



# Port Douglas Yacht Club

**Submission from Port Douglas Yacht Club (PDYC)  
to  
Application by Morris Aviation Australia**

**Details of Application**

**Application Details Application Number:** MCUI2021\_4231/1

**Approval Sought:** Development Permit Nature of Development Proposed: Material Change of Use Description of the Development Proposed: Material Change of Use (Helipad and Caretaker's Accommodation).

This submission is made on behalf of the Management Committee of PDYC and is based on the feed back from many members of the Club.

In relation to the attachment to the Application by Planz Town Planning:

1. At page 1 of the attachment, it is claimed:
  - a. *"The applicant proposes to develop an Aviation Facility at the subject site for the purpose of providing passenger transport including connections from the Cairns Airport to support the local tourism sector. Associated uses including medical transfers, aerial firefighting and search and rescue operations will also be undertaken on an as required basis"*
2. We reject this submission and request the DSC must take into consideration in its determination of the application that the existing helicopter pads within the shire are suitable for the uses the applicant proposes in this statement.
3. In relation to page 5, while our members commensurate that the applicant is constricted by the planning regime concerning the Sheraton helicopter pad, there is another helicopter pad on the Port Douglas -Mossman Road that offers the requirements the applicant seeks for its operation.
  - a. We submit that the economic issues of the applicant are not part of the planning regime and are irrelevant to the application.

**Amenity and Noise**

4. At page 5 of the Application, the applicant states:
  - a. *The helicopters seat 2-7 guests per flight and will operate during daylight hours (other flights for safety and emergencies may occur as required). During the busier times of the year, the maximum number of flights per day is anticipated to be approx. 22.*
5. In relation to page 6, the applicant claims that:
  - a. *(The operation), Will not result in unacceptable impacts on the amenity and tranquillity of Port Douglas.*
6. PDYC submits that the proposed 22 flights in daylight hours, (with the proposed flight paths for landing against SE wind patterns during May -September and departure against Northerly wind patterns in November-March, as shown on page 144 of the application) will heavily impact through both noise and visually on:

- a. The amenity and tranquillity offered at the PDYC premises.
- b. The part of the community living onboard their vessels on the DSC pile moorings, many who are employed in night shifts in the Port Douglas hospitality industry and sleep during the day.
- c. Visiting yachts who moor along Dicksons Inlet who enhance the local economy through employment of local trades people and restocking of vessels.

**Location of Proposal**

7. The site is located in Precinct 1c Waterfront South of the Port Douglas/Craiglie local plan. The Precinct allows for development that provide services to the Port Douglas tourism industry. The outcomes sought for the precinct are to ensure:
  - facilitating marina facilities and supporting marine industry uses as a key part of the local economy;
  - reducing conflict between industry, community and commercial activities in the waterfront, without diminishing the marine industry capacity in the Port Douglas precinct;
  - marine-based industries are established on appropriate land having regard to site suitability, accessibility, surrounding land uses, and location of utilities and services;
  - Development of land at the end of Port Street adjacent to Dickson Inlet incorporates a slipway, or an alternative functioning facility, with capacity to service the Port Douglas marine and tourism industry.
8. The area for the proposed helicopter operations was identified in community consultation during the development of the Port Douglas Waterfront Plan and earmarked in subsequent planning exercises by the DSC as the appropriate place to meet the requirements listed in the dot points above.
9. The current Port Douglas marine slipway is to be redeveloped for other uses. The marine tourism industry and local boating community relies on and requires the services offered by a local slipway.
10. We submit that to proceed with the application flies in the face of community consultation and the proposed objectives of the planning regime for Precinct 1c Waterfront South.
11. The application while claiming, *“will complement the existing marine tourism facilities and does not compromise their operation”*, fails to understand the DSC long term planning requirements for the marine industry and recreational boaties.
12. We further submit the application is not compatible with the industrial use of a marine slipway earmarked for this area.

Thank you for providing the opportunity for the PDYC to make this submission concerning what we regard as an integral part of the amenities that are very important to the success of the PDYC and future of the Port Douglas Waterfront.

Sincerely

Commodore PDYC