

# Port Douglas MASTER PLAN IMPLEMENTATION Consultation Report



This report has been prepared by the Infrastructure Management Branch of Cairns Regional Council in conjunction with Council's Regional Office, Mossman.

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# EXECUTIVE SUMMARY

## Introduction

The *Port Douglas Waterfront Master Plan 2009* (Port Douglas Master Plan, PDMP), provides a strategic direction for the incremental transformation of the Port Douglas Waterfront to meet the needs of the community, business, visitors, environment and allow for balanced future development.

In October 2010, Council commenced developing concept plans and feasibility studies and detailing various projects that would assist with defining the proposals required to implement the Port Douglas Master Plan over the next 10 years.

## Objectives

In keeping with the high level community participation and input in to the development of the Port Douglas Master Plan, Council committed to ensuring the continuation of this community participation in the further development, feasibility and implementation of projects within the PDMP.

In light of this, a comprehensive community engagement process was conducted by Council from 24 March 2011 - 21 April 2011 on the various projects, followed by specific stakeholder consultation, discussions with various Government agencies and a review of feedback provided in local social media outlets.

The objectives of the formal community engagement process were to:

- Inform and educate the community and key stakeholders about proposals for:
  - Lagoon Pool for Port Douglas & Concept Design for the most feasible Location (arising from the initial stages of the feasibility study);
  - Waterfront Park Concept Design;
  - Road Network Upgrades Concept Design;
  - Car Parking Concept Design;
  - Boat Ramp Relocation Concept Design;
  - Landscape Design Guide.
- Consult with and seek specific feedback on proposals which will inform Council's decision to proceed or not with:
  - Lagoon Pool and its location;
  - Boat Ramp relocation;

- Consult with and seek feedback on various concept designs which will inform subsequent funding, design and construction stages by Council for;
  - Lagoon Pool;
  - Waterfront Park;
  - Road Network Upgrades;
  - Car Parking;
  - Boat Ramp relocation.
- Identify potential issues which may need to be addressed prior to formal presentation to Council.

## Process

Community members and stakeholders engaged in the consultation program represented a number of categories including residents, business owners and visitors in the Port Douglas area, Douglas Advisory Board, Port Douglas Master Plan Advisory Committee (PDMPAC) and Cairns Urban Design Advisory Board (UDAB).

The consultation program involved engagement with the community and stakeholders through a variety of mechanisms including:

- Media;
- Council Website;
- Establishment of a Shopfront located in Macrossan St in Port Douglas;
- Distribution of a 4 page Newsletter and Feedback Forms;
- Availability of all concept designs and reports in hardcopy at Shopfront, Council administration centres (Mossman & Spence St) and libraries (Mossman & Port Douglas);
- Community Information Sessions held at the Shopfront;
- Various surveys incorporating a range of techniques (telephone, intercept, on-line);
- Meetings with stakeholder groups and government agencies;
- Briefing sessions with all Council staff located in the Douglas area;
- Community participation in discussions pertaining to local social media outlets and blogs.

Whilst the discussions that occurred on social media outlets and blogs were not part of the Council's community engagement process, summaries of articles underpinning on-line polling and comments posted appear in Section 7.4 Social Media of this report.

A number of polls and comments posted after the completion of the community engagement period regarding Council's proposals have been captured. These polls and comments were generally in response to specific articles relating to lagoon location.

## Results

### General

Using a variety of mechanisms, survey instruments and analysis methodology applied to feedback and responses, a clear understanding of community views and aspirations is articulated as quantitative data and supported by qualitative data.

The feedback received by Council as part of the formal community engagement process totals 530 responses as shown in *Figure 1* below.

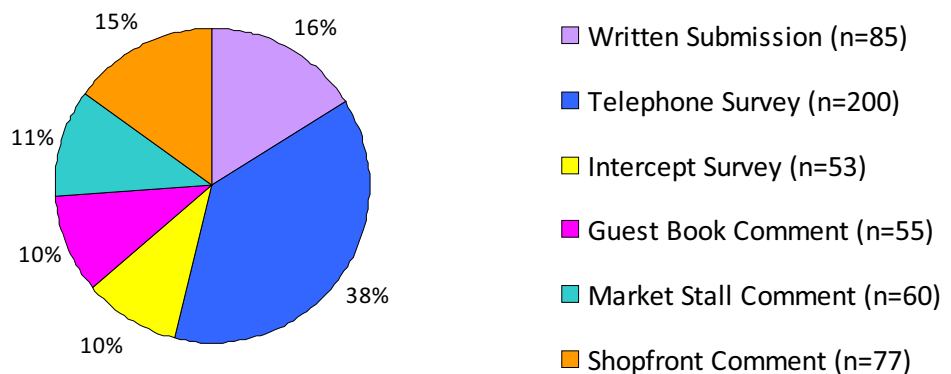


Fig. 1 – Sources of Responses

The number of responses from residents represents 84% (16% are visitors) of the total responses. This translates to a resident representation of 4.9%<sup>1</sup> of the Douglas area's population. Whilst there are no existing benchmarks on community participation, this result is to be considered a generous and active participation rate.

The responses also returned high level of community awareness of the proposals and is evidenced by the specific questions raised and the results of the Telephone Survey (80% awareness) and Intercept Survey (75% awareness).

The general feedback from the community in relation to the proposals presented by Council is that 68% of respondents were supportive overall, whilst 32% were not supportive.

From these responses, the following is a summary of the feedback for specific elements of the proposals.

<sup>1</sup> Based on 2006 census population by suburbs (not including Daintree/ Cape Tribulation) contained in *Demographic, Social and Economic Profile of Cairns Regional Council*, Cairns Regional Council [www.cairns.qld.gov.au](http://www.cairns.qld.gov.au)

## Results

### Lagoon and location

Of the total number of responses received by Council that were specific to a Lagoon (n = 466), a total of 71% of responses were supportive overall for a Lagoon to be constructed in Port Douglas, whilst 24% were not supportive, as shown by the graph for *Figure 2* below.

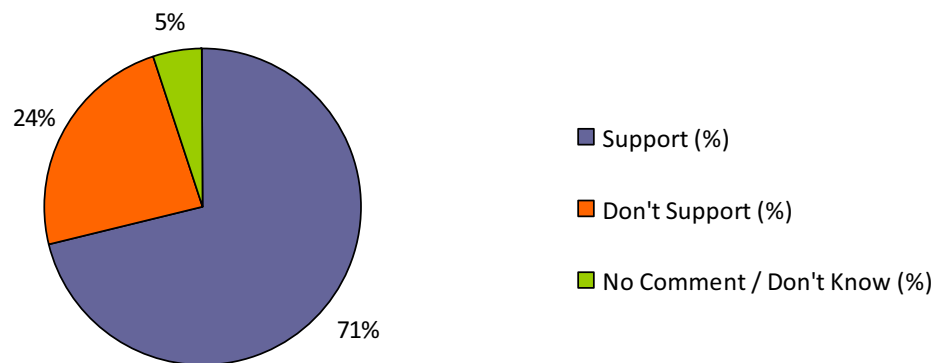


Fig. 2 – Support for Lagoon Pool in Port Douglas

Of the total number of responses that were supportive for a lagoon to be constructed for Port Douglas (n=331), 73% of respondents were supportive overall for the most feasible location at Location 4 - situated between Sugar Wharf and the Combined Club, whilst 23% were not supportive, as shown by the graph for *Figure 3* below.

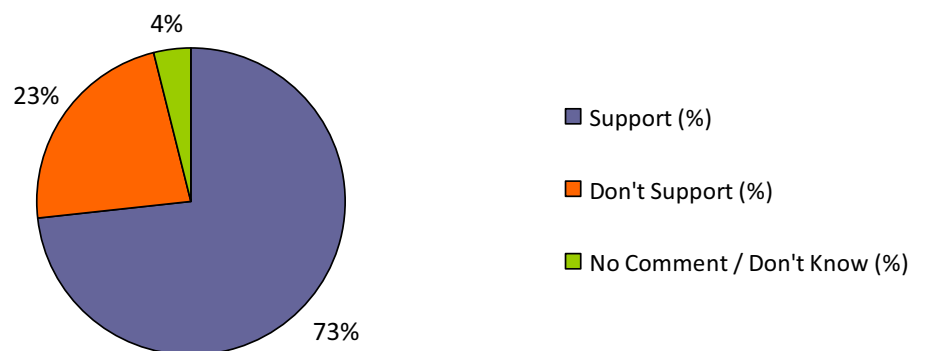


Fig. 3 – Support for Lagoon Location 4 – between Sugar Wharf and Combined Club

## Results

### Lagoon Location (Continued)

The main reasons cited from those respondents who did not support Location 4 included:

- Support for other locations, including;
  - Location 1 – In tidal zone (4 responses)
  - Location 2 – Four Mile / Jalunbu (33 responses)
  - Location 3 – between Police Reserve and tidal zone (5 responses)
- No need to have lagoon / better things to spend money (9 responses)
- Affects parking / markets (8 of responses)
- Inappropriate next to church / wedding / funerals (10 of responses)

Of those respondents that did not support Location 4, the alternate location that received support of material significance was Location 2 (33 responses). Location 1 did not receive support to constitute material significance.

Location 1 did not receive support to constitute material significance.

### Waterfront Park

Of the total number of responses received by Council that were specific to the Waterfront Park Concept Design (n = 374), a total of 76% of responses were supportive, whilst 15% were not supportive, as shown by the graphs for *Figure 4* below.

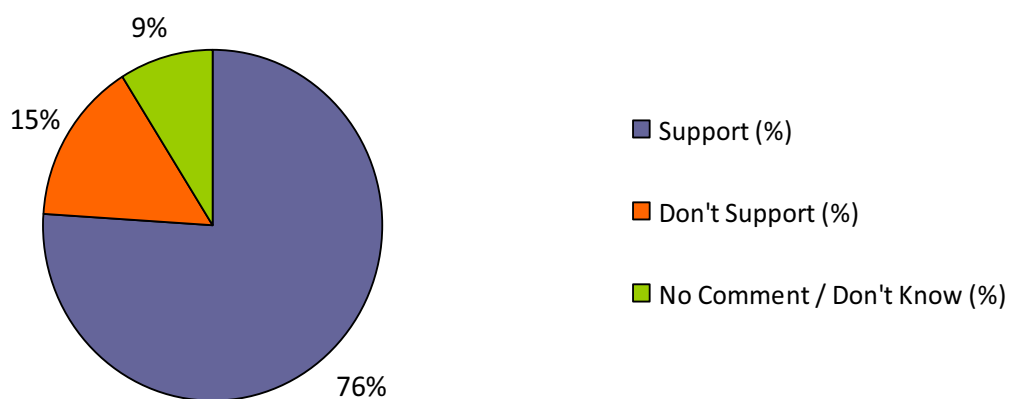


Fig. 4 – Support for Waterfront Park Concept Design

## Results

### Road Upgrades

Of the total number of responses received by Council that were specific to the Road Network Upgrades Concept Design (n = 262), a total of 72% of responses were supportive, whilst 19% were not supportive, as shown by the graphs for *Figure 5* below.

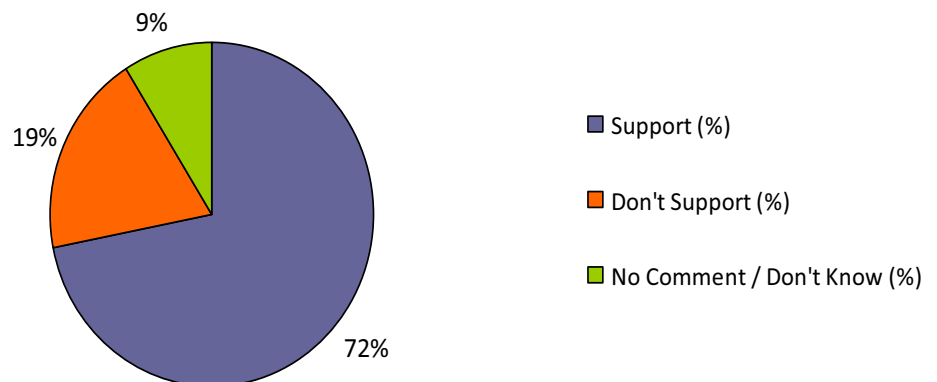


Fig. 5 – Support for Road Network Upgrades Concept Design

### Car Parking

Of the total number of responses received by Council that were specific to the Car Parking Concept Design (n = 281), a total of 73% of responses were supportive, whilst 17% were not supportive, as shown by the graphs for *Figure 6* below.

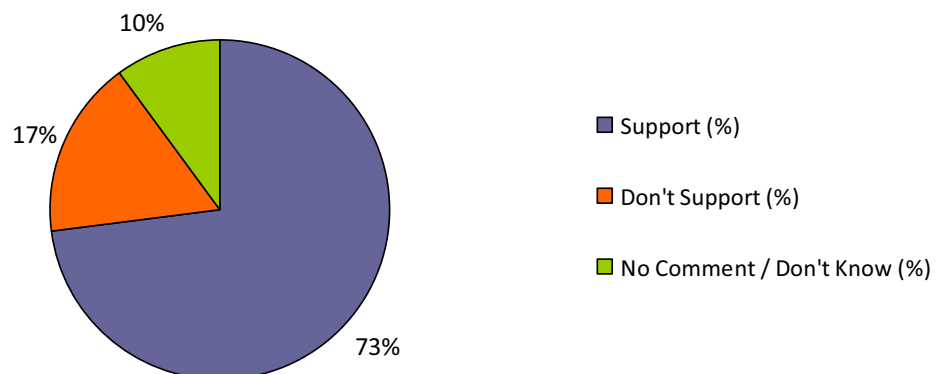


Fig. 6 – Support for Car Parking Concept Design



## Results

### Boat Ramp Relocation

Of the total number of responses received by Council that were specific to the Boat Ramp Relocation to Spinnaker Avenue (n = 286), a total of 81% of responses were supportive, whilst 13% were not supportive, as shown by the graphs for *Figure 7* below.

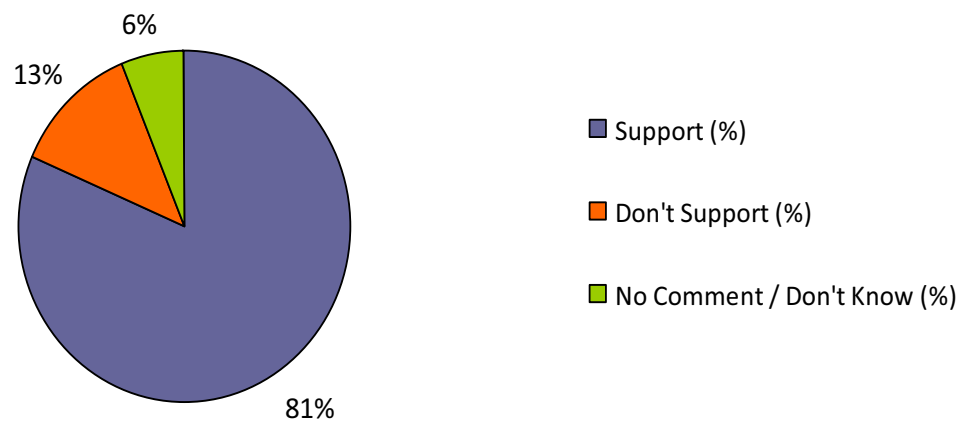


Fig. 7 – Support for Relocation of Boat Ramp to Spinnaker

Out of the total number of response for the Boat User Intercept survey (n=30) , 77% of responses were in favour of delaying the proposal by the Department of Transport & Main Roads to install a floating walkway at Ashford Ave and installing it at the proposed relocation site at Spinnaker Ave.

### Landscape Design Guide

The content of the Landscape Design Guide (LDG) was embraced and incorporated, where applicable, by Council in the various concept designs prepared. It has also been used to guide the landscape design of the Four Mile Beach Esplanade Upgrade - completed in May 2011.

No specific community engagement tools or techniques were utilised to gain specific feedback on the Landscape Design Guide other than availability of the LDG in hardcopy at various locations and in electronic format on Council's website, as these concepts were incorporated in the various concept designs. However, one (1) written submission made comment that the Landscape Design Guide was an excellent document.

# Post Community Engagement Process Feedback

## Urban Design Advisory Board

The Urban Design Advisory Board (UDAB) of Council were invited to provide advice and comment on Council's proposals for implementation of the Port Douglas Master Plan and more specifically - the concept designs for Waterfront Park and Lagoon.

The UDAB formally advised Council of their comments and suggestions as follows;

1. General agreement that the proposed Waterfront Park Concept Design should be adopted.
2. Proposed lagoon location at Location 2 (Jalunbu Park) and Location 3(at Rex Smeal Park) were agreed as not suitable.
3. No consensus on the preferred lagoon Location and that a more detailed evaluation should be carried out prior to finalisation of the lagoon Location.

More specific design details were offered by the UDAB and are detailed in Section 7.1. These design suggestions are noted and will be incorporated in to the revised Concept Design and / or Detailed Design for the Waterfront Park. UDAB's comment relating to the need for a "detailed evaluation" regarding lagoon Location has been considered and a response provided to UDAB. This response detailed a peer review of the Location Assessment methodology by Flanagan Consulting Group and found that;

- Based on consideration of compliance with the Draft SPP for Coastal Protection it is considered that construction of a lagoon at Location 1 (Site 1) by reclamation in the tidal zone would have no prospects of approval.
- Location assessment methodology is satisfactory and that Location 4 – is the most feasible site for the swimming lagoon.

## Deputations to Council

Deputations were made to Council during May 2011 and June 2011 by the following;

- President Waterfront Protection Association to *"question the departure from the approved & adopted Port Douglas Waterfront Master Plan 2009"*
- Sea Change to *"outline a concept proposal for a Maritime Heritage Precinct located at the "Sugar" Wharf on the Port Douglas waterfront.*
- Local Architect for *"the opportunity to have a deputation to the Council to articulate my views on the lagoon and also those of a number of community organisations."*

An examination of deputation statements made by President of the Waterfront Protection Association and Local Architect has found that those statements are unsubstantiated. The deputation by Sea Change is received and noted. Council will be seeking to attend to as many of the desired outcomes expressed by the Sea Change deputation in further design stages within current constraints - namely the ongoing consultation by Cultural Services & Facilities and re-use of the existing rock wall/possible re-use of concrete jetty. The Waterfront Park Concept Design will seek to provide a flexible space for further development (and allow some of the desired outcomes by Sea Change) as part of forthcoming community engagement to be carried out by Cultural Services and Facilities (CSF) on the adaptive re-use of Sugar Wharf.

# Post Community Engagement Process Feedback

## Other Stakeholders of (Old) St Mary's By the Sea Venue

### Catholic Parish

As former owners of the (Old) St Mary's By the Sea, the Catholic Parish advises that on the basis of the projected aerial view, the proposed lagoon at Location 4 and the former church, seem far enough apart to not constitute a problem.

(Old) St Mary's, now "by the Sea", was one of the Parish's churches and it remains of historical interest to them. It is important to note that (Old) St Mary's By the Sea is not a 'sacred' church in the Catholic or Anglican religious sense, but functions largely as a civil venue for ceremonies and currently operates under Port Douglas Restoration Society and Port Douglas Weddings. The Port Douglas Restoration Society does not have any formal approval from Council or the State to occupy the site and currently do not pay any fees in relation to the use of this public space.

### Crimmins Funerals

Crimmins Funerals, located in Mossman and established for 75 years in the Mossman – Port Douglas area, conduct all the funeral services at (Old) St Mary's By the Sea venue. As (Old) St Mary's By the Sea is a civil venue, Catholic and Anglican funeral services etc (with exception of Uniting Church) are not normally officiated at this venue.

Crimmins advice in relation to the number and frequency of funerals at (Old) St Mary's By the Sea venue is as follows:

- The number of funerals in the last 12 months averaged about 2-3 per month and is very seasonal (*translates to about 1 per fortnight*)
- Funerals are normally held on Tuesday to Thursday
- Funerals are not normally conducted on Saturday or Sunday as the venue is pre-booked well in advance on weekends for weddings and other functions

In summary, funeral services are held at (Old) St Mary's By the Sea venue about 1 per fortnight (on average) Based on the above it is noted that;

- peak use of lagoon pool and surrounds are likely to be on weekends/public holidays and weekdays in school holidays during the stinger season; and ;
- the design and installation of buffers - screening and separation distance (closest point of water body is 50m and that child's play area is proposed to be located to the opposite side of lagoon - closer to the Combined Club) may mitigate the potential for any perceived and adverse noise or visual impacts;
- there does not appear to be a significant potential for conflict between the conduct of funerals at (Old) St Mary's and the peak use of the lagoon and surrounds.

Crimmins also offered their opinion in that - the proposed Lagoon at Location 4 would be "great for the town".

## Post Community Engagement Process Feedback

### Social Media

*The Newsport* and *The Port Douglas & Mossman Gazette* results for the on-line polls and comments, letters to the Editor, *Facebook* comments were in the majority related to the lagoon and its location. These are summarised in Table 1 and 2 below.

<i>The Newsport and The Port Douglas &amp; Mossman Gazette</i>	Yes	No	Don't Know
Support for lagoon in Port Douglas	87	21	-
	81%	19%	-

<i>The Newsport and The Port Douglas &amp; Mossman Gazette</i>	Yes	No	Don't Know
Support for lagoon at Location 4 (on-line polls)	236	163	-
	59%	41%	-
Support for lagoon at Location 4 (on-line comments)	18	41	46
	17%	39%	44%
Total support for Lagoon at Location 4	254	204	46
	50%	41%	9%

Table 1 – Results from Social Media outlets

<i>The Newsport and The Port Douglas &amp; Mossman Gazette</i>	Yes
Support for lagoon at Location 1 (as a % of total comments)	32 counts
	6.3%
Support for lagoon at Location 2 (as a % of total comments)	16 counts
	3.1%
Support for lagoon at Location 3 (as a % of total comments)	0 counts
	0%

Table 2 – Results from Social Media outlets

As can be seen by the analysis of the results of the Social media outlets, there is majority support for a lagoon for Port Douglas and at the most feasible location – Location 4.

# Post Community Engagement Process Feedback

## Government Agencies

The Port Douglas Master Plan projects involving “development” as defined under *Sustainable Planning Act, 2009* (SPA) requires applications for development to be submitted and approved by Council and in the majority of cases by the State and Commonwealth governments.

This report examines the Council, State & Commonwealth legislative/ policy issues, their jurisdictional interests for each of the Port Douglas Master Plan projects. Along with the most feasible lagoon location (Location 4), this report also examines legislative/ policy issues of a lagoon located within tidal zone (Location 1) - as this has some significant ramifications in terms of likelihood of approval as outlined in Section 7.5.

Many of the State government agencies are Concurrence Agencies under Section 324 of SPA for the Port Douglas Master Plan projects. If a DA for a project that is not capable of meeting the tests provided for within the State legislation or policy, the State government Concurrence Agency will direct Council to refuse the DA for the project. In these circumstances, Council must comply with the direction given by the State, notwithstanding Council's own assessment and decision in regard to same.

Furthermore, decisions and outcomes of a DA process do not guarantee the same decision or outcome under *Environmental Protection & Biodiversity Conservation Act (EPBC Act)* administered under Commonwealth government. In fact there are many cases where by a development approved under a SPA process is overturned under EPBC Act.

A summary of individual agencies and prospect of development approval, are shown as “Yes” (for development approval being likely), “No” (development approval being unlikely) or “-” (Concurrence agency or RE interest not triggered) in Table 3 below. Please note that information shown in Table 3 is subject to detailed analysis as part of development assessment process for each individual project.

Government Agency	Waterfront Park	Lagoon		Road Network Upgrades	Car Parking Staging	Boat Ramp Relocation
		Location 4	Location 1			
Cairns Regional Council (officers recommendation)	Yes	Yes	No	-	-	Yes
DERM	Yes	Yes	No	-	-	Yes
DTMR (incl Maritime Safety)	Yes	-	-	Yes (State roads)	-	Yes
DLGP	-	-	-	-	-	-
DEEDI (Fisheries)	Yes	-	No	-	-	Yes
DSEWPC (incl GRMPA)(EPBC Act)	-	-	No	-	-	-
QPS	Yes	-	-	-	-	-

Table 3 – Development Approvals from Government Agencies

Further details related to individual government agency responses are provided in Section 7.5.

## Outcomes

In line with the objectives of community engagement process the following outcomes have been achieved:

**Objective 1 :** *Inform and educate the community and key stakeholders about Council's proposals for the Port Douglas Master Plan*

### **Outcome 1 : General**

The comprehensive consultation process resulted in a total of 530 responses received through the application of range of communication tools and techniques. The percentage of resident responses amounts to 84% of the total number of responses - representing 4.9%<sup>2</sup> of the Douglas area's population. Whilst there are no existing benchmarks on community participation, this result is to be considered a generous and active participation rate.

The responses also returned high level of community awareness of the proposals and is evidenced by the specific questions raised and the results of the Telephone Survey (80% awareness) and Intercept Survey (75% awareness).

The general feedback from the community in relation to the proposals presented by Council is that 68% of respondents were supportive overall, whilst 32% were not supportive.

**Objective 2 :** *Consult with and seek specific feedback on proposals which will inform Council's decision to proceed or not with:*  
*2.1 Lagoon Pool and its location;*  
*2.2..Boat Ramp relocation.*

### **Outcome 2.1: Lagoon Pool**

Of the 466 responses that were specific to the Lagoon, a total of 71% of responses were supportive overall for a Lagoon to be constructed in Port Douglas, whilst 24% were not supportive.

This represents majority support for lagoon pool for Port Douglas.

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<sup>2</sup> Based on 2006 census population by suburbs (not including Daintree/ Cape Tribulation) contained in *Demographic, Social and Economic Profile of Cairns Regional Council, Cairns Regional Council* [www.cairns.qld.gov.au](http://www.cairns.qld.gov.au)

### **Outcome 2.1: Lagoon Location**

Of the 331 responses that were supportive for a lagoon to be constructed for Port Douglas, 73% of respondents were supportive overall for the most feasible location at Location 4 - situated between Sugar Wharf and the Combined Club, whilst 23% were not supportive.

This represents majority support for Location 4.

Of significance is the fact that of those that did not support Location 4, the alternate location that received support of material significance was Location 2 (33 responses). Location 1 did not receive the support to constitute material significance, nor is it likely to obtain development approval.

Similarly, based on the results of the Telephone Survey, concerns raised about the lagoon at Location 4 and its proximity to St Mary's By the Sea were not of material significance.

Of the Government agencies and their legislative / policy positions, Lagoon at Location 4 is the most preferred location as it is of lesser impact on coastal processes, fish & marine habitat. Location 4 is also the most feasible – in terms of achieving development approval.

### **Outcome 2.2: Boat Ramp Relocation**

Of the 286 responses that were specific about the Boat Ramp Relocation to Spinnaker Ave, a total of 81% of responses were supportive, whilst 13% were not supportive,

This represents majority support for relocation of the Boat Ramp to Spinnaker Ave

Out of the total number of response for the Boat User Intercept survey (n=30) , 77% of responses were in favour of delaying the proposal by the Department of Transport & Main Roads to install a floating walkway at Ashford Ave and installing it to the proposed relocation at Spinnaker Ave.

All of the Government agencies and their legislative / policy positions that have jurisdictional interest in provision of public boat ramps and their impact on fish & marine habitat, coastal processes support the relocation to Spinnaker Ave, subject to satisfactory attention to their respective legislative/policy provisions.

The DTMR has provided in principle support for the relocation of the boat ramp from Ashford Ave to Spinnaker Ave on the basis that their requirements for the number of boat ramp lanes, car-trailer and car parking spaces have been accommodated. DTMR's support for the relocation is also on the proviso that Council enters into a cost share arrangement for any additional dredging costs associated with the relocated boat ramp. The frequency and extent of dredging is to be determined by a hydrographic survey. (Note: DTMR currently meet the costs of dredging to the current public boat ramp at Ashford Ave).

**Objective 3 :** *Consult with and seek feedback on various concept designs which will inform subsequent funding, design and construction stages by Council for:*

- 3.1 Lagoon Pool Concept Design;*
- 3.2 Waterfront Park Concept Design;*
- 3.3 Road Network Upgrades Concept Design;*
- 3.4 Car Parking Concept Design;*
- 3.5 Boat Ramp relocation Concept Design.*

### **Outcome 3.1: Lagoon Pool Concept Design**

Design changes proposed to the Lagoon Pool Concept Design, in consideration of some of the feedback received are as follows;

1. The lagoon should be designed with around 2000m<sup>2</sup> of water overall. An area of about 500m<sup>2</sup> should be applied to splash and water play. Demand assessments considering likely regular and peak use loads confirmed that around 2000 m<sup>2</sup> would be appropriate for Port Douglas.
2. The potential visual and noise impacts on weddings, funerals and other gatherings held at St Mary's By the Sea was a concern amongst submissions and in informal feedback. Among concerns was the visual impact of people swimming and wearing swimming attire and the noise impacts of children playing and splashing in the lagoon. Design elements to screen these impacts had already been incorporated into the concept. Additional strengthening elements are proposed as follows:
  - Relocating the entry road leading to St Mary's so that arriving traffic has increased separation and screening from the lagoon and a greater sense of arrival at St Mary's;
  - Relocating the proposed splash play area to the end of the lagoon furthest from St Mary's (i.e. the Combined Club end);
  - Retaining the mounds in minor forms for vegetation screening as a key feature to frame views and support shade structures and shade trees. Reduce mound heights to less than two metres;
  - Consider extension of the northern mound to the east to assist in creating screening for entry to St Mary's;
  - Reviewing the shape of the lagoon and options for reconfiguring to further increase separation from St Mary's;
  - Placing the lap swimming section of the lagoon at the end closest to St Mary's.



### Outcome 3.1: Lagoon Pool Concept Design

3. Changes arising from the feedback received from the consultation process, consideration of UDAB's comments and overall review of the lagoon design:
  - Move the edge of the lagoon west to increase proximity to the edge of the rock wall and manage ground levels so that the board walk is lower than the pool edge;
  - Remove the change facilities / toilets and other buildings from the mounds and consider design solutions for locating all the buildings adjacent to the southern end or using the mounds to partially screen built elements (without embedding building within the mounds);
  - Remove the boulders and proposed grotto but retain design intent for a youth space and investigate options in the next stage of design;
  - Consider design possibilities for all buildings and facilities to be at the southern end adjacent to the parking area but located so as to minimise impact on the view lines through the site and to minimise footprint of buildings. Use of underground locations for plant and chemical storage should still be considered as long as vehicle access is retained to plant and subsequent engineering investigation supports;
  - Reduce hardened paths leading to the site but retain a combination of treatments around the lagoon including possible use of timber board walk, concrete path and paving should be retained to provide a concourse. The use of beach entry with sand surfacing should be retained in key sections;
  - Options for increasing the area of water and grassed surrounds under shade should be explored. This will need to consider impacts on views and the use of appropriate trees species as well as flat skillion roofs which minimise impacts on view lines;
  - Decrease the amount of car parking provided between the Combined Club and the Lagoon so as to enhance the waterfront area and provide for reconfiguration of the lagoon and relocation of the built facilities;
  - Include a kiosk in the design and show a possible location as part of the facilities and amenities hub;
  - The proposed snorkel trail should be reviewed with further design discussion in regard to appropriate elements to activate the lagoon and provide for possible interpretation of the reef environment;
  - Depending on the extent of the development of the maritime precinct theme and the further interpretation of the maritime history of Port Douglas, the lagoon design could identify further with this theme and explore opportunities for greater interpretation of this history. The play areas and key locales of the lagoon precinct could be designed around this objective.

### Outcome 3.2: Waterfront Park Concept Design

Design changes proposed to the Waterfront Park Concept Design, in consideration of some of the feedback received are as follows:

#### 1. St Mary's By the Sea

- A revised access is to be provided that is more in keeping with the original Master Plan as detailed in *Outcome 3.1 Lagoon Pool Concept Design*;
- Additional parking could be provided within the proposed access (adjacent to Wharf Street) to support market activities and church functions.

#### 2. Further design interpretation to reinforce Sugar Wharf's historic basis

- Provision of flexible space for further development (as part of adaptive re-use of Sugar Wharf project under Council's Cultural Services & Facilities area) may allow for the desired outcomes of the Sea Change proposal for maritime heritage precinct at the Sugar Wharf to be achieved;
- Metal strips inlaid into the pathways to further express the historic tram lines;
- use of material connected with former tram operations now stored at the Mossman Sugar Mill (objects could be incorporated with interpretive signs/art works);
- Text can be inlaid and stencilled into the path network adding an extra dimension to site interpretation and breaking up areas of infrastructure;
- site interpretive panels should combine text and images to explore local history, exploiting "human stories" which could be collected via a participatory community engagement program to gather personal memories and recollections;
- Historic features of the once working waterfront could be explored through:
  - Revealing lost historic building footprints;
  - Installation of interpretive media as part of broader waterfront trail;
  - art works based on local themes

#### 3. Further enhancement to car parking in Rex Smeal Park and near Combined club

- Increases in car parking at Rex Smeal Park and a slight reduction in car parking near the Combined Club (whilst maintaining patron parking) will be provided. Parking near the Combined Club (in addition to the parking for patrons) is to be limited for people with mobility issues, families with small children. Further additional car parking is possible in Wharf St and at the new entry to St Mary's By the Sea. Special vehicular access provisions for market stall holders enabling stall set up will also apply. The end result is that the "no real net loss of car parking" is maintained as intended by the car parking staging plan (*Parking & Traffic Study, March 2011 - AECOM*).

### **Outcome 3.3: Road Network Upgrades Concept Design**

Of the 262 responses that were specific to the Road Network Upgrades Concept Design, a total of 72% of responses were supportive, whilst 19% were not supportive. Of particular note are the following:

- All features had majority support;
- Highest support was for Warner St to be continued as a tree lined avenue;
- High support for continuation of Grant St as one-way street and connection/extension of Mowbray St to Wharf St;
- Least support for creation of outdoor dining area along Wharf St.

As the Concept Design received majority support there are no changes proposed.

### **Outcome 3.4: Car Parking Concept Design**

Of the 281 responses that were specific to the Car Parking Concept Design, a total of 73% of responses were supportive, whilst 17% were not supportive. Of particular note are the following:

- All features had majority support;
- Highest support was for retaining a substantial number of car parking spaces near the Combined Club and at the Rex Smeal Park area;
- High support for re-configuration of the current Council car park and installation of directional signage resulting in the addition of 113 car parking spaces;
- High support for re-configuration of current on-street car parking and creation of additional car parking in Wharf, Warner and Macrossan Streets;
- Least support for removal of informal car parking in the park areas to protect trees and root systems.

As the Concept Design received majority support there are no major changes proposed. Some minor changes are proposed to car parking as detailed in Outcome 3.2 Waterfront Park Concept Design.

### **Outcome 3.5: Boat Ramp Relocation Concept Design**

1. In recognition of the valid points of concern raised by the Port Douglas Yacht Club (PDYC) and Port Douglas Outrigger Club (PDOC), the following changes to the Concept Design are proposed;
  - Boat ramp to be a minimum thirty meters from the southern boundary of PDYC lease and situated perpendicular to the water's edge;
  - Allows existing PDYC car parking to remain on the southern boundary of PDYC lease;
  - Ensures on shore tender storage is located at least as close to the water as at present;

### Outcome 3.5: Boat Ramp Relocation Concept Design (continued)

- Provides opportunity for improved on water tender mooring situated as close as possible to PDYC lease;
  - Redesign of the internal road, boat rigging lanes and review of turning movement to accommodate : PDOC canoes;
  - Upgrading of Street lighting and pedestrian access on Spinnaker Rd;
  - Increased number of car parking bays;
  - Investigate provision for relocation of PDOC closer to the foreshore area at the end of their lease in 2022 (or earlier by mutual agreement).
2. In accordance with DTMR and DEEDI requirements the following changes to the Concept Design are proposed:
- ultimate number of car-trailer parking spaces is to be in the order of 90 spaces;
  - 4 boat ramp lanes plus floating walkway and de-rigging lanes is to be provided;
  - adequate car parking spaces are provided;
  - interim car-trailer parking arrangement may apply as long as the land for the ultimate development (car –trailer parking) at PDOC is secured;
  - boat ramp to be a minimum thirty meters from the southern boundary of PDYC lease and situated perpendicular to the water's edge (as raised by PDYC Section 7.3.2);
  - stabilisation of the waterfront shoreline between the proposed boat ramp and the PDYC (by others) for improved functionality.
3. DTMR also require a cost share arrangement with Council for any additional dredging costs associated with the relocated boat ramp. The frequency and extent of dredging is to be determined by a hydrographic survey. (DTMR currently meet the costs of dredging to the current public boat ramp at Ashford Ave).

*Objective 1 : Identify potential issues which may need to be addressed prior to formal presentation to Council*

### Outcome 4: Potential Issues

There does not appear to have been issues arising from the formal community engagement process or post community engagement process that need to be addressed prior to presentation to Council.

## Recommendations

The following recommendations arise from consideration of all the feedback received during as a result of the consultation conducted by Council.

As evidenced by the results of the community engagement process, stakeholder and social media feedback, there is majority support for all of the proposals, in particular;

1. Lagoon for Port Douglas at Location 4 (situated between the future park land area between the Sugar Wharf and the Combined Club);
2. Relocation of the current boat ramp at Ashford Avenue to Spinnaker Avenue.

Whilst majority support for the proposals presented by Council has been provided, some elements in relation to the concept designs have been raised as points of concern. In these instances consideration of these points of concern have been taken into account and revised Concept Designs prepared for;

3. Lagoon at Location 4 Concept Design, August 2011
4. Waterfront Park Concept Design, August 2011
5. Boat Ramp Relocation Concept Design, August 2011

Noting that no significant points of concern were raised for other proposal, the following Concept Designs remained unchanged as follows;

6. Road Network Upgrades Concept Design, March 2011
7. Car Parking Concept Design, March 2011
8. Landscape Design Guide, March 2011.

## Conclusion

The implementation *Port Douglas Master Plan (PDMP) 2009*, through the projects outlined in this report, has been underpinned by a comprehensive community engagement process, consideration of all stakeholder views, aspirations, legislative requirements and a review and appreciation of the feedback provided through the social media phenomena.

The results and outcomes of the community engagement process clearly defines that there is majority support within the Port Douglas community and stakeholders for proposals presented by Council.



# TABLE OF CONTENTS

<b>1. INTRODUCTION .....</b>	<b>1</b>
<b>2. BACKGROUND .....</b>	<b>2</b>
2.1 PORT DOUGLAS MASTER PLAN .....	2
2.2 DETAILS OF MASTER PLAN PROJECTS FOR CONSULTATION .....	8
<b>3. COMMUNITY ENGAGEMENT OBJECTIVES .....</b>	<b>22</b>
3.1 RATIONALE .....	22
3.2 CONSULTATION AREA .....	23
3.3 CONSULTATION PERIOD .....	23
3.4 OBJECTIVES .....	23
<b>4. STAKEHOLDERS &amp; COMMUNITY .....</b>	<b>24</b>
4.1 STAKEHOLDER IDENTIFICATION & INTEREST .....	24
4.2 STAKEHOLDER ENGAGEMENT .....	27
4.2.1 Advisory Groups established by Council .....	27
4.2.2 Government Agencies .....	28
4.2.3 Interest groups .....	28
4.2.4 Port Douglas community .....	28
4.2.5 Visitors to Port Douglas .....	28
4.2.6 Indigenous Groups .....	28
<b>5. CONSULTATION TOOLS &amp; ENGAGEMENT METHODS .....</b>	<b>29</b>
5.1 PRINTED PUBLIC INFORMATION MATERIAL .....	29
5.2 PUBLIC DISPLAYS .....	30
5.3 MEDIA .....	31
5.4 WEBSITE .....	32
5.5 ESTABLISHMENT OF SHOPFRONT IN PORT DOUGLAS .....	32
5.6 NEWSLETTER .....	32
5.7 FEEDBACK FORMS .....	32
5.8 FACT SHEETS .....	33
5.9 PUBLIC INFORMATION DROP IN SESSIONS .....	33
5.10 INTERCEPT SURVEYS .....	34
5.11 TELEPHONE SURVEY .....	34
5.12 VISITORS BOOK .....	35
5.13 ON-LINE SURVEY .....	35

## 5. CONSULTATION TOOLS & ENGAGEMENT METHODS .....29

5.14	TARGETED CONSULTATION.....	35
5.14.1	Chamber of Commerce & Tourism Operators.....	35
5.14.2	Waterfront Park / Lagoon - event & wedding co-ordinators .....	35
5.14.3	Port Douglas Market stall holders .....	36
5.14.4	Boat Ramp Users .....	36
5.14.5	Combined Club.....	36
5.14.6	Port Douglas Yacht Club (PDYC).....	36
5.14.7	Port Douglas Outrigger Club (PDOC).....	37
5.14.8	Council Staff located in the Port Douglas Area.....	37
5.14.9	Indigenous Representatives.....	37

## 6. FEEDBACK AND ANALYSIS .....38

6.1	ANALYSIS METHODOLOGY .....	38
6.2	GENERAL COMMUNITY FEEDBACK .....	41
6.2.1	Sources of Feedback .....	41
6.2.2	Community Awareness of Council's Proposals .....	41
6.2.3	General Feedback.....	42
6.2.4	General Issues.....	43
6.3	LAGOON POOL .....	45
6.3.1	Lagoon Pool for Port Douglas.....	45
6.3.2	Lagoon Location .....	46
6.3.3	Lagoon Concept Design .....	49
6.4	WATERFRONT PARK CONCEPT DESIGN .....	52
6.5	ROAD NETWORK UPGRADES CONCEPT DESIGN .....	55
6.6	CAR PARKING CONCEPT DESIGN.....	57
6.7	BOAT RAMP RELOCATION & CONCEPT DESIGN .....	59
6.7.1	Boat Ramp Relocation .....	59
6.7.2	Boat Ramp Concept Design .....	60
6.8	LANDSCAPE DESIGN GUIDE .....	61

## 7.POST COMMUNITY ENGAGEMENT PROCESS FEEDBACK.....62

7.1	URBAN DESIGN ADVISORY BOARD (UDAB).....	62
7.2	DEPUTATIONS TO COUNCIL .....	66
7.2.1	Deputation - President of Waterfront Protection Association .....	66
7.2.2	Deputation - Sea Change Port Douglas .....	69
7.2.3	Deputation - Local Architect.....	71
7.3	OTHER STAKEHOLDERS OF (OLD) ST MARY'S BY THE SEA VENUE .....	79
7.3.1	Catholic Parish of Mossman & Port Douglas .....	79
7.3.2	Crimmins Funerals.....	80
7.4	SOCIAL MEDIA .....	81



## **7.POST COMMUNITY ENGAGEMENT PROCESS FEEDBACK.....62**

7.5	GOVERNMENT AGENCIES.....	83
7.5.1	<i>Cairns Regional Council</i> .....	84
7.5.2	<i>State &amp; Commonwealth Agencies</i> .....	85
7.5.3	<i>Department of Environment &amp; Resource Management (DERM)</i> .....	89
7.5.4	<i>Department of Transport &amp; Main Roads (DTMR)</i> .....	95
7.5.5	<i>Department of Local Government &amp; Planning (DLGP)</i> .....	96
7.5.6	<i>Department of Employment, Economic Development &amp; Innovation (DEEDI)(Fisheries)</i> .....	97
7.5.7	<i>Department of Sustainability, Environment, Water, Population and Communities (DSEWP&amp;C)</i> .	99
7.5.8	<i>Queensland Police Service (QPS)</i> .....	100

## **8. OUTCOMES.....101**

## **9. RECOMMENDATIONS .....108**

## **10.CONCLUSION .....108**

# APPENDICES

**Appendix A** Copies of notices in *Port Douglas & Mossman Gazette*

**Appendix B** Newsletter and Feedback Form

**Appendix C** Shopfront & Market Stall Story Boards

**Appendix D** Telephone Survey & Intercept Survey Questionnaires

**Appendix E** Feasibility Assessment for Swimming Lagoon Report **Appendix F** Waterfront Park Concept Design Report

**Appendix F** Waterfront Park Concept Design Report

**Appendix G** Deputation Drawings

Fig A –Deputation from Sea Change

Fig B –Deputation from Local Architect

# ABBREVIATIONS

ABS	- Australian Bureau of Statistics
DA	- Development Application under <i>Sustainable Planning Act 2009</i>
DAB	- Douglas Advisory Board of Cairns Regional Council
DEEDI	- Department of Employment, Economic Development & Innovation
DERM	- Department of Environment & Resource Management
DLGP	- Department of Local Government & Planning
DSEWP&C	- Department of Sustainability, Environment, Water, Population & Communities
DTMR	- Department of Transport & Main Roads
GBRMPA	- Great Barrier Reef Marine Park Authority
IPA	- <i>Information Privacy Act 2009</i>
<i>n</i>	- Statistical reference to the number of samples in a sample size
PDMPAC	- Port Douglas Master Plan Advisory Committee of Cairns Regional Council
PDMP	- Port Douglas Master Plan
PAG	- Project Advisory Group of former Douglas Shire Council
QPS	- Queensland Police Service
SPA	- <i>Sustainable Planning Act 2009</i>
UDAB	- Urban Design Advisory Board of Cairns Regional Council
WMC	- Waterfront Management Committee of former Douglas Shire Council

## 1. INTRODUCTION

The Port Douglas Waterfront Master Plan, (Port Douglas Master Plan – PDMP) adopted by Council in November 2009, provides a strategic direction for the incremental transformation of the Port Douglas Waterfront to meet the needs of the community, business, visitors, environment and allow for balanced future development.

In October 2010, Council commenced developing concept plans and feasibility studies of various projects to implement the Port Douglas Master Plan. These projects were as follows:

- Landscape Design Plan (Guide);
- Waterfront Park Concept Design;
- Feasibility for Assessment for Swimming Lagoon in Port Douglas;
- Four Mile Beach Improvements (Esplanade Upgrade);
- Feasibility Study for Relocation of Boat Ramp;
- Parking & Traffic Studies.

The implementation of the Port Douglas Master Plan is underpinned by an extensive communication and engagement process in line with Council's Community Engagement Policy. The strong community support garnered during the development of the Port Douglas Master Plan has been transitioned into the implementation phase and channelled through the Port Douglas Master Plan Advisory Committee, various other stakeholders and the general community.

In keeping with the high level community participation and input in to the development of the Port Douglas Master Plan, a comprehensive community engagement process was undertaken by Council from 24 March 2011 - 21 April 2011, followed by specific stakeholder consultation, discussions with various Government agencies and their jurisdictional interests and a review of feedback provided via social media sites.

This consultation report documents the details of the projects developed and outlines;

- Objectives and scope of the community engagement process
- Key stakeholders, community and government agencies consulted;
- Consultation events, tools and techniques undertaken;
- A summary of the consultation feedback and outcomes; and
- Revised concept plans incorporating consultation outcomes.

## 2. BACKGROUND

### 2.1 PORT DOUGLAS MASTER PLAN

The former Douglas Shire Council resolved in 2005 to plan for the integrated redevelopment of the Dickson Inlet Waterfront in Port Douglas.

As the waterfront leasehold areas between Wharf Street and the Dickson Inlet are in State Government ownership, a key element was State participation in the (non-statutory) strategic planning process.

Community engagement was also given high priority, particularly from early 2007 following parallel investigations by Council and The Coordinator General (Queensland Government) during 2006. The Coordinator General (Queensland Government) commissioned Gary Hunt & Partners and EDAW to assist in its work – the outcome of which is the *Due Diligence Review, 2007* report including an “*Example Master Plan*”. This report and “*Example Master Plan*” were not warmly embraced by the community.

In 2007, a Waterfront Management Committee (WMC) was established by Council. Comprising of members from Council, State Government, local community organisations, interest group and business representatives, the WMC met at key milestones to consider and discuss project-related issues. A community-based Project Advisory Group (PAG) was also established and also met on a regular basis as part of the community engagement process.

In early 2007, the former Douglas Shire Council committed to an inclusive, multi-phased master plan process. In August 2007, Council adopted a summary methodology and timetable for delivery of the final phases of the master plan process.

The Port Douglas Waterfront Master Plan was the subject of a rigorous planning and engagement process during its development. Due to the process developed specifically for this project, the Master Plan gained strong community support and ownership.

The Port Douglas Master Plan is structured to provide detailed background information along with the Master Plan framework, vision, themes, key elements, strategies, actions and alternative scenarios.

This report provides a brief summary of the content of the plan, which will assist in the understanding of what the plan seeks to achieve and the context of how the plan is to be utilised during its implementation.

- **FRAMEWORK**

The Port Douglas Master Plan was developed upon the following key framework elements (including but not limited) to:

- With the exception of wider circulation initiatives, an expectation of minimal changes to areas outside of the waterfront;
- Access and circulation strategy that includes improvements to the intersection of Davidson and Mowbray Streets as the key gateway to the town;
- A 'mobility hub';
- Limited change to Rex Smeal Park;
- Protection of established areas of mangroves and remnant vegetation;
- Celebration of the Sugar Wharf and its setting including the adaptive reuse of the building;
- Removal of several buildings associated with existing waterfront leases, with an overall aim being to allow unrestrained public access to the waterfront;
- Creation of a Green Spine along Macrossan Street;
- Redevelopment of the Marina Mirage site in a way that ensures the public activation of the quayside;
- Introduction of tourism and interpretative opportunities associated with the working slipway as a key feature of the waterfront;
- Use of natural or 'water sensitive urban design' solutions to manage the potential impacts of stormwater run off;
- Identification of a pool 'investigation area' adjacent to Rex Smeal Park and other alternate locations to which a feasibility study would determine the need for a lagoon and its final location.

- **VISION & THEMES**

Utilising the framework elements, the Port Douglas Master Plan's vision was derived to ensure the Port Douglas Waterfront;

- is sensitively and incrementally transformed;
- provides for economic development and reinforces strong environmental and community values;
- contains a blend of maritime activities, tourism opportunities, environmental preservation, sensitive development, and green open space; and
- is a focal point for the local community and local activity.

Six themes, resulting in five layered Strategies, are explored within the Port Douglas Master Plan to achieve this Vision.

- **PLAN, ELEMENTS & STRATEGIES**

The Port Douglas Master Plan includes Strategies that aim to provide clarity in relation to the projects and initiatives that will be required to deliver the Vision and include:

- Strategy 1 – Access: Focus on creating gateways and encouraging public transport, walking and cycling.
- Strategy 2 – Land Use and Economics: Setting out the proposed future land uses for areas within, and adjacent to, the Waterfront.
- Strategy 3 – Environment and Sustainability: Securing the measures that will be put in place by the master plan (and subsequent planning policy) to preserve and enhance the environment.
- Strategy 4 – Physical Character: Describing the height, scale, form and style of new buildings and the character of the waterfront open spaces.
- Strategy 5 – Public Space and Streetscape: A framework identifying the proposed interconnected network of streets and public spaces and the unique qualities of each.

- **PHASING & IMPLEMENTATION**

The Port Douglas Master Plan reflects the need for a flexible framework to be able to respond to the long timeframe that is needed to fully realise the entire Master Plan. The plan is to be considered a “living document” which is robust in content, yet able to respond to changing circumstances over time. Delivery of the projects outlined in the Port Douglas Master Plan will need to be successive, but with sufficient flexibility, acknowledging the various factors which could determine the sequencing and delivery

- **ALTERNATIVE SCENARIOS**

Whilst the Port Douglas Master Plan reflects the consensus around the majority of planning and design issues, several key elements remained as the subject of further feasibility studies, design and consultation with the community. The Port Douglas Master Plan is sufficiently flexible enough to accommodate that particular projects or elements of the Master Plan can be achieved in more than one way, or that further feasibility or investigation is necessary before significant capital is invested in a project.

These projects are outlined as Alternative Scenarios within the Port Douglas Master Plan and include;

- Sugar Wharf Inlet.  
*Creation of Sugar Wharf Inlet to add to the historic interpretation of Sugar Wharf (noting that costs of this were unknown) or to use an alternate concept and use landscape design to distinguish the historic alignment*

- Replicate Tourism Rail Line  
*Extension of the Bally Hooley tourist rail line to Macrossan St subject to a feasibility investigation*
- Macrossan St Improvements  
*Convert to a one way partially pedestrian street subject to further testing to validate the feasibility*
- Swimming Lagoon  
*Conduct a feasibility study to identify the costs and economic benefits to the community, investigate possible sites for further investigation as well as water park facility in the waterfront parkland area*
- Use of Sugar Wharf  
*Identification of suitable adaptive re-use with future uses to be publicly accessible and activate the Sugar Wharf Buildings*
- Combined Club Waterfront Access  
*Investigate floating walkway along quayside of Combined Club (note that a deck extension at the Combined Club since the adoption of the Master Plan has effectively excluded this possibility).*

In Council's adoption of the Port Douglas Master Plan on 25 November 2009, it also resolved to establish a Port Douglas Master Plan Advisory Committee consisting of community representatives, appropriate Cairns Regional Council representatives and State Government representatives to provide advice to Council throughout the detailing and implementation of the Master Plan.

The role of the Port Douglas Master Plan Advisory Committee is to:

- Provide advice and feedback to Council regarding community engagement, design and implementation of the Port Douglas Master Plan;
- Interface with and provide assistance to the community through targeted engagement processes on the ongoing planning and design matters;
- Act as conduits in the dissemination of information to the community.

In August 2010 and with further Council resolution to provide capital funding to commence implementation of the Port Douglas Master Plan in 2010/2011, the Port Douglas Master Plan Advisory Committee (PDMPAC) commenced operation.

A Council Project Team was also established to develop the necessary concept designs, feasibility studies and estimates to enable detailing of specific projects, timeframes and funding required in future years. The role of the Council Project Team is to liaise and provide up-to-date information to the PDMPAC community representatives and assist them in their roles as community conduits.

Reports to Council during 2010/2011 in relation to the implementation of the Port Douglas Master Plan were as follows:

- *November 2010* - Council to Note status and progress of implementation of the Port Douglas Master Plan including the following changes to the Port Douglas Master Plan activities developed in consultation with the Port Douglas Master Plan Advisory Committee :
  - Master Plan activities (projects) should be completed within a 10 year timeframe and the timeframe classifications maintained as Short, Medium or Long term as per Figure 1.
  - The Swimming Lagoon should be completed in the short term or as soon as possible (not in medium-long term as originally indicated in the *Port Douglas Master Plan November 2009*).
  - All activities (projects) associated with the Waterfront Park (ie market area improvements, additional tree planting, improved public toilet facilities, attention to car parking in Rex Smeal Park and Market areas, Faugh-A-Balagh relocation etc) should all be packaged as a “Precinct” and undertaken at the same time in the short term.
  - The Swimming Lagoon and Waterfront Park “Precinct” requires significant funding to proceed. This issue therefore needs to be brought to the attention of State and Commonwealth elected representatives so that funding can be procured at the earliest possible opportunity.
- *March 2011* - Council to Note status of progress of implementation of the Port Douglas Master Plan, details of various projects and the ensuing community engagement process to occur in March – April 2011.

It should be acknowledged that development of some of the major landholdings along the waterfront is expected to be conducted and delivered by third parties through the statutory planning and assessment processes (3. *Marina Mirage Redevelopment* and 7. *Marine Industry Reorganisation*). Whilst they are not directly controlled by the project, there will be discrete opportunities for Council to inform development with Port Douglas Master Plan requirements.

It is also important to note that for the period May 2010 to March 2011 the process for statutory planning and amendment of the Douglas Planning scheme, to incorporate intent of the Master Plan for all development, was conducted by Council. The Douglas Planning Scheme amendments, to incorporate the Master Plan, were adopted by Council in March 2011.



## Port Douglas Master Plan - Revised Projects (Nov 2010)

	Project	Pre-decessor Project	Co-dependent Project	Master Plan (2009) Indicative Timeframe	Advisory Committee (2010) Revised Timframes	Comments/ Impact
<b>1</b>	<b>Further Framework Planning</b>					
<b>1.A</b>	Planning Scheme Amendments			Short Term	Short Term	
<b>1.B</b>	Douglas Local Law No.44 - Port Douglas Boat Harbour Review	1A, 2B		Short Term	Short Term	
<b>1.C</b>	Landscape Design Plan (Guide)			Short Term	Short Term	
<b>1.D</b>	Waterfront Park Design - Preliminary & Concept Design		1C	Short Term	Short Term	
<b>1.E</b>	Stormwater Management Plan			Short Term	Short Term	
<b>1.F</b>	<b>NEW - Parking &amp; Traffic Studies</b>			NA	<b>Short Term</b>	To enable correlation of Master Plan with draft Trunk Infrastructure Charges Policy
<b>2</b>	<b>Waterfront Access</b>					
<b>2.A</b>	Removal of Buildings - from 2012			Short Term	Short Term	Removal of buildings may occur earlier subject to negotiations with lessee
<b>2.B</b>	Design of Marine Infrastructure - Concept	1C	1D	Short Term	Short Term	
<b>3</b>	<b>Marina Mirage Redevelopment</b>					
<b>3.A</b>	Marina Mirage Redevelopment Opportunities	Delivery by development proponent and thru statutory development assessment against planning scheme				
<b>3.B</b>	Marina expansion and improvements					
<b>3.C</b>	Waterfront Plaza & Mowbray Street Inlet Improvements					
<b>3.D</b>	Fishing Fleet use of Mowbray Street Inlet Improvements					
<b>4</b>	<b>Mobility Hub</b>					
<b>4.A</b>	Mobility Hub Design	1F		Short Term	Short Term	
<b>4.B</b>	Mobility Hub - First stage(s)	4A		Short - Med Term	Short - Med Term	
<b>4.C</b>	Securing any additional land			Medium Term	Medium Term	
<b>4.D</b>	Mobility Hub Completion	4B		Long Term	Long Term	
<b>5</b>	<b>Parkland Improvements</b>					
<b>5.A</b>	Feasibility for Swimming Lagoon		1C	Short Term	Short Term	
<b>5.B</b>	Detailed Design & Construction for Swimming Lagoon	5A		Med - Long Term	<b>Short Term</b>	Subject to funding and approvals
<b>5.C</b>	Removal of car parking areas in Rex Smeal Park	1F	5E	Short Term	Short Term	
<b>5.D</b>	Removal of car parking areas adjacent to Markets	1F, 4B	5E	Short - Med Term	<b>Short Term</b>	In conjunction with Waterfront Park 5E
<b>5.E</b>	Waterfront Park - Detailed Design & Construction	1C, 1D, 2A		Short Term	Short Term	Addition of detailed design component with construction
<b>5.F</b>	Improved Public Toilet Facilities	1C	5E	Short Term	Short Term	In conjunction with Waterfront Park 5E
<b>5.G</b>	Sewerage pump station	1C	5E	Short Term	Short Term	In conjunction with Waterfront Park 5E
<b>5.H</b>	Market Area improvements	1C, 1D	5E	Medium Term	<b>Short Term</b>	In conjunction with Waterfront Park 5E
<b>5.I</b>	Rex Smeal Park additional tree planting	1C	5E	Short Term	Short Term	In conjunction with Waterfront Park 5E
<b>5.J</b>	Faugh-A-Balagh Relocation		5E	Short - Med Term	<b>Short Term</b>	In conjunction with Waterfront Park 5E
<b>5.K</b>	Four Mile Beach improvements			Short - Med Term	<b>Short Term</b>	Council resolution - for completion in 2010
<b>6</b>	<b>Boat Ramp Relocation</b>					
<b>6.A</b>	Reorganisation of existing boat ramp parking & facilities	1C, 1D, 1F	5E	Short- Medium Term	<b>Short Term</b>	In conjunction with Waterfront Park 5E
<b>6.B</b>	Feasibility Study for relocation of boat ramp		1F	Short Term	Short Term	
<b>6.C</b>	Design & Construct new boat ramp/ trailer parking @ Yacht Club	6B		Med - Long Term	<b>Short Term</b>	To enable completion of 5E - alternative boat ramp and trailer parking required
<b>7</b>	<b>Marine Industry Reorganisation</b>					
<b>7.A</b>	Relocation of existing abrasive marine industries	Delivery by development proponent and thru statutory development assessment against planning scheme				
<b>7.B</b>	Slipway Removal/Relocation					
<b>8</b>	<b>Community and Cultural Facilities</b>					
<b>8.A</b>	Adaptive re-use of Sugar Wharf			Short Term	Short Term	Ongoing
<b>8.B</b>	Sport precinct improvements	Delivery under CRC's Parks & Recreation Strategy				
<b>8.C</b>	Mudlo Street environmental interpretation	1E		Long Term	Long Term	
<b>9</b>	<b>Streetscape Improvements</b>					
<b>9.A</b>	Streetscape plantings & furniture	1C, 1F	1D	Short Term	Short Term	
<b>9.B</b>	Arrival landscaping	1C	1D, 10A-10C	Short - Med Term	Short - Med Term	
<b>9.C</b>	Design & Construction of the Macrossan St Green Spine	Delivery with agreement and in conjunction with DTMR		Medium Term	Medium Term	
<b>10</b>	<b>Vehicular, Cycling and Pedestrian Connectivity</b>					
<b>10.A</b>	Realignment of Mowbray St	1F, 5J		Short - Med Term	Short - Med Term	
<b>10.B</b>	Davidson St & Mowbray St Intersection Re-design/ Construction	Delivery with agreement and in conjunction with DTMR		Short - Med Term	Short - Med Term	
<b>10.C</b>	Rationalised Wharf St	1C, 1F	10A	Short - Med Term	Short - Med Term	
<b>10.D</b>	Improved lookout facilities on Island Point Road	1C		Medium Term	Medium Term	

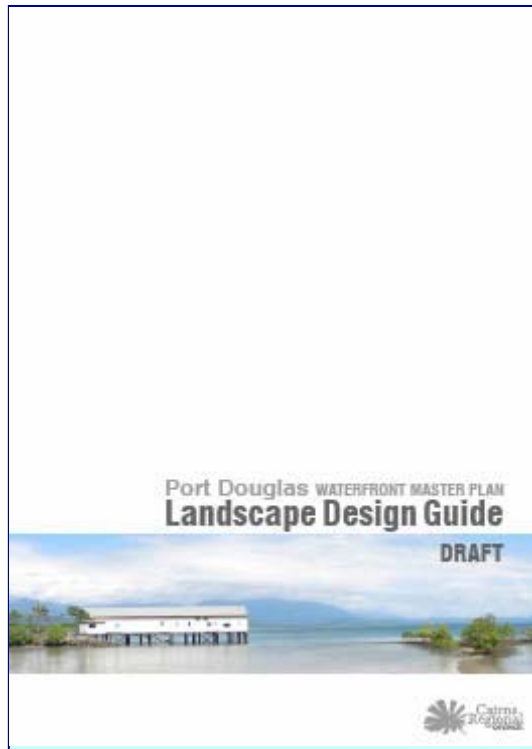
Fig 1 – Revised Port Douglas Master Plan Projects as per Council report November 2010

## 2.2 DETAILS OF MASTER PLAN PROJECTS FOR CONSULTATION

The Master Plan projects developed during 2010/2011 (as referenced in *Section 6.3 Schedule of Projects, Port Douglas Master Plan, November 2009* and further defined as per *Council Report to Ordinary Meeting 23 March 2011*) were as follows;

### 1.C - LANDSCAPE DESIGN PLAN (GUIDE)

Objective	<p>The establishment of a Landscape Design Guide (LDG) will ensure that landscape design enhances the experience of residents and visitors in Port Douglas and adds authenticity to the tropical village character.</p> <p>The LDG details a comprehensive framework for the design of, and how to carry out landscape, streetscape and works in Port Douglas.</p>
Scope	<p>The LDG describes in words, pictures and diagram and illustrations the 'relaxed tropical style' that is the desired design direction for Port Douglas.</p> <p>The LDG informs activities commencing in 2010/2011 as well as identifying any required additions to Planning Scheme Amendments to guide development (the re-development of Marina Mirage).</p>
Stakeholder & Community Engagement Process	<p>Key stakeholders attended 2 day workshop in October 2010 to provide design input into the Landscape Design Guide (LDG). These included :</p> <ul style="list-style-type: none"><li>• Members of Port Douglas Master Plan Advisory Committee (PDMPAC)</li><li>• Council and State government officers</li><li>• Local &amp; State government elected representatives</li><li>• Members of Urban Design Advisory Board (UDAB)</li><li>• Local landscape / architectural professionals</li></ul> <p>Members of PDMPAC and UDAB were presented with the draft LDG and invited to provide feedback as part of the community engagement process from 24 March – 21 April 2011.</p>
Developed By	Council's Design Services Unit
Status	<ol style="list-style-type: none"><li>1. Draft LDG made available for general community consultation during March /April 2011.</li><li>2. Finalised LDG to be presented to Council for endorsement with the intention it is supported by a Planning Scheme Policy – Landscape Design for Port Douglas.</li></ol>



**“The attributes that comprise the character of the town are strongly reflected within the Landscape Design Guide and the guidelines set out within this document reflect the aspirations of Port Douglas to retain its’ unique identity”**

## 1.D - WATERFRONT PARK DESIGN PLAN

Objective	Development of a design for the Waterfront Park Precinct will ensure the creation of a 'walkable waterfront' and that it will become a defining experience for visitors and residents to Port Douglas.
Scope	<p>Preliminary and concept design of the Waterfront Park Precinct ("Precinct" area commences north of the Combined Club and extends to the northern end of Rex Smeal Park) and includes the location for the potential swimming lagoon, Market Park, Sugar Wharf and St Mary's By the Sea.</p> <p>The Waterfront Park Precinct design features are as follows :</p> <ul style="list-style-type: none"><li>• Continuous (straight) boardwalk, public moorings between Combined Club and Sugar Wharf.</li><li>• Lagoon pool situated in the area between Combined Club and Sugar Wharf (please refer to <u>5.A Feasibility Assessment for Swimming Lagoon</u>) and would require removal of existing buildings in that area.</li><li>• Enhancement of Market Park.</li><li>• Viewing platform &amp; lookout at the end of Anzac Park</li><li>• Enhanced landscape settings for the historic sites of Sugar Wharf, St Mary's By the Sea, rock walls and significant trees.</li><li>• Enhanced views to the Sugar Wharf, St Mary's By the Sea and the Inlet from Wharf St and Warner St, views to the ocean down Anzac Park from Macrossan St and from the Court House.</li><li>• Formal and informal path networks following the original alignment of the cane rail line.</li><li>• Rex Smeal Park continues to serve as an area for passive recreation and function area for special events, though it will contain naturalistic children's adventure play space, barbeque facility and amenity block discreetly placed to maintain key views. These elements will replace existing play space area, barbeque and amenity block.</li><li>• Screening of Police Station and buildings with suitable native plants.</li><li>• Indigenous and non-indigenous cultural heritage values interpreted in signage, pathways, built structures and public art.</li><li>• Provision of permanent performance platform with demountable stage structure adjacent to the Police reserve.</li><li>• Water sensitive urban design treatments to assist with stormwater management.</li><li>• Large scale informal car-parking to be excluded in the park areas to protect the root zone of existing trees. Limited formalised car parking, pathways and set-down areas provided at Rex Smeal Park and near the Combined Club.</li></ul>
Costs	Estimated costs for the Waterfront Park Precinct at this stage are in the order of \$20M-\$25M. This estimate is on par with similar high quality town park redevelopments. Further refinement of costs is to occur in subsequent detail design phases.

## 1.D - WATERFRONT PARK DESIGN PLAN

**Stakeholder & Community Engagement** Key stakeholders attended a 2 day workshop in October 2010 to provide design input in Waterfront Park Precinct layout (stakeholders as per as per 1C. *Landscape Design Plan (Guide)* above).

Members of PDMPAC and UDAB were presented with the Waterfront Park Precinct draft concept design and invited to provide feedback as part of the community engagement process from 24 March – 21 April 2011.

**Developed By** Council's Design Services Unit, with expert support from locally based architectural, landscaping, engineering, quantity surveying and environmental consultants.

**Steps**

1. Draft concept design of the Waterfront Park Precinct was made available for general community consultation during March /April 2011.
2. Finalised concept design of Waterfront Park Concept Precinct to be presented to Council for endorsement with a view that submissions and deputations are made with State and Commonwealth government representatives to secure funding.



## 5.A - FEASIBILITY ASSESSMENT FOR SWIMMING LAGOON

**Objective** To assess locations (alternate and preferred locations), determine the final location and identify the costs and economic benefits before financing, detail design and construction of the swimming lagoon in Port Douglas proceeds.

**Scope** The process for the determination of the most feasible location has been undertaken through a comprehensive Location Assessment process for a total of four (4) locations being :

Location 1 (Site 1) - In the tidal zone (front of Rex Smeal Park)

Location 2 (Site 2) - Jalunbu Park (behind Four Mile Beach)

Location 3 (Site 3) - Within Rex Smeal Park (behind Location 1)

Location 4 (Site 4) - South of Sugar Wharf (within future Waterfront Park area)

Specialist consultants were utilised to undertake benchmarking of comparable swimming facilities in Queensland, assess the likely demand to establish the size of lagoon pool, and undertake technical, economic, environmental and financial feasibility of each of the 4 Locations. These locations were then assessed and ranked in categories with the Location 4 achieving the highest ranking overall and therefore the most feasible.

Key features of the swimming lagoon include :

- Up to 2000 m2 of water space in a main lagoon.
- Naturalistic lagoon with connection to the sea and situated to respect the historical/environmental context, walkable waterfront, whilst also building on the 'wow' factor of Port Douglas.
- Beach entry to main lagoon.
- Deep water entry and snorkel trail.
- Training area.
- Children's zero depth play area and play fountains.
- Natural grotto with waterfall and / or infinity edge.
- Picnic, BBQ and special event areas.
- Shaded areas and enhanced landscaping.
- Raised life-guard tower.
- Changing facilities, Administration, First Aid and Plant rooms discreetly screened and in keeping with Port Douglas environment.
- Car parking and delivery area (please refer to *1.F Parking & Traffic Studies* for more information).
- Screening (plantings and mounds) for St Mary's By the Sea.


The most feasible location as determined by the results of the Location Assessment process and therefore recommended by specialist consultants for a swimming lagoon is at Location 4 (Site 4) - situated south of Sugar Wharf (between the Combined Club and Sugar Wharf and within future Waterfront Park area).



## 5.A - FEASIBILITY ASSESSMENT FOR SWIMMING LAGOON

Costs	<p>The estimate capital cost for a Lagoon Pool at Location 4 (Site 4) at this stage is in the order of \$15M-\$20M and an operational cost of \$1M per annum. It is anticipated to generate significant flow-on economic benefits for the region. The capital and operational cost estimate is on par with similar lagoon pools within coastal town redevelopments. Further refinement of costs is to occur in subsequent detail design phases.</p>
Stakeholder & Community Engagement	<p>This activity has involved extensive consultation with industry (tourism, commerce), user groups (schools, clubs, families, tourists etc) and similar lagoon facilities to determine demand, lagoon specification (concept, size, style, type of lagoon, associated facilities) and the most feasible location for a lagoon pool.</p> <p>The extensive consultation with stakeholders and members of the community has occurred during December 2010 through to February 2011 as follows;</p> <ul style="list-style-type: none"><li>• telephone and email surveys.</li><li>• on-line surveys of visitors, residents and businesses</li><li>• intercept surveys on Market Days and at accommodation providers.</li><li>• community meetings &amp; industry meeting to discuss and obtain feedback on specifications for a swimming lagoon.</li><li>• meetings with local, state and commonwealth government elected representatives.</li><li>• Port Douglas Master Plan Advisory Committee.</li></ul> <p>Members of PDMPAC and UDAB were presented with the preliminary concept of swimming lagoons at each of the 4 Locations, their assessment and the most feasible location at Location 4 - south of Sugar Wharf and invited to provide feedback as part of the community engagement process 24 March – 21 April 2011.</p> <p>For further details please refer to Note – Stakeholder &amp; Community Engagement.</p>
Developed By	<p>Locally based &amp; nationally recognised recreational &amp; aquatic facility consultants, with expert support from locally based engineering, planning &amp; development, environmental, economic consultants and nationally recognised A+ architects and quantity surveyors.</p>
Steps	<ol style="list-style-type: none"><li>1. Most feasible Location for Swimming Lagoon, which includes a concept design and estimate costs / benefits made available for general community consultation during March /April 2011.</li><li>2. Finalised and most feasible Location for Swimming Lagoon and feedback from general community consultation on whether or not to proceed with Swimming Lagoon is to be presented to Council for endorsement.</li><li>3. Subject to Council resolution to proceed with Swimming Lagoon at the most feasible Location (Location 4/ Site 4), funding submissions and deputations are to be made with State and Commonwealth government representatives thereafter to secure funding.</li></ol>

### Note - Stakeholder & Community Engagement

26 August 2010	Inaugural Port Douglas Master Plan Advisory Committee (PDMPAC) meeting.
14 October 2010	PDMPAC Meeting where members were advised that 4 lagoon locations were to be assessed.
28 October 2010 	Strategic Leisure Group (SLG) were engaged by Council in October 2010 to undertake Feasibility Study for Lagoon In Port Douglas and assess 4 possible lagoon Locations as follows; Location 1 (Site 1) - In the tidal zone (front of Rex Smeal Park) Location 2 (Site 2) - Jalunbu Park (behind Four Mile Beach) Location 3 (Site 3) - Within Rex Smeal Park (behind Location 1) Location 4 (Site 4) - South of Sugar Wharf (within future Waterfront Park area)
7-8 December 2010	SLG conduct Community & Industry Focus Group Workshops to seek feedback on lagoon specification and preferred Location.
9 December 2010	PDMPAC Meeting – provided with update of all projects and provided with an update on feedback from Community & Industry Focus Groups. PDMPAC were asked to nominate their preferences for lagoon Location
December 2010	Stage A - Situational Analysis & Design Specification Criteria for Lagoon completed
January – February 2011	SLG conduct Community Surveys. Community Surveys were open to the general community and invitations to participate were made through public notices, print and radio media advertisements, Council Corner. Community Surveys consisted of telephone surveys (200 residents), business surveys, on-line survey, visitors survey and interviews with key stakeholders to gauge feedback on lagoon specification and location preference of 4 Locations as inputs into Location Assessment process.
25 February 2011	PDMPAC members were distributed with the results of the Location Assessment process for the lagoon pool
3 March 2011	PDMPAC Meeting . Lagoon location with the highest overall ranking score and therefore the most feasible was <b>Location 4</b> . It was agreed at the Meeting that; <i>“a. Location 4 - south of St Mary’s was agreed as the preferred site for swimming lagoon, based on highest ranking, most feasible Location and achievability (lower costs, planning approvals may be achieved within 12 months, less environmental / visual impacts, greater potential as economic attractor / flow on economic benefits).”</i>
March 2011	Stage B - Location Assessment completed of Lagoon Feasibility project
23 March -21 April 2011	Stage C - General community consultation on the Location Assessment Report & Concept Design commences in conjunction with general community engagement process for all Port Douglas Master Plan projects
April to August 2011	Post Community Engagement process feedback from stakeholders on all projects
August 2011	Stage D – Finalisation of Assessment and Lagoon Feasibility Study & Presentation of Consultation Report on all Projects to Council



## 5.K - FOUR MILE BEACH IMPROVEMENTS (ESPLANADE UPGRADE)

Objective	<p>Design and construction of Four Mile Beach Esplanade Upgrade Works. General aims are to :</p> <ul style="list-style-type: none"><li>• Improve pedestrian connectivity.</li><li>• Improve sense of arrival at both Macrossan and Mowbray St.</li><li>• Reduce road side erosion.</li><li>• Enhance existing character of Port Douglas Esplanade.</li><li>• Pedestrian continuity to Jalunbu Park.</li></ul>
Scope	<p>The scope of works is scheduled for delivery in two Stages (1 and 2).</p> <p>Macrossan St</p> <ul style="list-style-type: none"><li>• New entry landscaping with low plantings</li><li>• Relocate street furniture to open views</li><li>• Improve pedestrian safety with refuge at Garrick St and shared zone approaching speed humps</li></ul> <p>Feature Palm Grove</p> <ul style="list-style-type: none"><li>• Reinforce existing coconut palms to frame ocean views</li></ul> <p>Mid-block crossing</p> <ul style="list-style-type: none"><li>• Landscaped mid block crossing with solitaire palms</li><li>• Traffic reduced to single lane through crossing</li></ul> <p>Equal access</p> <ul style="list-style-type: none"><li>• New access to beach ramp at Life Savers' Hut</li><li>• Disabled access to picnic node</li></ul> <p>Mowbray St</p> <ul style="list-style-type: none"><li>• Relocate existing Surf Club parking west along Mowbray St</li><li>• Improve pedestrian safety with shared zone at intersection approached by speed humps</li><li>• Replace and extend footpath treatment at corner</li><li>• Install barrier kerb, with new line-marked parking facilities</li><li>• New shade trees</li><li>• Alleviate erosion caused by run-off from Mowbray St</li></ul> <p>Jalunbu Park</p> <ul style="list-style-type: none"><li>• Formalise parking along Mowbray St</li><li>• Pedestrian crossing mid block</li><li>• Extend footpath to beach access and signage for wayfinding</li><li>• Additional shade trees</li><li>• Install barrier kerb to reduce erosion and restrict park access</li><li>• Footpath continuity to Jalunbu Park</li></ul>

## 5.K - FOUR MILE BEACH IMPROVEMENTS (ESPLANADE UPGRADE)

**Stakeholder & Community Engagement** Key stakeholders attended a 2 day workshop in October 2010 where an opportunity was provided for design input in to the concept plan for Four Mile Beach Esplanade Upgrade Works (stakeholders as per as per *1C. Landscape Design Plan (Guide)* above).

Concept design plan and detail design plan of Four Mile Beach Esplanade Upgrade Works have been made available on Council's website.

Extensive updates and public notices to the general community have been provided (since early 2010, including community engagement at Carnivale beach day in May 2010) and during construction works of Four Mile Beach Esplanade Upgrade Works.

Extensive media coverage through the Port Douglas media on the design and construction of the works has also been provided.

**Constructed By** Council's – Cairns Works.

**Status** Stage 1 of works completed in May 2011.  
Stage 2 detailed design and construction is to be advised.

## 6.B - FEASIBILITY STUDY FOR RELOCATION OF BOAT RAMP

Objective	The Port Douglas Master Plan recommends the re-location of the boat ramp and associated boat trailer parking at Ashford Av (adjacent to Combined Club) to Spinnaker Ave (adjacent to the Yacht Club) on the basis of a feasibility study.
Scope	<p>The existing public boat ramp located at Ashford Ave and within the proposed Waterfront Park Precinct area is not compatible with open space, public recreation use intended for that area.</p> <p>The existing boat ramp consists of 4 boat ramp lanes and 18 boat trailer parking bays in Ashford Ave. Supplementary boat trailer parking bays are also located within the current Council car-park. The number of boat trailer parking bays is not able to meet the demand in peak times for boat ramp users of Port Douglas.</p> <p>The proposed concept plan for public boat ramp and trailer parking bays at Spinnaker Ave features include:</p> <ul style="list-style-type: none"> <li>• 4 boat ramp lanes plus floating walkway (5 lanes in total).</li> <li>• Approximately 56 boat trailer parking bays and 44 car parks (in conjunction with Yacht Club and Closehaven Marina.</li> <li>• Yacht Club, dry berthing area and tender parking area is maintained.</li> <li>• Outrigger Club area is maintained for the length of current lease provisions, with that area for possible expansion of boat trailer parking (at expiry of lease).</li> <li>• Potential for additional facilities and services (ice, bait, amenities).</li> </ul>
Costs	The estimated cost for boat trailer and car parking at Spinnaker Ave at this stage is in the order of \$2.3M. An additional \$0.5M will be required for intersection treatment at Wharf St/ Spinnaker Ave. Note that Council has responsibility for the construction of car and trailer parking at public boat ramps and intersection treatments, whilst the Department of Transport and Main Roads has the responsibility for the funding and provision of public boat ramps. Further refinement of costs is to occur in subsequent detail design phases.
Stakeholder & Community Engagement	<p>Stakeholders consulted on the concept design plan for proposed boat ramp, boat trailer and car parking at Spinnaker Ave were as follows;</p> <ul style="list-style-type: none"> <li>• Department of Transport &amp; Main Roads (Maritime)</li> <li>• Port Douglas Master Plan Advisory Committee</li> <li>• Port Douglas Yacht Club</li> <li>• Combined Club</li> <li>• Outrigger Club</li> </ul> <p>Intercept surveys are to be undertaken with boat ramps users at Ashford Ave during the general community consultation process in March / April 2011, to obtain specific feedback on boat ramp needs (eg floating pontoon), services and proposed relocation to Spinnaker Ave.</p>

## 6.B - FEASIBILITY STUDY FOR RELOCATION OF BOAT RAMP

- Developed By Locally based & nationally recognised traffic & transport engineering consultants
- Status
2. Draft Concept Plan made available for general community consultation during March /April 2011.
  3. Finalised Concept Plan to be presented to Council for endorsement (and subject to obtaining the necessary funding) with intention that it be submitted to the Department of Transport & Main Roads to secure funding for the boat ramp lane construction.



## 1.F (New) – PARKING & TRAFFIC STUDIES

**Objective** The Master Plan identifies the need to remove car parking areas in Rex Smeal Park and the Market Area; the provision of a mobility hub (car parking, set down etc) and improved traffic circulation to optimise enhance access to Port Douglas and attractors.

A detailed examination of car parking spaces, their availability as well as investigation of impacts of changes in traffic circulation (as per the Master Plan) to be carried out. The later will inform changes required to Council's Trunk Infrastructure Planning Scheme Policy – Transport.

**Scope** Car-Parking

The removal of car parking spaces (formal and informal) from Rex Smeal Park and Market area is required to ensure :

- The protection of trees and their roots systems.
- Removal of conflict between cars and users /pedestrians of Waterfront Park Precinct.
- Conserve the integrity and surrounding activities associated with the use of historic sites of Sugar Wharf, St Marys By the Sea, significant trees and structures.
- Enable the achievement of design objectives for Waterfront Park Precinct and Swimming Lagoon.

The removal of informal car parking (Rex Smeal / Market area) and 46 formal car parking spaces in Ashford Ave (with balance of 108 formal car parking spaces remaining in Ashford Av) can be achieved in the immediate future through the development of additional car parking spaces at the current Council owned car park in Wharf St/ Grant St and along Wharf St with minimal capital cost.

Further car-parking spaces can be provided with centre parking being extended into Macrossan and Warner Sts.

A staging plan for car-parking has been developed for the short, medium and long term, to enable the transition of the removal of car parking to designated areas as mentioned.

It is evident the car-parking issues are at critical levels on market days (Sundays) during the peak season and special events (Carnivale).

Ultimately the development of a two (2) storey mobility hub (with provision for 200+ cars and other transport) on the site of the current Council car-park will resolve all perceived car parking issues. The mobility hub is only intended to be developed in the long term as the cost and need of such development is significant.

## 1.F (New) – PARKING & TRAFFIC STUDIES

### Scope

#### Road Network Upgrades

The Master Plan calls for the legible hierarchy of tropical streets and traffic circulation within the established road network and low speed environment. Specifically, this means that traffic is to be promoted to turn left into Mowbray St from Davidson St (arrival landscaping and entry statement) and continue through a new connection of Mowbray to Wharf St, northwards up along Wharf St and then into Macrossan St.

The change to the pattern of traffic circulation will rationalise car vehicular movement and make the Waterfront a defining aspect of the arrival experience. It will also make Mowbray St the new gateway to Port Douglas leading to the waterfront plaza (as per the Port Douglas Master Plan). To achieve the above, the proposed changes to the network roads are as follows;

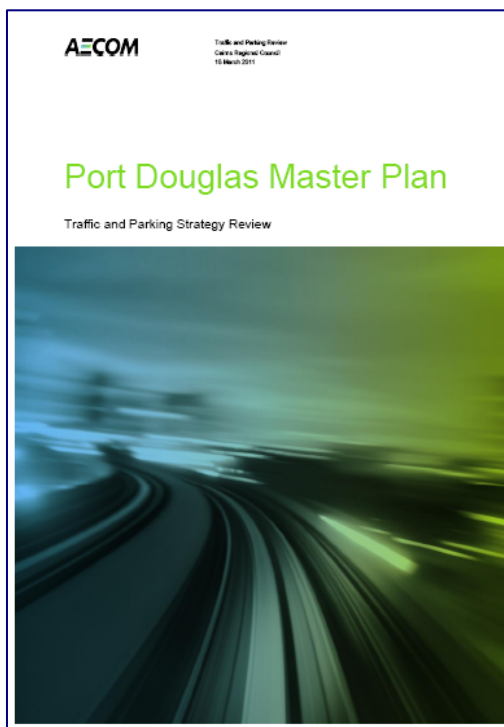
- One (1) lane roundabout with arrival landscaping at Davidson St / Mowbray St intersection.
- landscaping /pedestrian /cycleway down Mowbray St with new extension of Mowbray St connecting with Wharf St to service the future mobility hub.
- Wharf St maintained as slow vehicle environment for pedestrians. The public thoroughfare on eastern side of Wharf St to be increased through extension of pedestrian space (to promote outdoor dining). Some loss of car parking on this side will occur as a result.
- Macrossan St from Wharf St to Grant St – no significant changes.
- Macrossan St from Grant St to Owen St is proposed to have centre parking and landscaped (eg to mimic previous section of Macrossan St).
- No significant changes to Macrossan St from Owen St to Davidson St with exception that intersection with Davidson St is to be provided with raised pavement treatment (more pedestrian friendly).
- No significant changes to Davidson St.
- Warner St from Wharf St to Grant St is proposed to provide for centre parking and tree-lined sides (as per Warner St from Grant St to Davidson St).
- Grant St is proposed to be one-way from Warner St to Mowbray St – continuation of one-way treatment already existing on Grant St from Macrossan St.

### Costs

The estimated cost for road network upgrades to be conducted over a 10 year timeframe is in the order of \$9M, of which approximately \$3.1M of this is for works on roads controlled by Department of Transport & Main Roads. It is advised that some of the key components of Council's share of costs are recoverable through Trunk Infrastructure Charging Policy for Transport. Further refinement of costs is to occur in subsequent detail design phases.

## 1.F (New) – PARKING & TRAFFIC STUDIES

Stakeholder & Community Engagement	<p>Stakeholders consulted on the Draft Car Parking Staging Plan and Concept Plan Road Network Upgrades include :</p> <ul style="list-style-type: none"> <li>• Port Douglas Master Plan Advisory Committee.</li> <li>• Department of Transport &amp; Main Roads.</li> <li>• Meridien Pty Ltd (Marina Mirage).</li> </ul> <p>Market Stall holders, events co-ordinators, St Marys' By the Sea were invited to provide feedback on the Draft Car Parking Staging Plan during the general community engagement process in March/ April 2011.</p>
Developed By	Locally based & nationally recognised traffic and transport engineering consultants.
Status	<ol style="list-style-type: none"> <li>1. Draft Car Parking Staging Plan and Concept Plan Road Network Upgrades Plan made available for general community consultation during March /April 2011.</li> <li>2. Finalised Car Parking Staging Plan and Concept Plan Road Network Upgrades Plan to be presented to Council for endorsement with intention that it be submitted to the Department of Transport &amp; Main Roads to secure funding for the upgrades to State controlled roads (Davidson St and Macrossan St).</li> </ol>





### 3. COMMUNITY ENGAGEMENT OBJECTIVES

#### 3.1 RATIONALE

Cairns Regional Council's Community Engagement Strategy states that community engagement will benefit the community by:

- Informing residents about Council's priorities, processes and decisions that may affect them;
- Enabling Council to obtain information regarding the community's expectations;
- Improve existing processes to enable Council to understand and respond to issues raised by the community;
- Identifying challenges and opportunities not previously considered by tapping into local knowledge;
- Increasing open and transparent communications that carry a greater legitimacy and credibility in the community;
- Realising the long term financial savings for large projects managed by Council;
- Gaining community support for projects and avoid delays and difficulties associated with possible conflict or disputes; and
- Celebrating and encouraging shared positive experiences that lead to building trust and long term relationships.

The Community Engagement Policy 1:05:01 also strives to:

- Provide peace-of-mind to Divisional Councillors that all community engagement activities on all projects meet the standard set by the strategy;
- Enhance the integrity of the decision making process and strengthens Cairns Regional Council governance and corporate reporting processes; and
- Improve the community's perception and public image of Council through improved communication and relationships with stakeholders and communities within Cairns.

Guiding all community engagement in Council are the following principles:

- Council will be inclusive and connect with those in the community who are hardest to reach;
- Council will endeavour to find new ways to improve the ways in which Council and the community work together, focusing on positive solutions and making a difference;
- Council will listen, understand and act on experiences that may be different from our own;
- Council will follow ethical principles of conduct, making engagement processes open and accountable, identifying together the rules of engagement and reporting on the outcomes; and
- Council processes will recognise the diverse range of values and interests present in the community.

These principles also became a platform in defining the roles and responsibilities of the Port Douglas Master Plan Advisory Committee members.



## 3.2 CONSULTATION AREA

The consultation area for the community engagement process was the Cairns Regional Council local government area with targeted consultation of the communities in the Douglas area.

## 3.3 CONSULTATION PERIOD

The consultation period for the formal community engagement process was from 24 March 2011 until 21 April 2011 inclusive.

## 3.4 OBJECTIVES

In keeping with the desire by the community to be engaged with and provide input into the proposals developed, Council designed and conducted a community engagement process<sup>3</sup> to;

- Inform and educate the community and key stakeholders about proposals for:
  - Lagoon Pool for Port Douglas & Concept Design for the most feasible Location (arising from the initial stages of the feasibility study);
  - Waterfront Park Concept Design;
  - Road Network Upgrades Concept Design;
  - Car Parking Concept Design;
  - Boat Ramp Relocation Concept Design;
  - Landscape Design Guide;
- Consult with and seek specific feedback on proposals which will inform Council's decision to proceed or not with:
  - Lagoon Pool and its location;
  - Boat Ramp relocation.
- Consult with and seek feedback on various concept designs which will inform subsequent funding, design and construction stages by Council for:
  - Lagoon Pool;
  - Waterfront Park;
  - Road Network Upgrades;
  - Car Parking;
  - Boat Ramp relocation.
- Identify potential issues which may need to be addressed prior to formal presentation to Council.

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<sup>3</sup> Whilst the community engagement process is voluntary and non-statutory, it has been conducted in line with formal notification timeframes as indicated in the *Sustainable Planning Act, 2009*.

## 4. STAKEHOLDERS & COMMUNITY

### 4.1 STAKEHOLDER IDENTIFICATION & INTEREST

The stakeholder groups identified as having potential interest in the proposals fall into a variety of categories including:

- Advisory Committees established by Council – to provide advice to Council and / or act as conduits to the community;
- Government agencies – that have a jurisdictional interest in Council's proposals;
- Elected representatives of local, state & commonwealth governments;
- Interest groups - community groups located or operating in the Douglas Area;
- Port Douglas community geographic catchment – residents, business owners and visitors to the Douglas area.

The following table outlines key stakeholder groups and their interests.

STAKEHOLDER GROUP	INTERESTS
<b>Advisory Committees established by Council</b>	
<u>Port Douglas Master Plan Advisory Committee</u>	
<ul style="list-style-type: none"> <li>• Cairns Regional Council</li> <li>• Department of Environment &amp; Natural Resources (DERM)</li> <li>• Department of Transport &amp; Main Roads (DTMR)</li> <li>• Department of Economic, Employment &amp; Development Industries (DEEDI)</li> <li>• Community members who also represent;                             <ul style="list-style-type: none"> <li>○ Chamber of Commerce</li> <li>○ Tourism Port Douglas</li> <li>○ Port Douglas Waterfront Protection Association</li> <li>○ Port Douglas Historical Society</li> <li>○ Port Douglas Markets</li> <li>○ Port Douglas Neighbourhood Centre</li> <li>○ Australian Volunteer Coastguard</li> <li>○ Douglas Shire Sustainability Group</li> <li>○ Combined Club</li> <li>○ Clink Theatre</li> <li>○ Douglas Art Inc.</li> <li>○ Rotary Club</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Local government assessment, development, management &amp; operational considerations</li> <li>• State government assessment considerations</li> <li>• Community views and aspirations in relation to the implementation of the Port Douglas Master Plan</li> </ul>

STAKEHOLDER GROUP	INTERESTS
<b>Advisory Committees Established by Council</b>	

#### Douglas Advisory Board

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Cairns Regional Council</li> <li>• Community members representing each of the following interest areas or identified groups: <ul style="list-style-type: none"> <li>○ Community</li> <li>○ Indigenous</li> <li>○ Tourism</li> <li>○ Business</li> <li>○ Environment</li> <li>○ Art &amp; Culture</li> <li>○ Rural / Agricultural</li> <li>○ Older Person / Senior (over 60 years of age)</li> <li>○ Young Person (aged between 12-25 years)</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• Local government considerations in relation to the delivery of core Council services in Division 10.</li> <li>• Community issues associated with policy and future planning in Division 10.</li> <li>• Preferred priorities in relation to capital works and other budget proposals.</li> </ul> |
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#### Urban Design Advisory Board

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Cairns Regional Council</li> <li>• Urban Development Institute of Australia (Cairns),</li> <li>• Planning Institute of Australia (Far North Queensland)</li> <li>• Cairns Landscaping Industries Cluster</li> <li>• Australian Institute of Architects (Northern Region)</li> <li>• Australian Institute of Landscape Architects</li> <li>• GO Greenbuilding FNQ Group</li> </ul> | <ul style="list-style-type: none"> <li>• Provision of information and advice on matters pertaining to urban design in the Region.</li> </ul> |
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#### **Government Agencies**

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• QLD Department of Environment &amp; Natural Resources (DERM) including: <ul style="list-style-type: none"> <li>○ Environmental Services</li> <li>○ State Land administration</li> <li>○ Integrated Cultural Heritage</li> </ul> </li> <li>• QLD Department of Transport &amp; Main Roads (DTMR), including Maritime Safety Queensland</li> <li>• QLD Department of Economic, Employment &amp; Development Industries (DEEDI), including Fisheries Queensland</li> <li>• QLD Police Service (QPS)</li> <li>• Commonwealth Department of Sustainability, Environment, Water, Population and Communities (DSEWP&amp;C) (incl GRMPA)</li> </ul> | <ul style="list-style-type: none"> <li>• State and Commonwealth government assessment considerations.</li> <li>• Landowners</li> <li>• Potential funding partners</li> </ul> |
|--|--|

STAKEHOLDER GROUP	INTERESTS
<b>Elected representatives</b>	
<ul style="list-style-type: none"> <li>Cairns Regional Council</li> <li>State and Commonwealth governments</li> </ul>	<ul style="list-style-type: none"> <li>Local &amp; state government considerations</li> <li>Community views &amp; aspirations</li> </ul>
<b>Interest groups</b>	
<ul style="list-style-type: none"> <li>Chamber of Commerce</li> <li>Tourism operators</li> <li>Combined, Yacht and Outrigger Clubs</li> <li>Private sector event co-ordinators for Rex Smeal Park</li> <li>Port Douglas Weddings &amp; Restoration Society</li> <li>Port Douglas Markets</li> <li>Boat Ramp Users</li> </ul>	<ul style="list-style-type: none"> <li>Potential new uses</li> <li>Increased opportunities for businesses and economic growth</li> <li>Possible impacts on existing amenity, traffic &amp; access</li> <li>Potential visual impacts</li> <li>Potential short-term impacts during development demolition and construction stages</li> <li>Increased opportunities for local community facilities</li> </ul>
<b>Port Douglas community geographic catchment</b>	
<ul style="list-style-type: none"> <li>Residents and businesses in the Port Douglas area</li> </ul>	<ul style="list-style-type: none"> <li>Potential new uses on the site</li> <li>Possible impacts on existing amenity, traffic &amp; access</li> <li>Potential visual impacts</li> <li>Potential short-term impacts during development demolition and construction stages</li> <li>Increased opportunities for local community facilities</li> <li>Potential opportunities for future employment</li> </ul>
<b>Visitors to Port Douglas</b>	
<ul style="list-style-type: none"> <li>Local, national &amp; international visitors</li> </ul>	<ul style="list-style-type: none"> <li>Potential short-term impacts during development demolition and construction stages</li> <li>Impact on word-of-mouth recommendations, repeated stays and extended length of stay</li> <li>Impact on economic viability of the Port Douglas</li> </ul>
<b>Indigenous Groups</b>	
<ul style="list-style-type: none"> <li>Jabalbina Yalanji Aboriginal Corporation</li> </ul>	<ul style="list-style-type: none"> <li>Increased opportunities for recognition and interpretation of indigenous cultural heritage.</li> </ul>

## 4.2 STAKEHOLDER ENGAGEMENT

The following section outlines the objectives for engaging with various stakeholder groups involved in the consultation process.

### 4.2.1 Advisory Groups established by Council

#### Port Douglas Master Plan Advisory Committee

The Port Douglas Master Plan Advisory Committee's role is to:

- Provide advice and feedback to Council regarding community engagement, design and implementation of the Port Douglas Master Plan;
- Interface with and provide assistance to the community through targeted engagement processes on the ongoing planning and design matters;
- Act as conduits in the dissemination of information to the community.

The objectives of engaging with Port Douglas Master Plan Advisory Committee are to:

- Provide an overview of the proposals and implementation; and
- Seek advice on key issues that would need to be addressed when preparing the proposals, concept and detailed designs; and
- Formally update the community as to the progress of projects

#### Douglas Advisory Board

The Douglas Advisory Board's (DAB) role is to provide strategic advice and recommendations to Council on issues relating to the delivery of core Council services, community issues associated with policy and future planning, and priorities in relation to capital works and other budget proposals in Division 10 of Council.

The objectives of engaging with DAB is to ensure that strategic advice may be provided on issues relating to core Council services and community issues associated with Council's proposals for implementation of the Port Douglas Master Plan.

#### Cairns Urban Design Advisory Board

The Cairns Urban Design Advisory Board's (UDAB) role is to provide Council with strategic advice and comment on matters pertaining to urban design in the Region and in particular:

- the fundamentals and promotion of good urban design;
- provide comment on major Council building, assets, public spaces or design projects.

The objective of engaging with UDAB is that relevant professional urban design advice is provided in relation to Council's proposals for implementation of the Port Douglas Master Plan.

#### **4.2.2 Government Agencies**

The objectives of engaging with government agencies were to:

- Seek feedback on the feasibility of proposals and where relevant, ensure proposals met legislative and policy requirements (pertaining to impacts on state or commonwealth owned infrastructure/ assets);
- Seek pre-lodgement planning advice to ensure that projects complied with legislative / policy requirements and jurisdictional interests;
- Provide information and feedback and seek opportunities for potential funding programs.

#### **4.2.3 Interest groups**

The objectives of engaging local interest groups were to:

- Provide consistent and correct information to the community about the proposals;
- Seek feedback about the proposals;
- Identify key community interests and concerns within the Port Douglas Area;
- Develop relationships with local interest groups to enable implementation of appropriate ongoing communication measures.

#### **4.2.4 Port Douglas community**

The objectives of engaging with residents and business owners within the Port Douglas community were to:

- Provide consistent and correct information to the community about the proposals;
- Seek feedback about the proposals;
- Identify key community interests and concerns within the Port Douglas area;
- Develop relationships with the local community to enable implementation of appropriate ongoing communication measures.

#### **4.2.5 Visitors to Port Douglas**

The objectives of engaging with visitors to Port Douglas were to:

- Provide consistent and correct information to the community about the proposals;
- Seek feedback about the proposals;
- Understand the motives for returning visitation and extended lengths of visitation.

#### **4.2.6 Indigenous Groups**

The objectives of engaging with Indigenous Groups within the Port Douglas community were to:

- Provide consistent and correct information to the community about the proposals;
- Seek feedback about the proposals;
- Give consideration to cultural sensitivity of the proposals;
- Identify key interests and concerns within the Port Douglas Area;
- Develop relationships to enable implementation of appropriate ongoing communication measures.

## 5. CONSULTATION TOOLS & ENGAGEMENT METHODS

In keeping with Council's community engagement guiding principles to be inclusive and connect with those in the community who are hardest to reach as well as recognise the diverse values of the Port Douglas community, a range communication tools, survey instruments and engagement methods were designed and implemented (qualitative and quantitative) as part of the community engagement process. Details of these are discussed below.

The diversity of communication tools and engagement methods included a program involving elements of consultation on weekends and after hours. This strategy ensured that engagement was inclusive and provided the opportunity to connect with those residents that were the hardest to reach.

### 5.1 PRINTED PUBLIC INFORMATION MATERIAL

Printed public information produced by Council consisted of:

- *Port Douglas Waterfront Master Plan, September 2009*
- *Port Douglas Waterfront Master Plan Implementation, March 2011 – Report to Council Meeting 23 March 2011*
- *4 - page Port Douglas Master Plan Newsletter – March 2011,*
- *2 - page User Guide & Submission Template – March 2011*
- *Port Douglas Waterfront Master Plan Landscape Design Guide – DRAFT, March 2011 – Cairns Regional Council Design Services*
- *Port Douglas Waterfront Master Plan Waterfront Park Design Development Report, March 2011 – Cairns Regional Council Design Services*
- *Port Douglas Waterfront Master Plan Waterfront Park Concept Design, March 2011 – Cairns Regional Council Design Services*
- *Port Douglas Lagoon Feasibility Study Location Assessment Report, March 2011 - Strategic Leisure Group*
- *Port Douglas Lagoon Feasibility Study Location Assessment Summary Report, March 2011- Strategic Leisure Group*
- *Port Douglas Lagoon Feasibility Study Update No. 2 and No. 3, April 2011 Strategic Leisure Group*
- *Port Douglas Master Plan Traffic and Parking Strategy Review, March 2011 - AECOM*
- *Port Douglas Master Plan Traffic and Parking – Road Network Concept Plan, March 2011 – AECOM*
- *Port Douglas Master Plan Traffic and Parking – Concept Parking Strategy Layouts, March 2011 - AECOM*
- *Port Douglas Master Plan Relocated Boat Ramp Concept Layout, March 2011 - AECOM*

## 5.2 PUBLIC DISPLAYS

All of the above public information was on display during the consultation period at the following public venues:

- Port Douglas Master Plan Shopfront, Shop 2 Saltwater, Macrossan Street. This Shopfront was staffed by Council Officers on the following days and times:
  - 4/4/11 10.00am – 2.00pm
  - 5/4/11 8.30am – 12 noon
  - 6/4/11 9.00am – 1.00pm
  - 7/4/11 8.30am – 12 noon
  - 8/4/11 10.00am – 2.00pm
  - 11/4/11 12.30pm – 4.30pm
  - 12/4/11 8.30am – 12 noon
  - 13/4/11 9.00am – 12 noon
  - 14/4/11 10.00am – 7.00pm
  - 15/4/11 12 noon – 4.00pm
  - 18/4/11 2.00pm – 6.30pm
  - 19/4/11 2.00pm – 6.00pm
  - 20/4/11 12.30 – 4.30pm
  - 21/4/11 11.00am – 6.00pm
- Cairns Council Chambers, Spence Street;
- Mossman Council Administration building, Front Street;
- Port Douglas Library Kiosk, 13-29 Mowbray Street;
- Mossman Library, Mill Street.



## 5.3 MEDIA

### Print Media

Advertisements and articles were published in the *The Port Douglas & Mossman Gazette*, *The Cairns Sun* and *The Cairns Post* as follows:

#### PORT DOUGLAS AND MOSSMAN GAZETTE

- Paid advertisement - Thursday 24 March 2011
- Article in Council Corner - Thursday 31 March 2011
- Paid Advertisement – Thursday 7 April 2011
- Paid advertisement - Thursday 14 April 2011
- Article in Council Corner - Thursday 14 April 2011

#### CAIRNS POST

- Article in Council Corner – Saturday 9 April 2011
- Article in Council Corner – Saturday 16 April 2011

#### CAIRNS SUN

- Article in Council Corner – Wednesday 6 April 2011

*The Port Douglas & Mossman Gazette* is circulated weekly throughout the Port Douglas region and also available electronically via download from the web. Copies of the Council's Corner columns are included in *Appendix A*, while *Figure 2* below illustrates the publication's primary circulation area.

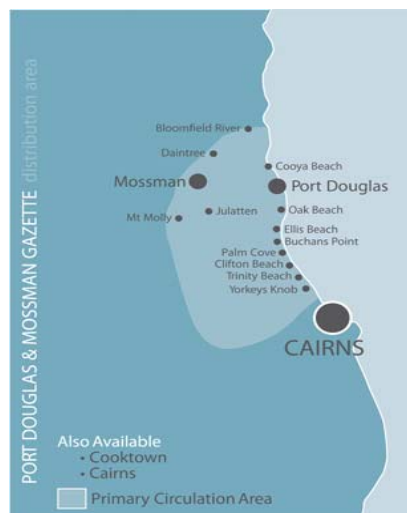


Fig 2.- Circulation area of *The Port Douglas & Mossman Gazette*

### Radio

Council officers were interviewed by Breakfast Announcer Mike Gabour on local radio station Radio Port Douglas during March and April 2011.

## 5.4 WEBSITE

During the consultation period, all of the above public information was on display on the Community Engagement section of Council's website. An on-line community survey concerning the proposed lagoon was also published on the website.

## 5.5 ESTABLISHMENT OF SHOPFRONT IN PORT DOUGLAS

Given the significance of the Port Douglas Master Plan, a Shopfront was established in within the retail precinct for Port Douglas in Macrossan Street. In establishing the Shopfront the following objectives were achieved:

- Greater community awareness of the Port Douglas Master Plan was generated;
- High visibility of the Port Douglas Master Plan and proposals to residents, business owners and visitors;
- Increased access to information and relevant Council officers in a location outside of traditional Council information access points;
- Brought plans and proposals to where the Port Douglas Master Plan will be implemented;
- Provided an informal and inviting setting that visitors to the Shopfront could view concept designs, plan and reports at their leisure.

The front window display of the Shopfront included a large video screen displaying a 30 minute presentation on the Waterfront Park design development that was programmed on a continuous loop playing for 24hours per days/ 7 days per week.

The shopfront was opened for 14 days across the consultation for a period of 62 hours. The Shopfront was not opened on the public holidays of Anzac Day and Easter which fell within the consultation period. Approximately 200 people visited the shopfront during the consultation period.

## 5.6 NEWSLETTER

A Newsletter was prepared and made available for distributed to inform the community about the Port Douglas Master Plan proposals and invite participation in the Information Sessions or provide feedback.

A copy of the newsletter is included for reference in *Appendix B*.

## 5.7 FEEDBACK FORMS

Feedback Forms were made available in hardcopy and available for download from Council's website.

A copy of the Feedback Form is included for reference as *Appendix B*.

## 5.8 FACT SHEETS

Fact sheets outlining various elements in relation to the feasibility study for a lagoon were made available in hardcopy at the Shopfront, Market Stall and electronically on Council's website

## 5.9 PUBLIC INFORMATION DROP IN SESSIONS

The following targeted public information sessions were held as shown in Table 1.

Date	Venue	Stakeholders	Subject
<b>Sat 9 April 2011</b> 6am-10am	Port Douglas Boat Ramp	Boat ramp users	Boat ramp relocation
<b>Sun 10 April 2011</b> 7am-12pm	Council marquee @ the Port Douglas Markets	General community	All Master Plan projects
<b>Thu 14 April 2011</b> 10am-12pm	Port Douglas Master Plan Shopfront	General community	All Master Plan projects
<b>Thu 14 April 2011</b> 1pm-3pm	Port Douglas Master Plan Shopfront	Waterfront Park key stakeholders	Waterfront Park Concept; Swimming Lagoon
<b>Thu 14 April 2011</b> 5pm-7pm	Port Douglas Master Plan Shopfront	Chamber of Commerce Tourism operators	All Master Plan projects
<b>Sun 17 April 2011</b> 6am-10am	Port Douglas Boat Ramp	Boat ramp users	Boat ramp relocation
<b>Tue 19 April 2011</b> 2pm-6pm	Port Douglas Master Plan Shopfront	General community	All Master Plan projects

Table 1 –Public Information Drop-In Sessions

Information provided at the community sessions included a series of A1 sized, full colour story boards and power point presentations at the Shopfront and at the Port Douglas Markets (story boards only).

Copies of these story boards are included for reference as *Appendix C*.

Hard copies of all Port Douglas Master Plan projects were available for viewing at the Shopfront and Port Douglas Markets.

## 5.10 INTERCEPT SURVEYS

Intercept Surveys were developed to gauge community responses to the following elements of the Port Douglas Master Plan

- General awareness of the Master Plan
- Concept designs for the Waterfront Park, Lagoon and Boat Ramp Relocation
- Support for the Master Plan and Concept Designs

Council officers conducted an Intercept Survey on the Waterfront Park and Lagoon (including Location) on 2 separate days at 2 different locations. These were at;

- Macrossan Street Port Douglas – between Owen and Wharf Streets on 12/4/11; and
- IGA Supermarket at Port Douglas (off Port Douglas Road) on 20/4/11.

Council officers also conducted an Intercept Survey on the Boat Ramp relocation on 3 separate days at the existing Boat Ramp, Ashford Ave, Port Douglas. This survey sought feedback on the proposed relocation of the boat ramp to Spinnaker Avenue and also a proposal by the Department of Transport & Main Roads to install a floating walkway at the current boat ramp in Ashford Avenue.

Copies of the Intercept Survey questionnaire are included for reference as *Appendix D*.

## 5.11 TELEPHONE SURVEY

A Telephone Survey of residents in the Douglas area was developed to represent a statistically valid cross section of the residential community. The sample size of 200 was stratified to ensure representation of the existing demographics.

The survey was carried out by telephone using a set questionnaire of a random sample of households and structured by aged and gender according to Australian Bureau of Statistics (ABS) data. The questionnaire examined the overall Port Douglas Master plan projects as well as specific issues such as lagoon location, waterfront park, road upgrades, car parking and boat ramp design features.

The survey was carried out during week day evenings between 5pm to 8pm and weekends between 9am to 5pm.

A copy of the Telephone Survey questionnaire is included for reference in *Appendix D*.

So as to avoid any confusion, this Telephone Survey is not the same telephone survey conducted during Jan 2011- February 2011 in relation to the lagoon location assessment (where residents were asked to nominate their preference from the 4 lagoon Locations being assessed) as part of Feasibility Assessment for Lagoon in Port Douglas.

## **5.12 VISITORS BOOK**

A Guest / Visitors Book was made available at the Shopfront and Market Stall for members of the community and visitors to Port Douglas, to provide feedback. The Guest / Visitors Book provided an alternative to the Feedback Form for those who preferred this mode of communication.

## **5.13 ON-LINE SURVEY**

An on-Line Survey was made available by Strategic Leisure Group (SLG) via Council's website for community members and visitors to provide feedback and input on the lagoon pool Location Assessment.

## **5.14 TARGETED CONSULTATION**

The community engagement process included opportunities for specific target groups to meet with Council Officers to discuss the elements of the Plan on consultation. This provided for one on one discussions and an appropriate forum for ideas and opportunities to be raised.

### **5.14.1 Chamber of Commerce & Tourism Operators**

Members of the Port Douglas Chamber of Commerce and local Tourism Business operators were invited to an Information Session held at the Shopfront on 14 April from 5.00pm – 7.00pm. The meeting provided participants with a power point presentation on the elements of the projects on consultation and presentations were given by Council Officers and Consultants involved in design concepts for the Waterfront Park and the Feasibility Study for the Lagoon Pool. Approximately 30 people attended the session.

### **5.14.2 Waterfront Park / Lagoon - event & wedding co-ordinators**

Stakeholders involved in coordinating events in the Waterfront Park area including wedding companies, caterers and event planners and the owners of St Marys by the Sea, were invited to an information session at the Shopfront on 14 April from 1.00pm – 3.00pm. The session focussed on the proposed concept designs around the main areas of the park used for these type of activities such as Rex Smeal Park, Market Park and St Mary's by the Sea.

### **5.14.3 Port Douglas Market stall holders**

The coordinator of the Port Douglas Markets, is a community representative on the Port Douglas Master Plan Advisory Committee. This representation has provided the opportunity to include the requirements of both market goers and of stall holders in the implementation of the Port Douglas Master Plan.

The inclusion of a marquee stall in the markets on Sunday 10 April 2011 offered stall holders the convenience of viewing the concept design plans and also invited feedback from visitors to the markets. It is estimated that over 200 people visited the stall.

### **5.14.4 Boat Ramp Users**

An important element of the engagement process was to ensure that current users of the existing boat ramp were aware of the proposed boat-ramp re-location. Council actively sourced current user feedback by undertaking intercept surveys at the existing boat ramp location on days and times with high usage.

Council officers surveyed boat ramp users on three occasions commencing at 6.00am on Saturday 9, Friday 15 and Sunday 17 April which were considered peak boat ramp traffic times.

### **5.14.5 Combined Club**

The proposed Waterfront Park Concept Design has the Port Douglas & District Combined Club as its most westerly border. Council Officers met with members of the Club's Executive Committee on 16 March 2011 to go through the proposed plans and to seek feedback on any impacts for the operation of the Club.

### **5.14.6 Port Douglas Yacht Club (PDYC)**

Port Douglas Yacht Club is considered a major stakeholder in the proposed boat ramp relocation to Spinnaker Avenue which is next to where the Yacht Club is located.

Council Officers met with Yacht Club Committee Members on 9 April 2011 to discuss the Boat Ramp Relocation and Concept Design. In addition to this initial meeting a number of other meetings and communication has occurred between Council Officers and members of the Yacht Club Committee with really positive discussions and alternate ideas adjusting the original plans now being considered.

The Port Douglas Yacht Club member newsletter thanked Council for the manner in which the community engagement process is clearly the driving force and urges Council to maintain its integrity and respect through the time ahead.

#### **5.14.7 Port Douglas Outrigger Club (PDOC)**

The proposed Boat Ramp relocation from Ashford Avenue to Spinnaker Avenue has potential future impacts on the local Outrigger Club facilities (located at Spinnaker Ave).

Whilst the Club have an existing lease with Council which is operational up until 2022, it was important to meet with members of the Outrigger Club Committee to explain the details of the Concept Plan and to seek their feedback and input. A meeting was held with the Committee members on 16 March 2011.

#### **5.14.8 Council Staff located in the Port Douglas Area**

The significance of the Port Douglas Master Plan is such that it was of great importance for Council Staff in Douglas to be provided with a full briefing on the elements of the Plan on consultation. As Council Officers living in small communities, opportunities also present outside of office hours and socially for the community to seek information on Council business and initiatives.

A briefing of office based Council Officers was held on 28 March 2011 and a briefing for the outdoor crews operating in Port Douglas was held at the Shop front on 6 April 2011.

#### **5.14.9 Indigenous Representatives**

Indigenous representatives, as community members of the Douglas Advisory Board, have been provided briefings on the projects relating to the implementation of the Port Douglas Master Plan, the community engagement process and various engagement opportunities.

Opportunities for further detailed involvement of indigenous representatives is envisaged in relation to the incorporation and interpretation of indigenous cultural heritage in landscape, structural elements, public art as part of further refinements of the Waterfront Park Design.

## 6. FEEDBACK AND ANALYSIS

### 6.1 ANALYSIS METHODOLOGY

The analysis methodology applied to all feedback (survey data) aligns with the intent of the mechanisms and survey instruments to capture community views and aspirations on the community engagement objectives.

In the application of analysis methodology a clear understanding of the community views and aspirations is articulated as quantitative data and supported by qualitative data.

The community engagement objectives and their alignment with corresponding sections and survey data are shown in *Table 2*.

Community Engagement Objectives	Relevant Section	Survey Data
Inform and educate the community and key stakeholders about proposals	6.2 General Community Feedback	Quantitative
Consult with & seek specific feedback on proposals which will inform Council's decision to proceed or not with ;		
o Lagoon Pool & most feasible Location	6.3.1 Lagoon for Port Douglas	Quantitative
o Boat Ramp relocation to Spinnaker Ave	6.3.2 Lagoon Location 6.7.1 Boat Ramp Relocation	Quantitative Quantitative
Consult with & seek feedback on various concept designs ;		
o Lagoon Pool	6.3.3 Lagoon Concept Design	Qualitative
o Waterfront Park	6.4 Waterfront Park Concept Design	Quantitative / Qualitative
o Road Network Upgrades	6.5 Road Network Upgrade Concept Design	Quantitative / Qualitative
o Car Parking	6.6 Car Parking Concept Design	Quantitative / Qualitative
o Boat Ramp	6.7.2 Boat Ramp Concept Design	Quantitative / Qualitative
o Landscape Design Guide	6.8 Landscape Design Guide	Qualitative
Identify potential issues which may need to be addressed prior to formal presentation to Council	6.2 General Community Feedback	Qualitative

Table 2 – Alignment of Community Engagement Objectives with Survey Data



Duplication of feedback across survey instruments was cross checked and validated where possible. Quantitative feedback provided on multiple survey instruments by an entity or person (where the entity or person could be identified) was counted as a singular feedback.

Discriminatory and inflammatory comments have been purposefully omitted and not considered as part of the analysis and this report, while negative responses have been included and are noted.

The names and personal details of submitters or any detail that may lead to the identification as such, has been omitted from this report as required by *Information Privacy Act 2009 (IPA)*.

Cognisant of the potential for vulnerability in sampling bias (where certain demographics may lead to being excluded from community engagement processes) the following actions were undertaken to reduce the potential for bias;

- High degree of web and media presence enabling links to up to date and comprehensive information on reports, concept design, studies and survey instruments;
- Engaging with the community at targeted sessions catering for specific interest groups within the Port Douglas community;
- Undertaking a range of engagement activities at various locations throughout the Port Douglas area (taking the engagement activities to the Port Douglas community);
- Providing hardcopies of all report, concept designs, studies and survey instruments at readily accessible physical locations;
- Tailoring survey instruments to be capable of being filled in by adults and children either on-line or hardcopy;
- Advertising engagement activities on social media tools and in various newspapers and radio throughout Cairns' local government area.

#### Note – Claim of Sampling Bias at Council’s Shopfront

Council has been made aware of statement made in relation to sampling bias at Council’s Shopfront for the Lagoon location. Council’s shopfront displayed publications and posters relating to all of the Port Douglas Master Plan projects. There were 14 A1 sized posters on display in the Shopfront, of these, 10 were related to the Waterfront Park Concept Design and not the Lagoon.

The shopfront also displayed full copies of all publications (as detailed in Section 5.1 - Printed Public Information Material) available for inspection including the *Port Douglas Lagoon Feasibility Study Location Assessment Report, March 2011* - Strategic Leisure Group.

This report detailed the “pros” and “cons” for each lagoon Location. The publications were also available at Cairns and Mossman administration offices, Mossman and Port Douglas libraries and on Council’s website. A request by some community representatives of the Port Douglas Master Plan Advisory Committee to display a poster with all 4 lagoon Locations that were part of the Feasibility process at the Shopfront was implemented.

The awareness by the overall community and level of understanding about the Port Douglas Master Plan projects, including the lagoon pool, is evidenced by the fact that a high level of awareness (80% - 75%) was exhibited by the by the community (please refer to Section 6.2). It should also be noted that whilst the Shopfront performed an important role in availability and dissemination of information, the claim that it influenced the overall engagement process has been overstated. This is exhibited by the fact that out of 530 responses received by Council as feedback during the community engagement process, the responses submitted via the Shopfront totalled 77 (representing 15% of the total of responses).

Based on the information presented above, there does not appear any justification to the statement made that a bias existed in the way the material was presented to the community.

## 6.2 GENERAL COMMUNITY FEEDBACK

### 6.2.1 Sources of Feedback

A total of 530 responses were received by Council in relation the proposals for implementation of the Port Douglas Master Plan during the formal consultation period 24 March 2011 to 21 April 2011.

The percentage of resident responses amounts to 84% of the total number of responses - representing 4.9%<sup>4</sup> of the Douglas area's population. Whilst there are no existing benchmarks on community participation, this result is to be considered a generous and active participation rate.

The total number of responses is the aggregate of submissions received via a number of sources as shown by graph at *Figure 3* below.

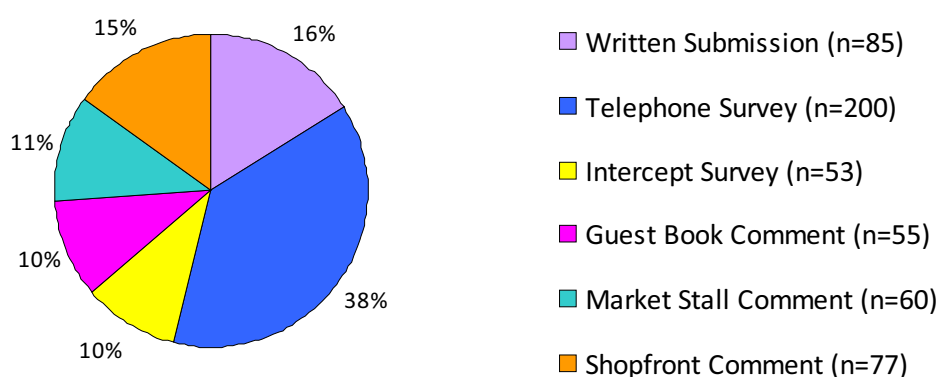


Fig. 3 - Sources of Responses

It is to be noted that the On-line Survey for Lagoon (n = 21) and the Intercept Survey for Boat Ramp Users (n=30) have not been included in the total number of submissions as these are project specific. However, results of these surveys have been accounted for in the analysis and reporting of community feedback with regard to Lagoon Location & Concept Design and Boat Ramp Relocation Concept Design.

### 6.2.2 Community Awareness of Council's Proposals

The high level of community awareness of the proposals that Council presented is evidenced by the specific questions raised and the results of the Telephone Survey and Intercept Survey.

For the Telephone Survey, almost 80% of all respondents were either aware in detail or generally aware of the proposals Council presented. In the Intercept Survey, 75% of all respondents were familiar with Council's proposal for the Waterfront Park precinct.

<sup>4</sup> Based on 2006 census population by suburbs (not including Daintree/ Cape Tribulation) contained in *Demographic, Social and Economic Profile of Cairns Regional Council*, Cairns Regional Council [www.cairns.qld.gov.au](http://www.cairns.qld.gov.au)

### 6.2.3 General Feedback

Coupled with the fact that 4.9% of the Port Douglas community responded and the high level of community awareness of the proposals, it is evident that the comprehensive community engagement process implemented has resulted in successfully representing the community views and aspirations.

The general feedback from the community in relation to the proposals is that 68% of respondents were supportive overall, whilst 32% were not supportive, as shown by the graph in *Figure 4* below.

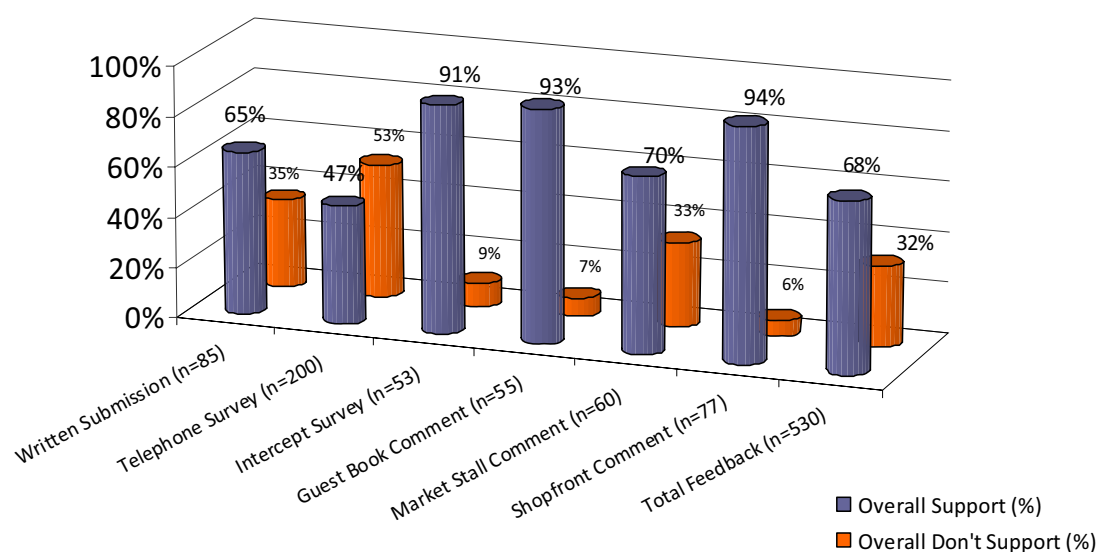


Fig. 4 - Overall Support for Council's proposals

The results of the On-line Survey for Lagoon and the Intercept Survey for Boat Ramp Users have not been included in the total number of submissions for reasons as detailed in Section 6.2.1 above.

A summary of the analysis, key concerns and issues for each individual proposal are outlined in the following sections.

## 6.2.4 General Issues

The themes of some of the general issues expressed as part of feedback are as follows (in no particular order or importance):

### **Positive development**

*"Overall, a great plan, please proceed!"*

*"Supports all the proposed designs"*

*"Plan is a positive development and an important improvement to traffic flow and to the inlet side of town."*

*"A great job has been done with designing the plan."*

*"Fantastic bring it on - great presentations"*

*"Get on with it. Port Douglas is a tourist town and we must lose that tired look and bring the tourists back. The quicker you get things started to better it is for the town"*

*"We congratulate the design team in creating a comprehensive concept plan which incorporates the main features of the Waterfront Master Plan (incorporating the proposed lagoon pool)".*

*"Great to see progressive development by a local council. Melbourne Councils should come here and see how it's done"*

*"Looking forward to this development. Make Port Douglas truly a place to visit in NQ"*

*"Was a little sceptical to begin with, location wise, now am convinced this is what Port needs to inject some life in town"*

*"Don't talk about it - do it"*

### **No Development**

*"The whole waterfront development is unnecessary and will be detrimental to Port Douglas."*

*"Opposed to the plan in general as it will impact on current lifestyle, slowly turning Port Douglas into a Noosa or mini-Gold Coast (ie: modern, soulless buildings and inappropriate development along the water's edge)"*

### **Consultation Process**

*"Thanks Council for the manner in which the community engagement process is clearly the driving force and urges Council to maintain its integrity and respect through the time ahead."*

*"Thanks so much for letting us have a say"*

*"Believes the consultation/feedback process is not a good one – could not find online survey on the website"*

### **Shopfront**

*"So delighted to see the plans (in the Shopfront). It's better than I imagined. As a photographer, a wedding at the church will become such a delightful photographic opportunity"*

*"Shop front hours were inconvenient to people visiting from outside the Port Douglas urban area and on more than one occasion I arrived only to find it closed (in the afternoons)"*

### **Other Facilities**

*"Would like to see a world class marine aquarium, education, and science centre in the Port Douglas water front area."*

*"Upgrade Council car park into multi-storey facility that incorporates a full scale category 5 cyclone shelter"*

### **Expenditure & Economic Benefits**

*"It will create jobs. Increase visitor numbers to Port Douglas. Good for Port Douglas business. Local residents to be main benefactor. Improve the area surrounding St Mary's. Improve pasture in marina area. To do nothing could have a negative impact on visitor numbers."*

*"I fully support this plan on all grounds. It is an economic must. The forecasts are conservative"*

*"An unnecessary expenditure which will add to Council's debt and already high rates"*

*"Questions economic benefits of study re increase tourism and extend visitor lengths of stay - the Lagoon hasn't helped Cairns"*

*"We do not want our rates to go up as most people will have to leave Port Douglas. We should not have to pay to maintain it"*

*"The funding request should be in the first round of submission by CRC to ensure this project gets the highest chance of being accepted"*

*"Sees the proposed redevelopment of the waterfront as a key element of revitalising the town and ensuring the continued prosperity of the tourism industry. The investment in the Waterfront Park will be a huge economic benefit to Port Douglas and the Cairns Region both during the construction phase and afterwards. It will enable Port Douglas to be competitive with other destinations which have, or will be, invested in new infrastructure"*

## 6.3 LAGOON POOL

### 6.3.1 Lagoon Pool for Port Douglas

Of the total number of responses received by Council that were specific to the Lagoon (n = 466), a total of 71% of responses were supportive overall for a Lagoon to be constructed in Port Douglas, whilst 24% were not supportive, as shown by the graphs for *Figure 5* and *Figure 6* below.

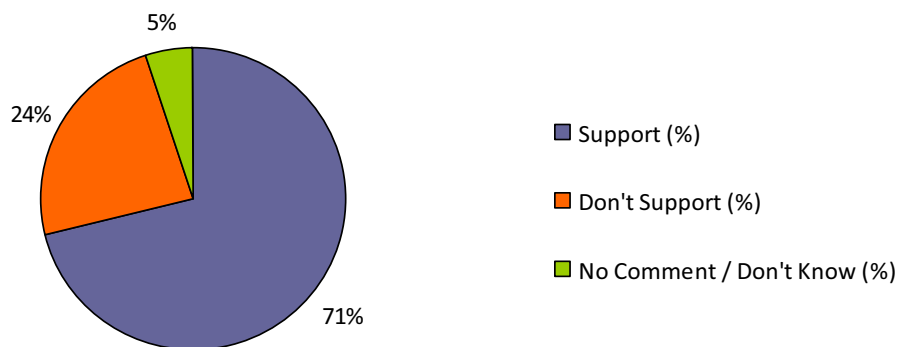


Fig. 5 – Support for Lagoon Pool in Port Douglas

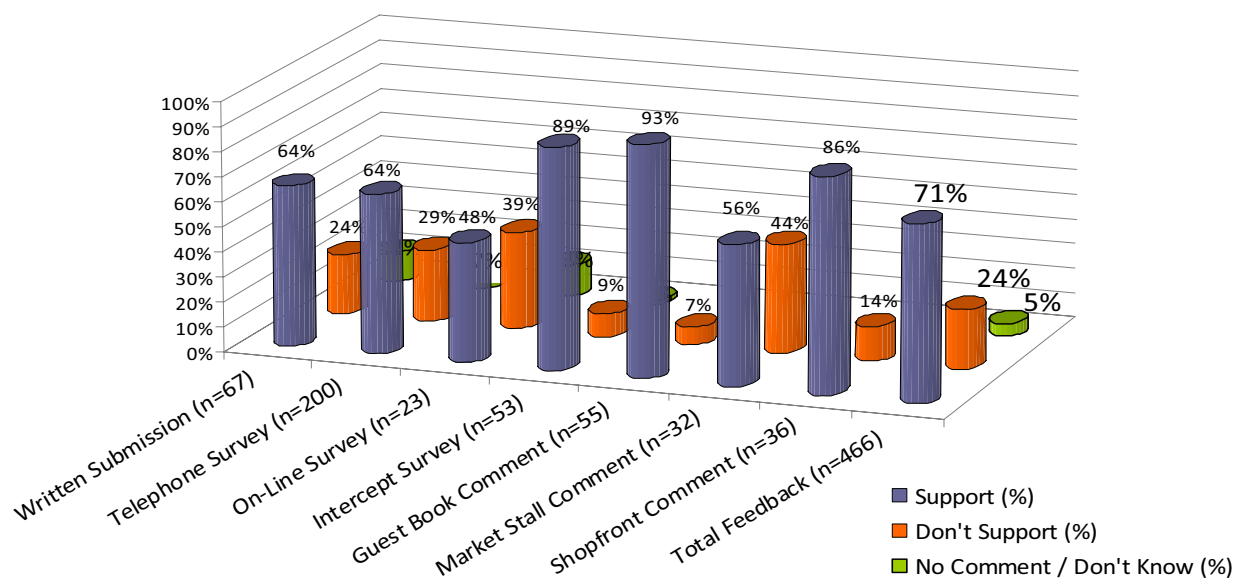


Fig.6 – Support for Lagoon Pool in Port Douglas by Source

In relation to the Telephone Survey (n=200), respondents were specifically asked to nominate their support or otherwise for the level of expenditure for a Lagoon in Port Douglas. Overall there was 52% support from the Port Douglas & Mossman area for the level of expenditure associated with a Lagoon.

### 6.3.2 Lagoon Location

Of the total number of responses that were supportive for a lagoon to be constructed for Port Douglas (n=331), 73% of respondents were supportive overall for the most feasible location at Location 4 - situated between Sugar Wharf and the Combined Club, whilst 23% were not supportive, as shown by the graphs for *Figure 7* and *Figure 8*

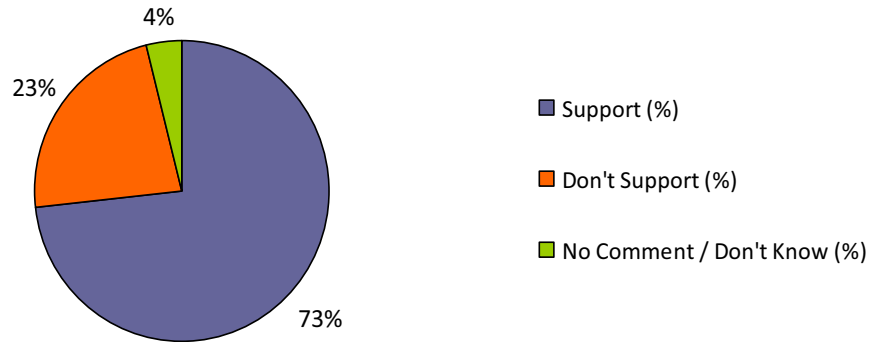


Fig. 7 – Support for Lagoon Location 4 - between the Sugar Wharf and Combined Club

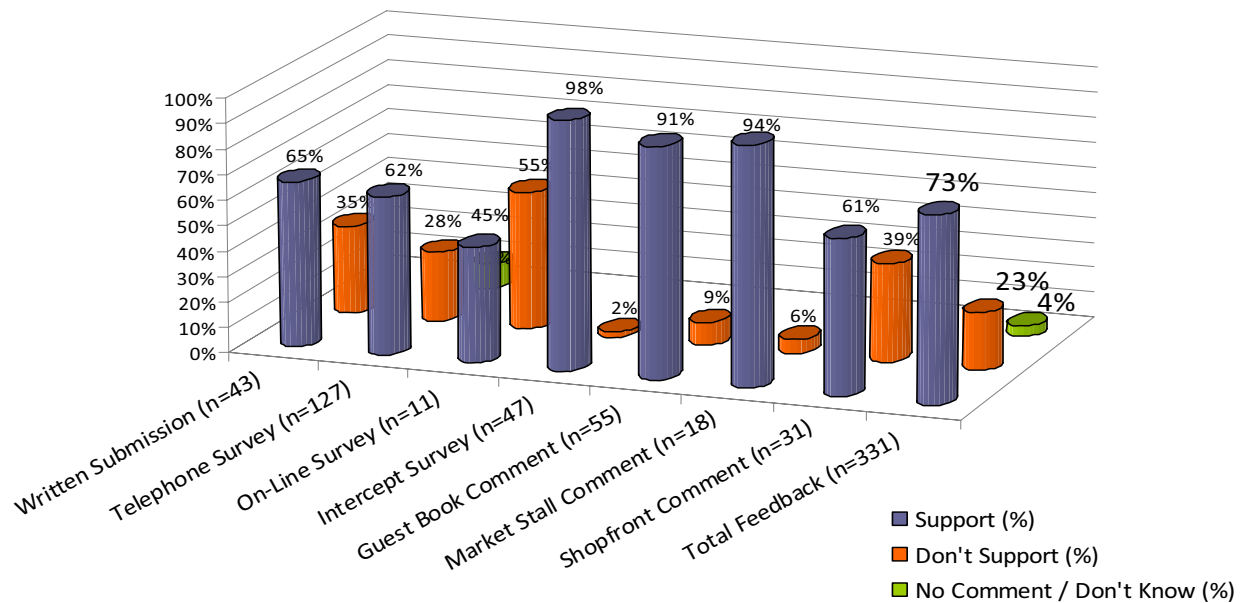


Fig. 8 – Support for Lagoon Location 4 by Source



The major reasons for supporting Location 4 were:

- Generally a “good”, “better”, “excellent”, “best”, “sensible” location
- “Looks great”, “great plan”, “great design”
- “Keeps mangroves”, “environment protected”
- “In town centre”, “good for business”, “4 mile out of town”, “good benefits for residents and tourists”, “improve the area”
- “Keeps park space”, “keeps markets”, “Rex Smeal Park retained as is”
- “Car parks reallocated”, “next to car parking spaces”

The main reasons cited from those respondents who did not support Location 4 included:

- Support for other locations:
  - Location 1 – In tidal zone (4 responses);
  - Location 2 – Four Mile / Jalunbu Park (33 responses);
  - Location 3 – between Police reserve & tidal zone (5 responses);
- No need to have lagoon / better things to spend money (9 responses);
- Affects parking / markets (8 of responses);
- Inappropriate next to church / wedding / funerals (10 of responses)

Of those respondents that did not support Location 4, the alternate location that received support of material significance was Location 2 (33 responses). Location 1 did not receive support to constitute material significance.

Similarly, based on the results of the Telephone Survey, concerns raised about a lagoon at Location 4 and its proximity to St Mary’s By the Sea were not of material significance.

#### **Note – St Mary's By The Sea**

As former owners of the (Old) St Mary's By the Sea, the Catholic Parish advises that lagoon at Location 4 and the former church, seem far enough apart to not constitute a problem.

(Old) St Mary's, now "by the Sea", was one of the Parish's churches. It is important to note that (Old) St Mary's By the Sea is not a 'sacred' church in the Catholic or Anglican religious sense, but functions largely as a civil venue for ceremonies and currently operates under the businesses of Port Douglas Restoration Society and Port Douglas Weddings. Port Douglas Restoration Society / Port Douglas Weddings do not have any formal approval from Council or the State to occupy the site and currently do not pay any fees in relation to the use of this public space.

As (Old) St Mary's By the Sea is a civil venue, Catholic and Anglican funeral services etc (with exception of Uniting Church) are not normally officiated at this venue. The advice from the sole funeral operator in the Mossman -Douglas area is that the number and frequency of funerals at (Old) St Mary's By the Sea venue is as follows:

- The number of funerals in the last 12 months averaged about 2-3 per month and is very seasonal (*translates to about 1 per fortnight*)
- Funeral services are normally held on Tuesday to Thursday
- Funerals are not normally conducted on Saturday or Sunday as the venue is pre-booked well in advance on weekends for weddings and other functions

Based on the above, it is noted that; peak use of lagoon pool and surrounds are likely to be on weekends/public holidays and weekdays in school holidays during the stinger season; and;

- the design and installation of landscaped buffers - screening and separation distance (closest point of water body is 50m and that child's play area is proposed to be located to the opposite side of lagoon - closer to the Combined Club) may mitigate the potential for any perceived and adverse noise or visual impacts;
- there does not appear to be a significant potential for conflict between the conduct of funerals at (Old) St Mary's and the peak use of lagoon and surrounds.

### 6.3.3 Lagoon Concept Design

The respondents of the Telephone Survey were canvassed on specific design features for a Lagoon Pool as shown in *Table 3* below.

Feature	Support (%)	Don't Support (%)	Unsure (%)
Splash Play Rea of around 450m2	79	16	5
Beach Entry	75	18	7
Purpose designed space for young people	71	17	12
Embedding change rooms and toilets in grassed mounds to reduce visual impact	65	23	12
Deep water entry of around 1300m2	63	21	16
Natural grotto with waterfall	54	35	11
Area for 25m lap swimming	51	38	11
Deep water snorkel	42	41	17
Timber bridge over the lagoon	42	48	11

Table 3 – Support for Lagoon Concept Design Features

Of particular note are the following:

- Vey high support for water play / splash play, beach entry and space for young people;
- High support for embedding change rooms and toilets in grassed mounds;
- High support for deep water area of 1300m2;
- Low support for timber bridge over the lagoon and snorkel trail.

A summary of the major issues raised on the Lagoon Concept Design through the Written Submissions are as follows:

#### General Design

Comments regarding the design were mostly associated with:

- Proposed use of mounds to screen the lagoon and hide the amenities buildings;
- Scale of play facilities;
- Path networks and ancillary facilities such as BBQs and kiosk;
- Both support and opposition to “embedding” buildings in the mounds was expressed.

Some submissions expressed concern that the lagoon should be bigger and a small number of submissions expressed desire for a smaller lagoon. Several submissions mentioned the need for play facilities and the urgency of action, need for lap swimming capacity and “off-season” training for nippers.

### **Car Parking**

Concerns that the car parking located adjacent to the lagoon is a waste of good parkland / waterfront area.

### **Other**

- Some submissions proposed other ideas for the treatment of the precinct or the operation of the lagoon.
- There were two submissions that proposed the use of sea water as source for the lagoon.
- Other ideas included greater development of the maritime history of the precinct and concern over public access to the waterfront and provision of a public jetty.
- Another submission proposed that the area including the surf club and Jalunbu Park be completely redesigned with the lagoon located adjacent to the beach and the surf club placed behind the lagoon.

Further information on the issues raised and proposed actions (design response) for the Lagoon Concept Design is contained *Appendix E - Feasibility Assessment for Swimming Lagoon Report, August 2011 Strategic Leisure Group*

#### Note – Size of lagoon

The proposed size of the lagoon used for the initial concept development across the four candidate sites was originally around 2400 m<sup>2</sup>, this area was reduced after discussion with the Port Douglas Master Plan Advisory Committee and a smaller footprint proposed in the Lagoon Concept design released as part of the formal consultation process.

The original demand assessment used data gained directly from the Whitsunday Regional Council and tourism data based on Australian Bureau of Statistics (ABS) reporting. The population catchment used for Airlie Beach was that defined by Whitsunday Regional Council (in discussions with them) as to the expected tourism loads.

In response to concerns raised about over or under estimation of demand, a revised demand assessment was prepared which used adjusted figures for Cairns, Airlie Beach and Port Douglas. This also included comparison with Mackay (Bluewater Lagoon) as a destination that has several beaches. Discussions were held with Tourism Port Douglas Daintree with regard to the allowances for island vs mainland stays at Airlie Beach and the source data for estimating visitor demand.

Demand assessments considering likely regular and peak use loads confirmed that around 2000 m<sup>2</sup> would be appropriate for Port Douglas. Considerable scrutiny over the demand analysis occurred with numerous views on how to calculate and what factors to consider being expressed. Key comparisons with Cairns, Airlie Beach and Mackay supported original estimates of demand particularly when considering the following critical influences;

- Port Douglas peak tourism season coincides with the beaches being open and generally favourable beach weather. Four Mile Beach is one of the defining features of the Port Douglas destination. This creates a significant competitive facility to the lagoon. Neither Cairns city nor Airlie Beach could be said to have such a strong competing facility within walking distance.
- Mackay Regional Council report that in winter they will be closing off a section of their lagoon due to lack of demand.
- Port Douglas accommodation stock has high rate of pool provision with several large resort pools available.
- Port Douglas tourist mix is probably around 30% backpackers while Airlie Beach is 60%.
- Port Douglas as a destination appeals for a range of factors and the lagoon is not anticipated to generate any substantial increase in terms of destination choice, rather it is anticipated to have a positive effect by increasing duration of stay.

*“The concern about “peak loads” can be misleading as in some cases the peak load experienced by existing facilities might be twice a year, design for a facility that meets needs and is well used, looks at the regular use numbers and the bulk of the usage profile not just the few events per year where peak numbers may be an impact. It is simply not sustainable to fund the operating cost of a facility that has been designed for the 4 or 5 days a year when peak numbers may be expected and then has a principal operating result dominated by unused excess capacity.*

*It remains our recommendation (Strategic Leisure Group) that a lagoon of around 2000m<sup>2</sup> is an appropriate size for Port Douglas. We do not support a view that a community of less than 10% of the population of Cairns with around one quarter of the visitation of Cairns and a major competing facility (4 Mile Beach) within walking distance, could support or justify a Lagoon of 4000m<sup>2</sup> when Cairns has a lagoon of 4800m<sup>2</sup>.”*

## 6.4 WATERFRONT PARK CONCEPT DESIGN

Of the total number of responses received by Council that were specific to the Waterfront Park Concept Design (n = 374), a total of 76% of responses were supportive, whilst 15% were not supportive, as shown by the graphs for *Figure 9* and *Figure 10* below.

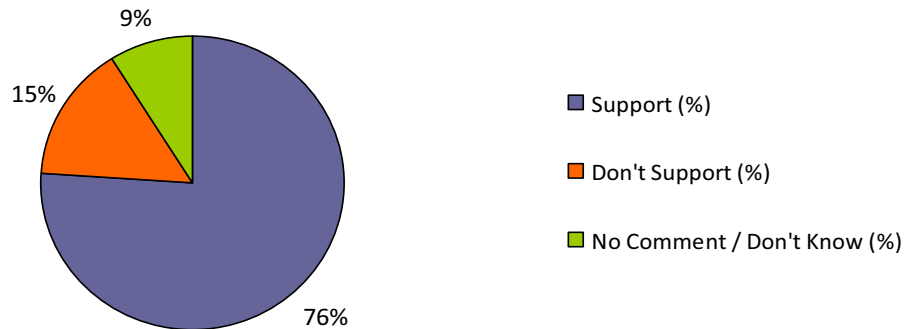


Fig. 9 – Support for Waterfront Park Concept Design

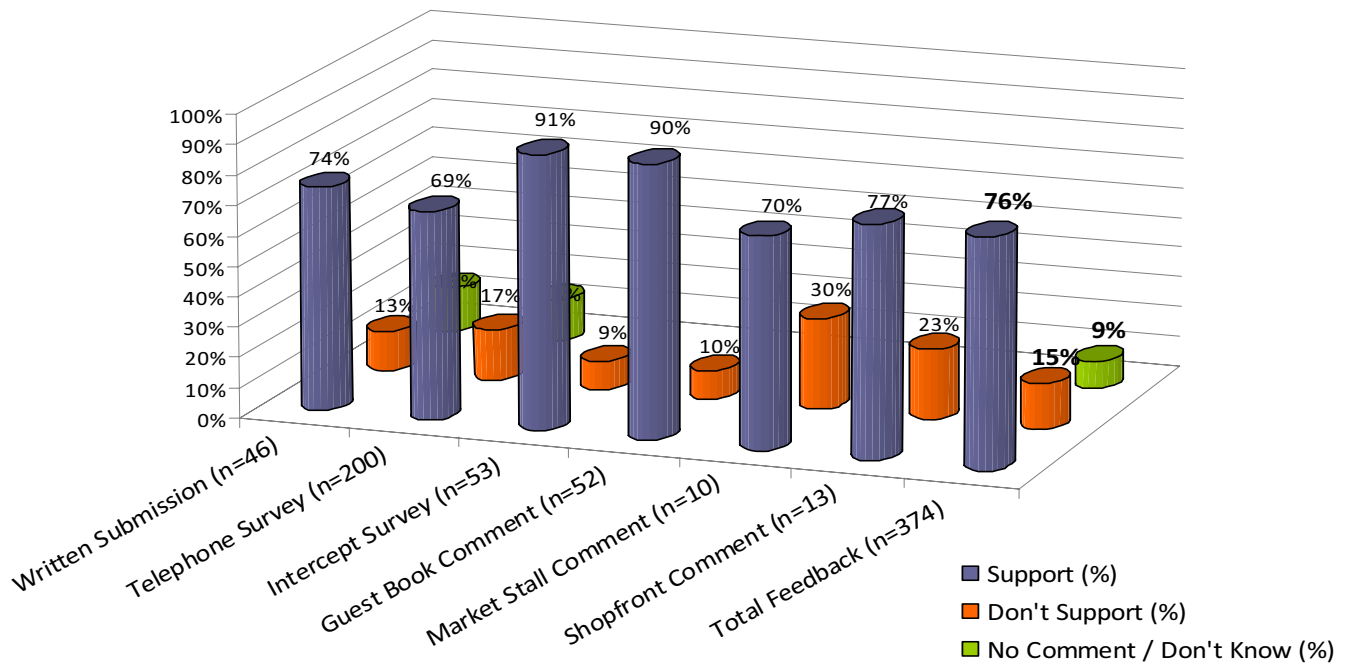


Fig. 10 – Support for Waterfront Park Concept Design by Source

The respondents of the Telephone Survey were canvassed on specific design features for the Waterfront Park Concept Design as shown in *Table 3* below.

Feature	Support (%)	Don't Support (%)	Unsure (%)
Rex Smeal continues to be an area of for passive recreation and allows for naturalistic children's play area, bbq's amenity block	91	4	5
Water Sensitive Urban Design treatment and landscaping to assist with stormwater management	79	9	12
A straight boardwalk, with public moorings, between Combined Club and Sugar Wharf	76	13	11
Formal and informal path networks following the original alignment of the cane rail	70	13	17
Enhanced landscape settings for Sugar Wharf, St Mary's Anzac Park, Rex Smeal Park, significant trees and rock walls	69	17	14
Improved Market area	68	20	12
Performance Platform with demountable shade structure adjacent to the Police Reserve	68	20	12
Screening of Police Station and buildings with landscaping	65	28	12
Indigenous & non-indigenous cultural heritage values interpreted in signage, pathways, built structures & public art	60	20	20
Enhanced views to St Mary's, Sugar Wharf and the Inlet and from Rex Smeal park to the Inlet	56	25	19

Table 3 – Support for Waterfront Park Concept Design Features

Of particular note are the following:

- All features had majority support;
- Highest support was for Rex Smeal with a massive 91% support to continue to be an area for passive recreation;
- High support for design to assist stormwater management, straight boardwalk with public moorings, informal path networks and enhance landscape settings;
- Least support for enhance views to St Mary's, Sugar Wharf and the Inlet and from Rex Smeal to the Inlet.

A summary of the major issues raised on the Waterfront Park Concept design from the Written Submissions are as follows;

#### **St Mary's by the Sea**

Concerns regarding the proposed shared access from the Combined Club will mean that wedding and funeral parties will have to pass beside the lagoon to approach St Mary's by the Sea. This is perceived as a major conflict which is incompatible with such ceremonial functions and raises concerns about noise.

### **Combined Club Parking**

Concerns were raised about the extent of proposed car parking at the southern limits of the Waterfront Park, adjacent to the Combined Club which may detract from the overall intent of opening up the waterfront. The value of this area for public usage is more important than providing additional parking, when parking is allocated within proposed improvements to the existing public car park off Wharf Street.

### **Sugar Wharf**

There were a number of written submissions in relation to the Sugar Wharf. A primary concern was the issue of the re-use of the building as a community facility, with several suggestions for an adaptive use as a Maritime Precinct, with Maritime Heritage Centre, and moorings for visiting ships such as the *Druyken*. This issue was raised by Deputation at a Council Meeting on 18 May 2011 by Sea Change Port Douglas.

Other issues related to the failure of the current Waterfront Park Concept Design to deliver on an alternative expressed in the Port Douglas Master Plan 2009, as a reshaped quay line (by re-aligning current sea defences and creating a small inlet to the south of the Sugar Wharf) to express the historic wharfage. Several submissions felt that the Concept Design failed to respect the significance of this historic landmark, and had not acknowledged the importance of this iconic structure in the broader landscape design.

### **Other Issues**

While the majority of submissions were related to the Sugar Wharf and St Mary's by the Sea there were other concerns regarding the extent of footpaths and the reallocation of parking from the waterfront area. While these issues do not reflect a majority view, these issues should be considered in more detail to foster a better understanding of design development.

Other issues centred around design aspects that are not normally part of a concept design process but should be noted for further consideration a part of a subsequent detailed design phase.

Further detailed information on the issues raised and proposed actions (design response) for the Waterfront Park Concept Design is contained in *Appendix F- Waterfront Park Concept Design Report, August 2011 - Cairns Regional Council Design Services*.



## 6.5 ROAD NETWORK UPGRADES CONCEPT DESIGN

Of the total number of responses received by Council that were specific to the Road Network Upgrades Concept Design (n = 262), a total of 72% of responses were supportive, whilst 19% were not supportive, as shown by the graphs for *Figure 11* and *Figure 12* below.

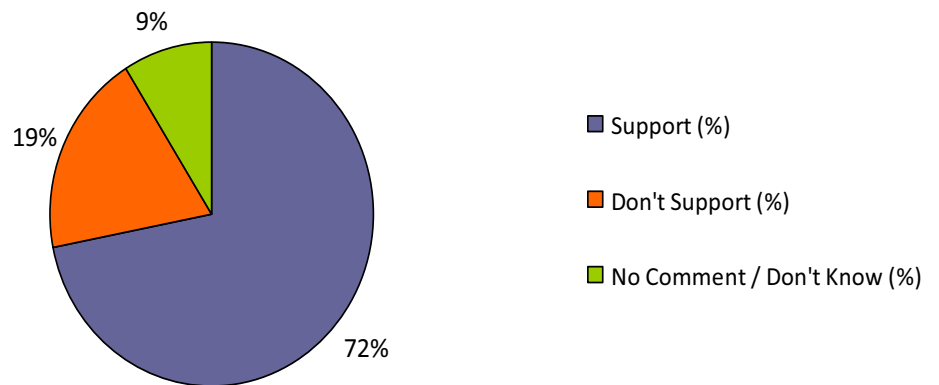


Fig. 11 – Support for Road Network Upgrades Concept Design

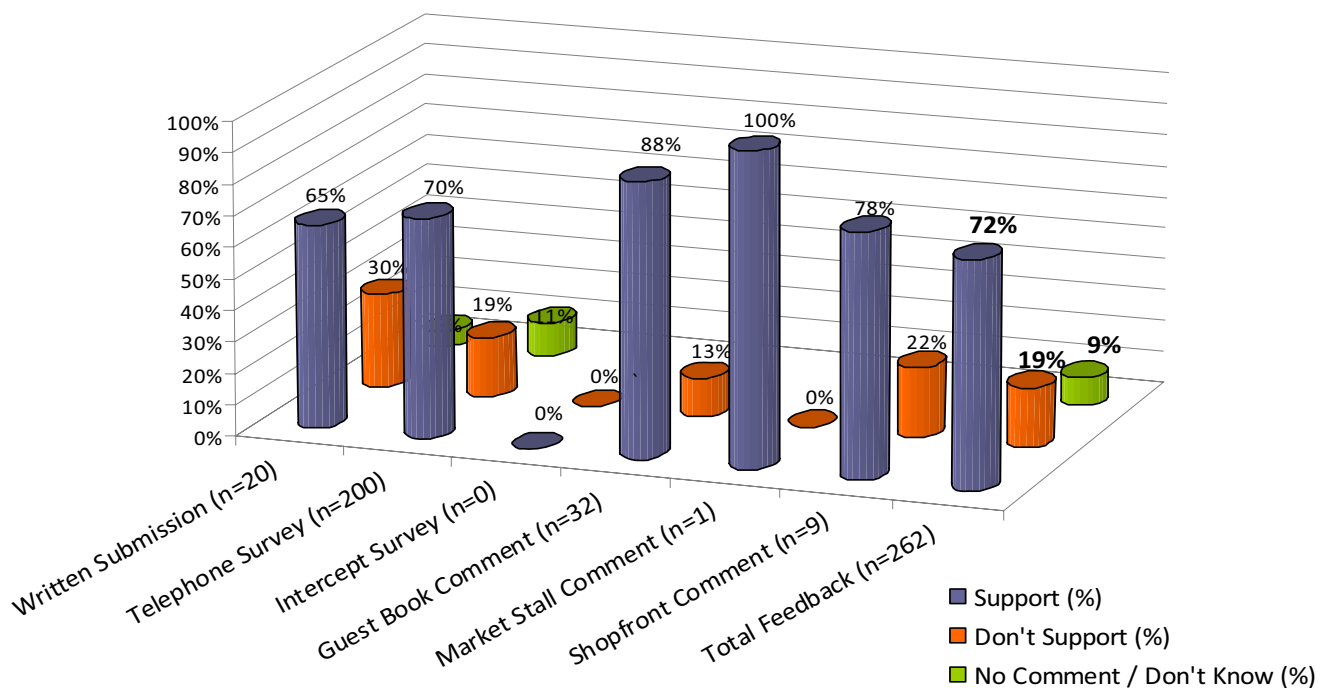


Fig. 12 – Support for Road Network Upgrades Concept Design by Source

The respondents of the Telephone Survey were canvassed on specific design features for the Road Network Upgrades Concept Design as shown in *Table 4* below.

Feature	Support (%)	Don't Support (%)	Unsure (%)
Continuation of tree lined avenue look of Warner St, down to the intersection of Wharf St	77	12	11
Continuation of one-way of Grant St through to Mowbray St	70	19	11
Connection / extension of Mowbray St to Wharf St to provide better traffic circulation and access to the waterfront area from a 'gateway' entrance at Davidson / Mowbray St intersection	62	22	16
Creation of outdoor dining area along Wharf St (between Macrossan St and Warner St), though it means removing 25 car parking spaces	51	35	14

Table 4 – Support for Road Network Upgrades Concept Design Features

Of particular note are the following:

- All features had majority support;
- Highest support was for Warner St to be continued as a tree lined avenue;
- High support for continuation of Grant St as one-way street and connection/extension of Mowbray St to Wharf St;
- Least support for creation of outdoor dining area along Wharf St.

A summary of the major issues raised on the Road Upgrades Concept Design from the Written Submissions are as follows:

#### **Heavy Vehicle & Pick Up – Drop off**

Concerns were expressed about need to ensure an allocated coach parking area within close proximity of the Marina Complex Passenger Terminal for approximately 15-20 mid to large size coaches.

Response : The provision for heavy vehicle / coach pick –up drop off is provided within the Road Upgrade Concept Design. The re-development of the Marina complex and future car and bus parking provisions are matters that should be addressed as part of a future development application for the site under Douglas Shire Planning Scheme provisions.

#### **Connection of Mowbray St**

Minor opposition was expressed for the redirection of traffic along Mowbray Street to minimise traffic travelling west along Macrossan Street. This was based on the belief that minimising passing traffic through Macrossan Street would have a detrimental impact on businesses in Macrossan Street.

Response : The Port Douglas Master Plan, adopted by Council in 2009, specifically provides for the Mowbray St connection.

## 6.6 CAR PARKING CONCEPT DESIGN

Of the total number of responses received by Council that were specific to the Car Parking Concept Design (n = 281), a total of 73% of responses were supportive, whilst 17% were not supportive, as shown by the graphs for *Figure 13* and *Figure 14* below.

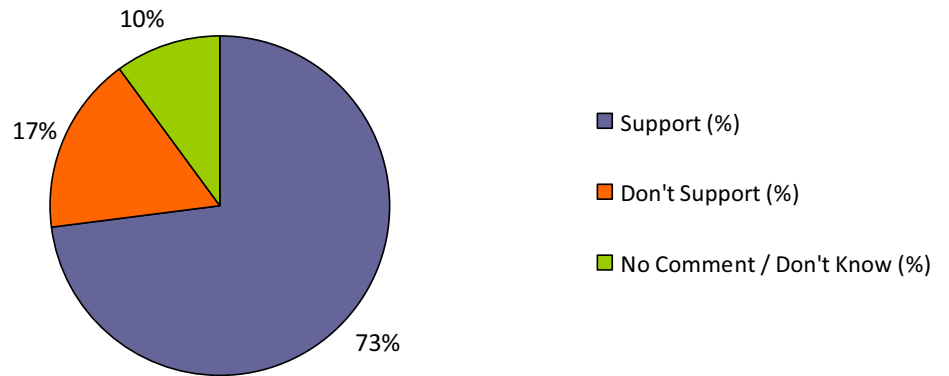


Fig. 13 – Support for Car Parking Concept Design

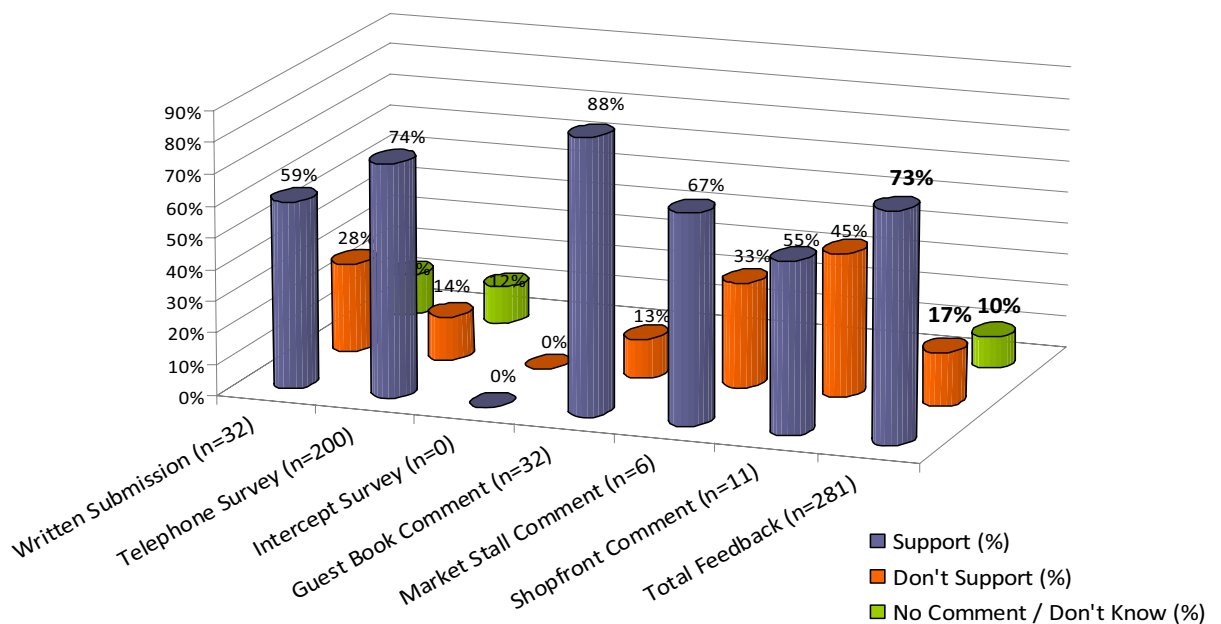


Fig. 14 – Support for Car Parking Concept Design by Source

The respondents of the Telephone Survey were canvassed on specific design features for the Car Parking Concept Design as shown in *Table 5* below.

Feature	Support (%)	Don't Support (%)	Unsure (%)
Retaining 49 formal car parking spaces near the Combined Club and 20 formal car parking spaces at Rex Smeal park	82	6	12
Addition of 113 car parking spaces and signage in the current Council car park and 33 car parking spaces in Wharf, Warner and Macrossan Streets	74	14	12
Removal of informal car parking at Rex Smeal Park and market area to protect the trees and their root systems	55	31	14

Table 5 – Support for Car Parking Concept Design Features

Of particular note are the following:

- All features had majority support;
- Highest support was for retaining a substantial number of car parking spaces near the Combined Club and at the Rex Smeal Park area;
- High support for re-configuration of the current Council car park and installation of directional signage resulting in the addition of 113 car parking spaces;
- High support for re-configuration of current on-street car parking and creation of additional car parking in Wharf, Warner and Macrossan Streets;
- Least support for removal of informal car parking in the park areas to protect trees and root systems.

A summary of the major issues raised on the Car Parking Concept Design through the Written Submissions are as follows:

#### **Car Parking Near Markets**

Concerns were expressed that car parking seemed too far way from the markets. Some locals and restaurants buy their weekly food supply from the markets and need to park close by so they can load their produce.

Response – These concerns are noted. Design responses addressing car parking concerns are detailed in the revised Waterfront Park Concept Design in *Appendix F- Waterfront Park Concept Design Report, August 2011 - Cairns Regional Council Design Services*.

#### **Size of Car Parking next to Combined Club**

Concern that the proposed car park in (at the site of the current boat ramp) would hinder extended usage of the surrounding areas, as well as force the delivery of kegs by trucks, into an area where they may not be able to turn around.

Response – This concern is noted. Design responses addressing car parking concerns are detailed as per response to 'Car Parking Near Markets'.

## 6.7 BOAT RAMP RELOCATION & CONCEPT DESIGN

### 6.7.1 Boat Ramp Relocation

Of the total number of responses received by Council that were specific to the Boat Ramp Relocation to Spinnaker Ave (n = 286), a total of 81% of responses were supportive, whilst 13% were not supportive, as shown by the graphs for *Figure 15* and *Figure 16* below.

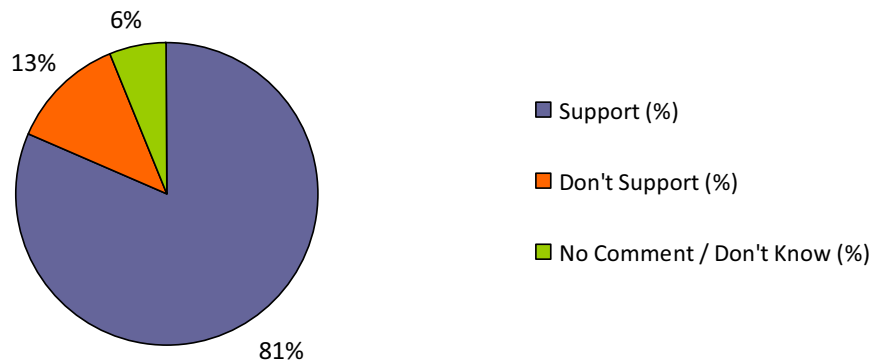


Fig. 15 – Support for Boat Ramp Relocation to Spinnaker Ave

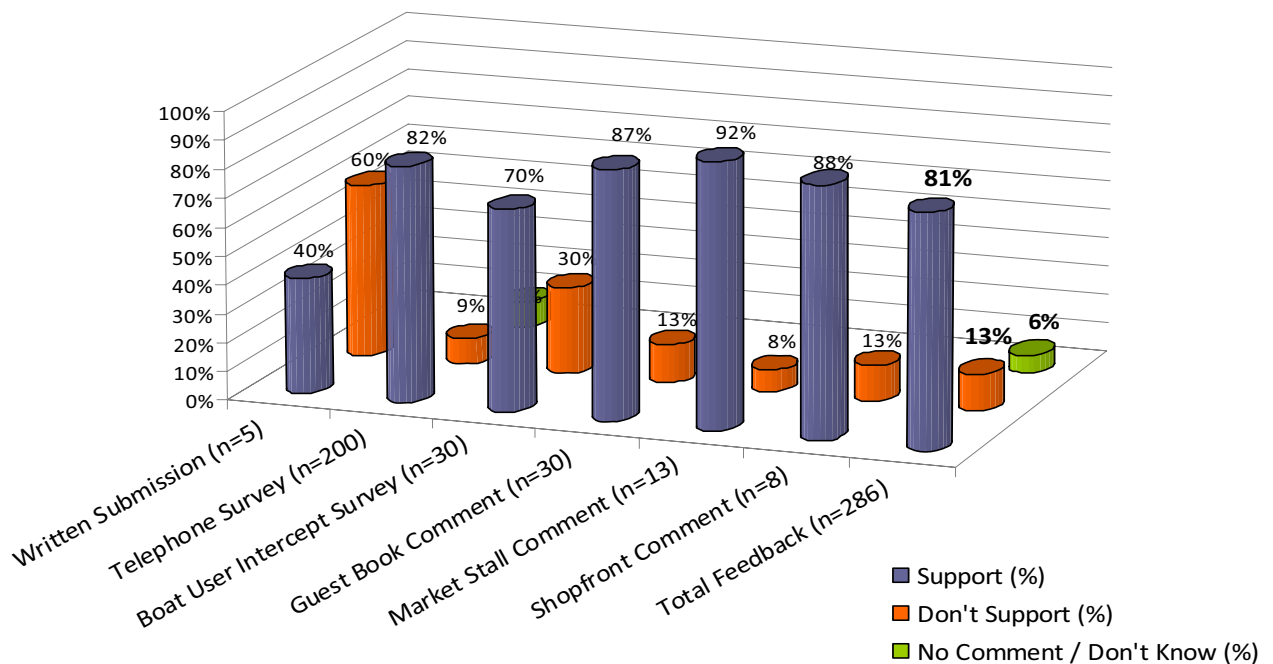


Fig. 16 – Support for Boat Ramp Relocation by Source

Out of the total number of response for the Boat User Intercept survey (n=30), 77% of responses were in favour of delaying the proposal by the Department of Transport & Main Roads to install a floating walkway at Ashford Ave and installing at the proposed relocation site at Spinnaker Ave.

### 6.7.2 Boat Ramp Concept Design

A summary of the major issues raised on the Boat Ramp Relocation Concept Design through Written Submissions are as follows:

#### **Port Douglas Yacht Club**

Whilst the Port Douglas Yacht Club (PDYC) in principle do not support the relocation of the boat ramp, they acknowledge that the relocation is consistent with the intentions of the Port Douglas Master Plan to provide for increased private boating facilities - the current boat ramp is not able to provide for current or future demands. In light of this, the Yacht Club recognises that the relocation may have benefits to their club.

The PDYC proposes a revised concept design for the boat ramp relocation to accommodate their issues of concern as follows:

- Puts the new ramp a minimum thirty meters from the southern boundary of PDYC lease and situated perpendicular to the water's edge;
- Allows existing PDYC car parking to remain on the southern boundary of PDYC lease;
- Ensures on shore tender storage is located at least as close to the water as at present;
- Provides opportunity for improved on water tender mooring situated as close as possible to PDYC lease;
- Accounts for concerns raised in relation to the flow of traffic within immediate proximity of PDYC entrance and grounds.

#### **Port Douglas Outrigger Club (PDOC)**

The Port Douglas Outrigger Club (PDOC) concerns regarding the Concept design are as follows:

- Safety and congestion issues: Concern that canoes (Canoes are 42 feet long and about 150kg) will not be able to access the water with regard to the angle of entry of the boat ramp;
- Security issues: Street lighting and pedestrian access on Spinnaker Rd should be upgraded;
- Access issues: Allocated boat rigging lane runs across front of PDOC pavilion, restricting access given length of canoes;
- Parking issues: concern about adequate parking for members;
- Concerned about PDOC pavilion site being allocated for 'Future Trailer Parking Extension'.

## 6.8 LANDSCAPE DESIGN GUIDE

The Landscape Design Guide (LDG) was developed after an intense 2 day workshop in October 2010, involving participants from Council, State government and elected representatives, Urban Design Advisory Board, Port Douglas Master Plan Advisory Committee and local landscape, building and architectural specialists.

The content of the Landscape Design Guide was embraced and incorporated, where applicable, by Council in the various concept designs prepared. It has also been used to guide the landscape design of the Four Mile Beach Esplanade Upgrade - completed in May 2011.

No specific community engagement tools or techniques were utilised to gain specific feedback on the Landscape Design Guide other than availability of the LDG in hardcopy at the various location and in electronic format on Council's website, as many of the LDG concepts were incorporated in the Waterfront Park Concept Design. However, one written submission made comment that the Landscape Design Guide was an excellent document.

## 7. POST COMMUNITY ENGAGEMENT PROCESS FEEDBACK

### 7.1 URBAN DESIGN ADVISORY BOARD (UDAB)

#### Feedback

The Urban Design Advisory Board (UDAB) of Council were invited to provide advice and comment on Council's proposals for implementation of the Port Douglas Master Plan and more specifically - the concept designs for Waterfront Park and Lagoon.

Through a combination of presentations to UDAB Meetings by Council's Project Team and a site visit, the UDAB formally advised Council of their comments and suggestions. These are:

1. General agreement that the proposed Waterfront Park Concept Design should be adopted;
2. Proposed lagoon location at Location 2 (Jalunbu Park) and Location 3 (at Rex Smeal Park) were agreed as not suitable;
3. No consensus on the preferred lagoon Location and that a more detailed evaluation should be carried out prior to finalisation of the lagoon Location.

More specific design details were offered by the UDAB around the following including:

- Lagoon:
  - Proposed mounds for change / toilet facilities are not supported around concerns on design and placement, view lines and functionality;
  - Port Douglas vernacular should be adopted in design for any structures;
  - The placement of the lagoon at Location 4 should be enhanced through reduce setbacks and lowering of inlet boardwalk.
- Waterfront Park:
  - Existing toilet block in Rex Smeal Park requires improvement;
  - Soft but functional landscaping design should be utilised across the site;
  - Support for referencing former uses of the site (eg. old wharf tram lines);
  - Balance required in the market area to ensure continued functionality and practicality, whilst improving the amenity of this area;
  - Connection to and upgrading of the existing Council car park will be required as part of any future work;
  - Additional car spaces should be provided to Rex Smeal Park;
  - General passive and occasional private and public use of Rex Smeal Park proposed within this area was supported.



## Response

### 1. Response to UDAB's comment on adoption of Waterfront Park Concept Design.

UDAB's comments on the Waterfront Park Concept Design are noted.

The specific design suggestions are also noted and will be incorporated in to the revised Concept Design and / or Detailed Design for the Waterfront Park.

### 2. Response to UDAB's comment on lagoon location at Location 2 & Location 3 not being suitable.

UDAB's comment on suitability of Location 2 and 3 as not suitable are noted.

### 3. Response to UDAB's comment on further detailed evaluation for Lagoon location.

UDAB's comment relating to the need for a "detailed evaluation" regarding lagoon Location has been considered and a response provided to UDAB. This response detailed a peer review of the Location Assessment methodology and results by Flanagan Consulting Group.

Flanagan Consulting Group (FCG) are a highly regarded and experienced consultancy firm in all matters pertaining to major developments, engineering and environmental work in Far North Queensland.

The findings of this peer review are as follows;

*"The site assessment used involved a "forced ranking" of the 4 alternate sites against 8 Factors with each factor containing a varying number of criteria. The analysis "ranked" each site by assessing the best site as 4 and the worst site as 1. The aggregation of the "rankings" across the 28 criteria was used to determine the preferred site. The use of an aggregation may have resulted in reinforcement of the difference between the sites - due to the differing number of criteria under each Factor.*

*Consideration of ranking based on my review of factors and the relative performance of each site against those factors reveals the following;*

Factor (no of criteria)	Site 1 Filling Tidal Zone		Site 2 Jalunbu Park		Site 3 Rex Smeal south		Site 4 South of Sugar Wharf	
	Score	Rank	Score	Rank	Score	Rank	Score	Rank
Access (3)	6	3	5	4	7	2	11	1
Environmental Impact (5)	8	4	15	1	12	3	13	2
Design (4)	10	2	9	3	8	4	12	1
Site Impacts(4)	5	4	10	2	8	3	15	1
Social (3)	8	2	9	1	7	3	5	4
Economic Benefits (3)	9	2	3	4	9	2	11	1
Construction(4)	4	4	10	2	8	3	12	1
Geotech Report (2)	2	4	8	1	4	3	6	2
Total Score	54		69		64		85	
Average Rank		3.13		2.25		2.88		1.63

*The use of forced ranking scores to rank the sites under each factor does not change the outcome of the assessment however it does reduce the relative difference between the competing sites. Similarly the use of relative scoring where the best site is scored 4 with the others scored relative to their performance against the criteria would not change the result of the assessment but may indicate that the relative differences between the sites is less explicit. An alternate consideration would be to apply “high level filters” to determine feasible sites prior to further more detailed consideration of the feasible sites.*

*Environmental impact or likelihood of approval can be such a high level filter. It is noted that Site 1 ranked lowest on the following Factors/Criteria:*

<i>Environmental Impact</i>	<i>Site Impact</i>	<i>Construction</i>	<i>Geotech Report</i>
<ul style="list-style-type: none"> <li>• Coastal</li> <li>• Vegetation</li> <li>• Heritage</li> <li>• Adjacent Land Use</li> <li>• St Mary’s BTS</li> </ul>	<ul style="list-style-type: none"> <li>• Space available</li> <li>• Fill levels – Height Impacts</li> <li>• Vegetation Loss</li> <li>• Construction impacts on adjacent land</li> </ul>	<ul style="list-style-type: none"> <li>• Approvals &amp; Planning Costs</li> <li>• Building Cost</li> <li>• Construction time</li> <li>• Service infrastructure impacts</li> </ul>	<ul style="list-style-type: none"> <li>• Groundwater</li> <li>• Other</li> </ul>

*For the majority of these criteria the “relative” performance against the criteria has not been reflected in the forced ranking scoring and consequently the relative difference between the sites under these factors has probably been overstated in the location analysis.*

*Notwithstanding this Site 1 is distinctly different from the other 3 possible locations due to its potential for impacts on coastal processes and marine plants. It is likely that the Queensland Coastal Plan and Draft SPP Coastal Protection (SPP) will be in force by the time that the project would be required to be assessed and approved.*

*Given that development of a Lagoon at Site 1 will involve reclamation works into the tidal zone the ability of Site 1 to comply with the SPP calls into question whether this site is a feasible location.*

*Under the SPP, and Marine Parks Act, 1994 reclamation of tidal land is defined as “...raising the land above high water mark , ... by carrying out works, including dredging and the depositing of solid material”.*

*Reclamation complies with the SPP only if it is necessary for:*

- a) maritime development within a designated maritime development area; or*
- b) development in a port or airport where supported by a statutory land-use plan; or*
- c) development of essential community service infrastructure; or*
- d) development of a minor public maritime infrastructure; or*
- e) coastal protection work.*

*A lagoon at Site 1 would not meet any of these definitions.*

*Notwithstanding the non compliance with definitions, the SPP does provide for “acceptable” circumstances for not fully achieving the policy outcome however the proposed development must:*

- a) provide an overriding need in the public interest in accordance with the factors outlined at Annex 5 of the SPP; or*
- b) is a development commitment; or*
- c) is for a public benefit asset.*

*In order for Site 1 to be considered as a feasible location it would need to meet the criteria set out in Annexure 5 to the SPP which requires that the applicant for the development must establish:*

- a) the overall social, economic and environmental benefits of the development outweigh:
  - i) any detrimental effect upon the natural values of the site and adjacent areas; and*
  - ii) conflicts with the policy outcome of this policy; and**
- b) the development cannot be located elsewhere so as to avoid conflicting with the policy outcome of this policy.*

*The availability of alternate locations for a lagoon ( that do not conflict with the policy outcomes of the SPP), means that it would be unlikely that Site 1 could be established as meeting the criteria for Annexure 5 and therefore SPP outcomes.*

*Site 1 does not represent a development commitment as it has not been subject to a development application. It could be argued that a lagoon at Site 1 is a public benefit asset so it is necessary to consider the definition of such an asset under the SPP.*

*The SPP defines a Public Benefit Asset as follows:*

- a) transport infrastructure described in the definition of community infrastructure in Schedule 2 of the Sustainable Planning Regulation 2009 (excluding wharves, public jetties, ports, port facilities and navigational facilities) and transport infrastructure described in the definition of development infrastructure in Schedule 3 of the Sustainable Planning Act 2009 (excluding ferry terminals)*
- b) Aeronautical facilities of State significance described in SPP 1/02: Development in the Vicinity of Certain Airports and Aviation Facilities, and associated facilities*
- c) emergency services facilities*
- d) domestic gas pipelines*
- e) operating works under the Electricity Act 1994*
- f) storage, works and administrative facilities associated with the provision or maintenance of the essential community service infrastructure.*

*A lagoon and outdoor recreation facility would not fit into any of these definitions of a Public Benefit asset.*

*Based on consideration of compliance with the Draft SPP for Coastal protection it is considered that construction of a lagoon at Site 1 by reclamation in the tidal zone would have no prospects of approval.*

*It is therefore considered that Site 1 could be excluded from the comparative analysis of alternate sites as it does not represent a feasible location for such a facility based on potential environmental impacts and non-compliance with regulatory provisions.*

*If Site 1 is excluded from the analysis it would not change the ranking of the other 3 sites based on the factors adopted for the comparative analysis.*

*The comparative analysis confirms that Site 4 (Location 4) South of Sugar Wharf is the preferred location."*

The peer review confirms that the Location assessment methodology is satisfactory and that Location 4 – is the most feasible site for the swimming lagoon.

The specific design suggestions are also noted and will be incorporated in to the revised Concept Design and / or Detailed Design for the Lagoon.

## 7.2 DEPUTATIONS TO COUNCIL

### 7.2.1 Deputation - President of Waterfront Protection Association

#### Detail

At a Council Meeting on 18 May 2011, a deputation was made to Council by the President of the Waterfront Protection Association on the following grounds;

*“question the departure from the approved and adopted Cairns Regional Council’s “Port Douglas Waterfront Master Plan 2009” which totally changes the entire dynamics of the original plan”*

The President of the Waterfront Protection Association claimed to represent a number of groups and organisations, though none were present at the time of the deputation.

A summary of the statements made and responses to individual points are as follows;

1. *Radical changes made to the Port Douglas Master Plan and the serious negative ramifications that will impact not only on the implementation but the entire community’s expectation of the Master Plan if Location 4 for the lagoon is to be accepted.*

#### Response

The Port Douglas Master Plan (PDMP) was adopted by Council in 2009 as a strategic document for the ongoing evolution of the waterfront that reflects the need for a flexible framework. It is to be seen as a “living document” - robust in content, yet able to respond to changing circumstances over time. Since 2009, these changing circumstances include the economic market, limitation on development outside of the urban footprint and strengthening of environmental and sustainability policies to respond to climate change and the protection of marine habitats, public access and scenic amenity.

The intent of the PDMP is that the delivery of the projects are to be successive, but with sufficient flexibility, acknowledging the various factors and circumstances which could determine the sequencing and delivery of projects.

The PDMP is sufficiently flexible enough to accommodate that particular projects or elements of the PDMP can be achieved in more than one way, or that further feasibility and investigation of alternate locations (such as a lagoon pool) is necessary before significant capital and operational funding is invested in a project. This is evidenced by the provision in the PDMP for alternative scenarios, further feasibility and planning studies, concept designs and determination of capital / operating costs and economic benefits.

In logistical terms, the Port Douglas Master Plan as a strategic document, does not present the level of technical detail (as is the case with any strategic plan) or provide the community perspectives and expectations on specific and individual projects to allow Council to proceed directly to detailed design and construction of projects.

In March 2009, the President of the Waterfront Protection Association made a formal submission to Council as part of the consultation process during the development of the Port Douglas Master Plan as follows;

*“The Port Douglas Waterfront Protection Association would like to see some provision accompany the final Master Plan to allow public consultation into future changes, as the project has short, medium and long term objectives. Future consultation will cater for changes to population movements and changing economic environments, etc.”*

As evidenced by the above formal submission of 2009, the President of the Waterfront Protection Association acknowledged at the time that future changes to the Port Douglas Master Plan and public consultation were to be anticipated.

It is to be noted that the President is also a community member of the Port Douglas Master Plan Advisory Committee. As early as the Port Douglas Advisory Committee Meeting of 14 October 2010, the community members were provided with details and progress on feasibility study for a lagoon and that 4 possible lagoon Locations (including Location 4) were to be assessed as part of the Location assessment by Strategic Leisure Group.

At the Advisory Committee Meeting of 3 March 2011, the agreed Minutes reflect that the Committee;

- Were distributed the results of the Location assessment for the lagoon pool undertaken by Strategic Leisure Group on 25 February 2011 for their review and feedback, whereby the Location with the highest overall ranking score and therefore the most feasible was Location 4 at 87 points. Other ranking scores were as follows:
  - Location 1 - 54 points;
  - Location 2 - 75 points;
  - Location 3 - 65 points;
- Agreed at the Meeting that;
  - “a. Location 4 - south of St Mary’s was agreed as the preferred site for swimming lagoon, based on highest ranking, most feasible Location and achievability (lower costs, planning approvals may be achieved within 12 months, less environmental / visual impacts, greater potential as economic attractor / flow on economic benefits).*
  - b. In addition to the fact that Location 1 ranked by the far the lowest of all 4 Locations, it was noted that Location 1 was non-compliant with intent of Douglas planning scheme, constrained by State and Federal legislation compliance issues, delay of approximately 2-3 years for approvals (if approvals could be obtained at all), environmental and amenity impacts.”*

2. *That Site 4 (Location 4 Lagoon Pool) was never included in the Port Douglas Master Plan.*

**Response**

The Port Douglas Master Plan (PDMP) specifically states that the Lagoon location shown (as Location 1 in the tidal zone) is only one alternative location and that the determination of the final location is the subject of further feasibility study (activity 5C - *Feasibility Assessment for Swimming Lagoon of the Port Douglas Master Plan, 2009*), concept design and consultation with the community.

3. *That Council's Project Team has a totally contrary approach and attitude towards the community.*

**Response**

The approach exhibited by Council's Project Team towards the community is with upmost respect and reverence towards their entitlement to express opinions, desires and views on proposals developed by Council. Equally, through its Community Engagement Policy, Council must engage and consult with the community under the guiding principles established.

This is exhibited through many elements within the design and implementation of the community engagement process, the provision and dissemination of information to the community, the Port Douglas Master Plan Advisory Committee on the community engagement objectives as detailed in this report.

The high degree of awareness and participation by the Douglas Community and the level of support for Council's proposals shown by the community (as reported in Section 6 of this report) is confirmation that Council's Project Team and the community engagement process deployed, was both successful with and respectful of, the Douglas community.

4. *That 7 of the 8 community representatives (of the Port Douglas Master Plan Advisory Committee) feel that they were no longer considered relevant with the Council but as a legal requirement and appendage to the project.*

**Response**

There is no legal requirement to establishment and operate the Port Douglas Master Plan Advisory Committee (PDMPAC). The establishment of the PDMPAC is a reflection of Council's goodwill and commitment to ongoing community engagement for the implementation of the Port Douglas Master Plan.

At the time of this deputation, the Port Douglas Master Plan Advisory Committee consisted of 7 community representatives, not 8, as stated.

It is to be noted that the President of the Waterfront Protection Association is not the official spokesperson of Port Douglas Master Plan Advisory Committee community members (as per the Terms of Reference), therefore it can only be concluded that the statement made is not a representation of all Port Douglas Master Plan Advisory Committee community members.

As evidenced by the response to Point 1 above, Council has actively engaged with and sought the advice from the Port Douglas Master Plan Advisory Committee members on issues relating to the implementation of the Port Douglas Master Plan.

5. *Advised that a complete comprehensive evaluation of two lagoon sites (Location 4 and Location 1) is being prepared and will be submitted to Council within the next week.*

**Response**

A "complete comprehensive evaluation of two lagoon sites (Location 4 and Location 1)" has not been submitted to Council.

## **7.2.2 Deputation - Sea Change Port Douglas**

**Detail**

At a Council Meeting on 18 May 2011, a deputation was made to Council by a representative of Sea Change Port Douglas, on the following grounds;

*"To outline a concept proposal for a Maritime Heritage Precinct located at the "Sugar" Wharf on the Port Douglas waterfront. This proposal would also be based on part-utilisation of the wharf shed and the adjacent foreshore area."*

A summary of the statements made and responses to individual points are as follows;

1. *Sea Change believes this wharf precinct will be mutually beneficial for users and stakeholders at an affordable cost and Sea Change has significant community desire to preserve their own identify and heritage.*

**Response**

Noted.

2. *Sea Change is eager to work with Council to achieve a successful and unique project not only for Port Douglas but the whole Cairns Region.*

**Response**

The manner and approach by which the Sea Changes indicate their willingness to work with Council is commendable.



3. *Sea Change seeks Council's endorsement of their proposal and its incorporation in the Port Douglas Waterfront Development.*

**Response**

Whilst the proposal from Sea Change has great merit and exhibits well thought out elements and integration with the Waterfront Park Concept Design, the proposal needs to be taken on board and reviewed in light of the Conservation Management Plan for the Sugar Wharf and Council's parallel project in relation to the management and use of the Sugar Wharf (this project has carriage with Council's Cultural Services & Facilities (CSF) area and is not the subject of this report).

In keeping with the framework established by the Port Douglas Master Plan that the Sugar Wharf and its setting, including the adaptive reuse of the building is celebrated, it is imperative that the design of the outside space surrounding Sugar Wharf is cognisant of and determined by the use of the building's inside space, in line with the Conservation Management Plan requirements.

Equally, the finalised concept design and further detailed design of the immediate area surrounding the Sugar Wharf (as depicted in the Waterfront Concept Design) will also need to be modified and determined by the outcomes of Council's project for the management and use of the Sugar Wharf.

The Waterfront Park Concept Design response will seek to provide a flexible space for further development as part of ongoing community engagement carried out by Cultural Services and Facilities (CSF). The Concept Design response will provide a flexible space with community focus allowing for a multiplicity of stakeholders/user groups at this stage.

Council will be seeking to attend to as many of the desired outcomes expressed by the Sea Change deputation in further design stages within current constraints -namely the ongoing consultation by CSF and re-use of the existing rock wall/possible re-use of concrete jetty.

4. *Sea Change asks Councillors weigh the advantages of this concept and test its merits against the Port Douglas Waterfront Master Plan and the Conservation Management Plan for the Sugar Wharf.*

**Response.**

As per response to Point 3 above

5. *As an alliance of non-profit organisations, Sea Change ask Council to allow the Sea Change representatives to liaise and submit a feasibility study to Council, perhaps in a September 2011 time frame.*

**Response**

Noted. Communication and liaison by the Sea Change representative with Council officers and the submission of a feasibility study in the near future will be received.



### 7.2.3 Deputation - Local Architect

#### Detail

At a Council Meeting on 22 June 2011 a deputation was made to Council by a local architect on the following grounds;

*“the opportunity to have a deputation to the Council to articulate my views on the lagoon and also those of a number of community organisations.”*

A summary of the statements made and responses to individual points are as follows;

1. *Concerned about process that has been conducted and claimed a bias in the way the material was presented to the community. The following is a transcript of Local Architect’s dialogue;*

*“The Community Survey undertaken in January 2011, 3 out of 4 respondents preferred Location 1. In the Telephone survey, 18% of respondents preferred the tidal site against 13% for St Marys. We are now advised that the latest telephone survey has turned this around showing St Marys as preferred site. This is inconsistent with the community reaction that has been seen. Perhaps the reason why is when it was displayed in Macrossan Street there were 14 A1 drawings showing the design teams preferred site. Waterfront Management Committee put it to the next meeting that that was a biased view and could the other sites that had been considered also be shown. The only thing that happened was 1 A3 drawing which had only positives for the site which had been promoted by the Local Management Team and only negatives for the other 3 sites. There has not been a genuine consultation process. The sites have not been put up on an equal basis with the pros and cons of each site.”*

#### Response

The objectives of the Community Surveys conducted in January - February 2011, were to identify perceptions, concerns, design issues and initial thoughts on preferences for each of the 4 Locations. The Community Surveys consisted of:

- telephone survey of residents (n =200);
- on- line survey (n =126);
- visitor survey (n= 47);

Feedback from these Community Surveys indicated there was already some confusion regarding lagoon location, such as:

- some believing that the Port Douglas Master Plan dictated that the lagoon location was finalised (ie in the tidal zone off Rex Smeal Park); and
- others believing that the prospect of a lagoon had not received support from the community in a 2006 survey - so should not proceed.

The Telephone survey (n= 200) conducted in January- February 2011 was designed to represent a stratified sample of residents and ensure fair representation across age, gender and residential area. The results for “Best Location” were:

- 28% didn’t know;
- 24% for Location 2 (Jalunbu Park);
- 19% for Location 3 (in parkland between Rex Smeal and Markets);
- 18% for Location 1 (Tidal Zone);
- 13% for Location 4 (south of Old St Mary’s).

The Online survey (n=126) was not controlled for age, gender or area. The results for “Best Location” were:

- 24% for Location 2 (Jalunbu Park);
- 28% for Location 3 (in parkland between Rex Smeal and Markets );
- 35% for Location 1 (Tidal Zone) ;
- 13% for Location 4 (south of Old St Mary’s).

The Visitors survey (n =47) was designed to sample degrees of preference for a location.

The results for “Highest Preference” were:

- 70% for Location 3 (in parkland between Rex Smeal and Markets );
- 67% for Location 1 (Tidal Zone);
- 63% for Location 4 (south of Old St Mary’s);
- 26% for Location 2 (Jalunbu Park).

The Location that received the highest support, based on the results of the Telephone Survey<sup>5</sup> was Location 2 (Jalunbu Park).

Clearly, there is not justification to the claim that 3 out of 4 respondents in the Community (Telephone) survey conducted in January –February 2011 preferred Location 1 (Tidal Zone).

The findings of the Community Surveys conducted in January – February 2011 were included as inputs (one of many factors) as part of the assessment process for each of the 4 Locations<sup>6</sup>. This assessment process concluded that the most feasible location, based on a scoring and ranking against multiple factors, was Location 4.

It is to be noted that Location 1 ranked the lowest of all four Locations in the Location Assessment process.

The Community engagement process (n = 331) conducted in March –April 2011, took into account results of various survey techniques (including a subsequent Telephone Survey of 200 residents) and showed that 73% of respondents were supportive overall for Location 4, whilst 23% were not supportive.

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<sup>5</sup> As the Telephone Survey represents a controlled sample balanced for age, gender and residential area – it represents a more reliable sample than the on-line and visitor surveys

<sup>6</sup> The details in relation to the assessment process and results are provided in Appendix E -Port Douglas Lagoon Feasibility Study Location Assessment Report, March 2011 - Strategic Leisure Group

There does not appear to be justification to the statement made that the majority of community reaction (as a result of the community engagement process conducted in March –April 2011) was against a lagoon at Location 4.

Council's shopfront displayed publications and posters relating to all of the Port Douglas Master Plan projects as well as the draft Daintree Gateway Master Plan. The majority of the A1 sized posters on display in the Shopfront were related to the Waterfront Park Concept Design. The posters displayed at the Shopfront associated with the Lagoon were;

- 4 x A1 posters showing the proposed design concept for lagoon at Location 4
- 1 x A3 poster panel discussion on the location assessment and the feasibility study (which highlighted the reasons why Location 4 was the most feasible )
- 1 x A3 poster highlighting economic benefits and capital / operating costs for a lagoon
- 1 x A3 poster detailing the 4 locations and the "Decisive Factors"
- 1 x 6 page A3 booklet containing detailed site assessment and design concepts for each Location.

The shopfront also had full copies of all publications (as detailed in Section 5.1 - Printed Public Information Material) available for inspection including the *Port Douglas Lagoon Feasibility Study Location Assessment Report, March 2011* - Strategic Leisure Group. This report detailed the "pros" and "cons" for each Location. The publications were also available at Cairns/Mossman administration offices, Mossman/Port Douglas libraries and on Council's website.

It is appropriate to note that it was not necessary to display all 4 lagoon Locations as the community had already been provided with the opportunity to nominate their preferred Locations during the Community Surveys conducted in Jan –Feb 2011

The awareness by the overall community and level of understanding about the Port Douglas Master Plan projects, including the lagoon pool, is evidenced by the fact that a high level of awareness (80% - 75%)<sup>7</sup> was exhibited.

It should also be noted that whilst the Shopfront performed an important role in availability and dissemination of information, the claim made that it influenced the overall engagement process appears to be overstated. This is exhibited by the fact that out of 530 responses received by Council as feedback during the community engagement process, the responses submitted via the Shopfront totalled 77 (representing 15% of the total of responses).

Based on the information presented above, there does not appear any justification to the statement made that a bias existed in the way the material was presented to the community in regard to lagoon locations.

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<sup>7</sup> Results from the Telephone Survey and Intercept Survey and detailed in Section 6.2 General Community Feedback

2. *A similar sized pool to Airlie Beach lagoon, would not fit at Location 2 (Jalunbu Park) or Location 4 (South of St Marys).*

**Response**

More than 1.6 Ha of parkland is located at Location 4 which is large enough to cater for a lagoon the size of Airlie Beach (of up to 4300m<sup>2</sup>) should the demand for such a size exist. The demand assessment undertaken as part of the *Port Douglas Lagoon Feasibility Study Location Assessment Report, March 2011* - Strategic Leisure Group, and further refined (as circulated to the Urban Design Advisory Board) demonstrates that a lagoon of such size is not warranted for Port Douglas.

In similar fashion, there is sufficient room at Location 2 for a lagoon the size of Airlie Beach and as long as loss of mature melaleucas is acceptable.

3. *The Yacht Club were not happy with the concept plan for the boat ramp relocation to Spinnaker Ave.*

**Response**

The formal submission provided by the Port Douglas Yacht Club (PDYC) to Council in relation to the Boat Ramp relocation to Spinnaker Ave is very comprehensive and well thought out.

Whilst the PDYC in principle do not support the relocation of the boat ramp, they acknowledge that the relocation is consistent with the intentions of the Port Douglas Master Plan to provide for increased private boating facilities - the current boat ramp is not able to provide for current or future demands. In light of this, the PDYC recognises that the relocation may have benefits to their club.

The PDYC therefore proposes a revised concept design for the boat ramp relocation to accommodate their issues of concern. These have been detailed in Section 6.7 of this report.

Furthermore the PDYC submission thanks Council for the manner in which the community engagement process is clearly the driving force and urges Council to maintain its integrity and respect through the time ahead.

4. *Market car parking would need to be moved behind Quicksilver workshops and therefore no stall holders would not be able to sell out of their cars at the markets – people are not happy.*

**Response**

The Waterfront Park Concept Design provides for increased car parking on Wharf St, Rex Smeal Park and maintains an adequate level of car parking near the Combined Club. The Car Parking staging plan shows that there is not real net loss of car parking spaces.

The feedback from the general community on the Waterfront Park Concept Design and Car Parking Concept Design indicates 76% and 73% support respectively (as per Sections 6.4 and 6.6 of this report).

In March 2009, this Local Architect made a formal submission to Council as part of the consultation process during the development of the Port Douglas Master Plan as follows;

*“the transition along Wharf Street with its restaurants and alfresco dining overlooking the near parkland (instead of car parks!!) will further emphasise quality of first impressions of the town.”*

Therefore, in 2009, it would appear that the Local Architect supported the notion of car parking being removed from the adjoining the market area (and relocated to the Council car park) for transformation into parkland.

5. *Workshop held Oct/Nov 2010 for landscape design – drawing was produced consistent with EBD process.*

**Response**

A Landscape Design Guide Workshop was conducted in October 2010 and prior to the commencement and the establishment of possible lagoon location options as part of the Feasibility Assessment for Lagoon Pool consultancy by Strategic Leisure Group.

The purpose of the Landscape Design Guide Workshop held in October 2010 was to establish certain design principles and the look and feel of design components that could be incorporated in to the Landscape Design Guide.

A design process was used to facilitate and explore ideas and issues and make determinations of specific and preferred design solutions. The intent of the workshop was not to produce a final Waterfront Park or Lagoon design, or to decide on specific layout issues rather to establish the appropriate approach to future design.

A lagoon design or location is not included in the Landscape Design Guide and all information gleaned from Workshop was used to assist Strategic Leisure Group.

6. *Brief was given to Consultants in Dec 2010 /Jan 2011 to investigate two other locations, community did not know anything about this until it was put on display (in March 2011).*

**Response**

It is to be noted that this Local Architect is a former member of the Port Douglas Master Plan Advisory Committee (PDMPAC).

A key role for the PDMPAC is that members act as conduits of information to the community (as per Section 4.2.1 of this report). As early as the Port Douglas Advisory Committee Meeting of 14 October 2010, the community members were provided with details and progress on feasibility study for a lagoon and that 4 possible lagoon Locations (including Location 4) were to be assessed as part of the Location assessment by Strategic Leisure Group.

At the Advisory Committee Meeting of 3 March 2011, the agreed Minutes reflect that the Committee:

- Were distributed the results of the Location assessment for the lagoon pool undertaken by Strategic Leisure Group on 25 February 2011 for their review and feedback, whereby the Location with the highest overall ranking score and therefore the most feasible was Location 4 at 87 points and other ranking scores as follows:
  - Location 1 - 54 points;
  - Location 2 - 75 points;
  - Location 3 - 65 points;
- Agreed at the Meeting that:
  - “a. Location 4 - south of St Mary’s was agreed as the preferred site for swimming lagoon, based on highest ranking, most feasible Location and achievability (lower costs, planning approvals may be achieved within 12 months, less environmental / visual impacts, greater potential as economic attractor / flow on economic benefits);*
  - b. In addition to the fact that Location 1 ranked by the far the lowest of all 4 Locations, it was noted that Location 1 was non-compliant with intent of Douglas planning scheme, constrained by State and Federal legislation compliance issues, delay of approximately 2-3 years for approvals (if approvals could be obtained at all), environmental and amenity impacts.”*

Further to this, Strategic Leisure Group conducted community and industry focus group meetings in early December 2010 and January 2011 to update the community and seek input into the preferences for the 4 Locations, size of lagoon and facilities. These meetings were well attended by a wide cross section of the Douglas community and industry.

Throughout January and February 2011, Council and the Strategic Leisure Group also conducted an on-line survey (n=126) and telephone survey (n=200) to update the community and seek input into the preferences for the 4 Locations, size of lagoon and facilities, prior to completion of the Location assessment process for the most feasible Location in March 2011.

7. *The current design for the Waterfront Park and Lagoon contains a “birds nest of paths” – Port Douglas does not want that, mounds for toilets – will be smelly hot and fungal not consistent with Port Douglas.*

**Response**

The Waterfront Park and Lagoon plans are concept designs that represent a number of design objectives including the desire to screen buildings and not impede views. Further to this the pathway network is a response to the community’s desire for an accessible and walkable waterfront.

It is to be noted that the Local Architect is also a member of the Urban Design Advisory Board (UDAB). UDAB has recommended that the Waterfront Park Concept Design (refer Section 7.1 of this report) is to be adopted. UDAB further advise that the use of mounds for toilet / change facilities are not supported around concerns on design and placement, view lines and functionality. The design suggestions by UDAB will be incorporated in to the revised Concept Design and / or Detailed Design for the Waterfront Park.

8. *The idea of putting a pool next to St Marys is not a good - it is flawed from the start.*

**Response**

The lagoon is not “next” to St Mary’s By the Sea. St Mary’s is separated from the water’s edge of the lagoon by a 50 metre landscaped buffer zone

In March 2009, this Local Architect made a formal submission to Council as part of the consultation process during the development of the Port Douglas Master Plan as follows;

*“I also applaud the decreasing building heights and site density from Meridien Marina to Stinger Park (which leads to the contentious issue of location of the swimming lagoon (in the tidal zone).*

*The lagoon adjacent to the Stinger Park has the following advantages:  
4. Exposure to the cooling northerly breezes in summer and protected from the strong trade winds during the cooler months. (With my office location adjacent to the small beach beside this site it is worth reporting that during periods of strong south-easterlies, there is a dramatic increase in beach goers using this beautiful little beach).*

*I passionately argue for its location as shown in the Master Plan (in the tidal zone).  
The other often promoted location is adjacent to the Surf Life Saving Club.”*

St Mary’s By the Sea is located between the Local Architect’s office, the “little beach” and the lagoon at Location 1. The stated “dramatic increase” in beach goers at this beach and these beach goers traversing in front of and behind St Mary’s By the Sea to reach car parking did not appear to be of concern when justifying Location 1 in 2009 - over the then alternate location at the Surf Life Saving Club.

9. *There 17 government/public/private organisations saying they do not want the lagoon beside St Marys (at Location 4).*

**Response**

Council is not in receipt of any formal submission or feedback from government organisations that are opposed to Location 4. The organisations that have made a submission to Council opposed to a lagoon in Location 4 are not in the quantities to constitute a material significance to the overall results. It is to be noted that the details pertaining to the 17 organisations have not been supplied as part of this deputation.

10. *The lagoon (in tidal zone) and park design was;*
- *consistent with EBD process*
  - *not a Gary Hunt design*
  - *echoes the Council's own design from the EBD process.*

**Response**

Noted.



### 7.3 OTHER STAKEHOLDERS OF (OLD)<sup>8</sup> ST MARY'S BY THE SEA VENUE

Varied discussions and postulation about the impact of the development of the Waterfront Park and the Lagoon at Location 4 has been raised concerning the function and viability of (Old) St Marys' By the Sea venue during the community engagement process.

In addition to the consultation undertaken during the community engagement process with stakeholders previously identified for the Waterfront Park area, further consultation has been undertaken with other noted stakeholders detailed below.

#### 7.3.1 Catholic Parish of Mossman & Port Douglas

The publicity generated on the Lagoon and Waterfront Park as part of the community engagement process prompted the Catholic Parish of Mossman and Port Douglas to correspond with Council and the DERM on related matters concerning (Old) St Mary's By the Sea venue.

As former owners of the (Old) St Mary's By the Sea, the Catholic Parish advises that on the basis of the projected aerial view, the proposed lagoon at Location 4 and the former church, seem far enough apart to not constitute a problem.

(Old) St Mary's, now "by the Sea", was one of the Parish's churches and it remains of historical interest to them. However, the Parish maintains that (Old) St Mary's By the Sea claimed history, as presented at the site itself and on the Queensland Heritage Register is entirely wrong. The Parish has provided demonstrable facts to Council and DERM (who update the Heritage Register) about the correct details of its history – which are the subject of further attestation outside of the scope of this report.

It is important to note that (Old) St Mary's By the Sea is not a 'sacred' church in the Catholic or Anglican religious sense, but functions largely as a civil venue for ceremonies and currently operates under Port Douglas Restoration Society and Port Douglas Weddings. The Port Douglas Restoration Society does not have any formal approval from Council or the State to occupy the site and currently do not pay any fees in relation to the use of this public space.

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<sup>8</sup> As the (Old) St Mary's By the Sea is a decommissioned Catholic church, the Parish has also requested of Council and DERM and as a mark of respect, that the former church be renamed in accordance with protocols for such churches, in that "Old" is used preceeding "St Marys' By The Sea"

### 7.3.2 Crimmins Funerals

Crimmins Funerals, located in Mossman and established for 75 years in the Mossman – Port Douglas area conduct all the funeral services at (Old) St Mary's By the Sea venue.

As (Old) St Mary's By the Sea is a civil venue, Catholic and Anglican funeral services etc (with exception of Uniting Church) are not normally officiated at this venue.

Crimmins advice in relation to the number and frequency of funerals at (Old) St Mary's By the Sea venue is as follows:

- The number of funerals in the last 12 months averaged about 2-3 per month and is very seasonal (*translates to about 1 per fortnight*)
- The number of funerals conducted 3-4 years ago was about 1-3 times per year.
- Funerals and their occurrence during the days of the week are conducted as follows
  - Monday - rare
  - Tuesday & Wednesday - common
  - Thursday & Friday - likely
  - Saturday & Sunday - rare
- Funerals are not normally conducted on Saturday or Sunday as the venue is pre-booked well in advance on weekends for weddings and other functions

In summary, funeral services are held at (Old) St Mary's By the Sea venue about once per fortnight (on average) and normally held on Tuesday to Thursday.

Based on the above it is noted that;

- peak use of lagoon pool and surrounds are likely to be on weekends/public holidays and weekdays in school holidays during the stinger season;
- the design and installation of buffers - screening and separation distance (closest point of water body is 50m and that child's play area is proposed to be located to the opposite side of lagoon - closer to the Combined Club) may mitigate the potential for any perceived and adverse noise or visual impacts;
- there does not appear to be a significant potential for conflict between the conduct of funerals at (Old) St Mary's and the peak use of lagoon and surrounds.

Crimmins also offered their opinion in that - the proposed Lagoon at Location 4 would be "great for the town".

## 7.4 SOCIAL MEDIA

Community participation in discussions pertaining to the Port Douglas Master Plan featured heavily in the privately owned Port Douglas social media outlet *The Newport* and to a lesser extent *The Port Douglas & Mossman Gazette* newspaper.

The introduction of social media phenomena creates new opportunities for community engagement when it is an element of a consultation framework. However, social media processes delivered in isolation to other tools and outside of a formal consultation framework can present a number of challenges. These can relate to:

- Privacy issues for contributors;
- Quality and accuracy of information presented inviting comment;
- Monitoring and evaluating information received;
- Achieving consistency in responses to enable analysis;
- Managing information collected including inappropriate or defamatory comment.

*The Newport* website posted 13 articles and 2 on-line polls mainly focussing on the lagoon Location for the period between 31 March 2011 and 10 June 2011.

*The Port Douglas & Mossman Gazette* published 5 articles mainly focussing on Waterfront Park Concept Plan, Lagoon, Road Network Upgrades, Boat Ramp relocation and a proposal for the Sugar Wharf for the period between 24 March 2011 and 10 June 2011. *The Gazette* also posted responses to a *Facebook* question seeking comment on the lagoon at Location 4.

Many of *The Newport* comments were made in response to stories and features regarding the lagoon by a local architects regarding the consultation process, the design process and the Location assessment.

In general, comments were based on the information presented in *The Newport* articles or the features in *The Port Douglas & Mossman Gazette*.

Putting difficulties aside in trying to analyse polls and posted comments that were not part of the formal consultation process, the methodology applied to analyse this information was as follows:

- Only lagoon related comments were analysed as the majority of comments were related to the lagoon;
- Duplicate/multiple comments and where the author could be identified, were cross checked, validated and recorded as a single count;
- Comments already lodged with Council as part of the formal consultation process (either as a formal written submission, guest book etc) and where the author could be identified, were not counted;
- Support for alternate lagoon Locations 1, 2 and 3 were only counted in the positive.

*The Newsport* and *The Port Douglas & Mossman Gazette* results for the on-line polls and comments, letters to the Editor, *Facebook* comments were in the majority related to the lagoon and its location. These are summarised in Table 6 and 7 below.

<i>The Newsport and The Port Douglas &amp; Mossman Gazette</i>	Yes	No	Don't Know
Support for lagoon in Port Douglas	87	21	-
	81%	19%	-

<i>The Newsport and The Port Douglas &amp; Mossman Gazette</i>	Yes	No	Don't Know
Support for lagoon at Location 4 (on-line polls)	236	163	-
	59%	41%	-
Support for lagoon at Location 4 (on-line comments)	18	41	46
	17%	39%	44%
Total support for Lagoon at Location 4	254	204	46
	50%	41%	9%

Table 6 – Results from Social Media outlets

<i>The Newsport and The Port Douglas &amp; Mossman Gazette</i>	Yes
Support for lagoon at Location 1 (as a % of total comments)	32 counts
	6.3%
Support for lagoon at Location 2 (as a % of total comments)	16 counts
	3.1%
Support for lagoon at Location 3 (as a % of total comments)	0 counts
	0%

Table 7 – Results from Social Media outlets

An analysis of the comments shows divergent views but some support for the views of a local architect who championed a much larger lagoon built in the tidal zone and who released alternative design vision for the Waterfront Park and Lagoon in the absence of any recognition of the environmental or other issues which made a lagoon in the tidal zone unviable.

The analysis of the results of the above Social Media show a majority support for a lagoon for Port Douglas and at the most feasible location – Location 4.

## 7.5 GOVERNMENT AGENCIES

The Port Douglas Master Plan projects involving “development” as defined under *Sustainable Planning Act, 2009* (SPA) requires applications for development to be submitted and approved by Council and in the majority of cases by the State and Commonwealth governments.

It is to note that works involving construction of roads and car parks within Council’s road reserve do not require a development application. Therefore the following Port Douglas Master Plan projects that will require development applications and are the subject of this section as follows:

- Lagoon Pool ;
- Waterfront Park ;
- Road Network Upgrades on State controlled roads;
- Boat Ramp Relocation & Car –Trailer Parking.

In consideration of the scope and significance of these Port Douglas Master Plan projects, it is considered appropriate to detail the legislative and policy issues pertaining to the projects and the likelihood (or not) of these obtaining development assessment approval, prior to consideration by Council.

This section details the Council, State and Commonwealth legislative/ policy issues, their jurisdictional interests for each of the Port Douglas Master Plan projects. Along with the most feasible lagoon location (Location 4), this section also examines legislative/ policy issues of a lagoon located within tidal zone (Location 1) - as this has some significant ramifications in terms of likelihood of approval as outlined in the following sections.

### Note – Land Tenure, Resource Entitlements and Development Applications

In order for Council to proceed with the delivery of Waterfront Park, Lagoon & Boat Ramp relocation development applications (DA’s) need to be lodged for material change of use, operational work (excavation & fill, any prescribed tidal works, marine plant damage & disturbance, waterway barrier works) in accordance with the *Sustainable Planning Act 2009* (SPA). Prior to DA’s being lodged, Council will be required to review land tenure and obtain evidence of resource entitlement (RE) of State land from the State government (DERM) when submitting the DA’s.

If evidence of entitlement does not support the DA, the application will not be properly made for the purposes of SPA.

State agency reviews the RE applications and assesses them against the tests provided for within the State legislation or policy. If the RE application is not capable of meeting these tests the RE will not be provided by the State.

Typically the application process for RE and resolution of associated land tenures issues that need to be undertaken prior to lodgement of a DA may take up to 12 months.

### 7.5.1 Cairns Regional Council

Throughout the Douglas Shire Planning Scheme the retention and protection of the natural features of Dickson Inlet are emphasised. A development application would need to demonstrate compliance with the Douglas Shire Planning Scheme. Applicable Desired Environmental Outcomes (DEO) which underpin the Douglas Shire Planning Scheme include;

*“DEO 3 – Natural waterways such as the Daintree River, the Mossman River, the Mowbray River and Dickson Inlet, all wetlands but particularly those on the Directory of Wetlands of Importance in Australia (...) and all catchments in coastal areas within the Shire, are managed to protect their ecological processes, enhance water quality, conserve riparian ecological values and landscape/scenic quality, while acknowledging nature based recreation opportunities.*

*DEO 4 – The unique environmental character of the Shire comprised of internationally renowned landscapes, ecologically significant rainforest systems, sensitive coastal systems and areas of unsurpassed natural beauty, are maintained in association with sustainable development practices, which seek to minimise the effects of development on the natural environment. “*

The Port Douglas and Environs Locality Code contains a Purpose Statement which reads that the purpose of the Code is to facilitate the protection of “...sensitive environments and natural features which give Port Douglas it’s distinctive character and identity, in particular Four Mile Beach, Dickson Inlet and Flagstaff Hill”.

In general terms the Waterfront Park, Lagoon and Boat Ramp relocation projects are included in the Community and Recreation Planning Area of the Port Douglas and Environs Locality under the Douglas Planning Scheme. The Boat Ramp is also partially included in the Conservation Planning Area of the Port Douglas and Environs Locality. An overview of the Planning Scheme requirements are as per Table 8 below.

Douglas Shire Planning Scheme		Code Applicability
Locality	Port Douglas & Environs	✓
Planning Area	Community & Recreational Facilities	✓
Overlay	Acid Sulfate Soil	✓
	Cultural Heritage & Valuable Sites	✓
	Natural Hazards	✗
Land Use	Outdoor Sport and Entertainment	✓
General	Design & Siting of Advertising Devices	✓
	Filling & Excavation	✓
	Landscaping	✓
	Natural Areas & Scenic Amenity	✓
	Vehicle Parking & Access	✓
	Sustainable Development	✗

Table 8 – Planning Scheme Requirements

Advice received from Council's Manager Development Assessment shows that the Waterfront Park, Lagoon (in Location 4) and Boat Ramp Relocation are consistent with the DEO's of the Planning Scheme. Having said this, these projects will also need to be assessed against the planning scheme requirements as per Table 8 above.

However, the same cannot be stated for a lagoon located in the tidal zone (Location 1) as it does not comply with the DEO's. It is noted that a lagoon in the tidal zone (Location 1) involves the reclaiming of land. By its very nature, reclaiming land under tidal water can result in the degradation and loss of coastal resources including foreshores, wetlands and water bird habitats. Reclamation can also adversely affect coastal processes and scenic landscape values.

An application for a lagoon at Location 1, would need to provide justification as to why Council should support this location, when there are equally suitable locations that would not require reclaiming of land.

Based on these points above, a lagoon in Location 1 would not be supported by Council officers.

## **7.5.2 State & Commonwealth Agencies**

Development in coastal zones in Queensland is subject not only to Council assessment in accordance with town planning schemes and requirements, but also assessment by the State & Commonwealth agencies.

State and Commonwealth government agencies as key landowners have jurisdictional interests in relation to future development of state land in Port Douglas. In terms of the Port Douglas Master Plan projects, which have been the subject of the community engagement process, various government agencies interests are triggered through an application for resource entitlement (RE)(for development on state land) and / or development application (DA) (for development on or adjoining state land) or a proposed "action" (under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)).

Under the *Sustainable Planning Act 2009* (SPA), Council will be required to obtain evidence of resource entitlement (RE) from State agencies before submitting DA's for some State land. State agencies will review the RE application and assess it against the tests provided for within the State legislation or policy. If the RE application is not capable of meeting these tests the RE will not be provided by the State.

If evidence of RE is not included as part of the DA, the DA will not be properly made for the purposes of the SPA, and therefore will be refused by the State.

The projects that will require RE are the Lagoon (location 1), Waterfront Park and Boat Ramp relocation.

State government agencies that are triggered through a DA under the SPA are defined as either Concurrence or Advice Agencies.

If State government agencies are Concurrence Agencies under Section 324 of SPA, a DA for a project that is not capable of meeting the tests provided for within the State legislation or policy, the State government agency will direct Council to refuse the DA for the project. In these circumstances, Council must comply with the direction given by the State, notwithstanding Council's own assessment and decision in regard to same.

The provisions and decision making process that apply under Commonwealth legislation / policy under the EPBC Act are separate to the SPA process. That is, the decisions and outcomes of a DA process do not guarantee the same decision or outcome under EPBC Act. In fact there are many cases whereby a development approved under a SPA process is overturned under the EPBC Act.

Development arising from the Port Douglas Master Plan projects involving State and / or Commonwealth land , the jurisdictional interests and likely SPA Concurrence or Advice Agency, RE agency and / or EPBC Act (where indicated) triggers are as shown in Table 9 to 13 below. Information shown in Tables 9 to 13 is an overview only and is subject to detailed analysis as part of development assessment process for each individual project.

Waterfront Park (Rex Smeal Park to Combined Club)		
Agency	Jurisdictional Interest	Item or Trigger
DERM	<ul style="list-style-type: none"> <li>Coastal management &amp; protection</li> <li>Marine park protection</li> <li>Cultural heritage management &amp; protection</li> </ul>	<ul style="list-style-type: none"> <li>Impact of boardwalk construction on sea wall functionality &amp; safety</li> <li>Impact on adjoining marine park</li> <li>Impact of redevelopment in erosion prone area</li> <li>Impact around or adjoining heritage listed places</li> <li>Native title implications (Police Reserve)</li> </ul>
DEEDI	<ul style="list-style-type: none"> <li>Fish habitat &amp; marine plant management &amp; protection</li> </ul>	<ul style="list-style-type: none"> <li>Impact of sea wall extension (conversion of boat ramp to sea wall) on fish &amp; marine plant habitat</li> </ul>
DTMR	<ul style="list-style-type: none"> <li>Provision &amp; management of minor public maritime infrastructure</li> <li>Maritime Operations</li> </ul>	<ul style="list-style-type: none"> <li>Impact of increasing public moorings on function &amp; safety of marine channel</li> </ul>
QPS	<ul style="list-style-type: none"> <li>Landowner</li> </ul>	<ul style="list-style-type: none"> <li>Impact of works within Police reserve</li> </ul>

Table 9 – Government Agency interests for Waterfront Park Development



Lagoon Pool - Location 4 (south of Sugar Wharf and within Waterfront Park)		
Agency	Jurisdictional Interest	Item or Trigger
DERM	<ul style="list-style-type: none"> <li>Coastal development, management &amp; protection</li> <li>Cultural heritage management &amp; protection</li> <li>Land Management</li> </ul>	<ul style="list-style-type: none"> <li>Impact of redevelopment in erosion prone area</li> <li>Impact around or adjoining heritage listed places</li> </ul>

Table 10 – Government Agency interests for Lagoon Pool at Location 4 (most feasible)

Lagoon Pool - Location 1 (In tidal zone and in front of Waterfront Park)		
Agency	Jurisdictional Interest	Item or Trigger
DERM	<ul style="list-style-type: none"> <li>Coastal development, management &amp; protection</li> <li>Marine Park protection</li> <li>Cultural heritage management &amp; protection</li> <li>Land Management</li> </ul>	<ul style="list-style-type: none"> <li>Impact of reclamation of tidal land &amp; construction of revetment wall resulting in loss of intertidal &amp; tidal coastal landforms and ecosystems</li> <li>Impact on Marine Park,</li> <li>Impact of development in erosion prone area</li> <li>Impact on loss of scenic amenity of the coast</li> <li>Impact on loss of area of general ecological significance &amp; value</li> <li>Impact around or adjoining heritage listed places</li> <li>Impact on Native Title</li> <li>Impact on loss of public access to the coast</li> <li>Amalgamation of reserve land</li> </ul>
DLGP	<ul style="list-style-type: none"> <li>Land use in relation to urban footprint in FNQ Regional Plan</li> </ul>	<ul style="list-style-type: none"> <li>Development is partly outside the urban footprint</li> </ul>
DEEDI (Fisheries & Marine Plants)	<ul style="list-style-type: none"> <li>Fish habitat &amp; marine plant management &amp; protection</li> </ul>	<ul style="list-style-type: none"> <li>Impact of reclamation of tidal land on loss of fish &amp; marine plant habitat</li> </ul>
DSEWP&C (Commonwealth) (incl GRMPA) (EPBC Act)	<ul style="list-style-type: none"> <li>Protection of World Heritage properties, national heritage places, GBR marine park &amp; threatened species</li> </ul>	<ul style="list-style-type: none"> <li>Impact of partial loss of GBR marine park area</li> <li>Impact on world heritage properties &amp; national heritage places</li> <li>Impact on threatened species</li> </ul>
DTMR (Maritime Safety)	<ul style="list-style-type: none"> <li>Maritime Operations</li> </ul>	<ul style="list-style-type: none"> <li>Impact of filling/ reclamation on shipping activity and the main channel (siltation &amp; dredging concerns)</li> </ul>

Table 11 – Government Agency interests for Lagoon pool at Location 1 (least feasible)

Boat Ramp at Spinnaker Ave		
Agency	Jurisdictional Interest	Item or Trigger
DERM	<ul style="list-style-type: none"> <li>Coastal management &amp; protection</li> <li>Native vegetation management &amp; protection</li> </ul>	<ul style="list-style-type: none"> <li>Construction of minor public infrastructure</li> </ul>
DEEDI	<ul style="list-style-type: none"> <li>Fish habitat &amp; marine plant management &amp; protection</li> <li>Works on adjoining waterway</li> </ul>	<ul style="list-style-type: none"> <li>Impact of boat ramp installation, car &amp; trailer parking on loss of fish and marine plant habitat</li> <li>Impact of works on adjoining waterway</li> </ul>
DTMR	<ul style="list-style-type: none"> <li>Provision &amp; management of minor public maritime infrastructure</li> <li>Maritime Operations</li> </ul>	<ul style="list-style-type: none"> <li>Relocation of boat ramp to Spinnaker Ave and provision of car-trailer parking</li> <li>Impact on function &amp; safety of marine channel</li> </ul>

Table 12 – Government Agency interests on Boat Ramp development at Spinnaker Ave

Traffic (Road Upgrades)		
Agency	Jurisdictional Interest	Item or Trigger
DTMR	<ul style="list-style-type: none"> <li>Provision &amp; management of state controlled roads</li> </ul>	<ul style="list-style-type: none"> <li>Impact on upgrades to Macrossan and Davidson Streets as State controlled roads (SCR)</li> </ul>

Table 13 – Government Agency interests on Traffic (Road Upgrades)

A summary of individual agencies and prospect of development approval, are shown as “Yes” (*development approval being likely*), “No” (*development approval being unlikely*) or “-” (*Concurrence agency or RE interest not triggered*) in Table 14 below. Please note that information shown in Table 14 is subject to detailed analysis as part of development assessment process for each individual project.

Government Agency	Waterfront Park	Lagoon		Road Network Upgrades	Car Parking Staging	Boat Ramp Relocation
		Location 4	Location 1			
Cairns Regional Council ( <i>officers recommendation</i> )	Yes	Yes	No	-	-	Yes
DERM	Yes	Yes	No	-	-	Yes
DTMR ( <i>incl Maritime Safety</i> )	Yes	-	-	Yes (State roads)	-	Yes
DLGP	-	-	-	-	-	-
DEEDI ( <i>Fisheries</i> )	Yes	-	No	-	-	Yes
DSEWPC ( <i>incl GRMPA</i> )(EPBC Act)	-	-	No	-	-	-
QPS	Yes	-	-	-	-	-

Table 14 – Development Approvals from Government Agencies

Further details related to individual government agencies are provided in the following sections.

### **7.5.3 Department of Environment & Resource Management (DERM)**

#### **Land Tenure & Resource Entitlement**

DERM has jurisdiction over land management matters in Queensland under the *Land Act 1994*. Under the *Sustainable Planning Act 2009* (SPA), Council will be required to obtain evidence of resource entitlement (RE) from DERM before submitting DA's.

In applying for RE, Council will need to show evidence of appropriate tenure or interest. For the Waterfront Park, Lagoon at Location 4, conversion of tenure of the Road Reserve (part of Ashford Ave, Dixie St) and Reserve for Local Government (Harbour Reserve) to Reserve for Open Space and Recreation will be required. For the Boat Ramp relocation to Spinnaker Ave, the Reserve for Local Government (Harbour Reserve) will need to be converted to Road Reserve (including reconfiguration of the current Road Reserve).

A Lagoon at Location 1 (in the tidal zone) is part Unallocated State Land (USL) and part designated Great Barrier Reef Marine Park (GPRMP) land. A legislative process will be required to excise the area for a lagoon at Location 1 from the Great Barrier Reef Marine Park. This in itself will involve a protracted and lengthy time period to occur (more than 12 months) and there is little likelihood that the excision will be granted when assessed against the policy objectives for the management of the Great Barrier Reef Marine Park.

In the conversion of tenure, DERM would also need to be satisfied by:

- evidence provided by Council that native title has been extinguished;
- advice from DERM (Environmental Services), DEEDI (fisheries) and Wet Tropics Management Authority.

Where native title is not extinguished then Council will need to suitably address native title. Initial tenure history for Waterfront Park and Lagoon at Location 4 indicate that native title may have been extinguished.

This could not be said for lagoon Location 1 in the tidal zone –which will require native title assessment. This process could take a period of up to 12 to 24 months.

#### **Coastal Management**

DERM's assessment of development applications in coastal zones is currently guided by a number of documents, including the *Coastal Management Protection and Management Act 1995*, the *State Coastal Management Plan* and regional coastal management plans.

A statutory review of the existing *State Coastal Management Plan* commenced in 2008 which led to the development of the *Queensland Coastal Plan*. The *Queensland Coastal Plan* has two parts - the *State Planning Policy for Coastal Protection* and *State Policy for Coastal Management*.

The *Queensland Coastal Plan* was approved by the government in April 2011, and is expected to be released in late August 2011. The *Queensland Coastal Plan* will replace the *State Coastal Management Plan* and existing regional coastal management plans upon commencement. DERM's coastal development assessment under the *Queensland Coastal Plan* would apply only in the coastal management district.

The application of the *State Planning Policy Coastal Protection* may constrain future development in a number of circumstances including preventing certain types of development from occurring within erosion prone areas or storm tide inundation areas (coastal hazard areas), and areas of high ecological significance that remain within the coastal zone.

Development that is for maritime development, port or airport development, essential community service infrastructure, minor public maritime infrastructure or coastal protection work as defined under the Coastal Plan is acceptable if it complies with policy outcomes. Reclamation may only occur to support specific development activities including maritime development within designated maritime development area, development in a port or airport supported by a land use plan, essential community service infrastructure, minor public maritime infrastructure or coastal protection work.

A lagoon in Location 1 is not appropriately captured within any of these definitions. Works that do not satisfactorily fall within those definitions must demonstrate that not only is there tremendous public benefit to potentially be derived from the work proposed, but also that the work cannot be undertaken on any other site that would not undermine State Planning Policy objectives.

A summary of the *State Planning Policy Coastal Protection* legislative provisions by Flanagan Consulting Group is as follows:

*"Under the SPP, and Marine Parks Act, 1994 reclamation of tidal land is defined as "...raising the land above high water mark, ... by carrying out works, including dredging and the depositing of solid material".*

*Reclamation complies with the SPP only if it is necessary for:*

- a) maritime development within a designated maritime development area; or*
- b) development in a port or airport where supported by a statutory land-use plan; or*
- c) development of essential community service infrastructure; or*
- d) development of a minor public maritime infrastructure; or*
- e) coastal protection work.*

*A lagoon at Site 1 (Location1) would not meet any of these definitions.*

*Notwithstanding the non compliance with definitions, the SPP does provide for "acceptable" circumstances for not fully achieving the policy outcome however the proposed development must:*

- a) provide an overriding need in the public interest in accordance with the factors outlined at Annex 5 of the SPP; or*
- b) is a development commitment; or*
- c) is for a public benefit asset.*

*In order for Site 1 (Location 1) to be considered as a feasible location it would need to meet the criteria set out in Annexure 5 to the SPP which requires that the applicant for the development must establish:*

- a) the overall social, economic and environmental benefits of the development outweigh:
  - i) any detrimental effect upon the natural values of the site and adjacent areas; and*
  - ii) conflicts with the policy outcome of this policy; and**
- b) the development cannot be located elsewhere so as to avoid conflicting with the policy outcome of this policy.*

*The availability of alternate locations for a lagoon (that do not conflict with the policy outcomes of the SPP), means that it would be unlikely that Site 1 (Location 1) could be established as meeting the criteria for Annexure 5 and therefore SPP outcomes.*

*Site 1 (Location 1) does not represent a development commitment as it has not been subject to a development application. It could be argued that a lagoon at Site 1 is a public benefit asset so it is necessary to consider the definition of such an asset under the SPP.*

*The SPP defines a Public Benefit Asset as follows:*

- a) transport infrastructure described in the definition of community infrastructure in Schedule 2 of the Sustainable Planning Regulation 2009 (excluding wharves, public jetties, ports, port facilities and navigational facilities) and transport infrastructure described in the definition of development infrastructure in Schedule 3 of the Sustainable Planning Act 2009 (excluding ferry terminals)*
- b) Aeronautical facilities of State significance described in SPP 1/02: Development in the Vicinity of Certain Airports and Aviation Facilities, and associated facilities*
- c) emergency services facilities*
- d) domestic gas pipelines*
- e) operating works under the Electricity Act 1994*
- f) storage, works and administrative facilities associated with the provision or maintenance of the essential community service infrastructure.*

*A lagoon and outdoor recreation facility would not fit into any of these definitions of a Public Benefit asset.*

*Based on consideration of compliance with the draft SPP for Coastal Protection it is considered that construction of a lagoon at Site 1 (Location 1) by reclamation in the tidal zone would have no prospects of approval"*

Moreover, DERM has some concerns regarding the impacts of Location 1 on coastal processes and it appears also to be inconsistent with the objectives of the Conservation Park zone of the Great Barrier Reef Coast Marine Park.

A lagoon at Location 1 is therefore not capable of meeting the tests provided for within the State Planning Policy. Therefore, guided by its *Coastal Plan* and associated *State Planning Policy*, it is anticipated that the DERM will direct Council to refuse any application for a tidal lagoon (Location 1) in Port Douglas. In these circumstances, Council must comply with the direction given by the DERM, notwithstanding Council's own assessment and decision in regard to same.

A lagoon at Location 4 would be considered by DERM as redevelopment of an existing developed site and would be a preferred location.

The Waterfront Park is also redevelopment of an existing developed site and therefore would largely comply within the provisions of the State Planning Policy. The construction of the boardwalk, conversion of the current boat ramp to a sea wall and minimum set back of the lagoon structure (at Location 4) from the current sea wall will also require closer scrutiny as part of RE, DA process and approval.

The Boat Ramp relocation and car parking in the area of Port Douglas Yacht Club is considered minor public maritime infrastructure and would be supported within the Port Douglas Maritime Development Area and need to comply with policy outcomes in the *Coastal Plan*. The DERM has some concerns with any proposed works outside the Port Douglas Maritime Development Area and its impact on areas of ecological significance.

### **Cultural Heritage**

Any development on a place listed on the Queensland Heritage Register, unless it is emergency work or of a general maintenance nature requires approval. A development adjoining a Queensland Heritage Register (QHR) boundary triggers the DERM as Advice Agency under the *Sustainable Planning Act 2009*. Development within QHR boundary triggers DERM as Concurrence Agency.

The Port Douglas Waterfront Master Plan incorporating a proposal recreational lagoon area is located in a precinct which either adjoins or incorporates up to three heritage listed sites under the *Queensland Heritage Act 1992* (Port Douglas Wharf and Storage Shed (former) – QHR:600466, St Marys By the Sea – QHR:600464 and Port Douglas Court House Museum QHR:600465).

The Waterfront Park Concept Plan covers an area which may contain remnant heritage elements either *in situ*, at subsurface level or in a deteriorated condition including the 1878 stone wharf wall at the end of Rex Smeal Park. A lagoon at Location 4 is situated on an existing fill area adjoining St Marys Church and the Port Douglas Wharf and Storage Shed (former).

A lagoon at Location 1 is situated within the coastal tidal zone adjoining the Rex Smeal Park on the sea front and is partially located within the QHR boundary for St Mary's By the Sea and adjoins the QHR Boundary for Sugar Wharf.

Lagoon at Location 4 is considered a robust option which integrates the historical past with the present local and tourism requirements which is reinforced through the combination of interpretive displays and historical design elements. A lagoon at Location 4 is judicious in size, does not over dominate the visual amenity of the area and is located away from the heritage registered places; concealed from heritage sites via mounds and landscaping.

Lagoon at Location 1 provides little evidence to clearly demonstrate that the creation of a lagoon within the tidal zone will not potentially impact on the heritage registered Sugar Wharf due to changes to the sea environment.

Lagoon at Location 1 provides little evidence to clearly demonstrate that the visual amenity of the Sugar Wharf and St Mary's By the Sea will not be impacted upon by a lagoon situated within the tidal zone.

Over all comments regarding the proposals for the whole area include the following: through the incorporation of design elements (setbacks, earth bunds, plantings and interpretive interfaces) as well as through the usage of natural and timber elements to provide uniformity to the site, the utilitarian values of the Sugar Wharf and Waterfront Park remain respectful to the heritage values of the precinct. In addition the usage of earth mounds and plantings proposed for a lagoon at Location 4 ensures that the social values associated with the activities of the church are not impinged upon.

DERM encourages Council to take advantage of the extensive historic thematic opportunities which are available within the former Douglas Shire Council area in the preparation and delivery of interpretive material. Council are also encouraged to explore and incorporate the diverse multicultural settlement experiences including Aboriginal, European, Chinese, South Sea Islander and Japanese histories as well as experiences which relate to women and children.

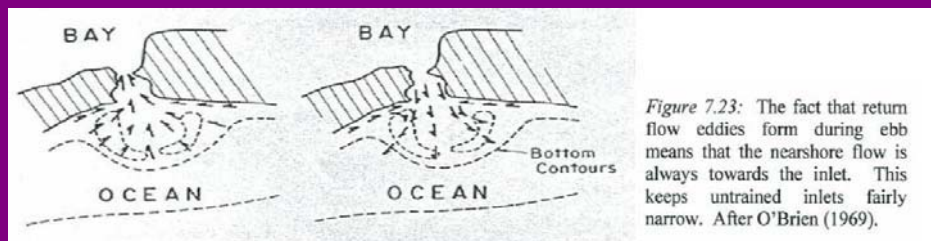


### Note – Coastal Processes

ARUP (Coastal Engineering) has provided advice<sup>9</sup> to Council in relation to coastal processes in the Dickson Inlet and the likely impact of a lagoon in the tidal zone as follows;

Tidal inlets are complex dynamic environments in their natural state. They are subject to multiple coastal processes acting concurrently including marine, physical, meteorological and biological activities that interact with the geology and sediments to produce a particular coastal system environment. Dickson Inlet is a north facing tidal channel subject to semi-diurnal tides (two tidal cycles per day) classified as meso-tidal with a spring tidal range of around 1.8m. The inlet location is largely sheltered from the predominant easterly swell by the Great Barrier Reef. The wave conditions are typically wind waves trapped within the narrow fetch and shallow waters between the coastline and the Great Barrier Reef. The sheltering effect of the Great Barrier Reef creates low ambient wave conditions along the Northern Queensland coast with an average wave height range of 0.5– 0.8 metres and short wave periods of up to 6 seconds (DERM Report 2011, “Queensland Coastal Processes and Climate Change”).

Typically in North Queensland, constricted tidal currents in the shallow tidal inlets average 1–2 metres per second. The beaches in North Queensland are predominantly tide modified, that is, tides rather than waves are generally the dominant process in influencing the coastal morphology (DERM Report 2011, “Queensland Coastal Processes and Climate Change”). For Dickson Inlet, in the absence of significant wave or storm activity, the entrance morphology can best be explained by the figure below which illustrates typical water current movements in and around channel entrances for incoming and outgoing tidal cycles (O’Brien 1969, “Equilibrium Flow Areas of Inlets on Sandy Coasts”).



This figure indicates that regardless of the tide, the near-shore current flow around tidal entrances is always towards the inlet. Hence, along the fore-shore of ANZAC Park, the predominant current flows and subsequent movement of bed material should be towards the entrance of the channel, aided by the low ambient wave conditions also pushing bed material towards the entrance. This notion is also supported by the gradual accumulation of material to the east / north-east of the Sugar Wharf and encroachment into the channel over the years since the reclamation works and rock-wall construction in the 1970's.

If a lagoon is proposed to be in the tidal zone (Location 1), through the reclamation of land, the likely impact will be a build up of material initially to the north of the lagoon and then in and around the lagoon towards the beach and Sugar Wharf. This material is likely to then continue accumulating in this zone to the north of the rock-wall and require periodic dredging works to maintain water flow into the enclosed beach area

<sup>9</sup> This coastal engineering advice is based Council & Hydrographic Survey (MSQ) information. No computer modelling has been undertaken as part of this technical advice. It is based on a review of historical data & assumptions on the coastal and estuarine processes affecting the morphology in & around Dickson Inlet.



## 7.5.4 Department of Transport & Main Roads (DTMR)

Jurisdiction for the Department of Transport & Main Roads (DTMR) is under the;

- *Transport Infrastructure Act 1994*
- *Transport Planning & Co-ordination Act*
- *Transport Operations (Marine Safety) Act 1994*
- *Maritime Safety Queensland Act 2002*

Any plans for development on State Controlled Roads (Macrossan Street and Davidson Streets) must be approved by the DTMR (Roads). Advice received from DTMR on the road upgrades to Macrossan and Davidson Streets as per the Concept Design is that these proposals are acceptable.

It is also important to note that as per SPA, DTMR (Roads) may trigger as a Referral Agency for outdoor sport and recreation projects of more than 5000m<sup>2</sup> total surface area in relation to development impacting on State controlled roads (SCR) (ie Macrossan St). This may have implications for a lagoon in Location 1 – as reclamation of tidal land and adjoining reserve land for lagoon purposes may need to be in the order of this size.

In regard to the relocation of the boat ramp to Spinnaker Ave, DTMR (Maritime Safety) advise that the Concept Design is acceptable on the provision that:

- ultimate number of car-trailer parking spaces is in the order of 90 spaces;
- 4 boat ramp lanes plus floating walkway and de-rigging lanes is to be provided;
- adequate car parking spaces are provided;
- interim arrangement may apply as long as the land for the ultimate development (car –trailer parking) is secured;
- proposal for the 4 lane boat ramp to be located a minimum of 30m from the southern boundary of PDYC lease and situated perpendicular to the water's edge (as raised by PDYC Section 7.3.2) is acceptable and preferable;
- cost share arrangement with Council for any additional dredging costs of the channel to the relocated boat ramp. The frequency and extent of dredging is to be determined by hydrographic survey. (DTMR currently meet the costs of dredging to the current public boat ramp at Ashford Ave);
- further involvement of DTMR is subsequent design stages

DTMR (Maritime Safety) jurisdictional interest may also be triggered for the Waterfront Park in terms of additional public moorings and impact on function and safety of marine channel, but it is not likely to be of major concern.

However a lagoon at Location 1 will be of interest to DTMR (Maritime Safety) in relation to the impact of reclamation and the changes to the coastal processes arising from such - which will lead to increased siltation and dredging frequencies of Dickson Inlet to maintain the shipping channel profiles and maritime operations.

### 7.5.5 Department of Local Government & Planning (DLGP)

*The Far North Queensland Regional Plan 2009-2031* intends that:

- Coastal development is located, designed and managed to first avoid and then minimise or offset adverse impacts on coastal resources and ecologically significant areas;
- Development does not occur.. within a coastal management district or within a storm tide inundation hazard area except in accordance with the relevant policies of the state and regional coastal management plans;
- Areas of high probability of acid sulphate soils are identified.. and development complies with requirements and management measures in the *State Planning Policy 2/02 Planning and Managing Development involving Acid Sulphate Soils*.

The DERM is triggered as a Concurrence Agency for DA's in coastal management district and as Advice Agency for potential acid sulphate soils.

The Waterfront Park and Lagoon (Location 1 and 4) fit within the Sport & Recreation activities in the Far North Queensland State Planning Regulatory Provisions (FNQ SPRP) which include for outdoor sport & recreation facility and associated buildings.

As Waterfront Park and Lagoon at Location 4 appears to be situated within the Urban Footprint (UF), it does not trigger assessment against FNQ SPRP. Similar provisions apply for boat ramp relocation, car parking & road upgrades - as these works are also within the UF.

Lagoon at Location 1, appears partly in the UF and partly in the Regional Landscape and Rural Production Area (RLRPA). However, it is unlikely that Location 1 would trigger assessment against the FNQ SPRP as it would probably not exceed gross floor area (GFA) greater than 2000m<sup>2</sup> for retail commercial activity and any incidental commercial or retail activity more than 250m<sup>2</sup>. It is important to note that the 250m<sup>2</sup> GFA applies to commercial or retail activities that are incidental to (or not part of) the primary use and dependent on external sources of trade.

DLGP's preference is for lagoon at Location 4 as this does not require filling in the tidal zone and has less impact on coastal and ecological values. Location 1 requires filling in the tidal zone and therefore has greater adverse impacts on coastal resources and ecologically significant coastal areas.

## 7.5.6 Department of Employment, Economic Development & Innovation (DEEDI)(Fisheries)

### General

The Department of Employment, Economic Development & Innovation (DEEDI) Fisheries' assessment of development applications is currently guided by the *Fisheries Act 1994* and *Fish Habitat Management Operational Policy FHMOP 001 (FHMP001)*.

DEEDI's *Fish Habitat Management Operational Policy FHMOP 001* states that;

#### *"9.2 Filling of tidal lands for non-maritime development*

*Filling of tidal lands results in permanent and irreversible loss of marine plants, other tidal fish habitats, fisheries productivity and fisheries resources, and may negatively impact fishing operations. Alternatives of lesser impact exist"*

#### *"9.4 Use of tidal lands for non-maritime development purposes*

*Priorities must be given to uses that depend on their location in or on tidal land, eg boat ramps, jetties harbours, marinas. The uses described below are not considered to be acceptable uses as alternatives of lesser impact will exist...No overriding requirement to impact upon tidal lands exist to justify the specific impacts.*

*Developments not supported for location on tidal lands include;*

- *Parks, residential, industrial, pond aquaculture and agricultural development*
- *Sports fields*
- *Car parking areas including for boat ramps"*

### Lagoon Pool

DEEDI Fisheries' preferred location for the lagoon pool is Location 4 on the simple basis that it has the least impact on fish habitats.

Location 4 would not require any approvals from DEEDI Fisheries.

Location 1 on the other hand is a very different matter. A development application (DA) for an approval for Location 1 would need to demonstrate that there are no viable alternatives to a lagoon at Location 1.

The fact that Council's current feasibility study identified that there was a viable alternative to a lagoon at Location 1, a lagoon in the park at Location 4, then DEEDI would consider that Location 1 does not meet DEEDI Policy and therefore would direct Council to refuse a DA for Location 1.

Location 1 would also require operational works approvals from DEEDI for marine plant disturbance and for waterway barrier works (excluding fish movement to fish habitat).

In a DA for Location 1, Council would also need to show how it will offset the loss of fish habitats as required under the *Queensland Government Environmental Offsets Policy*.

### **Waterfront Park Concept Design**

The Waterfront Park redevelopment, including the boardwalks, rock wall and drainage outlets, is supported. The area is already developed and the redevelopment will stabilise the area and improve public access to the waterfront. There is insufficient detail to determine if any DEEDI approvals would be required but it appears any marine plant disturbance would be minor.

### **Relocation of the Boat Ramp to Spinnaker Avenue & Concept Design**

The relocation of the boat ramp from Ashford Avenue to the area adjacent to the Yacht Club is supported. This move is consistent with the intent of the Port Douglas Master Plan and will provide the space required for the 4 lane boat ramp that Department of Transport & Main Roads requires to meet future demand.

DEEDI Fisheries accepts that for operational efficiency and safety reasons the proposed design review to move the boat ramp perpendicular to the inlet (as per PDYC concerns). To achieve this, the boat ramp is proposed to be moved 30m south of the PDYC. This will require mangroves to be removed to achieve this angle and retain a safe space between the de-rigging lane and the PDYC. Some mangroves may also need to be removed to obtain a safe turning circle to launch and retrieve vessels. However, DEEDI would expect that these losses to be minimised by the design of the facilities. These aspects of development would be consistent with DEEDI policy.

The removal of mangroves for car parking and toilet facilities is against DEEDI Policy. Any plan to reclaim mangrove areas to create car and trailer parking is not supported as alternatives of lesser impact exist, such the area denoted on the plan occupied by and surrounding the Port Douglas Outrigger Club (PDOC).

DEEDI would support the stabilisation of the waterfront shoreline between the proposed boat ramp and the PDYC, if it will assist in improving the functionality and use of this triangular area, and reduce the extent of impacts on the mangroves upstream. Ideas for greater functionality may include the relocation of the Outrigger Club closer to the waterfront, and improved parking and tender mooring/storage (pontoon).

Any disturbance to marine plants for the proposed boat ramp facilities will require an operational works approval from DEEDI, and all disturbances will need to be offset in accordance with the *Queensland Government Environmental Offsets Policy*.

### 7.5.7 Department of Sustainability, Environment, Water, Population and Communities (DSEWP&C)

The Australian Government Department of the Sustainability, Environment, Water, Population and Communities (DSEWP&C) uses the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) in its assessment of 'actions' (development) on the environment.

Under the EPBC Act an action will require approval (to proceed or not) from the Minister if;

- An action has, will have, or is likely to have, a significant impact on a Matter of National Environmental Significance (MNES)
- An action taken by any person on Commonwealth land that is *likely* to have a significant impact on the environment (subsection 26(1) of the EPBC Act)<sup>2</sup>.
- An action taken by any person outside of Commonwealth land that is *likely* to have a significant impact on the environment on Commonwealth land (subsection 26(2) of the EPBC Act).

'Environment' is defined in the EPBC Act as including ecosystems, natural and physical resources, heritage values of places and qualities and characteristics of places.

The EPBC Act provides protection for places and components of the environment which are unique, rare or considered to have special value at a national level. These include listed threatened species and ecological communities, listed migratory species, National Heritage places, Commonwealth Heritage places, World Heritage properties and the Great Barrier Reef Marine Park. State government protected species lists and heritage lists may also assist in identifying components of the environment with special value.

Environmental components may also be vulnerable in relation to specific types of impacts. For example, a heritage building (such as the Sugar Wharf and support structure) which is also important for its aesthetic values is also vulnerable to impacts from changes to coastal processes (such as the reclamation of land in close proximity that will impose changes to the coastal processes) that may alter the fabric of the heritage values of the building.

The DSEWP&C's *Matters of National Environmental Significance – Significant Impact Guidelines 1.1* are guidelines that outline a 'self-assessment' process, including detailed criteria, to assist Council in deciding whether or not referral may be required.

The Waterfront Park<sup>10</sup> Concept Design, Lagoon at Location 4 are located adjacent and outside of the influence of Matters of National Environmental Significance.

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<sup>10</sup> Waterfront Park Concept Design does not propose any works within or around the Port Douglas Court House land parcel (on the Register of the National Estate) and is unlikely to require approval under EPBC Act, however a referral will be undertaken as a matter of due process.

However Lagoon at Location 1 appears to be partially located within Matters of National Environmental Significance (MNES) which includes as follows:

- World Heritage property - Great Barrier Reef;
- National Heritage Places - Great Barrier Reef;
- Great Barrier Reef Marine Park – Conservation Park;
- Threatened Species (various);
- Migratory Species (various).

The guidelines specifically mention that reclamation is likely to have significant impact on MNES as follows;

*“land reclamation or spoil disposal in a World Heritage property, a National Heritage place, in or adjacent to the Great Barrier Reef Marine Park, a Ramsar wetland or an area containing nationally listed threatened species or ecological communities, or which involves modifying an area of important habitat for a nationally listed migratory species, is likely to have a significant impact on a matter of national environmental significance.”*

Furthermore, it is likely that this reclamation will have significant impact on the ‘environment’ of Sugar Wharf.

It is clear that reclamation of land for a lagoon at Location 1 is deemed under the EPBC Act as likely to have significant impact on MNES and ‘environment’ and therefore requires referral and approval to proceed (or not) by the Minister.

The EPBC Act places heavy consideration on avoidance, mitigation and management of impacts of the action (the action being a lagoon pool in Location 1). The fact that there are alternate locations for Location 1 that will avoid the *likelihood of a significant impact on the environment* will be a deciding factor for an approval. In this regard it is unlikely an application for lagoon at Location 1 will be approved by the Minister under the EPBC Act.

### **7.5.8 Queensland Police Service (QPS)**

QPS has land tenure over part of the area within the Waterfront Park. This land surrounds the lot of the Port Douglas Court House and also includes the public access road into Rex Smeal Park.

In order to progress the Waterfront Park Concept Plan, Council will need to seek permission from QPS to excise part of the Police reserve to a Recreation reserve or seek a management agreement, prior to lodgement of a DA. There are also possible native title implications for part of the QPS land.

QPS have indicated that they have no opposition to the Waterfront Park Concept Design but express some concern over the current dust and noise issues arising from the informal car parking in Rex Smeal Park on market days that impact on QPS residents’ amenity. QPS would therefore like some consideration of these issues in further design stages.

These land tenure issues are not expected to compromise the eventual approval, detailed design and construction of the Waterfront Park.

## 8. OUTCOMES

In line with the objectives of community engagement process the following outcomes have been achieved:

**Objective 1 :** *Inform and educate the community and key stakeholders about Council's proposals for the Port Douglas Master Plan*

### **Outcome 1 : General**

The comprehensive consultation process resulted in a total of 530 responses received through the application of range of communication tools and techniques. The percentage of resident responses amounts to 84% of the total number of responses - representing 4.9%<sup>11</sup> of the Douglas area's population. Whilst there are no existing benchmarks on community participation, this result is to be considered a generous and active participation rate.

The responses also returned high level of community awareness of proposals and is evidenced by the specific questions raised and the results of the Telephone Survey (80% awareness) and Intercept Survey (75% awareness).

The general feedback from the community in relation to the proposals presented by Council is that 68% of respondents were supportive overall, whilst 32% were not supportive.

**Objective 2 :** *Consult with and seek specific feedback on proposals which will inform Council's decision to proceed or not with;*  
*2.1 Lagoon Pool and its location;*  
*2.2 Boat Ramp relocation.*

### **Outcome 2.1: Lagoon Pool**

Of the 466 responses that were specific to the Lagoon, a total of 71% of responses were supportive overall for a Lagoon to be constructed in Port Douglas, whilst 24% were not supportive.

This represents majority support for lagoon pool for Port Douglas.

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<sup>11</sup> Based on 2006 census population by suburbs (not including Daintree/ Cape Tribulation) contained in *Demographic, Social and Economic Profile of Cairns Regional Council*, Cairns Regional Council [www.cairns.qld.gov.au](http://www.cairns.qld.gov.au)

### **Outcome 2.1: Lagoon Location**

Of the 331 responses that were supportive for a lagoon to be constructed for Port Douglas, 73% of respondents were supportive overall for the most feasible location at Location 4 - situated between Sugar Wharf and the Combined Club, whilst 23% were not supportive.

This represents majority support for Location 4.

Of those respondents that did not support Location 4, the alternate location that received support of material significance was Location 2 (33 responses). Location 1 did not receive the support to constitute material significance, nor is it likely to obtain development approval.

Similarly, based on the results of the Telephone Survey, concerns raised about the lagoon at Location 4 and its proximity to St Mary's By the Sea were not of material significance.

Of the Government agencies and their legislative / policy positions, Lagoon at Location 4 is the most preferred location as it is of lesser impact on coastal processes, fish & marine habitat. Location 4 is also the most feasible – in terms of achieving development approval.

### **Outcome 2.2: Boat Ramp Relocation**

Of the 286 responses that were specific to the Boat Ramp Relocation to Spinnaker Ave, a total of 81% of responses were supportive, whilst 13% were not supportive,

This represents majority support for relocation of the Boat Ramp to Spinnaker Ave

Out of the total number of response for the Boat User Intercept survey (n=30) , 77% of responses were in favour of delaying the proposal by the Department of Transport & Main Roads to install a floating walkway at Ashford Ave and installing it at the proposed relocation site at Spinnaker Ave.

All of the Government agencies and their legislative / policy positions that have jurisdictional interest in provision of public boat ramps and their impact on fish & marine habitat, coastal processes support the relocation to Spinnaker Ave, subject to satisfactory attention to their respective legislative/policy provisions.

The DTMR has provided in principle support for the relocation of the boat ramp from Ashford Ave to Spinnaker Ave on the basis that their requirements for the number of boat ramp lanes, car-trailer and car parking spaces have been accommodated. DTMR's support for the relocation is also on the proviso that Council enters into a cost share arrangement for any additional dredging costs associated with the relocated boat ramp. The frequency and extent of dredging is to be determined by a hydrographic survey. (Note: DTMR currently meet the costs of dredging to the current public boat ramp at Ashford Ave).



**Objective 3 :** *Consult with and seek feedback on various concept designs which will inform subsequent funding, design and construction stages by Council for:*

- 3.1 Lagoon Pool Concept Design;*
- 3.2 Waterfront Park Concept Design;*
- 3.3 Road Network Upgrades Concept Design;*
- 3.4 Car Parking Concept Design;*
- 3.5 Boat Ramp relocation Concept Design.*

### **Outcome 3.1: Lagoon Pool Concept Design**

Design changes proposed to the Lagoon Pool Concept Design, in consideration of some of the feedback received are as follows:

1. The lagoon should be designed with around 2000m<sup>2</sup> of water overall. An area of about 500m<sup>2</sup> should be applied to splash and water play. Demand assessments considering likely regular and peak use loads confirmed that around 2000 m<sup>2</sup> would be appropriate for Port Douglas.
2. The potential visual and noise impacts on weddings, funerals and other gatherings held at St Mary's was a concern amongst submissions and in informal feedback. Among concerns was the visual impact of people swimming and wearing swimming attire and the noise impacts of children playing and splashing in the lagoon. Design elements to screen these impacts had already been incorporated into the concept. Additional strengthening elements are proposed as follows:
  - Relocating the entry road leading to St Mary's so that arriving traffic has increased separation and screening from the lagoon and a greater sense of arrival at St Mary's;
  - Relocating the proposed splash play area to the end of the lagoon furthest from St Mary's (i.e. the combined club end);
  - Retaining the mounds in minor forms for vegetation screening as a key feature to frame views and support shade structures and shade trees. Reduce mound heights to less than two metres;
  - Consider extension of the northern mound to the east to assist in creating screening for entry to St Mary's;
  - Reviewing the shape of the lagoon and options for reconfiguring to further increase separation from St Mary's;
  - Placing the lap swimming section of the lagoon at the end closest to St Mary's.

### Outcome 3.1: Lagoon Pool Concept Design

3. Changes arising from the feedback received from the consultation process, consideration of UDAB's comments and overall review of the lagoon design:
- Move the edge of the lagoon west to increase proximity to the edge of the rock wall and manage ground levels so that the board walk is lower than the pool edge;
  - Remove the change facilities / toilets and other buildings from the mounds and consider design solutions for locating all the buildings adjacent to the southern end or using the mounds to partially screen built elements (without embedding building within the mounds);
  - Remove the boulders and proposed grotto but retain design intent for a youth space and investigate options in the next stage of design;
  - Consider design possibilities for all buildings and facilities to be at the southern end adjacent to the parking area but located so as to minimise impact on the view lines through the site and to minimise footprint of buildings. Use of underground locations for plant and chemical storage should still be considered as long as vehicle access is retained to plant and subsequent engineering investigation supports;
  - Reduce hardened paths leading to the site but retain a combination of treatments around the lagoon including possible use of timber board walk, concrete path and paving should be retained to provide a concourse. The use of beach entry with sand surfacing should be retained in key sections;
  - Options for increasing the area of water and grassed surrounds under shade should be explored. This will need to consider impacts on views and the use of appropriate trees species as well as flat skillion roofs which minimise impacts on view lines;
  - Decrease the amount of car parking provided between the Combined Club and the Lagoon so as to enhance the waterfront area and provide for reconfiguration of the lagoon and relocation of the built facilities;
  - Include a kiosk in the design and show a possible location as part of the facilities and amenities hub;
  - The proposed snorkel trail should be reviewed with further design discussion in regard to appropriate elements to activate the lagoon and provide for possible interpretation of the reef environment;
  - Depending on the extent of the development of the maritime precinct theme and the further interpretation of the maritime history of Port Douglas, the lagoon design could identify further with this theme and explore opportunities for greater interpretation of this history. The play areas and key locales of the lagoon precinct could be designed around this objective;

### Outcome 3.2: Waterfront Park Concept Design

Design changes proposed to the Waterfront Park Concept Design, in consideration of some of the feedback received are as follows:

#### 1. St Mary's By the Sea

- A revised access is to be provided that is more in keeping with the original Master Plan as detailed in *Outcome 3.1 Lagoon Pool Concept Design*;
- Additional parking could be provided within the proposed access (adjacent to Wharf Street) to support market activities and church functions.

#### 2. Further design interpretation to reinforce Sugar Wharf's historic basis

- Provision of flexible space for further development (as part of adaptive re-use of Sugar Wharf project under Council's Cultural Services & Facilities area) may allow for the desired outcomes of the Sea Change proposal for maritime heritage precinct at the Sugar Wharf to be achieved;
- Metal strips inlaid into the pathways to further express the historic tram lines;
- Use of material connected with former tram operations now stored at the Mossman Sugar Mill (objects could be incorporated with interpretive signs/art works);
- Text can be inlaid and stencilled into the path network adding an extra dimension to site interpretation and breaking up areas of infrastructure;
- Site interpretive panels should combine text and images to explore local history, exploiting "human stories" which could be collected via a participatory community engagement program to gather personal memories and recollections;
- Historic features of the once working waterfront could be explored through:
  - Revealing lost historic building footprints;
  - Installation of interpretive media as part of broader waterfront trail;
  - art works based on local themes.

#### 3. Further enhancement to car parking in Rex Smeal Park and near Combined club

- Increases in car parking at Rex Smeal Park and a slight reduction in car parking near the Combined Club (whilst maintaining patron parking) will be provided. Parking near the Combined Club (in addition to the parking for patrons) is to be limited for people with mobility issues, families with small children. Further additional car parking is possible in Wharf St and at the new entry to St Mary's By the Sea. Special vehicular access provisions for market stall holders enabling stall set up will also apply. The end result is that the "no real net loss of car parking" is maintained as intended by the car parking staging plan (*Parking & Traffic Study, March 2011 - AECOM*).

### **Outcome 3.3: Road Network Upgrades Concept Design**

Of the 262 responses that were specific to the Road Network Upgrades Concept Design, a total of 72% of responses were supportive, whilst 19% were not supportive. Of particular note are the following:

- All features had majority support;
- Highest support was for Warner St to be continued as a tree lined avenue;
- High support for continuation of Grant St as one-way street and connection/extension of Mowbray St to Wharf St;
- Least support for creation of outdoor dining area along Wharf St.

As the Concept Design received majority support there are no changes proposed.

### **Outcome 3.4: Car Parking Concept Design**

Of the 281 responses that were specific to the Car Parking Concept Design, a total of 73% of responses were supportive, whilst 17% were not supportive. Of particular note are the following:

- All features had majority support;
- Highest support was for retaining a substantial number of car parking spaces near the Combined Club and at the Rex Smeal Park area;
- High support for re-configuration of the current Council car park and installation of directional signage resulting in the addition of 113 car parking spaces;
- High support for re-configuration of current on-street car parking and creation of additional car parking in Wharf, Warner and Macrossan Streets;
- Least support for removal of informal car parking in the park areas to protect trees and root systems.

As the Concept Design received majority support there are no major changes proposed. Some minor changes are proposed to car parking as detailed in Outcome 3.2 Waterfront Park Concept Design.

### **Outcome 3.5: Boat Ramp Relocation Concept Design**

1. In recognition of the valid points of concern raised by the Port Douglas Yacht Club (PDYC) and Port Douglas Outrigger Club (PDOC), the following changes to the Concept Design are proposed:

- Boat ramp to be a minimum thirty meters from the southern boundary of PDYC lease and situated perpendicular to the water's edge;
- Allows existing PDYC car parking to remain on the southern boundary of PDYC lease;
- Ensures on shore tender storage is located at least as close to the water as at present.

### Outcome 3.5: Boat Ramp Relocation Concept Design (continued)

- Provides opportunity for improved on water tender mooring situated as close as possible to PDYC lease;
  - Redesign of the internal road, boat rigging lanes and review of turning movement to accommodate : PDOC canoes ;
  - Upgrading of Street lighting and pedestrian access on Spinnaker Rd ;
  - Increased number of car parking bays;
  - Investigate provision for relocation of PDOC closer to the foreshore area at the end of their lease in 2022 (or earlier by mutual agreement);
2. In accordance with DTMR and DEEDI requirements the following changes to the Concept Design are proposed:
- ultimate number of car-trailer parking spaces is to be in the order of 90 spaces;
  - 4 boat ramp lanes plus floating walkway and de-rigging lanes is to be provided;
  - adequate car parking spaces are provided;
  - interim car – trailer parking arrangements may apply as long as the land for the ultimate development (car –trailer parking) at PDOC is secured;
  - boat ramp to be a minimum thirty meters from the southern boundary of PDYC lease and situated perpendicular to the water’s edge (as raised by PDYC Section 7.3.2);
  - stabilisation of the waterfront shoreline between the proposed boat ramp and the PDYC (by others) for improved functionality;
3. DTMR also require a cost share arrangement with Council for any additional dredging costs for the relocated boat ramp. The frequency and extent of dredging is to be determined by a hydrographic survey. (DTMR currently meet the costs of dredging to the current public boat ramp at Ashford Ave).

*Objective 1 : Identify potential issues which may need to be addressed prior to formal presentation to Council*

### Outcome 4: Potential Issues

There does not appear to have been issues arising from the consultation engagement process or post community engagement process that need to be addressed prior to presentation to Council.

## 9. RECOMMENDATIONS

The following recommendations arise from consideration of all the feedback received during the consultation period.

As evidenced by the results of the community engagement process, stakeholder and social media feedback, there is majority support for proposals, in particular;

1. Lagoon for Port Douglas at Location 4 (situated between the future park land area between the Sugar Wharf and the Combined Club);
2. Relocation of the current boat ramp at Ashford Avenue to Spinnaker Avenue.

Whilst majority support for all proposals has been provided, some elements in relation to the concept designs have been raised as points of concern. In these instances consideration of these points of concern have been taken into account and revised Concept Designs prepared for;

3. Lagoon at Location 4 Concept Design, August 2011, (Figure 16)
4. Waterfront Park Concept Design, August 2011, (Figure 17)
5. Boat Ramp Relocation Concept Design, August 2011, (Figure 18)

Noting that no significant points of concern were raised for other projects, the following Concept Designs remained unchanged as follows;

6. Road Network Upgrades Concept Design, March 2011
7. Car Parking Concept Design, March 2011
8. Landscape Design Guide, March 2011.

## 10. CONCLUSION

The implementation *Port Douglas Master Plan (PDMP) 2009*, through the projects outlined in this report, has been underpinned by a comprehensive community engagement process, consideration of all stakeholder views, aspirations, legislative requirements and a review and appreciation of the feedback provided through the social media phenomena.

The results and outcomes of the community engagement process clearly defines that there is majority support within the Port Douglas community and stakeholders for Council's proposals.



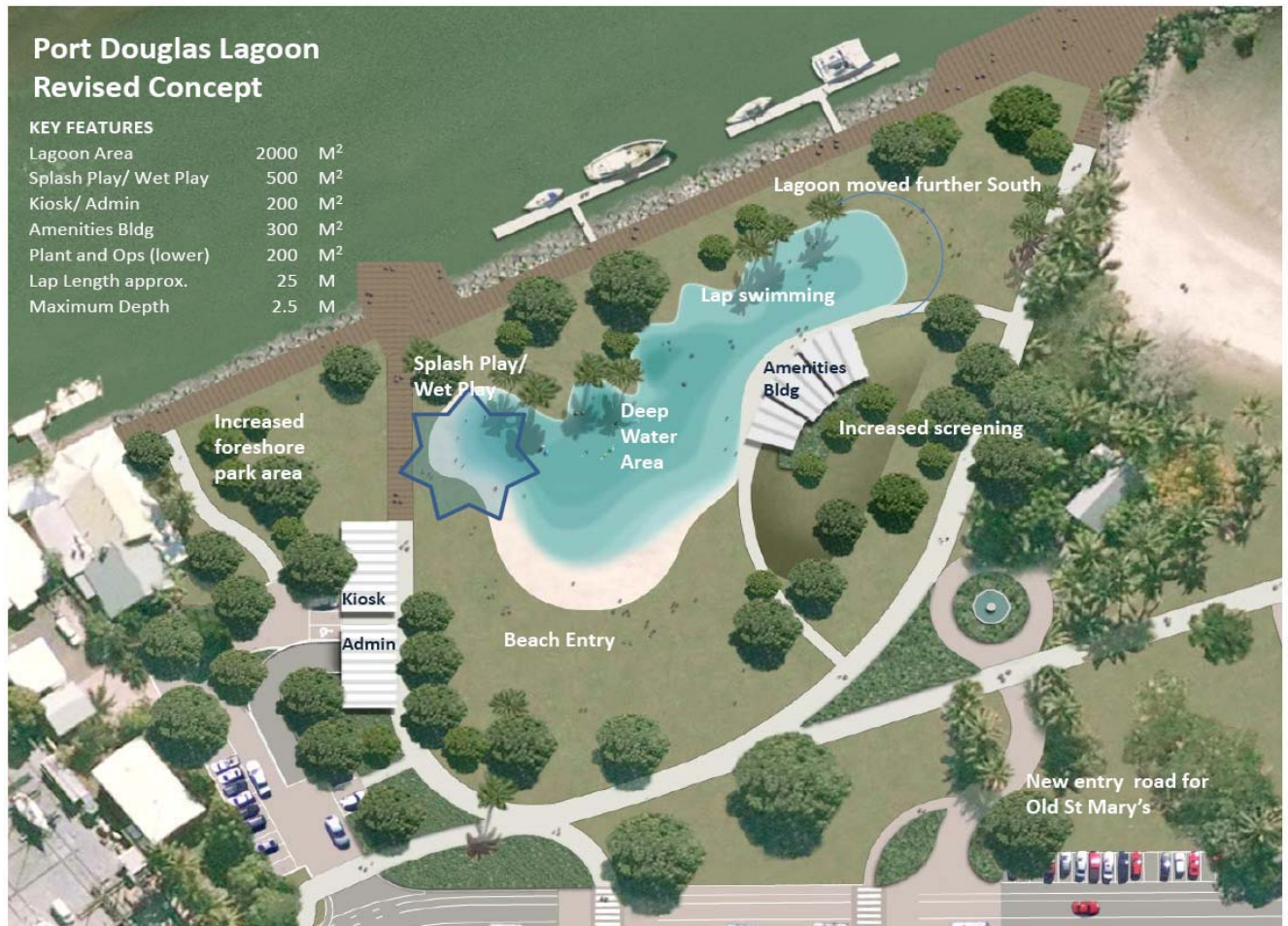


Fig. 16 – Lagoon Pool at Location 4 Concept Design, revised August 2011





Fig. 17 – Waterfront Park Concept Design, revised August 2011





Fig. 18 – Boat Ramp Relocation to Spinnaker Ave Concept Design, revised August 2011

# **Appendix A**

Copies of notices in *Port Douglas & Mossman Gazette*

# **Appendix B**

Newsletter and Feedback Form

# **Appendix C**

Shopfront & Market Stall Story Boards

## **Appendix D**

Telephone Survey & Intercept Survey Questionnaires

# **Appendix E**

Feasibility Assessment for Swimming Lagoon Report

# **Appendix F**

Waterfront Park Concept Design Report

# **Appendix G**

Deputation Drawings





Fig A –Deputation from Sea Change



Fig B –Deputation from Local Architect