



DOUGLAS SHIRE COUNCIL

ORDINARY COUNCIL MEETING

AGENDA

Tuesday 17 June 2025

ENSURING EXCELLENCE IN GOVERNANCE
ACCOUNTABLE AND TRANSPARENT DECISION-MAKING
INCLUSIVE ENGAGEMENT, PLANNING AND PARTNERSHIPS
CELEBRATING OUR COMMUNITIES

DOUGLAS
SHIRE COUNCIL

Scott Osman
CHIEF EXECUTIVE OFFICER



An **Ordinary Meeting** of the Douglas Shire Council will be held on **Tuesday 17 June 2025** at **10:00a.m.** at the Council Chambers, 64-66 Front Street, Mossman, and the attendance of each Councillor is requested.

‘ACKNOWLEDGEMENT OF COUNTRY’

‘I would like to acknowledge the Kuku Yalanji people who are the Traditional Custodians of the Land on which we meet today. I would also like to pay respect to their Elders both past, present and emerging and extend that respect to other Indigenous Australians who may be listening or watching our meeting this morning’.

NEXT ORDINARY MEETING – TUESDAY 29 JULY 2025

SCOTT OSMAN

CHIEF EXECUTIVE OFFICER

**DOUGLAS SHIRE COUNCIL
ORDINARY MEETING
TUESDAY 17 JUNE 2025
10:00 AM
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1. ATTENDANCE & APOLOGIES

To be confirmed at the meeting

2. CONFLICT OF INTEREST/MATERIAL PERSONAL INTEREST

To be confirmed at the meeting

3. DEPUTATIONS

Nil

4. MAYORAL MINUTES

Nil

5. CONFIRMATION OF MINUTES OF COUNCIL MEETING

5.1. CONFIRM MINUTES - ORDINARY MEETING HELD 20 MAY 2025

REPORT AUTHOR Chief Executive Officer

DEPARTMENT Office of the Chief Executive Officer

RECOMMENDATION

That the Minutes of the Ordinary Meeting held Tuesday 20 May 2025 be confirmed.

ATTACHMENTS

1. 20250520 Ordinary Council Unconfirmed Meeting Minutes [5.1.1 - 10 pages]

ORDINARY COUNCIL MEETING

MINUTES

Tuesday 20 May 2025

ENSURING EXCELLENCE IN GOVERNANCE
ACCOUNTABLE AND TRANSPARENT DECISION-MAKING
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CELEBRATING OUR COMMUNITIES



**MINUTES OF THE ORDINARY COUNCIL MEETING OF THE DOUGLAS SHIRE
COUNCIL HELD ON TUESDAY 20 MAY 2025 COMMENCING AT 10:00A.M.**

Mayor Cr Scmazzon opened the meeting at 10:00am by welcoming everyone to the Ordinary Meeting of the Douglas Shire Council being held on 20 May 2025 at the Mossman Council Chambers.

This Ordinary Meeting of Council is being Live Streamed on Council's Website and will also be available for others to watch at a later time.

Cr Scmazzon acknowledged the Kuku Yalanji people who are the Traditional Custodians of the Land on which this meeting is being held and paid respect to their Elders past, present and emerging, and extended that respect to other Indigenous Australians who may be listening or watching this morning.

DOUGLAS SHIRE COUNCIL
ORDINARY MEETING
TUESDAY 20 MAY 2025
10:00 AM
ORDER OF BUSINESS

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1. ATTENDANCE & APOLOGIES

1.1. PRESENT

Cr Lisa Scomazzon (Mayor), Cr Roy Zammataro (Deputy Mayor), Cr Damian Meadows, Cr Abigail Noli, Cr Michael Rees (via Teams)

1.2. APOLOGIES

There were no apologies

1.3. OFFICERS IN ATTENDANCE

S Osman (Chief Executive Officer), M Eastham (General Manager TC Jasper Corporate and Communities), D Langman (Chief Engineer TC Jasper Infrastructure and Recovery), S Roberts (Manager Community Services), A Pratap (Acting Chief Financial Officer), R Latham (Acting Manager Infrastructure, Planning and Delivery), N Crimmins (Senior Records Management Officer), K Williams (Executive Assistant), T Woodhams (Digital Communications Officer), L Schibig-Edgar (Tourism and Economic Development Officer), M Nash (Customer Service/Administration Officer), G Nucifora (Construction and Commercial Manager)

2. CONFLICT OF INTEREST/MATERIAL PERSONAL INTEREST

Nil

3. DEPUTATIONS

Nil

4. MAYORAL MINUTES

Nil

5. CONFIRMATION OF MINUTES OF COUNCIL MEETING

5.1. CONFIRM MINUTES - ORDINARY MEETING HELD 29 APRIL 2025

Moved Cr Meadows

Seconded Cr Noli

That the Minutes of the Ordinary Meeting held Tuesday 29 April 2025 be confirmed.

Carried Unanimously

6. OFFICERS REPORTS

6.1. MAYOR'S DIARY FOR APRIL 2025

Moved Cr Meadows

Seconded Cr Zammataro

That Council notes the Mayor's external appointments for the month of April 2025.

Carried Unanimously

6.2. CHIEF EXECUTIVE OFFICER'S DIARY FOR APRIL 2025

Moved Cr Noli

Seconded Cr Meadows

That Council notes the Chief Executive Officer's external calendar appointments for the month of April 2025.

Carried Unanimously

6.3. OPERATIONAL PLAN PROGRESS REPORT FOR JANUARY TO MARCH 2025

Moved Cr Meadows

Seconded Cr Noli

That Council notes the progress of the implementation of the Operational Plan 2024-2025.

Carried Unanimously

6.4. APRIL 2025 FINANCIAL REPORTS

Moved Cr Noli

Seconded Cr Meadows

That Council note the Statement of Comprehensive Income and Statement of Financial Position for April 2025.

Carried Unanimously

6.5. DEBT GENERAL POLICY 2025-2026

Moved Cr Noli

Seconded Cr Meadows

That Council adopts the Debt General Policy 2025-2026.

Carried Unanimously

6.6. RATES INCENTIVE FOR CONSERVATION POLICY

Moved

Seconded

That Council rescinds the Rates Incentive for Conservation Policy.

Moved Cr Scomazzon

Seconded Cr Meadows

That Council resolves to defer Item 6.6 (Rates Incentive for Conservation Policy) for further discussion.

Carried Unanimously

The amended motion became the substantive motion and was put to the vote.

Moved Cr Meadows

Seconded Cr Noli

That Council resolves to defer Item 6.6 (Rates Incentive for Conservation Policy) for further discussion.

Carried Unanimously

6.7. 2025-016 - REGISTER OF PRE-QUALIFIED SUPPLIERS FOR THE PROVISION OF TRAFFIC MANAGEMENT SERVICES

Moved Cr Meadows

Seconded Cr Noli

That Council:

- 1. Resolves to apply the exception for register of pre-qualified suppliers in accordance with Section 232 of the Local Government Regulation 2012 and include suppliers named in this report to the Register of Pre-qualified Suppliers for Traffic Management Services for a term of one year, commencing on 1 June 2025, with the option of an extension of one year at Council's discretion.*
- 2. Delegates authority under Section 257 of the Local Government Act 2009 to the Chief Executive Officer to enter into contracts, negotiate, finalise and execute any and all matters associated with or in relation to this contract/arrangement.*

Carried Unanimously

6.8. 2023-038 - REGISTER OF PRE-QUALIFIED SUPPLIERS - ELECTRICAL, PLUMBING AND TRADE SERVICES REFRESH

Moved Cr Zammataro

Seconded Cr Noli

That Council:

- 1. Resolves to apply the exception for register of pre-qualified suppliers in accordance with Section 232 of the Local Government Regulation 2012 and include suppliers named in this report to the Register of Pre-qualified Suppliers for Electrical, Plumbing and Trade Services*

2. *Delegates authority under Section 257 of the Local Government Act 2009 to the Chief Executive Officer to enter into contracts, negotiate, finalise and execute any and all matters associated with or in relation to this contract/arrangement*

Carried Unanimously

6.9. TOURISM PORT DOUGLAS DAINTREE FUNDING PROPOSAL

Moved Cr Noli

Seconded Cr Zammataro

That Council:

1. *Notes the performance of Tourism Port Douglas Daintree Pty Ltd for the funding period of 1 July 2021- 30 June 2025.*
2. *Resolves to enter into a three-year Resource and Performance Agreement with Tourism Port Douglas Daintree Pty Ltd for the period 1 July 2025 – 30 June 2028, with funding of \$513,500 ex GST in 2025/2026 increased by the lesser of three (3) percent, or the Brisbane All Groups Consumer Price Index (CPI) per annum, for each subsequent year of the agreement.*
3. *Delegates authority under Section 257(1)(b) of the Local Government Act 2009 to the Chief Executive Officer to negotiate, finalise, and execute any and all matters associated with the agreement.*

Carried Unanimously

6.10. CAPITAL WORKS PROGRESS REPORT JANUARY 2025 TO MARCH 2025

Moved Cr Meadows

Seconded Cr Noli

That Council receives and notes the progress of the Capital Works Program for the period January 2025 to March 2025.

Carried Unanimously

6.11. DAINTREE FERRY REPORT APRIL 2025

Moved Cr Zammataro

Seconded Cr Noli

That Council receives and notes the Daintree River Ferry financial information and tender progress for April 2025.

Carried Unanimously

6.12. QUARTERLY UPDATE DRFA PROGRAM

Moved Cr Meadows

Seconded Cr Noli

That Council receive and note the Disaster Recovery Funding Arrangements – Reconstruction of Essential Public Assets Report Quarter 1 2025.

Carried Unanimously

6.13. CYCLONE JASPER CONTRACTS AWARDED REPA - APRIL 2025

Moved Cr Noli

Seconded Cr Zammataro

That Council:

- 1. In accordance with s235(c) Local Government Regulation 2012, retrospectively endorse \$24,108,953.91 in Reconstruction of Essential Public Assets expenditure committed in April 2025, in relation to the Cyclone Jasper Disaster Event.*
- 2. Council to note the funding received to date from Queensland Reconstruction Authority (QRA) for Reconstruction of Essential Public Assets.*

Carried Unanimously

6.14. COUNTRY ROADS CONNECT GRANT NOMINATIONS

Moved Cr Meadows

Seconded Cr Noli

That Council retrospectively endorses the five projects;

- Cape Tribulation-Bloomfield Road, Ch. 19.23-19.4km;*
- Cape Tribulation-Bloomfield Road, Ch. 20.59-20.9km;*
- Cape Tribulation-Bloomfield Road, Ch. 23.0-23.55km;*
- Cape Tribulation Road, culvert upgrade at McKenzie Creek; and*
- Cape Tribulation-Bloomfield Road, Ch. 0.32-1.5km.*

for submission under the Country Roads Connect program administered by the Queensland Government Department of Transport and Main Roads.

Carried Unanimously

7. NOTICES OF MOTION

Nil

8. URGENT BUSINESS

Nil

9. PETITIONS

Nil

10. CLOSED SESSION

Nil

11. MEETING CLOSURE

The meeting closed at 10:24am.

CONFIRMED THIS DAY OF 2025.

.....
MAYOR/CHAIR

6. BUSINESS ARISING FROM PREVIOUS MEETINGS

6.1. QUESTION ON NOTICE - ITEM 6.11, ORDINARY MEETING HELD ON 20 MAY 2025 RE DAINTREE FERRY REPORT APRIL 2025

At the Ordinary Meeting held on 20 May 2025, in reference to page 88 of the agenda of the Ordinary meeting (Item 6.11, Attachment 1) and the reasons for the quantum of depreciation expense of the Daintree River ferry. Cr Zammataro noted that “\$600,000 in depreciation expenses this financial year seems exorbitant for a ferry that is not even worth that. How does the depreciation amount of the ferry comes about?”

The Acting Manager Infrastructure Planning and Delivery took the question on notice.

7. OFFICERS REPORTS

7.1. MAYOR'S DIARY FOR MAY 2025

REPORT AUTHOR Mayor and Councillor Support Officer

MANAGER Chief Executive Officer

DEPARTMENT Office of the Chief Executive Officer

RECOMMENDATION

That Council notes the Mayor's external appointments for the month of May 2025.

BACKGROUND

This report provides details of external appointments which the Mayor attended during May 2025.

Date	Meeting Subject	Attendees
01-May-25	Meeting with U3A Event Organiser	Mayor
01-May-25	Regional Arts Development Fund (RADF) Committee Assessment Meeting	Mayor, Cr Noli
02-May-25	Carnivale pre-recording Program Launch	Mayor
06-May-25	Water/Wastewater Site Visit	Mayor, CEO
06-May-25	Mossman State High School Students visit to Council Chambers	Mayor, Deputy Mayor and Councillors
07-May-25	Meeting with Constituent	Mayor, CEO
07-May-25	LGAQ Webinar with Minister Powell: Queensland Waste Strategy 2025-2030	Mayor, CEO
07-May-25	Cairns Regional Domestic Violence Service - Candle Lighting Ceremony, Mossman	Mayor, Deputy Mayor and Councillors
08-May-25	Queensland Parliament Health, Environment and Innovation Committee Public Hearing - Crocodile Control and Conservation Bill 2025	Mayor, CEO
08-May-25	Department of Local Government, Water and Volunteers - Local Government Red Tape Reduction Taskforce meeting	Mayor, CEO
13-May-25	Member for Cook David Kempton MP and CEO Mossman Botanic Garden Meeting	Mayor, CEO
13-May-25	Mossman Community Harmony Meeting	Mayor, Deputy Mayor, Cr Noli

Date	Meeting Subject	Attendees
14-May-25	Media Photo Opportunity: Yalanji RAW Reconciliation Run & Walk	Mayor
15-May-25	Cairns FM Pre-record Interview	Mayor
15-May-25	Southern Cross Austereo Pre-record Interview	Mayor
15-May-25	Maho Magic Bar, Carnivale	Mayor, Crs Noli and Rees
16-May-25	Cape Tribulation/Degarra Visit	Mayor, CEO, GM TC Jasper Infrastructure
17-May-25	Carnivale Italian Feast at the Sheraton	Mayor
18-May-25	National Indigenous Training Academy (NITA) Awards	Mayor
18-May-25	Port Douglas Photographic Society Exhibition Judging	Deputy Mayor (Representing the Mayor)
19-May-25	Mossman Gorge Cultural Centre Celebration of Culture and Sustainability	Mayor
19-May-25	Carnivale Event Port Douglas Photographic Society Photography Exhibition Opening	Mayor, Deputy Mayor
21-May-25	Gran Fondo and Run Port Douglas/Indigenous Marathon Foundation Partnership Announcement and Media Interviews Redlynch State College	Mayor
22-May-25	Radio 4CA interview	Mayor
22-May-25	Cairns Post interview	Mayor
22-May-25	Crankworx VIP Event Smithfield	Mayor
23-May-25	Star FM 102.7 Interview	Mayor
23-May-25	Carnivale: Sheraton Longest Lunch	Mayor
23-May-25	Carnivale: Street Parade Judging	Mayor, Member for Cook David Kempton MP
25-May-25	Carnivale: Media Interview Strategic PR	Mayor
24-May-25	Interview ABC Radio	Mayor
24-May-25	Carnivale: Quicksilver Sand Sculpting Judging	Mayor
24-May-25	Carnivale - Beach Day Events	Mayor
27 - 29 May 25	Government Association of Queensland (LGAQ) Disaster Management Conference Brisbane	Mayor, Cr Meadows
30-May-25	Domestic and Family Violence Prevent Month Event, Cairns	Mayor
30-May-25	Media Photo Opportunity with Tourism Port Douglas Daintree	Mayor

Date	Meeting Subject	Attendees
31-May-25	Yalanji RAW Reconciliation Fun Run	Mayor, Deputy Mayor, Crs Noli and Rees

ATTACHMENTS

Nil

7.2. CHIEF EXECUTIVE OFFICER'S DIARY FOR MAY 2025

REPORT AUTHOR Executive Assistant

MANAGER Chief Executive Officer

DEPARTMENT Office of the Chief Executive Officer

RECOMMENDATION

That Council notes the Chief Executive Officer's external calendar appointments for the month of May 2025

BACKGROUND

To provide details of external meetings that the Chief Executive Officer attended during the month of May 2025

Date	Meeting Subject
02 May 2025	Meeting with Senior Consultant Precruitment Cairns
07 May 2025	Meeting with Mayor and Constituent
08 May 2025	Queensland Parliamentary Service Health, Environment and Innovation Committee Crocodile Control and Conservation Bill 2025 public meeting Department of Local Government, Water and Volunteers - Local Government Red Tape Reduction Taskforce meeting
9 May 2025	Meeting with Department of the Environment, Tourism, Science and Innovation
14 May 2025	McCullough Robertson – Navigating the <i>Human Rights Act 2019 (Qld)</i> Webinar
21 May 2025	Meeting with Nippon Steel
22 May 2025	Local Government Managers Australia Awards for Excellence Brisbane
26 May 2025	Meeting with Account Director of Australian Institute of Management
29 May 2025	Mossman Advisory Committee Meeting
30 May 2025	Local Government Managers Australia CEO Connect
31 May 2025	Yalanji RAW Community Reconciliation Fun Run

ATTACHMENTS

Nil

7.3. APPOINTMENT OF ACTING CHIEF EXECUTIVE OFFICER OF THE DOUGLAS SHIRE COUNCIL

REPORT AUTHOR Chief Executive Officer

DEPARTMENT Office of the Chief Executive Officer

RECOMMENDATION

That in accordance with the requirements of Section 195 of the *Local Government Act 2009* Council appoint Matthew Eastham ASM, General Manager TC Jasper Corporate and Communities, to the appointment of Acting Chief Executive Officer during any absences from duty of the Chief Executive Officer for the period 1 July 2025 to 31 December 2025.

EXECUTIVE SUMMARY

Under Section 195 of the *Local Government Act 2009*, Council may appoint a suitably qualified person by resolution during any period, or all periods, when the Chief Executive Officer (CEO) is absent from duty or can not, for another reason, perform the CEO's responsibilities.

COMMENTS

To ensure Council has the appropriate delegations in place in the event the CEO is unavailable to perform the responsibilities due to leave or other reasons, it is appropriate for a suitably qualified officer to be appointed as the Acting CEO.

General Manager TC Jasper Corporate and Communities Matthew Eastham ASM is a suitably qualified person with previous CEO experience in local government. The appointment of the Acting CEO is for the period up to 31 December 2025, ensuring business continuity and therefore not requiring a Council resolution for each absence of the CEO.

PROPOSAL

That in accordance with the requirements of Section 195 of the *Local Government Act 2009* Council appoint Matthew Eastham ASM, General Manager TC Jasper Corporate and Communities, to the appointment of Acting Chief Executive Officer during any absences from duty of the Chief Executive Officer for the period 1 July 2025 to 31 December 2025.

FINANCIAL/RESOURCE IMPLICATIONS

Nil

RISK MANAGEMENT IMPLICATIONS

In accordance with section 195 of the *Local Government Act 2009*, Council may appoint a qualified person to act as the Chief Executive Officer.

SUSTAINABILITY IMPLICATIONS

Economic: Nil

Environmental: Nil

Social: Nil

CORPORATE/OPERATIONAL PLAN, POLICY REFERENCE

This report has been prepared in accordance with the following:

Corporate Plan 2019-2024 Initiatives:

Theme 5 - Robust Governance and Efficient Service Delivery

Strong governance and financial management are the foundations of the way in which Council will conduct its business and implement the initiatives of the Corporate Plan.

Goal 1 - *We will conduct Council business in an open and transparent manner with strong oversight and open reporting.*

Operational Plan 2024-2025 Actions:

Legislative requirement.

COUNCIL'S ROLE

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

The following areas outline where Council has a clear responsibility to act:

Regulator	Council has a number of statutory obligations detailed in numerous regulations and legislative Acts. Council also makes local laws to ensure that the Shire is well governed. In fulfilling its role as regulator, Council will utilise an outcomes based approach that balances the needs of the community with social and natural justice.
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CONSULTATION

Internal: Office of the CEO

External: Nil

COMMUNITY ENGAGEMENT

Nil

ATTACHMENTS

Nil

7.4. 2025 AUSTRALIAN COASTAL COUNCILS CONFERENCE

REPORT AUTHOR	Executive Assistant
MANAGER	Chief Executive Officer
DEPARTMENT	Office of the Chief Executive Officer

RECOMMENDATION

That Council endorses the attendance of Mayor Lisa Scomazzon and Councillor Damian Meadows at the 2025 Australian Coastal Councils Conference 31 July – 01 August inclusive on the Sunshine Coast.

EXECUTIVE SUMMARY

The Australian Coastal Councils Association Inc in partnership with the Sunshine Coast Council are holding the 2025 Australian Coastal Councils Conference from 31 July – 01 August inclusive at Mantra Mooloolaba Beach Resort on the Sunshine Coast. The conference will bring together local government representatives from across Australia to share and learn about the latest in coastal planning and management.

BACKGROUND

The conference will explore the theme of “A Sustainable Coastal Future”, and will address numerous topics including:

- The need to focus on long-term resilience following events such as cyclones
- Climate change risks facing coastal communities
- Managing increasing numbers of tourists
- Short-term rentals in coastal regions

COMMENTS

Attendance at the 2025 Australian Coastal Councils Conference will provide Mayor Scomazzon and Councillor Meadows with an excellent opportunity to connect with coastal leaders, share ideas, and explore the future of coastal communities.

The conference program is attached for reference.

PROPOSAL

That Council endorses the attendance of Mayor Lisa Scomazzon and Councillor Damian Meadows at the 2025 Australian Coastal Councils Conference 31 July – 01 August inclusive on the Sunshine Coast.

FINANCIAL/RESOURCE IMPLICATIONS

The cost to Council will include conference registration, travel, accommodation costs and sundry expenses. The approximate total cost per Councillor will be \$2,800.

ATTACHMENTS

1. Program-2025- Australian- Coastal- Councils- Conference-29- May [7.4.1 - 4 pages]

2025 AUSTRALIAN COASTAL COUNCILS CONFERENCE

DRAFT PROGRAM as at 29 May 2025

NOTE: This program is subject to change

THEME – A SUSTAINABLE COASTAL FUTURE

VENUE: Mantra Mooloolaba Beach Resort,
7 Venning Street, Mooloolaba QLD

THURSDAY 31 July - CONFERENCE DAY ONE

07:30	Registration opens. Tea and coffee available.
09:00	WELCOME TO COUNTRY
09:05	WELCOME TO THE SUNSHINE COAST Mayor Rosanna Natoli, Sunshine Coast Council
09:15	WELCOME TO CONFERENCE Cr Sharon Cadwallader - Chair, Australian Coastal Councils Association Inc. and Mayor, Ballina Shire Council
09:20	CONFERENCE OPENING
09:25	REBUILDING FOR RESILIENCE AFTER EXTREME WEATHER EVENTS – The lessons learned from Cyclone Alfred and the need to focus on long-term resilience in the reconstruction process. Mr Jimmy Scott, General Manager of Integration & Coordination, Queensland Reconstruction Authority.
10:00	CYCLONE ALFRED EXPOSES WEAKNESSES IN AUSTRALIA'S VITAL INFRASTRUCTURE – The need to adopt an approach that emulates the forms, processes and systems found in nature to build resilience to future extreme weather events. Presented by Professor Cheryl Desha, Science and Innovation Director, Natural Hazards Research Australia.
10:30	Morning tea
11:00	SUSTAINABLE COASTAL TOURISM – Presented by Professor James Higham, Distinguished Professor, Department of Tourism and Marketing, Griffith University. Tourism is evolving more dynamically than ever, raising the challenges of rapidly changing patterns of visitor demand and visitor behaviour. For coastal councils this means finding ways to manage increasing numbers of tourists in iconic but fragile coastal locations and dealing with the potential negative impacts of overtourism.
11:30	THE SUNSHINE COAST ENVIRONMENTAL AND LIVEABILITY STRATEGY An integrated framework which sets strategic directions to guide the actions of council and its partners to ensure a healthy environment and liveable Sunshine Coast to 2041.
12:10	SUNSHINE COAST COUNCIL COASTAL INITIATIVES – Presentation on recent coastal initiatives implemented by Sunshine Coast Council, which will form part of the coastal field tour after lunch.
12:30	Lunch

13:15	COASTAL FIELD TOUR Field tour of the Sunshine Coast coastal region
15:00	Afternoon tea
17:00	COASTAL FIELD TOUR returns CONFERENCE DAY ONE CONCLUDES
18:30	CONFERENCE DINNER Venue: See Restaurant. Tickets must be booked in advance. Dress: Smart

FRIDAY 1 AUGUST - CONFERENCE DAY TWO

08:00	Registration opens. Tea and coffee available.
09:00	BUILDING A RESILIENT AUSTRALIA – Presentation by Mr Andrew Hall, Executive Director of the Insurance Council of Australia, on the risks facing coastal communities from climate change, the impact of these risks on insurance affordability and availability, and the policy reforms/investments required to manage these risks.
09:30	RETREAT – A facilitated panel discussion navigating the complexities of coastal retreat and relocation for communities, infrastructure and ecosystems.
10:00	COASTAL CASE STUDIES Forum which considers some of the issues currently facing coastal councils. BASS COAST SHIRE HOMELESSNESS THINK TANKS – Presentation by Colette McMahon, Manager Community Wellbeing and Culture, Bass Coast Shire Council. For coastal councils grappling with similar challenges of increased homelessness, illegal camping and housing market constraint this model offers a case study and roadmap for activating local networks, addressing service gaps and integrating homelessness action into broader community wellbeing and safety agendas. NEW MODELS FOR PARTNERSHIP AND INNOVATION IN BEACH SAFETY – Presentation by Nick Grant-Collins, Co-ordinator Community Safety and Resilience, Bass Coast Shire Council on a local, regional and state-wide innovative collaboration to define new structures and programs for drowning prevention in Victoria and across Australia.
10:30	<i>Morning tea</i>
11:00	SHORT-TERM RENTALS IN AUSTRALIA’S COASTAL REGIONS: RECENT IMPACTS AND POLICY RESPONSES – Presentation on the final report of a new study by Professor Nicole Gurran, Professor of Urban and Regional Planning, The University of Sydney, which updates and extends the landmark research report, <i>Planning responses to online short-term holiday rental platforms</i> , which was released in 2018. Includes case studies, with input from case study councils.
11:30	BENEFICIAL USES OF DREDGE SPOIL AND SEAGRASS WRACK. Presentation by Ralph Roob, Senior Coastal Planner, City of Greater Geelong on nature based coastal protection solutions to address coastal erosion as well as cliff stability. LIVING SEA WALLS - Presentation including a new ‘living’ seawall, which has been designed to provide habitat for marine creatures at Golden Beach. The project is part of a trial with the University of the Sunshine Coast and the Queensland Government QCoast ₂₁₀₀ . ENTRANCE MANAGEMENT IN THE SHOALHAVEN. Presentation by Nigel Smith, Lead – Coastal Management (Coastal Engineer), Shoalhaven City Council on balancing natural processes of coastal rivers and lakes in highly dynamic areas for the purposes of flood mitigation.
12:30	Lunch
13:30	COASTAL FORUM - TBA
15:00	Afternoon tea

- 15:30 FINAL SESSION AND 2025 CONFERENCE COMMUNIQUÉ – Facilitated discussion to consider adoption of the 2025 Conference Communiqué
- 16:30 CONFERENCE DAY TWO CONCLUDES

7.5. TENURE MATTER - FREEHOLD AND TRUSTEE LEASE - MOSSMAN GOLF CLUB

REPORT AUTHOR Property Officer

MANAGER Manager Community Services

DEPARTMENT Community Services

RECOMMENDATION

That Council:

In relation to tenure dealings for Mossman Golf Club Incorporated for freehold land identified as Lot 20 and Lot 21 SP212664 and trust land identified as Lot 263 SR540 and all facilities located thereon, undertake the following actions:

1. Apply an exception to the disposal of an interest in a valuable non-current asset under Section 236(1)(b)(ii) of the *Local Government Regulation 2012*, as the disposal is to a community organisation.
2. Offer a freehold lease to Mossman Golf Club Incorporated over the whole of the lands described as Lot 20 and Lot 21 SP212664:
 - a. For a term of twenty (20) years.
 - b. For a rental amount of \$550 (including GST) for the first year of the term, with subsequent rental adjustments at each anniversary of the lease commencement date, in accordance with Council's Schedule of Fees and Charges, in effect at the time of adjustment.
 - c. In accordance with Council's Standard Terms for a lease over freehold land, registered under dealing number 717940168, and amended, as necessary, to more clearly define the duties, obligations and responsibilities of the lessee, under the lease.
 - d. All reasonable costs associated with the preparation and registration of the lease to be borne by the lessee.
3. Offer a trustee lease to Mossman Golf Club Incorporated over the whole of the land described as Lot 263 SR540:
 - a. For a term of twenty (20) years. The term of this trustee lease will align with the term of the freehold lease.
 - b. For a rental amount of \$550 (including GST) for the first year of the term, with subsequent rental adjustments at each anniversary of the lease commencement date, in accordance with Council's Schedule of Fees and Charges, in effect at the time of adjustment.
 - c. In accordance with Council's Standard Terms for a lease over trust land, registered under dealing number 720830775, and amended, as necessary, to more clearly define the duties, obligations and responsibilities of the trustee lessee, under the lease.
 - d. All reasonable costs associated with the preparation and registration of the lease to be borne by the trustee lessee.

4. **Dispose of ground maintenance assets, owned by Council, to Mossman Golf Club Incorporated, the details of which will be more clearly defined as part of the further dealings between both parties in the finalisation of both leases.**
5. **Delegates Authority under Section 257(1)(b) of the *Local Government Act 2009* to the Chief Executive Officer to negotiate, finalise and execute any and all matters relevant to the leases and associated actions.**

EXECUTIVE SUMMARY

Mossman Golf Club Incorporated (MGC) requires security of tenure to enter into necessary arrangements for the acquisition of new ground maintenance equipment and motorised golf buggies. The golf club is located at 51 Newell Road and spans one reserve (trust land) and two Council-owned (freehold) lots. Two separate leases are required to define the terms of the respective tenure types.

BACKGROUND

Council acquired the land with clubhouse and facilities on Lot 21 SP212664 and the adjoining Lot 20 in December 2020 to safeguard the future of the golf club for the community. By virtue of the acquisition of the golf club from Douglas Community & Sports Club Incorporated, Council also acquired ownership of the ground maintenance equipment.

Council entered into a Management Agreement with MGC for a three (3) year term that commenced in December 2020 and ended in December 2023. The Management Agreement was renewed by Council resolution in December 2023 for a further two (2) years or until such time as a lease is negotiated.

COMMENTS

- Under the current Management Agreement, building and asset maintenance costs are borne by Council. Since 2023, MGC has paid an annual maintenance contribution (rent) of \$20,000 (plus GST) per annum.
- The ground maintenance assets are approaching end-of-life. MGC seeks to acquire new machines through a lease arrangement, requiring security of tenure.
- MGC also seeks to acquire new motorised golf buggies through a lease arrangement, requiring security of tenure.
- The ground maintenance assets are used exclusively for the operation of the golf club. Disposal of the ground maintenance assets to MGC may allow for a trade-in value to be obtained.
- Under Section 236(1)(b)(ii) of the *Local Government Regulation 2012*, Council may dispose of an interest in a valuable non-current asset other than by tender or auction, if disposed of to a community organisation. A community organisation is defined in the Regulation as 'an entity that carries on activities for a public purpose', or 'another entity whose primary object is not directed at making a profit'.
- In accordance with Council's 2024-2025 Schedule of Fees and Charges, MGC is categorised as a Not-for-Profit Organisation with paid employees, attracting an Annual User Fee of \$550 (including GST) that applies to lease and tenure arrangements of Council land and facilities.
- In accordance with Council's current Tenure Policy, provision for renewal of freehold leases will not be offered for consistency with trustee leases, which under the *Land Act 1994*, must not contain a covenant, agreement or condition to renew the lease.

- In accordance with Council's Standard Terms for a lease over freehold land, or trust land, maintenance responsibilities for the premises are incumbent upon the lessee.

PROPOSAL

That Council:

In relation to tenure dealings for Mossman Golf Club Incorporated for freehold land identified as Lot 20 and Lot 21 SP212664 and trust land identified as Lot 263 SR540 and all facilities located thereon, undertake the following actions:

1. Apply an exception to the disposal of an interest in a valuable non-current asset under Section 236(1)(b)(ii) of the *Local Government Regulation 2012*, as the disposal is to a community organisation.
2. Offer a freehold lease to Mossman Golf Club Incorporated over the whole of the lands described as Lot 20 and Lot 21 SP212664:
 - a. For a term of twenty (20) years.
 - b. For a rental amount of \$550 (including GST) for the first year of the term, with subsequent rental adjustments at each anniversary of the lease commencement date, in accordance with Council's Schedule of Fees and Charges, in effect at the time of adjustment.
 - c. In accordance with Council's Standard Terms for a lease over freehold land, registered under dealing number 717940168, and amended, as necessary, to more clearly define the duties, obligations and responsibilities of the lessee, under the lease.
 - d. All reasonable costs associated with the preparation and registration of the lease to be borne by the lessee.
3. Offer a trustee lease to Mossman Golf Club Incorporated over the whole of the land described as Lot 263 SR540:
 - a. For a term of twenty (20) years. The term of this trustee lease will align with the term of the freehold lease.
 - b. For a rental amount of \$550 (including GST) for the first year of the term, with subsequent rental adjustments at each anniversary of the lease commencement date, in accordance with Council's Schedule of Fees and Charges, in effect at the time of adjustment.
 - c. In accordance with Council's Standard Terms for a lease over trust land, registered under dealing number 720830775, and amended, as necessary, to more clearly define the duties, obligations and responsibilities of the trustee lessee, under the lease.
 - d. All reasonable costs associated with the preparation and registration of the lease to be borne by the trustee lessee.
4. Dispose of ground maintenance assets, owned by Council, to Mossman Golf Club Incorporated, the details of which will be more clearly defined as part of the further dealings between both parties in the finalisation of both leases.
5. Delegates Authority under Section 257(1)(b) of the *Local Government Act 2009* to the Chief Executive Officer to negotiate, finalise and execute any and all matters relevant to the leases and associated actions.

FINANCIAL/RESOURCE IMPLICATIONS

Disposal of the ground maintenance assets to MGC will relieve Council of upkeep expenses. Further, formalising tenure by way of freehold and trustee leases will assign maintenance responsibility of the buildings and assets to the lessee.

RISK MANAGEMENT IMPLICATIONS

Delay in formalising tenure may result in complications for MGC in sourcing ground maintenance equipment and motorised golf buggies which could impact the operation of the golf club.

SUSTAINABILITY IMPLICATIONS

Economic:	MGC employ local staff and contractors. The RV Park also generates economic outcomes for the region.
Environmental:	Nil
Social:	The Mossman Golf Club is a community asset that contributes directly to the well-being of members and visitors, providing recreational and social opportunities.

CORPORATE/OPERATIONAL PLAN, POLICY REFERENCE

This report has been prepared in accordance with the following:

Corporate Plan 2019-2024 Initiatives:

Theme 4 - Inclusive Engagement, Planning and Partnerships

In delivering for our communities, economy and environment, Douglas Shire will ensure open and transparent engagement and communication. We will develop robust strategic plans and we will partner with our community and key stakeholders.

Goal 3 - *We will recognise the critical role that our partners play in planning and delivering vital programs and services.*

Theme 5 - Robust Governance and Efficient Service Delivery

Strong governance and financial management are the foundations of the way in which Council will conduct its business and implement the initiatives of the Corporate Plan.

Goal 2 - *We will put the customer at the centre of our service delivery and process improvement as we deliver efficient and appropriate services based on community expectations.*

Operational Plan 2024-2025 Actions:

Legislative requirement.

COUNCIL'S ROLE

Council can play a number of different roles in certain circumstances and it is important to be clear about which role is appropriate for a specific purpose or circumstance. The

implementation of actions will be a collective effort and Council's involvement will vary from information only through to full responsibility for delivery.

The following areas outline where Council has a clear responsibility to act:

Custodian Council owns and manages infrastructure, facilities, reserves, resources and natural areas. In fulfilling its role as custodian, Council will be mindful of the community, the economy, the environment, and good governance.

CONSULTATION

Internal: Council Workshop 18 March 2025

External: Mossman Golf Club Incorporated

COMMUNITY ENGAGEMENT

Nil

ATTACHMENTS

1. Map Mossman Golf Club Lots [7.5.1 - 1 page]



(c) Douglas Shire Council



100 m

Scale = 1:3912.300

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In consideration of these agencies permitting use of this data you acknowledge and agree that these agencies give no warranty in relation to the data (including accuracy, reliability, completeness, currency or suitability) and accept no liability (including without limitation, liability in negligence) for any loss, damage or costs (including consequential damage) relating to any use of the data. Data must not be used for direct marketing or be used in breach of the privacy laws.

Ordinary Council Meeting - 17 June 2025

7.6. WASTE REDUCTION AND RECYCLING PLAN 2025 - 2030

REPORT AUTHOR	Emma Egel, Resource Recovery Officer
MANAGER	Neil Beck, Acting Manager Environment and Planning
DEPARTMENT	Environment and Planning
RECOMMENDATION	

That Council:

- 1. Endorse the *Draft Douglas Waste Reduction and Recycling Plan 2025-2030* for community consultation as per the requirements of the *Waste Reduction and Recycling Act 2011*;**
- 2. Delegates authority under S257 of the *Local Government Act 2009* to the Chief Executive Officer to administer all matters associated with the above.**

EXECUTIVE SUMMARY

The *Waste Reduction and Recycling Act 2011* (the Act) contains a suite of measures to reduce waste generation and landfill disposal and encourage recycling within Queensland. The legislation establishes a framework to modernise waste management and resource recovery practices in Queensland.

A key provision of the Act includes the requirement for Queensland Government agencies and local governments to prepare waste management plans.

The Queensland Waste Strategy, released in 2019, supports the implementation of the Act and focuses on three core priorities:

- a. building economic opportunity;
- b. reducing the impact of waste on the environment;
- c. transitioning to the principles of a circular economy to help retain the value of material in the economy for as long as possible.

Consultation is under way on the draft new Queensland Waste Strategy 2025–2030 – Less Landfill, More Recycling. The Draft Waste Reduction and Recycling Plan 2025 – 2030 for Douglas Shire (the Plan) will replace the existing Waste Reduction and Recycling Plan 2022 - 2025.

BACKGROUND

The Act requires the Plan to include:

- a. waste reduction and recycling targets;
- b. strategies for achieving these targets;
- c. details of current and proposed infrastructure;
- d. management and monitoring of the local government's performance under the Plan;
- e. information about achieving continuous improvement in waste management;

- f. regard to current and predicted information about population profiles, residential, industrial and commercial development, amounts and types of waste generated and services, markets and facilities relevant to dealing with different types of waste;
- g. regard to the waste and resource management hierarchy and principles; and
- h. how the goals and targets of the State's waste management strategy will be achieved.

The Plan has been created considering a range of factors including those items listed above, the current Queensland Waste Strategy, and the proposed Queensland Waste Strategy 2025–2030.

Queensland's current strategy provides actions to achieve ambitious targets for waste reduction and recycling in Queensland up until 2050. The resource recovery sector in Far North Queensland (FNQ) is facing a range of challenges, driven by changing policy, large transport distances, low economies of scale, lack of local markets, community behaviours and capacity to pay, and lack of infrastructure or aging assets. These challenges result in decreased participation in recycling, low resource recovery rates, and increased volume of waste to landfill. Without support and planning the FNQ region has low capacity to meet the State strategy targets and improve regional resource recovery outcomes.

The Draft Waste Reduction and Recycling Plan 2025 – 2030 for Douglas Shire takes these challenges into consideration whilst aligning with the State's three strategic priorities of reducing the impact of waste on the environment, transitioning to a circular economy and building economic opportunities.

The Plan details achievable actions, Key Performance Indicators (KPI's) and Projects which will allow us to work towards the waste avoidance, landfill diversion and recycling rate targets outlined in the current Queensland Waste Strategy.

COMMENTS

Council has implemented numerous strategies, programs and initiatives in line with Council's preceding Waste Reduction and Recycling Plans and the evolving waste industry to reduce waste generation and increase resource recovery.

Programs include;

- a. undertaking waste characterisation audits;
- b. implementation of waste monitoring systems;
- c. waste education;
- d. increased capacity for resource recovery;
- e. investigation of market opportunities for problem wastes.

A more detailed overview of implemented programs can be found on page 15 of the Plan.

PROPOSAL

The Plan focuses on addressing current resource recovery and waste management challenges in the Shire whilst looking ahead to shape the region's future direction in the management of waste as a resource. The Plan outlines how Council will work with the community, local businesses and industry to better manage its waste and recovered materials until 2030.

FINANCIAL/RESOURCE IMPLICATIONS

The estimated cost to Council for implementing this plan is \$10,000 annually. Council's waste collection contractor contributes additional resources to waste audit activities bi-annually and waste education activities annually to assist with implementing the plan as well. In addition, the Resource Recovery Officer actively seeks grant funding as needed for new programs that align with the Plan.

RISK MANAGEMENT IMPLICATIONS

The Act requires Council to prepare and adopt a Waste Reduction and Recycling Plan which complies with the requirements detailed in this report. If Council does not have a Waste Reduction and Recycling Plan in place, the State will prepare one to be implemented and Council will be responsible for all costs, charges and expenses reasonably incurred.

SUSTAINABILITY IMPLICATIONS

- | | |
|-----------------------|--|
| Economic: | Numerous economic benefits are expected from reducing waste and increasing recycling volumes in Douglas Shire, including lower processing costs and increased income from recyclables (eligible beverage containers, scrap metal and batteries). Increased resource recovery will also result in higher landfill diversion rates and less waste which is transported to an offsite landfill. |
| Environmental: | Waste reduction and increased resource recovery rates will result in improved environmental outcomes. The waste hierarchy, in particular reducing and reusing items, reduces adverse environmental impacts associated with the consumption of natural resources, the manufacture and use of products and the disposal of waste. |
| Social: | Waste reduction and resource recovery is important to residents and tourists in Douglas Shire. Education and providing choices for communities on waste, particularly in relation to the waste hierarchy, allows communities to change behaviours and contribute to a sustainable environment. Well informed communities can purchase wisely, reduce packaging, reuse items and influence suppliers. Waste minimisation provides leadership to the community and demonstrates commitment to social and environmental responsibility. |

CORPORATE/OPERATIONAL PLAN, POLICY REFERENCE

This report has been prepared in accordance with the following:

Corporate Plan 2019-2024 Initiatives:

Theme 3 - Leading Environmental Stewardship

Our visitors and residents deeply value the unparalleled environment in which we live. We recognise our responsibility in protecting and preserving our natural world for generations to come. We understand the strong link between the environment and the economy: they are interdependent. Douglas Shire will be at the forefront of environmental protection by developing strategies, setting policies, and working with all stakeholders to become the envy of and to inspire locations across Australia and the World.

Goal 2 - We will implement programs that reduce and offset our environmental footprint.
Goal 4 - We will partner with the community to educate and monitor.

Operational Plan 2024-2025 Actions:

Legislative Requirement - Update Council's Waste Reduction Plan - Update Council's Waste Reduction and Recycling Plan to align with Queensland's Waste Strategy, reducing waste to landfill and increasing resource recovery.

Waste Education - Implementation of Council's Waste Education Plan for schools, businesses and community groups.

COUNCIL'S ROLE

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

The following areas outline where Council has a clear responsibility to act:

Advocate	Council makes representation on behalf of the community on important issues, funding opportunities, projects and programs. Council will use its influence to seek the best outcomes for the community.
Custodian	Council owns and manages infrastructure, facilities, reserves, resources and natural areas. In fulfilling its role as custodian, Council will be mindful of the community, the economy, the environment, and good governance.
Regulator	Council has a number of statutory obligations detailed in numerous regulations and legislative Acts. Council also makes local laws to ensure that the Shire is well governed. In fulfilling its role as regulator, Council will utilise an outcomes based approach that balances the needs of the community with social and natural justice.
Service Provider	Council provides many services to the community from roads and waste services to libraries and recreational facilities. Services evolve over time and it is the Council's mission to ensure that these services are appropriate, delivered efficiently, and designed with the customer at the centre.

CONSULTATION

Internal:	Internal consultation was undertaken with the Environment and Planning Department.
External:	Waste Reduction and Recycling Plans from other Local Governments in Queensland were consulted during the drafting of this Plan.

COMMUNITY ENGAGEMENT

It is intended that the Plan be released for public consultation following endorsement at an Ordinary Council Meeting. The public consultation period is a minimum of 28 days as

prescribed by the *Waste Reduction and Recycling Act 2011*. Following public consultation, the Plan will be returned to a Council Meeting for adoption and subsequent implementation.

ATTACHMENTS

1. DRAFT Waste Reduction and Recycling Plan 2025-2030 [7.6.1 - 24 pages]

Draft for Community Consultation
**Waste Reduction
and Recycling Plan**
2025-2030



Acknowledgement

Douglas Shire Council acknowledges the traditional Country of the Eastern Kuku Yalanji Peoples and the Djabugay Nation People of the coastal areas and rainforest of the Douglas Shire.

We recognise that these have always been and continue to be places of cultural and spiritual significance. We acknowledge and cherish the important contribution made by Aboriginal and Torres Strait Islander people to the Douglas Shire community, and pay respects to their Elders – past, present and emerging.

Ordinary Council Meeting - 17 June 2025

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Message from the Mayor

As Mayor of Douglas Shire, I am proud to present the Waste Reduction and Recycling Plan 2025-30. This comprehensive plan reflects our commitment to sustainability and our vision for a cleaner, greener future for our community.

Douglas Shire is renowned for its natural beauty, from the lush rainforests to the pristine beaches. It is our responsibility to protect and preserve these treasures for future generations. This plan outlines the priorities and actions that will guide us in reducing waste, increasing recycling, and promoting sustainable practices across the Shire.

Our approach is collaborative, involving residents, businesses, and local organisations. Together, we can make significant strides in minimizing our environmental footprint. The plan emphasises education, innovation, and community engagement, ensuring that everyone has a role to play in achieving our waste reduction goals.

I encourage all members of our community to embrace the principles outlined in this plan.

By working together, we can create a more sustainable and resilient Douglas Shire. Let us take pride in our efforts and continue to lead by example in environmental stewardship.

Thank you for your support and dedication to making Douglas Shire a better place for all.



Lisa Scomozzon
Mayor, Douglas Shire Council



Introduction

Purpose

The purpose of the Waste Reduction and Recycling Plan (WRRP) is to define Council's overall priorities for recycling and waste management within the Shire. This plan supports the Council's vision of working together to enhance our environment, lifestyle, culture and community.

The WRRP focuses on addressing current resource recovery and waste management challenges in the Shire whilst looking ahead to shape the region's future direction in the management of waste as a resource. This document outlines how Council will work with the community, local businesses and industry to better manage its waste and recovered materials until 2030.

Snapshot of the Shire

The Douglas Shire region is located in Far North Queensland, Australia. The region extends from Degarra in the north to south of Wangetti. Famous for its 'rainforest to reef' setting, the Shire is at the interface of two World Heritage Listed areas, the Great Barrier Reef and the Wet Tropics which includes the ancient Daintree rainforest. Approximately 70% of the Shires residents reside in Port Douglas and Mossman. Other urban areas include the beachside communities of Wonga Beach, Newell and Cooya Beach.

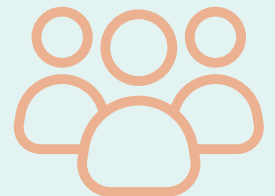
2435

square kilometres
of land area



12,500

residents (2021 ABS)



DOUGLAS SHIRE



Opportunities and Challenges

Domestic and international tourism remains the cornerstone of the Douglas Shire economy, attracting approximately 1.2 million visitors annually.

While seasonal fluctuations in visitor numbers create variability in waste volumes, they also present opportunities to implement innovative, tourism-focused waste reduction and recycling initiatives by partnering with local tourism providers.

Beyond tourism, key industries such as transport, health care, education, construction, commercial fishing, tropical horticulture, cattle farming, the creative arts, and professional services contribute to a diverse waste stream. This creates potential for tailored resource recovery initiatives across different sectors.

Community engagement and education represent some of the most powerful tools for improving recycling and reducing contamination.

Douglas Shire has significant opportunities to work closely with schools, residents, and commercial operators to foster a culture of sustainability.

Education programs can be developed and delivered in schools to build early awareness of recycling and environmental stewardship. For households, community workshops, targeted campaigns, and digital resources can help residents better understand what can be recycled, reduce contamination, and promote at-home composting or participation in local organics initiatives.

For the commercial sector, tailored education and support programs can help businesses understand their waste profiles and identify opportunities to reduce, separate, and recover waste materials more effectively.

This could include partnerships with hospitality venues to improve back-of-house recycling, food waste reduction, and organics diversion.

By embracing these education and engagement opportunities, Douglas Shire can significantly enhance participation in recycling programs, reduce contamination, and support the growth of a local circular economy, benefitting both the community and the environment.

Across Far North Queensland (FNQ), the resource recovery sector is navigating a period of transition.

Challenges such as changing policy settings, vast transport distances, low economies of scale, limited local recycling markets, community behaviour patterns, and ageing or insufficient infrastructure continue to affect recovery rates.

However, these same factors present valuable opportunities to explore regional solutions, invest in improved infrastructure, foster local processing capabilities, and build market demand for recovered materials.

Additionally, FNQ is particularly vulnerable to natural disasters such as cyclones and floods, as well as other significant local events. These events can place sudden and severe pressure on waste management systems, generating large volumes of debris and disrupting regular services.

Strategic Context

Key Policy Drivers

There are a number of national and state legislative and policy requirements that guide the direction of Australia's waste and resource recovery management.

The *Waste Reduction and Recycling Act 2011* (WRR Act) requires every Queensland local government to prepare, adopt and implement a WRRP, which must set clear guidelines for waste management within the local government area.

Federal

Recycling and Waste Reduction Act 2020

National framework to manage waste and recycling, including export bans and economic stimulation with targets.

Australia's National Waste Policy 2018 and Action Plan 2019

Adopts principals that support the vision of a circular economy and sets targets to guide investment.

National Food Waste Strategy 2017

A framework to support action for halving national food waste by 2030.

2025 National Packaging Targets

Sets targets for packaging by 2025, including reusability, recyclability, use of recycled content and the phase out of problematic single-use plastics.

Australasian Recycling Label

On-pack labelling system developed for assisting consumers in understanding appropriate disposal methods for packaging.

National Plastics Plan 2021

A national plan to address plastic waste.

state

Waste Reduction and Recycling Act 2011

Requires the development and implementation of Waste Reduction and Recycling Plans.

Queensland Waste Management and Resource Recovery Strategy 2019

Sets targets for waste disposal in Queensland.

Waste Disposal Levy

Implemented in 2019 to disincentivise disposal of waste to landfill.

Plastic Pollution Reduction Plan 2019

Identifies and prioritises actions to reduce plastic waste

Single-Use Plastic Bans

Legislated bans of single-use plastic bags (2018) and other items including plastic straws (2021). Other items are continually being reviewed for inclusion in the ban.

Organics Strategy and Action Plan 2022-32

Provides framework for improved management of organic material, with the Action Plan providing a road map.

Corporate Alignment

This plan has been developed with national, state and local policies, objectives and targets in mind.

Douglas Shire Council is committed to leading our community towards a cleaner, greener future. Our vision is to reduce waste generation, maximise resource recovery, and protect our unique natural environment through innovation, education, and collaboration.

By fostering a circular economy, encouraging responsible consumption, and supporting sustainable practices, we will ensure that Douglas Shire remains a vibrant and resilient region for generations to come.

Our vision is to reduce waste generation, maximise resource recovery, and protect our unique natural environment through innovation, education, and collaboration.

VISION

Douglas Shire Council Corporate Plan 2025-2030

Waste management has the potential to impact a wide range of areas and consequently has strong linkages throughout various corporate strategies. The WRRP has been developed to compliment the councils Corporate Plan and Operation Plan, specifically under the following themes:

- 1. Liveability
1.7 Investigate and promote environmental, green, eco-friendly and nature focused initiatives.
- 3. Service Delivery
3.9 Preserve, protect and improve our unique environment.

FNQROC Regional Resource Recovery Plan

This plan aligns with the Far North Queensland Regional Organisation of Councils (FNQROC) regional plan which presents a series of actions to collaboratively deliver resource recovery outcomes and provide positive impact across all participating council regions.

Qld Waste Targets

Queensland Waste Management and Resource Recovery Strategy 2019 (“Queensland Waste Strategy”) sets short to medium term targets for waste avoidance, landfill diversion and recycling rates. Council’s WRRP aligns with the Queensland’s Waste Strategy targets outlined in this section.

Waste & Resource Management Hierarchy

The waste and resource management hierarchy underpins the Queensland Waste Strategy and this WRRP. This framework guides the order of preference for managing waste. It emphasises waste avoidance as the priority, after which options for reuse, recycle, recover and treatment should be explored, before the least preferable option of disposal. Council prioritises the adoption of circular systems, aiming for materials to be kept in their original use for as long as possible.

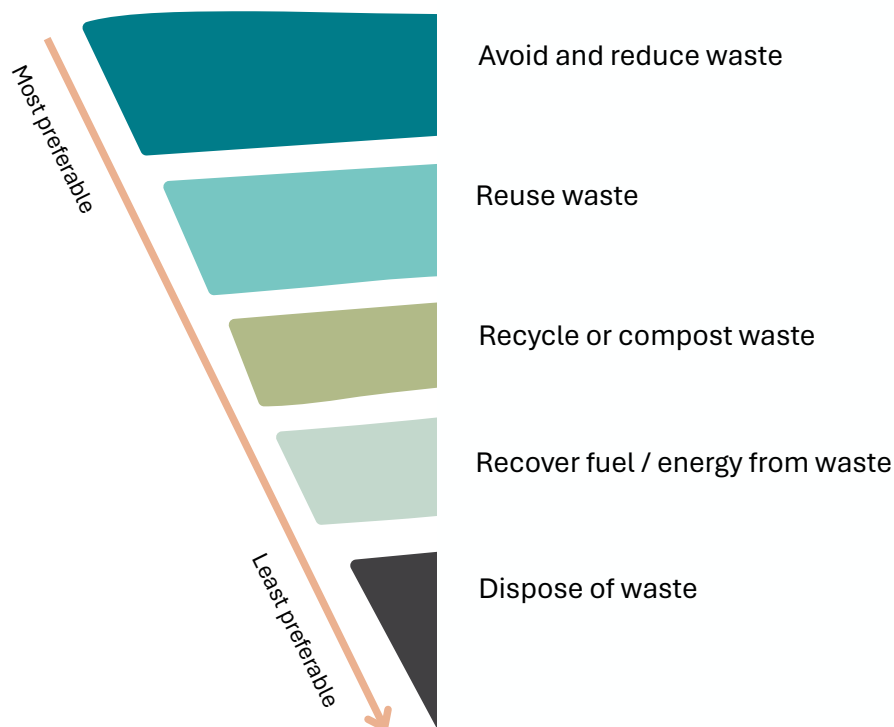


Figure 1: The Waste and Resource Management Hierarchy

Waste Avoidance Targets

The waste avoidance target seeks to reduce the amount of waste that each household in Queensland generates. Table 2 shows Queensland’s Waste Strategy waste reduction targets for households (per capita).

Stream	Baseline (2018)	2025	2030	2040	2050
MSW	0.54 tonnes	10%	15%	20%	25%

Table 2: Queensland’s Waste Avoidance Targets

Landfill Diversion Targets

Landfill diversion targets set in Queensland's Waste Strategy are shown below in Table 3.

Stream	Baseline (2018)	2025	2030	2040	2050
MSW	32.4%	55%	70%	90%	95%
C&I	47.3%	65%	80%	90%	95%
C&D	50.9%	75%	85%	85%	85%
Overall	45.4%	65%	80%	80%	90%

Table 3: Waste diversion from landfill targets – recovery rate as a percentage of total waste generated

Recycling Rate Targets

Increased recycling rates is supported in the Queensland's Waste Strategy through the development of markets and the delivery of infrastructure to meet market demand for recycled material. The percentages in Table 4 relate to waste that is reported as recycled or reused, specifically excluding material from which energy is recovered.

Stream	Baseline (2018)	2025	2030	2040	2050
MSW	31.1%	50%	60%	65%	70%
C&I	46.5%	55%	60%	65%	>65%
C&D	50.9%	75%	80%	>80%	>80%
Overall	44.9%	60%	65%	70%	75%

Table 4: Recycling rates - as a percentage of total waste generated

Douglas Shire Waste Profile

Current Services and Infrastructure

Council provides services and facilities for waste disposal and recycling throughout the Shire. This includes a general waste and recycling kerbside collection services for properties within the collection service area and four transfer stations. Killaloe landfill was active from 1989 until the end of 2021 when it reached capacity resulting in offsite transport of all residual waste.

Approved properties outside of the kerbside collection service area are levied a Special Refuse Charge to utilise transfer stations, including one transfer station in the adjacent local government area of Cook Shire.

Transfer Stations

Council operates four transfer stations, with Killaloe Transfer Station being the primary facility in the Shire. The remaining three transfer stations: Newell, Daintree and Cow Bay transfer stations service the remote areas of the Shire. All facilities are supervised during opening hours and are secured when closed.

Eligible properties outside of the kerbside collection service area are issued a Special Refuse Card for use at transfer stations for the disposal of waste and recyclables. Approximately 240 properties are outside of the kerbside collection area and rely on transfer stations for waste disposal.

Council has an arrangement with the adjacent local government area of Cook Shire to allow residents in the Degarra area to utilise Ayton Transfer Station.



**AYTON TRANSFER
STATION**

Wujal Wujal Aboriginal Shire

Cook Shire

Douglas Shire Council

**DAINTREE TRANSFER
STATION**

**COW BAY TRANSFER
STATION**

**NEWELL TRANSFER
STATION**

**KILLALOE TRANSFER
STATION**

Mareeba Shire

Kerbside Collection Service

Council's kerbside collection service is available to approximately 7550 residential and 550 commercial properties within the Shire. This consists of a weekly kerbside service of 240L waste bins and a fortnightly kerbside service of 240L yellow-lidded co-mingled recycling bins.

Kerbside waste was previously delivered to an advanced resource recovery facility in Cairns where processible waste was recovered, however a significant fire at this facility in January 2025 has resulted in all waste collected being diverted to landfill on the Tablelands until a long-term regional solution is implemented. Recyclables collected in the kerbside collection service are transported directly to the Material Recovery Facility (MRF) in Cairns. Recyclables are sorted and separated into plastics, paper, steel and aluminium, baled and exported for recycling. Glass is separated and crushed for use in Cairns Regional Council's operations, including concrete cycle and pedestrian path construction.

A waste-only kerbside collection service is also available for commercial properties north of Forest Creek, over the Daintree River. Investigations into the viability for expansion of this service to include domestic properties will be investigated during the term of this Plan. The Container Refund Scheme, Containers for Change, is very active in this area and captures majority of eligible beverage containers for recycling. Residents and commercial operators are encouraged to self-haul remaining co-mingled recyclables to one of Council's transfer stations where they are accepted free of charge.



Waste Profile

The waste profile for Douglas Shire is presented below and includes approximate annual tonnages of waste generated by waste stream and waste type.

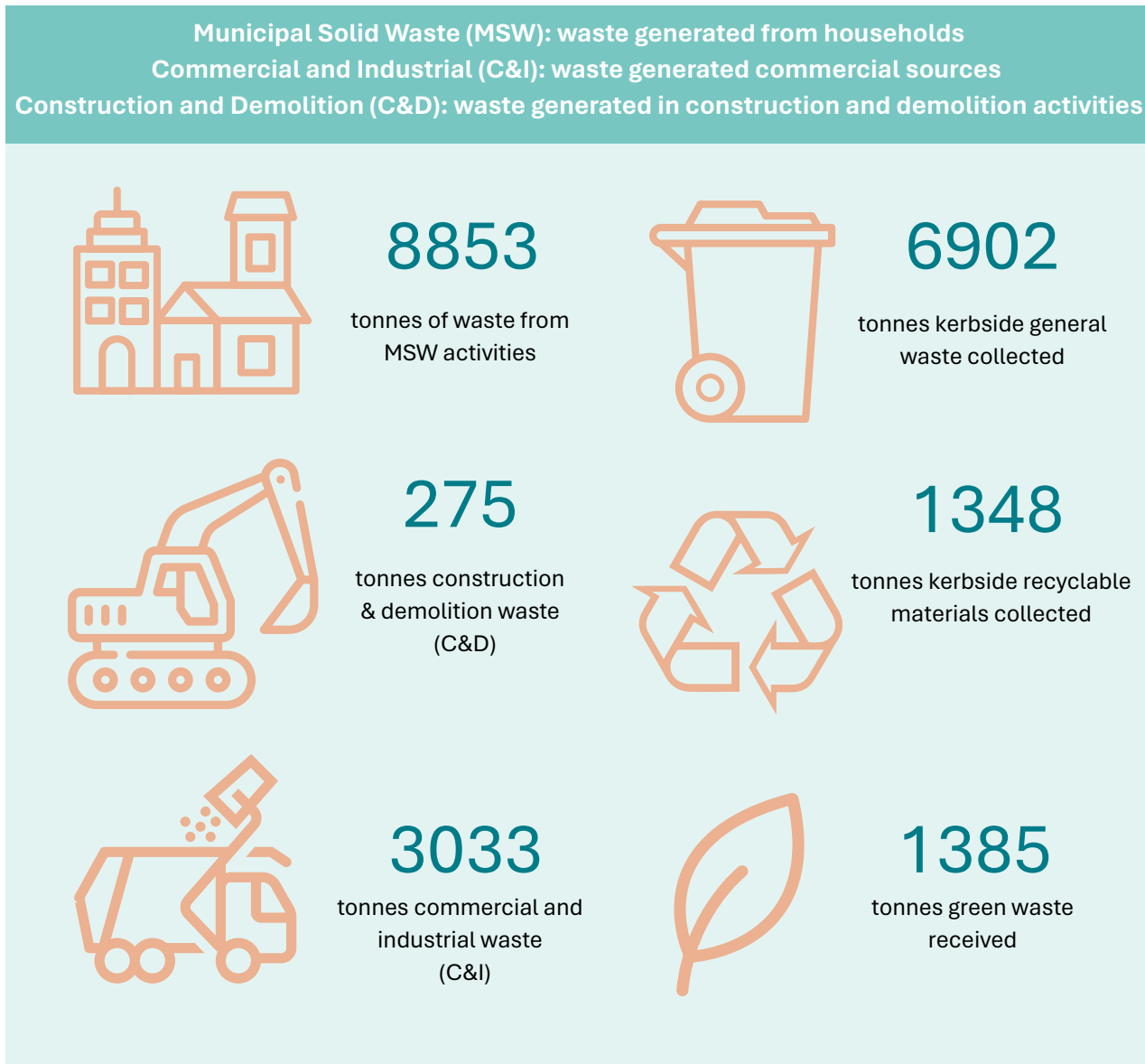


Figure 2: Snapshot of Douglas Shire Waste Profile

The current total MSW volume of 8,853 tonnes results in an average waste generation rate of 1.15 tonnes per household per year, considerably higher than the Queensland baseline of 0.54 tonnes set in 2018. This indicates broadscale waste reduction must be prioritised in this WRRP to move toward achieving the Queensland Strategy Targets.

Douglas Shire already exceeds the 2030 MSW landfill diversion target of 70%, however the significant fire at the advanced resource recovery facility in Cairns will impact this until a long-term regional solution is implemented. Council is in line with the 2025 landfill diversion target for C&I of 65% but needs to focus on improvements in the C&D sector moving forward.

Waste characterisation audits of household bins have shown contents of household waste bins typically contain 50% organic material, 20% recyclables and 30% landfill waste. This represents lost resources of 70% in the waste bin in the form of organics which could have been reduced or composted, and recyclables which could have been put into the yellow-lidded recycling bins.

Household yellow-lidded recycling bins contain approximately 8% contamination, that is material which is not accepted in this bin, indicating a opportunity to improve the quality of this material by diverting this waste into the kerbside waste bins, transfer stations or other specialised recyclers.

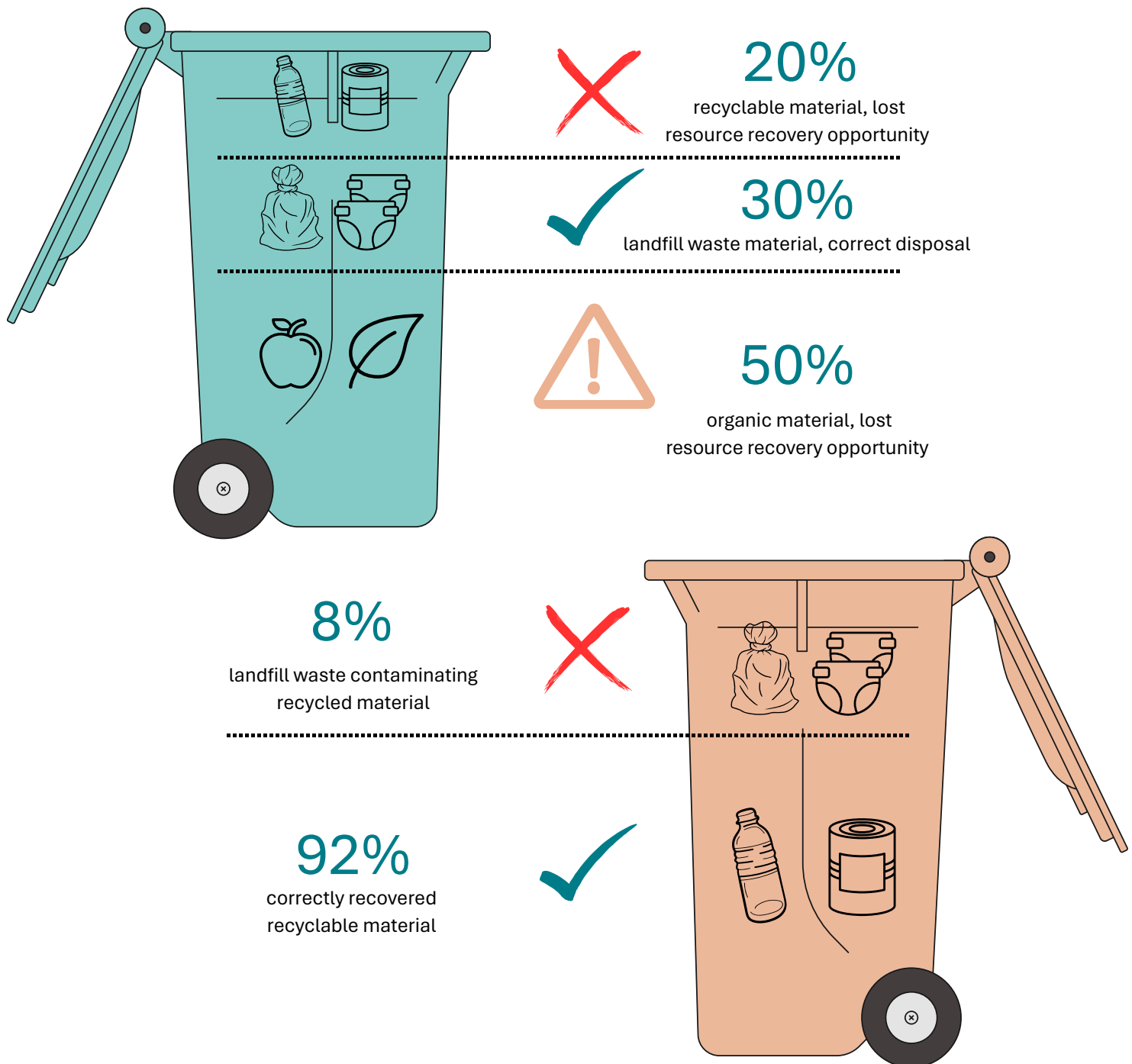


Figure 3: Approx. Composition of Household Waste and Recycling Bins

Waste Stream Breakdown

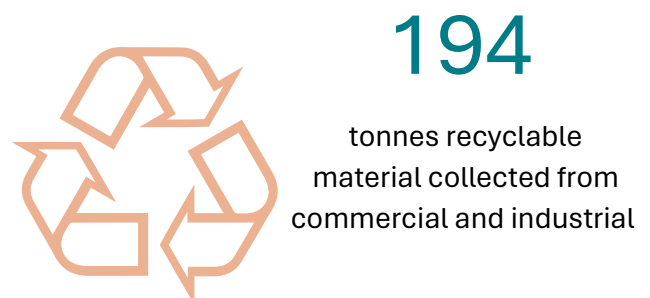
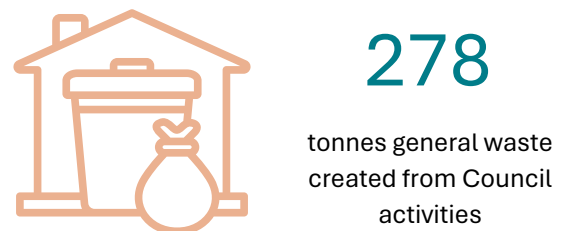
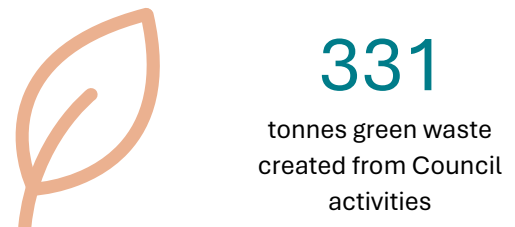
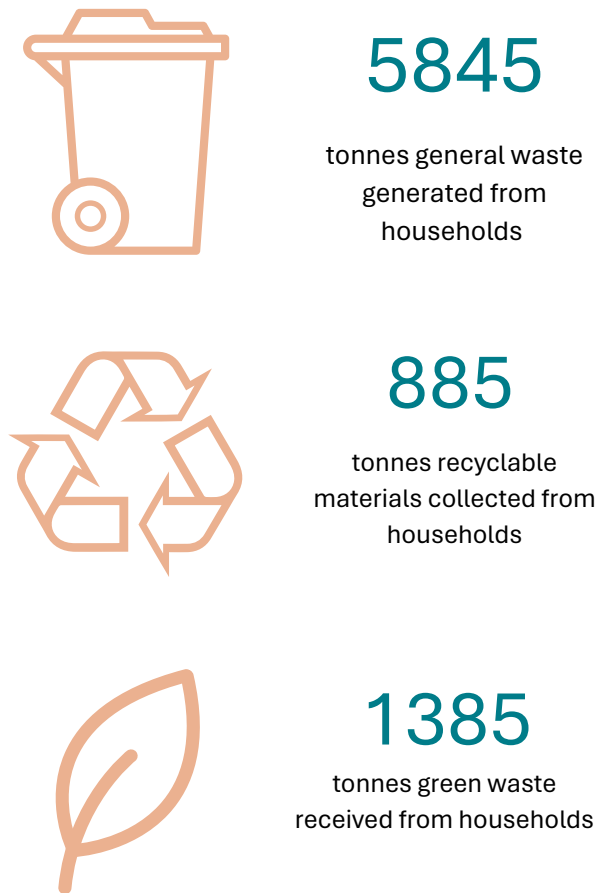
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248

Figure 4: Approx. Composition of Waste in Douglas Shire

Resource Recovery Activities

To date Council have implemented numerous strategies, programs and initiatives to reduce waste generation and increase resource recovery, including:

- Waste characterisation audits to determine the contents of household bins and identify ways to improve resource recovery.
- The appointment of a Waste Education Officer in 2021 to deliver a waste education program offered free of charge to early learning centres, schools, businesses and community groups.
- Free waste assessments and advice offered to event organisers to ensure sustainable practices at events in the Shire.
- Monitoring of bin contamination events as logged by Council's Waste Collection Contractor to allow targeted education of properties requiring information or direction on proper waste management.
- A bin tagging program, funded by the State Government's Let's Get it Sorted Partnership's program, to educate and reward residents for proper waste disposal. This program operated from November-December 2024 and resulted in an overall improvement by households of 7%, with those properties receiving green tags in the second round compared to orange or red in the first round.
- Support offered to the Container Refund Scheme, Containers for Change, to ensure access to the scheme in all areas of the Shire.
- Support of the Plastic Free Cairns and Douglas program, funded by the State and delivered by Boomerang Alliance, to support businesses transition to compliance with the single-use plastic items bans which came into effect in 2021, and a second round in 2022. This program continues with the implementation of a reusable coffee cup system in 2025.
- Operation of Council's Tip Shop at Killaloe Transfer Station, the "Scrap Shack" which allows residents to drop off good quality, reusable items for other members of the community to take free of charge. This has resulted in the of thousands of items from landfill since its opening in 2016.
- Support and advocacy for the battery stewardship program in Queensland, "B-Cycle". Council operates drop off points to allow greater access to the scheme for residents.
- Investigations into end-of-life solutions for other material destined for landfill, such as untreated timber, wet cardboard, textiles, solar panels and household batteries are also continuing in an effort to increase landfill diversion rates.

The noted resource recovery activities implemented by Council resulted in the landfill diversion rates shown below in Table 1.

Waste Stream	2014/15	2020/21	2023/24
Municipal Solid Waste (MSW)	90%	70%	76%
Commercial and Industrial (C&I)	80%	75%	64%
Construction and Demolition (C&D)	1.2%	83%	33%
Overall	57%	75%	72%

Table 1: Landfill Diversion Rates for Douglas Shire

Significant changes to recovery rates between 2014/15 and 2020/21 are attributed to improvements in reporting with the introduction of the waste levy. Operational changes relating to the sorting of residual waste have also resulted in increased recovery of C&D waste, particularly concrete.

The high levels of recovery for MSW are due to kerbside general waste being transported to an advanced resource recovery facility in Cairns until January 2025 where organic material was recovered. All waste collected is now being diverted to landfill on the Tablelands until a long-term regional solution is implemented.

Changes in local population and difficulties in waste stewardship programs resulted in a slight decline in over rates of waste diverted from landfill. Household resource recovery increased slightly due to several proactive education activities.



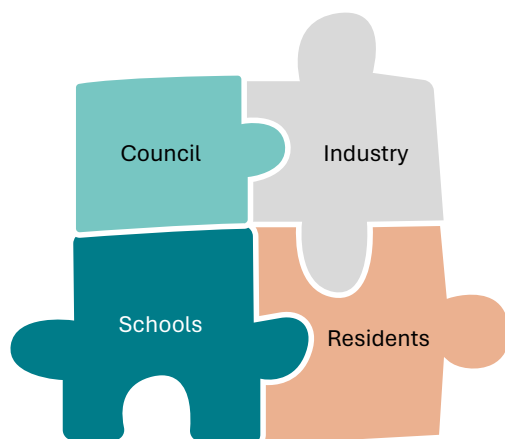
Waste Priorities

Council does not anticipate significant population growth over the term of this WRRP. As a result, no significant additional waste infrastructure or services are expected to be required during this period.

Regional collaboration with other local governments in the FNQ region and state departments remains ongoing to support future planning aimed at enhancing existing resource recovery and expanding economic opportunities for the far north.

Council's waste reduction and recycling actions aim to reduce overall volumes of waste generated within the Shire, increase participation rates in kerbside recycling and result in improved resource recovery rates at transfer stations.

Implementing education and engagement initiatives in the community and various industry sectors will increase recycling participation, reduce contamination rates, and strengthen the foundations of a local circular economy.



Actions have been set with regard to the Waste and Resource Management Hierarchy, aiming to move waste up the hierarchy in an effort to achieve the goals and targets outlined in the Queensland's Waste Strategy.



Waste Reduction and Recycling Actions

Strategic Priority 1 – Reducing the impact of waste of the environment

#1	Continuation of the Resource Recovery Officer role to support the implementation of the WRRP.	Immediate
#2	Develop and implement annual Waste Education and Behaviour Change Plan targeting community wide waste reduction, recycling and organics diversion.	Immediate
#3	Encourage the diversion of organic waste from landfill, continue ongoing investigations for long-term opportunities.	Long Term
#4	Encourage sustainable events by fostering a culture of BYO or reusables and providing recycling bins where they are unavailable commercially.	Short Term
#5	Implement a targeted illegal dumping program through a combination of educations, investigation and enforcement.	Short Term
#6	Recovery of waste (concrete, pavement and other suitable materials) from Council's operations for reuse.	Short Term

Strategic Priority 2 – Transitioning to a circular economy for waste

#7	Advocacy and support of individuals and groups working to divert waste from landfill.	Ongoing
#8	Support the implementation of circular economy initiatives.	Ongoing
#9	Support environmentally responsible internal procurement in accordance with Council's Procurement Policy.	Ongoing

Waste Reduction and Recycling Actions

Strategic Priority 3 – Building economic opportunity		
#10	Regional collaboration across FNQ councils to create economies of scale and meet infrastructure needs.	Long Term
#11	Maintaining relationships with state departments, including Department of Environment, Tourism, Science and Innovation and Queensland Treasury to identify economic and development opportunities.	Ongoing
#12	Investigate market opportunities for waste with an existing resource value, find alternative end of life solutions for material destined for landfill.	Long Term

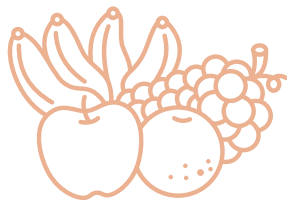
Annual KPI's and Projects

**10**

multi-unit dwellings
supported to reduce waste
and increase resource
recovery

**20**

commercial premises
supported to reduce waste
and increase resource
recovery

**5**

active organic diversion
programs in place

**6**

early education facilities
supported

**300**

primary school students
participating in waste
education initiatives

**100**

high school students
participating in waste
education initiatives

**2**

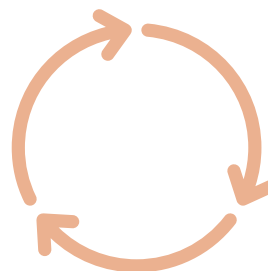
remote communities
supported to utilise the
Containers for Change
services

**5**

stewardship programs
supported and maintained to
manage problem wastes

**1000**

residents using the Recycle
Mate waste guidance tool

**2**

circular economy initiatives
supported within the region



7.7. TROPICAL CYCLONE JASPER - ECONOMIC IMPACT ASSESSMENT

REPORT AUTHOR Tourism and Economic Development Officer

MANAGER Manager Community Services

DEPARTMENT Community Services

RECOMMENDATION

That Council note the Economic Impact Assessment Report of Tropical Cyclone Jasper and the subsequent flooding event in Douglas Shire.

EXECUTIVE SUMMARY

Tropical Cyclone Jasper and the subsequent flooding event (TC Jasper) which occurred in December 2023, had a significant impact on Douglas Shire. Council engaged Conus Business Consultancy Services to gain a better understanding of the impact on businesses and to produce an assessment report of the broader short term, medium term and long term economic and employment impacts in the Douglas Shire. The Economic Impact Assessment (EIA) will help support advocacy activities and/or resilience planning for businesses, the community and the Shire.

BACKGROUND

In April 2024, Cairns Regional Council published a report detailing the economic impact of TC Jasper for the Cairns SA4 region. An extensive online survey was conducted which included Douglas Shire. Douglas Shire accounted for 8.2% of respondents exceeding the Shire's relative share of the region both in terms of GRP and employment. Cairns Regional Council kindly allowed the use of the survey for Douglas specific analysis.

COMMENTS

Key findings of the survey describe a significantly greater impact on Douglas Shire when compared to the Cairns SA4 area.

- The Shire's Gross Regional Product is estimated to have decreased by \$56.3 million
- 100% of businesses were affected
- 67.6% of businesses reported that their employment was impacted
- 97% of businesses lost over \$10,000, 32.5% lost between \$100,000 and \$500,000 and 20% lost more than \$500,000.
- The decline in gross tourism expenditure is estimated to be between \$92 and \$105 million and losses in agriculture were estimated to be approximately \$5million.
- Business return to normal was expected to take almost 50% longer than the region-wide Cairns SA4 area.

The major impacts were on water and wastewater infrastructure, and road infrastructure. Road access continues to be an issue and contributes to the on-going perception of Douglas Shire still affected by TC Jasper. Other issues noted were difficulties with under-insurance or nil insurance, and difficulties with claims.

SUSTAINABILITY IMPLICATIONS

Economic:	The TC Jasper EIA will inform recovery, and resilience planning for individual businesses and the Shire. It will support and inform potential funding opportunities for businesses and the Shire.
Environmental:	The TC Jasper EIA will inform planning to enhance environmental resilience.
Social:	The TC Jasper EIA will assist in planning and resilience building within the community.

CORPORATE/OPERATIONAL PLAN, POLICY REFERENCE

This report has been prepared in accordance with the following:

Corporate Plan 2019-2024 Initiatives:

Theme 1 - Celebrating Our Communities

Douglas Shire Council embraces the diversity of our communities and values the contribution that all people make to the Shire. We recognise that it is a core strength of the region. We acknowledge our past so that it may guide us in the future. We recognise the wrongs done to our Indigenous community and we actively seek to reconcile so that we may all benefit from and enjoy our Shire. We acknowledge early European settlers who forged an agricultural base for our economy and we welcome all new arrivals as part of our broader community.

Goal 2 - *We will deliver programs and services that protect and enhance the liveability of our beautiful Shire.*

Theme 2 - Fostering Sustainable Economic Growth

A robust economy is at the heart of a thriving community and enables investment in environmental protection. While our remoteness is a key attribute, it also presents challenges for attracting new business and investment. We must also meet the challenges of fierce competition in the tourism sector. Council will partner with industry to build, diversify and promote the Douglas economy. Council will design and deliver infrastructure, strategies and services that support the local economy and businesses.

Goal 1 - *We will build appropriate infrastructure and deliver services that connect and support businesses.*

Theme 4 - Inclusive Engagement, Planning and Partnerships

In delivering for our communities, economy and environment, Douglas Shire will ensure open and transparent engagement and communication. We will develop robust strategic plans and we will partner with our community and key stakeholders.

Goal 1 - *We will implement transparent decision making through inclusive community engagement and communication.*

Theme 5 - Robust Governance and Efficient Service Delivery

Strong governance and financial management are the foundations of the way in which Council will conduct its business and implement the initiatives of the Corporate Plan.

Goal 4 - *We will work with our communities to ensure they are informed, empowered and supported so that they are resilient to the impacts of disaster events. Through our leadership and capabilities we will plan, prepare, respond and recover from events so as to minimise the impact on people, property, the environment, and our economic stability.*

Operational Plan 2024-2025 Actions:

Economic Impact Analysis of TC Jasper - Undertake economic impact analysis of TC Jasper on the Douglas Shire economy to help support further advocacy activities and/or resilience planning.

COUNCIL'S ROLE

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

The following areas outline where Council has a clear responsibility to act:

Information Provider Council provides the community with important information on services, events, policies, rules, strategies, and any other relevant data that helps the community to stay informed. In performing this role, Council seeks to be open and transparent.

COMMUNITY ENGAGEMENT

The business community were surveyed soon after TC Jasper.

ATTACHMENTS

1. CONUS EIA Report FINAL with Survey [7.7.1 - 58 pages]



Tropical Cyclone Jasper Economic Impact Assessment



Date: March 2025
Version: 1.2

Liability limited by a scheme approved under Professional Standards Legislation

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1 Executive Summary

Douglas Shire Council (DSC) wished to gain an understanding of the economic and employment impacts (short, medium, and long-term) of Tropical Cyclone (TC) Jasper and the subsequent flooding severe weather event which occurred in December 2023 and therefore commissioned Conus Business Consultancy Services (Conus) to provide a detailed Economic Impact Assessment (EIA).

A key resource used for this EIA was an extensive online Survey to businesses throughout the impacted Cairns SA4 region conducted by Conus in early 2024 for Cairns Regional Council (CRC). DSC was part of the geographic scope of that Survey. In total 511 respondents answered key questions about the impact of the severe weather event on their business. DSC accounted for 8.2% of all responses, a rate which greatly exceeded the Shire's relative share of the region either in terms of GRP (4.3%) or employment (5.3%). CRC were kind enough to allow the use of this dataset for analysis within this EIA. Key findings of the Survey specific to the Douglas Shire:

- **100% of businesses reported being impacted** to some degree by the event. This contrasts with 86% of businesses within the broader Cairns SA4 region and highlights the fact that the event was more severely felt in the Douglas Shire than elsewhere. This is a consistent finding throughout this EIA.
- Of those impacted, **67.6% reported that their employment was also impacted**. Again, this was at a much higher rate than experienced across the Cairns SA4 region (38.8%).
- Consistent with other major natural disasters in Queensland, a **greater portion of businesses experienced indirect but potentially even more serious impacts to their business**.
- The **impact on business earnings was significant**, either as a result of having to close for some time or by way of impacted customers. Of those businesses experiencing financial losses, 30% of businesses indicated that they had lost between \$10,000 and \$50,000, 15% had lost between \$50,000 to \$99,999 and 32.5% had lost between \$100,000 and \$500,000. 20% indicated that they had lost more than \$500,000 in earnings.
- The average time from the event before **business recovery was expected be 9.8 months**. This compares to an average recovery time of 6.2 months in the Cairns SA4 region.
- 28.6% of businesses indicated that claiming assistance has been either 'Very Easy' or 'Somewhat Easy', with a **much higher share (51.4%) claiming it was either 'Very Difficult' or 'Somewhat Difficult'**. This indicates significantly more difficulty experienced by Douglas Shire businesses when claiming assistance than the average across the Cairns SA4 region where almost equal numbers indicated the process as easy or difficult to some extent.

Based on survey results, macro-economic analysis and modelling was undertaken to determine the short, medium, and long-term economic and employment impacts within the Douglas Shire. Key results from this analysis include:

1.1 Economic Impacts

Collectively businesses in the Douglas Shire are assessed to have lost 7.4% of their annual revenue, compared to 4.1% for all businesses across the Cairns SA4 region. The impact of TC Jasper and the flooding event on the Shire's **GRP is estimated to be a reduction of \$56.3 million**, with most of this impact falling within the 2023-24 financial year. This result contrasts against the impact of TC Jasper

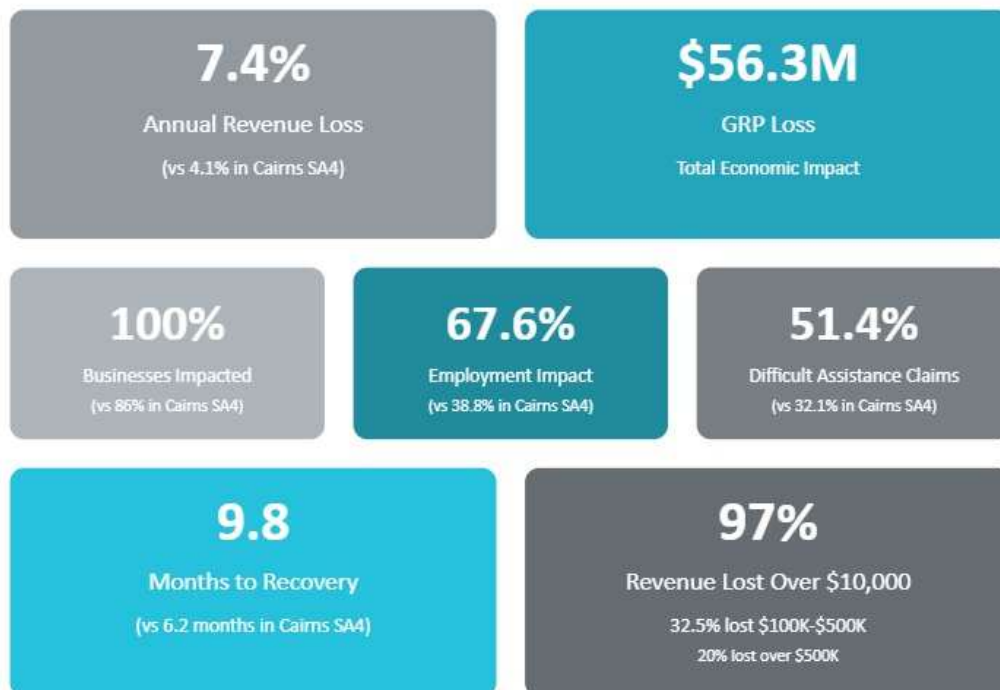
and the flooding event on the Cairns SA4 region's GRP reduction of \$649.1 million¹. Accordingly, the impact in Douglas Shire is estimated to have comprised 8.7% of overall lost Cairns SA4 GRP which compares with DSC comprising just 7% of Cairns SA4 GRP. **It is therefore clear that the impact of the event, as measured by the reduction of GRP, was greater for the Douglas Shire.** The relative lack of diversity within the DSC economy will have exacerbated the impacts of the event.

Specific Government assistance directed at support for business turnover (rather than capital or rebuild grants and loans) is estimated to have lessened this reduction to \$55.8 million. This impact will be further partially offset by rebuild activities and capital grants and loans.

67.6% of Douglas Shire businesses reported that their employment, either in the short or medium-term was impacted. The general trend was that in the short-term (up to end of April 2024) there was a net 13.9% (902 persons) reduction in employed persons. However, in the medium-term (May 2024 – May 2025) this is anticipated to reduce to a net 5.7% (382 persons) reduction in employed persons inferring 520 persons were rehired. The scale of this impact is up to five times that felt across the Cairns SA4 region and once again highlights that the effects felt across the Douglas Shire were significantly greater than the region as a whole.

Table 1.1 Summary Impact on Employment		
Douglas Shire	Short-Term	Medium-Term
% recording impact on employment	67.6	
% reduction in employment	-13.9	-5.7
Estimated lost jobs (persons)	902	382

Business Impact Assessment



¹ Conus; Cairns Regional Council, TC Jasper Economic Impact Assessment 2024

Analysis of data from the tourism and agricultural sectors highlighted significant impacts in these two important industry sectors for DSC. The **decline in tourism expenditure was estimated to be between \$92 and \$105 million²**, while **losses in the agricultural sector** (primarily cane) were estimated at **approximately \$5 million**.

1.2 Summary of Recommended Mitigating Actions

In addition to a raft of actions identified within the Douglas Shire Council's Local Recovery and Resilience Action Plan, TC Jasper Event 2023/2024 and the Cairns Regional Council's Tropical Cyclone Jasper Local Disaster Recovery Plan 2024-26 this EIA makes a number of specific recommendations driven by responses to, and analysis of, the Survey specific to the experience of businesses in the Douglas Shire.

- **Control the media narrative**
 - DSC should consider how they can be proactive (perhaps in collaboration with TTNQ) in ensuring that the inevitable media attention does not over-state the difficulties and that visitors are made aware of the continued availability of transport and accommodation.
- **Help the business community understand how to access assistance from Government and insurance companies**
 - Providing timely and easily accessible information to allow businesses to access the support available should be a priority for DSC.
- **Disaster preparedness education for businesses**
 - Providing regular preparedness education for business owners in the area would improve the overall preparedness of the community
- **Consider revegetation options that could reduce flooding and/or storm surge**
 - Efforts to consider the improvement of drainage options within the Shire should include the use of natural vegetation mitigation.
- **Review of water infrastructure provision**
 - The damage to the water infrastructure within the Shire was a very significant part of the challenges faced by the business community after the event.
- **Develop a Council Disaster Communication protocol and procedure**
 - Ensuring that the community is aware of the effects of an event as it happens, and in the weeks afterwards, is crucial.

By the time of writing this Report many of the suggested mitigating actions noted here and in the Recovery Plans above will have been actioned, or are in the process of being actioned. Nevertheless, they can still act as useful templates for future responses. Proactively putting in place many of these mitigating suggestions should ensure that responses to any future such events are not only more timely but that they also result in a speedier recovery.

² These are gross expenditure figures and cannot be directly compared with impact on Gross Regional Product

2 Introduction

Tropical Cyclone (TC) Jasper crossed the Queensland coast as a category 2 system in the vicinity of Wujal Wujal, north of Port Douglas, in Far North Queensland at around 8 pm AEST on the evening of 13th December 2023. TC Jasper was associated with a significant flooding event causing large-scale transport disruption, widespread power outages, and impacts to agriculture, infrastructure, homes, water infrastructure, businesses and tourism.

Conus was commissioned by the Douglas Shire Council (DSC) to measure the economic and employment impact of this severe weather event and to provide recommendations of actions to take to mitigate future events. This work builds on analysis prepared by Conus in 2024 analysing the impact of Tropical Cyclone Jasper on Tropical North Queensland. Cairns Regional Council (CRC) kindly provided permission to utilise data collected by Conus while conducting this region-wide Economic Impact Assessment (EIA) for the Council in February 2024.

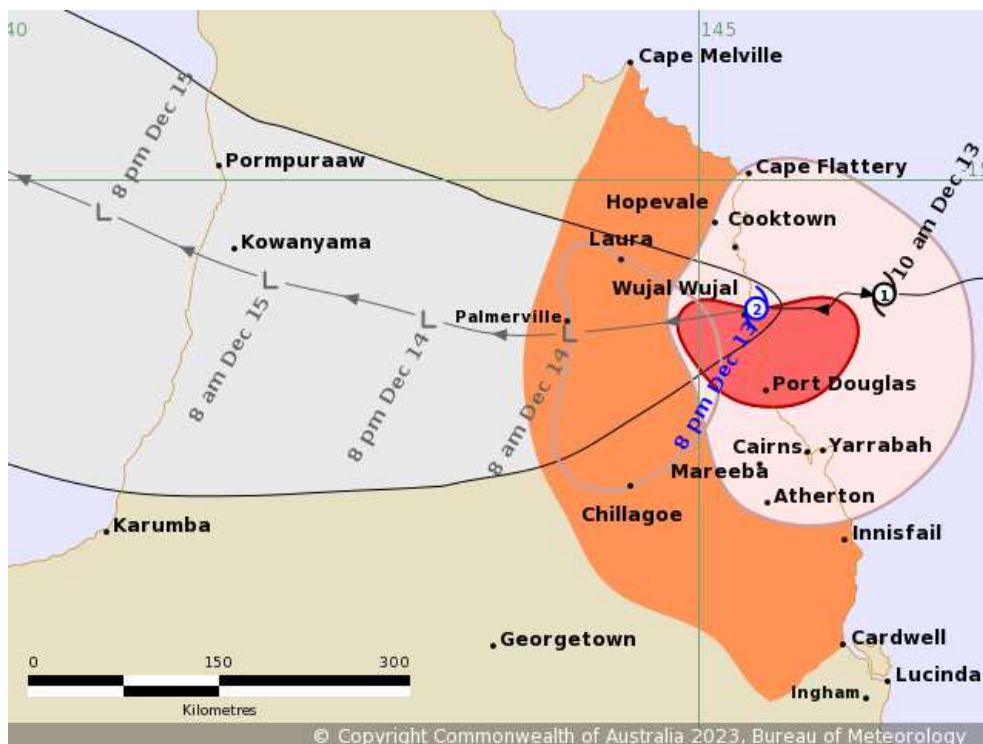
3 Tropical Cyclone Jasper

In the days after the crossing of the cyclone torrential rains were experienced across a wide area of Far North Queensland. In the Douglas Shire the Daintree River peaked at 15.85 metres; more than 2 metres above the previous record set in 2019. The highest daily rainfall total during this event of 714 mm was recorded at Mossman South Alchera Drive in the 24 hours to 9am on 18th December (Australia's highest December rainfall total). The highest five-day total of 1.9 metres was recorded at Whyanbeel Valley BOM station. Several non-Bureau sites across the Shire recorded five-day rainfall totals of more than 2 metres, with the Rex Creek Intake recording almost 3 metres over six days³. In total 3.2 metres of rain was recorded in less than a week and a total of 4.2 metres in the space of two months.

Across the Far North there were five-day totals of 2.2 metres reported at Black Mountain and 2 metres at Myola. The Barron River surpassed the March 1977 record of 3.8 metres, making the event the worst flooding event since records began in 1915.

The cyclone-related flooding caused significant damage to road infrastructure and resulted in numerous major road closures in the region including the Captain Cook Highway between Cairns and Port Douglas, and the Bruce Highway south of Gordonvale. Access roads up the Great Dividing Range to the Tablelands region were also severely impacted resulting in the closure of the Palmerston Highway, the Gillies Range Road and the Kuranda Range Road. The Captain Cook Highway remained closed to all traffic until January 20th 2024 (when it reopened with a number of single lane sections) and the Palmerston Highway did not open until February 10th 2024, also with a single lane section. Further north there was significant damage to the Cape Tribulation Road and the Bloomfield Track, isolating communities such as Cape Tribulation and Degarra.

³ Douglas Shire Council; Local Recovery and Resilience Action Plan TC Jasper Event 2023/2024



Douglas Shire suffered significant damage to its water infrastructure. Landslips combined with the flooding to block water catchments, damage the pipeline network and create record levels of turbidity which in turn blocked water treatment infrastructure.

In the Douglas Shire the challenges of road repair, water supply, communications and the resupply of isolated communities continued well into late-March 2024.

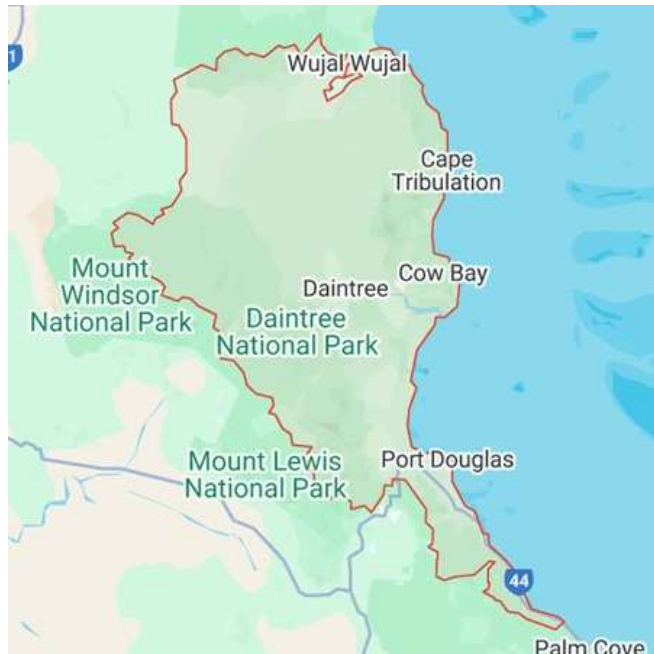
More broadly, the Cairns Airport was closed to all flights on 12th December 2023, immediately before land-fall of TC Jasper (this was a normal safety procedure in the face of an impending cyclone), but was then forced to close again on 17th and 18th December as the swollen Barron River breached levee walls and flooded the main runway at the Airport leading to significant impacts on regional tourism. General Aviation activities at the Airport were also severely impacted.

The main North Coast rail line was reopened just before Christmas, but the Kuranda Scenic Railway reopened for weekend services only in mid-February and a full service restarted in early March 2024.

Extensive power outages were experienced across the region with about 40,000⁴ properties and businesses without power for extended periods.

⁴ Ergon Energy Cyclone Jasper Restoration Plan

4 Douglas Shire – Profile



The Douglas Shire covers an area of 2,445 km² from Wangetti Beach in the south to the Bloomfield River in the north.

The economy of the Shire depends mainly on tourism. Figures from Tourism and Events Queensland demonstrate that, with an 80% economic reliance on tourism, the Douglas Shire ranks as the most tourism dependent region in Australia.

Much of the agricultural land of the Shire is utilised in sugar cane production, once the economic base of the region, although the pre-eminence of cane farming and production has been superseded by a vibrant tourism industry.

Douglas is home to over 12,000 residents, with almost 60% living in the two main population centres of Port Douglas and Mossman. Port Douglas is the tourist gateway to the Shire, while Mossman is the administrative, health, industrial and agricultural hub. Other principal urban centres include the beachside communities of Wonga Beach, Newell Beach and Cooya Beach. The remaining residents live in small, decentralised communities scattered along the 100km stretch of coast road; tucked into the rainforest or in small rural townships in the valleys of the Shire's hinterland.

4.1 Economy

4.1.1 Gross Regional Product

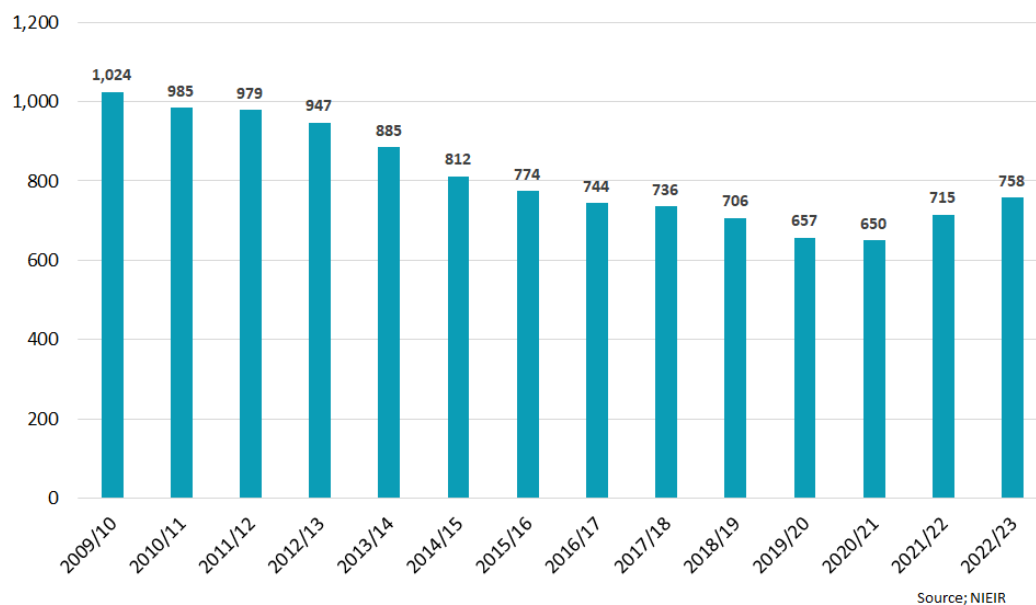
Annual modelling by the National Institute of Economic and Industry Research (NIEIR) provides data at the LGA level for Gross Regional Product (GRP). The most recent data available⁵, for 2022/23, shows the GRP for the Douglas Shire as \$758 million, which represents 0.15% of total Queensland Gross State Product (GSP). This share of the State's economy has fallen from 0.28% in 2009/10.

Over the previous decade GSP growth in Queensland has been 25.3% while in the Douglas Shire GRP has contracted by 20%. However, in more recent years growth in the Douglas Shire has exceeded that at the State level. DSC has grown 15.4% in the three years to 2022/23 while Queensland GSP was up 11.5%.

⁵ Economy.id

Douglas Shire Gross Regional Product

\$ millions



This highlights the fact that over the years immediately after the COVID pandemic the Douglas Shire's economy has performed better than the State. Given the Shire's heavy reliance on the tourism sector, and the anticipated significant impacts this sector faced as borders closed and economic activity slowed, this can only be seen as an outstanding result. The strength of domestic tourism in the face of the pandemic, and efforts by tourism bodies, Chambers, business advocates and Local Government all played their part in ensuring the Shire was in a healthier economic position than might have otherwise been expected before TC Jasper hit.

Table 4.1.1 Economic Growth

Year	DSC LGA GRP \$ mill	% change y/y	Queensland GSP \$ mill	% change y/y
2010/11	985	-3.8	370,579	+0.9
2011/12	979	-0.6	392,179	+5.8
2012/13	947	-3.3	403,356	+2.8
2013/14	885	-6.5	411,357	+2.0
2014/15	812	-8.2	414,813	+0.8
2015/16	774	-4.7	424,670	+2.4
2016/17	744	-3.8	435,819	+2.6
2017/18	736	-1.2	453,132	+4.0
2018/19	706	-4.0	457,358	+0.9
2019/20	657	-7.0	453,184	-0.9
2020/21	650	-1.1	465,842	+2.8
2021/22	715	+10.1	491,685	+5.5
2022/23	758	+6.0	505,231	+2.8
10-yr change		-20.0		+25.3
3-yr change		+15.4		+11.5

4.1.2 Industries

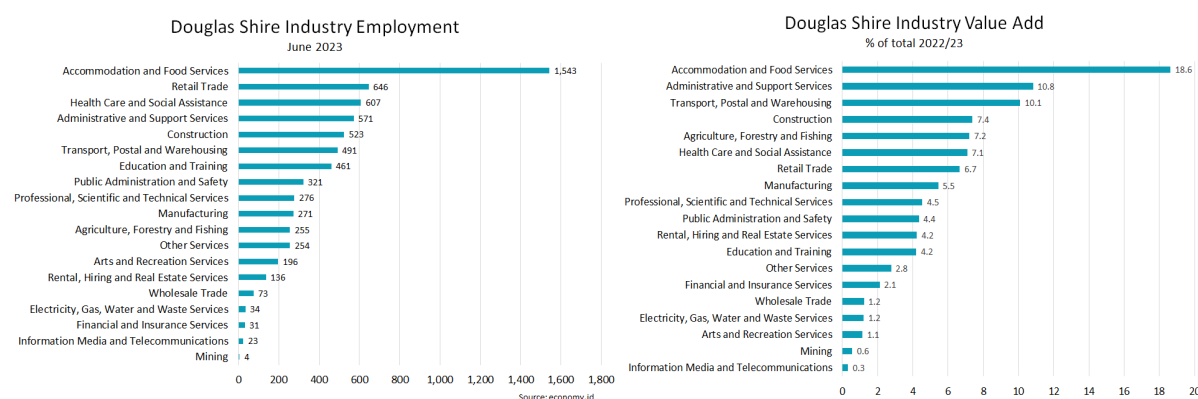
The Accommodation & Food Services sector is the largest employer and employs more than 1,500 people in the Shire⁶. The sector also provides 18.6% of the total Industry Value Add⁷.

Other significant industry sectors include.

- Administrative & Support Services employs 571 people and adds 10.8% to Value Add.
- Construction employs 523 people and contributes 7.4% to Value Add.
- Transport, Postal & Warehousing employs 491 people and adds 10.1% to Value Add.
- Agriculture, Forestry & Fishing employs just 255 people adds 7.2% to Value Add.
- Healthcare & Social Assistance employs 607 people and adds 7.1% to Value Add.

These six industry sectors together employ 61.2% of all workers in the Shire and account for 60.5% of total Value Add.

It should be noted that 'Tourism' does not appear as an industry sector since it is not defined as an industry within the Australian and New Zealand Standard Industrial Classification (ANZSIC) system⁸. This report considers the Tourism sector in more detail in Section 8 below.



4.1.3 Employment

Data on the level of employment at the Local Government Area (LGA) level is difficult to obtain at anything other than a (somewhat delayed) financial year basis. However, by utilising other more timely data sets we can make some estimates for employment in Douglas Shire beyond the most recently available actual data.

There were 6,714 people employed within the Douglas Shire in June 2023⁹. Conus estimate (given growth rates seen in other employment measures relevant to the Shire¹⁰) that employment had

⁶ Economy.id

⁷ Value added by industry is an indicator of business productivity in the region. It shows how productive each industry sector is at increasing the value of its inputs. Source economy.id

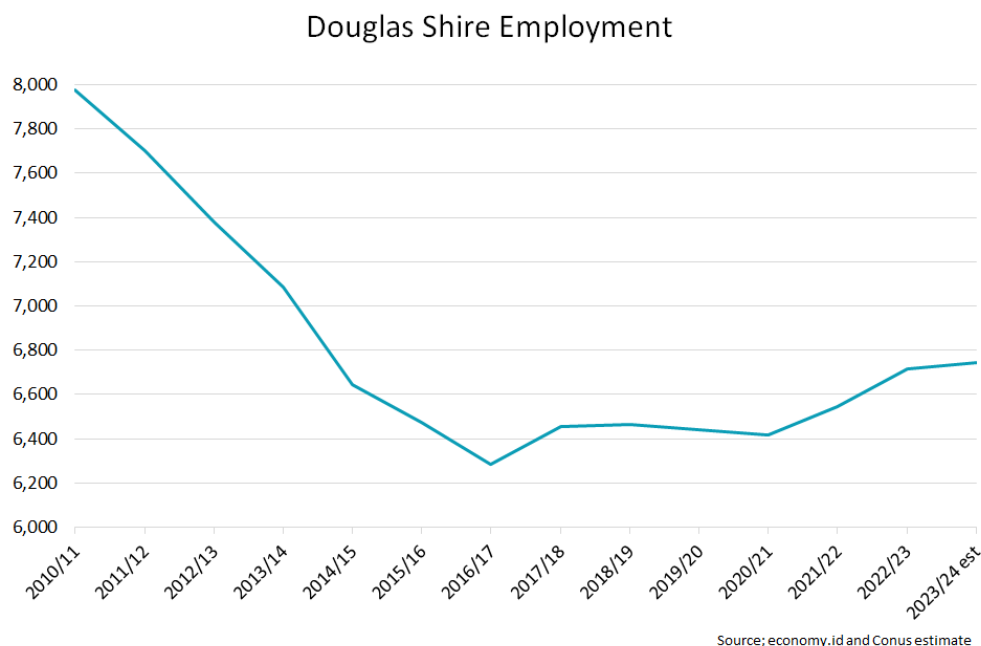
⁸ www.abs.gov.au/statistics/classifications/australian-and-new-zealand-standard-industrial-classification-anzsic/latest-release

⁹ Economy.id

¹⁰ E.g. Jobs and Skills Australia; Small Area Labour Markets

increased to 6,842 by the end of 2023. However, the same data suggests a decline in employment from that point to sit at an estimated 6,745 by September 2024.

Utilising a different data set to make an estimate of employment in the Douglas Shire yields a very similar result. At the DSC LGA level the NIEIR estimate for employment in June 2023 was 6,714 people, representing 4.8% of the Trend Cairns SA4 employment¹¹ at that time. This aligns closely with the DSC LGA's share of regional GRP (4.4%). Applying an average of these shares (4.6%) to the Trend employment figure for December 2024 would suggest that employment in Douglas Shire at the end of 2024 was 6,762.



4.2 Population

Population growth across Australia slowed sharply through 2020 and 2021; international migration came to a virtual halt as international borders were shut in response to the COVID pandemic. However, since then population growth in Australia has accelerated rapidly and in June 2024 was running at 2.1%¹² p.a., down the 2.4% p.a. recorded for the year to June 2024 which was its fastest pace since the ABS started compiling quarterly population estimates in 1981. In the decade before the pandemic, average population growth was just 1.6% p.a.

Since March 2020 the pace of internal migration out of capital cities (in particular Melbourne and Sydney) has increased and recent estimates for population growth in Queensland¹³ show an increase in the year to June 2024 of 2.3% p.a. This compares to an average State growth rate of 1.6% p.a. in the decade before COVID.

¹¹ Conus/CBC Staff Selection Regional Employment Trend

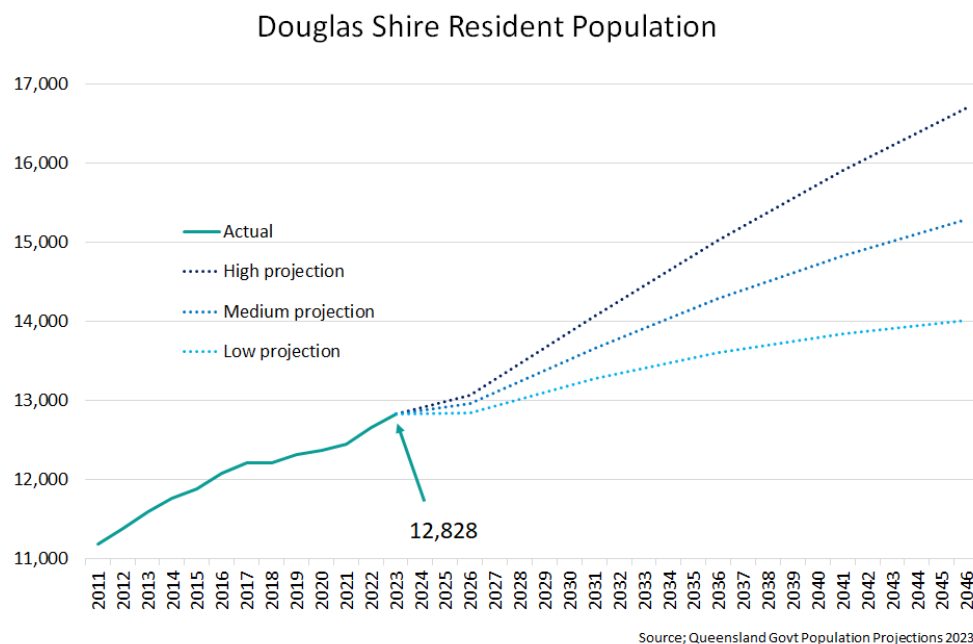
¹² ABS; National, state and territory population June 2024

¹³ ibid

4.2.1 Douglas Shire

Current residential population in the Douglas Shire is estimated (June 2023)¹⁴ to be 12,828 having grown by 1.3% over the previous year. This compares to growth of 2.3% in Queensland for the same period. For the ten years prior to the COVID pandemic population growth across the Douglas Shire had averaged 1.0%.

The most recent population growth projections for the Douglas Shire¹⁵ indicate estimated annual growth of between 0.4% and 1.2% p.a. through to 2046 with the region's population projected to grow to 15,289 (medium series) by 2046.



¹⁴ ABS; Regional population 2022/23

¹⁵ Queensland Government; Population Projections, 2023 update edition: Queensland SA4

5 Business Survey

5.1 Survey Scope

In 2024 Cairns Regional Council (CRC) commissioned Conus to conduct an EIA to help them understand the economic impact (short, medium, and long-term) on the CRC LGA and broader Cairns SA4 region (which includes Douglas Shire Council) of the severe weather event caused by TC Jasper and subsequent flooding just before Christmas 2023.

The EIA was tasked with a macro-economic analysis of the impact on GRP and employment across the whole of the Cairns SA4 region. The data to conduct such an assessment was obtained by an extensive business survey conducted right across the region which resulted in 511 responses, 42 of which were from businesses within the DSC area. CRC have kindly permitted the use of the data obtained from the 2024 Survey in this project, and the responses from DSC-based businesses have been used in this report to inform our analysis.

DSC accounted for 8.2% of all responses, a rate which greatly exceeded the Shire's relative share of the region either in terms of GRP (4.3%) or employment (5.3%). This over-representation of businesses within the Douglas Shire strongly suggests¹⁶ that businesses in Douglas Shire were more severely impacted than those across the region; a suggestion borne out in the data (see Sections 5.3 & 6 below).

5.2 Methodology

The methodology used for the economic impact assessment of TC Jasper in the Douglas Shire consisted of two main elements:

- Macro-economic analysis and modelling was undertaken to determine the short, medium, and long-term impacts. This involved accessing a suite of macro-economic data for the Douglas Shire Council, gathering data on the economic impact felt by businesses in the face of the event (from the previous Survey), and incorporating this data into an economic model to estimate economic effects.
- Desktop research was also undertaken to establish information currently available for the impact the weather event had on industry sectors and the scale of recovery since.

The economic impact assessment for the report primarily considers impact to GRP and employment. Survey results were weighted to account for any disparities between the industry distribution of Survey respondents and the known distribution of the business populations in the Douglas Shire. These weighted results have been assessed quantitatively and used within an economic model to estimate macro-economic impacts.

Table 5.2 Input-Output Model Metrics

Gross Regional Product	Employment
Gross Regional Product (GRP) is a measure of the total value of all goods and services produced within the DSC LGA, over a financial year.	A measure of employment levels (full time equivalents) required to service the demand for economic output per annum.

¹⁶ A voluntary survey, such as the one conducted for the TC Jasper Survey in 2024, inevitably results in a certain degree of self-selection bias. Those businesses more impacted are more likely to respond than those unaffected and as a result an area more heavily impacted than others will likely be reflected by an over-representation in the Survey. This over-representation was adjusted for in the region-wide analysis.

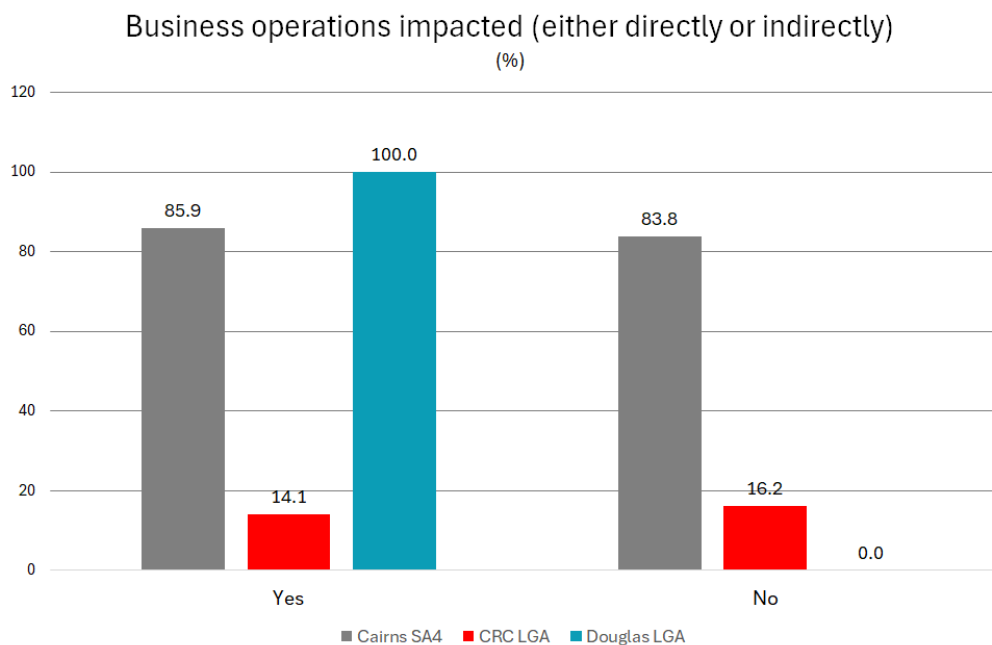
The aim of the methodology was to determine the extent of damages, what businesses' experience was in relation to receiving Government assistance, businesses' experience with their insurers and what information is required to plan for business continuity following future natural disaster events.

5.3 Survey Results

The estimated macro-economic impacts caused by TC Jasper and the flooding event are covered in detail in Section 6. This Section considers other more qualitative information obtained from analysis of the Survey.

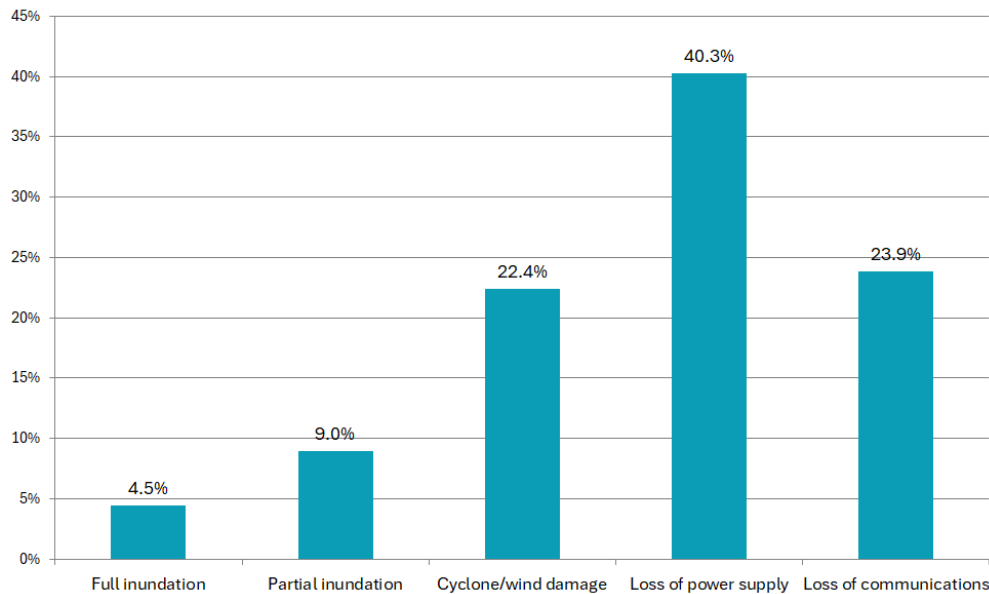
5.3.1 Douglas Shire

Of the 42 businesses in the DSC who responded to the Survey, 100% reported being impacted to some degree by the event. This contrasts with 85.9% of the region-wide respondents who reported an impact. Clearly businesses in DSC were impacted at a far greater rate than the region-wide average.



Respondents who were impacted were asked to identify the kind of direct impacts their business suffered.

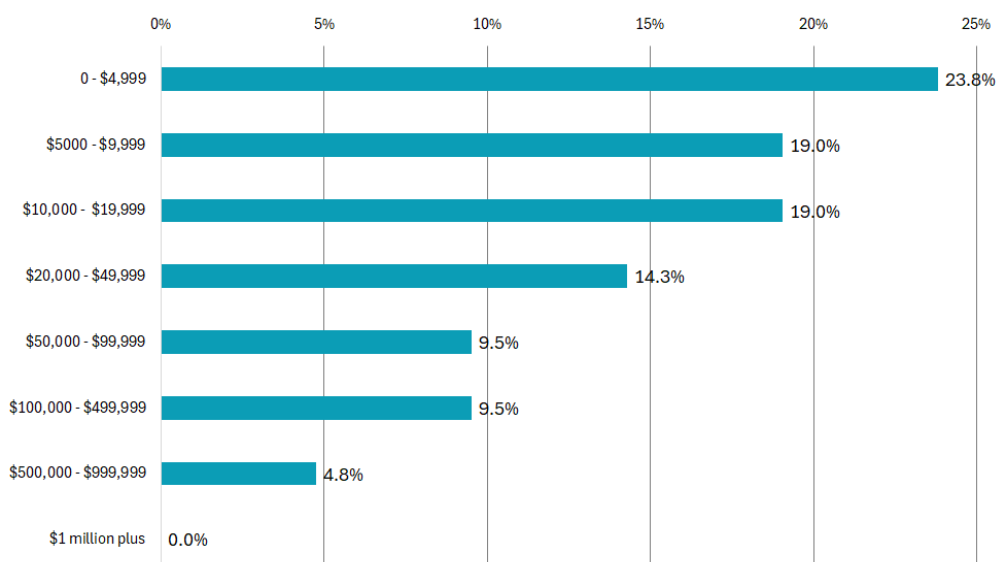
Way in which business was physically impacted



40.3% reported being impacted by a loss of power and 23.9% loss of communications. 22.4% reported damage from the actual TC itself while 13.4% also reported either partial or full inundation.

Respondents were asked to identify the scale of damage caused by the event. Damage was widespread across the full range of assets including land, agricultural stock and infrastructure such as fences and access.

Total cost of physical damage to business assets

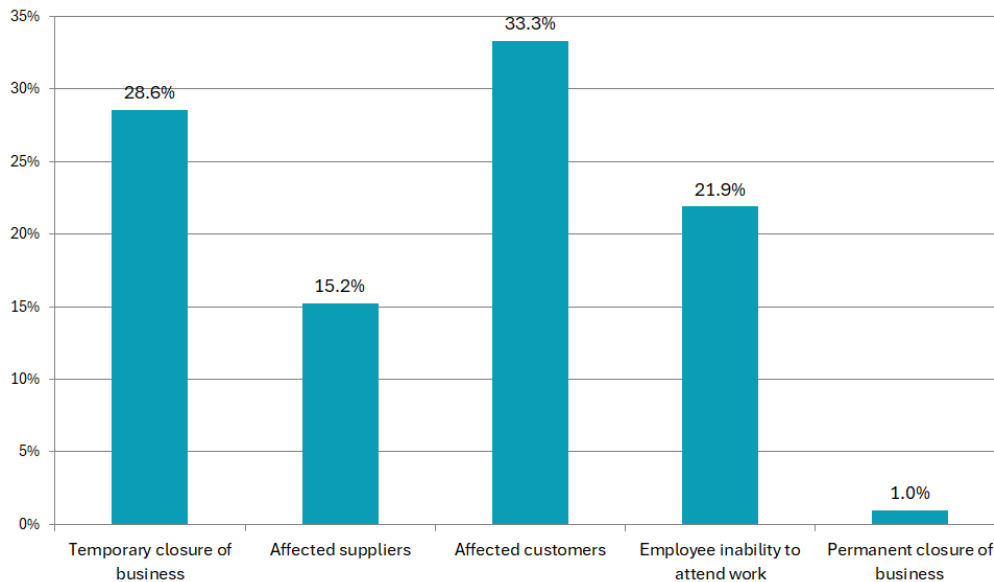


Consistent with other major natural disasters in Queensland, a greater portion of businesses experienced indirect but potentially even more serious impacts to their business. 28.6% of businesses had to temporarily close, 33.3% of businesses indicated their customers were impacted and that they

would be in turn, 21.9% indicated their employees were unable to attend work and 15.2% of businesses indicated their suppliers were affected in turn creating disruption to their sales.

1.0% of respondents reported a permanent closure of their business.

Way in which business was indirectly impacted



Of those impacted, 67.6% reported that their employment situation, either in the short or medium-term were also impacted (details of the impact on employment are given in more detail in Section 6.2).

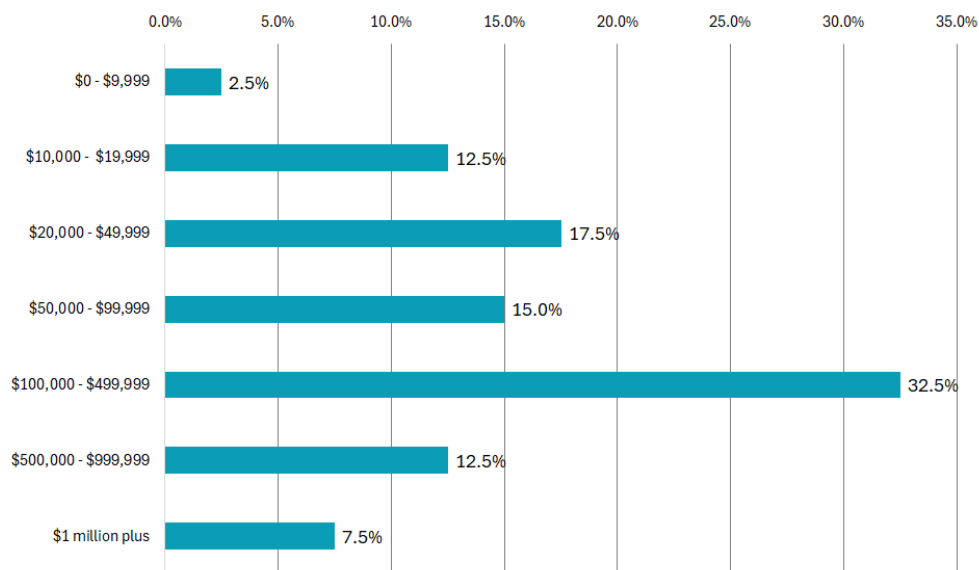
5.3.1.1 Viability

The impact on business earnings was significant, either as a result of having to close for some time or by way of impacted customers.

Of those businesses that experienced financial losses;

- 2.5% indicated that they had lost less than \$10,000 in earnings.
- 30.0% indicated that they had lost between \$10,000 and \$50,000 in earnings.
- 15.0% lost between \$50,000 to \$99,999.
- 32.5% lost between \$100,000 and \$500,000.
- 20% indicated they had lost more than \$500,000 in earnings.

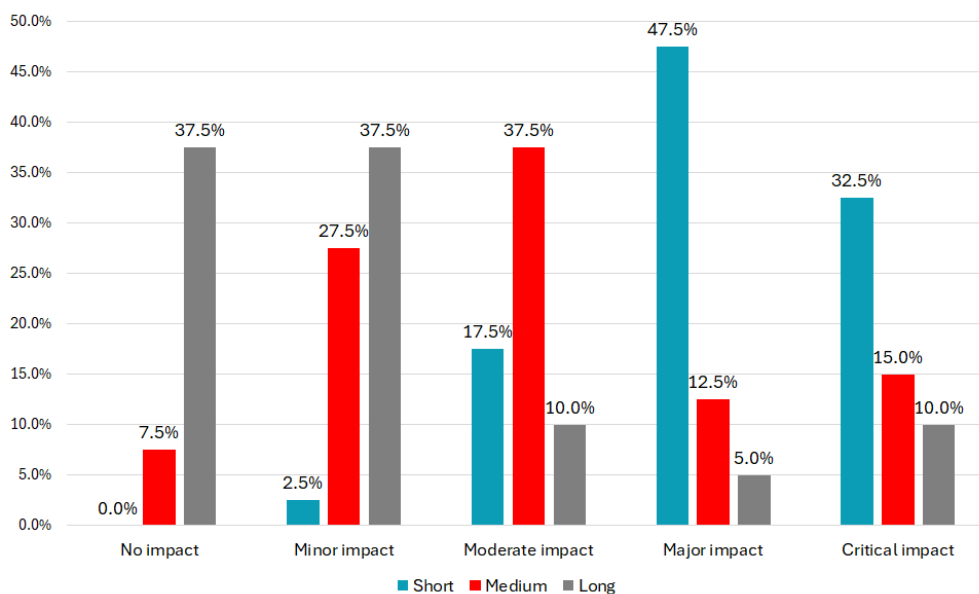
Lost earnings by businesses as consequence of TC Jasper



Based on previous experience and data, the total impact of these type of weather events increases over time particularly as a result of indirect impacts on business revenue reducing consumer and business spend in the region.

Businesses were asked to estimate the severity of the impact to their business viability over the short (up to April 2024), medium (from May 2024 to May 2025) and long-term (from June 2025 to June 2026).

Impact on Viability



- The impact on viability was significantly greatest in the short-term with major impacts falling away sharply in the long-term.

- Respondents were asked to estimate the time from the event before their business would have recovered; the average within Douglas Shire was 9.8 months.

5.3.1.2 Other Results – Business Assistance

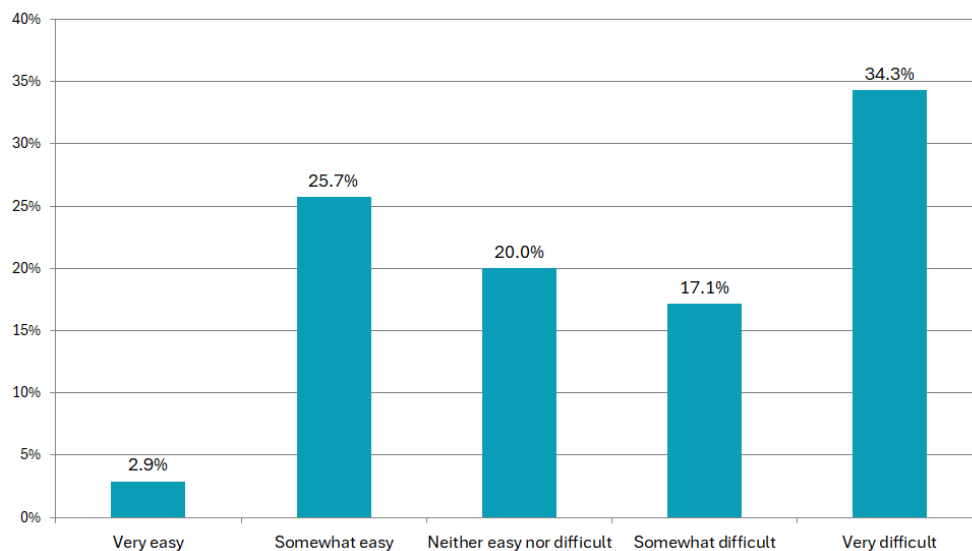
Types of assistance provided across the tiers of Government for which businesses in the Douglas Shire were eligible, and which are likely to be similarly made available in the event of a future disaster, included:

- **DRFA Category B disaster assistance grants for small businesses**
 - Extraordinary disaster assistance grants of up to \$50,000 are available to small businesses impacted by TC Jasper.
- **Disaster Assistance Loans**
 - Up to \$250,000 for producers and small businesses and \$100,000 for not-for-profits to repair or replace damaged assets like plant and equipment, to repair premises, or to replace stock and maintain liquidity.
- **Essential Working Capital Loans**
 - Up to \$100,000 for producers, small businesses, and not-for-profits to allow for the continuation of operations, including paying wages, rents or rates, purchasing items such as fuel, fodder and water, or for the transportation of livestock and produce.
- **Freight subsidies**
 - Up to \$5,000 for primary producers to assist with the movement of stock, feed, machinery, fuel, water, and building or fencing materials.
- **Extraordinary Disaster Assistance Recovery Grants**
 - Grants up to \$75,000 are available to assist directly impacted primary producers, small businesses and non profit organisations with the costs of clean-up and reinstatement.
- **Tourism Exceptional Assistance Grants**
 - Provides financial assistance (up to \$500,000) to tourism operations which were closed to trading for a minimum of 14 days as a result of being isolated, or having a usual area of operation isolated as a direct result of TC Jasper.

Just 22.9% of respondents reported having received support.

When asked to judge how easy it had been to access support and/or information about support available, the respondents generally leaned towards it being difficult with about 29.6% claiming it was either 'Very Easy' or 'Somewhat Easy', and 51.4% claiming it was either 'Very Difficult' or 'Somewhat Difficult'. It was also clear that many non-tourism related businesses experienced significant challenges accessing assistance which appeared to be more targeted specifically at the tourism sector. This result is worse than that for the region more generally and suggests that businesses in the DSC experienced a greater level of difficulty in accessing support than elsewhere.

Ease of getting information about, and access to, available Government support



Comments from respondents about the availability and ease of accessing government support were consistent around a few central topics;

- Making sure that consistent and accurate information was easily available, perhaps by way of a one-stop-shop point of access. In times of a disaster, it is a significant challenge for people (often with very limited communications) to access multiple sources of information.
- Concern about the lack of support for businesses who were not directly impacted by the TC or flood but who nevertheless suffered significant loss of income because of it.
- Financial assistance with cash flow and concessional loans from Government to help business meet their immediate debtor obligations. This is particularly relevant for businesses indirectly impacted as well.
- Government agencies need to understand that at a time of a disaster tasks that would be normally straightforward can pose significant (and often insurmountable) challenges. For instance, loss of paperwork can make proving identification impossible (could myGovID be used?) and reporting requirements which might involve services such as accountants may not be available at this time. This also highlights the need for power restoration to impacted businesses as quickly as possible.
- Deferral of tax and bank debt and red tape concessions.
- While there was some support available for tourism businesses there was a perception that other sectors were left behind.

Respondents were asked to provide any general commentary they wished to add. Common themes of this commentary included;

- The negative impact on future tourism from the over-sensationalising of the event by media.
- The significant indirect impact felt by businesses on existing and future bookings.
- Significant concern about the water supply problems and the effect this had on business.
- Catastrophic impact at such an important time for the tourism sector.

- Many compared the impact as worse than COVID.



Landslides in Stewart Creek Valley. Source; DSC

6 Economic Impact

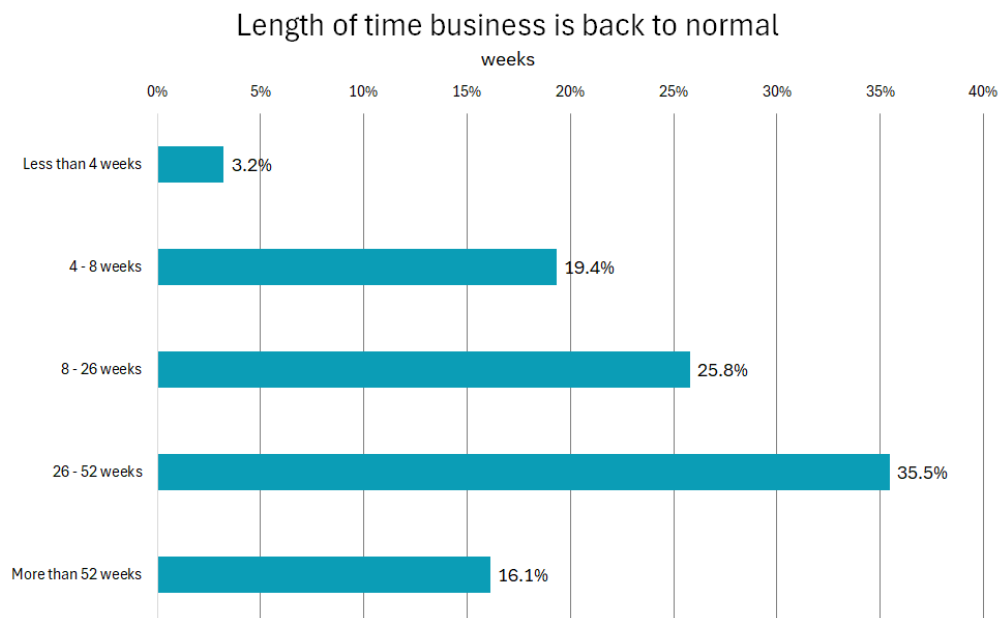
The macro-economic impacts caused by TC Jasper and the flooding event are covered in detail below. The extent of the physical damage, business closures, and lost earnings all flow through to reduced economic activity for the Douglas Shire, and in turn jobs losses.

6.1 Gross Regional Product

6.1.1 Douglas Shire

For Douglas Shire businesses:

- 100% of businesses were impacted.
- On average it is estimated to be 9.8 months before businesses are back to normal (compared to 6.2 months for businesses region-wide).
- Collectively businesses were assessed to have lost 7.43% of their annual revenue (compared to 4.1% for businesses region-wide).



The impact of TC Jasper and the flooding event on the Douglas Shire's GRP is estimated to have been a reduction of \$56.3 million, with most of this impact falling within the 2023/24 financial year. Specific Government assistance directed at support for business turnover (rather than capital or rebuild grants and loans) is estimated to have lessened this reduction to \$55.8 million. This impact will have been further partially offset by rebuild activities and capital grants and loans.

6.1.2 Comparison to Cairns SA4 Region

This result contrasts against the impact of TC Jasper and the flooding event on the Cairns SA4 region's GRP reduction of \$649.1 million¹⁷. Accordingly, the Douglas Shire is estimated to have comprised 8.7% of overall lost Cairns SA4 GRP which compares with DSC comprising 7% of Cairns SA4 GRP. It is

¹⁷ Conus; Cairns Regional Council, TC Jasper Economic Impact Assessment 2024

therefore clear that the impact of the event, as measured by the reduction of GRP, was greater for the Douglas Shire.

Table 6.1.2 below highlights the fact that the DSC economy is much more heavily reliant on sectors which were more significantly impacted (e.g. Accommodation & Food Services) and less reliant on sectors where major negative impacts were less likely to be felt (e.g. Health Care and Public Admin & Safety). This relative lack of economic diversity will have exacerbated the impacts felt by the Shire.

Table 6.1.2 Component Industries: Value Add % 2022/23		
Industry Sector	Cairns SA4	DSC
Accommodation and Food Services	5.2	18.6
Administrative and Support Services	5.8	10.8
Agriculture, Forestry and Fishing	10.0	7.2
Arts and Recreation Services	0.8	1.1
Construction	7.2	7.4
Education and Training	6.0	4.2
Electricity, Gas, Water and Waste Services	3.0	1.2
Financial and Insurance Services	3.0	2.1
Health Care and Social Assistance	11.7	7.1
Information Media and Telecommunications	0.9	0.3
Manufacturing	4.5	5.5
Mining	5.3	0.6
Other Services	3.2	2.8
Professional, Scientific and Technical Services	4.9	4.5
Public Administration and Safety	8.1	4.4
Rental, Hiring and Real Estate Services	3.1	4.2
Retail Trade	5.9	6.7
Transport, Postal and Warehousing	8.7	10.1
Wholesale Trade	2.8	1.2
Total industries	100.0	100.0

6.2 Employment

6.2.1 Douglas Shire

67.6% of Douglas Shire businesses reported that their employment, either in the short or medium-term was impacted. The general trend was that in the short-term (up to end of April 2024) there was a net 13.9% (902 persons) reduction in employed persons. However, in the medium-term (May 2024 – May 2025) this was anticipated to reduce to a net 5.7% (382 persons) reduction in employed persons inferring 520 persons were rehired.

Table 6.2.1 Summary Impact on Employment		
Douglas Shire	Short-Term	Medium-Term
% recording impact on employment	67.6	
% reduction in employment	-13.9	-5.7
Lost jobs (persons)	902	382

6.2.2 Comparison to Cairns SA4 Region

38.8% of Cairns SA4 businesses reported that their employment, either in the short or medium-term was impacted. The general trend was that in the short-term (up to end of April 2024) there was a net 4.7% (6,706 persons) reduction in employed persons. However, in the medium-term (May 2024 – May 2025) this is anticipated to reduce to a net 1.0% (1,436 persons) reduction in employed persons inferring 5,270 persons were or will be rehired.

Table 6.2.2 Summary Impact on Employment		
Cairns SA4	Short-Term	Medium-Term
% recording impact on employment	38.8	
% reduction in employment	-4.7	-1.0
Lost jobs (persons)	6,706	1,436

The Douglas Shire comprised approximately 13.5% of overall lost jobs in the Cairns SA4 region which compares to the Shire comprising approximately 4.7% of Cairns SA's employment. Accordingly, the impact, as measured by reduction of employment, was greater for the Douglas Shire.

6.3 Learnings from Previous Natural Disasters

Experience and research tell us that respondents to surveys such as the one conducted for the 2024 TC Jasper EIA have a natural bias towards those most impacted by the event being surveyed (self-selection or volunteer bias¹⁸). This Survey received widespread coverage across all the target LGAs, industry sectors and business size and while we can, and have, adjusted data to account for *known* variables (such as industry sector) we cannot adjust to account for *unknown* variables such as how many businesses were actually impacted compared to how many in our Survey reported being impacted. Nevertheless, we can note that the impacts outlined above are, in all likelihood, going to be at the upper end of a range of probable outcomes.

In addition to the concern around self-selection bias there is a documented tendency for the responses in surveys such as these to be time sensitive. Studies which have followed up survey results sometime after the original event find that actual results can vary quite markedly from those estimated in the survey soon after the event.

For example, following the 2011 Brisbane floods the Chamber of Commerce and Industry Queensland (CCIQ) conducted a survey of impacted businesses. They then followed this with a second survey and report¹⁹ six-months after the original and compared the results of the two surveys. The result of this report was to show that average direct impacts suffered, and reported in the later survey, were significantly lower than originally estimated. By contrast, average indirect impacts had been significantly under-estimated in the original survey. Taken together the total of both direct and indirect average impacts on turnover showed a reduction of 29% between the first and second survey. This CCIQ Report suggests that while the impacts originally estimated may be somewhat over-stated at the time, there is also a tendency to under-state the

¹⁸ Self-selection (or volunteer) bias refers to the systematic, non-random difference in characteristics between individuals who choose to participate in a study and those who don't. Studies have shown that individuals who are personally interested in, or motivated by, a certain topic are more likely to participate in a research study about it.

¹⁹ CCIQ; Six Months on from Queensland's Natural Disasters; A Report to the Queensland Government 2011

longer-term impacts on businesses caused by flow-on, indirect impacts to the economic environment.

The Queensland Budget for 2011/12 projected a hit to GSP in 2010/11, caused by the Brisbane Floods and TC Yasi, of \$6 billion representing 2.25% of GSP²⁰. Prior to the disasters, forecasts had been for growth in Queensland GSP of 2.25%, and therefore the revised expectation within the Budget was for zero growth in 2010/11. This expectation of the impact from the disasters will presumably have been formed, at least to some extent, by a similar exercise to the one conducted for the 2024 TC Jasper EIA. It is therefore worth noting that actual realised GSP growth in 2010/11 was 0.8%, which we might reasonably conclude was because the impacts from the Brisbane Floods and TC Yasi were actually \$4.2 billion rather than the \$6 billion originally estimated. This reduction of 30% tallies very closely with the result from the CCIQ Report noted above. If we were to see a similar time sensitivity reflected in the estimated impact from TC Jasper, then our estimate of the reduction in GRP would drop to \$39.4 million.

Taken together these two issues provide reason to be cautious about any estimates made as a result of a voluntary survey conducted a short time after a major event, such as TC Jasper and the flood event. While the size and diversity of the Survey provides us with a high degree of confidence that the region-wide results are a true reflection of the business population in the target areas we must also acknowledge that realities such as self-selection bias and the over-estimating of direct, short-term impacts are likely inevitable and therefore that Survey-derived estimates of the actual economic impact on both GRP and employment might be characterised as “up to” the scales noted in Section 6.

7 Impact on Tourism

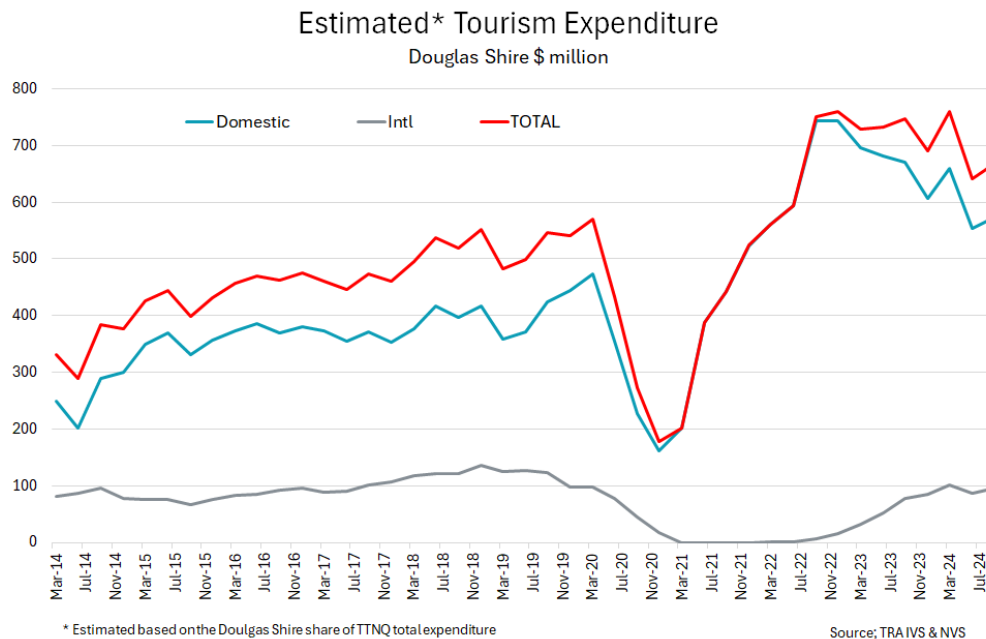
Since the outbreak of the COVID pandemic and the subsequent national and State border closures the tourism sector in Tropical North Queensland (TNQ) has been largely a tale of two markets. The domestic market hit new record highs as Australians were forced, or chose, to travel internally while the international market, having come to an almost complete stand-still, was slow to recover. In the past year we have seen a scaling back of the surge in domestic tourism numbers and, although international tourism has continued to recover, this recovery has not been sufficient to offset the decline in the domestic market. As a result, total tourism expenditures in the region have fallen from the highs seen in the year to September 2023.

Total tourism expenditure in TNQ for the year to September 2024 fell to \$4.23 billion (at least partly due to the impacts of TC Jasper), which despite being its lowest result in two years still represents an increase of 19.8% from the pre-COVID high seen in the year to December 2019. The variation between the domestic and international markets is stark when we consider that domestic expenditure (\$3.33 billion) is up 33% over that period while international expenditure (\$0.9 billion) is still down 12.5%.

Data for tourism expenditure at the level of LGAs is not reliably available. However, by using the Douglas Shire’s share of TNQ domestic and international holiday nights we are able to estimate tourism expenditures in the Shire. We estimate that tourism expenditure in Douglas Shire reached a

²⁰ Queensland State Budget 2011-12 Budget Strategy & Outlook. Budget Paper No 2, Section 3

high of \$760 million for the year to March 2024 (in sharp contrast to the data for TNQ which peaked in the year to September 2023) and then fell sharply to \$669 million for the year to September 2024. This would suggest that tourism expenditure was strong for the nine months preceding TC Jasper (strong enough that even with a sharp fall in the March 2024 quarter the year-to-date numbers were still healthy) and that the impact of the weather event was felt well beyond the end of March 2024.



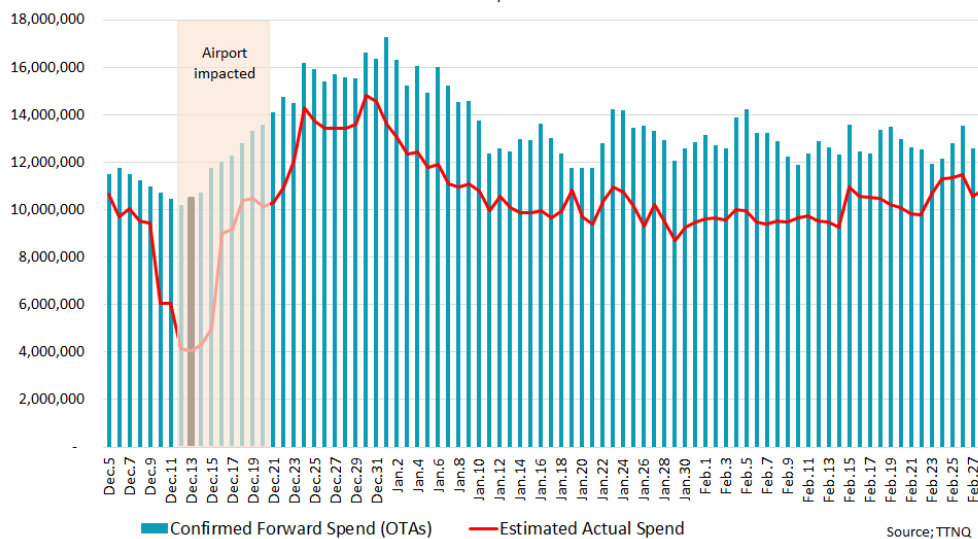
The impact on tourism became noticeable well before the actual landfall of TC Jasper. Impacts were being felt in the TNQ tourism sector as early as December 5th, 2023, when the BOM upgraded tropical low 03P to Cat 1 Tropical Cyclone Jasper in the Coral Sea, and then a couple of days later when forecasts were anticipating a severe (Cat 3 or 4) Tropical Cyclone heading towards the Far North Tropical coast and making landfall around December 13th somewhere north of Cairns.

Data from Tourism Tropical North Queensland (TTNQ), which compares confirmed forward spend as reported by Online Travel Agents (OTAs) with estimated actual spend figures, demonstrates that the effect of the possibility of a Severe TC striking the coast in the region was already being felt by December 5th.

From December 5th 2023 to the end of February 2024 TTNQ tracked the cumulative effect of cancelled tourism bookings across the TNQ region and they estimated that by that time the event had resulted in lost and cancelled expenditure of \$257 million. This represented a reduction of approximately 5.2% in the total annual tourism expenditure in the region suffered over the course of less than three months. While the impact clearly waned as time passed it appears likely that at least some of the negative effects continued to be felt up to Easter 2024 with the total impact therefore likely to have approached \$300 million (6% of annual total).

Impact on Visitor Expenditure TC Jasper and Flood Event

\$



Since 'Tourism' is not treated as an industry sector within the ANZSIC classification it is difficult to extract tourism-specific data from the Survey. Nevertheless, the results from the Accommodation & Food Services sector (which in the Douglas Shire is dominated by 'tourism' businesses) confirm the significance of the event on the tourism sector. 100% of surveyed Accommodation & Food Services businesses reported being impacted to some degree (higher than the 94% average for the sector across the broader region) with a Net Impact on Turnover estimated at 11.5%. This Net Impact figure is approximately 2.4 times the scale recorded by the Accommodation & Food Services sector across the region of 4.8%.

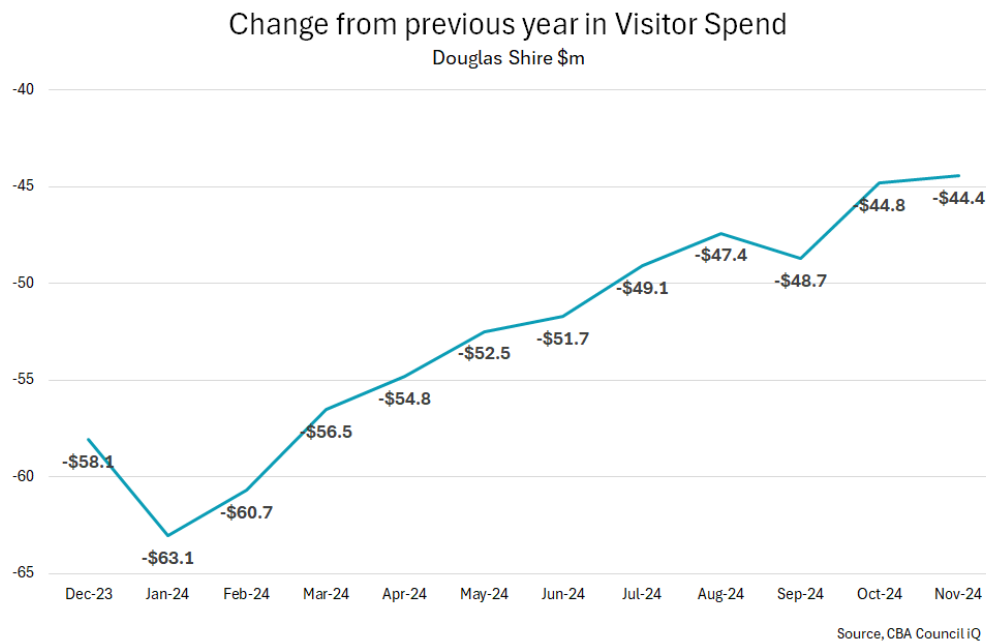
This regional figure closely matches the TTNQ estimate of 5.2% lost visitor expenditure across the whole tourism sector, and we can therefore reasonably estimate that the impact to the tourism sector in the Douglas Shire was of the order of 12.5% of total tourism expenditure. This would suggest that, of the \$257-300 million in estimated lost expenditure across the TNQ region in the 3 months after the event, **approximately \$92-105 million can be attributed to the Douglas Shire²¹.**

Data from Commonwealth Bank of Australia (CBA)²² for DSC confirms this substantial decline in visitor spend. The CBA Council iQ data tracks actual spend in the Douglas Shire by month for the year-to-date compared to the same period a year earlier. This confirms that over the three months following the flood event visitor spending in DSC was down an average 19.9% from the previous year. **This equated to a reduction in the year-to-date spend of an average of \$60 million over the three-month period.** The CBA data only tracks expenditure located in DSC and we would therefore expect this figure to be substantially lower than the total spend figure calculated via the International and National Visitor Surveys noted above which include spending beyond that expended in DSC (e.g. airfares for international visitors). As the chart below makes clear, the impact on spend diminished throughout

²¹ Based on estimated DSC share of TNQ tourism expenditure

²² CBA Council iQ Douglas Shire Jan 2025

2024 although even 12 months after the event visitor spend was still showing a substantial reduction from the previous year (average 4.5% for the last 3 months of 2024).



The estimated time to recovery of 7.5 months, which although shorter than the average across the Shire in all sectors (9.8 months), is significantly longer than the region-wide average for the sector (5.0 months). The CBA Council iQ data would suggest that even this expectation of recovery in 7.5 months was overly optimistic with substantial impacts still being felt a full 12 months after the event. This highlights the significantly greater impact felt by Accommodation & Food Services businesses (and by extension the entire tourism sector) in the Douglas Shire compared to the region as a whole.

The impact on employment within the Accommodation & Food Services sector is somewhat less than the average across all industry sectors in the short term and medium term. The short-term impact is a net reduction of 12.5% of employment (compared to 13.4% for all sectors). This falls to a 2.3% reduction in the medium term while across all sectors in the Shire the medium-term outlook is for a reduction of 5.7%.

8 Impact on Agriculture

Agriculture is a major industry sector which contributes 7.2%²³ towards the Shire's economy and makes up almost 4% of all employment. The most significant agricultural produce from the Douglas Shire is cane.

Results of the region-wide Survey suggest the Agricultural sector was impacted by the event at a much greater rate than average; 96.4% versus 85.9%. Gross Total Impact on turnover from TC Jasper and the subsequent flooding was 10.7% when results are weighted to account for the relative weights within the various LGAs covered within the original Survey. This is significantly higher than the impact across businesses generally and highlights the disproportionate impact felt by the sector.

If we make a very conservative assumption that the impacts on agriculture felt across the region were felt at a similar level in Douglas Shire, then we can estimate that the **impact for the Shire's agricultural sector would have been in the order of \$4.7 million** (\$44.2 million²⁴ * 10.7% = \$4.7 million). Given what we know about the disproportionately large impact felt by Douglas Shire generally, it would be reasonable to expect this figure to be closer to \$6 million.

9 Impact on Transport

9.1 Roads

The flooding caused catastrophic damage to the state-controlled road network in the Far North. On December 18th 2023 following the event all roads into the Far North were closed, there was no road access to Cooktown or Port Douglas, and all four range crossings providing access to the Northern Tablelands were closed. Within the Douglas Shire there were 95 Council-controlled roads that were closed. The Daintree Ferry also suffered significant damage to land-based infrastructure.

By December 22nd more than 650kms of state-controlled roads had been reopened across Far North Queensland following crews working as quickly as possible to clear and re-open critical transport routes to reconnect communities with essential services. Crews completed urgent works on numerous roads, including emergency reconstruction, bridge, culvert and geotechnical inspections. Literally thousands of tonnes of debris and landfill were cleared.



Captain Cook Highway blocked by rocks. Source; DSC

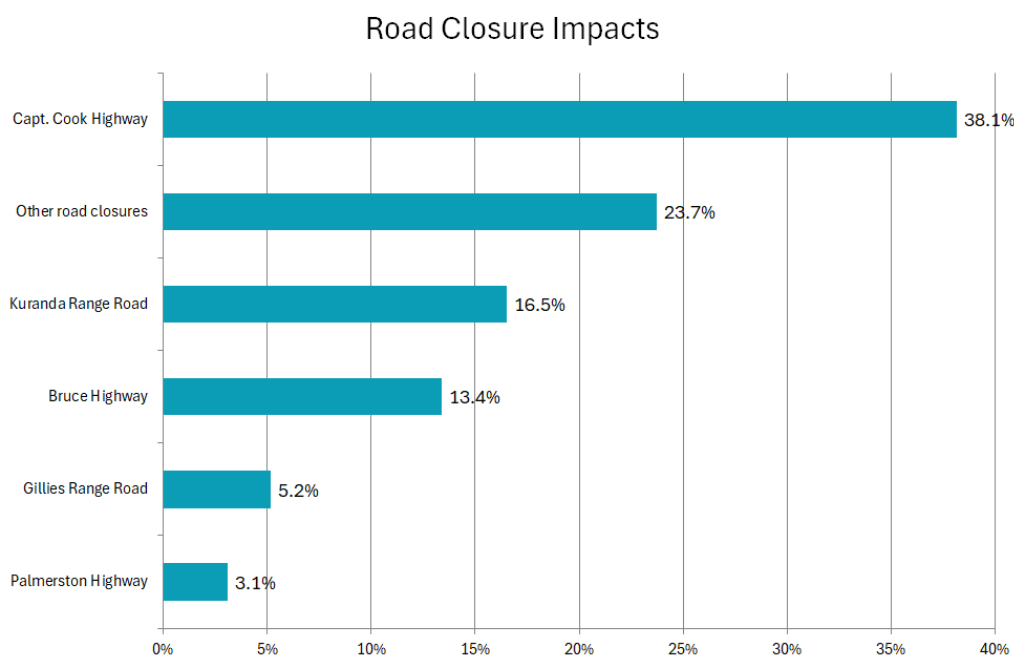
²³ Percentage of DSC Gross Value Add; economy.id 2022-23

²⁴ Agriculture GVA DSC; economy.id 2022-23

However, a number of sections of the Captain Cook Highway received significant damage as a result of flooding and a section between Buchan's Point and Oak Beach remained closed due to numerous significant land slips until January 20th 2024. Access to Port Douglas and the Douglas Shire was therefore only feasible via significantly longer routes on the Tablelands (all of which were also impacted to a greater or lesser degree by the flooding) for much of this period. During this period some tour operators in the Douglas Shire were relying on transferring arriving and departing guests by boat between Port Douglas and Cairns.

In addition, many roads within the Douglas Shire, including the Cape Tribulation Road and the Bloomfield Track were impassable for substantial periods.

Survey respondents were asked to identify the roads whose closure impacted their business. The extent, and length, of the closure of the Captain Cook Highway between Cairns and Port Douglas clearly had a dramatic effect on most businesses with significant impacts being felt from the closure of the other two main highways into Cairns and up the range to the Tablelands (i.e. The Bruce Highway and the Kuranda Range Road).



The primary effects noted by respondents were;

- the impact of visitors being unable to access Port Douglas.
- the impact on staff being unable to access work sites and clients.
- the additional costs incurred in transporting goods to market.

9.2 Cairns Airport

Cairns Airport lies just 6 kms north of the Cairns CBD between Mount Whitfield to the west, Trinity Bay to the east, and the Barron River to the north and is a major entry point for visitors to the Douglas Shire. The Airport comprises two passenger terminals (International Terminal T1 and Domestic Terminal T2) located 200m apart from each other on the eastern side of the Airport, and a General Aviation precinct on the western side.

The Cairns Airport closed to flights at the end of the day on Tuesday 12th December 2023 (the day before the anticipated landfall of TC Jasper) and opened again on the morning of Thursday 14th December. This was a standard precautionary closure which occurs whenever there is a TC forecast to approach close to the Airport.



The intense rainfall that followed landfall of TC Jasper resulted in the Barron River over-topping the levee wall built to protect the Airport and, as water flooded the main runway and the General Aviation area, the Airport was again closed to flights at around 1pm on Sunday 17th December. It did not open again until 11am on Tuesday 19th December.

In total there were 512 airplane movements²⁵ cancelled over this period.

These closures obviously had a significant impact on the tourism sector, coming as they did just a week before Christmas. However, the direct economic impact on the

Airport and associated business community on the site was also significant. Cairns Airport estimates the financial impact to have been a loss of revenues in the order of \$5 million²⁶.

The flooding event has highlighted the need for flood-proof infrastructure at the Airport and the Airport's CEO noted in discussion with Conus that all parts of the Airport built above the one-in-one-hundred-year flood level stayed dry throughout this event. TC Jasper has resulted in accelerated efforts to move infrastructure away from the more flood-prone areas of the complex, such as the General Aviation sector on the west of the Airport adjacent to the Captain Cook Highway, to the Eastern Aviation Facility area.

The possibility of raising the levee wall may also be a consideration although this comes with challenges given that doing so would have potential impacts on flooding in Northern Beaches suburbs; flood waters not over-topping any raised Airport levee would still need to go somewhere.

²⁵ Cairns Airport

²⁶ Conus in discussion with Cairns Airport CEO

While the impact on passenger numbers through the Airport over the Christmas and New Year periods was significantly down as tourism bookings were cancelled (see Section 7) it was also noted²⁷ that the flow-on effect on passenger numbers later in January was not as bad as might originally have been expected and that this could be due to the relative diversity of the Cairns regional economy.

²⁷ Conus in discussion with Cairns Airport CEO

10 Insurance

At the time of the 2024 Survey there was a great deal of uncertainty among impacted businesses as to the outcomes of insurance assessments which were underway at the time. It was therefore impossible to make definitive statements about the scale of the insurance support received. Nevertheless, across the region it was concerning that the Survey suggested that only a little over 50% of asset damage appeared to have been insured.

This was not only a reflection of insurer response to claims (which was at the time often unknown) but rather the fact that a large portion of businesses (56.0% across the region) indicated that they were not insured for the damage suffered.

Information provided by the Insurance Council of Australia in the months following the event²⁸ suggested that payouts to claimants (both business and individual) in the Douglas Shire totalled \$45 million and that, despite some concerns being expressed about policies not covering damage, the rate of declined insurance claims has not been any higher than that of “recent declared insurance catastrophes.”

Feedback from businesses responding to the Survey on insurance indicates:

- Some insurance providers had provided valuable assistance to progress claims.
- Other businesses experienced difficulties getting clear positions on where they stood.
- Claims and inquiries often appeared to be moving at a slow pace.
- There was some reluctance to claim as doing so impacts premium or is not worth doing given excess payable.
- Reported difficulties in getting cover/compensation outright or at an affordable price.



Flooded businesses, Mossman. Source; DSC

²⁸ Newsport.com.au 10th May 2024

11 Recommended Mitigating Actions

Douglas Shire Council completed a Local Recovery and Resilience Action Plan, TC Jasper Event 2023/2024 which identified a raft of short, medium and long-term mitigating actions. In addition, Conus' previous work analysing the impact of TC Jasper on the Cairns SA4 Region and CRC was one of the key inputs into the CRC's Tropical Cyclone Jasper Local Disaster Recovery Plan 2024-26 (which is available on the [CRC website](#)) which also listed mitigation and recovery strategies.

Recommendations within these Plans are generally placed into three timeframes:

- Short-term - includes emergency relief, clean up and repairs, preliminary impact assessments etc. Planning and commencement of event specific recovery plan. This phase is the more reactive phase – focusing on identifying and responding to emergent issues.
- Medium-term - includes rehabilitation and reconstruction. This phase offers greater clarity and control over the impacts, their potential consequences and the planned remediation strategies.
- Long-term - includes rebuilding, reshaping and sustainability. This includes returning to business as usual (BAU) and embedding long-term behaviour change and awareness, new connections and ways of doing things. Overall, the community determines that it is recovered.

In addition to recommendations within these Plans we would also suggest consideration be given to the following recommendations specific to the impacts felt by Douglas Shire businesses as identified by analysis of the Survey. These recommendations are generally medium and long-term considerations.

- **Control the media narrative**
 - One of the major issues raised by businesses in the Shire related to the coverage of the event by the media. There was a perception that a lot of the media coverage made recovery, especially for tourism-related businesses, particularly difficult. While impacts were certainly significant it was important that tourists (both those with existing bookings and those considering a visit to the area in the future) were made aware that alternative transport options were in place, that many businesses were open and operational and that recovery for the region relied upon the speedy return of visitors. DSC should consider how they can be proactive (perhaps in collaboration with TTNQ) in ensuring that the inevitable media attention does not over-state the difficulties and that visitors are made aware of the continued availability of transport and accommodation. Doing so will help to ensure a speedier recovery from future such events.
- **Help the business community understand how to access assistance from Government and insurance companies**
 - Providing timely and easily accessible information to allow businesses to access the support available should be a priority for DSC. Consideration should be given to the fact that in the immediate aftermath of a weather event it may be challenging for individuals and businesses to access information online and that alternative

information delivery channels should be actively considered, particularly in the days immediately after the event.

- **Disaster preparedness education for businesses**
 - Disasters of this nature are not uncommon in FNQ and may be expected to become more common as the effects of climate change become apparent. Nevertheless, while long-term residents understand the risks and may be well prepared there will always be a contingent of people for whom this event is the first they have experienced. Therefore, providing regular preparedness education for business owners in the area would improve the overall preparedness of the community.
- **Consider revegetation options that could reduce flooding and/or storm surge**
 - Efforts to consider the improvement of drainage options within the Shire should include the use of natural vegetation mitigation. Revegetated areas may reduce flood water movement, mitigate storm surge, improve drainage, and reduce the volume of eroded soil that can clog water intakes, damage infrastructure and result in lengthy clean-up operations.
- **Review of water infrastructure provision**
 - The damage to the water infrastructure within the Shire was a very significant part of the challenges faced by the business community after the event. Therefore, any improvement in the provision of water infrastructure, and/or consideration of alternative back-up options for the provision of potable water would have a major effect on the ability of the area to recover.
- **Develop a Council Disaster Communication protocol and procedure**
 - Ensuring that the community is aware of the effects of an event as it happens, and in the weeks afterwards, is crucial. DSC should develop a Disaster Communications protocol so that the business community is aware of how, and when, Council will be communicating this crucial information. It is important that the community feels there is a 'source of truth' for accurate and reliable information available to counteract the inevitable rumours and misinformation that spreads before, during and after such an event.

Success of natural disaster action plans, and the mitigating actions contained within them, can generally be assessed against a number of metrics which may include:

- Critical essential services for businesses are restored: power, water, sewerage, connectivity, roads, supply-chains, and access for customers.
- Industry and business are aware of and have access to information on funds, grants, loans, and support available from each layer of government to address their required support.
- Number and value of grant/concessional loan programs delivered, number and value of commercial (business) insurance claims paid.
- Understanding of the economic impact on the region and opportunities to progress recovery understood and implemented.
- Tourism sector recovery achieved measured through regional (TNQ) visitor numbers, nights and expenditure versus previous results/forecast levels.

- Businesses have increased preparedness and resilience for future disaster events.
- Actions have been delivered to the satisfaction of relevant stakeholders.

By the time of writing this Report many of the suggested mitigating actions noted here and in the Recovery Plans written by both DSC and CRC will have been actioned, or are in the process of being actioned. Nevertheless, they can still act as useful templates for future responses. Proactively putting in place many of these mitigating suggestions should ensure that responses to any future such events are not only more timely but also result in a speedier and more effective recovery.

12 Abbreviations

ANZSIC – Australian and New Zealand Standard Industry Classification

BOM – Bureau of Meteorology

CBA – Commonwealth Bank of Australia

CCIQ – Chamber of Commerce and Industry Queensland

CEO – Chief Executive Officer

CRC – Cairns Regional Council

DRFA – Disaster Recovery Funding Arrangements

DSC – Douglas Shire Council

EIA – Economic Impact Assessment

FNQ – Far North Queensland

GRP – Gross Regional Product

GSP – Gross State Product

GVA – Gross Value Add

LGA – Local Government Area

NIEIR – National Institute of Economic and Industry Research

OTA – Online Travel Agent

QRIDA – Queensland Rural and Industry Development Authority

SA4 – Statistical Area Level 4

TC – Tropical Cyclone

TNQ – Tropical North Queensland

TTNQ – Tourism Tropical North Queensland

13 References

ABS; National, state and territory population

ABS; Regional population

ABS; Australian Industry 2021-22

CBA; Council iQ Douglas Shire Jan 2025

CCIQ; Six Months on from Queensland's Natural Disasters; A Report to the Queensland Government 2011

Cairns Regional Council; Tropical Cyclone Jasper Local Disaster Recovery Plan 2024-26

Conus; Cairns Regional Council, TC Jasper Economic Impact Assessment 2024

Conus; Cairns Airport, Economic Assessment and Airport Census 2022

Douglas Shire Council; Local Recovery and Resilience Action Plan TC Jasper Event 2023/2024

economy.id.com.au

Ergon Energy; Cyclone Jasper Restoration Plan

Newsport.com.au 10th May 2024

Queensland Government; Population Projections, 2023 update edition: Queensland SA4

Queensland Government; Population Projections, 2023 edition: Queensland LGA

Tourism Research Australia; National and International Visitor Surveys

www.abs.gov.au/statistics/classifications/australian-and-new-zealand-standard-industrial-classification-anzsic/latest-release

www.abs.gov.au/websitedbs/D3310114.nsf/home/geography

14 Appendix – Survey Questions

Survey question with **question logic in red**.

TC Jasper Flooding Event Economic Impact Assessment

Introduction

Cairns Regional Council is developing a Recovery Plan to rebuild infrastructure, address the environmental impacts of the event, and implement a range of initiatives necessary to support economic and social recovery following the Tropical Cyclone Jasper Flooding event.

This survey will help inform the Recovery Plan and its range of actions, works and activity to help our community reach a point where they are sustainable and resilient.

To ensure that the EIA provides the most robust data possible it is imperative that data is collected from as many businesses as possible; businesses of all sizes, in all industry sectors, in all geographical areas and whether they have been impacted by the event or not.

- Estimated time to complete if you have been impacted - up to 10 mins

- Estimated time to complete if you have not been impacted - 2 mins

We thank you for your participation.

**Cairns Regional Council
Economic Recovery Sub-Committee**

All data collected will be anonymised and treated in the strictest confidence.

If you have any questions regarding this survey please contact Pete Faulkner, Conus Business Consultancy Services at pete@conus.com.au

TC Jasper Flooding Event Economic Impact Assessment

Local Council Area

* 1. In which of these Local Government Areas does your business **principally** operate?

- ☐ Cairns Regional Council
- ☐ Douglas Shire Council
- ☐ Tablelands Regional Council
- ☐ Mareeba Shire Council
- ☐ Cassowary Coast Regional Council
- ☐ Yarrabah Aboriginal Shire Council
- ☐ Other [Go to Exit Page](#)

TC Jasper Flooding Event Economic Impact Assessment

General Information

* 2. In which Industry Sector does your business operate?

* 3. How many employees did your business employ before TC Jasper?

* 4. What was your approximate annual turnover for the 12 months prior to the weather event? \$

TC Jasper Flooding Event Economic Impact Assessment

Impact on Operations

* 5. Were your business operations impacted in any way (directly or indirectly) by TC Jasper and the subsequent flooding event?

☐ Yes

☐ No **Go to Q16**

TC Jasper Flooding Event Economic Impact Assessment

Impact on Operations 2

6. In what way was your business physically impacted? (select all that apply)

- ☐ Full inundation
- ☐ Partial inundation
- ☐ Cyclone/wind damage
- ☐ Loss of power supply
- ☐ Loss of communications
- ☐ None of these [Go to Q9](#)

TC Jasper Flooding Event Economic Impact Assessment

Physical Impacts

7. Which parts of your business were physically impacted? (select all that apply)

- ☐ Plant and equipment
- ☐ Stock
- ☐ Office furniture and fittings
- ☐ Buildings
- ☐ Motor Vehicles
- ☐ Other (please specify)

8. What was the total estimated cost of physical damages to business assets? \$

TC Jasper Flooding Event Economic Impact Assessment

Other Impacts

9. In what way was your business impacted? (select all that apply)

- ☐ Temporary closure of business
- ☐ Affected suppliers
- ☐ Affected customers
- ☐ Employee inability to attend work
- ☐ Permanent closure of business
- ☐ None of these
- ☐ Other (please specify)

TC Jasper Flooding Event Economic Impact Assessment

Revenue Impacts

* 10. Please indicate approximately what lost revenues your business has **experienced to date** as a result of this event. \$

* 11. Please indicate what you expect **will be the total lost revenues** to your business as a result of this event. \$

TC Jasper Flooding Event Economic Impact Assessment

Business Viability

12. How do you expect that this weather event will impact on the viability of your business over varying time-frames?

Short-term (up to April 2024) Medium-term (May 2024 - May 2025) Long-term (June 2025 - June 2026)

Impact level

TC Jasper Flooding Event Economic Impact Assessment

Road Closures

13. Was your business impacted by the closure (or partial closure) of any of the following roads? (select all that apply)

- ☐ No impact [Go to Q15](#)
- ☐ Bruce Highway
- ☐ Capt. Cook Highway
- ☐ Palmerston Highway
- ☐ Kuranda Range Road
- ☐ Gillies Range Road
- ☐ Other road closures

TC Jasper Flooding Event Economic Impact Assessment

Road Closures 2

14. Please describe the financial impact felt by your business as a result of these road closures.

TC Jasper Flooding Event Economic Impact Assessment

Length of Impact

15. How long after the event do you think it will be before your business is back to normal (pre-Jasper) operations?

TC Jasper Flooding Event Economic Impact Assessment

Impact on Employment

* 16. Has the event impacted, or is it likely to impact, on employment in your business?

☐ Yes

☐ No [Go to Q18](#)

TC Jasper Flooding Event Economic Impact Assessment

Impact on Employment 2

* 17. Please estimate the following in terms of FTE (full-time equivalents) in the different time-frames

	Staff placed on leave	Reduced staffing levels	Increased staffing levels
Short-term (up to April 2024)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Medium-term (May 2024 - May 2025)	<input type="text"/>	<input type="text"/>	<input type="text"/>

TC Jasper Flooding Event Economic Impact Assessment

Insurance

18. If your business suffered any damage to assets, were you insured for any of that damage?

- ☐ Yes
- ☐ No **Go to Q20**
- ☐ Did not suffer any damage **Go to Q20**

TC Jasper Flooding Event Economic Impact Assessment

Insurance 2

19. Please estimate the level of any insurance payouts you are likely to receive. \$

TC Jasper Flooding Event Economic Impact Assessment

Support

20. How easy do you feel it has been for you to get information about, and access to, available Government support?

- ☐ Very easy
- ☐ Somewhat easy
- ☐ Neither easy nor difficult
- ☐ Somewhat difficult
- ☐ Very difficult

21. Are there any specific suggestions you would like to make to improve getting information about, and access to, Government support in the future?

* 22. Have you received any direct financial support from any Government assistance measures?

- ☐ Yes
- ☐ No **Go to Q24**

TC Jasper Flooding Event Economic Impact Assessment

Support 2

23. Please estimate the level of any Government support you are likely to receive. \$

TC Jasper Flooding Event Economic Impact Assessment

Final Questions

24. Do you anticipate requiring any further financial support to assist with recovery? (please provide any commentary or further details)

25. You may wish to provide a general statement of how the weather event has affected your business.

7.8. SMALL BUSINESS FRIENDLY PROGRAM COMMITMENT RENEWAL

REPORT AUTHOR Tourism and Economic Development Officer

MANAGER Manager Community Services

DEPARTMENT Community Services

RECOMMENDATION

That:

- 1. Council endorses the recommitment to the Small Business Friendly Program administered by the Queensland Small Business Commissioner; and**
- 2. Council invites the Douglas Chamber of Commerce be a co-signatory to the Small Business Friendly Commitment.**

EXECUTIVE SUMMARY

The Queensland Small Business Commissioner (QSBC) has worked in consultation with small businesses and members to create the Small Business Friendly (SBF) Program. This program was developed to ensure that the small business community continues to thrive.

As part of the Small Business Friendly Program, QSBC has developed a Small Business Friendly Commitment and invites Douglas Shire Council to continue their support of the program by signing and adopting the new framework.

BACKGROUND

Of Douglas Shire's total of 1,478 businesses, 1,421 are registered small businesses. A small business is defined as a business with less than 20 employees. The small business sector therefore forms a significant part of the local economy.

The QSBC provides a range of services for small and family businesses under the *Small Business Commissioner Act 2022* focused on enhancing the operating environment for small and family businesses in Queensland and reducing the time and costs associated with resolving disputes involving small businesses.

The QSBC does this through small business support and advocacy programs such as the Small Business Friendly program that is designed to:

- Help create places that help small businesses thrive.
- Streamline services and support through human-centered design.
- Uplift economic development across 51 councils helping small businesses thrive.
- Be a trusted network sharing ideas and supporting small businesses across Queensland.
- Host regular roundtables to share learnings and reduce duplication of effort.
- Improve local economic and place-making capability through hybrid conferences focused on best-practice.
- Grow connections between government and industry.

Council has been a member of the Small Business Friendly program since 2021. This has enabled Council to develop programs such as the Do It in Douglas framework to support and champion local small businesses.

Being a member of the SBF program has also enabled Council to be a part of the RENEW place activation program aimed at start-up businesses and creating more vibrant spaces.

The SBF also provides connections to other government programs, support, and collaborations such as the Tropical Innovation Festival and Launch YEP as shown in the recently held Regional Business Roadshow hosted by Advance Queensland.

COMMENTS

By re-signing the Small Business Friendly program, Council will be committing to working with small business, industry, community, and government to be more small business friendly by:

- Uplifting the capability of small businesses.
- Fostering the ecosystems that help small business thrive.
- Promoting small businesses and vibrant economies.
- Enabling small business development and success.
- Working together for small business.

Council will also commit to:

- Appoint an organisational representative.
- Implement an annual Small Business Action Plan.
- Actively participate in at least four SBF program activities.
- Attend the SBF Program Annual Conference· Publicly promote at least two small business activities.
- Submit a financial year Annual Report to QSBC.

PROPOSAL

That:

1. Council endorses the recommitment to the Small Business Friendly Program administered by the Queensland Small Business Commissioner; and
2. Council invites the Douglas Chamber of Commerce be a co-signatory to the Small Business Friendly Commitment.

SUSTAINABILITY IMPLICATIONS

Economic: Supporting small business increases the Shire's prosperity and resilience.

Environmental: Nil

Social: A prosperous economy contributes to a thriving community.

CORPORATE/OPERATIONAL PLAN, POLICY REFERENCE

This report has been prepared in accordance with the following:

Corporate Plan 2019-2024 Initiatives:

Theme 1 - Celebrating Our Communities

Douglas Shire Council embraces the diversity of our communities and values the contribution that all people make to the Shire. We recognise that it is a core strength of the region. We acknowledge our past so that it may guide us in the future. We recognise the wrongs done to our Indigenous community and we actively seek to reconcile so that we may all benefit from and enjoy our Shire. We acknowledge early European settlers who forged an agricultural base for our economy and we welcome all new arrivals as part of our broader community.

Goal 2 - *We will deliver programs and services that protect and enhance the liveability of our beautiful Shire.*

Theme 2 - Fostering Sustainable Economic Growth

A robust economy is at the heart of a thriving community and enables investment in environmental protection. While our remoteness is a key attribute, it also presents challenges for attracting new business and investment. We must also meet the challenges of fierce competition in the tourism sector. Council will partner with industry to build, diversify and promote the Douglas economy. Council will design and deliver infrastructure, strategies and services that support the local economy and businesses.

Goal 2 - *We will work with partners to promote the Shire as the World's leading sustainable tropical destination and encourage business investment.*

Goal 3 - *We will develop strategies that seek to diversify the Shire's economic base.*

Theme 4 - Inclusive Engagement, Planning and Partnerships

In delivering for our communities, economy and environment, Douglas Shire will ensure open and transparent engagement and communication. We will develop robust strategic plans and we will partner with our community and key stakeholders.

Goal 3 - *We will recognise the critical role that our partners play in planning and delivering vital programs and services.*

Operational Plan 2024-2025 Actions:

New project arisen during the financial year.

COUNCIL'S ROLE

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

The following areas outline where Council has a clear responsibility to act:

Facilitator	Council often brings stakeholders together on important issues, projects or for service delivery. In this role, Council can act as a mediator, connector, collaborator or initiator.
Information Provider	Council provides the community with important information on services, events, policies, rules, strategies, and any other relevant

data that helps the community to stay informed. In performing this role, Council seeks to be open and transparent.

ATTACHMENTS

1. Douglas Shire Council 2025 SBF commitment (004) [**7.8.1** - 2 pages]



Small Business Friendly Commitment

The Small Business Friendly (SBF) Program brings people together to enhance the operating environment to help small and family businesses thrive.

Douglas Shire Council

commits to working with small businesses, industry, community,
and government to be more small business friendly by:

Uplifting the capability of small businesses

Fostering ecosystems that help small businesses thrive

Promoting small businesses and vibrant economies

Enabling small business development and success

Working together for small business.

We recognise that being small business friendly is an ongoing commitment and pledge
to meet or exceed the program commitment and requirements.

Date: / /

Councillor Lisa Scomazzon
Mayor

Scott Osman
Chief Executive Officer

Dominique Lamb
Small Business Commissioner

Jeremy Blockey
President - Douglas Chamber of Commerce



What our commitment means

We will uplift the capability of small businesses by:

- Providing support and guidance to improve capabilities
- Helping to improve digital literacy and drive the use of technology
- Promoting opportunities to grow skills and workforce.

We will foster ecosystems that help small businesses thrive by:

- Actively communicating and engaging with small businesses
- Enhancing our policies, practices and minimising red tape
- Building resilience to respond and recover from disasters and major business disruptions.

We will promote small businesses and vibrant economies by:

- Promoting opportunities and raising the profile of small businesses
- Supporting place-making and the creation of circular economies
- Supporting trusted networks that help small businesses learn and succeed.

We will enable small business development and success by:

- Creating an annual Small Business Action Plan, or equivalent (each financial year)
- Developing our understanding of the economic environment
- Championing small business investment and procurement.

We will work together for small businesses by:

- Advocating about challenges and opportunities facing small businesses
- Collaborating and partnering to enhance the operating environment for small business
- Monitoring and reporting on our performance.

Our membership requirements

We will meet our membership requirements by:

- Authorising an organisational representative and proxy to champion our commitment
- Implementing an annual Small Business Action Plan, or equivalent (each financial year)
- Actively participating in at least four SBF Program activities (each financial year)
- Attending the SBF Program Annual Conference (in person or virtually)
- Publicly promote local small business initiatives
- Submitting a financial year Annual Report to the QSBC by 30 September each year.

7.9. DEVELOPMENT APPLICATION FOR RECONFIGURING A LOT (2 LOTS INTO 75 LOTS AND BALANCE PARCEL) AT 52-80 CORAL SEA DRIVE MOSSMAN

REPORT AUTHOR	Acting Team Leader Planning
MANAGER	Acting Manager Environment and Planning
DEPARTMENT	Environment and Planning
APPLICATION NO	ROL 2024_5647/1
PROPOSAL	Reconfiguring a Lot (2 lots into 75 lots and balance parcel)
APPLICANT	Gull Mossman Gorge Pty Ltd C/- proUrban Advisory, Management & Planning Suite 3, Level 2 99 Coventry Street
LOCATION	52-80 Coral Sea Drive MOSSMAN GORGE
PROPERTY	LOT: 10 RP: 887362
PLANNING SCHEME	2018 Douglas Shire Council Planning Scheme Version 1.0
ZONING	Low Density Residential Zone
LEVEL OF ASSESSMENT	Code Assessable
PROPERLY MADE DATE	26 September 2024
STATUTORY ASSESSMENT DEADLINE	30 June 2025
REFERRAL AGENCIES	State Assessment & Referral Agency

LOCALITY



Figure 1 – Locality Plan

RECOMMENDATION

That Council approves the development application for Reconfiguring a Lot (two lots into 75 lots and one balance lot) over land described as Lot 10 on R887362 and Lot 45 on SP183690, subject to the following:

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

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

Drawing or Document	Reference	Date
Indicative subdivision and Staging Plan	Beveridge Williams plan, Job No. 2101867, Version 17	28 February 2025

ASSESSMENT MANAGER CONDITIONS & ADVICES

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

Except where modified by these conditions of approval.

Timing of Effect

2. The conditions of the Development Permit must be effected prior to endorsement of the Survey Plan except otherwise nominated in these conditions of approval.

Lot Yield

3. The allotment yield as detailed on *Indicative Subdivision and Staging Plan* dated 28 February 2025 prepared by Beveridge Williams may reduce due to constraints. The lot yield will ultimately be determined following compliance with the conditions of this Development Permit requiring further investigation and design, which has potential implications to the lot layout.

Northern Drainage Path

4. The drainage reserve for the northern drainage path conveying the external catchment through the site must be of sufficient width to contain the runoff from the 1% AEP rainfall event. The drainage design must include calculations on catchment runoff and drain flows and must provide freeboard within the drainage channel as required under Table 9.3.1 and Figure 9.1 of the Queensland Urban Drainage Manual (QUDM).

The catchment hydrology calculations must be undertaken by a suitably qualified and a Registered Professional Engineer of Queensland (RPEQ) and must include sensitivity analysis of the input assumptions on catchment runoff. Specifically, if the applicant adopts medium or high permeability conditions within the steep upslope catchment and/or high initial and continuing loss rates

these must be substantiated with supporting geotechnical testing within the catchment.

The catchment runoff and drainage channel must also be included as part of the severe impact assessment noting the risk and consequence of higher flows and blockages on existing and proposed houses.

Where the channel width required under this condition requires additional corridor width this must be shown on a revised plan of subdivision and may impact the Lot yield and lot areas.

In the event that any capacity concerns are identified for the downstream drainage reserve (Lot 36 on RP910268) and/or current channel width, the report must identify the current capacity and required capacity increase. In particular, the report must identify if additional width of the corridor and channel are recommended from the catchment analysis and drainage investigations.

Advice Note: The safe and efficient conveyance of upper catchment flows through the site is considered a high risk and Council reserves its rights to seek an independent peer review of the hydrology and hydraulic calculations as part of the Operational Works Application. Given the consequence to homeowners in the event of higher than design flows, Council expects that assumptions will be appropriately conservative if there is no evidence to support lower design outcomes.

The design and supporting calculations for the Northern Drainage Reserve must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer, prior to endorsement of the Plan of Survey.

Southern Tributary Flood Modelling

5. Provide updated flood modelling for the unnamed tributary of Parker Creek along the southern development extent. The updated flood modelling must demonstrate that the existing drainage path is able to convey the external catchment runoff from all events up to and including the 1%AEP rainfall event.

The modelling must include evidence that the proposed new lots adjacent the tributary can be provided with freeboard as required under Table 9.3.1 and Figure 9.1 of the Queensland Urban Drainage Manual.

The catchment hydrology calculations must be undertaken by a suitably qualified and experienced Engineer (RPEQ) and must include sensitivity analysis of the input assumptions on catchment runoff. Specifically, if the applicant adopts medium or high permeability conditions within the steep upslope catchment and/or high initial and continuing loss rates these must be substantiated with supporting geotechnical testing within the catchment.

The catchment runoff and drainage channel must also be included as part of the Severe Impact Assessment. The Severe Impact Assessment must address the risk and consequence to existing and proposed houses from higher runoff from the catchment including from more impervious catchment conditions or from

events greater than the 1%AEP event. The Severe Impact Assessment must also address the risk and consequence from stream blockages and must confirm that the subdivision will cause any worsening flood impacts or actionable nuisances.

Advice Note: The peak water levels in the southern tributary as a result of runoff from the upper catchment is considered a high risk and Council reserves its rights to seek an independent peer review of the hydrology and hydraulic calculations as part of the Operational Works Application. Given the consequence to homeowners in the event of higher than design flows, Council expects that assumptions will be appropriately conservative if there is no evidence to support lower design outcomes.

The updated flood modelling for the tributary along the southern boundary must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works for the first Stage.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer, prior to the issue of a Compliance Certificate for the Plan of Survey for stages adjacent the southern boundary.

Site Based Stormwater Management Plan

6. Provide a Site Based Stormwater Management Plan (SBSMP) and associated amended design which details a stormwater lawful point of discharge.

This document is required to report on the stormwater quantity and quality management required for the land, and must focus on, but not be limited to, the following:

- a. Nominate best practice site management procedures to control the severity and extent of soil erosion and pollutant transport and other water quality issues that may arise during the construction phase and post-construction phase;
- b. Nominate requirements for ongoing post-construction management (inclusive of responsibility) of the proposed detention basins;
- c. Nominate requirements for ongoing post-construction management (inclusive of responsibility) of the drainage channel located along the northern boundary of the land; and
- d. The drainage network for the development must incorporate a gross pollutant trap(s) or equivalent measure(s), meeting the following Council specifications for stormwater quality improvement devices (SQID), namely:
 - i. End-of-line stormwater quality improvement devices (SQID) must be of a proprietary design and construction and must carry manufacturer's performance guarantees as to removal of foreign matter from stormwater and structural adequacy of the unit.
 - ii. SQIDs must be positioned so as to provide appropriate unrestricted access for maintenance equipment.

- iii. **SQIDS (e.g. GPTs) must include a removal basket equivalent or similar to the CleansAll product, to allow simple and economical maintenance of the device. They must be positioned to allow for economic and efficient maintenance operations and be provided with a hardstand structure suitable to bear the weight of a design truck and located off of the road pavement so as to not to interfere with the movement of traffic or household driveways whilst in operation.**

The above works must be designed and constructed in accordance with the FNQROC Development Manual.

Plans and supporting documentation incorporating the above requirements must be submitted prior to the issue of a Development Permit for Operational Works.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer prior to Council endorsement of the Plan of Survey.

Local Drainage Study

7. **Provide an updated Local Drainage Study of the land to determine the drainage impacts on upstream and downstream properties and the mitigation measures required to minimise such impacts.**

In particular, the study must address the following:

- a. **All internal and external contributing catchment boundaries;**
- b. **The extent of the 1% AEP flood hazard event in relation to the land both pre and post development;**
- c. **Primary and secondary flow paths for the 5, 10, and 100-year ARI flood events;**
- d. **Identify any requirements for drainage easements;**
- e. **Identify the need and tenure for flood detention areas to ensure a no worsening impact on downstream properties for the entire development;**
- f. **Information on the proposed works and any impacts proposed at the drainage outlet from the proposed development; and**
- g. **Point of discharge.**

The updated drainage study must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer prior to Council endorsement of the Plan of Survey.

Drainage Design

8. **The subject land must be drained to the satisfaction of the Chief Executive Officer. In particular,**

- a. Drainage infrastructure generally in accordance with Beveridge Williams Functional Layout Plan as amended to comply with section D4 the FNQROC Development Manual;
- b. The stormwater drainage system must satisfactorily drain the subject land such that the upstream drainage is not adversely affected;
- c. The stormwater drainage must include detention to ensure that the post-development runoff is attenuated so that the downstream drainage system is not adversely impacted as a result of the development;
- d. The proposed lined drains capturing the external catchment flows must be designed with sufficient freeboard to adjacent lots. Calculations demonstrating compliant drain operation during the 1%AEP event must be provided in the supporting material submitted with the Operational Works Application;
- e. The inlet structures at the upper end of the piped drainage system must adopt the blockage factors identified in the Queensland Urban Drainage Manual and must also enable practical cleaning and maintenance access for construction equipment (Backhoe or excavator). Any upstream debris deflectors or trash racks proposed must also be accessible for maintenance equipment;
- f. Assessments of on-road flow depths, velocities and water spreads must be provided with the design. Flow assessments must include assessing water spread for flows crossing road crowns and must demonstrate safe containment and control of flows in downslope kerb and channel. Where the adjacent lot levels are below the verge levels, calculation must demonstrate the capacity exists at a flow depth complying with the QUDM requirements;
- g. The capacity and flow depth for on-road flows in sections of the road designed with one-way crossfall must be assessed and calculations provided to confirm compliance with the QUDM depth and flow requirements and appropriate immunity to adjacent lots;
- h. Rear allotment drainage must be amended to comply with the FNQROC Development Manual, Section D4.13, Clause 1 and include a 3000mm wide concrete invert clear of the sewer man hole in Lot 420. Specifically, inter allotment drainage works shall be conveyed above ground via open channel catch drains linking to Councils minor drainage system. The drainage for the following proposed lots must be amended to comply with this requirement:
 - i. Lots 420 to 424;
 - ii. Lots 501 to 505;
 - iii. Lots 620 to 623; and
 - iv. Lots 626 to 629.

The design must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works for the first Stage.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer, prior to Council endorsement of the Plan of Survey.

Lawful Point of Discharge

9. All stormwater from the land must be directed to a lawful point of discharge such that it does not adversely affect surrounding properties or properties

downstream from the development, in accordance with the Queensland Urban Drainage Manual.

Protection of Existing Properties

10. Provide detailed earthworks plans and site grading to demonstrate the interface with the existing properties along the eastern boundary of the site.

The earthworks plans must include spot levels at top and toe of batters, retaining walls, and must show existing surface levels on each existing property.

The detail must include how the existing lots will be protected from site runoff within detention Basin C. In particular, but not limited to, existing properties on White Oak Avenue.

The eastern boundary must include a minimum 3m wide rear allotment catch drain in accordance with Section D4.13 of the FNQROC Development Manual. The drain and proposed subterranean pipe network must be moved further into the proposed allotments so as to not interfere with the sewer main riser required within proposed Lot 420. The drain must include a concrete invert with a width of 3000mm, or greater as required to contain the 3-month ARI flows per Clause 3 of Section D4.12 of the FNQROC Development Manual, and to inhibit garden planting occurring in this area.

Advice Note: The Beveridge Williams Drawing 912, Functional Layout Plan Road and Drainage Sheet 2 of 4 lists the invert level at 10.70m for the Basin C outlet pipe and advises an operating depth of 1.5m to 1.8m. The sewer manhole lid level in adjacent Lot 38 is listed as 11.50m. In addition, the existing surface level at proposed drainage structure 40 is listed at 12.153m, indicating that the property boundary levels along the eastern side of Basin C will be lower than the operating water depths.

Beveridge Williams Drawing 953, Drainage Long Sections Sheet 4 of 6 provides a section along the proposed drainage line between structures 38 to 50, along the eastern boundary of the site and adjacent existing properties. The proposed finished surface levels on the new lots are shown as being consistently higher than the existing surface adjacent the boundary. Details on finished earthworks batters or proposed retaining will need to be provided for review in the Operational Works Application drawings.

The earthworks designs and interface details along the eastern boundary must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer, prior to Council endorsement of the Plan of Survey.

Severe Storm Impact Statement

11. Provide to Council for endorsement a Severe Storm Impact Statement prepared by a suitably qualified Engineer (RPEQ) in accordance with the Queensland Urban Drainage Manual. The Severe Storm Impact Statement must address, but not limited to the following:

- a. Risk and consequence associated with blockage of the cross road culverts at Coral Sea drive and implications for control of upstream runoff arriving into the site;
- b. Risk and consequence of blockage at the upstream inlet points within the development site and implication on capacity for conveyance through the development site. Advice on contingency capacity is requested to respond to this item in addition to any mitigation measures proposed, including upstream debris deflectors or trash racks;
- c. Provide supporting information including the percentage of flow being conveyed underground and the percentage conveyed on-road. Address the risk and consequence on any restricted pipe capacity or inlet capture blockages;
- d. Provide advice on the consequence of flows greater than the 1%AEP design event and whether these can be conveyed with reduced freeboard; and
- e. Provide advice on the safety of the basins during peak flow operation including hazards associated at the outlet pipes and how these can be mitigated.

The Severe Impact Statement must be provided and approved prior to the issue of a Development Permit for Operational Work for the first stage.

Staging

- 12. A detailed drainage solution prepared with RPEQ certification must be prepared to convey stormwater across Stage 5 if Stage 4 is to be constructed first. The solution must not involve earth drains which are at risk of scouring. The detailed drainage solution must be submitted for endorsement by Council prior to the issue of a Development Permit for Operational Works.

Roads and Footpaths

- 13. Roads and Footpaths as shown on the Approved Plan(s), must be constructed in accordance with relevant design and specifications sections FNQROC Development Manual and the following requirements:
 - a. Where the applicant proposes one-way crossfall on roads, the design must demonstrate that the stormwater capacity of the road is not compromised and the 1%AEP runoff can be conveyed within the road and drainage network;
 - b. A temporary vehicle turnaround at the end of all partially constructed roads where the length of road exceeds sixty (60) metres (being the maximum acceptable reversing distance for a waste collection vehicle) must be provided. The turning facility must be of sufficient size to turn around a waste collection vehicle either in a continuous forward movement or by a three-point-turn.

The design must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works for the first Stage.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer, prior to Council endorsement of the Plan of Survey.

Water Supply and Sewerage Master Plan

- 14. Water Supply and Sewerage Master Plans accompanied by supporting calculations must be provided to demonstrate how the proposed stages and the ultimate development can be serviced from Council's existing infrastructure.**

The infrastructure layouts are to be generally in accordance with the Beveridge Williams Functional Layout Plans as amended to comply with the FNQROC Development Manual and these conditions. In particular:

- sewerage mains are to be located on standard alignments within the proposed allotments unless otherwise approved by Council; and**
- Water supply modelling must demonstrate the need or otherwise for a water supply booster pump station to provide operating pressure in the higher elevated areas of the development site.**

Any staging issues or future upgrades need to be identified and the timing for such upgrades nominated in the Master Plan.

The water supply modelling must be informed by boundary conditions commencing at the 300mm trunk main at the Captain Cook Highway connection point. The applicant must arrange for pressure and flow testing from existing hydrants to verify input assumptions and model setup.

The water supply modelling must demonstrate that compliant minimum and maximum pressures can be achieved for all lots within the development. Where the modelling identifies that minimum and maximum pressures are not achieved, the detailed design must nominate the measures proposed to be adopted to achieve compliant operating conditions. These may include pressure reducing valves and booster pumps arrangements where applicable. Any such elements must be designed in accordance with the FNQROC Development Manual requirements.

The master plans must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer, prior to Council endorsement of the Plan of Survey.

Water Supply and Sewerage Works Internal

- 15. Each lot must be connected to Council's Water Supply and Sewerage network, including all internal and external work, in accordance with the FNQROC Development Manual and the Council Approved Water Supply and Sewerage Master Plan.**

Undertake the following water supply and sewerage works internal to the subject land:

- a. Provide a single internal sewer connection to each lot in accordance with the FNQROC Development Manual;**
- b. Provide water supply infrastructure to the frontage of each allotment generally in accordance with the Beveridge Williams Functional Layout Plans as amended to comply with the FNQROC Development Manual and these conditions;**

- c. The existing sewerage reticulation at the rear of proposed lots 420 to 424 and 501 to 505 must be accurately located and plotted on the design plans. Any new structures, including retaining walls, must be located clear of the zone of influence of the existing sewerage line and manholes, and/or, the new structures must demonstrate that they do not impart any additional load on the existing sewerage or impact the ability to undertake maintenance to the existing sewers and manholes;

All the above works must be designed and constructed in accordance with the FNQROC Development Manual. Plans and supporting documentation incorporating the above requirements must be submitted prior to the issue of a Development Permit for Operational Works.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer prior to the issue of a Compliance Certificate for the Plan of Survey.

CCTV Stormwater

16. A CCTV inspection must be undertaken for all as-constructed stormwater work under this Development Permit.

A Consulting Engineering who is a Registered Professional Engineer Queensland (RPEQ) is to assess the CCTV footage and prepare a report on the condition of as-constructed stormwater.

Existing Creek and Drainage Areas

17. Existing creek systems and drainage areas must be left in their current state, including no channel alterations and no removal of vegetation, unless otherwise approved.

Open Channels

18. Open channels must be designed in accordance with Section D4.12 of the FNQROC Development Manual and must have smooth transitions with access provisions for maintenance and cleaning.

The open channel design must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer, prior to the issue of a Compliance Certificate for the Plan of Survey.

Outlet Protection

19. All stormwater outlets must have protection in accordance with Section D4.20 of the FNQROC Development Manual.

The design drawings must provide local survey detail at the outlet including the top and toe of the existing batter, the width of the creek channel at the outlet location and trees with DBH greater than 200mm. The design must include batter interfaces, batter protection of the reinstated disturbed creek bank and rock scour protection from the headwall apron into the creek invert.

The design must provide sufficient detail on maintenance access to the outlet by construction equipment (backhoe or excavator) and must be provided prior to the issue of a Development Permit for Operational Works.

Amendment to Configuration

- 20. Extend the creek reserve into the rear of proposed lots 512-518 and 617-619. The extend of creek reserve must include 10m of land from the top of the high bank into the lots. Where the lots do not include area within ten 10m of the top of the high bank, the creek reserve (drainage reserve) may be made narrow for the purpose of connectivity. The extent of drainage reserve extending west to finish at proposed lot 616 is to be confirmed via survey prior to the issue of a Development Permit for Operational Works for Stages 5 and 6.**

Building Envelopes

- 21. Building envelopes for proposed lots 512- 518 and 616-619 must be amended to reflect the requirements of Condition 19 prior to the issue of the Development Permit for Operational Works for Stages 5 and 6.**

Drainage Reserve

- 22. The southern detention basin drainage reserve of 6574 square metres must be amalgamated with the creek reserve of 9411 square metres to form one freehold title. In addition:**
- a. The land must be donated to Council for drainage purposes;**
 - b. The land must allow for a 3000mm wide vehicle access via the detention basin to the creek reserve land for maintenance vehicles;**
 - c. the applicant must prepare the drainage reserve land for donation to Council by pruning and removing trees in accordance with direction from the Council arborist. The land must be left in a mowable state.**

Detailed design must be submitted prior to the issue of a Development Permit for Operational Works for stage 5.

Earthworks Construction

- 23. All earthworks must be constructed in accordance with AS 3798 Guidelines on earthworks for commercial and residential developments. At the completion of works, RPEQ Certification of the works and test results are required to be provided to Council Prior to Works Acceptance.**

Earthwork Batters

- 24. All batters must be designed to be 1 in 4 - or flatter, for batters fronting the road reserve and located wholly within private land. Unless otherwise approved all batters must be less than 1.8m in height and stepped where exceeding 1.8m height. Any application for higher batters must be accompanied by suitable landscaping and visual amenity assessment to demonstrate that the batters can be screened to remain visually unobtrusive.**

All new earthworks batters steeper than 1 in 2 (50%) and higher than 1.5 metres require geotechnical certification.

Street Lighting

25. The following arrangements for the installation of street lighting within the proposed subdivision must be provided prior to the issue of a Compliance Certificate for the Plan of Survey:

- a. Prior to the approval and dating of the Plan of Survey, a Rate 2 lighting scheme is to be prepared by Ergon Energy or its approved consultant and submitted to the Chief Executive Officer for approval. The Rate 2 lighting scheme is to be designed in accordance with the relevant Road Lighting Standard AS/NZS 1158 and the FNQROC Development Manual. The applicable lighting category is to be determined from the Road Hierarchy Table D1.1 and the corresponding applicable Lighting Categories Table D8.1 as identified in the FNQROC Development Manual.

The design must provide the applicable illumination level specified in the Road Lighting Standard AS/NZS 1158 at the following road elements:

- Intersections
 - Pedestrian Refuges
 - Cul-de-sacs
 - LATM Devices (Including Roundabouts)
 - LATM Devices are to be shown on the civil layout design, the electrical services and street lighting design must be submitted in accordance with Ergon Energy's latest Distribution Design Drafting Standard.
- b. Prior to Council endorsement of the Plan of Survey written confirmation that the relevant capital contribution required by Ergon Energy has been paid must be submitted, to ensure that the street lighting will be constructed.
 - c. Where a new intersection is formed on an existing roadway for the purpose of accessing a new subdivision development, the intersection and existing road approaches must be provided with street lighting for a distance equivalent to at least two (2) spans either side of the intersection to the relevant Lighting Category.
 - d. Where an existing intersection is required to be upgraded as part of a development approval, the intersection and existing road approaches must be provided with street lighting for a distance equivalent to at least two (2) spans either side of the intersection to the relevant Lighting Category.

The application must include evidence in the form of detailed plans which show the locations of all existing and approved civil infrastructure, including water, sewer, drainage, road, footpaths and any existing or proposed telecommunication, lighting and electrical services.

The streetlighting design must be provided and approved prior to the issue of a Development Permit for Operational Work.

The approved Streetlighting Scheme must be fully constructed and completed prior to Council approval of the Plan of Subdivision.

Electrical Design

- 26. Underground electricity reticulation must be designed and provided to service the development in accordance with the requirements of Section D8.06 of the FNQROC Development Manual.**

Landscape Plan and Provision of Park

- 27. Undertake landscaping of the site, including the Park, and street frontages of new roads in accordance with *FNQROC Development Manual* and in accordance with a landscape plan. The landscape plan must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Work. In particular, the plan must show:**
 - a. Planting of the verge with trees, using appropriate species with consideration to be given to creating an individual sense of place and character to the estate;**
 - b. landscaping minimising mowing within the detention basin drainage reserves;**
 - c. The provision of suitable shade trees, especially in the park;**
 - d. Species to have regard to the Planning Scheme Policy No.SC6.7 Landscaping;**
 - e. Park and road verges to be seeded and grassed; and**
 - f. Bollards around the perimeter to prevent vehicle access with the exception of gates that enables Council vehicle access.**
 - g. Park embellishment (playgrounds, services etc) to be in accordance with Council direction prior to the issue of a Development Permit for Operational Work.**

Permanent irrigation or any other embellishments are not permitted.

Inclusion of all requirements as detailed in other relevant conditions included in this Approval, with a copy of this Development Approval to be given to the applicant's Landscape Architect / Designer.

The applicant is to provide park in accordance with the approved plan in Stage 4. This area of park must be to the requirements and satisfaction of the Chief Executive Officer. The land and embellishments must be established at no cost to Council. The land must be transferred at the same time as registering the Plan of Survey for any lot for Stage 4.

Two (2) A1 copies and one (1) A3 copy of the landscape plan must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works. Areas to be landscaped must be established prior to the lodgement of the Survey Plan to the satisfaction of the Chief Executive Officer.

Drainage Easements

- 28. Provide a three (3) metre wide easement in gross across all rear allotment drains in favour of Council. The easement document must be drafted and reviewed at no cost to Council and the relevant easements must be lodged with the Plan of Survey at the time of submission to the Department of Resources and Mines, Manufacturing and Regional and Rural Development.**

Access Restriction Covenant

29. Provide a two metre wide access restriction covenant across the Coral Sea Drive frontage over the allotments in Stage 6. The covenant document must be drafted and reviewed at no cost to Council and the relevant covenant must be lodged with the Plan of Survey at the time of submission to the Department of Resources and Mines, Manufacturing and Regional and Rural Development.

ADVICE

1. This approval, granted under the provisions of the *Planning Act 2016*, shall lapse six (6) years from the day the approval takes effect in accordance with the provisions of Section 85 of the *Planning Act 2016*.
2. All building site managers must take all action necessary to ensure building materials and/or machinery on construction sites are secured immediately following the first potential cyclone warning and that relevant emergency telephone contacts are provided to Council officers, prior to commencement of works.
3. This approval does not negate the requirement for compliance with relevant Local Laws and statutory requirements.
4. For information relating to the *Planning Act 2016* log on to www.dsdmip.qld.gov.au. To access the FNQROC Development Manual, Local Laws and other applicable Policies log on to www.douglas.qld.gov.au.

CONCURRENCE AGENCY CONDITIONS & REQUIREMENTS

Concurrence Agency	Concurrence Agency Reference	Date	Doc ID
State Assessment and Referral Agency	SRA 2410-42839	25 October 2024	1270919

REASONS FOR DECISION

The reasons for this decision are:

1. Sections 60, 62 and 63 of the *Planning Act 2016*:
 - a. to ensure the development satisfies the benchmarks of the 2018 Douglas Shire Planning Scheme Version 1.0; and
 - b. to ensure compliance with the *Planning Act 2016*.
2. Findings on material questions of fact:
 - a. the development application was properly lodged to the Douglas Shire Council on 26 September 2024 under section 51 of the *Planning Act 2016* and Part 1 of the *Development Assessment Rules*;
 - b. the development application contained information from the applicant which Council reviewed together with Council's own assessment against the 2017 State Planning Policy and the 2018 Douglas Shire Planning Scheme Version 1.0 in making its assessment manager decision.
3. Evidence or other material on which findings were based:
 - a. the development triggered assessable development under the Assessment Table associated with the Low Density Residential Zone Code;

- b. Council undertook an assessment in accordance with the provisions of sections 60, 62 and 63 of the *Planning Act 2016*; and**
- c. the applicant's reasons have been considered and the following findings are made:**
 - i. Subject to conditions, the development satisfactorily meets the Planning Scheme benchmarks.**

EXECUTIVE SUMMARY

Council is in receipt of a development application for reconfiguring a lot (two lots into 75 lots and one balance lot), over land at 52-80 Coral Sea Drive, Mossman, formally described as Lot 10 on RP887362 and Lot 45 on SP183690.

The proposal represents stages 4 – 7 Shepherd Valley residential estate. The land had a development permit for Stages 5 and 6 which included a design that was not ideal hence the lodgment of the current application.

The land is intended for residential development and is contained within the Low density residential zone under the 2018 Douglas Shire Planning Scheme where reconfiguring a lot is code assessable development.

The subdivision includes a proposal for 72 residential allotments, two drainage reserves, a park and a balance parcel which is intended to be further subdivided into another 26 allotments when the adjoining land to east is developed.

The site is constrained by slope making drainage one of the key consideration for the development. The existing stages of the Shepherd Valley estate are directly downstream of the site. Particular consideration has been given to the design and scrutiny of the proposed drainage network. The existing stages of Shepherd Valley have experienced a number of flood events highlighting the need for detailed review of the proposal. It is evident that the proposed subdivision cannot lessen the impact of flooding on the existing Shepherd Valley estate, however, the modelling has determined that the proposed subdivision will not create a worsening impact.

The application is recommended for approval subject to conditions. Further detailed design will occur at Operational Works phase of the development. This will occur for each stage prior to construction approval issuing.

TOWN PLANNING CONSIDERATIONS

Background

Council approved a subdivision application on 4 November 2014 for two lots into 106 lots representing Stages 4 and 5 of the Shepherd Valley subdivision. This approval lapsed on 4 November 2024.

The land has always been constrained with stormwater management difficulties due to its slope and large catchment. The proposal includes a balance area of land not for subdivision, nominated as Stage 7 on the proposal plans. This area cannot be further developed until such time as agreement can be reached for a discharge point through the adjoining land to the east. This land forms part of Daintree Horizons estate. Stages 4, 5 and 6 are able to achieve a lawful point of discharge to Parker Creek and existing drainage infrastructure within Forest Glen Road.

Proposal

Proposed is the development of 72 residential allotments, two drainage reserves and a parkland lot with an additional balance lot to be left for future development. Standard urban services will be made available to the subdivision.

Stage 4 comprises 24 lots ranging in size from 600 to 1000 square metres. Stage 5 includes 10 lots ranging in size from 600-1000 square metres and four lots ranging in size from 1000-1500 square metres. It also includes five lots greater than 1500 square metres.

Stage 6 is made up of 17 lots ranging from 600-1000 square metres, 11 lots ranging from 1000-1500 square metres and two lots greater than 1500 square metres.

Two drainage reserves proposed have areas of approximately 2000 square metres and 4000 square metres in size. These drainage reserves are necessary to accommodate on-site stormwater detention basins to slow the release of stormwater to the downstream catchments. A 3000 square metre park is also proposed within Stage 4.

State Planning Requirements

State Planning Policy

The State Planning Policy ('SPP') was introduced on 3 July 2017 as part of the State's planning system. The SPP defines the Queensland Government's policies about matters of state interest in land use planning and development, and provides direction for the preparation of local planning instruments and assessment of development applications.

The 2018 Douglas Shire Planning Scheme version 1.0 reflects the applicable State interests to the extent relevant to the proposed development. Therefore further assessment against the SPP is not necessary.

Far North Queensland Regional Plan 2009-2031

The Far North Queensland Regional Plan 2009-2031 ('FNQ Regional Plan') provides the framework for the sustainable management of growth and development in Far North Queensland. The site is nominated for urban expansion within the regional plan mapping and this is reflected by the zoning designation given in the 2018 Douglas Shire Planning Scheme.

State Assessment and Referral Agency

A review of Schedule 10 of the Planning Regulation revealed that the proposed development triggers referral to the State Assessment and Referral Agency (SARA). The development application was properly referred to SARA where comments were received from the relevant technical agency being the Department of Transport and Main Roads as the development will result in the development of more than 50 dwellings. The referral trigger is given at Schedule 20 of the Planning Regulation 2017. No traffic impact issues have been identified by SARA.

DOUGLAS SHIRE PLANNING SCHEME ASSESSMENT

The following benchmarks are applicable to the proposed development:

Douglas Shire Planning Locality		Comment
Planning Zone		
Low Density Residential Zone		Complies
Overlay Codes		
Acid sulphate soils overlay		The previous stages and existing drainage earthworks on-site have not uncovered any acid sulfate soils between 5m and 20m AHD. It is evident that the proposal complies with the code.
Bushfire hazard overlay		The proposed allotments with frontage to Coral Sea Drive are within the potential impact buffer area of the Bushfire hazard overlay area. The application for subdivision is considered to require minimal consideration regarding the potential impact buffer as the Australian Standard for construction of buildings in bushfire prone areas will be employed at the time of building design and approval for the subsequent houses. Essentially the considerations are for external cladding types and aerial ember attack mitigation which is standardised building code compliance. The proposal complies with the code.
Flood and storm tide hazard overlay		The land is not picked up within the flood hazard overlay mapping within the Planning Scheme, nor is the existing subdivision of Shepherd Valley. However, it is known that the land experiences significant sheet flow and this is why the earth bund at the boundary of the last stages of Shepherd Valley was established. Further discussion on stormwater and flood implications is below.
Hillslopes overlay		The upper most section of the land fronting Coral Sea Drive is affected by the hillslopes overlay area. Largely this is reflective of the steep vegetated area right at the rear of the site fronting Coral Sea Drive, having little to no affect on the proposed subdivision. The lots in this location include building envelopes which limit construction of the house to the more level and cleared sections of the land that the existing hillslope vegetation does not extend into. This protects the hillslope vegetation and is imposed as a condition of approval. The proposal complies with the code.
Potential landslide hazard overlay		The upper most section of the land fronting Coral Sea Drive is affected by the landslip hazard overlay area, however, as stated above this area is off limits for house construction as the building envelopes on the lots do not allow construction to extend into this area. The proposal complies with the code.

Transport network overlay	Complies with the code. A Traffic Impact Assessment was submitted with the application and determines that no traffic impacts of note are generated by the subdivision.
Natural Areas overlay	The code requires a 10 metre setback between houses and the top of a high bank of a waterway. The proposed configuration includes 11 lots which back onto Parker Creek. The lots are proposed with building envelopes which limit house construction to the existing cleared areas of the sites as the land includes a vegetated corridor traversing the creek alignment. Conditions have been imposed to require that the creek corridor is to be within a drainage reserve making it public land for a distance of 10 metres from the top of the high bank. This ensures no clearing of riparian vegetation can occur and makes the creek a public place while setting it aside as a natural area.
Other Development Codes	
Filling and excavation code	The proposal generally complies however, AO2.2 includes a requirement that filling and excavation does not occur within two metres of the site boundary. Filling and excavation for drainage is a critical requirement for the construction of the subdivision and is designed to provide a high standard of amenity without compromising the stability of adjoining land. That being said, the proposal complies with PO2 and complies with the code.
Infrastructure works code	While the code is generally most applicable to Operational Works applications, the proposed subdivision complies with the requirements of the code. The subdivision proposes all urban services inclusive of reticulated water, sewer, communications, drainage, parkland, footpaths, roads, communications and power. In particular, stormwater infrastructure has been scrutinised and designed to a standard higher than what is usually required for a reconfiguration approval. Further discussion is warranted and can be found below.
Landscaping code	A condition has been imposed to require a landscaping plan for street tree planting, landscaping of the stormwater detention basins and landscaping and embellishment of the proposed park.
Reconfiguring a lot code	The proposal complies as all lots are regular in shape and are compliant with the minimum lot sizes prescribed for the Low-density residential zone. Parkland is being donated and is compliant in configuration.

Compliance Issues

Flood and Storm tide Hazard Inundation overlay Code and Infrastructure Works Code

The two codes provide the relevant benchmarking for flood and stormwater management. This is the most critical issue to consider for the application as the downstream area of the site is the location of the existing Shepherd Valley estate. Shepherd Valley has experienced flooding from Parker Creek on a number of occasions and habitable floor space has been inundated with the worst of the effects being experienced in the houses on White Oak Avenue.

Through the assessment of the subdivision application, the applicant has determined that two on site stormwater detention basins are required to slow the release of stormwater into Parker Creek. The applicant and Council's consulting engineers have run models with varying assumptions to determine that the subdivision will not create a worsening impact on the existing Shepherd Valley community. The level of detail provided to Council during the assessment process is higher and additional scrutiny was imposed due to the risk of worsening the downstream impacts. The applicant has provided a stormwater solution which still requires further refinement but the capacity and discharge rates of pipes and overland flow paths are understood. Further refinement will occur during the operational works approval phase of the development process.

In terms of the actual methods of stormwater management being employed, the applicant has designed an underground pipe network with overland flow paths to take the volume from bigger events. Refer to Attachment 2 for the stormwater plans. These plans will be subject to further detailed design for each Operational Works application to be submitted for each stage. The existing bund protecting the existing subdivision is being reprofiled into a road verge and will continue to provide the function that is currently provided by directing stormwater into the detention basin which discharges into Parker Creek. The proposed allotments bordering the existing subdivision are designed with a rear allotment drain with a large underground pipe and a three metre wide drainage path for overland flows which are directed into the detention basin adjacent Parker Creek. There is no filling and retaining proposed adjoining the existing lots as the new allotments are designed to grade to the common boundary and the existing drain will be re-profiled.

The application is for 72 residential lots to be delivered in three stages. The first stage is given access through Forest Glen Drive and is made up of 23 allotments, a drainage reserve with a detention basin and parkland. The stormwater needs to discharge to Parker Creek, so a condition has been imposed to require an interim stormwater solution across land where Stage 5 is proposed. A higher standard of temporary drainage infrastructure than an earth bund and earth drains has been required as part of approval conditions for the staging of the development. The detail of the temporary drainage solution is deferred to Operational Works stage.

In summary, the drainage regime proposed for the subdivision is capable of conveying stormwater to Parker Creek without creating a worsening impact on the existing downstream residences.

Public Notification / Submissions

The application is code assessable and is not required to undergo public notification.

Referral Agency Requirements

The State Assessment and Referral Agency has issued a concurrence agency response. This response includes conditions regulating the development. Copy of the response is included in Attachment 3.

Internal Referrals

Advice was received from the following internal departments:

Department	Comments
Water Reticulation	Water reticulation advised that a number of detailed design requirements will be required for the operational works application including new loop mains and boosters and that FNQROC Development Manual conformance is necessary. Relevant conditions have been imposed.
Waste Water	Waste Water advised that a number of non-conformances that are able to be managed require additional detailed design work to progress the stages for Operational Works. Relevant conditions have been imposed.
Infrastructure	Infrastructure was particularly interested in the drainage regime for the site and was primarily interested in the three sections of rear allotment drainage lines. Infrastructure have requested that conditions are imposed to seek maintainable design where rear allotment drains are either concreted for their full width to prevent future owners planting in the drains or that they are fenced and become Council land. A condition has been imposed to require a full width concrete treatment.

ADOPTED INFRASTRUCTURE CHARGES

Refer to Attachment 4 to review the calculated Infrastructure Charge.

COUNCIL'S ROLE

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

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

Regulator: Council has a number of statutory obligations detailed in numerous regulations and legislative Acts. Council also makes local laws to ensure that the Shire is well governed. In fulfilling its role as regulator, Council will utilise an outcomes based approach that balances the needs of the community with social and natural justice.

Under the *Planning Act 2016* and the *Planning Regulation 2017*, Council is the assessment manager for the application.

ATTACHMENTS

1. Attachment 1- Approved Plan [7.9.1 - 1 page]
2. Attachment 2- Stormwater Concepts [7.9.2 - 8 pages]
3. Attachment 3- Concurrence Agency Response [7.9.3 - 13 pages]
4. Attachment 4- Infrastructure Charges [7.9.4 - 1 page]

LEGEND

Title boundary

Internal boundary

Stage boundary

X

Stage numbers

Proposed easement

Existing contours (1m interval)

Existing Vegetation

Residential lots

Superlot

Reserve

Drainage reserve

Creek reserve

Building Envelope

20m wide Non Buildable area/ no access from Coral Sea Drive

*

Restriction on title- no future subdivision

The layout within stage 7 superlot is subject to a future application

Mountable Roundabout (subject to detailed engineering design)

Easement for drainage purposes

CORAL SEA DRIVE

FOREST GLEN DRIVE

SATINASH STREET

WARATAH CLOSE

WHITE OAK AVENUE

Walkway

STAGE 5

STAGE 4

STAGE 6

STAGE 7

Reserve 1
3049m²

Drainage Reserve
2831m²

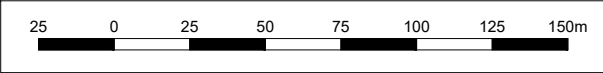
Drainage Reserve
6574m²

Creek Reserve
9411m²

- Notes
- This plan is indicative only and is intended for discussion purposes only
 - This plan is subject to change during the Council- subject to creek identification survey
 - All dimensions and areas are subject to survey and final computations
 - Further investigation and changes may be required for fire buffers, vegetation retention and removal, site access and egress, and aboriginal and cultural heritage.
 - Wetland / Drainage areas are approximate only and subject to detailed engineering design and may be subject to change
 - Access/egress to the site is subject to Council / Department of State Development, Infrastructure and Planning approval
 - Road pavement is indicative only and subject to engineering design
 - All public open space areas are conceptual only and subject to change during the precinct structure plan preparation process
 - Arc dimensions shown are the length of arc (not chord)

Site	15.034 ha
* Residential Lots	7.112 ha
* Superlot (Stage 7)	3.584 ha
* Local Roads	2.107 ha
Drainage Reserve	0.940 ha
Reserve	0.305 ha
Creek Reserve	0.986 ha
Net Developable Area	12.803 ha
Lot Yield	72 lots @ 5.6 lots per ha 988m ² average lot size
Total Number of Lots	73

* Indicates inclusion in NDA



Beveridge
Williams

Indicative Subdivision & Staging Plan

52-80 Coral Sea Drive, Mossman

Gull Group

Ordinary Council Meeting - 17 June 2025

DRAFT

FOR DISCUSSION PURPOSES ONLY

13	07.03.2023	Amendments based on comments	OX	WEB
14	14.06.2023	Amendments based on client comments	OX	WEB
15	25.08.2023	Updated stage boundaries	OX	KT
16	24.07.2024	Superlot added	OX	KT
17	28.02.2025	Updated as per civil base	OX	WEB
Version	Date	Description	Drafted	Approved

Date: 28.02.2025

Version No:

17

Job No: 2101867

Scale (A1): 1:1250
(A3): 1:2500



PARKERS CREEK INVERT SURVEY

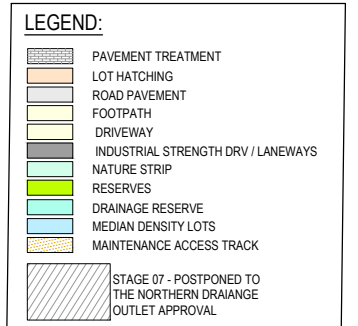
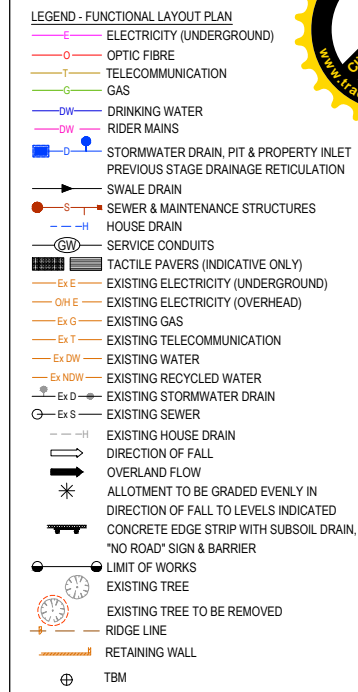
EXISTING CONTOURS (1m INT)

FINISHED CONTOURS (1m INT)

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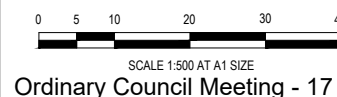
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Date	17.05.2024
Drawn	M. RAJI
Checked	J. ZAAL
Date	14.06.2024
Approved	J. ZAAL
Reg. No	30098
Date	08.07.2024
PS Number	

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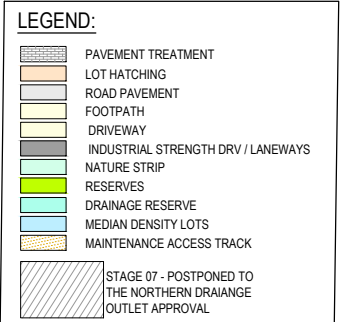
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Project Details	CORAL SEA DRIVE MOSSMAN EARLY FUNCTIONAL DESIGN DOUGLAS SHIRE COUNCIL
Drawing Title	FUNCTIONAL LAYOUT PLAN ROAD AND DRAINAGE SHEET 1 OF 4

Sheet 6 of 55

Scale
1:500 @ A1

Project Ref	Stage No	Drawing No	Rev
2101867	00	911	P2



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Sheet 7 of 55			
Scale 1:500 @ A1			
Project Ref	Stage No	Drawing No	
2101867	00	912	P2

- BASIN A:
1% AEP OUTFLOW : 1.08 CU.M/SEC
STORAGE : 853 CU.M
PEAK DEPTH 1.4M
OUTLET 3xDN600 @ IL 15.00 AHD
PLUS 300 sq.m BIORETENTION BASIN
OUTLET INVERT LEVEL : 13.10

STAGE 07 TO BE POSTPONED TO
THE NORTHERN DRAINAGE OUTLET IS APPROVED


































TBM 2	
STEEL STAR PICKET	
E	325780.0050
N	8178193.1800
RI	15.8

Reserve 1
3050m²













TBM 3

E	325780.9690
N	8178166.5000
RL	

LEGEND - FUNCTIONAL LAYOUT PLAN

	ELECTRICITY (UNDERGROUND)
	OPTIC FIBRE
	TELECOMMUNICATION
	GAS
	DRINKING WATER
	RIDER MAINS
	STORMWATER DRAIN, PIT & PROPERTY INLET
	PREVIOUS STAGE DRAINAGE RETICULATION
	SWALE DRAIN
	SEWER / MAINTENANCE STRUCTURES
	HOUSE DRAIN
	SERVICE CONDUITS
	TACTILE PAVERS (INDICATIVE ONLY)
	EXISTING ELECTRICITY (UNDERGROUND)
	EXISTING ELECTRICITY (OVERHEAD)
	EXISTING GAS
	EXISTING TELECOMMUNICATION
	EXISTING WATER
	EXISTING RECYCLED WATER
	EXISTING STORMWATER DRAIN
	EXISTING SEWER
	EXISTING HOUSE DRAIN
	DIRECTION OF FALL
	OVERLAND FLOW
	ALLOTMENT TO BE GRADED EVENLY IN DIRECTION OF FALL TO LEVELS INDICATED
	CONCRETE EDGE STRIP WITH SUBSOIL DRAIN
	"NO ROAD" SIGN & BARRIER
	LIMIT OF WORKS
	EXISTING TREE
	EXISTING TREE TO BE REMOVED
	RIDGE LINE
	RETAINING WALL
	TBM

LEGEND:

	PAVEMENT TREATMENT
	LOT HATCHING
	ROAD PAVEMENT
	FOOTPATH
	DRIVEWAY
	INDUSTRIAL STRENGTH DRV / LANEWAYS
	NATURE STRIP
	RESERVES
	DRAINAGE RESERVE
	MEDIAN DENSITY LOTS
	MAINTENANCE ACCESS TRACK
	STAGE 07 - POSTPONED TO THE NORTHERN DRAINAGE OUTLET APPROVAL

FOR CONTINUATION SEE SHEET 914

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2101867	00	913	P2

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REVERSING THE DIRECTION OF EXISTING SWALE
INCREASE THE HEIGHT OF SWALE LEVEE
TO PROVIDE 800MM DEPTH FOR THE SWALE

5m WIDE CHANNEL (TOTAL WIDTH) _____
CHANNEL BASE WIDTH 1.0m
1 IN 2.5 SIDE SLOPES & 0.8m OVERALL DEPTH
3% LONGITUDINAL GRADE
[WATER DEPTH 0.46m & FREEBOARD 0.34m]

BOTTOM 300mm OF THE FENCE TO BE SOLID

SCALE 1:500 AT A1 SIZE

Approved
Reg. No.
Date

Ordinary Council Meeting - 17 June 2025

Designed	M. RAJI
Date	17.05.2024
Drawn	M. RAJI
Checked	J. ZAAL
Date	14.06.2024
Approved	J. ZAAL
Reg. No	30098
PS Number	08.07.2024

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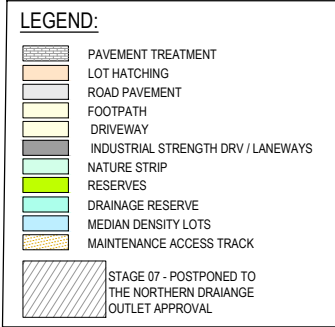
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
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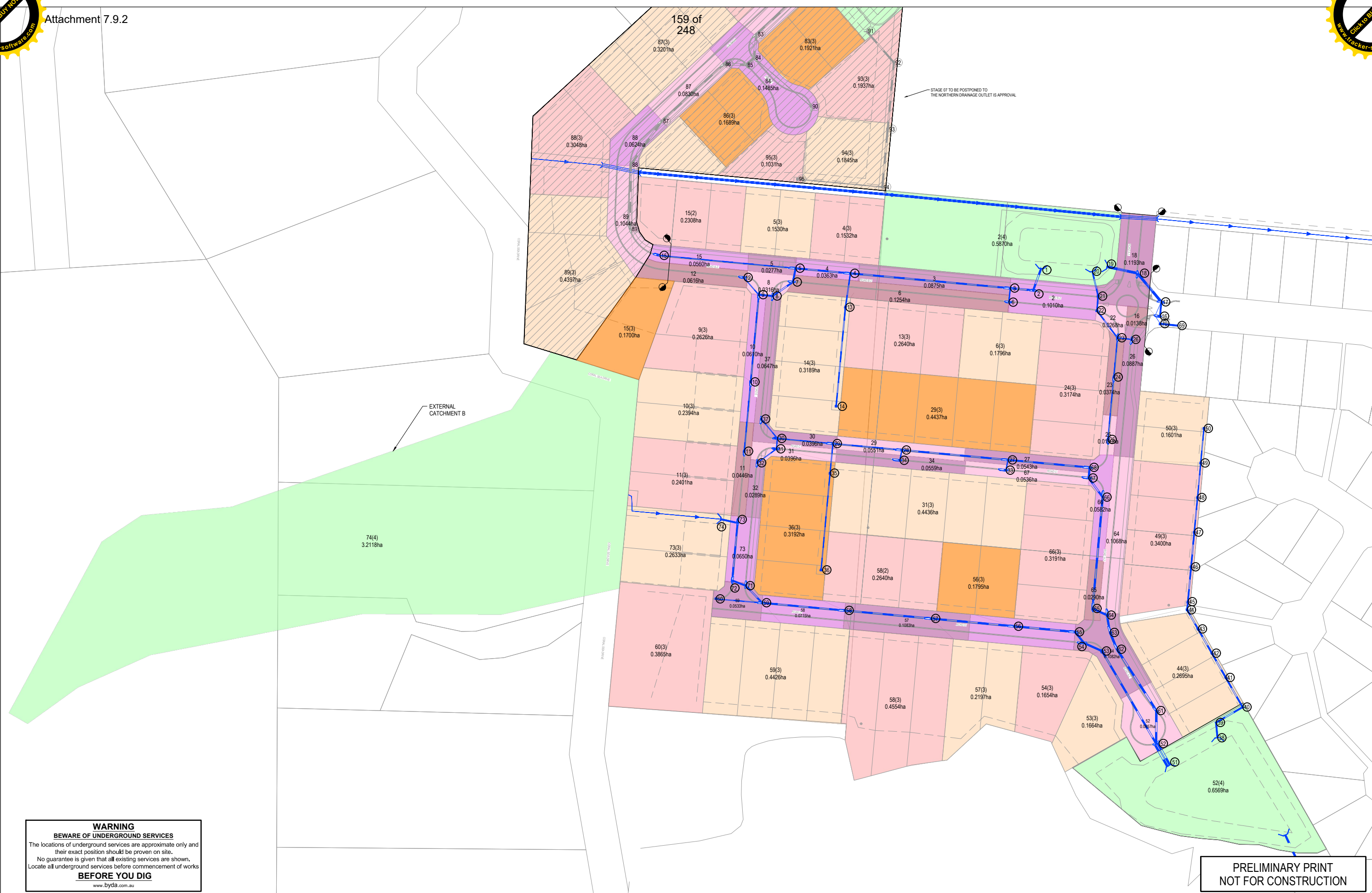


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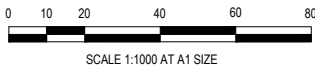
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P4	SUBMITTED TO COUNCIL FOR APPROVAL	12.07.24	M.R.	J.Z.					
REV	DESCRIPTION	DATE	DRN.	APP.	REV	DESCRIPTION	DATE	DRN.	APP.



SCALE 1:1000 AT A1 SIZE
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Approved	J. ZAAL
Rev. No	30/01
Date	08.07.2027
PS Number	

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Drawing Title	FUNCTIONAL LAYOUT PLAN CATCHMENT PLAN

Sheet	39 of 55
Scale	1:1000 @ A1
Project Ref	2101867
Stage No	00
Drawing No	960
Rev	P2

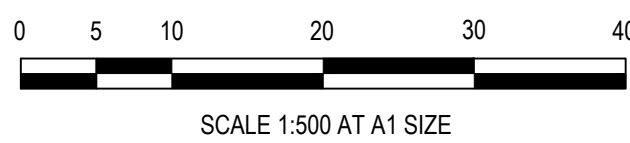




FLOW DEFINITIONS AND NOTES

BP = BYPASS PIT (NEXT DOWNSTREAM PIT THAT RECEIVES SURFACE FLOWS)
Qa = SURFACE FLOW APPROACHING PIT (L/s)
Qi = INFLOW / OUTFLOW FROM PIT (L/s)
Qb = BYPASS FLOW NOT COLLECTED BY PIT AND BYPASSING TO DOWNSTREAM PIT (L/s)
D = MAXIMUM DEPTH OF WATER MEASURED FROM KERB INVERT (m). TO BE <=0.3m AS PER AUSTRROADS
DxV = MAXIMUM DEPTH OF WATER MULTIPLIED BY FLOW VELOCITY (m2/s). TO BE <=0.3m2/s AS PER AUSTRROADS
W = MAXIMUM FLOODED WIDTH (m)
V = AVERAGE VELOCITY (m/s). TO BE <=3m/s AS PER AUSTRROADS. SUBJECT TO DxV BEING MET
MODELLING UNDERTAKEN IN 12d DRAINAGE SOFTWARE, CONSIDERING BYPASS FLOWS.

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P5	SUBMITTED TO COUNCIL FOR APPROVAL	13.07.24	M.R. J.Z.
REV	DESCRIPTION	DATE	DRN. APP.



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Date	17.05.2028
Drawn	M.RAJI
Checked	J. ZAAL
Date	14.06.2028
Approved	J. ZAAL
Reg. No.	30102
Date	08.07.2028
PS Number	



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Project Details
**CORAL SEA DRIVE MOSSMAN
EARLY FUNCTIONAL DESIGN
DOUGLAS SHIRE COUNCIL**

Drawing Title
**100 YEAR FLOOD
OVERLAND FLOW
SHEET 1 OF 2**

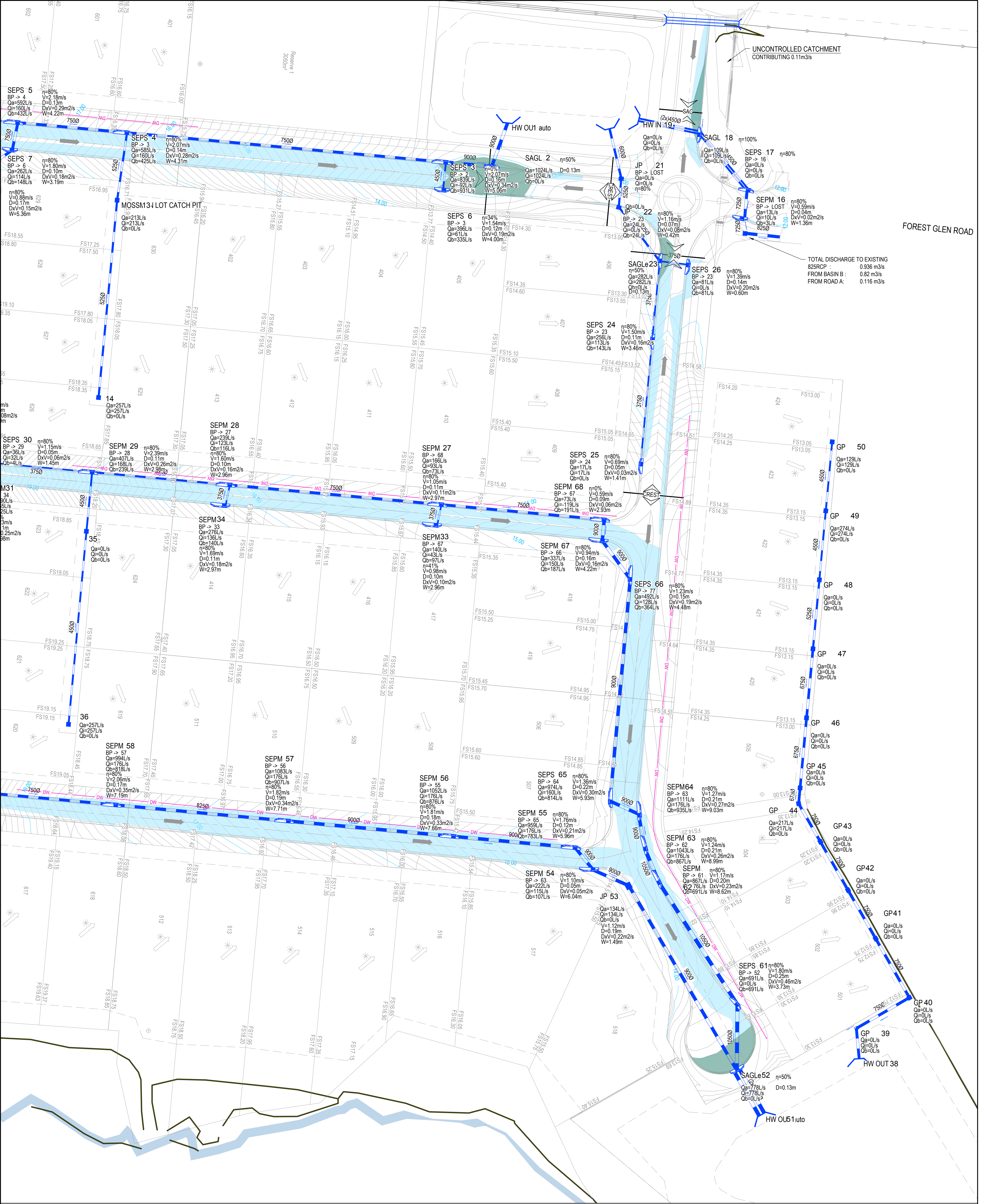
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Project Ref	Stage No	Drawing No	Rev
2101867	00	961	P2



FLOW DEFINITIONS AND NOTES

BP = BYPASS PIT (NEXT DOWNSTREAM PIT THAT RECEIVES SURFACE FLOWS)
Qa = SURFACE FLOW APPROACHING PIT (L/s)
Qi = INFLOW / OUTFLOW FROM PIT (L/s)
Qb = BYPASS FLOW (FLOW NOT COLLECTED BY PIT AND BYPASSING TO DOWNSTREAM PIT) (L/s)
D = MAXIMUM DEPTH OF WATER MEASURED FROM KERB INVERT (m). TO BE <0.3m AS PER AUSTRROADS
DxV = MAXIMUM DEPTH OF WATER MULTIPLIED BY FLOW VELOCITY (m2/s). TO BE <0.3m2/s AS PER AUSTRROADS
W = MAXIMUM FLOODED WIDTH (m)
V = AVERAGE VELOCITY (m/s). TO BE <3m/s AS PER AUSTRROADS, SUBJECT TO DxV BEING MET
MODELLING UNDERTAKEN IN 12d DRAINAGE SOFTWARE, CONSIDERING BYPASS FLOWS.

WARNING
BEWARE OF UNDERGROUND SERVICES

The locations of underground services are approximate only and their exact position should be proven on site.
No guarantee is given that all existing services are shown.
Locate all underground services before commencement of works

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SARA reference: 2410-42839 SRA
Council reference: ROL 2024_5647/1
Applicant reference: -

19 December 2024

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

Attention: Daniel Lamond

Dear Sir/Madam

SARA referral agency response – 52-80 Coral Sea Drive, Mossman

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 16 October 2024.

Response

Outcome:	Referral agency response – with conditions
Date of response:	19 December 2024
Conditions:	The conditions in Attachment 1 must be attached to any development approval
Advice:	Advice to the applicant is in Attachment 2
Reasons:	The reasons for the referral agency response are in Attachment 3

Development details

Description:	Development permit	Reconfiguring a Lot (2 lots into 73 residential lots, 3 reserve lots, one superlot (future stage 7) & new road)
SARA role:	Referral agency	
SARA triggers:	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 (Planning	

Regulation 2017) – Development impacting on State transport infrastructure

SARA reference: 2410-42839 SRA
Assessment manager: Douglas Shire Council
Street address: 52-80 Coral Sea Drive, Mossman
Real property description: Lot 10 on RP887362 & Lot 45 on SP183690
Applicant name: Gull Mossman Gorge Pty Ltd
C/- proUrban Advisory, Management & Planning
Applicant contact details: Level 2, 22 Kings Place
SOUTH MELBOURNE VIC 3205
tim.retrot@pro-urban.com.au

Human Rights Act 2019 considerations: A consideration of the 23 fundamental human rights protected under the *Human Rights Act 2019* has been undertaken as part of this decision. It has been determined that this decision does not limit human rights.

Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s.30 Development Assessment Rules). Copies of the relevant provisions are in **Attachment 4**.

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

For further information please contact Charlton Best, Senior Planning Officer, on 07 4037 3200 or via email CairnsSARA@dsdipg.qld.gov.au who will be pleased to assist.

Yours sincerely



Carl Porter
A/ Manager Planning

cc Gull Mossman Gorge Pty Ltd
C/- proUrban Advisory, Management & Planning, tim.retrot@pro-urban.com.au

enc Attachment 1 - Referral agency conditions
Attachment 2 - Advice to the applicant
Attachment 3 - Reasons for referral agency response
Attachment 4 - Representations about a referral agency response provisions
Attachment 5 - Documents referenced in conditions

Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application) (Copies of the documents referenced below are found at Attachment 5)

No.	Conditions	Condition timing
Reconfiguring a lot – Development Permit		
Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 – State transport infrastructure — The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition:		
In accordance with approved plans		
1.	<p>Stormwater infrastructure and the three (3) on-site bioretention basins must be provided generally in accordance with the following plans:</p> <ul style="list-style-type: none"> Functional Layout Plan Road and Drainage Sheet 1 of 4 prepared by Beveridge Williams dated 09.07.24, reference 910, revision P1. Functional Layout Plan Road and Drainage Sheet 2 of 4 prepared by Beveridge Williams dated 09.07.24, reference 911, revision P1. Functional Layout Plan Road and Drainage Sheet 3 of 4 prepared by Beveridge Williams dated 09.07.24, reference 912, revision P1. Functional Layout Plan Road and Drainage Sheet 4 of 4 prepared by Beveridge Williams dated 09.07.24, reference 913, revision P1. 	Prior to submitting the Plan of Survey to the local government for approval.

Attachment 2—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> , its regulation or the State Development Assessment Provisions (SDAP) (version 3.1). If a word remains undefined it has its ordinary meaning.

Attachment 3—Reasons for referral agency response

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

The reasons for the SARA's decision are:

- SARA has carried out an assessment of the development application against State code 6: Protection of state transport networks, and has found that with conditions, the proposed development complies with relevant performance outcomes.
- The proposed development is unlikely to compromise the safety, function, and efficiency of the state-controlled road network.
- The proposed development will not compromise the state's ability to cost-effectively plan, construct, maintain or operate state transport infrastructure.

Material used in the assessment of the application:

- The development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- The State Development Assessment Provisions (version 3.1)
- The Development Assessment Rules
- SARA DA Mapping system
- State Planning Policy mapping system
- *Human Rights Act 2019*.

Attachment 4—Representations about a referral agency response provisions

(page left intentionally blank)

Attachment 5—Documents referenced in conditions

(page left intentionally blank)

Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules¹ regarding **representations about a referral agency response**

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

- 28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.
- 28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—
- (a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or
 - (b) the Minister has given the concurrence agency a direction under section 99 of the Act; or
 - (c) the applicant has given written agreement to the change to the referral agency response.²
- 28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.
- 28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—
- (a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and
 - (b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

¹ Pursuant to Section 68 of the *Planning Act 2016*

² In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.


Part 7: Miscellaneous

30 Representations about a referral agency response

30.1. An applicant may make representations to a concurrence agency at any time before the application is decided, about changing a matter in the referral agency response.³

³ An applicant may elect, under section 32, to stop the assessment manager's decision period in which to take this action. If a concurrence agency wishes to amend their response in relation to representations made under this section, they must do so in accordance with section 28.

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE



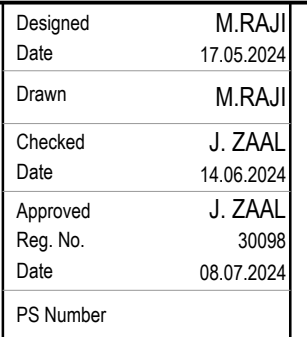
Queensland
Government

SARA ref: 2410-42839 SRA


Date: 19 December 2024

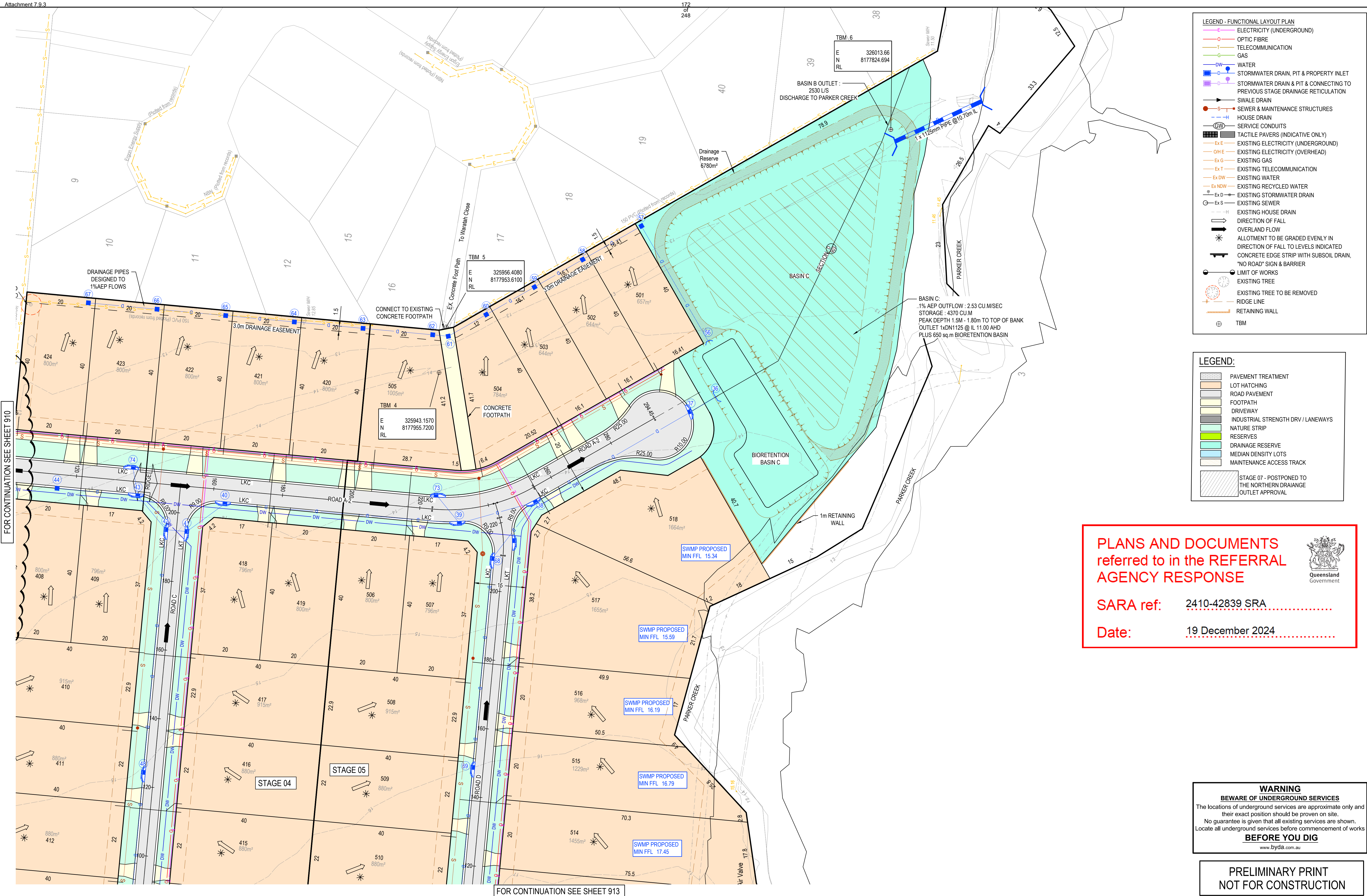
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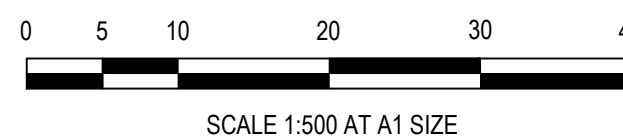


Project Details	CORAL SEA DRIVE MOSSMAN EARLY FUNCTIONAL DESIGN DOUGLAS SHIRE COUNCIL
Drawing Title	FUNCTIONAL LAYOUT PLAN ROAD AND DRAINAGE SHEET 1 OF 4

Sheet 5 of 52			
Scale	1:500 @ A1		
Project Ref	Stage No	Drawing No	Rev
2101867	00	910	P1



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Designed	M.RAJI
Date	17.05.2024
Drawn	M.RAJI
Checked	J. ZAAL
Date	14.06.2024
Approved	J. ZAAL
Reg. No.	30098
Date	08.07.2024
PS Number	

BW Beveridge Williams

Development & Infrastructure Consultants

1 Glenferrie Road
Malvern VIC 3144

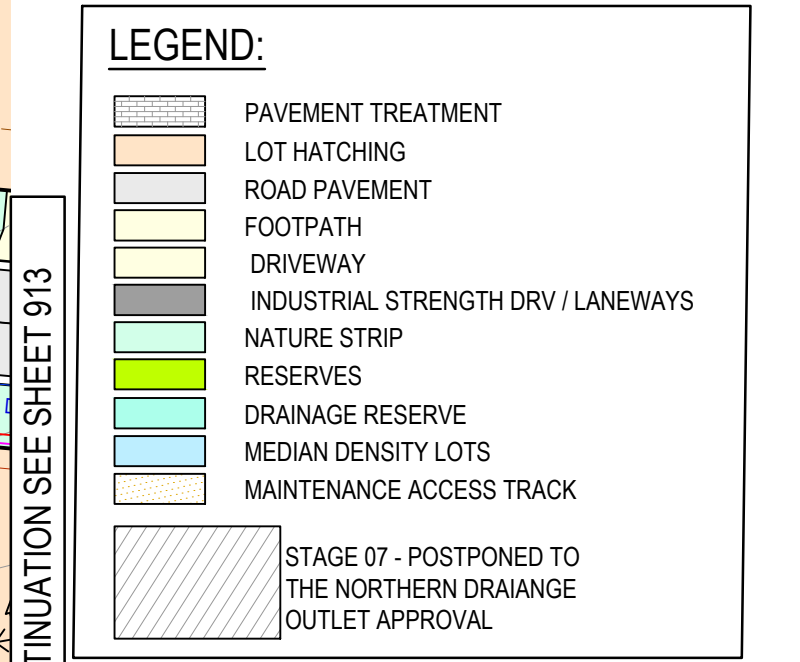
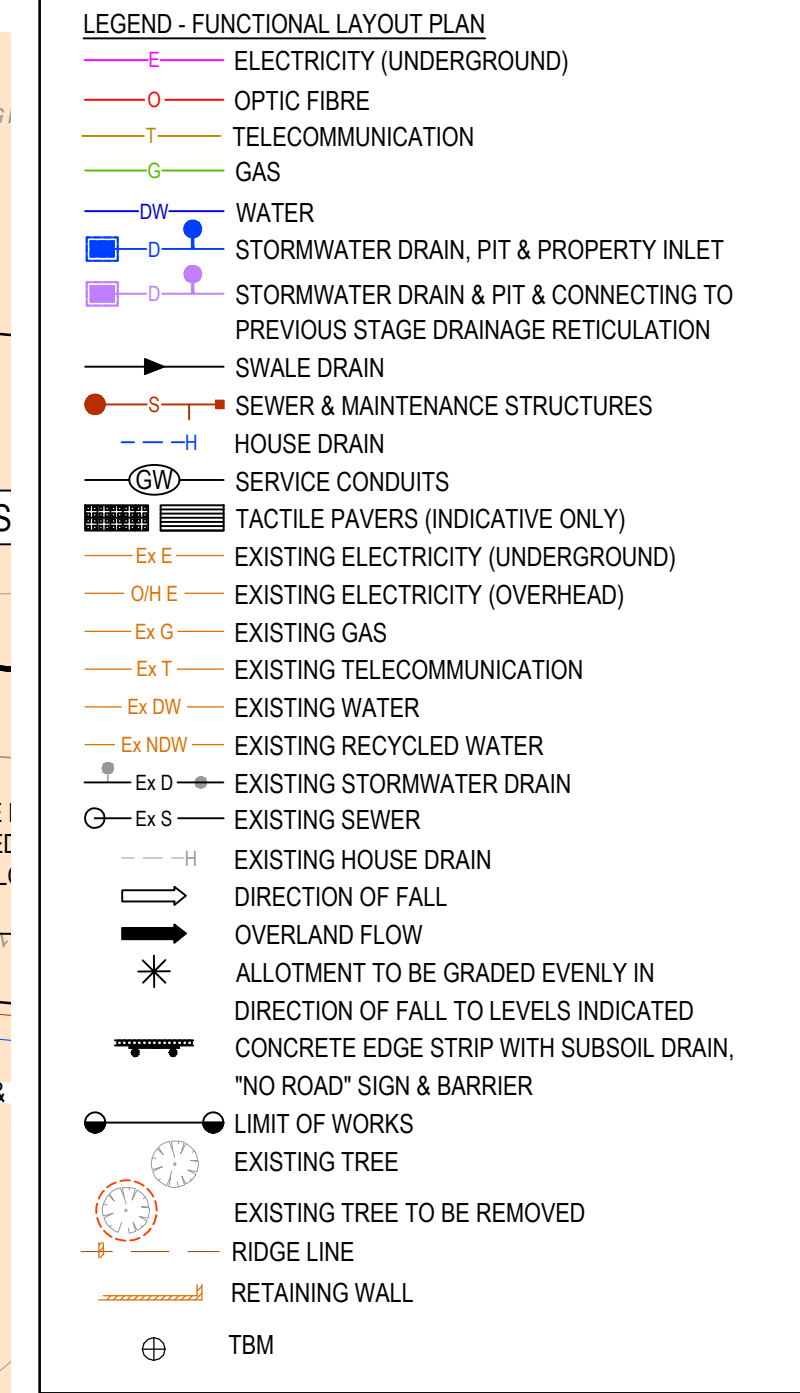
ph: 03 9524 8888
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Project Details	CORAL SEA DRIVE MOSSMAN EARLY FUNCTIONAL DESIGN DOUGLAS SHIRE COUNCIL
Drawing Title	FUNCTIONAL LAYOUT PLAN ROAD AND DRAINAGE SHEET 2 OF 4

Sheet 6 of 52

Scale 1:500 @ A1

Project Ref	Stage No	Drawing No	Rev
2101867	00	911	P1



FOR CONTINUATION SEE SHEET 913

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE



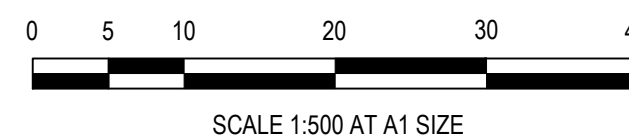
SARA ref: 2410-42839 SRA

Date: 19 December 2024

WARNING
BEWARE OF UNDERGROUND SERVICES
The locations of underground services are approximate only and
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Designed Date	M. RAJI 17.05.2024
Drawn	M. RAJI
Checked Date	J. ZAAL 14.06.2024
Approved Reg. No. Date	J. ZAAL 30098 08.07.2024
PS Number	

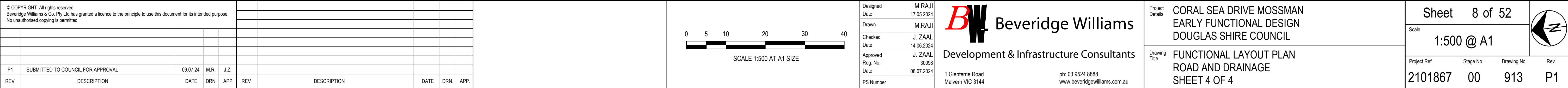
BW Beveridge Williams
Development & Infrastructure Consultants
1 Glenferrie Road
Malvern VIC 3144
ph: 03 9524 8888
www.beveridgewilliams.com.au

Project Details	CORAL SEA DRIVE MOSSMAN EARLY FUNCTIONAL DESIGN DOUGLAS SHIRE COUNCIL
Drawing Title	FUNCTIONAL LAYOUT PLAN ROAD AND DRAINAGE SHEET 3 OF 4

Sheet 7 of 52

Scale
1:500 @ A1

Project Ref	Stage No	Drawing No	Rev
2101867	00	912	P1



DOUGLAS SHIRE COUNCIL		2018 Douglas Shire Planning Scheme version 1.0 Applications					
ADOPTED INFRASTRUCTURE CHARGES NOTICE							
Gull Mossman Gorge Pty Ltd DEVELOPERS NAME		Shepherd Valley Stages 4,5,6 ESTATE NAME		4,5,6 STAGE			
52-80 Coral Sea Drive STREET No. & NAME		Mossman SUBURB		45SP183690, 10RP887362 LOT & RP No.s			
Reconfiguring a Lot DEVELOPMENT TYPE		#1300675 VERSION No.		11695, 8112 PARCEL No.			
ROL2024_5647 DSC Reference Doc. No.		1 VERSION No.		ROL 2024_5647 COUNCIL FILE NO.			
				6 VALIDITY PERIOD (year)			
Prior to signing and sealing of survey form for ROL							
Infrastructure Charges as resolved by Council at the Ordinary Meeting held on 23 February 2021 (Came into effect on 1 March 2021)							
		Charge per Use	\$ Rate	Floor area/No.	Amount	Amount Paid	Receipt Code & GL Code
Proposed Demand							
Residential	Dwelling_house	\$_per_3_or_more_bedroom_dwelling	28,405.93	73	\$2,073,632.89		
Total Demand					\$2,073,632.89		
Credit							
<u>Existing land use</u>							
=Charges\B23	Dwelling_house	\$_per_3_or_more_bedroom_dwelling	28405.93	2	\$56,811.86		
Total Credit					\$56,811.86		
Required Payment or Credit		TOTAL		\$2,016,821.03			
Prepared by		N Beck		6-Jun-25		Amount Paid	
Checked by		N Beck		6-Jun-25		Date Paid	
Date Payable		ROL - Before the Local Government approves the plan of subdivision					
Amendments							
						Receipt No.	
						Cashier	
<p>Note:</p> <p>The Infrastructure Charges in this Notice are payable in accordance with Sections 119 and 120 of the <i>Planning Act 2016</i> as from Council's resolution from the Ordinary Meeting held on 23 February 2021.</p> <p>Charge rates under the Policy are subject to indexing. Any Infrastructure Agreement for trunk works must be determined and agreed to prior to issue of Development Permit for Operational Work.</p> <p>Charges are payable to: Douglas Shire Council. You can make payment at any of Council's Business Offices or by mail with your cheque or money order to Douglas Shire Council, PO Box 723, Mossman QLD 4873. Cheques must be made payable to Douglas Shire Council and marked 'Not Negotiable.' Acceptance of a cheque is subject to collection of the proceeds. Post dated cheques will not be accepted.</p> <p>If you seek to pay online, please request an invoice to be issued via enquiries@douglas.qld.gov.au</p> <p>Any enquiries regarding Infrastructure Charges can be directed to the Development & Environment, Douglas Shire Council on 07 4099 9444 or by email on enquiries@douglas.qld.gov.au</p>							

7.10. MOSSMAN ERGON DEPOT

REPORT AUTHOR	Daniel Lamond – A/ Team Leader Planning
MANAGER	Neil Beck, A/Manager Environment and Planning
DEPARTMENT	Environment and Planning
PROPOSAL	Prelodgement Enquiry- Material Change of Use for a Transport Depot & Reconfiguring a Lot (1 Lot into 2 lots)
APPLICANT	Ergon Energy
LOCATION	40 Alchera Drive, Mossman
PROPERTY	Part of Lot 1 on RP719972
PLANNING SCHEME	2018 Douglas Shire Council Planning Scheme Version 1.0
ZONING	Rural Zone
LEVEL OF ASSESSMENT	Impact Assessable
APPLICATION DATE	N/A
STATUTORY ASSESSMENT DEADLINE	N/A
REFERRAL AGENCIES	Applicable when application is lodged - Department of Transport & Main Roads

LOCALITY



Figure 1– Locality Plan

RECOMMENDATION

That:

1. Council resolves that with respect to the prelodgement enquiry lodged in relation to a combined development application for Material Change of Use (Low impact industry) and Reconfiguring a Lot (1 Lot into 2 Lots) for the purpose of creating an Ergon Energy depot, in principal support is given, subject to the following considerations:
 - a. Any future development application must be accompanied by a certified drainage study of the site and surrounding catchments, and must provide a solution for a lawful point of discharge in accordance with the requirements of the FNQROC Development Manual and the Queensland Urban Drainage Manual;
 - b. Any future development application must be accompanied by a certified traffic impact assessment and detailed design for the widening of Depot Road in order to achieve dual lane access. The Applicant will be responsible for all costs associated with any upgrades;
 - c. Any future development application must be accompanied by an acoustic report demonstrating that the proposed use will not have a detrimental impact on the amenity of the surrounding sensitive land uses;
 - d. The Material Change of Use component of any future development application is for the Low impact industry land use being impact assessable development in the Rural zone.
2. That the above information is offered in the context of providing open and frank without prejudice comment from Council in relation to the proposed development. The determination of any future application is a matter for Council following detailed assessment of the application, including consideration of any properly made submissions (where applicable).

EXECUTIVE SUMMARY

A request for prelodgement advice is sought by Ergon Energy (Ergon) for a new depot in Mossman. The electricity provider has outgrown its current depot at 24-28 Thomas Street, Mossman. The current depot is now too small to keep, manoeuvre and handle necessary equipment and stock for the maintenance of the grid.

Ergon have undertaken a feasibility review of available land in Mossman, and have determined that part of 40 Alchera Drive is the most suitable location for a new depot. The site is located next to Council's works depot and would be accessed via Depot Road.

The land use most closely aligns with Low Impact Industry for a contractors depot, which is Impact assessable in the Rural zone and is nominated as an inconsistent land use. However, due to the need and necessary community benefit of such a use, this is adequate to overcome the planning scheme non-compliance.

TOWN PLANNING CONSIDERATIONS

Background

The Mossman Ergon depot services Upper Daintree to Wangetti and to Julatten in the West. Mossman is best placed as a central location to provide support in a timely manner during disruption events. The current Mossman depot is located at a site constrained by neighbouring sensitive land uses, minimal land size and flooding. Traffic management is a consistent issue at the current site particularly for pole deliveries by semi-trailers.

Ergon has undertaken an options analysis for a new depot site in Mossman. Four allotments were determined to have suitable characteristics warranting further scrutiny. Figure 1 below shows the four sites. These sites all have Industry or Rural zoning. They are not zoned or identified for future residential expansion, and all include adequate area for a large format land use.



Figure 1: Sites with suitability characteristics for Ergon Depot.

Each of the four sites were assessed by Ergon's town planner.

Site 1 nominated in Figure 1 above is within the Industry zone and is located adjacent to the Mossman Sugar Mill. The zoning is appropriate however it is affected by significant flood inundation and is also currently affected by ownership constraints. There are also a number of sensitive receptors being residential allotments adjacent to the site.

A portion of Site 2 represents the most favourable location and is discussed in further detail below.

Site 3 has appropriate zoning being the Industry zone, however the necessary area required for a large format use suitable for pole storage would mean significant bulk earthworks would be required to extend the level hardstand area within the boundaries. Essentially this site is too small.

Site 4 includes a portion of land with appropriate zoning allowing for a slight expansion of the south Mossman industry precinct. However, the land is constrained by slope resulting in the need for benching and retaining with a split level depot. This is not a suitable solution for a large format use as it results in considerable manoeuvrability problems for the functionality of the depot.

Proposal

The applicant (Ergon energy) is seeking Council's in-principal support for the future lodgement of a development application to facilitate the development of a new Ergon works depot. The applicant proposes that the correct land use to apply for under the 2018 Douglas Shire Planning Scheme is the 'Warehouse' land use.

Council's Planning team have determined that the correct land use reflective of the activities to be undertaken on site is the 'Low impact industry' use. The development application should be a combined application for Material change of use for Low impact industry and reconfiguring a lot (one lot into two), as the land is to be excised from the parent parcel.

The proposed parcel to be excised off will be 1.705ha in area, leaving the balance lot having an area of 21.8ha.

See Figure 3 below for the proposed conceptual layout. It is anticipated changes will take place as the concept develops.

A copy of the site analysis and option plans area attached to this report.

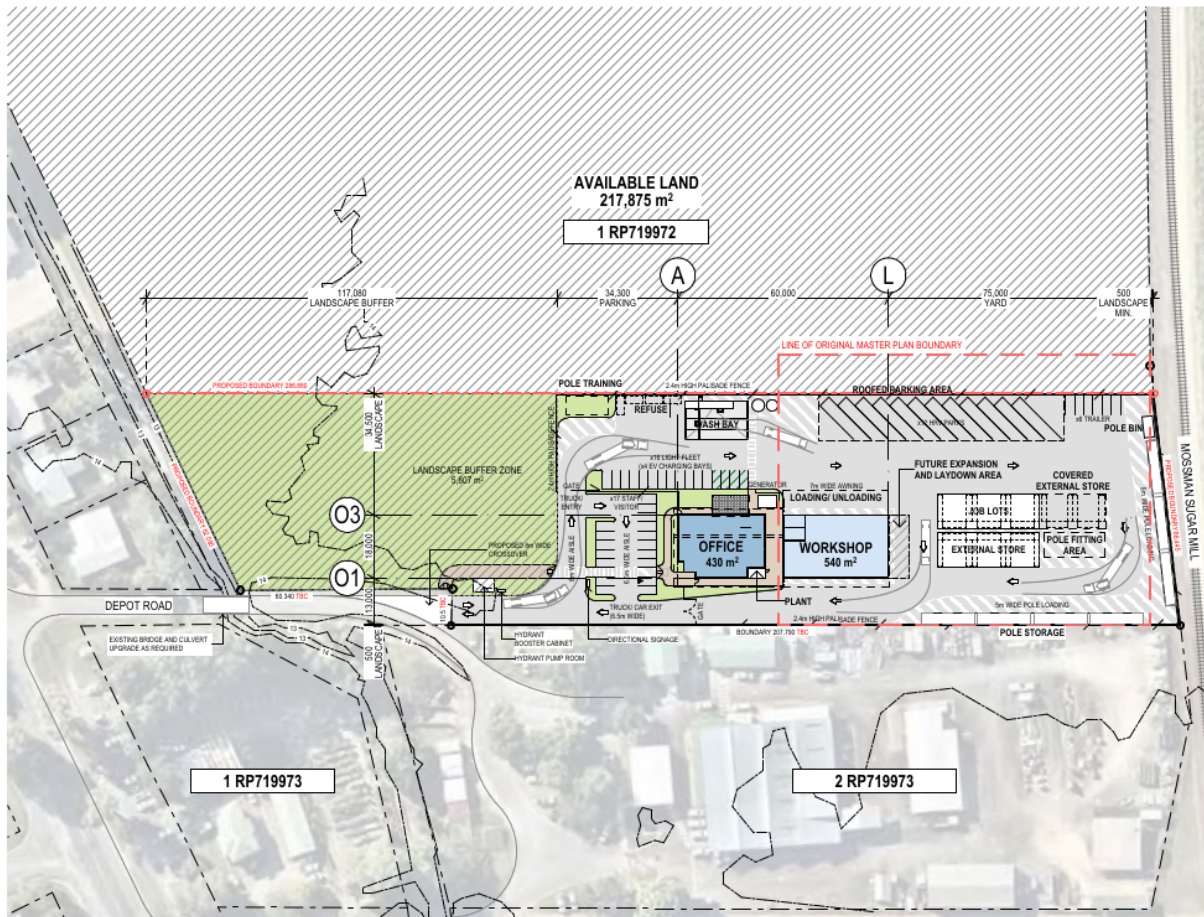


Figure 3: Proposed conceptual layout

PLANNING CONSIDERATIONS

Strategic Framework

The development, being an industrial development is expected to establish within the industry clusters of south Mossman, Craiglie or Mossman Mill in accordance with *Theme 1- Settlement Pattern 3.3.4*.

Agricultural land is nominated as an important finite natural resource in the Strategic Framework at *Theme 3- Natural Resource Management. 3.6.1* gives a strategic outcome to manage natural resources such as agricultural land in a sustainable manner to assure its economic value.

The proposal is to undertake a material change of use of the land and change it from rural purposes to industry purposes. However, the concept of planning need and greater community benefit can be considered to overcome inconsistencies of the proposed development with the outcomes sought by Strategic Framework for land contained within the Rural zone.

Zoning

The use is considered fragmentation of the Rural zoned land. The land is Class A Good Quality Agricultural Land (GQAL) and there is no question that the proposal results in the loss of 1.7 hectares of GQAL.

Under the Regional Plan, the land is within the Rural Living & Rural Production Area (RLRPA). The Regional plan does allow for necessary deviation away RLRPA mapping and this proposal represents an urban use being established with direct connection to urban area.

As mentioned above, considerations for planning need and community benefit can be applied

to overcome inconsistencies presented by the proposed development when undertaking impact assessable development.

Drainage

Stormwater management is a key consideration for the site as it includes a drain which runs parallel with Council's works depot and adjacent the side boundary. The drain is not particularly large, however it represents an obvious overland flow path and originates from Depot Road.

A request for a drainage study and appropriate consideration of achievement of a lawful point of discharge will need to be investigated by Ergon and detailed in any future development application.

Amenity for Neighbouring Residents

The development has the potential to create amenity impacts such as noise, vibration or light nuisances on the adjoining and nearby residential area. The concept layout includes a significant landscaped buffer between the houses on Alchera Drive and the works section of the proposed depot. Sound mounding, fencing and landscape treatments all have the potential to significantly increase the performance of the depot with regard to amenity and will be explored as part of the development application and assessment process. An acoustic assessment has been requested to quantify any noise impacts generated by the development and mitigating treatments.

Traffic Impact

Traffic movements on Depot Road are constrained by a single lane bridge over a large drain being the entry and exit point for the development. It is anticipated that Depot Road will require an upgrade and widening to accommodate the additional vehicle movements generated by the development. The road reserve is not wide enough to accommodate a compliant FNQROC Development Manual standard industrial road. Investigations will need to occur to determine if a fit for purpose alternative design can be accommodated in the road reserve or if the adjacent Council land needs to be opened as road. It is considered that there is likely to be a practical solution. Ergon is advised that they will be responsible for all costs associated with the upgrade.

Public Notification

Under the *Planning Act 2016* the application would be subject to public notification for a period of 15 business days. At the time of determination Council must consider all properly made submissions. A properly made submission entitles the submitter to third party appeal rights.

LGIP & ADOPTED INFRASTRUCTURE CHARGES

The development would be subject to infrastructure charges if approval was granted.

COUNCIL'S ROLE

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

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

Regulator: Council has a number of statutory obligations detailed in numerous regulations and legislative Acts. Council also makes local laws to ensure that the Shire is well governed. In fulfilling its role as regulator, Council will utilise

an outcomes based approach that balances the needs of the community with social and natural justice.

Under the *Planning Act 2016* and the *Planning Regulation 2017*, Council is the assessment manager for the application.

ATTACHMENTS

1. Attachment 1- Site Selection Analysis [**7.10.1** - 14 pages]
2. Attachment 2- Options Plans [**7.10.2** - 9 pages]



26 March 2025

Neil Beck
Team Leader Planning
Douglas Shire Council
Via: Neil.Beck@douglas.qld.gov.au

Ergon Mossman Depot: Preferred Site Identified at 40 Alchera Drive, Mossman (Lot 1 on RP719972)

We write to you with regards to Ergon's current project to establish a new Mossman Depot. We have identified a preferred site for the depot and seek Council's feedback prior to proceeding with the purchase or subsequent development application.

By way of background, we note that Ergon's current Mossman Depot is located at 24-28 Thomas Street, Mossman. This Depot services the area from top of Daintree to Wangetti and through to Julatten. Mossman is a central location to the service area allowing for response to the north, south and west in a timely manner. If Ergon is unable to find a suitable location to build the new depot in the Mossman town area, then we will need to consider other options on the south side outside the Mossman town area. Moving to the south will improve response times to Port Douglas and Wangetti areas but increase response times to the Mossman town, Daintree area and Julatten areas. With flooding in the Douglas shire being a regular event, should Ergon move outside the Mossman town area and the town access is cut to the south we will have a limited capacity to respond to the Mossman town, including critical infrastructure that support the community.

The current Mossman Depot is located on a constrained site within a residential area, with the size of the site not meeting Ergon's minimum land size requirements for a C class depot with co-located pole storage. The depot experiences significant traffic management issues due to the current site footprint, particularly during pole deliveries, which makes operating on site safely a challenge. Other site access issues result from steep differing elevations between Council roads and depot hardstand. This Depot was flooded during Cyclone Jasper which caused a disruption to our response including material supply issues. As an essential service, we are looking to ensure we limit any disruption to our response and therefore it is also important that we move to a location which is less likely to be affected by any flooding event. Given the constraints of this depot, and Ergon's need to accommodate future operational growth, a new site is being sought to ensure Ergon is able to continue to service the needs of this community.

Ergon has identified four potential sites within Mossman to accommodate the new depot, with the two top sites being investigated in detail. As a result of these investigations, a preferred site has been selected being 40 Alchera Drive, Mossman described as Lot 1 on RP719972. This site adjoins Council's existing Mossman Depot and similarly to Council's depot, is accessed via Depot Road.

Considering the above, we seek Council's formal Pre-lodgement review and feedback with consideration at a Council meeting regarding the site at 40 Alchera Drive, Mossman for Ergon's new Mossman Depot. A history of the site selection process, detailed review of the two top sites, and summary of the planning scheme matters relevant to each is included below.

We appreciate your time to consider this matter.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'A Cobcroft', written in a cursive style.

Angela Cobcroft
Town Planning Manager

1. SITE SELECTION HISTORY

Ergon has undertaken an extensive site selection process in order to identify a preferred site. For transparency with Council, below we have provided a summary of the sites we have considered to date. Out of this process two sites were determined not to be suitable (Site 1 & Site 3) and two preferred sites (Site 2 & Site 4) were reviewed in further detail. Ultimately, Site 2 known as the 'Depot Road' site has been determined as the only suitable site.



Figure 1: Sites considered for the new Ergon Energy Mossman Depot

All of the sites shown in Figure 1 have been considered by Ergon for the new depot. A summary of our findings is included below for each site.

Site	Comments	Conclusion
Site 1	While having the appropriate zoning, this site has been eliminated due to the recent flooding event which significantly impacted this property, and the uncertainty of ownership and direction of the mill site which is in liquidation.	Eliminated
Site 2	Does not have the suitable zoning but appeals for the same reasons Council established the adjoining depot in that location. There is enough land available to create a suitable buffer to ensure our only immediate neighbours are the Council depot or farming activities. The recent flooding event demonstrated that this location could be accessed during extreme weather events. Whilst zoned Rural, it adjoins a pre-existing industrial site (Council Depot) that was originally excised from the same adjoining cane farm. Co-location with Council field staff is an additional benefit in emergency response scenarios.	Further investigation warranted as flood free and valuable nexus with Council Depot
Site 3	While having the appropriate zoning the site has been eliminated due to the slope of the site which restricts the practical utilisation of the whole site for depot purposes. With Ergon's minimum land size requirement being 8,000m ² for a Class C Depot, the usable footprint of this site is insufficiently sized.	Eliminated
Site 4	Has the appropriate zoning however the landowner has specified Ergon must take a parcel at the north-west edge of the site adjoining the industrial developments. Due to contours in this location, benching would be required to achieve an adequately sized depot, which does not provide a safe or efficient operational outcome. Adjoining owners also advised that during the flooding event water pooled from the drain and flowed over Shannonvale Road. The risk of the depot being isolated during severe weather events is unacceptable.	Further investigation warranted due to zoning

2. DETAILED FEASIBILITY REVIEW

As per the summary above, Site 2 and Site 4 were identified as warranting further investigation.

2.1 Site 2: Depot Road

Site 2 is located at 40 Alchera Drive, Mossman (Part of Lot 1 on RP719972), in the Douglas Shire Council area – See Figure 2. Site 2 is included in the Rural Zone and adjoins the Council Depot.

Site Details	
Address	40 Alchera Drive, Mossman QLD 4873
RPD	(Part of) Lot 1 on RP719972
Land size	235,470m ²
Proposed lot size	17,554m ²
Existing uses on site	Cropping (cane farm)

Surrounding land uses	<ul style="list-style-type: none"> • North – Cropping • East – Cropping • South – Douglas Shire Council Works Depot • West – Detached housing and churches (Kingdom Hall of Jehovah's Witnesses and Mossman Seventh-Day Adventist Church)
Surrounding zones	<ul style="list-style-type: none"> • North – Rural • East – Rural • South – Special Purpose • West – Special Purpose and Low Density Residential
Tenure	Freehold
Encumbrances	Nil

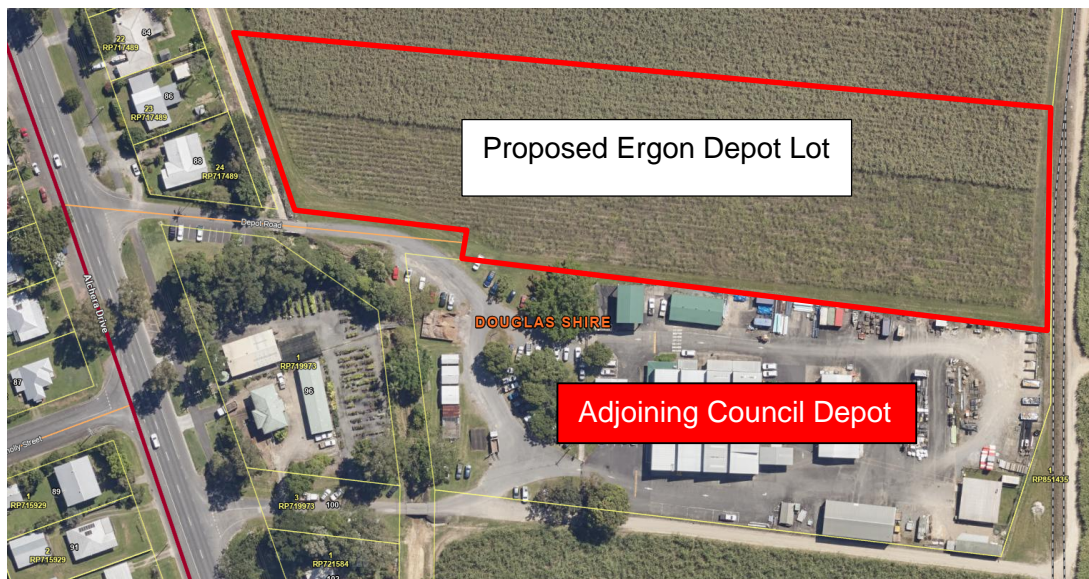


Figure 2: Aerial Image of Site 2

Further, a concept design has been prepared to demonstrate the proposed use and the design opportunities available to mitigate the impacts of the Depot. Refer to the plan extract in Figure 3 and a full copy in **Appendix 1**.

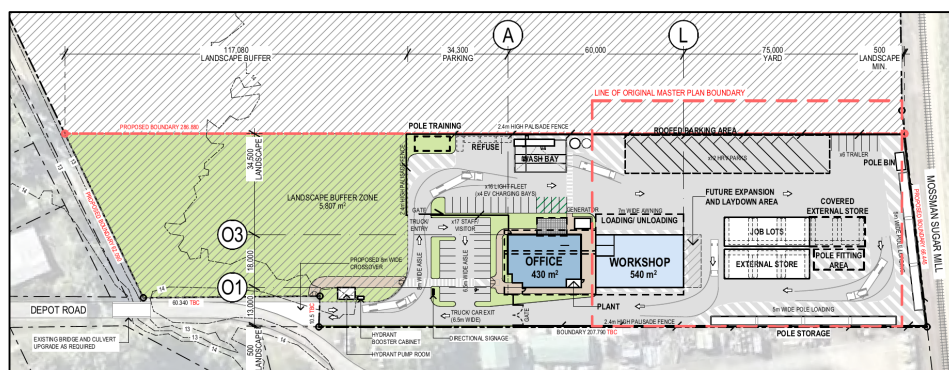


Figure 3: Depot Rd Concept Depot Plan

The key issues to be considered with a Depot development on this site are listed below alongside commentary.

Key Issue	Comment
1. Zoning	<ul style="list-style-type: none"> The land is zoned Rural and therefore rural uses for primary production activities are envisaged. The purpose of the zone does recognise opportunities for non-rural land uses and Ergon proposes an electricity Depot being a Utility Installation which is code assessable in this zone. There is a land use nexus with the existing Council Depot on the adjoining lot.
2. Access via Depot Road across a narrow culvert and road width not achieved for an industrial street	<ul style="list-style-type: none"> Traffic Engineering advice has confirmed the culvert is wide enough for one way traffic only, notwithstanding there is currently 2-way traffic utilising this route to the Council Depot. Ergon acknowledges the culvert may need to be widened to enable 2-way vehicle movement and for Depot Road to be constructed to an industrial street standard.
3. Access off Alchera Drive being a State Controlled Road	<ul style="list-style-type: none"> Traffic Engineering advice has confirmed works will be required at the Depot Road/Alchera Drive intersection to create a Basic Left Turn Treatment, and a Basic Right Turn Treatment. The existing road reserve appears to be sufficiently sized to accommodate these, with only minor works required to line marking. Traffic counts have indicated that it is likely that these turn treatments are required already because of the existing Council Depot. Traffic Engineering advice observed that the sight distance established from Alchera Drive / Depot Road intersection is currently non-compliant. Considering that the intersection is located on reasonably flat terrain as well as a straight road, the SISD is not met due to the vegetation surrounding the intersection which could be trimmed.
4. Residential houses nearby fronting Alchera Drive	<ul style="list-style-type: none"> Sufficient land is available for purchase for Ergon to implement a significant buffer/setback to these residential properties to ameliorate any acoustic and/or visual impacts. The Depot design will locate the noise emitting uses to the eastern end of the site, furthest from the residences.
5. Land is outside of Urban footprint boundary within the regional landscape and rural production area (RLRPA).	<ul style="list-style-type: none"> The FNQ Regional Plan intends to restrict urban development expanding beyond the urban footprint and preserve the RLRPA for rural production. However, this plan recognises some small scale industry, business and community activities can be appropriate. Given the essential nature of an electricity depot, and the nexus with the Council depot preventing additional fragmentation, we consider this land use could be justified.

2.2 Site 4: Shannonvale Road

Site 4 is located at 48 Shannonvale Road, Shannonvale (Part of Lot 1 on SP225679), in the Douglas Shire Council area – See Figure 4. Site 4 is included in the Industry Zone and adjoins industry uses to the north-west and rural uses to the south-east.

Site Details	
Address	48 Shannonvale Road, Shannonvale QLD 4873
RPD	(Part of) Lot 1 on SP225679
Land size	542,300m ²
Proposed lot size	11,841m ²
Existing uses on site	Cropping, animal keeping (goat stud) and vacant vegetated land
Surrounding land uses	<ul style="list-style-type: none"> • North – Industry • East – Cropping • South – Cropping • West – Vacant vegetated land
Surrounding zones	<ul style="list-style-type: none"> • North – Industry • East – Rural • South – Rural • West – Industry and Rural
Tenure	Freehold
Encumbrances	Nil

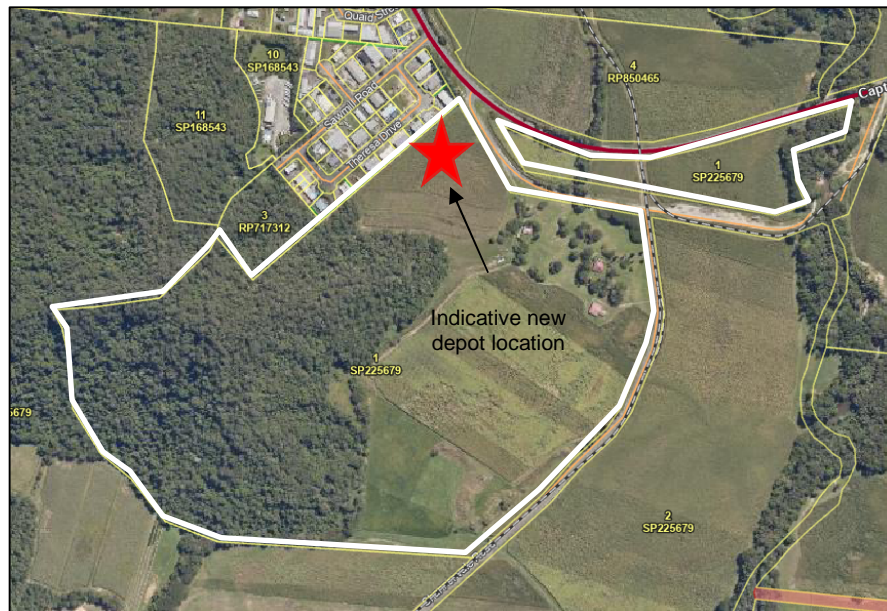


Figure 4: Aerial Image of Site 4

Further, a concept design has been prepared to confirm the feasibility of the site. Notably the contours of the land dictate the size and shape of the lot that could be taken, and the resultant depot area would require a benched design outcome. Refer to the plan extract in Figure 5 and a full copy in **Appendix 1**.



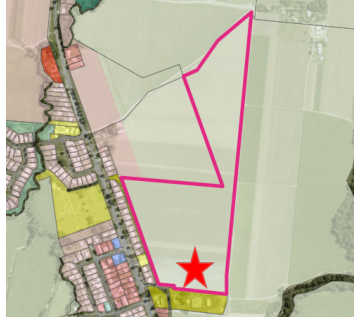
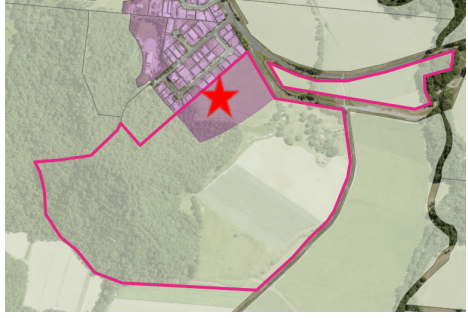

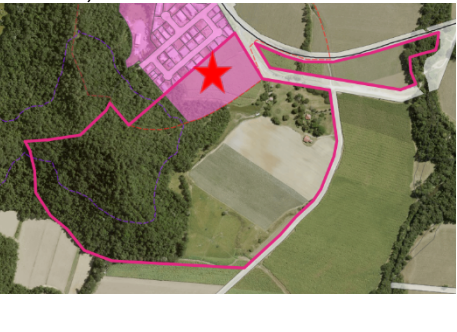
Ordinary Council Meeting - 17 June 2025
Ergon Energy Corporation Limited ABN 50 087 646 062

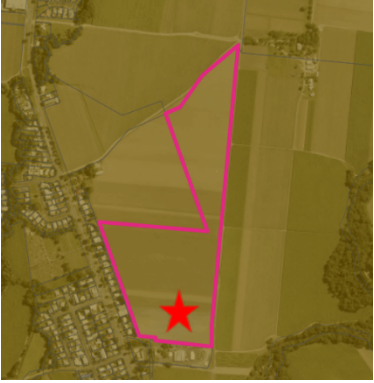

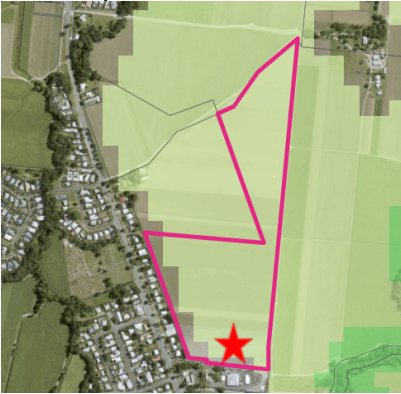
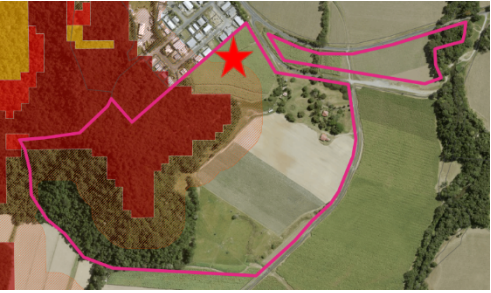
6. Access off Captain Cook Highway/ Shannonvale Road	<p>Traffic Engineering advice has confirmed:</p> <ul style="list-style-type: none"> • A Basic Left Turn Treatment (BAL) would need to be constructed. • A Channelised Right Turn Short Treatment (CHRS) would be required; however, this already exists. • Sight distances for the current intersection are non-compliant and therefore this development would trigger the need for the intersection to be relocated south. The works required to relocate the intersection south would be significant. It would require additional pavement, and most likely the relocation of services including overhead power lines and poles which will trigger significant costs for these upgrades, likely to be between \$1M and \$5M plus possible land resumption.
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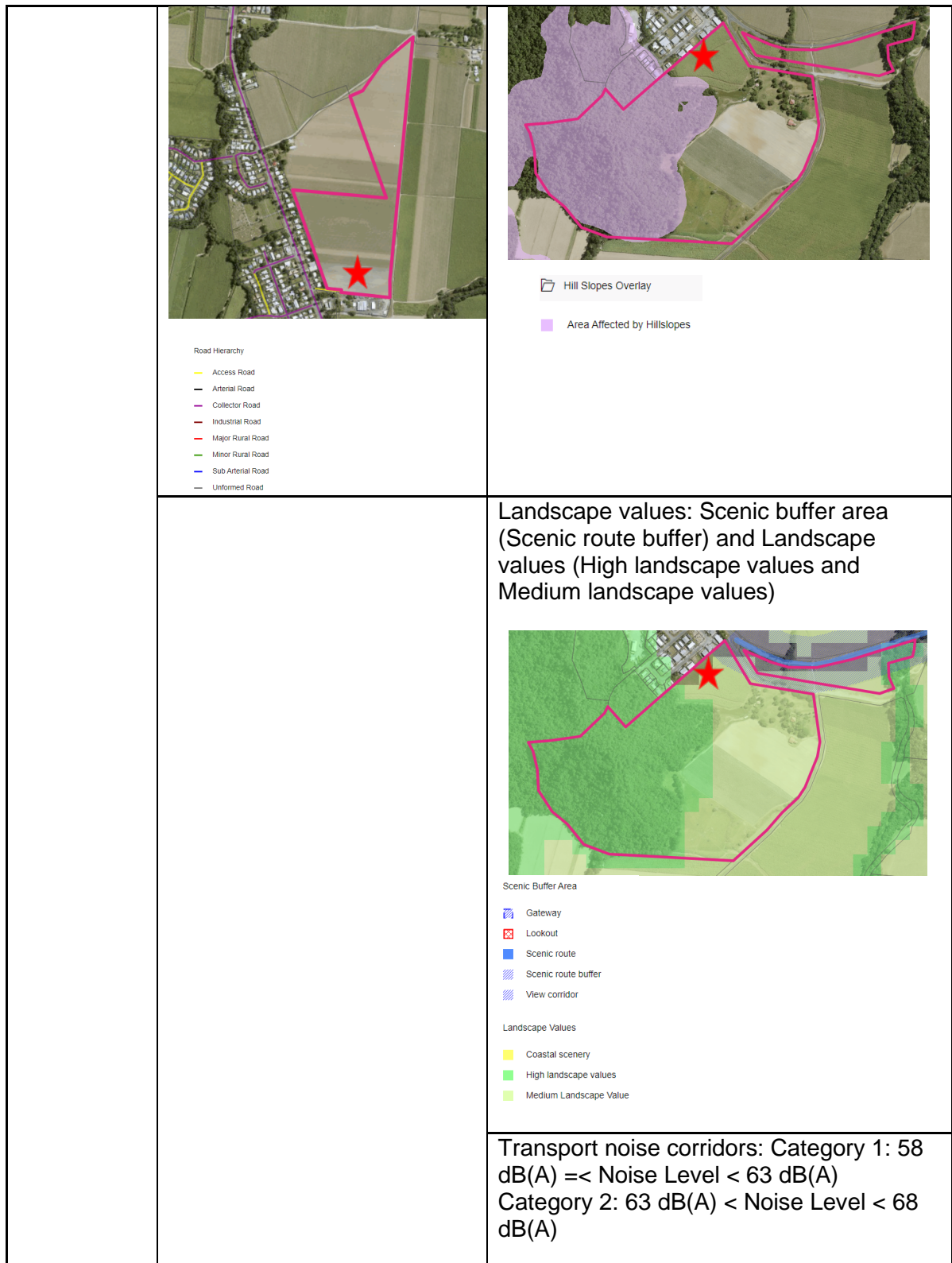
3. TOWN PLANNING SUMMARY

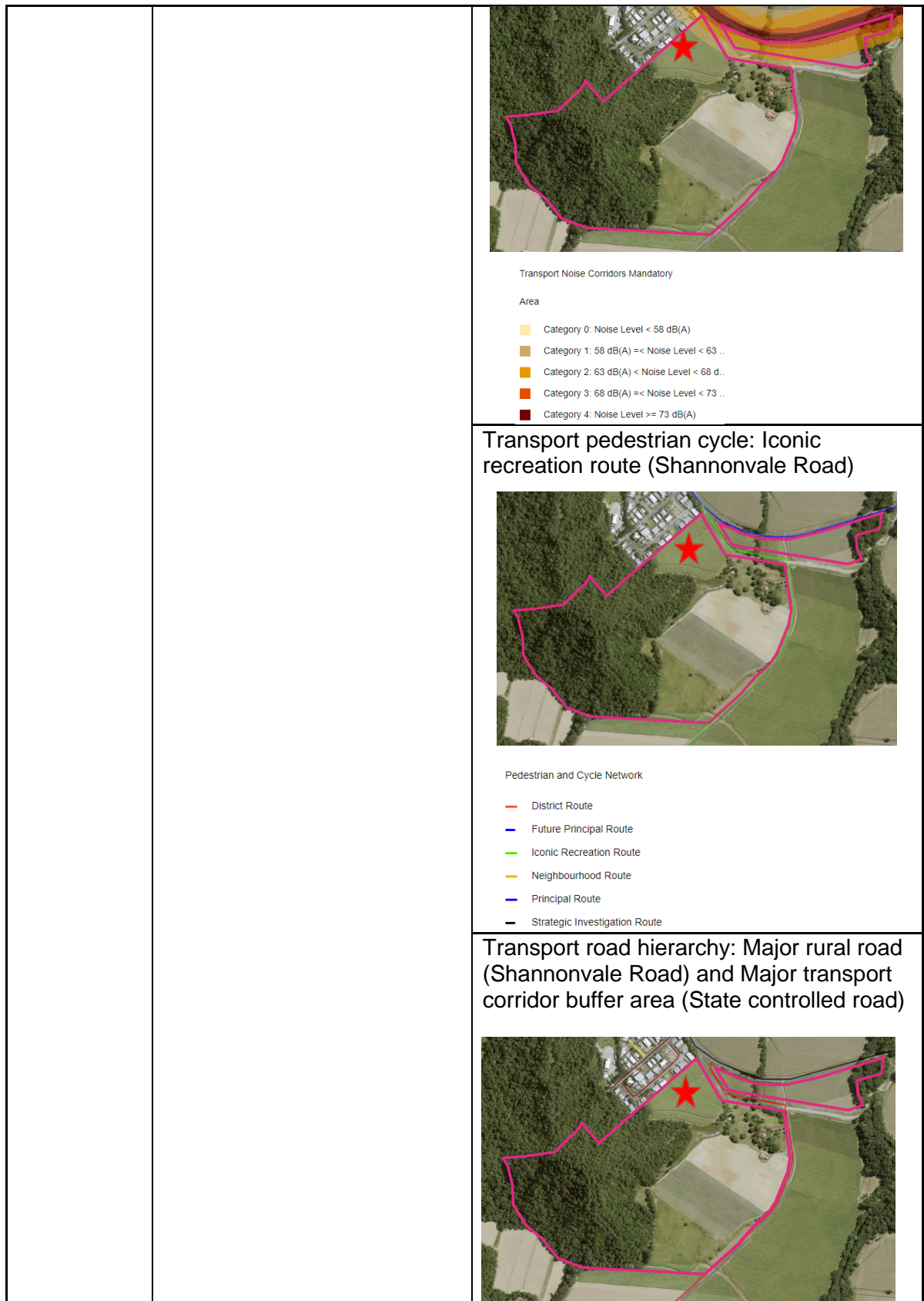
The following summary for the Local and State planning matters has been included for Councils reference.


3.1 Douglas Shire Planning Scheme 2018

	Site 2: Depot Rd	Site 4: Shannonvale Rd
Zone	Rural 	Industry 
Local Plan	Mossman, no precinct 	Mossman, Precinct 8 

Overlays	<p>Acid sulfate soils: Land at 5-20m AHD</p>  <p>20m AHD</p> <p>Acid Sulfate Soils Overlay</p> <ul style="list-style-type: none"> Acid Sulfate Soils (5-20m AHD) Acid Sulfate Soils (< 5m AHD) 	<p>Acid sulfate soils: Land at 5-20m AHD</p>  <p>Acid Sulfate Soils Overlay</p> <ul style="list-style-type: none"> Acid Sulfate Soils (5-20m AHD) Acid Sulfate Soils (< 5m AHD)
	<p>Landscape values: Medium landscape value</p>  <p>Landscape Values</p> <ul style="list-style-type: none"> Coastal scenery High landscape values Medium Landscape Value 	<p>Bushfire: Potential impact buffer</p>  <p>Bushfire Hazard Overlay</p> <ul style="list-style-type: none"> High Potential Bushfire Intensity Medium Potential Bushfire Intensity Potential Impact Buffer Very High Potential Bushfire Intensity
	<p>Transport road hierarchy: Access Road (Depot Road)</p>	<p>Hillslopes: Areas affected by Hillslopes</p>





		 <p> Road Hierarchy Access Road Arterial Road Collector Road Industrial Road Major Rural Road Minor Rural Road Sub Arterial Road Unformed Road Major Transport Corridor Buffer Area </p>
Defined use	Utility Installation <i>"Premises used to provide the public with the following services:</i> <i>(a) supply or treatment of water, hydraulic power or gas</i> <i>(b) sewerage, drainage or stormwater services</i> <i>(c) transport services including road, rail or water</i> <i>(d) waste management facilities</i> <i>(e) network infrastructure.</i> <i>The use includes maintenance and storage depots and other facilities for the operation of the use".</i>	
Level of Assessment	Material Change of Use A Material Change of Use application for a Utility Installation is Code Assessable. Operational Works An Operational Works application, if for Filling and excavation less than 50m ³ or less is Accepted Development. An Operational Works application, if for Filling and excavation greater than 50m ³ is Code Assessable. An Operational Works application, if for works on a local government road is Code Assessable.	
Assessment Benchmarks	<ul style="list-style-type: none"> • Rural zone code • Mossman local plan code • Acid sulfate soils overlay code • Landscape values overlay code • Access, Parking and servicing code • Infrastructure works code • Landscaping code 	

3.2 State Matters

The following State Overlays apply to the site:

	Site 2: Depot Rd	Site 4: Shannonvale Rd
State Planning Policy ('SPP')	<ul style="list-style-type: none"> • Agriculture <ul style="list-style-type: none"> ◦ Agricultural land classification – Class A and B • Natural Hazards, Risk and Resilience <ul style="list-style-type: none"> ◦ Flood hazard area – local government flood mapping area 	<ul style="list-style-type: none"> • Agriculture <ul style="list-style-type: none"> ◦ Agricultural land classification – Class A and B • Natural Hazards, Risk and Resilience \ <ul style="list-style-type: none"> ◦ Flood hazard area – local government flood mapping area ◦ Bushfire prone area • Transport Infrastructure

	<ul style="list-style-type: none"> ○ Flood hazard area – Level 1 – Queensland floodplain assessment overlay 	<ul style="list-style-type: none"> ○ State-controlled road ○ Active transport corridor
Development Assessment Mapping System ('DAMS')	<ul style="list-style-type: none"> ● State Controlled Road Intersection <ul style="list-style-type: none"> ○ Area within 100m of a State controlled road intersection 	<ul style="list-style-type: none"> ● State Transport Corridor <ul style="list-style-type: none"> ○ State controlled road ● Areas within 25m of a State Transport Corridor <ul style="list-style-type: none"> ○ Area within 25m of a State controlled road

4. SUMMARY

The feasibility review of Site 2 and Site 4 have demonstrated Site 2 to be the only suitable location for the new Ergon Depot.

For Site 4, the design that is achieved given the contours results in a benched site. The office and light vehicle parking is proposed at the road frontage, with the upper rear tier of the site containing the workshop building and outdoor storage areas such as poles and job lots. Due to the site contours, it is not feasible to take a larger portion of land, and we have been constrained by the seller also only wanting to sell 100m of their road frontage. Having a benched site creates significant operational obstacles with manoeuvrability of the site difficult and dangerous given the level changes and ramping required. Functionally, it creates a disconnect between the office and warehouse and makes pedestrian access difficult between the two. On top of these operational issues, the works required at Site 4 to upgrade the sight distance by relocating the intersection and providing a Left Turn treatment at the Shannonvale Road intersection are significant and would require additional pavement, and most likely the relocation of services, including overhead power lines and poles which will trigger significant costs estimated to be between \$1M and \$5M, plus possible land resumption.

Conversely, the road upgrades required at Site 2 are minor and considered likely to be able to be undertaken within the existing road reserve as a matter of line marking changes/minor works and some vegetation trimming to improve sight lines. The depot has been designed to locate the operational part of the site to the eastern end, with the office building to be located to the western end closest to the residences. Ergon also proposes to obtain additional land at the western end of the site, beyond what is needed for the depot, to ensure that a substantial separation and buffer is always maintained from the residences along Alchera Drive. This site is also co-located next to Council's Depot which creates a nexus of land uses and also provides operational benefits when Ergon and Council are working together during disaster responses.

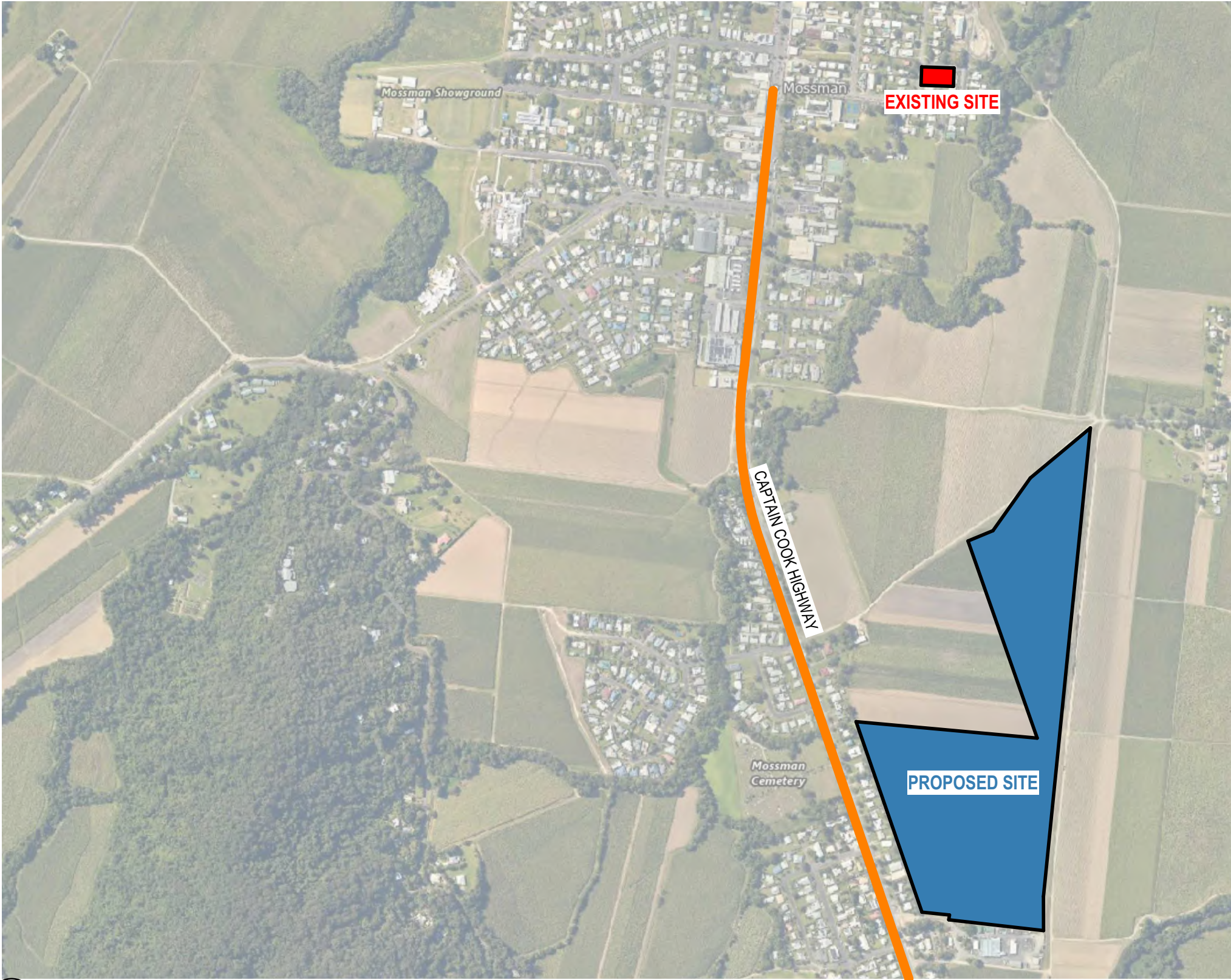
We therefore seek Council's feedback and support for Ergon to pursue a new Depot at 40 Alchera Drive, Mossman.

Attachment 7 of 24

ENERGY QUEENSLAND DEPOTS PHASE 2














FOR ENERGY QUEENSLAND

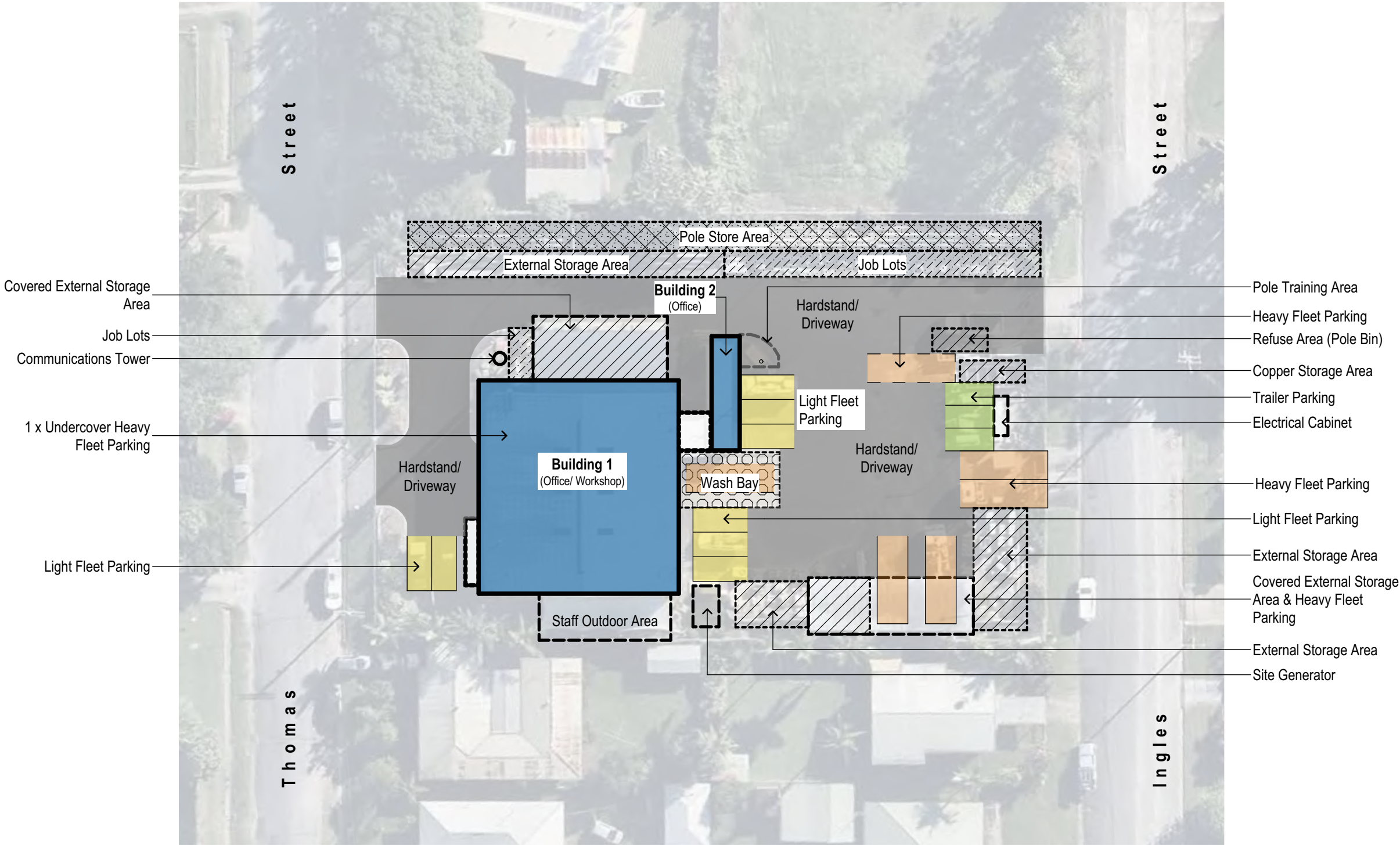
3466VA04 - CW02



Drawing No.	Drawing Name	Rev
MO-SD-1001	Existing Facilities Analysis - Site	P2
MO-SD-1002	Existing Facilities Analysis - Office and Workshop	P2
MO-SD-2001	Proposed Site with Overlays	P2
MO-SD-2002	Proposed Site with Typical Masterplan	P2
MO-SD-2003	Proposed Site Plan - Alchera Drive	P2
MO-SD-2004	Proposed Site Plan - Shannonvale Road	P1
MO-SD-3001	Floor Plan	P2
MO-SD-4001	Shannonvale Road Site Section	P1
MO-SD-5001	Floor Area and Population Analysis	P2

EXISTING SITE INFORMATION	
Site Address	24-28 Thomas St & 8-10 Ingles St, Mossman QLD 4285
Lot/ Plan	Lot 9-11 & 16-18 on RP715930
Site Area	3,690 m ² (6 Parcels)

EXISTING SITE INFORMATION	
Building <i>Refer to BE-SD-1002 for areas</i>	
	Existing Building
	Existing Covered Area
Yard	
	Open Yard Area (Includes Hardstand/ Driveway and Loading Zone)
	External Storage/ Refuse (Includes Street Pole Racking, Metal Arm Racking, Underground Cable Storage, Transformer Racking and Padmount Transformer Storage)
	Covered External Storage (Includes Cable Drum Storage)
	Pole Storage Area
	Pole Training Area
	Job Lots
	Wash Bay
Parking	
	Staff/ Visitor
	Light Fleet
	Heavy Vehicle
	Trailer
Note: - All areas and numbers in this table are approximate only and are to be confirmed	



1 EXISTING FACILITIES ANALYSIS SITE PLAN
CW02 MOSSMAN
SCALE: 1:500

P2	FOR CLIENT REVIEW	23/08/24	ME
P1	FOR CLIENT REVIEW	13/08/24	ME
REV.	DESCRIPTION	DATE	INIT.

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ARCHITECTS BRISBANE SYDNEY
www.fultontroutter.com.au

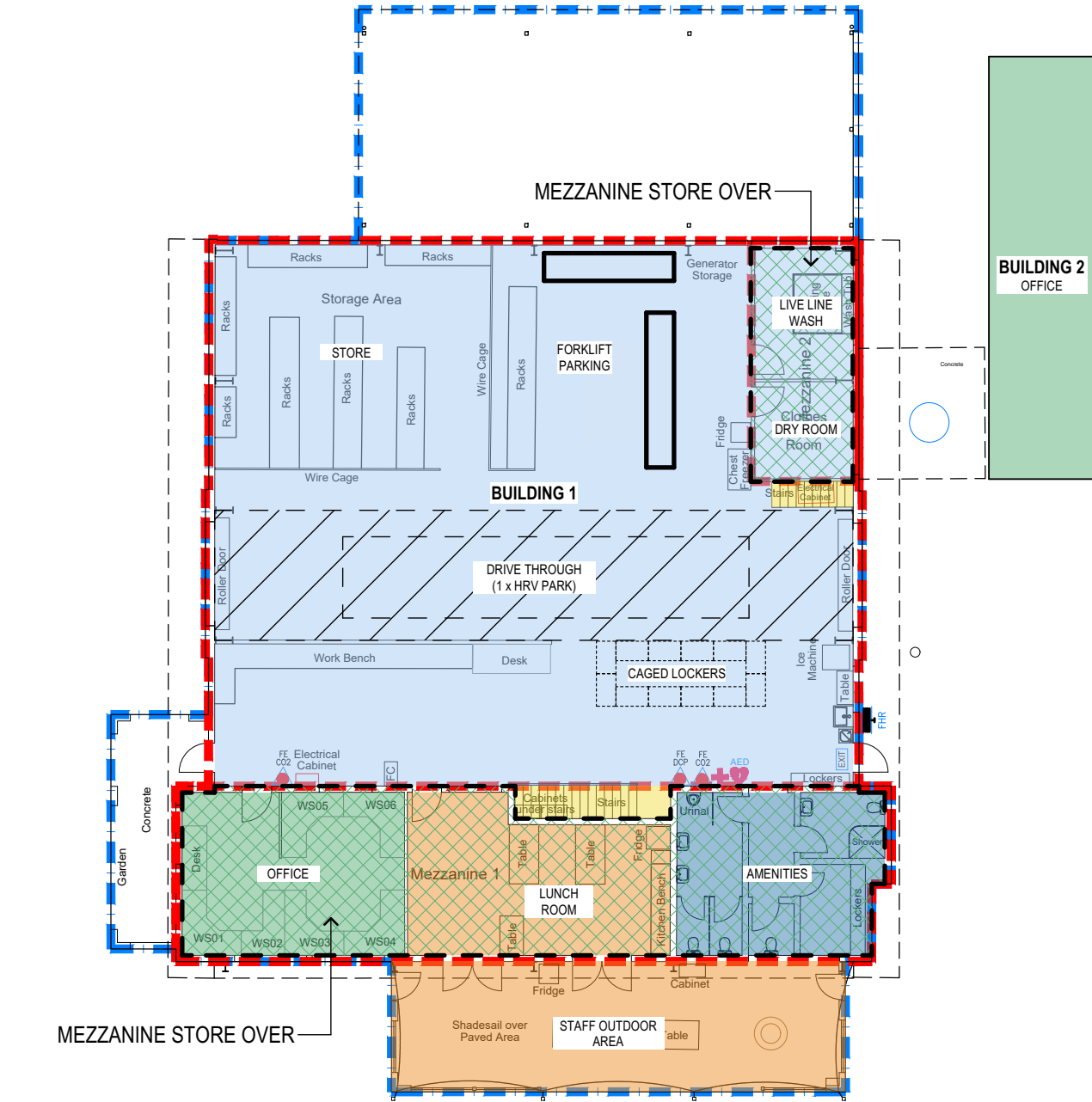
BRISBANE 18 Portman Lane, PO Box 353, Spring Hill, QLD 4004
t: (07) 3291 1511 e: brisbane@fultontroutter.com.au
Fulton Trotter Architects ACN 119 065 619 ABN 71 657 088 791
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	John Ward: rsl	NSW 8371	QLD 3847
	Katerina Demopoulou: fra	NSW 7434	QLD 4520
	Paul Sakava: fra	NSW 7180	QLD 3108
	Ryan Loveday: fra		QLD 4500








PHASE	SKETCH DESIGN	
	ENERGY QUEENSLAND	
	ENERGY QUEENSLAND DEPOTS PHASE 2	
	24-28 Thomas Street & 8-10 Ingles Street, Mossman QLD 4873	
DRAWING	Mossman Existing Facilities Analysis - Site	

PROJECT NUMBER		DIRECTOR		CHECKED	
3466VA04		KD			
DRAWING NUMBER				REVISION	
MO-SD-1001				P2	

175mm @ A3
125
150
75mm @ A3
plot date: Thursday, 22 August 2024, 4:28 PM file location: BIMcloud: FTA-BNE-BIM26 - BIMcloud Basic for Archicad 26/LAMINGTON TEAM/3466VA04 Energy QLD Depots Phase 2



1 EXISTING FACILITIES ANALYSIS PLAN
CW02 MOSSMAN - EXISTING BUILDING 1 & 2
SCALE: 1:200

Site Address	24-28 Thomas St & 8-10 Ingles St, Mossman QLD 4873	
AREA TYPE	AREA (m ²)	
Office Building		
	Workshop Area	245 m ²
	Workshop Drive Through	80 m ²
	Office Area	76 m ²
	Amenities	31 m ²
	Utilities and Storage (Mezzanine)	130 m ²
	Social spaces (Includes Staff Outdoor Area)	96 m ²
	Circulation	7 m ²
TOTAL		665 m ²
Note: - All areas and numbers in this table are approximate only and are to be confirmed		

P2	FOR CLIENT REVIEW	23/08/24	ME
P1	FOR CLIENT REVIEW	13/08/24	ME
REV.	DESCRIPTION	DATE	INIT.

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DIRECTORS		NSW 6855	QLD 2503
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John Ward: rsl	VIC 18804	NSW 8371	QLD 4528
Katerina Onoprosopolos: fra		NSW 7434	QLD 3108
Paul Sakava: fra		NSW 7180	QLD 4550
Ryan Loveday: fra			

PHASE
SKETCH DESIGN

CLIENT
ENERGY QUEENSLAND

PROJECT
**ENERGY QUEENSLAND
DEPOTS PHASE 2**

ADDRESS
**24-28 Thomas Street &
8-10 Ingles Street,
Mossman QLD 4873**

DRAWING
**Mossman
Existing Facilities Analysis -
Office and Workshop**

Figured dimensions take precedence over
scale dimensions. Contractors must verify
all dimensions on site before commencing
any work or making shop drawings.

PROJECT NUMBER
**3466VA04
CW02**

DIRECTOR
KD

CHECKED
P2

DRAWING NUMBER
MO-SD-1002

REVISION
P2

C SPOKE

Ordinary Council Meeting - 17 June 2025



SITE PLAN LEGEND

MSES - Regulated Vegetation
(Of Concern Regional Ecosystem)

MSES - Regulated Vegetation
(Intersecting A Watercourse)

Category 1: 58dB(A) =< Noise Level
<63dB(A)

Category 2: 63dB(A) < Noise Level
<68dB(A)

Category 3: 68dB(A) =< Noise Level
<73dB(A)

Category 4: Noise Level >= 73dB(A)

Boundary

Setback

Easement

Contour

SITE NOTES

Proposed use inconsistent within the Rural zone

Other site considerations:

- Presence of acid sulfate soils on site
- Medium level landscape value across the site

P2	FOR CLIENT REVIEW	23/08/24	ME
P1	FOR CLIENT REVIEW	13/08/24	ME
REV.	DESCRIPTION	DATE	INIT.

fulton trotter

ARCHITECTS BRISBANE SYDNEY

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DIRECTORS

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Paul Sakava fra
Ryan Loveday fra

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VIC 18804
NSW 8371
NSW 7434
NSW 7180

QLD 2503
QLD 3113
QLD 3847
QLD 4528
QLD 3108
QLD 4550

PHASE

SKETCH DESIGN

PROJECT CLIENT

ENERGY QUEENSLAND

ENERGY QUEENSLAND
DEPOTS PHASE 2

ADDRESS

40 Alchera Drive,
Mossman QLD 4873

DRAWING

Mossman

Proposed Site with Overlays

Figured dimensions take precedence over scale dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.

PROJECT NUMBER

3466VA04
CW02

DIRECTOR

KD

CHECKED

DRAWING NUMBER

MO-SD-2001

REVISION

P2

1

PROPOSED SITE WITH OVERLAYS

CW02 MOSSMAN

SCALE: 1:5000

Ordinary Council Meeting - 17 June 2025

C SPOKE

plot date: Thursday, 22 August 2024, 4:28 PM file location: BIMcloud: FTA-BNE-BIM26 - BIMcloud Basic for Archicad 26/LAMINGTON TEAM/3466VA04 Energy QLD Depots Phase 2

AVAILABLE LAND
217,875 m²

1 RP719972

A

L

117,080
LANDSCAPE BUFFER

34,300
PARKING

60,000

75,000
YARD

500
LANDSCAPE
MIN.

LINE OF ORIGINAL MASTER PLAN BOUNDARY

PROPOSED BOUNDARY 286.880

PROPOSED BOUNDARY 82.190

34,500
LANDSCAPE

LANDSCAPE BUFFER ZONE
5,807 m²

03

01

DEPOT ROAD

60,340 TBC

EXISTING BRIDGE AND CULVERT
UPGRADE AS REQUIRED

13

13

14

14

500
LANDSCAPE

HYDRANT
BOOSTER CABINET
HYDRANT PUMP ROOM

DIRECTIONAL SIGNAGE

TRUCK/ CAR EXIT
(6.5m WIDE)

GATE

TRUCK/
ENTRY

8m WIDE AISLE

6.5m WIDE AISLE

x17 STAFF/
VISITOR

x16 LIGHT FLEET
(x4 EV CHARGING BAYS)

REFUSE

WASH BAY

2.4m HIGH PALISADE FENCE

POLE TRAINING

2.4m HIGH PALISADE FENCE

GENERATOR

7m WIDE AWNING

LOADING/ UNLOADING

PLANT

2.4m HIGH PALISADE FENCE

BOUNDARY 207.790 TBC

5m WIDE POLE LOADING

POLE STORAGE

5m WIDE POLE LOADING

POLE FITTING AREA

EXTERNAL STORE

EXTERNAL STORE

JOB LOTS

COVERED EXTERNAL STORE

FUTURE EXPANSION
AND LAYDOWN AREA

x12 HRV PARKS

x6 TRAILER

POLE BIN

5m WIDE POLE LOADING

PROPOSED BOUNDARY 66.445

MOSSMAN SUGAR MILL

1 RP719973

2 RP719973

1 PROPOSED SITE PLAN
CW02 MOSSMAN
SCALE: 1:1000

Ordinary Council Meeting - 17 June 2025

C SPOKE

SITE INFORMATION

Site Area	17,554 m ²
Office	430 m ²
Workshop	540 m ²
Total GFA	970 m ²
Site Yield (GFA/ Site Area)	5.5%
Future Workshop Expansion	108 m ²
Staff/ Visitor Parking	17
Light Fleet Parking	16
HRV Parking (Includes 1 in workshop drive through)	13
Trailer Parking	6
Council Car Parking Requirements	
Office 1/ 25m ² GFA	18
Warehouse 1/ 90m ² GFA	6
Total	24

NOTE:
BOUNDARY DIMENSIONS ARE
APPROXIMATE ONLY.

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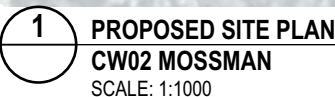
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John Ward: QLD 4528	NSW 7180	QLD 3108	QLD 4503
Katerina Demopoulos: QLD 4528			
Paul Selavie: QLD 3108			
Ryan Loredley: QLD 4503			

PHASE
PROJECT CLIENT
ENERGY QUEENSLAND
ENERGY QUEENSLAND
DEPOTS PHASE 2
40 Alchera Drive,
Mossman QLD 4873
Mossman
Proposed Site Plan - Alchera
Drive

Figured dimensions take precedence over
scale dimensions. Contractors must verify
all dimensions on site before commencing
any work or making shop drawings.

PROJECT NUMBER 3466VA04 CW02	DIRECTOR KD	CHECKED
DRAWING NUMBER MO-SD-2003	REVISION P2	



C SPOKE

NOTE:
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P1	FOR CLIENT REVIEW	23/08/24	ME
	FOR CLIENT REVIEW		ME
REV.	DESCRIPTION	DATE	INIT

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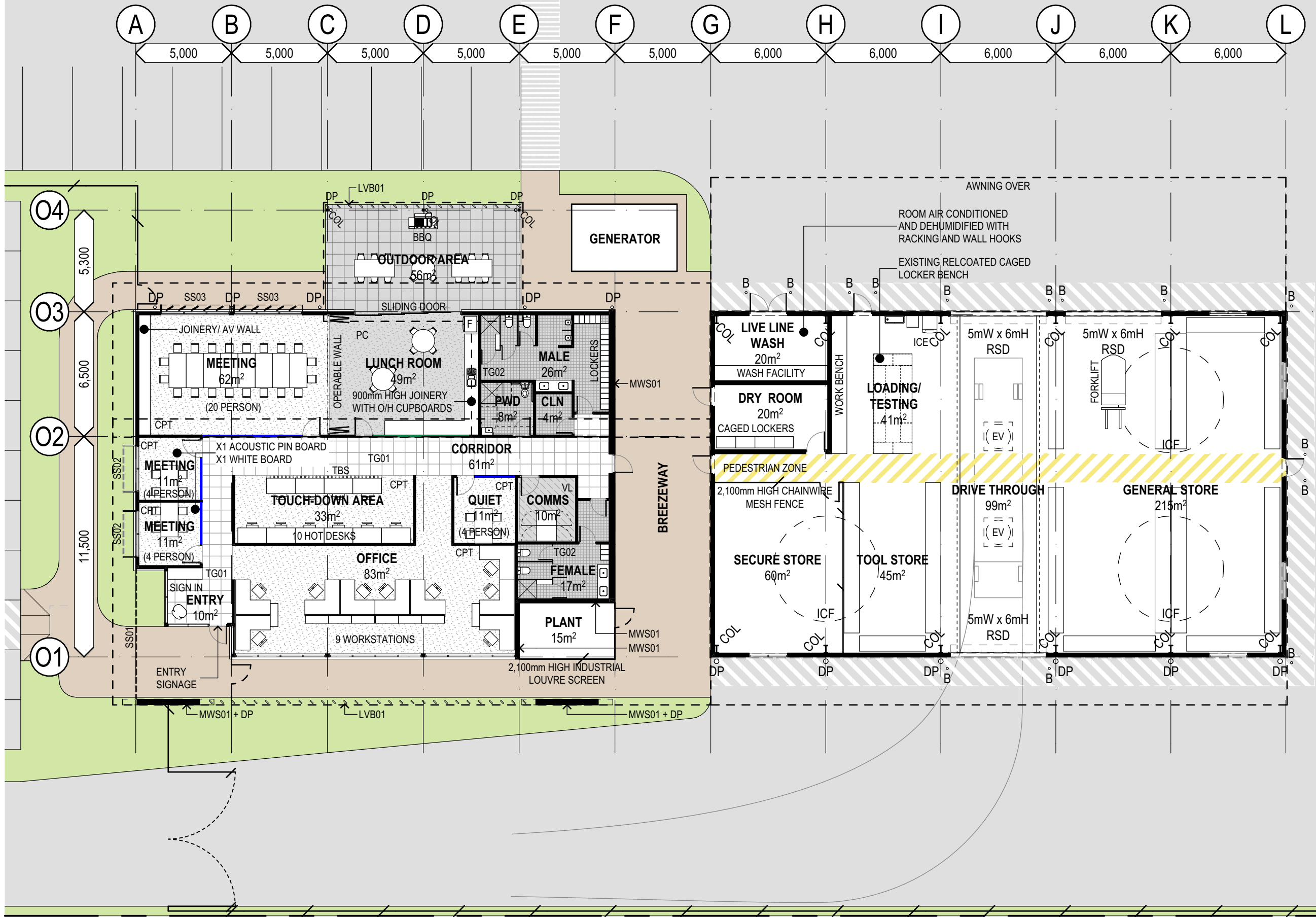
DIRECTORS

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John Ward	VIC 18804	QLD 384
Katerina Dracopoulos fraia		QLD 452
Paul Siskawa	NSW 7434	NSW 7180
Peter Lowndes fraia		QLD 455

PHASE	SKETCH DESIGN
CLIENT	ENERGY QUEENSLAND
PROJECT	ENERGY QUEENSLAND DEPOTS PHASE 2
ADDRESS	Shannonvale Road, Mossman QLD 4873
DRAWING	Mossman Proposed Site Plan - Shannonvale Road

Figured dimensions take precedence over scale dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.

PROJECT NUMBER	DIRECTOR	CHECKED
3466VA04 CW02	KD	
DRAWING NUMBER		REVISION
MO-SD-2004		P



FLOOR FINISH LEGEND		
	CPT	Carpet Floor Finish
	VL	Vinyl Floor Finish
	PC	Polished Concrete Finish
	TL01	Tile Floor Finish Type 01
	TL02	Tile Floor Finish Type 02
	TL03	Tile Floor Finish Type 03

FLOOR PLAN LEGEND		
B	Bollard	
COL	Column	
ICF	Industrial Ceiling Fan Over	
DP	Downpipe	
EV	C02 Extraction Vent Over	
LVB01	Proprietary Louvre Blade System	
MWS01	Colorbond 'Basalt' Metal Wall Sheeting, Trimdek Profile	
TBS	Timber Batten Screen	
SS01	Proprietary Sun Shading Screen Type 1	
SS02	Proprietary Sun Shading Screen Type 2	
SS03	Proprietary Sun Shading Screen Type 3	

PARTITION LEGEND		
	New Solid Wall	
	1,500mm High Glazing Suite, 900mm AFL	
	2,400mm High Glazing Suite with Decal	

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REV.	DESCRIPTION	DATE	INIT.

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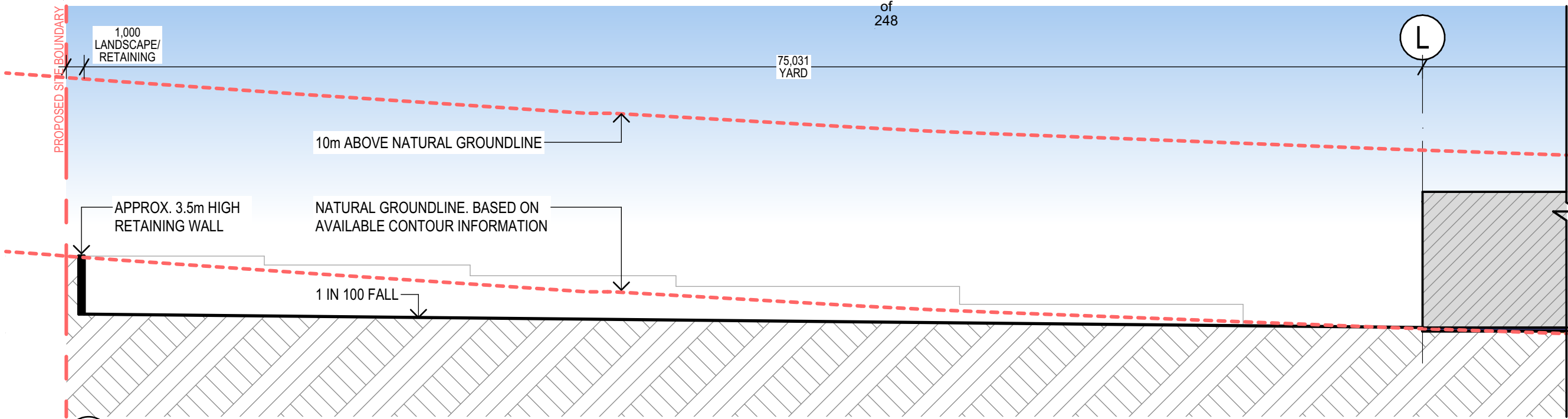
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	Paul Selava: fra	NSW 7180	QLD 3108
	Ryan Lonsdale: fra		QLD 4550

PHASE
PROJECT CLIENT
SKETCH DESIGN
ENERGY QUEENSLAND
ENERGY QUEENSLAND
DEPOTS PHASE 2
40 Alchera Drive,
Mossman QLD 4873

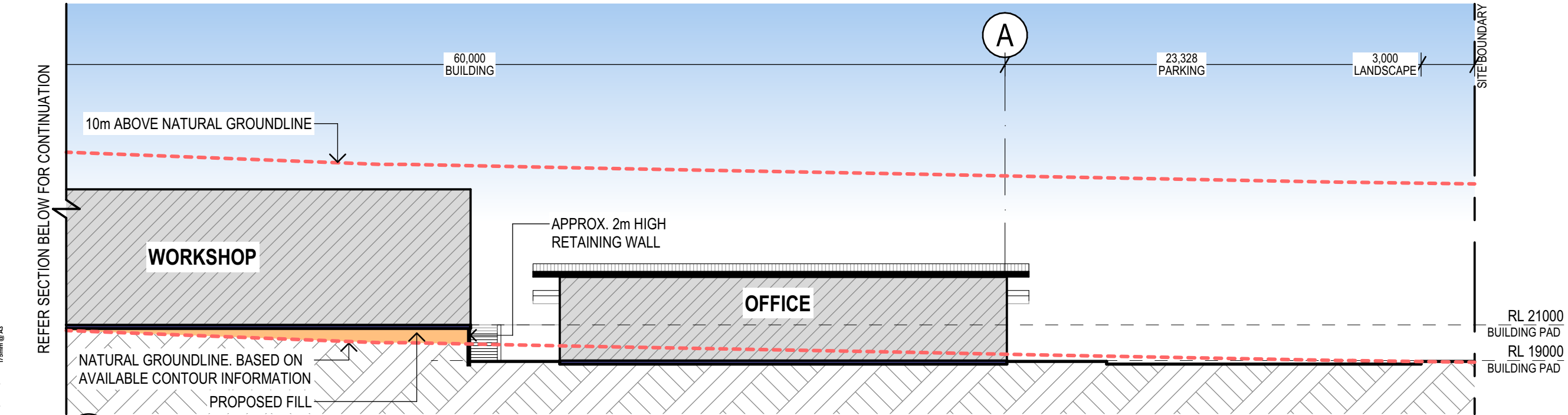
DRAWING
PROJECT CLIENT
Mossman
Floor Plan
Figured dimensions take precedence over scale dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.

PROJECT NUMBER	DIRECTOR	CHECKED
3466VA04	KD	
CW02		
DRAWING NUMBER	REVISION	
MO-SD-3001	P2	

1 PROPOSED OFFICE FLOOR PLAN
CW02 MOSSMAN
SCALE: 1:200



A SECTION A-A
CW02 MOSSMAN
SCALE: 1:250



A SECTION A-A
CW02 MOSSMAN
SCALE: 1:250

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Ryan Loveday: fra QLD 4500

PHASE **SKETCH DESIGN**

CLIENT **ENERGY QUEENSLAND**

PROJECT **ENERGY QUEENSLAND
DEPOTS PHASE 2**

ADDRESS **Shannonvale Road,
Mossman QLD 4873**

DRAWING **Mossman
Shannonvale Road Site Section**

Figured dimensions take precedence over
scale dimensions. Contractors must verify
all dimensions on site before commencing
any work or making shop drawings.

PROJECT NUMBER	DIRECTOR	CHECKED
3466VA04 CW02	KD	
DRAWING NUMBER	REVISION	
MO-SD-4001	P1	

POPULATION ANALYSIS

Staff Numbers			
	24-28 Thomas St & 8-10 Ingles St 2024/ 2025	40 Alchera Drive/ Shannonvale Road 2035	40 Alchera Drive/ Shannonvale Road 2035/ Beyond
Expected Growth		38%	15%
Field <i>(80% of Total Staff)</i>	20	28	32
Office	5	7	8
Total Staff	25	35	40
Male	23	32	37
Female	2	3	3

Workstations/ Hot Desks			
	24-28 Thomas St & 8-10 Ingles St 2024/ 2025	40 Alchera Drive/ Shannonvale Road 2035	40 Alchera Drive/ Shannonvale Road 2035/ Beyond
Hot Desks <i>(1:4 with Field Staff)</i>	5	8	10
Workstations <i>(1:1 with Office Staff)</i>	5	7	9
Lockers Male <i>(1:1 with Male Staff)</i> <i>(2 Stack Lockers)</i>	12	16	20
Lockers Female <i>(1:1 with Female Staff)</i> <i>(2 Stack Lockers)</i>	1	1	2
Caged Lockers <i>(1:1 with Field Staff)</i> <i>(2 Stack Lockers)</i>	10	14	16

AREA ANALYSIS

Site Area					
	24-28 Thomas St & 8-10 Ingles St 2024/ 2025	40 Alchera Drive 2035/ Beyond	Growth	Shannonvale Road 2035/ Beyond	Growth
Site Area (m²)	3,690	17,554	376%	11,841	221%
Useable Site Area (m²) <i>(Excludes Landscape Buffer Zone)</i>	3,690	11,747	218%	11,841	221%

Ground Floor Area (GFA)			
<i>Note: Area measured to the outside finished surface of external walls .</i>			
	24-28 Thomas St & 8-10 Ingles St 2024/ 2025	40 Alchera Drive/ Shannonvale Road 2035/ Beyond	Growth
Ground Floor Area (m²) <i>(Excludes Staff Outdoor Area)</i>	538	970	80%

Yard Area					
	24-28 Thomas St & 8-10 Ingles St 2024/ 2025	40 Alchera Drive 2035/ Beyond	Growth	Shannonvale Road 2035/ Beyond	Growth
Open Yard Area	1,375	6,756	391%	6,969	407%
External Storage and Refuse	270	436	61%	436	61%
Covered External Storage	157	190	21%	190	21%
Pole Store Area	238	332	39%	280	18%
Pole Training Area	14	60	329%	60	329%
Job Lots	124	290	134%	290	134%
Wash Bay	72	203	182%	203	182%
Pole Fitting Area	N/A	120	N/A	120	N/A
Total Area (m²)	2,250	8,387	273%	8,548	280%

Office/ Workshop Building Area			
<i>Note: Areas measured inside finished surface of internal and external walls .</i>			
	24-28 Thomas St & 8-10 Ingles St 2024/ 2025	40 Alchera Drive/ Shannonvale Road 2035/ Beyond	Growth
Workshop Area	245	378	54%
Mezzanine	130	N/A	N/A
Workshop Drive Through	80	99	24%
Meeting & Quiet Rooms	N/A	95	N/A
Office Area	76	116	53%
Amenities	31	51	65%
Utilities <i>(Cleaner/ Comms Room)</i>	N/A	14	N/A
Social Spaces <i>(Includes Staff Outdoor Area)</i>	96	105	9%
Circulation	7	71	914%
Total Area (m²)	665	929	40%

Vehicles			
	24-28 Thomas St & 8-10 Ingles St 2024/ 2025	40 Alchera Drive/ Shannonvale Road 2035/ Beyond	Growth
Staff/ Visitor	N/A	17	N/A
Light Fleet	8	16	100%
Heavy Fleet	8	13	63%
Trailer	3	6	100%
Bicycle	N/A	N/A	N/A

P2	FOR CLIENT REVIEW	23/08/24	ME
P1	FOR CLIENT REVIEW	13/08/24	ME
REV.	DESCRIPTION	DATE	INIT.

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PHASE	SKETCH DESIGN
	ENERGY QUEENSLAND
	ENERGY QUEENSLAND DEPOTS PHASE 2
	40 Alchera Drive, Mossman QLD 4873
	Mossman Floor Area and Population Analysis

Figured dimensions take precedence over scale dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.

PROJECT NUMBER	DIRECTOR	CHECKED
3466VA04 CW02	KD	
DRAWING NUMBER	REVISION	
MO-SD-5001	P2	

C SPOKE

7.11. RATES INCENTIVE FOR CONSERVATION POLICY

REPORT AUTHOR	Interim Chief Financial Officer
MANAGER	General Manager TC Jasper Corporate and Communities
DEPARTMENT	Corporate and Communities
RECOMMENDATION	

That:

- 1. Council adopts the Rates Incentive for Conservation Policy applicable to the 2025-2026 financial year; and**
- 2. Council approves the Chief Executive Officer (or delegate) to undertake a review of the Rates Incentive for Conservation Policy for presentation to Council as part of the 2026-2027 Annual Budget development process.**

EXECUTIVE SUMMARY

Pursuant to Section 120-122, *Local Government Regulation 2012*, Council may grant concessions to ratepayers who satisfy eligibility criteria. Council currently offers a rates incentive for conservation as outlined in Council's Revenue Statement.

The Rates Incentive for Conservation Policy (the Policy) has been in place for greater than 20 years, with a policy last adopted on 23 February 2021. The Policy outlines the guidelines and level of assistance Council would grant to eligible ratepayers.

The Policy has been presented at Councillor workshops on 4 March 2025, 18 March 2025 and 10 June 2025.

PROPOSAL

That Council adopts the Rates Incentive for Conservation Policy for application, management and administration during the 2025-2026 financial year.

Further, during the 2025-2026 financial year the Chief Executive Officer (or delegate) undertake a review examining the objectives, application, financial and other implications that the Policy makes toward the achievement of Council's adopted Corporate and Operational Plan outcomes.

The results of the Policy review will be presented at Councillor workshops as part of the 2026-2027 Annual Budget development process.

FINANCIAL/RESOURCE IMPLICATIONS

The Draft 2025-2026 Annual Budget makes provision of \$32,000, based on historical experience, for eligible ratepayers to receive a General Rates concession.

RISK MANAGEMENT IMPLICATIONS

The continuation of the Policy and eligibility criteria is not anticipated to create any additional risk profile or implications for Council.

SUSTAINABILITY IMPLICATIONS

Economic: The policy is reviewed to ensure it appropriately supports the economic sustainability of Council as well as maintaining legislative compliance.

Environmental: The policy exists specifically to incentivise residents and ratepayers to maintain property that creates a Nature Refuge for the benefit of flora and fauna.

Social: Nil

CORPORATE/OPERATIONAL PLAN, POLICY REFERENCE

This report has been prepared in accordance with the following:

Corporate Plan 2019-2024 Initiatives:

Theme 5 - Robust Governance and Efficient Service Delivery

Strong governance and financial management are the foundations of the way in which Council will conduct its business and implement the initiatives of the Corporate Plan.

Goal 1 - *We will conduct Council business in an open and transparent manner with strong oversight and open reporting.*

Goal 3 - *We will make sound financial decisions by ensuring robust strategic planning, financial management and reporting.*

Operational Plan 2024-2025 Actions:

Legislative requirement.

COUNCIL'S ROLE

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

The following areas outline where Council has a clear responsibility to act:

Regulator Council has a number of statutory obligations detailed in numerous regulations and legislative Acts. Council also makes local laws to ensure that the Shire is well governed. In fulfilling its role as regulator, Council will utilise an outcomes-based approach that balances the needs of the community with social and natural justice.

CONSULTATION

Internal: The Financial Services Team workshopped with Councillors on 4 March 2025, 18 March 2025 and 10 June 2025.

External: Nil

COMMUNITY ENGAGEMENT

Nil

ATTACHMENTS

1. Rates Incentive for Conservation Policy [7.11.1 - 2 pages]

77. RATES INCENTIVE FOR CONSERVATION POLICY

Intent

The purpose of this Policy is to establish the process for affording rates incentives to landholders that enter into a Conservation Agreement for a Nature Refuge under the *Nature Conservation Act 1992* or a Voluntary Declaration (VDec) under the *Vegetation Management Act 1999*.

Scope

This policy applies to all land within the Douglas Shire Council boundaries.

Definitions

TERM	DEFINITION
Critical Habitat	as per the meaning under the <i>Nature Conservation Act 1992</i>
High nature conservation values	as per meaning under the <i>Vegetation Management Act 1999</i>

Provisions

Under the provision of the *Local Government Regulation 2012*, Council may resolve to grant a ratepayer a concession for rates and charges provided the specified criteria is met by the ratepayer. To be eligible for financial assistance, the following conditions must be met:

- i. The owner enters into an agreement preserving/conserving flora and fauna on a rateable property within the boundaries of the Council. This agreement must be bound to the property title, in perpetuity, by a Conservation Agreement for a Nature Refuge under the *Nature Conservation Act 1992* or a Voluntary Declaration under the *Vegetation Management Act 1999*.
- ii. The rates incentive is proportionately attributed to that area of land included in an agreement.
- iii. The rates incentive will be credited to the recipient's rates notice prior to being issued.

Council will provide the following financial assistance:

- Properties where more than 50% of the total area of the property is covered by a Nature Refuge Agreement under the *Nature Conservation Act 1992* or the Voluntary Declarations under the *Vegetation Management Act 1999* are entitled to 50% of the general rate.
- Properties where less than 50% of the total area of the property is covered by a Nature Refuge Agreement under the *Nature Conservation Act 1992* or the Voluntary Declarations under the *Vegetation Management Act 1999* are entitled to 35% of the general rate.

Any benefit provided to a landholder through the Rates Incentive for Conservation Program must be repaid to Council from the date of revocation or cancellation of the agreement, if the declaration of the Nature Refuge to which it relates is revoked in accordance with Section 50 of the *Nature Conservation Act 1992* or if the Voluntary Declaration has ended under section 19 of the *Vegetation Management Act 1999*.

Related Legislation and Guidelines

Nature Conservation Act 1992

Vegetation Management Act 1999

Local Government Act 2009

Local Government Regulation 2012

Douglas Shire Council Revenue General Policy

Douglas Shire Council Revenue Statement

Douglas Shire Council Utility Charges and Associated Rating matters

Policy Review

This policy is to be reviewed every four years/whenever legislation changes, or at the direction of the Chief Executive Officer.

Policy Details

Policy Name	Rates Incentive for Conservation Policy
Policy Number	77
Policy Version	1
Document Number	995591
Endorsed by	Chief Executive Officer
Policy Type	Council
Approval Authority	Council
Date Adopted	23/02/2021
Time Period	Four years
Review Date	01/02/2025
Policy Department	Finance and Corporate Services
Link to Corporate Plan	Robust Governance and Efficient Service Delivery
Revoked/Superseded	

This policy is to remain in force until otherwise determined by Council.

7.12. SAFER LOCAL ROADS AND INFRASTRUCTURE PROGRAM TRANCHE 3 SUBMISSION - NOAH'S BRIDGE

REPORT AUTHOR	Project Engineer
MANAGER	Manager Infrastructure Planning and Delivery
DEPARTMENT	Infrastructure Planning and Delivery

RECOMMENDATION

That Council endorses the Noah's Bridge Replacement project funding application submitted to the Australian Government Department of Infrastructure, Transport, Regional Development, Communications, Sports and the Arts for funding under the Safer Local Roads and Infrastructure Program Tranche 3.

EXECUTIVE SUMMARY

The Australian Government's Safer Local Roads and Infrastructure Program (SLRIP) was established to enhance road safety and productivity, replacing previous bridge and heavy vehicle safety funding programs. Under SLRIP, the government may fund up to 80% of a project cost, capped at \$5 million per project.

An application is proposed for submission to SLRIP Tranche 3 for the maximum \$5 million contribution toward the Noah's Bridge replacement project, which is estimated to cost \$11.49 million including contingency. The remaining \$6.49 million is intended to be sourced from Council funds or alternate sources.

BACKGROUND

SLRIP was created as part of the Australian Government's commitment to strengthen investment to support the delivery of safer and more productive roads across Australia. The program replaces the previous Bridge Renewal and Heavy Vehicle Safety and Productivity programs.

Noah's Bridge needs replacement, with a number of opportunities being explored to secure the required funding to enable project delivery.

COMMENTS

The estimated total cost to replace Noah's Bridge is \$11,486,900 (inclusive of contingency). To assist in funding these urgent works, it is proposed Council submit a funding application under SLRIP Tranche 3, seeking the maximum available contribution of \$5 million. The remaining balance of \$6,486,900 is required to be sourced from Council funds or other sources.

Given the critical condition of the bridge, SLRIP funding presents a vital opportunity. Project nominations for SLRIP Tranche 3 closes 30 June 2025 with anticipated notification of success.

PROPOSAL

That Council endorses the Noah's Bridge Replacement project funding application submitted to the Australian Government Department of Infrastructure, Transport, Regional Development, Communications, Sports and the Arts for funding under the Safer Local Roads and Infrastructure Program Tranche 3.

FINANCIAL/RESOURCE IMPLICATIONS

The project nomination is for the maximum allowed contribution of \$5 million (43.5% of the estimated project costs).

RISK MANAGEMENT IMPLICATIONS

Without securing grant funding through SLRIP, Council will be required to fund the entire project, impacting Council's financial position.

This project is required to mitigate the risk of infrastructure failure by replacing existing infrastructure that is in a poor condition.

SUSTAINABILITY IMPLICATIONS

Economic: Will significantly offset Council's cost.

Environmental: Nil

Social: Will improve the resilience, safety and capacity of critical infrastructure.

CORPORATE/OPERATIONAL PLAN, POLICY REFERENCE

This report has been prepared in accordance with the following:

Corporate Plan 2019-2024 Initiatives:

Theme 1 - Celebrating Our Communities

Douglas Shire Council embraces the diversity of our communities and values the contribution that all people make to the Shire. We recognise that it is a core strength of the region. We acknowledge our past so that it may guide us in the future. We recognise the wrongs done to our Indigenous community and we actively seek to reconcile so that we may all benefit from and enjoy our Shire. We acknowledge early European settlers who forged an agricultural base for our economy and we welcome all new arrivals as part of our broader community.

Goal 2 - We will deliver programs and services that protect and enhance the liveability of our beautiful Shire.

Theme 2 - Fostering Sustainable Economic Growth

A robust economy is at the heart of a thriving community and enables investment in environmental protection. While our remoteness is a key attribute, it also presents challenges for attracting new business and investment. We must also meet the challenges of fierce competition in the tourism sector. Council will partner with industry to build, diversify and promote the Douglas economy. Council will design and deliver infrastructure, strategies and services that support the local economy and businesses.

Goal 1 - We will build appropriate infrastructure and deliver services that connect and support businesses.

Operational Plan 2024-2025 Actions:

New project arisen during the financial year.

COUNCIL'S ROLE

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

The following areas outline where Council has a clear responsibility to act:

Service Provider	Council provides many services to the community from roads and waste services to libraries and recreational facilities. Services evolve over time and it is the Council's mission to ensure that these services are appropriate, delivered efficiently, and designed with the customer at the centre.
-------------------------	---

CONSULTATION

Internal:	Infrastructure Recovery team
------------------	------------------------------

External:	Nil
------------------	-----

COMMUNITY ENGAGEMENT

Nil

ATTACHMENTS

1. strip-guidelines (1) [7.12.1 - 30 pages]



Australian Government

**Department of Infrastructure, Transport,
Regional Development, Communications and the Arts**

Guidelines

Safer Local Roads and Infrastructure Program

June 2024

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1 About the Guidelines

These Guidelines outline the eligibility criteria, application process and certain administrative requirements for the Safer Local Roads and Infrastructure Program (the Program), including the Heavy Vehicle Rest Area (HVRA) initiative.

The Program is governed by and administered under the following instruments (as in force or implemented from time-to-time):

- The *National Land Transport Act 2014* (Cth) (NLT Act);
- The Intergovernmental Agreement on Federal Financial Relations (FFR);
- the Federation Funding Agreement – Infrastructure (FFA) and Land Transport Infrastructure Projects Schedule (LTIP Schedule);
- These Guidelines.

The Program is a sub-program for the purposes of the LTIP Schedule. Projects under this Program are administered under the NLT Act, and payments for this Program are made to States and Territories under the FFA and LTIP Schedule, including where the applicant is a Local Government Authority (LGA). The Guidelines should be read subject to the NLT Act, and in conjunction with relevant sections of the FFR, FFA and LTIP Schedule.

A glossary of common terms can be found on page 27 of the Guidelines.

1.1 Processes for the program

The Program opens for applications from 1 July 2024

Applications are accepted all year round and are batched for assessment up to 3 times a year in tranches.



Applicants to complete and submit applications

Applicants complete the application form and address all of the eligibility and assessment criteria to be considered for funding under the Program.



The Department to assess all eligible applications

The Department will check all applications against the eligibility criteria and assess eligible applications against the assessment criteria, including an overall consideration of relevant value with money, and compare it to other applications.



The Department to recommend projects for funding

The Department will recommend projects to the Minister (or their delegate for approval) taking account of the program budget.



Ministerial decision on projects to fund

The Minister decides which applications are successful.



The Department to notify applicants of the outcome

The Department will advise applicants the outcome of their application. The Department may not notify unsuccessful applicants until Funding Offers have been executed with successful applicants.



Funding Offers for successful applicants

The Department will execute a Funding Offer with successful applicants. The Funding Offer will contain schedules detailing matters including the project scope, project budget, deliverables, milestones and payment.



Delivery of project

The proponent will undertake the project activity as set out in the Funding Offer. The Department will manage the project by working with the proponent, monitoring project progress and making payments.



Evaluation of the Program

The Department will evaluate the specific project activity and the Program as a whole. The Department will base this on information provided to us and collected from various sources.

1.2 About the Program

The Program commences from 1 July 2024 to provide funding for projects to address current and emerging priorities in road infrastructure needs.

The Program has been created as part of the Australian Government's commitment to strengthen investment to support the delivery of safer and more productive roads across Australia.

The Program is an application-based merit-assessed funding program, open to all state and territory governments and LGAs. Applications must directly address at least one of the Program's focus areas which are linked to priorities in road infrastructure needs. The focus areas are road safety, productivity, bridge renewal, road resilience, road sustainability and heavy vehicle rest area.

As the Program has been designed to give flexibility to address current and emerging road infrastructure needs, although proponents may apply for any focus area all year round, the Australian Government may from time to time choose to seek applications that address only one specific focus area as priorities emerge. For example, a tranche may only be open to applications for the replacement of timber bridges across the local road network. In addition, it is anticipated that the focus areas outlined above may be updated to accommodate future infrastructure priorities as they are identified. These changes will be communicated to proponents in advance of the tranche opening for applications.

The Program consolidates the Bridges Renewal Program (BRP) and Heavy Vehicle Safety and Productivity Program (HVSPP) into a single program, and includes additional new focus areas. Existing approved BRP and HVSPP projects will continue to be delivered under the Program until they are completed, in accordance with the guidelines and funding agreement under which they were approved.

Although the existing guidelines and funding agreement will remain in force, to streamline reporting processes under the Program, BRP and HVSPP projects will move to quarterly reporting as outlined in these Guidelines.

1.3 The HVRA initiative

The HVRA initiative is a funding stream to support the construction of new and upgraded heavy vehicle rest areas. In line with the forecasted growth in truck freight over the coming decades, the HVRA initiative aims to improve road safety for heavy vehicle drivers and other road users through addressing the shortage of heavy vehicle rest stops in locations of need. The initiative provides \$140 million of Australian Government funding over 10 years, to 2032-33.

The HVRA initiative sits under the Program with its own separate funding stream and focus area. Applications under the HVRA initiative are required to meet all requirements under the Program, directly address the Heavy Vehicle Rest Area focus area, as well as additional HVRA-specific requirements as outlined in [Appendix A](#).

Eligible applications under the HVRA initiative will be considered for funding under both the HVRA initiative and the Program, and be funded through the HVRA initiative within its budget limit in the first instance.

2 Eligibility criteria

This section outlines the eligibility criteria for applications under the Program. The Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the Department) will only consider applications that satisfy all eligibility criteria.

2.1 Eligible applicants

Applications can only be made by state and territory governments and LGAs.

Applications in partnership with other government and non-government entities must have a lead applicant from a state or territory government, or LGA.

2.2 Eligible projects

Projects must meet all eligibility requirements detailed in this section.



2.2.1 Directly address one or more focus areas

Projects must directly address one or more of the focus areas in the table below. These focus areas relate to priorities in road infrastructure needs.

Applications under the HVRA initiative must address the Heavy Vehicle Rest Area focus area (at a minimum).

Focus Areas	Objectives
Road safety	To improve road safety across Australia for all road users (including heavy vehicle users) through the improvement of road infrastructure.

Focus Areas	Objectives
	<ul style="list-style-type: none"> Projects based on safety considerations and strategic alignment with existing plans (including safety plans, road safety audits and infrastructure asset reports), advocating for a systemic approach to road safety to maximise the impact of the intervention/s should be prioritised.
Productivity	<p>To improve productivity and efficiency outcomes through connecting and improving road networks:</p> <ul style="list-style-type: none"> connecting regions, communities and major gateways, growing economies and communities, or/and improving efficiency and competitiveness of supply chains, ensuring reliable links between producers and markets.
Bridge renewal	<p>To improve access for communities and facilitate higher productivity vehicle access through the upgrade and replacement of bridges, including culverts.</p>
Road resilience	<p>To improve the resilience, including adaptation and recovery, of critical road corridors by upgrading existing road assets that are vulnerable to closure or reduced capacity, enhancing networks to achieve greater route diversity, as well as building to a higher standard where appropriate to create infrastructure which is designed to withstand and recover from disasters.</p> <p>To give consideration to future proofing infrastructure to address the impact of changes to heavy vehicle fleet, including the increased mass impacts of electric and hydrogen trucks.</p>
Road sustainability	<p>To contribute to decarbonisation goals by minimising or avoiding embodied, operational and/or enabled emissions. This can include:</p> <ul style="list-style-type: none"> Use of low or zero emission building materials, including the use of low or zero emission recycled materials or other sustainably sourced materials. Use of innovative design and construction methodologies which minimise environmental impact. Use of local supply chains to minimise emissions in transporting materials to site. Incorporation of carbon offsets. <p>In addressing this criterion, consider the lifecycle of the project and its inputs.</p>
Heavy vehicle rest Area	<p>To have the primary purpose of facilitating rest for heavy vehicle drivers at locations of need, through the construction or upgrade of heavy vehicle rest areas and amenities.</p> <p>(Refer to Appendix A for more details, including the types of eligible projects.)</p>

Examples of potentially eligible projects under the focus areas include:

- improving road safety including the realignment of roads, shoulder sealing, rumble strips, safety barriers and median changes
- widening and sealing roads to accommodate heavy vehicle access
- construction of new or upgraded heavy vehicle rest areas
- replacement and/or strengthening of bridges, culverts, and causeways
- upgrading/raising of roads to improve flood immunity
- upgrading of roads to allow for efficient emergency response times and evacuation
- additional road linkages between communities to reduce risk of isolation during an emergency
- construction of new or upgraded vehicle wash down facilities or livestock effluent disposal facilities
- construction projects that use low or zero emission building materials, including low or zero emission building materials which used recycled materials or contribute to circular economy outcomes and
- sealing a road to reduce isolation of remote communities during the wet season.

2.2.2 Be for construction on an existing or proposed road

Projects must have the primary purpose of ‘construction’ (as defined in section 4(2) of the NLT Act) on a road-based asset (which meets the definition of a ‘road’ as defined in the [NLT Act](#) and the National Land Transport Regulations 2022). Construction can include both the upgrade and/or replacement of a road-based asset. However, maintenance projects are ineligible under the Program.

Non road-based elements may be eligible under the Program if they have the primary purpose of supporting a road-based element.

Examples of eligible non road-based activities include:

- a road bridge project which includes a separate pedestrian bridge where the primary aim is to improve the road bridge, and
- a heavy vehicle rest stop with functional elements such as toilets or shade areas.

Examples of ineligible non road-based activities include:

- rail bridges, where the rail line passes under/over a roadway, and
- improvements to a livestock marshalling area as it is not associated with a road.

2.2.3 Be on a public road

Projects must be on a publicly owned road asset which is accessible to the public. Projects on privately owned roads are ineligible.

2.2.4 Be a whole and complete project

The project must be a standalone project that is not reliant on the completion of other works. Artificial divisions of a larger project into smaller projects to fit under the Australian Government funding limit will be deemed ineligible.

An example of an ineligible project is an artificial sub-division of a road sealing project into smaller projects to seal smaller sections of the same road, where each project will not be complete without the other projects.

2.3 Funding eligibility

2.3.1 Funding rules

The Program is designed to support new road infrastructure projects which cannot commence without funding support from the Australian Government. The Program will not fund projects already underway, including where tenders have been awarded, construction has already commenced or will commence ahead of an application being approved and funding offer signed.

The Australian Government will only fund activities for a project once under the Program. Applicants must not make a profit from the project. The Program must not be used to cost shift business as usual expenditure to the Australian Government.

The Program will contribute up to a maximum of \$5 million in Australian Government funding for each eligible project.

All projects will require a funding co-contribution which may be sourced from LGAs, state and territory governments, other Australian Government programs and/or private funding sources. Applicants are required to list all funding sources being used to meet their project cost contribution in the application form.

When an application is submitted all funding co-contributions must be secured and evidence of this supplied with the application. Co-contributions from other Australian Government programs must also comply with the rules and/or guidelines for that program.

For **projects submitted by LGAs**, the Program will contribute up to 80% of the total project cost for projects located in regional and remote areas, and up to 50% of the total project cost for projects located in urban areas, up to the cap of \$5 million per project.

For **projects submitted by state and territory governments**, the Program will contribute up to 50% of the total project cost for all projects, regardless of project location, up to the cap of \$5 million per project.

The definition of regional and urban is taken from the [Australian Statistical Geography Standard](#). Urban projects are those located in Major Cities of Australia and regional projects are those in any of the other remoteness categories (Inner Regional, Outer Regional, Remote and Very Remote).

The Program funds projects under the [NLT Act](#) with approved projects to be administered under the FFA and LTIP Schedule. Payments will be made to, and through, state and territory governments.

Where the applicant is an LGA, the relevant state or territory government will be the eligible funding recipient under the NLT Act, and responsible for providing the funding to the LGA. The Australian Government will not provide funding directly to LGAs.

2.3.2 Eligible and ineligible project costs

Eligible project costs are limited to those which are for 'approved purposes' in relation to a funded project in accordance with Part 3 s 20 of the NLT Act. The table below lists examples of project costs likely to be eligible and ineligible.

Eligible project costs	Ineligible project costs
<ul style="list-style-type: none"> • purchase of materials • labour hire • plant and equipment hire • construction activities • project management costs • labour costs for eligible work • ancillaries directly related to the project, such as insurance costs • land acquisition costs, but only in relation to the purchase of the land related to the project site 	<ul style="list-style-type: none"> • Maintenance/repair costs for an existing asset • approval costs for the project (i.e. planning, environment, cultural, etc) • procurement costs • preliminary project costs incurred prior to the funding offer being signed (i.e. inspections, engineering assessments, consultant fees) • business as usual expenditure that is unrelated to the project, such as training costs for staff.

2.3.3 Specific funding eligibility issues

Pre-construction design costs

Design costs are eligible for funding for design and construction projects, up to 10% of the total Australian Government funding under the Program.

For construction only projects, design costs are ineligible for funding, except in unexpected circumstances after construction has commenced, and as agreed with the Department on a case-by-case basis.

Design only projects are ineligible.

Internal costs

Subject to the NLT Act, costs which are internal to the organisation applying for funding may be included where those costs can be attributed to the project. For example, it is possible to claim the costs of a project manager already employed by an LGA, where the time spent by that person on the project can be identified. The Department may require the applicant to provide evidence to substantiate the amount it is claiming.

Internal costs which are ineligible include those not directly related to the project, such as training undertaken by members of the project team.

2.4 Project delivery timeframes

The Program funds 'construction only' projects and 'design and construction' projects, with specific timeframes for delivery for each type of project shown in the table below. Note that delivery timeframes commence from the date the Department sends out the funding offer. Proponents have 30 calendar days from the date the funding offer is sent out to complete, sign and return the funding offer to the Department.

Delivery milestone	Construction only projects	Design and construction projects
To complete design	Not applicable	Within 12 months of the funding offer being sent out
To commence construction	Within 12 months of the funding offer being sent out	Within 24 months of the funding offer being sent out
To complete construction	Within 24 months of the funding offer being sent out	Within 36 months of the funding offer being sent out

An acceptable Post Completion Report must be provided within three months of completion of construction for each project.

In the case of unforeseen factors such as adverse weather events, it may be possible to vary the timeframe for a project to up to three years for a construction only project and up to four years for a design and construct project, which must be agreed with the Department on a case-by-case basis. See [section 8](#) for more details.

3 Application process

The Program is an application-based merit-assessed funding program, open for applications all year round. Applications are batched for assessment approximately three times a year, depending on the volume of applications. The diagram below provides an overview of the process, as well as approximate timeframes for assessment and approval.

Applications accepted all year round

Applications are batched for assessment up to 3 times a year in tranches

 Tranche 1	Tranche 2	Tranche 3
 Projects checked for eligibility and assessed (up to 6 weeks)		
 Recommendation and approval process (up to 4 weeks)		
 Applicant informed of outcomes and funding offers sent out		

When submitting an application, consideration should be given to the assessment and approval timeframes if seasonal construction periods are applicable to the project.

Scenario: Determining a project commencement date for an application

Peter is putting together an application on behalf of the state government he works for. He is intending to submit the application under the current tranche which closes on 31 March. Considering the approximate 12 weeks needed for the assessment and approval processes, as well as potential weather-related project delays in the colder months of the year, Peter has planned for a project commencement date of 1 September and noted this date in the application form.

3.1 How to apply

Step 1: Check eligibility

Review the eligibility criteria in these guidelines (refer to [section 2](#)) against the proposed project to confirm it satisfies all eligibility criteria prior to submitting an application.

Tips:

- Use the eligibility checklist in the application form.

Step 2: Prepare an application

Applications must include:

- A fully completed application form, which can be downloaded from the [Department's website](#), addressing the assessment criteria. All fields in the application form need to be completed correctly to enable the application to be assessed.
- Attachments of all information and documentation that may assist with the assessment of the application. The naming of attachments should align with the purpose of the document.

- Mandatory evidence as stated in these guidelines (refer to [section 3.2](#)) must accompany the application form.

Note that incomplete or incorrect applications may be deemed ineligible.

Tips:

- When determining project commencement and completion dates, consider timeframes for the assessment and approval of the application as well as any weather-related issues that may affect the commencement of the project, and the timeframes allowed for delivery.
- Use the prompts in the application form to assist with structuring responses.
- Provide an answer to every relevant field in the application form.

Step 3: Submit the application

All applications must be submitted through the Department's online portal unless otherwise advised by the Department. The Department may refuse to assess an application sent outside the portal.

Tips:

- If there are issues submitting an application on the portal, including attaching mandatory evidence and supporting documentation, email IMSHelp@infrastructure.gov.au for help.
- If the Department issues advice that applications can be submitted via email for a specific time period, follow that advice.

3.2 Mandatory attachment

Applications that do not include evidence of secured co-contribution(s) (mandatory attachment) cannot be assessed and will be deemed ineligible. Co-contribution funding for the project must have been secured prior to submitting the application.

- Examples of acceptable evidence include official letters and budget papers.

3.3 Assessment criteria

All applications must address the first three criteria below and provide evidence to support the responses. Applications under the HVRA initiative funding stream must also address criterion 4. The criteria are weighted equally.

Criterion 1: Strategic fit

Outline the rationale for the project, why there is a strong case for action, how it will achieve the stated objectives, and how it meets the needs of the community.

- State which focus area(s) the project aligns with and the outcomes it aims to achieve.
- Explain the case for change, including what the problems and opportunities are, and how the works will address the issue/s.
- Justify why the proposal is the most appropriate response to address the issue/s and opportunities.

- Explain how the project directly contributes to relevant national, state, territory and local government goals, objectives, policies and strategic plans.
- State if there is sufficient support for the proposal and buy-in from stakeholders and the community, noting how it responds to their needs.

Criterion 2: Project impact and benefits

Demonstrate the social, economic and environmental value of the project with evidence-based analysis. This includes direct project benefits as well as benefits during the construction of the project.

- Explain if and how the proposal provides social benefits, including improving the quality of life for users, providing safety and accessibility benefits and/or advancing equity for Indigenous Australians and vulnerable communities.
- Explain if and how the proposal provides economic benefits, including productivity and efficiency benefits, employment benefits and regional significance benefits.
- Explain if and how the project will impact the environment and if a plan is in place to manage any adverse impacts.

Criterion 3: Project deliverability

Demonstrate the capability and capacity to deliver the project, including mitigating identified risks.

- Outline the plan to deliver the project by its proposed timeframes.
- Detail the skills, capacity and experience of those being engaged to deliver the project.
- State if the required approvals to deliver the project successfully have been obtained, including development, cultural and environmental approvals. If they have not been granted, outline when they will be sought and expected timeframe for approvals.
- State if land acquisition and/or the relocation of utilities is required, and if consent has been provided. If it has not been provided outline when it will be sought and expected timeframe for consent to be granted.
- Explain the size and adequacy of the project budget, including allowances for contingency.
- Outline the governance and how it is appropriate for successful delivery of the project.
- Outline the procurement model for the project and how it may contribute to wider outcomes (listed under [section 13](#)) as well as deliver value of relevant money.
- Outline project risks and mitigation strategies, including where there may be project delays, cost overruns and/or changes in scope.

Criterion 4 (HVRA-specific only): Improvement to the Heavy Vehicle Rest Area network across Australia

Demonstrate how the project improves the usability or capacity of the rest area network across Australia in a way that is fit for purpose, and meets the needs of truck drivers for the specific location proposed.

- Provide information on the current and future maximum vehicle sizes the site will cater for (only for formal rest areas).
- Provide information if the site will have separate parking areas for the different types of traffic and the signage that will be installed (only for formal rest areas).

- Detail the ongoing maintenance plan for the asset (only for formal rest areas).
- Provide information about the closest alternative facilities to the proposed site (only for formal rest areas).
- Provide information if the project will repurpose or enhance existing roadside facilities as a way to lower costs (only for formal and informal rest areas).
- Detail how green reflectors and signage will be installed (for informal rest areas and signage/green reflector upgrades).
- Provide metrics related to the type of project (formal rest area / informal rest area / signage and green reflector upgrades).

3.4 Merit assessment

The Department will review all applications against the eligibility criteria. If eligible, applications will be assessed against the assessment criteria (see section [3.3](#)) and against other applications. The Department will consider each application on its merits, based on:

- how well it meets the criteria
- how it compares to other applications
- whether it provides value of relevant money.

When assessing the extent to which the application represents **value of relevant money**, the Department will have regard to:

- the overall objective/s to be achieved in providing the funding
- the relevant value of the funding sought
- the extent to which the evidence/information/analysis in the application demonstrates that it will contribute to meeting the outcomes/objectives.

In addition, the Department will also consider proper use of relevant money in accordance with the *Public Governance, Performance and Accountability Act 2013*.

The Department may contact applicants to clarify information provided in the application, however for probity and to avoid bias, it will not consider new or additional information after the tranche that the application has been submitted under has closed.

3.5 Ministerial decision making

Upon completion of assessment of a tranche of applications, the Department will recommend projects, to the Minister or their delegate for approval, taking account of the program budget.

The Minister or their delegate will make the final decision on projects funded under each tranche.

3.6 Notification of outcomes

Following the Minister's decision, the Department will contact all applicants to advise of the outcome of their application/s under each tranche.

3.7 Feedback and re-submissions

Applicants with unsuccessful applications will be offered feedback and have the option to revise and re-submit their application/s under a future tranche.

The Department will not keep a reserve list of projects. As costs for projects can change significantly and other factors can shift over time, applicants will need to re-submit an application for funding if an application is unsuccessful to ensure information upon approval remains current.

4 The Funding Offer

When an application is approved, the proponent will receive a funding offer from the Department. The funding offer will contain schedules detailing matters including the project scope, project budget, deliverables, milestones and payment. If any of the details in the funding offer are incorrect, please contact the Department to be issued an amended funding offer.

The proponent will need to complete, sign and return the funding offer to the Department within 30 calendar days from when the funding offer is sent out. The Department will review the completed funding offer and advise in writing via email to the nominated contact/s when it is approved.

Where a proponent does not return the funding offer within the 30-day timeframe specified, the Department will contact the proponent, and may withdraw funding for the project.

Funding offers with LGA proponents will be shared with their relevant state or territory government agency to assist with the management of project payments.

Construction only projects

Proponents **must not** commence construction without the Department's written advice of acceptance of the signed funding offer. Commencing construction before this time may result in the withdrawal of the funding offer or non-payment for costs incurred.

For this purpose, construction includes all site works, including works required to move utilities, fabrication of major components off-site, and acceptance of any contracts.

Design and construction projects

For design and construction projects, design may commence prior to approval, however only design work undertaken after approval will be eligible for funding.

Following the design stage of a project, if the cost estimate for construction is within the approved project budget, it may continue onto construction. However, if the cost estimate for construction is more than the approved project budget, or if the project scope has changed significantly, the proponent may either:

- Have the project proceed to construction, with the proponent bearing any additional costs above the approved funding amounts.

- Submit a project variation request within four weeks of the time it became known the project could not be delivered according to the funding offer. The request will be considered by a delegate who holds complete discretion to approve or reject the request.
- Engage with the Department for other options, including to withdraw the project if a contract for construction has not been awarded. If a contract for construction has been awarded the project may be cancelled, in line with the LTIP Schedule.

In any of these circumstances, the proponent should contact the Department within two weeks of the issue being identified, to discuss and agree an approach.

5 Milestone payments

5.1 Default milestone schedule

Large projects (over \$200,000)

Projects with \$200,000 or more Australian Government funding will have default milestone payment schedules as per the table below.

Milestone	Construction only projects	Design and construction projects
Completion of pre-construction design	Not applicable	<u>up to</u> 10%* of Australian Government funding
Commencement of construction	40% of Australian Government funding	40% of Australian Government funding
Completion of construction	40% of Australian Government funding	30% of Australian Government funding
Acceptance of Post Completion Report	20% of Australian Government funding	20% of Australian Government funding

*Only actual design expenditure will be paid. Savings under the design milestone may be used to finance construction overruns if valid evidence for the expenditure is provided.

Scenario: Milestone payment claim for design costs

Hannah works for an LGA and manages a design and construction project under the Program. Her project's milestone payment schedule is as below:

Milestones	Amount payable
Milestone 1: Completion of pre-construction design	Up to \$100,000
Milestone 2: Commencement of construction	\$400,000

Milestone 3: Completion of construction	\$300,000
Milestone 4: Acceptance of Post Completion Report	\$200,000
Total Australian Government Funding	\$1,000,000

Pre-construction design for the project has just been completed with a total cost for design of \$80,000. Although the milestone payment schedule indicates that the Department will pay up to \$100,000 for design costs, Hannah is only able to claim \$80,000 as it is actual design expenditure.

There will be \$20,000 savings under the design milestone. For this project, \$900,000 of Australian Government funding has been allocated to construction costs. If construction costs for the project exceeds \$900,000, Hannah will be able to use the \$20,000 savings under the design milestone against the construction milestone payments, if valid evidence for the expenditure is provided.

Small projects (less than \$200,000)

By default, smaller projects with less than \$200,000 in Australian Government funding will have a single financial milestone, payable on completion of the project and presentation of an acceptable Post Completion Report, unless otherwise agreed with the Department.

5.2 Achievement of milestones

Payment will be made on the basis of achievement of milestones according to the milestone payment schedule in the funding offer. All Australian Government funding is Goods and Services Tax (GST) exempt.

Milestone claim forms must be submitted for each payment using the Department's Milestone Claim Form on the [Department's website](#). Proponents must provide evidence to support the claim that the milestone has been achieved for payment to be made. The Department has the discretion to accept or reject the evidence provided, or update the requirements for evidence.

In order to reduce reporting requirements, proponents may wish to consider aligning milestones with the quarterly reporting timeframes of February, May, August and November.

The Post Completion Report template is also available on the [Department's website](#).

The table below provides a guide to the evidence that is required for each milestone type, to be submitted with the Milestone reporting form.

Milestone	Required mandatory evidence
Completion of pre-construction design	<ul style="list-style-type: none"> Evidence of the completion of design (e.g. samples of design drawings). Provision of an invoice or expenditure report on design costs.
Commencement of construction	<ul style="list-style-type: none"> Photographic evidence of installed signage (see section 12)

Milestone	Required mandatory evidence
	<ul style="list-style-type: none"> Evidence that work has advanced towards construction, such as commencing earthworks or delivery of machinery on site, including photographic evidence. <p><i>To note:</i></p> <ul style="list-style-type: none"> <i>The clearing of debris on site cannot count as commencement of construction.</i> <i>If pre-fabricated components have been ordered, the Department may consider a partial milestone payment. The Department can only pay the entire commencement milestone when construction has commenced on site.</i> <i>Pictures that show the anticipation of work commencement is not sufficient proof that work has commenced.</i>
Completion of construction	<ul style="list-style-type: none"> Photographic evidence showing the site before works commenced, and after the project has been completed. Documentation to support completion i.e. letter from contractor notifying of completion, or final invoice etc. <p><i>To note: Consistent with the signage guidelines (refer to section 12), signage must be displayed for the duration of the construction period.</i></p>
Acceptance of Post Completion Report	<ul style="list-style-type: none"> A completed Post Completion Report Provision of an expenditure report for the project

5.3 Payment of milestones to LGAs

Payments to LGAs will be managed by state and territory governments through the LTIP Schedule.

Where projects are led by LGAs, payments will be made to the relevant state/territory government agency, which will then make payments to the relevant LGA. The state/territory government agency may have additional requirements of the LGA before funds can be paid, such as the provision of an invoice. Payment arrangements must be made directly between the LGA and state/territory government agency.

6 Funding amount/percentage of Australian Government funding

The funding amount for the project is set out in the funding offer. This is a maximum amount of Australian Government funding and can only be increased through an approved project variation request (see [section 9](#)), to a maximum of \$5 million per project. All funding amounts and claims for payment are GST exclusive and paid in whole dollar amounts only.

Increases in Australian Government funding must be approved by the Minister or their delegate.

The percentage of Australian Government funding for each project is set out in the funding offer. It can be reduced or maintained through an approved project variation request where funding changes, however the percentage cannot be increased. See [section 2.3](#) for the maximum percentages of Australian Government funding for projects.

6.1 Projects over budget

Notwithstanding exceptional circumstances which may give rise to project variations (see [section 9](#)), all costs over the original project budget are the responsibility of the proponent. Where a project goes over budget, additional funds from the Australian Government will be at the Minister's or their delegate's discretion and must be sought through a project variation request.

6.2 Projects under budget

In the event an approved project is completed under the original budget, the savings must be shared proportionally between the Australian Government and the proponent in accordance with the funding percentages set out in the funding offer. As a result, projects completed under budget will not receive the maximum amount of Australian Government funding amount outlined in the funding offer.

Proponents cannot use the Australian Government component of cost savings towards other projects.

The following scenario provides an example of how project savings are managed.

Scenario

An LGA proponent has a project in an urban location with a total project cost of \$1,000,000.

The approved Australian Government funding in their funding offer is \$500,000, or 50% of total project costs. The remaining project costs are borne by the proponent and state government partner.

At the completion of the project, it has been delivered under budget at a total project cost of \$800,000.

Based on the 50:50 funding split in the funding offer, the savings of \$200,000 are split equally between the Australian Government and the proponent so that the Australian Government funding would be reduced to \$400,000 (or 50% of total project costs). The proponent and any other funding contributors would fund the remaining project costs of \$400,000 (or 50% of total project costs).

7 Project costs

Examples of costs which are likely to be eligible and ineligible project costs under the [NLT Act](#) are listed in [section 2.4](#). If a proponent requires advice about the eligibility of project costs, they can contact the Department (see [section 16](#)). The application form includes a proposed budget including a breakdown of costs which should be developed using a rigorous cost estimation process to avoid cost overruns. The Department has recommended a range of contingency amounts that is based on current construction trends. The proponent is required to provide a rationale for the contingency amount selected in the application form and may be asked for further details on how the estimate was developed during the assessment process.

7.1 Financial records

Proponents must keep financial records for each project and be able to accurately report on costs. Proponents will be asked to provide a copy of the expenditure report, including the dates the expenses were incurred for each project, to substantiate the final payment for the project.

7.2 Acquittal of project funds

As part of the Post Completion Report requirements, the Department will require an acquittal of costs incurred and funding used against the cost estimates submitted with the original application and any subsequent approved variations. The final acquittal should include where contingency has been used and an explanation of why it was required.

8 Reporting and evaluation

Proponents have obligations to report on the status of their projects as outlined below.

8.1 Quarterly reporting

Proponents are required to provide quarterly reports in February, May, August and November on the status of their project(s), including information on project progress, timelines (including if milestones are still on track), risks and finances (including if it is anticipated a project will have cost overruns or savings). State and Territory governments must report using the Department's Reporting Form, which can be downloaded through the Department's online portal.

LGA proponents must report through their relevant State or Territory government, using the Department's Reporting Form which can be downloaded from the [Department's website](#).

8.2 Ad-hoc reporting

If there is material change to projects outside of the quarterly reporting period, proponents must inform the Department as soon as practicable (see [section 16](#)).

Examples of incidents that require ad-hoc reporting to the Department include:

- Change of senior personnel on the project, such as the project manager.
- Change to the funding sources for the project, such as the granting of further funding from other sources or changes to the co-contributor.
- Changes to the scope, timeframe, or cost of the project (both increases and decreases). These changes must be approved by the Department before being delivered.
- Issues that are likely to impact the delivery of the project (e.g. extreme weather, natural disasters or unforeseen project management issues).
- Events to be held in relation to the project or communications to be issued about the project (see [section 11](#)).

If a proponent is unsure whether it needs to do an ad-hoc report for its project, it should contact the Department.

8.3 Evaluation

Evaluation of the outcomes of the Program may be undertaken from time to time and proponents may be required to provide additional information for evaluation. Where possible, the Department will use data already available to the Department.

9 Project variations

The Department recognises that unexpected events may affect delivery of the project. In these circumstances, the proponent must submit a project variation request, including:

- Changing the project name
- Changing the project scope, including increasing, decreasing and re-scoping
- Extending project delivery timeframes
- Changing project budget, including any changes to Australian Government funding and co-funding contributions

Project variations must be requested through the Department's Project Variation Form which can be downloaded from the [Department's website](#).

Project variations must be sought as soon as practicable and within four weeks of the time that the proponent becomes aware of any changes to the approved project, and prior to the completion of the construction of the project. After the construction of a project has been completed, the Department will only consider project variation requests with valid reasons, on a case by case basis.

Where there are cost overruns on a project, the proponent must investigate other options to meet the cost increase for the project before seeking a funding increase from the Department.

Increases to Australian Government funding under the Program will only be considered:

- if regular, accurate reporting has been maintained;
- where the increase is the result of an exceptional, unforeseen circumstance that is outside the control of the funding recipient; and

- upon formal request in writing to the Department.

Project variations must be approved prior to any change in work. Proponents should not assume that a variation request will be successful. Regular reporting and engagement with the Department must be maintained through the project's life to be eligible for variations. The Minister or their delegate has complete discretion to approve or reject requests, noting the project must always represent good value for money.

Where a request for a project variation is rejected, the proponent will need to contact the Department to discuss options to deliver the project, including re-scoping the project or consideration of withdrawal or cancellation of the project.

If required variations are not sought by the proponent and approved by the Department, funding for the project may be withdrawn. Australian Government funds from completed, withdrawn or cancelled projects cannot be redirected to other approved projects.

10 Withdrawal and Cancellation of projects

Proponents may request to withdraw a project using the Department's Project Withdrawal Form which can be downloaded from the [Department's website](#). The Department may request the withdrawal or cancellation of a project under specific circumstances.

The Department considers the term *withdrawal* to refer to a project which has had no Australian Government funding paid towards it. Conversely, the Department considers the term *cancellation* to refer to a project where Australian Government funding has been paid.

In circumstances where funding has been paid towards a project, the Department will work with the proponent to understand the circumstances of the project and review the eligibility of the costs incurred on a case-by-case basis. This will include an assessment of milestone payments that have been made, with consideration given to whether reimbursement of Australian Government funding is required.

The maximum amount the Australian Government will contribute is the amount of the funds already paid or the percentage of the expenditure already incurred, whichever is the lower amount.

Withdrawn or cancelled projects may be a factor in the assessment of future project applications from relevant proponents.

11 Events, announcements, promotions and publicity

If a proponent proposes to hold a works commencement ceremony, opening ceremony, or any other event in relation to the project they must inform the Department at least four weeks before the proposed event is to be held. Details of the proposed event should be sent to events@infrastructure.gov.au, and they will liaise with the appropriate Australian Government official on the proponent's behalf. If requested by the Department or Australian Government representative, proponents are expected to arrange a joint event.

Any public statement about the project is expected to acknowledge Australian Government funding, and must be cleared by the Department prior to use. A draft should be provided to media@infrastructure.gov.au at least five days prior to its proposed release.

If a proponent proposes to issue any other communications, displays, publications or advertising relating to the Project, they should acknowledge and give appropriate recognition to the contribution of the Australian Government. A draft should be provided to events@infrastructure.gov.au at least five days prior to its proposed release.

12 Signage requirements

Proponents must install signage prior to the commencement of construction of a project in accordance with the [Signage Guidelines](#) available on the Department's website. Proponents are required to submit final proofs of signs and plaques to events@infrastructure.gov.au for clearance prior to production and installation. Proponents should ensure their manufacturing timetable deadlines include sufficient time for comment and approvals from the Department (5 working days may be required).

13 Procurement

Proponents must procure all elements of the project through a competitive process, or seek a tender exemption from the Department's website. If a procurement does not exceed \$100,000, a tender exemption is not required.

In undertaking projects funded under this Program and the HVRA initiative, proponents must comply with the rules and guidelines in their state or territory for the expenditure of public money and the procurement of good and services.

Consistent with procurement requirements outlined in the LTIP Schedule, taking into account the opportunities and market capabilities in their respective jurisdictions, proponents should optimise procurement practices to enable the wider outcomes listed below and deliver value of relevant money:

- a) An uplift in socioeconomic outcomes for First Nations people and businesses and First Nations cultural heritage protection, in line with Closing the Gap and consistent with the revised First Nations policy framework to be developed and agreed by all jurisdictions by the end of 2024;
- b) A reduction in embodied carbon in transport infrastructure in line with Australia's Net Zero commitments;
- c) An increase in women's participation at all levels of the construction industry;
- d) Optimising recycled content in transport infrastructure to support Australia's transition to a circular economy by 2030;
- e) Optimising opportunities for Australian and local businesses and industry; and
- f) Optimising opportunities for trainees and apprentices, including Australian Skills Guarantee targets, to ensure a pipeline of skilled workers.

14 Construction Standards

All construction must comply with relevant standards in place at the time of construction, including construction standards, building codes and work, health and safety requirements.

15 Administration

15.1 Amendment of the Guidelines

The Australian Government may amend these Guidelines from time to time. Proponents must comply with updated Guidelines from the time they are published. Updates will be communicated and published via the [Department's website](#).

15.2 Confidentiality

Information from applications may be used for reporting purposes. In addition, the details of funded projects, including the program name, project scope, funding recipient and project costs, will be made publicly available on the Department's website.

Applicants should identify any information which they are proposing to submit which they wish to be considered as confidential, supported by reasons for the request. The Australian Government reserves the right to accept or refuse a request to treat information as confidential. The *Privacy Act 1988* applies to the handling of personal information about individuals obtained in the course of the delivery of the Program.

Information received (including confidential and personal information) may be disclosed by the Commonwealth as permitted or required by law, or in response to a request from a Commonwealth Minister, or from a Committee or a House of the Parliament of the Commonwealth of Australia.

15.3 Probity

It is important that the Australian Government avoids bias and the perception of bias and other probity issues in the operation of this Program.

Any information which may have a material impact on the decision to approve an application must be disclosed in the application. This includes any actual or perceived conflicts of interest.

Failing to declare relevant information or making a false declaration on the application may make it ineligible.

16 Enquiries about the Program and the HVRA

For questions in relation to the Program and the HVRA initiative, please contact the Department by email.

For general enquiries or questions related to applications: SLRIP-applications@infrastructure.gov.au.

For matters related to approved projects: SLRIP-projects@infrastructure.gov.au.

17 Glossary

Term	Definition
Applicant	The Local Government Authority, state or territory government agency that submits the application. Applications with multiple co-funding partners must have a single applicant that submits the application.
Application	A completed application form, and associated documents, requesting funding under the Program or the HVRA initiative. Once approved, applications become projects.
Australian Government funding	The Australian Government funding amount and percentage committed to a project under the Program.
Bridge	For the purposes of this Program a bridge may be either a road bridge or a culvert. A road bridge is a structure that is designed to carry a road across an obstacle by spanning it. A culvert is a structure designed to allow the passage of water under a road. A key engineering difference between a bridge and a culvert is that a bridge does not have a structural floor whereas a culvert does. (Definition taken from Austroads Engineering Guidelines to Bridge Asset Management – Guideline AP-G94-21)
BRP	Bridges Renewal Program
Commencement Date	The expected start date for the project activity.
Completion Date	The expected end date for the project activity.
Conflict of Interest	The exercise of a power or making of a decision by a person in a way that may be, or may be perceived to be, influenced by either a material personal interest (whether financial or non-financial) or a material personal association
Design	The plans, specifications and other related materials which together provide the instructions for construction of the project.
Eligible applications	An application or proposal for funding under the Program that meets the eligibility requirements in accordance with these guidelines.
HVSPP	Heavy Vehicle Safety and Productivity Program
HVRA	Heavy Vehicle Rest Area initiative
Infrastructure	Physical structures and facilities (e.g. buildings, roads, power supplies) needed for the operation of a community

Term	Definition
LGA	Local Government Authority
State and Territory Governments	<p>State and Territory Governments are the:</p> <ul style="list-style-type: none"> • Australian Capital Territory Government • New South Wales Government • Northern Territory Government • Queensland Government • South Australia Government • Tasmanian Government • Victorian Government • Western Australia Government
The Department	The Department of State of the Commonwealth administered by the Minister (currently the Department of Infrastructure, Transport, Regional Development, Communications and the Arts.
The Minister	The Minister of State of the Commonwealth who administers the <i>National Land Transport Act 2014</i>
The Program	The Safer Local Roads and Infrastructure Program
The Proponent	The Local Government Authority, state or territory government agency delivering the project
Value of relevant money	Value of relevant money is a judgement based on the application representing an efficient, effective, economical and ethical use of public resources and determined from a variety of considerations.

Appendix A - Heavy Vehicle Rest Area (HVRA) initiative

Applications under the HVRA initiative funding stream will need to fulfil all requirements in the main guidelines, directly address the Heavy Vehicle Rest Area focus area (refer to [section 2.2.1](#)), as well as the additional HVRA-specific requirements detailed below.

Eligible applications under the HVRA initiative will be considered for funding under both the HVRA initiative and the Program, and will be funded through the HVRA initiative within its budget limit in the first instance.

A.1 HVRA-specific focus area

Projects under the HVRA initiative funding stream must have the **primary purpose of facilitating rest** for heavy vehicle drivers at locations of need, through the construction or upgrade of heavy vehicle rest areas and amenities, improving the national network of heavy vehicle rest stops.

There are three types of eligible projects under the HVRA initiative:

1. Formal rest areas (upgrade or new)
2. Informal rest areas (upgrade or new)
3. Rest area signage only (including green reflectors).

The [Austroads Guidelines for the Provision of Heavy Vehicle Rest Area Facilities \(2019\)](#) provides guidance on various types of HVRAs including information on signage and green reflectors. The definitions for formal and informal rest areas are detailed at pages 13 and 14 of the guide.

Projects that do not have the primary purpose of facilitating rest for heavy vehicle drivers are ineligible under the HVRA initiative funding stream. Ineligible projects under the HVRA initiative may be eligible under the Program if all other requirements are met.

Examples of eligible projects include:

- construction of new rest areas
- expansion of existing rest areas
- upgrading of informal rest areas (including if they remain informal)
- projects which improve signage for formal and informal rest areas (e.g. green reflectors).

Examples of ineligible projects include projects that are not designed for rest:

- decoupling/changeover bays
- truck wash facilities and stand-alone effluent disposal facilities.

A.2 HVRA-specific assessment criterion

Criterion 4: Improvement to the heavy vehicle rest area network across Australia

Demonstrate how the project improves the usability or capacity of the rest area network across Australia in a way that is fit for purpose, and meets the needs of truck drivers for the specific location proposed.

- Provide information on the current and future maximum vehicle sizes the site will cater for (only for formal rest areas).

- Provide information if the site will have separate parking areas for the different types of traffic and the signage that will be installed (only for formal rest areas).
- Detail the ongoing maintenance plan for the asset (only for formal rest areas).
- Provide information about the closest alternative facilities to the proposed site (only for formal rest areas).
- Provide information if the project will repurpose or enhance existing roadside facilities as a way to lower costs (only for formal and informal rest areas).
- Detail how green reflectors and signage will be installed (for informal rest areas and signage/green reflector upgrades).
- Provide metrics related to the type of project (formal rest area / informal rest area / signage and green reflector upgrades).

A.3 HVRA-specific construction requirements

Successful projects under the HVRA initiative funding stream must fulfil the mandatory construction elements below.

For formal rest areas:

- The rest area must be named, and include a sign indicating that name.
- There must also be a sign indicating the distance to the next Heavy Vehicle Rest Area on the route, in both directions.
- Where a rest area includes different zones for different types of vehicle, signage must be installed directing drivers to those zones e.g. livestock trucks, caravans/motorhomes, effluent dump.

For informal rest areas:

- Green reflectors must be provided on the approaches to the rest area.

7.13. DAINTREE FERRY REPORT MAY 2025

REPORT AUTHOR	Acting Manager Project Office
MANAGER	Chief Engineer TC Jasper Infrastructure and Recovery
DEPARTMENT	Infrastructure

RECOMMENDATION

That Council receives and notes the Daintree River Ferry financial information and tender progress for May 2025.

EXECUTIVE SUMMARY

A monthly progress report is supplied to provide Councillors with financial details and tender progress of the Daintree River Ferry.

BACKGROUND

On 8 October 2024, Council resolved to replace the Daintree River Ferry, outsource ownership and operation to a contractor and release a tender to the market for a contractor to design, construct, deliver and operate the ferry service.

On 10 December 2024, a Notice of Motion was carried that at monthly Ordinary Council Meetings, Councillors are provided with monthly financial details relating to the Daintree River Ferry and progress on the Expressions of Interest (request for tender) to supply and operate the ferry.

COMMENTS

Financial Information

The graphs attached represent the financial performance and operational statistics of the Daintree River Ferry Operations for the current financial year. It should be noted that this is not a comprehensive assessment of the financial performance as Council's corporate and administrative costs that support the ferry operation have not been included, these costs include but are not limited to: ticket and ferry card sales administration, contract invoicing, accounts payable and receivable, budgeting and financial reporting, payroll and human resources, auditing, issues, complaints, enquiries, Council staff support, and administrative costs and overheads.

Tender Progress

Landside Infrastructure – Contract has been issued to the preferred contractor for signing.

Ferry – The request for tender (RFT) closed on 9 April 2025. Council officers are currently working through offers with marine lawyers, accountants and subject matter expert. A recommendation is expected in July 2025.

PROPOSAL

That Council receives and notes the Daintree River Ferry financial information and tender progress for May 2025.

FINANCIAL/RESOURCE IMPLICATIONS

Reporting on Daintree River Ferry does not have any material resource impact on the delivery of the service.

RISK MANAGEMENT IMPLICATIONS

Monthly reporting keeps Council informed of the progress in relation to the Daintree River Ferry operation and allows for timely corrective action if required.

SUSTAINABILITY IMPLICATIONS

Economic: Monitoring the progress of the replacement of the Daintree River Ferry ensures the project remains on track and allows for timely corrective action if required.

Environmental: Nil

Social: Nil

CORPORATE/OPERATIONAL PLAN, POLICY REFERENCE

This report has been prepared in accordance with the following:

Corporate Plan 2019-2024 Initiatives:

Theme 2 - Fostering Sustainable Economic Growth

A robust economy is at the heart of a thriving community and enables investment in environmental protection. While our remoteness is a key attribute, it also presents challenges for attracting new business and investment. We must also meet the challenges of fierce competition in the tourism sector. Council will partner with industry to build, diversify and promote the Douglas economy. Council will design and deliver infrastructure, strategies and services that support the local economy and businesses.

Goal 1 - *We will build appropriate infrastructure and deliver services that connect and support businesses.*

Theme 5 - Robust Governance and Efficient Service Delivery

Strong governance and financial management are the foundations of the way in which Council will conduct its business and implement the initiatives of the Corporate Plan.

Goal 3 - *We will make sound financial decisions by ensuring robust strategic planning, financial management and reporting.*

Operational Plan 2024-2025 Actions:

Daintree Ferry – Replacement – Progress the design and approvals for a new Daintree Ferry.

COUNCIL'S ROLE

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

The following areas outline where Council has a clear responsibility to act:

Custodian Council owns and manages infrastructure, facilities, reserves, resources and natural areas. In fulfilling its role as custodian, Council will be mindful of the community, the economy, the environment, and good governance.

CONSULTATION

Internal: Leadership Team, Finance Team, Council Workshop, 21 January 2025

External: Nil

COMMUNITY ENGAGEMENT

Nil

ATTACHMENTS

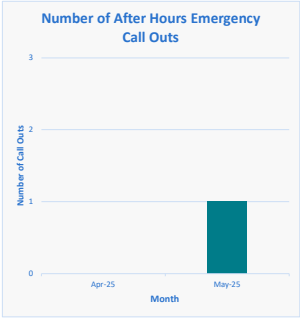
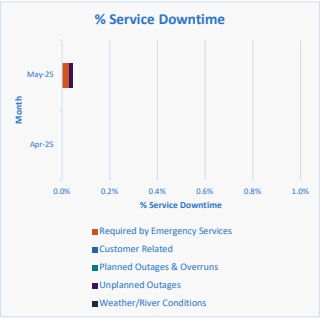
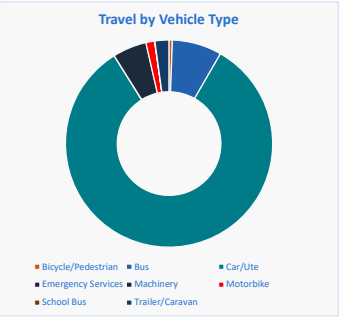
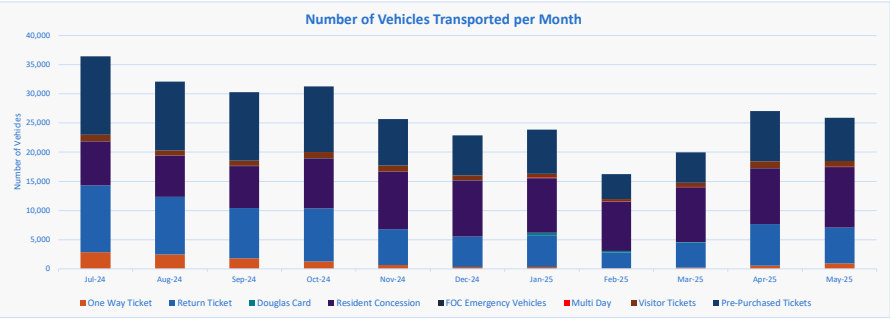
1. Ferry Stats May 25 [7.13.1 - 1 page]

Attachment 7.13.1

Daintree Ferry Monthly Report
May 2025

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of
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OPERATING STATISTICS



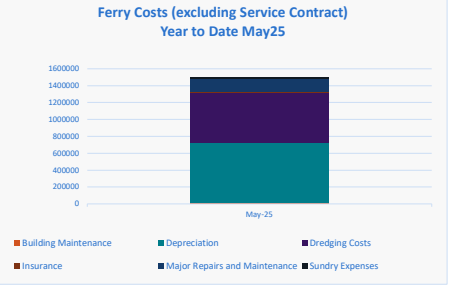
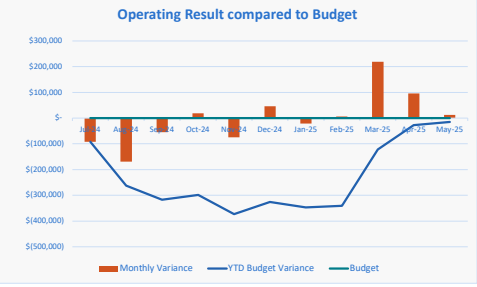
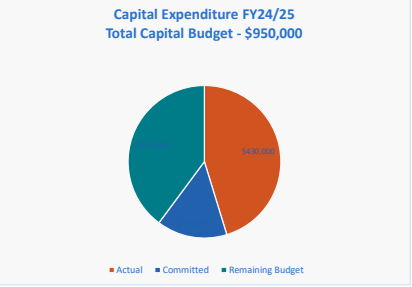
Vehicles by Ticket Type	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25
One Way Ticket	2,845	2,496	1,807	1,243	674	369	367	118	241	559	910
Return Ticket	11,463	9,826	8,604	9,141	6,136	5,176	5,377	2,688	4,294	7,134	6,147
Douglas Card							432	274	59	2	6
Resident Concession	7,517	7,083	7,213	8,550	9,857	9,625	9,374	8,427	9,368	9,536	10,349
FOC Emergency Vehicles	39	23	24	28	26	33	29	15	21	29	36
Multi Day							102	25	65	47	51
Visitor Tickets	1,111	897	882	1,058	1,047	833	639	400	693	1,101	993
Pre-Purchased Tickets	13,456	11,747	11,747	11,217	7,920	6,842	7,550	4,291	5,253	8,642	7,407
	36,431	32,072	30,277	31,237	25,660	22,878	23,870	16,238	19,994	27,050	25,899

Travel by Vehicle Type	May-25	%
Bicycle/Pedestrian	67	0.5%
Bus	1,022	7.7%
Car/UTE	10,942	82.9%
Emergency Services	1	0.0%
Machinery	702	5.3%
Motorbike	176	1.3%
School Bus	6	0.0%
Trailer/Caravan	289	2.2%
	13,205	100.0%

% Service Downtime	Apr-25	May-25
Required by Emergency Services	0.00%	0.03%
Customer Related	0.00%	0.00%
Planned Outages & Overruns	0.00%	0.00%
Unplanned Outages	0.00%	0.01%
Weather/River Conditions	0.00%	0.00%
	0.00%	0.04%

Number of After Hours Emergency Call Outs	Apr-25	May-25
After Hours Emergency Call Outs	0	1

FINANCIAL STATISTICS



8. NOTICES OF MOTION

Nil

9. URGENT BUSINESS

10. PETITIONS

Nil

11. CLOSED SESSION

**11.1. CONFIDENTIAL S 275(1)(B) LOCAL GOVERNMENT REGULATION
2012 - ADOPTION OF ORGANISATIONAL STRUCTURE**

This report is CONFIDENTIAL in accordance with s 275(1)(b) of the *Local Government Regulation 2012* which permits the meeting to be closed to the public to discuss a matter relating to industrial matters affecting employees.

12. MEETING CLOSURE