



# Lindeman Great Barrier Reef Resort Project – Marine Access Fact Sheet

## Marine Access Fact Sheet

Marine access to Lindeman Island is currently available via a south-east facing jetty, which is exposed to the prevailing south-easterly winds, based on recorded data for Hamilton Island Airport. The proponent originally proposed a safe harbour to provide reliable access for the transfer of guests via ferries, luxury vessels and private charters offering greater protection from the prevailing wind direction than currently available. As a result of the commencement of the Great Barrier Reef Marine Park Authority's (GBRMPA) Dredging Coral Reef Habitat Policy (2016), further impacts on Great Barrier Reef coral reef habitats from yet more bleaching, and the recent impacts from Tropical Cyclone Debbie, the proponent has been made aware that the prospects of gaining approval for the proposed safe harbour are remote. Therefore, the proponent no longer seeks to obtain approval to construct a safe harbour at Lindeman Island. Instead the proponent seeks approval for upgrades to the existing jetty and additional moorings in sheltered locations around the island to enable the resort's marine craft to obtain safe shelter under a range of wind and wave conditions.

## Current Proposal

The existing jetty, moorings and barge landing facilities are located within the State and Commonwealth Marine Park in locations that minimise impacts on coral communities. Key aspects of the proposed design includes:

- An upgraded jetty will be the key form of marine access for tourists and staff to/from the island;
- As a safe harbour is no longer proposed the proponent seeks to use the seven approved mooring facilities in accordance with GBRMP Permit G13/35494.2 and also seeks approval for additional moorings in sheltered locations around the island to enable the resort's marine craft to obtain safe shelter under a range of wind and wave conditions;
- The existing turning basin and access channel will be used for boat manoeuvring so that no disturbance of the fringing coral reef will be required;
- Vessels will not be permitted to empty bilges or waste water while using the jetty, barge or mooring facilities at the Lindeman Island resort to protect the marine environment. There is no intention to provide fuel or maintenance facilities;
- The jetty and barge landing point will be used to move supplies to the central receiving facility within the staff and maintenance precinct. The same operations will efficiently remove refuse from the island;
- In the event of a cyclone boats would need to leave Lindeman Island and would be directed to the mainland harbours where they would require anchorage until the cyclone passes. As part of the resort's Cyclone Management Plan a warning system is proposed to be developed which will identify the need to monitor Bureau of Meteorology warnings and seek advice as to when evacuation of boats from the island would be required; and
- Adjacent to the jetty, an arrivals lounge and cafe for guests arriving from vessels at the jetty or moorings.



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## Jetty Upgrades

To improve the functionality of the existing jetty it is proposed to demolish approximately 45 metres of the existing timber and concrete jetty and replace it with a 30 metre x 6 metre floating ferry pontoon as shown in **Figure 1**. The pontoon will be connected to the remaining timber jetty by a 15 metre gangway, 2.4 metres wide to provide safe all tide access to the vessels. The structural integrity of the remaining jetty can be reviewed and upgraded as required to support the additional load from the gangway. The proposed pontoon will also provide short-term public access (e.g. set-down and pick-ups) to the island and National Park.

**Figure 1. Current and proposed jetty layout.**





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## **Moorings**

The proponent has a current GBRMPA permit (G13/35494.2) for seven moorings at Lindeman Island being GM0227, GM0228, GM0229, GM0230, GM0231, GM0232 and GM0233. As a safe harbour is no longer proposed the proponent seeks approval for additional moorings in sheltered locations around the island to enable the resort's marine craft to obtain safe shelter under a range of wind and wave conditions (refer to **Figure 2**).

The proposal includes new moorings at Lindeman Island. Privately owned moorings may not be installed without a permit from the Great Barrier Reef Marine Park Authority (GBRMPA) and Queensland Parks and Wildlife Service. The installation of any mooring, pontoon or tourist facility is subject to the application, assessment and decision-making processes under the Regulations for a relevant permission to install a mooring, pontoon or tourist facility or operate a tourist program. The processes under the Regulations include an assessment of the suitability of the proposed installation site for a mooring, pontoon or tourist facility. In addition, according to the Whitsunday Plan of Management, the Authority will only grant new permissions for moorings that will be installed within the setting 1 area of 'Lindeman Island Resort' (i.e. the designated area in front of the existing resort at Home Beach to the coastal 500 m line).

The proposed moorings would be located on soft sediment and at a sufficient distance beyond the reef edge to avoid potential harm to coral from the mooring structure and attachments and vessels. Mooring would be appropriately designed to accommodate the maximum load requirements (vessel sizes) and for minimising the risk of environmental damage, and design drawings would be approved or certified by a Registered Professional Engineer of Queensland. The precise mooring locations and designs within the setting 1 area would be take into account 'best-practice' guidelines as given in GBRMPA's 'Policy on Moorings in the Great Barrier Reef' and the 'Supporting information to the Policy on moorings in the Great Barrier Reef'.

An application to GBRMPA for moorings would be submitted on approval of the EIS along with appropriate supporting documentation.

## **Barge Access**

There is an existing all tide access barge landing ramp on Lindeman Island that was used by the former resort to move materials and equipment. It is proposed that this landing point also be used during the construction and operational phase of the upgraded resort. No further infrastructure, or disturbance of the fringing reef is required.

