

Ms. Jenny Elphinstone,  
Senior Planner,  
Douglas Shire Council.  
Mossman. Q. 4873.

30th November, 2015

Re:— Our Ref.—864 002 002R DSC.  
Your Ref.—MCUI 1005/2015 (463884)

Dear Jenny,

Attached, is Peter Robinson's Response to your Information Request, and my response follows.

**AGAINST ANY MEASURE, THIS PROJECT IS BENEFICIAL TO MANY, AND HARMS NO—ONE!**

You have a copy of TMR's response as Concurrence agency, completed by DoILG@P, and you will note that neither of these authorities raised any concerns with access, safety, or the absence of a dividing fence, or anything else.

In previous correspondence, you emphasised the need for a "impact assessment". To comply, I undertook a full survey of every business in Port Douglas and Craiglie, which I photographed, recorded location, type of business, estimated the lettable / used area, and completed a summary, which told me that the impact on the "like businesses" was less than 1%, which when considered objectively, the area is so small, there is **NO MEASURABLE CONSEQUENCE!**

With regard to your concern of using **INDUSTRIAL LAND** for **RETAIL**, I do not believe that you should have **ANY CONCERNS ON THIS SCORE**, simply because there is at least 50% of unused industrial land available, and the fact that I am only proposing to use a **MERE 200 m2**, **"THERE IS "NMC"**

Further, the advent of the **"INDUSTRIAL INTERNET"** some five years ago, and initiated by the **WORLDS LARGEST CORPORATION "GENERAL ELECTRIC"**, which already has an annual revenue base for this item, of \$6 Billion which is estimated, will rise to \$20 Billion by 2020. This is turning the need for conventional industrial concepts on it's head, by matching Methods, Machinery, and Use programmes in a way which produces outstanding efficiency advances of 30% to 50%

**"THIS WILL DRAMATICALLY REDUCE THE EXPECTED USE OF TRADITIONAL INDUSTRIAL LAND"** in a short space of time, because of the likelihood of increasingly larger companies only being able to handle the cost and scale of this enhanced technology, and more centralised use. Please **GOOGLE—GENERAL ELECTRIC—Industrial Internet** for full details.

Also attached, is **"BIG DATA TECHNOLOGY"** specifically designed for the **OIL@GAS INDUSTRY**

Previous correspondence from you clearly states that there is no evidence of Flow-On benefits to the Habitat Shopping Centre from what happens at Craiglie. —Attached is a letter from the Manager of the IGA store for your perusal.

Attached is a very important letter from Neil Hernan, National Real Estate Manager for Viva Energy (SHELLS LICENSEE) supporting my proposal.

Further important letters of support attached are from "Port Douglas Self Storage", M@R Kitchens, N Q HOMES, and BHE Electrical.

The "Bottle Shop" has operated now without **"INCIDENT"** for Seven Years, and quite obviously, has been adopted by it's many clients as **"Our Local Bottle Shop"**, and has cemented it's position there by increasing it's volume of sales in line with the massive increase in sales at my re-built Service Station, so much so that I have personally witnessed on several occasions, couples/partners doing a dual purpose **"RUN"** for fuel and alcohol at the same time—this clearly minimises traffic movement on the Highway, and improves **SAFETY** at the site. It is highly likely that this practice will also happen with the Bakery/Cafe, further improving safety and traffic movement.



Answers to your Information Request of 26 Questions follows :— — —

1. Easement D on SP262063 is clearly delineated on the plan as a full length access easement and possible future uses are irrelevant and not asked for in this application. Copy Title attached.
2. This was dealt with when DA was approved by way of a letter to CRC cc to myself that a fence was not required, and the CRC the TMR, and I did not object or raise any issues either then or now, and in two years of operation, not one incident/accident has occurred of any description, proving that TMR's and my judgement was CORRECT.
3. Fully dimensioned plans will be provided when this project is approved. In any event, should have an urgent need for an unmarked distance, the scale is clearly printed on the plans.
4. The Bottle Shop complex has operated for 7 years without complaint from anyone including the TMR when built and recently reassessed. When approved, the Architect will include any new requirements to the building code.
5. When approved, my architect will ensure that AS2890 is met. The TMR/DILGP did not have a problem in their recent assessment of this application.
6. There is a 2METER GAS PROOF FENCES on the side and back boundaries, and there are HIGHWAY STANDARD ROAD GUARDS protecting the two inner perimeters of the GAS TANK! This is "STATE OF THE ART INTERNATIONAL STANDARD"
7. The Applicant nor the Land is considering any of the matters you raise, and the fact that planning regulations do not fit what you need is not my concern. However, seeing that I am a STRAIGHTFORWARD HONEST PERSON who as you know, likes to call a SPADE a SPADE I will share my intentions with you:— —

I simply want to have a Bakery which supplies my Cafe with Bread products, which I also want to retail from the Cafe, and sell wholesale to other outlets and Restaurants.

I also want a small range of FRESH—ORGANIC—SUPER FOODS, such as Greens, Fruits and Fungi, which will allow people to make their own Superfood Salads, Sides of Vegies, and bowls of Fruits, as well as a small range of Game Meats which will come frozen or Vac-Packed, and a small range gourmet condiments, so that our regular customers with time to spare, can prepare a special meal for their Family.

A Restaurant wine licence will be the choice of the tenant, but a range of Barista Coffee's, Fresh Made Juices, and filtered water will be standard fare.

Forget the General Store and a full blown Retail art Gallery, but I must admit that it will be DISAPPOINTING to have to say to all the budding Artist's from DABS or wherever, that I am not allowed to help them out because of those Naughty Town Planners in Mossman!

- 8,9,10. I have already advised you in earlier correspondence, that "I FIRMLY REJECTED PRESSURE FROM SHELL AND HUNGRY JACKS" to include their store in the New Service Station Complex.  
If your town plan does not allow micro-management with what is sold, then "YOU WILL JUST HAVE TO TRUST ME"

The bit that bothers me, is that if you so desire, you could easily classify all of the FRESH/ /ORGANIC FOODS as FAST FOODS because of the DEFINITION, "they can be provided without delay"—so I guess "I WILL JUST HAVE TO TRUST YOU".

AGAINST ANY MEASURE, THIS PROJECT IS BENEFICIAL TO MANY, AND HARMS NO-ONE!!



11. What is on the two sites now, is superbly functional, clean, crisp, and serving the people very well. My choice of business is a PERFECT FIT, and enhances what is already there, even the National Real Estate Manager for VIVA/SHELL SUPPORTS IT, and Oil Company Executives do not do that LIGHTLY.

AGAINST ANY MEASURE, THIS PROJECT IS BENEFICIAL TO MANY, and HARMS NO-ONE !!!!

MY EXTENSIVE EXPERIENCE, COMMON SENSE, and INTELLIGENCE WILL NOT ALLOW ME TO COMPLY WITH WHAT THE TOWN PLAN WANTS, BECAUSE I INSTINCTIVELY KNOW THAT IT WILL DO ME FINANCIAL HARM, AND IN TIME DESTROY WHAT I HAVE THERE, AND EVERYONE LOSES, EVEN THE DOUGLAS SHIRE AND ITS PEOPLE.

Further, I have been aware for several months, due to my close connections within the Retail Oil Industry, that massive change in Australia's Oil Industry (some 6300 S/Stns.) are to be reshaped, and that collectively, in excess of \$2 Billion has been allocated over the next two years for this purpose, because PEOPLE ARE RAPIDLY BECOMING "TIME POOR", and are actively seeking and DEMANDING instant ready-cooked (or microwaveable) dinners that they can pick-up in a Flash on their way home from work, from the most convenient Service Station in their path.

Oil Company research has told them that the "SUPERMARKET IS NO LONGER GOOD ENOUGH FOR THIS PURPOSE" because this simple exercise takes far too long, and robs them of precious time having a meal with their family. This will not be the case with the Cafe—It will be very quick—in and out in a flash, but will be hot and "Ready to Eat"

The other event that has stimulated me to "STICK TO MY GUNS" is what MAILE CARNEGIE CEO of GOOGLE AUSTRALIA and NEW ZEALAND said recently in the National Press:— — —

"Australia is the 12th largest Economy in the World, yet ranks only 17th on the Global Innovation Index.

Over the last Decade or so, we have become World Experts at "RISK MINIMISATION" and "RULE MAKING".

There is a HUGE OPPORTUNITY to re-capture the Spirit of our Culture, because to INNOVATE, we need to become "RISK TAKERS and RULE BREAKERS"

12. Let me just say that the number of customers who patronise my SHELL COLES—EXPRESS is literally astounding, so I simply point you to all of Port Douglas and Craiglie, and a big swag of Mossman, and these people are coming in ever increasing numbers, and I point out once again that the TMR and the DILG@P in their recent assessments, did not raise the issue, so in my view, that means that they do not have a problem with any access or traffic issues.
13. This was provided simply as an example of what is normally done to service the needs of the people working in an industrial area, whereas it seems that the DSC does not care how much time is wasted feeding the workers in their so called industrial areas, as long as they can justify poor planning decisions elsewhere in their plan.  
Remember—Increasingly "Time Poor" people need Convenience, Convenience, Convenience.
14. I have discussed this matter with all of the possible delivery people etc that will be servicing this site, and everyone simply LAUGHED at YOUR QUESTION!!!
15. With all due respect this question appears non-sensical, and I refer you to Peter Robinson's comment and opinion, which I agree with.
16. The facility is significantly away from the noise and bustle of the Highway and the Service Station amongst delightful al-fresco architecture, many mature trees, and the existing and new landscaping, with all of the birds that inhabit that area, will have the patrons enthralled for hours of relaxing tranquility. We may even consider consider a Barra pond.



16. Cont. The nearest point of the Cafe, is over 30meters from the Highway, and the 12mtr. x 8.7 mtr. x 2mtr. high gas tank fence obscures most of the Service Station from al-fresco diners, whereas by comparison, Macrossan St. Port Douglas , and Esplanade in Cairns, there are dozens of diners sitting a couple of meters away from busses, trucks, and other traffic, spewing out noxious fumes while they eat—- how can my “DREAMY—LEAFY—almost Isolated by comparison location, NOT BE DESIRABLE? I would say that the location amenity is EXCELLENT— EXCELLENT—EXCELLENT!!!!

17.a,b,c, @18,19,20. I have explained above that the new “urgency” in the World is “convenience” “convenience” @ more “convenience” as people become increasingly “Time Poor” and turn to Service Stations to ease this problem.

Yes, and surprise, surprise, efficient Service Stations with very efficient ancillary businesses, Bottle Shop, Bakery /Cafe, and minor Convenience Shopping, which is a perfect fit in every way with the Service Station, can and will satisfy the demands of customers, so that more time is spent with their families at the dinner table, which is a highly desirable state, and might even help to steadily improve dysfunctional families.

21,22. I carried out the survey, because Council in various ways was making it seem that “Impact assessable” was the most important issue to be resolved with this application.

The survey proved to me beyond doubt, that my proposal would not and could not possibly impact measurably on any of the 91 like businesses surveyed.

The survey Document is Copyright, and not available for distribution, however, I am prepared to discuss relevant points with Council.

23. Anything not instantly and easily accessible “on the way home” is no longer considered a Convenience to increasingly “Time Poor” people. (as previously discussed)

24, 25. I agree with Peter Robinson’s attached response to these questions.

26. This will be done.

Your information request, which I thought was more aptly suited to a major 25 hectare shopping centre, and not my trifling 200m2 Cafe, (the bakery section is classified light industry) which was seriously un-balanced, and full of ridiculous requests for studies on issues that Council could not or would not provide the reasons how and why this information was needed to assess this proposal. It seems to me that there was no considered genuine reasoning behind most of the questions, but simply a whim of influence “because I can”.

In your “Recommendation to Council”, I sincerely hope that you revert to your “Professional Code of Conduct” which appears to be “Honesty, Integrity, Balance, and Fairness”

Most of the points I have made above, are simply based on the realities of the “Market Place” i.e. “The Real World” that most of us have to live and Survive in,by seriously adapting to changes as and when they happen, not 10 years later in an out—of—date— tired—old Town Plan.

This is the world that I know and love, and the reason that I have said to Council before, that “Town Plans” should be “Living Breathing Flexible Documents “ that are capable of being able to relate to and adapt to important changes as they happen, which I have detailed above.

**AGAINST ANY MEASURE, THIS PROJECT IS BENEFICIAL TO MANY, AND HARMS NO-ONE!!**

David Roney. for Yenor Pty. Ltd. Staff Superannuation Fund.



Ref: 564-002-003L

24 November 2015

**ProjexPartners**



PROJECT MANAGEMENT | ENGINEERING | PLANNING

Yenor Pty Ltd

Attention: David Roney

Email: rrroney1@bigpond.com

Dear David

**RE: COMMENTS ON INFORMATION REQUEST**

Further to our discussion on the extent and content of the information request.

Council is entitled to make an information request if it believes there are matters outside its normal knowledge and understanding that need to be clarified in order to make a reasonable and proper assessment of the project.

Context is important. For instance the traffic consequences of a Regional Shopping Centre are very different to a corner store. The former is of significant consequence and well beyond the ordinary experience of most Council planners, the latter is something they would deal with more often and experience in day to day life.

If information is requested by way of a study the Council should be able to provide the criteria for acceptability. There are many reasons for this but from an applicant's position you need to brief the consultant and not waste money doing more than is necessary or doing insufficient so a rework is necessary. More importantly the first thing the consultant needs to tell you is if you will be likely to pass the test. For example it is pointless doing a flood study if the consultant advises that in his experience you are unlikely to achieve a flood free site without adversely impacting the adjoining land.

The request must be reasonable – not just a fishing exercise.

The request must be relevant to the project under consideration – not aimed at identifying a problem/solution associated with other land.

Some things are matters for detailed design usually dealt with a BA stage.

Below are my general thoughts on the information request made in respect of your bakery/café project.

**SUNSHINE COAST**

Level 2, 9 Capital Place,  
Lake Kawana Business Village, Birtinya, QLD 4575  
PO Box 1415, Buddina, QLD 4575  
t: (07) 5493 3649  
e: suncoast@projexpartners.com.au

**CAIRNS**

228 Draper Street,  
Parramatta Park, QLD 4870  
PO Box 2133, Cairns, QLD 4870  
t: (07) 4041 5118  
e: cairns@projexpartners.com.au

**MACKAY**

5 Peel Street,  
Mackay, QLD 4740  
PO Box 11011, Mackay QLD 4740  
t: (07) 4957 4988  
e: mackay@projexpartners.com.au



#	Comment on the request	My opinion of relevance to the assessment
1	<p>The easement<sup>1</sup> gives details of the dominant tenements. The purpose is access and the relevant land is as noted – the reference in the supporting report is quoted in the request.</p> <p>The Layout has no effect on the use or purpose of the easement OR if it does it is favourable as the standard of the access (construction) is improved</p> <p>The aligning of the easement and the driveway is obvious on the site plan</p>	<p>The request is redundant and/or irrelevant to the assessment. Sufficient information is provided</p>
2	<p>The possible/implied breach of the condition applied to the adjoining site is irrelevant to the assessment of this application. In any case there is no breach.<sup>2</sup></p> <p>Connectivity between the sites is a matter of convenience for customers and has existed without issue since the re-opening of the service station,</p> <p>There is a yellow painted line delineating the boundary to alleviate any possible confusion.</p> <p>The Main Roads response which would have dealt with access does not require a fence</p>	<p>The Information Request deals with issues that are irrelevant – the adjoining site</p> <p>The requirement for a traffic report is excessive and unnecessary – DTMR is the expert authority re access to the SCR</p> <p>The pedestrians are catered for on the drawings</p> <p>The nature of the proposal is sufficiently small that internal traffic movements are minor</p>
3	<p>The building exists and its size and situation are obvious</p> <p>The drawings are to scale and can be interpreted by a competent person<sup>3</sup></p> <p>The drawings are clear and fit for purpose</p>	<p>The requirement is unnecessary in the circumstance</p>
4	<p>Unnecessary at this stage – this is a use application and not a building application. Details of compliance with disability regs is dealt with at BA stage. Disabled car parking is shown</p>	<p>The requirement is for unnecessary detail at this stage and is not usually provided at MCU stage</p>
5	<p>The drawing has been prepared by an experienced architect familiar with the codes. Any minor inconsistency will be rectified at the detailed design stage (BA) – the drawings are sufficient to demonstrate the use concept<sup>4</sup></p>	<p>The requirement is for unnecessary detail</p>
6	<p>This is a matter for the adjoin operator to ensure compliance with all safety regs. Neither Council nor the applicant can require more.</p>	<p>This is not a relevant consideration for this application – it might have been in the previous one</p>

<sup>1</sup> For the sake of good will – provide the easement document - attached.

<sup>2</sup> For the sake of good will – provide the letter of agreement - REQUESTED BY D.S.C.

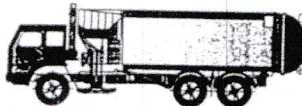
<sup>3</sup> For the sake of good will – provide the dimensions

<sup>4</sup> Might be a good idea to get Gary to check disabled parking



	In any case that part of the adjoin site in the curtilage of the LPG tank is fenced	
7	<p>The terms not defined or not adequately defined in the planning scheme have the meanings reasonably ascribed to them by common usage.</p> <p>The supporting report adequately describes the nature of the possible convenience uses</p> <p>Should the Council have legitimate concerns about the use that would necessitate limiting the scope of the use then conditions can be applied to mitigate those (planning) concerns</p>	<p>The explanation in the supporting report was provided to make clear the application dealt with activities of a convenience nature following on from discussions with Council's Planners. It is not the applicant's fault that the scheme is old and poorly constructed</p> <p>If the planners believe a condition requiring general adherence to the facts and circumstances in support of the application is necessary, that can draft complying conditions</p> <p>In any case terms like 'bar and grill' and 'fast food are terms used in the Scheme</p>
8	The terms not defined or not adequately defined in the planning scheme have the meanings reasonably ascribed to them by common usage.	The terms should be familiar to a planner
9	<p>A general store is so obviously a convenience facility it needs no explanation</p> <p>A retail art gallery is the type of premises that conveniently offers local products to tourists and travellers passing</p>	If the officers do not consider an art gallery on a tourist route an appropriate use and have reasons for that, it can be conditioned away
10	<p>The over-arching planning scheme definitions that cover the possible uses of the site are the 2 listed. These are the defined uses sought.</p> <p>The narrowing scope of possible uses reflects both a practical recognition of likely tenants and an attempt to reflect the comments made by officers. The further offer to restrict the range of activities to convenience shopping is not contradictory</p>	<p>It is difficult to believe that Council does not properly comprehend the application.</p> <p>The application forms differentiate between the defined us and a more general terms description</p>
11	<p>This is a matter for legal interpretation.</p> <p>It is my understanding (reinforced by discussions with lawyers and Councils) that the Acceptable solutions are a 'deemed to comply' solution that meets the Performance Criteria.</p> <p>An Impact assessable application gets assessed against the scheme and proper planning principles.</p>	This is the first time this (prohibition) theory has ever been raised with me across all the Councils I deal with. I believe it is absolutely wrong. This interpretation seeks to generate a prohibition in contravention to the legislation.
12	<p>The traffic aspect related to the highway are not a matter for Council.</p> <p>Convenience shopping does not mean walking distance; it is a wider concept</p> <p>With contemporary levels of mobility there is no meaningful way of mapping local community</p>	<p>The proposal is to re-use a few hundred square metres of (partly) existing retail space.</p> <p>The request has no reasonable purpose or possible response</p>



	In any case Council has not provided any tests against which such an analysis would be judged even if it was able to be sensibly provided																																		
13	The analogy was simply provided to demonstrate industrial areas like Craiglie generate a demand for convenience shopping and food service simply to meet the needs of workers in the area	It appears the officer holds as more important the black letter law of the outdated planning scheme than the legitimate needs of the local community																																	
14	The car parking and access have been designed to meet the needs of the type and size of vehicles using it. <sup>5</sup>	<p>The 19m vehicle nominated is a semi-trailer more than twice as long as any standard/typical service vehicle or garbage truck – the sort of vehicle used in this context be other Councils.</p> <p>Side loading collection vehicle</p>  <table border="1"> <caption>Side loading collection vehicle for MGBs</caption> <thead> <tr> <th></th><th>Garbage truck</th><th>Recycling Truck</th></tr> </thead> <tbody> <tr> <td>Length overall</td><td>8.70 m</td><td>9.90 m</td></tr> <tr> <td>Front overhang</td><td>1.42 m</td><td>0.85 m</td></tr> <tr> <td>Wheelbase</td><td>5.00 m</td><td>5.30 m</td></tr> <tr> <td>Rear overhang</td><td>2.30 m</td><td>2.65 m</td></tr> <tr> <td>Turning circle kerb to kerb</td><td>16.40 m</td><td>18.70 m</td></tr> <tr> <td>Turning circle wall to wall</td><td>18.14 m</td><td>19.20 m</td></tr> <tr> <td>Front of vehicle to collection arm</td><td>2.70 m</td><td>3.30 m</td></tr> <tr> <td>Maximum reach of side arm</td><td>2.00 m</td><td>1.70 m</td></tr> <tr> <td>Travel height</td><td>3.65 m</td><td>3.80 m</td></tr> <tr> <td>Clearance height for loading</td><td>4.00 m</td><td>3.80 m</td></tr> </tbody> </table> <p>I have not previously come across a similar requirement for a facility of this size</p>		Garbage truck	Recycling Truck	Length overall	8.70 m	9.90 m	Front overhang	1.42 m	0.85 m	Wheelbase	5.00 m	5.30 m	Rear overhang	2.30 m	2.65 m	Turning circle kerb to kerb	16.40 m	18.70 m	Turning circle wall to wall	18.14 m	19.20 m	Front of vehicle to collection arm	2.70 m	3.30 m	Maximum reach of side arm	2.00 m	1.70 m	Travel height	3.65 m	3.80 m	Clearance height for loading	4.00 m	3.80 m
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15	The amenity is what it is. The scheme provisions and the environmental legislation ensure uses can't harm neighbours + Caraiglie is a service industry area meeting the needs of the local area. It is not expected to include manufacturing or offensive industries save possibly concrete batching which is hardly offensive	It is difficult to comprehend that a local planner can't assess the amenity of the area and conclude it is not so bad or likely to be so bad as to prevent use of a retail or food service business.																																	
16	The café is to the rear less impacted by the road. Convenience uses are always on a road for convenience sake. The 'amenity' is not significantly different to similar uses (probably better) and better than say the very popular footpath dining on the Cairns Esplanade with cars. Service vehicles and tourist buses regularly passing	The use is dependent on passing trade (tourists) and providing convenience to locals. The advantages outweigh and minor consequences of the road and nearby uses																																	

<sup>5</sup> Might be useful to run a turning template for an 8.8m standard garbage truck. It probably works according to me drafty mate



	The design, convenience and context demonstrate the advantages outweigh and minor consequence of location	
17	The relative size of the proposed use is so insignificant that a modelling exercise could not objectively measure differences	<p>Council would not provide the tests against a needs assessment would be judged. Until an objective and reasonable limit is nominated modelling is pointless</p> <p>In my experience I have never come across a request for economic/needs analysis for convenience shopping /food services on about 300 sqm</p>
18	It is clearly less convenient to travel further to get a similar service. It is also more hazardous, wastes community infrastructure capacity, generates more environmental consequences etc	The absurd extended logic of this request is that all Douglas residents should shop only in Cairns
19	It is not <u>necessary</u> – people don't do it now. BUT it is convenient, safer and less disruptive than forcing the community elsewhere	The absurd extended logic of this request is that all travellers should stock up in Cairns and not stop anywhere for pleasure of refreshment
20	The catchment and not be sensibly mapped and even if it could circumstances change over time	The council has not explained how this is relevant
21	<p>The survey is the property of the author. He is prepared to discuss it and the methodology</p> <p>The point is that the subject site comprises less than 1% of available retail space in Port Douglas – Cariglie. The accuracy of any floor space survey that does not have access to each and every site is not sufficient to deal with changes as small as 1%. the vacancy rate just due to tenant turnover is greater than 1%</p> <p>The site is so small that no modelling or analysis can objectively determine its impact</p>	<p>Council has refused to provide an objective test against which need can be modelled or measured</p> <p>The exercise is unreasonably costly and pointless</p>
22	See 21 above	
23	All of them are less convenient	This is obvious
24	It is small – 2 tenants and about 300 sqm	A shopping centre has a variety of businesses and a floor area conventionally many times the size proposed here.
25	<p>The site is not a shopping centre.</p> <p>Even if it were there is no objective way this question can be answered</p>	Unless Council provides criteria for how this information will be used to assess the application it is pointless
26		Will be done



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**Mark Allen**  
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## New Ways Of Working - Big Data And Machine Learning Are On Their Way

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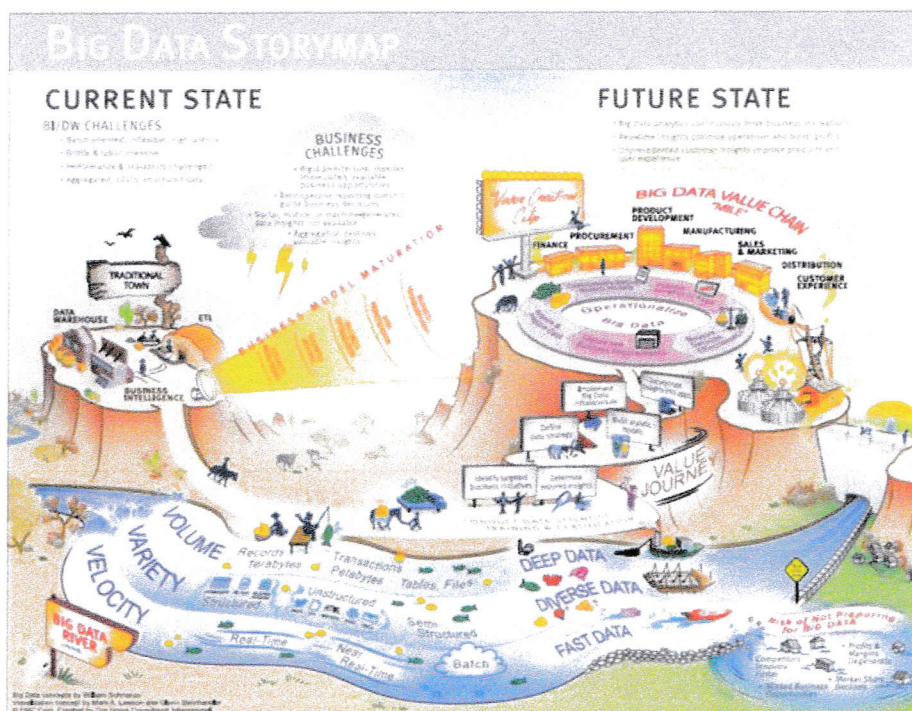
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The evolution of Big Data technology, and the associated analytics and machine learning capabilities have yet to materially impact the oil and gas industry. At the October 2015 Society of Petroleum Engineers' Annual Technology Conference and Exhibition, growing interest in these emerging disciplines was evident, yet several key aspects are yet to fall into place - expertise in design, proof of concept, and deployment of a true Big Data system.

Here in Silicon Valley, CA, a handful of startups are now tackling this challenge in the oil & gas space, sharing a common perspective that the market downturn provides an ideal opportunity to roll out their disruptive technologies, which an otherwise more buoyant market may decline. Indeed the combination of continued pressures on operators' G&A budgets coupled with narrowing marginal profit on each produced barrel means that every penny of saved cost has a far greater impact on the bottom line than when oil was above \$100 per barrel.

Each startup that I have sat with over the past few months is tackling the challenge from a slightly different angle, with the primary applications of Big Data deployment falling into three broad categories:

### 1. Production optimization / Loss prevention

Probably the simplest case to identify, the goal here is to detect, prevent, and rapidly



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DAVID J. RONEY  
rroney 1 a bigpond.com

The completion of the Captain round-about and the new Shell servo in Craig-Leigh has made a significance difference to the retail customer count and sales at the Habitat shopping centre for all outlets, IGA Chemist and Bottle shop.

IGA would have had the most noticeable increase being around 5% as the centre now is more accessible. Customers have said that " it feels like we have already slowed down and turned off " being the main reason for the changed shopping pattern.

The new refurbished servo also attracted many new people to the area.

For any further information please feel free to contact me.

Yours Sincerely

Denzil Bignoux

### Port Douglas IGA



Direct: 07 4098 5533

Fax: 07 4098 5645 • Email: [PortDouglasIGA@cornetts.com.au](mailto:PortDouglasIGA@cornetts.com.au)

Address: Cnr Port Douglas Road & Captain Cook Highway, Port Douglas Qld 4877

For store locations visit [www.cornetts.com.au](http://www.cornetts.com.au)

No employee or agent is authorised to enter into any binding agreement on behalf of Cornetts Supermarkets

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Shell Licensee

Mr David Roney  
Yenor Pty Ltd  
P.O. Box 233  
MOSSMAN QLD 4873

August 26, 2015

Dear David,

**Artisan Bakery/Cafe Proposal**

I refer to our previous discussions on the Artisan Bakery/Café to be located at Lot 58 C22511 Cook Highway, Craiglie. I wish to confirm that Viva Energy supports your proposal to install a bakery on your land next door to Shell/Coles Express Port Douglas Service Station.

I believe the Bakery will benefit the service station and the Douglas Shire.

Regards

Neil Hernan

A handwritten signature in black ink, appearing to read "Neil Hernan".

Yours Sincerely,  
Viva Energy Australia Limited

Neil Hernan  
National Real Estate Manager



PR107806\_06/JMG/Port Douglas

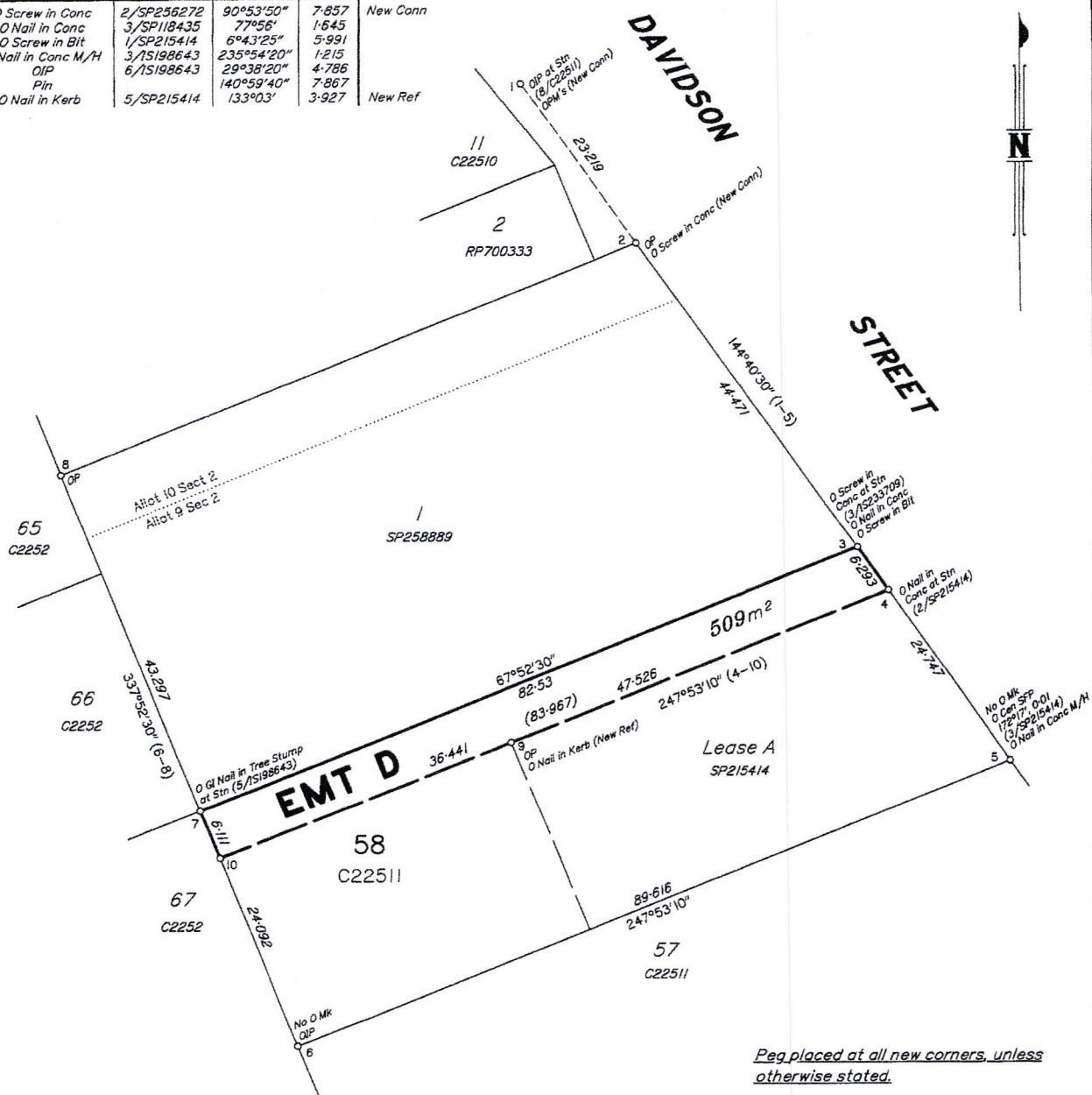
Land Title Act 1994; Land Act 1994  
Form 21 Version 3

## SURVEY PLAN

Sheet  
1 of  
1

## REFERENCE MARKS

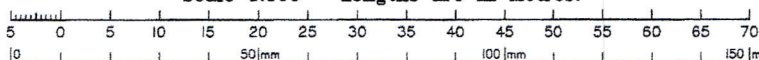
STN	TO	ORIGIN	BEARING	DIST	
2	O Screw in Conc	2/SP256272	90°53'50"	7.857	New Conn
3	O Nail in Conc	3/SP118435	77°56'	1.645	
3	O Screw in Bit	1/SP215414	6°43'25"	5.991	
5	O Nail in Conc M/H	3/SP198643	235°54'20"	1.215	
6	OIP	6/SP198643	29°38'20"	4.786	
7	Pin		140°59'40"	7.867	
9	O Nail in Kerb	5/SP215414	133°03'	3.927	New Ref

Peg placed at all new corners, unless  
otherwise stated.

## PERMANENT MARKS

PM	ORIGIN	BEARING	DIST	NO	TYPE
1-OPM	6/SP118435	321°33'10"	217.148	71612	New Conn
1-OPM	3/SP210322	237°37'20"	162.334	170744	New Conn

Scale 1:500 - Lengths are in Metres.



State copyright reserved.

RPS Australia East Pty Ltd (ACN 140 292 762) hereby certify that the land comprised in this plan was surveyed by the corporation, by Matthew James WILLING, surveying associate, for whose work the corporation accepts responsibility, under the supervision of Ben Christopher SHEPHERD, cadastral surveyor, and that the plan is accurate, that the said survey was performed in accordance with the Survey and Mapping Infrastructure Act 2003 and Surveyors Act 2003 and associated Regulations and Standards and that the said survey was completed on 04/07/2013.

Authorised Delegate

16-7-2013

Date

## Plan of Easement D

in Lot 58 on C22511

LOCAL GOVERNMENT: CAIRNS REGIONAL COUNCIL

LOCALITY: CRAIGLIE

Meridian: SP256272

Survey Records: No

Scale: 1:500

Format: STANDARD



SP262063

715670460

\$333.00  
21/03/2014 16:19

CS 403

WARNING : Folded or Mutilated Plans will not be accepted.  
Plans may be rolled.  
Information may not be placed in the outer margins.

5. Lodged by

Bolt Burchill Tranter Lawyers  
PO Box 616  
PORT DOUGLAS Q 4877  
Ph: 07 4030 4800  
Fax: 07 4099 6378

(Include address, phone number, reference, and Lodger Code)

1. Certificate of Registered Owners or Lessees.

✓ We YENOR PTY LTD A.C.N. 007 776 892 TRUSTEE  
UNDER INSTRUMENT 712755957

(Names in full)

\* as Registered Owners of this land agree to this plan and dedicate the Public Use  
Land as shown hereon in accordance with Section 50 of the Land Title Act 1994.

\* as Lessees of this land agree to this plan.

Signature of \*Registered Owners \*Lessees  
DIRECTOR

6. Existing

Created

Title Reference	Description	New Lots	Road	Secondary Interests
20780232	Lot 58 on C22511			Easement D

Easement D does not affect any of the leases  
lodged or registered against CT20780232 as at 10/07/2013

\* Rule out whichever is inapplicable

2. Planning Body Approval.

\* CAIRNS REGIONAL COUNCIL  
hereby approves this plan in accordance with the:

% SUSTAINABLE PLANNING ACT 2009

DATE OF APPLICATION: 28 MARCH 2013

Dated this EIGHTEENTH day of NOVEMBER 2013

DELEGATED OFFICER  
GRAHAM BOYD, MANAGER  
DEVELOPMENT AND  
REGULATORY SERVICES

\* Insert the name of the Planning Body.  
# Insert designation of signatory or delegation

% Insert applicable approving legislation.

3. Plans with Community Management Statement:

CMS Number:

Name:

4. References:

Dept File:

Local Govt: 8/13/1721

Surveyor: PRI07806

Lots	Orig

7. Orig Grant Allocation:

8. Map Reference:

7964-11131

9. Parish:

SALISBURY

10. County:

Solander

11. Passed &amp; Endorsed:

By: RPS Australia East Pty Ltd

Date: 26.11.2013

Signed: J. Boyd

Designation: Cadastral Surveyor

12. Building Format Plans only.

I certify that:

\* As far as it is practical to determine, no part  
of the building shown on this plan encroaches  
onto adjoining lots or road;  
\* Part of the building shown on this plan  
encroaches onto adjoining \* lots and road

Cadastral Surveyor/Director \* Date

\* Delete words not required

13. Lodgement Fees:

Survey Deposit	\$ .....
Lodgement	\$ .....
..... New Titles	\$ .....
Photocopy	\$ .....
Postage	\$ .....
TOTAL	\$ .....

14. Insert  
Plan  
Number

SP262063



ATTACHMENT.

RECOGNITION & DIRECTIONAL SIGN  
FOR LOT 58 (5961R) COOK HWY. CRAIGIE.

REFERENCE - MCUI 1005/2015. (463884)



SCALE. 50mm = 1m