

Your ref: MCUI 2021_4066/1
Our ref: 4132458

02 May 2022

Jenny Elphinstone - Senior Town Planner
Environment & Planning
Douglas Shire Council
64 – 66 Front Street
Mossman QLD 4873

Development Application Council Ref: MCUI 2021_4066/1 'Environmental Facility' (Shared use trail - Wangetti South Section A) – Captain Cook Highway and SARA reference 2202-27317 SRA

Dear Jenny,

We refer to the Information Request letter from Douglas Shire Council (Council) dated 9 February 2022, Council reference MCUI 2021_4066/1 and from the State Assessment Referral Agency (SARA) reference 2202-27317 SRA, relating to a Material Change of Use (MCU) application for an Environment Facility (Wangetti Trail South Section A).

Council and SARA have advised that additional information is required in order for an assessment of the application proposal to be completed and have provided items for clarification.

Responses to Council's information request has been provided in Section 1 of this letter. Responses to SARA's information request has been provided in Section 2 of this letter.

1. Council Information Request

Item 1:

Please advise how long it is anticipated it will take a person to hike or ride the various parts of the trail.

Response:

The Wangetti Trail is divided into three sections:

- Wangetti South: 33 km walking and mountain biking trail from Palm Cove to Wangetti (associated with Wangetti South Section A)
- Wangetti North: 54 km walking and mountain biking trail from Wangetti to Mowbray River
- Mowbray North: 7 km walking and mountain biking trail from Mowbray River to Port Douglas

The total length of the Wangetti Trail is approximately 94 km in length.

The expected itinerary for the entire Wangetti Trail is five nights and six days for walkers and one night and two days (or more) for mountain bikers, depending on the rider's fitness and experience. For hikers, the Wangetti North Section which is approximately 54 km is expected to take approximately 3 days, while the Wangetti South Section is expected to take approximately 2 days.

Wangetti South Section A, the subject of this Development Application, forms part of Wangetti South Section.

Item 2:

Please advise of the anticipated daily number of persons using the trail. Please advise of any management plan to ensure the level of use does not detrimentally impact on the environment.

Response:

The anticipated yearly numbers of individuals using Wangetti Trail (Wangetti North and South section) have been estimated and provided in Table 1. Based upon these estimations the average daily number of users on the trail has been approximated to be 32 per day.

Table 1 *Wangetti Trail estimated demand*

	Capacity	High (Mar – Oct)			Low (Nov – Dec)			Total
		Days	Occupancy	People	Days	Occupancy	People	
Public	40	245	60%	5,880	61	40%	976	6,856
Eco-accommodation	20	245	85%	4,165	61	50%	610	4,775
Total users per year								11,631

The Tourism Development Projects Division (TDPD) has developed a number of management plans in order to address the potential impacts that the construction and operation of the project is anticipated to have on the values of the receiving environment. These management plans include mitigation measures that have been developed in accordance with legislative requirements with respect to Commonwealth, State (Queensland) and local legislation and those statutory approvals that are associated with the project. Considerations of relevant authorities including but not limited to the Wet Tropics Management Authority (WTMA), Department of Environment and Science (DES), Queensland Parks and Wildlife Service (QPWS), State emergency services (police/fire/ambulance) and Queensland Parks and Wildlife Service (DTMR) will be undertaken by TDPD.

Table 2 outlines the management plans that have been developed for the construction and operational phase of the project. Refer to Appendix K in the Planning Report.

Table 2 *Wangetti South Management Plans*

Management plans	Description
Environmental Management Plan (EMP)	<p>The EMP details the performance objectives, actions and procedures to be carried out to minimise potential environmental impacts during the construction phase and operational phase of the Wangetti South Section A.</p> <p>The EMP is the key reference document which identifies actions and commitments to be followed during the project. The EMP serves as a benchmark for measuring the effectiveness of environmental protection and management. This will be achieved by specifying monitoring and reporting requirements, with nominated responsibilities and timing to ensure necessary performance objectives are met.</p> <p>The contractors assigned to the project will use the information in this document to develop an environmental management system and documentation for the construction and operational phase of the project.</p> <p>The EMP is a stand-alone, dynamic, document which will be reviewed and updated as required to reflect changes in processes, controls and procedures.</p>
Construction Environmental Management Plan (CEMP)	<p>The CEMP guides construction activities associated with the Wangetti South Section A and B to prevent or minimise the environmental impacts and disturbance on site and to the surrounding environment during the construction phase. This CEMP has been prepared to satisfy the environmental obligations during the construction phase and complements the overarching Wangetti South Section A and B Environmental Management Plan.</p> <p>The CEMP adopts a risk-based approach to identify and prioritise actions, which addresses the key environmental values, uses and sensitive components. The CEMP adopts provisions based on industry standard practices for minimisation and rehabilitation of environmental impacts during construction. The provisions reflect the potential for indirect and direct impacts posed by construction</p>

Management plans	Description
	activities, such as unauthorised clearing, dust emissions during high winds and collisions with wildlife.
Concept Erosion and Sediment Control Plan (CESCP)	<p>The CESCP provides preliminary guidance to establish appropriate site erosion and sediment control (ESC) management measures to reduce potential adverse impacts during the construction phase of the project. It is expected that prior to any construction activity for the project, a detailed work specific ESCP will be developed by the contractor as part of the CEMP. The contractor will review the preliminary guidance provided in the CESCP and provide greater detail based on construction methodology, geotechnical conditions, and timing of works.</p> <p>The CESCP does not prescribe or locate any permanent or temporary erosion or sediment control measures in detail but provides indicative locations for erosion and sediment control devices as one measure of meeting the contractor's responsibilities.</p> <p>The CESCP has been developed in general accordance with International Erosion Control Association's (IECA) Best Practice Erosion and Sediment Control Guidelines (2008).</p>
Weeds, Pest and Diseases Management Plan (WPDMP)	<p>A preliminary WPDMP has been prepared to satisfy the obligations and complements the overarching Wangetti South Section A and B Environmental Management Plan.</p> <p>The objectives of the WPDMP is to:</p> <ul style="list-style-type: none"> – Protect the biodiversity of the surrounding landscape of the adverse impacts from weeds – Reduce weed infestations by integrating control methods and cost-effective management – Manage weeds in disturbed areas and to protect rehabilitated areas – Manage the weed species that are currently present on the site as well as off-site work areas – Prevent introduction of new weed infestations to the project area and adjoining areas – Increase on-site awareness about the major weed species and manage pest species through strategic management, where possible – Avoid and effectively manage impacts associated with weeds, pests and diseases. <p>The WPDMP provides an overview of the strategy, methods and controls implemented as part of the Wangetti South Section to manage the issue of weeds, pests and diseases. Specifically, this WPDMP identifies weeds, pests and potential diseases within the Wangetti South Section and describes management strategy, to identify, avoid and prevent/minimise and control the introduction of and spread of weeds, pests and diseases within the Wangetti South Section A and B and to neighbouring areas.</p>
Traffic Management Plan (TMP)	<p>A preliminary TMP provides preliminary guidance to help establish appropriate traffic control and traffic management procedures manage potential hazards associated with the traffic environment during the project and to reduce potential adverse impacts to people and wildlife during the construction and operational phases of the project.</p> <p>It is expected that prior to any construction activity and operational activity for the project, a detailed work specific TMP will be developed by the contractor as part of the EMP. The contractor should review the preliminary guidance provided in this TMP and provide greater detail based on construction methodology, operational activities, and timing of works. The TMP will also need to be in general accordance with the MUTCD, Austroads Guide to Traffic Management and Transport and Main Roads Specifications MRTS02 Provision for Traffic.</p>
Matters of National Environmental Significance (MNES) flora pre-clearance survey methodology	<p>The purpose of the Matters of National Environmental Significance flora pre-clearance survey methodology was to outline the pre-clearance survey methodology to be adopted before starting construction works for the Wangetti South Section to demonstrate how protected flora species will be identified and managed as part of the project. Protected flora considered by the document are those that are listed as MNES under the EPBC Act. The document outlines the timing of the MNES flora pre-clearance survey, the personnel required to undertake the MNES flora pre-clearance survey and the methods to be adopted.</p>

Item 3:

Please advise what is the normal distance for amenity stops for similar trails. Please advise if there are any best practise or standards for amenity facilities for similar trails.

Response:

There are currently no Australian Standards for appropriate distances between amenity stops (public toilets) for hiking and mountain bike trails and there are no overall requirements for the provision of trail amenities and facilities.

During the detailed design phase, the location of Dark Jungle (including the public amenity) has been discussed with a number of stakeholders associated with the project including Douglas Shire Council, Cairns Regional Council, DTMR, WTMA, DES, Department of Agriculture, Water and Environment and Traditional Landowners and Department of Natural Resources, Mines and Energy. They provided feedback regarding the campsite locations, and these have taken on board by TDPD as part of the development of the project. Cairns Regional Council requested a campground be considered in the Dark Jungle location in order to allow for an increase in overnight users travelling from Cairns to stop at this campground before turning back towards Cairns.

Dark Jungle is considered to have a low impact on the surrounding environment by considering the provisions in the Department of Environment and Science – Queensland Parks and Wildlife Manual for site planning and design for parks and forests by:

- Having designated pathways through the camp, directing campers to amenities and camping decks and deterring campers from creating informal tracks which could potentially cause environmental harm to the surrounding environment.
- Providing amenities (toilets, showers, cooking facilities) to protect the surrounding environment (in particular, water quality) and to address the health and comfort of visitors and staff, as well as providing a benefit and service to trail users.
- Having a designated common area that can be accessed by the campers as a meeting and social area.
- The campsite has been proposed in area already serviced by existing tracks. These tracks will be utilised during the construction phase, thereby avoiding the need for new access tracks to be created.
- The design and construction of the campsite will utilise materials that are sympathetic to the natural environment and comply with durability requirements nominated in the Queensland Parks and Wildlife Manual for site planning and design for parks and forests.

The amenities and facilities provided at Dark Jungle have taken into account user safety, user comfort and environment protection. The Wangetti Trail has been designed for users with a moderate level of fitness and agility.

Comprehensive signage including trailhead signs, decision point signs, directional signs, way markers, warning signs and interpretive signs will be used to ensure the users are aware of the amenities offered by the Wangetti Trail.

Advertising Devices, Signage and Interpretation

Item 4:

Please advise of any advertising devices and trail signage that is anticipated. Please advise if there is any intention for third party advertising on any signage.

Response:

Trail signage will be restricted to that required for orientation (i.e. trailhead signs, decision point signs, directional signs, way markers and interpretive signs), safety (i.e. warning signs) and booking (if camping required). Given the nature of the proposed development, being an ecotourism shared use hiking trail, no advertising devices and formal third party advertising are proposed for Wangetti South Section A.

Advertising devices as defined in Schedule 1 of the Douglas Shire Council Planning scheme are not proposed along the Wangetti Trail South Section.

Item 5:

Please advise of any proposed cultural and /or natural interpretation plan envisaged for the development.

Response:

Cultural and/or natural interpretation of cultural and natural values within and surrounding the Wangetti Trail alignment by the Traditional Owners is anticipated. It is expected that the Wangetti Trail will allow for greater opportunities for learning and increased understanding of the heritage and history of the area. The extent and type of cultural heritage and/or natural interpretation undertaken will be informed by communications with the Traditional Owners.

A key objective of the Wangetti Trail Project is to secure long-term job and business opportunities for Traditional Owners. The State has been conducting meaningful engagement with Traditional Owners who have a native title claim or assert a native title interest in relation to trail area.

A Cultural Heritage Management Agreement for the Wangetti Trail has been signed with the Traditional Owners. This agreement between the government and the Traditional Owners – the Yirrganydji Gurabana Aboriginal Corporation and the Native Title Applicants – outlines how to manage project activities to avoid harm to Indigenous cultural heritage including artefacts or places of significance. The Traditional Owners will continue to play an active role in planning the project such as undertaking cultural monitoring and shaping the visitor experience. The Queensland Government has also been working with the local Traditional Owners to identify their aspirations for the project and build their capacity and capabilities to become job and business ready for new opportunities.

Service Vehicles

Item 6:

Please advise of the type of vehicle that will be used as a service vehicle. Please advise how these will be transported to the access trail points and also provide details of the loading / unloading and parking at these trail point connections to the Highway.

Response:

Wangetti South Section A will include service tracks to allow for restricted vehicle access along the alignment during the construction phase and operational phase and for emergency access. The service tracks will connect to the existing road network and will predominantly be used by side by side vehicles during the operational phase and larger construction vehicles. The service tracks are not for public use. Passive surveillance from users of the trail and monitoring of the trail by QPWS will assist in making sure that the unlawful activities e.g., motorbike riding does not occur with the project area.

Refer to Table 3 below.

Table 3 *Types of vehicles to access the service tracks*

Phase of the project	Anticipated type of vehicle	Management Measure
Construction phase	Light vehicles, and vehicles similar to a small Isuzu traypack.	<p>A preliminary TMP has been developed for the project and provides preliminary guidance to help establish appropriate traffic control and traffic management procedures manage potential hazards associated with the traffic environment during the project and to reduce potential adverse impacts to people and wildlife during the construction phase of the project.</p> <p>It is expected that prior to any construction activity for the project, a detailed work specific TMP will be developed by the contractor as</p>

Phase of the project	Anticipated type of vehicle	Management Measure
		part of the EMP. The contractor should review the preliminary guidance provided in this TMP and provide greater detail based on construction methodology, operational activities, and timing of works. The TMP will also need to be in general accordance with the MUTCD, Austroads Guide to Traffic Management and Transport and Main Roads Specifications MRTS02 Provision for Traffic.
Operational phase	<p>The side-by-side (utility task vehicle)</p> <p>Light vehicles</p> <p>The largest vehicle being an Isuzu twin cab truck (with load of 3,000 litres of water).</p>	<p>A preliminary TMP provides preliminary guidance to help establish appropriate traffic control and traffic management procedures manage potential hazards associated with the traffic environment during the project and to reduce potential adverse impacts to people and wildlife during the operational phase of the project.</p> <p>It is expected that prior to any operational activity for the project, a detailed work specific TMP will be developed. The TMP will also need to be in general accordance with the MUTCD, Austroads Guide to Traffic Management and Transport and Main Roads Specifications MRTS02 Provision for Traffic.</p>

Table 4 Service tracks within Wangetti South Section A

Road name	Local Council Area	Proposed use
Unnamed track near Rifle Range Road (Service Track A)	Douglas Shire Council (DSC)	Existing dirt track from Captain Cook Highway at Palm Cove. Location: Captain Cook Highway -16.67833,145.57187 Real property descriptions: Captain Cook Highway Road reserve, 6SP309107
Unnamed track (Service Track B)	DSC	Existing dirt track from Captain Cook Highway at Ellis Beach. Location: Captain Cook Highway -16.68024,145.57396 Real property descriptions: Captain Cook Highway Road reserve, 6SP309107
Unnamed track near (Service Track C)	DSC	Existing dirt track from Captain Cook Highway at Palm Cove. Location: Captain Cook Highway -16.68274,145.57536 Real property descriptions: Captain Cook Highway Road reserve, 6SP309107
Unnamed track near (Service Track D)	DSC	Existing dirt track from Captain Cook Highway at Palm Cove. Location: Captain Cook Highway -16.68589,145.57816 Real property descriptions: Captain Cook Highway Road reserve, 6SP309107, 174NPW930
Unnamed track near (Service Track E)	DSC	Existing dirt track from Captain Cook Highway at Palm Cove. Location: -16.69439,145.60329 Captain Cook Highway Real property descriptions: Captain Cook Highway Road reserve, 6SP309107, 174NPW930
Unnamed track near (Service Track F)	DSC	Existing dirt track from Captain Cook Highway at Palm Cove. Location: -16.69680,145.60884

Road name	Local Council Area	Proposed use
		Captain Cook Highway Real property descriptions: Captain Cook Highway Road reserve, 6SP309107, 174NPW930

The service tracks identified in Table 4.4 of the Planning Report and in Table 4 above, have been designed to allow vehicles to access sections of the trail and the campsite and there will space to unload and/or load material during the construction and operational phase. The service tracks have allowed for sufficient parking space so as to ensure that the vehicle will not affect the Captain Cook Highway. TMPs will be implemented during the construction and operational phase as outlined in Table 3.

Frequency required for vehicles access will likely range from fortnightly during wet season, to twice per week during dry season. This is to ensure that the accommodation and associated amenity facilities are maintained and serviced to a standard that can accommodate the safe passage and accommodation of users.

Water Supply

Item 7:

The report nominates the installation of tanks. Please detail the location, capacity and source of water for these tanks.

Response:

No utility connections are proposed along Wangetti South Section A and at Dark Jungle campground. Rainwater collection tanks for isolated use will be installed at Dark Jungle campground. The capacity and size of these tanks have yet to be confirmed by TDPD and will be determined based upon anticipated volumes of visitors. The water supply tanks will be monitored and filled by maintenance staff when supply is low in the peak season. Water from surrounding waterways will not be sourced for Dark Jungle campground.

Mobile Reception Points

Item 8:

Please advise of any known mobile reception areas and / or black spot areas along the trail.

Response:

According to the Telstra 3G Mobile Network Coverage Map sourced from the Telstra website (2022), mobile phone coverage will be available in most areas of the Wangetti Trail South Section as shown in Figure 1 below. All amenity facilities will have mobile reception areas. The Construction Contractor will be able to further inform of any known black spot areas that have been delineated along the trail.

At the designated entry point to the trail, trailhead signs detailing information on phone reception will be provided. There will also be signage along the trail that will have a location identification number which can be quoted in case of an emergency. Emergency responders would then be provided with GPS Coordinates corresponding to each 'location identification number' and instructions about the most direct and reliable routes of access to that point. Signage will also include warning signs at all entry points to direct users and will specify key information regarding the risk. Locations which have poor or unavailable mobile coverage will have warning signs at the entry and exit to these areas, informing users of this.

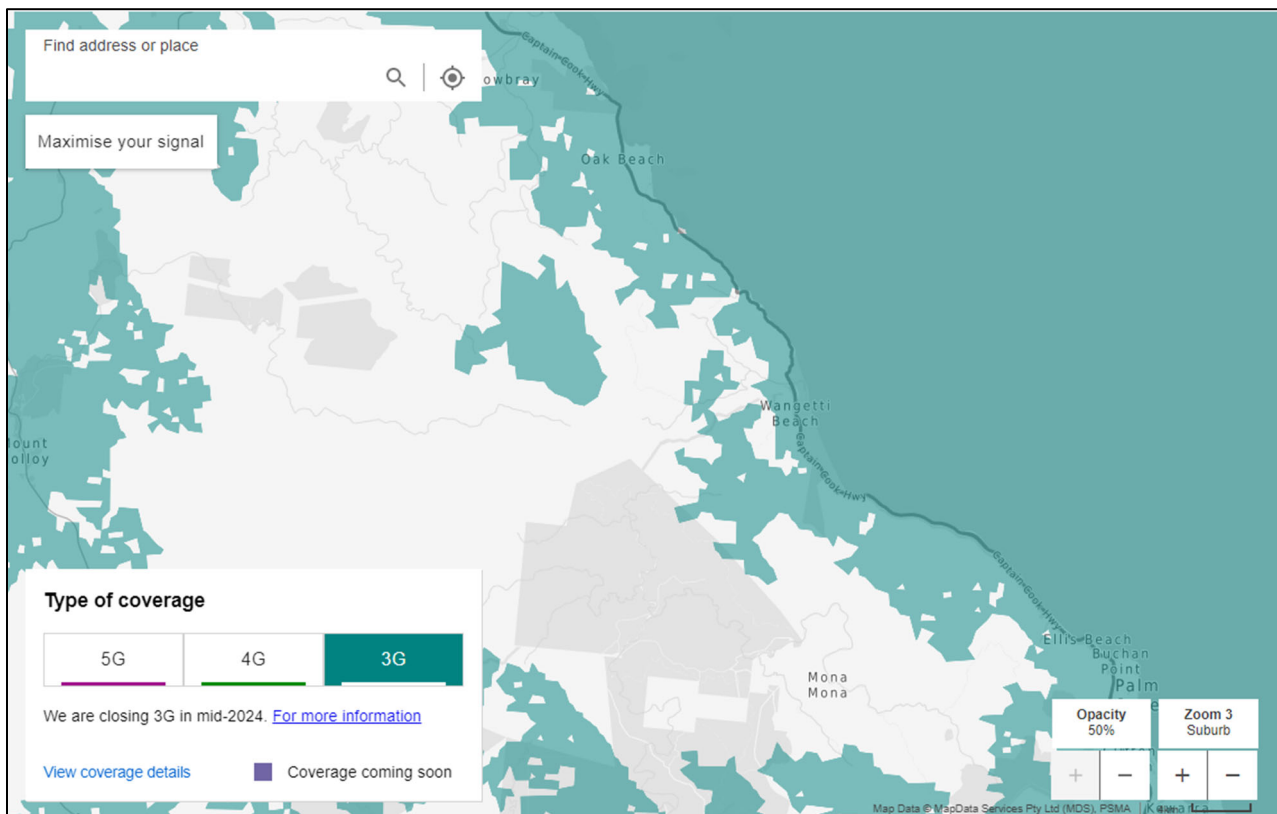


Figure 1 Telstra 3G Mobile Network Coverage Map (source Telstra Corporation Limited, 2022)

Camping Area

Item 9:

Please advise how many people are to be accommodated in the camp area during the day and also overnight.

Response:

Dark Jungle a public campground is proposed as part of Wangetti South Section A and will comprise of:

- 10 x 4 m diameter elevated camping decks (126 m²)
- 1 x toilet block (12.50 m²)
- 1 communal gathering area including bike rack, table and seating, bench area and shelter (27.90 m²)
- Interconnecting pathways, boardwalks and access tracks within Dark Jungle footprint.

There will be 10 camping platforms within Dark Jungle and it will accommodate up to twenty (20) overnight guests at any given time.

Item 10:

Please advise how many nights a hiker / rider will be able to stay at the camp site.

Response:

The number of nights a hiker / rider will be able to stay at the camp site will not be restricted. Based upon premium eco accommodation benchmarking assessed within the Wangetti Trail Business Case it is expected that visitors will stay between 1 – 5 nights on the Wangetti Trail.

Item 11:

Please advise on the number of back racks to be provided for this area.

Response:

At Dark Jungle Campground, two (2) bike racks are proposed, and they will accommodate five (5) bikes per rack. These racks will likely only be required for day stops and as such the numbers provided are considered sufficient.

Wet Tropics Permit

Item 12:

The report indicates permits have issued from the Wet Tropics Management Authority. Please provide a copy of these permits.

Response:

The Wet Tropics Management Authority has approved Wangetti Trail Project (North and South). A permit (Wet Tropics Permit No: WTMA20001a) issued under Part 4, Division 1, Section 45 of the Wet Tropics Management Plan 1998 (superseded 3rd July 2017) (*Wet Tropics World Heritage Protection Management Act 1993*) to allow for the proposed works to occur within the Wet Tropics Management Zone. While the project was assessed in accordance with the Wet Tropics Management Plan 1998 plan, the project is considered to comply with the intent of the Wet Tropics Management Plan 2020.

A copy of the Wet Tropics Permit can be found in Attachment 1.

2. SARA Information Request

Item 1:

Provide information on the exact nature and purpose of the trail branching off the shared use trail to the Captain Cook Highway.

Confirm and demonstrate how Wangetti Trail users on the separate shared use trail can safely cross over to the eastern side of the Captain Cook Highway without any significant interaction with traffic flows along the highway.

Response:

The connection of the shared use trail to Captain Cook Highway at Coordinates: Lat:-16.68819, Long 145.58210 and Lat -16.68963, Long 145.58014 (as shown in Figure 2 and 3) will use the existing access tracks. This access point will be treated as a service track and will be restricted during the construction phase, operational phase, and maintenance phase and for emergency access. This location has been determined following discussions with Douglas Shire Council and DTMR and it has been sited to have sufficient width to accommodate vehicular access. No new parking spaces/areas are proposed for the project and no underground infrastructure is proposed.

Trail users will not be able to use this access point. Passive surveillance from users of the trail and monitoring of the trail by QPWS and the trail operator will assist in making sure that the unlawful activities e.g. motorbike riding does not occur with the project area.

Side-by-side (utility task vehicle) and light vehicles, the largest being an Isuzu twin cab truck (with load of 3,000 litres of water) will use this service track during the construction and operational phases.

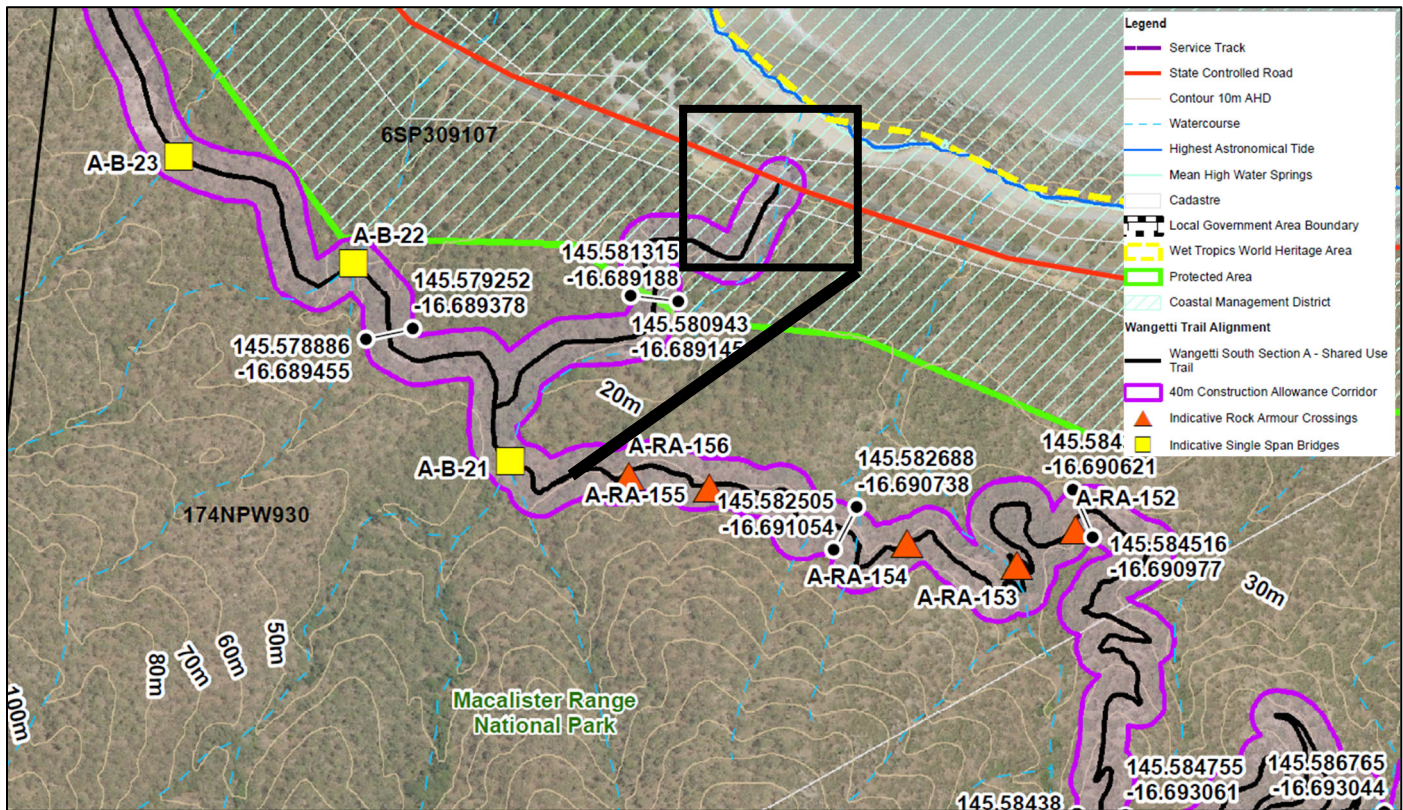


Figure 2 The connection of the shared use trail to Captain Cook Highway at Wangetti



Figure 3 Connection of the shared use trail to Captain Cook Highway at Coordinates: Lat:-16.68819, Long 145.58210 and Lat -16.68963, Long 145.58014

Item 2:

Confirm the number, type and size of all vehicles that will utilise each identified service track for the Wangetti Trail South Section A, during the construction phase and for the continued maintenance of the Wangetti Trail South Section A.

Response:

Wangetti South Section A will include ancillary service tracks to allow for restricted vehicle access along the alignment during the construction phase, operational phase, and maintenance phase and for emergency access. These will connect to the existing road network and will predominantly be used by side by side vehicles during maintenance and larger construction vehicles (e.g Isuzu traypack). The service tracks are not available for public use. Passive surveillance from users of the trail and monitoring of the trail by QPWS and the trail operator will assist in making sure that the unlawful activities e.g. motorbike riding does not occur with the project area.

Refer to Table 5 below.

Table 5 Types of vehicles to access the service tracks

Phase of the project	Anticipated type of vehicle	Management Measure
Construction phase	Light vehicles, and vehicles similar to a small Isuzu traypack	<p>A preliminary TMP has been developed for the project and provides preliminary guidance to help establish appropriate traffic control and traffic management procedures manage potential hazards associated with the traffic environment during the Project and to reduce potential adverse impacts to people and wildlife during the construction phase of the Project.</p> <p>It is expected that prior to any construction activity for the Project, a detailed work specific TMP will be developed by the contractor as part of the EMP. The contractor should review the preliminary guidance provided in this TMP and provide greater detail based on construction methodology, operational activities, and timing of works. The TMP will also need to be in general accordance with the MUTCD, Austroads Guide to Traffic Management and Transport and Main Roads Specifications MRTS02 Provision for Traffic.</p>
Operational phase	<p>The side-by-side (utility task vehicle)</p> <p>Light vehicles</p>	<p>A preliminary TMP provides preliminary guidance to help establish appropriate traffic control and traffic management procedures manage potential hazards associated with the traffic environment during the Project and to reduce potential adverse impacts to people and wildlife during the operational phase of the Project.</p> <p>It is expected that prior to any operational activity for the Project, a detailed work specific TMP will be developed. The TMP will also need to be in general accordance with the MUTCD, Austroads Guide to Traffic Management and Transport and Main Roads Specifications MRTS02 Provision for Traffic.</p>

Table 6 Service tracks within Wangetti South Section A

Road name	Local Council Area	Proposed use
Unnamed track near Rifle Range Road (Service Track A)	DSC	<p>Existing dirt track from Captain Cook Highway at Palm Cove.</p> <p>Location: Captain Cook Highway -16.67833,145.57187</p> <p>Real property descriptions: Captain Cook Highway Road reserve, 6SP309107</p>
Unnamed track (Service Track B)	DSC	<p>Existing dirt track from Captain Cook Highway at Ellis Beach.</p> <p>Location: Captain Cook Highway -16.68024,145.57396</p>

Road name	Local Council Area	Proposed use
		Real property descriptions: Captain Cook Highway Road reserve, 6SP309107
Unnamed track near (Service Track C)	DSC	Existing dirt track from Captain Cook Highway at Palm Cove. Location: Captain Cook Highway -16.68274,145.57536 Real property descriptions: Captain Cook Highway Road reserve, 6SP309107
Unnamed track near (Service Track D)	DSC	Existing dirt track from Captain Cook Highway at Palm Cove. Location: Captain Cook Highway -16.68589,145.57816 Real property descriptions: Captain Cook Highway Road reserve, 6SP309107, 174NPW930
Unnamed track near (Service Track E)	DSC	Existing dirt track from Captain Cook Highway at Palm Cove. Location: -16.69439,145.60329 Captain Cook Highway Real property descriptions: Captain Cook Highway Road reserve, 6SP309107, 174NPW930
Unnamed track near (Service Track F)	DSC	Existing dirt track from Captain Cook Highway at Palm Cove. Location: -16.69680,145.60884 Captain Cook Highway Real property descriptions: Captain Cook Highway Road reserve, 6SP309107, 174NPW930

The service tracks identified in Table 4.4 of the Planning Report and in Table 6 above, have been designed to allow vehicles to access sections of the trail and the campsite and there will space to unload and/or load material during the construction and operational phase. The service tracks have allowed for sufficient parking space so as to ensure that the vehicle will not affect the Captain Cook Highway A TMP will be implemented during the construction and operational phase as outlined in Table 5.

Frequency required for vehicles access will likely range from fortnightly during wet season, to twice per week during dry season. This is to ensure that the accommodation and associated amenity facilities are maintained and serviced to a standard that can accommodate the safe passage and accommodation of users.

A preliminary TMP has been developed and provides preliminary guidance to help establish appropriate traffic control and traffic management procedures to manage potential hazards associated with the traffic environment during the project and to reduce potential adverse impacts to people and wildlife during the construction and operational phases of the project (refer to Appendix K of the Planning Report).

3. Updates to service tracks

As part of the detailed design phase, a number of additional service tracks are required by the construction contractor to assist with the construction of the trail and the construction strategy.


The updated list of service tracks required for Wangetti South Section A are outlined in *Table 7*.


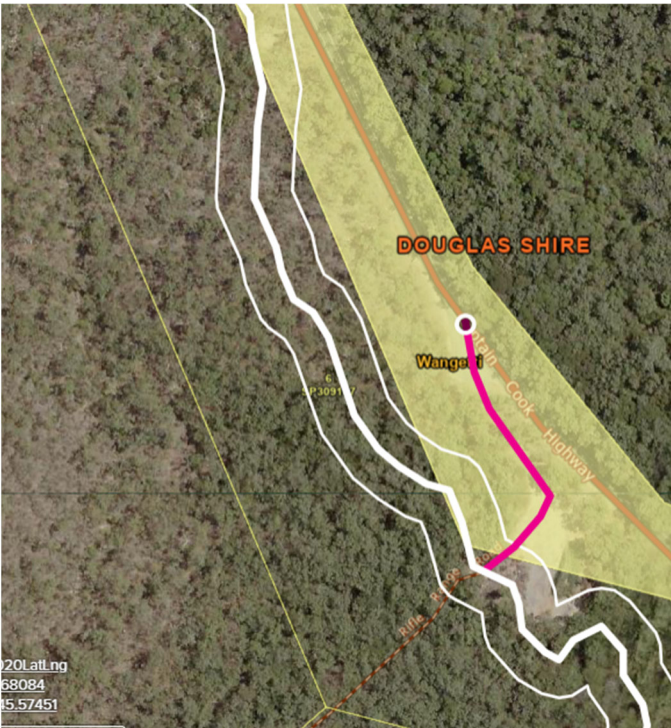
The service tracks have been designed to allow vehicles to access sections of the trail and the campsite and there will space to unload and/or load material during the construction and operational phase. The service tracks have allowed for sufficient parking space so as to ensure that the vehicle will not affect the Captain Cook Highway A TMP will be implemented during the construction and operational phase.


Frequency required for vehicles access will likely range from fortnightly during wet season, to twice per week during dry season. This is to ensure that the accommodation and associated amenity facilities are maintained and serviced to a standard that can accommodate the safe passage and accommodation of users.


A preliminary TMP has been developed and provides preliminary guidance to help establish appropriate traffic control and traffic management procedures to manage potential hazards associated with the traffic environment during the project and to reduce potential adverse impacts to people and wildlife during the construction and operational phases of the project (refer to Appendix K of the Planning Report).

Table 7 Updated list of service tracks required for Wangetti South Section A

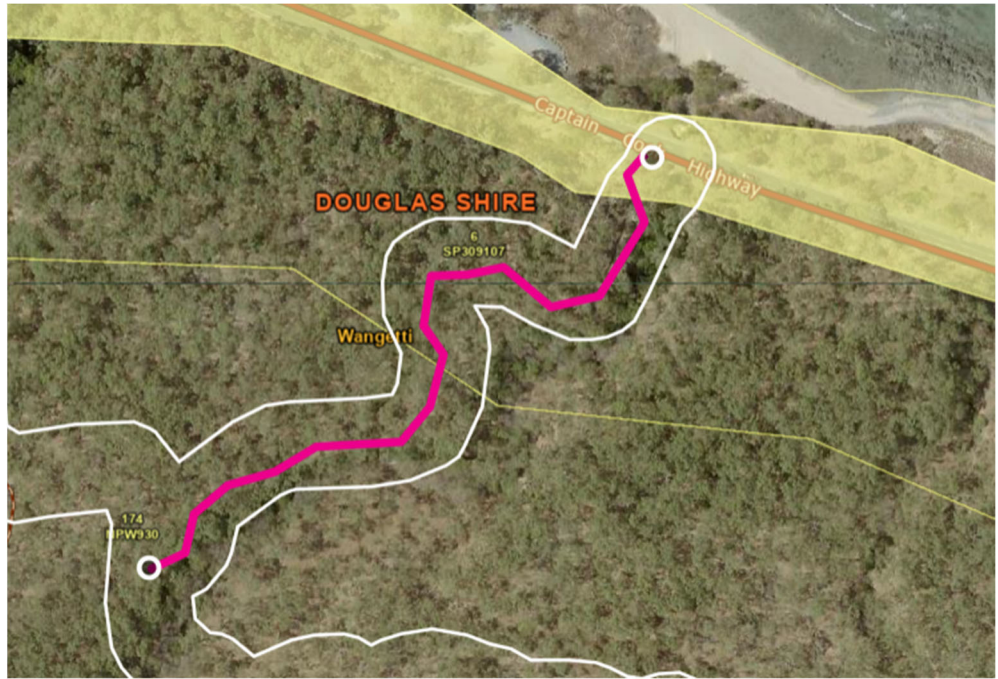
Road name	Local Council Area	Proposed use	Image of the proposed service tracks
Unnamed track near Rifle Range Road (Service Track A)	DSC	<p>Existing dirt track from Captain Cook Highway at Palm Cove.</p> <p>Location: Captain Cook Highway - 16.67833,145.57187</p> <p>Real property descriptions: Captain Cook Highway Road reserve, Lot 6 SP309107</p> <p>This service track is still required for Wangetti South Section A.</p>	 <p>GDA2020, ell, ng lat -16.67759 long 145.57081</p>

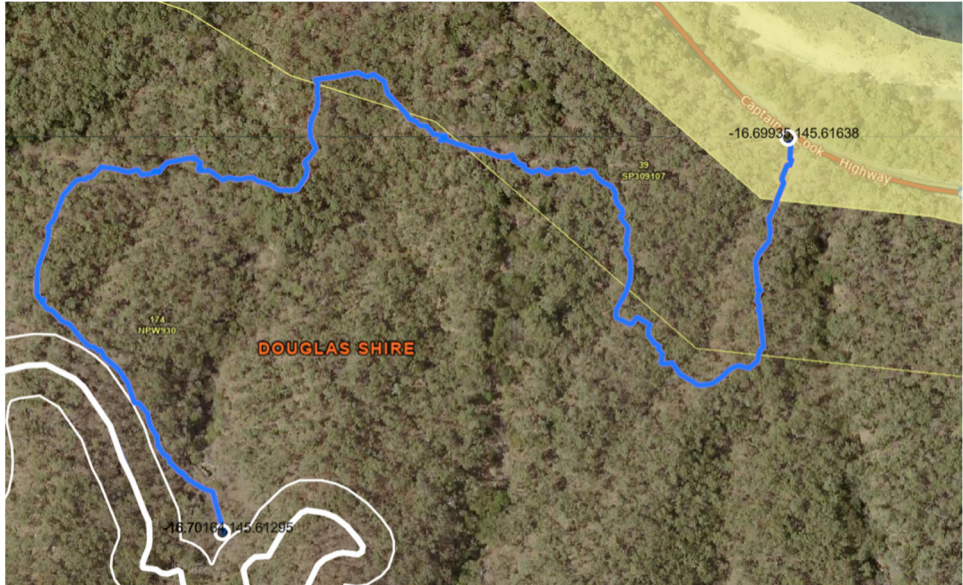
<p>Unnamed track (Service Track B)</p>	<p>DSC</p>	<p>Existing dirt track from Captain Cook Highway at Ellis Beach. Location: Captain Cook Highway - 16.68024,145.57396 Real property descriptions: Captain Cook Highway Road reserve, Lot 6 SP309107 This service track is still required for Wangetti South Section A.</p>	
<p>Unnamed track near (Service Track C)</p>	<p>DSC</p>	<p>Existing dirt track from Captain Cook Highway at Palm Cove. Location: Captain Cook Highway - 16.68274,145.57536 Real property descriptions: Captain Cook Highway Road reserve, Lot 6 SP309107 This service track is still required for Wangetti South Section A.</p>	

<p>Unnamed track near (Service Track D)</p>	<p>DSC</p>	<p>Existing dirt track from Captain Cook Highway at Palm Cove. Location: Captain Cook Highway - 16.68589,145.57816 Real property descriptions: Captain Cook Highway Road reserve, Lot 6 SP309107 and Lot 174 NPW930 This service track is still required for Wangetti South Section A.</p>	
---	------------	---	---

<p>Unnamed track near (Service Track E)</p>	<p>DSC</p>	<p>Existing dirt track from Captain Cook Highway at Palm Cove. Location: -16.69439,145.60329 Captain Cook Highway Real property descriptions: Captain Cook Highway Road reserve, Lot 6 SP309107, Lot 174 NPW930</p> <p>This service track is still required for Wangetti South Section A.</p>	 <p>The image is an aerial photograph with overlaid map information. At the top, a road labeled 'Captain Cook Highway' runs horizontally. A pink line, representing the unnamed track, starts at a point on this highway and extends southwards through a dense, green forested area. The track is labeled 'Wangetti' in yellow text. Further south, a white, wavy line indicates a boundary or coastline. Text labels include 'DOUGLAS SHIRE' in orange, 'Wangetti' in yellow, and '174 NPW930' in yellow. A small white circle marks the starting point of the track on the highway.</p>
---	------------	---	--

<p>Unnamed track near (Service Track F)</p>	<p>DSC</p>	<p>Existing dirt track from Captain Cook Highway at Palm Cove. Location: -16.69680,145.60884 Captain Cook Highway Real property descriptions: Captain Cook Highway Road reserve, Lot 6 SP309107, Lot 174 NPW930</p> <p>This service track is still required for Wangetti South Section A.</p>	
---	------------	---	--

Service Track G	DSC	<p>Existing dirt track from Captain Cook Highway at Wangetti</p> <p>Location: Lat:-16.68819, Long 145.58210 and Lat -16.68963, Long 145.58014</p> <p>Captain Cook Highway</p> <p>Real property descriptions: Captain Cook Highway Road reserve, Lot 6 SP309107, Lot 174 NPW930</p> <p>The connection of the shared use trail to Captain Cook Highway at Coordinates: Lat:-16.68819, Long 145.58210 and Lat -16.68963, Long 145.58014 (as shown in Figure 2 and 3) will use the existing access tracks. This access point will be treated as a service track and will be restricted during the construction phase, operational phase, and maintenance phase and for emergency access. This location has been determined following discussions with Douglas Shire Council and DTMR and it has been sited to have sufficient width to accommodate vehicular access. No new parking spaces/areas are proposed for the project and no underground infrastructure is proposed.</p> <p>Trail users will not be able to use this access point and it is intended that this access point will be gated to members of the public, discouraging access and use. Passive surveillance from users of the trail and monitoring of the trail by QPWS and the trail operator will assist in making sure that the unlawful activities e.g. motorbike riding does not occur with the project area.</p>	
-----------------	-----	--	---

Service Track H	DSC	<p>A new service track is proposed from Captain Cook Highway road reserve to assist with the construction strategy for Wangetti South Section A.</p> <p>Existing dirt track from Captain Cook Highway at Wangetti.</p> <p>Location: Southern points: -16.70164, 145.61295</p> <p>Northern points: -16.69935, 145.61638</p> <p>Captain Cook Highway</p> <p>Real property descriptions: Captain Cook Highway Road reserve, Lot 39 SP309107 and Lot 174 NPW930.</p>	
-----------------	-----	--	---

4. Closing

I trust that this information in this letter addresses your requests and please do not hesitate to contact me should you require further clarification of any item.

Regards,

A handwritten signature in blue ink, appearing to read "S. Wilson".

Sarah Wilson
Senior Town Planner
+61 7 54138133
sarah.wilson@ghd.com

Attachments

Attachment 1

WTMA Permit

Determination of Permit Application – Wet Tropics Permit

Wet Tropics Permit No: WTMA20001a

The Wet Tropics Management Authority (the Authority), having considered the proposed activity described below and, in accordance with Part 4 Division 2 of the *Wet Tropics Management Plan 1998* (WTM Plan), having taken into account to the fullest extent possible all matters likely to impact on the integrity of the Wet Tropics of Queensland World Heritage Area as a result of the proposed activity, **by this permit authorises:**

Applicant: **The Queensland Department of State Development, Tourism and Innovation (DSDTI)**

Address: Level 26, 111 George Street, Brisbane QLD 4000

Permitted Activities: S. 33. (f) - Building or maintaining a walking track or associated structure.
S. 33. (k) - Flying a motorised aircraft less than 1000 ft above the area.
S. 34. (a) - building a structure.
S. 34. (d) - excavating, grading, quarrying or otherwise interfering with earth.
S. 34. (e) - interfering with a watercourse by extracting or diverting water, damming the watercourse or carrying out another activity that interferes with its natural flow.

Location: Wangetti Trail within the WTQWHA between Port Douglas and Palm Cove – Trail and Public Campsite components

Valid from: 1 July 2020 to 30 June 2025

unless sooner cancelled or suspended by prior notice in writing.

This permit is subject to the conditions specified in the attached Schedule 1 overleaf.

Signed:



Name: Scott Buchanan

Position: Executive Director

Date: 17 June 2020

Delegate of Wet Tropics Management Authority

Schedule 1

Conditions of Approval

The activities shall be undertaken in accordance with those detailed in the application received on 20 December 2019 (and includes any subsequent modifications to the application proposed in response to the Authority's requests for further information) from The Queensland Department of State Development, Tourism and Innovation (DSDTI) unless modified by the following conditions.

1. The trail and public campsites will be constructed within the indicative areas as shown on GIS data provided to the Authority on 6 April 2020. The trail is to be constructed within the identified 20 m buffer either side of the preliminary alignment. Campsites are to be fully contained within Zone C of the Wet Tropics of Queensland World Heritage Area (WTQWHA).
2. The trail and campsites will be constructed in accordance with the intent of the Construction Methodology Manual (CMM) developed by World Trail and approved by the Authority. The CMM may be updated or amended prior to construction following consultation between the construction contractor and the Authority, subject to the review and written approval of any changes by the Authority.
3. All works shall be undertaken in conformity with the Construction Environmental Management Plan (CEMP) prepared by the project contractor and approved by the Authority prior to commencement of construction. The CEMP may be updated or amended following consultation between the construction contractor and the Authority, subject to the review and written approval of any changes by the Authority.
4. Where contradictions between the CMM and the CEMP are identified, the CEMP will prevail.
5. Where deviations from the methodology outlined in the Construction Methodology Manual and/or the CEMP are required, the contractors are to seek approval from the Authority before implementing any changes.
6. The permittee shall ensure that prior to conducting any works within the Wet Tropics of Queensland World Heritage Area that:
 - a) any employee, agent or contractor of the permittee conducting the works has been informed of the requirements of this permit, the CMM, the CEMP and other relevant documents;
 - b) the works supervisor has obtained a briefing describing the natural values of the project site from the relevant QPWS Ranger or a Wet Tropics Management Authority officer; and
 - c) the works supervisor must also be given direction by the relevant QPWS Ranger or a Wet Tropics Management Authority officer as to the nature and extent of the clearing or earthworks to be undertaken.
7. Plant (heavy construction equipment) used in construction of the trail is to be restricted to a maximum width of 1.5 m (maximum trail width).
8. All plant must be thoroughly washed down prior to entering the WTQWHA to ensure weed-seeds and mud is removed. Portable wash-down facilities must be available at the exit from any weed-infested sections to prevent proliferation of weeds further along the trail.
9. All workers must brush-down boots/gaiters etc to remove vegetation or soil each day prior to entering the WTQWHA.
10. Plant operators are to exercise due care when operating to ensure any parts of trees are not damaged from blades or booms.
11. Ecological surveys are to be conducted for any unsurveyed sections of trail and public campsites ahead of clearing for construction to identify important features such as animal breeding areas, threatened plant species, significant microhabitat, trees bearing habitat hollows and features of scenic interest (e.g. old trees, boulders, cycads etc.).
12. Where important features (including but not restricted to those listed in Condition 11) are encountered, campsite layout is to be redesigned and the trail alignment is to be realigned within the 40 m buffer area to avoid, where practical, the important feature(s). Where there is any doubt over retention or removal of an important feature, the Authority must be consulted as to the appropriate action.
13. Clearing for trail, public campsite and associated structure construction is to avoid, where practical, trees greater than 10 cm diameter at breast height (dbh).
14. Clearing for public campsite facilities and associated structures is to be restricted to the footprint of individual features such as camping platforms, amenities blocks, rainwater tanks and tracks or raised walkways. Clearing is only to occur where it is unavoidable.
15. An experienced fauna spotter-catcher is to conduct an inspection of the trail alignment and public campsites ahead of vegetation disturbance and track construction clearing. The spotter must be present through all

stages of clearing. Standard fauna spotter-catcher vegetation clearing protocols are to be followed, including inspection of potential habitat features prior to disturbance.

16. Vegetation to be cleared is to be clearly demarcated from vegetation to be retained (protected vegetation).
17. No vehicular movement, construction activity or stockpiling is to be conducted within protected vegetation.
18. Vegetation cleared is to be disposed of in accordance with the approved CEMP.
19. No new access tracks are to be constructed.
20. The nature and extent of upgrades to existing access tracks are to be negotiated with the Authority or the relevant QPWS ranger prior to the commencement of works including any proposed deviations from the current alignments.
21. Stockpiling and laydown site locations are to be negotiated with the Authority or the relevant QPWS ranger prior to construction commencing.
22. Additional rock may be sourced from outside of the WTQWHA where it is sympathetic to the local rock and certified weed and pathogen free.
23. Minimal harvesting of surface rock may be conducted where required to the extent that there is limited visible aesthetic impact to the Trail surrounds.
24. An Erosion and Sediment Control Plan (ESCP) is to be developed as part of the CEMP. The ESCP will detail erosion and sediment controls designed specifically for the site and must take into account the type and extent of construction, soil type, slope, drainage lines, downstream habitat, expected duration of exposure and the likelihood of significant rainfall during construction. The *Principles of Construction Site Erosion and Sediment Control*¹, or equivalent standard, should be used as guidance to appropriate techniques to be employed.
25. Erosion and sediment control measures must be monitored as soon as practicable following significant rainfall to review their efficacy and make any necessary modifications. Any modifications must be monitored until such time as the site is deemed to be stable and drainage structures are effective in managing overland flow to the satisfaction of the Authority or the relevant QPWS ranger.
26. A Weed Management Plan (WMP) is to be developed as part of the CEMP. The WMP is to detail:
 - a) Weed hygiene procedures for personnel, materials, equipment and plant.
 - b) Monitoring for weed introductions.
 - c) Strategies to minimise the risk of introduction of pathogens.
 - d) Management of weeds.
27. A Rehabilitation Plan (RP) is to be developed as part of the CEMP to address revegetation of disturbed and weedy areas.
28. A fire management plan is to be developed for the construction phase of the project, in conjunction with the Authority. The nominated construction contractor of the trail and public campsites will be required to develop a bushfire management plan as part of their contract.
29. All fuel and chemicals shall be handled and stored in a manner that will enable containment of the substance in the event of an accidental spill or leak.
30. Any major incidents that occur during construction (as defined within the CEMP), such as significant land slips or formation failure must be reported to the Authority within twenty-four hours of detection.
31. Excess spoil, if generated, shall be disposed of in a suitable disposal area outside of the World Heritage Area unless prior approval has been sought from the Authority or the relevant QPWS ranger.
32. Non-vegetative wastes (e.g. garbage) shall be removed from the site of activity and disposed of at a licensed facility as soon as practicable.
33. All aircraft used for construction material delivery or waste removal shall be flown not less than 1000ft above ground level when operating over the World Heritage Area unless:
 - a) Taking off or landing; or
 - b) Flying at a level that is reasonably necessary for safety purposes; or
 - c) Flying over infrastructure footprints.
34. Within 60 days of completion of the project, the permittee shall provide a report to the Authority detailing compliance with the above conditions.

¹ <https://www.austieca.com.au/documents/item/430>

Reasons for the Decision

Pursuant to section 53 (2) of the WTM Plan, this decision was based on the following reasons:

- the application was properly made under the WTM Plan and a decision is required on the application within the timeframe set out in the WTM Plan;
- the proposal is an activity which has been assessed pursuant to Part 4 Division 2 of the WTM Plan as having minimal impacts on the World Heritage values of the subject land provided it is undertaken in accordance with the conditions attached to the permit.

If you are not satisfied with the above conditions you may ask the Authority to review this decision, but you must notify your request in writing within 60 days of this notice, indicating the reasons for the request and any other information you consider relevant.

The Authority will review the decision as soon as practicable and notify you of the outcome. If you are still not satisfied, you may appeal to the Planning and Environment Court against the decision.

Determination of Permit Application – Wet Tropics Permit

Wet Tropics Permit No: WTMA20001b

The Wet Tropics Management Authority (the Authority), having considered the proposed activity described below and, in accordance with Part 4 Division 2 of the *Wet Tropics Management Plan 1998* (WTM Plan), having taken into account to the fullest extent possible all matters likely to impact on the integrity of the Wet Tropics of Queensland World Heritage Area as a result of the proposed activity, **by this permit authorises:**

Applicant: The Queensland Department of State Development, Tourism and Innovation
(DSDTI)

Address: Level 26, 111 George Street, Brisbane QLD 4000

Permitted Activities: S. 33. (k) - Flying a motorised aircraft less than 1000 ft above the area.
S. 34. (a) - building a structure.
S. 34. (d) - excavating, grading, quarrying or otherwise interfering with earth

Location: Wangetti Trail within the WTQWHA between Port Douglas and Palm Cove – Private
Eco-accommodation component

Valid from: 1 July 2020 to 30 June 2025

unless sooner cancelled or suspended by prior notice in writing.

This permit is subject to the conditions specified in the attached Schedule 1 overleaf.

Signed:  Name: Scott Buchanan
Position: Executive Director Date: 17 June 2020
Delegate of Wet Tropics Management Authority

Schedule 1

Conditions of Approval

The activities shall be undertaken in accordance with those detailed in the application received on 20 December 2019 (and includes any subsequent modifications to the application proposed in response to the Authority's requests for further information) from the Queensland Department of State Development, Tourism and Innovation (DSDTI) unless modified by the following conditions.

1. The eco-accommodation (or private campsites, as constructed and managed by a Private Operator) will be constructed within the indicative areas as shown on GIS data provided to the Authority on 6 April 2020. The eco-accommodation is to be fully contained within Zone C of the Wet Tropics of Queensland World Heritage Area (WTQWHA).
2. The eco-accommodation will be constructed in accordance with the intent of the Construction Methodology Manual (CMM) developed by World Trail and approved by the Authority. The CMM may be updated or amended prior to construction following consultation between the construction contractor and the Authority, subject to the review and written approval of any changes by the Authority.
3. The permittee shall provide the design principles and performance specifications to the Authority for approval prior to their inclusion in the eco-accommodation tender.
4. All works shall be undertaken in conformity with the Construction Environmental Management Plan (CEMP) prepared by the project contractor and approved by the Authority prior to commencement of construction. The CEMP may be updated or amended following consultation between the construction contractor and the Authority, subject to the review and written approval of any changes by the Authority.
5. Where contradictions between the CMM and the CEMP are identified, the CEMP will prevail.
6. Where deviations from the methodology outlined in the Construction Methodology Manual and/or the CEMP are required, the contractors are to seek approval from the Authority before implementing any changes.
7. The permittee shall ensure that prior to conducting any works within the Wet Tropics of Queensland World Heritage Area that:
 - a) any employee, agent or contractor of the permittee conducting the works has been informed of the requirements of this permit, the CMM, the CEMP and other relevant documents;
 - b) the works supervisor has obtained a briefing describing the natural values of the project site from the relevant QPWS Ranger or a Wet Tropics Management Authority officer; and
 - c) the works supervisor must also be given direction by the relevant QPWS Ranger or a Wet Tropics Management Authority officer as to the nature and extent of the clearing or earthworks to be undertaken.
8. All plant (heavy construction equipment) must be thoroughly washed down prior to entering the WTQWHA to ensure weed-seeds and mud is removed. Portable wash-down facilities must be available at the exit from any weed-infested sections to prevent proliferation of weeds further along the trail.
9. All workers must brush-down boots/gaiters etc to remove vegetation or soil each day prior to entering the WTQWHA.
10. Plant operators are to exercise due care when operating to ensure any parts of trees are not damaged from blades or booms.
11. Ecological surveys are to be conducted for eco-accommodation campsites ahead of clearing for construction to identify important features such as animal breeding areas, threatened plant species, significant microhabitat, trees bearing habitat hollows and features of scenic interest (e.g. old trees, boulders, cycads etc.).
12. Where important features (including but not restricted to those listed in Condition 10) are encountered, eco-accommodation campsite layout is to be redesigned to avoid, where practical, the important feature(s). Where there is any doubt over retention or removal of an important feature, the Authority must be consulted as to the appropriate action.
13. Clearing for eco-accommodation construction, and associated structures, is to avoid, where practical, trees greater than 10 cm diameter at breast height (dbh).
14. Clearing for eco-accommodation facilities and associated structures is to be restricted to the footprint of individual features such as camping platforms, amenities blocks, rainwater tanks and tracks or raised walkways. Clearing is only to occur where it is unavoidable.
15. An experienced fauna spotter-catcher is to conduct an inspection of the eco-accommodation sites ahead of vegetation disturbance and eco-accommodation construction clearing. The spotter must be present through

all stages of clearing. Standard fauna spotter-catcher vegetation clearing protocols are to be followed, including inspection of potential habitat features prior to disturbance.

16. Vegetation to be cleared is to be clearly demarcated from vegetation to be retained (protected vegetation).
17. No vehicular movement, construction activity or stockpiling is to be conducted within protected vegetation.
18. Vegetation cleared is to be disposed of in accordance with the approved CEMP.
19. No new access tracks are to be constructed.
20. The nature and extent of upgrades to existing access tracks are to be negotiated with the Authority or the relevant QPWS ranger prior to the commencement of works including any proposed deviations from the current alignments.
21. Stockpiling and laydown site locations are to be negotiated with the Authority prior to construction commencing.
22. Additional rock may be sourced from outside of the WTQWHA where it is sympathetic to the local rock and certified weed and pathogen free.
23. Minimal harvesting of surface rock may be conducted where required to the extent that there is limited visible aesthetic impact to the eco-accommodation surrounds.
24. An Erosion and Sediment Control Plan (ESCP) is to be developed as part of the CEMP. The ESCP will detail erosion and sediment controls designed specifically for the site and must take into account the type and extent of construction, soil type, slope, drainage lines, downstream habitat, expected duration of exposure and the likelihood of significant rainfall during construction. The *Principles of Construction Site Erosion and Sediment Control*¹, or equivalent standard, should be used as guidance to appropriate techniques to be employed.
25. Erosion and sediment control measures must be monitored as soon as practicable following significant rainfall to review their efficacy and make any necessary modifications. Any modifications must be monitored until such time as the site is deemed to be stable and drainage structures are effective in managing overland flow to the satisfaction of the Authority or the relevant QPWS ranger.
26. A Weed Management Plan (WMP) is to be developed as part of the CEMP. The WMP is to detail:
 - a) Weed hygiene procedures for personnel, materials, equipment and plant.
 - b) Monitoring for weed introductions.
 - c) Strategies to minimise the risk of introduction of pathogens.
 - d) Management of weeds.
27. A Rehabilitation Plan (RP) is to be developed as part of the CEMP to address revegetation of disturbed and weedy areas.
28. A fire management plan is to be developed for both the construction and operational phases of the project, in conjunction with the Authority. The nominated construction contractor and the nominated operator of the eco-accommodation will be required to develop a bushfire management plan as part of their contract.
29. All fuel and chemicals shall be handled and stored in a manner that will enable containment of the substance in the event of an accidental spill or leak.
30. Any major incidents that occur during construction (as defined within the CEMP), such as significant land slips or formation failure must be reported to the Authority within twenty-four hours of detection.
31. Excess spoil, if generated, shall be disposed of in a suitable disposal area outside of the World Heritage Area unless prior approval has been sought from the Authority or the relevant QPWS ranger.
32. Non-vegetative wastes (e.g. garbage) shall be removed from the site of activity and disposed of at a licensed facility as soon as practicable.
33. All aircraft used for construction material delivery or waste removal shall be flown not less than 1000ft above ground level when operating over the World Heritage Area unless:
 - a) Taking off or landing; or
 - b) Flying at a level that is reasonably necessary for safety purposes; or
 - c) Flying over infrastructure footprints.
34. Within 60 days of completion of the project, the permittee shall provide a report to the Authority detailing compliance with the above conditions.
35. Prior to any works commencing, as defined in the permit application, the permittee must have in place a written agreement between the State and the recognised Native Title Parties regarding the approved activities, to the satisfaction of the Authority's Executive Director.

¹ <https://www.austieca.com.au/documents/item/430>

Reasons for the Decision

Pursuant to section 53 (2) of the WTM Plan, this decision was based on the following reasons:

- the application was properly made under the WTM Plan and a decision is required on the application within the timeframe set out in the WTM Plan;
- the proposal is an activity which has been assessed pursuant to Part 4 Division 2 of the WTM Plan as having minimal impacts on the World Heritage values of the subject land provided it is undertaken in accordance with the conditions attached to the permit.

If you are not satisfied with the above conditions you may ask the Authority to review this decision but you must notify your request in writing within 60 days of this notice, indicating the reasons for the request and any other information you consider relevant.

The Authority will review the decision as soon as practicable and notify you of the outcome. If you are still not satisfied, you may appeal to the Planning and Environment Court against the decision.