

Supplementary Advice Statement

PORT OF AIRLIE

A Proposal For A Marina Development

Prepared by:

Transtate Limited

November 2000



Transtate

PORT OF AIRLIE
SUPPLEMENTARY ADVICE STATEMENT

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APPENDIX 1 PROJECT APPROVALS PROCESS

Introduction

This Initial Advice Statement has been prepared in accordance with the requirements of Section 29C of the *State Development and Public Works Organisation Act 1971*.

The Initial Advice Statement specifically addresses:

- ☐ The current status of the Port of Airlie Project
- ☐ The changes made to the original development proposal shown in the Draft Impact Assessment Study, December 1998, prepared by Burchill Partners Pty Ltd for the Whitsunday Sailing Club
- ☐ The revised project
- ☐ The revised project's compliance with the Whitsunday Shire Council's Strategic Plan
- ☐ The State and Commonwealth Department's that are involved in the statutory processes required to obtain a development lease and development approvals
- ☐ The levels of required investment in the project
- ☐ The strategic significance of the project
- ☐ Responses to the significant environmental issues raised by the reviewers of the Draft Impact Assessment Study, December 1998 as they relate to the revised project.

1 Project Location and Tenure

The project site is in Boathaven Bay, at the eastern end of the commercial and retail precinct of Airlie Beach.

The project site lies between the high and low waterlines within a 130ha Permit to Occupy (No. 206577) issued by the Queensland Department of Natural Resources on 4 January 1996, as shown on **Figure 1 – Location Plan**.

2 Existing Situation

On 4 January 1996 the Whitsunday Sailing Club (WSC) was granted a Permit to Occupy over 130 Ha of Boathaven Bay at Airlie Beach to investigate the development of a marina and associated commercial and residential facilities.

The Whitsunday Sailing Club then employed consulting engineers, Burchill Partners P/L, to undertake the investigations and studies required under the Permit to Occupy and to formulate a revised development proposal. The Conditions of the Permit to Occupy also required that a full Impact Assessment Study (IAS) be carried out to the satisfaction of Department of Environment and Heritage.

The IAS, which detailed the development concept (see **Figure 2 – Comparative Concepts**) was completed in December 1998. After the period of public review the Department of Environment and Heritage, in March 1999, notified the Whitsunday Sailing Club of further investigations and studies required for further consideration. Further meetings between WSC and the Department were held in August 1999 to clarify the further studies and investigations needed before submitting a Supplementary IAS.

No further action was taken until November 1999 when the WSC invited Transtate Limited to assist in developing the project.

The Company has prepared a new development proposal for the project as shown on **Figure 3 – Masterplan**. The revised proposal is the result of a critical technical, financial and environmental evaluation of the original proposal shown in the Draft Impact Assessment Study.

3 The Revised Proposal

The revised development proposal as shown on **Figure 3 – Masterplan** has reduced the size and scale of the area of land to be reclaimed for both commercial and residential development. The reduced scale of development can be summarized as follows:

Feature	Original Plan	Revised Plan	Reduced By
Area of Permit to Occupy	130ha	30	77%
Area of land to be reclaimed	70	7	90%
Volume of imported fill/rock	2.6 million cu m	75,000 cu m	97%
Area of commercial land	14.7Ha	0.5	97%
Area of residential land	41.9Ha	5.0	88%
No of marina berths	600	240 (Stage 1)	60%
Construction Period- Stage1	3.5 years	2 years	43%

The revised proposal limits the reclamation area to a maximum of 450 metres from the existing shoreline along Shute Harbour Road, compared with 1.3 kilometres for the original submission. The majority of the reclaimed land shown on the revised development plan is over areas where the soft marine clays are less than 2 m thick, making reclamation, both practical and cost-effective.

The new ocean front boundary of the development has been established along the approximate line of the existing low water mark.

Residential areas have been substantially reduced and, as a result, the commercial viability of the harbour front residential precincts has been substantially improved.

The small area of retail and commercial development, proposed in the revised plan, is based on expanding the existing commercial areas of Airlie Beach by 5% per annum. This should be

compared with the program of enlarging the accommodation base by at least 10% per annum over the first five years of the development.

The revised development proposal minimises most of the significant environmental impacts that were identified in the Draft IAS and raised as issues needing further study, by the technical experts who reviewed the document.

4 Description of the Revised Project

Figure 3 – Masterplan shows Stage 1 of a 2-stage project. At this time no application will be made or approvals sought for Stage 2.

4.1 Introduction

The revised development plan, as shown on **Figure 3 – Masterplan**, has been based on a number of key principles as follows:

- ☐ The development must be environmentally sustainable
- ☐ The development must be an integral part of Airlie Beach and provide a focus for the commercial/tourist precinct –see **Figure 4 – Aerial View**.
- ☐ The development must meet the needs of the private and commercial boating operators
- ☐ The development should be based on commercially viable growth for both commercial and residential components
- ☐ The development should be in accordance with the Strategic Plan of the Whitsunday Shire
- ☐ The development be focussed on the integration of complementary facilities that are needed in the area but not currently available
- ☐ The development will bring new industries and businesses to complement the existing businesses operating in Airlie Beach
- ☐ The engineering designs for excavation of the marina and reclamation of the land should be practical and achievable without causing severe disruptions to the town
- ☐ The development must blend in with the existing natural and human environments.

4.2 The Proposed Facilities

The revised project involves a marina and surrounding tourism and residential development as detailed on **Figure 5 – Land Use Plan** and described below:

Public Facilities

- ☐ Safe harbour for 240 permanent berths and space for a further 200 boats to shelter during cyclones
- ☐ A town square
- ☐ Over 10,000 m² of new and fully landscaped parkland
- ☐ Extensive car parking areas
- ☐ Walkways around the marina and breakwater
- ☐ 2 lane public boat ramp with car and trailer parking and lighting
- ☐ Public lookout and picnic area on the breakwater

Whitsunday Sailing Club Facilities

- ☐ A waterfront marine academy site of 2,000 m²
- ☐ 28 marina berths varying from 12 to 18 metres in length

Private Facilities

- ☐ 200 marina berths 10 - 18 metres
- ☐ 6 commercial ferry berths
- ☐ 12 large, day berths
- ☐ Hardstand areas and dry boat racking
- ☐ Full boat repair facilities
- ☐ Sewage pumpout and refuelling facilities
- ☐ Transport interchange with full public amenities

-
- 4 star resort accommodation hotel of approximately 150 rooms
 - 5,000 m² tourism-related retail and commercial area including specialty restaurants and a small food court
 - 16 residential homesites
 - 44 ocean view apartments
 - 150 holiday apartments

4.3 Description of the Facilities

The centrally located entry to the project is to be developed as a Public Town Square, as depicted in **Figure 6**, providing clear and unobstructed views over the harbour from both the main street of Airlie Beach and the exit road leading to Shute Harbour. To the south of the Town Square is a small retail and commercial area and passenger disembarkation zone leading to the transport terminal and commercial wharves as depicted in **Figure 7**.

To the north of the Town Square are four residential apartment buildings separated from the harbour front by the public boardwalk. A small boutique retail area will be positioned fronting Coconut Grove to service these apartments.

The Marina Resort Hotel, located on the small headland adjacent to the Transport Terminal, will be a 3 to 4 star family hotel, with extensive entertainment facilities and landscaping. Further south of this area is the public boat ramp and marine servicing area. These uses are of a temporary nature until the completed marine facilities can be permanently located in Stage 2 of the project.

Public access will be maintained to the entire harbour frontage with the exception of the marine academy site and the marine servicing area which has restricted access for safety reasons.

The harbour will accommodate 200 private berths varying in size from 10-20 metres plus 28 berths transferred to the Sailing Club. A further 12 berths will be located adjacent to the Town Square for large visiting yachts. The 6 commercial berths are accessed directly through the Transport Terminal.

Public parks are positioned in several locations as indicated on **Figure 8 – Structure Plan**. Of particular interest is the lookout and picnic area located on the breakwater extremity. An important park has been located to the north of the marine academy to provide direct public access to the breakwater promenade and adjacent oceanfront.

4.4 Services

All discharges from the project will be controlled.

The marina will provide a sewage pump out facility that will be connected to the municipal sewerage system. All vessels berthed in the marina will be required to use the pump out.

All boat maintenance areas will be bunded to control stormwater run off. All run off from areas of potential contamination will receive preliminary pre-treatment on site before being discharged into the sewer system.

The Marina will provide refuelling facilities, equipped with state of the art emergency equipment to control accidental spills.

5 Development Program

Stage 1 of the project will be completely developed in a single construction program extending over five years. Construction of the marina basin and reclamation of the land will be completed in the first 2 years.

6 The Whitsunday Shire Council's Strategic Plan

The proposed development is in accordance with the objectives of the Whitsunday Shire Council's Planning Scheme that shows marina and tourism development in Muddy Bay, adjacent to the Whitsunday Sailing Club.

The Whitsunday Shire Council is supporting the development. Meetings have been held recently with the Mayor, Councillors and Officers of the Council to discuss the revised proposal and obtain information about major concerns held by Council.

The only proposed departure from the planning scheme is that the central core of the Resort Hotel and the Seaview Apartment building on the forefront of the development, adjacent to the headland will be slender 8-storey buildings. All other buildings will be below the 5-storey limit set

by council for the beachfront precinct of the town. The development application will address this issue in terms of architectural merit, amenity and aesthetics.

80% of the proposed buildings will be limited to 1 or 2 stories, well below WSC limits, to preserve the views of existing residents

7 The potential impacts of the project on relevant infrastructure

The project has an impact on infrastructure in two ways.

7.1 Infrastructure Demands

The development will require the provision of essential services: power, water supply, sewerage, road access. Discussions have been held with a number of the authorities that provide these services as follows:

- ☐ Whitsunday Shire Council will provide water to the site and collect and dispose of sewage and solid wastes from the site.
- ☐ ENERGEX has already been consulted regarding provision to supply power to the site
- ☐ Main Roads have been consulted on the site accesses shown on **Figure 2 – Masterplan**. The exact layout and configuration of the access intersections are still to be agreed

7.2 Infrastructure Expansion

The development will create significant, needed infrastructure, including:

- ☐ An all weather, protected boat harbour and 240 marina berths
- ☐ a transportation terminal
- ☐ commercial precincts for tourist retail and tourism facilities
- ☐ marine maintenance and repair facilities large enough for the maintenance of the larger commercial vessels operating in the area
- ☐ land for a marine academy
- ☐ public walkways and extensive parklands

8 Employment opportunities generated by the Project

The Project will provide a major tourism facility on the mainland coast of the Whitsunday area that will provide significant employment opportunities for the local community during construction and during operation.

The project will act as a catalyst for further tourism development in Airlie Beach and these projects will provide further employment opportunities.

The project will inject approximately \$100 million into the local economy over the next 5 years. The flow on effect of the development may increase the direct benefits by 100-120% .

The project will create around 100 new jobs during construction and 300 permanent positions after full development.

9 Development Approvals Process

The development approvals process is extensive and complex.

A flow chart of the process is shown in Appendix 1.

The Project would greatly benefit from the support of a single Queensland Government Agency that would coordinate the requirements of the various Government Departments and facilitate the interaction between the Government and the Developer.

The numerous State and Commonwealth Agencies involved in the process include:

9.1 Queensland Agencies:

Department of State Development, Queensland

Whitsunday Shire Council

Department of Natural Resources, Queensland

Environmental Protection Agency, Queensland

Beach Protection Authority

Queensland Parks and Wildlife Service

Department of Primary Industries (Fisheries)

Department of State Development

Queensland Transport

Department of Main Roads

Whitsunday Shire Council

Queensland Treasury

Energex

Queensland State Emergency Services

Department of Employment Training and Industrial Relations

Department of Aboriginal Affairs

Department of Communications, Information, Local Government, Planning and Sport

9.2 Commonwealth Agencies:

Environment Australia

GBRMPA

9.3 Native Title Issues

Extensive consultation will be required with potential native-title claimant groups.

10 Level of Investment

Stage One of the development involves an investment of approximately \$100 million during construction, and substantial additional flow-on investment in services and business ventures during operation.

All reclamation, servicing and infrastructure will be completed and funded by the proponent. The marine academy building will be constructed and funded by others.

11 Strategic Significance

The Whitsunday area is one of Australia's most significant tourist destinations for both domestic and international tourists. The Whitsunday mainland coast is lacking in quality tourism infrastructure. In particular:

- The area urgently requires a high quality, mainland based marina to provide safe, all weather berths for the large fleets of pleasure and commercial yachts and ferries operating in the area. This project will provide this facility.
- The area urgently requires boat maintenance facilities to service these large fleets. This project will provide this facility.
- Airlie Beach/ Shute Harbour is rapidly becoming the largest passenger handling port in Australia outside of Circular Quay in Sydney. Many studies have pinpointed lack of boating facilities and intermodal transportation links as major constraints to tourism growth. This project will provide a safe, easy to operate, all weather marine transport terminal at the point of maximum passenger activity.

The proposed project is a strategic addition to tourism facilities in the Whitsunday area. It will be the focal point for mainland tourism in the region, becoming the prime connection between land and water based transportation. The project will be a catalyst for further development of high quality facilities that are needed to attract both domestic and international tourists that will underpin the future prosperity of the region.

12 Impact Assessment Issues Relating to the Revised Project

A Draft Impact Assessment Study relating to the original proposal was advertised for public and agency review in December 1998. As a result of this review the EPA compiled a list of further environmental studies required to provide more complete information for assessment.

The revised proposal as shown in **Figure 2 – Master Plan** has far less impact on the physical, natural and human environments than the original proposal.

Based on the revised proposal we respond to the issues listed by EPA as follows:

12.1 Acid Sulphate Soils

Geotechnical investigations, undertaken for the Draft IAS, show that the soft marine muds, to be excavated for the marina and placed into contained areas to create the reclaimed land for development, have very low potential for development of acid sulphate conditions. The volume of material to be excavated and the area of land to be reclaimed has been significantly reduced in the revised proposal, as shown on **Figure 2 – Masterplan**, further reducing the potential impacts of acid sulphate soils.

Further sampling of the material to be excavated is being completed. The potential for acid sulphate conditions and method of treatment will be further investigated, taking into account construction methods for excavation and the containment conditions of the reclaimed material. A full report will be prepared and an Acid Sulphate Soils Management Plan developed for the project.

12.2 Sea Grasses

The boundary of the revised project is generally situated above the low water mark. There is some sparse seagrass beds fringing the low water mark on the western edge of Muddy Bay, in the area of the breakwater. However, the impact of the development on them will be small. The revised development will have negligible impact on the larger, denser seagrass beds below the low water mark in the centre and eastern parts of the bay.

12.3 High Wave Energy Sediment Transport

The greatly reduced size of the development means that the majority of Muddy Bay remains undisturbed. The development is located inshore of the low water line. In these conditions water depths limit wave sizes and wave action will be very mild.

Aerial photographs of Muddy Bay taken at various intervals over the past 50 years clearly demonstrate the stable nature of the bay. There has been no change evident in the seabed and intertidal zones in that time, indicating a low energy environment in the sheltered bay. Tidal currents do not activate sediment transport either in the bay or offshore. Seabed material is not brought into suspension by tidal currents. Sedimentation from local run off is also extremely low, with sedimentation rates less than 50mm expected over a 100-year period.

Sedimentation in the dredged areas of the project, due to the re-suspension of material from wave action, will also be low because of the mild wave climate and no maintenance dredging would be expected to be required for at least 20 years.

12.4 Residential Development

As discussed in section 1 the total development area has been reduced from 70 ha. to 7 ha. in the revised proposal, with a similar reduction in the area of residential development. This has been reduced by 88% from 41.9 ha. to 5.0 ha. in the revised proposal. We believe this limited area requires little justification of viability in view of the current market demand.

12.5 Hydraulic Processes

The development will be protected by a breakwater that will be constructed from the headland adjacent to the Sailing Club along the low water line. Maximum wave heights at this location are then limited by water depth and the breakwater will be smaller than the original proposal. The breakwater has been designed for a 1 in 100 year cyclonic event.

A strip of land will be reclaimed behind the breakwater adjacent to the marina, for exclusive residences. The land will be reclaimed above the 1 in 100 year storm surge level, making the land higher than properties that already exist along Airlie Esplanade. Building covenants will be placed on the land parcels in to ensure that building floor levels are at least above 1 in 250 year storm surge levels.

Because the development and the breakwater have been located much further inshore than the original proposal, it is intended to undertake further modelling and assessment of the hydraulic processes with the expectation that the breakwater can be reduced both in size and in height.

12.6 Impacts on Marine Parks

The site of the revised proposal is well removed from the Commonwealth Marine Park (GBRMP) boundary, which traverses from Bluff Point to Rocky Point, and excludes all of Pioneer Bay, Airlie Bay and Boathaven Bay. The State Marine Park extends from the boundary of the GBRMP to high water mark.

The impact of the project on this area will be the loss of approximately 13ha of intertidal mud flats.

The site will gain a large ecological deepwater niche of around 6ha that will be inhabited by adult and juvenile fish of angling and commercial importance. The breakwater and marina walls and marina piles and pontoon systems will become colonised by algae, barnacles, sponges, etc. that will become part of the food chain.

The impact on the GBRMP will be through the potential for increased visitor numbers, primarily through commercial tour operators. This will be controlled through the existing licensing procedures currently operated by GBRMPA.

12.7 Terrestrial Fauna and Flora

With the elimination of the need for a new quarry, no terrestrial fauna or flora issues arise.

12.8 Traffic Report based on 6% Growth

A new traffic study will be undertaken. Traffic generated by the revised proposal will be substantially lower than the proposal shown in the Draft IAS. A large proportion of the traffic generated by the development will be from the marine terminal. However the existing terminals at Shute Harbour already generate much of this traffic, so impacts on the regional road network will be minor. Traffic impacts from the revised project will be localised in Airlie Beach, along the main street, Airlie Esplanade and Coconut Grove. MRD will be consulted further and any outstanding issues addressed in the supplementary IAS.

12.9 Financial Assessment

A full financial report is to be prepared and submitted to Department of State Development for consideration.

12.10 Sand Sources

There are no proposals to use imported sand in the reclamation process.

12.11 Cost benefit analysis

A full report will be prepared following Treasury guidelines.

12.12 Bund Design and Dredge Waste

As stated in section 1 the marina basin including entry and navigational channels have been substantially reduced from the previous proposal, from approximately 20 ha. to 11 ha.

A 2ha, disposal area for maintenance dredging has been located adjacent to Council's Sports Park at Jubilee Pocket to suit Council's needs. As described above, wave induced sediment transport is negligible and maintenance dredging will be infrequent, at around 20 year intervals.

12.13 Water Quality

Discussions are under way with regional officers of EPA regarding stormwater design, sewage pump out and disposal and salinity issues. Licenses for these Environmentally Relevant Activities (ERA's) will be obtained where necessary.

12.14 Boat Ramp

The proposals indicated for a boat ramp are temporary in both location and design. The permanent four-lane ramp will be incorporated within Stage 2 to Council and Queensland Transport's agreement.

13 The Proponent

The Proponent is the Whitsunday Sailing Club, and Transtate Limited. Transtate has significant experience in the successful development of large coastal and marine projects in Queensland and was invited to join the Whitsunday Sailing Club in a venture to develop the project.

Transtate are the development managers and will be responsible for undertaking the necessary works to obtain all environmental and development approvals.

Transtate's address is:

PO Box 7108

Brisbane Q 4001

Ph: 3839 1199

Fax: 3839 1919

Attention: Peter Marshall

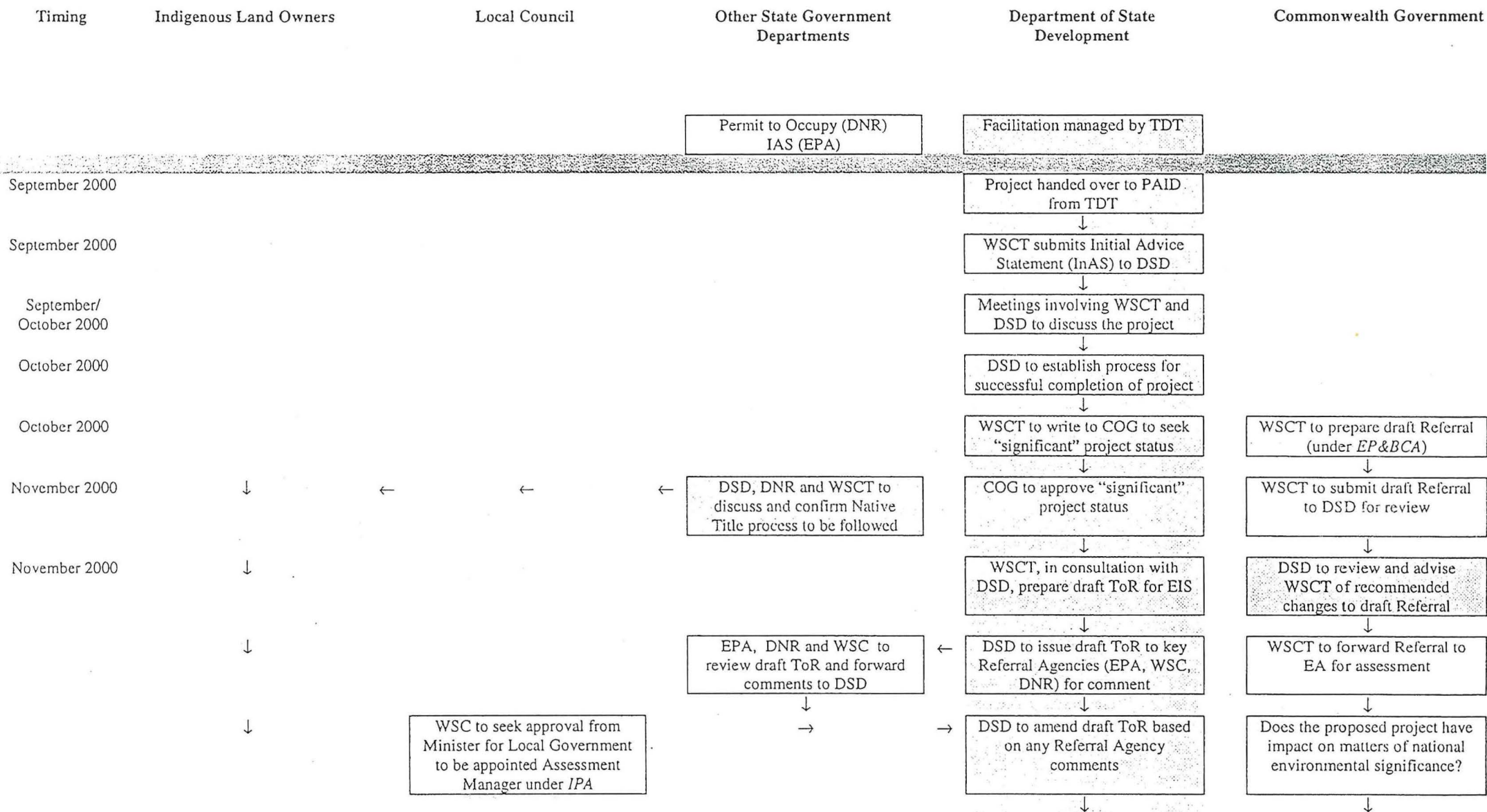
APPENDIX 1
Project Approvals Process

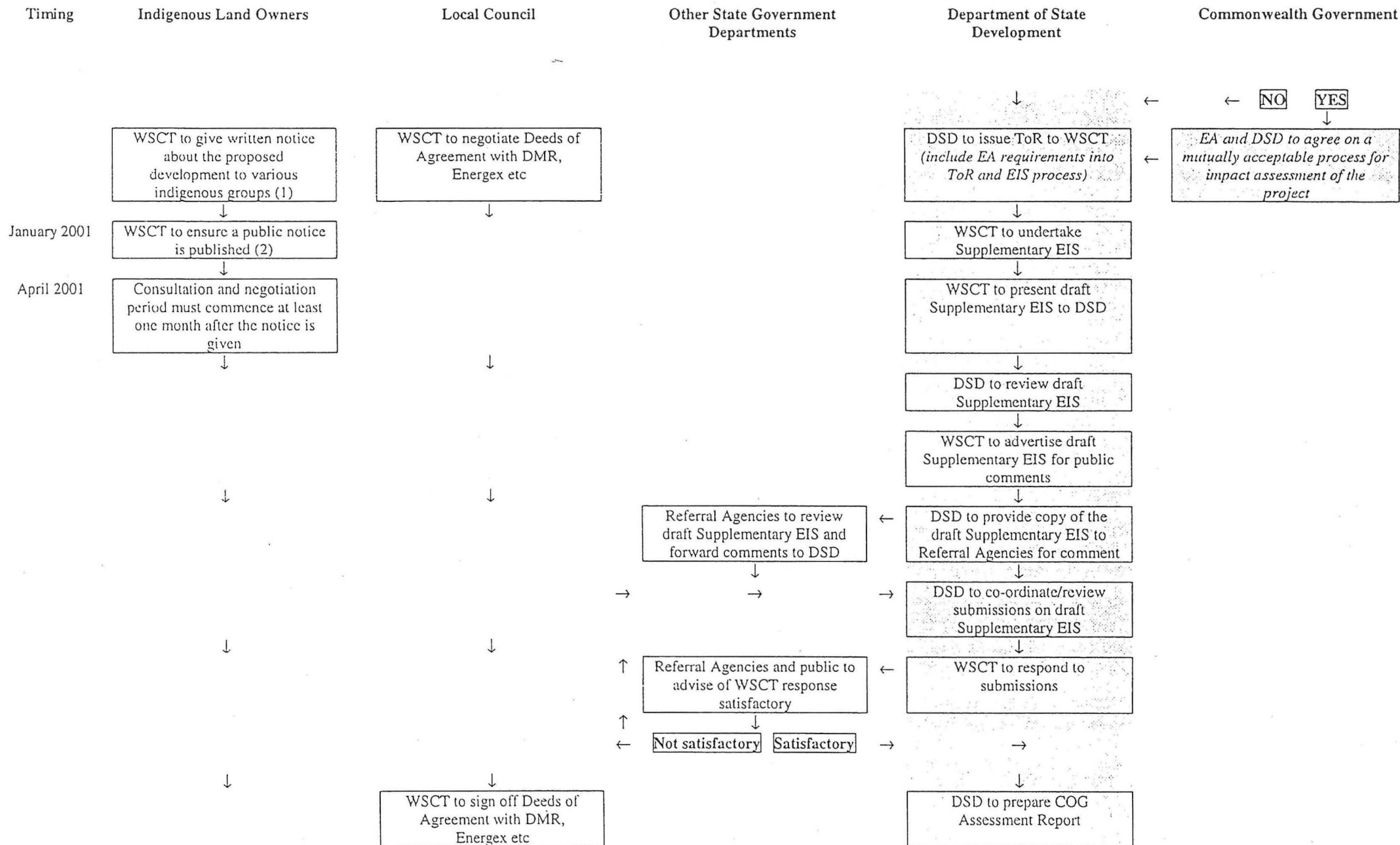
PROJECT APPROVALS PROCESS PORT OF AIRLIE

KEY:

'DSD'	Department of State Development, Queensland
'COG'	Coordinator-General
'PAID'	Projects and Infrastructure Division, DSD
'TDT'	Tourism Development Team, DSD
'EPG'	Environment Protection Group – a group within Environment Australia – part of the Commonwealth Environment Portfolio
'WSC'	Whitsunday Shire Council
'WSCT'	Whitsunday Sailing Club (and Transtate Limited)
'DNR'	Department of Natural Resources, Queensland
'EPA'	Environmental Protection Agency, Queensland
'EIS'	Environmental Impact Statement under the <i>State Development and Public Works Organisation Act</i> *
'ToR'	Terms of Reference for State EIS process
'IPA'	Queensland <i>Integrated Planning Act</i>
'IDAS'	Integrated Development Assessment System under <i>IPA</i>
'ILUA'	Indigenous Land Use Agreement
'EA'	Environment Australia
'EP&BCA'	the Commonwealth <i>Environmental Protection and Biodiversity Protection Act 1999</i>

* utilising Transitional Provisions - *SD&PWOA* Part 9 s123





Timing

Indigenous Land Owners

Local Council

Other State Government
DepartmentsDepartment of State
Development

Commonwealth Government

Consultation and negotiation
period to extend for at least four
months from commencement
date

DSD to forward copies of COG
Assessment Report to WSCT
and Assessment Manager
(WSC)

Apply to National Native Title
Registrar to have ILUA
registered on the Register of
Indigenous Land Use
Agreements

WSC to assess COG
Assessment Report in issuing
Development Approval to
WSCT (IPA/IDAS)

WSCT to ensure all relevant
permits and licences are
obtain from the appropriate
authorities (3)

Registration
notification/objection period (3
months)

Development approval will
become the Deed of Agreement
between WSC and WSCT for
the purposes of the issuing of a
Development Lease by DNR

ILUA registered

WSCT to make application to
DNR for the issue of a
Development Lease (to allow
construction to commence)

DNR to assess application
based on WSCT meeting all
conditions stated in the Permit
to Occupy (4)

DNR to negotiate Development
Lease commercial arrangements
with WSCT

DNR to make an Offer of a
Development Lease to WSCT

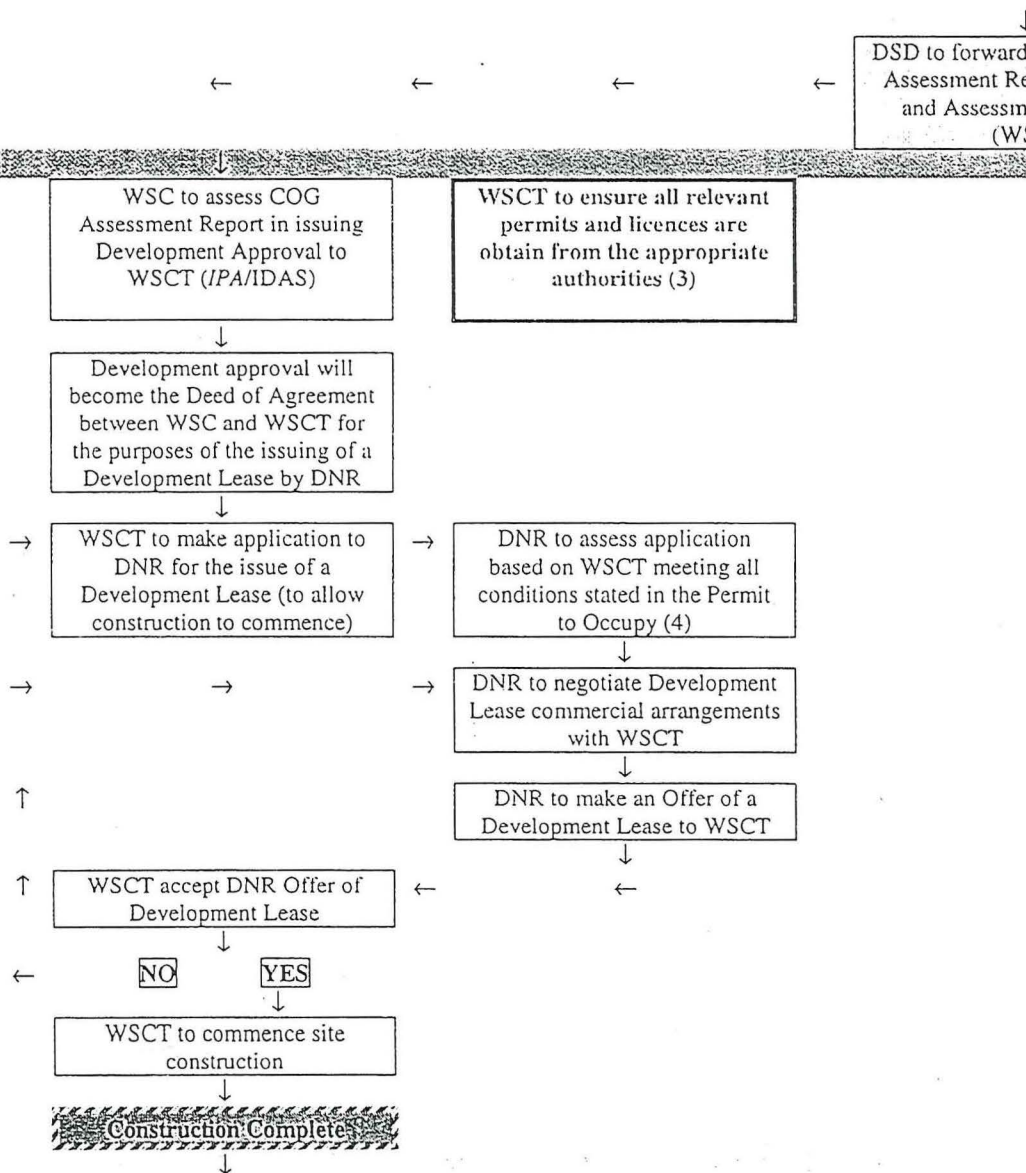
WSCT accept DNR Offer of
Development Lease

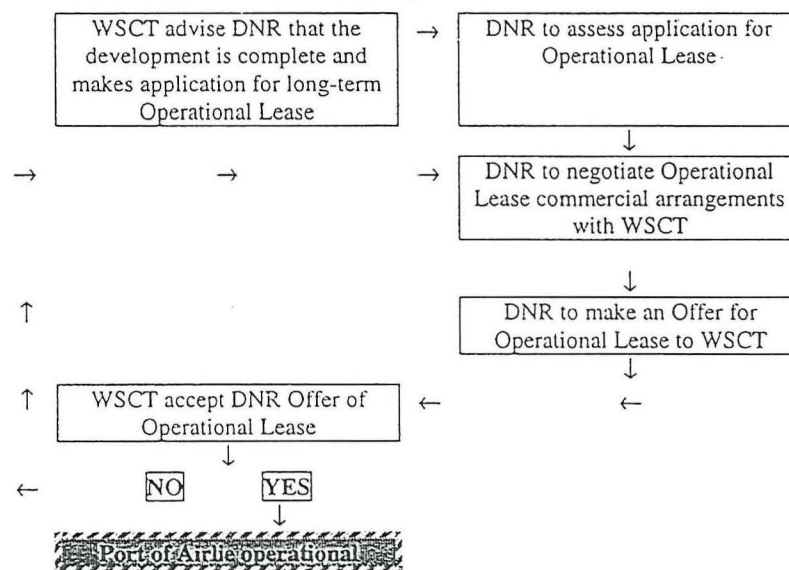
NO

YES

WSCT to commence site
construction

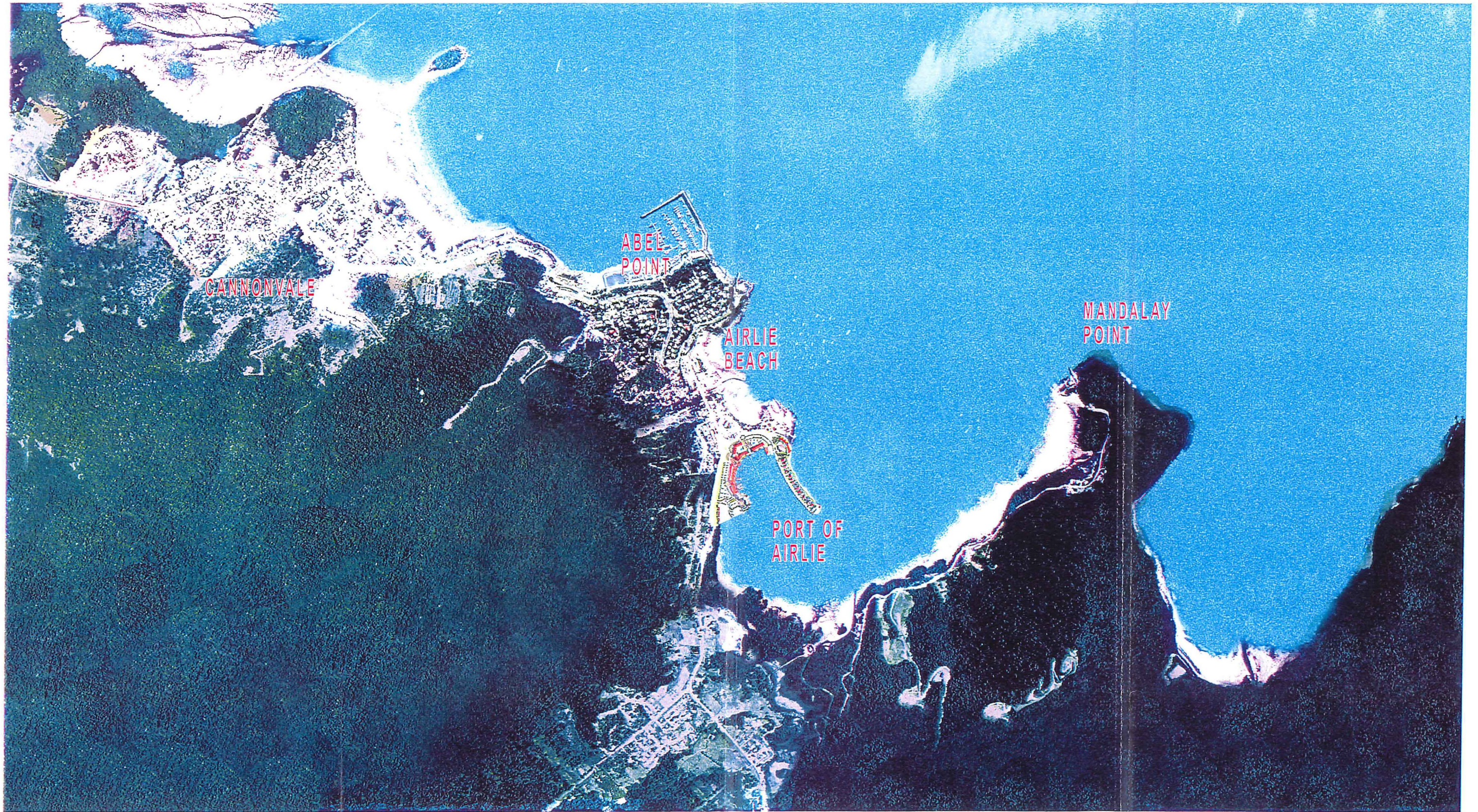
Construction Complete





- (1) Including:
- ◊ Any registered native title body corporate in relation to the land or waters; and
 - ◊ Any registered native title claimant in relation to the land or waters; and
 - ◊ Any representative Aboriginal/Torres Strait Islander body in relation to the land and waters
- (2) Including:
- ◊ A newspaper circulating generally in the area of the land; and
 - ◊ A relevant special interest publication
- (3) Including:
- ◊ Dredging Permit and other approvals – Harbours Act;
 - ◊ Permit to remove, destroy or damage plants – Fisheries Act; and
 - ◊ Permits – Beach Protection Act
- (4) EIS, Deeds of Agreement, Native Title etc. Also must submit a detailed concept plan, proposed management and development plan (including proposed stages and timeframes) with full specifications, costs etc.

Figure 1



LOCATION PLAN



PORT OF AIRLIE

WHITSUNDAY QUEENSLAND



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Figure2

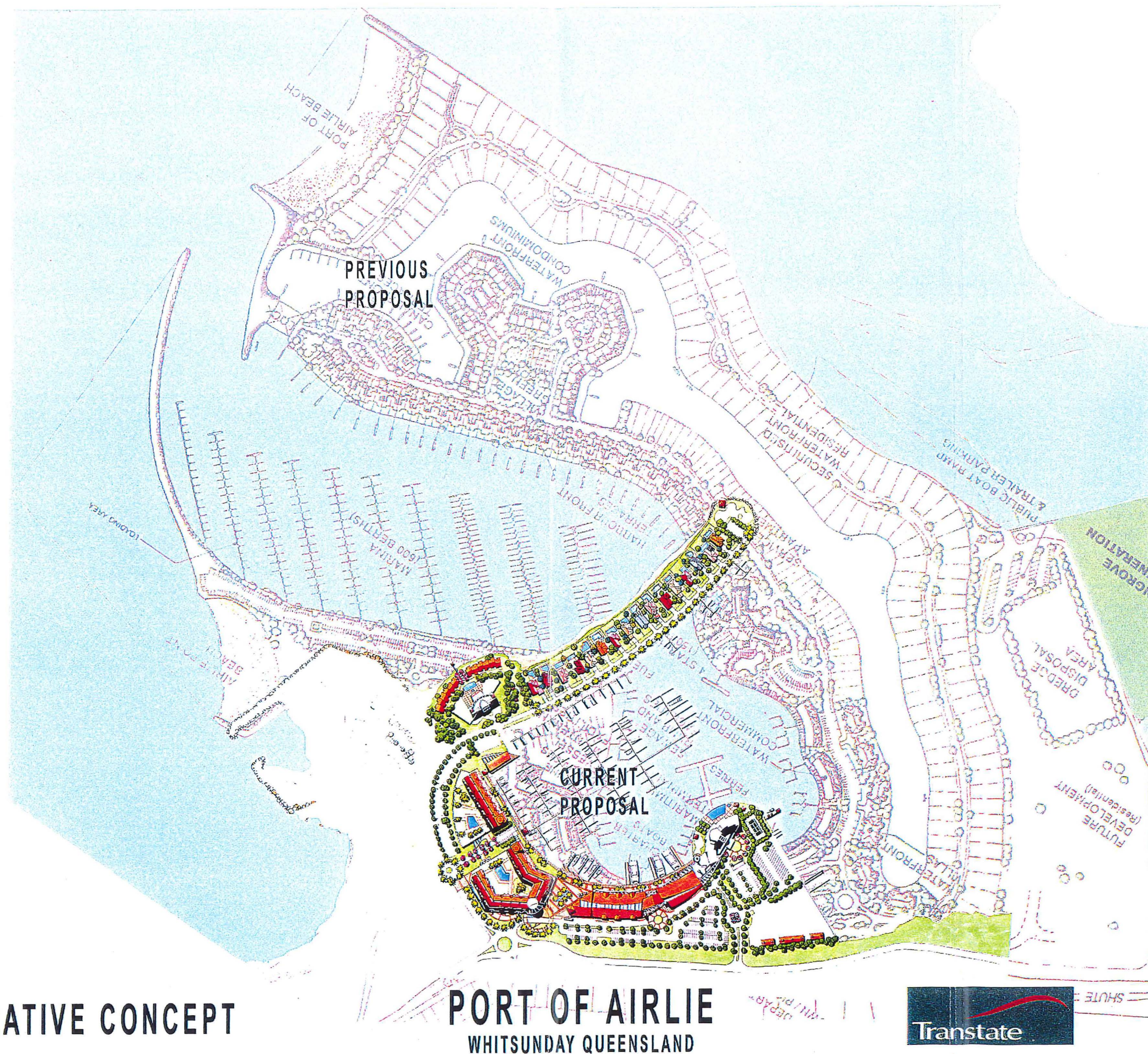


Figure 3



LEGEND

- A TOWN SQUARE
- B FOOD COURT
- C RETAIL
- D TRANSPORT TERMINAL & TOURISM OFFICES
- E 150 KEYS MARINA HOTEL
- F PUBLIC BOAT RAMP
- G HARDSTAND
- H SERVICED APARTMENTS
- I APARTMENTS
- J FERRY DOCKS
- K MARINE ACADEMY
- L BEACH BUNGALOWS
- M OCEAN VIEW APARTMENTS
- N PUBLIC PARK
- O RESIDENTIAL
- P LOOKOUT
- Q FUEL JETTY
- R EXISTING SAILING CLUB

Figure 4



AERIAL VIEW

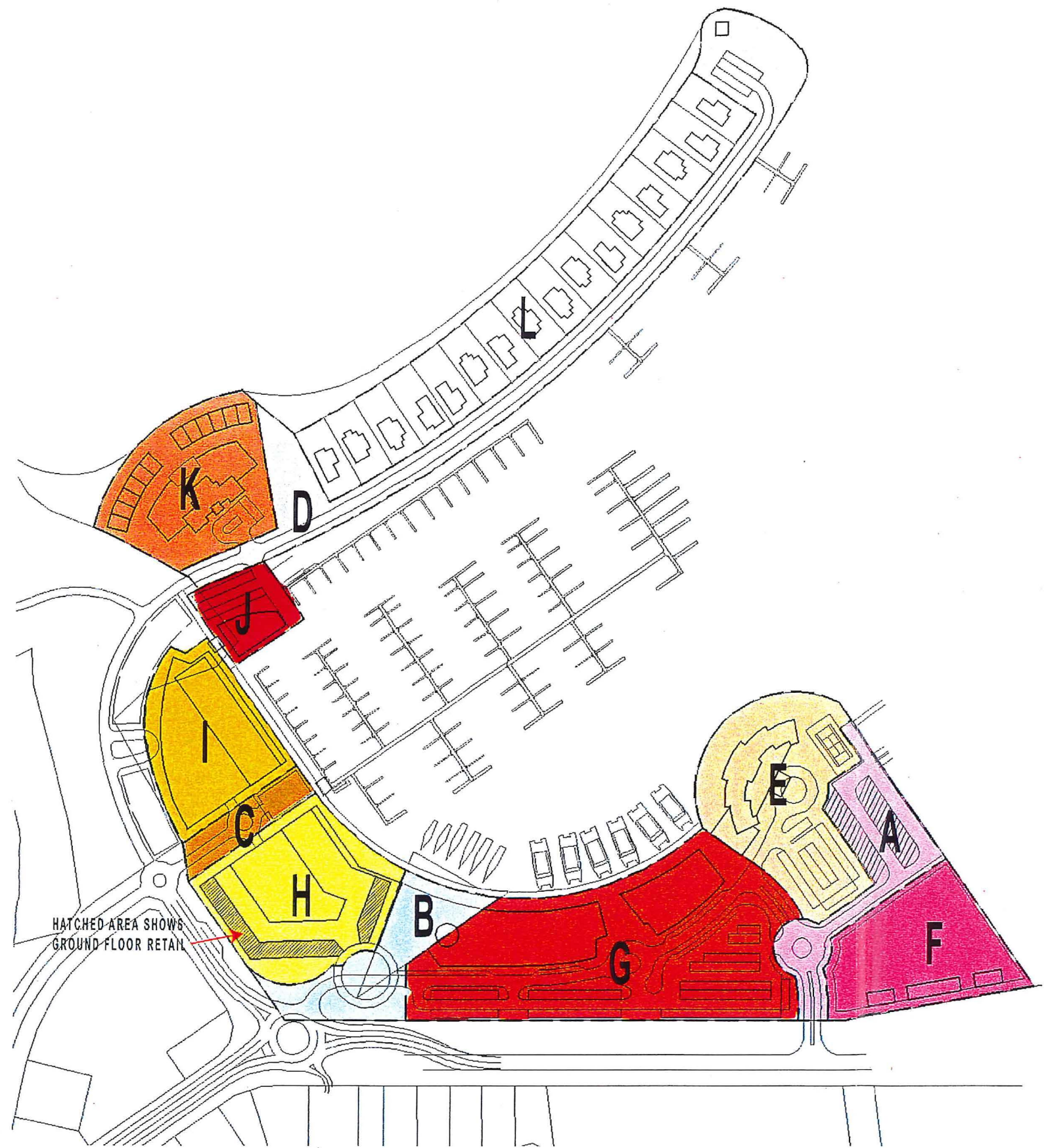
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Figure 5



LAND USE

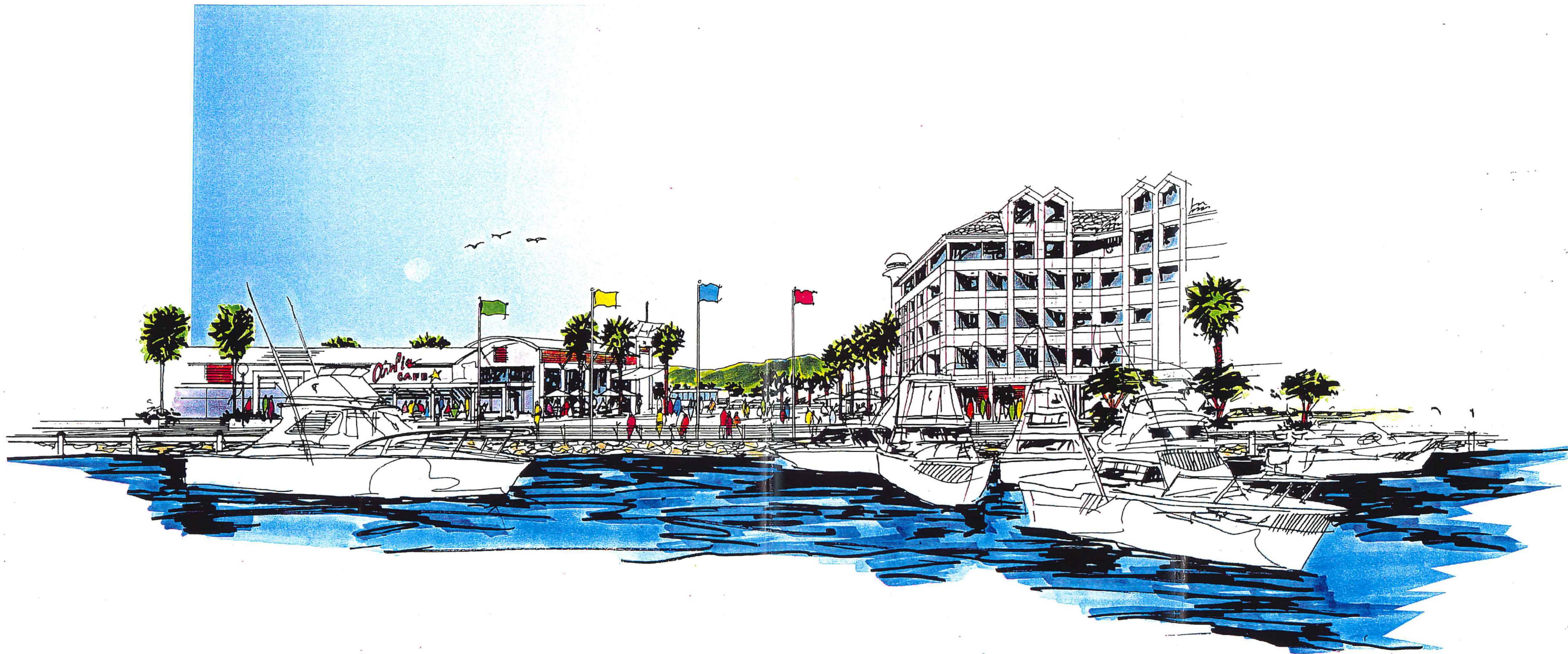
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	LAND USE	SITE AREA	DETAILS
A	PUBLIC/BOAT RAMP	5712 sq.m	- PUBLIC BOAT RAMP WITH 31 CAR + TRAILER PARKING BAYS - MARINE FUELLING STATION
B	PUBLIC/TOWN SQUARE	4704 sq.m	PUBLIC PLAZA WITH ACCESS TO HARBOUR BOARDWALK & SHOPS
C	PUBLIC	1850 sq.m	PUBLIC ACCESS ROAD & PARKING FOR MARINA
D	PUBLIC	11669 sq.m	PUBLIC ACCESS ROAD TO PARK AREAS & LOOK OUT TOWER
E	PRIVATE/HOTEL	9594 sq.m	8 STOREY HOTEL WITH 150 ROOMS GROUND FLOOR RESTAURANT AND CONFERENCE ROOMS. - GYM, TENNIS COURT & POOL ABOVE GROUND & BASEMENT PARKING
F	PRIVATE/MARINE FACILITIES	7376 sq.m	MARINE HARD STAND WITH STORAGE AREA AND MAINTENANCE SERVICES
G	PRIVATE/RETAIL & TRANSPORT	18989 sq.m	- SINGLE STOREY FOOD + RETAIL OUTLETS INCLUDING TRANSPORT TERMINAL - TOTAL LETTABLE AREA = 3400 sq.m - BUS PARKING/LOADING AREAS AND CARPARK FOR 184 CARS
H	PRIVATE/SERVICED APARTMENTS & RETAIL	9061 sq.m	5 STOREY SERVICED APARTMENT BUILDING WITH LANDSCAPE PODIUM & POOL 110 APARTMENTS 24 x 3 BED & 88 x 2 BED - HOTEL STYLE LOBBY AT GROUND LEVEL WITH SHOPS FACING COCONUT GROVE & PLAZA - GROUND RETAIL AREA = 1500 sq.m - ON GROUND PARKING BELOW LANDSCAPE PODIUM
I	PRIVATE RESIDENTIAL	6784 sq.m	5 STOREY APARTMENT BUILDING WITH LANDSCAPED PODIUM & POOL 40 x 2 BED APARTMENTS - ON GROUND PARKING BELOW LANDSCAPED PODIUM
J	PRIVATE/MARINE ACADEMY	2392 sq.m	- SINGLE STOREY BUILDING FLOOR AREA 650 sq.m - BOAT RAMP, CAR & TRAILER PARKING
K	PRIVATE/RESIDENTIAL	7940 sq.m	8 STOREY APARTMENT BUILDING 32 APARTMENTS WITH BASEMENT PARKING - LANDSCAPED GROUNDS + POOL 12 DOUBLE STOREY BEACHFRONT BUNGALOWS
L	PRIVATE/RESIDENTIAL	15991 sq.m	16 x 1000 sq.m RESIDENTIAL BEACHFRONT BLOCKS
	TOTAL LAND AREA	10.2 ha	



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Figure 6



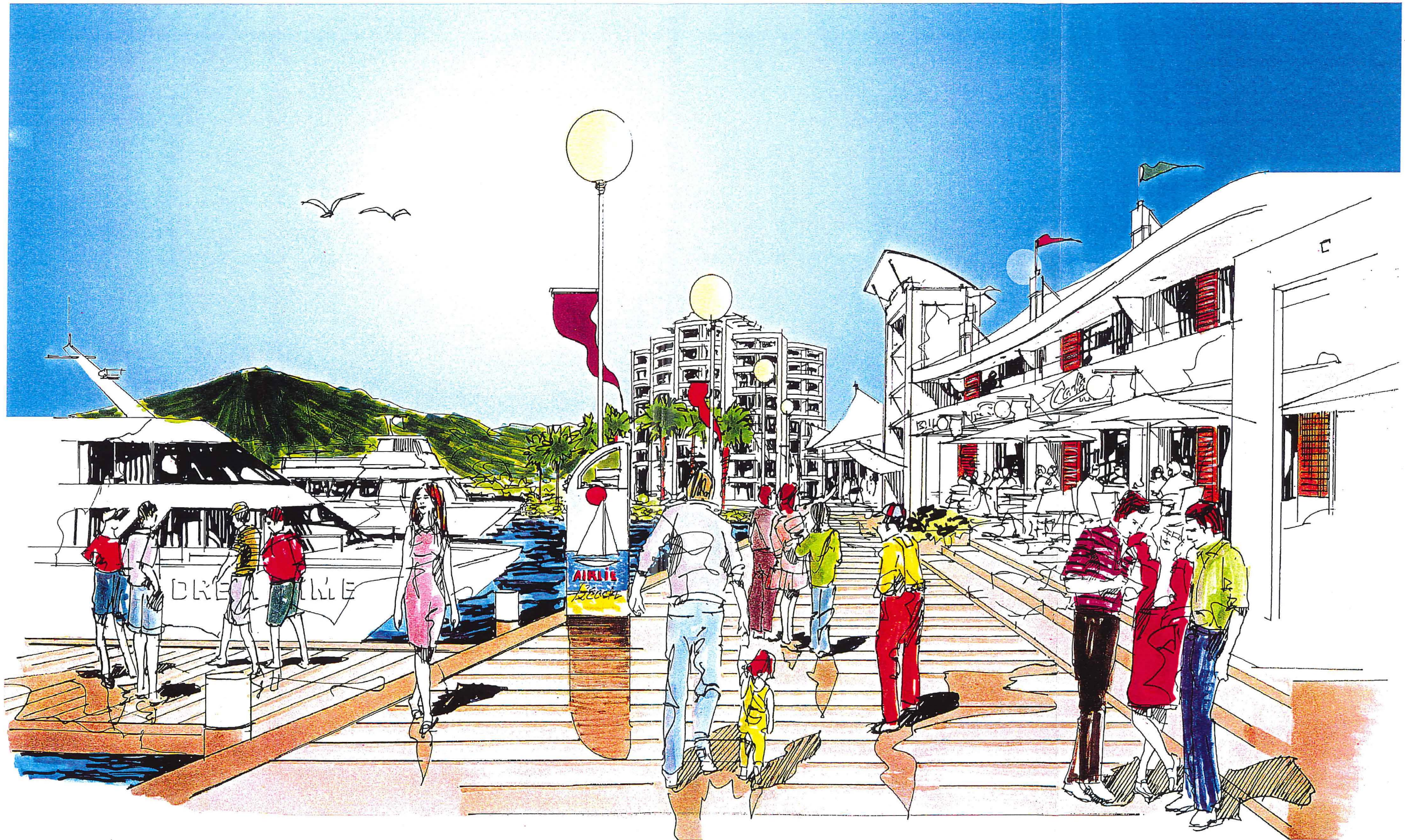
LOOKING BACK TO TOWN CENTRE

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Figure 7



Walking towards the
transport terminal

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Figure 8



STRUCTURE PLAN



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