cater to the needs of Upper Upscale guests to compete with the mature resort markets.
Time – the ability to support an Upper Upscale hotel will require development of the destination and growth in visitation
Marketing – attracting greater numbers of international, higher yield visitors, group travellers and families as well as the development of new markets such as meetings, conferencing, and events.

Axsia Group concludes these issues need to be properly addressed in order to generate the type of visitors (and in sufficient numbers) to support the viability of the proposed Upper Upscale hotel in Airlie Beach. The issue of need then becomes critical to whether it is viable or otherwise to operate a premium hotel within the maximum height constraints for the land.

This point is addressed by the Axsia report which demonstrates the need for a room capacity of 180 in a tower form in order for a premium hotel to be economically viable at Airlie Beach. Meridien's key drivers for asserting that a lower building height is not sustainable are listed in the Second Information Request Response, dated 7 April 2021. These are:

Minimum number of hotel rooms/suites:
- The proposal will need to contain at least 180 rooms/suits to be viable.

Maximum tower floor plan size
- Each room will need to be a minimum size of at least 36m2 (and include a balcony to every room.
- The number of rooms on each level be restricted to 13 to 15 to maximise operational efficiencies.
- Provide only one elevator shaft to reduce construction and operating costs.
- Minimise the number of heating and cooling systems.

Maximisation of views
- To justify the room price each room requires a view of the ocean, marina or hillside.

Minimum provision of internal amenities/facilities

- a luxury hotel would also need to include high quality in-house amenities, such as food/beverage facilities, a conference/function centre, a pool deck and a gym and spa.

Minimisation of land take up

- Meridien has submitted that 'Simply put, an extensive footprint/lower-rise development configuration would not be viable and would not attract the level of investment necessary to deliver a premium hotel development on the site.'

In October 2021, Council adopted the Whitsunday Economic and Population Study – 2021 Revision prepared by Jon Norling. The revision states that traveller confidence has been affected by the COVID-19 crisis and may lead to a decline in demand and tourism consumption. Traveller behaviour will be influenced by the evolution of the crisis, as well as longer term consumer trends that are reshaping the way people travel.

Reviewing the economic assessment provided by the applicant and the economic reporting commissioned by Council it is evident that building height is not the only likely barrier to development of the proposed hotel.

Visual impact

A Visual Impact Analysis (the VIA) was undertaken to determine the potential visual impacts associated with the proposed development. At a local scale the proposed multi-storey building will be visible from a wider catchment compared with the intended building height of development on the subject land (18m). It will be more visible from flat areas in the Jubilee Pocket valley, on the eastern hillsides in the Airlie Creek valley, the north-eastern parts of Airlie Beach (including foreshore areas) and within the Airlie Beach township itself. Glimpsed views to the taller building will also be available from pockets throughout Airlie Beach. From the north at Pioneer Bay and Mandalay Peninsula, the proposed development will be noticeable against the lower parts of the hillside backdrop.

To assess the visual impact of the proposal, seven viewpoints were selected to be scored between minor, moderate and major. The viewpoints were selected as representative of locations from where the proposed development will be visible in the local area. Of the seven viewpoints selected all but one listed a view impact of "moderate" or greater. The assessment of the viewpoints is located within section 6 of the VIA with the scoring accepted. Council has viewed the impacts this development will provide from these various locations.

To support the Whitsunday Regional Council Planning Scheme 2017 the Whitsunday Region Scenic Amenity Study (the Scenic Amenity Study) was prepared by Cardno. It was recommended that the built form of Airlie Beach be developed such that it is 'visually subordinate to and sensitively integrated with the natural landform and vegetation'. Conversely, visually-intrusive development which is defined as 'new built form that is bulky, imposing and inconsistent with local character (e.g. 'out of place' with respect to colours, materials and roof form) visually intrusive and appears 'imposed' on the landform' is identified as an undesirable form of development for these locations. The characterisation of the findings of the Scenic Amenity Study is supported in the VIA.

The VIA concludes that the visual impact of the development is acceptable. The assessment of the acceptability provided relies on the opinion the development represents the intended or 'new' urban character of Port of Airlie and Airlie Beach and that the proposed development will 'complement' the existing development in Airlie Beach.

The intent of the Planning Scheme and the Scenic Amenity study objectives for Airlie Beach are for a mid-rise built form and that a building of the height proposed is not consistent with the character, both existing and emerging. It is noted that the proposed building is not the first building in Airlie Beach that is greater than 40 m in height, as there are three tall buildings in Hermitage Drive of which one is approximately 46 m high.

Submission Rights

Section 61(2)(c) of the Planning Act 2016 requires the assessment manager to consider the effect of the variations on submission rights for later development applications. It's noted the Canal Street Resort Development Code does not provide the opportunity for submissions to be made against future development applications made under the Development Code. The explanatory notes of the Planning Bill 2015 detail the purpose of s61(2)(c) is to ensure that adequate information is available in the preliminary approval (variation request) for the public to be able to form a reasonable opinion of the proposed development. It's considered the application made to Council clearly details the vision for the site which will guide the future development. The development application contains adequate proposal information via plans of future development and a detailed proposed development code for the public to form an informed view.

5. Draft Airlie Beach Local Plan

On 9 December 2020, Council resolved to adopt the Airlie Beach Local Plan within the proposed amendment to the *Whitsunday Regional Council Planning Scheme 2017*. The amendment package is currently under state interest review, following which public consultation will be carried out. Section 45(8) of the *Planning Act 2016* precludes Council from giving the weight to the draft statutory instrument as it has not been formally amended or replaced.

6. Public Submissions

The development application was placed on public notification between 21 May 2021 and 7 June 2021 in accordance with the relevant provisions of the *Planning Act 2016*. The Notice of Compliance was received on 8 June 2021. 2242 submissions were received during this period of Public Notification of which 1707 were properly made and 535 were not properly made.

The number of the submissions received during public notification is significant with the clear view of the submissions received opposed to the development. The submissions have subsequently been reviewed in detail and summarised below:

Issue	Comment/Condition Number
1. Conflict with the Mackay Isaac and Whitsunday Regional Plan	Discussed in section 4.3 of this report.
2. Conflict with the Strategic Framework of the Planning Scheme	Discussed in section 4.4.1 of this report.
3. Conflict with the mixed use zone code	Discussed in section 4.4.3 of this report.
4. Building height - preference for development to be no higher than the palm trees	Discussed in section 5 of this report.
5. Need for the development there is no demonstrated need for the development the proposal is out of step with tourism trends.	Discussed in section 5 of this report.
6. Architecture and aesthetics the proposal is not an iconic design	This is largely a subjective judgement. The level of architectural design provided is meets the level contemplated by the Planning Scheme.
7. Parking	Discussed in section 4.4.4 of this report.
8. Property values	The impact of property values is not a matter Council can take into consideration in its assessment.
9. Setting of a precedent will lead to the Gold Coast	An application for a variation approval does not by law set a precedent as such approval will not give rights to other development applications to exceed nominated building heights.
10. Traffic generation	Discussed in section 4.4.4 of this report.
11. Increase in crime	No supporting evidence has been provided to support this claim.
12. Loss of views	Discussed in section 5 of this report.
13. Loss of public land and foreshore access site should be used for public facilities and/or amenities	The proposal is located entirely on private land.
14. Environmental impact	The site is suitably located for urban development with a minimal impact on the environment.
15. Impact on the character of Airlie Beach loss of village atmosphere	Discussed in section 5 of this report.
16. The applicants have no intention or ability to deliver this development or a hotel the applicant does not intend and will not deliver the development or a hotel	This is speculative and not relevant to the assessment
17. Storm Tide Inundation	Discussed in section 4.4.2 of this report.

18. The developer is writing their own Planning Codes the code does not deliver assessment benchmarks which will deliver an attractive landform.	This is not unusual in preliminary approvals. If approved, the Code will form part of the Planning Scheme.
19. The project is not consistent with the EIS completed for the Port of Airlie Development.	Development at this site of Port of Airlie is governed by the *Whitsunday Regional Council Planning Scheme 2017* and therefore a development application must be assessed against the provisions of the Scheme.
20. Inability of the region's infrastructure networks to cater for the development	No evidence provided. Future development applications will be required to undertake network analyses to determine infrastructure capacity at the time.

7. Infrastructure Charges

7.1. Adopted Infrastructure Charges Resolution

Infrastructure charges cannot be applied to preliminary approvals. At time of approval of a development permit for material change of use infrastructure charges will be levied.

The following is a breakdown on the Infrastructure Charges for the development permit for Multiple Dwelling Units/Short-Term Accommodation:

	Adopted Charge				
Type of Development	Development Category	Demand Unit & Qty	Charge Rate	Adopted Charge	
MCU	Residential – 3 or more bedroom dwelling house	7	$30,226.70	$211,586.90	
			Total Adopted Charge	$211,586.90	
	Credit				
Type of Development	Development Category	Demand Unit & Qty	Charge Rate	Discount	Total Credit
MCU	Residential – 3 or more bedroom dwelling house	1	$30,226.70	100%	$30,226.70
MCU – Transport	Residential – 3 or more bedroom dwelling house	6	$30,226.70	40%	$72,544.08

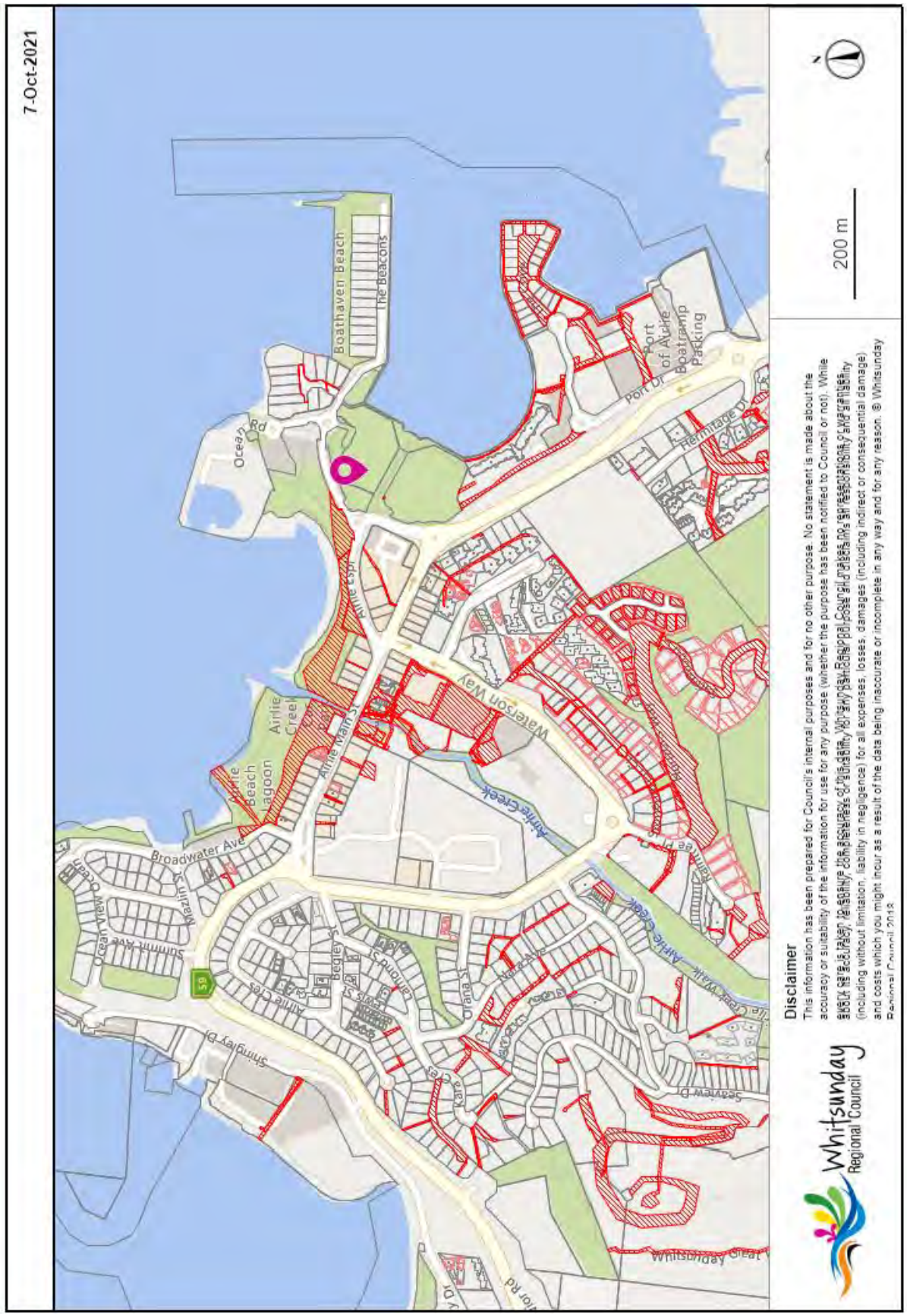
MCU – Public parks and land for community facilities	Residential – 3 or more bedroom dwelling house	6	$30,226.70	3%	$5,440.81
			Total Credit		$108,221.59

*The Port of Airlie development is subject to an Infrastructure Agreement with Whitsunday Regional Council whereby future development will only contribute to water and sewer developer contributions. Clauses 8.2 and 8.3 of the Infrastructure Agreement between the applicant and Council dated 15 March 2006, states that Council will not impose an infrastructure charge for open space, parkland, public facilities, local community purposes, environmental purposes or roads for any developments within the Port of Airlie site.

Current Amount of Levied Charge	**$103,365.31**

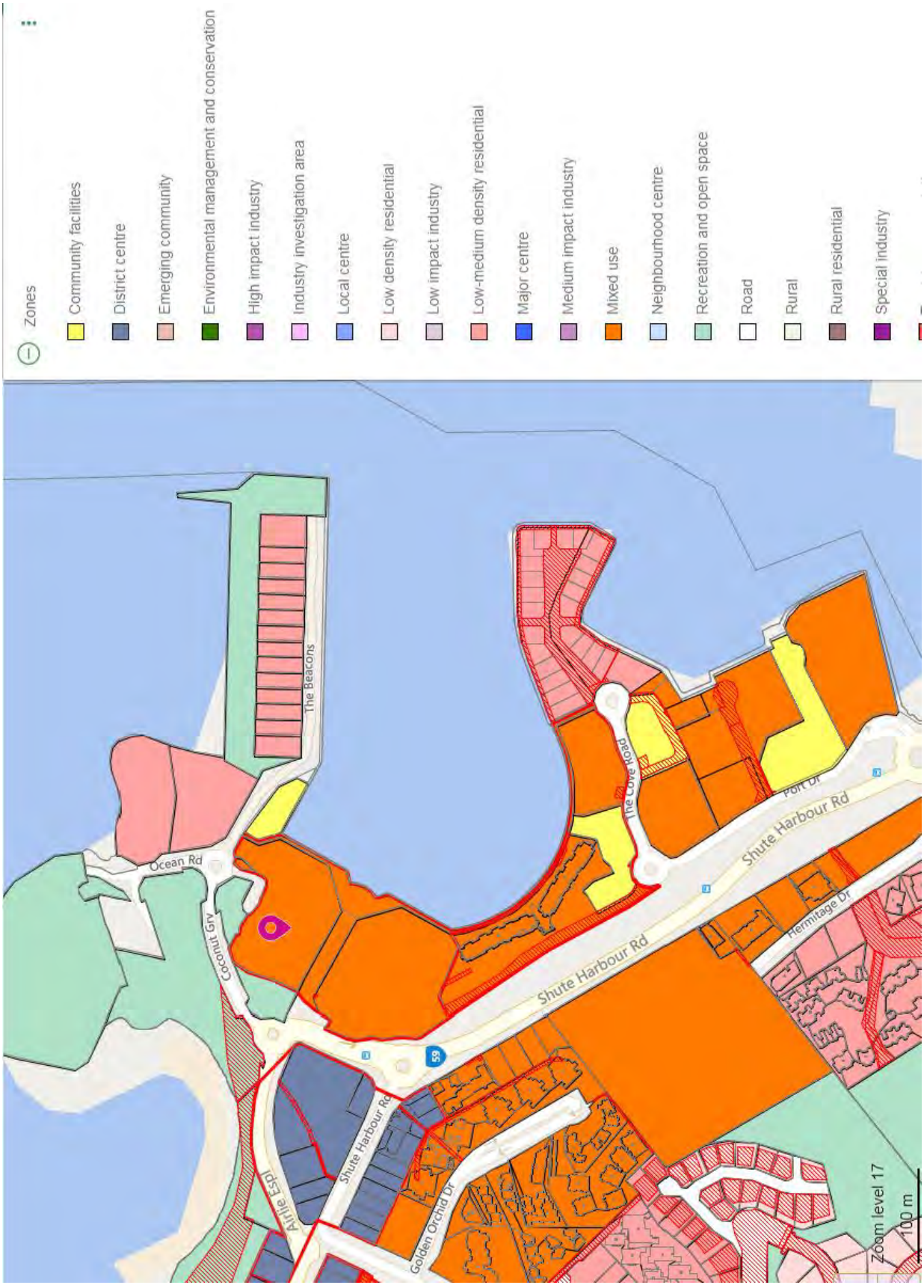
Attachment 13.3.4.3 Plans

Locality Plan



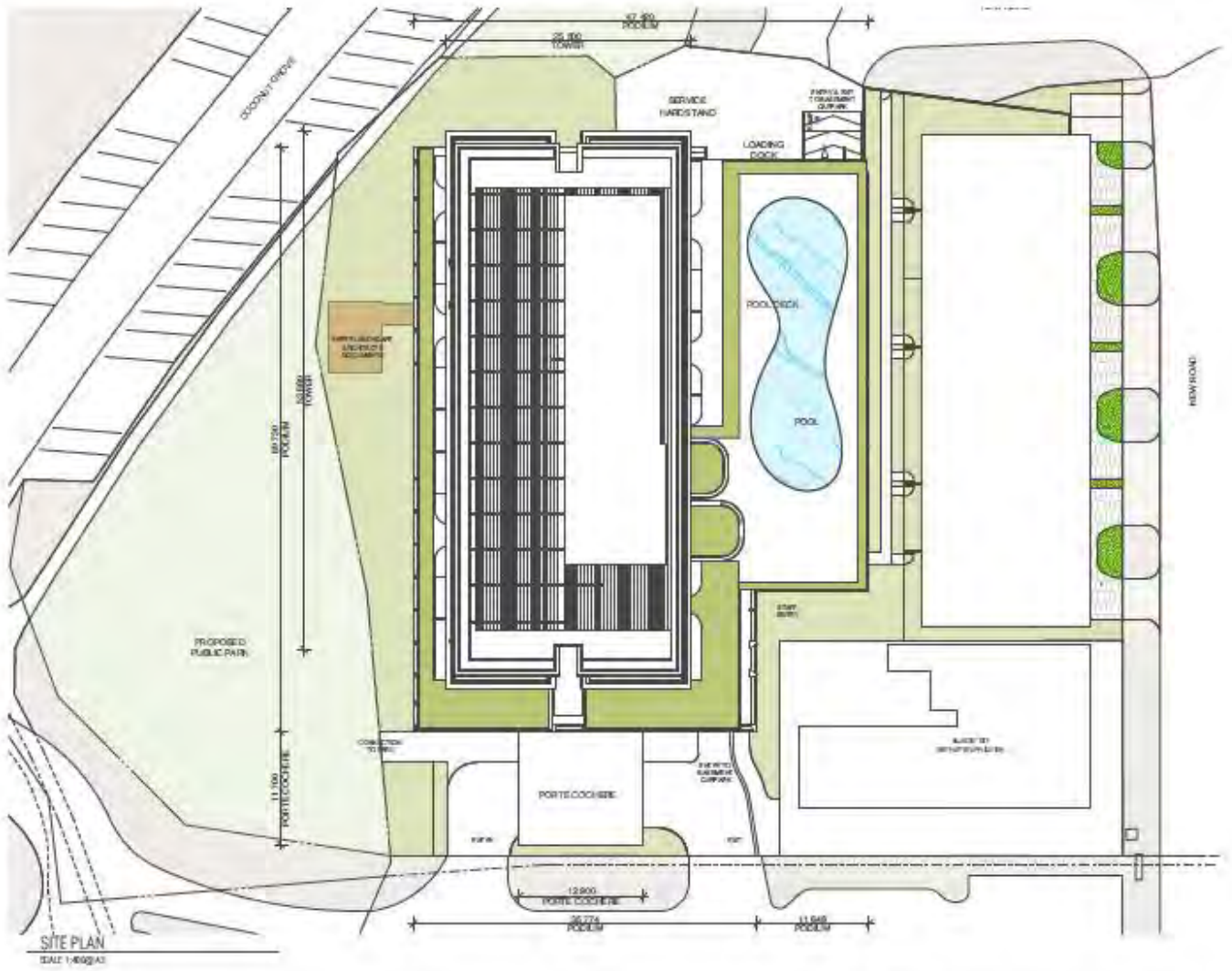
Attachment 13.3.4.3 Plans

Zoning Plan



Proposal Plan



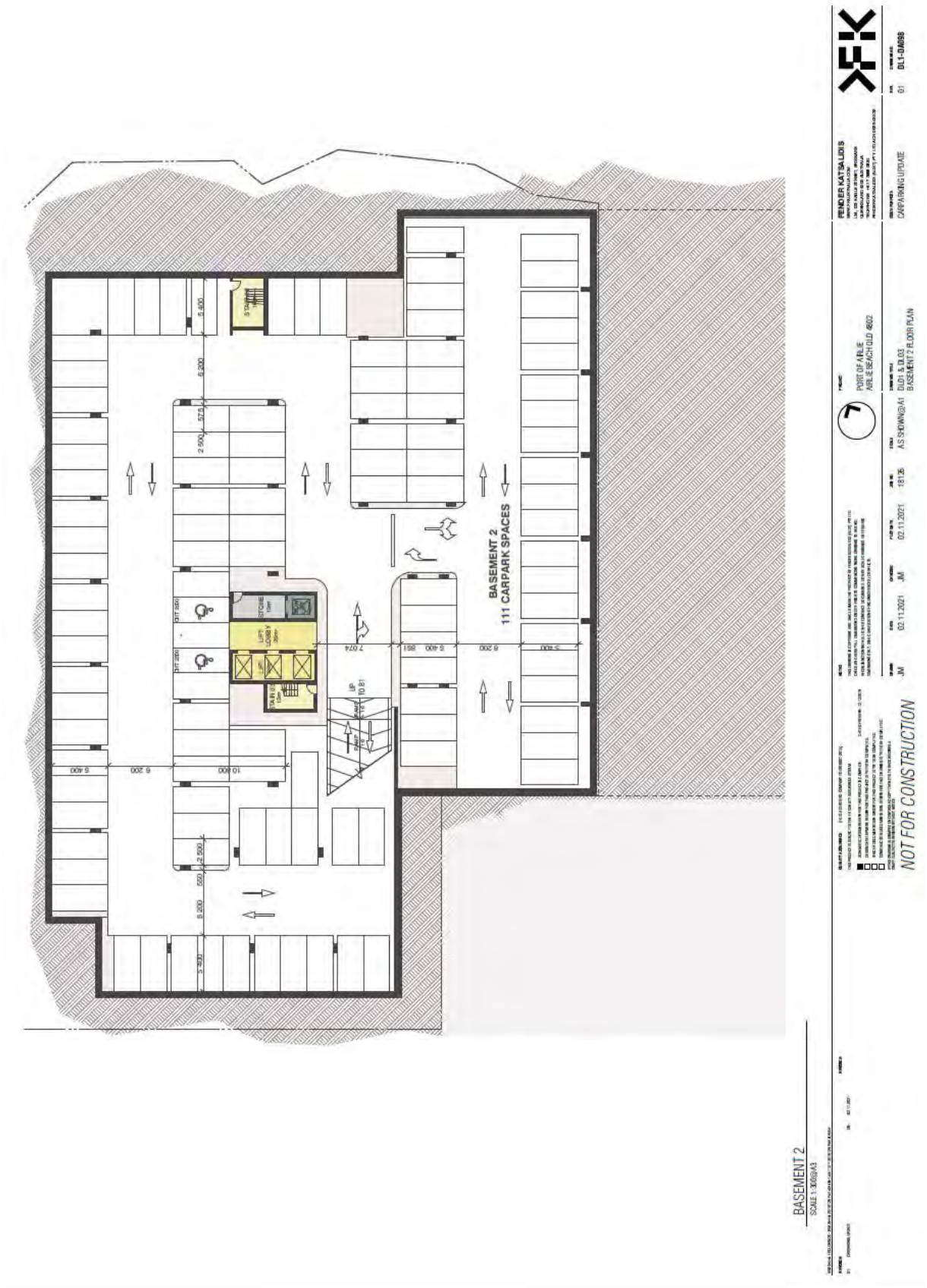


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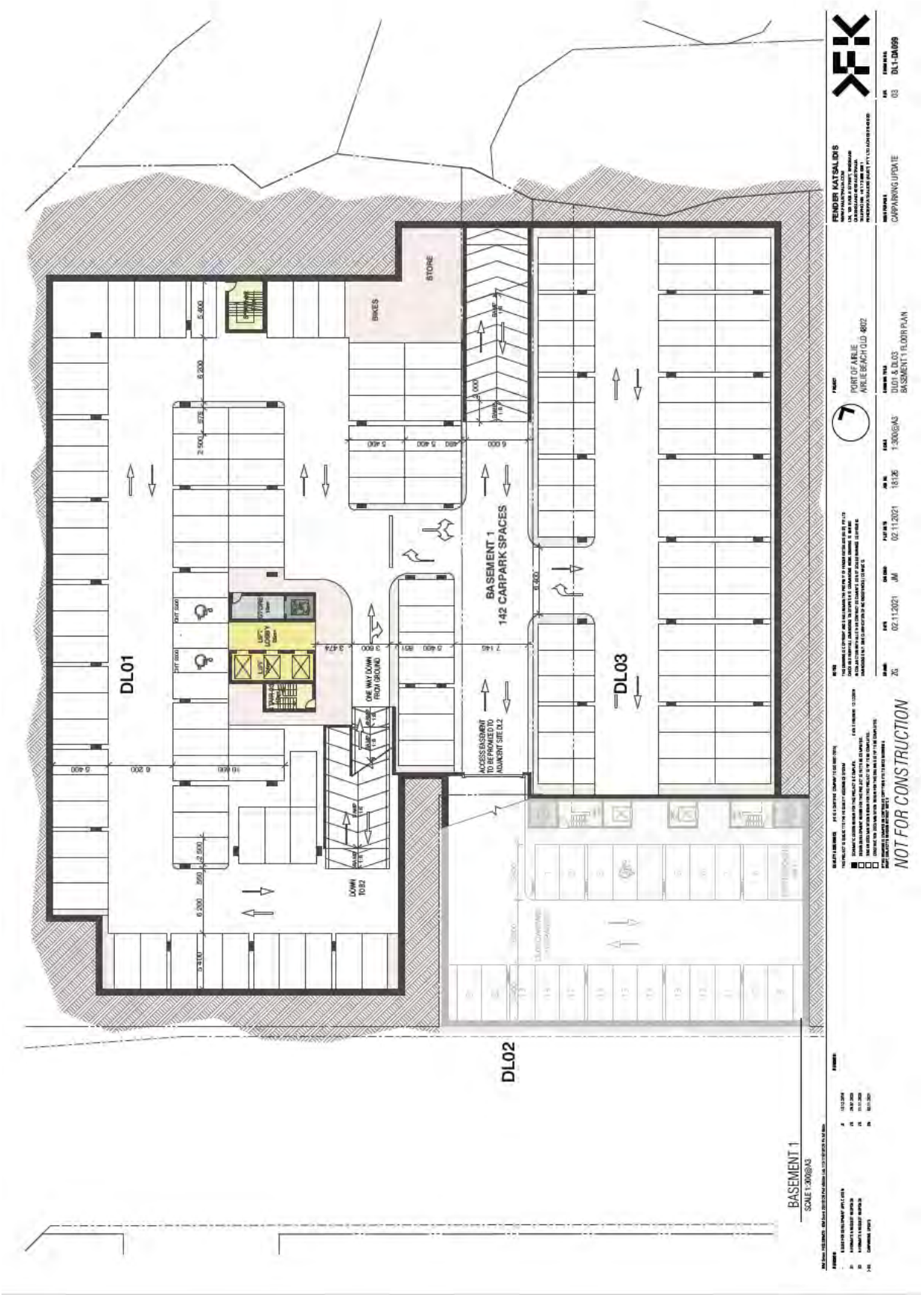
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ABLE BEACH QLD 4802

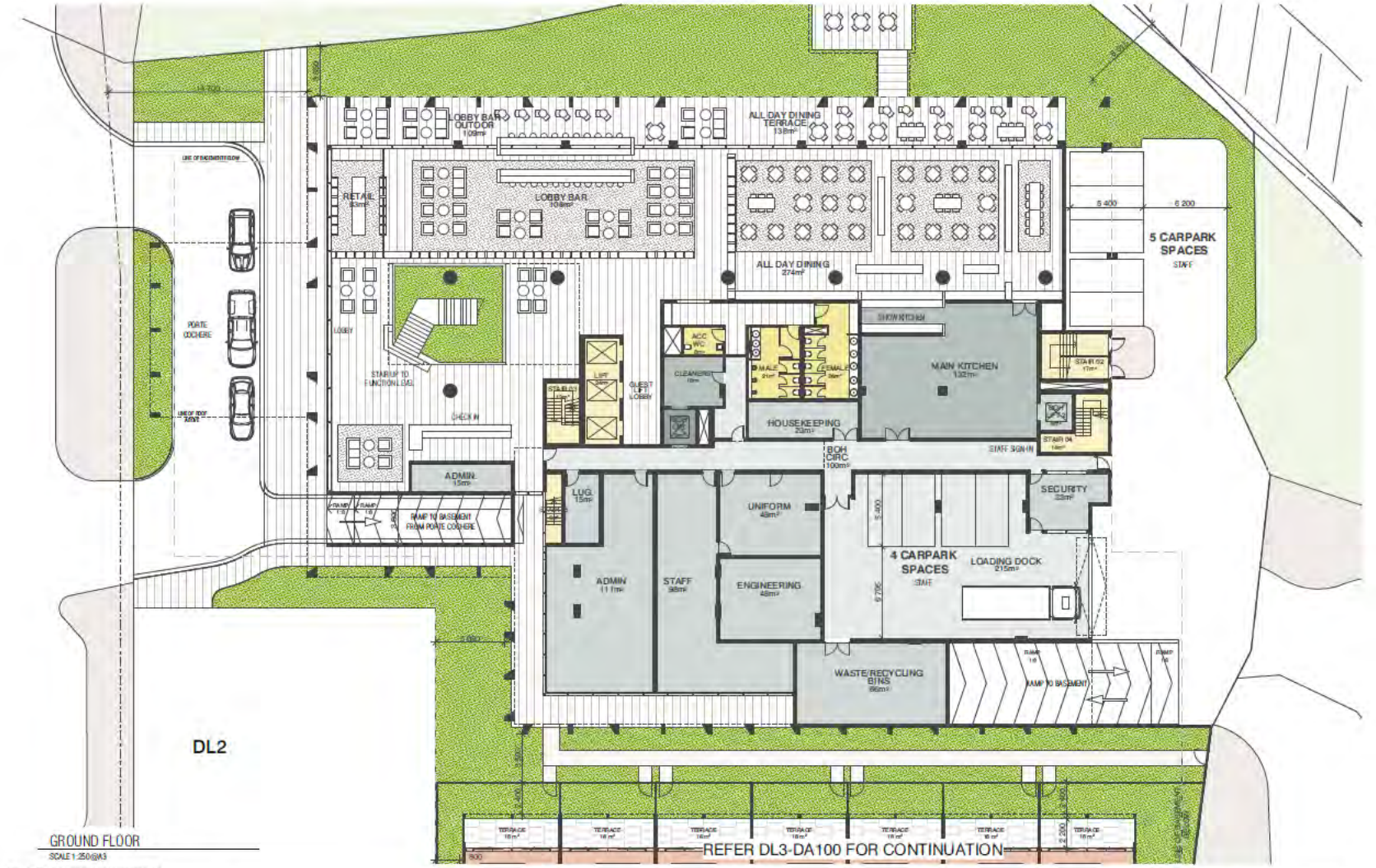
INFORMATION REQUEST RESPONSE

DA1 & DA5
SITE PLAN


BASEMENT 2
111 CARPARK SPACES
BASEMENT 2
SCALE 1:100@A3
FENDER KATSALIDIS
PORT OF AIRLIE
AIRLIE BEACH QLD 4802
CARPARKING UPDATE
BASEMENT 2 FLOOR PLAN
NOT FOR CONSTRUCTION

Attachment 13.3.4.3 Plans





GROUND FLOOR
SCALE 1:250@A3

NOT FOR CONSTRUCTION

PORT OF AIRLIE
AIRLIE BEACH QLD 4802

DRAWN	DATE	CHECKED	PLOT DATE	JOB NO	SCALE
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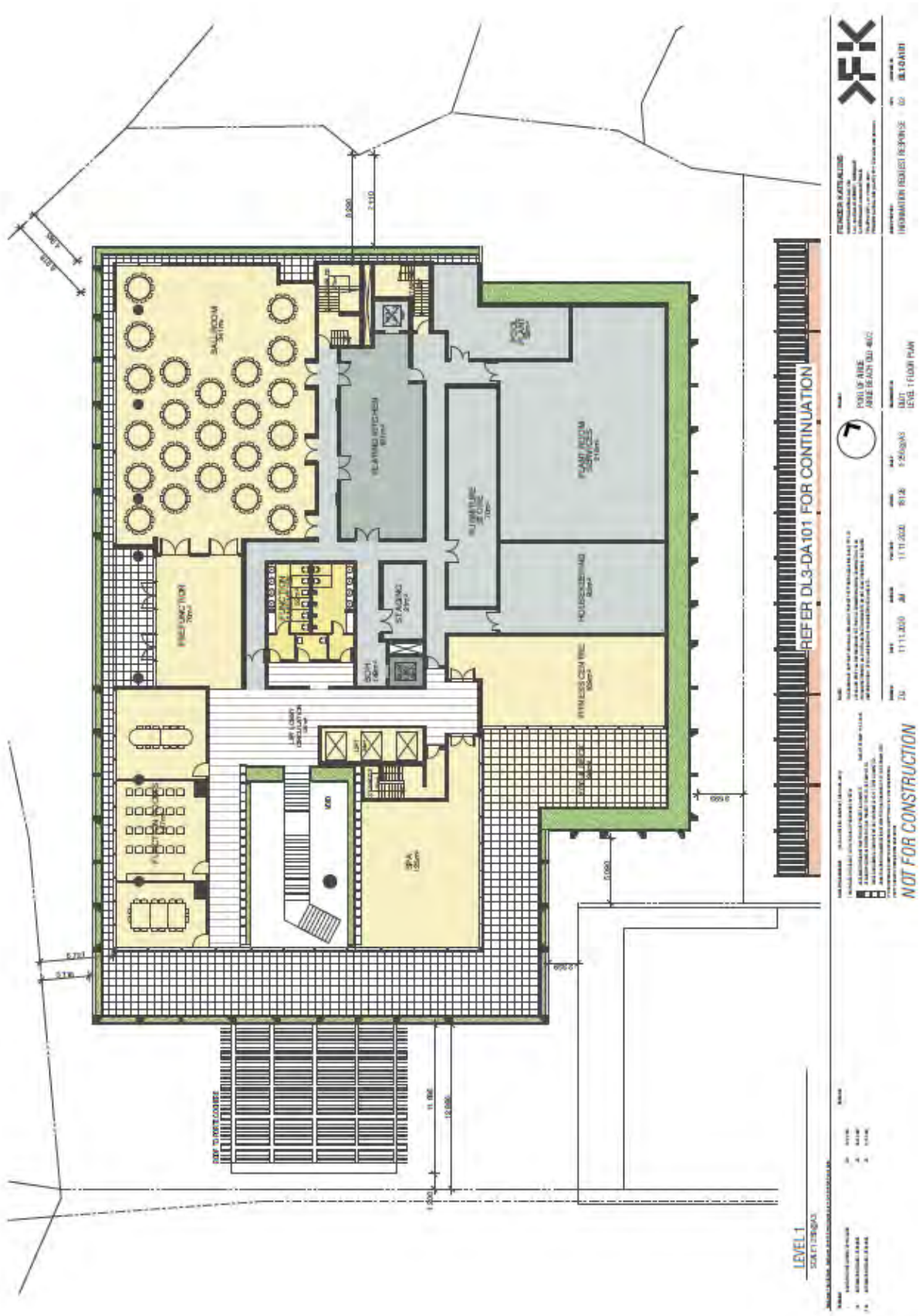
DL01
GROUND FLOOR PLAN

FENDER KATSALIDIS

CARPARKING UPDATE

03 DL1-DA100

Attachment 13.3.4.3 Plans



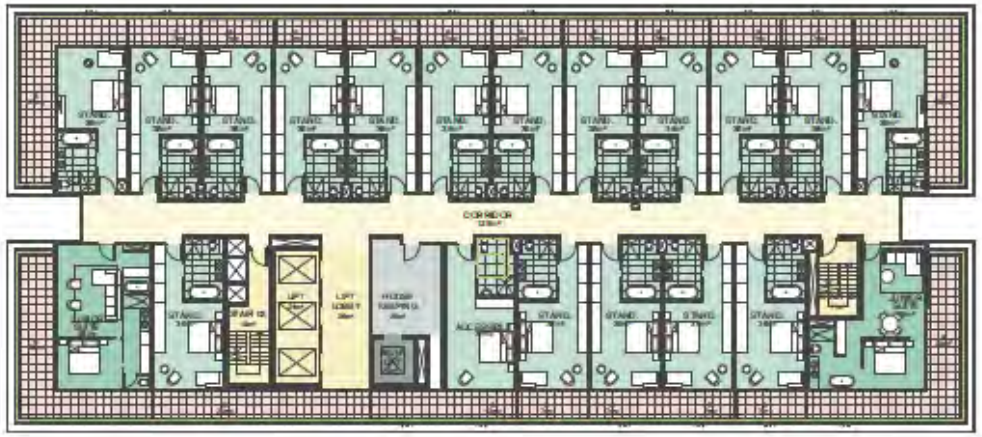
Attachment 13.3.4.3 Plans

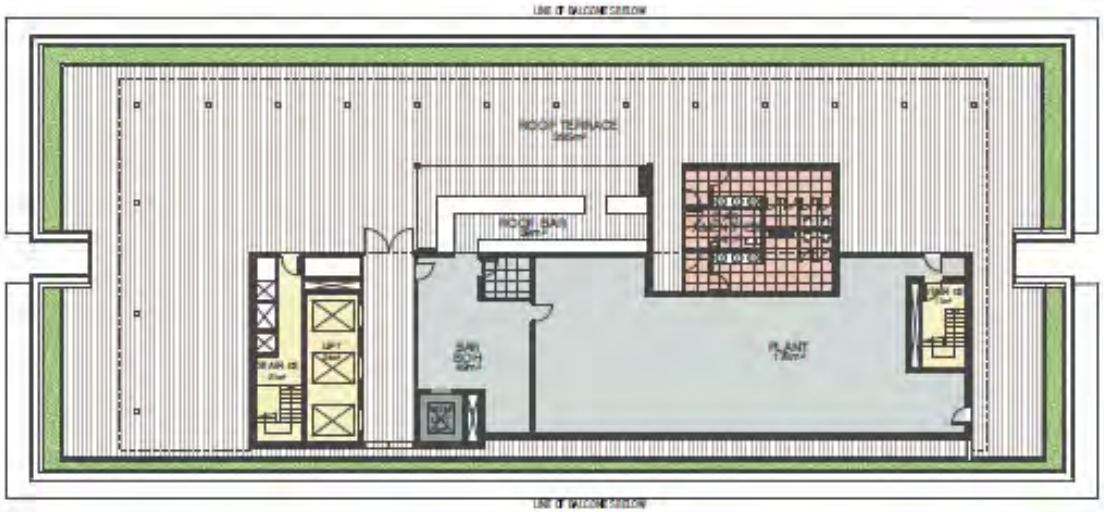


Attachment 13.3.4.3 Plans



Attachment 13.3.4.3 Plans


CORRIDOR
LIFT
LIFT LOBBY
STAIR 10
STAIRS
STAIRS
STAIRS



LEVEL 11

SCALE 1:250@A3

NOT FOR CONSTRUCTION

PORT OF AIRLIE
AIRLIE BEACH QLD 4802

DA01
LEVEL 11 FLOOR PLAN

INFORMATION REQUEST RESPONSE

Attachment 13.3.4.3 Plans





TOWNHOUSE LEVEL 1

SCALE 1:200@A3

NOT FOR CONSTRUCTION

PORT OF AIRLIE
AIRLIE BEACH QLD 4802

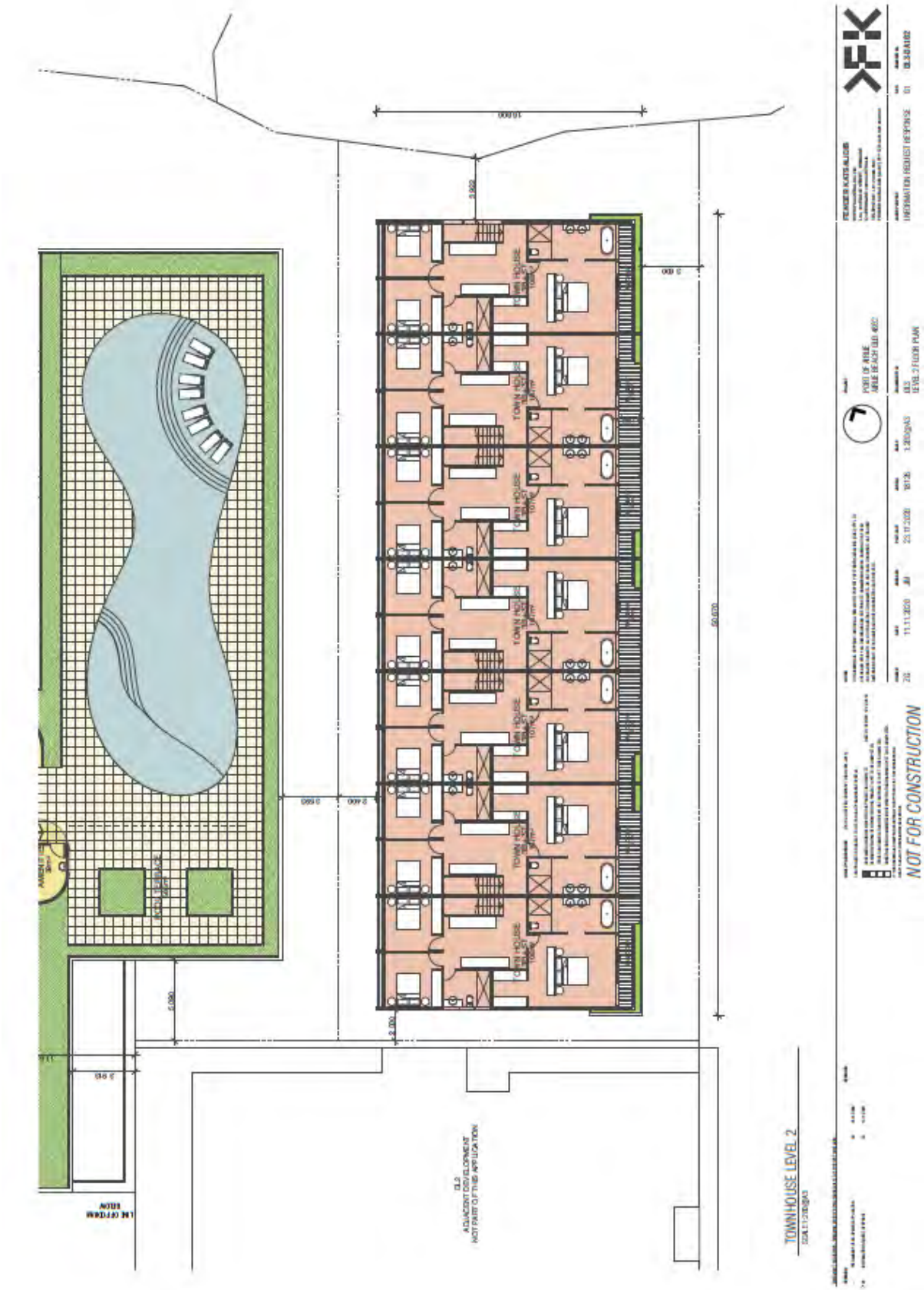
DL3
LEVEL 1 FLOOR PLAN

FENDER KATSALIDIS

INFORMATION REQUEST RESPONSE

20.	11.11.2020	JM	23.11.2020	18126	1:200@A3	01 DL3-0A101

Attachment 13.3.4.3 Plans





DL1: SOUTH EAST ELEVATION

SCALE 1:250@A1

EXTERNAL FINISHES LEGEND

NOT FOR CONSTRUCTION

PORT OF AIRLIE
AIRLIE BEACH QLD 4802

DL01
SOUTH EAST ELEVATION

INFORMATION REQUEST RESPONSE

DL1-DA200



DL3: NORTH EAST ELEVATION



DL3: SOUTH EAST ELEVATION

NOT FOR CONSTRUCTION

PORT OF AIRLIE
AIRLIE BEACH QLD 4802

DLS
ELEVATIONS

INFORMATION REQUEST RESPONSE

01

DL3-D-A200

RA9-N

Queensland Government

SARA reference: 2012-20407 SRA
Council reference: 20191415
Applicant reference: 19.008

18 January 2021

Chief Executive Officer
Whitsunday Regional Council
PO Box 104
PROSERPINE QLD 4800
info@whitsundayrc.qld.gov.au

Attention: Mr Matthew Twomey

Dear Mr Twomey

SARA response—2 The Beacons Road, Airlie Beach

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 5 January 2021.

This referral agency response replaces the previous referral agency response issued by SARA for the application, dated 19 February 2020, with the reference 2001-14947 SRA.

Response

Outcome:	Referral agency response - No requirements Under section 56(1)(a) of the *Planning Act 2016*, SARA advises it has no requirements relating to the application Under section 56(2)(a) of the *Planning Act 2016*, SARA advises it has no requirements for the variation request
Date of response:	18 January 2021
Advice:	Advice to the applicant is in **Attachment 1**
Reasons:	The reasons for the referral agency response are in **Attachment 2**

Development details

Description:	Preliminary approval that includes a variation request	Material Change of Use for Resort Complex
	Development permit	Material Change of Use for Multiple Dwelling units / Short-Term Accommodation

Mackay Isaac Whitsunday regional office
Level 4, 44 Nelson Street, Mackay
PO Box 257, Mackay QLD 4740

SARA role:	Referral agency
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 (10.9.4.1.1.1) (Planning Regulation 2017) – Development impacting on state transport infrastructure
SARA reference:	2012-20407 SRA
Assessment Manager:	Whitsunday Regional Council
Street address:	2 The Beacons Road, Airlie Beach
Real property description:	Lot 105 on SP232115
Applicant name:	Meridien Airlie Beach Pty Ltd and Meridien AB Pty Ltd (Both Receivers and Managers Appointed) (Both in Liquidation) c/- Access Town Planning Consultants
Applicant contact details:	PO Box 703 FORTITUDE VALLEY QLD 4006 neil@accesstpc.com.au

Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s. 30 Development Assessment Rules). Copies of the relevant provisions are in **Attachment 3**.

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

For further information please contact Jenny Sapuppo, Senior Planning Officer, on 07 5644 3220 or via email MIWSARA@dsdmip.qld.gov.au who will be pleased to assist.

Yours sincerely

Nathan Rule
Director

cc Meridien Airlie Beach Pty Ltd and Meridien AB Pty Ltd (Both Receivers and Managers Appointed) (Both in Liquidation), neil@accesstpc.com.au

enc Attachment 1 - Advice to the applicant
Attachment 2 - Reasons for referral agency response
Attachment 3 - Representations about a referral agency response provisions

Attachment 1—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the *Planning Act 2016* its regulation or the *State Development Assessment Provisions* (SDAP) version 2.5. If a word remains undefined it has its ordinary meaning.

Attachment 2—Reasons for referral agency response

(Given under section 56(7) of the *Planning Act 2016*)

The reasons for the department's decision are:

The proposed development complies with *State code 6: Protection of state transport networks* of the SDAP. Specifically, the development:

- protects state transport infrastructure, public passenger transport infrastructure and public passenger services from the adverse impacts of development
- maintains the operational performance of the transport network.

Material used in the assessment of the application:

- the development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- the SDAP (version 2.5), as published by SARA
- the *Development Assessment Rules*
- SARA DA Mapping system.

VISUAL
PLANNING + DESIGN

Port of Airlie, Lot 105

Visual Impact Assessment

5th August 2020

ISSUE B



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Table of Contents

1. Introduction 6
1.1 Background 6
1.2 Limitations 7
1.3 Subject Land 7
1.4 Description of Proposed Development 9
2. Methodology 10
2.1 VIA General Principles and Assumptions 10
2.2 Method for Visual Impact Assessment 11
2.3 Photography and Photomontage 14
3. Planning and Policy Context Review 15
3.1 State Planning Context 15
3.2 Regional Planning Context 15
3.3 Whitsunday Scenic Amenity Study 16
3.4 Land use zoning under the Whitsunday Regional Council Planning Scheme (2017) 17
4. Landscape Context 19
4.1 Regional Landscape Context 19
4.2 Local Area Context 19
4.3 Views 19
5. Visual Impact Analysis 22
5.1 Visibility of Proposed Development 22
5.2 Receptor Groups 24
5.3 Cross sectional Sightline Analysis 26
5.4 Height Threshold Analysis 26
6. Assessment of Visual Impacts of Proposed Development 28
6.1 Viewpoint Selection 28
6.2 VP01 Golden Orchid Drive - Looking North 29

6.3 VP02: The Point, Airlie Beach - Looking East 30
7. Visual and Character Impacts and Discussion 36
7.1 Summary of View Impacts and Discussion 36
7.2 Summary of Character Impacts and Discussion 37
8. Conclusion 38
9. REFERENCES 39
Appendix A-VIA Selected Full Size Figures @ A3 40
Appendix B- Summary of Built Form Envelope Process by MODE Design (2016) 41
Appendix C- Proposed Development Drawings by FKA (Revised Issue- 22.07.2020) 43

Acronyms and Abbreviations

Term	Full Title
AILA	Australian Institute of Landscape Architects
BFE	Built Form Envelope
DA	Development Application
GIS	Geographic Information System
HLV	High Landscape Value areas as defined in the 'Whitsunday Scenic Amenity Study' Cardno (2017)
Km/h	Kilometres per hour
LVIA	Landscape and Visual Impact Assessment
TRACE	TRACE Visual Planning + Design
NGL	Natural Ground Level
POA	Port of Airlie, as defined in the Planning Scheme
DSLR	Digital Single Lens Reflex camera
FOV	Field of View
VAM	Visibility Analysis Map
VIA	Visual Impact Assessment
WSAM	Whitsunday Scenic Amenity Study prepared by Cardno (2017)

Glossary

Term	Description
Council	Whitsunday Regional Council
the Assessment	Refers to the Visual Impact Assessment prepared by TRACE
Proposed Development	Refers to the current Development Application for which TRACE Visual Planning + Design were engaged to prepare the VIA
Subject Land	Lot 105, Port of Airlie, Airlie Beach
Local Area Context	2km radius of land surrounding the 'Subject Land'
Planning Scheme	Whitsunday Regional Council Planning Scheme (2017)

1. Introduction

TRACE Visual Planning + Design were engaged by Balmain Asset Management Pty Ltd to undertake a Visual Impact Assessment (VIA) to support a Development Application for Preliminary Approval (Variation) for a Material Change of Use for a resort complex in the form of a hotel development to 46.70 meters in height (RL 50.70), at Lot 105 located at 24 Coconut Grove, in the Port of Airlie, Airlie Beach (herein referred to as the 'Subject Land').

The subject land is located within the Mixed-use zone under the Whitsunday Regional Council Planning Scheme (2017), (herein referred to as the 'Planning Scheme'), which has a maximum building height of 6 storeys and 18m. As the proposed building is above this intended height limit, the proposed development is considered to be Impact Assessable.

This VIA provides an update to a previous VIA prepared by MODE Design in August 2016 for the Subject Land, which was prepared to inform the height distribution of built form across the Subject Land, in order to assist in minimising and mitigating visual impacts.

This VIA analyses the impacts of the proposed development on potential view intrusions, and assesses the potential changes to the existing character and visual amenity, compared to an intended building height development on the subject land. It aims to:

- Analyse the current landscape context and consider the degree to which the proposed development might complement or detract from this character.
- Analyse the future visual context and determine the degree of visual change associated with the proposed development.
- Assess impacts associated with the proposed development, in relation to key sensitive receptor groups within the visual context.

Note that a number of figures shown within the Assessment are also shown in Appendix A at A3 size.

1.1 Background

As further outlined in the Town Planning Report submitted as part of the application, the preliminary approval requested will vary the effect of the planning scheme by nominating the Port Drive Resort Complex Development Code under Part 9.4 of the planning scheme. The Code contains both acceptable outcomes (for accepted development subject to requirements) and performance outcomes (for code assessable development).

The purpose of the Port Drive Resort Complex Development Code under Section 3.1 is for development to contribute 'to the development of the northern precinct of Port of Airlie as a vibrant and activated mixed-use urban place, displaying a high standard of architecture, urban design and landscaping…'.

The overall outcomes related to visual amenity under Section 3.2(b) require development to contribute 'to the establishment of the northern precinct of Port of Airlie as an attractive, vibrant and activated, mixed-use place defined by a high standard of architecture, urban design and landscaping'.

Development is required to achieve the following visual amenity outcome for 'Bulk, Scale and Siting' under Performance Outcome PO4: '*The bulk and scale of the development is consistent with that of a landmark building which enhances the legibility and visual amenity of the local area of the site'.* Acceptable outcome AO1.1 provides one way to achieve the intended bulk and scale under PO1 which is that '*The building height of the development does not exceed a maximum of 50 metres'*.

Development is required to achieve the following visual amenity outcome for 'Visual and Environmental Amenity' under Performance Outcome P05: '*The development enhances the visual and environmental amenity of the site and surrounding local area through incorporating a high standard of architecture, urban design and landscaping.*'

Subsequent to the application lodgement, Council issued an Information Request (AO: 20191415), dated 3 February 2020, requesting a VIA to address a number of visual amenity issues on the Subject land. In response, this VIA:

- assesses the proposal under the Environment and Heritage theme of the Strategic Framework and the Strategic Intent of the Planning Scheme which *'details the importance of the value and protection of the regions scenic values (key urban gateways, views and vistas)'.*
- assesses the visual impact of the proposed increased height, outlines the assessment methodology and addresses the current landscape context.
- assesses the view impacts from the north, east, south and west and provides seven visual impressions '*at a suitable distance to visualise the scale, bulk and appearance of the proposal'*, together with a general discussion of night time impacts under Section 7. Potential impacts on views from Pioneer Bay have been assessed through the use of Height Threshold Analysis as further outlined in Section 2 and 5.4.

provides commentary regarding 'how a fifty (50) metre high building will enhance the visual amenity of the local area of the site as described in PO4 of the Development Code' under the Canal Street Resort Complex Development Code Benchmarks, in relation to compatibility with the existing and intended scale and overall character of the POA. Further considerations of proposed built form design, appearance and landscaping will be addressed by others.

1.2 Limitations

The scope of works is limited to the visual amenity issues of view intrusion and obstruction, and built form scale in relation to intended urban character, as outlined above. Other issues related to potential visual impacts such as built form design and appearance, setbacks, building separation, streetscape activation, privacy and overshadowing are not within the scope of this report.

1.3 Subject Land

The Subject Land, shown in Figure 1, is defined as Lot 105 (SP232115) located in the Port of Airlie (POA). The Subject Land, which is approximately 1.2 hectares, comprises a vacant lot bordering Coconut Grove to the north-west and a junction roundabout to the north which leads to Ocean Road and The Beacons marina residential development. To the east of the site exists the Port of Airlie Marina and to the south exists Lot 106 within the POA. The Subject Land is framed by roads along the north and north-western periphery, with pedestrian pathways and boulevards framing the eastern and south-eastern boundaries. The lowest elevation across the POA is at approximately RL4m, including the Subject Land. The highest elevation is RL7.5m which is located at Lot 102, directly to the north of the Subject Land and is approximately one (1) storey higher in elevation. The Beacons development is situated at approximately RL6m and is also higher than the Subject Land.

The subject land (Lot 105) is subdivided into four lots (lots 1-4) with different development schemes as listed below:

Lot 1 (Subject development): 11 storeys hotel building plus a roof bar terrace (up to RL 50.70)

Lot 2: 4 storey building including retail and apartments

Lot 3: 3 storey building including apartments

Lot 4: 5 storey building including retail and apartments.

The proposed buildings within Lots 105 and 106 will comply with the maximum building height limits under the current Planning Scheme with the exception of the proposed multi-storey building on Lot 1, which is subject to this VIA, as discussed further below.



Figure 1: Subject Land, shown in context to neighbouring streets, marina and coastal edge



Figure 2: Subdivided Lots and development layout in 105 and Lot 106 in POA

1.4 Description of Proposed Development

The proposed hotel development, located within Lot 1 on the Subject Land, will comprise 180 hotel suites in various configurations (Refer Appendix C). The proposed multi-story building will have a maximum height of 46.7 meters including 11 storeys plus a roof bar terrace (RL 50.70), adjacent to and overlooking Coconut Grove, The Beacons and the associated marina. The proposed building (at about 46.7m height above ground level) will be visually equivalent to a 14-15 storey (approximately) building, compared to Planning Scheme intentions for 18m high built form (5-6 storeys) on the subject land.



Figure 3: Proposed Hotel Development designed by Fender Katsalidis Architects (Preliminrary Development Application- Revised Issue 22.07.2020) *(refer Appendix C for A3 sized figure)*

The tower will be located in the western side of lot 105 as recommended in the previous VIA prepared by MODE Design (2016). The bulk and orientation of the proposed tower will incorporate the findings of the previous study to minimise visual impacts on the identified sensitive receptors, as illustrated in Figure 4 and summarised in Appendix B.

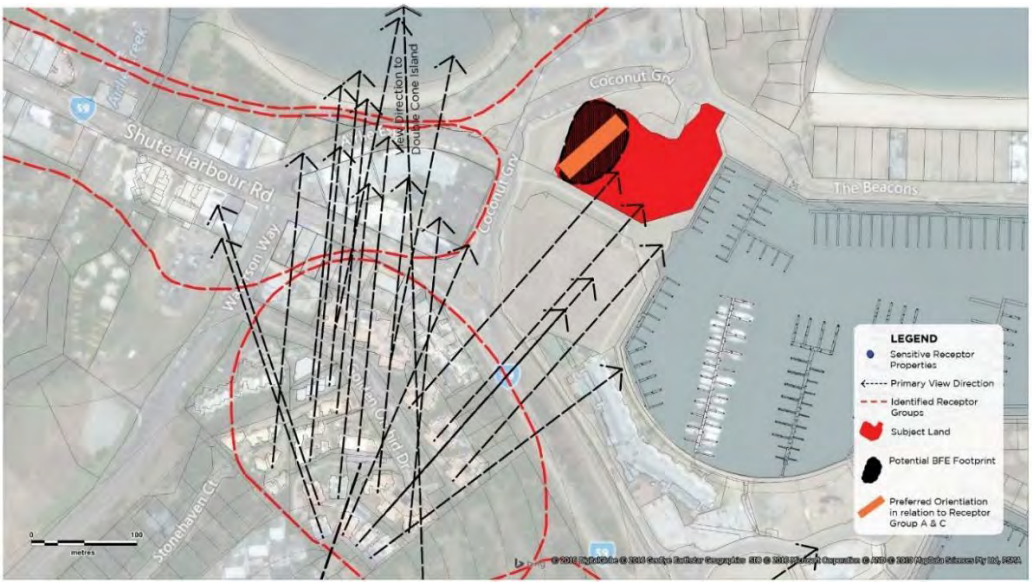


Figure 4: Preferred Built Form Envelope footprint and preferred orientation for a tower on the Subject Land taking into consideration views from sensitive receptors *(Source: MODE Design, 2016, Figure 25, p29)*

2. Methodology

2.1 VIA General Principles and Assumptions

This VIA assesses the likely visual impacts associated with the proposed development in comparison to an intended building height development on the Subject Land. It considers views from public and private residential places in the landscape. This evaluation takes into consideration of visibility, bulk and scale and appearance of the proposed development, view intrusions, receptor expectations and the existing context.

In considering the potential visual impacts of the proposed development, the key considerations include:

- visibility (where can it be seen from and by whom?)
- appearance (what will it look like?)
- context (what is the existing amenity and character of affected places and people?)
- likely effects (who will be affected and how?)
- expectations (are these effects consistent or compatible with planning scheme intentions?)

Principles which guide these considerations as outlined in the *Guidance Note for Landscape and Visual Assessment, June 2018* and previous VIA by MODE Design (2016) include:

- a view is any sight, prospect or field of vision as seen from a viewpoint, and maybe wide or narrow, partial or full, pleasant or unattractive, distinctive or nondescript, and may include background, mid-ground and/or foreground elements or features;
- in general, water and natural elements are preferred over urban scenes, mountains over flat land, and views are preferred which include both mid-ground elements (with some detail discernible) and background and skyline features, and focal points (e.g. hills and islands) are valued. Panoramic views with a number of such distinctive elements are more attractive and desirable than narrow view corridors or single elements. Views to the Whitsundays, are consistent with these general principles. Diversity is generally preferred over uniformity, and heritage over modernity, but consistency and coherence of built form are also valued;
- viewpoints (including residences and public places) may have primary views in one direction (e.g. to an attractive or distinctive feature) and secondary views in other directions. The distinction may be related to desirability of views (e.g. ocean or river views) or viewing distance, or to viewpoint orientation;
- Views dominated by, or with a high proportion of attractive features (such as ocean or mountains) are considered to be more significant than those with only a minor or distant proportion of such elements;
- although as a general principle, nobody has a 'right' to a view, private residential views (as well as public viewpoints) are taken into account in visual impact assessment;
- with respect to views from private residences, those parts which are designed or used to take advantage of outlook (balconies, decks, living rooms, picture windows etc.) are generally considered as relevant viewpoints, as well as master bedrooms and kitchens in some situations, more so than family rooms, bathrooms etc. Residences within view of coastal scenery and ocean are generally designed and oriented towards their most significant views;
- views from accessible public spaces (streets, lookouts, parks etc.) are valued more than views available only from private residences; and,

The degree to which good design can overcome or integrate strong contrasts (e.g. Sydney Opera House, Eiffel Tower) is largely a matter of subjective opinion. Contrast and visibility should be objectively analysed, separate from any opinions offered as to the appropriateness of design or the acceptability (or otherwise) of high visibility and strong contrasts.

2.2 Method for Visual Impact Assessment

As mentioned previously, this Assessment provides an update to the VIA prepared by MODE Design (2016). It incorporates current Planning Scheme requirements for the Subject Land, includes the key findings from the Landscape Character Assessment and adopts a similar methodology for the Visual Impact Assessment of the proposed development. It also provides additional visibility analysis modelling to assess potential view intrusions to ridgelines as outlined below.

a) Visibility Analysis Map (VAM) modelling

In order to identify the extent of visibility of the Proposed Development Visibility Analysis Map (VAM) modelling was undertaken at regional and local scales with GIS software (See Figures 18 and 19). The regional VAM modelling was based on a DTM model (10m contours) which includes only landforms, without any vegetation or built form, due to the date of the survey. This DTM model covers an area of up to 30km radius from the Subject Land.

Whilst the local VAM modelling was based on a Digital Surface Model (DSM) of landform, vegetation and building heights from LiDAR data (captured 2011), consistent with the VIA by MODE Design (2016). This data represents the most current available data from the Department of Natural Resources Mines and Energy. The local scale model was used to determine the likely visual impacts of the proposed development compared to an intended building height development on the subject land under the Planning Scheme.

A block model of a building height development as intended by the Scheme for the subject land (RL22) was prepared in CAD. A block model of the proposed development was also developed based on CAD drawings of the proposed building by Fender Katsalidis Architects. Both block models were inserted into the base model with the existing DSM.

Areas likely to be within view of the Proposed Development (including visual receptors) were analysed by VAM modelling using 72 visibility points that were regularly spaced on all elevations and on the rooftop of the proposed building. The extent of visibility of the proposed building was graded from 'Maximum Visibility', which represents the potential visibility of all 72 visibility points to 'Least Visibility', where only 1 visibility point is potentially visible.

The VAM modelling process was repeated for an intended building height development. For ease of comparison, a composite map was prepared to provide a comparative overlay of the visibility of the Proposed Development and an intended building height development (See Figure 20). Areas in 'green' represent the visibility of both scenarios. Whilst areas in 'red' represent the additional visibility of the proposed development.

b) Identification of Receptor Groups

This mapping assisted with refining and categorising groups of visual receptors sensitive to increases in building height identified by MODE Design (2016), as further discussed in Section 5.2. In response to Council's Information Request, an additional receptor group has been included at the Beacons marina residential development.

These findings were confirmed or amended by a day and night site inspection on 16-17/01/20 which was supported by GPS located photographs. Analysis of potential visual impacts and impacts upon the local context and character was also assessed during the site inspection. Potential view intrusions were then assessed using a combination of cross-sectional sightline analysis, height threshold modelling and viewpoint analysis with photomontages.

c) Cross-Sectional Sightline Analysis

Cross sectional sightline analysis was undertaken from receptor areas identified as most sensitive to potential bay intrusions by MODE Design (2016) (Refer Appendix A). Figure 22 provides a comparison of potential bay view intrusions from the Proposed Development compared to an intended building height development and considers the potential loss of views to the ocean horizon as an additional visual constraint threshold (See Section 5.3).

d) Height Threshold Analysis

Height Threshold Analysis was undertaken to assess potential built form intrusions of the increased height upon the scenic values from key urban gateways and selected viewpoints within the Bay (see Section 5.4). Forested ridgelines were considered as the main visual parameter for this analysis, as the 'Whitsunday Scenic Amenity Study' prepared by Cardno (2017), identified ridgelines as contributing to 'High Landscape Value' areas which includes areas of high scenic amenity (with a rating of 8-10), as discussed further in Section 3.

This analysis was undertaken using a Skyline Barrier analysis tool in GIS to identify whether the proposed building would impact upon views to forested ridgelines from key gateways compared to an intended building height development. The northern gateway entry point to the Airlie Beach township was only able to be assessed, as there are no visible ridgelines that could be used as a threshold from the southern gateway entry point.

Height Threshold Analysis modelling was also undertaken at a range of viewing distances within Pioneer Bay to the north of the subject land, in order to assess potential ridgeline intrusions on views from moored boats within the Bay and watercraft approaching

the marina. Aerial photography was used to identify the closest moored boats from the shore, which were located approximately 300m from the Subject Land. Height threshold modelling was also undertaken from two additional viewpoints at 500m and 800m from the Subject Land.

From the selected viewpoints, the Skyline Barrier tool was used to generate a collection of sightlines to the skyline and ridgelines within visibility, which is represented as a grey, yellow and green shade (see Figures 23 and 24, Section 5.4). This mapping identifies the threshold and height at which the intended building height development and the proposed development will intrude above views to local ridgelines (if applicable). The extent of building height view intrusion is also identified in 'red' (if applicable). This tool also enables an understanding of the proximity of the proposed development from the viewpoint and the distance to the ridgelines which form the local skyline.

e) Assessment of Visual Impact

In order to further assess the likely visual impacts as seen from the current context, seven viewpoints were selected as representative of locations from where the proposed development will be visible in the local area. Photomontages were prepared from each viewpoint in order to illustrate the likely appearance of the proposed development and extent of changes or impacts on the area compared to an intended building height development on the subject land (see Section 6).

Consistent with the viewpoint assessment methodology by MODE Design (2016), this Assessment considers receptor sensitivity alongside the magnitude of the change anticipated to views as a result of the proposed development, when compared to the intended building heights defined in the Scheme for the subject land and undeveloped areas of the POA.

The sensitivity of visual receptors considers the type of receptors and their likely experience of a view. Whilst the magnitude of change considers the degree of intrusion that will likely occur to the view itself from the perspective of the viewer (Table 2).

Table 1: Receptor Sensitivity *(Adapted from MODE Design, 2016, Table 3)*

Relative Sensitivity	Receptor
High	Elevated properties that are permanently occupied dwellings with prominent open views and occur within close proximity to the development. Public Open Space, attractions, walking routes where surroundings are important to experience. Motorists and passengers on tourist routes.
Moderate	Elevated properties that are temporarily occupied dwellings with prominent open views. Motorists and passengers on arterial roads (with high numbers of daily vehicles)/Commuter Rail Passengers Users of urban shopping complexes Users/workers of formal recreational landscapes (golf courses)
Low	Temporarily occupied properties, be it elevated or otherwise, with restricted views. Users of sports-specific playing grounds. Workers in their workplace where setting not important to the quality of working life.

Table 2: Magnitude of Change *(Adapted from MODE Design, 2016, Table 4)*

Magnitude of Change	
High	Extensive or full intrusion to the existing view and/or the introduction of elements considered totally uncharacteristic in the view. Typically this would be where a development would be seen in close proximity with a large proportion of the view affected with no/minimal screening or backgrounding and there would be a great scale of change from the present situation.
Moderate	Partial intrusion to the existing view and/or the introduction of prominent elements in the view. Typically, this would be where a development would be seen in views where a moderate proportion of the view is affected. There may be some screening or background which minimise the scale of change from the present situation.
Low	Low intrusion to the existing view and/or the introduction of features which may already be present in views. Typically this would be where a development would be seen in distant views; where only a small proportion of the view if affected; where the effect is reduced due to a high degree of screening or background or where there is a low scale of change from the existing view.

The overall assessment of visual impact is based on the sensitivity of the receptor and the likely magnitude of the effect. Impacts can be either adverse or beneficial and will be considered in the context of the comparative scale (Table 3).

Table 3: Assessment of Visual Impact (Source: MODE Design, 2016, Table 5)

		Sensitivity to Visual Change		
		High	Moderate	Low
Magnitude of Change to Views	High	**Major**	**Moderate to Major**	**Moderate**
	Moderate	**Moderate to Major**	**Moderate**	**Minor to Moderate**
	Low	**Moderate**	**Minor to Moderate**	**Minor**

Additionally, visual impacts at night-time were considered as part of the Assessment (Refer Section 7).

2.3 Photography and Photomontage

During the two-day site visit, approximately 500 digital photos were taken with a full-frame DSLR (Sony) with an inbuilt GPS unit. GPS location and lens focal length were automatically recorded for each photo. GPS locations were used to geotag each photo in GIS for use in photomontage modelling based on the best practice method. This process assured the production of reliable photomontages which represented the true scale and bulk of the proposed development from different locations.

The base GIS data including 10m contours, cadastre and photo locations, were converted to CAD (dwg) to develop a base for 3D and photomontage modelling. Future intended developments within the POA, were modelled in AutoCAD and exported to 3D Studio Max for photomontage modelling. The focal length of the cameras lens (24mm and 50mm on 35m film) was also recorded from the metadata for each photo, which was then used to insert camera views in 3D software in relation to the Proposed Development. Virtual cameras were placed at identified geographic locations and altitude (AHD) in relation to 3D surface model. An additional 1600mm above surface level was considered as the height of a human viewer to locate the virtual camera in the software.

In order to accurately match the virtual model and the existing photo views, the existing nearby topographic landforms were used to adjust the camera view direction (Figure 5). The virtual model view was then swivelled into position over the photograph so that all reference objects align on the photograph. Adobe Photoshop CC 2019 was used to superimpose a 3D rendered view of the intended building height development. Two render options (with and without reference objects) were inserted as an overlay to the original photos as separate layers and then aligned using reference objects within the image. Once the views were inserted as an overlay to the photo and verified by altering layer transparency, the rendered view including the reference objects was turned off in Photoshop. Accordingly, only the proposed development is shown in the resulting photomontage, and together with other variations inserted on the existing condition photo. In accordance with the requirements for photomontages under the 'Best Practice Guide Visual Simulations' prepared by the New Zealand Institute of Landscape Architects (2010), the required printing sizes and reading distances for the two focal lengths that have been used in the preparation of the photomontages are also indicated on the existing condition photos.



Figure 5: Wireframe views showing the camera matching in 3D software for selected views for photomontage simulations *(refer to Section 6 for rendered views)*

3. Planning and Policy Context Review

3.1 State Planning Context

The Port of Airlie Marina (POA) is located on 18 hectares within Boathaven Bay to the east of Airlie Beach Town Centre and is identified as a State significant development project approved by the Queensland Coordinator-General in 2003. The POA comprises an integrated marina including a range of onshore and maritime land uses, such as a 290 berth marina, various residential and accommodation development, retail and a range of transport and community uses.

3.2 Regional Planning Context

Whitsunday Regional Council Planning Scheme (2017) supersedes the 2009 Whitsunday Shire Planning Scheme and 2006 Bowen Shire Planning Scheme. Under the Strategic Framework, the POA is nominated as a Port and located adjacent to the township of Airlie Beach. Airlie Beach is identified as both an urban area and district centre. The urban areas of Airlie Beach and Jubilee Pocket border Pioneer Bay and are framed by significant areas of regional greenspace, as shown in Figure 6.



Figure 6: Port of Airlie Marina regional location (Source: Whitsunday Regional Council Planning Scheme 2017, Strategic Framework Map SFM02)

With respect to visual amenity, the Scheme intends for regional areas of scenic value to be protected under the Strategic Framework (Section 3.2 (4)). This includes key urban gateways, views and vistas as follows:

'The promotion and protection of the Region's ….unique aquatic, coastal and inland environmental values continues as developmental and environmental pressures increase cumulatively. All matters of …..scenic value (including key urban gateways, views and vistas) are valued and preserved……'

Under the theme Environment and heritage (Section 3.2.3.1), Strategic outcome (1), cultural heritage is intended to be '*conserved, enhanced or restored for present and future generations'*. Land use strategy (2) requires the core landscape values within the region to be '*protected and, if practical, enhanced*'. This includes the *'urban gateways to Airlie Beach…. as well as the significant visual backdrops as viewed from major scenic routes of the …. Shute Harbour Road and the boating routes along the coastline and throughout the Whitsunday Islands'*.

3.3 Whitsunday Scenic Amenity Study

The 'Whitsunday Scenic Amenity Study' (WSAM) prepared by Cardno (2017) is identified as a supporting document to the Planning Scheme. This study defined the landscape values of the region, taking into consideration scenic amenity, landscape character and other landscape values.

The WSAM identified a number of significant landscape features of relevance to the Subject Land as shown in Figure 7, including:

Landform Features such as the Conway Range and prominent peaks (Mt Hayward 441m and The Hump 329m), which are located within Conway National Park and form the backdrop to the Airlie Beach township.

Lookouts such as Airlie Crescent Lookout (Airlie Beach) as they 'provide opportunities for viewers to experience the scenery and character of the region' (Cardno, 2017, p16).

Scenic Routes such as Shute Harbour Road at Airlie Beach as they provide 'scenic driving experiences with multiple or sequential opportunities to enjoy attractive scenery' and potentially offer 'long open views of the coastline, islands and the waters of the Great Barrier Reef' (Cardno, 2017, p16)

View Corridors such as views from the Airlie Esplanade and marinas and views from ferries looking back to mainland.

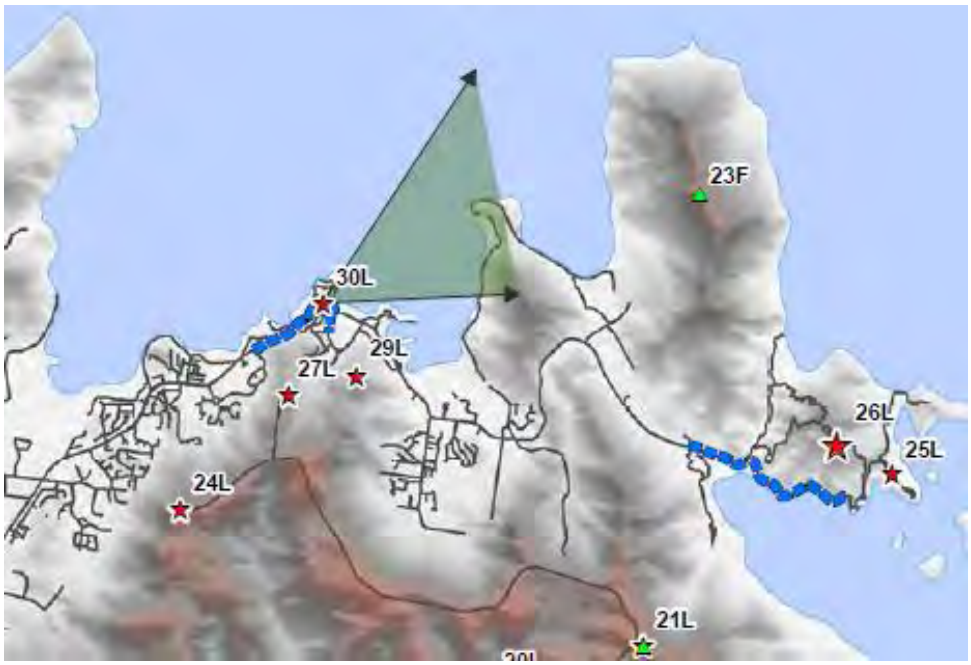


Figure 7: Significant landscape features within Airlie Beach including scenic route sections along Shute Harbour Road at Airlie Beach (shown as a 'dashed blue line' in left of image), lookouts/ views from Shute Harbour Road northeast across Pioneer Bay ('30L'), Horizons Way ('29L') and Airlie Beach Trail ('27L') (Source: WSAM, Cardno, 2017, Figure 3-9)

The WSAM noted that from most urban areas of the Whitsundays, water views are available and forested ranges form the skyline, as evidenced in Airlie Beach.

The study identified Forested Mountains as a Valued Landscape Character Type (LCT) which are '*important to regional image and identity*' and '*particularly distinctive and characteristic of the Whitsunday Region*' (Cardno, 2017, p27). The landscape setting of Airlie Beach was identified as high landscape value due to the combination of high scenic amenity areas (with a rating of 8-10) and the presence of two valued LCTs (Forested Mountains and Oceans) as shown in Figure 8.

It also identified 'views of natural undisturbed landscape elements, especially as seen from designated lookouts, where they include water and forested skyline ridges or where they form interfaces and settings for towns, scenic roads and public places' as important to the Whitsunday Region. (Cardno, 2017, p27)

In High landscape value areas with ridgelines and hillsides with a high Scenic Amenity (high visual exposure and forested or rocky), the WSAM recommends built form be developed which is '*visually subordinate to and sensitively integrated with the natural landform and vegetation*' as a desired outcome (Cardno, 2017, p28). Conversely, visually-intrusive development which is defined as '*new built form that is bulky, imposing and inconsistent with local character (eg 'out of place' with respect to colours, materials and*

roof form) visually intrusive and appears 'imposed' on the landform' is identified as an undesirable form of development for these locations (Cardno, 2017, p28).

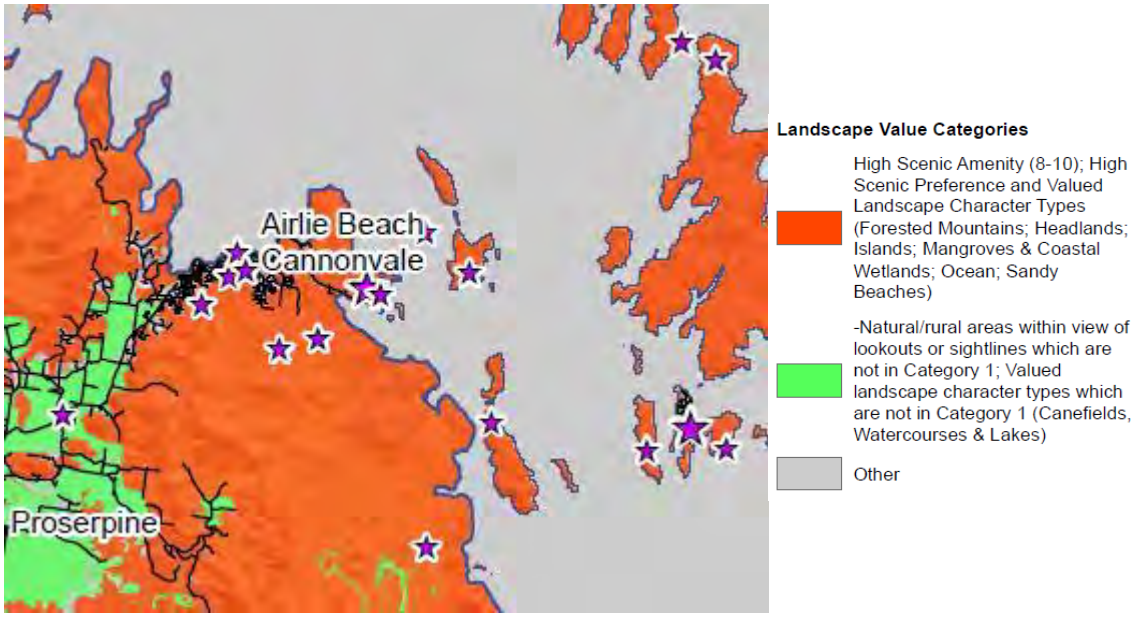


Figure 8: High Landscape Values areas within Airlie Beach (Source: WSAM, Cardno, 2017, Figure 4-5)

The study recommends 'an approach which encourages site-sensitive development integrated into its setting, appropriate scale and design excellence, without risking irreversible visual intrusion into areas identified as high value landscapes' (Cardno, 2017, p 32).

3.4 Land use zoning under the Whitsunday Regional Council Planning Scheme (2017)

Under the current Planning Scheme, the Subject Land is zoned Mixed use and forms part of Precinct F. The tables of Assessment for the Mixed use zone (Table 5.5.13) for a proposed hotel development require assessment under the Mixed use zone code.

Mixed use zone code

The overall outcomes related to visual amenity under Section 6.2.13.2(3) of the Mixed use zone code include:

> (e) the scale, character and built form of development contributes to a high standard of amenity in keeping with the intended role and function of the particular precinct;
>
> (f) development incorporates a high standard of architecture, urban design and landscaping that creates attractive and functional buildings, streets and places;

Building Height

In relation to building height, overall outcome (3)(h) and Table 6.2.13.2.1, requires a maximum building height of 18 meters for Precinct F in which the Subject Land is located (see Figure 9).

Future built form within the POA to the south and located in Precinct G is permitted to be developed to a maximum building height of 14 meters.

The town centre is zoned District Centre and forms part of Precinct D and E. In these areas built form is permitted to be developed to a maximum building height of 18 meters and 14 meters respectively.

Land within the Mixed Use area Precinct C and to the south of the town centre is further permitted to be developed to a maximum building height of 21 meters.

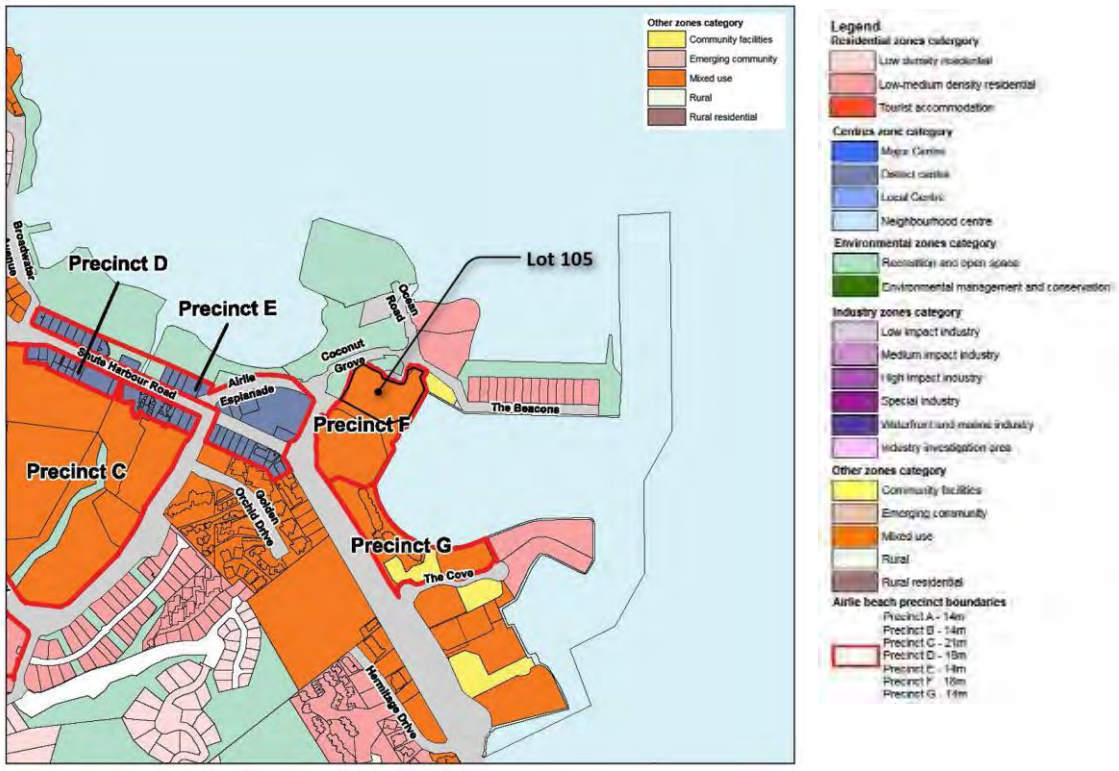


Figure 9: Subject Land located in Precinct F (Source: Whitsunday Regional Council Planning Scheme 2017)

In order to assess the potential visual impact of the increased building height of the proposed development within Lot 105, the current Planning Scheme height limit is considered as a baseline for this Assessment. Visual impacts of the proposed hotel in Lot 105 have been analysed and compared to an intended building height development to assess the visual effects.

This Assessment also takes into consideration the compatibility of the proposed building height with respect to the existing and intended character of the Airlie Beach township and surrounding receptor groups. It considers potential impacts of the proposed increased height on:

- views from key urban gateways to Airlie Beach, in particular, the northern and southern entry point gateway to Airlie Beach by MODE Design (2016, Figure 11, p21), as discussed in Sections 5.4, 6.7 and 7. The northern gateway is also located near a scenic route section.
- views from seven viewpoints as representative of locations from a range of sensitive receptor groups from where the proposed development will be seen, as discussed in Section 5.2 and 6.

Views from designated lookouts are not considered relevant, as there are no designated hilltop public lookouts that view across the POA and subject land within the study area.

4. Landscape Context

4.1 Regional Landscape Context

The Whitsunday coastline is recognised for its world-renowned scenery which is characterised by steep rainforest-clad mountain ranges that extend to sandy beach coves and rocky headlands adjacent to the tropical waters of Pioneer Bay. The dramatic mountain ranges and highly indented coastline creates a series of discrete settings or viewsheds which provide water views of bays and the Whitsunday Passage.

Located beside Airlie Bay and Pioneer Bay, the township of Airlie Beach forms one such viewshed and is framed by a series of forested ridges which form a dominant topographic frame and a semi-enclosed visual catchment.

The steep landform surrounding the Bay constrains development to a narrow strip of coastal plain and foreshore, which is intensively urbanised. A series of ridgelines separates Airlie Beach from the adjacent urban areas of Cannonvale to the west and Jubilee Pocket and Flametree to the east.

4.2 Local Area Context

The local area context, from within which the Subject Land and surrounding buildings are visible, comprises an area of approximately two kilometres (km) in width surrounding the Subject Land and encompasses the coastal foreshore areas of Airlie Bay, Boathaven Bay and Pioneer Bay and the urban areas of Airlie Beach, Jubilee Pocket and Mandalay.

Shute Harbour Road provides the main access corridor within Airlie Beach connecting to the Bruce Highway to the southwest and to Mandalay Road and Mandalay headland to the northeast via Jubilee Pocket.

The township of Airlie Beach comprises a node of commercial and tourism-related uses clustered beside Airlie and Pioneer Bays which are lined with extensive foreshore recreational and parkland areas. Existing built form within the township comprises a mix of low to mid-rise development, including buildings up to 4 storeys in height, such as the Airlie Beach Hotel overlooking Airlie Bay. Built form presents a traditional 'main street' urban character focused around Shute Harbour Road and Airlie Esplanade. Other uses within Airlie Beach include a mix of residential and short term and long term accommodation together with marine and light industrial land uses. Residential areas and accommodation units occupy the foothills of the steep forested mountains and hillslopes of Airlie Creek valley, providing a backdrop to the Airlie Beach Main Street and village. Existing buildings which form a point of reference and visible landmark within the local area include the Airlie Beach Hotel, Mantra Boathouse Apartments buildings within the Port of Airlie marina, a multi-storey building apartment building at Hermitage Drive (RL47m) and densely developed hillside residential development.

Other landscape features which contribute strongly to the local landscape character include significant areas of vegetation on surrounding hillslopes and a series of enclosed bays with sandy beaches and marinas.

4.3 Views

The topography of the local area provides multiple opportunities for views from elevated residences, roads and coastal foreshores.. Most views include the bays, moored yachts and Mandalay Peninsula, framed by forested hillsides and ridgelines in the background. Distant views are also available to ridgelines in Drayander National Park and Hook Island from Airlie Beach township, approximately 25 kilometres away. Mandalay Road provides long view opportunities back to Airlie Beach.

Landscape Settings and Built Form Context

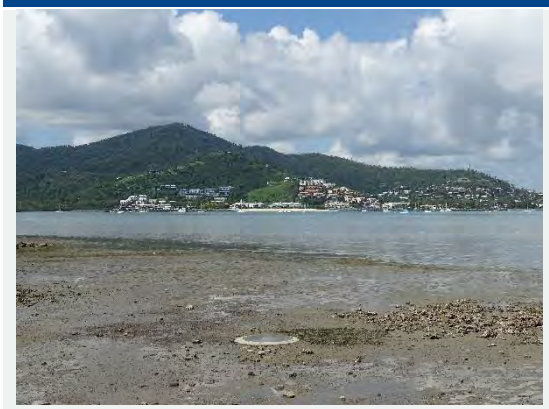


Figure 10: View across Pioneer Bay from Mandalay Peninsula towards Airlie Beach township framed by forested mountains and ridgelines

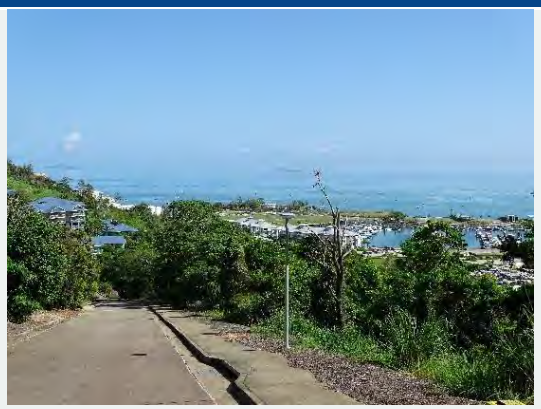


Figure 11: View from Airlie Beach hillside residential areas towards Subject Land and marina in the POA with picturesque setting of Pioneer Bay in the background



Figure 12: View of existing mid rise built form on flat land within the POA with backdrop of Mandalay Peninsula



Figure 13: Airlie Beach main street framed by mountains and some hillside development on ridgelines (to right)



Figure 14: View towards Airlie Beach township across Airlie Bay from recreation areas



Figure 15: Multi-storey buildings to rear of POA and below ridgelines



Figure 16: Densely developed hillsides



Figure 17: Southern gateway from Shute Harbour Road approaching Hermitage Drive

5. Visual Impact Analysis

Visibility analysis using a combination of desktop and field assessment was undertaken to assess the potential likely visual impacts associated with the Proposed Development compared to an intended building height development on the Subject Land. This involved undertaking Visibility Analysis Map (VAM) modelling, cross-sectional sightline analysis and height threshold modelling from key selected receptor groups.

Full-size figures are provided in Appendix A.

5.1 Visibility of Proposed Development

VAM modelling was undertaken at regional and local scales in order to identify the extent of visibility of the Proposed Development taking into consideration landform, vegetation and existing building heights, as outlined in Section 2.2 'Method for Visual Impact Assessment'.

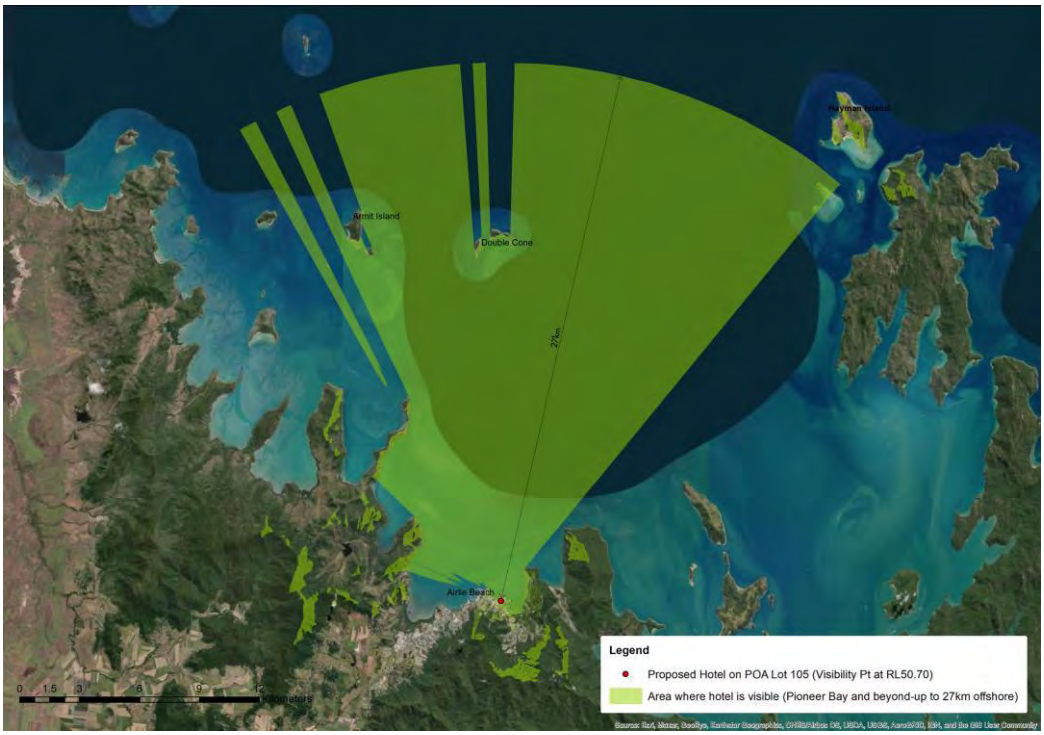


Figure 18: VAM of Proposed Development modelled in Regional Context *(refer Appendix A for A3 sized figure)*

The regional VAM indicates that the visibility of the Proposed Development on the Subject Land extends to:

Identified ridgelines framing the Airlie Beach township

Peaks of forested mountains in Dryander State Forest

A view cone of approximately 70 degrees into the Great Barrier Reef waters and extending approximately 27km to the north inlcluding Double Cone Island and Armit Island.

The northeastern tip of Hook Island and Hayman Island within the Whitsunday Islands to the northeast approximately 29.5km to the northeast.

Figure 19 indicates the Proposed Development will have the highest visibility from immediate roads adjoining the subject land including nearby sections of Shute Harbour Road, existing and future development areas within the Port of Airlie Marina including recent housing in The Cove and Beacons development, nearby coastal foreshore areas and waters within Boathaven Bay and Pioneer Bay and mainly from eastern hillsides, as shown in 'red'.

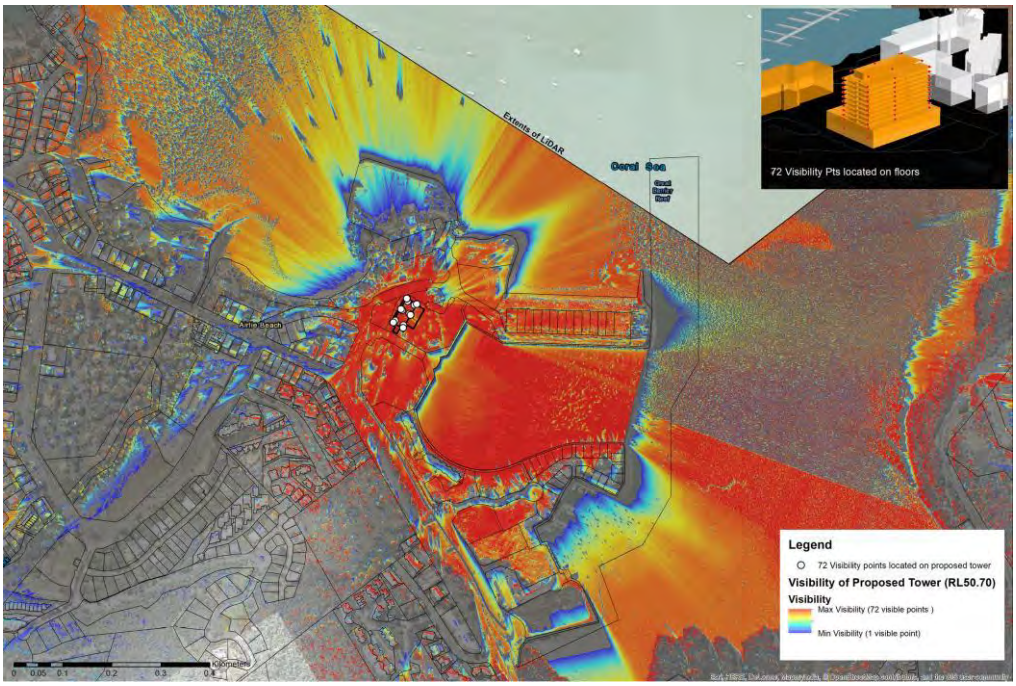


Figure 19: VAM of Proposed Development in a local context with areas of highest visibility shown in 'red' and least visibility shown in 'blue' and with visibility points on Subject land *(refer Appendix A for A3 sized figure)*

In addition to modelling the visibility of a Proposed Development (to RL50.70), the visibility of an intended building height development (to RL22m) was also modelled to compare the extent of visibility as shown in Figure 20.

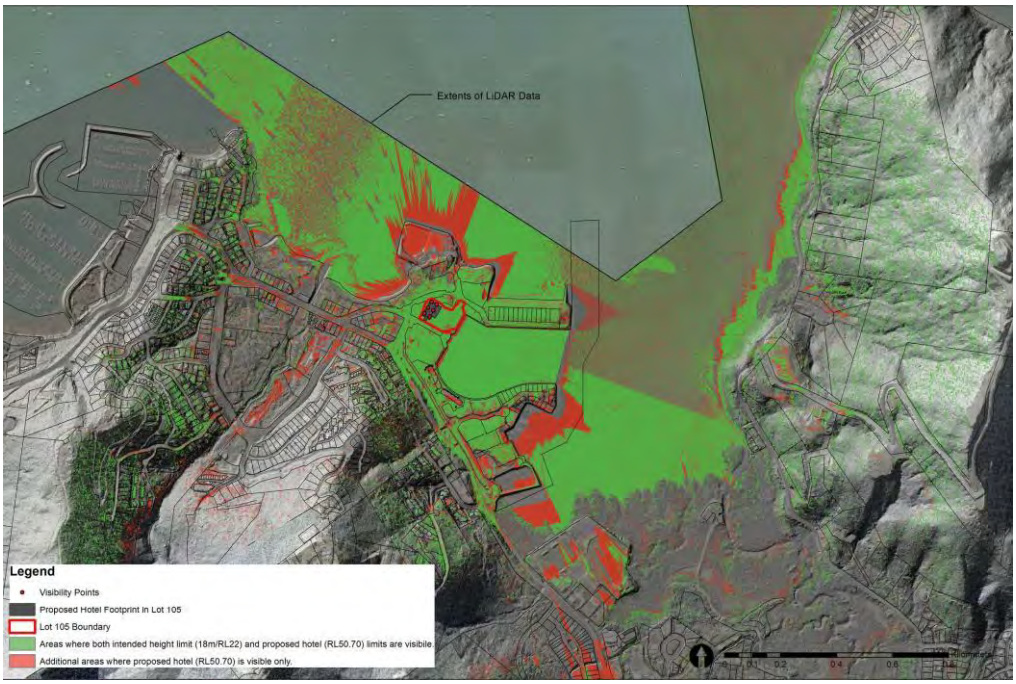


Figure 20: Comparative VAM of proposed development and intended building development heights *(refer Appendix A for A3 sized figure)*

The VAM modelling indicates the Proposed Development (to RL50.70) will have a greater visibility than an intended building height development (to RL22), as seen from flat areas in the Jubilee Pocket valley, some coastal foreshore areas and on the eastern hillsides in Airlie Creek valley, as shown in 'red' on Figure 20. From elevated hillside areas, any future development on the subject land, whether developed to RL50.70 or RL22, will be visible as shown in 'green'. The Proposed Development will be more visible from short

sections of Shute Harbour Road to the east of the subject land, but will have a similar visibility from Shute Harbour Road south of the POA and from the northern gateway at Shute Harbour Road and Summit Avenue.

This mapping was used as the basis for the identification of broad receptor groups taking into consideration receptors identified in the previous VIA for the Subject Land.

5.2 Receptor Groups

The VIA by MODE Design (2016) identified eleven (11) visual receptor groups, which were assessed based on their type of users, view context and elevation, as shown in **Figure 21.** These groups were further classified into three (3) broad 'view sectors' based on their topographic location and view direction, in relation to the Subject Land. This included:

The western view sector comprising receptors located on flat areas and hillsides of Airlie Creek Valley, with views from the west and southwest to the Subject Land.

The south-eastern view sector comprising three receptor groups within Jubilee Pocket valley.

The east-northern view sector comprising receptors on hillsides along Mandalay Road.



Figure 21: Identified view sectors, receptors and view directions (Source: MODE Design, 2016, Figure 23, p26)

For the purposes of this study, receptor groups identified by MODE Design primarily with a high to moderate viewer sensitivity and located within the west and east-north view sectors, have been selected for further assessment, with respect to their potential views of the proposed development and visual impacts.

These view sectors have been further categorised into three broad topographic areas based on different patterns of viewing (ie. elevation, view directions and types of users) towards the proposed development. This includes areas with low elevation, foothills areas and elevated areas.

Relevant receptors identified by MODE Design (2016, Table 8, p27) within each of these broad receptor groups are described below together with the selected representative viewpoints for photomontage visualisations in Section 6 and height threshold analysis in Section 5.4.

a) Elevated Areas

Receptor Group C (VP04)

- 'This receptor group includes a mix of multi-storey short stay accommodation and double-storey residential houses with views to the Bay and forested mountains. These receptors have views to Airlie Creek valley, framed by developed hillsides (Receptor A) to the east'.
- Elevation 20-90m, Distance to Lot 105 800m- 1.2km

- High Sensitivity

b) Foothills Areas

Receptor Group A (VP01)

- 'Includes short stay medium density accommodation with views to the Bay over POA and the Subject Land. These receptors are located along Golden Orchid Drive have close proximity to the POA. Occupants are mainly visitors and tourists, resulting in lower sensitivity to that of the local residents'.
- Elevation 20-80m, Distance to Lot 105 200-400m
- High Sensitivity

c) Areas with low elevation

Receptor Group E (VP02):

- 'Beach users with views mainly oriented toward the bay, with views of forested ridgelines, framed by developed hillsides and tops of POA (Boathouse)'.
- Elevation (AHD) 0.5-17m, Distance to Lot 105 90m-850m
- Moderate Sensitivity

Receptor Group F (VP03)

- 'SSemi flat and enclosed areas with limited views to the hillsides and forested ridgelines'.

d) Elevation 3-10m, Distance to Lot 105 80m-650m

- Moderate Sensitivity

Receptor Group I (VP07)

- 'Residence and drivers along Mandalay Rd with glimpses to the Subject Land and POA'.
- Elevation 8-40m, Distance to Lot 105 1km-2km
- Low Sensitivity

Receptor Group K (Selected for height threshold analysis, Refer Section 5.4)

- 'Boats moored in Boathaven Bay with views to Airlie Beach township, framed by vegetated ridgelines'.
- Elevation 0.5-3.5m, Distance to Lot 105 400m-2km
- Moderate Sensitivity

In addition to the above receptors in areas with low elevation, a further receptor group has been identified at the Beacons marina residential development within the POA (VP05).

- Single to double-storey residential houses with views to the Bay and forested mountains.
- Elevation 6m, Distance to Lot 105 80m-340m
- High Sensitivity

5.3 Cross sectional Sightline Analysis

As discussed further in Appendix B, the VIA by MODE Design (2016) identified receptors located in the Foothill Areas along Golden Orchid Drive (Receptor Group A) as the most sensitive receptors to potential bay intrusions, because their line of sight to the ocean horizon will be more easily intruded upon due to their elevation.

Cross-sectional sightline analysis from Golden Orchid Drive across the Subject Land towards the Bay provided in Figure 22, identifies any receptors below RL22 will have an arc of bay views potentially interrupted by an intended building height development (to RL22) on the Subject Land or possible future development on Lot 106. The Proposed Development (to RL50.70) will result in an additional view intrusion[1] to panoramic views of the Bay and ocean horizon of potential receptors along the Gold Orchid Drive. A conservative elevation band was defined between RL22m and two metre offset above RL50.70m (bringing it to RL53m). Receptors that located between RL22m and RL53m are the most sensitive, as their line of sight to the ocean horizon, are more easily intruded upon due to their elevation (Figure 22-Inset C). However, depending on the location and orientation of views from windows and balconies to the Bay, the extent of view intrusion will vary for receptors within this elevation band (Figure 22-Inset B).

The cross section indicates that receptors above RL53 are less likely to have interrupted views of the ocean horizon, as a result of their increased elevation. The cross-section also confirms that there will be no change to views to the ocean horizon from receptors in these elevated locations.

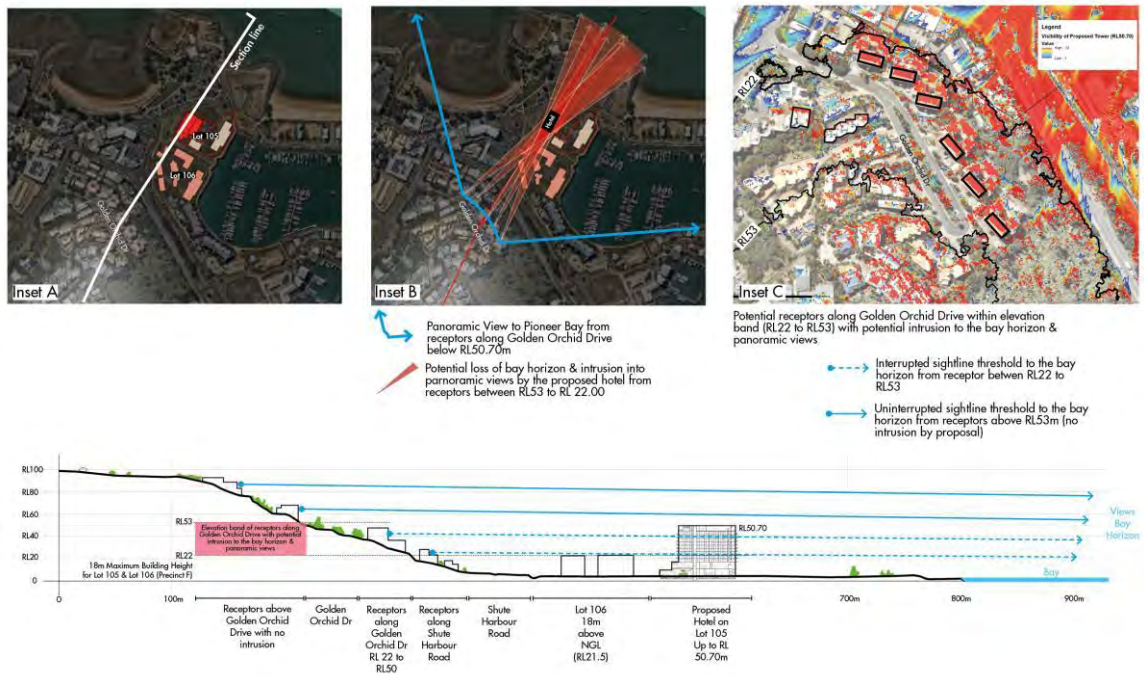


Figure 22: Cross Section from Golden Orchid Drive *(refer Appendix A for A3 sized figure)*

5.4 Height Threshold Analysis

Height Threshold Analysis was undertaken in GIS to identify whether the proposed building would impact upon views to the ridgelines compared to an intended building height development from the northern entry point gateway to Airlie Beach at the intersection of Shute Harbour Road and Summit Avenue and from offshore viewpoints within Pioneer Bay, as outlined in Section 2.2.

The modelling identified that there will be no intrusion to current views of forested ridgelines as seen from the northern entry point gateway viewpoint, from either scenario and that the continuous 'significant visual backdrop', will be maintained as shown in Figure 23.

1 Note: Some receptors will have their views intruded upon and continue to see portions of the bay above the Proposed Development but will not have their view obstructed. Hence the use of the term view intrusion

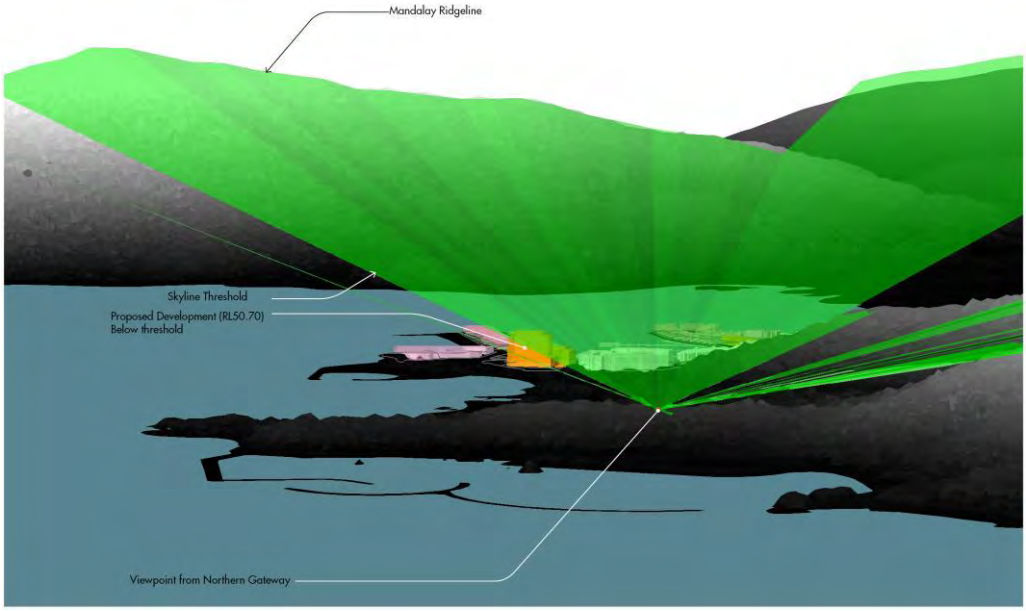


Figure 23: Height Threshold Analysis from northern gateway at Shute Harbour Road and Summit Avenue with intended building height development on subject land shown in 'brown' in centre of the view and increased height of Proposed Development (to RL50.70) shown above (in 'orange'). The modelling demonstrates the sightlines to the ridgelines, which form the skyline within visibility from this viewpoint (shown in green) will be maintained *(refer Appendix A for A3 sized figure)**.***

Modelling from three offshore viewpoints within the Bay identified that there will be no intrusion to current views of forested ridgelines as seen from moored boats within the Bay and watercraft approaching the marina to the north of the subject land at a viewing distance of 300m from the proposed development, as shown in Figure 24. However, from closer distances the proposed development will potentially result in an intrusion to ridgeline views.

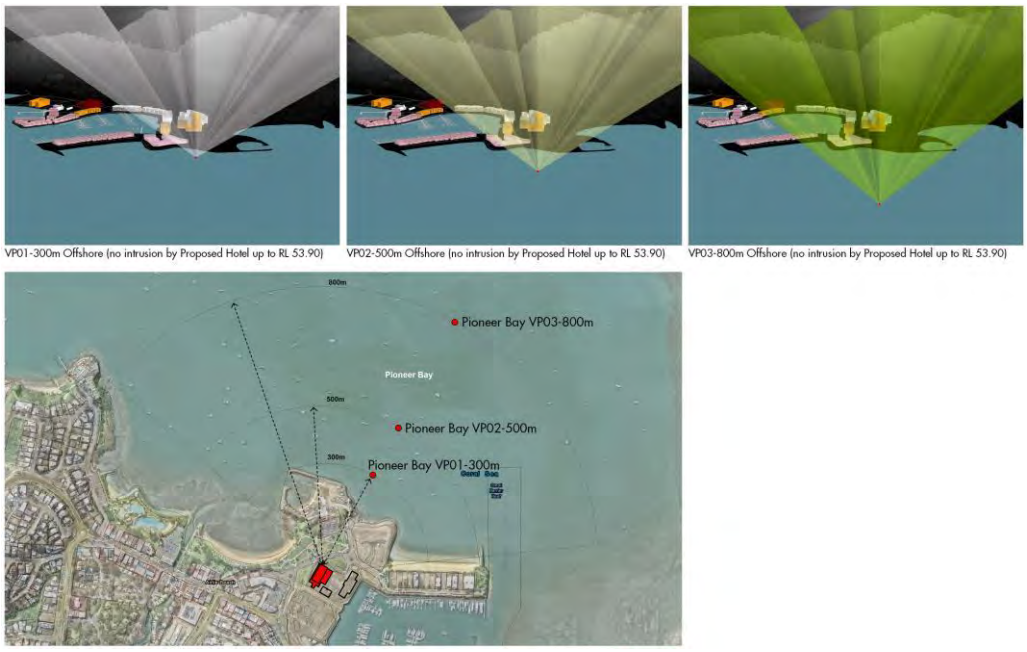


Figure 24: Height Threshold Analysis from three selected offshore viewpoints in Pioneer Bay with intended building height development on subject land shown in 'white' and 'pink', Proposed Development on Lot 113 and Lot 115 in 'orange' (left of view) and Proposed Development (to RL50.70) also shown in 'orange' (right of view). The modelling demonstrates the sightlines to the ridgelines, which form the skyline within visibility of these viewpoints located at 300m, 500m and 800m from the Subject Land (shown in 'grey', yellow' and 'green') will be maintained *(refer Appendix A for A3 sized figure)**.***

6. Assessment of Visual Impacts of Proposed Development

6.1 Viewpoint Selection

In order to visualise the appearance of the proposed development, and describe likely visual impacts as seen from the local area, seven viewpoints were selected (VPO1 to VP07) (Figure 25) as representative of locations from where the proposed development will be visible in the local area.



Figure 25: Viewpoint Locations and Orientation *(refer Appendix D for A3 sized figure)*

As mentioned in the VIA methodology, a comparative analysis was undertaken to analyse the visual effects of the proposed development against the existing visual conditions, and those conditions that can be expected under the Planning Scheme intentions. A photomontage for each viewpoint is illustrated on the following pages, and within the report Appendix A. Each photomontage demonstrates:

Existing photograph (pre-development condition)

Proposed Development on Subject Land

Intended Planning Scheme Heights in the POA and Proposed Development on Subject Land

Intended Planning Scheme Heights in the POA

For each of the selected viewpoints, the visual impacts of the Proposed Development are discussed in context of the likely receptors, the likely significance of visual impacts and the degree to which views may change with the integration of the Proposed Development into the landscape. Comments are also provided to compare the appearance and visual impacts of the Proposed Development to those that are likely to arise under the intentions of the Planning Scheme.

These viewpoints are representative of selected receptor groups discussed in Section 5.2. The viewpoints were restricted to accessible locations and do not claim to reflect all available views to these receptors.

6.2 VP01 Golden Orchid Drive - Looking North



Figure 26: Existing Photo



Figure 27: Photomontage showing the proposal



Figure 28: Photomontage showing Intended Planning Scheme Heights in the POA and proposed development on Subject Land



Figure 29: Photomontage showing only future Intended Planning Scheme Heights in the POA

a) Existing Views:
Located approximately 200 - 400m from the Subject Land, this viewpoint provides expansive bay views (depending on balcony depth and viewer position). The midground shows the Subject Land as an open space framed by roads, carparking and the marina. Mature vegetation screens the Whitsunday Sailing Club, and yachts and boats can be seen scattered throughout the Bay. The background of the image shows the Mandalay Peninsula, vegetated hilltops, distant vegetated hilltops, distant islands and expansive ocean views.

b) Visual Sensitivity Assessment:
This viewpoint is located in close proximity to the Subject Land, with balconies and windows oriented for views to the wider Whitsunday landscape. Receptors in this location are elevated from above Shute Harbour Road to the upper reaches of Golden Orchid Drive. Some of these views are screened by vegetation and built form, due to this slope. The sensitivity of these receptors are considered to be High.

c) Magnitude of Change Assessment:
Consistent with the intended planning scheme heights within the POA, the Proposed Development will result in the partial loss of some midground views to the Bay and some boating activities within the Port (right of view). The Proposed Development will result in an additional partial intrusion of views to the Bay and Mandalay Peninsula, where it will be seen above the horizonline and will intrude upon the currently continuous and unbroken views to High Landscape Value (HLV) forested mountain ridgelines at the Mandalay Peninsula. It will result in the loss of an uninterrupted view to the land and water interface at the northern most tip of the Peninsula which contributes to this distinctive landscape setting and the character of the Bay.
From this viewpoint, the Proposed Development will represent a substantial scale change from the intended planning scheme heights within the POA and provide a new focal point within the landscape, despite affecting only a small proportion of the overall view, due to the slender nature of the tower's southern elevation and orientation of the building. Due to the extent of scale change and likely view intrusions to currently unbroken HLV areas (panoramic view of the ocean and forested mountains with high scenic amenity) that are important to local character, the Magnitude of Change is considered to be High from this viewpoint.

d) Levels of Visual Effect:
Impacts on VP01 are considered to be Major, due to a High sensitivity and a High Magnitude of Change.

6.3 VP02: The Point, Airlie Beach - Looking East



Figure 30: Existing Photo



Figure 31: Photomontage showing the proposal



Figure 32: Photomontage showing Intended Planning Scheme Heights in the POA and proposed development on Subject Land



Figure 33: Photomontage showing only future Intended Planning Scheme Heights in the POA

a) Existing Views

Located at distance of between 300-500m from the Subject Land, this view from 'The Point' beside Airlie Bay would be experienced by recreational users within the foreshore parklands including tourists viewing the panoramic scenery of Pioneer Bay to the north (far left and out of view). The easterly view across Airlie Bay towards the POA is framed by a continuous backdrop of forested mountains and ridgelines within the Mandalay Peninsula. Mature vegetation beside the Bay screens most views to the Whitsunday Sailing Club (left of view) and built form within the Airlie Beach township, however, some rooftops can be glimpsed above the sandy beachline of the Bay (right of view). Tall masts from yachts within the Port of Airlie Marina can be glimpsed in the midground of the view in between foreshore vegetation.

b) Visual Sensitivity Assessment

As this viewpoint is from a public open space area which offers panoramic views of coastal scenery, the surroundings are considered important to the experience of this view. The natural backdrop, which currently has minimal built form encroaching on views of the densely vegetated hillsides, further adds to the sensitivity and expectations of this receptor audience. The sensitivity is therefore considered to be High.

c) Magnitude of Change Assessment

The intended planning scheme heights will be visible in the midground of views and partially filtered by foreshore vegetation. Due to the distance of this view, the scale of future built form on the subject land and within the POA will be comparable with existing nearby built form up to 4 storeys in height within the Port of Airlie township, such as the Airlie Beach Hotel. These buildings are primarily located below the existing tree line. However, possible future redevelopment within the town centre up to 5 storeys, has the potential to rise above the existing tree line and intrude upon some of the currently unbroken HLV forested ridgelines, extending from the centre of the view to the far right of the view (not shown in Figure 33).

The Proposed Development will introduce a new built element with an increased height and wider bulk to the local skyline because of the built form orientation, which will be uncharacteristic within this existing predominantly natural Bay setting and represent a

substantial scale change. However, in the context of possible future redevelopment in the town centre, the scale of change will be Moderate from this viewpoint.

The Proposed Development is therefore considered to have a Moderate to High change in visual amenity.

d) Levels of Visual Effect
Impacts on VP02 are considered to be Moderate to Major, due to a High sensitivity and a Moderate to High Magnitude of Change.

6.4 VP03: Shute Harbour Road and Coconut Grove intersection- Looking Northeast



Figure 34: Existing Photo



Figure 35: Photomontage showing the proposal



Figure 36: Photomontage showing Intended Planning Scheme Heights in the POA and proposed development



Figure 37: Photomontage showing only future Intended Planning Scheme Heights in the POA

a) Existing Views
Located approximately 140m from the Subject Land, this viewpoint is from a busy roundabout at the intersection of Shute Harbour Road and Coconut Grove which forms the eastern end of the Airlie Beach main street. Low scaled commercial built form frames the street corner within the town centre (left of view). The midground shows vacant land within the POA including the Subject Land (left of view) and glimpsed water views within Boathaven Bay which can be seen in between the masts from yachts and boats in the Marina. Continuous forested ridgelines within the Mandalay Peninsula and distant vegetated hilltops form a strong visual backdrop to the view.

b) Visual Sensitivity Assessment
This viewpoint is from a busy arterial road experienced by high volumes of vehicles travelling between Airlie Beach and Shute Harbour and also pedestrians within Airlie Beach town centre. This section of Shute Harbour Road is located within a predominantly urban setting, and forms an entrance to the town centre, but does not form part of a scenic route under the WSAM (2017).
The sensitivity of this viewpoint is considered to be Moderate.

c) Magnitude of Change Assessment
The intended planning scheme heights will be visually dominant within the midground of views, due to the proximity of this viewpoint to the POA. It will obstruct most views to HLV continuous forested ridgelines which form the backdrop and contribute to the setting of this part of Airlie Beach.

The Proposed Development will be taller and noticeably higher than future development under the intended planning scheme in the POA, however, from this viewpoint, the additional height and scale will not appear out of character with the scale and intensity of the proposed Scheme. It will also not be uncharacteristic with possible future redevelopment within the town centre up to 6 storeys in the left of the view (not modelled in Figure 37). The degree to which this view will change over time will largely be as a result of existing planning scheme heights, with the proposal only moderately adding to this change.The magnitude of change is therefore considered to be Moderate.

d) Levels of Visual Effect

Impacts on VP03 are considered to be Moderate, due to a Moderate sensitivity and a Moderate Magnitude of Change.

6.5 VP04: Unnamed Road off Seaview Drive, Looking North-east



Figure 38: Existing Photo



Figure 39: Photomontage showing the proposal

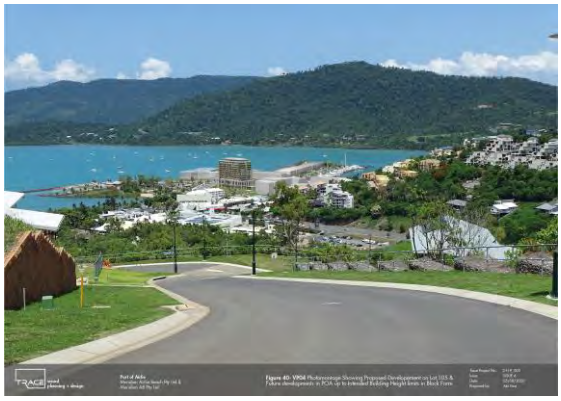


Figure 40: Photomontage showing Intended Planning Scheme Heights in the POA and proposed development on Subject Land



Figure 41: Photomontage showing only future Intended Planning Scheme Heights in the POA

a) Existing Views

Located approximately 1-2km from the Subject Land, this viewpoint provides expansive views to the Airlie Beach Township and the POA beside the waters of Boathaven Bay in the midground of the image, which is framed by a backdrop of mountains and forested ridgelines in the Mandalay Peninsula. Built form stretches along the coastline and up the adjacent hillsides, where it appears taller due to the elevation of these areas and the location of dense built form on highly visible ridgelines with relatively limited vegetation screening. Other highly visible buildings within this view include the Hermitage Apartments, the Mantra Boathouse Apartments and the Airlie Beach Hotel. The Subject Land is visible as a vacant parcel above dense built form within the town centre, which includes the large scaled 'Woolworths' building (centre of view).

b) Visual Sensitivity Assessment

The sensitivity of these elevated residential receptor groups to the Proposed Development is decreased due to the distance from the Subject Land. The visibility and prominence of development along the coastline and the encroachment of built form on the ridgelines contributes to the expectations of viewing built form in the POA from this location. Therefore, the sensitivity of this viewpoint is considered to be Moderate.

c) Magnitude of Change Assessment

The intended planning scheme heights in the POA will be noticeable beside Boathaven Bay within the midground of views. It will not be out of character with nearby dense hillside development, existing dense urban form in the Airlie Beach township and possible future redevelopment of the town centre up to 5 and 6 storeys in height. Peripheral areas to the south of the town centre and in the midground of the view also have the potential to be redeveloped to 7 storeys in height, which will further contribute to the intensification of the town centre.

The Proposed Development will result in partial view intrusions to the Bay, but this change to the view will be seen at a distance and will not be overly distinguishable. It will be taller than future development under the intended planning scheme in the POA and will form a new focal point from this viewpoint. However, due to the distance and elevation of this view, the increased height of the building will represent a moderate scale of change from the intended planning scheme heights in the POA and possible redevelopment in the town centre and peripheral areas. It will also result in additional partial view interruptions to the Bay, but will not affect background views to HLV mountain ridgelines. The magnitude of change is therefore considered to be Moderate.

d) Levels of Visual Effect

Impacts on VP04 are considered to be Moderate, due to a Moderate sensitivity and a Moderate Magnitude of Change.

6.6 VP05: The Beacons, Looking west



Figure 42: Existing Photo



Figure 43: Photomontage showing the proposal



Figure 44: Photomontage showing Intended Planning Scheme Heights in the POA and proposed development on Subject Land



Figure 45: Photomontage showing only future Intended Planning Scheme Heights in the POA

a) Existing Views

Located approximately 300m from the Subject Land, this viewpoint is from a residential street within the Beacons marina residential development in the northeast of the POA. Recently constructed one to two storey detached dwellings (far right of view) frame the street and overlook the busy Marina (left of view). These dwellings are located on reclaimed land which is approximately 2m higher than the Subject Land.

Mid rise built form within the Airlie Beach town centre is partially visible in the centre of the view amongst intervening street trees and mature vegetation. Dense built form extends up the adjacent hillsides and is highly prominent on the ridgelines which form the midground to the view. Forested mountains in the far background provide a continuous skyline to the urban scene.

b) Visual Sensitivity Assessment

This viewpoint is located in close proximity to the Subject land with the detached dwellings oriented in a north south orientation primarily for views to Pioneer Bay to the north (out of view) and also for views across the Marina and Boathaven Bay to the south. Given the proximity, any development on the Subject land will be apparent from this low lying location. The sensitivity of these receptors are considered to be Moderate.

c) Magnitude of Change Assessment

Consistent with the intended planning scheme heights within the POA, the Proposed Development will result in the loss of most distant views to the High Landscape Value (HLV) forested mountains in the background (centre of view). Views to a lower ridgeline which partially encloses the town centre will also be intruded upon in the midground of views by both schemes. From this viewpoint, the increased height and wider bulk of the Proposed Development will represent a substantial scale change from the intended heights and is therefore considered to have a Moderate change in visual amenity.

d) Levels of Visual Effect

Impacts on VP05 are considered to be Moderate, due to a Moderate sensitivity and a Moderate Magnitude of Change.

6.7 VP06: Shute Harbour Road, Looking north



Figure 46: Existing Photo



Figure 47: Photomontage showing the proposed development (centre of view)



Figure 48: Photomontage showing Intended Planning Scheme Heights in the POA and proposed development on Subject Land



Figure 49: Photomontage showing only future Intended Planning Scheme Heights in the POA

a) Existing Views

Located approximately 700m from the Subject Land, this viewpoint is from a busy arterial road to the south of Airlie Beach township. The road rises towards the roundabout as it approaches the southern areas of the POA (centre of view). Low to mid rise built form on flat land within the POA including the Mantra Boathouse Apartments and residential dwellings at the Beacons forms the skyline and background to this view, due to the absence of mountains and ridgelines from this particular viewpoint. Short stay accommodation, such as the Colonial Palms Motor Inn (left of view), is located on elevated land and views across Shute Harbour Road and the POA towards Boathaven Bay (far right of view).

b) Visual Sensitivity Assessment

This viewpoint is experienced by high volumes of vehicles travelling between Airlie Beach and Shute Harbour and the roundabout marks the southern gateway' to Airlie Beach township. Under the WSAM (2017), this section of Shute Harbour Road does not form part of a scenic route. The sensitivity of this viewpoint is considered to be Moderate.

c) Magnitude of Change Assessment

From this viewpoint, the intended planning scheme heights will be compatible with existing mid-rise built form and low rise buildings at the Beacons within the POA, due to the increased elevation of the Beacons development areas. The proposed development will be taller than future development under the intended planning scheme, but due to the distance of this view, the increased height of the building will represent a Low scale of change from the intended planning scheme heights. It will only affect a small portion of the overall view and will be partially concealed by intervening vegetation within the roundabout. The proposed development will not affect background views to HLV mountain ridgelines. The magnitude of change is therefore considered to be Moderate.

d) Levels of Visual Effect

Impacts on VP06 are considered to be Moderate to Minor, due to a Moderate sensitivity and a Low Magnitude of Change.

6.8 VP07: Mandalay Road, Looking west

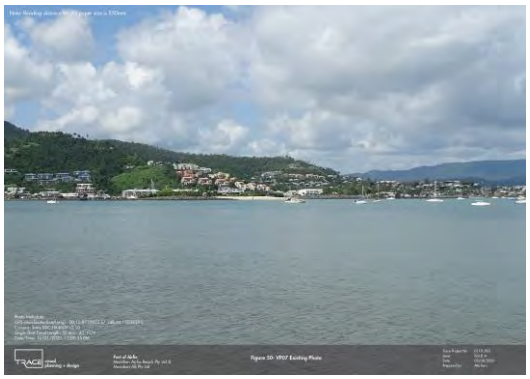


Figure 50: Existing Photo



Figure 51: Photomontage showing the proposal



Figure 52: Photomontage showing Intended Planning Scheme Heights in the POA and proposed development on Subject Land



Figure 53: Photomontage showing only future Intended Planning Scheme Heights in the POA

a) Existing Views

Located approximately 1.2km from the Subject Land, this viewpoint from Mandalay Road demonstrates the pattern and concentration of dense built form which extends along the coastal stretch and up the Airlie Beach hillsides to approximately 80m AHD. The coastal township is framed by a layered backdrop of forested ridgelines and mountains. Moored boats in Pioneer Bay can be seen in the midground adjacent to the coastline.

b) Visual Sensitivity Assessment

This viewpoint represents views from permanent residences beside Mandalay Road and drivers travelling along the coastal route. The sensitivity of these coastal receptor groups is decreased due to the distance from the Subject Land and therefore considered to be Moderate.

c) Magnitude of Change Assessment

From this viewpoint, the Proposed Development will be noticeable as a new tall built form along the coastline, but will be viewed against a backdrop of dense built form upon the Airlie Creek valley foothills and hillsides and will not intrude above the forested ridge skyline. The proposed development will be taller than future development under the intended planning scheme in the POA and will present a wider bulk than other built form adjacent to the foreshore. However, due to the distance of this view, the increased height of the building will represent a moderate scale of change from the intended planning scheme heights in the POA. The magnitude of change is therefore considered to be Moderate.

d) Levels of Visual Effect

Impacts on VP07 are considered to be Moderate, due to a Moderate sensitivity and a Moderate Magnitude of Change.

7. Visual and Character Impacts and Discussion

7.1 Summary of View Impacts and Discussion

This Visual Impact Assessment assesses the potential visual impact associated with a proposed multi-storey development (to RL50.70) on Lot 105 in the Port of Airlie, upon the existing and intended character and visual amenity of Airlie Beach, compared to an intended building height development under the current Planning Scheme (to RL22).

The Scheme intends for regional areas of scenic value to be protected and enhanced, including key urban gateways to Airlie Beach, '*significant visual backdrops'* seen from major scenic routes of Shute Harbour Road and boating routes along the coastline (Section 3.2 (4) and 3.2.3.1).

The 'Whitsunday Scenic Amenity Study' (Cardno, 2017) provides a supporting document to the Planning Scheme and identified the landscape setting of Airlie Beach as high landscape value due to the combination of high scenic amenity areas (with a rating of 8-10) and the presence of two valued LCTs (Forested Mountains and Oceans). It also identified a number of significant landscape features including surrounding mountain ranges and ridgelines, the Airlie Crescent Lookout, scenic route sections along Shute Harbour Road and views from the Airlie Esplanade and marina. In particular '*views of natural undisturbed landscape elements, especially as seen from designated lookouts, where they include water and forested skyline ridges or where they form interfaces and settings for towns, scenic roads and public places*' are identified as important to the Whitsunday Region (Cardno, 2017, p27).

Regional VAM analysis indicates that Proposed Development will be visible up to approximately 28.5km offshore from the Great Barrier Reef waters and islands including Double Cone and Armit Islands to the north and from Hook and Hayman Islands within the Whitsunday Islands group to the northeast.

VAM analysis undertaken at a local scale indicates the proposed multi-storey building will be visible from a wider visual catchment as compared to an intended building height development on the subject land. It will be more visible from flat areas in the Jubilee Pocket valley, on the eastern hillsides in the Airlie Creek valley, the north-eastern parts of Airlie Beach (including foreshore areas) and within the Airlie Beach township itself. Glimpsed views to the taller building will also be available from pockets throughout Airlie Beach.

The proposed building will be oriented to minimise potential bay view intrusions from residential areas within the foothills to the south (in particular residences at Golden Orchid Drive), as recommended in the previous analysis in the VIA by MODE Design (2016), thus such that it will present as a narrow and slender building form, as seen from these locations (eg. VP01).

However, photomontages, cross-sections and height threshold analysis from a range of viewing locations, elevations and view directions indicate the proposed multi-storey building will introduce a new built form, rising above the existing midrise built form within the Airlie Beach township and future intended midrise development within the POA and on the subject land.

When viewed from higher elevations of Airlie hillslopes such as VP04, the proposed development will result in additional bay intrusions, which will be apparent in the midground of views, but will not intrude upon the continuous mountain backdrop. Similarly, the backdrop of forested ridges and mountains will be maintained when viewed from the northern gateway to Airlie Beach and also from nearby scenic route sections of Shute Harbour Road travelling towards the township.

From other nearby locations at lower elevations, views to forested ridgelines will be obstructed and the proposed development will represent a considerable increase in scale and bulk, however, these views will be blocked by any intended building height development upon the subject land and possible future built form within the POA (as evidenced at Shute Harbour Road and Coconut Grove intersection, VP03 and the Beacons marina residential development, VP05). Whilst the proposed development will be taller than intended midrise development from the southern entry point gateway to Airlie Beach at the intersection of Shute Harbour Road and Hermitage Drive (VP06), it will only affect a small portion of the overall view and there will be no intrusion to the Bay or distant ridgelines.

The Assessment indicates view intrusions will occur most noticeably to nearby coastal foreshore and low lying residential areas (eg. VP02 and VP05) and residential foothill areas (VP01). As seen from these areas the proposed development will be visually prominent and provide a greater contrast in scale and bulk, compared to current and intended mid rise built form within Airlie Beach and POA under the Planning Scheme. It will introduce a new built form, which will be uncharacteristic with the predominantly low to medium rise town setting and as compared to an intended building height development upon the subject land. The proposed development will also result in partial intrusions to bay views and views of currently unbroken forested ridgelines from viewpoints VP01 and VP02, which are considered of high landscape value and contribute to the '*significant visual backdrops*' and landscape setting of Airlie Beach, despite affecting only a small proportion of the overall coastal view. Views to the ocean horizon from elevated parts of the residential foothill areas will, however, not be intruded upon as discussed in Section 5.3 .

In relation to views from the north at Pioneer Bay and Mandalay Peninsula, the Proposed Development will be noticeable as a new tall built form along the coastline, but will be viewed against a backdrop of dense built form upon the Airlie Creek valley foothills and hillsides and will not intrude above the forested ridge skyline (VP07). There will also be no intrusion to current views of forested ridgelines as seen from moored boats within the Bay and watercraft approaching the marina to the north of the subject land from a viewing distances beyond 300m from the subject land (Section 5.4). From closer offshore distances to the north, however, views to ridgelines from watercraft will potentially be intruded upon by the Proposed Development.

In terms of night time impacts, from the same viewpoint selected for the photomontage at Mandalay Peninsula (VP07), the Proposed Development will result in a change to the amount of lighting that is visible, as compared to an intended building height development upon the subject land. However, as the proposed building will be surrounded by a predominantly lit landscape in the background, the scale of change will be reduced somewhat from this viewpoint.

From elevated residential areas in Airlie Beach (such as VP04) viewing towards the Bay, the proposed development will be visible in the midground of views surrounded by lights that extend along the coastline and up the adjacent hillsides. The POA will appear as a concentration of lights beside the Airlie Beach township. Due to the increased height and scale of the proposed development and limited lighting in the background of these elevated viewpoints, the proposed building will result in a considerable change to the night-time landscape, as compared to an intended building height development upon the subject land.

7.2 Summary of Character Impacts and Discussion

In relation to compatibility with the existing and intended scale and overall character of the POA and Airlie Beach, the Proposed Development will represent a new urban form with a taller scale.

It will complement the intensity of intended built form around the Marina. Due to the size of the 18Ha POA site, on completion the Marina development will introduce a large scale node of urban development adjacent to the Bay. The currently largely undeveloped character of the POA will be altered and a new dense urban character will be introduced within this part of Airlie Beach, as intended under the Scheme (see Figures 34 to 37).

The new and taller urban character of the Proposed Development will also complement the intended future urban intensity of the adjacent Airlie Beach township and existing dense hillside development, which has the appearance of taller buildings within the coastal setting, as shown in Figure 16.

The Proposed Development will further frame the eastern end of the town centre and provide a visual reference point along the dense coastal stretch for the Port of Airlie Marina development.

8. Conclusion

This Visual Impact Assessment was undertaken to determine the potential visual impacts associated with a proposed multi-storey development (to RL50.70) on Lot 105 in the Port of Airlie, upon the existing and intended character and visual amenity of Airlie Beach, compared to an intended building height development under the current Planning Scheme (to RL22). Previous character studies of Airlie Beach, in the context of the Whitsunday area, identified the importance of views to Pioneer Bay and to the surrounding forested mountains to the character of Airlie Beach. It is also relevant that there are no designated public lookouts to be considered within the study area.

This Assessment identified that when viewed from the northern and southern gateways to Airlie Beach and major scenic route sections of Shute Harbour Road, the proposed development will not unacceptably increase visual impacts associated with height, scale or view intrusion within the setting of Airlie Beach. The proposed development will be seen in conjunction with future intended medium rise built form adjacent to the roundabout in Lots 115 and 113 from the southern gateway.

In relation to views from Mandalay Peninsula and long distance views from within Pioneer Bay , the proposed development will be visible as a taller built form and seen against a backdrop of built form on the Airlie Creek valley foothills and hillsides, but will not intrude above the forested ridge skyline (VP07). Similarly, the proposed development will not intrude upon views to ridgelines as seen from watercraft in the Bay at a viewing distance of between 300m to 800m, to the north of the subject land. From closer offshore distances to the north, however, views to ridgelines from watercraft in the Bay will potentially be intruded upon by the proposed development.

From above locations, the proposed building will be prominently visible, and as seen from anywhere, it will be noticeably taller than an intended building height development, such that its visual impact will be locally high, notwithstanding that the modelling indicates no skyline intrusion on views to forested ridgelines, and the significance matrix indicates only a moderate impact. From these locations, it will be seen in conjunction with future proposed development in Lots 105 and 106 and will be consistent with the emerging character of the 'new' Airlie Beach around the marina.

From other nearby locations on flat terrain, the proposed 46.7m tall building will intrude into some views of forested ridges, in some cases appearing above the local skyline, but these views will be blocked by any intended building height development and possible future built form on Lots 105 and 106 within the POA, regardless, as evidenced at Shute Harbour Road and Coconut Grove intersection (VP03) and the Beacons marina residential development (VP05).

The proposed building will be oriented to minimise potential bay view intrusions from residential areas within the foothills to the south, such that it will present as a narrow and slender building form, as seen from these locations (eg. VP01). From these areas and nearby coastal foreshore areas (eg. VP02), the proposed development will rise above the existing and intended midrise development within the POA and existing midrise built form within Airlie Beach township. It will intrude into views of currently unbroken forested ridgelines and water views to the Bay, which are high landscape value and important to the landscape setting and character of these views. As seen from these locations, the height and scale of the proposed multi-storey development will impact upon the town setting to a greater extent than any intended building height development upon the subject land, despite affecting only a small proportion of the overall coastal view. Notwithstanding, that possible future built form within the township has the potential to be increased in height from viewpoint VP02 and will also potentially intrude into the unbroken forested ridgelines.

Overall, while the proposed building will intrude into panoramic Bay and forested mountain views as seen from most viewpoints, such intrusion will in all cases represent only a small proportion of the bay and mountain views. No receptor will have their panoramic views blocked. The Proposed Development will introduce a new and taller urban character to the POA and Airlie Beach. It will complement the intended future urban intensity of the POA and adjacent Airlie Beach township and existing dense hillside development. The Proposed Development will frame the eastern end of the town centre and provide a visual reference point along the dense coastal stretch for the Port of Airlie Marina development. It will be highly visible, but conversely also has the urban design potential to create a landmark building and 'place marker' for Airlie Beach.

9. REFERENCES

Cardno (2017) 'Whitsunday Region Scenic Amenity Study' Prepared for Whitsunday Regional Council, http://whitsundayrc.qld.gov.au/DocumentCenter/View/4465, date accessed 15/1/20

MODE Design (2016) 'Lot 105, Port of Airlie Visual Impact Assessment' Prepared for Meridien Airlie Beach Pty Ltd and Meridien AB Pty Ltd

New Zealand Institute of Landscape Architects (2010) 'Best Practice Guide Visual Simulations' (BPG10.2) https://nzila.co.nz/media/uploads/2017_01/vissim_bpg102_lowfinal.pdf, date accessed 13/5/20

Whitsunday Regional Council (2017) 'Whitsunday Regional Council Planning Scheme – Part 3 – July 2017 (V3.6)' http://www.whitsunday.qld.gov.au/DocumentCenter/View/4463, date accessed 14/1/20

Appendix A-VIA Selected Full Size Figures @ A3

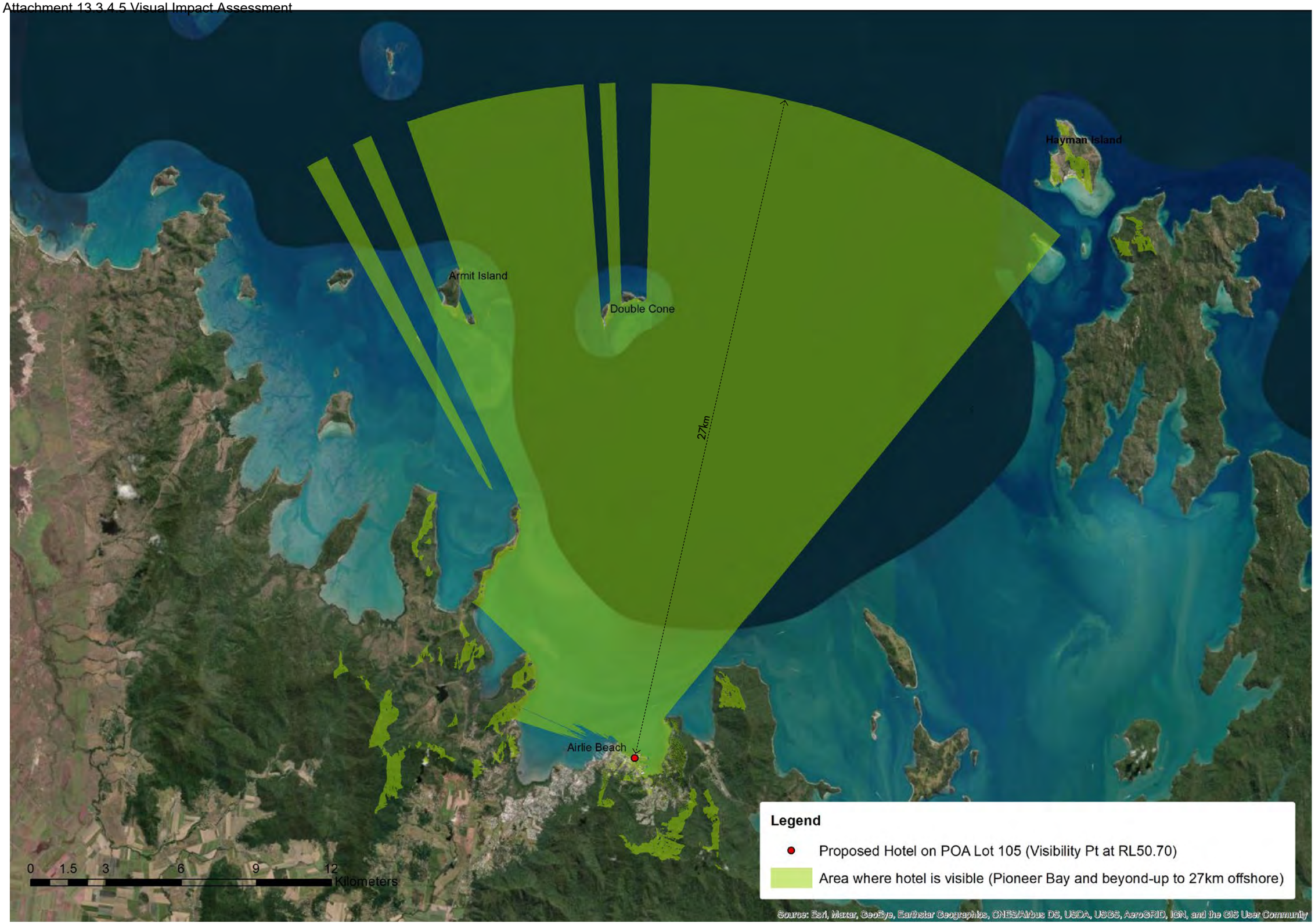


Figure 18- VAM of Proposed Development modelled in Regional Context

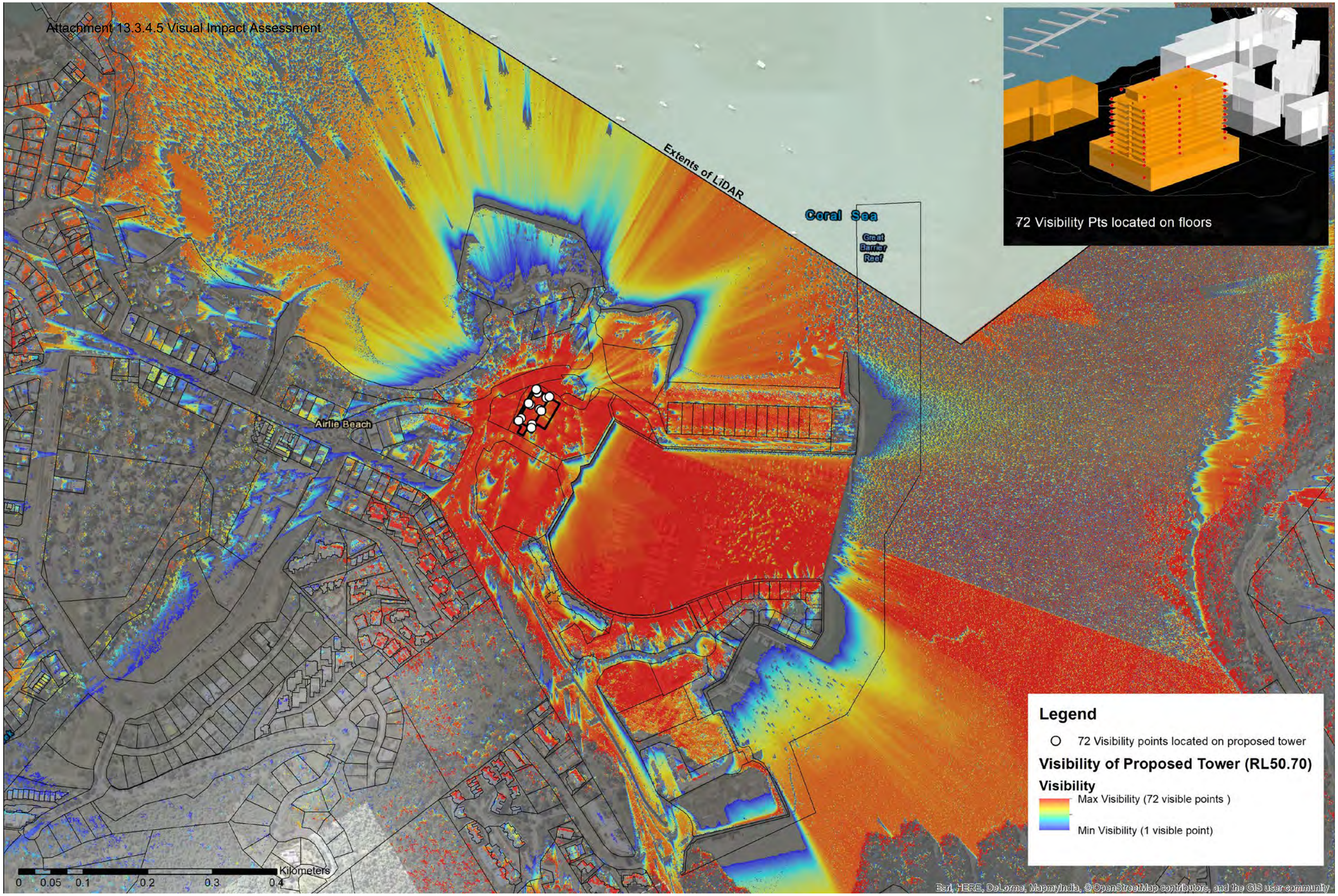


Figure 19 - VAM of Proposed Development in local context

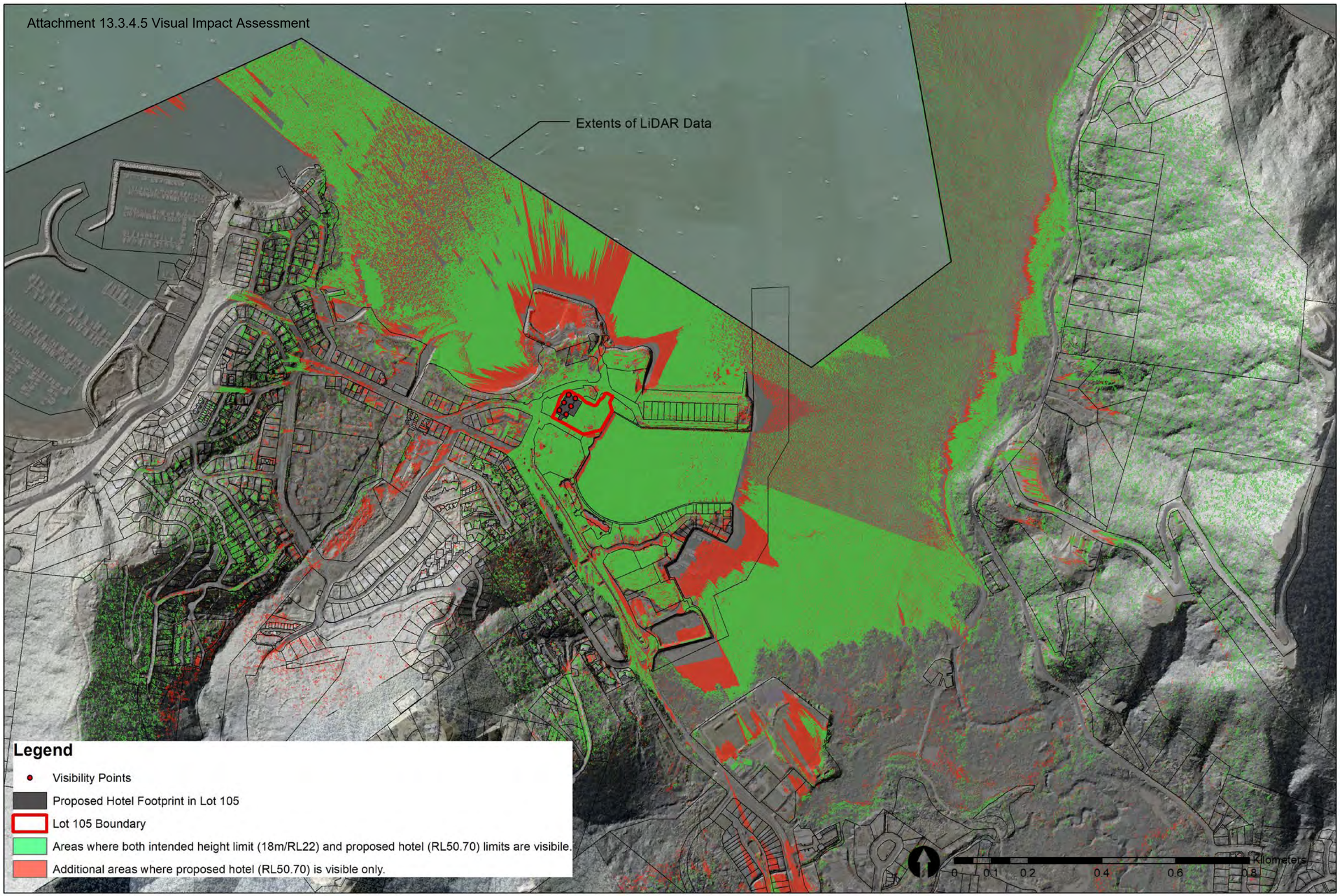
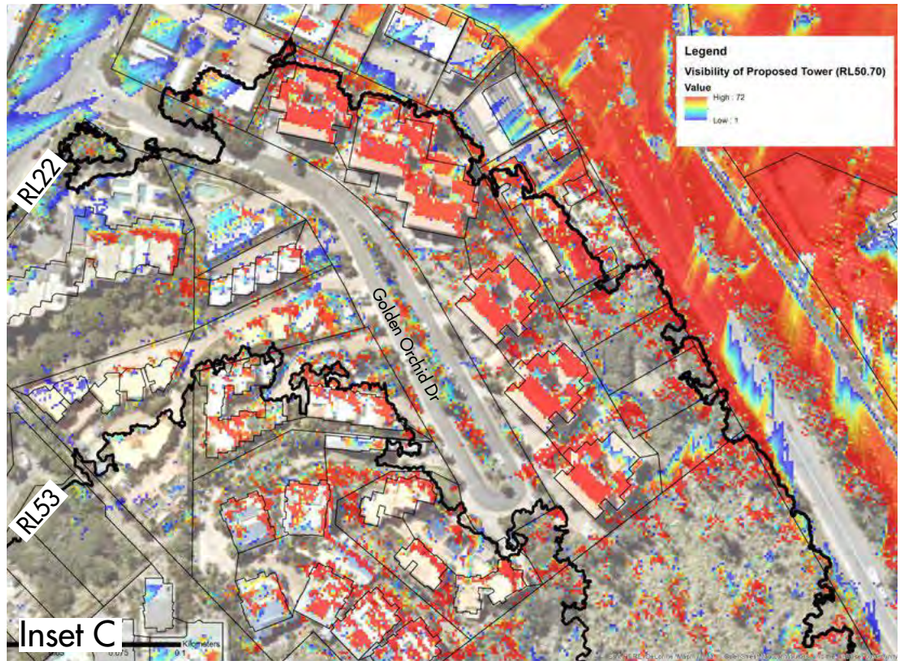


Figure 20- Comparative VAM of proposed development and intended building development heights







Potential receptors along Golden Orchid Drive within elevation band (RL22 to RL53) with potential intrusion to ocean horizon & panoramic views

Panoramic View to Pioneer Bay from receptors along Golden Orchid Drive below RL50.70m

Potential loss of bay horizon & intrusion into parnoramic views by the proposed hotel from receptors between RL53 to RL 22.00

Interrupted sightline threshold to the bay horizon from receptor betwen RL22 to RL53

Uninterrupted sightline threshold to the bay horizon from receptors above RL53m (no intrusion by proposal)

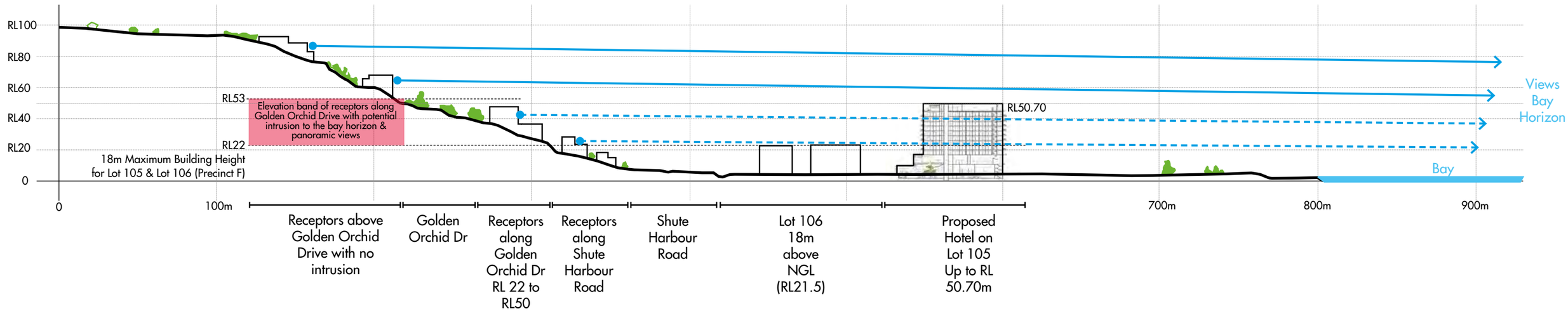
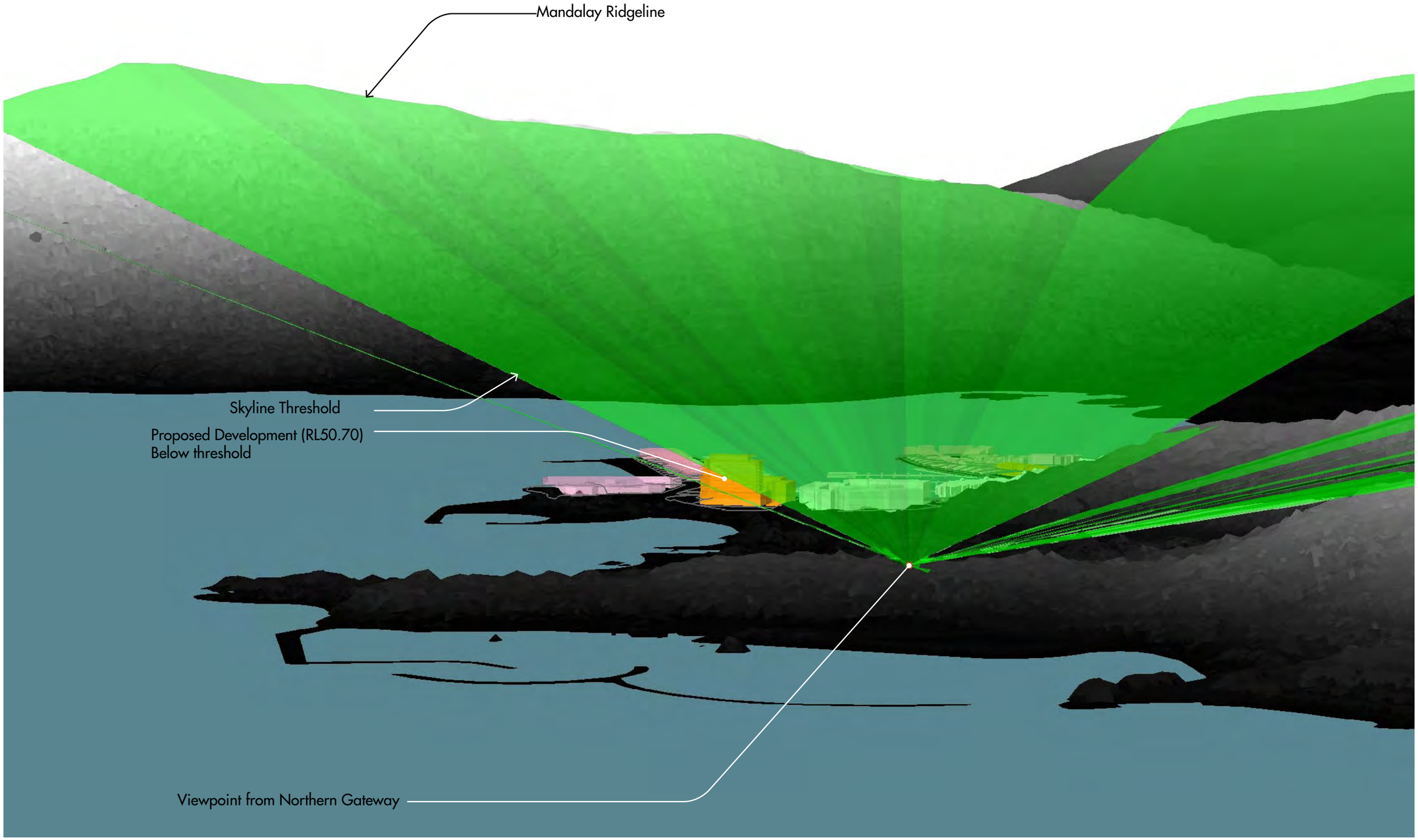
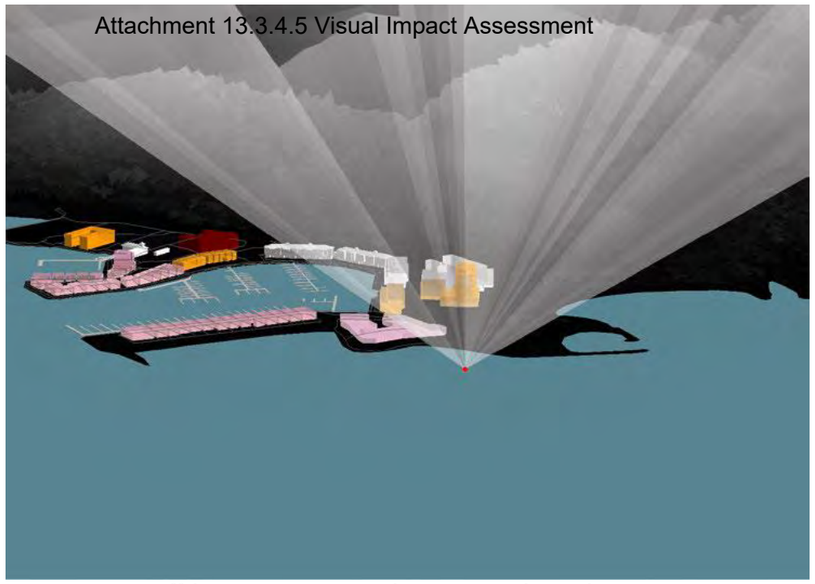


Figure 22- Cross Section from Golden Orchid Drive

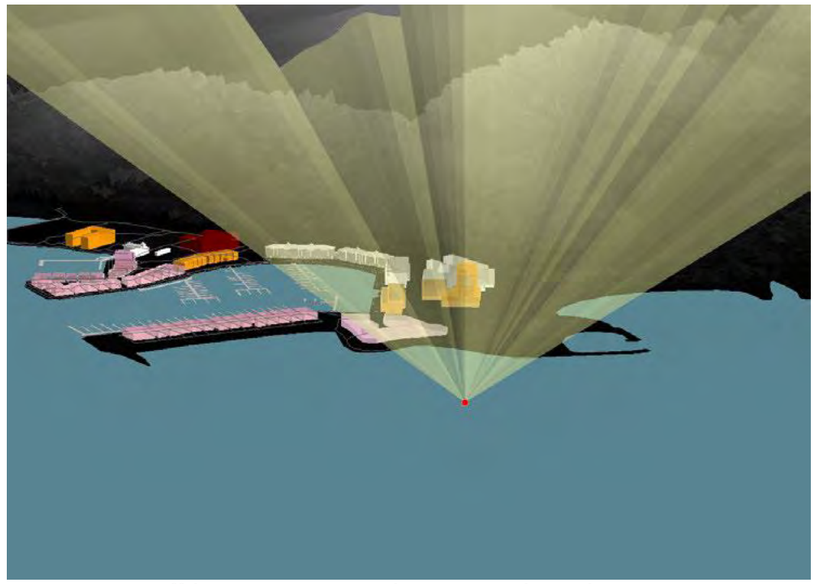


Note: no intrusion by proposed development on Lot 105

Figure 23- Height Threshold Analysis from northern gateway at Shute Harbour Road and Summit Avenue with intended building height development on subject land shown in 'brown' in centre of view and increased height of Proposed Development (to RL53.9) shown above (in 'orange'). The modelling demonstrates the sightlines to the ridgelines, which form the skyline within visibility from this viewpoint (shown in green) will be maintained.



VP01-300m Offshore (no intrusion by Proposed Hotel up to RL 53.90)



VP02-500m Offshore (no intrusion by Proposed Hotel up to RL 53.90)



VP03-800m Offshore (no intrusion by Proposed Hotel up to RL 53.90)

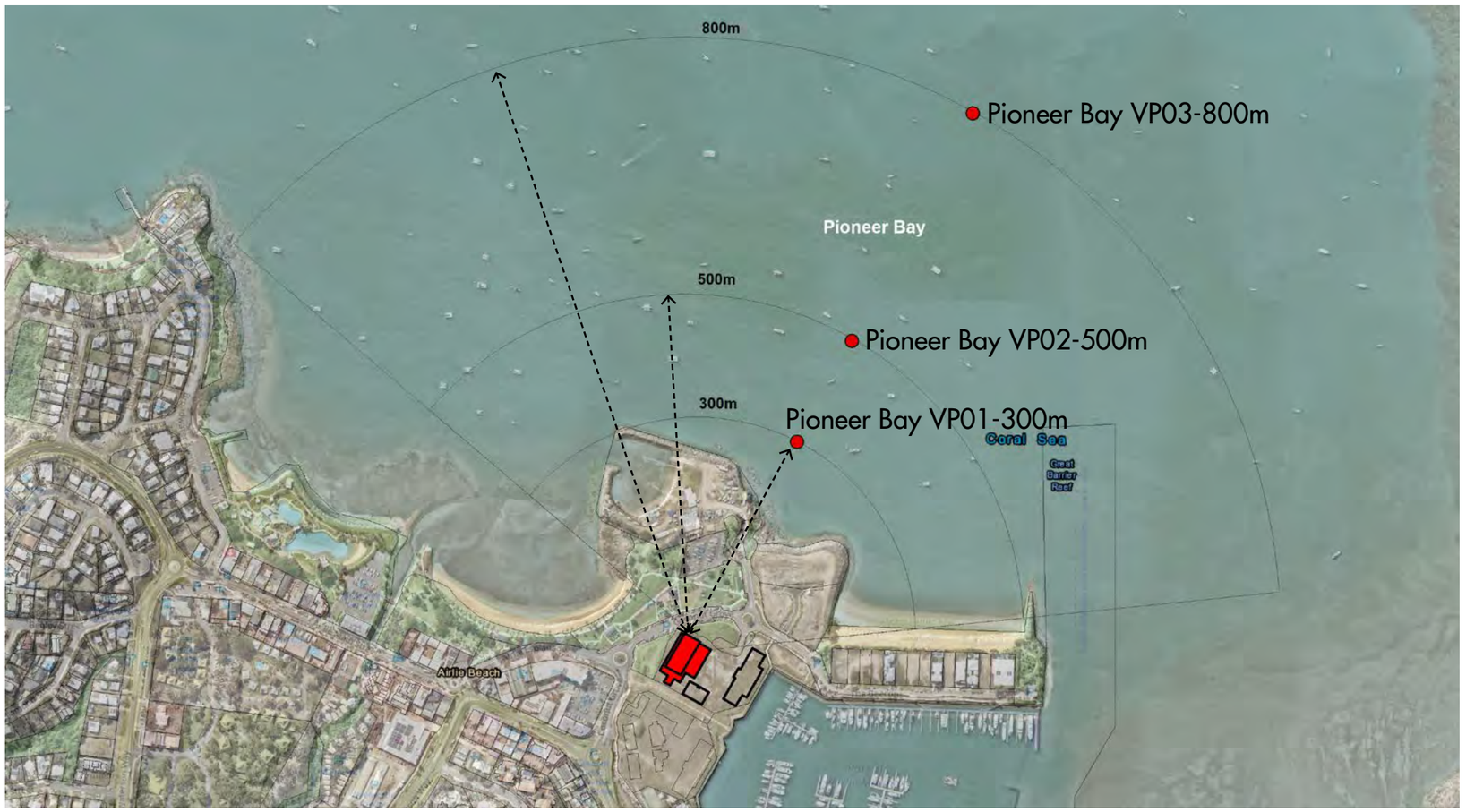


Figure 24- Height Threshold Analysis from three selected offshore viewpoints in Pioneer Bay with intended building height development on subject land shown in 'white' and 'pink', Proposed Development on Lot 113 and Lot 115 in 'orange' (left of view) and Proposed Development (to RL50.70) also shown in 'orange' (right of view). The modelling demonstrates the sightlines to the ridgelines, which form the skyline within visibility of these viewpoints located at 300m, 500m and 800m from the Subject Land (shown in 'grey', yellow' and 'green') will be maintained.

0 70 140 280 420 560 Meters

VP07

VP02

Proposed Development

LOT 105

VP05

VP03

Golden Orchid Drive

VP01

Shute Harbour Road

VP04

VP06

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Figure 25 - Lot 105 Selected Photopoint Locations

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara

Note: Approximate reading distance for A3 paper size is 300mm.

Attachment 13.3.4.5 Visual Impact Assessment



Photo Metadata:
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Date/Time: 16/01/2020, 1:28:20 PM

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Figure 26- VP01- Existing Photo

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



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Figure 27- VP01- Photomontage Showing Proposed Developement on Lot 105

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



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Figure 28- VP01- Photomontage Showing Proposed Developement on Lot 105 & Future developments in POA up to Intended Building Height limits in Block Form

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



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Meridien AB Pty Ltd

Figure 29- VP01- Photomontage Showing All Future developments in POA up to Intended Building Height Limits in Block Form

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara

Note: Approximate reading distance for A3 paper size is 300mm.

Attachment 13.3.4.5 Visual Impact Assessment

Photo Metadata:
GPS coordinates (Lat/Long) : 20,16.0454833 S / 148,43.1514 E
Camera: Sony DSC-HX400V v2.10
Single Shot Focal Length: 24 mm - 74° FOV
Date/Time: 16/01/2020, 1:57:32 PM

visual planning + design

Port of Airlie
Meridien Airlie Beach Pty Ltd &
Meridien AB Pty Ltd

Figure 30- VP02-Existing Photo

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



TRACE visual planning + design

Port of Airlie
Meridien Airlie Beach Pty Ltd &
Meridien AB Pty Ltd

Figure 31- VP02 Photomontage Showing Proposed Developement on Lot 105

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



TRACE visual planning + design

Port of Airlie
Meridien Airlie Beach Pty Ltd &
Meridien AB Pty Ltd

Figure 32- VP02 Photomontage Showing Proposed Developement on Lot 105 & Future developments in POA up to Intended Building Height limits in Block Form

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



TRACE visual planning + design

Port of Airlie
Meridien Airlie Beach Pty Ltd &
Meridien AB Pty Ltd

Figure 33- VP02 Photomontage Showing all Future Developments in POA Up To Intended Building Height Limits in Block Form

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara

Note: Approximate reading distance for A3 paper size is 300mm.

Attachment 13.3.4.5 Visual Impact Assessment



Photo Metadata:
GPS coordinates (Lat/Long) : 20,16.2025833 S / 148,43.2663833 E
Camera: Sony DSC-HX400V v2.10
Single Shot Focal Length: 24 mm - 74° FOV
Date/Time: 16/01/2020, 1:35:06 PM

TRACE visual planning + design

Port of Airlie
Meridien Airlie Beach Pty Ltd &
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Figure 34- VP03 Existing Photo

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



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Port of Airlie
Meridien Airlie Beach Pty Ltd &
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Figure 35- VP03 Photomontage Showing Proposed Developement on Lot 105

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



TRACE visual planning + design

Port of Airlie
Meridien Airlie Beach Pty Ltd &
Meridien AB Pty Ltd

Figure 36- VP03 Photomontage Showing Proposed Developement on Lot 105 & Future developments in Lot 106 up to Intended Building Height limits in Block Form

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



TRACE visual planning + design

Port of Airlie
Meridien Airlie Beach Pty Ltd &
Meridien AB Pty Ltd

Figure 37- VP03 Photomontage Showing All Future developments in POA up to Intended Building Height Limits in Block Form

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara

Note: Reading distance for A3 paper size is 550mm.

Attachment 13.3.4.5 Visual Impact Assessment



Photo Metadata:
GPS coordinates (Lat/Long) : 20,16.3452833 S/ 148,42.7260833 E
Camera: Sony DSC-HX400V v2.10
Single Shot Focal Length: 50 mm - 40° FOV
Date/Time: 16/01/2020, 2:23:13 PM

TRACE visual planning + design

Port of Airlie
Meridien Airlie Beach Pty Ltd &
Meridien AB Pty Ltd

Figure 38- VP04 Existig Photo

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



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Port of Airlie
Meridien Airlie Beach Pty Ltd &
Meridien AB Pty Ltd

Figure 39- VP04 Photomontage Showing Proposed Developement on Lot 105

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara

TRACE visual planning + design

Port of Airlie
Meridien Airlie Beach Pty Ltd &
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Figure 40- VP04 Photomontage Showing Proposed Developement on Lot 105 & Future developments in POA up to Intended Building Height limits in Block Form

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara

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Meridien Airlie Beach Pty Ltd &
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Figure 41- VP04 Photomontage Showing All Future developments in POA up to Intended Building Height Limits in Block Form

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara

Note: Reading distance for A3 paper size is 550mm.

Attachment 13.3.4.5 Visual Impact Assessment



Photo Metadata:
GPS coordinates (Lat/Long) : 20,16.1499833 S/ 148,43.5776833 E
Camera: Sony DSC-HX400V v2.10
Single Shot Focal Length: 50 mm - 40° FOV
Date/Time: 16/01/2020, 3:58:38 PM

TRACE visual planning + design

Port of Airlie
Meridien Airlie Beach Pty Ltd &
Meridien AB Pty Ltd

Figure 42- VP05 Existing Photo

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



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Meridien Airlie Beach Pty Ltd &
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Figure 43- VP05 Photomontage Showing Proposed Development on Lot 105

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara

visual planning + design

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Meridien Airlie Beach Pty Ltd &
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Figure 44- VP05 Photomontage Showing Proposed Developement on Lot 105 & Future developments in POA up to Intended Building Height limits in Block Form

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



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Figure 45- VP05 Photomontage Showing All Future developments in POA up to Intended Building Height Limits in Block Form

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara

Note: Reading distance for A3 paper size is 300mm.

Attachment 13.3.4.5 Visual Impact Assessment



Photo Metadata:
GPS coordinates (Lat/Long) : 20,16.5334833 S/ 148,43.4836833 E
Camera: Sony DSC-HX400V v2.10
Single Shot Focal Length: 24 mm - 74° FOV
Date/Time: 16/01/2020, 1:29:34 PM

TRACE visual planning + design

Port of Airlie
Meridien Airlie Beach Pty Ltd &
Meridien AB Pty Ltd

Figure 46- VP06 Existing Photo

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



TRACE visual planning + design

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Meridien Airlie Beach Pty Ltd &
Meridien AB Pty Ltd

Figure 47- VP06 Photomontage Showing Proposed Develop-ement on Lot 105

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



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Meridien AB Pty Ltd

Figure 48- VP06 Photomontage Showing Proposed Developement on Lot 105 & Future developments in POA up to Intended Building Height limits in Block Form

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



TRACE visual planning + design

Port of Airlie
Meridien Airlie Beach Pty Ltd &
Meridien AB Pty Ltd

Figure 49- VP06 Photomontage Showing All Future developments in POA up to Intended Building Height Limits in Block Form

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara

Note: Reading distance for A3 paper size is 550mm.

Attachment 13.3.4.5 Visual Impact Assessment



Photo Metadata:
GPS coordinates (Lat/Long) : 20,15.8732833 S/ 148,44.1103833 E
Camera: Sony DSC-HX400V v2.10
Single Shot Focal Length: 50 mm - 40° FOV
Date/Time: 16/01/2020, 12:00:35 PM

TRACE visual planning + design

Port of Airlie
Meridien Airlie Beach Pty Ltd &
Meridien AB Pty Ltd

Figure 50- VP07 Existing Photo

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



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Port of Airlie
Meridien Airlie Beach Pty Ltd &
Meridien AB Pty Ltd

Figure 51- VP07 Photomontage Showing Proposed Developement on Lot 105

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



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Meridien Airlie Beach Pty Ltd &
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Figure 52- VP07 Photomontage Showing Proposed Developement on Lot 105 & Future developments in POA up to Intended Building Height limits in Block Form

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara



visual planning + design

Port of Airlie
Meridien Airlie Beach Pty Ltd &
Meridien AB Pty Ltd

Figure 53- VP07 Photomontage Showing All Future developments in POA up to Intended Building Height Limits in Block Form

Trace Project No:	0119_003
Issue:	ISSUE B
Date:	5/08/2020
Prepared by:	Ata Tara

Appendix B- Summary of Built Form Envelope Process by MODE Design (2016)

A summary of the process undertaken by MODE Design (2016) to determine a preferred Built Form Envelope (BFE) for future development on the Subject Land is provided below.

BFE Location and Orientation

A high-resolution aerial photo and cadastral boundaries was used initially as the basis to determine the primary view directions from identified sensitive receptors, within the western view sector. A modelled VAM of a BFE was also used to locate each potential receptor dwelling. Receptor buildings located in Receptor Group A, along Golden Orchid Drive, were identified as the most sensitive receptors due to their proximity and elevation to the Subject Land. It was considered that the orientation of a hypothetical BFE would have a maximum effect on these receptors.

The primary view directions were determined as views commonly perpendicular to the face of buildings from where the view has been obtained. In the instance of receptors in Group A, a number of receptors were found to have extensive wide view angles towards the Bay and forested ridgelines, as shown in Figure 54. The analysis identified a gap between these view directions which was considered a suitable location to place taller built form to assist in limiting the visual impacts upon these receptors and view intrusions for receptors in Jubilee Pocket valley and Receptor Group B.

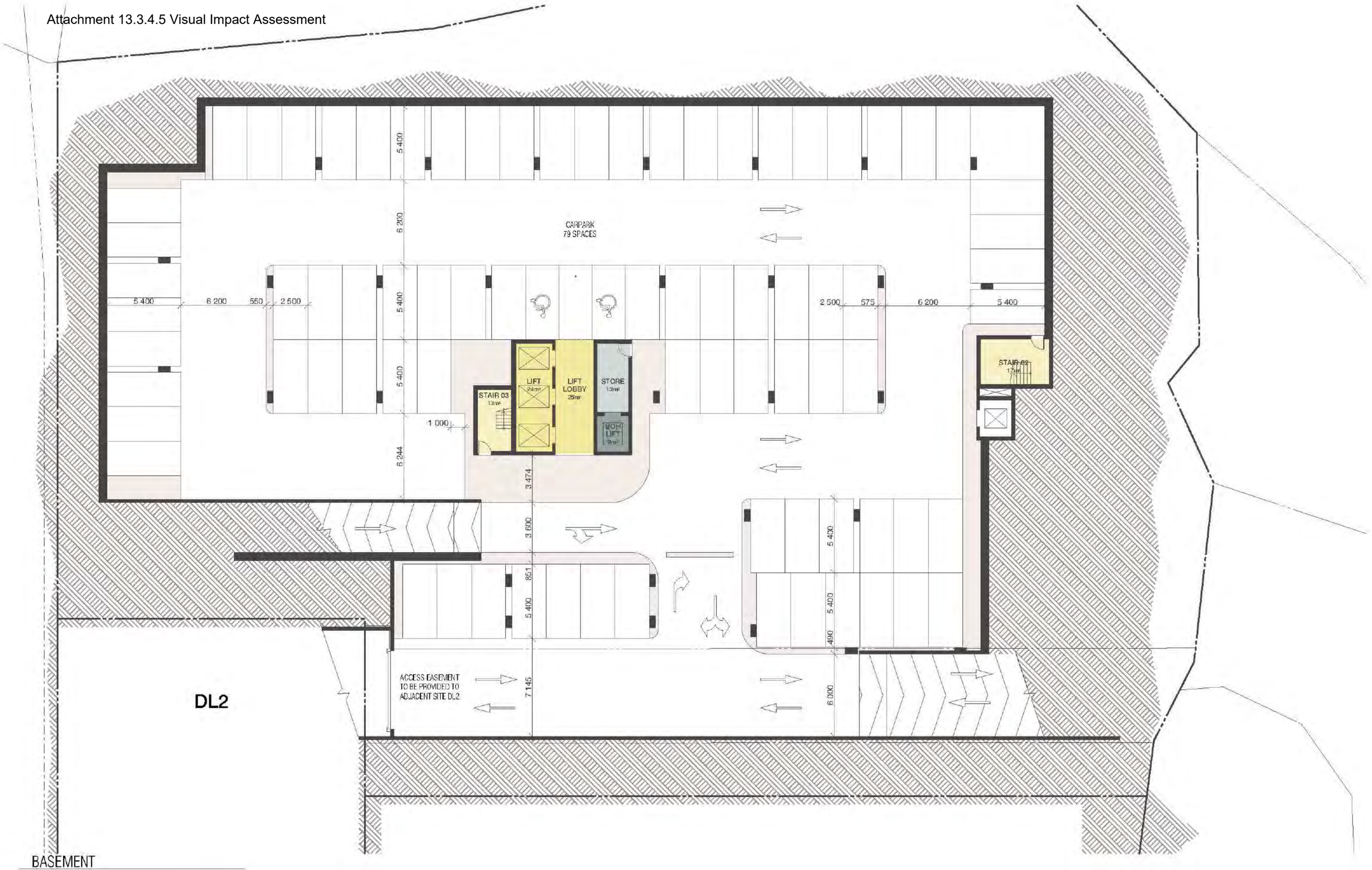


Figure 54: Primary view direction from sensitive receptors (Source: MODE Design, 2016, Figure 24, p28)

This analysis formed the basis for proposing the orientation for a hypothetical BFE to minimise the potential bay view intrusion on primary views from Receptor Groups A and C. It was also considered that a southwest to north-east orientation, which is identified as an 'orange object' in Figure 54, would assist in reducing the view intrusion of such an envelope.

The zone of visual influence and view intrusion of this proposed BFE and its orientation was further analysed for receptors in Group A. The analysis identified that receptors in this area would be the most sensitive to potential bay view intrusions from intended building heights in the POA, as their line of sight to the ocean horizon, would be more easily intruded upon due to their elevation. It also identified a maximum view intrusion, associated with a BFE of 11 degrees into the primary view cone (ie approximately one-sixth), as a worst case scenario analysis.

Appendix C- Proposed Development Drawings by FKA (Revised Issue- 22.07.2020)



BASEMENT

SCALE 1:250@A3

BIM Server: FKQLDBIM09 - BIM Server 20/18126 Port of Airlie Lots 113 116/18126 Port of Airlie

REVISION			REV
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7

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ZG	13.12.2019	JM	22.07.2020	18126	1:250@A3	DL01 BASEMENT 1 FLOOR PLAN	~~DEVELOPMENT APPLICATION~~	—	DL1-DA099



GROUND FLOOR

SCALE 1:250@A3

BIM Server: FKQLDBM200 BIM Server 20/18126 Port of Airlie Lots 113-116/18126 Port of Airlie

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ZG	13.12.2019	JM	22.07.2020	18126	1:250@A3

DRAWING TITLE
DL01
GROUND FLOOR PLAN

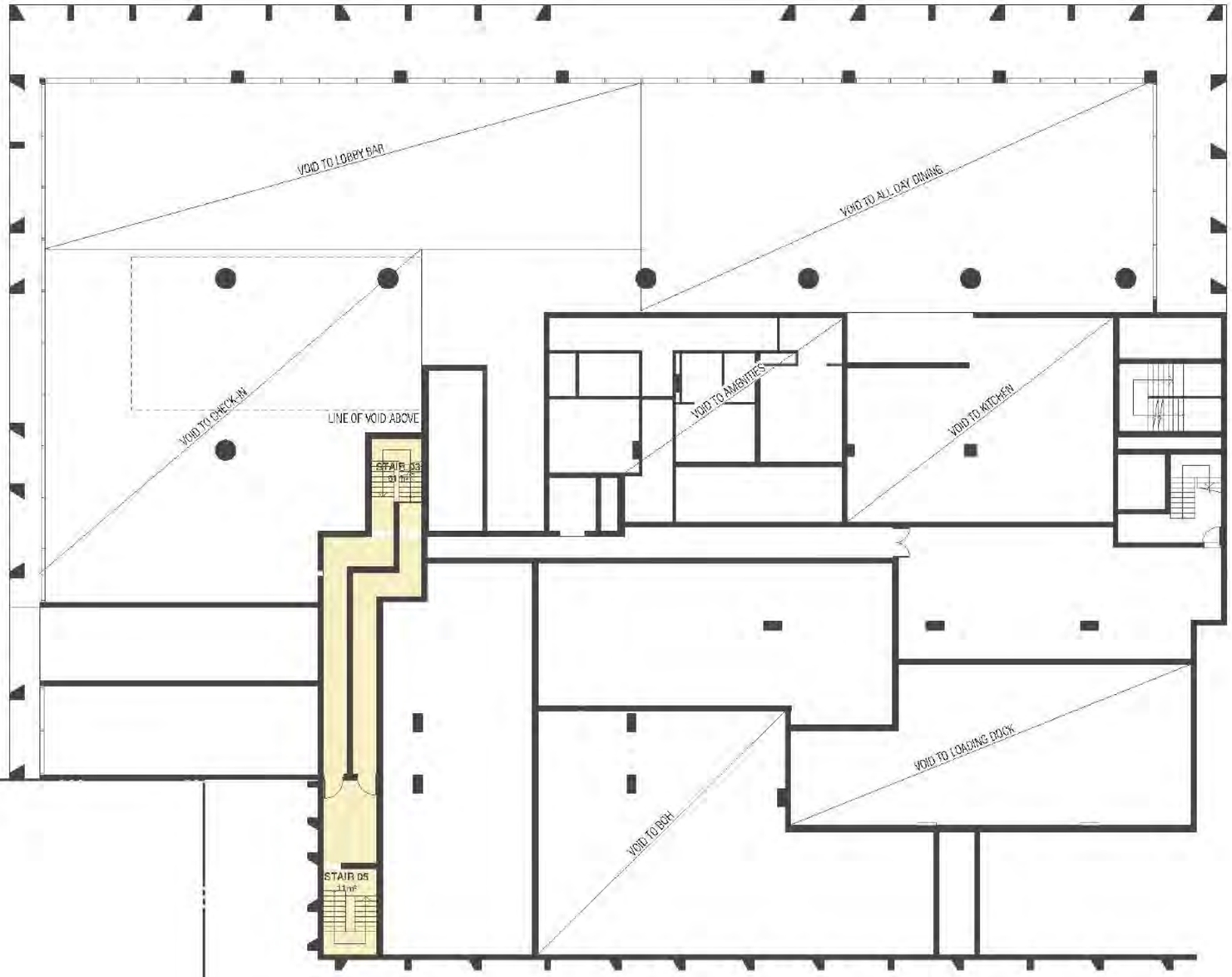
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~~DEVELOPMENT APPLICATION~~

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DRAWING NO.
DL1-DA100



GROUND FLOOR MEZZANINE

SCALE 1:250@A3

BIM Server: RGN-BIM200 - BIM Server:20/18126 Port of Airlie Lots 113,1161,8126 Part of A Rev

REVISION		BY	DATE
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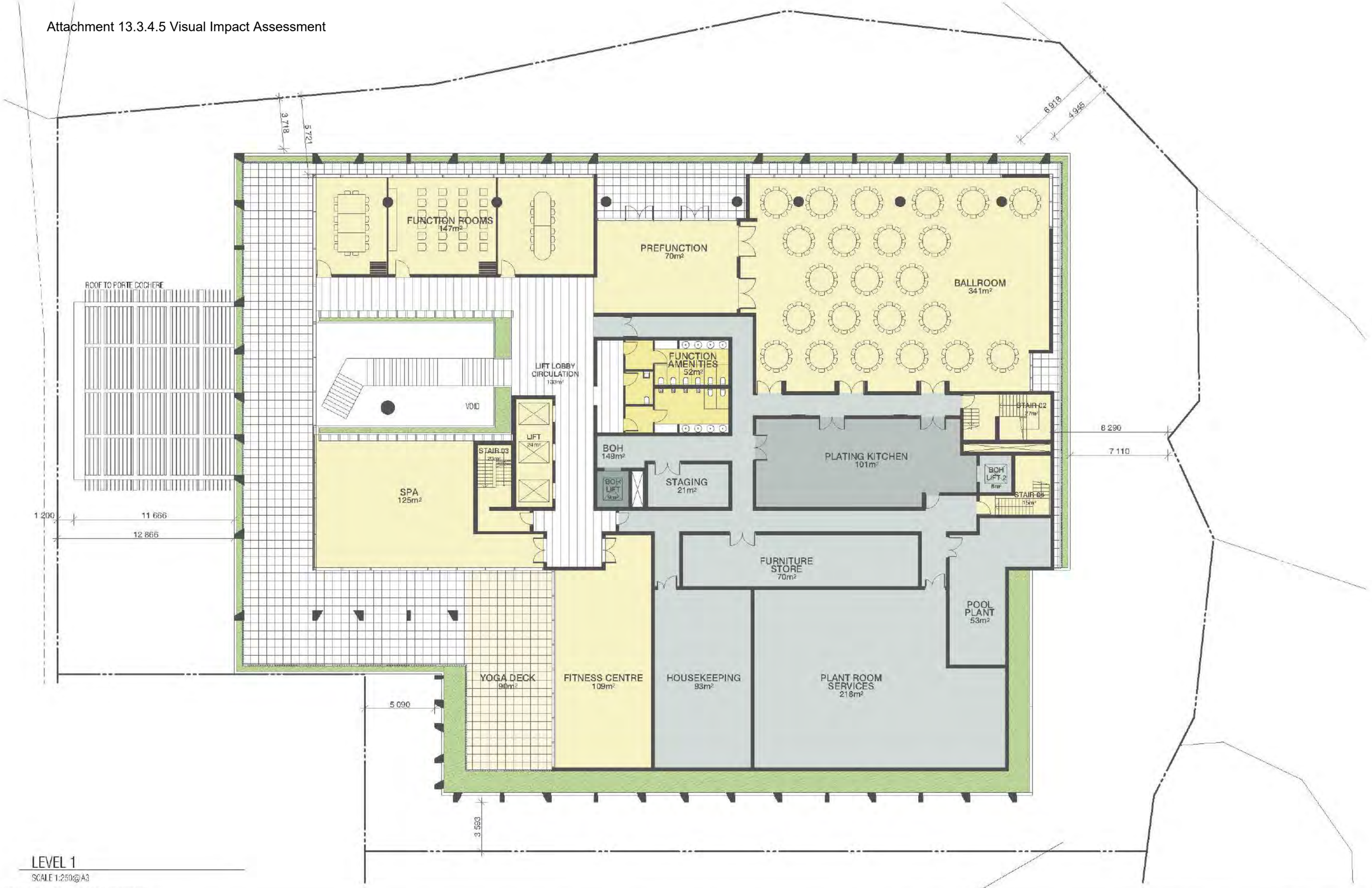
DRAWN	DATE	CHECKED	PLOT DATE	JOB NO.	SCALE
ZG	13.12.2019	JM	22.07.2020	18126	1:250@A3

DRAWING TITLE
DL01
MEZZANINE FLOOR PLAN

ISSUE PURPOSE
~~DEVELOPMENT APPLICATION~~

REV —

DRAWING NO. DL1-DA100M



LEVEL 1

SCALE 1:250@A3

BIM Server: I:\BIM\BIM29 - BIM Server 2019\18126 Port of Airlie Lots 112, 1167 8126 Port of Airlie

REVISION			REVISION
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DRAWN	DATE	CHECKED	PLOT DATE	JOB NO.	SCALE	DRAWING TITLE
ZG	13.12.2019	JM	22.07.2020	18126	1:250@A3	DL01 LEVEL 1 FLOOR PLAN

ISSUE PURPOSE	REV	DRAWING NO.
~~DEVELOPMENT APPLICATION~~	—	**DL1-DA101**



LEVEL 2
SCALE 1:250@A3

BIM Server: ERSUBMIN29 BIM Server 20/18126 Port of Airlie Lots 112 1161 8126 Port of Airlie

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ISSUED FOR DEVELOPMENT APPLICATION	JD 13.12.2019	

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ZG	13.12.2019	JM	22.07.2020	18126	1:250@A3	DL02 LEVEL 2 FLOOR PLAN	~~DEVELOPMENT APPLICATION~~	—	DL1-DA102



LEVEL 3

SCALE 1:250@A3

HOTEL LEVELS 2 TO 5 (LEVEL 3 SHOWN)

BIM Server: 18QLD0029 - BIM Server 20/18 (3) Port of Airlie Lots 112, 116 & 126 Part of Airlie

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ISSUED FOR DEVELOPMENT APPLICATION	ZG	13.12.2019

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ZG	13.12.2019	JM	22.07.2020	18126	1:250@A3	DL01 LEVEL 3 FLOOR PLAN	~~PRELIMINARY~~	—	DL1-DA103



LEVEL 4

SCALE 1:250@A3

BIM Server: ITEQUBIM29 BIM Server 20/18 128 Port of Airlie Lots 112, 1167 8126 Port of Airlie

REVISION		REVISION
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DRAWN	DATE	CHECKED	PLOT DATE	JOB NO.	SCALE	DRAWING TITLE	ISSUE PURPOSE	REV	DRAWING NO.
JM	07.06.2019	JD	22.07.2020	18126	1:250@A3	DL01 LEVEL 4 - 10 FLOOR PLAN	~~PRELIMINARY~~	—	DL1-DA104



LEVEL 11

SCALE 1:250@A3

BIM Server: R:\Q18\18126 - BIM Server 20\18126 Port of Airlie Lots 113-116\18126 Port of Airlie

REVISION			REVISION
NEVER ISSUED	ZS	05.07.2019	

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JM	05.07.2019	JD	22.07.2020	18126	1:250@A3

DRAWING TITLE
DL01
LEVEL 11 FLOOR PLAN

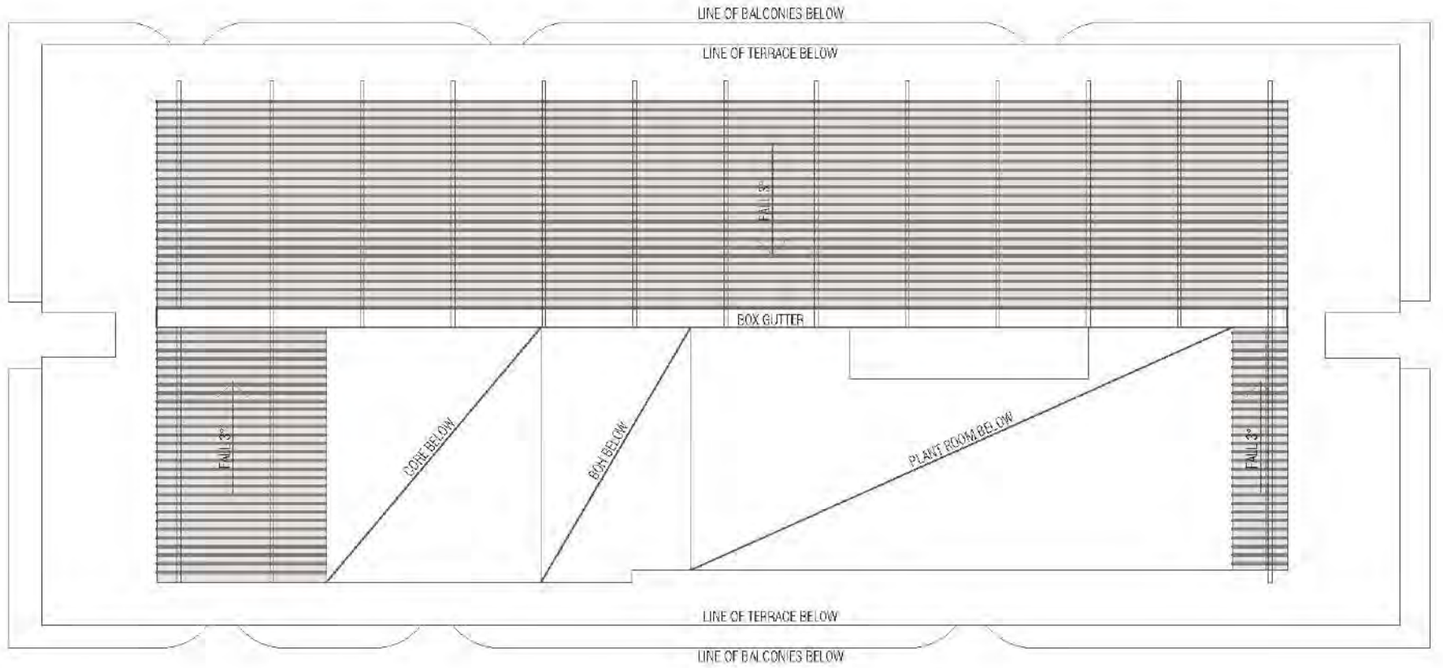
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ISSUE PURPOSE
~~PRELIMINARY~~

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DL1-DA111



LEVEL 12

SCALE 1:250@A3

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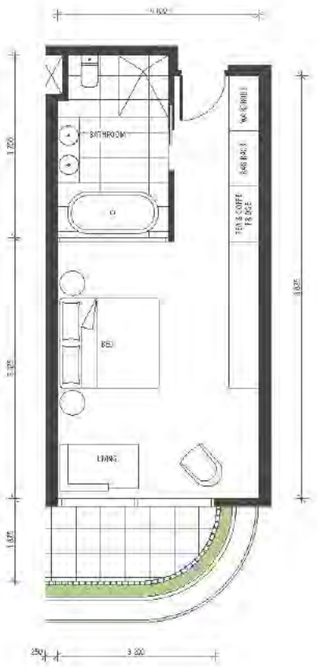
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TYPICAL STANDARD ROOM
SCALE 1:125@A3



TYPICAL JUNIOR SUITE
SCALE 1:125@A3

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ZG	13.12.2019	JM	22.07.2020	18126	1:100@A3	DL01 TYPICAL SUITE DETAIL PLANS	~~DEVELOPMENT APPLICATION~~	—	**DL1-DA150**



DL1: SOUTH EAST ELEVATION

SCALE 1:250@A3

EXTERNAL FINISHES LEGEND

Ba1	BALUSTRADE CLEAR GLASS	Cf1	PRECAST CONCRETE - BRIGHTON LITE	Gl1	VERIDIAN GLAZING - LIGHT GREY	Rf1	ROOFING	T2	PRE FINISHED TIMBER LOOK WALL CLADDING
Ba2	BALUSTRADE POWDER COATED METAL PICKETS	Cf2	TEXTURED PRECAST CONCRETE - WITH SELECTED INTEGRAL COLOUR FINISH	M1	METAL FINISH	T1	TIMBER EFFECT ALUMINIUM BLADES		

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DRAWING TITLE
DL01
SOUTH EAST ELEVATION

ISSUE PURPOSE
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DL1: NORTH WEST ELEVATION

SCALE 1:250@A3

EXTERNAL FINISHES LEGEND

Ba1	BALUSTRADE CLEAR GLASS	Cf1	PRECAST CONCRETE - BRIGHTON LITE	Gl1	VERIDIAN GLAZING - LIGHT GREY	Rf1	ROOFING	T2	PRE FINISHED TIMBER LOOK WALL CLADDING
Ba2	BALUSTRADE POWDERCOATED METAL PICKETS	Ct2	TEXTURED PRECAST CONCRETE - WITH SELECTED INTEGRAL COLOUR FINISH	M1	METAL FINISH	T1	TIMBER EFFECT ALUMINIUM BLADES		

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ZG	13.12.2019	JM	22.07.2020	18126	1:250@A3	DL01 NORTH WEST ELEVATION	~~DEVELOPMENT APPLICATION~~	—	DL1-DA201

Attachment 13.3.4.5 Visual Impact Assessment



EXTERNAL FINISHES LEGEND

Ba1	BALUSTRADE CLEAR GLASS	Cf1	PRECAST CONCRETE - BRIGHTON LITE	Gl1	VERIDIAN GLAZING - LIGHT GREY	RF1	ROOFING	T2	PRE FINISHED TIMBER LOOK WALL CLADDING
Ba2	BALUSTRADE POWDERCOATED METAL PICKETS	Cf2	TEXTURED PRECAST CONCRETE - WITH SELECTED INTEGRAL COLOUR FINISH	M1	METAL FINISH	T1	TIMBER EFFECT ALUMINIUM BLADES		

DL1: NORTH EAST ELEVATION

SCALE 1:250@A3

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ZG	13.12.2019	JM	22.07.2020	18126	1:250@A3	DL01 NORTH EAST ELEVATION	~~DEVELOPMENT APPLICATION~~	—	DL1-DA202

Attachment 13.3.4.5 Visual Impact Assessment



EXTERNAL FINISHES LEGEND

Ba1 BALUSTRADE CLEAR GLASS

Ba2 BALUSTRADE POWDERCOATED METAL PICKETS

Cf1 PRECAST CONCRETE - BRIGHTON LITE

Cf2 TEXTURED PRECAST CONCRETE - WITH SELECTED INTEGRAL COLOUR FINISH

Gl1 VERIDIAN GLAZING - LIGHT GREY

M1 METAL FINISH

Rf1 ROOFING

T1 TIMBER EFFECT ALUMINIUM BLADES

T2 PRE FINISHED TIMBER LOOK WALL CLADDING

DL1: SOUTH WEST ELEVATION

SCALE 1:250@A3

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ZG	13.12.2019	JM	22.07.2020	18126	1:250@A3	DL01 SOUTH WEST ELEVATION	~~DEVELOPMENT APPLICATION~~	—	DL1-DA203



A DL1: SECTION A

SCALE 1:250@A3

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DL01
SECTIONS SHEET 1

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~~DEVELOPMENT APPLICATION~~

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DL1-DA250



B DL1: SECTION B

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DL01
SECTIONS SHEET 2

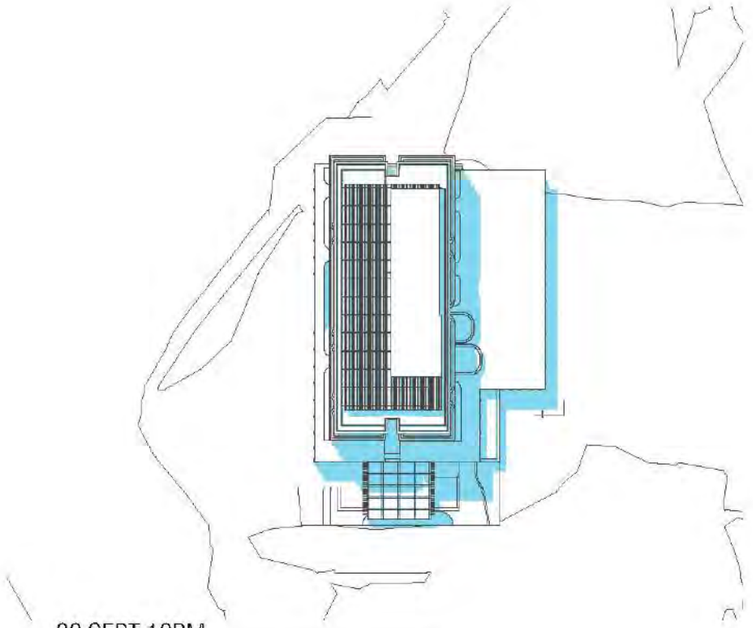
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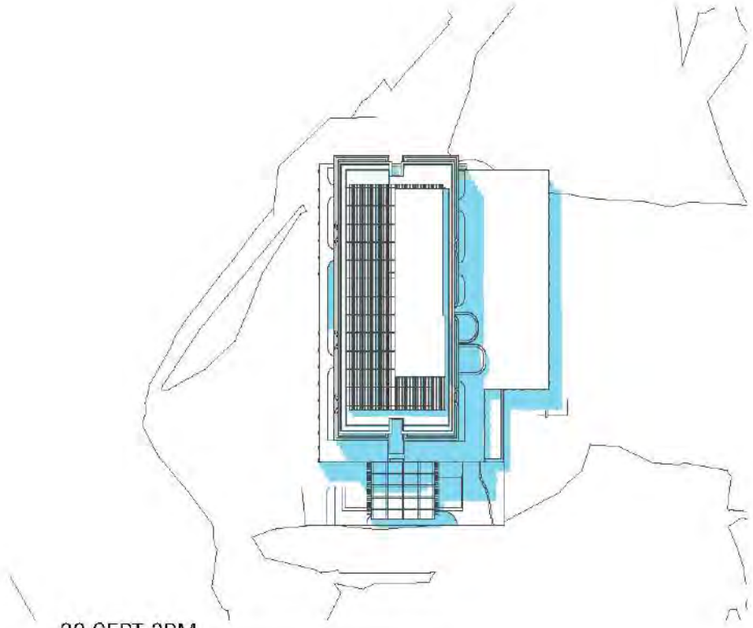
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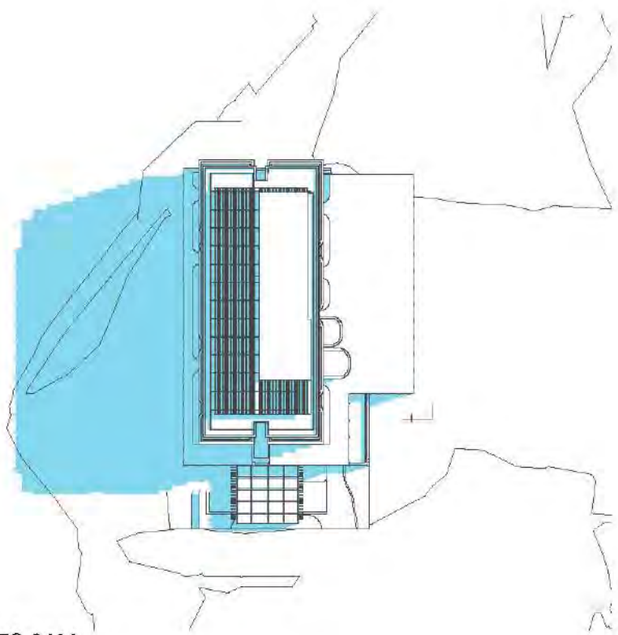
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22 SEPT 12PM
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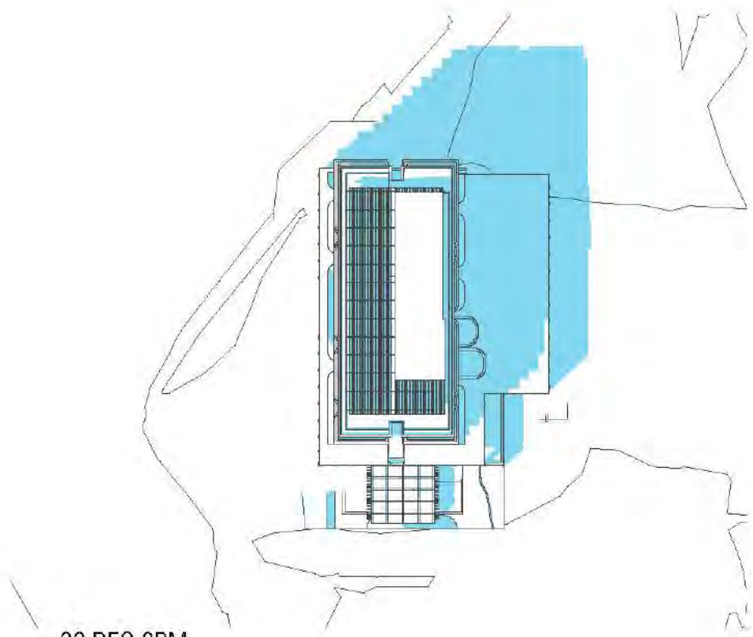
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22 DEC 3PM
SCALE 1:1250@A3

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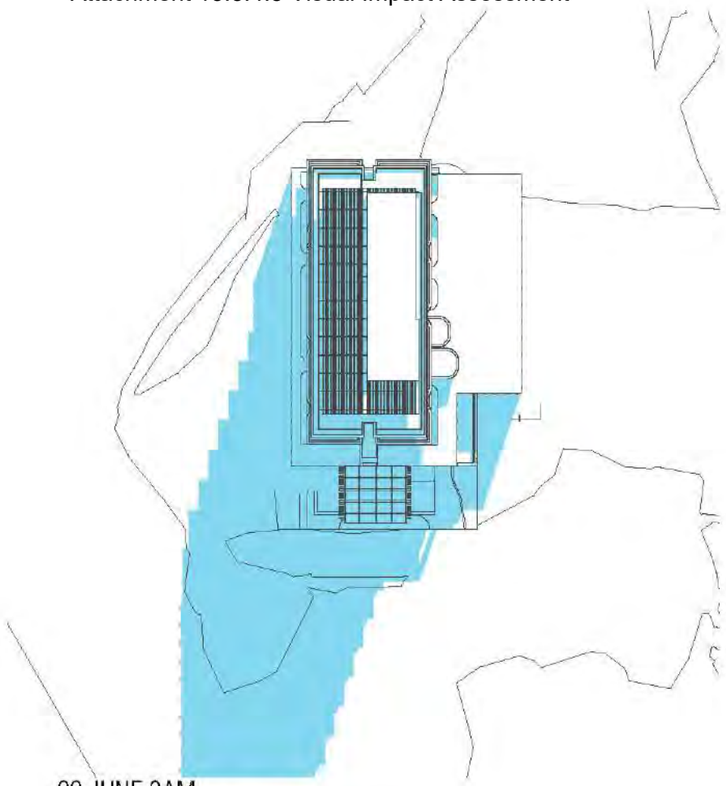
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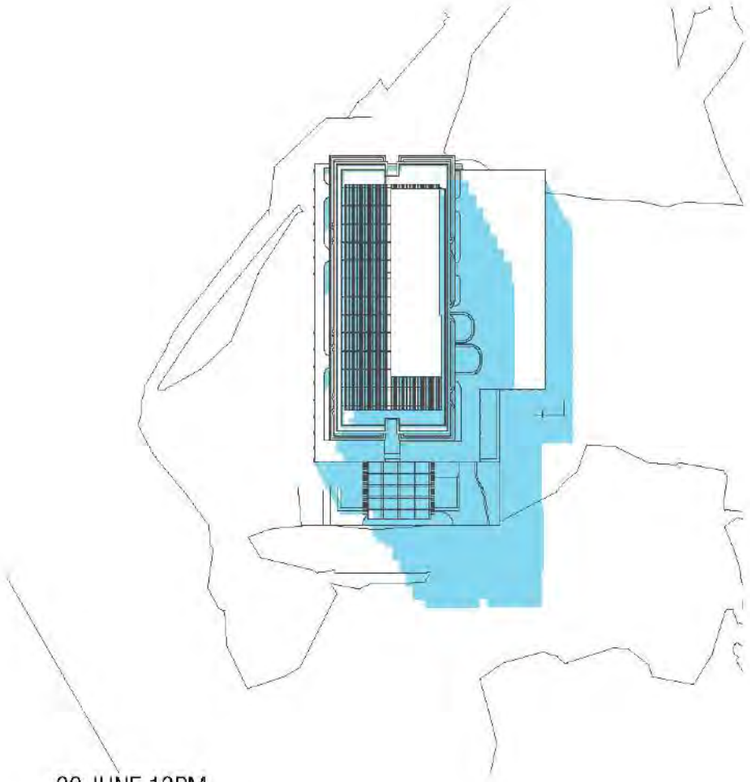
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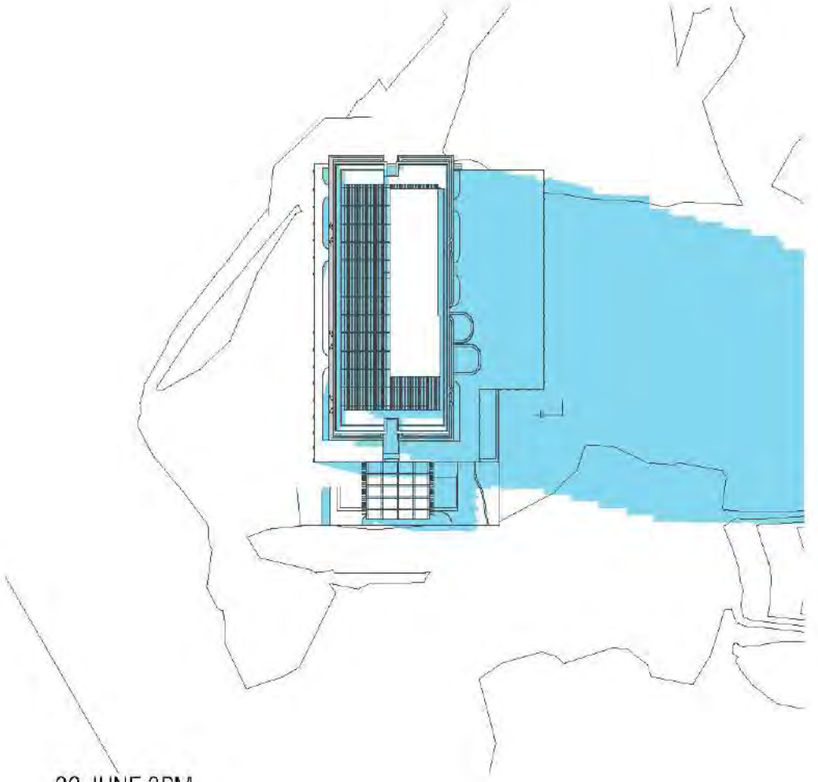
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22 JUNE 12PM

SCALE 1:1250@A3



22 JUNE 3PM

SCALE 1:1250@A3

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DRAWING TITLE
DL01
SHADOW STUDIES

ISSUE PURPOSE
~~DEVELOPMENT APPLICATION~~

REV —

DRAWING NO.
DL1-DA406

Visual Impact Assessment
Issue B – 5.08.2020

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Hotel Need Analysis:

Port of Airlie
Lot 105 – Luxury Hotel

JULY 2020

urban economics

Table of Contents

Executive Summary iv
1.0 Introduction 1
1.1 Background 1
1.2 Study Objectives and Approach 2
2.0 The Proposed Development 3
2.1 The Subject Site 3
2.2 The Proposed Development 4
3.0 Setting the Macro Economic Scene 5
3.1 Economic Framework 5
3.2 Whitsunday Regional Economy 8
3.3 Economic Drivers and Outlook 11
3.4 Major Projects and Opportunities 14
4.0 Airlie Beach Tourism Market 17
4.1 Accommodation Supply Mix 17
4.2 Tourist and Visitor Profile 19
4.3 Connectivity 25
4.3.1 Whitsunday Coast Airport 25
4.3.2 Hamilton Island Airport 27
4.3.3 Cruise Passengers 28
4.4 Projected Growth of the Visitor Market 29
4.5 Conferencing Market 31
4.6 Proposed & Approved Facilities 32
4.7 Gaps and Market Sector Opportunities 33
5.0 Hotel Benchmarking and Case Study Exemplars 36
6.0 Projected Performance and Outcomes 40

7.0 Economic and Community Benefits.....41

7.1 Economic Benefits 42

7.2 Community Benefits 44

7.3 Other Benefits & Impacts.....45

8.0 Need for the Upper Upscale Hotel Development 46

9.0 Conclusions.....52

Appendix A: Referencing 54

Appendix B: AXSIA Report 55

Executive Summary

Background

Urban Economics has been engaged on behalf of Meridien Airlie Beach Pty Ltd and Meridien AB Pty Ltd to prepare a Hotel Need Analysis for a proposed 12-storey premium hotel at the Port of Airlie. The Port of Airlie includes a world-class marina which has developed over time to include premium residential dwellings, visitor accommodation and the terminal of Cruise Whitsundays.

This Need and Benefits Report explores the economic, community and planning need for the proposed upper upmarket hotel in Port of Airlie and the contribution of the proposed hotel development to the Whitsunday region in responding to Whitsunday Regional Council's Information Request.

It is proposed to develop a modern, upper upmarket hotel (4 plus) incorporating 180 rooms, a spa fitness centre, yoga deck, pool terrace and amenities, an all-day dining restaurant and lobby bar, a specialty retail area, as well as meeting and conference facilities across 12-storeys.

The proposed development would introduce to Airlie Beach and the Whitsundays, a class of accommodation product which is not currently available for visitors, outside of the premium offerings of the Whitsunday Islands, and the opportunity to attract a branded, upmarket hotel to the Whitsunday mainland.

Macro Economic Implications

The Whitsunday's key economic drivers are linked to its supporting industry pillars of tourism, mining and agriculture, which are in turn supported through the construction and transport sectors. Relevantly, these key pillars include significant elements of seasonality and transient workforces which can be heavily impacted by external environmental and economic events such as Cyclone Debbie in 2017 and the COVID-19 pandemic. There is a need for diversification within the regional economy, particularly including within the key industry pillars of tourism, mining and agriculture which set the scene for other population-driven industries such as retail, construction, health and education, which is recognised in both economic development and planning strategies for the region.

Critically, diversification within the industry pillars and the Whitsunday Region's economic outlook is strongly linked to the fortunes of the ***Whitsunday Coast Airport,*** and the growth of the tourism sector is predicated on the investment in infrastructure including short term accommodation facilities in Airlie Beach.

"…the region needs more 4 to 5-star plus accommodation providing the highest quality hotel service, retail, recreational, leisure and entertainment facilities and restaurants" (Whitsunday Economic Development Strategy).

Airlie Beach Tourism Market

There is a preponderance of self-catering accommodation options in Airlie Beach, with strong growth in passenger numbers through the Whitsunday Airport predicated on further investment in infrastructure within the Whitsunday region including hotel accommodation and conferencing facilities within mainland locations including Airlie Beach. Notably, there are very few choices in quality hotel accommodation in Airlie Beach and only one rated as a five star facility – the boutique Heart Hotel & Gallery. No branded or chain luxury hotel facilities are available, nor business standard branded or chain four star plus facilities.

The demographic profile of visitors to the region demonstrates a dichotomy between young, single and couple international travellers with a budget and adventure focus, and domestic travellers primarily focused on older, couple households attracted to the climate and environment of the Whitsunday region with a demand for self-catering accommodation options. There are gaps in the mix of destination couple travellers, family travellers both from domestic and international markets.

Regional development in major projects including the resource sector e.g. Adani Mine and the rail connection to the Abbot Point Port, is indicative of opportunities to expand target markets attracted to the Airlie Beach and Whitsunday region, including business and event markets.

During 2019 there were some 870,000 visitors staying within the Whitsunday region, representing 4.3million visitor nights, with 433,000 passengers recorded through the Whitsunday Airport.

The Airport Masterplan anticipates potential growth in passenger numbers of some 761,000 passenger movements by 2035.

Economic and Community Benefits

The proposed upmarket hotel will generate significant direct and indirect benefits for the Whitsunday region.



Need for the Proposed Upmarket Hotel & Need for the Heights Proposed

It is Urban Economics's opinion that there is substantial economic, community and planning need for the proposed premium/upmarket hotel development, including at the heights proposed.



Economic Need
- growth of more than 600,000 overnight visitors
- growth in demand for more than 650 rooms
- undersupply of hotel rooms relative to other accommodation forms
- capacity to support up to 5 to 6 additional hotels
- support the growth of the Whitsunday Airport
- deliver to Whitsundays a level of hotel supply commensurate with other regional destinations
- optimise the critical mass of rooms and developability of the site in attracting a major operator



Community Need
- improve choice in short term accommodation options
- improve choice in hotel rooms available
- improve booking capacities within the region including minimum night choices



Planning Need
- concentrate activity within the Port of Airlie and Airlie Beach area
- support investment in infrastruture and amenity of the Airlie Beach village
- deliver a return on investment in the Port of Airlie precinct
- development of sufficient scale and critical mass of rooms to attract a quality operator by developing a 12 storey facility
- the only site available to deliver a tower hotel and upper, upscale development in Airlie Beach with the amenity, rooms and facilities expected for a luxury hotel

For each level of height that the proposed development is restricted, at least $1.33million per annum in direct loss of potential economic benefits in terms of visitor expenditure, wages and GBRMP fees for the region is estimated.

More particularly, there is a quantifiable difference in the economic benefits that can be derived for the Whitsunday regional community in the order of at least $2.1million in total effects per annum when optimising the number of rooms, the range of facilities including conference and food and beverage facilities expected for an upper upscale hotel and attracting a quality and recognised operator.

The proposed premium hotel in the Port of Airlie precinct will contribute to the overall vitality and amenity of Airlie Beach, delivering on returns in investment in the town precinct, and the capacity to attract a branded operator that will appeal to a broader visitor demographic. Ensuring the commercial development of the site, including the number of keyed rooms and amenity outlook, will optimise the capacity to attract a premium hotel operator to Airlie Beach and the delivery of significant triple bottom line returns.

1.0 Introduction

1.1 Background

Urban Economics has been engaged on behalf of Meridien Airlie Beach Pty Ltd and Meridien AB Pty Ltd to prepare a Hotel Need Analysis for a proposed 12-storey premium/upmarket hotel at the Port of Airlie. The Port of Airlie includes a world-class marina surrounded by approximately 18ha of reclaimed land which has developed over time to include premium residential dwellings, visitor accommodation and the critical terminal of Cruise Whitsundays which provides access between the Whitsunday Islands, cruise ships and Airlie Beach.

Specifically, this Need Analysis responds to an Information Request from Whitsunday Regional Council which seeks to understand the *Development Benefits* of the proposed hotel; addressing social, economic and environmental benefits and *Height Need*, which supports *"the need for the proposed development to exceed the height nominated in the Whitsunday Regional Council Planning Scheme 2017."*

Urban Economics is a specialist economic and market research consultancy, dedicated to the provision of professional, independent, objective and timely advice to clients in the property sector. As the business name implies, our expertise spans the breadth of urban development from childcare through to aged care. Our multi-disciplined team of professionals applies skills in economics, market research, geography, business and real estate development to add value to property decisions. We have a passion for understanding how and why we live, work, play and learn within the urban environment.

1.2 Study Objectives and Approach

The Hotel Need Analysis seeks to explore the *Development Benefits* from economic, social and environmental perspectives and contributions of the proposed premium hotel development for the Airlie Beach, Whitsunday regional and Queensland economies. It also explores the disbenefits of the proposed development if it were not to proceed.

Key tasks have included:

- Estimation of economic outcomes of the proposed development including employment, visitor impacts including length of stay, expenditure and visitor numbers;
- Critique of potential qualitative benefits of the proposed premium hotel including brand and tourism cross promotion benefits;
- Matrix development including weightings of key economic and social outcomes of the proposed premium hotel for Airlie Beach and the Whitsunday region; and
- Assessment of disbenefits if the proposed development does not proceed.

The Analysis also critiques the economic and community need for the proposed change to heights to facilitate the attraction of a premium hotel to the Port of Airlie precinct. In addition to the critique of development benefits of the proposed premium hotel, the Report has:

- Assessed the underlying demand drivers for the proposed development, forming the background to economic need;
- Critiqued the economic need for the heights proposed;
- Critiqued the community need for the proposed premium hotel and therefore the heights required to attract a premium hotel including choice of accommodation style, choice of operator; and
- Assessed the planning need for the development within the Port of Airlie precinct.

2.0 The Proposed Development

2.1 The Subject Site

The subject site is described as part of Lot 105 (Lot 1) on SP232115 within the Port of Airlie precinct. The site is approximately 4,423m^2 and is proximate to the recently enhanced Airlie Beach Foreshore, the Port of Airlie marina and premium residential subdivisions, The Beacons and One Airlie Beach.

Located within the Mixed Use Zone of the Whitsunday Planning Scheme 2017, the subject site is envisaged to include a range of uses including business, retail, residential, tourist accommodation and associated services, service industry and low impact uses.

FIGURE 2.1: The Subject Site



2.2 The Proposed Development

The proposed development seeks to include a modern, premium/upmarket hotel incorporating 180-suites, a spa and fitness centre, yoga deck, pool terrace and amenities, an all-day dining restaurant and lobby bar, a specialty retail area and a roof terrace and bar, as well as meeting and conference facilities across 12-storeys.

The proposed development would introduce to Airlie Beach and the Whitsundays, a class of accommodation product which is not currently available for visitors, outside of the premium offerings of the Whitsunday Islands.

FIGURE 2.2: The Proposed Development



3.0 Setting the Macro Economic Scene

3.1 Economic Framework

Airlie Beach and the Whitsundays are within the Mackay, Isaac and Whitsunday Region as illustrated in FIGURE 3.1 which together form the Greater Whitsunday Alliance (GW3).

FIGURE 3.1: Mackay, Isaac and Whitsunday Region



Source: GW3 Regional Economic Profile – November 2019

The ***Mackay, Isaac and Whitsunday Regional Plan 2012*** sets the relevant economic and planning framework direction for the Region. Particularly, the Regional Plan's economic policies seek to "*Facilitate the expansion of existing business precincts and key industry sectors such as aviation, manufacturing, aquaculture, agriculture,* ***tourism****, mining, extractive industries, bulk exports and mineral processing and marine industry sectors" and to "Continue to develop the region's distinctive and sustainable tourist destinations, which offer a diverse range of activities and unique experiences to attract domestic and international visitors."*

The ***Whitsunday Planning Scheme 2017 Strategic Framework*** organises under five key themes including:

- Liveable communities and housing;
- Economic growth;
- Environment and heritage;
- Safety and resilience to hazards; and
- Infrastructure.

"The major townships of the Region operate as a network of centres, each maintaining relatively strong levels of growth supported by the ongoing strengthening and development of the key economic sectors of agriculture, mining and tourism and associated development and construction activities. The strength of these industry sectors will continue to be supported by maintaining and protecting the resources and values upon which these sectors rely, promoting business innovation and increasing accessibility to robust road, rail, port and aviation facilities." Strategic Framework 3.2 (3)

"Tourism accommodation and ancillary Business activities are primarily located within the established island resorts at Daydream, Hayman, Hook, Long and South Molle Islands. New or expanded tourist accommodation and ancillary Business activities are located at Airlie Beach, Bowen Front Beach, Funnel Bay, Hamilton Island, Horseshoe Bay, Murray Bay, Rose Bay and Shute Harbour with limited nature-based tourism at the northernmost point of Cape Gloucester. A major regional function facility is located adjacent to the Airlie Beach Main Street and Esplanade area. Tourism accommodation and related activities are only located away from these areas if their nature, scale and effects are small and they have a necessary relationship to other activities or particular natural features."
Strategic Framework 3.2.2.2

The ***Whitsunday Region Economic Development Strategy 2017-2021*** highlights the three key pillars of the Whitsunday economy to be ***tourism***, mining and agriculture. The Strategy further includes six key themes including:

- ***A Diverse and World-class Tourism Destination***
- A Sustainable and Profitable Farming Region
- An Environmentally-Sustainable Region Supported by Climate-Adapted Industries
- A Globally-connected and Dynamic Region of Choice for Investment
- A Skilled Workforce and Prosperous Small Business Sector
- A Region of Vibrant Towns and Centres

Specifically, the Economic Development Strategy highlights a key action relevant to the proposed Port of Airlie Hotels whereby:

"Expanding the Whitsunday Region's Visitor Accommodation Offer
The Whitsunday Region arguably lacks a depth and diversity of accommodation to cater for a wide variety of visitor markets. In particular, the region needs more 4 to 5-star plus accommodation providing the highest quality hotel service, retail, recreational, leisure and entertainment facilities and restaurants. This sort of facility is lacking perhaps most notably on the mainland at Airlie Beach where serviced apartments are the most common form of short-stay accommodation and the backpacker market dominates."

The ***Whitsundays Destination Tourism Plan 2019 – 2024 (DTP)*** furthers the key tourism pillar of the Economic Development Strategy and the identified need for a five-star branded hotel and entertainment precinct at Airlie Beach, including the progress of a Tourist Accommodation Strategy for the Whitsundays, which also would interrogate need for a convention centre.

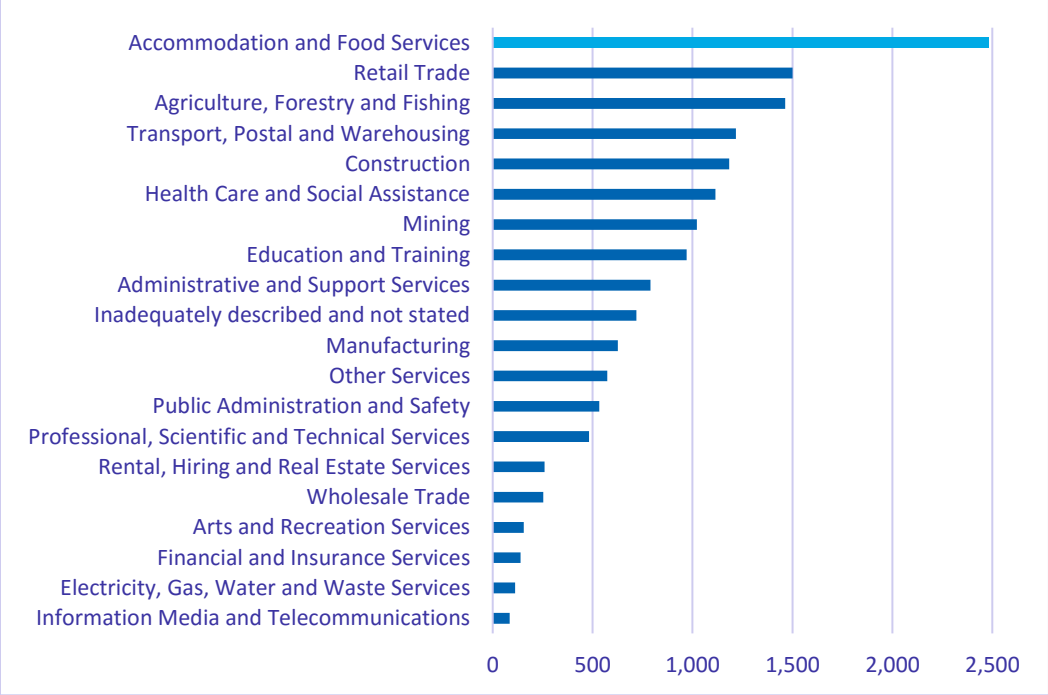
The DTP specifically identifies the aim to more than double tourism visitor expenditure from 2018 levels to represent $2.14billion in 2025. Notably, the DTP identifies the fragility of tourism markets to the Whitsundays such as caused by the impacts of Cyclone Debbie, and the need to improve the length of stay and average visitor expenditure within the Region; over and above simply increasing visitor numbers, particularly through the diversification of visitor accommodation product.

3.2 Whitsunday Regional Economy

The Greater Whitsunday Alliance (GW3) Regional Economic Profile (November 2019) reported a gross regional product (GRP) for the Mackay-Isaac-Whitsunday regions of $22.28billion through 2018/19, accounting for ~6.8% of Queensland's gross state product (GSP) for the period, led by the mining sector.

The Whitsundays local government area (LGA) is estimated to have contributed some 12.9% of the Mackay-Isaac-Whitsunday Region economic activity or ~$2.9billion in 2018. Whilst still heavily attributed to mining sector output, the GRP also included significant contribution from the tourism sector; which is estimated to support ~40% of employment within the Whitsundays. FIGURE 3.1 outlines employment by industry within the Whitsunday LGA at the time of the 2016 Census, which highlights the importance of the Accommodation and Food Services sector to the Region.

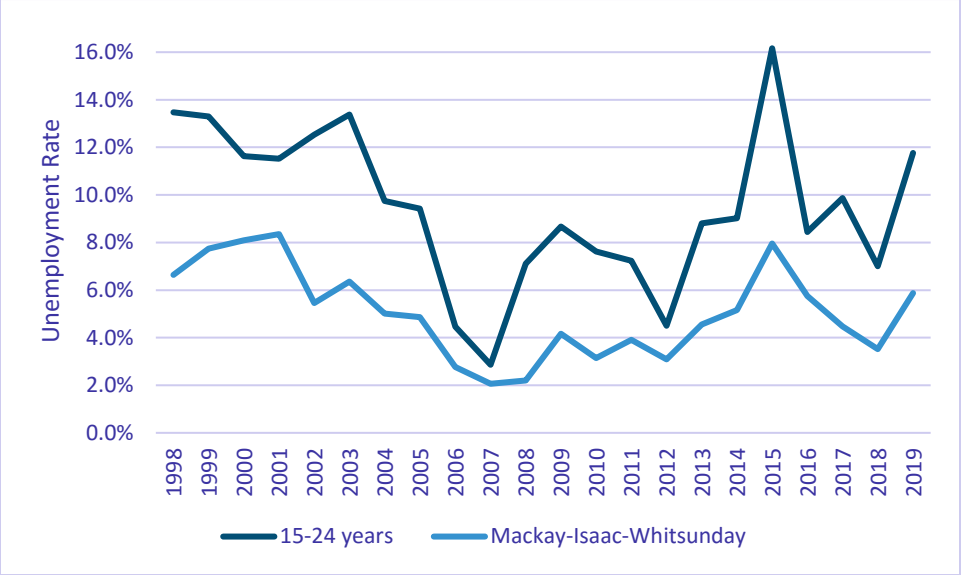
FIGURE 3.1: Employment by Industry



Source: ABS

Whilst the unemployment rate of the Mackay-Isaac-Whitsunday labour force region has modestly improved since the impacts of the global financial crisis (GFC) and the peak in mining sector activity, youth unemployment (aged 15-24) has remained high, consistently representing more than 30% of all unemployed persons in the Region.

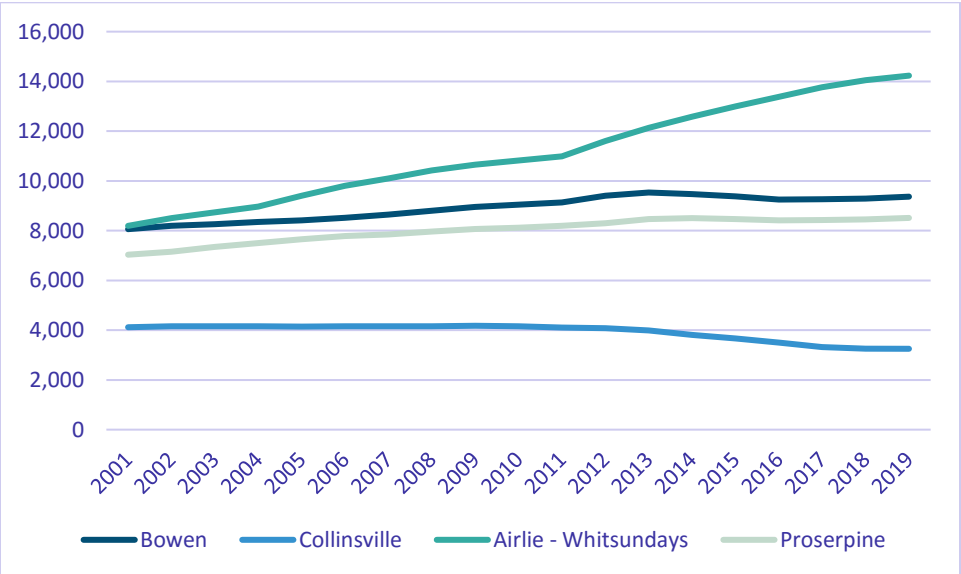
FIGURE 3.2: Unemployment Rate – Mackay-Isaac-Whitsunday



Source: ABS

Population growth of the Whitsundays has been below that of Queensland on average between 2001 and 2019 (1.4% c.f. 2.0% p.a.). Significantly however, growth within the Region has been directed to the Airlie-Whitsundays SA2, which increased by 3.1% over this period or more than 6,000 persons, representing approximately 75% of all new residents between 2001 and 2019.

FIGURE 3.3: Population Growth

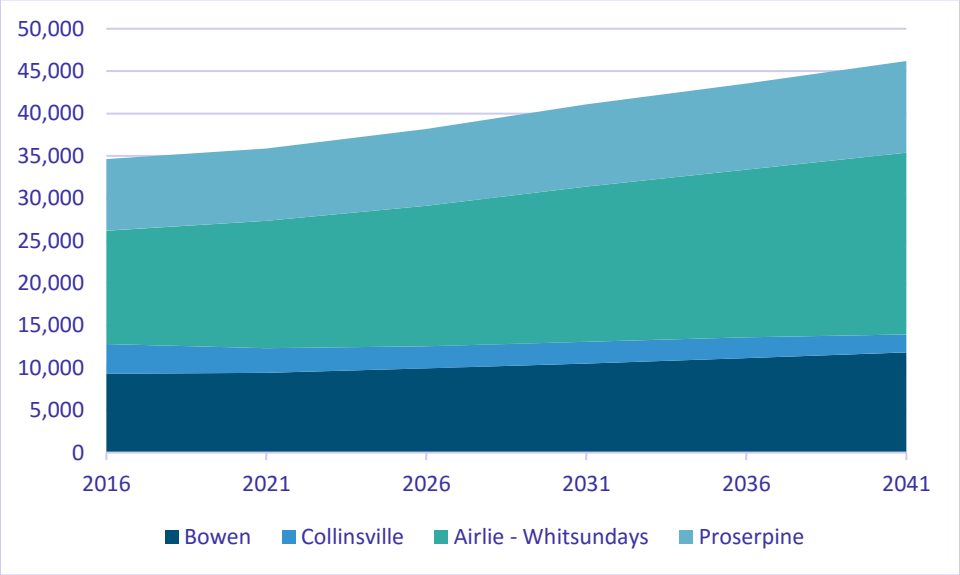


Source: QGSO

Regional internal migration data from the ABS highlights that growth within the Whitsundays is primarily attributed to young working age persons and overseas migrants (aged 15 to 44), balancing out net migration losses of children and older persons.

The Queensland Government Statistician's Office (QGSO) medium series projections estimate the Whitsunday Region to include some 46,200 persons by 2041, an increase of some 11,500 persons between 2016 and 2041, of which 70% are forecast to reside in the Airlie-Whitsundays SA2, as illustrated in FIGURE 3.4.

FIGURE 3.4: Population Projections

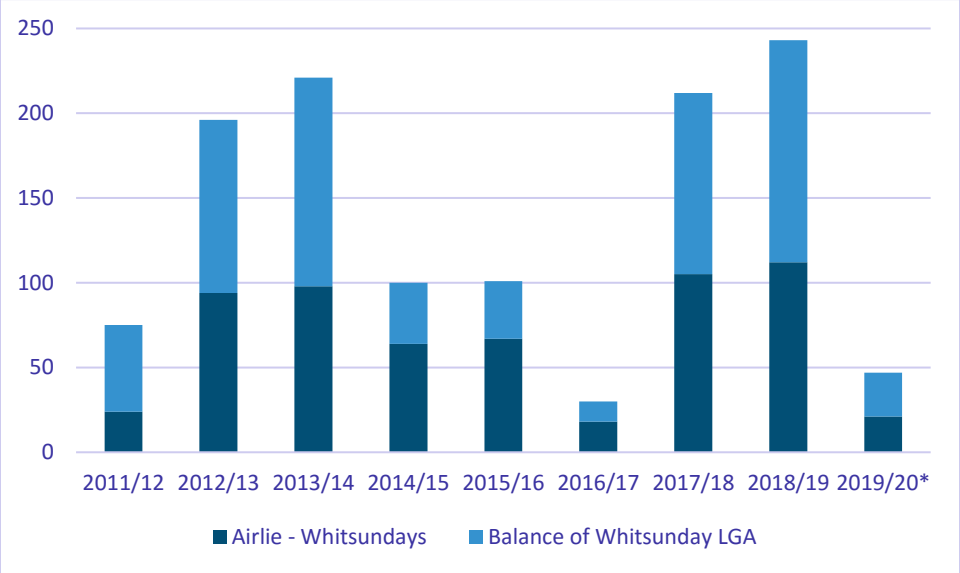


Source: QGSO

Specifically, resident population growth is envisaged to be accommodated within the Cannonvale locality and surrounds which includes numerous residential estates and projects, whilst Airlie Beach includes the greatest share of tourist accommodation.

FIGURE 3.5 illustrates residential building approvals within Airlie-Whitsundays compared to the balance of the Whitsunday LGA, highlighting the concentration of new household formation within Airlie Beach and surrounds.

FIGURE 3.5: Whitsunday Building Approvals



Source: ABS **FY to February 2020*

3.3 Economic Drivers and Outlook

The Whitsunday's key economic drivers are linked to its supporting industry pillars of tourism, mining and agriculture which are in turn supported through the construction and transport sectors. Relevantly, these key pillars include significant elements of seasonality and transient workforces which can be heavily impacted by external environmental and economic events such as Cyclone Debbie in 2017 and the ongoing COVID-19 pandemic. This attribute suggests the need for diversification within the regional economy, particularly including within the key industry pillars of tourism, mining and agriculture which set the scene for other population-driven industries such as retail, construction, health and education.

Critically, diversification within the industry pillars and the Whitsunday Region's economic outlook is strongly linked to the fortunes of the ***Whitsunday Coast Airport*** (explored further in Section 4.3). Broadly however, the tourism sector would benefit from increased visitation through the Airport, the mining sector would be supported by convenient access to resource areas and industrial development in the Airport precinct; whilst the agricultural sector may be provided growth opportunities for export through the Airport.

The need for this diversification is reflected within the vision of Whitsunday Regional Council's Economic Development Strategy whereby *"Through innovation and growth in a diversity of sustainable industries, the Whitsunday Regional Council area will be a region of choice in which to live, visit, work and invest."*

Tourism

The Whitsundays is a world class tourism destination supported by the attraction of the 74 Whitsunday Islands and the Great Barrier Reef. The Region is similarly the local tropical and marine 'playground' for domestic visitors, making tourism the key industry pillar of the Whitsundays.

Performance measures within the Whitsunday Economic Development Strategy outline the targeted outlook for the tourism sector to include:

- *"Increased average length of stay by domestic visitors to the Whitsunday Region from 4 nights to 6 nights, by 2021.*
- *Increased average length of stay by international visitors to the Whitsunday Region from 7 nights to 10 nights, by 2021.*
- *A 10 per cent annual increase in the tourism sector's contribution to the Whitsunday Region's gross regional product (GRP), from approximately $540 million in 2017 to $875 million in 2021.*
- *Increased employment in the Whitsunday Region's tourism sector, from approximately 2,350 jobs in 2017 to 4,000 jobs by 2021.*
- *An increase in the number of land-based tourism products and activities throughout the Whitsunday Region by 2021; and*
- *A 5-star hotel and entertainment precinct operational at Airlie Beach by 2021."*

Notably, these performance measures do not specifically target an increase in domestic or international visitation, but rather focus on increasing the value of visitors to the Region through an enhanced tourism-product offering; particularly 'land-based' activities.

Premium Restaurants

Venturing beyond capital cities, there are a range of world-class award-winning restaurants within regional Queensland, as defined by the chef hat awards.

For instance, at least 9 restaurants in Noosa Heads including Wasabi Restaurant and Bar, Light Years Noosa Heads, Sails Beach Restaurant and Bar etc. have been recipients of the chef hat award; noting that Wasabi Restaurant and Bar, Noosa Head was one of the 10 Queensland restaurants to make the list of top 100 restaurants in Australia for 2018, presented by the Australian Financial Review; the only restaurant from any Queensland region to make the list.

Port Douglas on the other hand offers restaurants such as Melaleuca Port Douglas, a chef hat award winner and other restaurants of renown including Salsa Bar and Grill, Zinc, On the Inlet Seafood Restaurant which were readers' choice 2019 winners and nominees for various 2019 awards of excellence.

There are only two chefs hat award winning restaurants in Whitsunday, both of which are on Hamilton Island (Bommie and Pebble Beach). Airlie Beach is home to restaurants such as La Marina, Northerlies Beach Bar and Grill, Fish D'vine & Rum Bar and Sorrento Restaurant and Bar, all of which have been readers' choice award winners in the past.

Mining

The Australian Government's Office of the Chief Statistician forecasts growth within the key mining and resource sectors of Australia within the medium-term which are most relevant to the Whitsundays (Coal and Zinc). Critically for this economic pillar of the Region, it will be important to capitalise upon the employment opportunities for workers as well as business opportunities, centered around the role of the Whitsunday Airport.

TABLE 3.1: Mining Volume Forecasts

		Volume	
	unit	**2018–19**	**2024–25**
Alumina	kt	17,619	18,005
Aluminium	kt	1,452	1,384
Copper	kt	929	1,141
Gold	t	326	377
Iron ore	Mt	818	996
Nickel	kt	225	436
Zinc	kt	1,325	1,759
LNG	Mt	75	80
Metallurgical coal	Mt	184	205
Thermal coal	Mt	210	224
Oil	kbd	254	290
Uranium	t	7,571	5,800

Source: Office of the Chief Statistician

Agriculture

The 2015-16 ABS Agricultural Census highlights the sector's key role within the Whitsundays which includes nation leading horticultural production of tomatoes, capsicums, beans and mangos. The agricultural sector of the Whitsundays similarly includes significant cattle and sugar cane industries.

Increasing demand for the Whitsunday's agricultural product is coming from South East Asia and domestically, and the sector is expanding in the Region as QLD seeks to double the value of agricultural output by 2040.

The outlook for this key pillar would be enhanced with the completion of the Urannah Dam project in achieving better water security, and the establishment of an export and production hub in association with the Whitsunday Coast Airport. The implications of COVID-19 are likely to include a greater focus on Australian produce and production.

3.4 Major Projects and Opportunities

The Greater Whitsunday Alliance's development register (May 2019) outlines numerous significant projects under consideration within the Whitsundays, which are at various levels of planning and development. A substantial portion of these projects' values are linked to the emerging Galilee Basin coal resource and the rail links to the Abbott Point coal terminal. Whilst not directly linked to the need for premium short-term accommodation in Airlie Beach, flow-on opportunities from these projects is anticipated in attracting workers and opening up international visitor markets and routes.

Relevant major development and infrastructure projects are outlined in TABLE 3.2, which are noted to include a range of luxury resort and hotel projects within the Airlie Beach and Whitsunday locality (excluding those within the subject Port of Airlie) such as the Accor Ozone Eco-resort, Funnel Bay Resort and the Shute Harbour Marina masterplan.

The reconstruction of the Shute Harbour Marina commenced in January 2020 and was expected to be completed mid 2021 to restore and repair facilities including the seawall damaged during Cyclone Debbie in 2017.

TABLE 3.2: Major Projects

PROJECT	VALUE	STATUS
Short-term Accommodation		
Shute Harbour Resort & Marina	$252million	EIS
Ozone Whitsundays Eco-Resort	$30million	Approved
Funnel Bay Resort	$80million	Approved
One Whitsundays Resort & Spa	$70million	Deferred
Gilligan's Airlie Beach (backpackers)	$12million	Deferred
Infrastructure		
Airlie Beach Foreshore	$6.3million	Completed
Whitsunday Coast Airport Masterplan	$59million	Ongoing
Bruce Highway upgrade (between Proserpine and Bowen)	$12.6million	Underway
Bruce Highway upgrade (Gooranga Plains/Whitsunday Coast Airport)	$15million	Planning
Shute Harbour Road upgrades	$37million	Funded/Planning

The State Government in its COVID-19 Stimulus package has recently announced some $15million in funding to the upgrade and duplication of Shute Harbour Road.

The Whitsunday Coast Airport Masterplan (2015) is a five stage expansion and redevelopment of the Airport, with the $15million terminal first stage undertaken in 2018 including terminal expansion and parking facilities. The Masterplan recognises the vision to open up for more international visitors, including the capacity to support direct international flights and therefore does propose the construction of an international terminal within the 5-10 year redevelopment horizon of the Airport, but contingent on a range of factors including capacity for growth of the Chinese, Indonesian and Indian markets in particular. The Masterplan anticipates the first stage of a direct international route is likely to be developed through charter flights, which it considers a "high potential". Given current progress, this 5-10 year horizon is likely to be more 10-15 years relative to other projects.

Of relevance are major projects within the broader Whitsunday and Mackay Isaac and Whitsunday Region, that may influence demand for accommodation and meeting facilities including in Airlie Beach such as:

- The Abbot Point State Development Area – at the Port of Abbot Point, including expansive industry and port-related land areas to encourage development in and around the coal terminal north-west of Bowen.

- Carmichael Mine – Adani's $1billion mine has received approval anticipated to support some 1,500 peak construction jobs together with the 200km rail connection to Port of Abbot Point to transport coal. Construction of the rail connection commenced in April 2020.

- A $900m expansion 20 year masterplan for the Mackay Airport was released in 2014, proposing the evolution of the Mackay Airport as Central Queensland's Multimodal Integrated Transport Hub, with a focus on freight logistics and distribution facilities that build on the surrounding agricultural and resource sectors. This suggests that Mackay will continue to focus on business oriented trade, particularly when considering that only 18% of visitors to the Mackay region in 2010/11 travelled by air, with opportunities for the Whitsunday Coast Airport to focus on growth in visitor traffic.

- The Queensland Government's investigation of a launch site at Abbott Point for the State's space industry.

4.0 Airlie Beach Tourism Market

Airlie Beach known as the gateway to Whitsunday Islands and the Great Barrier Reef is the vibrant hub of Whitsundays offering palm-fringe beaches, waterfront parks and alfresco restaurants.

4.1 Accommodation Supply Mix

Airlie Beach is traditionally renown for its budget/backpacker accommodations predominantly located in the main street; Shute Harbour Road. Overtime, the town has been subject to new developments introducing a mix of more modern accommodation facilities such as Peppers Airlie Beach, Peninsula Resort as well as boutique options such as sophisticated yachts, thereby re-establishing the town as a tourist destination for all types of tourists.

The bulk of the upmarket accommodation options in Airlie Beach were developed in the 2000s with the exception of the Airlie Beach Hotel and Toscana Village Resort. A number of facilities have been redeveloped and repositioned from 2015 including Mantra Club Crocodile and Mirage Whitsundays, with Peppers sold and repositioned as a Wyndham in late 2019 as lifestyle brand Trademark Collection. The following table outlines the current mix of 4 star and above accommodation options in Airlie Beach, noting the number of rooms they offer.

TABLE 4.1: 4 Star and Above Accommodation

Name	Rating	No. of Rooms	Avg Price ($)	Established
Hotels/Resort				
Coral Sea Resort Hotel*	4	77	228	2000
Airlie Beach Hotel	4	80	189	1968
Heart Hotel & Gallery Whitsunday	5	40	126	2017
Apartments				
Airlie Beach Apartments	4	27	98	
Mantra Boathouse	4.5	56	245	2010
Mantra Club Crocodile Cannonvale	3.5	160	102	2017#
Marina Shores	5	30	168	2007
Martinique	4	10	110	
Mediterranean Resort	4	17	180	
Mirage Whitsundays	5	62	280	2015#
Peninsula Resort	5	25	299	2007
Club Wyndham Airlie Beach	4.5	102	177	2009
Pinnacles Resort	5	38	215	2004
Portside Whitsunday	4	19	170	2006
Seastar apartments	4	20	166	2000
Shingley Beach Resort	4		185	2000
Toscana Village Resort	4	17	245	1998
Waters Edge	4	50	185	2000
Whitsunday Vista	4	30	132	2000
Blue Horizon resort	4	54	168	
Waterfront Retreat	4	6	175	2006
Freedom Shores	4	13	200	
Azure Sea	4	30	142	
Mango House Resort*	4	32	149	

*Source: Internet Search # refurbished/re-positioned * offers hotel and self-contained apartments*

Worth mentioning is the dominance of self-contained apartments in the area with limited premium hotel options. Since the establishment of Heart Hotel and Gallery Whitsunday in 2017, there are only 3 premium hotels in Airlie Beach offering an estimated 197 rooms, even including the Airlie Beach Hotel.

4.2 Tourist and Visitor Profile

Prior to the 2015/16 financial year, tourism in the Whitsunday region fluctuated. Domestic visitation declined following a peak in the 2006/07 financial year because of the impact of the GFC which made domestic visitors more cautious of their expenses, and a decline in international visitation, although less significant.

In the last four years, total overnight visitors to the Whitsunday region have steadily increased to a new peak of some 870,000 visitors and over 4.3million visitor nights in the 2018/19 financial year. Considering the halt in international travel caused by the COVID-19 pandemic, we anticipate a decline in international visitors throughout 2020 and in to 2021. Conversely, domestic tourism within Australia is likely to increase as COVID-19 restrictions are relaxed in the latter half of 2020; benefitting tourism regions.

Between 2014/15 and 2018/19, domestic overnight visitors increased by 30%, international visitors increased by 8%; highlighting the Whitsunday region's ongoing attraction for local visitors seeking to holiday within Australia.

The relative attraction of the Whitsunday region as a domestic tourism destination is highlighted in the increased share of visitors (8.5%) and visitor nights (8%) in Queensland compared to the decreased share of the Gold Coast (visitors – 16.5%; nights – 16.1%) in 2018/19.

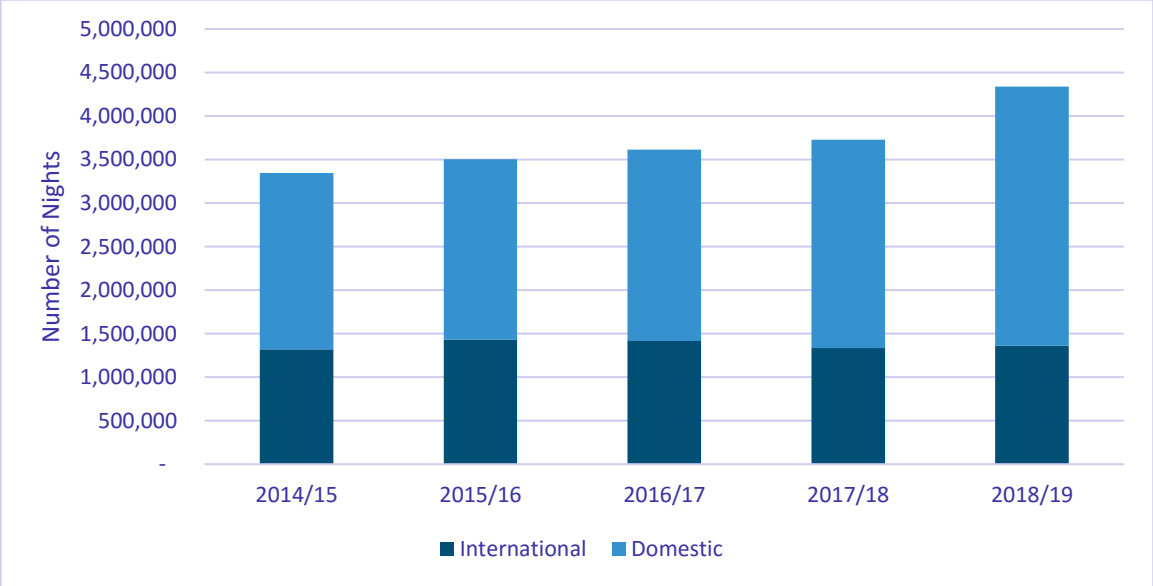
FIGURE 4.1: Whitsunday Domestic and International Overnight Visitors



Source: Tourism Research Australia

Similarly, visitor nights in the region increased by an estimated 23%, with a significant 61% of this growth occurring between 2017/18 and 2018/19. A significant share of the growth in visitor night is attributed to the increasing number domestic visitor nights; noting that the international visitor nights declined between 2015/16 and 2017/18.

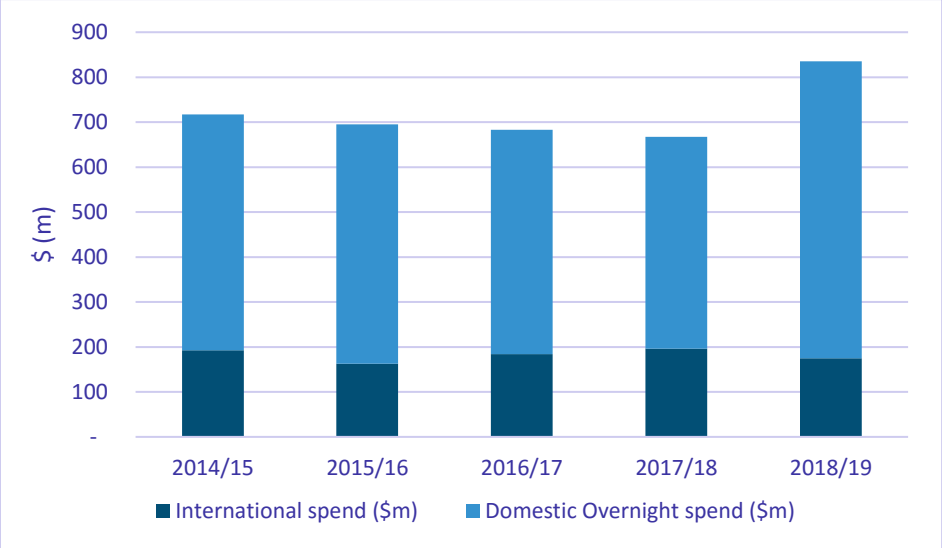
FIGURE 4.2: Whitsunday Visitor Nights



Source: Tourism Research Australia

Whilst total overnight visitor expenditure experienced a 3% decline between 2014/15 and 2015/16, the overall overnight visitor expenditure increased by 16% in the last 5 years; largely attributed to domestic overnight visitor expenditure. International visitor expenditure declined between 2015/16 and 2017/18, which is in part related to the impacts of Cyclone Debbie and the availability of accommodation options and facilities to attract visitors.

FIGURE 4.3: Overnight Visitor Expenditure

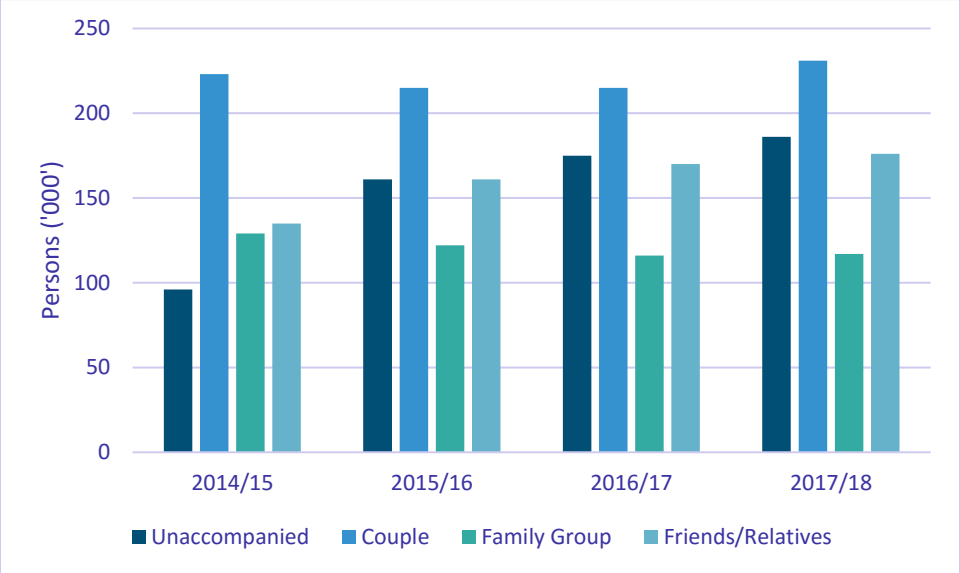


Source: Tourism Research Australia

The Whitsunday region is typically frequented by tourists on holiday. TRA reports that 78% of people who visited the region during the 2017/18 financial year reported that they were on Holiday. The number of persons visiting for business purposes has been increasing within the region; almost doubling between 2015/16 and 2017/18 and we would anticipate growth of this sector with return to growth of the resources sector in the region.

The region has predominantly attracted couples and unaccompanied visitors since 2014/15; both accounting for more than half of visitors over this period. According to TRA, one third of tourists who traveled to the region in 2017/18, travelled as a couple, while 26% were unaccompanied visitors.

FIGURE 4.4: Travel Party Type

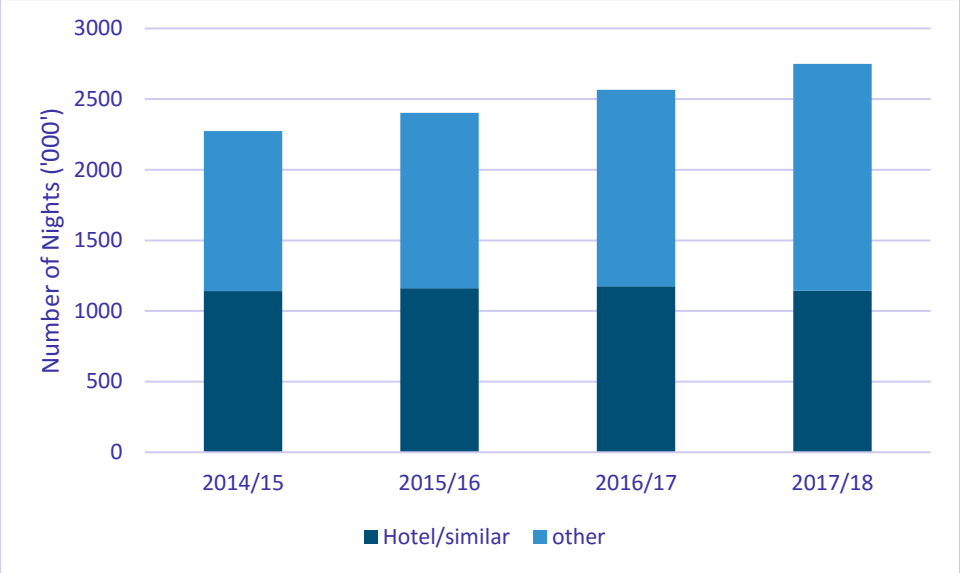


Source: Tourism Research Australia

Throughout the Whitsunday region, the dominant accommodation format has focused on serviced apartments as well as shared accommodation, whilst there is a declining trend in the number of nights spent in backpacker accommodation. Specifically, the number of nights spent in backpacker accommodation decreased by 21% between 2014/15 and 2017/18.

The following figure depicts the share of visitors in Whitsunday across commercial and share accommodation formats, excluding backpacker accommodation, those staying with friends or relatives and commercial camping/caravan accommodation. We note that the proportion of guest nights spent in other formats including shared accommodation is relatively higher and has consistently increased over the last four years, whilst the number of guests staying in hotels/similar has remained relatively consistent. This share may change again as a result of the ongoing impacts on the share economy e.g Air BnB as temporary accommodation formats are returned to the more traditional rental market during the COVID-19 restrictions and demand expectations.

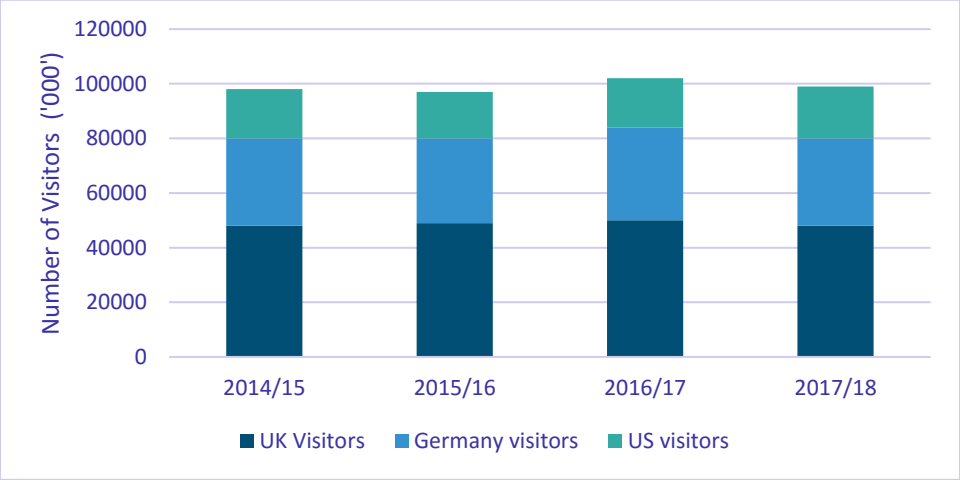
FIGURE 4.5: Traditional Accommodation Nights vs Shared Economy Nights



Source: TRA

For the year ending September 2019, some 49% of all domestic overnight visitors were from regional Queensland, with the breakdown between intrastate and interstate visitors reflecting 62% and 38%, respectively. Whitsundays' top international markets include the United Kingdom, Germany and United States, together accounting for 44% of international visitors to the region in the 2017/18 financial year.

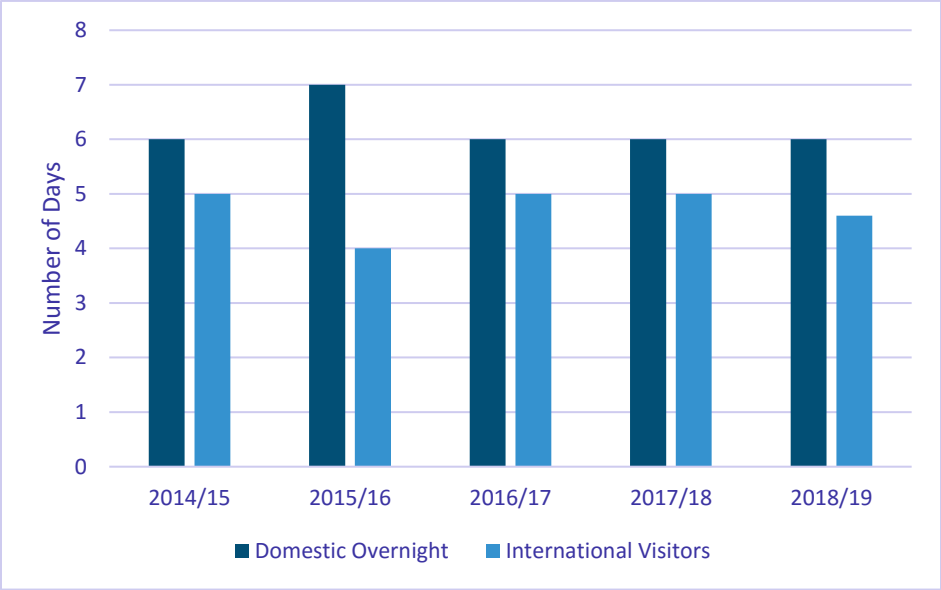
FIGURE 4.6: Top International Markets



Source: TRA

The following FIGURE 4.7 illustrates the average length of stay for domestic and international visitors to the region.

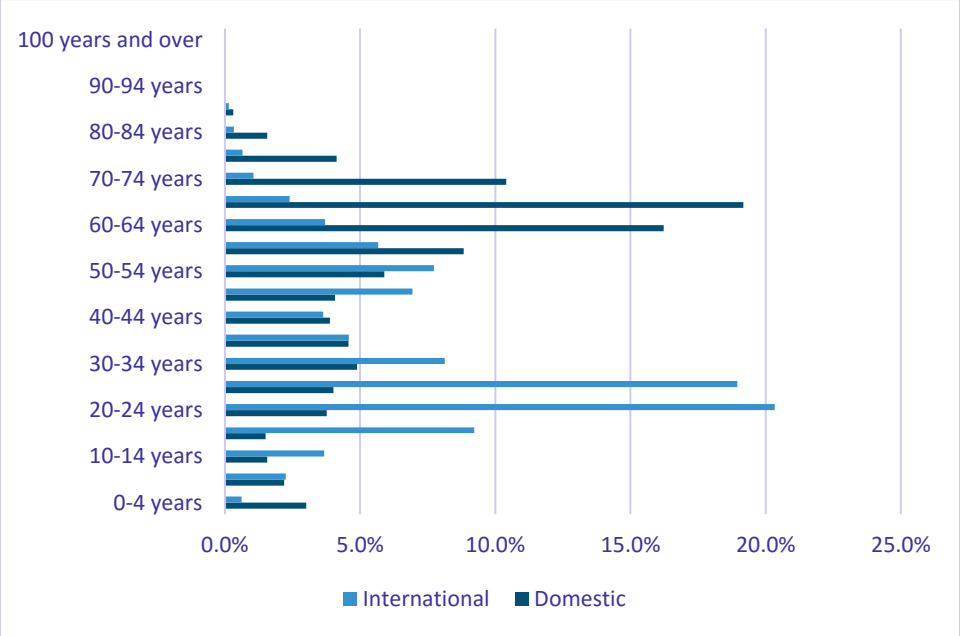
FIGURE 4.7: Average Length of Stay



Source: TRA

In drilling into more detail of the demographic profile of visitors to the Whitsunday region, we have utilised information from the 2016 Census, noting the clear differential in age profiles for domestic and international visitors to the Airlie-Whitsundays Statistical Area 2 (SA2); an older, grey nomad profile for domestic visitors, particularly reflective of the winter season of the Census and the younger, backpacker demographic of the international visitors. FIGURE 4.8.

FIGURE 4.8: Age Profile of Visitors to Airlie-Whitsundays SA2



Source: ABS

Similarly, some 55% of international visitors had never married compared with 60% of domestic overnight visitors at the time of the Census who were married.

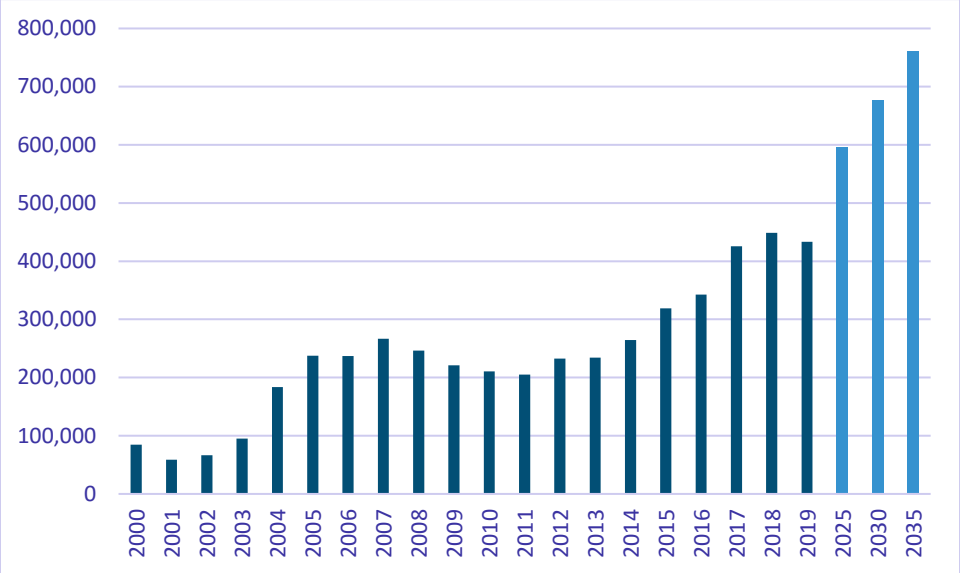
4.3 Connectivity

4.3.1 Whitsunday Coast Airport

The Whitsunday Coast Airport (WCA) and surrounding precinct is a key infrastructure element of the Region which underpins opportunities within the economic pillars of tourism, mining and agriculture. The ***Whitsunday Coast Airport Masterplan and Feasibility Study*** which was prepared for Council (the Airport owners) outlines the Airport's regional importance whereby *"The airport is a catalytic development that will drive future overall regional investment as well as growth and development in Aviation, Tourism, Export Quality Agriculture Products as well as Transport and Logistics infrastructure."*

FIGURE 4.9 illustrates the growth in passenger movements through the WCA between 2000 and 2019, as well as the number of passengers forecast by 2035 within the Masterplan. Relevantly, the Masterplan outlines that *"for these passenger forecasts to be met, there needs to be a concurrent increase in commercial accommodation to service the increase in travellers and workers to the region."*

FIGURE 4.9: Whitsunday Coast Airport Passenger Movements



Source: BITRE, Whitsunday Coast Airport Masterplan and Feasibility Study - 2015

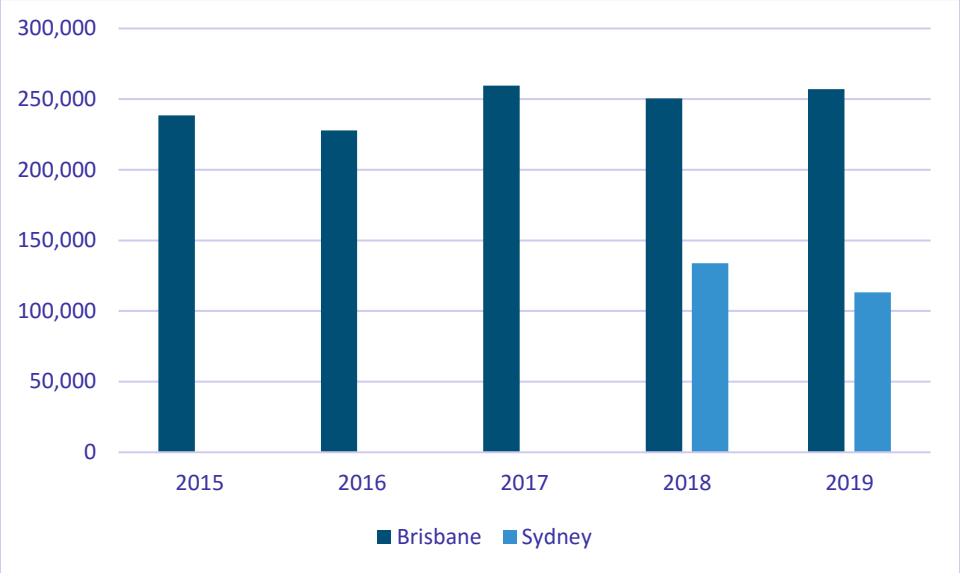
The WCA includes no international routes, despite being within 'striking distance' of South East Asia and the Pacific, which is reflected in the number of international overnight visitors outlined above. Strategically, the Whitsundays Destination Tourism Plan indicates a shift in focus toward the domestic market, despite the Masterplan envisaging international flights by 2018 and the 2019-2020 Annual Performance Plan seeking a New Zealand route and connectivity to Asia by 2025.

WCA is serviced by daily passenger flights to and from Brisbane by Virgin Australia and Jetstar. Jetstar also offers direct passenger services to Sydney and Melbourne (3 return flights per week each), whilst Tiger Air operates a Sydney route with 5 return flights per week from Sydney.

Alliance Airlines has announced it will commence flights between Brisbane and the Whitsunday Coast Airport four days a week from June 22nd 2020, allowing for growth to daily flights if sufficient demand is demonstrated.

FIGURE 4.10 illustrates the passenger movements to and from the top Brisbane and Sydney routes through the WCA; which together represented more than 85% of passengers through 2019. Council's Annual Performance Report also highlights that 44% of domestic visitors and 31% of international visitors travel to the Whitsunday Region using air transport.

FIGURE 4.10: Whitsunday Coast Airport Key Route Passenger Movements



Source: BITRE

Shuttle bus transfers are the key connectivity between Whitsunday Coast Airport and Airlie Beach.

4.3.2 Hamilton Island Airport

Hamilton Island Airport (HIA, also known as Great Barrier Reef Airport) was established in the 1980's to service the Hamilton Island Resort and Marina and as a tourism gateway to the Reef. In the mid-1990's, HIA ranked as Australia's 14th busiest airport, slipping to 21st through 2018/19.

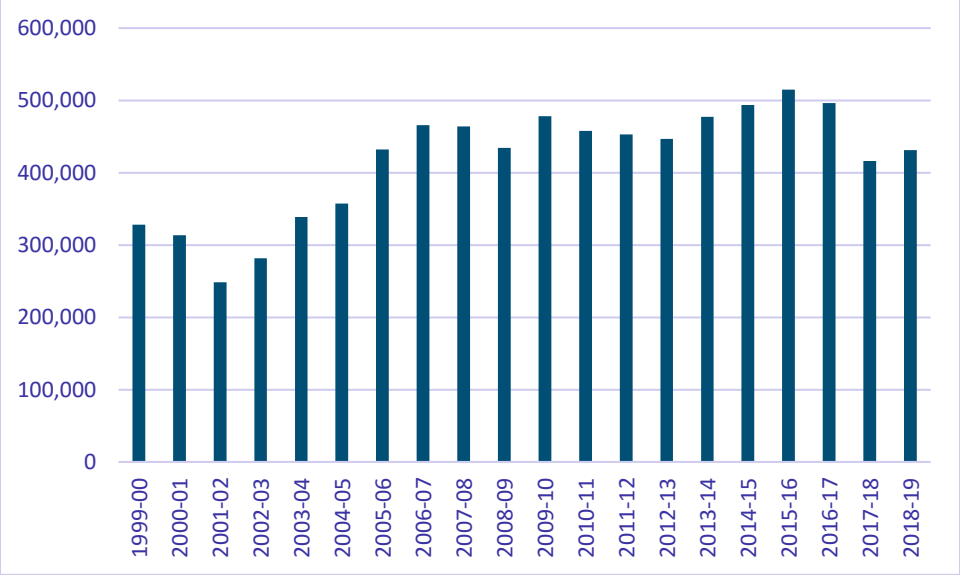
HIA is serviced by:

- Qantas which has daily links to/from Brisbane, Sydney, Cairns (3 return flights per week) and Melbourne (2 return flights per week);
- Jetstar which has 4 return flights per week from Sydney; and
- Virgin Australia which has daily flights to/from Brisbane, Sydney (6 return flights per week) and Melbourne (2 return flights per week).

HIA received less passenger movements than Whitsunday Coast Airport (431,236 c.f. 433,414 in 2018/19) despite having more frequent services; and does not have the capacity for further expansion. The combined aviation traffic of Hamilton Island Airport and Whitsunday Coast Airport represents the 15th busiest aviation region in Australia, larger than nearby Mackay.

FIGURE 4.11 illustrates the growth in passenger movements through Hamilton Island Airport, which also indicates the decline in 2001/02 attributed to the demise of Ansett (formerly exclusive airline to HIA); and the peak in capacity of around 500,000 passengers per annum.

FIGURE 4.11: Hamilton Island Airport Passenger Movements



Source: BITRE

It is also noted that there are direct connections from arriving flights at HIA to other island resorts including Daydream and Hayman Islands. Hayman Island for instance, offers connection by launch, private helicopter, or private yacht. Similarly, there is a scheduled ferry service connecting Airlie Beach/the mainland with flights on Hamilton Island.

4.3.3 Cruise Passengers

Prior to the onset of the COVID-19 pandemic, Airlie Beach was scheduled to receive some 68 cruise vessel arrivals from 13 different lines including P&O, Carnival, Royal Caribbean and Princess through 2020. These scheduled cruises included a capacity of more than 142,000 passengers and 53,000 crew, many of whom disembark through Port of Whitsunday and the Cruise Whitsunday terminal to explore Airlie Beach.

The Tourism Whitsundays 2018/19 Annual Report indicates that almost 100,000 cruise ship passengers disembarked in Airlie Beach from 55 arriving vessels. These passengers are greeted by market stalls within the Airlie Beach Foreshore and 'tuk tuk' transfers between the Port and township.

Cruise Whitsunday's terminal at the Port of Airlie is now the principal port of transfer between Airlie beach and the Whitsunday Islands, which were previously accommodated through Shute Harbour and Abel Point marinas. Cruise Whitsunday services an estimated 600,000 passengers per annum, including approximately 400,000 transfers between Hamilton Island Airport and other island resorts.

At this point in time, Airlie Beach and the Whitsundays is a port of visitation for large cruise ships rather than an embarkation point in itself, although noting that there are a range of charters that are based in Airlie Beach.

4.4 Projected Growth of the Visitor Market

TRA's tourism forecast published in 2019 projects a 34.8% increase in total visitor nights, increasing from 689 million in 2018-19 to 928.5 million nights in 2028-29 nationally. During the same period, domestic nights are expected to increase 13% from 398.6 million to 450.7 million nights; representing an average annual growth rate of 1.2%.

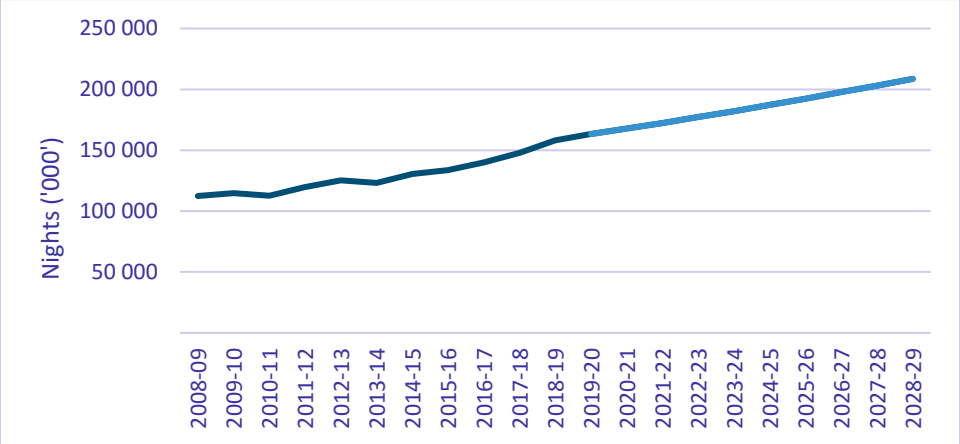
TRA further forecasts total spend to grow by 59%, with an average growth rate of 4.7%; increasing from $148.7 billion to $236.5 billion between 2018/19 and 2028/29. During this period, TRA anticipated that international tourism spend nationally would more than double to $94.9 billion by 2028/29.

For the domestic tourism market, average spend per overnight visitor is projected to increase from $702 to $875, with total visitor nights growing 13.1% from 398.6 million to 450.7 million. This will result in total domestic overnight spend growing 39.8% to $109.6 billion, accounting for 46.4% of all visitor spend. This represents a seven-percentage point fall from the 52.7% share for 2018–19.

The Queensland government identified the tourism industry as one of the key pillars that will drive economic development and growth in this decade and identified a goal to increase visitor expenditure across Queensland from $21.5 billion in 2012 to $30 billion by 2020.

However, TRA's 2019 forecasts anticipate that Queensland will have a below average growth in tourism between 2018/19 and 2028/29, forecasting an annual growth rate of 2.8% to 208.6 million nights by 2028/29 in Queensland; decreasing Queensland's share of total nights from 23% in 2018/19 to 22.5% in 2028/29.

FIGURE 4.12: Total Visitor Nights in Queensland



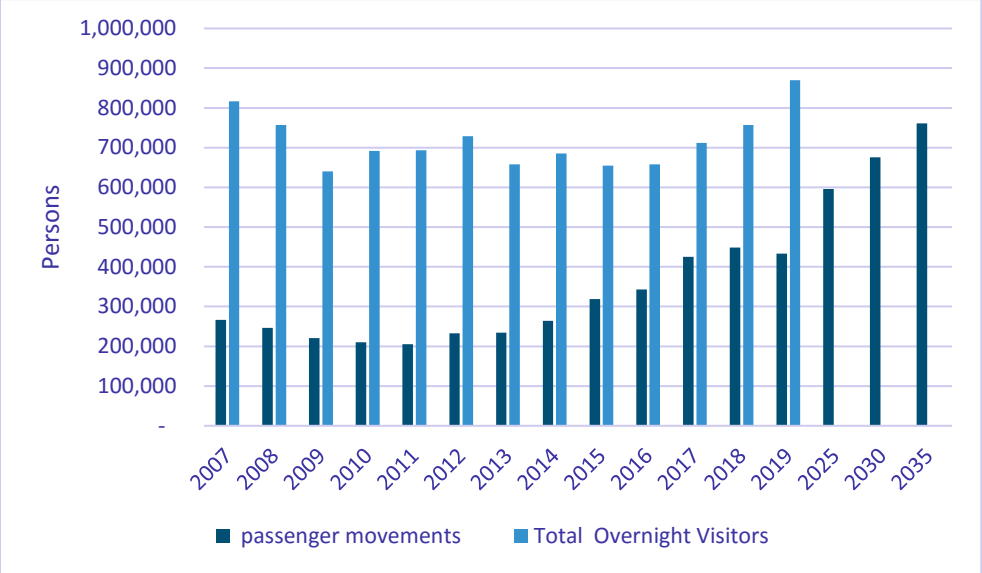
Source: Tourism Research Australia

TRA estimates a slight decline in visitors traveling to Queensland for holiday from 43% in 2018/19 to 42% in 2028/29 whilst the share of travellers visiting friends in the state and the share of travellers visiting the state for business purposes will remain the same at 26% and 15% respectively between 2018/19 and 2028/29. During this same period, 'other travel' is forecast to account for 17% of total visitors visiting Queensland in 2028/19, an increase from 16%. This slight growth will be driven by employment related travel and education travel.

An analysis of the growth trend in Whitsunday overnight visitors and Whitsunday Airport passenger movement reveals that since 2007, the share of WCA passenger movement to overnight visitors in Whitsunday has varied from 32% to a 60% peak in 2017/18; reflecting a growth in tourist movements through WCA. As at June 2019, an estimated 50% of Whitsunday visitors arrived through WCA with growth somewhat limited for HIA going forward.

WCA's masterplan forecasts some 761,000 Whitsunday airport passengers by 2035; assuming commercial accommodation and other infrastructure that supports the tourism industry increases during this period. All things being equal, assuming 50% of overnight visitors visiting Whitsunday between 2019 and 2035 arrive through WCA, this represents an estimated 1.5 million overnight visitors visiting the region in 2035. There is a significant correlation between the Airport forecasts and its capacity to attract flights and passengers and the infrastructure available in Airlie Beach and the Whitsundays to attract them and the converse is also true.

FIGURE 4.13: Total Overnight Visitor Vs WCA Passenger Movement



Source: BITRE, TRA, Whitsunday Coast Airport Masterplan and Feasibility Study - 2015

The COVID-19 pandemic, which has halted both domestic and international tourism, will influence patterns of travel behavior, expenditure and destinations of choice at least through 2020 and likely 2021.

4.5 Conferencing Market

For the year ending September 2019, some 19% of domestic visitors to the Whitsunday region indicated that their main reason for visit was for business. Information from Tourism Whitsundays estimates that there have been 117 conferences, events, and meetings held across the Whitsunday region between 2017 and 2019. Information particular to 2017 has been reported estimating a breakdown of 58 events on Hamilton Island and 18 events in Airlie Beach, with approximately 7,000 visitors attending.

Approximately 1,000 weddings are also conducted across the region each year, with approximately 50,000 visitors attending.

Hamilton Island by far provides the largest capacity and choice in conferencing and meeting facilities within the Whitsunday area, with Mainland facilities and venues limited to a capacity of some 200 persons. Similarly, Hayman Island also provides an array of conferencing venues and meeting spaces, for up to 400 guests.

TABLE 4.2: Conferencing Venues

Venue	Address	Capacity/PAX			
		Conference	Dining/Banquet	Cocktail	Area (m^2)
Mantra Club Croc Conference Centre	240 Shute Harbour Rd, Cannonvale	**200**	**450**	**450**	**Various**
Coral Sea Resort	25 Ocean View Ave, Airlie Beach	**200**	**130**	**250**	**220**
Peppers Airlie Beach	Mount Whitsunday Dr, Shute Harbour	**120**	**100**	**120**	**128**
Shingley Beach Resort	115 Shingley Drive Airlie Beach	**-**	**-**	**100**	
Lure	Shingley Dr, Airlie Beach	**80**	**200**	**300**	**367**
The Palm House	25-29 Shute Harbour Rd, Airlie Beach	**50**	**-**	**-**	**267**
Hamilton Island	Hamilton Island	**700**			**Various**
Daydream Island	Daydream Island	**250**	**170**	**300**	**Various**
Hayman Island	Hayman Island	**400**	**330**	**400**	**Largest 1,110**

4.6 Proposed & Approved Facilities

As outlined in Chapter 3, there are a range of major projects proposed throughout the Whitsunday region including short term accommodation projects.

The $252million Shute Harbour Marina development proposes a range of residential, commercial and marina uses. The approved EIS anticipates a 395 berth marina, 109 room hotel, 49 lot managed resort and 70 unit retirement development, together with a commercial, retail and dining precinct. The website for the Shute Harbour Marina development currently proposes a Pier 61 commercial and dining destination, terrace homes, plaza apartments and marina loft apartments as well as resort managed dwellings with marina berths.

The $80million Funnel Bay development proposes a 140 room resort hotel, approved in 2019, and located approximately 10minutes drive from Port of Airlie.

A $30million Ozone Eco Resort has also been approved within Cannonvale, to comprise 129 self contained units, together with conference facilities, a fauna park and aviary, likely to target the family market.

A 114-room resort, apartment and eco-lot subdivision project has been mooted at 422 Shute Harbour Rd, Airlie Beach since circa. 2004. A recent Planning and Environment Court decision has allowed the extension of the approval timeframe to February 2021.

4.7 Gaps and Market Sector Opportunities

There is a preponderance of self-catering accommodation options in Airlie Beach, with strong growth in passenger numbers through the Whitsunday Airport predicated on further investment in infrastructure within the Whitsunday region including hotel accommodation and conferencing facilities within mainland locations including Airlie Beach. Notably, there are very few choices in quality hotel accommodation in Airlie Beach and only one rated as a five star facility – the boutique Heart Hotel & Gallery. No branded or chain luxury hotel facilities are available, nor business standard branded or chain four star plus facilities.

Regional development in major projects including the resource sector e.g. Adani Mine and the rail connection to the Abbot Point Port, is indicative of opportunities to expand target markets attracted to the Airlie Beach and Whitsunday region.

The demographic profile of visitors to the region demonstrates a dichotomy between young, single and couple international travellers with a budget and adventure focus, and domestic travellers primarily focused on older, couple households attracted to the climate and environment of the Whitsunday region with a demand for self-catering accommodation options. There are gaps in the mix of destination couple travellers, family travellers both from domestic and international markets.

Dependent on the future travel plans of Asian markets after COVID-19 restriction relaxations, this remains a key gap for international travellers to the Whitsunday region. Tourism Research Australia's Report on Free and Independent Travellers from China, highlighted that those not on a group or organised tour, stay three times longer in Australia than those on organised or package tours, and that there is "*a strong relationship between length of stay and the propensity to visit a regional area. Chinese tourists will prioritise seeing Australia's iconic attractions in our gateway cities first, and only venture into the regions if time permits*". (TRA, March 2019, p.4).

As outlined in the following FIGURE, TRA also identified in 2017 that Chinese FIT VFR were more likely to prefer hotels, serviced apartments and luxury accommodation options. With strong growth projected in Chinese visitors (1.3million inbound arrivals in 2016/17 projected to increase to 3.9million by 2026/27, again dependent on perceptions of Australia for Chinese visitors in terms of travel and education options), there are opportunities for regions such as the Whitsunday region to offer alternative experiences to the gateway cities, particularly for the FITs. Quality accommodation and experiences will be key to this.

FIGURE 4.14: TRA China Visitor Profile



Similarly, there is an opportunity to capture additional meetings and events in Airlie Beach through the improved provision of venues and co-located accommodation facilities. More particularly, with an average of approximately one conference per week at Hamilton Island recorded during 2017, it would appear that with flight schedules, Hamilton Island would have limited capacity to significantly expand its meetings and events capacities. In comparison, on the mainland, events and meetings are focused on smaller scale operations and numbers of attendees.

The addition of quality event and meeting space therefore has the potential to expand the overall role of the Whitsunday region in the event and meeting space and the capacity to attract additional business and event activities, particularly when co-locating with and partnering with quality accommodation facilities and the recreational activities for which the Whitsunday region is renown.

This is particularly significant in light of the business market that will be attracted to the broader region with the increased construction activity and investment in the Adani mine and rail network.

It is also noted that there appears to be an opportunity to promote the Whitsunday region as a destination in its own right relative to other northern Queensland destinations such as Cairns. The addition of key infrastructure including recognised and luxury hotel accommodation, is likely to contribute to this positioning.

5.0 Hotel Benchmarking and Case Study Exemplars

The following TABLE summarises the mix of hotels and major short term accommodation facilities in other key regional tourism markets in Australia and New Zealand, noting the number and mix of upmarket/premium/luxury hotel brands and operations within these areas relative to visitor numbers. In comparison, Airlie Beach includes no internationally branded hotel chains with the Intercontinental Hotel operating Hayman Island Resort and other brands such as Wyndham and Mantra operating serviced apartment models on the Mainland.

The following TABLE includes regional tourism destinations with established international airports as well as those relying on both drive markets and domestic airports, comparable to the Whitsunday Coast.

TABLE 5.1: Comparison of Regional Visitor Markets and Accommodation Infrastructure

Locality	Visitor Nights	Number Chain 4* Plus	Chains Represented
Darwin	5.1million	14	Adina, Doubletree, Hilton, Rydges, Novotel, Quality Hotel, Vibe, Mantra
Port Douglas	2.3million	9	Pullman, Ramada, Peppers, Sheraton Grand Mirage, QT, Wyndham
Cairns	10.2million	18	Holiday Inn, Pullman, Shangri-La, Novotel, Rydges, Park Regis, Mantra, The Sebel, Ibis Styles, Breakfree, Australis, Hilton
Sunshine Coast	9.4million	14	The Sebel, Sofitel, Peppers, Breakfree, Mantra, Novotel
Gold Coast	16.4million	35	Holiday Inn, Marriott, Mercure, Novotel, Breakfree, Mantra, Wyndham, Vibe, Peppers, The Regent, Rydges, Intercontinental, Meriton, Outrigger, QT
Coffs Harbour	3.9million	2	Novotel, Breakfree
Port Macquarie	2.9million	8	Wyndham, Rydges, Mercure, Ibis Styles, Mantra, Best Western Hotels
Rotorua NZ	3.9million	5	Peppers, Novotel, Rydges, Quest, Ramada
Queenstown NZ	5.4million	13	Hilton, Rydges, QT, Novotel, Doubletree, Crowne Plaza, Copthorne, Wyndham, Breakfree, M Gallery, Holiday Inn, Sofitel, Mercure
Whitsundays	4.3million	4	Intercontinental Hayman Island, Mantra and Wyndham

Based simply on a crude ratio of guest nights to number of 4 star plus branded or chain hotels and serviced apartments, the Whitsunday region is at the lower end with Coffs Harbour, relative to other more established regional tourism markets indicative on this basis at least that there is a gap in the provision of branded, recognised accommodation facilities that would appeal to a range of different visitor markets.

Even maintaining the current threshold provision, with projected visitor nights in excess of 7million visitor nights by 2035, this would represent a potential provision of at least 6 to 7 branded facilities, at this broad brush approach, or more than 10 facilities when assuming a higher rate of provision more commensurate with other established regional tourism markets.

There appears to be a gap in the provision of branded, upmarket short term accommodation facilities in the Whitsunday region that is likely to undermine the level of growth and diversity in visitor markets attracted to the Whitsunday region and the Airlie Beach/Whitsunday mainland area.

The Norling Report on behalf of Whitsunday Regional Council explored a range of major luxury hotels in key tourism markets and identified critical success factors notably:

- The need for a critical mass of keyed rooms
- The need for a range of on-site support infrastructure including recreational facilities, restaurants
- The need for conference and event space

The factors demonstrated a critical mass of space is required to essentially fulfil the role of a premium or upmarket branded hotel. Whilst there is an increasing trend for the development of boutique hotels, the focus for boutique luxury hotels has typically been in inner and near city locations such as Fortitude Valley and Spring Hill in Brisbane.

In extending the analysis undertaken by Norling Consulting Pty ltd, Urban Economics has explored the number of keyed rooms/suites available by major branded, 4 star plus facilities in Queenstown, NZ. Queenstown has been investigated as a regional destination with airport access and an adventure holiday focus, although noting that Queenstown Airport is an international airport with direct (some routes seasonal) flights from Sydney, Melbourne and Brisbane. The following accommodation mix is noted:

TABLE 5.2: Queenstown Accommodation Mix

Hotel/Serviced Apartment	Star Rating	Number Rooms
Hilton	5	178
Rydges	4	72
QT	5	69
Novotel	4	273
Doubletree	4	98
Crowne Plaza	4	139
Copthorne	4	240
Wyndham	4	75
Breakfree	4	23
Holiday Inn	4	75
MGallery	5	142
Sofitel	5	82
Mercure	4	148

An average of 124 rooms is reported across these facilities.

Axsia has provided a series of parameters and critical success factors around which an upper upscale hotel of the nature proposed for Airlie Beach would need to perform, based on the performance of other competitive and comparable products and operational requirement, recommending:

- 13-15 rooms per attendant for efficiencies
- Around 20 rooms per floor
- Minimum 36sqm per room
- Branded and recognised operator
- Food and beverage outlets on site
- Spa and gym facilities
- Conference facilities
- Rooftop bar
- Tower design format to optimise operational, maintenance and staffing efficiencies
- More than 150 rooms are required
- Operating costs are largely fixed, therefore profit return increases beyond the 150 minimum and increased scale is likely to appeal in attracting a quality operator
- Some 75-90 guest parking spaces
- Access to affordable parking for staff or other shuttle/public transport options

A tower design presents operational, staffing and maintenance efficiencies for a hotel in optimising performance relative to a low-rise, resort or campus style environment. On this basis at least 180 rooms are recommended, which would require at least 10 accommodation floors above podiums of other ancillary and supporting facilities.

These design parameters are supported by the development parameters of upscale and luxury brands by the major hotel groups as summarised in TABLE 5.3. As noted by Axsia, there are a range of development parameters which are typically required to attract these upscale brands including some specific requirements. Urban Economics notes for instance Accor's *SO/* brand which in addition to targeting 200 to 250 rooms, specifically seeks properties which can support a breakfast restaurant, destination restaurant, signature rooftop bar, spa, fitness centre, swimming pool, lobby lounge, ballroom, business centre and events spaces; but only within prime locations such as the subject site.

TABLE 5.3: Hotel Brand Development Guidelines

Group	Brand	Recommended no. of rooms	Total GFA/room (m2)	Meeting/ conference / ballroom (m2)	Examples
Accor	Pullman	200+	60-90	>1,000	Pullman Cairns International (321-rooms)
Accor	SO/	200-250	90-110		SO/ Paseo del Prado La Habana (250-rooms)
Accor	Sofitel	200-250	90-110		Sofitel Singapore City Centre (223-rooms)
IHG	voco	75+			voco Gold Goast (359-rooms)
Wyndham	Wyndham Grand	200+			Wyndham Grand Clearwater Beach (448-rooms)
Wyndham	Wyndham	200+			Wyndham Surfers Paradise (192-rooms)
Hyatt	Hyatt Regency	various <2,000		>1,500	Hyatt Regency Kota Kinabalu (288-rooms)

Source: Various hotel group brand development guidelines



SO/ Paseo del Prado La Habana

6.0 Projected Performance and Outcomes

The following assumptions as to growth and performance of the proposed hotel have been derived from the projections and analysis prepared by Axsia as input to this analysis. In particular, the feasibility analysis has concluded that there is a gap in the provision of hotel accommodation within the Whitsunday region and that there is growth in demand for an upper upmarket hotel. Key metrics, assumptions and model outputs prepared by Axsia include:

- Assumed opening January 2024
- Experienced hotel operator and branding
- 180 room upper upscale hotel
- Ramping up of occupancies and revenue as summarised in the following TABLE:

TABLE 6.1: FEASIBILITY OUTPUTS

YEAR	OCCUPANCY RATES %
1	48.9
2	58.9
3	66.6
4	68.6
5	73.4

On this basis we have assumed the following:

- An average of 1.8 guests per room
- 65c/$ of visitor expenditure is spent on accommodation/food services
- Average expenditure of $185/visitor night in the Whitsunday region

TABLE 6.2: VISITOR OUTCOMES

YEAR	OVERNIGHT VISITORS NO.	VISITOR EXPENDITURE $M (ex Accomm)
1	57,340	2.4
2	68,880	2.9
3	77,890	3.2
4	80,225	3.3
5	86,074	3.6

7.0 Economic and Community Benefits



$77million direct & indirect construction effect



200 direct & indirect construction jobs



$10million in direct construction wages



240 ongoing FTE operational jobs



$7.9million in annual operational wages



380 direct and indirect ongoing FTE jobs from operations



48,000 room nights annually



86,000 overnight visitors



$3.6million in visitor expenditure generated annually

7.1 Economic Benefits

The proposed upper upmarket hotel development will deliver significant and ongoing direct and indirect economic and employment benefits for the Whitsunday region.

TABLE 7.1: Direct & Indirect Effects – First Full Year

Effect	Direct	Total Direct & Flow On
Rooms (No.)	180	
Employment (No.)	186	297
Additional Wages ($)	$5.94million	$9.57million
Visitors (No.)	57,350	
Visitor Expenditure ex Accommodation ($M)	$2.39million	$3.97million
Operating Expenses ($M) ex. Payroll	$7.1million	$13.0million
Construction Costs ($M)	$46.8million	$77.4million
Construction Jobs (FTE)	125	207

Other direct and indirect economic and employment effects that will be generated by the operation of the proposed upper upmarket hotel include:

- Expenditure within the township of Airlie Beach by construction workers during the 30 month construction period, supporting local restaurants, cafes, takeaway and retail outlets, representing a potential $152,000 annual expenditure boost.

- Diversification of the tourism base of the Whitsunday region, including the capacity to attract markets currently "missing" from the region including lucrative international markets, business visitors, destinational weddings.

- Increase the capacity to attract events and conferences to the Mainland, with the potential to support additional delegates and visitors with the incorporation of a purpose-built function facility.

- Increase the duration of visitor stay in the Whitsunday region.

- Contribute to the vitality of the Port of Airlie Precinct, with up to 235 additional overnight visitors throughout the precinct at any one time, together with up to 250 workers at the hotel.

- Contribute to the vitality and vibrancy of the town centre of Airlie Beach, including expenditure by overnight guests and conference delegates at retailers, restaurants, and recreational facilities within the town centre.

- Improved capacity for youth to access employment opportunities in Airlie Beach. The youth unemployment rate at January 2020 within the Mackay-Isaac-Whitsunday region had increased five percentage points to 12.4% prior to the stand-downs and loss of jobs as a result of the COVID-19 impacts. There is an ongoing need for employment opportunities

- Contribute to the sustainability of the tourism sector within the Whitsunday region through the diversification of tourism markets attracted to the region, increased expenditure, increased visitor numbers and differences in seasonality by target markets.

- Renew confidence in investment in infrastructure within the Whitsunday region.

- Increase the need for expansion and investment in the Whitsunday Coast Airport as a direct result of increased visitor patterns, including the potential to increase the frequency of direct flights from major markets such as Sydney and Melbourne.

- Increase the capacity of Airlie Beach and the Whitsunday region to attract major brand and chain hotel operators.

- Increase the brand recognition and competitiveness of the Whitsunday region relative to other markets such as Port Douglas and Cairns through the operation of a major, upmarket hotel within the region marketing and promoting to its network including promotion to loyalty programs. In particular, increased capacity to deliver to the Whitsunday region a level of competitiveness and luxury accommodation options available in other major regional tourism markets.

- The operation of the hotel will directly inject some $7.1million to the economy per annum through the purchase of supplies including food and beverages, the conduct of repairs and maintenance, expected to reflect a total direct and indirect effect of some $13million increasing to a total effect of some $17.5million within the fifth year of operation.

- Increase the capacity for the Mainland to attract and host larger scale events and conferences supporting the diversity of the business economy and the diversity of markets attracted to the region.

Urban Economics also considers that the identified economic benefits represent the potential **loss** of economic benefits that may be otherwise be delivered to the Whitsunday regional community if the proposed hotel is not developed in Airlie Beach. Moreover, the following differences in economic benefits are estimated for each level of accommodation not included within the proposed development.

Notably by the fifth year of operation:

- At least 20 fewer guest rooms
- At least 25 fewer FTE workers
- At least $900,000 less in wages and salaries to workers that could otherwise be spent in the local area
- At least 5,400 fewer room nights occupied per annum
- At least 9,560 fewer overnight visitors per annum
- A reduction of almost $400,000 in visitor expenditure excluding accommodation costs per annum
- At least $33,000 per annum less in collected GBRMP fees

On this basis, it is estimated at least $1.33million per annum in direct loss of potential economic benefits in terms of visitor expenditure, wages and GBRMP fees for each level of height that the proposed development is restricted.

7.2 Community Benefits

- Increase access to practical training opportunities for hospitality and cookery students enrolled within the Whitsunday TAFE college.

- Reduce the need for youth to relocate out of the Whitsunday region in search of local employment opportunities, including the capacity to retain trained hospitality students within the region.

- Contribute to community pride including investment in and employment opportunities in regional Queensland.

- Contribute to restoring confidence in the Whitsunday region and the Airlie Beach area that has suffered the impacts of both economic and tourism downturns and significant cyclone events, as well as the current COVID-19 impacts.

7.3 Other Benefits & Impacts

- Additional $195,000 in collections of the Environmental Management Charge contributing to the upkeep and conservation of the Great Barrier Reef Marine Park in the first year of operation increasing to some $295,000 by the fifth year of operation. ($6.50 full day $3.25 part day visitor assuming 70% overnight visitors undertake some cruise/reef experience)

- Support Council's vision for the Whitsunday region and contribute to the meeting of regional economic and tourism objectives for the Whitsunday area by contributing to the diversity of tourism infrastructure, supporting tourism businesses, attracting additional visitors and businesses.

- Contribute to the meeting of State economic and tourism objectives in building on and investing in a key economic pillar for Queensland.

- The proposed development will deliver to Airlie Beach an enhanced stock of quality hotel rooms including the potential to attract a branded or chain operation that will position Airlie Beach and the Whitsunday region on a more competitive footing with other regional tourism markets.

- Contribute to the international branding and renown of the Airlie Beach region; establishing the Whitsunday region and Airlie Beach as its own destination in the minds of international visitors. Review of package holiday itineraries for instance notes that "*A highlight of the Cairns region, Airlie Beach is the perfect jump-off point for any number of trips and cruises throughout the Whitsundays…*" (Goway).

8.0 Need for the Upper Upscale Hotel Development

In addressing need, Urban Economics has examined community need for the proposed development, which we consider to relate to the community benefits that may ensue as a result of the development or disbenefits to the community without the proposal, economic need which reflects demand for the proposal and again the disbenefits to the economy which may be sustained without the proposal, and planning need, which considers the capacity to accommodate the demand and generate the economic and community benefits of the proposal; including *Height Need*, whilst meeting the requirements of the proposed development and its operations.

It is Urban Economics's opinion that there is substantial economic, community and planning need for the proposed upper upmarket hotel development, including at the heights proposed, and the following supports this view:

Economic Need

- The subject site is ideally located to realistically make the best use of existing and planned infrastructure within the Airlie Beach locality, contributing to localised expenditure and employment at shops, cafes, restaurants, and the utilisation of communal, recreational and community facilities within Airlie Beach. More particularly, the proposed luxury hotel development is expected to support some 86,000 overnight visitors annually, together with conference visitors, as well as at least 250 workers, contributing to the vitality and activity of the Port of Airlie precinct and the Airlie Beach village centre.

- Growth of more than 600,000 additional overnight visitors by 2035 will generate demand for more than 650 additional rooms within the Whitsunday region. 180 rooms are proposed within the luxury hotel development.

- Based on the current level of branded hotel/short term accommodation provision, the projected growth in overnight visitors will generate an increase in demand for at least 2 to 3 additional branded accommodation facilities in the Whitsunday region, or 5 to 6 additional 4 star plus facilities if applying comparable thresholds to other established regional tourism destinations and allowing for greater visitor market diversity.

- More particularly, there is growth in visitor markets to Australia including the Chinese FIT market that has a propensity for demand for accommodation in hotels, serviced apartments and luxury accommodation and will seek familiar brands and stay experiences.

- There has been limited investment in new hotel stock in Airlie Beach and limited investment in short term accommodation in the Airlie Beach and mainland area since 2010. The proposed development will improve the stock of accommodation facilities available in the Whitsunday region.

- The proposed development will reduce pressure on the provision of short term accommodation within the sharing economy space by improving the quantity of rooms and quality of room choices available in Airlie Beach.

- The proposed premium/upper upmarket hotel development will support the ongoing growth and investment in the Whitsunday Coast Airport by improving the depth of infrastructure available within Airlie Beach to support visitors including quality accommodation options.

- The proposed development presents the opportunity to attract a quality, branded operator to Airlie Beach, which would improve the appeal of the Airlie Beach and Mainland area to international visitors and business visitors.

- There is limited choice in conference venues within the Airlie Beach and Mainland area that would particularly appeal to scaled business, meetings and conference organisers and hosts. The proposed development will present the opportunity to co-locate quality lodging with conference and event space in Airlie Beach.

- There is a need to deliver sufficient critical mass of hotel rooms on site to optimise the commercial developmentability of the site and the premium hotel project. Without the capacity to deliver a critical mass of product on the site, the site is likely to continue to remain vacant and will not deliver to Airlie Beach the growth in visitors, evolution of visitor demographics and their expenditure that would otherwise be delivered by the proposed development.

- More particularly, there is a need to deliver a critical mass of rooms on site to attract a quality operator and hotel management structure to Airlie Beach.

Community Need

- The proposed development would create additional choice in accommodation options and room types within the mainland Whitsunday region. There is limited choice in hotel accommodation in the Mainland area, with a preponderance of self-catering options available to visitors.

- The proposed development presents improved choice in room style and booking capacities, with many of the serviced apartments/self-catering options applying minimum room booking requirements.

- The proposed development will offer a range of rooms and short term accommodation options proximate to the waterfront and the Airlie Beach town centre, without the need for visitors to traverse the terrain associated with many of the apartment developments overlooking Airlie Beach.

- The proposed development will offer a range of rooms and accommodation options with waterfront outlooks.

- The proposed development will improve the array of hotel choices and room options with on-site amenities and facilities.

Planning Need

- The subject site represents a significant proportion of the limited vacant Mixed Use zoned land within Airlie Beach, with a need to ensure that the site is utilised for its highest and best use, including through the use of height and vertical construction.

- The subject site represents a logical extension of the existing and emerging Port of Airlie community. Significantly, there is pressing need for the delivery of land that is proximate to employment and services that will support and contribute to Airlie Beach's largely tourism and hospitality employment base.

- The subject site is sequentially superior being within walking distance of the Airlie Beach activity centre and surrounding facilities and services, consolidating activity and the number of visitors within the Port of Airlie precinct and within the Airlie Beach town centre.

- The proposed development and its upper upmarket accommodation options, together with its capacity to attract a major branded operator, will support further development of Port of Airlie as a true Mixed Use precinct, including contributing to vitality with overnight visitors and those attending conferences and events, as well as those utilising on site amenities, supporting local businesses and contributing to employment opportunities within the precinct.

- The subject site offers the capacity to deliver critical mass of rooms and supporting facilities to attract a major branded, luxury hotel operator to Airlie Beach.

- There are no other proposed or approved hotel developments that will directly contribute to the consolidation of the mix of activities and vitality of the Airlie Beach town centre.

- There are no other sites that will offer the potential to deliver an upper upscale hotel in a tower format that will meet the number of rooms, facilities and amenity expectations for a branded and recognised hotel operator in Airlie Beach.

- TABLE 8.1 considers other appropriately zoned (mixed use and tourist accommodation) and vacant sites within the broader area, noting that there are no other vacant, available or viable sites which could accommodate the proposed development

TABLE 8.1: Vacant Site Analysis

Site	Area (m^2)	Comments
249-255 Shute Harbour Rd & 24-28 Broadwater Ave	3,933	Site amalgamated by developer/operator of backpacker accommodation in 2008, mixed use zone.
422 Shute Harbour Rd	39,590	Previously approved development for 114-unit hotel precinct, an 82-apartment complex over three levels and 21 enviro-lots, mixed use zone, slope constraints. Recent appeal allowed to extend development approval currency period to February 2021 for Stage 1 (40-apartments)
Langford Rd, Flametree	56,300	Existing approval for Funnel Bay Resort (140-rooms) and proposed masterplanned community, Tourist accommodation zone.

Need for the Development as Proposed

As estimated in Chapter 7.0, the proposed upper upscale or luxury hotel will have a significant direct and indirect economic and community benefit for the Whitsunday region. More particularly, there is a quantifiable difference in the economic benefits that can be derived for the Whitsunday regional community in the order of at least $2.1million in total effects per annum when optimising the number of rooms, the range of facilities including conference and food and beverage facilities expected for an upper upscale hotel and attracting a quality and recognised operator.

More particularly, Axsia has advised in their financial feasibility analysis for the project, that hotel operating costs are essentially fixed and therefore to attract a quality brand and recognised hotel operator, more than 150 rooms would be critical, and some 180 rooms has been recommended, which will optimise the potential operator returns whilst optimising the direct and indirect economic and community benefits of the operation of the hotel for Airlie Beach and the Whitsunday region.

Statista also reports that for 2019, the average number of rooms in upscale hotels in the US was 147 rooms, with Accor Reporting that its SO/ Sofitel branded five star hotels (Sofitel) support an average of 150 rooms across its current network, and 194 rooms per proposed/pipeline developments. Similarly, Accor's Novotel factsheets indicate that an average of at least 150 rooms is required for the Novotel format.

Therefore, Urban Economics concludes that there is a clear need for the development of the hotel as a 12 storey development and therefore economic, community and planning need for the hotel at the heights proposed in delivering the economic and community benefits of the proposed hotel for Airlie Beach and the Whitsunday region.

We have also considered the implications of and need for the delivery of parking solutions for the hotel. Axsia in its analysis has recommended some 75 to 90 guest parking spaces together with staff parking facilities. Axsia has advised that not all staff parking is required nor expected to be provided for all staff on site.

If all required parking including staff parking was provided on site, we have been advised that another basement level of parking would be required, which would add at least $6.1million in estimated construction costs to the project (based on $77,000 per space for a second basement). This would represent a significant 13% increase over current construction estimates.

In comparison, the relative cost for the addition of another 79 spaces off site relative to the second basement level would represent some $2.8million if developed in an above ground parking structure; a difference of $3.3million in upfront investment. Moreover, a detached, commercial, multi-level carpark would also support other uses within the Port of Airlie precinct and within the Airlie Beach town centre, contributing to the vitality and activity within the town centre.

There are a number of paid parking stations including open air parking facilities that typically offer daily rates in the order of $10/day for parking. Even if only assuming that 50% of staff during a shift require parking proximate to the hotel, this would represent some $200,000 per annum in potential carparking revenue, contributing to the return on investment in an off-site, commercial parking structure for the Airlie Beach town centre or existing parking stations within the Airlie Beach town centre area in walking distance of the site.

This represents a difference of some 16 to 17 years in return on investment relative to an additional basement parking level.

9.0 Conclusions

There is clear and pressing economic and community need for the development of hotel rooms in the Whitsunday Mainland area and in the delivery of premium hotel rooms that will contribute to and support the growth and sustainability of the Whitsunday tourism industry. The Port of Airlie site presents the opportunity to deliver significant economic, social and environmental benefits for the Whitsunday region, and there is planning and economic need for the delivery of the hotel at the heights proposed in generating these significant economic, social and environmental benefits.

Strong growth in overnight visitor and airport passenger numbers is projected, which will generate increasing demand for short term accommodation options including diversity in choice of operator and accommodation styles. However, there is a disparity between the mix of accommodation options available within the Airlie Beach and Whitsunday Mainland area and regional tourism and economic development goals and visions for the region. There is a preponderance of budget accommodation targeting the young, international backpacker market, together with serviced apartments, targeting the longer stay market, whilst there remains key gaps in the visitor markets exploring regional areas such as the Whitsunday region, including independent international visitors, family and business markets that may prefer alternative stay arrangements including hotel rooms.

The proposed premium hotel development presents the opportunity to increase the brand awareness of Airlie Beach and the Whitsundays, contribute to the diversification of visitor markets within the region, and contribute to the capacity to attract additional visitors for longer periods of time in and around Airlie Beach. The proposed premium hotel would generate significant direct and indirect economic and community benefits for the Whitsunday region including employment opportunities, additional visitors and visitor expenditure, and support ongoing investment in vital infrastructure such as the upgrades to the Airport. The proposed premium hotel will also deliver to Airlie Beach and the Whitsunday region an improved level of competitiveness within the regional tourism market and a level of product currently available in other major regional tourism destinations, including improved conference and event space.

More particularly, the proposed premium hotel in the Port of Airlie precinct will contribute to the overall vitality and amenity of Airlie Beach, delivering on returns in investment in the town precinct, and the capacity to attract a branded operator that will appeal to a broader visitor demographic. Ensuring the commercial development of the site, including the number of keyed rooms and amenity outlook, will optimise the capacity to attract a premium hotel operator to Airlie Beach and the delivery of significant triple bottom line returns.

Appendix A: Referencing

"Port of Airlie: Final Report" Axsia Organisation, June 2020
"The Value of Business Events to Australia" Business Events Council of Australia February 2015
"Chinese Free and Independent Travellers: Their Potential for Regional Australia" Tourism Research Australia, March 2019
Regional Projects Development Register - Greater Whitsundays Alliance - May 2019
2018/19 Tourism Whitsundays Annual Report
"Whitsunday Coast Airport Master Plan and Feasibility Study" - The Airport Group - July 2015
"Resources and Energy Quarterly" – Office of the Chief Economist - March 2020
"Whitsunday Region Economic Analysis: Economic and Population Study" – Norling Consulting – November 2013
"Whitsunday Region Economic Analysis: Updated Economic and Population Study" – Norling Consulting – July 2018
"Demand Study: Airlie Beach Hotel" – Norling Consulting – June 2016
Whitsunday Planning Scheme 2017
Whitsundays Destination Tourism Plan 2019 – 2024
Whitsunday Region Economic Development Strategy 2017-2021
2014 Urban Growth Study
"Planning Responses to Online Short term Holiday Rental Platforms" – Australian Coastal Councils Association – September 2018
2015-16 Agricultural Census – ABS – October 2017
Airport Traffic Data - Bureau of Infrastructure, Transport and Regional Economics
ABS Population and Household Census, 2016
Mackay, Isaac and Whitsunday Regional Plan, 2012
TRA "Local Government Area Profiles" – 2007- 2019
Building Approvals, Australia – ABS – 2012- 2020
Martin Jenkins "Sustaining Tourism Growth in Queenstown" Queenstown Lakes District Council, March 2018
Do Business in Rotorua, "Rotorua Tourism Key Facts", May 2020
TRA "State Tourism Satellite Accounts, 2018/19" Canberra, May 2020
Novotel and SO Sofitel factsheets

Appendix B: AXSIA Report

AXSIA ORGANIZATION

Excellence in Hotel, Tourism & Leisure Enterprises

Port of Airlie

Proposed Upper Upscale Hotel – Lot DL01

July 2020

Contents

1. Executive Summary 3
2. Recommendations 8
3. Market Evaluation & Hotel Positioning - Summary 9
4. Architectural Review – Response to Council RFI 12
5. Disclaimer 16
6. Annexures
    1. Glossary of Terms 18
    2. Market Evaluation & Hotel Positioning - Detail 19

1. Executive Summary

- Meridien submitted a development application to Council relating to proposed Hotel project on Lot DL01 in the Port of Airlie, Queensland
- The material change of use application includes a variation request to exceed Council's applicable maximum building height
- Council has issued a request for further information for the development application ("Requisition")
- Axsia has been requested to provide specialist hotel advice in relation to applicable issues relating to the Requisition
- Subject to final design changes the Hotels will include:
  - Upper Upscale Hotel – to be developed on Lot DL01
    - 180 guest rooms, 20 rooms per floor over 9 floors made up as follows:
      - 17 Standard King rooms of 36m2 plus balcony
      - 1 Accessible room of 36m2
      - 2 Suites with an average size of 47m2 plus balcony
    - One all day restaurant and bar
    - One Lobby lounge/ bar
    - One Rooftop "Specialty" bar
    - Approximately 600m2 of flexible meeting space, plus pre-function
    - Gymnasium
    - Car Parking

1. Executive Summary

General

- Airlie Beach is not a mature market for Upper Upscale guests when positioned against the likely competitor destinations such as Noosa, Surfers Paradise, Port Douglas, Sanctuary Cove and Hamilton Island
- Currently there is no hotel (as distinct from apartment hotel) servicing the Upper Upscale market in Airlie Beach
- Local amenities, including restaurants and bars, retail and entertainment options in Airlie Beach, do not align with the expectations of high yielding guests
- Air access, for both domestic and international visitors, needs to improve for the destination to be competitive
- Airlie Beach has a very competitive Budget to Midscale market and apartment hotels that provide Upscale accommodation, but with limited amenities
- Airlie Beach is one of the gateways into the Whitsundays and the Great Barrier reef providing a sound base to build tourism demand across different market sectors
- The development of the proposed Hotels (including the proposed Hotel on Lot 115) and surrounding facilities will require a long term commitment to the area, addressing the above key demand drivers to build competitive advantage
- We understand the commitment is there to support the positioning of Airlie Beach as a destination that competes for Upper Upscale visitors
- We agree that the Upper Upscale Hotel (and the Midscale Hotel) will help to deliver on the Port of Airlie Masterplan Vision and therefore the vision for Airlie Beach

1. Executive Summary

Upper Upscale Hotel

- This market is open to attracting a new visitor group to the area seeking an Upper Upscale offering, however, the Hotel will experience "*first mover*" impact to initial revenues as the market for this standard hotel is developed for the area
- To justify the financial investment into an Upper Upscale Hotel attracting higher yielding guests, both international and domestic, a number of factors would need to be progressed in the region:
  - Proposed improvements to the Whitsunday Coast Airport to generate additional domestic fights from major capital cities and establish international flights, will need to be completed
  - Improved amenities, including: restaurants, shops and other attractions will need to be developed, including those proposed around the new development
  - A concerted marketing and promotion campaign would be required to help establish the "higher yield appeal" of the destination

1. Executive Summary

Upper Upscale Hotel

- To justify the financial investment into an Upper Upscale Hotel, the developer should take into account:
  - The value that the Hotel brings to the overall Masterplan vision
  - The potential uplift in overall investment returns, particularly increased sales prices and velocity of sale for residential components
  - The resultant total project returns; and
  - Whether the Hotel can in reality be sold on a lower yield in an open market transaction
- For the Upper Upscale Hotel to maximise investment returns, the following are considered critical to success:
  - An internationally recognised and respected hotel brand with broad market appeal. This should be a brand that has presence in the key domestic feeder markets of Melbourne, Sydney and Brisbane
  - A experienced hotel operator, with a local management team who can market and operate both the Upper Upscale Hotel and the Midscale Hotel under a complexed structure to achieve efficiencies of scale of senior management and supply contracting including co-ordinated marketing spend
  - An efficient design that can contain wages costs through limited distancing of rooms from the reception area – this can be achieved through a tower configuration rather than a wider spread of rooms
  - Views from guest rooms need to be optimised to achieve projected room rates. This will be enhanced in the tower configuration as proposed
  - Facilities and amenities that provide competitive advantage, including
    - Minimum guest room size of 36m2 plus balcony, plus adequate number of suites
    - Food & beverage facilities (internal and external) that provide the required variety of experience
    - conference and meeting facilities to attract the MICE traveller (meetings, incentives, conferences, and exhibitions)

1. Executive Summary

Upper Upscale Hotel

- The recommended size of the Hotel in terms of guest room key count and other facilities is critical to the feasibility of the Hotel
- While we have projected that the Hotel occupancy will stabilise at 73.4% in year 5, this represents a 98% penetration against the Competitive Set – i.e. 100% being an equal market share. 98% is typical of high end resorts in Australia where business can be lumpy and highly seasonal
- At that level of occupancy over a full year, we fully expect that there will be a significant number of days in the year where the Hotel will be full or near full occupancy
- Our recommendation is that the Hotel should have 180 rooms minimum, with 20 rooms per floor over 9 levels. While we believe this is an appropriate number, there is potential to increase the room count to circa 200 rooms albeit that would mean additional height
- We recommend that the room count should not be lower than 180. The Hotel operating costs are largely fixed. Therefore the incremental revenue flow through to profit above 150 rooms becomes significantly greater to achieve the projected investment returns
- Further, the objective is to attract an internationally respected operator with a world class brand. This becomes ever more difficult if the scale of business is too small to justify their interest. To make sure that we can achieve this objective, we are recommending that Meridien should offer both hotels (with circa 282 rooms total) to the one operator

2. Recommendations

Axsia's Key Recommendations are:

- The Hotel needs to be positioned to maximise competitive advantage against the targeted competitor set of Hotels
- Axsia recommends the appointment of an internationally respected hotel operator with strong revenue and distribution systems, marketing and loyalty programs to operate both Hotels under a complexed structure
- For the Upper Upscale Hotel we recommend an internationally respected brand, with broad market appeal, that is currently present in the key feeder markets of Melbourne, Sydney and Brisbane e.g. Hilton, Intercontinental, Sheraton, Marriott and Hyatt
- Investors will need to consider a "*whole of project*" return to exceed the required Hurdle Rate

3. Market Evaluation & Hotel Positioning

3.1 Key Insights and Recommendations

- The Whitsundays visitor economy is currently heavily reliant on relatively low yielding market sectors including backpackers and grey nomads. Based on 2016 Census data from the Australian Bureau of Statistics ("ABS") almost 60% of domestic visitors to the Airlie-Whitsunday Statistical Area were over 50 whilst almost the same percentage of international visitors were under 25
- Current accommodation supply in Airlie Beach and surrounds predominately caters to lower yield markets. This includes a high proportion of apartment style properties as opposed to traditional hotels
- Shared economy product (such as Airbnb) has also proved to be strong competition to traditional backpacker accommodation in recent years
- The Airlie Beach market has noticeable market gaps including high yielding domestic and international travellers and group travel (domestic and international) as well as conference, meetings and event attendees
- Airlie Beach is currently not a mature resort market for Upper Upscale guests
- Higher yielding clientele seeking Upper Upscale accommodation have an expectation of amenity which extends to the hotel as well as the surrounding precinct. These guests look for retail, dining and entertainment experiences at a similar quality level to the hotel so they can immerse themselves in the local environment
- Local amenity in Airlie Beach does not align with the expectations of high yielding guests. This will need to be addressed to attract the target market guest
- Airlie-Whitsunday needs to expand visitation and address market gaps particularly in the Upper Upscale market. With increased visitation, the opportunity also exists to provide a differentiated product in the Budget and Group markets
- Axsia is of the view, Airlie-Whitsunday has potential demand drivers to support increased visitation. In addition to the destination's tourism appeal (which should be supported by the development of additional experiential products), the Region has the ability to leverage other economic drivers including the mining and agriculture sectors. These markets can help untap business visitation, conferencing and greater numbers of FIFO family holidays.

3. Market Evaluation & Hotel Positioning

3.2 Facilitation Insights

- In terms of developing an Upper Upscale Hotel in Airlie Beach, Axsia benchmarked a competitive set of existing hotels in comparable Queensland markets, including Marriott Surfers Paradise, Sofitel Noosa, Reef View Hamilton Island, Intercontinental Sanctuary Cove and Sheraton Mirage Port Douglas.
- In order to compete on level terms with hotels in this competitive set, Axsia believes the following issues need to be addressed

1. Access to Airlie Beach - Increased demand must be supported by growth in passenger movements to and from Whitsunday Coast Airport ("WCA"). WCA has a strategic plan in place to increase the capacity of the airport. The plan is built on expanding direct flights to key capital cities, the development of a freight hub to support the Bowen Region Food Bowl and runway expansion (over time) to support larger aircraft for international arrivals. Delivery of this strategy is considered an imperative

   Similarly, an opportunity exists to establish a Border Force presence in Airlie Beach which would facilitate passport control and allow overnight stays/air transfers from international cruise ship passengers and inbound flights
2. Improved Local Amenity - Quality of restaurants, bars, entertainment etc needs to improve to cater to the needs of Upper Upscale guests. Amenity needs to compete with the mature resort markets referenced in the competitive set. These hotels all have good F&B and retail options within the hotel as well as in the local community
3. Time – the ability to support an Upper Upscale hotel will require development of the destination and growth in visitation
4. Marketing - A coordinated approach is strongly recommended with a commitment to marketing; ideally supported at a local, regional and State Government level (i.e. the Hotel, the Whitsundays Regional Council, Tourism Whitsundays and the Queensland State Government).

3. Market Evaluation & Hotel Positioning

3.3 Recommendations

- On the basis increased visitation and amenity as described on the previous page is facilitated into Airlie Beach (attracting higher yielding guests, both international and domestic), the opportunity exists to establish an Upper Upscale Hotel on the subject site
- In order to complete with hotels similar to those included in the competitive set, the Upper Upscale Hotel will require a guests mix comprising circa 50%:50% MICE (meetings, incentives, conferences, and exhibitions) and FIT Leisure
- Axsia recommends that an international brand is secured to operate the Upper Upscale hotel; bringing with it the benefits of a strong distribution system, marketing and loyalty program.
- Axsia recommends a core brand that has universal appeal and that is well known and respected. It should also be a brand that is in key feeder markets such as Melbourne, Sydney and Brisbane
- Axsia also recommends one operator company to manage both hotels in order to generate operating efficiencies. In this way, rather than two separate hotels, the properties should operate from a management perspective like a larger 282 room hotel.

4. Architectural Review

4.1 Upper Upscale Hotel (Lot DL01)

Response to Council RFI

Identify similar hotels to the one proposed on DL01. These hotels should be similar in size, locality and the travel behavior of guests.

- For the Upper Upscale Hotel we have determined the following likely Competitor Set of Hotels:
    - Sheraton Mirage Resort Port Douglas – 295 rooms and suites
    - Intercontinental Sanctuary Cove – 243 rooms and suites
    - Sofitel Noosa – 176 rooms and suites
    - Marriott Surfers Paradise – 216 rooms and suites
    - Reef View Hotel Hamilton Island – 368 rooms and suites
- Please see a full comparison of hotel facilities at Annexure 2

Provide survey data demonstrating:
Hotel occupancy rates:

- Based on STR Hotel Trend Report data, this group of hotels traded at occupancy levels of 76.2% to 79.8% for each calendar year between 2016 and 2019
- Over the same time period, average occupancy from January to June was 72.8% and average occupancy from July to December was 83.1%

4. Architectural Review

4.1 Upper Upscale Hotel (Lot DL01)

Response to Council RFI

Likely demographics of guests:

- Based on Axsia's research, this Competitor Set of hotels operates:
  - With an average business mix of circa 50% MICE Groups (Meetings, Incentives, Conferences and Exhibitions) and 50% FIT Leisure; and
  - With approximately 75% domestic and 25% international guest demand
  - Key feeder markets will be Brisbane, Sydney and Melbourne.
- Axsia projects a similar mix of business for the proposed Port of Airlie Upper Upscale Hotel, which is why we selected this Competitive Set. In addition, we project that there will be "local" demand from Mackay through to Townsville based on the Market Evaluation & Hotel Positioning section of our report and the report from Urban Economics

The mode split of guests traveling to the Hotels (e.g. Car Driver, Shuttle Bus, Taxi, etc.)

- This is more difficult to determine and also more hotel specific
- We estimate that approximately 50% of the occupied rooms (at full occupancy) will either arrive by car or require a hire car for their stay. Provision of at least 75 and ideally 90 dedicated car parks should be considered to meet that level of demand from Hotel guests
- Staff parking needs to be provided also, however it is not required within the Hotel and does not need to be provided free of charge

4. Architectural Review

4.1 Upper Upscale Hotel (Lot DL01)

Response to Council RFI

Staffing requirements for the Hotel. This should take into consideration shift times. The likely demographics of staff including any assumptions about where they would live and their likely travel mode to/from work (e.g. car driver, car passenger, public transport etc.):

- Our Projections assume a full-time equivalent staff count of 131, which with part time and casuals would result in a total staff head count of circa 160 -180
- We anticipate that an international operator would most likely recruit senior management staff from within their ranks and relocate those people to Airlie Beach
- Middle management and line staff would most likely be recruited from the local area
- The Hotel will be a 24-hour operation with three key shifts:
    - 7am to 3pm
    - 3pm to 11pm
    - 11pm to 7am
- We would expect a skeleton staff of night audit manager, night porter and kitchen stewards to operate the overnight shift from 11pm to 7am
- The Hotel facilities will include staff change rooms (with lockers and showers) and dining facilities
- If there is not suitable public transport provided, the Hotel will need to provide for low cost car parking for staff nearby the Hotel

4. Architectural Review

4.1 Upper Upscale Hotel (Lot DL01)

Response to Council RFI

Building Height Considerations:

- Our modelling recommends that the Hotel will be built in one tower:
  - Ground and podium levels will house all of the Hotel public areas, including restaurant, bar and function spaces together with back of house administration
  - A tower situated above podium levels will house all of the hotel guest rooms and suites
  - We project that each room attendant will be able to service 13 -15 rooms per day and hence, with stay over rooms, suggest a layout that includes circa 20 guest rooms per floor would be ideal from an efficiency perspective
  - Assuming a 180 room Hotel, that would require 9 floors dedicated to guest rooms to maximise efficiency of operation and building cost
  - The Tower configuration as above will also optimize views which is significant to drive projected room rates
- Axsia has provided a detailed facilities program with this report. To achieve the required facilities and amenities, the total GFA (Gross Floor Area) will be circa 13,000m2
- Industry requirements are that a Hotel such as this will require three guest lifts going from ground / basement through to the roof top bar. In addition, the Hotel will require two dedicated service lifts
- Axsia's experience is that a Hotel configured this way will be the best way to achieve the required amenity / development operating cost balance to achieve an acceptable financial outcome
- In our view, based on experience with Hotels such as Sheraton Mirage Port Douglas and Sofitel (as a direct comparison of sprawling low rise versus tower), low rise hotels that are spread out are much more expensive to build and much less efficient to operate

5. Disclaimer

While Axsia takes every effort to validate and authenticate the information presented by clients, the staff of clients and their agents it is outside the scope of Axsia's involvement to audit or authenticate all information. This report is based on estimates, assumptions and other information developed from research of the market, knowledge of industry and other information provided by tourism and hospitality industry stakeholders. The advice and recommendations incorporated into reports in relation to the hotel consultancy relies largely on the representations and information obtained by Axsia from third party sources (as disclosed in the report) and is based on the business climate prevailing at this time.

Additionally, no responsibility is assumed for matters of a legal nature, nor does Axsia render any opinion as to title, which is assumed marketable and free of any deed restrictions and easements. All information (including financial operating statements, estimates, and opinions) obtained from parties not employed by Axsia is assumed true and correct. No liability resulting from misinformation can be assumed. While the information contained herein is believed to be correct, it is subject to change. Nothing contained herein is to be construed as a representation or warranty of any kind.

As a consequence, the report, advice and recommendations provided by Axsia cannot be relied upon for the purpose of warranting, guaranteeing or in any way underwriting the performance of the business or any associated project.

The decision as to whether to undertake the development lies solely with the client or any potential investor. The work and findings shall not in any way constitute a recommendation as to whether you should or should not undertake a development.

6. Annexures

1. Glossary of Terms 18
2. Competitor Set – Summary of Facilities 19

1. Glossary of Terms

ADR	Average Daily Rate			
Bays	Typical standard room			
BOH	Back of House			
GRR	Gross Room Revenue			
GOR	Gross Operating Revenue			
GOP	Gross Operating Profit			
Exit Cap Rate	Or Capitalisation Rate is the rate of return that an investor would be seeking for the property on sale purchaser would require			
FIT	Free independent travellers			
F&B	Food and Beverage			
FOH	Front of House			
Hurdle Rate	Is the Rate of Return an investor would require on their investment taking into account their WACC			
Keys	Keys /Hotel Rooms are interchangeable			
NOI	Net Operating Income			
OCC	Occupancy			
RevPAR	Revenue (Rooms) per Available Room; Calculated as occupancy % multiplied by ADR			
RGI	The Revenue Generation Index ("RGI") measures RevPAR for a given hotel as a factor of the total RevPAR for a given market/ Competitive Set. Otherwise referred to as Market Penetration or Market Share. It provides a means of determining how a hotel performs against its competitors.			
Natural RGI	Is Axsia's way of referring to the RGI one would expect a given hotel to achieve based on its competitive advantage. 100% RGI may be appropriate where all the hotels in a given set are 100% equal, however, if a hotel has a better location, product, brand etc it may be that the hotel should achieve an RGI significantly higher than 100%.			
STR Global Star Rating	2 Star	Economy	4 Star	Upscale
	3 Star	Midscale	5 Star	Upper Upscale
	3.5 Star	Upper Midscale	6 Star	Luxury
WACC	Weighted Average Cost of Capital			

2. Market Evaluation & Hotel Positioning

Axsia completed one Market Evaluation & Hotel Positioning Report to cover both the Upper Upscale Hotel (Lot DL01) and the Midscale Hotel (Lot 115). The following is an extract of the detailed report with specific reference to the Upper Upscale Hotel. References to the Midscale hotel are mode only were this helps readers better understand the overall market evaluation.

Background

- Axsia has completed a Market Evaluation and Hotel Positioning analysis of Airlie Beach/Whitsundays for the purpose of assessing two proposed hotels to be incorporated into a broader master planned development:
    i. An Upper Upscale hotel development described as part of Lot 105 (Lot 1) on SP232115 within the Port of Airlie precinct and
    ii. A hotel targeting budget and group accommodation markets described as part of Lot 115 on SP260215 within the Port of Airlie precinct
- Axsia has relied on research provided by specialist economic and market research consultancy Urban Economics ("UE")who were engaged to complete Needs Analyses for the proposed hotel developments
- Additionally, Axsia has reviewed a range of materials including relevant regional strategic, economic and tourism plans. Axsia has also spoken with officers from the Whitsundays Regional Council ("WRC")/Tourism Whitsundays to clarify specific issues or obtain additional details. A full list of resources is noted in Annexure 2 (page 43)
- The Whitsundays is the principal mainland gateway to Queensland's 74 Whitsunday Islands and one of the entry points to the Great Barrier Reef. It offers a range of attributes underpinning its potential to be a world class tourism destination
- The importance of tourism as a major economic driver to the Region is well established in key strategic planning documents including the *Whitsunday Region Economic Development Strategy 2017-2021*, the *Whitsunday Planning Scheme 2017 Strategic Framework* and the *Whitsundays Destination Tourism Plan 2019 – 2024 (DTP)*

2. Market Evaluation & Hotel Positioning

Background (cont.)

- Whilst tourism plays an important role in the Whitsunday's economy (and is a significant contributor in terms of employment and Gross Regional Product "GRP"), aspirational targets established through strategic planning over the last five years have not been met – such as the delivery of diversified and higher quality hotel accommodation and growth of international visitation (particularly from Asian markets)
- Force majeure events such as Cyclone Debbie in 2017 and COVID-19 have been challenging for the Region however in Axsia's view, there are fundamental issues that need to be addressed in order to provide the region and its key centre of Airlie Beach with the ability to fulfil its potential as a world class tourism destination

2. Market Evaluation & Hotel Positioning

Existing Market Demand

- The Whitsundays is an attractive Australian tourist destination. Tourism Research Australia ("TRA") have reported that close to 80% of people who currently visit the Whitsundays are on holiday
- Visitation has grown steadily in the period 2015/16 to 2018/19. TRA reported 870,000 visitors in 2018/19 translating into 4.3 million visitor nights. For the most recent year of reporting, TRA noted the appeal of the Whitsundays translated into an increase in Queensland tourism market share with percentage visitation growth exceeding the Gold Coast
- As noted by UE, visitation data takes into account the impact of Cyclone Debbie in 2017 which translated into a reduction in international visitation. Nevertheless expenditure in the Region has grown to more than $800 million in 2018/19
- Whilst the Region's marketing efforts are focused on wide consumer appeal, visitation data depicts the Whitsundays/Airlie Beach as a predominately domestic destination. TRA data reveals that for the 4 years to 2019, domestic visitors increased by 30% whilst internationals grew by 8%
- Visitation to the Whitsundays has the following key characteristics:
  - Grey Nomads and Backpackers - strongest demographic appeal in the domestic market for people aged 60 and over (mainly married) and for internationals; people aged 20 -30 (mainly unmarried)
  - Couples and people travelling alone are the predominate travel party types
  - Mainly regional Queenslanders (comprising 49% of domestic visitors in 2019). Tourism Whitsundays highlighted the importance of the "400 km drive market" including Mackay, Rockhampton and Townsville
  - Of the international markets – the most popular visitors are from the UK, Germany and the USA
  - In terms of length of stay, domestic visitors averaged 6 nights in 2018/19 while internationals stayed 4.5 nights. It is interesting to note that in terms of strategic objectives, the Region achieved its domestic length of stay metric but has fallen well short of its 10 night target for international visitors
  - Traditional hotel accommodation (which includes apartment hotels) comprises approximately 40% of total accommodation in the Whitsundays. The balance 60% includes camping, caravan parks, backpacker accommodation, shared economy accommodation (such as Airbnb) and home stay with family and friends.

2. Market Evaluation & Hotel Positioning

Existing Market Demand (cont.)

- Airlie Beach is primarily accessed by road and air. In 2019, Whitsundays Coast Airport ("WCA") supported more than 400,000 passenger movements. The importance of WCA is outlined in our section on Future Demand
- Cruise ships currently use Airlie Beach for day trips only as Border Force does not have a local presence to process arrivals
- Key market demand drivers include the tropical environment/weather and a suite of activity options - including diving, access to the Great Barrier Reef and nature based experiences. Affordability is also considered a primary driver. This is reflected in the key visitation demographics
- Airlie Beach is currently defined as a typical Australian resort town. The town centre includes a range of restaurants, retail stores and services that appeal to the demographic profile of the current tourist market. This includes a limited number of higher-end outlets. Refer to the list of retail, restaurants and services provided by Tourism Whitsundays and attached as an see Annexure 2 (pages 41 and 42)
- Axsia has viewed a range of online travel blogs, videos and television segments on Airlie Beach. The central themes are backpackers, value holidays and grey nomads

2. Market Evaluation & Hotel Positioning

Existing Market Supply

- UE has undertaken a review of existing market supply. In addition Axsia has reviewed the analysis and undertaken additional benchmarking through STR (formerly known as Smith Travel Research) - a global authority who tracks supply and demand data for the hotel industry. Additionally, we discussed market supply with Tourism Whitsundays
- We agree with UE's findings that current accommodation supply in Whitsundays/Airlie Beach is primarily apartment hotels/services apartments. There are very few traditional higher quality hotels with UE noting only three (3): Coral Sea Resort Hotel (77 keys), Airlie Beach Hotel (80 keys) and Heart Hotel & Gallery Whitsunday (40 keys)
- Several commercial hotel/apartment hotel operators in Airlie Beach offer a mix of accommodation (under the one roof) covering multiple classes from budget rooms to upscale apartments (an example is the Airlie Beach Hotel). This mix of accommodation skews the STR class rating for these properties.
- To participate in STR data sharing, operators need to be registered. In Airlie Beach and neighbouring Cannonvale, there are 36 registered STR participants (across all accommodation classes). Tourism Whitsundays reports 50 accommodation members across all classes which means there are at least 14 that are not included in the STR data
- Having conducted an extensive desktop review, Axsia is concerned at the classifications attributed to some accommodation in Airlie Beach. On the basis of STR registered accommodation, there are approximately 1,400 rooms in Airlie Beach and Cannonvale. STR report:
  - Midscale to Upper Midscale 34%
  - Upscale 29%
  - Upper Upscale/Luxury 29%
  - Other 8%

2. Market Evaluation & Hotel Positioning

Existing Market Supply (cont.)

- We would challenge the overall accuracy of these ratings particularly with some of the Upscale to Upper Upscale/Luxury accommodation providers which do not meet the accepted standards for their classification
- UE notes there are 197 premium hotel rooms currently in Airlie Beach (market share of 14%)
- Major hotel brands with a presence in Airlie Beach currently include Mantra (owned by Accor) and Wyndham who purchased Peppers in late 2019
- By comparison, a sample Airbnb search for a 4 night stay in September 2020 registered 160 individual listings (rooms and/or properties). The strong presence of Airbnb was noted by UE as a major factor in the reduction in occupancy in backpacker accommodation in the Whitsundays over the last 4 years. The choice of shared economy accommodation (particularly for budget conscious travellers) should not be overlooked in the overall competitive accommodation market
- In Axsia's view the profile of current supply is reflective of current demand and demand drivers. The accommodation market in Airlie Beach and surrounds is popular with visitor segments seeking budget/apartment style accommodation. Traditional hotels are limited and there is very limited recognised brand presence. The market is dominated by independent operators who appear inclined to "over promise and under-deliver". However, the overall quality of accommodation supply does not appear to be a major concern for existing travellers.

2. Market Evaluation & Hotel Positioning

Future Demand

- UE notes the Queensland Government's identification of tourism as a key pillar for the State's mid to long term economic development
- TRA projects an increase in total visitor nights to the Whitsundays over the next decade from 689 million to 928.5 million. This represents an increase of 34.8%. TRA projects domestic nights to increase by 13% from 398.6 million to 450.7 million overnight stays (annual average growth of 1.2%)
- TRA also projects spending growth to increase over the next decade by 59% with the international spend doubling to almost $95 million and domestic spend increasing by almost 40%
- As a result of its research, Axsia's believes there are three (3) significant factors that must be addressed in order to maximise the potential of future demand into the Whitsundays:
  - Access - most notably in terms of air travel and the role of Whitsunday Coast Airport **('WCA")** located at Proserpine and
  - Market Gaps in visitation – in particular attracting greater numbers of international, higher yield visitors, group travellers and families as well as the development of new markets such as meetings, conferencing and events (MICE)
  - Food & Beverage, Retail and Entertainment options – to attract higher yielding guests, Airlie Beach needs to attract higher class restaurants and retail as well as improve entertainment options. These guests will have a choice of alternative destinations such as Hamilton Island, Surfers Paradise, Noosa and Port Douglas which are more mature resort markets for high end travellers. These markets all currently have competitive advantage over Airlie Beach
- *These issues need to be properly addressed in order to generate the type of visitors (and in sufficient numbers) to support the viability of the proposed Upper Upscale hotel and Midscale hotel in Airlie* Beach

2. Market Evaluation & Hotel Positioning

Future Demand and the Importance of Whitsundays Coast Airport

- Axsia has reviewed the *Whitsunday Coast Airport Masterplan and Feasibility Study* ***("WCA Masterplan")*** and spoken at length to Council officers responsible for the WCA
- Current passenger movements supported by WCA were surprisingly close to those generated by Hamilton Island Airport at approximately 400K per airport
- As noted by UE, Hamilton Island does not have the capacity for expansion. Its future role is likely to be limited to supporting guests to the Island itself
- By comparison, WCA has the ability to support a much greater level of passenger movements. In its Master Plan Study. WCA forecasts growth in passenger movements to 760K by 2035 (an increase of 6% per annum)
- WCA has established a strategy to achieve the forecast increase in passenger movement. The strategy involves:
  - Increasing the number of direct domestic routes and services into Whitsunday Coast Airport
  - Provide flight links for mining FIFO workers that will make WCA a more convenient hub than Mackay (which is currently a small regional airport that only services flights from limited locations within Queensland)
  - Using key city hubs such as Brisbane, Melbourne and Sydney to support increased numbers of international visitors (as opposed to developing capacity to support direct long fall flights from international destinations)
  - That said, the WCA Masterplan notes there is capacity to increase the runway length to expand direct international flights from key neighbouring link markets in New Zealand and Asia
  - Expansion of WCA as a freight hub to service the major Bowen Regional Food Bowl which will provide opportunities for increased business visitation

2. Market Evaluation & Hotel Positioning

Future Demand and the Importance of Whitsundays Coast (cont.)

- In Axsia's view, delivery of improvements to WCA is an imperative in underpinning the viability of increased visitation to the Whitsundays and addressing market gaps (such as higher yielding guests and international groups). It will be critical to fil these market gaps in order to support the viability of additional accommodation in Airlie Beach and most notably the proposed premium hotel.
- In light of the impact of COVID-19, there is potential for Whitsunday Regional Council ("WRC"), who owns WCA, to actively seek grant funding from the Queensland and Federal Governments to expand the capacity of the airport as a priority infrastructure project.

Future Demand – Other Considerations

- In terms of additional future demand drivers, Axsia notes the following:
  - Growth in Regional industry – mining and agriculture has the capacity to increase visitation – for both business and FIFO leisure
  - Establishment of Border Force passport processing would allow disembarkation of cruise ship passengers for overnight visitation/destination transit (currently an estimated 200K passengers and crew per annum)
  - Development of conferencing, meetings and events
  - Further mainland tourism product development - expanding options for visitors and increasing potential length of stay. By way of example, it is understood a number of eco-tourism experiences around the Airlie Beach hinterland are currently in planning
  - Uplifting of the quality of restaurants, cafes, bars and retail to meet the expectation of higher yielding guests and international tourists

2. Market Evaluation & Hotel Positioning

Future Demand – Other Considerations

- In its Need Analysis, UE noted a limited number of major infrastructure projects currently listed on the Greater Whitsunday Alliance ("GW3") Development Register that directly impact Airlie Beach. GW3 is an independent, regional economic development body that represents and advocates for the Mackay Isaac Whitsunday region
- Major projects include a potential upgrade of WCA, major road upgrades and the redevelopment of Shute Harbour/Marina
- A UE also referenced several hotel and resort developments listed on the Greater Whitsunday Alliance Development Register. Subsequent discussions with WRC indicated all hotel projects listed in the Register had been deferred or shelved due to funding restraints
- UE included an overview of the Conferencing Market in the Whitsunday Region and noted the strength of the island markets for conferencing (most notably Hamilton Island) which is principally driven around the availability and size of facilities offered
- Event spaces are currently limited in Airlie Beach with capacity not exceeding 200 PAX. WRC indicated their support for a venue with capacity for 400 PAX in Airlie Beach and believed there would be demand for this type of facility – including meetings, conferencing and events (such as weddings)

COVID-19

- As at the date of this Report, forecasting indicates a progressive relaxation of restrictions over the next 6-18 months. The market is anticipating a recovery led by domestic tourism with international markets closed for an indefinite period of time
- Axsia estimates market conditions will return to pre-COVID-19 levels over the next 2-3 years and has adopted this assumption in its financial analysis

2. Market Evaluation & Hotel Positioning

Planned New Supply

- Outside the proposed hotel development contemplated in this Report, new supply into the Whitsundays and in particular Airlie Beach is relatively non-existent
- Axsia has reviewed the projects listed by UE in its Need Analysis. Additionally, Axsia has consulted WRC and reviewed the STR Development Pipeline
- WRC noted it had fielded numerous inquiries and received a number of applications for new hotels in recent years. However, at present, WRC does not believe there are any live hotel developments in planning (other than the subject hotel developments)
- It appears whilst approved, the proposed Ozone Whitsundays Eco-Resort, Funnell Bay Resort projects have stalled due to funding restraints. Similarly UE noted One Whitsunday Resort & Spa and Gilligan's Airlie Beach have been deferred
- STR lists the Pullman Laguna Quays Resort as the only Whitsundays Pipeline project – noting its status as deferred. It is also Axsia's understanding that this hotel is not proceeding at this stage and there is no agreement in place with Accor
- There are no published growth projections specific to the Whitsundays. However, given lack of development activity currently noted, viability of the proposed hotel developments would be dependant upon demand growth (as outlined in the previous section)
- There are no published growth projections specific to the Whitsundays. However, given lack of development activity currently noted, viability of the proposed hotel developments would be dependant upon demand growth (as outlined in the previous section)
- From our analysis, the proposed premium Hotel will require a strengthening of visitation from higher yielding guests including an increase in international visitation and more affluent domestic travellers
- Demand for the Midscale Hotel might be met through existing demand but would clearly benefit from an increase in Group travel

2. Market Evaluation & Hotel Positioning

Hotel Positioning

- Axsia's analysis of demand and supply confirmed a number of market gaps in the Whitsundays visitor economy. Supported by UE, our analysis also identified a number of opportunities for increased visitation underpinned by WCA's ability to expand the aviation market into Proserpine
- Axsia has reviewed master planning information provided by Meridien Airlie Beach Pty Ltd (the "Applicant")
- The Applicant's proposal envisages a high quality integrated multi-use development comprising:
  - Apartment developments, for use as multiple dwellings and/or short-term accommodation
  - Mixed-use developments comprising apartments and a mix of shops, bars, food and drink outlets, offices, health care services (e.g. medical and dental consulting rooms) and an entertainment facility containing a cinema and bowling alley
- Axsia believes the current master plan will contribute to the existing amenity of Airlie Beach and provide a distinct uplift in quality to the town centre. The proposed development will also positively exploit the key attributes of Airlie Beach including the tropical landscape and water views around the marina precinct
- Whilst the proposed hotel developments integrate into the master planned precinct, there is currently insufficient detail to confirm final plans.

2. Market Evaluation & Hotel Positioning

Upper Upscale Hotel

- It is important to note upfront that the proposed Upper Upscale Hotel should not be viewed as a resort hotel but a high quality hotel located in a marina precinct
- In considering market positioning, Axsia constructed a competitive set of hotels in order to provide insights on positioning, facilities and branding for the Airlie Beach property
- Hotels selected operate in more mature Queensland resort markets offering appeal to higher yielding domestic and international guests
- The Upper Upscale hotels selected in the competitive set included:
    i. InterContinental Sanctuary Cove Resort
    ii. Marriott Surfers Paradise Resort & Spa
    iii. Sofitel Noosa Pacific Resort
    iv. Reef View Hotel Hamilton island
    v. Sheraton Grand Mirage Resort Port Douglas
- A comparable facilities review of the competitive set of hotels is set out in Annexure 2 (pages 40)
- In Section 4 Axsia has provided a review of the current Hotel plans and we have noted recommended changes to create competitive advantage
- The competitive set hotels each have a number of similar features and attributes including:
    - Larger guest room sizes commensurate with the hotels' class and brand standards
    - Multiple in-house restaurants, bars and cafes
    - Executive Lounge access for premium guests
    - A focus on health and fitness including a dedicated Spa (in several locations)
    - Flexible conference, meeting and event spaces with at least one major banquet room
    - A range of activities including, golf, tennis, tour desk etc

2. Market Evaluation & Hotel Positioning

Upper Upscale Hotel (cont.)

- Each of the selected hotels is located in a high traffic or prominent precinct offering appeal and convenience to target guests. These hotels are also located conveniently to major transport links and/or key tourist attractions/business drivers
- In terms of pre-COVID-19 performance, the competitive set recorded strong key metrics in 2019 with:
  - Annual occupancy averaging 78.2%
  - Average Daily Rate (ADR) of $288.65 and RevPAR (Revenue per Average Room) of $225.63
  - An online forward comparative pricing analysis (see Annexure 2 (page 38 Table 2) indicated an average rate of $325 per night. This aligns with STR data which does not include GST or value added offers.
  - Strong leisure focus with best performing days being Friday and Saturday nights (occupancy and rate)
- In the context of this competitive set, Axsia envisages the key elements for the premium hotel in Airlie Beach, to include:
  - An internationally branded Upper Upscale hotel - with the ability to take advantage of that brand's superior distribution systems, loyalty program and marketing
  - Average Room sizes of at least 36 sq.m (note below competitive set room size, given likely cost)
  - An all day bar and poolside bar
  - Conference, meeting and signature restaurants plus lobby tings and event space for at least 400 PAX
  - Pool, fitness centre and dedicated Spa
- Hotel facilities would need to compliment additional quality retail, F&B and services in the immediate precinct. In the event these ancillary facilities are not provided, consideration would need to be given to increasing the F&B /retail offering in the Hotel beyond that which Axsia has provided in the recommended Facilities Program

2. Market Evaluation & Hotel Positioning

Upper Upscale Hotel - Potential Hotel Brands

- Based on the criteria proposed for the Upper Upscale Hotel, Axsia proposes the following international brands for consideration:
  - Pullman or Sofitel by Accor
  - Hilton
  - Hyatt Regency
  - Sheraton, or Marriott by Marriott
  - Radisson Blu by Radisson

  It is our view that a core Upper Upscale brand that is well known and understood would be the most appropriate first entrant in this class category for the Port of Airlie development and Airlie Beach
- We note that a number of these brands have the same ultimate Brand owner as those identified for the Midscale Hotel as summarised below
  - Motto by Hilton (brand not yet in Australia)
  - Jo and Joe / Tribe by Accor (Jo and Joe is not yet in Australia)
  - Mojo Nomad by Ovolo
  - Marriott Courtyard
- A comparable facilities review of the competitive set of hotels for the Upper Upscale Hotel is attached to this Report see Annexure 2 (page 40)
- Each of the selected hotels is located in either Airlie Beach or neighbouring Cannonvale. These properties offer a diverse selection of accommodation from budget rooms to multi-bedroom apartments. Facilities are also quite diverse between properties

2. Market Evaluation & Hotel Positioning

- In terms of pre-COVID-19 performance, the competitive set recorded the following key metrics in 2019:
  - Annual occupancy averaging 60.4%
  - Average Daily Rate (ADR) of $163.30 and RevPAR (Revenue per Average Room) of $98.66
  - An online forward comparative pricing analysis (see Annexure 2 (Table 3) indicated an average rate of $192.30 per night. This average rate is inflated by the Mantra Boathouse (2 bedroom apartment). With is property removed, the average rate reduces to $159.13.
  - The best performing days of the week are Friday and Saturday nights (occupancy and rate) reflecting the strong leisure focus of these properties

2. Market Evaluation & Hotel Positioning

Methodology

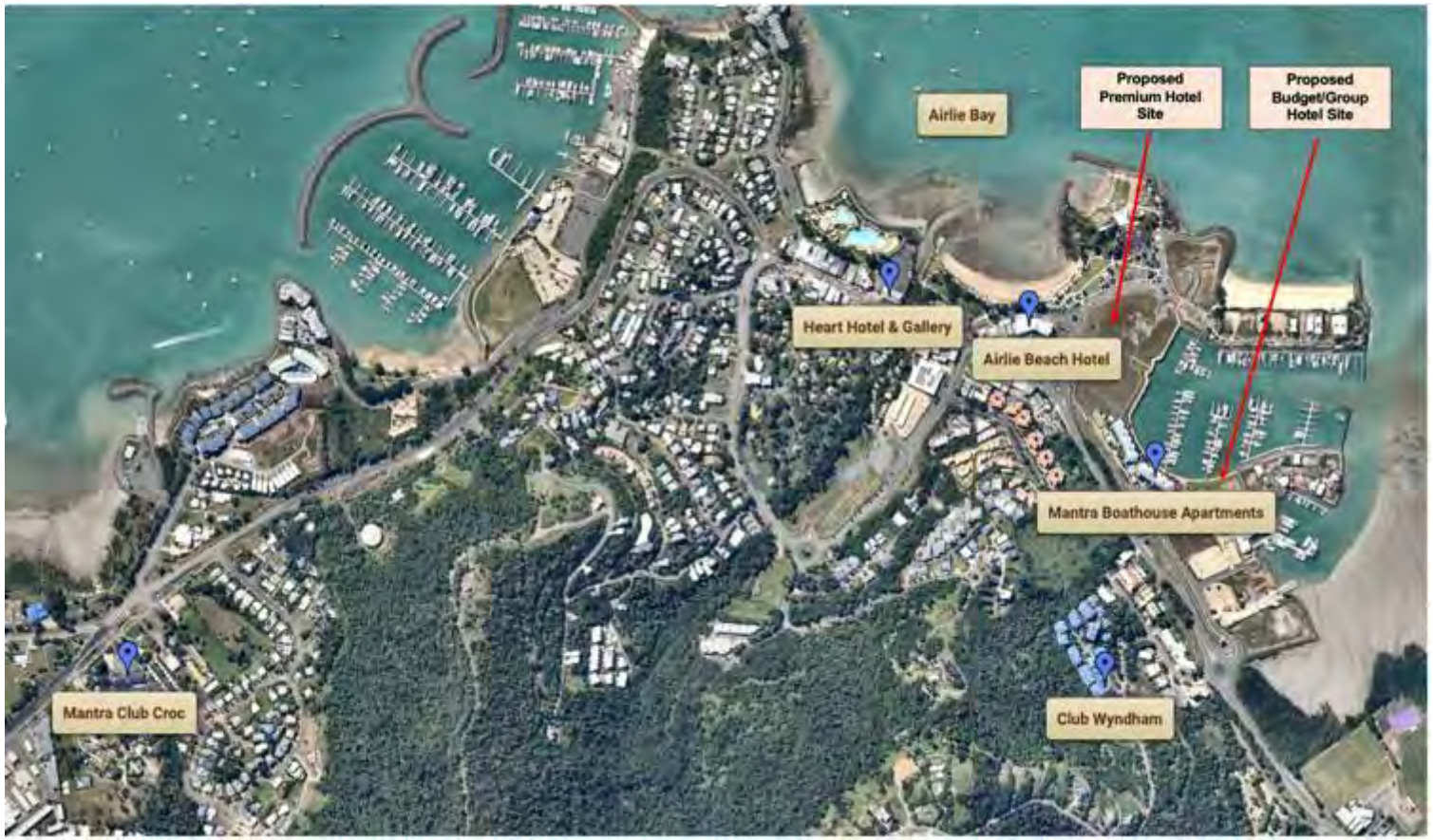
Our methodology in assessing market supply and demand for the Hotel included the following steps:

- We selected two competitor sets of hotels ("CompSet/s"). This included two primary classes of hotel
  - The first CompSet included premium hotels operating in comparable Queensland markets. These hotels were selected on the basis of their relevance to the proposed Premium Hotel site in Airlie Beach
  - The second CompSet included five (5) budget to upscale hotels operating in Airlie Beach. This set of hotels were selected on the basis of their competitive relevance to the proposed Midscale Hotel
- Both CompSets included hotels that are similar in size, market positioning, category and class as well as business mix to the proposed Hotels. The first Compset provided trading data from 2014. The second CompSet only provided uniform trading data for 2019. This was considered acceptable given current market conditions
- Axsia purchased Hotel Trend Reports from STR Global for the selected CompSets, which provided historical trading data (occupancy, room rate and RevPAR)
- We completed a detailed desktop facilities review and point in time online pricing analysis on the hotels in each CompSet. A 4 night period between 2-6 September was selected to take into account anticipated relaxation of COVID-19 domestic travel restrictions
- We also evaluated occupancy rates, average daily rates ("ADR") and revenue per available toom ("RevPAR") for the CompSets
- Insights from this analysis feed into Axsia's Financial Model
- Our primary list of resources is set out in Annexure 2 (page 43)

2. Market Evaluation & Hotel Positioning

AIRLIE BEACH MIDSCALE COMPETITIVE SET

Map 1



Source: Near Maps

2. Market Evaluation & Hotel Positioning

PORT OF AIRLIE COMPETITIVE SET COMPARATIVE DATA

Table 1

Comparative Data	Port of Airlie Premium Hotel CompSet					
Year [1]	Occupancy	ADR ($)	RevPAR ($)	Supply [2]	Demand [3]	Revenue ($) [4]
2014	71.1	233.53	165.97	514,650	365,767	85,416,789
2015	72.4	242.22	175.28	514,650	372,420	90,207,468
2016	76.2	266.80	203.27	483,203	368,140	98,221,004
2017	77.8	272.89	212.25	473,770	368,480	100,555,569
2018	79.8	287.17	229.13	473,770	378,017	108,555,211
2019	78.2	288.65	225.63	473,770	370,330	106,897,018
Ave	73.8	254.32	187.62	495,389	365,459	92,944,612

Notes
1. Calendar Year
2. Total Number of room nights
3. Demand i.e. total number of room nights sold
4. AUD - room only

Comparative Data	Port of Airlie Budget/Group Hotel CompSet					
Year [1]	Occupancy	ADR ($)	RevPAR ($)	Supply [2]	Demand [3]	Revenue ($) [4]
2019	60.4	163.3	98.66	157,680	95,264	15,556,804

Notes
1. Calendar Year
2. Total Number of room nights
3. Demand i.e. total number of room nights
4. AUD - room only

Source: Extract from STR Hotel Trend Report for the selected Data Set

2. Market Evaluation & Hotel Positioning

COMPETITIVE SET – ONLINE POINT IN TIME PRICING REVIEW

Port of Airlie Premium Hotel CompSet

Table 2

PORT OF AIRLIE QLD

PREMIUM HOTEL COMPSET	AVE RATE PER NIGHT
PROPERTY	WED-SAT 2-6 SEPT 2020
InterContinental Sanctuary Cove Resort	$210
Sofitel Noosa Pacific Resort	$400
Reef View Hotel, Hamilton Island	$351
Marriott Hotel, Surfers Paradise *	$386
Sheraton Mirage, Port Douglas	$280

Pricing based on a standard room

Average Rate $325

* Hotel fully booked on 2-5 September. Rate obtained for the following week

Conversely, STR rates do not include GST or other package options.

Using a non-holiday period booking (projected beyond the current COVID-19 domestic travel restrictions) Wednesday 2nd to Saturday 6th September, pricing comparisons disclosed the following results for the selected CompSets.

It is important to note Pricing information was sourced from either the property's website or major Online Travel Sites ("OTA") - booking.com.

Quoted pricing includes GST and commissions payable to the OTAs (which can range from between 10% to 15%). In some cases, pricing may even include package options such as late checkout, breakfast and parking).

2. Market Evaluation & Hotel Positioning

COMPETITIVE SET – ONLINE POINT IN TIME PRICING REVIEW

Port of Airlie Midscale Hotel CompSet

Table 3

PORT OF AIRLIE QLD

MIDSCALE COMPSET	AVE RATE PER NIGHT	
PROPERTY	WED-SAT 2-6 SEPT 2020	
Mantra Boathouse Apartments	$325	Standard 2 Bedroom Apartment
Heart Hotel & Gallery Whitsundays	$150	Standard 20 sq.m Room Rate
Airlie Beach Hotel	$149	Standard Budget Hotel Room
Mantra Club Croc Airlie Beach	$139	Garden Deluxe Room
Club Wyndham Airlie Beach	$199	King One Bedroom Apartment

Pricing based on a standard room

Average Rate $192.30

Using a non-holiday period booking (projected beyond the expected COVID-19 domestic travel restrictions) Wednesday 2nd to Saturday 6th September, pricing comparisons disclosed the following results for the selected CompSets

It is important to note Pricing information was sourced from either the property's website or major Online Travel Sites ("OTA") - booking.com.

Quoted pricing includes GST and commissions payable to the OTAs (which can range from between 10% to 15%). In some cases, pricing may even include package options such as late checkout, breakfast and parking).

Conversely, STR rates do not include GST or other package options.

2. Market Evaluation & Hotel Positioning

Upper Upscale Competitive Set Hotel Facilities & Amenities Comparison

Facilities	InterContinental Sanctuary Cove Resort, Gold Coast			Sofitel Noosa Pacific Resort			Reef View Hotel, Hamilton Island			Marriott Hotel, Surfers Paradise			Sheraton Mirage, Port Douglas		
Number of Rooms	**251**			**176**			**438**			**193 Rooms, 23 Suites**			**295**		
Type of Rooms and Breakdown		**Number**	**Size**		**Number**	**Size**		**Number**	**Size**		**Number**	**Size**		**Number**	**Size**
	Standard	N/A	37-39 sqm	Superior Room	N/A	55 sqm	Garden View Room	77	65 sqm	Standard Guest Room	193	42 sqm	Standard Guest Room		42 sqm
	Double	N/A	37 sqm	Luxury Room	N/A	50-60 sqm	Coral Sea View Room	254	65 sqm	Junior Suite	14	60 sqm	Studio		52 sqm
	Double w/ Two Beds	N/A	37 sqm	Junior Suites	N/A	75 sqm	King Coral Sea View Room	75	65 sqm	1 Bedroom Executive Suite	6	76 sqm	Deluxe Guest Room		42 sqm
	King	N/A	37 sqm	Villa	N/A	95 sqm	Reef Family Room	14	97 sqm	1 Bedroom Presidential Suite	1	228 sqm	1 Bedroom Presidential Suite		
	One Bedroom Suite	2	66 sqm	Prestige Suites	N/A	95 sqm	Reef Suite	12	130 sqm	1 Bedroom Residential / Deluxe Suite	2	158 sqm	2 Bedroom Villa		
	Intercontinental Deluxe Rm	1	66 sqm	Signature Suites	N/A	95 sqm	One Bedroom Terrace Suite	2	300 sqm				3 Bedroom Villa		
	Manor Suite	1	230 sqm	Opera Suites	N/A	75 sqm	Two Bedroom Terrace Suite	2	360 sqm				4 Bedroom Villa		
	Federation Suite	1	178 sqm	Residence Suite	N/A	90sqm	Presidential Suite	2	400 sqm						
Executive Lounge	Yes. Club Intercontinental - offers a wide range of benefits to guests			No			No			TBA					
Business Centre/Services	Yes			Yes			Yes			Yes			Yes		
Pool/pools/hot tubs	x2 Pools (Lagoon; Terrace)	x1 Hot Tub (Terrace)		x1 Pool, x1 Hot Tub			x1 Pool (35m), x1 Hot Tub			x1 Pool, x1 Hot Tub, x1 Whirlpool			9 Swimmable Lagoon Pools		
Spa/Wellness Centre	Yes (1)			Yes Aqua Day Spa			Access to 2 facilities - Spa wumurdaylin and Island Hair and Beauty.			Yes (1)	"Ruby Spa"		Lap Pool at Country Club		
Fitness Club	Sanctuary Cove Country Club			Yes (1)			Yes (located nearby)			Yes (1)			Mirage Country Club Fitness Centre		
Tennis	Sanctuary Cove Country Club			Yes			Access to Courts on the Island			Yes			Yes		
Golf	2 Championship Courses - The Palms and The Pines			No			Access to Hamilton Island Golf Club			No	Off-site		Yes - 18 Hole Course - Mirage Country Club		
Other activities (such as water sports/yoga/Pilates etc)	Magic Show every weekend			Day Spa			Paddle Skiing	Go Karting	Bushwalking	Bike Rental			A number of activities can be arranged on request		
	Whisky Tasting			Rose All Day Lunch			Buggy Hire	Quad Biking		Snorkelling					
	Bike Rental			Bicycle Rental			Snorkelling	Diving							
							Windsurfing	Sailing							
Restaurants	4 - The Fireplace, Verandah Restaurant & Bar, The Pool House, Café Cove			Noosa Beach House Restaurant and Noosa Beach House Bar			Pool Terrace Restaurant plus other venues on island			Chapter & Verse Bar and Lounge, Citrique Restaurant, Misono Japanese Steakhouse			2 - Feast, Harrisons by Spencer Patrick		
Cafes	3 - Café Cove (Breakfast only), Arnie's Café and Bar, High Coffee (weekends only)			Nil			Reef Lounge			Chapter & Verse Bar and Lounge			1 - Lobby Café		
Bars	Drinks available at several of the restaurants. No dedicated bar.			3 - Noosa Beach House Bar, Water's Edge Pool Bar and Riviera Bar			Pool Terrace Restaurant			Misono Sake Bar, Pool Bar			2 - Lagoons Pool Bar, Daintree Bar		
Nightclub	No			No			No			No			N/A		
Conferencing, Meetings and Event Spaces	15			8			Hamilton Island Conference Centre - directly behind Reef View Hotel			8	1463 total sqm of meeting space		18 Indoor/Outdoor	1,940 total sqm of meeting space	
							Capacity for 700 PAX						Capacity for 1,000 PAX	Examples	
	Space	**Capacity**	**Dimensions**	**Space**	**Capacity**	**Dimensions**	**Space**	**Capacity**	**Dimensions**	**Space**	**Capacity**	**Dimensions**	**Space**	**Capacity**	**Dimensions**
	Macarthurs Ballroom (Indoor)	500	437sqm (29.5m x 14.8)	Noosa Ballroom (Indoor)	350 Cocktail, 180 Banquet	N/A	Conference Centre Auditorium	700 PAX	912 sqm	Grand Ballroom (Indoor)	800 Cocktail, 500 Banquet	715 sqm	Pandanus Boardroom	80 Reception	204 sqm
	The Merino Room (Indoor)	100	116 sqm (8.7m x 13.3)	Laguna Rooms (Indoor)	120 Cocktail, 90 Banquet	N/A	Conference Centre Foyer	200 PAX Banquet	207 sqm	Boardroom (Indoor)	18 Banquet Only	61 sqm	The Glade Pavilion (Indoor)	1,000 Reception	820 sqm
	The Leicester Room (Indoor)	100	127 sqm (14.6m x 8.7)	Lily Pond Terrace (Hybrid)	250 Cocktail, 140 Banquet	N/A	3 Meeting Rooms	20 PAX Classroom	45 sqm	Verandah Room (Indoor)	120 Cocktail, 60 Banquet	110 sqm	Mirage Ballroom (Indoor)	220 Banquet	286 sqm
	The Romney Room (Indoor)	130	153 sqm (17.6m x 8.7)	The Cabanas (Outdoor)	60 Cocktail, 20 Banquet	N/A	Combined Meeting Rooms	50 PAX Classroom	90 sqm	Terrace Rooms (Indoor)			Poolside Gazebo	500 Wedding	
	The Boardroom (Indoor)	18	Seated. 48sqm (12m x 4)	Poolside Events (Outdoor)	350 Cocktail, 200 Seated	N/A	Boardroom	12 PAX		Room 1	*40 Cocktail, 40 Banquet*	*61 sqm*	Fairview	200 Wedding	170 sqm
	Lagoon Beach (Outdoor)	1500 Cocktail, 600 Banquet	1 Acre.							Room 2	*40 Cocktail, 30 Banquet*	*50 sqm*	Reef Suite		
	The Fountain Terrace (Outdoor)	200 Cocktail, 140 Banquet								Garden Terrace (Indoor)	500 Cocktail, 240 Banquet	276 sqm	Ballrooms 2 & 3	100 Reception	90 sqm
	Garden Lounges x3	66	67 sqm (8.9m x 7.5)							Hinterland Room (Indoor)	150 Cocktail, 90 Banquet	165 sqm	Chapel		101 sqm
	Other									Lagoon Terrace (Outdoor)	60 Cocktail, 40 Banquet	60 sqm			
	Verandah Restaurant & Spa	N/A								Poolside Marquee (Outdoor)	40 Cocktail, 24 Banquet	30 sqm			
	The Fireplace Restaurant	Capacity 50-60 Seated													
	The Grange	Capacity 300	369 sqm (21.4m x 17.3)												
Retail and Services (such as Hairdressing)	Shoe Shining	Bicycle Rental		Bicycle Rental			Buffet Breakfast	Laundry & Dry Cleaning							
	Doctor on Call	Kids Club		Shoe shining			Hair & Beauty Facility	Baby's First Holiday' / newborn essentials							
	Buffet Breakfast			Laundry & Dry Cleaning			Kids Club & Babysitting			Florist	Sauna	Kids Centre	Gift/Newsstand		
	Laundry & Dry Cleaning									Barber	Laundry & Dry Cleaning		Valet Dry-cleaning		
										Babysitting	Buffet Breakfast		Concierge Desk		
Transfer connections (including limo services)	Yes	Valet service + Limo		No	No Limo		Yes	No Limo		No	No Limo		Transfer service is available		
Interpreter services	No set interpreter service	6 Languages spoken by staff		No	English, Indonesian, Filipino		No			No					
Tour and Activities Desk	Yes			Yes			Yes			Yes			Yes		
Other Items Of Note?	4.2 Hectares of Landscaping			Luxury Class (STR)			Luxury (STR)			Upper Upscale (STR)			Upper Upscale Class (STR)		
Local Amenity - Ancillary restaurants, bars, cafes, retail services and entertainment in the immediate precinct of the Hotel	Sanctuary Cove is a self contained Resort Hotel with a range of in-house amenities.			The Sofitel Noosa is located directly on Hastings Street.			Hamilton Island is a self contained island resort. There are a range of activities			The Hotel has its own collection of restaurants, cafes and bars			Sheraton Mirage is a resort offering guests the ability to enjoy a "self-contained"		
	Additionally there are a number of restaurants around the Sanctuary Cove precinct that compliment the Resort			A range of fine dining restaurants, bars and cafes in close proximity to the Hotel			available to guests on the island including restaurants, bars and retail.			Close proximity to range of F&B/entertainment and retail options in Surfers Paradise			Experience with its own suite of restaurants, bar, café and activities (golf/tennis)		
	Marine Village in Sanctuary Cove offers a diverse range of higher end retail - fashion, gifts, art, wine plus a Spa			Additionally, Hastings Street offers a diverse range of retail stores and services including higher end brands.			Marina Village offer everyday conveniences through to high-end fashion Access via buggy hire gives guests the ability to traverse the island and access amenities			Pacific Fair Shopping Centre (260 retail stores) is located 6km from the Marriott. This Shopping Centre is an attraction (particularly to international guests).			Additionally, Macrossan Street in Port Douglas is approximately 5 min drive. This precinct offers a range of retail, restaurants, cafes, bars and convenience stores		
Parking															
Is Car Parking Available on Site	YES			YES			NO			YES			YES		
Number of Spaces	Approximately 100 spaces attached to the Hotel			Approximately 170 spaces			No public vehicles are permitted on the island			Hotel could not confirm but estimated at least 100 spaces			130 spaces for Guests		
	Another 200 spaces in the precinct for over-flow						Guests have access to buggies						Villas also have their own parking		
Cost	Self parking is free			Self parking is $25 per day			N/A			On-Site - $20 per day			Parking is free for guests		
	Valet parking costs $15 per day			Valet parking costs $35 per day						Valet - $30 per day			Valet option is $20 per day		
Open Air or Undercover	All car parking spaces are open-air			All car parking spaces are under-cover			N/A			All Hotel spaces are under-cover			All car parking spaces are open-air		
Staff Car Parking	No dedicated Staff parking but free parking is available in the immediate precinct			No dedicated parking but Staff can use hotel parking where available			Staff generally live on the island or commute to work			No parking is allocated for Staff			There are 150 dedicated staff parking- Sunbird		

2. Market Evaluation & Hotel Positioning

TOURISM WHITSUNDAYS MEMBERS

Whitsunday Coast Accommodation

Accom Whitsunday	Mango House Resort
Airlie Apartments	Mantra Boathouse Apartments
Airlie Beach Motor Lodge	Mantra Club Croc
Airlie Beach YHA	Mediterranean Resorts Whitsundays
Airlie Court Holiday Units	Mirage Whitsundays
at Hotel Group	NRMA Bowen Beachfront Holiday Park
Azure Sea Whitsunday Resort	Pinnacles Resort
Backpackers by the Bay	Proserpine RV Park
Base Backpackers	Proserpine Tourist Park
BIG4 Adventure Whitsunday Resort	Queens Beach Hotel
BIG4 Whitsundays Tropical Eco Resort	Queens Beach Tourist Village
Club Wyndham Airlie Beach	Ray White Whitsundays/Whitsunday Vacations
Collinsville RV Park	Reef Gateway Hotel
Colonial Palms Motor Inn	Rose Bay Resort
Conway Beach Tourist Park	Sea Star Apartments
Coral Cove Apartments	Seabreeze Tourist Park
Coral Sea Marina Resort	Shingley Beach Resort
Discovery Parks Airlie Beach	Skyview Units
Freedom Shores	Sunlit Waters
Harbour Cove	Toscana Village Resort
Harbour Lights Caravan Park	Wangaratta on the Beach
Island Gateway Holiday Park	Waterview Airlie Beach
Kipara Tropical Rainforest Retreat	Whitsunday Holiday Rentals
Lions Camp Kanga	Whitsunday Sands Resort
Magnums Backpackers Airlie Beach	Whitsunday Terraces
	Whitsunday Waterfront Apartments
	Whitsundays Rainforest Retreat

2. Market Evaluation & Hotel Positioning

Tours & Attractions - On The Water	Shopping, Dining & Nightlife
Airlie Beach Day Sailing	Café One3
Alani Whitsundays	Cape Gloucester Beach Resort
BARRA World	Club Croc Bistro
Big Fun/Charter Yachts Australia	Cocks Bar & Grill
Boundless Marine	Court & Spark Boutique/Pearl Boutique Airlie Beach
Charter Yachts Australia	Cruise Café & Bar
Cruise Whitsundays/Journey Beyond	Epicure Homewares
Cumberland Charter Yachts	Fat Frog Beach Cafe
Dream Yacht Charter Australia	Fitby's Motors
Explore Group	Fish D'vine
Explore Whitsundays	FISH/Fresh Island Seafood Pty Ltd
ISail Whitsundays	The Garden Bar Bistro
Lady Enid Sailing	Grand View Hotel
Ocean Rafting	Harvey Norman Electrical
Pioneer Adventures	Harvey Norman Furniture/Bedding
Portland Roads	Harvey Norman IT/AV
Prosail	Infinity on Daydream Island Resort
Providence Sailing	KC's Bar & Grill
Red Cat Adventures	La Marina
Reefstar Cruises	La Scalla The Sisters Coffee House & Florist
Renegade Fishing Charters	Live Life Pharmacy Airlie Beach
Salty Dog Sea Kayaking	Magnums Hotel Airlie Beach
Sunsail Whitsundays	Mama Africa Bar and Nightclub
Tallship Adventures - Derwent Hunter Eco Tours	McDonalds Restaurants
Top Notch Game Fishing	Monsas Reef Resort
True Blue Sailing	Northerlies Beach Bar & Grill
Wings Whitsunday Adventures	Paddy's Shenanigans
Whitehaven Xpress	Reef Goddess Boutique
Whitsunday Escape	Sails Restaurant on Hamilton Island
Whitsunday Fishing Charters	Shucks Oyster & Champagne Bar
Whitsunday Jetski Tours	Sorrento Restaurant & Bar
Whitsunday Paradise Explorer	Subway Proserpine
Whitsunday Rent A Yacht	The Deck Airlie Beach
Whitsundays Sailing Adventures	The Jungle Trader
Zigzag Whitsundays	The Rocks Restaurant & Bar
	Whitsunday Computers and Stationery
Shopping, Dining & Nightlife	Whitsunday Gold Coffee Plantations
4MK	Whitsunday Island Brewing Company
Above and Below Gallery	Whitsunday Sailing Club
Adelyn Retail Consultancy	Whitsundays Pharmacy
Anchor Bar Airlie Beach	Wisdom Café
Birds Fish Bar	Zamberero
Boathouse Fishbar	
Breezy Bar	

Tours & Attractions - In The Air	Tours & Attractions - On The Land
Airlie Beach Skydivers	Absolute Airlie
Air Whitsunday Seaplanes	Airlie Beach Day Trips
GSL Whitsundays	Aquaduck Airlie Beach
Hamilton Island Air	Just Tuk'n Around
Helipref Whitsundays	Port of Airlie
Skydive Airlie Beach	Whitsunday Croc Safari
	Whitsunday Green
	Whitsunday Hot Rod Tours
	Whitsunday Croc Safari
	Whitsunday Green
	Whitsunday Hot Rod Tours
	Whitsunday Segway Tours

2. Market Evaluation & Hotel Positioning

Information Sources:

Axsia accessed data from several Government and trusted industry sources including:

- Hotel Need Analysis: Port of Airlie Lot 105 – Luxury Hotel: Urban Economics Report May 2020
- Hotel Need Analysis: Port of Airlie Lot 115 – Group Hotel: Urban Economics Report May 2020
- Hotel Futures 2019 – Dransfield Report
- Deloitte Access Economics Tourism & Market Outlook 2019
- International Tourism Snapshot – Year End September 2019, Tourism & Events Queensland
- Extensive desktop analysis CompSet Hotels
- STR AM:PM Whitsundays Supply Polygon and Pipeline Data Base
- RemPlan Community Profile – Whitsundays Regional Council
- Discussions with Officers from the Whitsundays Regional Council
- Mackay, Isaac and Whitsunday Regional Plan 2012
- Whitsunday Planning Scheme 2017 Strategic Framework
- Whitsunday Region Economic Development Strategy 2017-2021
- Whitsundays Destination Tourism Plan 2019 – 2024
- Whitsunday Coast Airport Masterplan and Feasibility Study July 2015
- Tourism Whitsundays Membership (Public) Data Membership Base
- "Hostels Are More Popular Than Ever Among Travel-Leaning Millennials", Forbes Magazine (May 2016)
- "Hospitality Disruptor Generator Acquires Freehand Hotels In Its Quest To Dominate The Experience Economy In U.S. Market" – HospitalityNet October 2019
- Numerous travel blogs, travel videos and articles on Airlie Beach

Port of Airlie

Canal Street Resort Complex Development Code

ACCESS Town Planning Consultants

1. Code Application

This code applies to development for a material change of use for a resort complex on the site.

2. Definitions

2.1. Other than as provided in 2.2, terms used in this code are as defined in Schedule 1 of the planning scheme.

2.2. The following specific definitions apply under this code, and these definitions prevail over any definition given elsewhere, to the extent of any conflict:

a) ***Approved Plan of Development*** *means the plan of development approved under the variation approval and described as follows:*

Author	***Title***	***Drawing No and Revision***	***Date***
Fender Katsalidis	*Site Plan*	*DL1-DA004/03*	*2.11.2021*
	Basement 2 Floor Plan	*DL1-DA098/01*	*2.11.2021*
	Basement 1 Floor Plan	*DL1-DA099/03*	*2.11.2021*
	Ground Floor Plan	*DL1-DA100/03*	*2.11.2021*
	Mezzanine Floor Plan	*DL1-DA100M/03*	*2.11.2021*
	Level 1 Floor Plan	*DL1-DA101/03*	*2.11.2021*
	Level 2 Floor Plan	*DL1-DA102/03*	*2.11.2021*
	Level 3 Floor Plan	*DL1-DA103/03*	*2.11.2021*

Author	*Title*	*Drawing No and Revision*	*Date*
	Level 4-9 Floor Plan	*DL1-DA104/02*	*2.11.2021*
	Level 10 Floor Plan	*DL1-DA110/02*	*2.11.2021*
	Level 11 Floor Plan	*DL1-DA111/03*	*2.11.2021*
	Roof Plan	*DL1-DA112/03*	*2.11.2021*
	Typical Suite Detail Plans	*DL1-DA150/03*	*2.11.2021*
	South-East Elevation	*DL1-DA200/03*	*2.11.2021*
	North-West Elevation	*DL1-DA201/03*	*2.11.2021*
	North-East Elevation	*DL1-DA202/03*	*2.11.2021*
	South-West Elevation	*DL1-DA203/03*	*2.11.2021*
	Sections Sheet 1	*DL1-DA250/03*	*2.11.2021*
	Sections Sheet 2	*DL1-DA251/03*	*2.11.2021*
	Development Summary	*DL1-DA500/03*	*2.11.2021*

b) ***Approved Supporting Material*** *means the supporting material approved under the variation approval.*

c) ***Council*** *means the Whitsunday Regional Council.*

d) ***CPTED*** *means Crime Prevention Through Environmental Design.*

e) ***GFA*** *means gross floor area as defined in Schedule 1 of the planning scheme.*

f) ***Lot 187*** *means Lot 187 on SP219978.*

g) ***Northern Precinct of Port of Airlie*** *means the land area comprising of Lot 105 on SP232115 and 106 on SP172255 and directly associated roads and lots.*

h) ***Planning Scheme*** *means the Whitsunday Regional Council Planning Scheme 2017, in force at 20 December 2019.*

i) ***RPEQ*** *means a registered professional engineer, Queensland.*

j) ***Self-Contained*** *means an accommodation suite in the development that includes food preparation and laundry facilities.*

k) ***The Site*** *means a registered lot generally in accordance with Lot 1 shown on Drawing No. 432289-PO2 Issue D as approved by Council under DA 20191165.*

l) ***Variation Approval*** *means the material change of use preliminary approval that varies the effect of the planning scheme given under Council's decision notice referenced 20191415 and dated INSERT.*

3. Purpose and Overall Outcomes

3.1. The purpose of this code is to ensure that the development of the site is in accordance with the variation approval and contributes to the development of the northern precinct of Port of Airlie as a vibrant and activated mixed-use urban place, displaying a high standard of architecture, urban design and landscaping, including excellent connectivity and permeability for users of all forms of transport.

3.2. The purpose of the code will be achieved through the achievement of the following overall outcomes:

a) The development is in accordance with the variation approval.

b) The development contributes to the establishment of the northern precinct of Port of Airlie as an attractive, vibrant and activated, mixed-use place defined by a high standard of architecture, urban design and landscaping.

c) The development contributes to ensuring that Canal Street functions as a safe, amenable and attractive environment for all users and for users of both vehicular and active transport modes.

d) The development achieves a high standard of sustainability, safety and amenity for all users.

e) The development provides safe, efficient and functional vehicular access, circulation and parking arrangements that meet the needs of all users.

f) The development is fully serviced in accordance with Council standards.

g) The construction of the development is effectively managed to minimise disruption and environmental and amenity impacts.

Performance Outcomes for Assessable Development and Acceptable Outcomes for Assessable and Accepted Development

Performance Outcomes	Acceptable Outcomes
Variation Approval	
PO1 The development is designed, constructed and operated generally in accordance with the variation approval.	AO1.1 The development complies with all conditions of the variation approval.
	AO1.2 The development is in accordance with the approved plan of development and approved supporting material.
	AO1.3 The development is a resort complex that incorporates the following facilities, in accordance with the approved plan of development: a) A range of accommodation suites to meet the individual and varying needs of guests; b) a conference/functions centre, including function rooms, a pre-function lobby and a ballroom; c) a lobby bar and restaurant;

Performance Outcomes	Acceptable Outcomes
	d) a gift or specialty shop (limited to a maximum GFA of 100m²); e) a spa and fitness centre; f) a swimming pool; g) a roof terrace and bar; and h) back-of-house and service/plant facilities.
	AO1.4 The building height of the development does not exceed a maximum of 47 metres.
	AO1.5 The GFA of the development does not exceed a maximum of 12,600m²
	AO1.6 The total site cover of the development does not exceed a maximum of 65%.
	AO1.7 The minimum setbacks of the development to the lot boundaries are as shown on the approved plan of development.

Port of Airlie

Canal Street Resort Complex Development Code

ACCESS Town Planning Consultants

Performance Outcomes	Acceptable Outcomes
Activation	
PO2 The development contributes to the activation of Canal Street as a vibrant, mixed-use precinct.	AO2.1 a) The *porte cochere* and main entrance to the development faces and is directly visible and accessible from Canal Street; and b) the following facilities are located within the entrance lobby area of the development: i. the gift/speciality shop, and ii. a restaurant and bar.
PO3 The development contributes to the activation of the adjoining park areas forming parts of Lot 187.	AO3.1 a) The ground floor lounge and dining terrace directly addresses the two parks, as shown on the approved plan of development, and are not enclosed. b) The common boundaries of the development site and the two parks are not fenced, and site landscaping includes footpath linkages between both parks and the development. c) Site landscaping includes suitable feature lighting for illumination of footpaths, feature trees and buildings.

Performance Outcomes	Acceptable Outcomes
Visual and Environmental Amenity	
PO4 The development enhances the visual and environmental amenity of the site and surrounding local area through incorporating a high standard of architecture, urban design and landscaping.	AO4.1 The development is designed, detailed and supervised by a practising architect, registered with the Board of Architects QLD and a member of the Royal Australian Institute of Architects to ensure all the following: a) All building materials are of a high-quality specification and durability. b) Construction and material detailing are designed so that elements are clearly articulated. c) Fixings and construction methodology of each element to be concealed. d) Building material junctions and conditions are designed as a suite of visually compatible details. e) Curved elements are formed or manufactured as curved elements and not faceted. f) The principle façade design intent as shown on the approved plan of development is maintained by way of the balcony soffits being formed with a raked soffit to visually diminish edges. g) Roof plant services are fully concealed within the building envelope and integrated into the roof terrace and pergola structure.

Performance Outcomes	Acceptable Outcomes
	h) All building services are concealed within the basement or building envelope generally.
	AO4.2 a) The site and the upper floors of the development are landscaped at the time of initial construction and generally in accordance with the landscaping plan forming part of the approved supporting material. b) Except where otherwise shown on the approved supporting material, all species used in the landscaping are from the Planting Species List under the Landscaping Planning Scheme Policy (as amended). c) Site landscaping maximises the conservation of water by directing natural runoff to landscaped areas of the site. d) Site landscaping includes mature trees and other specimens at the time of initial establishment. e) Streetscape landscaping includes mature shade trees. f) All landscaping includes irrigation systems and is permanently maintained generally in accordance with the landscaping plan forming part of the approved supporting material. d) Site landscaping includes suitable feature lighting for illumination of footpaths, feature trees and buildings.

Performance Outcomes	Acceptable Outcomes
	AO4.3 a) The landscaping of the site merges seamlessly with that of the adjoining park areas forming parts of Lot 187; and b) the landscaping within the site and within the two adjoining parts of Lot 187 is maintained at all times by the resort complex operator.
	AO4.4 All plant, service and utility areas and installations for the development are located within the built form of the development or are otherwise acoustically and visually screened.
Private Open Space	
PO5 All accommodation suites have direct access to an adequate area of private open space.	AO5.1 Every accommodation suite has direct access to a private balcony with a minimum depth of 1.5m.
Vehicular Access, Circulation and On-Site Parking	
PO6 Vehicular access, circulation and on-site parking maintains Canal Street as a low-speed vehicular environment that maximises safety and amenity for all users.	AO6.1 a) The *porte cochere* maintains a one-way flow of vehicles, including coaches. b) The *porte cochere* exit lane includes signage directing coaches to turn right only into Canal Street.

Performance Outcomes	Acceptable Outcomes
	c) The ramp to the basement car park is designed to: i. permit one-way access into the basement only, ii. include no-entry signage for coaches, and iii. include no-exit signage for all vehicles at the basement end. d) All vehicular egress from the basement car park, and all heavy and service vehicle access and egress, is to be exclusively via the two-way ramp located at the north-eastern corner of the basement. e) All deliveries, loading/unloading and waste collection activities are confined to the loading dock, as shown on the approved plan of development. f) The design and operation of the vehicular circulation is in accordance with the approved plan of development and is certified by an RPEQ traffic engineer as generally in accordance with the following standards (as applicable and as amended): • AS/NZS 2890.1:2004 • AS 2890.2:2018 • AS 2890.3:2015 • AS/NZS 2890.6:2009
PO7 The development provides on-site parking to meet expected peak demand, in accordance with applicable design standards.	AO7.1 a) Other than short-term parking within the *porte cochere* for passenger pick-up and drop-off, a minimum of 253 car parking spaces is provided within the basement.

Performance Outcomes	Acceptable Outcomes
	b) Nine additional car parking spaces are provided for resort complex staff at ground level. c) Secure bicycle parking facilities are provided to meet peak demand. d) The design and operation of the car park is in accordance with the approved plan of development and is certified by an RPEQ traffic engineer as generally in accordance with the following standards (as applicable and as amended): • AS/NZS 2890.1:2004 • AS 2890.2:2018 • AS 2890.3:2015 • AS/NZS 2890.6:2009
CPTED	
PO8 The development maximises casual surveillance of adjacent public spaces, including parks and streets.	AO8.1 a) Public and common areas of the hotel front onto the public park forming part of Lot 187. b) Hotel security operations include external surveillance systems. c) Appropriate lighting is provided for illumination of external areas and to maximise the effective use of security monitoring and surveillance systems.

Performance Outcomes	Acceptable Outcomes
Lighting	
PO9 The development utilises appropriate lighting for the security of all users, whilst not impacting on the amenity of surrounding land uses	AO9.1 Glare conditions and excessive light spill into adjacent lots and land uses is avoided, or minimised through measures such as: a) The use of architectural elements and/or landscaping treatments to block or reduce excessive light spill to locations where it would cause nuisance; and/or b) The alignment of driveways and service areas to minimise vehicular headlight impacts on residential receptors, including private open space areas.
	AO9.2 All access points, building entrances, footpaths and foyers are provided with adequate illumination that is consistent with AO9.1 above.
	AO9.3 All external lighting complies with AS/NZS 4282:2019 *Control of Obtrusive Effects of Outdoor Lighting* and does not exceed a light intensity of 8 lux, measured any boundary of the site and at any level of the development.

Port of Airlie

Canal Street Resort Complex Development Code

ACCESS Town Planning Consultants

Performance Outcomes	Acceptable Outcomes
Services	
PO10 The development is serviced by all required infrastructural services.	AO10.1 a) The development is connected to Council's reticulated water supply and sewerage networks, in accordance with the approved supporting material and the Whitsunday Regional Council Development Manual (as amended). b) The development is connected to electricity and telecommunications services in accordance with the requirements of the relevant service providers. c) Stormwater runoff from the development is collected within the site and directed to a lawful point of discharge, being Council's stormwater management network in Canal Street, in accordance with Whitsunday Regional Council (WRC) Development Manual. d) Effective stormwater quality management infrastructure is provided in accordance with the following (as applicable at the time of development): i. the approved supporting material; ii. the WRC Development Manual; iii. the WRC Stormwater Quality Guideline; and the iv. Stormwater Management Design Objectives under the State Planning Policy 2017.

Performance Outcomes	Acceptable Outcomes
	e) The operational works application for the development is to include all applicable information specified in Table 5 of the WRC Stormwater Quality Guideline. f) Road and vehicular access are provided to the development in accordance with the approved plan of development, the approved supporting material and the Whitsunday Regional Council Development Manual (as amended).
Construction Management	
PO11 The construction of the development is managed to minimise impacts on local amenity to a reasonable and acceptable level, and so as not to cause any environmental nuisance.	AO11.1 A construction management plan, including or addressing the following matters as a minimum, is prepared and issued to Council for monitoring purposes: a) Containment and mitigation of dust and any other airborne emissions, b) an erosion and sediment control plan, prepared and supervised by an RPEQ engineer, c) protection of existing infrastructure, d) waste management and recycling, e) mitigation of acoustic and lighting emissions, f) limitations on days and hours of operation, g) a system of vehicular access, circulation, parking and traffic management, and

Performance Outcomes	Acceptable Outcomes
	h) a complaint management process, including contact details of responsible parties.

Code Assessments - Mixed Use Zone Code

Overall Outcomes	Comment	Officers Comment
a) Development provides for a range of activities that are compatible with the intent of the zone.	Achieved: The proposed development is part of a master planned precinct intended to accommodate a range of land uses, including tourist accommodation, residential apartments, specialty shopping and a range of restaurants, cafés and entertainment activities. The proposed development, itself, will also feature a mix of ancillary activities, including a conference/functions centre, a roof terrace bar area, a small retail tenancy, a day spa and fitness centre and lobby bar and restaurant.	Complies: The proposal provides a tourism use which is consistent with the intent of the Mixed use zone.
b) Community and Other activities established in the zone are appropriately designed and located to assist in maintaining public health, contribute to the comfort and safety of residents and visitors and integrate with the built form and character of the zone. Such uses include community uses, emergency services, health care services and utility installations.	Not Applicable: The proposed development does not propose any community or related land uses.	Not Applicable.

c) The range, scale and intensity of Business, Recreation and Entertainment activities provided within this zone service the needs of surrounding residents and visitors, not compromising the role and function of existing centres within the region. Theseactivities include but are not limited to food and drink outlets, offices, shops, indoor sport and recreation, bars, clubs, hotels, nightclub entertainment facilities and tourist attractions.	Achieved: The scale of the proposed retail tenancy and food/beverage facilities will be too small to impact on any existing centres and will primarily serve hotel guests and Airlie Beach 4residents and visitors.	Not Applicable. The business, recreation and entertainment uses proposed are consistent with the definition of a resort complex which is an accommodation use.
d) Development provides for a range of Accommodation activities consistent with the mixed use environment intended in this zone. Such Accommodation activities include multiple dwellings, resort complexes, rooming accommodation and short-term accommodation.	Achieved: The proposed development is a resort complex.	Complies: The proposal is for an accommodation activity in the form of a resort complex.
e) The scale, character and built form of development contributes to a high standard of amenity in keeping with the intended role and function of the particular precinct.	Achieved: The intended role and function of this particular precinct within Port ofAirlie is to provide for a highly activated and vibrant, mixed-use extension of the Airlie Beach Town Centre, catering primarily to the region's tourism industry. The scale and character of the proposed resort complex, and its built form, are considered to be entirely in keeping with	Noncompliance: The intended role and function of the mixed use zoned land at the northern end of Port of Airlie is to provide a higher quality mix of land uses which take advantage of their proximity to the centre of Airlie Beach and it's visually prominent marina location. The tourism character of the development is viewed and consistent with the role and function, with the scale of the development

	this role and function. This conclusion is supported by independent demographic and economic investigations commissioned by Council itself (see 4.3.2(2) of the Planning Report). The proposed development will be a landmark building that will contribute positively to the streetscape values of Airlie Beach and the Port of Airlie, and one that will also contribute positively to the range of amenities and entertainment opportunities available in Airlie Beach. In addition, the applicant undertakes to landscape the two adjacent, severed parcels of Council's foreshore recreation reserve, such that these currently sterile parcels will perform an important community function, by providing for passive recreation and significantly enhancing the visual values of the Coconut Grove Streetscape. As such, the proposed development will contribute very strongly to enhancing the amenity of the local area to a much higher standard than currently prevails.	(a large resort complex) also appropriate. The built form of the development to achieve this scale however is not viewed as achieving consistency with the character objective, in that whilst the development is of a significant scale and quality, it is not to be visually dominant to the scale proposed.

f) Development incorporates a high standard of architecture, urban design and landscaping that creates attractive and functional buildings, streets and places.	Achieved: The proposed development itself incorporates a high standard of architecture, and forms part of a master planned mixed-use precinct that also features a very high standard of urban design and landscapearchitecture.	Complies: The proposal achieves a standard of architecture, urban design and landscaping that is consistent with the intent of the overall outcome.
g) Development provides an active and articulated streetscape allowing for casual surveillance and pedestrian access from the street, with connectivity to surrounding land uses.	Achieved: The proposed development will be a significant activator of this particular Port of Airlie precinct and is a land use that will substantially enhance public safety by so doing. The proposed development forms part of a master planned precinct that will enhance accessibility, permeability and connectivity for pedestrians and users of other forms of active transport. The design and siting of the proposed development will play a significant part in achieving a highly varied and articulated localstreetscape.	Complies: The proposal achieves an active and articulated streetscape as it addresses Canal Street with an attractive *porte-cochere*.
h) Unless otherwise specified in a local plan code or Table 6.2.13.2.1 (Maximum Building Heights in Mixed Use Zone), development has a low to medium rise built form that is compatible with the intended scale and character of the streetscape and surrounding area, with a maximum building height of 12.0m above ground level.	Not Applicable: This application includes a variation request that seeks to vary the effect of the planning scheme by rendering this overall outcome non- applicable to this assessment and to the requested development approval.	Noncompliance. The proposal has a maximum height of 46.7m. There is clear non-compliance with the Planning Scheme with respect to overall outcome H which nominates a maximum building height of 18m. It bears considerable weight the maximum building height is nominated within the overall outcome for the zone of which the intent is

<table><tr><th>Precinct</th><th>Max. Building Height</th></tr><tr><td>Airlie Beach Precinct A</td><td>14m</td></tr><tr><td>Airlie Beach Precinct C</td><td>21m</td></tr><tr><td>Airlie Beach Precinct F</td><td>18m</td></tr><tr><td>Airlie Beach Precinct G</td><td>14m</td></tr></table>		for built form to be compatible with the intended scale and character of the streetscape and surrounding area. It is clear the proposed building height is not compatible with the intended scale and character of the streetscape and surrounding area with a preference to low to midrise built forms.
i) Development is located, designed and operated in a manner that does not unreasonably impact on the amenity of surrounding development, having regard to matters such as traffic, noise, lighting, waste, fumes, odours, hours of operation, privacy, overlooking and public health and safety.	Achieved: The intended role and function of this particular precinct within Port of Airlie is to provide for a highly activated and vibrant, mixed-use extension of the Airlie Beach Town Centre, catering primarily to the region's tourism industry. The nature and character of the proposed development will be entirely consistent with this role and function and, as such, will enhance the amenity of the area. The proposed development will not result in adverse traffic impacts (see Appendix L), or inappropriate acoustic, air quality, lighting, public safety or privacy impacts, especially given that the site is located within a planned, mixed-use area and is not associated with any existing uses of a	Complies: The proposal has been designed such that unreasonable impacts on surrounding development from as traffic, noise, lighting, waste, fumes, odours, hours of operation, privacy, overlooking and public health and safety can operate as intended and where necessary conditions of approval can be imposed to ensure operation is to the satisfaction of Council.

	sensitive nature. The proposed development will be fully serviced, including by Council's waste collection service.	
j) Development avoids or mitigates any adverse impacts on areas of cultural heritage significance or environmental significance (including creeks, gullies, waterways, wetlands, coastal areas, habitats and vegetation) through sensitive location, design, operation and management.	Achieved: The site is not associated with any areas or features of cultural heritage significance and, other than its coastal location, is also not associated with any significant environmental values. The site is associated with the coastal environment; however, it also forms part of a highly developed urban area and features a developed interface with the coast (in the form of an existing marina). Nonetheless, the proposed development will ensure that potential impacts on the coastal environment will be effectively mitigated and managed through the employment of best-practice environmental management techniques, including connection to reticulated sewerageand stormwater and water quality management infrastructure. The proposed development will incorporate appropriate stormwater quality management infrastructure (see Appendix H).	Complies: The proposal appropriately located on reclaimed land suitable for urban development.

k) Development demonstrates an appropriate level of transport infrastructure is available and that development will not unreasonably interfere with the safe and efficient operation of the surrounding road network.	Achieved: The proposed development will be serviced by safe and efficient internal and external road and active transport systems and will not impact adversely upon the external road network (see Appendix L).	Complies: The surrounding and proposed road network is sufficient to cater for the traffic generation of the proposal.
l) Development provides for pedestrian, bicycle and vehicular movement networks that maximise connectivity, safety, permeability and ease of movement in a manner that encourages public transport accessibility and use.	Achieved: The proposed development forms part of a master planned precinct that will enhance accessibility, permeability and connectivity for pedestrians and users of other forms of active transport. Port of Airlie is well serviced by all public transport modes, all available within easy walking distance of the site.	Complies: The proposal achieves integration with the existing and proposed pedestrian, bicycle and vehicular movement networks and is in close proximity to an existing public transport stop.
m) Development is provided with the full range of urban services, including reticulated water, sewerage, stormwater drainage, sealed roads, electricity and telecommunications infrastructure.	Achieved: As demonstrated by the engineering assessment report in Appendix H, the proposed development will be connected to the full range of urban infrastructural services.	Complies: The proposal is suitably located to achieve connection to the reticulated infrastructure networks. Conditions of approval can be imposed for network a analysis to be undertaken to inform necessary upgrades in the capacity of the infrastructure.
n) Development is located and designed to maximise the efficient extension and safe operation of infrastructure.	Not Applicable: As demonstrated by both engineering assessment reports, the proposed development does not require the extension of any infrastructural services. Equally, the proposed development will not compromise the ongoing safe operation of	Complies: Conditions of approval can be imposed for network a analysis to be undertaken to inform necessary upgrades in the capacity of the infrastructure.

	any existing infrastructure.	
o) The safety and efficiency of existing and future infrastructure (including road, rail, pipelines, telecommunications and transmission infrastructure) is protected, and the amenity and safety of development is not adversely affected by proximity to such infrastructure.	Achieved: As demonstrated by both engineering assessment reports, the proposed development will not compromise the ongoing safe operation of any existing infrastructure.	Complies: The proposal does not adversely affect adjoining infrastructure networks.

13.3.5 - Proserpine to Airlie Beach School Needs Analysis 2021

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Jonathan Cutting - Strategic Planner

AUTHORISING OFFICER: Neil McGaffin - Director Development Services

PRESENTED FOR: Decision

ATTACHMENTS

1. Proserpine to Airlie Beach School Needs Analysis 2021 [**13.3.5.1** - 10 pages]

PURPOSE

To provide Council with the Proserpine to Airlie Beach School Needs Analysis 2021 for advocacy purposes to the Queensland Department of Education for additional education facilities in Greater Airlie Beach area.

OFFICER'S RECOMMENDATION

That Council endorse the Proserpine to Airlie Beach School Needs Analysis (the "School Needs Analysis") and advocate the recommendations to the Queensland Department of Education.

BACKGROUND

The Proserpine to Airlie Beach Growth Study (the "Study") and Structure Plan (the "Structure Plan") was endorsed on 10 November 2021 to undertake public consultation in early 2022. The Study and Structure Plan will inform strategic planning within the growth corridor into the future. The School Needs Analysis is an outcome from the Study that outlines Council's position to advocate to the Queensland Department of Education for future school land and school construction.

DISCUSSION/CURRENT ISSUE

The Greater Airlie Beach (GAB) statistical area is the fastest growing area in the region, with school age children making up 13% of the population (8% primary school, 5% high school). In the statistical area, only Cannonvale State Primary School and Whitsunday Christian College service the population, with a significant number of children having to travel to Proserpine. The School Needs Analysis defines demand for schools necessary to service the growing population and to inform Queensland Department of Education decision making.

The School Needs Analysis recommends a 20ha site be purchased for development of a primary/high school in GAB within the next 5 years, which will require land acquisition immediately. If a primary school is 15ha, it will meet the Queensland Department of Education desired standards of service (96 primary students/ha) until the GAB population reaches 18,000, anticipated in 2036. The Analysis also recommends the acquisition of an additional 5ha of land (total 20ha co-located) for a high school, which should be constructed immediately after the primary school's completion.

Council should encourage the possibility of co-locating a Regional Sports Park with the schools and open discussions with the Queensland Department of Education to explore this possibility.

The summary of actions within the School Needs Analysis include:

Year	Recommended Actions
2021 - 2025	Advocate for the acquisition of land (20ha) for a co-located Primary School/High School.
2022 - 2025	Advocate for the design and construction of a Primary School (15ha) by 2025.
2022 - 2027	Advocate for the design and construction of a High School (5ha) by 2027.
2027 onward	Advocate for schools required to service the community beyond 2036.

STATUTORY/COMPLIANCE MATTERS

N/A.

STRATEGIC IMPACTS

Education and school planning is the domain of the State Government. Council may advocate for additional school resources in the region and has in the past collaborated with the Queensland Schools Planning Reference Committee to define future needs. Council may advocate the School Needs Analysis 2021 to the Minister for Education and meet with the Queensland Schools Planning Reference Committee to further discuss outcomes of the Analysis.

FINANCIAL IMPLICATIONS

There are no financial implications as a result of advocating for the recommendations in the School Needs Analysis 2021.

CONSULTATION/ENGAGEMENT

Director Development Services
Manager Strategic Planning

RISK ASSESSMENT

No risks are anticipated as a result of advocating for the recommendations in the School Needs Analysis 2021.

TIMINGS/DEADLINES

N/A

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No.

ALTERNATIVES CONSIDERED

Options	Description	Positives	Negatives
Option 2	No advocacy for the recommendations in the School Needs Analysis.	Council resources are not utilised to advocate to the Department.	Council perceived as not doing enough to attract additional educational facilities that are in demand for the growing population.

Whitsunday Regional Council

Greater Airlie Beach

School Needs Analysis

2021





Executive Summary

This Greater Airlie Beach School Needs Analysis (SNA) is a recommended outcome of the Greater Airlie Beach Growth Study (GS) and aims to define the future educational needs of Greater Airlie Beach (GAB) and Proserpine catchments. The GS seeks to define demand generation in GAB at full capacity, population of almost 60,000, including education facilities, medical and aged care facilities, transport, water, sewer and community facilities in a manner that is orderly and cost efficient.

It is anticipated the GS area will provide sufficient land to accommodate for growth in GAB up to 60,000, with approximately 38,000 people moving into the growth corridor. The GS and GAB Structure Plan (SP) set out key objectives of identifying a desired land use mix, identifying land for community facilities and securing infrastructure corridors.

The GAB will be home to approximately 4,850 primary school age children and 3,270 high school aged children requiring an additional 44ha of primary school land and an additional 24ha of high school land within the GAB catchments. This SNA will be a tool for Council to advocate for the Department of Education Queensland to improve the standards of service for education facilities in the Region, which will require the acquisition and construction of a 20ha GAB primary school and collocated GAB high school in the short-term.



1. Demographics & Population Growth

The population of the GAB SA2 in 2016 was 10,665 (excluding Islands), having increased from 8,775 in 2011 at a rate of 3.9% p/a. Into the future, it is estimated the GAB SA2 will be home to 19,250 people in 2036, of which school age children make up approximately 13% of the population (8% primary school, 5% high school)[1]. For the purpose of the GS, the population was projected beyond 2036, utilising the average per annum growth rates sourced from long-term, moderate projections for the decade of 2026 to 2036 (2.74% per annum). With this methodology, the GAB is likely to support approximately 60,000 people at *ultimate development*[2] estimated at 2080, with approximately 38,000 people moving into the growth corridor.

Whilst Proserpine is a separate Census Statistical Area (SA2), schooling infrastructure is shared between GAB and Proserpine. In 2016, Proserpine had a population of 8,829, which is anticipated to grow to approximately 9,720 by 2036 at a rate of 0.5% p/a. School age children make up approximately 18% of the population (10% primary school, 8% high school).

2. Existing Schools

The GAB and Proserpine catchments have six schools, totaling 21.7ha of primary school land and 18.5ha of high school land. All but Cannonvale State School (Grade 1-6) and Whitsunday Christian College (Grade 1-12) are in the Proserpine SA2, refer to **Figure 1**.

Primary Schools (21.74ha)	**High Schools (18.51ha)**
P1 - Cannonvale State School 4.2ha;	H1 - Proserpine State High School 6.53ha;
P2 - Whitsunday Christian College (Cannonvale) approx. 2.03ha of 4.062ha site*;	H2 - St Catherine's Renwick Senior School approx. 9.95ha of 19.9ha site (Proserpine)*; and
P3 - Saint Catherine's Catholic School (Proserpine) approx. 9.95ha of 19.9ha site*; and	H3 - Whitsunday Christian College (Cannonvale) approx. 2.03ha of 4.062ha site*.
P4 - Proserpine State School 5.56ha.	*Half high school, half primary school
*Half primary school, half high school	



Figure 1: Primary and High School Locations in Proserpine (left) and GAB (right)

1 (EPS, 2018)

2 Ultimate development - means the estimated total population of the GAB if all zones are built to full capacity, taking into consideration constrained land.

The Queensland Schools Planning Reference Committee (QSPRC) met with Council in 2015 and 2019, identifying the recommendations in **Table 1**. In the 2019 meeting, updated growth figures from the Queensland Statisticians Office were identified, with recommendations from 2015 remaining unchanged. It should be noted, the projections of school demand in this SNA are based on Council's detailed Economic and Population Study (EPS) completed in 2018, which reflect marginally higher rates of growth than the Queensland Statisticians Office within the GAB.

Table 1: Recommendations for Schooling within the GAB and Proserpine SA2s (QSPRC 2019)

SA2 or Cluster	New government and non-government schools that may be required:				Estimated and Projected Primary (ages 5-11) and Secondary (ages 12-17) School-Age Population					
	2021 to 2031		2031 to 2041		Population 2016		Growth 2021 to 2031		Growth 2031 to 2041	
	Primary	Secondary	Primary	Secondary	Primary	Secondary	Primary	Secondary	Primary	Secondary
Airlie-Whitsunday SA2	1	1	0	0	1,128	662	128	244	221	169
Proserpine SA2	0	0	0	0	854	712	28	2	81	50
Bowen SA2	0	0	0	0	833	640	45	41	98	63
TOTAL	**1**	**1**	**0**	**0**						

Note: Recommendations do not include new schools opening in 2020.

Cannonvale State Primary School is currently at capacity with little room for expansion on the grounds and population growth of school age children within the SA2 area continues to increase demand. In 2016, there were approximately 3,250 school age children within the Proserpine and GAB catchment, of which 1,728 (53%) live within the GAB SA2[3].

Growth in school age children by place of residence, occurred predominately in primary school age children within the GAB, at 6.7% p/a from 2006 - 2016, with the highest growth in high school age children within the GAB, at 5.8% p/a. Proserpine is home to the majority of schools within the catchment despite having the lowest growth, refer to **Table 2** (excluding Island populations).

3 (EPS, 2018) (REMPLAN, 2019)



Table 2: Growth of School Age Children within GAB and Proserpine SA2s. (REMPLAN, 2019)

Place of residence	2006	2011	2016	Per annum growth %
GAB Primary school age 5-11	739	880	1,217	6.7%
GAB SA2 High school age 12-17	438	393	521	5.8%
Proserpine Prep / Primary school age 5-11	769	916	925	0.1%
Proserpine High school age 12-17	456	516	586	2.6%
Total	**2,402**	**2,705**	**3,249**	

3. Projected School Demand

Figure 2 identifies expected growth in school age children by place of residence based upon projections in the EPS, 2018[4]. These projections are based upon population growth and students as a percentage of this population, rather than historic per annum growth in students displayed within **Table 2**, which is higher than population growth.

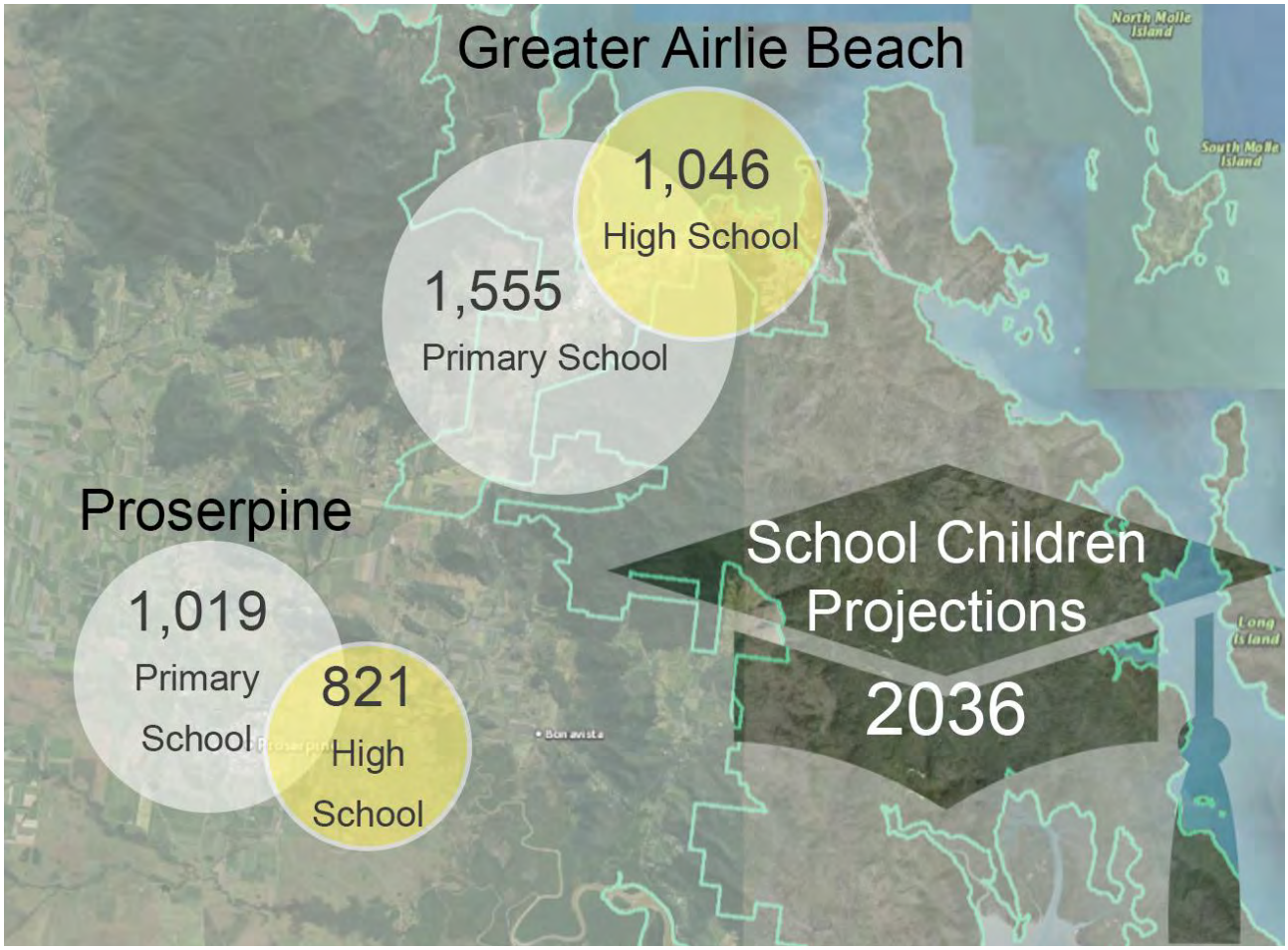


Figure 2: School Children Projections by 2036 (SA2).

4 (EPS, 2018)

Table 3 compares existing student and projected school age children by place of residence against desired standards of service for school provision defined by *Economic Development Queensland's Community Facilities Priority Development Area Guideline 11*[5].

Table 3, below, highlights an immediate need for land to be secured for a State Primary School within Cannonvale or Cannon Valley, to meet Economic Development Queensland's (EDQ) recommended desired standard of service for primary school age children (96 students per hectare[6]). The need for a GAB primary school was also identified by the Queensland School Planning Reference Committee (QSPRC) 2019, with the report recommending a primary school be developed between 2021-2031, refer to **Table 1**.

High School aged children may be absorbed into current Proserpine non-state high schools until beyond 2036, however a state high school will be triggered earlier, refer to **Table 3**. QSPRC has also identified the need for a GAB high school by 2031 to better support the local population and improve high school accessibility standards.

Table 3: Schools within Proserpine and the GAB in comparison to DSS. Red identifies catchments not meeting the Desired Standard of Service.

Existing School Sizes	**Primary Schools (21.74ha)** - Cannonvale State School 4.2ha; - Saint Catherine's Catholic School (Proserpine) approx. 9.95ha of 19.9ha site*; - Proserpine State School 5.56ha; - Whitsunday Christian College (Cannonvale) approx. 2.03ha of 4.062ha site*. *Half primary school, half high school	**High Schools (18.51ha)** - Proserpine State High School 6.53ha; - St Catherine's Renwick Senior School approx. 9.95ha of 19.9ha site (Proserpine)*; - Whitsunday Christian College (Cannonvale) approx. 2.03ha of 4.062ha site*. *Half high school, half primary school
DSS[7]	96 students per ha	125 students per ha
Catchment	**Proserpine + GAB Catchment**	**Proserpine + GAB Catchment**
Current Standard of Service	99 students/ha	60 students/ha
2036 Standard of Service	143 students/ha	89 students/ha

4. Long-Term Demand within Cannon Valley and GAB

The ultimate development GAB population is estimated at 60,000 and is anticipated to be reached by approximately 2080. Assuming the present demographic profile, where school age children make up approximately 13% of the population (8% primary school, 5% high school), the GAB will be home to approximately 4,850 primary school age children and 3,270 high school aged children requiring a total of 50ha of state primary school land (44ha additional required) and 26ha of state high school land (24ha additional required) within the GAB catchment in 2080. The Proserpine High School has capacity for expansion, which may cater for a portion of the GAB high school population in the short-term, albeit with lower



5 (Economic Development Queensland, 2015)

6 (Economic Development Queensland, 2015)

7 (Economic Development Queensland, 2015)

acessibility standards. However, it is prudent to plan for a GAB high school, which will be required before 2031 (QSPRC).

The additional 68ha of state primary and high school land required to service a GAB population of 60,000, would most efficiently be provided in three stages and preference a combined primary/high school, collocated to create efficiency and reduce capital spending by sharing infrastructre.

The GAB population is projected to be 18,000 in 2036, which would require 7ha for 900 high school students and 15ha for 1440 primary school students or 22ha total. It is anticipated that by co-locating the schools and sharing some facilities, this could be reduced to 20ha total. The collocated Proserpine Saint Catherine's Catholic Primary/High School shows that the proposed size is appropriate at 19.9ha.

At 2036 another 20ha of primary/high school would need to be constructed and another 20ha again at appoximately 2060 to service the GAB population out to approximately 2080 or a population of 60,000.

It is considered existing TAFE facilities within Cannonvale have adequate space for expansion and will meet the demands for the Region for tertiary education to 2036, in collaboration with Bowen TAFE, based upon EDQ standards.

5. Accessibility & Safety

Students who must travel from Jubilee Pocket, Airlie Beach and Cannonvale could save up to 1.5hrs per school day, when considering travel time, travel from home to and from bus stop, bus stop wait times and bus scheduling inefficiencies.



The approximate 30-minute travel time has been identified as a safety risk to students, as much of the travel is on high-speed roads (100km/h), which is not recommended. The access to and from GAB and Proserpine is prone to flooding in the wet season, which can be a safety risk and reduce attendance by up to a week each school year.

The cost of private transport or bus travel on families in the catchment could also be avoided by establishing state primary and high schools in the GAB catchment to improve accessibility and safety.

6. Co-location Benefits

The benefits of co-locating the primary and high school would be:

- an overall reduction in land, reduced by approximately 10%, which reduces the purchase price;
- shared facilities and infrastructure, reducing costs further;
- sharing facilities with larger number of students allows for more diversity or higher quality;
- sharing facilities will significantly reduce service and maintenance costs;
- facilities get used to their full capacity;
- families with multiple children will have a single drop off destination, saving time; and
- design and construction of the primary and high schools can be coordinated, creating economies of scale, reducing cost and complexity further.

Council may also consider engaging with the Department of Education to discuss co-locating a Regional Sport Park with a primary/high school, further benefitting from shared facilities and cost sharing. In general Council's Sport Parks are most highly utilised on weekends and weekday evenings, while school ovals are primarily utilised during school hours, making for a perfect opportunity for the optimisation of facilities.

7. Recommendations

It is recommended that Council advocate for an 20ha primary/high school to be constructed in the GAB within the next 5 years, which would require the acquisition of the land immediately. If the primary school was 15ha, it would meet the EDQ's desired standards of service of 96 primary students per hectare until a GAB population of 18,000, anticipated in 2036. It is also recommended that Council advocate for the acquisition an additional 5ha of land (total 20ha co-located) for a GAB high school, which should be constructed immediately after the primary school's completion, refer to **Table 4**.

The high school component currently has accessibility demand, not population demand, so land acquisition should be explored immediately but construction could be staged to meet population demand over time.

It is also recommended that Council do further research into the possibility of co-locating a Regional Sport Park with the school and open discussions with the Department of Education to explore the possibility.



Table 4: Summary of Actions and Timing within the GAB Catchment.

Year	Recommended Actions
2021 - 2025	Advocate for the acquisition of land (20ha) for a collocated GAB Primary School/ High School.
2022 - 2025	Advocate for the design and construction of a GAB Primary School (15ha) by 2025.
2022 - 2027	Advocate for the design and construction of a GAB High School (5ha) by 2027.
2027 onward	Advocate for schools required to service the GAB community beyond 2036.

8. Conclusion

The Queensland School Planning Reference Committee recommends that primary school and high schools be developed between 2021-2031. This SNA shows that, to meet GAB demand, a primary school is required immediately and, to meet GAB accessibility standards, a high school is also required immediately.

Council plays a key role in advocating to the Department of Education for the immediate acquisition of land for a GAB primary school and GAB high school and to begin design and construction as soon as practicable. Although the construction of both the primary school and high school are important, it should be noted that the primary school is the priority in the first instance.

Council also has a unique opportunity to explore the option to co-locate a Sport Park with the Schools, to save the community significant costs and provide the highest quality facilities possible.



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13.4.1 - Special Projects Grants Applications - Round 1 -12 July to 15 October 2021

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Jacqueline Neave - Arts & Community Programs Officer

AUTHORISING OFFICER: Julie Wright - Director Community Services

PRESENTED FOR: Decision

ATTACHMENTS

Nil

PURPOSE

For Council to consider the funding for the Special Projects Grant Applications for Round 1 of the 2021-22 Program.

OFFICER'S RECOMMENDATION

That Council approve the following:

1. the payment of Special Projects Grant – Round 1, to assist the following recipients:
    a) Bowen Seagulls Junior Rugby League Inc. - $20,000.00
    b) Bowen Men's Shed Inc. - $20,000.00
    c) Music Evolution Project Inc. - $3,600.00
    d) Whitsunday Dirt Riders Club Inc. - $13,992.00
    e) Whitsunday Junior Rugby Union Club Inc. - $6,000.00
    f) Proserpine Historical Museum Society Inc. - $15,500.00
    g) Airlie Beach Whitsunday RSL - $2,000.00
    h) Whitsunday Kyokushin Karate Club Proserpine - $2,500.00
    i) Proserpine Citizens Band Inc. - $1,500.00

2. the applications below not receive a Special Project Grant, however receive a donation in accordance with the Community Donations Policy:
    a) Collinsville Community Association Inc. - $2,000.00
    b) Fauna Rescue Whitsunday - $1,500.00
    c) Helping Hands Animal Rescue Bowen - $1,500.00

3. the applicants below be advised they were unsuccessful:
    a) Whitsunday Netball Association Inc. - $2,307.00
    b) Proserpine RSL Club Inc. - $10,049.00
    c) St Vincent de Paul Society Qld – Bowen - $9,953.00, and

4. The Proserpine Rugby League Football Club Inc. be advised their application will be considered as part of the Special Projects Grant – Round 2 process.

BACKGROUND

The first round of the Special Projects Grant Program for 2021/22 closed on Friday, 15 October 2021.

DISCUSSION/CURRENT ISSUE

The following applications were submitted:

Organisation Name	Project Details	Amount Requested	Amount Recommended
Bowen			
Bowen Seagulls Junior Rugby League Inc.	Costs for purchase of Shaded Grandstands at Denison Park	$20,000.00	$20,000.00
Bowen Men's Shed Inc.	Costs for supply & installation of a Disability Ramp	$20,000.00	$20,000.00
Helping Hands Animal Rescue Bowen	Costs to support the Break the Cycle Preventative Program	$3,500.00	A donation of $1,500 in accordance with the Community Donations Policy
St Vincent de Paul Society Qld – Bowen	Cost to supply & install of a multi-purpose shade shelter in Bowen Cemetery	$9,953.00	$0.00 – To be investigated for a Council solution
	Sub-Total	**$53,453.00**	**$40,000.00**
Cannonvale/Airlie Beach			
Airlie Beach Whitsunday RSL	Costs to purchase Sound Equipment	$4,500.00	$2,000.00
Whitsunday Netball Association Inc.	Costs for purchase of Sporting Equipment	$2,307.00	$0.00 – Association receives Council's Sport & Recreation Club Grant
Fauna Rescue Whitsunday	Costs to purchase Cages and Incubator	2,933.00	A donation of $1,500 in accordance with the Community Donations Policy
	Sub-Total	**$9,740.00**	**$2,000.00**
Collinsville/Mt Coolon			
Collinsville Community Association Inc.	Costs to purchase Christmas Lights, Vouchers for Prizes for a competition	$2,300.00	A donation of $2,000 in accordance with the Community Donations Policy
	Sub-Total	**$2,300.00**	**$0.00**
Proserpine			
Music Evolution Project Inc.	Costs for purchase of Guitars for workshops	$4,802.00	$3,600.00
Whitsunday Dirt Riders Club Inc.	Costs of upgrades & rectification works to existing facilities	$17,592.00	$13,992.00
Whitsunday Junior Rugby Union Club Inc.	Costs to purchase Gazebos & accessories	$8,070.00	$6,000.00

Proserpine Historical Museum Society Inc.	Costs of building a research room in the existing museum facility	$15,505.00	$15,500.00
Whitsunday Kyokushin Karate Club Proserpine	Costs for purchase of Air-conditioner for facility	$3,828.00	$2,500.00
Proserpine Rugby League Football Club Inc.	Costs of erecting a roof over the new public grandstand	$20,000.00	For consideration in Round 2
Proserpine Citizens Band	Costs of supply & installation of signage & purchase of shirts & equipment	$3,095.00	$1,500.00
Proserpine RSL Club Inc.	Costs of supply & install of a Commercial Grease trap	$10,049.00	$0.00 – Late receipt of 2019 Special Project Grant Acquittal. Proposed to advise RSL to resubmit in future rounds.
	Sub-Total	**$82,941.00**	**$43,092.00**
	Combined Total	**$148,434.00**	**$85,092.00**

STATUTORY/COMPLIANCE MATTERS

Local Government Act 2009
Local Government Regulation 2012
LSP_COMM_03 - Community Grants Policy

STRATEGIC IMPACTS

Facilitate, foster, and encourage region wide activities and programs that engage our community.

FINANCIAL IMPLICATIONS

The proposed total cost to Council for this group of applications is $85,092.00, which will be budgeted against JC: 2967.10081 - Community Donations (2967) / Projects Grants (10081).

Special Projects Grants – Total Requested V Budget 2021/22

current applications inclusive

Total Requested	2021/22 Budget	Proposed Recommendation Total
$148,434.00	$140,000.00	$85,092.00

Totals by Location based on Recommendations

Location	Amount
Bowen	$40,000.00
Cannonvale/Airlie Beach	$2,000.00
Collinsville/Mt Coolon	$0.00
Proserpine	$43,092.00

CONSULTATION/ENGAGEMENT

Manager Community Development & Libraries

RISK ASSESSMENT

Providing financial support for projects undertaken by community groups will reinforce the message that Council is committed to investing in worthwhile community activities while recognising the work done by our local community groups.

TIMINGS/DEADLINES

N/A

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No

ALTERNATIVES CONSIDERED

N/A

13.4.2 - Continuation of Temporary Closure to the Public - Proserpine Library - 11 December 2021 to 4 January 2022

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Julie Wright - Director Community Services

AUTHORISING OFFICER: Julie Wright - Director Community Services

PRESENTED FOR: Decision

ATTACHMENTS

Nil

PURPOSE

To advise Council of the continuation to the temporary closure of the Proserpine Library to the public, along with the relocation of several Library activities plus borrowing and returns, to the Proserpine Administration Building and/or other outreach locations from 11 December 2021 to 4 January 2022.

OFFICER'S RECOMMENDATION

That Council agrees to:

a) continue the temporary closure of the Proserpine Library to the public from 11 December 2021 to 4 January 2022,
b) continue the relocation of the First 5 Forever & Storytime Sessions to the Proserpine Administration Building and/or other outreach locations, and,
c) continue with the establishment of the 'On-Line Borrowing & Return Service' from the Proserpine Administration Building,

in accordance with Whitsunday Regional Council Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2014, due to restricted access to the building created by construction works at the Proserpine Entertainment Centre.

BACKGROUND

At an Ordinary Meeting held 25 August 2021, Council resolved the following:

RESOLUTION

Moved by: ***CR M BRUNKER***
Seconded by: ***CR A GRUNDY***

That Council continue the temporary closure of:

a) The Proserpine Library to the public from 6 September 2021 to 11 December 2021;
b) Continue the relocation of the First 5 Forever & Storytime Sessions to the Proserpine Administration Building and/or other outreach locations; and
c) Continue with the establishment of the 'On-Line Borrowing & Return Service' from the Proserpine Administration Building,

in accordance with Whitsunday Regional Council Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2014 due to restricted access to the building created by construction works at the Proserpine Entertainment Centre.

MEETING DETAILS:

The motion was Carried 7/0 ***CARRIED***

DISCUSSION/CURRENT ISSUE

During the extended period of 3.3 weeks commencing 11 December 2021, ongoing construction works plus landscaping to complete the Proserpine Entertainment Centre project will restrict access to the rear and front doors of the library. Parking will also be restricted in the rear carpark.

Library staff will maintain the operation of the Proserpine Library's Click & Collect from the Proserpine Administration Building plus continue with the expanded home library service.

In accordance with Whitsunday Regional Council Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2014 Part 2 Section 8 – Power of closure of local government controlled areas –

(a) The local government may, by resolution, temporarily close a local government controlled area to public access—
    (a) to carry out construction, maintenance, repair or restoration work; or
    (b) to protect the health and safety of a person or the security of a person's property; or
    (c) because of a fire or other natural disaster; or
    (d) to conserve or protect the cultural or natural resources of the area or native wildlife.

(b) A resolution under subsection (1)—
    (a) must state a period, not greater than 6 months, during which the area will be closed; and
    (b) must be revoked by the local government as soon as practicable after the local government becomes satisfied that the reason for making the resolution no longer exists.

Therefore, it is considered the library continue to be closed to protect the health and safety of patrons attending the library.

Given the library is an integral Council service to the community it is proposed to continue with the relocation of a number of activities plus borrowings and returns to the Proserpine Administration Building and/or other outreach locations for an extension of a further 3.3-week period.

STATUTORY/COMPLIANCE MATTERS

Local Government Act 2009
Local Government Regulation 2012
Whitsunday Regional Council Local Law & Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2014

STRATEGIC IMPACTS

Provide fun, welcoming spaces that connect and engage the community through a variety of innovative resources, programs and activities.

FINANCIAL IMPLICATIONS

Approval of the recommendation will require further communication and advertising to notify the closure and temporary location at a cost of approximately $500.00.

CONSULTATION/ENGAGEMENT

Manager Community Development & Libraries
Team Leader – Bowen, Collinsville & Proserpine Libraries

RISK ASSESSMENT

Safety risks will be reduced as all activities and services will be conducted within safe environments. There is a reputational risk to Council, however with an alternate location to ensure library services are maintained the risk is significantly reduced.

TIMINGS/DEADLINES

Currently the Proserpine Library is temporarily closed until 11 December 2021, however due to criteria set out in Whitsunday Regional Council Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2014 Part 2 Section 8 a resolution regarding an extension to the temporary closure must be resolved by 10 December 2021.

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No

ALTERNATIVES CONSIDERED

Options	Description	Positives	Negatives
Option 2	Re-open the Proserpine Library on 11 December 2021	Nil	Safety risks to Library Staff and patrons

13.4.3 - Logo and Branding - Proserpine Entertainment Centre

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Katie Boyd - Manager - Proserpine Entertainment Centre

AUTHORISING OFFICER: Julie Wright - Director Community Services

PRESENTED FOR: Decision

ATTACHMENTS

1. Logo Design - Proserpine Entertainment Centre [**13.4.3.1** - 1 page]

PURPOSE

The intention is to give the Proserpine Entertainment Centre (PEC) a clear identity, and remain visibly aligned to Whitsunday Regional Council.

OFFICER'S RECOMMENDATION

That Council:

a) adopt the proposed logo for the Proserpine Entertainment Centre (PEC), and,
b) endorse the development of a style guide to govern the usage and application of the logo.

BACKGROUND

The PEC venue is a rebuild of a much-loved and well-utilised establishment, with a new management model. As the building is very different to what existed pre-cyclone it is proposed the branding reflects the transformation also.

DISCUSSION/CURRENT ISSUE

The marketing of an entertainment, event and function centre differs from the everyday business activities of Council. Therefore, it is considered, the proposed branding will allow for a visible distinction to be made between hires and entrepreneurial content without locking the PEC into any particular theme or genre. This allows Council to target a wide range of events from conferences to exhibitions, banquets to cabarets and everything in between.

The rebuilt PEC remains a community venue at heart which is reflected through the colours associated with Council's logo.

It is proposed the new logo, will also allow for a greater cut-through in marketing and exposure for events being held at the PEC, as it becomes a place that people actively search for information about.

The proposed direction will enable a full brand Style Guide to be developed including:

Logo and logo guide
Colour palette
Typography
Provision of brand elements

Digital templates
- Social media tiles
- Banners
- Template for internal TV screens for What's On etc

DL Brochure template
Scalable poster template
Pull-up banner template
Provision of PNG/JPG and eps and/or AI files for logos and brand elements, with full rights to Whitsunday Regional Council for future re-productive use.

The PEC website is currently under construction which is anticipated to go live in mid-December. The intent of the website is to adopt the brand elements of the new logo along with the style guide descriptions.

STATUTORY/COMPLIANCE MATTERS

N/A

STRATEGIC IMPACTS

Provide high quality recreational facilities that are well utilised by the local community and visitors alike.
Provide fun, welcoming spaces that connect and engage the community through a variety of innovative resources, programs and activities.

FINANCIAL IMPLICATIONS

The proposed logo design and style guide development are allocated in the PEC 2021/2022 budget.

CONSULTATION/ENGAGEMENT

Manager Communication and Marketing
Communications and Marketing Team

RISK ASSESSMENT

The risk of not adopting a separate logo and branding for the PEC may restrict the marketing of the venue to attract events and performances from outside the region to offer to the community and prospective patrons.

TIMINGS/DEADLINES

It is anticipated that the logo and branding form part of the website build and ticketing system online presence and forms a pivotal part of the launch process.

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No

ALTERNATIVES CONSIDERED

Options	Description	Positives	Negatives
Option 2	No alternative logo (use existing Council logo)	No specific style guide required	No independent identity; Potential to be seen as a Community Centre by external parties

CLIENT WHITSUNDAY REGIONAL COUNCIL

WORK PROSERPINE ENTERTAINMENT CENTRE LOGO DESIGN 1





[redacted]

13.4.4 - Donation and In-Kind Requests up to $2,000.00 - October & November 2021

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Emily Hart - Community Development Officer

AUTHORISING OFFICER: Julie Wright - Director Community Services

PRESENTED FOR: Information

ATTACHMENTS

Nil

PURPOSE

To advise Council of the Donations and In-Kind support up to $2,000.00 provided for the months of October and November 2021.

OFFICER'S RECOMMENDATION

That Council endorse the Donations and In-Kind support provided for the months of October and November 2021 to the following recipients:

a) Whitsunday Probus Club – Transport to/from Collinsville - $1,000.00
b) Whitsunday Community Garden Inc. – Mulch and Fruit Trees - $1,180.00
c) Whitsunday Rotary Club – Carols by the Beach - $200.00
d) Proserpine State School – Community Carols by Candlelight - $2,000.00
e) Coalface Experience – 2021 Miners Memorial Day - $200.00 (In-Kind)

BACKGROUND

As per resolution 2020/05/13.13, Council resolved to:

a) Authorise the Chief Executive Officer to approve:
   Request for Donation on Council Fee applications, and
   Request for Donations, Sponsorships and In-Kind Support applications up to the value of $2,000.00, and
b) Approve the submission of a monthly report listing the applications processed.

DISCUSSION/CURRENT ISSUE

Council receives requests for assistance from community and sporting groups with most requests for amounts not exceeding $2,000.00. In the months of October and November 2021, the following donations were provided:

Organisation Name	Description	Donation Amount	In-Kind Support
Whitsunday Probus Club	Transport to/from Collinsville	$1,000.00	N/A
Whitsunday Community Garden Inc.	Mulch and Fruit Trees	$1,180.00	N/A

Whitsunday Rotary Club	Carols by the Beach	$200.00	N/A
Proserpine State School	Community Carols by Candlelight	$2,000.00	N/A
Coalface Experience	2021 Miners Memorial Day	N/A	$200.00
Total for October and November 2021		**$4,380.00**	**$200.00**

STATUTORY/COMPLIANCE MATTERS

Local Government Act 2009
Local Government Regulation 2012

STRATEGIC IMPACTS

Facilitate, foster and encourage region wide activities and programs that engage our community.

FINANCIAL IMPLICATIONS

The funds were taken from JC: 2967.11074 – Community Donations (2967) / Donations (11074).

Description	Amount
2021/22 Budget	$100,000.00
Actual + Commitment Spend	$26,827.00
YTD Remaining Budget	**$73,137.00**

CONSULTATION/ENGAGEMENT

Manager Community Development & Libraries

RISK ASSESSMENT

There is a financial cost to Council, however the assistance provided will support the activities of community and sporting groups in the Whitsunday Region.

TIMINGS/DEADLINES

N/A

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No

ALTERNATIVES CONSIDERED

N/A

13.5.1 - Infrastructure Services Capital Progress Report - October 2021

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Gabrielle Gray - Administration Coordinator

AUTHORISING OFFICER: Adam Hagy - Director Infrastructure Services

PRESENTED FOR: Information

ATTACHMENTS

1. Capital Delivery Financials up to October 2021 [**13.5.1.1** - 3 pages]

PURPOSE

To inform Council on progress of Capital Projects being undertaken during the 2021/2022 Financial Year up to the end of October 2021.

OFFICER'S RECOMMENDATION

That Council receives the Infrastructure Services Capital Progress Report for the month of October 2021.

BACKGROUND

Resolution 2021/06/28.26 Budget for Financial Year 2021/2022 (including a two year forward estimate).

Resolution 2021/03/24.28 WRC Delivery of Works Shute Harbour Road to Tropic Road.

DISCUSSION/CURRENT ISSUE

The report provides a summary of key Capital projects underway during the 2021/2022 financial year. The report also includes multi-year projects that remain active and carry over to the 2021/2022 financial year.

Current Financial Progress of Major Projects, W4Q programs, Infrastructure Capital Delivery is $12,522,770 actual out of a $42.6 million overall budget.

Other Capital Projects such as Shute Harbour, DRFA works, and Water & Wastewater are the subject of separate reports.

Project Delivery Status:

MAJOR PROJECTS

Projects Currently Underway:

Proserpine Entertainment Centre (PEC):
Budget - $18,813,687.20. Projected spend - $18,013,745
Completion expected – Dec 2021. Completion actual – Ongoing

Works are progressing well on site for completion at the end of the calendar year.

Lake Proserpine:
Budget - $3,153,007. Projected spend - $3,153,000
Completion expected – June 2020. Completion actual – Ongoing

The environmental approval has been provided for the sewer treatment plant, we are now in final discussions with Sunwater regarding the proposed installation.

PAB - 7 Chapman Street – Carpark:
Budget - $1,050,538. Projected spend - $980,000
Completion expected – Feb 2021. Completion actual - Ongoing

Install of the security measures has commenced late in the month and is expected to complete in November. Council received confirmation that all LRCI funded projects are extended until June 2022 allowing ample time to complete all planned works.

Flagstaff Hill:
Budget - $4,000,000. Projected spend - $4,000,000
Completion expected – Oct 2021. Completion actual – Oct 2021

The building was officially opened late October with minor works to follow in November.

WORKS FOR QUEENSLAND PROJECTS ROUND 3 2019/2020 to 2020/2021 $3.61 million

Projects Completed:
Henry Darwen Park Stage 2 (Bowen):
Budget - $377,517. Projected spend - $391,082
Completion expected – June 2021. Completion actual – July 2021

Cannonvale Lakes Stage 3 (Cannonvale):
Budget - $312,630. Projected spend - $394,872
Completion expected – June 2021. Completion actual – Sept 2021

Collinsville Tennis Court Upgrade:
Budget - $116,000. Projected spend - $144,355
Completion expected – June 2021. Completion actual – Sept 2021

Projects Currently Underway:

Airlie Beach Movie Screen (Airlie Beach):
Budget - $353,922. Projected spend - $350,000
Completion expected – June 2021. Completion actual – Oct 2021

The movie screen was completed early in October with the first event successfully carried out on October 16th. Minor defects and additions are being finalised in November and the asset handed to Community to manage.

COVID WORKS FOR QUEENSLAND PROJECTS 2020/2021 $2.72 million

Projects Completed:
Bowen Aerodrome Work Camp Superstructure Renewal:
Budget - $95,865. Projected spend - $86,352
Completion expected – June 2021. Completion actual – July 2021

Bowen Water Park Renewal:
Budget - $100,000. Projected spend - $88,514
Completion expected – June 2021. Completion actual – Sept 2021

Projects Currently Underway:

Proserpine Aquatic Facility Residence Demolition and Kiosk Renewal:
Budget - $ 313,800. Projected spend - $556,754
Completion expected – June 2021. Completion actual - Ongoing

The new kiosk has been completed except for minor issues relating to an Ergon power supply amendment.

Bowen Aquatic Facility Town Pool Amenity Upgrade:
Budget - $367,235. Projected spend - $635,433
Completion expected – June 2021. Completion actual – Ongoing

Works have suffered some delays due to the need to remove asbestos and some material delays. The upgrades should be complete in November.

Continuation of Pedestrian Path Lighting Airlie Foreshore:
Budget - $100,000. Projected spend - $120,000
Completion expected – June 2021. Completion actual – Ongoing

Quotes are due to be received early November, with the expectation that the project be re-awarded immediately afterwards to allow works to progress prior to the end of the year.

Collinsville Pool Amenities and Kiosk Upgrade:
Budget - $142,610. Projected spend - $203,340
Completion expected – June 2021. Completion actual – Ongoing

Despite some delays experienced, the final works progressed well late in October with the new amenities being close to completion.

WORKS FOR QUEENSLAND PROJECTS ROUND 4 2021/2024 $3.84 million

Airlie Lagoon Lighting Improvements
Budget - $500,000 Projected spend – $150,000
Completion expected – June 2022. Completion actual – Ongoing

Quotes have been received and clarifications sought at the end of October. The contract will be awarded early in November with the program showing completion is expected by March.

Astro-Turfing of the Airlie Beach Lagoon 'Beach Area'
Budget - $125,711 Projected spend – $125,711
Completion expected – June 2022. Completion actual – Ongoing

Works are to be planned for a quieter time at the lagoon, likely in March 2022 to reduce complaints and disruption.

Bowen WTP Intake, Switchboard and Structure
Budget – $300,500 Projected spend – $300,500
Completion expected – June 2022. Completion actual – Ongoing

Initial planning has commenced with the electrical specification being finalised. Structural works have been scoped. An RFQ will be issued in the coming weeks once all information is available.

Brandy Creek – New Amenities
Budget - $140,332 – Projected spend – $140,332
Completion expected – June 2022. Completion actual – Ongoing

Planning of the new amenities is in the early stages, with construction expected after the wet season.

Case Park Walking Track Bowen
Budget – $383,500 Projected spend – $383,500
Completion expected – April 2022. Completion actual – Ongoing

A concept design has been sent to residents/owners backing onto the walking track for information and any comment on the potential to install low impact solar bollard lighting. Works are currently planned to commence after the Christmas break.

Collinsville Aquatic Facility – Pool Retiling Renewal
Budget - $140,400 Projected spend – $140,400
Completion expected – Sept 2022. Completion actual – Ongoing

Investigations will take place over the coming months to clarify the scope and plan for carrying out works during the winter closure.

Collinsville Community Centre – Exterior Painting Program
Budget – $68,000 Projected spend – $68,000
Completion expected – June 2022. Completion actual – Ongoing

This project is currently expected to commence after the wet season once RFQ documents are put together.

Dingo Beach Bollards (Proserpine)
Budget - $107,500 – Projected spend – $107,500
Completion expected – Dec 2021. Completion actual – Ongoing

Materials have been procured and a contractor sourced to install. Works are planned to start early in November and complete shortly afterwards.

Front Beach Skate Bowl Timber Replacement Bowen
Budget - $172,000 – Projected spend – $172,000
Completion expected – Dec 2021. Completion actual – Ongoing

Quotes have been received for the works and are being assessed late in October. Due to long lead times on the materials the works are not expected to commence until February.

Gloucester Sports Park Access and Car Park Reconstruction and Seal
Budget - $300,000 – Projected spend – $300,000
Completion expected – June 2022. Completion actual – Ongoing

Final design is awaiting test results of the existing pavement and materials to finalise the pavement design, this will reduce risk of variation. Works are planned to commence prior to Christmas and complete in the first quarter of 2022.

Greening & Growing Bowen 3 – Recycled Water Network Extension
Budget – $428,000 Projected spend – $428,000
Completion expected – June 2022. Completion actual – Ongoing

The works are currently planned to commence early in 2022 to provide irrigation in the lead up to the dry season.

Hydro Therapy Rehabilitation Above Ground Pool
Budget - $75,000 Projected spend – $75,000
Completion expected – June 2022. Completion actual – Ongoing

Due to the current works happening at the pool it is not expected that the hydrotherapy pool will progress until later this financial year. This will allow suitable planning and understanding of the scope of works and minimal disruption to users of the pool.

Lions Lookout & Carpark Upgrade – Shute Harbour
Budget - $475,000 Projected spend – $475,000
Completion expected – June 2022. Completion actual – Ongoing

Final design is awaiting test results of the existing pavement and materials to finalise the pavement design, this will reduce risk of variation. Works are planned to commence prior to Christmas and complete in the first quarter of 2022. The renewal of the park assets at the lookout will follow later in the financial year.

Mullers Lagoon Bridge x 2 Upgrade – Bowen
Budget - $124,057 Projected spend – $280,000
Completion expected – Dec 2021. Completion actual - Ongoing

Clarifications were sought throughout October with assessment finalised late in the month. The contract will be awarded early in November with the bridges expected to be designed and manufactured over the next few months and installation planned around March 2022.

Sewer Relining – Regional
Budget - $500,000 Projected spend – $500,000
Completion expected – Dec 2021. Completion actual – Ongoing

Initial works have progressed and communication with affected residents has received positive feedback. Works will continue for the coming months.

INFRASTRUCTURE SERVICES CAPITAL DELIVERY PROGRAM 2020/2021

Projects Completed:
Calista Ct footpath:
Budget - $22,000. Projected spend - $10,000
Completion expected – Aug 2021. Completion actual – July 2021
Waterson Way temporary car park:
Budget - $375,000. Projected spend - $100,000
Completion expected – Sept 2021. Completion actual – Aug 2021
Roma Peak Road Floodways:
Budget - $151,690. Projected spend - $177,395
Completion expected – Oct 2021. Completion actual – Sept 2021
Gloucester Avenue Floodways:
Budget - $150,000. Projected spend - $99,742
Completion expected – Oct 2021. Completion actual – Sept 2021

Projects Currently Underway:

Assets Renewal Parks and Gardens:
Budget - $352,150. Projected spend - $352,150
Completion expected – June 2022. Completion actual – Ongoing

Various asset renewal packages have progressed, with additional works to be planned throughout the financial year. Renewal of park equipment at Queen's Beach and Hydeaway Bay are currently being planned.

Construction of Lagoon Deck and Shared Cycle Path:
Budget - $500,000. Projected spend - $815,000
Completion expected – June 2021. Completion actual – Ongoing

Footings, posts and joists have all been installed plus feature walls fronting the lagoon have been completed to match existing. Decking will progress over November with completion planned at the end of the month.



Airlie Beach Lagoon Deck

Unsealed Roads Re-sheeting Program 20/21:
Budget - $1,300,000. Projected spend - $1,388,000
Completion expected – June 2021. Completion actual – Ongoing

Works on Strathalbyn Road continue through the contractors engaged for the DRFA programs with Tondara Road having been recently completed. Infill works and top up of gravel will ensure these roads are brought up to standard throughout with Council's funds.

Ted Cunningham Bridge Upgrade:
Budget - $4,600,000. Projected spend - $4,600,000
Completion expected – June 2022. Completion actual – Ongoing

The contractor mobilised to site in October, installing a piling pad across the river and proceeding with installing the first pile sleeves nearest the Bowen River Hotel. Piles are

expected to be poured early in November and precast items continuing to be poured off-site and made available for delivery.



Ted Cunningham Bridge Upgrade

Reseal Program 2020/2021:
Budget - $789,603. Projected spend - $732,853
Completion expected – June 2021. Completion actual – Ongoing

We still await the contractor to find availability to rectify works on Horseshoe Bay Road. Other works outside of the region have kept the contractor away from the area.

Regional Floodway Program 21/22:
Budget - $900,000. Projected spend - $900,000
Completion expected – June 2022. Completion actual – Ongoing

The Bowen team have completed four floodways on Summer Hills Road and will move onto Bootoloo Road and Reeves Road.
Around Proserpine our team has installed side tracks at Wilson Road, Rosetti Road and Muller Road to complete these three floodways in November.

Forestry Road Upgrade:
Budget - $1,000,000. Projected spend - $1,000,000
Completion expected – June 2021. Completion actual – Ongoing

This project is on hold while our team works on the TMR project.

Port of Airlie Terminal Upgrade:
Budget - $55,423. Projected spend - $55,423
Completion expected – May 2022. Completion actual – Ongoing

Our contractor has been unable to commence works so far due to commitments elsewhere. The works may be planned for after Christmas if completion cannot be achieved prior to the Christmas shut down.

Collinsville Water Park:

Budget - $1,200,000. Projected spend - $1,200,000
Completion expected – Dec 2021. Completion actual – Ongoing

Since commencing on site the contractor has progressed very quickly with the water park plumbing, footings and splashpad. The footings have been poured and the splash pad is planned to pour mid-November. Once the plumbing application is finalised the toilet/pump room will commence. Water features are expected to turn up late in November. Completion is still expected early in December, although an electrical issue is being resolved that may require temporary measures to allow for commissioning and opening.



Collinsville Water Park

Cannonvale Skate Bowl reconstruction:
Budget - $300,000. Projected spend - $300,000
Completion expected – Dec 2021. Completion actual – Ongoing

Concept design was shown to the community mid-October with some mixed feedback. The design is now being amended to allow for future additional skating features and will be shown to the public once finalised. Works are expected to commence closer to Christmas for the initial stage and complete in February.

TMR early works:
Budget - $5,000,000. Projected spend - $10,000,000+
Completion expected – Nov 2021. Completion actual – Ongoing

The tender of the water and sewer works was released to the open market with a briefing provided to contractors late in the month. Early works are continuing with the Waite Creek path culvert close to completion and the first section of path to be poured early in November to allow progress on the extension of the large culvert under Shute Harbour Road.

Reseal Program 21/22:
Budget - $809,947. Projected spend - $809,947
Completion expected – June 2022. Completion actual – Ongoing

The reseal list is being finalised following feedback from asset inspectors throughout the region. These works will be submitted for quotes once the list is confirmed.

Catalina Shared Path:
Budget - $30,000. Projected spend - $95,000
Completion expected – Dec 2021. Completion actual – Ongoing

Following approval of the updated design the materials are being procured to allow works to commence after Christmas.

Gregory/Williams roundabout, Bowen:
Budget - $469,000. Projected spend - $469,000
Completion expected – June 2022. Completion actual – Ongoing

Initial scoping and design progressed late in the month and will continue until early 2022. Works are planned for after the wet season.

Unsealed Roads Re-sheeting Program 21/22:
Budget - $1,200,000. Projected spend - $1,200,000
Completion expected – June 2022. Completion actual – Ongoing

The re-sheeting list is being finalised to tie in with maintenance grading and DRFA works. Once the list is available the roads for this year's program will be provided.

Barker Park upgrade:
Budget - $193,000. Projected spend - $193,000
Completion expected – Mar 2022. Completion actual – Ongoing

A final meeting to confirm the scope of works is to be carried out in November for RFQ documents to be completed and sent to the market. Works will then be expected to complete early next year.

Bowen Front Beach irrigation upgrade:
Budget - $46,000. Projected spend - $46,000
Completion expected – Dec 2021. Completion actual – Ongoing

RFQ documents are with contracts for sending to the market.

Queens Beach basketball lighting:
Budget - $20,000. Projected spend - $20,000
Completion expected – Mar 2022. Completion actual – Ongoing

Lighting locations are being finalised to best suit the area. This will allow RFQ documents to be finalised and sent for quote.

STATUTORY/COMPLIANCE MATTERS

N/A

STRATEGIC IMPACTS

Meet Capital Works Delivery targets and ensure budget, time, and quality is maintained.

FINANCIAL IMPLICATIONS

Refer Attachment 1 for summary project expenditure report.

CONSULTATION/ENGAGEMENT

Director Infrastructure Services
Infrastructure Services Project Control Group

RISK ASSESSMENT

N/A

TIMINGS/DEADLINES

N/A

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No

ALTERNATIVES CONSIDERED

N/A

Attachment 13.5.1.1 Capital Delivery Financials up to October 2021

Capital Projects as at 31st October 2021		37,197,637	5,428,479	42,626,116	12,522,770	30,103,346
Grouping	**Description**	**Total Annual Current Budget**	**Carry over Budget 2020.21**	***Current Budget plus Carry Over 2020.21**	**Actuals to Date**	***Remaining Budget $**
W4Q COVID19	Bowen Aerodrome Work Camp Dwelling - Superstructure Renewal	90,529	1,713	92,242	84,354	7,888
W4Q COVID19	Bowen Aquatic Facility - town pool amenity upgrade	315,629	6,473	322,102	268,424	53,678
W4Q COVID19	Bowen Water Park renewal	184,914	(100)	184,814	82,828	101,986
W4Q COVID19	Collinsville Aquatic Facility - town pool amenity and kiosk upgrade	267,956	(14,596)	253,360	110,057	143,303
W4Q COVID19	Continuation of Pedestrian Path Lighting Airlie Foreshore	-	113,535	113,535	663	112,872
W4Q COVID19	Proserpine Aquatic Facility - residence demolition and kiosk renewal	266,526	3,997	270,523	371,737	(101,214)
W4Q COVID19	Wangaratta Caravan Park Swimming Pool refurbishment	-	-	-	2,397	(2,397)
W4Q COVID19	Whitsunday Coast Airport - Roof rectification Works	693,358	(53,995)	639,363	264,368	374,995
W4Q COVID19 Total		**1,818,912**	**57,027**	**1,875,939**	**1,184,828**	**691,111**
W4Q 2019.20	W4Q - Bridge Upgrade on Bicentennial Boardwalk - CW 1920	85,446	(76,367)	9,079	-	9,079
W4Q 2019.20	W4Q - Henry Darwen Park Stage 2 - CW 1920	-	207,638	207,638	221,203	(13,565)
W4Q 2019.20	W4Q - Lions Park, Bowen - CW 1920	-	65,553	65,553	68,514	(2,961)
W4Q 2019.20	W4Q - Movie Screen - CW 1920	-	285,472	285,472	226,805	58,667
W4Q 2019.20	W4Q - Railway Road Stage 1 - CW 1920	437,808	-	437,808	(50,602)	488,410
W4Q 2019.20	W4Q - Cannonvale Lakes Stage 3 (part 2)	-	379,100	379,100	348,193	30,907
W4Q 2019.20	W4Q - Darcy Munro & Pelican Park, Collinsville - Playground	-	-	-	16,932	(16,932)
W4Q 2019.20	W4Q - Scottville - Playground Upgrade	-	-	-	16,933	(16,933)
W4Q 2019.20	W4Q - Collinsville Tennis Court Upgrade	-	110,829	110,829	139,184	(28,355)
W4Q 2019.20 Total		**523,254**	**972,225**	**1,495,479**	**987,162**	**508,317**
Major Projects : Proserpine Entertainment Centre	Proserpine Entertainment Centre (PEC) - JC#4926	8,908,468	1,322,841	10,231,309	4,758,624	5,472,685
Major Projects : Proserpine Entertainment Centre Total		**8,908,468**	**1,322,841**	**10,231,309**	**4,758,624**	**5,472,685**
Major Projects : Lake Proserpine	Lake Proserpine Recreation Hub - Stage 1 - CW 18-19	-	423,506	423,506	34,197	389,309
Major Projects : Lake Proserpine Total		**-**	**423,506**	**423,506**	**34,197**	**389,309**
Major Projects : Flagstaff Hill	Flagstaff Hill Cultural and Conference Centre - JC#5617	2,023,090	260,350	2,283,440	2,216,920	66,520
Major Projects : Flagstaff Hill Total		**2,023,090**	**260,350**	**2,283,440**	**2,216,920**	**66,520**
Infrastructure Services	Assets Renewal Parks and Gardens	352,150	106,724	458,874	119,291	339,583
Infrastructure Services	Construction of Lagoon Deck and Shared Cycle Path	466,000	(24,982)	441,018	307,517	133,501
Infrastructure Services	Dodd Street Shared Footpath	-	67,064	67,064	4,727	62,337
Infrastructure Services	Edgecumbe Heights Walking Tracks Upgrade	1,155,500	(2,415)	1,153,085	-	1,153,085
Infrastructure Services	Forestry Road	975,969	(49,931)	926,038	179,163	746,875
Infrastructure Services	Hillview Road Kerb and Channel	-	113,515	113,515	350	113,165
Infrastructure Services	Reflect Application Redesign and Reimplementation	50,000	-	50,000	-	50,000

Infrastructure Services	Ted Cunningham Bridge Upgrade	4,577,165	6,874	4,584,039	97,277	4,486,762
Infrastructure Services	Unsealed Roads Creek Crossing Upgrade Program	895,041	1	895,042	143,637	751,405
Infrastructure Services	Unsealed Roads Resheeting Program	1,200,948	586,591	1,787,539	631,218	1,156,321
Infrastructure Services	Wilson Beach Swimming Enclosure Refurbishment	350,000	-	350,000	-	350,000
Grouping	**Description**	**Total Annual Current Budget**	**Carry over Budget 2020.21**	***Current Budget plus Carry Over 2020.21**	**Actuals to Date**	***Remaining Budget $**
Infrastructure Services	Bowen Aerodrome Runway Reseal Project	500,000	(15,168)	484,832	156,242	328,590
Infrastructure Services	Flagstaff Hill Roadworks	-	19,303	19,303	-	19,303
Infrastructure Services	Gloucester Avenue Floodways	-	144,251	144,251	62,639	81,612
Infrastructure Services	Thurso Road culvert replacement	-	46,836	46,836	63,739	(16,903)
Infrastructure Services	Roma Peak Road floodways	151,690	(21,021)	130,669	194,567	(63,898)
Infrastructure Services	Collinsville Water Park	1,050,000	145,258	1,195,258	319,100	876,158
Infrastructure Services	TMR early works - Paluma Rd to Tropic Rd	4,250,000	636,588	4,886,588	368,247	4,518,341
Infrastructure Services	Barker Park (Tracks Design) - Bowen	193,000	-	193,000	196	192,804
Infrastructure Services	Front Beach Main Irrigation Line Renewal - Bowen	46,000	-	46,000	587	45,413
Infrastructure Services	Queensbeach basketball lighting - Bowen	20,000	-	20,000	587	19,413
Infrastructure Services	New Cannonvale Skate Bowl	300,000	(1,304)	298,696	17,176	281,520
Infrastructure Services	Catalina shared path	30,000	-	30,000	2,638	27,362
Infrastructure Services	Heavy Formation Grading	400,000	-	400,000	66,937	333,063
Infrastructure Services	Gumlu School Bus Stop	65,000	-	65,000	-	65,000
Infrastructure Services	Scottville Road shared path missing link	230,000	-	230,000	-	230,000
Infrastructure Services	Waterson Way car park construction and seal	375,000	-	375,000	85,900	289,100
Infrastructure Services	Calista Court Footpath	22,000	-	22,000	7,148	14,852
Infrastructure Services	Up River Road Culvert Upgrade	350,000	-	350,000	-	350,000
Infrastructure Services	Harbour Avenue Remedial Stormwater Works	51,503	-	51,503	-	51,503
Infrastructure Services	Bus Stop Shelter Program	95,000	-	95,000	-	95,000
Infrastructure Services	Passenger Transport Accessible Infrastructure Program	100,000	-	100,000	-	100,000
Infrastructure Services	Choose Collinsville Project	1,000,000	-	1,000,000	-	1,000,000
Infrastructure Services	Collinsville RV Roads Improvements	22,000	-	22,000	-	22,000
Infrastructure Services	Reseal Program 2020/2021	-	641,137	641,137	360,296	280,841
Infrastructure Services	Reseal Program 2021/2022	809,947	-	809,947	-	809,947
Infrastructure Services Total		**20,083,913**	**2,399,321**	**22,483,234**	**3,189,178**	**19,294,056**
W4Q Round 4 2021.22	Airlie lagoon lighting improvements	500,000	-	500,000	8,743	491,257
W4Q Round 4 2021.22	Collinsville Community Centre - Exterior painting program	68,000	-	68,000	49	67,951
W4Q Round 4 2021.22	Case Park Walking Track Bowen	383,500	-	383,500	7,646	375,854
W4Q Round 4 2021.22	Dingo Beach Bollards	107,500	-	107,500	26,283	81,217
W4Q Round 4 2021.22	Front Beach Skate Bowl Timber Replacement Bowen	172,000	-	172,000	2,289	169,711
W4Q Round 4 2021.22	Hydro Therapy Rehabilitation Above Ground Pool	75,000	-	75,000	49	74,951
W4Q Round 4 2021.22	Turfing of the Airlie Beach Lagoon 'Beach Area'	125,711	-	125,711	49	125,662
W4Q Round 4 2021.22	Mullers Lagoon bridge x 2 upgrade - Bowen	124,057	-	124,057	2,766	121,291
W4Q Round 4 2021.22	Gloucester sports park access and car park reconstruction and seal	300,000	-	300,000	24,388	275,612
W4Q Round 4 2021.22	Lions Lookout & Carpark Upgrade - Shute Harbour	475,000	(6,791)	468,209	10,653	457,556

W4Q Round 4 2021.22	Greening and Growing Bowen 3 - recyled water network extension	428,000	-	428,000	-	428,000
W4Q Round 4 2021.22	Sewer Relining - Regional possible PFAS Infiltration	500,000	-	500,000	68,431	431,569
W4Q Round 4 2021.22	Collinsville Aquatic Facility - pool retiling renewal	140,400	-	140,400	49	140,351
W4Q Round 4 2021.22	Brandy Creek - New Amenities	140,332	-	140,332	387	139,945
W4Q Round 4 2021.22	Bowen WTP Intake, Switchboard and Structure	300,500	-	300,500	81	300,420
W4Q Round 4 2021.22 Total		**3,840,000**	**(6,791)**	**3,833,209**	**151,861**	**3,681,348**
Grand Total		**37,197,637**	**5,428,479**	**42,626,116**	**12,522,770**	**30,103,346**

13.5.2 - Whitsunday Water and Waste Business Activity Report October 2021

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Shannon Lorraway - Admin Coordinator Whitsunday Water

AUTHORISING OFFICER: Adam Hagy - Director Infrastructure Services

PRESENTED FOR: Information

ATTACHMENTS

1. Business Activity Report - Whitsunday Water & Waste - October 2021 [**13.5.2.1** - 9 pages]
2. Water and Sewerage Monthly Performance 31 October 2021 [**13.5.2.2** - 2 pages]
3. Water and Sewerage Balance Sheet 31 October 2021 [**13.5.2.3** - 1 page]
4. Whitsunday Waste Facilities Monthly Performance 31 October 2021 [**13.5.2.4** - 1 page]
5. Whitsunday Waste Facilities Balance Sheet 31 October 2021 [**13.5.2.5** - 1 page]
6. Whitsunday Waste Facilities Performance Data 31 October 2021 [**13.5.2.6** - 1 page]

PURPOSE

To provide Council with information on the operational performance of the Whitsunday Water and Waste business activity.

OFFICER'S RECOMMENDATION

That Council receive the Whitsunday Water and Waste Business Activity Report for October 2021.

BACKGROUND

Reports are prepared for each business activity of Council. The previous report for Whitsunday Water and Waste submitted to Ordinary Council Meeting held on 28 October 2021 which detailed the month of September 2021. Resolution 2021/10/28.27.

DISCUSSION/CURRENT ISSUE

The Whitsunday Water & Waste Business Activity Report provides a high level overview of operational undertakings of the Water, Sewer and Waste business activity for the month of October 2021.

STATUTORY/COMPLIANCE MATTERS

Water Act 2000 (QLD)
Water Supply (Safety and Reliability) Act 2008 (QLD)
Local Government Act 2009 (QLD)
Public Health Act 2005 (QLD)
Plumbing and Drainage Act (QLD), 2018
Plumbing and Drainage Regulation (QLD), 2019
Environmental Protection Act 1994 (QLD)
Ombudsman Act 2001 (QLD)
Waste Reduction & Recycling Act 2011
Waste Reduction and Recycling (Waste Levy) Amendment Act 2019
Environmental Protection Act 1994

Environmental Protection Act (Waste Management) Regulation 2000

STRATEGIC IMPACTS

Provide reliable, safe, secure, environmentally responsible, and affordable water and waste services.

FINANCIAL IMPLICATIONS

N/A

CONSULTATION/ENGAGEMENT

Chief Operating Officer Whitsunday Water
Administration Coordinator Whitsunday Water
Management Accountant Whitsunday Water
Capital Works Project Manager
Manager Waste & Recycling Services
Manager Network Operations
Manager Treatment Operations
Principal Engineer Civil & Environmental
Principal Engineer Waste & Wastewater Treatment Operations

RISK ASSESSMENT

N/A

TIMINGS/DEADLINES

N/A

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

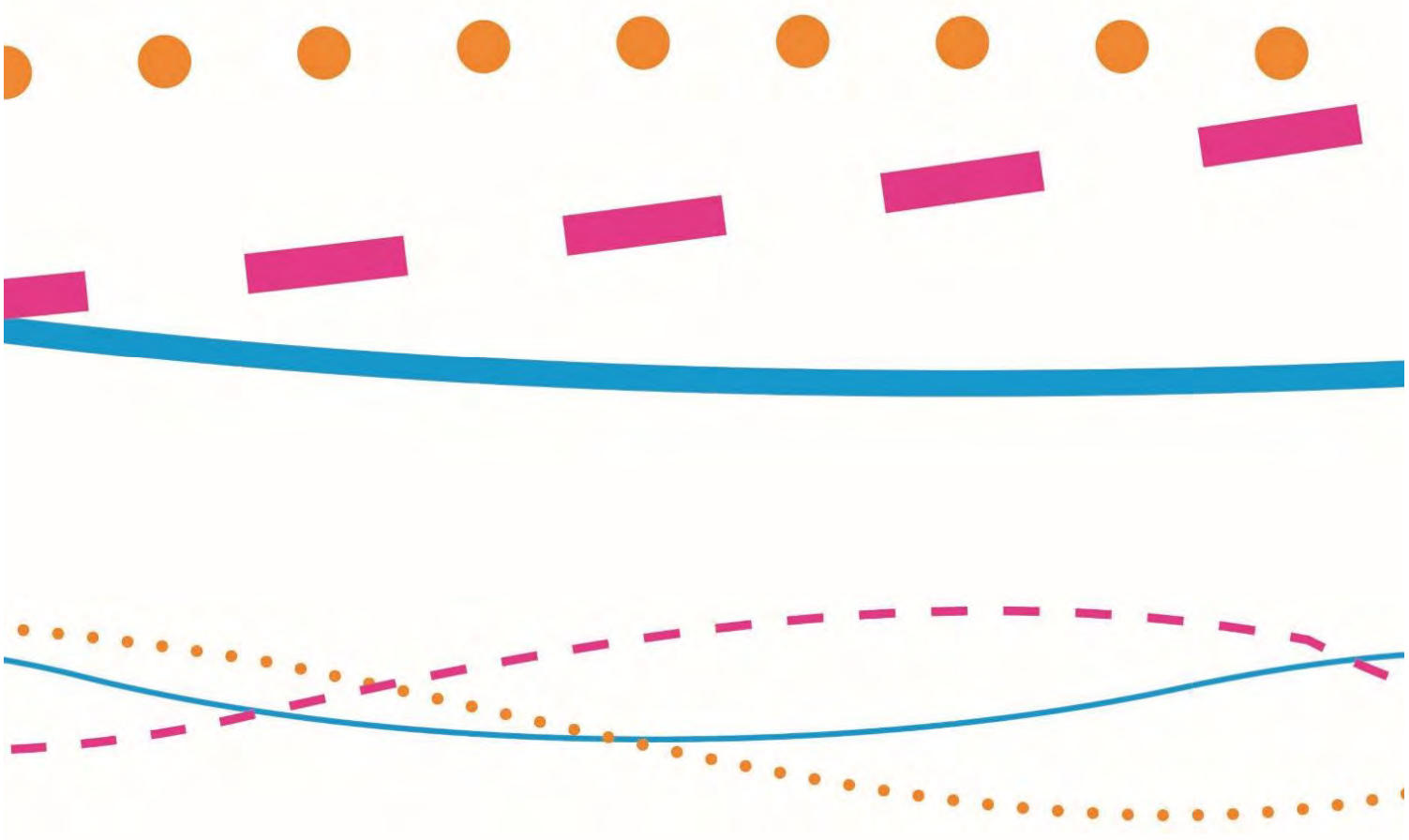
No

ALTERNATIVES CONSIDERED

N/A

Whitsunday Water & Waste

Business Activity Report | October 2021



Overview of Operational Undertakings

The following information provides a high-level overview of operational undertakings of the water, sewer and waste business activity for the month of October 2021.

A total of two hundred and twelve (212) requests were received in October 2021.

The tables below display the contribution of each customer request category to the total.

	Scheme			
Category Water	Bowen	Coastal	Collinsville	Proserpine
Low water pressure	1	2	-	1
Water planned interruption	-	1	-	1
No water	-	1	-	-
Fire Hydrants	2	-	-	1
Water unplanned interruption	1	2	-	-
Dirty Water/Quality	-	1	-	-
Water Main Broken/Leaking	2	6	-	1
Water other	4	11	5	3
Water Meter Damaged/Leaking	3	5	-	1
Water Service Broken/Leaking	7	14	3	8
Water Connections	3	4	-	1

	Scheme			
Category Sewer	Bowen	Coastal	Collinsville	Proserpine
House pump alarm	-	1	-	-
Manholes	-	-	-	1
Pump stations	-	-	-	-
Sewer mains	-	2	1	1
Sewer odour	-	2	-	-
Sewer overflows and blockages	-	3	1	-
Sewer other	-	1	-	-

	Scheme			
Category Waste	Bowen	Coastal	Collinsville	Proserpine
Additional Bin Service - Recycling	1	1	-	-
Additional Bin Service - Waste	-	-	-	-
Missed Bin Service - Recycling	2	4	1	2
Missed Bin Service - Waste	7	2	7	3
New Bin Service – Waste & Recycling	3	8	-	5
Repair Replacement Bin - Recycling	4	3	1	-
Repair Replacement Bin – Waste	23	12	6	9

The following **Top 3** prioritised current projects for each work section in the WW business unit is summarised below:

Asset Management

Review Planning and Development matters.

Network prioritisation review with Networks team for capital works 2021/22.

Waste EPO rectification at Bowen and Proserpine.

Management Accountant

Waste price path action – assist the team in review of Greentec Landfill Development Plan and conversion into 10-year Capital Plan and 20-year landfill provision.

Complete Quarter 1 budget review and Quarter 1 KPI and financial targets reporting to water, sewer and waste.

Progress business improvement action – Water Meters Project.

Network Operations

Assisted the GIS and Plumbing Department Team with the Regional Backflow Device information and locations.

Assisted the Capital Works Team with the Sewer Relining Project installing sewer boundary risers.

The Networks Operations Team has designed and installed a Unit to modify the Leachate leaving the Kelsey Creek Refuse site to be treated at the Proserpine Wastewater Treatment Plant with minimal impact to the operations of the Plant.

Treatment Operations

Bowen STP – replacement of MBR actuators due to issues and defect management/rectification with Aquatec Maxcon during the defects and liability period.

Proserpine STP – plant optimisation and Asset Upgrade Augmentation investigation, using nitrogen cycle and online analysers in partnership with Jacobs and Mackay Regional Council.

Cannonvale STP – major plant shut-down achieved with no major issues to allow Ergon to replace main incoming power transformer.

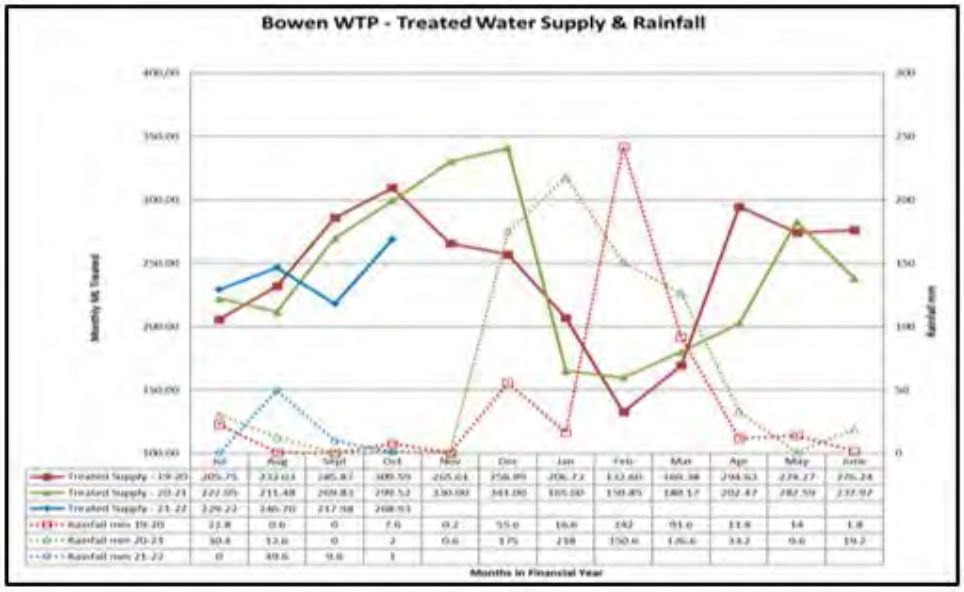
Principal Engineer

Review and update of the Trade Waste Policy and Trade Waste Environmental Management Plan.

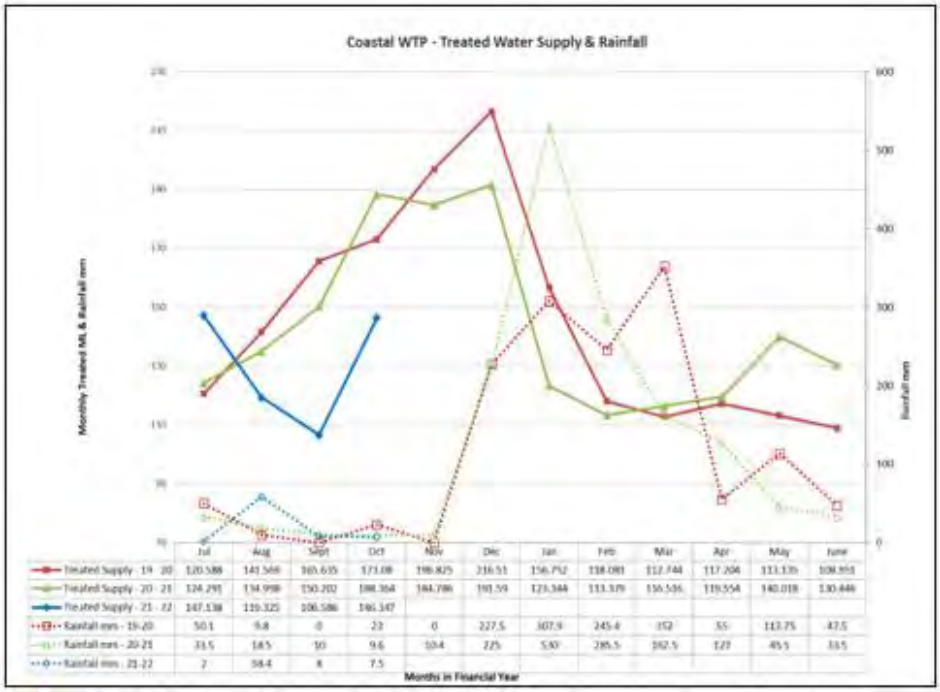
Development of Bowen Water Treatment Plant high and low level pump station replacement of electrical switchboard.

Water and wastewater SCADA Strategy development.

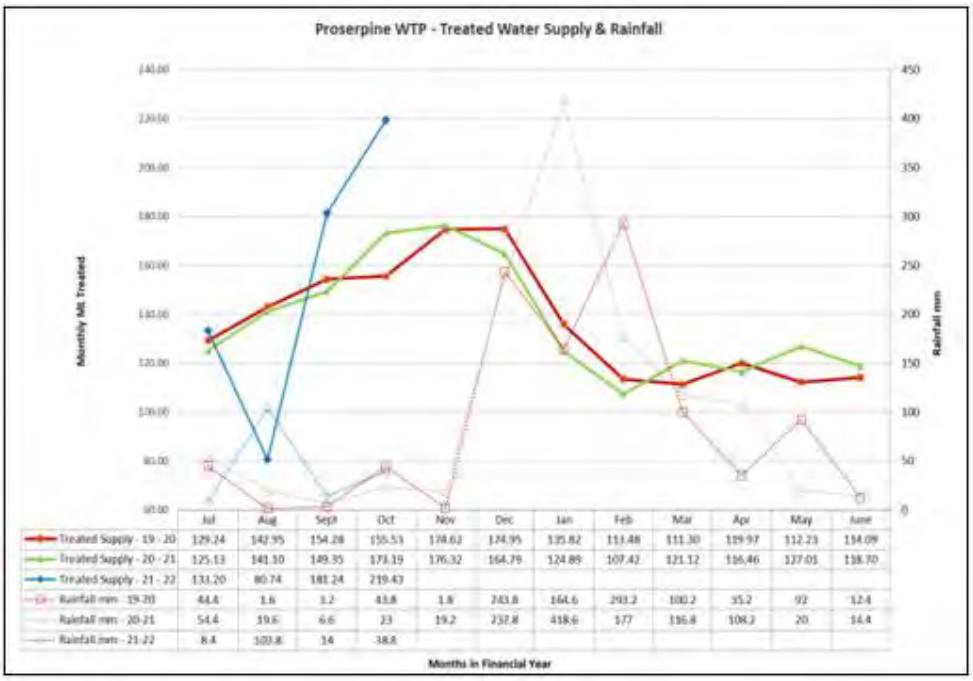
Water Demand Statistics October 2021



The Bowen WTP has produced an estimated average of **8.68 ML/day** of treated water during October 2021.



The Coastal WTP has produced an average of **4.88 ML/day** of treated water during October 2021.



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Treated Supply - 19 - 20	129.24	142.95	154.28	155.53	178.62	174.95	135.82	111.48	111.30	119.97	112.23	134.09
Treated Supply - 20 - 21	125.13	141.10	149.35	173.19	176.32	164.79	124.89	107.42	121.12	116.46	127.01	118.70
Treated Supply - 21 - 22	133.20	80.74	181.24	219.43								
Rainfall mm - 19-20	44.4	1.6	3.2	43.8	1.8	243.8	164.6	293.2	100.2	35.2	92	12.4
Rainfall mm - 20-21	54.4	19.6	6.6	23	19.2	257.8	418.6	177	136.8	108.2	20	14.4
Rainfall mm - 21-22	8.4	103.8	14	38.8								

The Proserpine WTP has produced an average of **7.08 ML/day** of treated water during October 2021.



The Collinsville WTP has produced an average of **3.05 ML/day** of treated water during October 2021

Waste Management

In October 2021, total waste handled in the region was **4328** tonnes.

2,962 tonnes were landfilled at Kelsey Creek & Bowen Landfills.

1,366 tonnes of waste were diverted from landfills (32**%** diversion achieved from Operational plan target of 20%).

121 tonnes kerbside recycling collection - (disposed at Materials Recycling Facilities - MRFs).

Waste Top 3:

Community engagement for the proposed closure of the Lethebrook Transfer Station completed. Council resolution obtained on 28 October 2021 for Lethebrook as a designated area under Section 7 Waste Reduction and Recycling Regulation 2011 for the purposes of waste collection. Kerbside waste collection services to commence 22 November 2021 with the closure of the Lethebrook Transfer Station scheduled for 19 November 2021.

Waste Strategy review commenced on 18 October 2021. Program delivery aimed to align with Mackay Regional Council Waste Strategy, to enable efficient cross-council collaboration.

Information request received for Bowen Landfill received regarding the regulator compliance inspection on 24 August 2021. Response from Council included critical timelines for delivery of capital works provided to the Department of Environment and Science on 27 October 2021.

Capital Works Projects – WS&W

5549 Cannon Valley Reservoir:

Bulk earthworks have been completed on site.

The reservoir access track has been completed.

The Design and Construct Tender has been awarded and the project has commenced. Detailed design is progressing and is approximately 95% complete. The foundations for the tank 1 have been completed and tanks 2 foundation is progressing.

Queensland Health denied the boundary exemptions for the Contractors specialist employees which has caused potential delays to the project completion date.

The expected completion date was originally scheduled for March 2022, however will now likely be completed in late April/May 2022; depending on the essential worker entry status of Qld and the severity of the impending wet season.

Total expenditure to date $3,020,093.35 being 32.25% of the project budget $9,364,217.03.



Cannon Valley Reservoir Site – works up to 11/11/21

5603 Cannonvale Sewerage Pump Station 1 Renewal: Practical completion has been completed with minor defects being rectified.

The project budget of $1,613,056.91 has been overrun. Final expenditure is being clarified with contract requirements and deductions being considered. Estimated project overrun is approximately $36,935.73 or 2.3% if no contract penalty amounts deducted.

7886 Insurance - Bowen Reservoir: Tender documents currently being developed. RFQs for specific Engineered technical documentation has been developed. Request for Tender (RFT) is still to be issued Material lead time may slow project completion.

Total expenditure to date $24,835.29 being 4.3% of the project budget $577,766.78.

Collinsville reservoir roof renewal and Collinsville Solar Project: RFT to be issued. Completion date has been revised to April 2021. Note this project duration is scheduled to be undertaken over both the 20/21 and 21/22 Financial years.

Total expenditure to date $21,862.470 being 3.92% of the project budget $557,206.12.

5539 Sewer Pump Capacity Upgrades Combined Rising Main:

This project has been rescheduled to be delivered in the 21/22 Financial year. This timing adjustment is required due to external delays borne from COVID, and power upgrade installation schedule timeframes with Ergon. Therefore, these external events required critical dates to be adjusted and completion dates re-scheduled. The electrical and civil designs have been completed with only the Tender documentation creation task outstanding.

Total expenditure to date $148,915.93 being 27.91% of the project budget $533,560.90.

JC8843 + JC8915 W4Q Sewer relining – Proserpine area.

Works have commenced with council network staff raising the existing sewer Inspection Opening (IO) interface within Proserpine residents' properties to the surface to allow for CCTV camera inspection of the connections and subsequent relining. Initial feedback from the public has been favourable, as effected residents understand the benefits and need of the project. The project is part of the annual sewer relining program and targets catchments within the Proserpine urban area, to reduce stormwater infiltration into the sewer network.

Total expenditure to date $77,179.52 being 15.44% of the project budget $500,000.

Financials - Operational

In general budget expectation at the end of October 2021 equals **33.33%**

Water and Sewerage

Operating Revenue:

Total actual operating revenue Year to Date (YTD) is **$12,115,831.**

Which achieved a revenue level achievement of **33.25%;** Current Budget projection of **$36,443,599**.

The target for this period was **33.33%;** therefore, operational revenue is confirmed at **0.08% or 32,035** below current budget expectation to the end October 21 of the **21/22** financial year.

Operating Expenses:

Total operating costs Year to Date (YTD) is **$10,172,172** (including corporate overhead expenditure).

Which demonstrates an **30.22%** expenditure of the Current Budget of **$33,657,100.**

The target expenditure for this period was **33.33%;** therefore, this operational expenditure is **-3.11% or ($1,046,861)** below budgeted expectations to the end of October 21 of the **21/22** financial year.

Operating Profit and Loss in Summary:

Whitsunday Regional Water and Sewerage

Monthly performance report year to 31st October 2021

	2021/22		2020/21
Operating revenue	**Actual**	**Current Budget**	**Actual**
Total operating revenue	12,115,831	36,443,599	35,382,943
Operating Expenses			
Total operating costs	(8,999,668)	(30,139,593)	(27,713,398)
Surplus (deficit) from operations Exl.Overheads	3,116,164	6,304,006	7,669,545
Internal Corporate Overheads	*(1,172,504)*	*(3,517,507)*	*(5,909,643)*
Surplus (deficit) from operations	1,943,660	2,786,499	1,759,902
Capital cash contributions received	-	-	571,656
Capital cash revenue from government sources	-	5,571,006	5,768,916
Physical assets contributed	104,748	-	-
Other capital income	-	-	-
Other capital expenses	(50,790)	(934,374)	(703,665)
Net result for the period	**1,997,618**	**7,423,131**	**7,396,809**

Waste

Operating Revenue:

Total actual operating revenue Year to Date (YTD) is **$ 3,030,573**.

Which obtained a revenue level achievement of **34.44%;** against the Current Budget of **$8,800,232.**

The target for this period was **33.33%;** therefore, operational revenue is confirmed at a **1.11% or ($97,162)** above current budget expectation to the end of October 21 in the **21/22** financial year.

Operating Expenses:

Total operating costs Year to Date (YTD) is **$ 2,344,796** (including corporate overhead expenditure).

Which demonstrates **26.05%** expenditure of the Current 21/22 Budget of **$9,002,554**.

The target expenditure for this period was **33.33%;** therefore, operational expenditure is **7.28% or ($656,055)** below budgeted expectations for the October period of the **21/22** financial year.

Operating Profit and Loss in Summary:

Whitsunday Waste Facilities

Monthly performance report year to 31st October 2021

	2021/22		2020/21
Operating revenue	**Actual YTD**	**Current Budget**	**Actual**
Total operating revenue	**3,030,573**	**8,800,232**	**8,447,968**
Operating Expenses			
Total operating costs	**(2,011,776)**	**(8,003,495)**	**(7,426,626)**
Surplus (deficit) from operations Exl.Overheads	1,018,797	796,737	1,021,342
Internal Corporate Overheads	*(333,020)*	*(999,060)*	*(655,230)*
Surplus (deficit) from operations	**685,777**	**(202,322)**	**366,112**
Other capital income/(expenses)	-		(82,100)
Net result for the period	**685,777**	**(202,322)**	**284,012**
Retained surplus (deficit) brought fwd from prior year	68,993	(184,843)	263,954
Net result from above	685,777	(202,322)	284,012
Transfer from capital for unfunded depreciation	-	-	-
From (to) capital - items of capital income & expense	-	-	216,665
Adj From (to) capital to adjust working capital cash			(1,900,000)
Transfer (to) capital general revenue expended	(22,403)	(518,893)	214,665
Internal Program Contributions	-	906,058	1,900,000
Surplus/(deficit) available for transfer to reserves	-	-	-
Net transfers from (to) capital reserves	-	-	(910,302)
Retained surplus (deficit) funds at period end	**732,368**	**(0)**	**68,993**

Whitsunday Regional Water and Sewerage

Monthly performance report year to 31st October 2021

	2021/22		2020/21
	Actual	Current Budget	Actual
Operating revenue			
Rates and utility charges	12,099,564	36,724,013	35,418,717
Less: Discounts & pensioner remissions	(416,939)	(1,485,100)	(1,420,203)
Statutory fees and charges, rental and levies	119,920	323,472	305,111
Sale of goods and major services	81,137	381,174	463,988
Interest	75,394	230,000	260,489
Operational Government grants and subsidies	2,203	21,102	22,203
Internal service provider revenue	-	-	-
Other operating revenue	154,553	270,041	332,638
Total operating revenue	12,115,831	36,443,599	35,382,943
Operating Expenses			
Employee benefits	(2,138,858)	(6,576,637)	(6,064,759)
Materials and services	(2,793,134)	(10,973,559)	(8,639,456)
Internal service provider expenditure (Exl.Overheads)	(49,934)	(834,914)	(960,546)
Depreciation	(3,415,502)	(9,989,583)	(10,140,452)
External finance costs	(602,239)	(1,764,900)	(1,908,184)
Total operating costs	(8,999,668)	(30,139,593)	(27,713,398)
Surplus (deficit) from operations Exl.Overheads	3,116,164	6,304,006	7,669,545
Internal Corporate Overheads	*(1,172,504)*	*(3,517,507)*	*(5,909,643)*
Surplus (deficit) from operations	1,943,660	2,786,499	1,759,902
Capital cash contributions received	-	-	571,656
Capital cash revenue from government sources	-	5,571,006	5,768,916
Physical assets contributed	104,748	-	-
Other capital income	-	-	-
Other capital expenses	(50,790)	(934,374)	(703,665)
Net result for the period	**1,997,618**	**7,423,131**	**7,396,809**
Competitive Neutrality Adjustments			
Income Tax Equivalent (30%)	599,285	2,226,939	2,219,043
Return on Capital (6.57%)	9,284,805	9,284,805	9,284,805
Other NCP Adjustments	39,000	39,000	39,000
Adjusted Net Result	**(7,925,473)**	**(4,127,613)**	**(4,146,039)**
Retained surplus (deficit) brought fwd from prior year	5,643,125	807,221	461,266
Net result from above	1,997,618	7,423,131	7,396,809
Transfer from capital for unfunded depreciation	-	1,048,757	1,376,512
From (to) capital - items of capital income & expense	(57,533)	934,374	703,665
Adj From (to) capital to adjust working capital cash	3,575	-	
Transfer (to) capital general revenue expended	-	(1,602,695)	7,891,585
Internal Program Contributions	-	-	-
Surplus/(deficit) available for transfer to reserves	-	-	-
Net transfers from (to) capital reserves	(16,694)	(6,563,412)	(12,575,502)
Retained surplus (deficit) funds at period end	**7,570,090**	**2,047,375**	**5,254,334**
Capital Funding Sources			
General revenue used (excess funds provided)	-	1,602,695	(7,502,794)
Government Grants and Subsidies	-	5,571,006	5,768,916
Loans for capital purposes	-	-	-
Physical assets contributed	121,442	522,985	2,406,025
Disposal proceeds of capital assets	-	469,421	3,818
Movement in Inter-functions capital loans	-	(4,500,000)	-
Funds Held in Capital Reserves	450,554	4,232,843	2,811,155
Funded depreciation & amortisation expended	1,083,693	8,108,201	8,375,150
Total capital funding sources	1,655,689	16,007,151	11,862,270
Capital Funding Applications			

Whitsunday Regional Water and Sewerage

Monthly performance report year to 31st October 2021

	2021/22		2020/21
	Actual	Current Budget	Actual
Non-current assets	783,048	13,343,451	9,310,889
Loan redemptions	872,642	2,663,700	2,551,381
Total capital applications	1,655,690	16,007,151	11,862,270
Reserve balances held at beginning of period			
Capital reserve balances	10,953,851	-	9,364,444
Total reserve cash held at beginning of the period	10,953,851	-	9,364,444
Reserve balances held at the end of period			
Capital reserve balances	10,503,296	6,745,670	10,953,851
Unspent loan and depreciation cash held	2,331,809	-	-
Retained Surplus (Deficit)	7,570,091	2,047,375	5,254,334
Total reserve cash held at the end of the period	20,405,196	8,793,045	16,208,185

Whitsunday Regional Water and Sewerage

Balance Sheet as at 31st October 2021

	2021/22 Actual	2020/21 Actual
Current Assets		
Cash and cash equivalents	20,405,196	16,208,185
Trade and other receivables	4,694,658	2,635,645
Prepayments	1,050,010	1,950,010
Inventories	85,868	85,868
Other Assets	3,324,593	3,324,593
Total Current Assets	**29,560,326**	**24,390,918**
Non-current Assets		
Property, plant and equipment	273,063,983	276,294,983
Closing WIP Balance	46,231,195	45,673,635
Total Non-current Assets	**319,295,178**	**321,968,618**
TOTAL ASSETS	**348,855,504**	**346,359,536**
Current Liabilities		
Trade and other payables	5,333,568	637,332
Borrowings	2,885,281	2,885,281
Inter-function Capital Loan payable	24,934,018	24,934,018
Other Liabilities	-	-
Total Current Liabilities	**33,152,867**	**28,456,631**
Non-current Liabilities		
Borrowings	39,380,557	40,253,199
Total Non-current Liabilities	**39,380,557**	**40,253,199**
TOTAL LIABILITIES	**72,533,424**	**68,709,829**
NET COMMUNITY ASSETS	**276,322,082**	**277,649,706**
Community Equity		
Capital	181,370,538	186,895,175
Asset revaluation surplus	74,546,347	74,546,347
Capital reserve balances	12,835,105	10,953,851
Unspent loan and depreciation cash held	-	-
Retained surplus (deficiency)	7,570,091	5,254,334
TOTAL COMMUNITY EQUITY	**276,322,081**	**277,649,707**

Whitsunday Waste Facilities

Monthly performance report year to 31st October 2021

	2021/22		2020/21
Operating revenue	**Actual YTD**	**Current Budget**	**Actual**
Rates and utility charges	2,116,471	6,338,910	5,731,053
Less: Discounts & pensioner remissions	(95,670)	(342,900)	(311,716)
Statutory fees and charges, rental and levies	17,609	53,000	51,987
Sale of goods and major services	912,532	2,554,827	2,515,443
Interest	10,817	30,700	34,123
Operational Government grants and subsidies	8,137	-	218,054
Other operating revenue	60,677	165,695	209,024
Total operating revenue	**3,030,573**	**8,800,232**	**8,447,968**
Operating Expenses			
Employee benefits	(246,594)	(667,831)	(617,632)
Materials and services	(1,532,925)	(6,558,557)	(6,012,804)
Internal service provider expenditure	31,981	-	(4,919)
Depreciation	(256,773)	(755,707)	(761,922)
External finance costs	(7,465)	(21,400)	(29,350)
Total operating costs	**(2,011,776)**	**(8,003,495)**	**(7,426,626)**
Surplus (deficit) from operations Exl.Overheads	1,018,797	796,737	1,021,342
Internal Corporate Overheads	*(333,020)*	*(999,060)*	*(655,230)*
Surplus (deficit) from operations	**685,777**	**(202,322)**	**366,112**
Other capital income/(expenses)	-		(82,100)
Net result for the period	**685,777**	**(202,322)**	**284,012**
Retained surplus (deficit) brought fwd from prior year	68,993	(184,843)	263,954
Net result from above	685,777	(202,322)	284,012
Transfer from capital for unfunded depreciation	-	-	-
From (to) capital - items of capital income & expense	-	-	216,665
Adj From (to) capital to adjust working capital cash			(1,900,000)
Transfer (to) capital general revenue expended	(22,403)	(518,893)	214,665
Internal Program Contributions	-	906,058	1,900,000
Surplus/(deficit) available for transfer to reserves	-	-	-
Net transfers from (to) capital reserves	-	-	(910,302)
Retained surplus (deficit) funds at period end	**732,368**	**(0)**	**68,993**
Capital Funding Sources			
General revenue used (excess funds provided)	22,403	518,893	(214,665)
Government Grants and Subsidies	-	-	134,565
Loans for capital purposes	-	-	-
Physical assets contributed	-	-	-
Disposal proceeds of capital assets	-	-	-
Funds held in capital reserves	67,387	617,518	32,795
Funded depreciation & amortisation expended	256,773	755,707	761,922
Total capital funding sources	**346,563**	**1,892,118**	**714,617**
Capital Funding Applications			
Non-current assets	245,399	1,587,518	413,839
Total capital asset acquisitions	**245,399**	**1,587,518**	**413,839**
Loan redemptions	101,164	304,600	300,779
Total capital applications	**346,563**	**1,892,118**	**714,617**
Reserve balances held at beginning of period			
Capital reserve balances	1,842,505	-	1,099,563
Unspent loan and depreciation cash held	-	-	-
Recurrent reserve balances	-	-	-
Total reserve cash held at beginning of the period	**1,842,505**	**-**	**1,099,563**
Reserve balances held at the end of period	-	-	-
Capital reserve balances	1,775,118	1,076,028	1,842,505
Unspent loan and depreciation cash held	-	-	-
Retained Surplus (Deficit)	732,368	-	68,993
Total reserve cash held at the end of the period	**2,507,486**	**1,076,028**	**1,911,498**

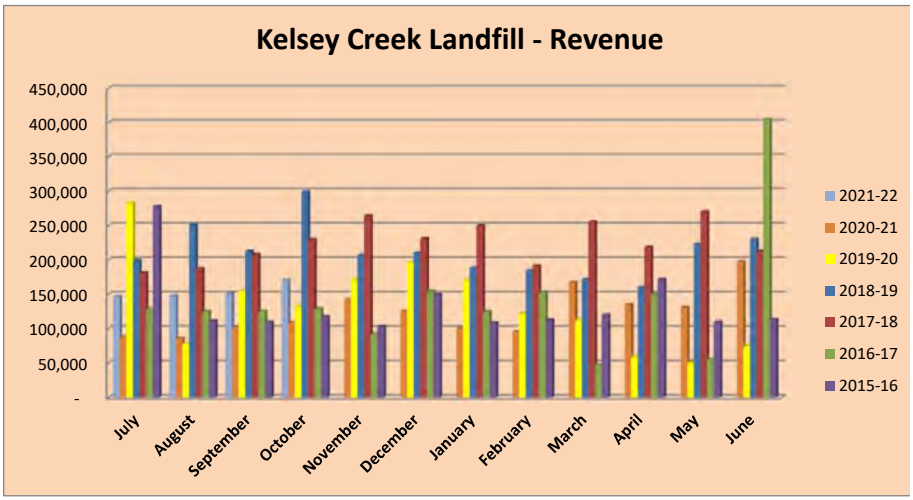
Whitsunday Waste Facilities

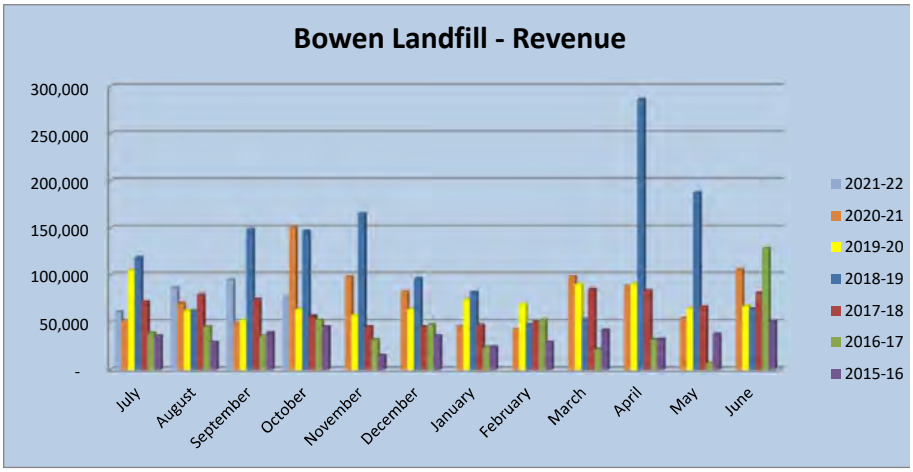
Balance Sheet as at 31st October 2021

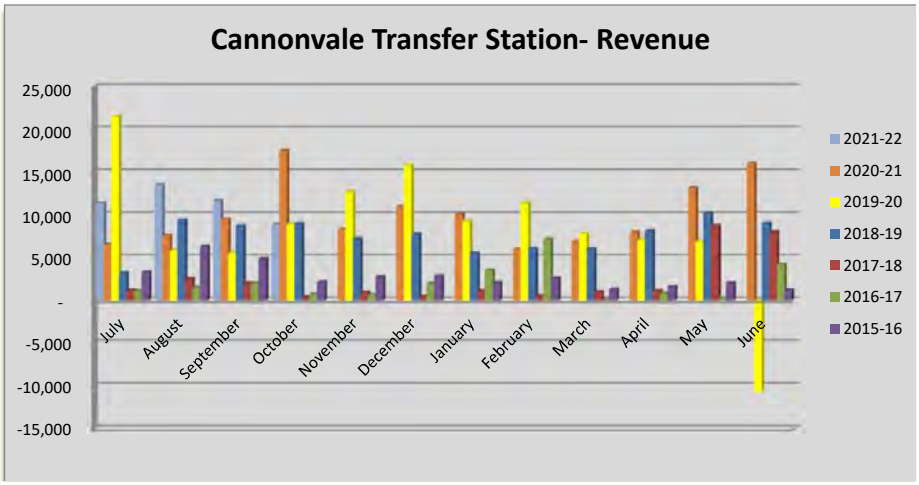
	2021/22 Actual	2020/21 Actual
Current Assets		
Cash and cash equivalents	5,907,486	5,311,498
Trade and other receivables	934,282	540,532
Prepayments	16,163	16,163
Total Current Assets	**6,857,931**	**5,868,193**
Non-current Assets		
Property, plant and equipment	7,532,676	7,789,450
Closing WIP Balance	641,591	396,193
Total Non-current Assets	**8,174,267**	**8,185,642**
TOTAL ASSETS	**15,032,198**	**14,053,835**
Current Liabilities		
Trade and other payables	1,366,687	885,779
Borrowings	147,108	147,108
Other Liabilities	-	-
Total Current Liabilities	1,513,794	1,032,887
Non-current Liabilities		
Borrowings	1,950,949	2,052,392
Other Provisions	7,091,339	7,091,339
Total Non-current Liabilities	9,042,288	9,143,731
TOTAL LIABILITIES	10,556,083	10,176,618
NET COMMUNITY ASSETS	**4,476,116**	**3,877,217**
Community Equity		
Capital	(1,481,826)	(1,484,736)
Asset revaluation surplus	50,455	50,455
Capital reserve balances	1,775,118	1,842,505
Provision Cash	3,400,000	3,400,000
Unspent loan and depreciation cash held	-	-
Retained surplus (deficiency)	732,368	68,993
TOTAL COMMUNITY EQUITY	**4,476,115**	**3,877,217**

Whitsunday Waste Facilities

Performance Data for the year to date to 31st October 2021







13.5.3 - Operational Report - Infrastructure Services - October 2021

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: John 'Blue' Gwydir - Executive Manager Roads and Drainage

AUTHORISING OFFICER: Adam Hagy - Director Infrastructure Services

PRESENTED FOR: Information

ATTACHMENTS

1. Operational Report - Infrastructure Services - October 2021 [**13.5.3.1** - 11 pages]

PURPOSE

The report is to provide Council with information on Council's performance in relation to services supplied by Council's Roads & Drainage, Mechanical Workshops and Parks & Gardens teams.

OFFICER'S RECOMMENDATION

That Council receive the Infrastructure Services Operational Report for the month of October 2021.

BACKGROUND

Previous report regarding Operational performance submitted to Council 22 September 2021 which detailed the month of September 2021 (Resolution 2021/10/28.24).

DISCUSSION/CURRENT ISSUE

The Infrastructure Services Operational Report provides a high-level overview of operational undertakings of the Roads & Drainage, Mechanical Workshops and Parks & Gardens teams for the month of October 2021.

STATUTORY/COMPLIANCE MATTERS

Local Government Regulations Section 204.

STRATEGIC IMPACTS

Improve Council's Asset Management Planning maturity and develop Long Term Financial Plans for all asset classes which are financially affordable over the long term. Meet Capital Works Delivery targets and ensure budget, time, and quality is maintained. Improve our transport network with a focus on meeting the economic needs for the region including road safety, road building, maintenance processes, and renewal of aging infrastructure.
Maintain a high level of preparedness, capability, and responsiveness to respond to and recover from natural disasters that impact on our local communities and infrastructure. Provide a fantastic experience for our community and visitors when using our open spaces, natural features, and facilities.

FINANCIAL IMPLICATIONS

N/A

CONSULTATION/ENGAGEMENT

Director Infrastructure Services
Manager Parks & Gardens
Manager Fleet Services

RISK ASSESSMENT

N/A

TIMINGS/DEADLINES

N/A

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No.

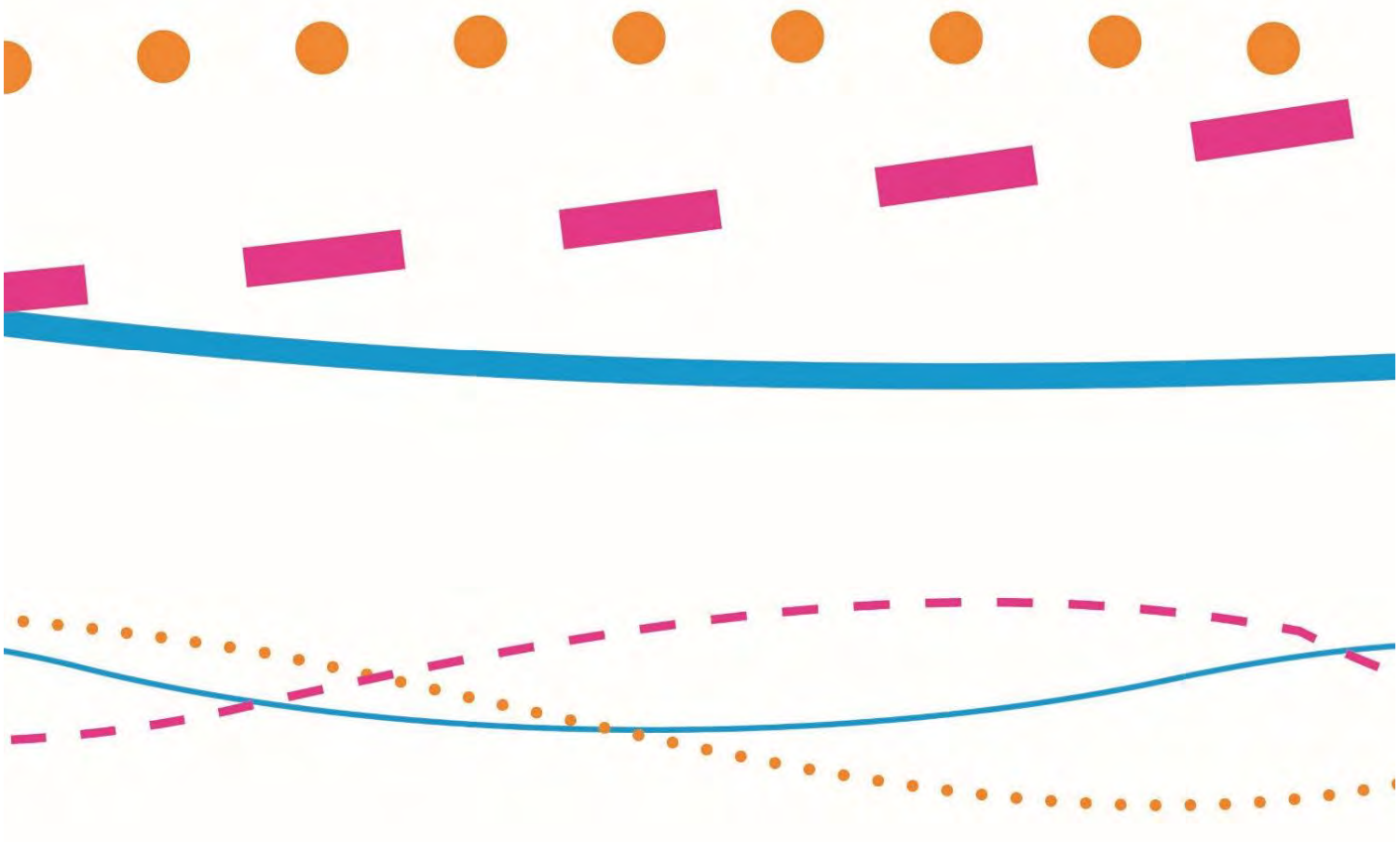
ALTERNATIVES CONSIDERED

N/A

Whitsunday Regional Council

Infrastructure Services

Operational Report | October 2021



Overview of Operational Undertakings

The following information provides a high-level overview of operational undertakings of the Roads & Drainage, Mechanical Workshops and Parks & Gardens teams for the month of October 2021.

Roads & Drainage

The following details the accomplishments by the Roads & Drainage team for the month of October 2021 and may also include proposed works for November 2021.

Local Roads Maintenance - Summary

General maintenance activities carried out on the local road network over the course of October were largely routine in nature including road inspections, pothole patching, grading and signage repairs.

Through the course of October 1145 separate maintenance tasks were undertaken (accomplished) and at the end of September there were 1587 active defects (known issues) on the Local Road network.

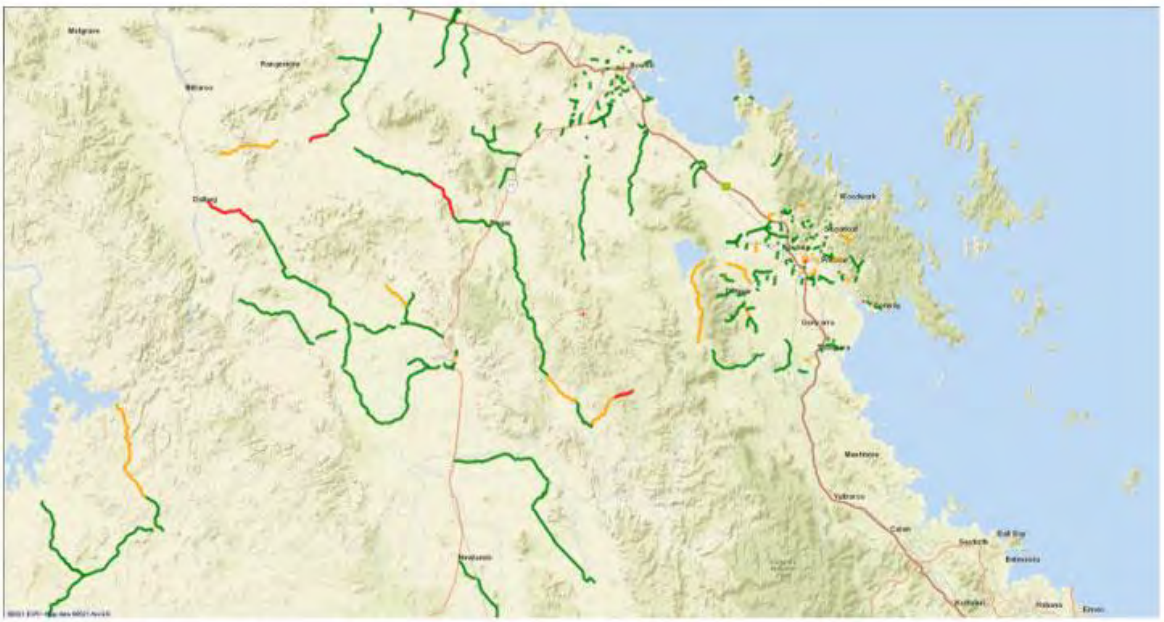
Financial Position



Total expenditure against overall budget for Roads & Drainage Maintenance.

Unsealed Road Network

Below is a map showing the latest International Roughness Index (IRI) scores for the unsealed road network. Roads are inspected according to a program and in response to Customer Queries. The IRI score is a major factor in determining whether a road warrants grading. Once roads reach a nominated IRI score they are added to the forward grading program.



IRI Map of Region's Unsealed Roads.

Legend:

Green	8 or lower
Yellow	8 – 10
Red	10 or higher

Under the current program, the following local roads are programmed to be graded during November & December 2021.

Bowen:

Strathalbyn Road
Russell's Crossing
Police Camp Road
Wardens Bend Road

Collinsville:

Glen Avon Road – initial works
Suttor Development Road (TMR – RMPC)
Gordon Street
Glen Avon Road (DRFA)

Proserpine:

Station Road (WRC & DRFA)
Forestry Road

Example completed works:



Station Road, Proserpine



Balaam's Road, Bowen

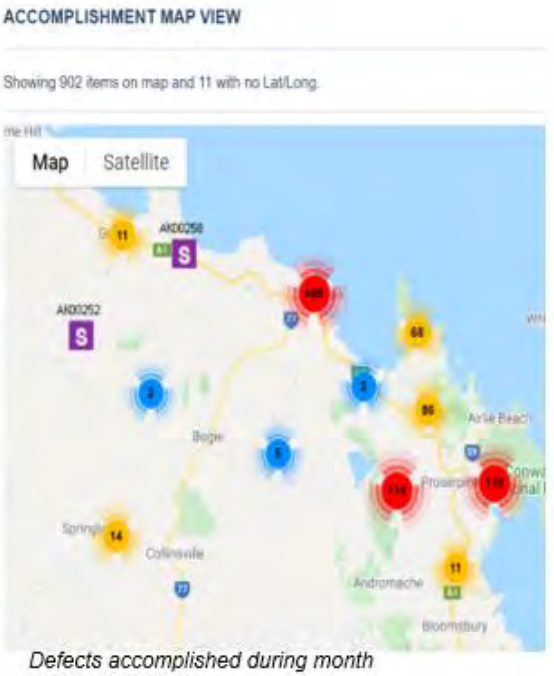


Woodhouse Road, Bowen

WRC Local Road Network



Current known active defects on WRC Road Network at the end of October 2021



Defects accomplished during month of October 2021.

At the end of October, there were 1587 known defects on the local road network. They are spread across the following risk profiles:

Risk Level	Number of Defects
Extreme	0
High	2
Moderate	744
Low	841
Grand Total	**1587**

The 2 high risk locations (footpath hazards) have been effectively barricaded off pending works to address the issues. The balance of the works are being scheduled based on relative risk and available resources.

A summary of all works undertaken (accomplished) during October is shown below:

Row Labels	Number of Instances	Sum of Activity Performed	Unit of Measure
Asset & Defect Inspections	215		Each
Boardwalk Oil/Repair	1		Each
Culvert Clear/Repair	5		Each
Edge Repair	153	34	Tonnes
Footpath Maintenance	247		Each
Guard Rail Repair/Replace	1		Each
Guide Markers Repair/Replace	14		Each
Heavy Formation Grading	9	14.8	Km
Herbicide Spraying	68	20345	Litres
Line Marking	6		Each
Medium Formation Grading	9	7.1	Km
Mowing	1	160	m2
Other Formation Work	1		Each
Pavement Repairs	1	50	m2
Pothole Patching	51	11.44	Tonnes
Roadside Object Removal	5		Each
Signs Repair/Replace	70		Each
Surface Correction	5	9	Tonnes
Surface Drains Clear/Repair	8	601	Metres
Tractor Slashing	43	144	Hectares

Summary of the activities undertaken (accomplished) during this period on the Local Road Network.

Key Accomplishments during the month:

Bowen:

Completion of application of TREADRITE non-slip treatment to terracotta tiles in Herbert Street.
Completion of urban pre-season drain clearing

Collinsville:

Pavement repairs Strathmore Road
Repairs to failed culvert on Strathalbyn Road
Completion of urban pre-season drain clearing

Proserpine:

Repairs to timber stairs and boardwalk at Shute Harbour
Pre-season drain clearing program in Airlie Beach, Cannonvale & Proserpine – ongoing

Examples of maintenance accomplishments during the month:



Herbert Street, Bowen – TREADRITE application

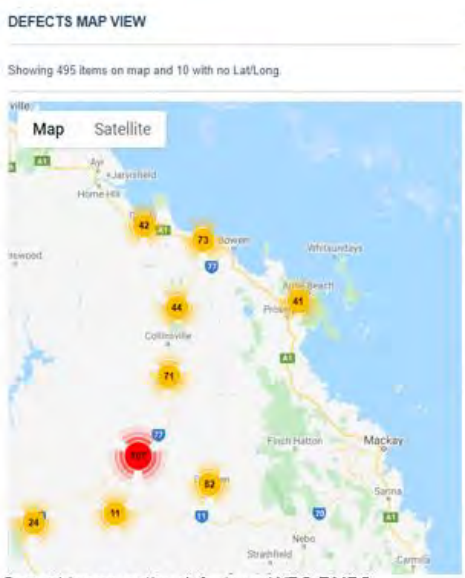
Road Maintenance Performance Contract (RMPC) with TMR

Council continues to undertake routine maintenance on the National & State Highways within the Whitsunday Region as well as two (2) roads in neighbouring Isaac Region.

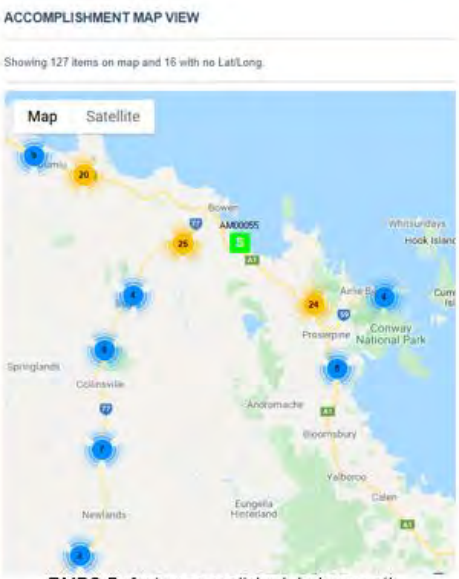
Negotiations are currently underway for the FY21/22 RMPC Contract. The anticipated value of this contract is $ 4,989,000 (Ex GST).

There are currently 495 outstanding defects on the network with 127 defects being rectified (accomplished) during the month of October 2021.

RMPC Road Network



Current known active defects on WRC RMPC Network during the month of October 2021



RMPC Defects accomplished during month of October 2021.

Customer Request Management

Throughout the month of September, Roads & Drainage received 91 requests for assistance. Of these 82 (90**%**) were actioned within Council's nominated service standards.

Area	New	Closed	C/F Open	Within Target	%	Outside Target	%
Call Back - Roads & Drainage	12	9	3	4	33%	8	67%
Upgrades to Roads & Drainage	1	0	1	1	100%	0	0%
General - Roads & Drainage	45	26	19	45	100%	0	0%
Routine Roads & Drainage	31	27	4	30	97%	1	3%
Urgent Roads & Drainage	2	2	0	2	100%	0	0%
Overall Total	**91**	**64**	**27**	**82**	**90%**	**9**	**0%**

Mechanical Workshops

Routine (scheduled services):

Scheduled and routine servicing of plant and fleet vehicles.
Small plant repairs as requested by stores and work teams.
General repairs to plant as requested and prioritised.
Plant inspections on hired and contractor's machinery as requested.

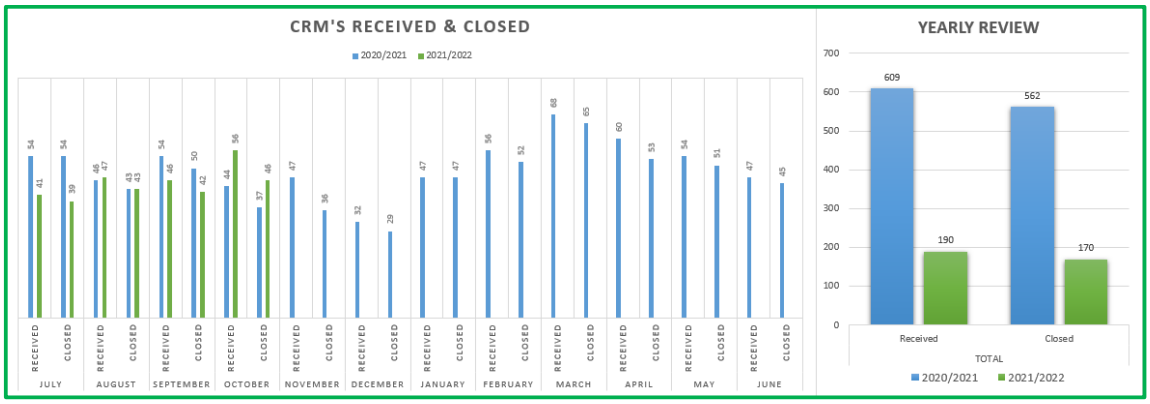
Servicing, repairs, and breakdowns for October 2021 grouped by both vehicle type and nature of workshop activity:

Plant Type	Preventative Maintenance	Unscheduled Maintenance	Grand Total
Backhoe		4	4
Forklift	1		1
Grader		2	2
Light Vehicle	13	9	22
Loader		2	2
Misc	1	2	3
Mower	6	10	16
Roller	1	2	3
Tractor / Slasher	1	5	6
Trailer	2	4	6
Truck	10	32	42
Grand Total	**35**	**72**	**107**

Parks & Gardens

Service	Oct	Nov	Dec	Trend
Public Parks Available as advertised	100%			-
Levels of Service Regional Overview: Mowing				
High:	83%			-
Medium & Road Reserves:	72%			
Low:	92%			-
Levels of Service Regional Overview: Landscaping				
High:	85%			-
Medium & Road Reserves:	77%			
Low:	77%			-
Scheduled Inspections Completed:-				
Parks:	120			-
Playground Equipment Components:	156			-
Exercise Equipment Components:	35			-

The above total figures for 2021/2022 are current as at the end of October 2021.



Projects undertaken in October 2021:



Bowen – Tractor Operation Certificate

Bowen - Cemetery Park Bench




Bowen - Muller's Lagoon Park Bench




Airlie Beach – Festoon Lighting Replacements





Proserpine – Pioneer Park Irrigation Repairs







13.5.4 - Disaster Recovery Funding Arrangements & Shute Harbour Project Capital Progress Report - October 2021

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Trevor Williams - Disaster Recovery Project Director

AUTHORISING OFFICER: Adam Hagy - Director Infrastructure Services

PRESENTED FOR: Information

ATTACHMENTS

1. DRFA Flood Event 2019 Disaster Recovery Financial Reporting [**13.5.4.1** - 1 page]
2. DRFA Qld Monsoonal Event 2020 Disaster Recovery Financial Reporting [**13.5.4.2** - 1 page]
3. DRFA Ex TC Imogen Monsson Event 2021 Disaster Recovery Financial Report [**13.5.4.3** - 1 page]
4. Shute Harbour Project Disaster Recovery Financial Reporting [**13.5.4.4** - 1 page]
5. Road Map DRFA 2020 Gravel Road Packages [**13.5.4.5** - 3 pages]
6. Road Map DRFA 2021 Gravel Road Packages [**13.5.4.6** - 3 pages]
7. Shute Harbour Drone Photos 27 10 2021 [**13.5.4.7** - 2 pages]

PURPOSE

To inform Council on Progress of Capital Projects being undertaken during the 2021-2022 Financial Year up to 31st October 2021.

OFFICER'S RECOMMENDATION

That Council receives the Disaster Recovery Funding Arrangements & Shute Harbour Project capital progress report for the month of October 2021.

BACKGROUND

This report describes works on the restoration of essential public assets for four distinct declared natural disaster events being:

In March 2017 our region was impacted by ***TC Debbie***, the only remaining project being the Shute Harbour Redevelopment is currently underway, current programmed for completion by November 2021.

January 2019 saw our region affected by ***Flood Event 2019***, which we have picked up the damage on roads, culverts and airstrip. Submissions have now been approved by the QRA and awarded to Contractors, works have been completed. Expenditure of $42,662,455.60 to date, including emergency works of $176,781.94. Seventeen submissions have been closed and reimbursed 100% with three now waiting for final 10% payment from QRA.

In February 2020, the Whitsunday region experienced a tropical low ***Qld Monsoonal Flood Event 2020*** which was also declared. Expenditure of $9,833,361 to date with a forecast of a further $8,875,248 budgeted by the end of 21/22 Financial Year. Proserpine Roads submission has been completed. All submissions have been awarded, with work proceeding on three packages.

In January 2021, the Whitsunday region experienced a tropical low for the declared event ***2021 – Ex TC Imogen & Monsoon***. Proserpine Packages X4, H4, J4 submitted and approved by QRA with approved amount of $6,819,015.41. Council is undertaking the works for package on Station Road North.

The Trigger Point for this event is $357,788. There has been $217,462 emergency works expenditure, of which $5,024 is not eligible for claim. Emergency works claim of $222,486 was lodged to QRA in June. Collinsville Roads submission with value of $17,921,6010 has been approved and is currently out to tender. Golf Views Court submission with value of $442,084 has been approved and work is well advanced. Bowen Roads has been lodged with value of $2,722,439.

Shute Harbour – Expenditure to date is $55,173,334 with a forecast of a further $8,452,862 budgeted for completion of the project. This results in a total project expenditure of 63.6M.

The project has a current funding deficit based on the QRA budget of $48.7M, of approximately $7.3M.

	Million ($)
Forecast Total	63.6
- QRA Approved	48.75
- Council Insurance	2.84
-Additional category	4.8
Extra Funding Required	7.3

DISCUSSION/CURRENT ISSUE

DRFA – Flood Event 2020/2021

Below tables relate to the current monthly Dashboard for DRFA and the status of submissions.

Qld Monsoonal Flooding Event 2020

All submissions have been approved by the QRA and tenders awarded for all works. The Proserpine gravel works packages are all complete.

DJ Brazil and Co are complete on Tondarra Road. Searles Transport are continuing work on Strathalbyn Road. Hillery Group is nearing completion on Rutherford Road.

Key Project Milestones 2020						
Status	**Activity**	**% Complete Last period**	**% Complete This Period**	**Original Due Date**	**Act/F'cast Due Date**	**Comment**
	Road Package N3 - Collinsville Gravel Roads - Myuna Rd	100%	0%	23-Apr-22	01-Jun-22	Works completed 13/07/2021.
	Road Package B3 - Bowen Gravel Roads - Thurso Rd	100%	0%	30-Jun-21	30-Jun-21	Works completed 23/06/2021.
	Road Package D3 – Collinsville Gravel Roads – Weetalaba Rd	100%	0%	30-Jun-22	30-Jun-22	Works completed 22/07/2021.
	Road Package T3 – Bowen Gravel Roads – Tondara Rd	50%	30%	30-Jun-22	30-Jun-22	Works commenced 20/07/2021.
	Road Package C3 – Collinsville Gravel – Yacamunda Rd	100%	20%	30-Jun-22	30-Jun-22	Works commenced 27/07/2021.
	Road Package Q3 - Collinsville Gravel - Strathalbyn Rd	0%	25%	30-Jun-22	30-Jun-22	Works commenced 11/08/2021
	Road Package F3 - Collinsville Gravel - Rutherford Rd	0%	20%	30-Jun-22	30-Jun-22	Works commenced 8/09/2021
	Road Package V3 - Bowen Gravel North	0%	10%	30-June-22	30-Jun-22	Works commenced 18/10/2021

The Following *2020 Packages* are presently being assessed and Recommendation Letters completed, awaiting signing: - Nil		**Programme**
The following packages are under construction:- • Road Package Q3 - Searles Transport • Road Package F3 - Hillery Group • Road Package V3 - DJ Brazil Pty Ltd The following packages are awaiting Tender Release:- NIL The following packages have been awarded:- • Road Package V3 • Road Package U3	The following submission is awaiting Council Approval:- Nil The following packages have been Completed:- • Road Package J3 - WRC • Road Package H3 - Copp & Co • Road Package X3 - Copp & Co • Road Package B3 - WRC • Road Package N3 - DJ Brazil Pty Ltd • Road Package D3 - Hillery Group • Road Package C3 - Hillery Group • Road Package T3 - DJ Brazil Pty Ltd	All 2020 February Flood Event works programmed to be finalised by 30th June 2022.

DRFA - Qld Monsoonal Event 20		
Project Commencement Date		31-January-2020
Project Budget	$	19,202,632.10
Project Contingency	$	1,290,894.02
Variations to Date	$	66,254.74
Contingency Remaining	$	1,224,639.28
Total Expenditure to: 05-Nov-21	$	10,342,211.87
Project Management not disbursed	$	34,583.91
Expenditure - Oct 21	$	1,789,881.84
Project forecast completion date		Mar-2022

2021 – Ex TC Imogen & Monsoon Event

Proserpine Packages X4, H4, J4 have been awarded to Copp & Co (X4 and J4) and Adams Earthworks (H4). Council has commenced works on Station North Road and Copp & Co have started on Package J4, Adams Earthworks have commenced works on Golf Views Court.

Key Project Milestones 2021						
Status	**Activity**	**% Complete Last period**	**% Complete This Period**	**Original Due Date**	**Act/F'cast Due Date**	**Comment**
●	Road Package X4 – Proserpine Gravel North	0%	0%	30-Jun-23		Parts of the package to be completed in conjunction with package J4 as per program
●	Road Package H4 – Proserpine Gravel South	0%	0%	30-Jun-23		Works program to start 16/11/2021
●	Road Package J4 - Proserpine Gravel Central	0%	15%	30-Jun-23	30-Jun-23	Works commence 11/10/2021
●	Golf Views Court – Stormwater Reconstruction	0%	25%	30-Jun-23	30-Jun-23	Works commence 11/10/2021
●	Road Package S4 - Station Rd - WRC	0%	25%	30-Jun-23	30-Jun-23	Works commence 11/10/2021

DRFA - 2021 Ex TC Imogen & Monsoon Event		
Project Commencement Date		12-January-2021
Project Budget	$	25,397,197.92
Project Contingency	$	1,737,401.79
Variations to Date	$	-
Contingency Remaining	$	1,737,401.79
Total Expenditure to: 05-Nov-21	$	291,643.44
Project Management not disbursed	$	307,429.77
Oct 21 - Expenditure	$	56,167.76
Project forecast completion date		Jun-2023

The Following *2021 Packages* are presently being assessed and Recommendation Letters completed, awaiting signing: - Nil		Programme
The following packages have been released for RFQ:- - Proserpine Gravel Roads Package: - Package H4 - Awarded to Adams Earthworks 22/09/2021	The following packages are under Contract: - Package J4 - Awarded to Copp & Co 22/09/2021 - Package X4 - Awarded to Copp & Co 22/09/2021 Commence 5/10/2021 - Package S4 - WRC Commence 11/10/2021 - Golf Views Court Stormwater Pipe Awarded	All 2021 Ex TC Imogen & Monsoonal Event Works programmed to be finalised by 30th June 2023.

Shute Harbour Project

Finger 1 has all services installed and operational excluding the fuel system.

QFES inspected and approved the fire system (excluding pontoons).

The building certifier has undertaken inspection and has only noted minor defects which are currently being rectified.

Fuel facility point of sale payment terminals have been commissioned.

Contractor damaged a fuel line which is currently being rectified. No fuel was in the line at the time. Revised finger 1 fuel system completion / commissioning date is 15th November.

Carpark sealing works are ongoing and construction is 90% complete.

Luggage conveyor system has departed Shanghai and is in transit. Installation / commissioning date is unknown at this time.

Carpet has been installed in the building on the upper level and the air-conditioning system has been commissioned.

The generator has been installed and is ready for commissioning.

AECOM has been commissioned to design the external baggage drop off area.

Check-in counters have arrived to site

The project continues to experience significant delays in procurement of materials due to covid19 and supply chain issues.

Below table relates to Shute Harbour current Dashboard Report on the status of the Shute Harbour Project.

KEY PROJECT MILESTONES						
Status	Activity	% Complete at end of last Period	% Complete To Date	Original Due Date	Act/F'cast Due Date	Comment
	Seawall and carpark reconstruction	97%	98%	30/09/2018	26/11/2021	Target Practical Completion Date: 26/11/2021 Carpark to be asphalt and line marked.

●	Terminal and Pontoon Reconstruction Works	95%	98%	30/06/2019	26/11/2021	All 6 pontoons have been installed. Water, Fuel and Power to be commissioned.

The Council is working with the QRA to secure additional funding to complete in-scope items allocation for this project as these funds will be required for the completion of the project.

Shute Harbour	
Project Commencement Date	30-March-2018
Project Budget	$63,626,196.92
Project Contingency	$ 1,997,924.47
Variations to Date	$ 4,727,261.08
Contingency Remaining	-$ 2,729,336.61
Total Expenditure to: 05-Nov-21	$55,173,334.50
Oct 21 - Expenditure	$ 1,126,542.35
Project forecast completion date	Nov-2021
Revised Forecast to Completion	$ 8,452,862.42

STATUTORY/COMPLIANCE MATTERS

Financial Reporting is provided to WRC in Dashboards provided monthly to PLT – Disaster Recovery, PCG – Shute Harbour Project & PCG – DRFA. Progress Reporting due end of each month to the Queensland Reconstruction Authority (QRA).

STRATEGIC IMPACTS

Strategy 3.4.1: Develop and maintain effective roads & drainage infrastructure, networks & facilities

FINANCIAL IMPLICATIONS

DRFA - Flood Event 2019	
Total Project Budget	$ 45,798,179.09
Total Project Expenditure	$ 42,662,455.60
Total Payments received	$ 37,436,323.74
Total Claims outstanding	$ 5,226,131.86
Costs not recovered	**$ 352,416.39**
Trigger Point	$ 334,088.00
Council Contributions	$ 16,677.00
Ineligible emergency works expenditure	$ 1,651.39

Shute Harbour Redevelopment	
Total Project Budget	$63,626,196.92
Total Project Expenditure	$55,173,334.50
Total Payments received	$41,752,342.47
Total Claims outstanding	$13,420,992.03

DRFA - Qld Monsoonal Event 2020		
Total Project Budget	$	19,202,632.10
Total Project Expenditure	$	10,342,211.87
Total Payments received	$	5,676,088.54
Total Claims outstanding	$	4,666,123.33
Costs not recovered	**$**	**349,118.00**
Trigger Point	$	349,118.00
Council Contributions	$	-
DRFA - 2021 Ex TC Imogen & Monsoon Event		
Total Project Budget	$	25,397,197.92
Total Project Expenditure	$	291,643.44
Total Payments received	$	7,313,959.03
Total Claims outstanding	-$	7,022,315.59
Costs not recovered	**$**	**357,788.00**
Trigger Point	$	357,788.00
Council Contributions	$	-

CONSULTATION/ENGAGEMENT

Trevor Williams – Project Director Disaster Recovery
Kim Choo – Financial Officer Disaster Recovery
Jolene Napier – Disaster Recovery Project Officer
Peter Ahern – PDM Project Manager DRFA
Mitchell Petersen – PDM Project Manager Shute Harbour

RISK ASSESSMENT

N/A

TIMINGS/DEADLINES

Council receive and note the progress in Capital Projects up to 31st October 2021.

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

No.

ALTERNATIVES CONSIDERED

N/A

DRFA - Flood Event 2019

DRFA - Flood Event 2019

	Description	Status	Amt Submitted to QRA - Benchmark	Amt Submitted to QRA - Market Rates	Variations	Contingency	Expenditure to Date	Mar 21 - Expenditure	April 21 - Expenditure	May 21 - Expenditure	June 21 - Expenditure	Start Date	End Date
	Emergent Works	Closed	$ 176,781.94	$ 175,131.23			$ 176,781.94						
0004.1819	REPA - Collinsville South Roads - Package C2 - Capital	Closed	$ 1,639,747.45	$ 3,467,076.67		$ 196,249.62	$ 3,129,597.40	$ -	$ -	$ -	$ -	31/07/2019	30/04/2020
0005.1819	REPA - Strathalbyn Road - Package Q2 - Capital	Acquitted	$ 1,838,404.30	$ 3,520,949.10		$ 199,299.00	$ 3,168,398.13	$ -	$ -	$ -	$ -	19/11/2019	05/08/2020
0006.1819	REPA - Bowen Roads - Package V2 - Capital	Acquitted	$ 1,360,613.11	$ 2,360,326.73	$ 37,175.72	$ 133,603.39	$ 2,157,179.96	$ -	$ -	$ -	$ -	31/07/2019	30/04/2020
0009.1819	REPA - Collinsville Roads - Package A2 - Capital	Acquitted	$ 1,402,988.60	$ 1,129,482.91	$ 16,135.86	$ 92,599.05	$ 1,149,694.67	$ -	$ -	$ -	$ -	08/07/2020	25/06/2021
0010.1819	REPA - Bowen East Roads - Package U2 - Capital	Acquitted	$ 870,576.47	$ 1,328,172.79	$ 4,293.00	$ 75,179.58	$ 1,281,521.25	$ -	$ -	$ -	$ -	31/10/2019	06/10/2020
0011.1819	REPA - Collinsville Roads - Package Z2 - Capital	Closed	$ 3,085,170.89	$ 5,623,602.10	-$ 226,377.56	$ 318,253.04	$ 5,122,339.46	$ -	$ -	$ -	$ -	25/03/2020	02/11/2020
0013.1819	REPA - Bowen Central Roads - Package W2 - Capital	Acquitted	$ 916,111.38	$ 1,461,504.05		$ 82,726.64	$ 1,433,394.98	$ -	$ -	$ -	$ -	11/11/2019	31/08/2020
0014.1819	REPA - Bowen West Roads - Package U2 - Capital	Acquitted	$ 261,983.56	$ 340,273.86		$ 19,260.78	$ 327,941.19	$ -	$ -	$ -	$ 13,092.98	08/11/2019	30/04/2020
0015.1819	REPA - Collinsville West Roads - Package Y2 - Capital	Closed	$ 5,206,186.89	$ 11,907,591.51	$ 306,535.91	$ 673,965.96	$ 11,267,223.46	$ 2,125,016.69	$ 74,857.01	$ 1,959,423.92	$ 1,302,835.36	17/06/2020	25/06/2021
0016.1819	REPA - Proserpine Roads - Package X2 - Capital	Acquitted	$ 1,659,647.25	$ 2,460,851.75	-$ 15,728.89	$ 139,247.55	$ 2,278,489.69	$ -	$ -	$ -	$ -	22/11/2019	01/10/2020
0018.1819	REPA - Proserpine Roads - Package H2 - Capital	Acquitted	$ 1,456,734.48	$ 1,543,520.13	$ 154,795.91	$ 75,798.74	$ 1,486,249.71	$ -	$ -	$ -	$ -	13/07/2020	31/10/2020
0019.1819	REPA - Bowen and Collinsville - W2 & F2 - Capital	Acquitted	$ 1,068,740.92	$ 2,345,516.91	$ 19,032.90	$ 132,765.11	$ 2,169,250.45	$ -	$ -	$ -	$ 4,909.87	15/11/2019	28/07/2020
0020.1819	REPA - Proserpine Roads - Package X2 - Capital	Acquitted	$ 110,224.40	$ 110,224.40	$ 29,199.72	$ 4,919.47	$ 96,460.20	$ -	$ -	$ -	$ -	05/03/2020	09/07/2020
0021.1819	REPA - Forestry Road Landslip - Capital	Closed	$ 452,413.42	$ 456,032.52	$ 4,102.29	$ 23,257.66	$ 516,481.12	$ -	$ 2,927.48	$ 250,978.19	$ 187,171.88	30/11/2020	25/06/2021
0022.1819	REPA - Watts & Scartwater Roads - Capital- Pk W2 & Y	Closed	$ 1,547,481.09	$ 3,604,488.76		$ 163,764.90	$ 3,211,076.46	$ -	$ -	$ -	$ -	06/07/2020	02/11/2020
0025.1819	Betterment - Rutherford Road - Capital	Closed	$ 42,683.53	$ 40,665.99	$ 105,857.84	$ 2,176.86	$ 49,775.71	$ -	$ -	$ -	$ -	29/06/2020	31/07/2020
0027.1819	Betterment - Exmoor Road - Capital	Closed	$ 275,762.80	$ 268,802.80	$ 46,166.81	$ 11,549.45	$ 226,459.74	$ -	$ -	$ -	$ -	27/07/2020	10/09/2020
0028.1819	Betterment - Emu Plains Road - Capital	Closed	$ 365,553.50	$ 361,127.50	$ 90,421.99	$ 15,265.04	$ 297,708.95	$ -	$ -	$ -	$ -	20/07/2020	01/12/2020
0030.1819	REPA - Regional Culverts - Operational - Package O2 &	Acquitted	$ 428,491.33	$ 557,723.51		$ 29,809.27	$ 548,629.89	$ -	$ -	$ -	$ -	20/04/2020	12/11/2020
0031.1819	Betterment - Emu Plains Road (A2)	Acquitted	$ 315,671.97	$ 777,057.99	$ 53,160.00	$ 39,629.96	$ 719,939.02	-$ 296.76	$ -	$ -	-$ 37,161.55	13/07/2020	28/10/2020
0032.1819	Betterment - Exmoor Road (A2)	Acquitted	$ 434,169.97	$ 534,013.94	$ 51,500.00	$ 26,236.74	$ 514,445.94	$ -	$ -	$ -	$ -	23/04/2020	30/06/2020
0033.1819	Betterment - Rutherford Road (F2)	Acquitted	$ 570,556.81	$ 1,424,041.94	$ 39,200.00	$ 72,626.14	$ 1,333,416.28	$ 1,012.07	$ 17,510.62	$ 94,597.84	$ 967,969.33	02/11/2020	25/06/2021
			$ 25,309,914.12	$ 45,798,179.09	$ 715,471.50	$ 2,528,183.95	$ 42,662,455.60	$ 2,125,732.00	$ 95,295.11	$ 2,304,999.95	$ 2,438,817.87		

DRFA – Qld Monsoonal Event 2020 (Disaster Recovery Financial Reporting)

DRFA - Qld Monsoonal Event 2020

	Description	Status	Amt Submitted to QRA - Benchmark	Amt Submitted to QRA - Market Rates	Variations	Contingency	Expenditure to Date	Expenditure - Aug 21	Expenditure - Sep 21	Expenditure - Oct 21	Start Date	End Date
0040.1920	Emergent Claim - Bowen North	Closed	$ 58,519.10	$ 58,519.10			$ 58,519.10				31/01/2020	12/04/2021
0040.1920	Emergent Claim - Bowen South	Closed	$ 12,997.63	$ 12,997.63			$ 12,997.63				31/01/2020	12/04/2021
0040.1920	Emergent Claim - Proserpine	Closed	$ 58,632.47	$ 43,804.84			$ 58,632.47				31/01/2020	12/04/2021
0040.1920	Emergent Claim - Inspection Costs	Closed	$ 170,481.19	$ 170,481.19			$ 170,481.19				31/01/2020	12/04/2021
0040.1920	Emergent Claim - Coordination	Closed	$ 24,839.46	$ 24,839.46			$ 24,839.46				31/01/2020	12/04/2021
0040.1920	Emergent Claim - Collinsville	Closed	$ 183,380.88	$ 183,380.88			$ 183,380.88				31/01/2020	12/04/2021
0035.1920	REPA - Proserpine Roads - Packages X3, H3 & J3	Completed	$ 2,092,211.15	$ 1,531,407.03		$ 105,667.09	$ 1,249,776.38	-$ 959.45	$ -	$ -	12/10/2020	30/06/2021
0042.1920	REPA - Collinsville Roads - Packages C3, N3, D3	In Progress	$ 7,554,551.59	$ 7,554,551.59	$ 66,254.74	$ 521,264.06	$ 5,840,315.56	$114,857.46	$1,710,033.04	$ 1,144,393.48		
0041.1920	REPA - Bowen Roads - Packages V3, T3, U3 & B	In Progress	$ 7,380,496.56	$ 7,380,496.56		$ 509,254.26	$ 2,215,774.32	$563,802.79	$ 633,468.67	$ 408,996.61		
0043.1920	REPA - Strathalbyn Road - Package Q3	In Progress	$ 2,242,153.82	$ 2,242,153.82		$ 154,708.61	$ 527,494.88	$ 18,958.78	$ 224,671.48	$ 236,491.75		
			$ 19,778,263.85	$ 19,202,632.10	$ 66,254.74	$ 1,290,894.02	$ 10,342,211.87	$696,659.58	$2,568,173.19	$ 1,789,881.84		

Attachment 13.5.4.3 DRFA Ex TC Imogen Monsson Event 2021 Disaster Recovery Financial Report

DRFA – 2021 Ex TC Imogen & Monsson Event (Disaster Recovery Financial Reporting)

DRFA - 2021 Ex TC Imogen

	Description	Status	Amt Submitted to QRA - Benchmark	Amt Submitted to QRA - Market Rates	Variations	Contingency	Expenditure to Date	July 21 - Expenditure	Aug 21 - Expenditure	Sep 21 - Expenditure	Oct 21 - Expenditure	Start Date	Forecast Date
0045.2021	Emergency Works - Inspection Costs	Activated	$ 70,673.73	$ 70,673.73			$ 70,673.73	$ -	$ -	$ -	$ -	02/01/2021	12/04/2021
0045.2021	Emergency Works - Coordination Costs	Activated	$ 7,365.85	$ 7,365.85			$ 7,365.85	-$ 5,024.71	$ -	$ -	$ -	02/01/2021	12/04/2021
0045.2021	Emergency Works - Bowen	Activated	$ 65,100.41	$ 65,100.41			$ 65,100.41	$ -	$ -	$ -	$ -	02/01/2021	12/04/2021
0045.2021	Emergency Works - Prosperpine	Activated	$ 45,128.57	$ 45,128.57			$ 45,128.57	$ -	$ -	$ -	$ -	02/01/2021	12/04/2021
0045.2021	Emergency Works - Collinsville	Activated	$ 29,193.32	$ 29,193.32			$ 29,193.32	$ -	$ -	$ -	$ -	02/01/2021	12/04/2021
0044.2021	REPA - Proserpine Roads - Packages X4, H4 & J4	Lodged	$ 6,819,015.41	$ 6,816,049.52		$ 470,307.42	$ 52,471.13	$ -	$ -	$ -	$ 52,471.13	00/01/1900	00/01/1900
0046.2021	REPA - Collinsville Roads - Packages C4, N4, D4 & F4	Lodged	$ 17,923,035.40	$ 17,921,601.89		$ 1,236,590.53	$ -	$ -	$ -	$ -	$ -	00/01/1900	00/01/1900
0047.2021	REPA - Golf View Courts	In-field	$ 682,440.00	$ 442,084.63		$ 30,503.84	$ 21,710.43	$ -	$ 3,407.87	$ 1,105.93	$ 3,696.63	00/01/1900	00/01/1900
			$ 25,641,952.69	$ 25,397,197.92	$ -	$ 1,737,401.79	$ 291,643.44	-$ 5,024.71	$ 3,407.87	$ 1,105.93	$ 56,167.76		

Attachment 13.5.4.4 Shute Harbour Project Disaster Recovery Financial Reporting

Shute Harbour Project (Disaster Recovery Financial Reporting)

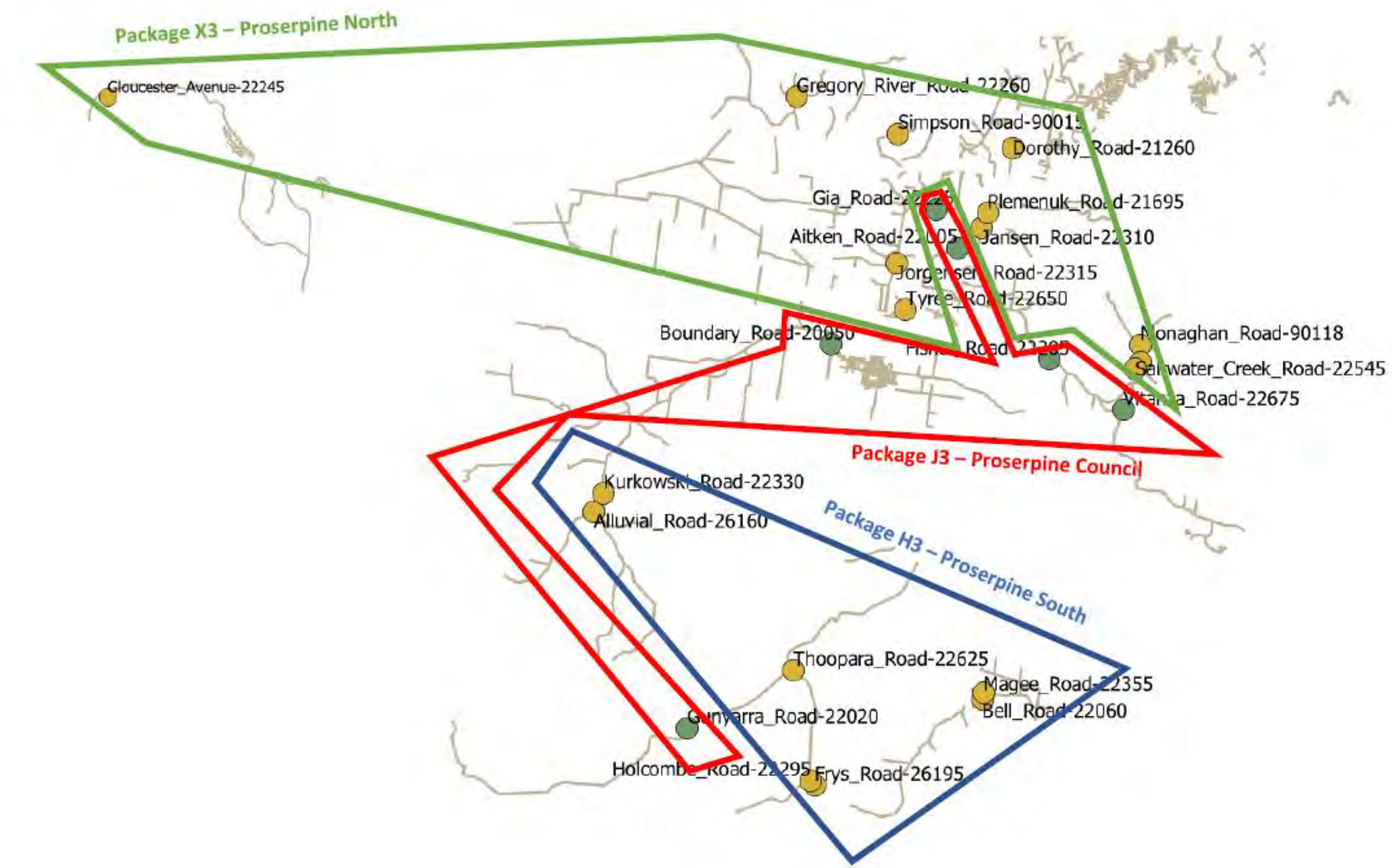
	Shute Harbour													
	Description	Status	Amt Submitted to QRA - Benchmark	Amt Submitted to QRA - Market Rates	Variations	Contingency	Expenditure to Date	June 21 - Expenditure	July 21 - Expenditure	Aug 21 - Expenditure	Sep 21 - Expenditure	Oct 21 - Expenditure	Start Date	End Date
48.17	Shute Harbour Terminal & Structures – Iconic (4909)	In progress	$ 15,209,000.00	$ 33,298,741.19	$ 4,727,261.08	$ 1,997,924.47	$ 29,197,814.68	$ 9,001,248.36	$ 54,592.59	$ 450,643.34	$ 83,283.92	$ 1,102,773.53	30/03/2018	30/09/2021
48.17	Shute Harbour Seawall – Iconic (8273)	In progress	$ -	$ -			$ 5,855,491.06	$ 181,009.93	$ -	$ 15,214.91	-$ 315,324.60	$ 2,217.61	30/03/2018	30/09/2021
41.17	Shute Harbour Seawall – REPA B (7399)	Completed	$ 1,852,000.00	$ 202,309.46			$ 202,345.79	$ 1,897.22	$ -	$ 489.92	$ -	$ 36.33	30/03/2018	30/09/2021
41.17	Shute Harbour Seawall – Betterment (4908)	Completed	$ 1,601,987.00	$ 19,896,168.09			$ 19,917,682.97	$ 355,974.00	$ -	$ 57,823.91	$ 884,801.11	$ 21,514.88	30/03/2018	30/09/2021
			$ 18,662,987.00	$ 53,397,218.74	$ 4,727,261.08	$ 1,997,924.47	$ 55,173,334.50	$ 9,540,129.51	$ 54,592.59	$ 524,172.08	$ 652,760.43	$ 1,126,542.35		

Revised Forecast

		Expenditure (prev years)	Expenditure 20/21/22 to date	Forecast PM Costs	Committed	Forecast to end of project	QRA Approved
	4908	$ 2,430,700.54	$ 17,625,852.30			$ 19,896,168.09	$ 19,896,168.09
41.17 - Seawall	7399		$ 63,475.92			$ 202,309.46	$ 202,309.46
	4909	$ 4,585,870.87	$ 24,611,943.81	$ 183,514.10	$ 3,812,668.48	$ 37,223,997.26	$ 33,298,741.19
48.17 - Terminal & Struc	8273		$ 5,855,491.06		$ 448,230.43	$ 6,303,721.49	
		$ 7,016,571.41	$ 48,156,763.09	$ 183,514.10	$ 4,260,898.91	$ 63,626,196.30	$ 53,397,218.74
	Project Total YTD	55,173,334.50					

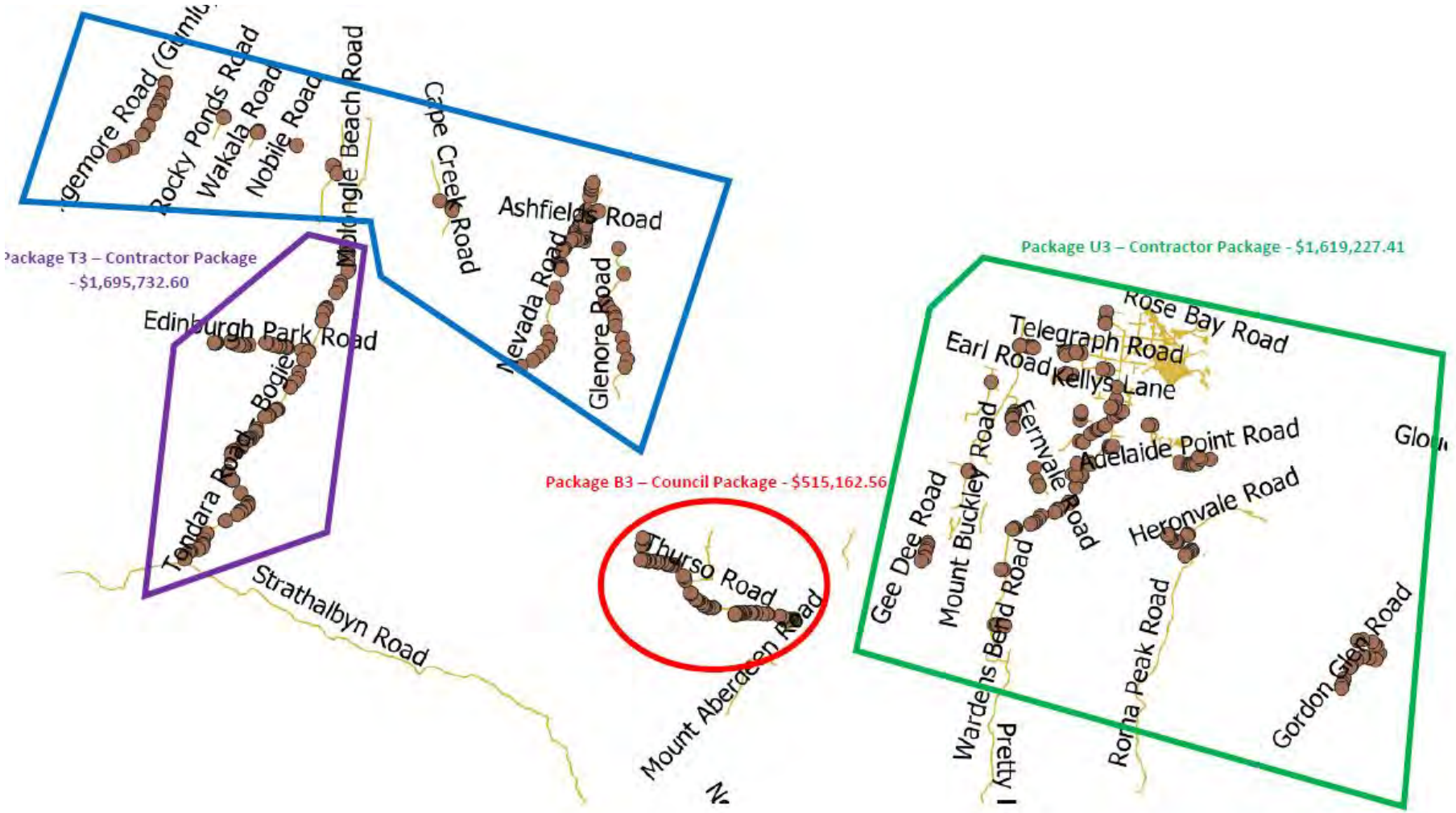
Attachment 13.5.4.5 Road Map DRFA 2020 Gravel Road Packages

DRFA – 2020 – Proserpine Gravel Roads Packages



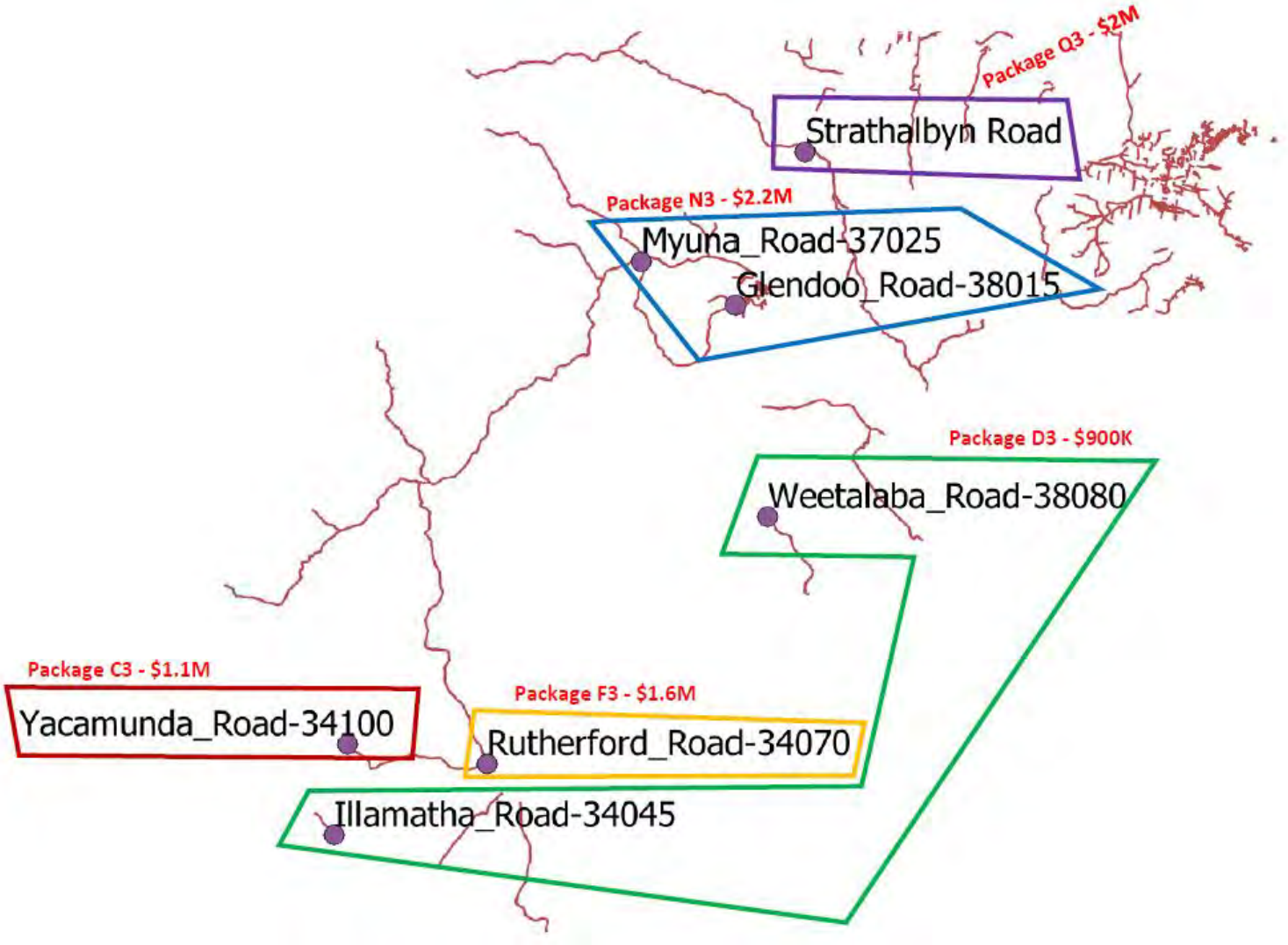
Attachment 13.5.4.5 Road Map DRFA 2020 Gravel Road Packages

DRFA – 2020 – Bowen Gravel Roads Package



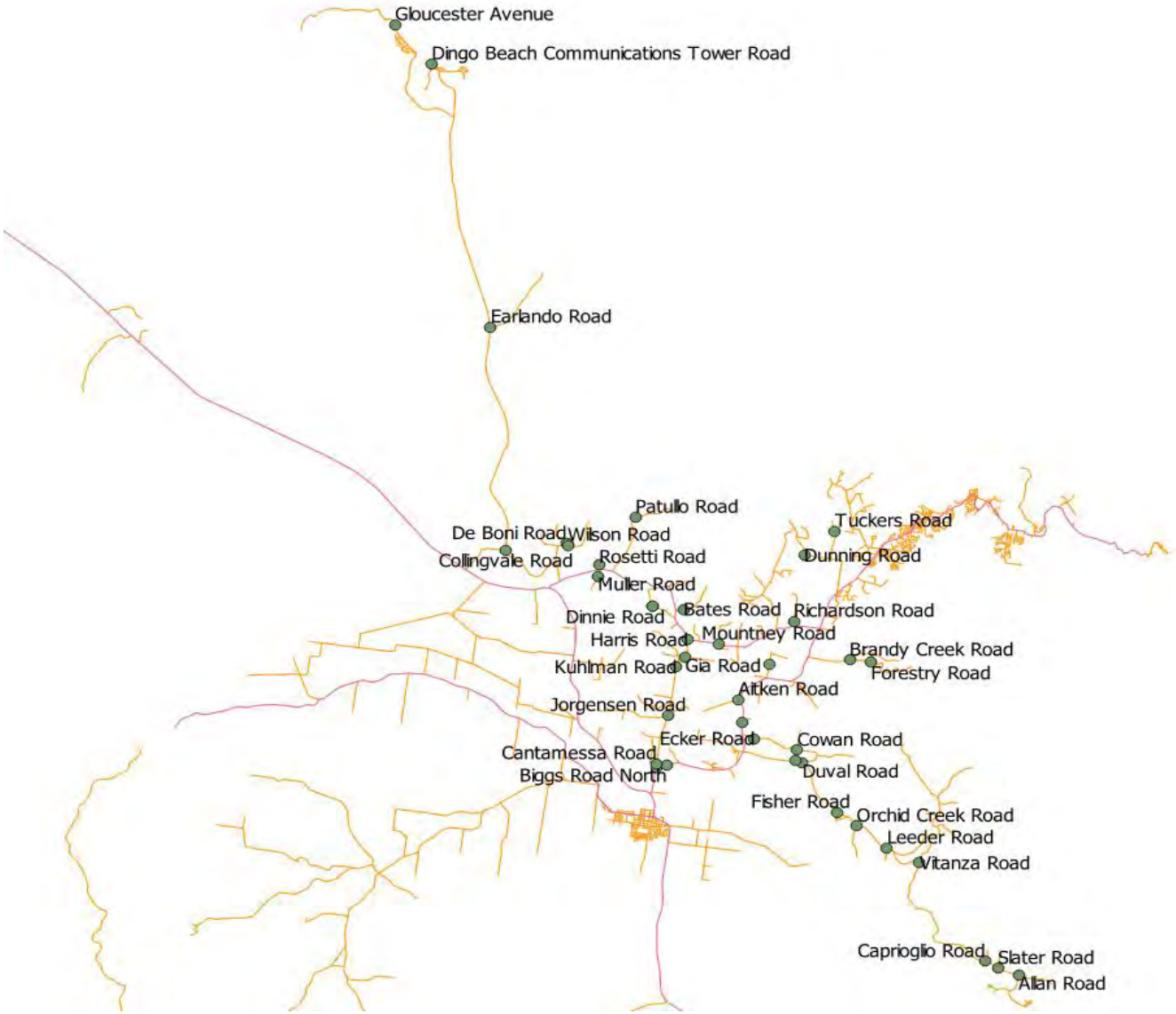
Attachment 13.5.4.5 Road Map DRFA 2020 Gravel Road Packages

DRFA – 2020 – Collinsville Gravel Roads Package



Attachment 13.5.4.6 Road Map DRFA 2021 Gravel Road Packages

DRFA 2021 – Proserpine North



Attachment 13.5.4.6 Road Map DRFA 2021 Gravel Road Packages

DRFA 2021 – Proserpine Central



Attachment 13.5.4.6 Road Map DRFA 2021 Gravel Road Packages

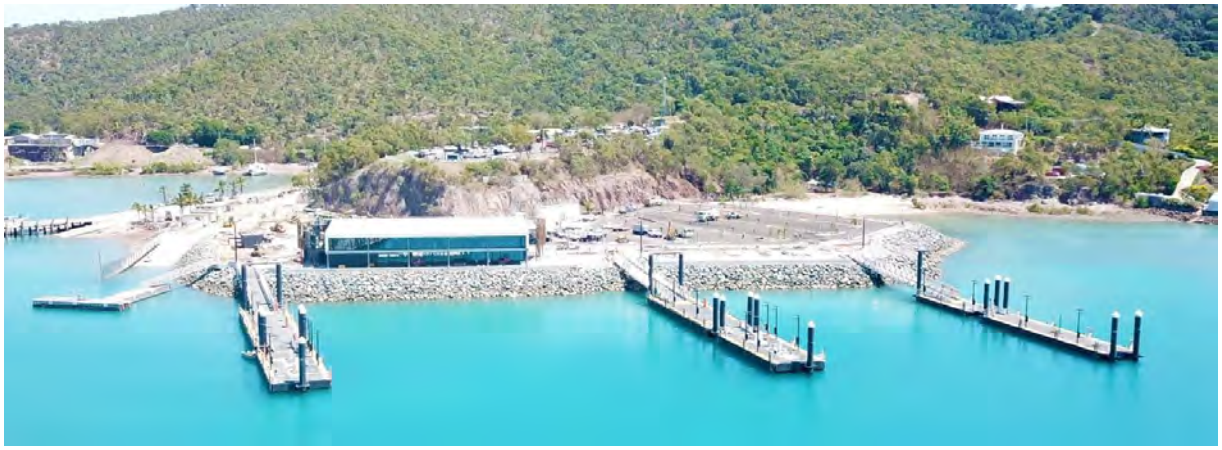
DRFA 2021 – Proserpine South



Shute Harbour
Drone Photos 27/10/2021







Attachment 13.5.4.7 Shute Harbour Drone Photos 27 10 2021



13.5.5 - Quarry Business Activity Report - October 2021

DATE: Wednesday 24 November 2021

TO: Ordinary Council Meeting

AUTHOR: Quentin Prince - Manager Quarry

AUTHORISING OFFICER: Adam Hagy - Director Infrastructure Services

PRESENTED FOR: Information

ATTACHMENTS

1. Business Activity Report - Foxdale Quarry - October 2021 [**13.5.5.1** - 4 pages]
2. Foxdale Quarry Financial Performance Report year to 31 October 2021 [**13.5.5.2** - 2 pages]

PURPOSE

These reports are for Council's perusal to ensure that thorough understanding of financial and operational performance is relayed in a comprehensive and informative manner.

OFFICER'S RECOMMENDATION

That Council receive the Business Activity Report for the Foxdale Quarry for the month of October 2021.

BACKGROUND

Reports have been prepared for each of the business activities of Council. Included in these reports are:

1. A financial report including Actuals and Original Budget in an Income & Expenditure Statement and a Statement of Financial Position format
2. Performance data based on the activity of the business.

DISCUSSION/CURRENT ISSUE

The Quarry Business Activity Report provides a high level overview of operational undertakings of the Foxdale Quarry for the month of October 2021.

STATUTORY/COMPLIANCE MATTERS

Local Government Regulation Section 204.

STRATEGIC IMPACTS

Maximise the organisation's financial performance, achieving a high level of customer service, productivity and efficiency through strategic direction, expert advice and leadership. Improve our transport network with a focus on meeting the economic needs for the region including road safety, road building, maintenance processes, and renewal of aging infrastructure.

FINANCIAL IMPLICATIONS

Financial Implications – see attached performance report year to 31 October 2021 and the Balance Sheet as of 31 October 2021.

As at the end of August the financial performance of the Foxdale Quarry shows an operating surplus of $187,246.00 before deduction of corporate overheads and $61,134.00 surplus after deduction of corporate overheads.

CONSULTATION/ENGAGEMENT

Director Infrastructure Services
Management Accountant
Administration Coordinator Roads and Drainage

RISK ASSESSMENT

N/A

TIMINGS/DEADLINES

N/A

CONFLICT OF INTEREST DECLARATION

Council officers contributing to the preparation and approval of this report have no conflicts of interest to declare.

HUMAN RIGHTS IMPACT

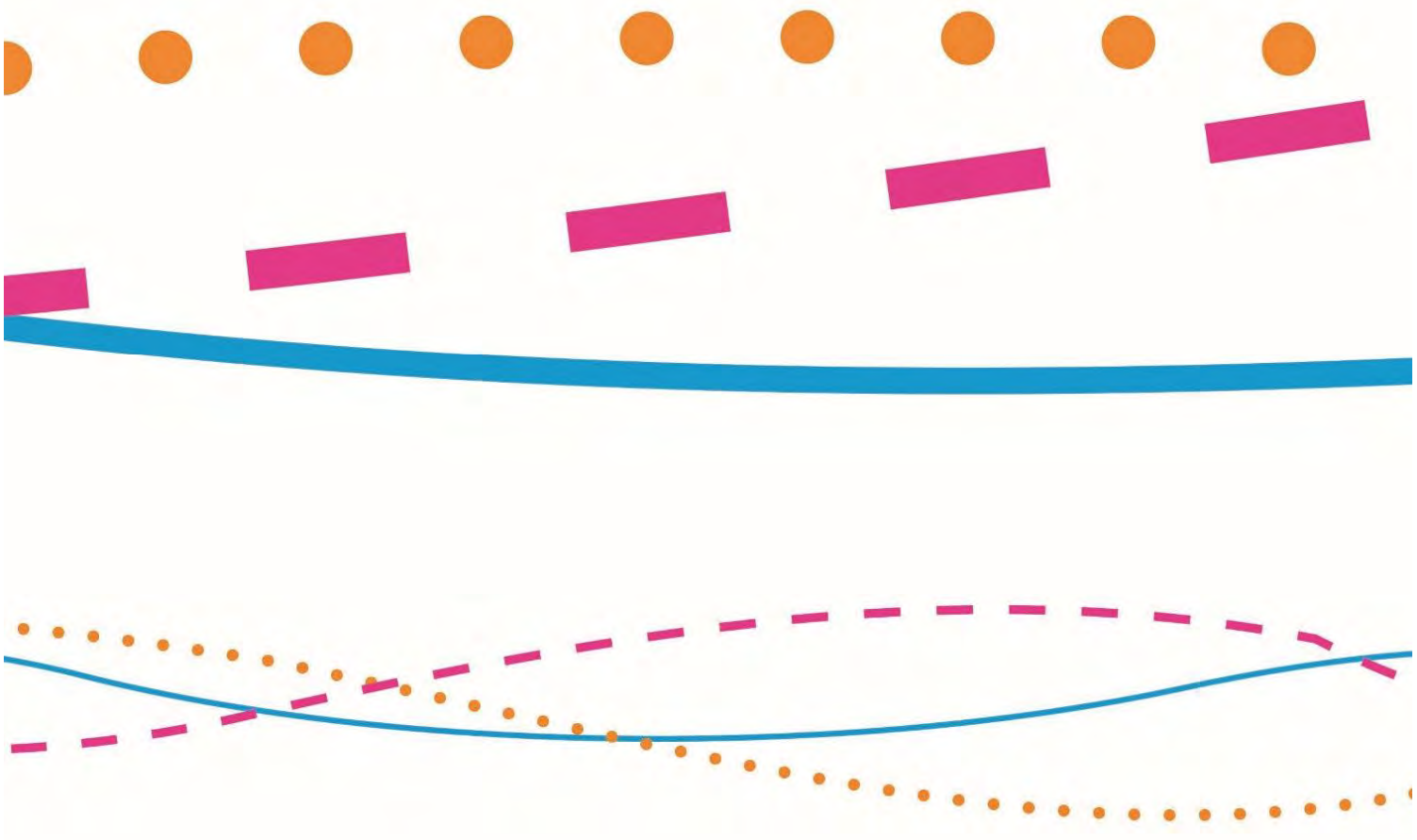
No

ALTERNATIVES CONSIDERED

N/A

Foxdale Quarry

Business Activity Report | October 2021



Overview of Operational Undertakings

The following information provides a high-level overview of operational undertakings of the Foxdale Quarry for the month of October 2021.

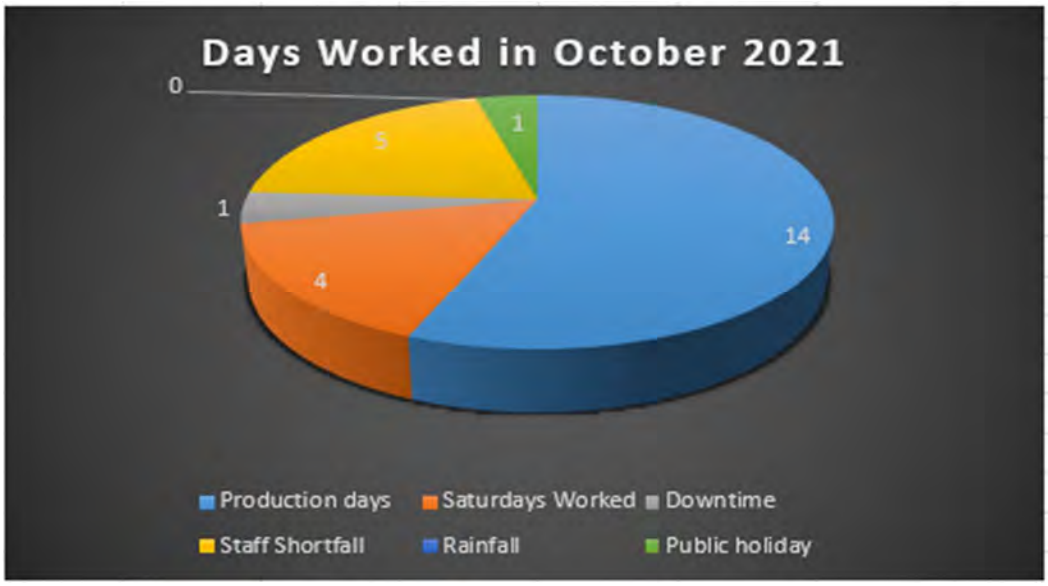
1 to 5 October – Production of cane road gravel.

6 to 12 October – Production of 20mm concrete aggregate.

13 to 16 October - Production of cane road gravel.

18 to 25 October – Sales and pugmill as there were not enough staff to crush

26 to 29 October – Production of cane road gravel.



Quarry Production Summary – October 2021

Material Description	Quantity in Tonnes
Aggregates	**3186.71**
Road Bases	**8151.61**
Overburden Fill Materials	**0**
Armour Rock and Shot Rock	**1418.04**
Total	**12756.36**

Overall quarry production was reduced during the month of October as there was unprecedented demand for quarry materials.

Quarry Sales Summary – October 2021

Material Description	Quantity in Tonnes
Aggregates	**7830.32**
Road Bases	**20797.28**
Armour Rock and Shot Rock	**1441.32**
Overburden Fill Materials	**61.44**
Total	**30130.36**

The two quarry loaders handled 42 886 tonnes of material during the month of October which is almost a quarry record. The ability to supply pug milled road base has significantly increased demand for our quarry road base material.

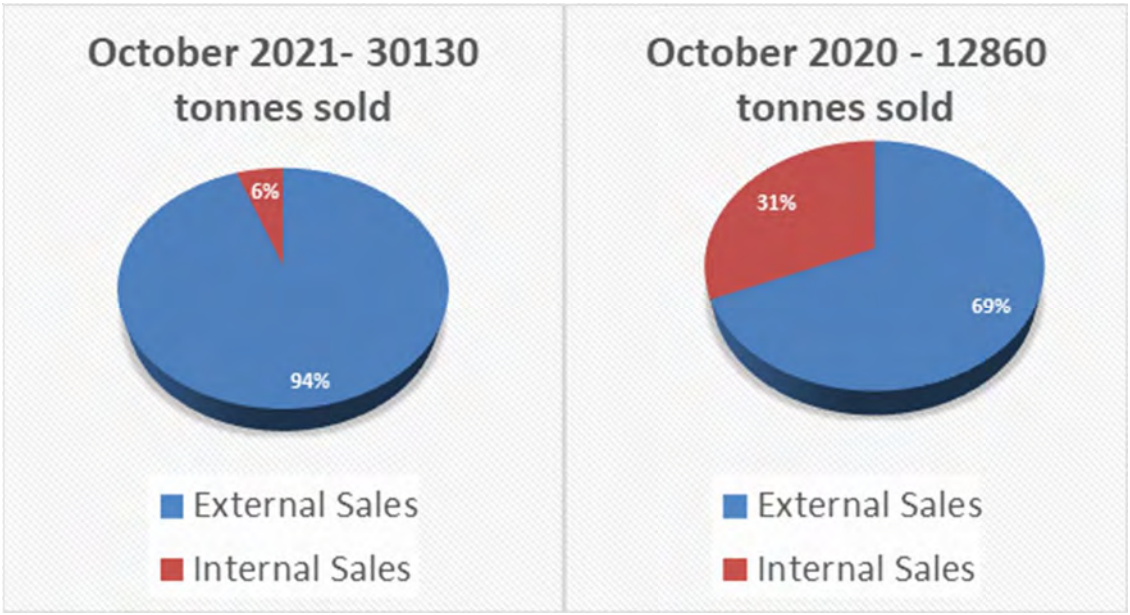


Fig 1. Overall Quarry sales for the month of October 2021 in Comparison to October 2020.

In comparison to October last year, quarry sales volumes are considerably higher. The proportion of external sales has increased as the quarry is supplying several road construction projects. Sales of concrete aggregates also continues to increase on a monthly basis.

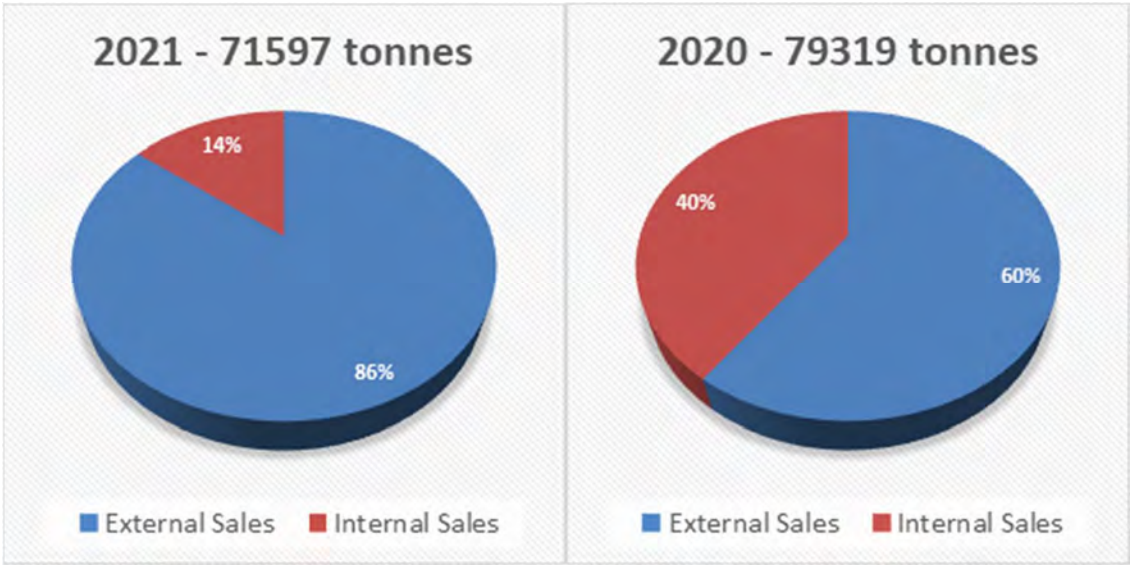


Fig 2. Financial Year Comparison Models for 2021 and 2020

The overall sales volumes are following the 10-year average. November will see a continued high volume in quarry material sales.

Plant and Machinery Performance

Crusher

The crushing plant performed well during the month of October with no major break downs recorded. The crushing plant was operated 14 out of the 20 possible working days. A new blast was completed on Friday 15 October.

Mobile Plant

The quarry had 100% use of their front-end loaders and excavator during October. A major break down of the 40 tonne articulated dump truck occurred with a critical fault occurring in the transmission oil pump. The machine was replaced with another dump truck by Hastings Deering within 48 hours.



Fig 3. Quarry Blast 15/10/21

Foxdale Quarry

Monthly performance report year to 31st October 2021

	2021/22		2020/21
Operating revenue	**Actual**	**Current Budget**	**Actual**
Rates and utility charges	(718)	(7,000)	(2,874)
Statutory fees and charges, rental and levies &	-	-	-
Sale of goods and major services	1,257,673	3,334,800	3,376,287
Other operating revenue	8,216	150,000	44,753
Total operating revenue	1,265,172	3,477,800	3,418,167
Operating Expenses			
Employee benefits	(306,284)	(1,029,455)	(1,014,723)
Materials and services	(729,298)	(1,909,041)	(1,955,573)
Internal service provider expenditure (Exl Overheads)	(4,169)	(11,443)	(168,072)
Depreciation	(38,175)	(112,494)	(114,672)
External Finance Costs	-	(15,000)	(6,904)
Total operating costs	(1,077,926)	(3,077,433)	(3,259,944)
Surplus (deficit) from operations Exl.Overheads	**187,246**	**400,367**	**158,223**
Internal Corporate Overheads	*(126,112)*	*(378,339)*	*(557,355)*
Surplus (deficit) from operations	61,134	22,028	(399,132)
Other capital income/(expenses)	-	-	69,316
Net result for the period	**61,134**	**22,028**	**(329,816)**
Retained surplus (deficit) brought fwd from prior year	(763,354)	(789,344)	(164,469)
Net result from above	61,134	22,028	(329,816)
Transfer from capital for unfunded depreciation	38,175	112,494	114,672
From (to) capital - items of capital income & expense	-	-	(69,316)
Adj From (to) capital to adjust working capital cash	-	-	86,820
Transfer (to) capital general revenue expended	-	-	(1,245)
Internal Program Contributions	-	-	-
Surplus/(deficit) available for transfer to reserves	-	-	-
Net transfers from (to) capital reserves	-	-	(400,000)
Retained surplus (deficit) funds at period end	**(664,045)**	**(654,823)**	**(763,354)**
Capital Funding Sources			
General revenue used (excess funds provided)	377,000	-	1,245
Government Grants and Subsidies	-	-	-
Capital Reserves	-	-	100
Funded depreciation & amortisation expended	-	-	(1,245)
Total capital funding sources	377,000	-	100
Capital Funding Applications			
Non-current assets	-	-	100
Total capital asset acquisitions	-	-	100
Loan redemptions	-	-	-
Total capital applications	-	-	100
Reserve balances held at beginning of period			
Capital reserve balances	399,900	-	-
Unspent loan and depreciation cash held	-	-	-
Recurrent reserve balances	-	-	-
Total reserve cash held at beginning of the period	399,900	-	-
Reserve balances held at the end of period	-	-	-
Capital reserve balances	22,601	-	399,900
Unspent loan and depreciation cash held	-	-	-
Retained Surplus (Deficit)	(664,045)	(654,823)	(763,354)
Total reserve cash held at the end of the period	**(641,444)**	**(654,823)**	**(363,453)**

Foxdale Quarry

Balance Sheet as at 31st October 2021

	2021/22 Actual	2020/21 Actual
Current Assets		
Cash and cash equivalents	(80,412)	197,579
Trade and other receivables	743,477	252,740
Inventory	920,782	1,026,085
Prepayments	-	-
Total Current Assets	**1,583,847**	**1,476,403**
Non-current Assets		
Property, plant and equipment	2,596,064	2,634,240
Closing WIP Balance	377,399	100
Total Non-current Assets	**2,973,463**	**2,634,340**
TOTAL ASSETS	**4,557,310**	**4,110,743**
Current Liabilities		
Trade and other payables	23,082	186,645
Total Current Liabilities	23,082	186,645
Non-current Liabilities		
Other Provisions	561,032	561,032
Total Non-current Liabilities	561,032	561,032
TOTAL LIABILITIES	**584,114**	**747,677**
NET COMMUNITY ASSETS	**3,973,196**	**3,363,066**
Community Equity		
Capital	4,002,346	3,114,226
Asset revaluation surplus	51,262	51,262
Capital reserve balances	22,601	399,900
Provision Cash	561,032	561,032
Unspent loan and depreciation cash held	-	-
Retained surplus (deficiency)	(664,045)	(763,354)
TOTAL COMMUNITY EQUITY	**3,973,196**	**3,363,066**

14 MATTERS OF IMPORTANCE

This item on the agenda allows Councillors the opportunity to raise an item not included on the agenda for discussion as a matter of importance.