

PLANNING & REGIONAL DEVELOPMENT

7.2. **MCU20/0006 - Development application for a Material Change of Use for Air Services (Aviation Facility) on land described as Lot 3 on RP732964, situated at 2224 Tully-Mission Beach Road, Mission Beach QLD 4852**

Prepared by: Byron Jones, Senior Planner/Strategic Planner

Meeting Date: Thursday, December 10, 2020

Executive Summary:

Applicant:	Mission Helicopters Pty Ltd
Consultant:	Gilvear Planning Pty Ltd
Landowner:	Crofam Pty Ltd ATF Cronin Family Super Fund
Application Date:	21 February 2020
Proposal:	Material Change of Use for Air Services (Aviation Facility)
Real Property Description:	Lot 3 on RP732964
Property Address:	2224 Tully-Mission Beach Road, Mission Beach QLD 4852
Land Area:	11.16ha
FNQRP Zone:	Regional Landscape and Rural Production Area
Planning Instrument:	Cassowary Coast Regional Council Planning Scheme 2015
Zone	Rural Zone
Local Plan	N/A
Precinct	N/A
Overlays	<p>Agricultural Land</p> <p>Coastal Protection</p> <p>Environmental Significance</p> <p>Flood Hazard</p> <p>Scenic Amenity</p> <p>Transport Noise Corridor</p> <p>Waterway Corridors and Wetlands</p>
Referral Agencies:	Queensland Treasury – State Assessment Referral Agency
Level of Assessment:	Impact
Land Use Codes:	N/A
Existing Use of Land:	Nurseries/Plants (Garden Centre)
Existing Approvals:	Nil
No. of Submissions:	<p>A total of sixty two (62) submissions were received by Council during the notification period. The submissions are categorised as follows:</p> <ol style="list-style-type: none"> 1. Fifty Five (55) submissions raised objections to the proposed development; and 2. Seven (7) submissions supported the proposed development <p>In addition to this, Council also received an online petition raising objections to the proposed development with Three Hundred and Seventy Two (372) signatures at the time of submissions closing, however this petition was not considered to be a properly made submission due to the fact that it did not state the residential address of all submission makers and the contents of the submission attached to the petition was not signed by all submission makers.</p>

Council is in receipt of an application proposes to establish Air Services (Aviation Facility) on land described as Lot 3 on RP732964, situated at 2224 Tully-Mission Beach Road, Mission Beach. The proposed development will comprise a single-story building, parking spaces, an external helicopter landing pad and a fuel storage area. The proposed development will be located on a portion of the subject site which has been cleared of vegetation as a result of previous agricultural activities. The front of the

building and parking areas will be landscaped with the balance of the subject site being grass.

The development proposes to connect to Councils water infrastructure on the Tully-Mission Beach Road and also proposes install a conventional septic system with soakage trench. The development proposes to connect to mains electricity and telecommunications via existing infrastructure from the Tully-Mission Beach Road. The existing vehicle access point from the Tully-Mission Beach Road is proposed to be upgraded to service the development.

The proposed Aviation Facility will provide a base for helicopter passenger transport operations inclusive of island connections from the region's major airports (Cairns and Townsville). Associated uses including medical transfers, aerial firefighting and search and rescue operations and other emergency activities will also be undertaken from the site on an as needs and emergency situation basis.

The subject site has an area of 11.16 hectares with a frontage of approximately 870 metres to Tully-Mission Beach Road. The site is located within the Rural Zone and has an existing bulk landscape supplies business which has been operating from the site for many years and is proposed to continue to operate. To the north, the site adjoins land located within the Township Zone, Greater Great Mission Beach Business Precinct and is vegetated and vacant. To the east, the site adjoins land located within the Environmental Management and Conservation Zone and is vegetated and vacant. To the south, the site adjoins land located within the Environmental Management and Conservation Zone and has an established large home site dwelling. To the west, the site adjoins Tully-Mission Beach Road, being a state controlled road.

The subject site has been extensively cleared due to previous agricultural activities with a small area of remnant riparian vegetation located adjacent to a waterway which traverses east-west through the site. The site was previously used for cattle raising, however it has not been used for agricultural purposes for a number of years. The closest sensitive receptor is a residential dwelling which is located approximately 360 metres from the proposed aviation facility.

The development application was impact assessable and therefore required public notification. The applicant advised that public notification requirements were carried out in accordance with the *Planning Act 2016*. A total of sixty two (62) properly made submissions were received by Council during the notification period. The submissions are categorised as follows:

1. Fifty Five (55) submissions raised objections to the proposed development; and
2. Seven (7) submissions supported the proposed development.

In addition to this, Council also received an online petition raising objections to the proposed development with Three Hundred and Seventy Two (372) signatures at the time of submissions closing. However this petition was not considered to be a properly made submission as it did not state the residential address of all submission makers and the contents of the submission attached to the petition had not been signed by all submission makers.

Key concerns raised within the Fifty Five (55) submissions objecting to the proposed development have been categorised into Three (3) broad categories, being:

- The potential impacts of noise originating from the flight of helicopters to and from and the operation of the facility;
- The potential impacts of the facility on the local community and local environment particularly Cassowaries; and
- The potential impacts of a commercial helicopter operation being established in the Mission Beach area.

Key points raised within the Seven (7) submissions supporting the proposed development have been categorised into Four (4) broad categories, being:

- The benefit of the proposed development to the Mission Beach area;
- The benefit to the local economy through the creation of jobs during the construction and operational stages;
- The small scale of the development and minimal environmental impact; and
- The benefit of having a dedicated air service for emergencies in Mission Beach.

The subject site is located within the Regional Landscape and Rural Production (RLRPA) area as indicated in the Far North Queensland Regional Plan (FNQRP) 2009-2031 and it is considered that the application is consistent with the intent of the Far North Queensland Regional Plan 2009-2031 as the impact on land for rural production is relatively minor.

The proposed development will be located on a portion of the subject site which has been cleared of vegetation as a result of previous agricultural activities. As no clearing of vegetation is proposed and traffic generation along Tully-Mission Beach Road will be limited when compared to the existing traffic, this will minimise the impact on the surrounding environment, habitat and cassowaries. Therefore the proposed development does not result in the loss of habitat or the clearing of an environmentally significant area or significantly increase traffic movements within the Mission Beach area.

The helicopter operations will use a direct eastern flight path from the proposed development to minimise disturbance of fauna species. Once airborne, helicopters will head east over the Coral Sea prior to heading towards intended destinations. Flights over the Djiru, Maria Creek and Japoon National Parks will not occur as a result of activities associated with the proposed development. This will minimise the impact of the development on the surrounding environment, residences and cassowaries.

Furthermore, the applicant has confirmed that the majority of the helicopters proposed to be stationed at this aviation facility are not proposed to be used for “joy flights”. The type of helicopters proposed are highly specialised multi-role helicopters and provide a range of services including aerial firefighting, heavy-lift and aerial crane, and reconnaissance missions. There is a direct linkage between the specialist nature of these helicopters, and the high cost of operation, the number of movements will generally be lower than what would be expected from a tourism operation. The closest sensitive receptor is a residential dwelling which is located approximately 360 metres from the proposed aviation facility. This will minimise the impact of the development on the surrounding environment, residences and cassowaries

There is currently no formal approved helicopter take-off and landing facilities in the Mission Beach area, with the closest aviation facilities being at Tully Airport being 20 kilometres away and a 20 minute drive. Frequently, helicopters have been required to land, without formal approvals in place, at the vacant lot on the corner of Seaview Street and Pacific Parade, located in the populated centre and urban areas of Mission Beach. Council officers have received many complaints from the residents of Mission Beach regarding the use of Seaview Street and Pacific Parade site over the years.

The proposed development will assist in addressing this ongoing issue by providing a fully compliant civil aviation safety authority (CASA) aviation facility which does not have a flight path over urban areas, does not expose the community to excessive noise and dust nuisance related to landing and taking-off and reduces the risk to the community as it is not located in a highly populated area.

The site is heavily vegetated with mature remnant vegetation on three of the property boundaries (north, east, south) with the other boundary (west) being located adjacent to Tully-Mission Beach Road. The vegetation and road will minimise the impact on the surrounding local community, environment and fauna, in particular the cassowary. In addition, the proposed helicopter landing pad will be grass and will assist in reducing dust nuisance. The refuelling operations will be undertaken within hangar and within an approved self-bunded container with maximum fuel quantities of 4,000 litres maintained, limiting the risk of fuel leakage and fire.

The applicant has proposed integrate measures into its daily operations to manage direct impact noise on the local community, local environment and fauna (including the cassowary corridor that has been established to the south of the facility). These measures include:

- *The use of a suitable flight plan and approach path which complies with the guidelines in the Helicopter Association International (HAI) Fly Neighbouring Guidelines which is the internationally accepted best practice framework to limit noise nuisance through the use of lateral and vertical sense and has been developed for use in densely populated areas. The proposed flight path will make use of the park reserve located to the East of the site, over which it would be an anticipated 20-30 second flight time between the pad, once airborne, and the coast. This path maximises the distance*

between the closest structures and the flight path to a minimum of ~540 ground-distance metres (or hypotenuse-distance of ~670 metres using a minimum approach/departure altitude of 400 metres above-sea-level);

- The formal training of personnel in the approved approach and departure pattern requirement to meet the Helicopter Association International (HAI) Fly Neighbouring Guidelines; and
- Community awareness/education programs that will assist with education on helicopter activities and their benefit to the local area and community as part of perception management with the Australian Civil Aviation Safety Authority (CASA) approved management system.

The site was previously used for agricultural purposes, primarily cattle raising, however it has not been used for agricultural purposes for a number of years. The proposed development can be accommodated on the site and will not have a detrimental impact on the locality given proposed aviation facility comprises approximately 1.27% of the overall site cover, therefore there is sufficient room to continue the agricultural production of the land in the future.

As the site is included in the Rural Zone of the Planning Scheme and has historically been used for agricultural purposes, sugar cane or bananas or any other agricultural use could be established on the site without planning approval. The operations of these farms could include aerial spraying on an as needs basis. In addition to this, there are a number of farms within the Mission Beach and wider Cassowary Coast area which use aerial spraying on sugar cane and bananas.

The proposed development provides flow on effects for the community and local economy through the operational (labour, goods and services) phases. The proposed development will have a positive impact on the tourism industry. The proposed development provides employment to local residents and supports the Cassowary Coast economy.

The proposed development can be accommodated on the site and will not have a detrimental impact on the locality. The proposed development is setback from neighbouring residential properties by approximately 360 metres. To ensure that the impact of the proposed development on the surrounding locality is minimised, the development has been conditioned, to provide for the following:

- Limiting the hours of operation (including the take-off, flight and landing of helicopters) to 6:00am – 6:00pm seven days a week. No take-off, flight and landing of helicopters or audible noise from the facility is permitted outside these hours (with the exception of emergency situations);
- Ensuring the helipad meets the Standards and Recommendations for heliports as set out in CAAP92.2;
- Ensuring that once airborne, helicopters will head directly east over the Coral Sea prior to heading towards intended destinations;
- Ensuring that the operations of the facility are limited to helicopters operated exclusively by Mission Beach Helicopters or another related entity operated by the Directors / Shareholders of the applicant / owner;
- The provision of adequate on-site car parking spaces to contain the operations of the development within the site;
- The requirement for adequate fuel storage and bunding; and
- The requirement that noise from the site must not emanate from the subject land to a degree that would create an environmental nuisance having regard to the provisions of the *Environmental Protection Act 1994* and *Environmental Protection Regulation 2019*.

The proposed development has been conditioned to allow for the temporary relaxation of some of these conditions in the event that Helicopter Flights/Operations are required in response to an emergency situation.

The proposed development is considered to represent an appropriate use of the land given the rural nature of the area and separation from other residences. The proposed development does not compromise the intent of the Rural Zone in this particular location as the impact on land for rural production, surrounding residences and environment is relatively minor. Therefore, the application is generally consistent with the provisions of the Cassowary Coast Regional Council Planning Scheme 2015 and the Far North Queensland Regional Plan 2009-2031. The proposed development for a Material Change of Use for Air Services (Aviation Facility) on land described as Lot 3 on RP732964, situated at 2224 Tully-Mission Beach Road, Mission Beach is recommended for approval, subject to reasonable and relevant conditions.

Recommendation:

"That a Development Permit be issued for a Material Change of Use for Air Services (Aviation Facility) on land described as Lot 3 on RP732964, situated at 2224 Tully-Mission Beach Road, Mission Beach QLD 4852", subject to the conditions contained in Annexure 1."

Background:

Refer Attachment 1 - Assessment Report

Link to Corporate Plan:**Goal 1 - Growth and Economic Sustainability**

Objective: To build a strong diverse economy which provides opportunities for business and investment with an integrated approach to long-term planning where the region's assets meet community needs.

- 1.1. Encourage and facilitate investment in the region that will support both traditional and emerging industries and act as a catalyst for further employment and population growth.
- 1.2. Further develop tourism industry, destination and events.
- 1.3. Promote arts and culture as a key feature of the region's lifestyle, liveability, vitality and character.

Consultation:

Regulatory Services

Legal Implications (Statutory basis, legal risks):

Possible appeal in the Planning and Environment Court.

Council has given due consideration to the Human Rights 2019 (Qld) in passing any resolution emanating from the recommendations in this paper or otherwise.

Policy Implications:

Nil

Risk Implications (Corporate, Operational, Project risks):

Nil

Financial & Resource Implications:

Possible appeal in the Planning and Environment Court.

Report authorised by:

David Goodman, Director Infrastructure Services

Supporting Documents:

1. MCU20-0006 - Annexure 1
2. MCU20-0006 - Attachment 1 - Assessment Report.
3. MCU20-0006 - Attachment 2
4. MCU20-0006 Draft Infrastructure Charges Notice

ANNEXURE 1

Assessment Manager's Conditions

1. Approved Plans and Supporting Documentation	
Condition	Timing
The development must be undertaken generally in accordance with the application, documentation received by Council on 21 February 2020, 30 March 2020 and 14 October 2020 and 23 November 2020 and plans in the table below, which forms part of this approval, except where varied by the following conditions.	At all times

Plan/Drawing Number	Plan Name	Date
Plan No. 1190725 Sheet No. 003 Rev D	Facilities Plan	Dated: 15 March 2020 Received by Council: 30 March 2020
Plan No. 1190725 Sheet No. 001 Rev D	Site Plan	Dated: 15 March 2020 Received by Council: 30 March 2020
Plan No. 1190725 Sheet No. 001 Rev D	Elevations Plan	Dated: 15 March 2020 Received by Council: 30 March 2020
No Plan No.	Mission Beach Helicopters Approach/Departure Waypoint Flight Plan	Dated: No Date Received by Council: 14 October 2020
CAAP 92-2(2)	Guidelines for the establishment and operation of onshore Helicopter Landing Sites	Dated: No Date Received by Council: 23 November 2020

2. Hours of Operation	
Condition	Timing
The hours of operation (including the take-off, flight and landing of helicopters) is limited to 6:00am – 6:00pm seven days a week. No take-off, flight and landing of helicopters or audible noise from the facility is permitted outside these hours (with the exception of emergency situations) to the satisfaction of the Manager Planning Services.	At all times

3. Water Connection	
Condition	Timing
The applicant/owner must ensure the development is connected to the existing reticulated water system prior to commencement of the use in accordance with the FNQROC Development Manual. The applicant/owner is to apply to Council's Water Section of the Infrastructure Services Department to install a water service fitted with an appropriate sized water meter at no cost to Council. The fee/charge for the water service connection and any associated upgrades required to be carried out by Council is per Council's Register of Regulatory Fees at the rate applicable on application and must be paid prior to the works being undertaken.	Prior to the commencement of the use

4. On- Site Waste Water Disposal	
Condition	Timing
The applicant/owner must ensure the development is provided an on-site waste water disposal system which is designed and constructed in accordance with the Queensland Plumbing and Wastewater Code, prior to commencement of the use, in accordance with the FNQROC Development Manual and to the satisfaction of the Manager Planning Services.	Prior to the commencement of the use

5. Car Parking	
Condition	Timing
<p>The applicant/owner is to ensure that the development provides a minimum of 9 carparks on the subject site. All car parking facilities must comply with the following requirements, to the satisfaction of the Manager Planning Services:</p> <ul style="list-style-type: none"> • All car parking facilities are designed and constructed in accordance with Australian Standard AS1428 Design for Access and Mobility and Australian Standard AS2890.1 Parking Facilities – Off Street Car Parking; and • All car parking facilities excluding the disable carpark are to be to an all weathered gravel surface, drained and maintained. 	Prior to the commencement of the use

6. Helipad	
Condition	Timing
The applicant/owner must ensure that the place of take-off and landing meets the Standards in Civil Aviation Advisory Publication CAAP92.2 dated February 2014.	Prior to the commencement of the use and maintained at all times

7. Helicopter Operations – Flight Path

Condition	Timing
The applicant/owner must ensure that once airborne, helicopters will head directly east over the Coral Sea prior to heading towards intended destinations as per the Mission Beach Helicopters Approach/Departure Waypoint Flight Plan, received by Council on 14 October 2020, (with the exception of emergency situations).	At all times

8. Helicopter Operations – Exclusivity

Condition	Timing
The applicant/owner must ensure that all helicopters taking off and landing at the site are operated exclusively by Mission Beach Helicopters Pty Ltd or another related entity operated by the Directors / Shareholders of the applicant / owner (with the exception of emergency situations). Third party commercial operators may only be permitted to use the facility by approval in writing by the Manager Planning Services.	At all times

9. Helicopter Operations – Emergency Situations

Condition	Timing
Conditions 2, 6, 7, 8 and 15 do not apply in the event that Helicopter Flights/Operations are required in response to an emergency situation.	At all times

10. Erosion and Sediment Controls

Condition	Timing
Effective erosion and sediment controls must be maintained during and after the construction, installation and maintenance of the site until there is adequate vegetation cover, paved or other controls to prevent any silt run-off from the site.	At all times

11. Stormwater Discharge

Condition	Timing
The applicant/owner must ensure that the flow of all external stormwater from the property is directed to a lawful point of discharge, such that stormwater does not adversely affect surrounding properties, to the satisfaction of the Manager Planning Services.	At all times

12. Public Infrastructure/Utilities	
Condition	Timing
Any relocation or alteration to any public utilities (including stormwater infrastructure) in association with building work must be undertaken as required by the relevant service provider and at no cost to Council.	At all times

13. Waste Bins and Storage Area	
Condition	Timing
The waste bin and storage areas must be screened from view of adjoining properties and road frontages, to the satisfaction of the Manager Planning Services.	At all times

14. Landscaping	
Condition	Timing
The applicant/owner is to ensure that all landscaping works are carried out in accordance with 9.4.5 Landscaping Code of the Cassowary Coast Regional Council Planning Scheme 2015	Prior to the commencement of use and maintained at all times

15. Noise	
Condition	Timing
The applicant/owner is to ensure that noise from the site must not emanate from the subject land to a degree that would, in the opinion of the Manager Regulatory Services, create an environmental nuisance having regard to the provisions of the <i>Environmental Protection Act 1994</i> , <i>Environmental Protection (Noise) Policy 2019</i> and <i>Environmental Protection Regulation 2019</i> .	At all times

16. Air Quality	
Condition	Timing
The applicant/owner is to ensure that noxious and offensive odours must not emanate from the subject land to a degree that would, in the opinion of the Manager Regulatory Services, create an environmental nuisance having regard to the provisions of the <i>Environmental Protection Act 1994</i> , <i>Environmental Protection (Air) Policy 1997</i> and <i>Environmental Protection Regulation 1998</i> .	At all times

17. Advertising Devices	
Condition	Timing
The applicant/owner is to ensure that all advertising devices erected on site are in accordance with 9.4.1 Advertising Devices Code of the Cassowary Coast Regional Council Planning Scheme 2015.	At all times

18. Street Numbering/Public Safety	
Condition	Timing
The applicant/owner is to ensure that the street numbers are clearly identifiable from Tully-Mission Beach Road. Warning or information signs are to be erected at the site where necessary to do so to ensure public safety.	At all times

19. Night Lighting	
Condition	Timing
The applicant/owner is to ensure that all night lighting is designed and constructed to the satisfaction of the Manager Regulatory Services so as to ensure that light emitted from the subject site does not create environmental nuisance in accordance with the provisions of the Environmental Protection Act 1994 and Environmental Protection Regulation 2008 (Part 2A – Environmental Nuisance).	At all times

20. Excavating and Filling	
Condition	Timing
The applicant/owner is to ensure that all excavating and filling works are carried out in compliance with 9.4.3 Excavating and Filling Code of the Cassowary Coast Regional Council Planning Scheme 2015, to the satisfaction of the Manager Planning Services.	At all times

Referral Agency Conditions:

Queensland Treasury – State Assessment Referral Agency Response (2003-15835 SRA)
dated 9 April 2020

Assessment Manager's Advice:**1. Currency Period**

The currency period for the development approval (Material Change of Use) shall be six (6) years starting the day the approval is granted or takes effect. In accordance with section 85 of the *Planning Act 2016 (PA)*, the development approval for Material Change of Use lapses if the building work under the approval is not complete within the abovementioned currency period.

An applicant may request Council extend the currency period provided that such request is made in accordance with section 86 of *PA* and before the development approval lapses under section 85 of *PA*.

2. Further Approvals Required

An application for a Development Permit for Building Work and Plumbing/Drainage Work is required for the proposed development. This application/s are required to be approved prior to any works commencing on site.

3. Cultural Heritage

The applicant/owner is to ensure compliance with the requirements of the *Aboriginal Cultural Heritage Act 2003* and in particular 'the duty of care' that imposes landowners, developers and the like.

4. Engineering Works

The applicant/owner is to ensure that the engineering works involved in the proposed development are designed and constructed in accordance with the FNQROC Development Manual.

5. Compliance with Laws

The approval does not negate the requirement for compliance with all other relevant local Laws and other statutory legislation.

6. Environmental Nuisance

The *Environmental Protection Act 1994* states a person must not carry out any activity that causes, or is likely to cause, environmental harm unless the person takes all reasonable and practicable measures to prevent or minimise the harm. Environmental harm includes environmental nuisance. In this regard persons and entities, involved in the civil, earthworks and construction phases of this development, are to adhere to their "general environmental duty" to minimise the risk of causing environmental harm.

Environmental harm is defined by the Act as any adverse effect, or potential adverse effect whether temporary or permanent and of whatever magnitude, duration or frequency on an environmental value and includes environmental nuisance. Therefore, no person should cause any interference with the environment or amenity of the area by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, sediment, oil or otherwise, or cause hazards likely in the opinion of the Council to cause undue disturbance or annoyance to persons or affect property not connected with the use.

7. Adopted Infrastructure Charges

The applicant/owner must contribute in accordance with Council's Infrastructure Charges Resolution (No.1) 2019, made under the Planning Act 2016. The adopted infrastructure charge is payable prior to the commencement of the use. Payment is to be made to Council in accordance with the Adopted Infrastructure Charges Notice attached to the decision notice.

8. Fuel and Liquid Storage Areas

The applicant/owner must ensure that the proposed fuel and liquid storage facility that will contain all fuels, oils etc. is designed in compliance with the Dangerous Goods Safety Management Act and Regulations 2001 and to Australian Standards (i.e. AS1940:2017), The Storage and Handling of Flammable and Combustible Liquids 1993.

9. Commonwealth Environment Protection and Biodiversity Conservation Act 1999

You are advised that the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* applies to action that has, will have or is likely to have a significant impact on matters of national environmental significance. Further information on the *EPBC Act* can be obtained from the Department Environment and Energy website www.environment.gov.au/epbc EPBC Act Policy Statement 1.1 Significant Impact Guidelines Matters of National Environmental Significance (Oct. 2009).

Assessment Report – Attachment 1

Proposal:

The application proposes to establish Air Services (Aviation Facility) on the site. The proposed development will comprise a single-story building, parking spaces, an external helicopter landing pad and a fuel storage area. The proposed development will be located on a portion of the subject site which has been cleared of vegetation as a result of previous agricultural activities. The front of the building and parking areas will be landscaped with the balance of the subject site being grass.

The development proposes to connect to Council's water infrastructure on the Tully-Mission Beach Road and install a conventional septic system with soakage trench. The development proposes to connect to mains electricity via Ergon Energy infrastructure. A telecommunications connection to the proposed development will be via existing infrastructure from the Tully-Mission Beach Road. The existing vehicle access point from the Tully-Mission Beach Road is proposed to be upgraded to service the development.

The proposed Aviation Facility will provide a base for helicopter passenger transport operations inclusive of island connections from the region's major airports (Cairns and Townsville). Associated uses including medical transfers, aerial firefighting and search and rescue operations and other emergency activities will also be undertaken from the site on an as needs basis.

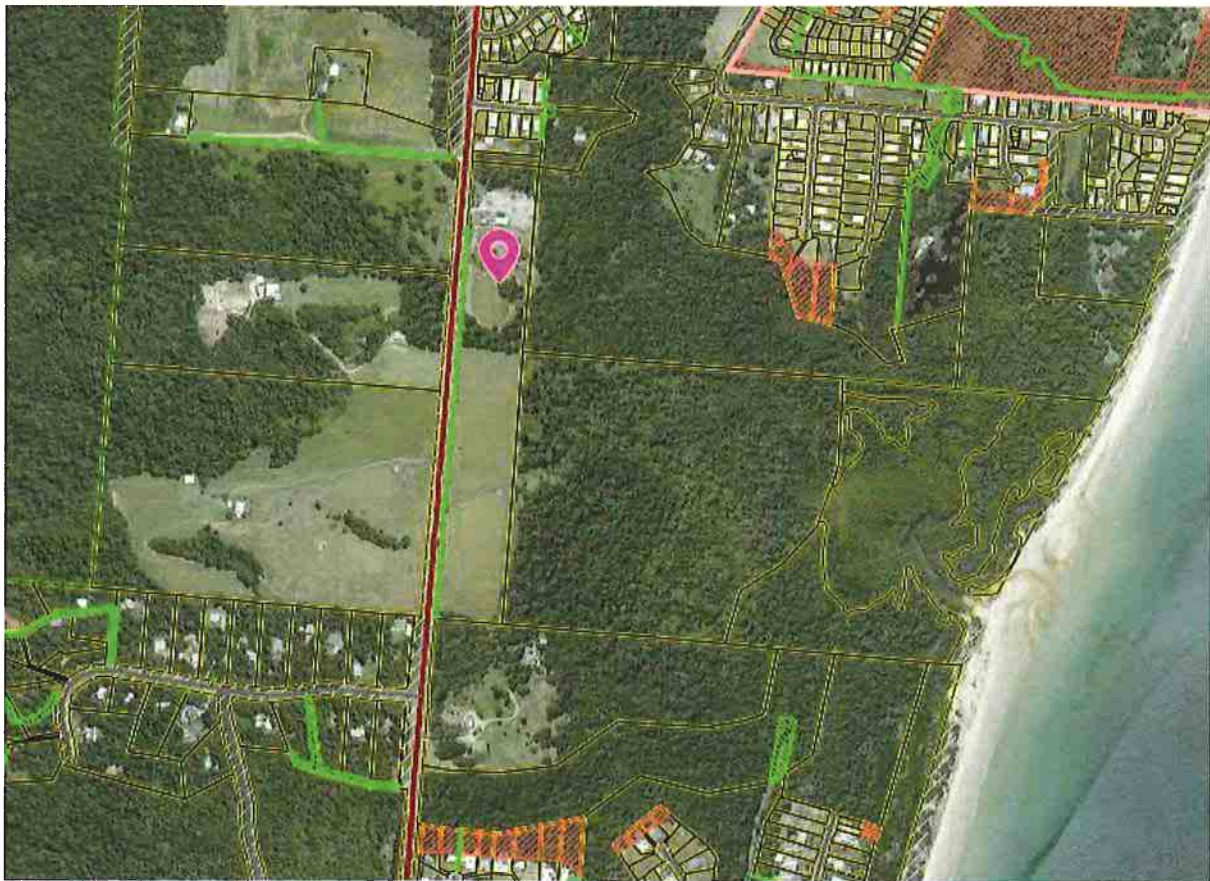
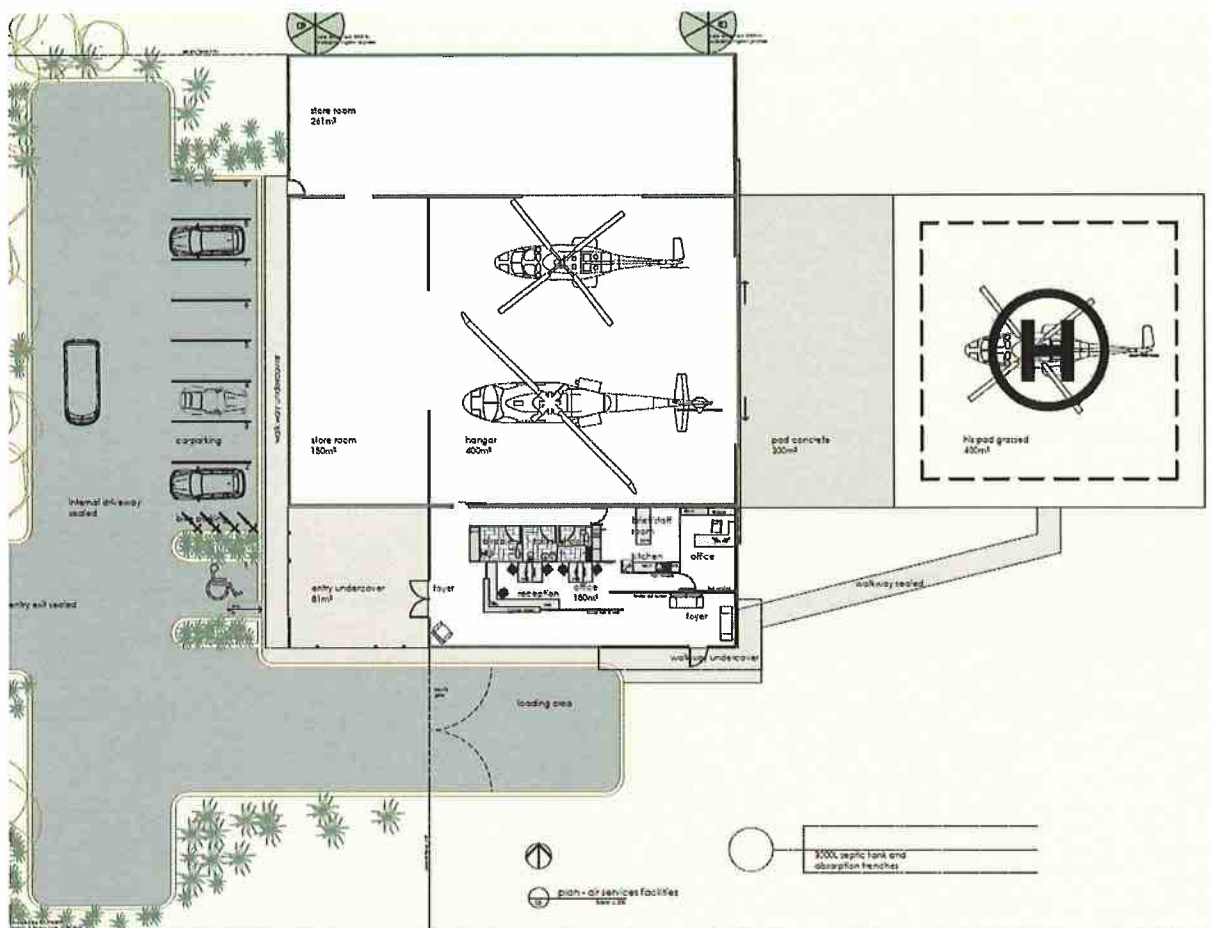


Figure 1: Aerial Photograph



The proposed development will encompass a single-story building with a maximum height of 9.0 metres. The building will comprise, an Office (180m²), two Storerooms (261m² and 180m²), A Hangar (400m²), and a grassed Helicopter Pad (400m²). The facility will be approximately setback 300 metres from the northern property boundary, 460 metres from the southern property boundary, 81 metres from the eastern property boundary, 24 metres from the western property boundary and 53 metres from the nearest creek.

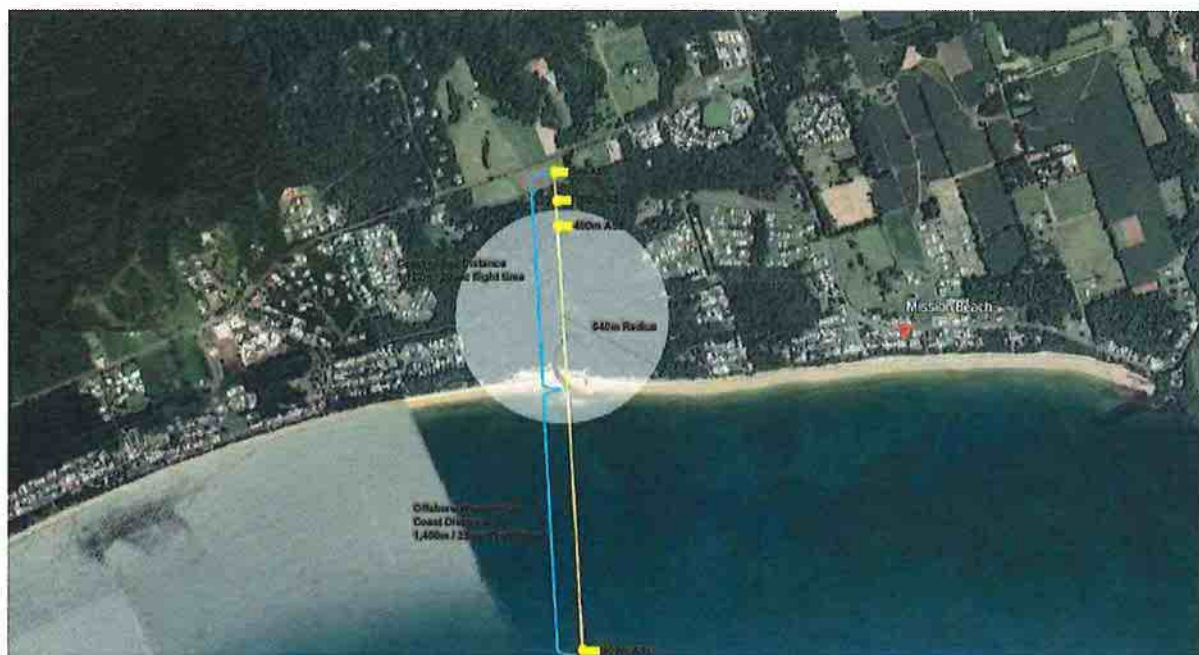


Figure 3: Helicopter Operations and Flight Paths

Future helicopter operations (take-off and landings) will use a direct eastern flight path from the proposed development. Once airborne, helicopters will head east over the Coral Sea prior to heading towards intended destinations. Flights over the Djiru, Maria Creek and Japoon National Parks will not occur as a result of activities associated with the proposed development.

APPLICATION SUMMARY	
Division:	3
Applicant:	Mission Helicopters Pty Ltd C/- Gilvear Planning Pty Ltd
Proposal:	Material Change of Use for Air Services (Aviation Facility)
Landowner:	Crofam Pty Ltd ATF Cronin Family Super Fund
Properly Made Date:	21 February 2020
Street Address:	2224 Tully-Mission Beach Road MISSION BEACH QLD 4852
RP Description:	Lot 3 on RP732964
Assessment Type:	Impact
Number of Submissions:	A total of sixty two (62) submissions were received by Council during the notification period. The submissions are categorised as follows: <ol style="list-style-type: none"> 1. Fifty Five (55) submissions raised objections to the proposed development; and 2. Seven (7) submissions supported the proposed development
State Referral Agencies:	Queensland Treasury – State Assessment Referral Agency
Referred Internal Departments:	Regulatory Services

The following table describes the key development parameters for the proposal:

Material Change of Use	Development Parameters
Gross Floor Area	1,421m ²
Building Height/ Storeys	9.0 metres
Setbacks	The facility will be approximately setback 300 metres from the northern property boundary, 460 metres from the southern property boundary, 81 metres from the eastern property boundary, 24 metres from the western property boundary and 53 metres from the nearest creek.
Site Cover	1.27%
Parking	9 Spaces
Landscaping	Along front boundary

Site and Locality:

The site is located at 2224 Tully-Mission Beach Road on land formally described as Lot 3 on RP732964 between Mission Beach and Wongaling Beach. The subject site has an area of 116,000m² (11.16 hectares) with a frontage of approximately 870 metres to Tully-Mission Beach Road. The site is located within the Rural Zone and has an existing bulk landscape supplies business which has been operating from the site for many years and is proposed to continue to operate. To the north, the site adjoins land located within the Township Zone, Greater Great Mission Beach Business Precinct and is vegetated and vacant. To the east, the site adjoins land located within the Environmental Management and Conservation Zone and is vegetated and vacant. To the south, the site adjoins land located within the Environmental Management and Conservation Zone and has an established large homesite dwelling. To the west, the site adjoins Tully-Mission Beach Road, being a state controlled road.

The subject site has been extensively cleared due to previous agricultural activities with a small area of remnant riparian vegetation located adjacent to a waterway which traverses east-west through the site. The site was previously used for agricultural purposes, primarily cattle raising, however it has not been used for agricultural purposes for a number of years. The closest sensitive receptor is a residential dwelling which is located approximately 360 metres from the proposed aviation facility.



Figure 4: Cassowary Coast Planning Scheme 2015 Zoning Map

Real Property Description:	Lot 3 on RP732964
Property Address:	2224 Tully-Mission Beach Road MISSION BEACH QLD 4852
Land Area:	11.16ha
Access:	Via Tully-Mission Beach Road
Road Frontage:	870 metres to Tully-Mission Beach Road
Topography:	Generally flat
Surrounding Land Uses:	Conservation, Vacant Land, Large Homesite Dwellings and Road
Council Services:	Water and Sewer (Pressure Main)
Vegetation:	Northern portion of the site and follows existing creek
Wetland/ Watercourse:	Stream order 5 traverses in a west-east direction
Planning Scheme Overlays:	Agricultural Land Coastal Protection Environmental Significance Flood Hazard Scenic Amenity Transport Noise Corridor Waterway Corridors and Wetlands

ASSESSMENT:

Framework for Assessment

Categorising Instruments for Statutory Assessment

For the *Planning Act 2016*, the following Categorising Instruments may contain Assessment Benchmarks applicable to development applications:

- the *Planning Regulation 2017*
- the Planning Scheme for the local government area
- any Temporary Local Planning Instrument
- any Variation Approval

Of these, the planning instruments relevant to this application are discussed in this report.

Assessment Benchmarks Pertaining to the Planning Regulations and Planning Scheme

The following Assessment Benchmarks from the *Planning Regulation 2017* are applicable to this application. The applicable planning scheme for the application is the Cassowary Coast Regional Council Planning Scheme 2015.

Assessment Benchmarks:	State Planning Policy FNQ Regional Plan 2009-2031 Cassowary Coast Regional Council Planning Scheme 2015 <ul style="list-style-type: none"> • Strategic Framework • Rural Zone Code • Coastal Protection Overlay Code • Environmental Significance Overlay Code • Flood Hazard Overlay Code • Scenic Amenity Overlay Code • Waterway Corridor and Wetlands Overlay Code • Advertising Devices Code • Design for Safety Code • Excavation and Filling Code • Infrastructure Works Code • Landscaping Code • Parking and Access Code
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State Planning Policy

In accordance with section 2.1 of the planning scheme, the Minister has identified that all aspects of the State Planning Policy have been integrated into the Cassowary Coast Regional Council Planning Scheme 2015. Since the date of adoption of the Planning Scheme, amendments have been made to the SPP and therefore additional review of the policy was completed to ensure the proposal is in accordance with the provisions of the SPP. The proposed use is considered not to be in conflict with the provisions of the policy.

Far North Queensland Regional Plan

The subject site is located within the Regional Landscape and Rural Production area. Of particular reference are the following sections of the Far North Queensland Regional Plan 2031.

The subject site is located within the Regional Landscape and Rural Production area as indicated in the Far North Queensland Regional Plan (FNQRP) 2009-2031, the intent of the Regional Landscape and Rural Production area is as follows: *The regional landscape and rural production area (RLRPA) includes lands that have regional landscape, rural production or other non-urban values, and protects these areas from encroachment by inappropriate development, particularly urban or rural residential development.*

The subject site is located within the Regional Landscape and Rural Production Area and it is considered that the application is consistent with the intent of the Far North Queensland Regional Plan 2009-2031 as the impact on land for rural production is relatively minor. The aspects of the regional plan have been incorporated into the planning scheme, which will be addressed as part of this assessment.

The site was previously used for agricultural purposes, primarily cattle raising, however it has not been used for agricultural purposes for a number of years. The proposed development can be accommodated on the site and will not have a detrimental impact on the locality given the proposed aviation facility comprises approximately 1.27% of the overall site cover, therefore there is sufficient room to continue the agricultural production of the land in the future.

In further support for the proposal, as the site is included in the Rural Zone of the Planning Scheme and has historically been used for agricultural purposes, sugar cane or bananas could be established on the site without planning approval.

Mission Beach Habitat Network Action Plan:

The proposed development will be located on a portion of the subject site which has been cleared of vegetation as a result of previous agricultural activities. As no clearing of vegetation is proposed and traffic generation along Tully-Mission Beach Road will be limited when compared to the existing traffic, this will minimise the impact on the surrounding environment, habitat and cassowaries. Therefore the proposed development does not result in the loss of habitat or the clearing of an environmentally significant area or significantly increase traffic movements within the Mission Beach area.

The helicopter operations will use a direct eastern flight path from the proposed development to minimise disturbance of fauna species. Once airborne, helicopters will head east over the Coral Sea prior to heading towards intended destinations. Flights over the Djiru, Maria Creek and Japoon National Parks will not occur as a result of activities associated with the proposed development. This will minimise the impact of the development on the surrounding environment, residences and cassowaries.

Furthermore, the applicant has confirmed that the majority of the helicopters proposed to be stationed at this aviation facility are not proposed to be used for "joy flights". The type of helicopters proposed are highly specialised multi-role helicopters and provide a range of services including aerial firefighting, heavy-lift and aerial crane, and reconnaissance missions. There is a direct linkage between the specialist nature of these helicopters, and the high cost of operation, the number of movements will generally be lower than what would be expected from a tourism operation. The closest sensitive receptor is a residential dwelling which is located approximately 360 metres from the proposed aviation facility. This will minimise the impact of the development on the surrounding environment, residences and cassowaries.

There currently no formal approved helicopter take-off and landing facilities in the Mission Beach area, with the closest aviation facilities being at Tully Airport being 20 kilometres away and a 20 minute drive. Frequently, helicopters have been required to land, without formal approvals in place, at the vacant lot on the corner of Seaview Street and Pacific Parade, located in the populated centre and urban areas of Mission Beach. Council officers have received many complaints from the residents of Mission Beach regarding the use of Seaview Street and Pacific Parade site over the years.

The proposed development will assist in addressing this ongoing issue by providing a fully compliant civil aviation safety authority (CASA) aviation facility which does not have a flight path over urban areas, does not expose the community to excessive noise and dust nuisance related to landing and taking-off and reduces the risk to the community as it is not located in the in the middle of a populated housing zone.

The site is heavily vegetated with mature remnant vegetation on three of the property boundaries (north, east, south) with the other boundary (west) being located adjacent to Tully-Mission Beach Road. The vegetation and road will minimise the impact on the surrounding local community, environment and fauna, in particular the cassowary. In addition, the proposed helicopter landing pad will be grass and will assist in reducing dust nuisance. The refuelling operations will be undertaken within hangar and within an approved self-bunded container with maximum fuel quantities of 4,000 litres maintained, limiting the risk of fuel leakage and fire.

The applicant has proposed integrate measures into its daily operations to manage direct impact noise on the local community, local environment and fauna (including the cassowary corridor that has been established to the south of the facility). These measures include:

- *The use of a suitable flight plan and approach path which complies with the guidelines in the Helicopter Association International (HAI) Fly Neighbouring Guidelines which is the internationally accepted best practice framework to limit noise nuisance through the use of lateral and vertical sense and has been developed for use in densely populated areas. The proposed flight path will make use of the park reserve located to the East of the site, over which it would be an anticipated 20-30 second flight time between the pad, once airborne, and the coast. This path maximises the distance between the closest structures and the flight path to a minimum of ~540 ground-distance metres (or hypotenuse-distance of ~670 metres using a minimum approach/departure altitude of 400 metres above-sea-level);*
- *The formal training of personnel in the approved approach and departure pattern requirement to meet the Helicopter Association International (HAI) Fly Neighbouring Guidelines; and*
- *Community awareness/education programs that will assist with education on helicopter activities and their benefit to the local area and community as part of perception management with the Australian Civil Aviation Safety Authority (CASA) approved management system.*

The site was previously used for agricultural purposes, primarily cattle raising, however it has not been used for agricultural purposes for a number of years. The proposed development can be accommodated on the site and will not have a detrimental impact on the locality given proposed aviation facility comprises approximately 1.27% of the overall site cover, therefore there is sufficient room to continue the agricultural production of the land in the future.

As the site is included in the Rural Zone of the Planning Scheme and has historically been used for agricultural purposes, sugar cane or bananas or any other agricultural use could be established on the site without planning approval. The operations of these farms could include aerial spraying on an as needs basis. In addition to this, there are a number of farms within the Mission Beach and wider Cassowary Coast area which use aerial spraying on sugar cane and bananas.

Therefore the proposed development is considered to be consistent with the intention of the Mission Beach Habitat Network Action Plan.

Other Acts:

There are no other Acts which apply to this development.

Strategic Framework

The Strategic Framework considers the following matters:

- Settlement pattern
- Natural environment
- Community identity and diversity
- Natural resources and landscape
- Access and mobility
- Infrastructure and services
- Economic development
- Water management
- Natural hazards

The application has been assessed against each of the matters listed above and found to be generally consistent with each matter.

CREATING OUR FUTURE: OUR VISION

Through working together we will be a vibrant, inclusive community based on a strong regional economy that will protect our exceptional natural environment and retain our unique tropical lifestyle.

In 2031, the Cassowary Coast Region will be known for its remarkable biodiversity within its rainforests, waterways, beaches and islands. Our water and air will be clean and healthy populations of the iconic species, the southern cassowary and the mahogany glider, will be thriving within our habitat network which includes protected areas and habitat and corridors located on privately owned land.

Our commitment to good environmental management allows us to adopt a more sustainable approach to the use and management of natural resources, energy and waste. We will continue to develop new and exciting local industries based on nature-based tourism, value-added agriculture and technological innovation.

We want a resilient and diversified regional economy linked to markets near and far, and to support existing and new industries. We will use modern communication platforms, strategic partnering and distinctive local branding to support this outcome. Our thriving economy will benefit from an invigorated workforce empowered through training and creative learning.

We are an astute Region that has learnt there are benefits to being located in a fast developing part of our nation and we will take advantage of this by ensuring that our infrastructure management and development decisions are sound. We will ensure an effort alignment of service delivery by all levels of government, private sector and community organisations and benefit from a range of housing, health care and lifestyle support services.

We will value our unique heritage and cultural diversity and proudly celebrate these through our lifestyles, architecture, arts, festivals and events. We will be resilient in nature, quick to adapt to change and able to call upon our own resources in times of need.

Officer's Comment:

It is considered that the proposed development is in accordance with the applicable strategies of the Strategic Framework.

The proposed development will be located on a portion of the subject site which has been cleared of vegetation as a result of previous agricultural activities. As no clearing of vegetation is proposed and traffic generation along Tully-Mission Beach Road will be limited when compared to the existing traffic, this will minimise the impact on the surrounding environment, habitat and cassowaries. Therefore the proposed development does not result in the loss of

habitat or the clearing of an environmentally significant area or significantly increase traffic movements within the Mission Beach area.

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Furthermore, the applicant has confirmed that the majority of the helicopters proposed to be stationed at this aviation facility are not proposed to be used for "joy flights". The type of helicopters proposed are highly specialised multi-role helicopters and provide a range of services including aerial firefighting, heavy-lift and aerial crane, and reconnaissance missions. There is a direct linkage between the specialist nature of these helicopters, and the high cost of operation, the number of movements will generally be lower than what would be expected from a tourism operation. The closest sensitive receptor is a residential dwelling which is located approximately 360 metres from the proposed aviation facility. This will minimise the impact of the development on the surrounding environment, residences and cassowaries.

There currently no formal approved helicopter take-off and landing facilities in the Mission Beach area, with the closest aviation facilities being at Tully Airport being 20 kilometres away and a 20 minute drive. Frequently, helicopters have been required to land, without formal approvals in place, at the vacant lot on the corner of Seaview Street and Pacific Parade, located in the populated centre and urban areas of Mission Beach. Council officers have received many complaints from the residents of Mission Beach regarding the use of Seaview Street and Pacific Parade site over the years.

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The applicant has proposed integrate measures into its daily operations to manage direct impact noise on the local community, local environment and fauna (including the cassowary corridor that has been established to the south of the facility). These measures include:

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metres using a minimum approach/departure altitude of 400 metres above-sea-level);

- *The formal training of personnel in the approved approach and departure pattern requirement to meet the Helicopter Association International (HAI) Fly Neighbouring Guidelines; and*
- *Community awareness/education programs that will assist with education on helicopter activities and their benefit to the local area and community as part of perception management with the Australian Civil Aviation Safety Authority (CASA) approved management system.*

The site was previously used for agricultural purposes, primarily cattle raising, however it has not been used for agricultural purposes for a number of years. The proposed development can be accommodated on the site and will not have a detrimental impact on the locality given the proposed aviation facility comprises approximately 1.27% of the overall site cover, therefore there is sufficient room to continue the agricultural production of the land in the future.

As the site is included in the Rural Zone of the Planning Scheme and has historically been used for agricultural purposes, sugar cane or bananas or any other agricultural use could be established on the site without planning approval. The operations of these farms could include aerial spraying on an as needs basis. In addition to this, there are a number of farms within the Mission Beach and wider Cassowary Coast area which use aerial spraying on sugar cane and bananas.

The proposed development provides flow on effects for the community and local economy through the operational (labour, goods and services) phases. The proposed development will have a positive impact on the tourism industry. The proposed development provides employment to local residents and supports the Cassowary Coast economy.

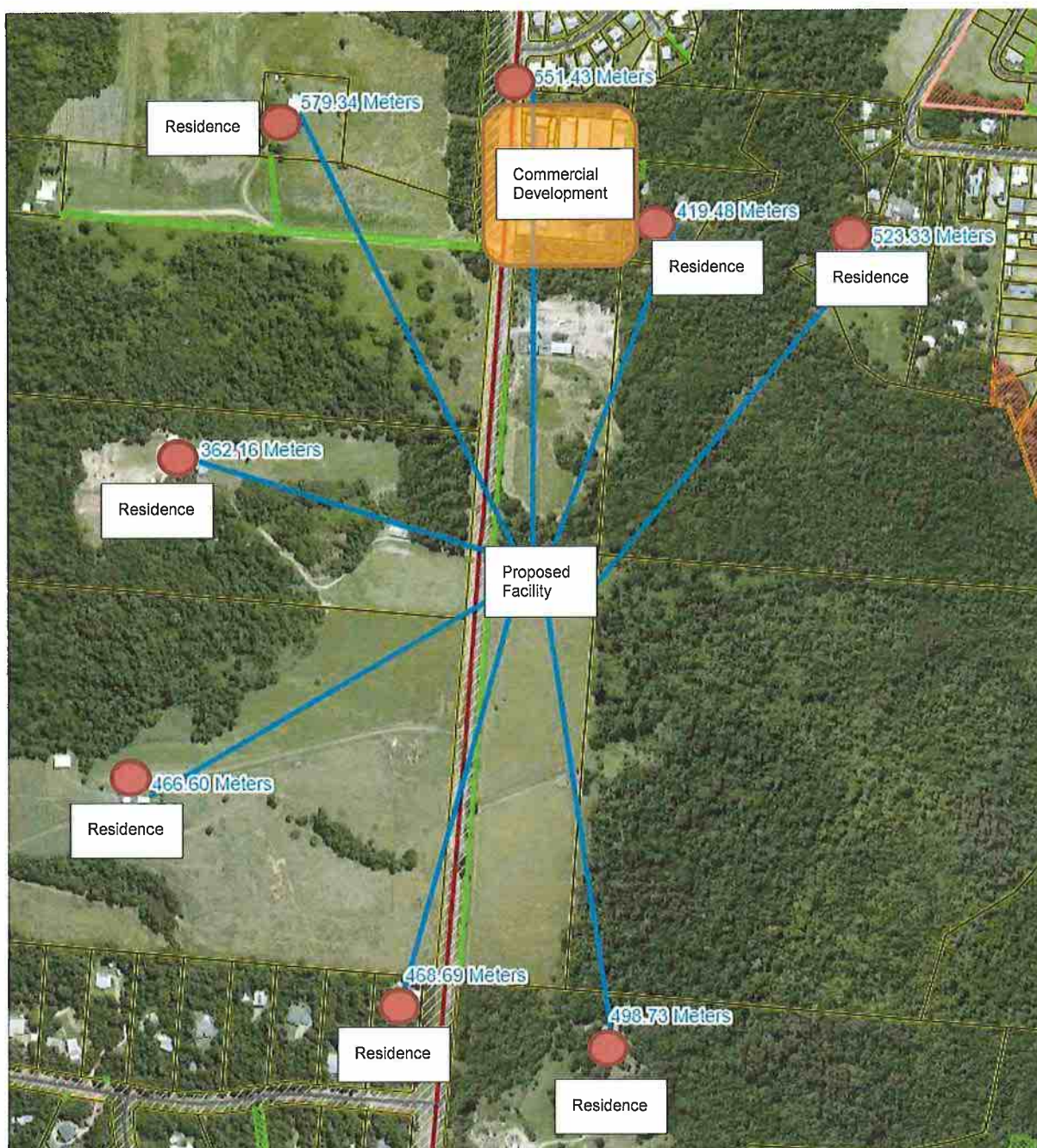


Figure 5: Proposed development in relation to surrounding residences – minimum distance 360 metres

3.3 Settlement pattern

3.3.2 Element—Network of centres:

The Region is comprised of a network of discrete but interconnected towns and villages

3.3.2.1 Specific outcomes:

- (1) *Innisfail contains the major activity centre for the Region and is the regional hub for higher order retail, business, government and community activities servicing the Cassowary Coast Region as well as rural and urban communities outside the Region. Activity centre functions are located within the Innisfail central business, business fringe, industry and community purpose precincts.*
- (2) *Tully contains a district activity centre for the Region with a large concentration of retail, business, government and community activities servicing the southern part of the Cassowary Coast Region and surrounding agricultural areas. Activity centre functions are located within the Tully central business, business fringe, industry and community purpose precincts.*
- (3) *The villages of Mission Beach and Wongaling Beach contain village activity centres. The activity centre in Mission Beach is located within the Greater Mission Beach tourism precinct and provides dining, retail, tourism and tourist accommodation activities catering predominately to tourists and the local tourism industry. The activity centre in Wongaling Beach is contained within the Greater Mission Beach business and community purpose precincts and provides a range of retail, business, government and community activities servicing residents of the local Greater Mission Beach area.*
- (4) *Small scale industrial activities servicing residents of the local Greater Mission Beach area are contained in the Greater Mission Beach industry precinct at Mission Beach. The Greater Mission Beach local business precinct located within Bingil Bay and South Mission Beach contains small scale commercial development that services the residents of and tourists visiting these villages.*
- (5) *Cardwell contains a village activity centre located within the Cardwell business, tourism, industry and community purpose precincts. This centre contains a range of small scale retail, business, government and community activities servicing local residents and a range of local industries, notably those with a cultural and tourism focus.*
- (6) *South Johnstone, Mourilyan and Wangan contain local activity centres providing a range of small scale commercial and community activities for local residents and surrounding smaller communities. These activities are located within the villages local business, industry and community purpose precincts.*
- (7) *The centre activities in South Johnstone support the ongoing operation of the South Johnstone Sugar Mill and the centre activities in Wangan support the ongoing operation of the Wangan foundry. The centre activities in Mourilyan support the ongoing operation and any future expansion of the Port of Mourilyan, as well as any future development of the former Mourilyan Sugar Mill site, which is considered suitable for development that is industrial in nature and/or supporting exports and imports through the Port of Mourilyan.*
- (8) *The villages of Cowley Beach, El Arish, Feluga, Flying Fish Point/Coconuts, Kennedy, Kurrimine Beach, Mena Creek, Midgenoo, Mundoo, Moresby, Silkwood and Tully-Hull Heads do not contain activity centres, but do provide some small scale commercial, industrial and community activities for residents and residents of surrounding rural communities. These activities are provided within the villages business, industry and community purpose precincts.*
- (9) *Development which may impact on or detract from the vibrancy and viability of the Region's centres is not supported.*

- (10) Centre activities will not occur outside an activity centre unless:
- (a) the activity is required to support the residential population and/or local industries in the immediate locality; or
 - (b) there is sound economic justification for locating the activity outside an activity centre; or
 - (c) there are no alternative sites in an activity centre.
- (11) Where a centre activity is proposed outside an activity centre, it must not cause an adverse impact on the functionality of surrounding activity centres, infrastructure delivery, traffic congestion and amenity of any adjoining residential precinct. In addition, the proposed site of the centre activity must be adequately serviced by a range of adequate and suitable transport infrastructure and services.

Officer's Comment:

The proposed development does not compromise the network of towns and villages within the Region given that it is located between Mission Beach and Wongaling Beach.

3.3.2 Element—Infill development and compact urban form:

Infill development and consolidation of urban areas will be pursued while maintaining the unique character and "look and feel" of the Region's towns and villages

3.3.2.1 Specific outcomes:

- (12) To the maximum extent practicable, new urban development should be located within or adjacent to existing urban development. In particular, new residential subdivisions are located within or adjacent to existing urban areas. New commercial and residential subdivisions on greenfield sites are located adjacent to existing urban development.
- (13) Infill development and consolidation is the preferred form of development in Innisfail and should be pursued in preference to the development of greenfield areas.
- (14) Urban development in Cardwell and Greater Mission Beach is limited to the Cardwell and Greater Mission Beach local plan areas to maintain the existing village character of these areas, while minimising impacts on ecological values. The focus is on low density development to maintain existing character of these areas. Buildings will be limited to 2 storeys in the Greater Mission Beach local plan area.
- (15) The areas considered suitable for infill development in Cardwell, Innisfail, Tully and Greater Mission Beach are shown on strategic framework maps SFM-04 to SFM-07. While these areas have been identified as generally suitable for infill development, certain land within these areas may not be suitable for all types of development due to constraints that apply to that land.
- (16) Development in the remainder of the Region's villages occurs within the villages local plan area and is limited to 2 storeys in height to maintain the village character of these areas.

Officer's Comment:

The proposed development is compatible with the Rural zoning of the site and consolidates an existing urban area and does not compromise the unique character and 'look and feel' of the Region's towns and villages.

3.3.2 Element—Future urban areas:

The future urban areas in Innisfail and Tully have been provided to accommodate the future growth of the Region

3.3.2.1 Specific outcomes:

- (17) There is sufficient land within the Innisfail and Tully local plan areas to accommodate the growth of these towns over the next 10 years. While development in the Innisfail local plan area will predominately take the form of infill development, there are some small greenfield areas which may be developed. However, infill development is still the preferred form of development in Innisfail.
- (18) The future urban areas on strategic framework maps SFM-04 and SFM-05 shows the preferred future urban growth corridors of Innisfail and Tully. It is unlikely that this land will be required within the next 10 years and development in the Innisfail and Tully local plan areas should be developed first.
- (19) The future urban area north of Aluart Road in Innisfail must be developed in accordance with a master plan that ensures appropriate sequencing of development and resolves issues associated with infrastructure provision, flooding and drainage. The development of rural zoned land within the urban footprint north of the Tully local plan area must be designed to overcome natural and infrastructure constraints. For both areas, any master plan must:
 - (a) provide for the protection of any identified environmental values;
 - (b) provide for the revegetation of strategic rehabilitation areas, where this would result in the maintenance or enhancement of ecological connectivity and/or habitat extent;
 - (c) address dwelling mix and density;
 - (d) include transport planning for the master plan area, with details of the road network and provide opportunities for public and active transport.
- (20) The land outside the urban footprint and to the west of the township of Cardwell is identified as being required for future urban development. This land is shown as an investigation area on strategic framework map SFM-07 and is located within the emerging community zone. The role of this land is to provide greenfield land which is relatively free from natural hazards such as flooding and storm tide inundation, into which Cardwell can grow. This will provide land upon which an emergency shelter and essential community services can be located and in-turn improve the resilience of the township of Cardwell to natural hazards.
- (21) Further planning is required before this land at Cardwell can be developed for urban purposes. A master plan will be required, setting out what uses are appropriate and where within the emerging community zone they should be located. The master plan will take into account environmental factors and constraints that apply to the land and will also provide for the appropriate sequencing of development.

Officer's Comment:

The proposed development is not located within a future urban area, and therefore this element does not apply.

3.4 Natural environment

3.4.2 Element—Natural environment:

The Region's natural environment is protected and enhanced through the design and siting of development and infrastructure

3.4.2.1 Specific outcomes:

- (1) *Development is designed to take into account the Region's biodiversity and environmental values, and seeks to protect the Region's biodiversity and environmental values.*
- (2) *Urban development is located within the township zone, except where this is not feasible due to the size and specific locational requirements of the development. However, development must avoid environmentally significant areas. Nature-based tourism may be located in environmentally significant areas, provided the activity:*
 - (a) *is low key and low impact;*
 - (b) *is reliant upon, consistent with and does not degrade the ecological values of the area;*
 - (c) *maintains ecological connectivity or habitat extent.*
- (3) *Development within a SRA results in improved ecological connectivity or habitat extent. Revegetation within a SRA results in the establishment of an appropriate mix of locally endemic native species that enhances the area's ecological values.*
- (4) *Development results in the removal of pest plants and animals from the development site and is undertaken in a way that prevents the spread of weed seed from the site.*

Officer's Comment:

The site is generally flat and the entirety of the proposed development footprint has been located to avoid the remnant vegetation and is situated only on the land which is already cleared. Therefore the proposed development does not involve the clearing vegetation or interfere with the watercourse on the site. The proposed development does not compromise the values of the surrounding natural environment.

The proposed development will be located on a portion of the subject site which has been cleared of vegetation as a result of previous agricultural activities. As no clearing of vegetation is proposed and traffic generation along Tully-Mission Beach Road will be limited, this will minimise the impact on the surrounding environment. Therefore the proposed development does not result in the loss of habitat or the clearing of an environmentally significant area.

The helicopter operations will use a direct eastern flight path from the proposed development to minimise disturbance of fauna species. Once airborne, helicopters will head east over the Coral Sea prior to heading towards intended destinations. Flights over the Djiru, Maria Creek and Japoon National Parks will not occur as a result of activities associated with the proposed development.

The site is heavily vegetated on three of the property boundaries (north, east, south) with the other boundary (west) being located adjacent to Tully-Mission Beach Road. The vegetation and road will minimise the impact on the surrounding local community, environment and fauna. In addition, the proposed helicopter landing pad will be grass and will assist in reducing dust. The refuelling operations will be undertaken within hangar within an approved self-bunded container with maximum fuel quantities of 4,000 litres maintained, limiting the risk of fuel leakage.

3.4.2 Element—Coastal management:

Development in the coastal zone does not impact on coastal ecosystems and avoids coastal hazards

3.4.2.1 Specific outcomes:

- (5) *Coastal development avoids or minimises adverse impacts on coastal resources and ecosystems by ensuring development is appropriately located and by reducing the scale of development. Urban development is located outside an area of HES in the coastal management district.*
- (6) *Development is designed and located to prevent the exposure of persons and property to coastal hazards.*

Officer's Comment:

The site is located in the coastal zone, however, is not in the coastal management district, not a vulnerable area, not an erosion prone area and not a storm tide hazard area. As such, the proposed development will not expose additional people to coastal hazards.

3.5 Community identity and diversity

3.5.2 Element—Social infrastructure:

Adequate and appropriate social infrastructure is provided to service the Region's towns and villages

3.5.2.1 Specific outcomes:

- (1) *The needs of the Region's aging population are catered for through the provision of aged care facilities and services in all of the Region's towns and villages. In general, the nature and scale of the aged care facility/service will be appropriate and commensurate to the size and needs of the town or village within which it is located. However, larger scale Regional facilities will be appropriate in Innisfail, Tully, Greater Mission Beach and Cardwell.*
- (2) *Adequate health care facilities, including allied health, are provided in all of the Region's towns and villages.*
- (3) *Disability support services are provided in activity centres where appropriate and required to support the needs of the Region's residents.*
- (4) *Vocational education and training is provided in Innisfail and Tully. The establishment of secondary schools in Greater Mission Beach and Cardwell is supported.*
- (5) *Opportunities are required for residents, and in particular the Region's young people, to meet, socialise and recreate in safe and appropriate locations.*
- (6) *The establishment of community food gardens is encouraged in all of the Region's towns and villages.*
- (7) *Existing recreation and open space is maintained, with its use rationalised to enhance opportunities for different types of recreational activities.*
- (8) *New social infrastructure is designed to:*
 - (a) *adapt to the changing needs of the community over time, and in particular the needs of an ageing population;*
 - (b) *be accessible by all members of the community, including those with disabilities, parents with prams and the aged.*

- (9) *Community facilities and services are co-located to increase accessibility and meet a broader range of needs.*
- (10) *Social infrastructure is provided in sequence with new residential development as appropriate.*

Officer's Comment:

The proposed development provides for increased opportunities for residents and visitors to experience the Cassowary Coast region.

3.5.2 Element—Safe and strong communities:

Development ensures that the Region's towns and villages remain safe and viable

3.5.2.1 Specific outcomes:

- (11) *Development provides for:*
 - (a) *safe access to the surrounding road network;*
 - (b) *for development involving the reconfiguration of a lot, multiple points of access to the external road network;*
 - (c) *access to public transport (where applicable);*
 - (d) *access to useable open space and natural areas;*
 - (e) *integrated or linked pedestrian and bikeways;*
 - (f) *appropriate lighting;*
 - (g) *sight lines and passive surveillance of public areas;*
 - (h) *the incorporation of Crime Prevention through Environmental Design Principles;*
 - (i) *subdivision and building layout that minimises opportunities for criminal activity and situations causing social conflict between residents.*
- (12) *Urban development is designed to take into account the possible health impacts of biting insects and incorporates measures to prevent associated health impacts.*
- (13) *Development near estuaries, waterways and drains is designed and located to minimise the risk of residents interacting with hazardous wildlife, such as crocodiles.*

Officer's Comment:

The proposed development does not compromise the safety and viability of the towns and villages within the Region.

3.5.2 Element—Community identity:

Development protects and enhances the character of the Region's towns and villages and places of cultural heritage significance

3.5.2.1 Specific outcomes:

- (14) *Development in the Region's towns and villages is consistent with and complements the character of the town/village in which it is located.*
- (15) *Development in a business precinct is consistent in scale and general appearance with other buildings within the precinct.*
- (16) *Development in the Innisfail and Tully central business precincts contributes to the appearance of a consistent streetscape and is sympathetic to the art deco/heritage values of the area.*

- (17) *Development adjacent to or nearby a local heritage place is sympathetic to and will not detract from the heritage significance of that place.*

Officer's Comment:

The proposed development does not include any places of cultural heritage significance and therefore this element does not apply.

3.6 Natural resources and landscape

3.6.2 Element—Scenic amenity:

The scenic quality of the Region's landscape is recognised and protected

3.6.2.1 Specific outcomes:

- (1) *Visually significant areas and areas that contribute to the overall scenic landscape of the Region are of paramount importance and are protected and enhanced. Development that may impact on the scenic values of these areas does not occur and is directed to a more suitable location where it will not have an impact on scenic amenity.*
- (2) *Development in coastal areas does not detract or impact on the locally and regionally significant views that characterise these areas. Vegetated buffers are used to screen development and protect views from the foreshore and ocean.*
- (3) *Development along tourist routes and State controlled roads must be designed to contribute positively to the impression of the Region provided to passing motorists and tourists. The decision whether to visit or stay in the Region is formed based on the impression given by the natural environment and development adjacent to these routes and it is important that any development visible from these routes is obscured from view or achieves a high level of visual amenity.*
- (4) *Opportunities for active and passive recreation in natural areas are maximised, but realised in a way that does not impact on the scenic values of those areas.*
- (5) *Urban areas are separated from rural and natural areas by vegetated inter-urban breaks. The four distinct villages comprising Greater Mission Beach remain separated and contained by vegetated areas.*

Officer's Comment:

The proposed development will encompass a single-story building with a maximum height of 9.0 metres. The building will comprise, an Office (180m²), two Storerooms (261m² and 180m²), A Hangar (400m²), and a grassed Helicopter Pad (400m²). The facility will be approximately setback 300 metres from the northern property boundary, 460 metres from the southern property boundary, 81 metres from the eastern property boundary, 24 metres from the western property boundary and 53 metres from the nearest creek. The development has been designed and will be constructed to a high standard and will complement the surrounding natural environment. The redevelopment will contribute positively to the impression of the Region provided to passing motorists and tourists and will not compromise the scenic quality of the Region's landscape.

3.6.2 Element—Rural and agricultural land:

The Region's rural and important agricultural land is protected and maintained to ensure ongoing use for agricultural and rural land uses

3.6.2.1 Specific outcomes:

- (6) ALC Class A and B land is not reconfigured into lot sizes or used for any purpose that is inconsistent with the current or potential use of the land for agriculture.
- (7) ALC Class A and B land is not alienated by development when suitable alternative land exists for that development. Development that would have the impact of alienating ALC Class A and B land does not occur on that land unless there is an overriding need for the development in terms of public benefit and no other site is suitable.
- (8) Boundary realignments involving ALC Class A and B land do not result in the creation of new small lots for rural residential or rural lifestyle purposes.
- (9) Where urban development occurs adjacent to land used for agricultural activities, rolling or sequential buffers are used if the land is developed in stages to allow continuing agricultural activities on the balance of the site.
- (10) The amalgamation of existing rural zoned lots less than 30 hectares in area is supported in order to achieve improved agricultural viability.

Officer's Comment:

In further support for the proposal, as the site is included in the Rural Zone of the Planning Scheme and has historically been used for agricultural purposes, sugar cane or bananas could be established on the site without planning approval. The site was previously used for agricultural purposes, primarily cattle raising, however it has not been used for agricultural purposes for a number of years. The proposed development can be accommodated on the site and will not have a detrimental impact on the locality given proposed. The proposed aviation facility comprises approximately 1.27% of the overall site cover, therefore there is sufficient room to continue the agricultural production of the land in the future.

3.6.2 Element—Extractive resources:

The Region's quarries and extractive industries are protected for future use and development of those resources

3.6.2.1 Specific outcomes:

- (11) The Region's quarries and extractive resources are protected for future use and development of those resources.
- (12) Incompatible and sensitive land uses do not encroach into resource/processing areas, local resource areas and sites containing quarries and extractive industries.
- (13) The exploitation of quarries, and extractive resources occurs in a way that prevents, or if this is not practicable, minimises impacts on environmental values.
- (14) Transport infrastructure supporting resource/processing areas, local resource areas, quarries and extractive industries is not compromised by the encroachment of incompatible or sensitive land uses.
- (15) The impact of quarries and extractive industries on agricultural activities is minimised. Land used for such purposes is rehabilitated when extraction is completed, to allow the re-establishment of viable agricultural activities, in particular cropping and animal keeping.

Officer's Comment:

The proposed development does not include any of the Region's quarries and/or extractive industries and therefore this element does not apply.

3.7 Access and mobility

3.7.2 Element—Effective road networks:

Road networks are planned to facilitate the safe and efficient movement of people and freight

3.7.2.1 Specific outcomes:

- (1) Development provides for a road network that has high connectivity, both within a development site and to the surrounding area.
- (2) For development involving the reconfiguration of a lot, multiple points of access to the external road network is provided.
- (3) Development of the future urban area north of Aluart Road in Innisfail will include the construction of a new bridge over the Johnstone River once the number of lots created justifies the need for an alternative point of access across the River.

Officer's Comment:

The proposed development does not obstruct and does not compromise the safe and efficient movement of people and freight.

3.7.2 Element—Freight transport, rail corridors and the State controlled road network:

Freight transport routes, rail corridors and the State controlled road network are protected from the impacts of incompatible development

3.7.2.1 Specific outcomes:

- (4) Development is designed so it does not interfere with current and future transport infrastructure.
- (5) Noise and visually sensitive land uses are located away from freight transport routes, rail corridors and State controlled roads where practicable. Where sensitive land uses are anticipated within the planning scheme proximate to these transport corridors, design and construction of the sensitive land use minimises noise and visual impacts through:
 - (a) layout and building orientation;
 - (b) buffers;
 - (c) sound and visual barriers;
 - (d) insulation.
- (6) Development proximate to rail corridors is designed to minimise road and pedestrian conflicts with the rail corridor.

Officer's Comment:

The proposed development can be accommodated and will not have a detrimental impact on the locality. The traffic movements to and from the site are minor and will involve some cross utilisation given the number of uses on the site. The proposed development is considered to represent an appropriate use of the land.

3.7.2 Element—Active and public transport:

Opportunities for public transport, walking and cycling are facilitated

3.7.2.1 Specific outcomes:

- (7) Increased use of active transport (walking and cycling) as an alternative to car travel is encouraged:
 - (a) into and within the Region's business and tourism precincts;
 - (b) from residential precincts to commercial activities, employment generators and social infrastructure.
- (8) Development incorporates integrated opportunities for walking and cycling between destinations within and outside the development site.
- (9) Road networks are configured to allow efficient bus movements where appropriate. Development in Innisfail provides public transport infrastructure. Development will provide for future public transport infrastructure in Tully, Greater Mission Beach and Cardwell.
- (10) Use of public transport as an alternative to car travel is supported and encouraged where it is available or can be provided in a cost efficient manner.

Officer's Comment:

The proposal does not include nor compromise any opportunities for public transport, walking and cycling.

3.8 Infrastructure and services

3.8.2 Element—Delivery of infrastructure:

Infrastructure is provided in an efficient and cost effective manner

3.8.2.1 Specific outcomes:

- (1) Urban development is located in areas where adequate infrastructure exists or can be provided easily, with infill development the preferred form of development. The areas where adequate infrastructure is considered to exist are the priority infrastructure areas identified in the priority infrastructure plan. These areas are shown as the areas for infill development in Cardwell, Innisfail, Tully and Greater Mission Beach on strategic framework maps SFM-04 to SFM-07.
- (2) In Innisfail, Tully, Mission Beach, South Mission Beach, Wongaling Beach and Cardwell, development occurs within the priority infrastructure area.
- (3) Development of greenfield land is sequenced so that areas within the township zone and adjacent to existing serviced areas are developed first, to minimise the cost of extending existing infrastructure networks.
- (4) New infrastructure is designed and located to avoid areas at risk of natural hazards, such as bushfire, storm tide inundation, landslide and flooding. Where avoidance is not practicable, infrastructure is designed and located to ensure maximum resilience from the impacts of natural hazards. The design of infrastructure also takes into account the impacts of climate change.
- (5) Waste management infrastructure is important and must be available to service a development.
- (6) Development results in improvements to telecommunication and internet services, especially those that increase the Region's high speed digital data connectivity, or at least provides for connection to reliable (and where available digital) telecommunication and internet services.

Officer's Comment:

Adequate infrastructure exists or can be provided easily to the site.

3.8.2 Element—Energy:

Development provides for a diverse and reliable energy supply and does not impact on existing energy infrastructure

3.8.2.1 Specific outcomes:

- (7) Underground electricity is provided in new urban areas within the township zone. Underground electricity is provided in redeveloped areas in the township zone where practical and feasible.
- (8) Urban development is designed to allow for infrastructure to supply reticulated gas to individual premises, should reticulated gas become available in the Region at some point in the future.
- (9) Energy generation utilising renewable sources is supported, where established in consultation with the distributing entity. Development of renewable energy infrastructure is designed and located to avoid impacts on environmental and scenic values and sensitive land uses. The ability for residents to access locally sourced energy supply is supported.
- (10) Existing and approved major electricity infrastructure locations and corridors, including substations, are protected from development that would compromise the integrity of the infrastructure. The efficient delivery and functioning of major electricity infrastructure is maintained.

Officer's Comment:

The proposed development is capable of providing a diverse and reliable energy supply and does not impact on existing energy infrastructure.

3.9 Economic development

3.9.2 Element—Industrial development:

There is an increase in industrial development in designated locations across the Region

3.9.2.1 Specific outcomes:

- (1) Industrial activities in the Region's towns and villages are located within the industry precinct. The consolidation of industrial activities within the industry precinct will ensure a greater use of this precinct to the benefit of the Region's economy.
- (2) The former Mourilyan Sugar Mill site is redeveloped for industrial activities that complement and facilitate surrounding land uses and industries, in particular the Port of Mourilyan. Development of this land will be appropriate taking into account the location of the site, in particular its proximity to residential land uses and the South Johnstone River.
- (3) Industrial development is designed and located so that it does not impact on human health, human safety and amenity. Existing industrial activities and land in the industry precinct is protected from the encroachment of sensitive land uses.

Officer's Comment:

The proposed development provides flow on effects for the community and local economy through the operational (labour, goods and services) phases. The proposed development will have a positive impact on the tourism industry. The proposed development provides employment to local residents and supports the Cassowary Coast economy.

3.9.2 Element—Regionally significant industry:

Industry that contributes to the economic wellbeing of the entire Region is recognised and protected from incompatible land uses

3.9.2.1 Specific outcomes:

- (4) The establishment of uses complementary to the activities of the Port of Mourilyan are encouraged in the industry precinct at Mourilyan and in particular at the Mourilyan Harbour locality.
- (5) The Tully and South Johnstone Sugar Mills are protected from incompatible development and are able to expand operations if required.
- (6) The Mundoo Airport is protected from incompatible development to ensure that it retains the potential to become a regionally significant airport and accommodate general aviation for Far North Queensland. Development within the Airport Protection Area at the Mundoo Airport is consistent with the Mundoo Airport Masterplan (Cummings Project Group, 2013) and for an aeronautical related or dependent activity. Development within the Airport Protection Area does not interfere with the future expansion of the Airport or the expansion in the nature and scale of aeronautical activities carried out at the Airport.
- (7) The Tully and Dallachy Aerodromes are protected from encroachment by incompatible development.
- (8) Should any urban development occur adjacent to the Innisfail sawmill, the urban development must incorporate buffers and noise amelioration measures to ensure the viable, ongoing operation of the sawmill is not affected.

Officer's Comment:

There are currently no formal approval helicopter facilities in Mission Beach, with the closest aviation facilities being at Tully Airport. Frequently, helicopters have been required to land, without formal approvals in place, at the vacant lot on the corner of Seaview Street and Pacific Parade, located in the populated centre and urban areas of Mission Beach.

The proposal seeks to address this community safety issue through providing a fully compliant aviation facility which does not require a flight path over urban areas, nor expose the community to excessive noise nuisance related to landing and taking-off in the middle of a populated housing zone.

The proposed development provides flow on effects for the community and local economy through the operational (labour, goods and services) phases. The proposed development will have a positive impact on the tourism industry. The proposed development provides employment to local residents and supports the Cassowary Coast economy.

3.9.2 Element—Economic diversity:

The economic stability of the Region is assured through diversity in the Region's economic and employment base

3.9.2.1 Specific outcomes:

- (9) Home based businesses are considered an acceptable way for the Region's residents to generate income and are permitted (as self-assessable development) in all zones and precincts where a dwelling house is self-assessable development.
- (10) Small scale tourism and food retail activities are permitted on rural zoned properties as long as they do not impact on the agricultural viability of land and the rural or scenic values of the area.
- (11) Food tourism is encouraged, particularly as an additional income generator for persons operating an agricultural activity on a rural zoned property. To further this goal, food and drink outlets will be permitted on rural zoned properties where they are small in scale (less than 150m² gross floor area), carried out in conjunction with an agricultural activity on the same lot and predominately utilise and promote produce sourced from the local area. However, a restaurant, bistro, drive-through facility or food and drink outlet selling liquor would not be considered appropriate outside the township zone.
- (12) The development of permanent or periodic food markets are encouraged in locations convenient to residents and producers and on sites that are suitable for that purpose. The site must be able to accommodate the market without any conflicting off-site impacts such as noise and traffic/parking congestion.

Officer's Comment:

The proposed development contributes to the diversity and growth of the local economy by providing a new industry in the Cassowary Coast Region which is less vulnerable to natural disaster than traditional agricultural use.

3.9.2 Element—Tourism and ecotourism:

The expansion of the tourism industry in the Region is supported

3.9.2.1 Specific outcomes:

- (13) Tourism activities may occur in the rural zone and the environmental management and conservation zone where:
 - (a) the development does not include a permanent residential component, except for on-site manager's or caretaker's accommodation;
 - (b) the locational requirements of the development necessitate its location outside the township zone;
 - (c) the development is of a nature and scale that is consistent with the scenic values of the subject lot and surrounding area;
 - (d) the development minimises impacts on ALC Class A and B land;
 - (e) the development minimises impacts on areas of environmental significance;
 - (f) the development is not located on a coastal headland.
- (14) The requirements in paragraph (13) above do not apply where the development is for the previously approved Ella Bay Little Cove development, comprising an ecotourism resort containing 30 units and 70 self contained villa houses. The Ella Bay Little Cove development must be carried out in accordance with the rezoning and subdivision approvals dated 22 March 1996, the Master Plan 5589SK1-5 dated February 1995 and the Schedule to the Precinct Plan of Development No. 5589 SK2 dated 22 May 1996.

- (15) Tourism activities in the environmental management and conservation zone are designed to minimise impacts on environmental and scenic values. The number, location and type of tourism facilities in the environmental management and conservation zone are managed so that they do not have a cumulative impact on environmental and scenic values.
- (16) The Coordinator-General has approved the Ella Bay integrated resort development for land located at Ella Bay, approximately 10 kilometres north of Innisfail. The land subject to this approval has been included in the major tourism zone. The land within the major tourism zone is set aside for the Ella Bay integrated resort development, but is also considered generally suitable for tourism activities. Any tourism activity on the land in the tourism major zone must ensure that:
- (a) access to the site is adequate to accommodate the use and minimises impacts on the existing residents of Flying Fish Point;
 - (b) the development is designed to protect, conserve and enhance the environmental values of the land and in particular the Cassowary habitat and corridors that traverse the land.

Officer's Comment:

The proposed development provides flow on effects for the community and local economy through the operational (labour, goods and services) phases. The proposed development will have a positive impact on the tourism industry. The proposed development provides employment to local residents and supports the Cassowary Coast economy.

3.10 Water management

3.10.2 Element—Healthy waters:

The integrity of the Region's waterways and wetlands is maintained and enhanced through sustainable land use practices and best practice design of development

3.10.2.1 Specific outcomes:

- (1) The hydrological functions of surface water and groundwater systems, including waterways, wetlands, estuaries and the waters of the Great Barrier Reef lagoon, are protected and their physical condition (including the stability of bed and banks and existing riparian vegetation), ecological health, environmental and scenic values and water quality are maintained or, where practicable, improved.
- (2) Development avoids creating additional run-off into waterways and wetlands that causes pollution, erosion, channel widening and sedimentation.
- (3) Waterways and wetlands are surrounded by vegetated buffers. Vegetation clearing within these buffer zones does not occur, unless it is for required community infrastructure. Where practicable, disturbed and degraded areas within waterway envelopes, waterway buffer zones and wetland buffer zones are revegetated with locally endemic native species.
- (4) Activities suitable for a waterway envelope, waterway buffer or wetland buffer are conservation and passive recreation.

Officer's Comment:

The proposed development does not compromise the integrity of the Region's waterways as vegetated buffers existing between the site and the waterway.

3.10.2 Element—Access to waters:

The public has access to the Region's coastal and inland waters

3.10.2.1 Specific outcomes:

- (5) Development ensures there is no net loss of public access to waterways, foreshores or the ocean, and is designed to enhance, improve or increase public access, where practicable.
- (6) Public access to waterways and the ocean is designed and maintained to protect natural processes and aquatic and adjacent land based ecosystems.

Officer's Comment:

The proposed development does not compromise or restrict the public's access to the Region's coastal and inland waters.

3.10.2 Element—Rural water supplies:

Sustainable water supplies exist for agricultural activities

3.10.2.1 Specific outcomes:

- (7) Development in the rural residential zone, the rural zone and the environmental management and conservation zone does not undermine any water sources, including ground water, relied on by other users.

Officer's Comment:

The proposed development does not compromise any sustainable water supplies which exist for agricultural activities.

3.10.2 Element—Urban water management:

Urban water supplies and stormwater are managed effectively within the Region's towns and villages

3.10.2.1 Specific outcomes:

- (8) Water harvesting and storage on site is supported for new urban development. Infrastructure to establish water harvesting and storage does not impact on waterways, wetlands or areas of environmental significance.
- (9) Urban development appropriately manages stormwater and waste water arising from the development, minimising impacts on the Region's environmental values. Stormwater is managed and stormwater infrastructure is designed taking into account the Region's high rainfall and landscape characteristics.
- (10) The principles of water sensitive urban design are incorporated in new urban development, to the extent that this is appropriate given the high amount of rainfall received in the Region.

Officer's Comment:

The proposed development does not compromise the urban water supplies and/or stormwater within the Region.

3.11 Natural hazards

3.11.2 Element—Safety and resilience:

Development ensures the safety of persons from natural hazards and community resilience from such events

3.11.2.1 Specific outcomes:

- (1) Development provides for the safe evacuation of persons by road.
- (2) Access from a development site to an adjacent road is constructed at or above the level of the adjacent road.
- (3) New residential and commercial subdivisions allow persons to be evacuated by road out of the development site.
- (4) If part of a development is below the 1% annual exceedance probability flood event level, the development site or building contains an area above the 1% annual exceedance probability flood event level for persons within the development site to evacuate to during a flood.

Note— this is not intended to result in a subdivision where only the building footprints are above the 1% annual exceedance probability flood event level. Subdivision design that addresses flooding by constructing only the building footprints above the 1% annual exceedance probability flood event level does not represent a sound planning outcome.

- (5) Development allows for easy access by emergency services.
- (6) Evacuation facilities are located in each of the Region's towns and villages outside of coastal hazard areas and at or above the 0.5% annual exceedance probability level for flooding.

Officer's Comment:

The proposed development will not expose additional people to hazards. The portion of the site which is subject to the proposed development is not effected by coastal, flood or bushfire impacts.

Assessment Benchmarks – Planning Scheme Codes

The application has been assessed against each of the applicable codes and found to be compliant with, or can be conditioned to comply with, each. The pertinent issues arising out of assessment against the codes are discussed below:

CCRC Planning scheme 2015 - Zones

The subject site is located within the Rural Zone. Development within this area is assessed against the Rural Zone Code.

6.2.4 Rural zone code

Purpose

- (1) The purpose of the rural zone code is to:
 - provide for agricultural activities including cropping, intensive horticulture, intensive animal industries, animal husbandry, animal keeping and other primary production activities;
 - provide opportunities for non-agricultural activities that are compatible with agriculture, the environmental features, and landscape character of the rural area where the activities do not compromise the long-term use of the land for rural purposes;
 - protect or manage significant natural resources and processes to maintain the capacity for primary production;
 - facilitate the continued growth and diversification of the agricultural sector within the Cassowary Coast Region while promoting the adoption of sustainable agriculture management practices;
 - ensure the viability of ALC Class A and B land;
 - avoid negative impacts from incompatible land uses;
 - protect and maintain the scenic values of the Region's landscapes.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) ALC Class A and B land is protected from fragmentation and alienation;
 - (b) the use of ALC Class A and B land for agricultural production is retained through the separation of incompatible land uses;
 - (c) the rural amenity and character of the existing rural landscape, which is dominated by extensive areas of rural production and natural areas, is maintained;
 - (d) low impact activities such as small scale tourism, commercial activities and outdoor recreation are encouraged within the rural zone where they do not compromise the long-term use of the land for agricultural activities;
 - (e) the Innisfail, Tully and Cardwell future bypass corridors are protected from development that may restrict their construction and operation;
 - (f) development minimises impacts on any environmental values present on the land or surrounding area.
- (3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

Officer's comment:

The proposed development is considered to be consistent with the purpose statement of the Code.

The proposed development will be located on a portion of the subject site which has been cleared of vegetation as a result of previous agricultural activities. As no clearing of vegetation is proposed and traffic generation along Tully-Mission Beach Road will be limited when compared to the existing traffic, this will minimise the impact on the surrounding environment, habitat and cassowaries. Therefore the proposed development does not result in the loss of habitat or the clearing of an environmentally significant area or significantly increase traffic movements within the Mission Beach area.

The helicopter operations will use a direct eastern flight path from the proposed development to minimise disturbance of fauna species. Once airborne, helicopters will head east over the Coral Sea prior to heading towards intended destinations. Flights over the Djiru, Maria Creek and Japoon National Parks will not occur as a result of activities associated with the proposed development. This will minimise the impact of the development on the surrounding environment, residences and cassowaries.

Furthermore, the applicant has confirmed that the majority of the helicopters proposed to be stationed at this aviation facility are not proposed to be used for "joy flights". The type of helicopters proposed are highly specialised multi-role helicopters and provide a range of services including aerial firefighting, heavy-lift and aerial crane, and reconnaissance missions. There is a direct linkage between the specialist nature of these helicopters, and the high cost of operation, the number of movements will generally be lower than what would be expected from a tourism operation. The closest sensitive receptor is a residential dwelling which is located approximately 360 metres from the proposed aviation facility. This will minimise the impact of the development on the surrounding environment, residences and cassowaries.

There currently no formal approved helicopter take-off and landing facilities in the Mission Beach area, with the closest aviation facilities being at Tully Airport being 20 kilometres away and a 20 minute drive. Frequently, helicopters have been required to land, without formal approvals in place, at the vacant lot on the corner of Seaview Street and Pacific Parade, located in the populated centre and urban areas of Mission Beach. Council officers have received many complaints from the residents of Mission Beach regarding the use of Seaview Street and Pacific Parade site over the years.

The proposed development will assist in addressing this ongoing issue by providing a fully compliant civil aviation safety authority (CASA) aviation facility which does not have a flight path over urban areas, does not expose the community to excessive noise and dust nuisance related to landing and taking-off and reduces the risk to the community as it is not located in the in the middle of a populated housing zone.

The site is heavily vegetated with mature remnant vegetation on three of the property boundaries (north, east, south) with the other boundary (west) being located adjacent to Tully-Mission Beach Road. The vegetation and road will minimise the impact on the surrounding local community, environment and fauna, in particular the cassowary. In addition, the proposed helicopter landing pad will be grass and will assist in reducing dust nuisance. The refuelling operations will be undertaken within hangar and within an approved self-bunded container with maximum fuel quantities of 4,000 litres maintained, limiting the risk of fuel leakage and fire.

The applicant has proposed integrate measures into its daily operations to manage direct impact noise on the local community, local environment and fauna (including the cassowary corridor that has been established to the south of the facility). These measures include:

- *The use of a suitable flight plan and approach path which complies with the guidelines in the Helicopter Association International (HAI) Fly Neighbouring Guidelines which is the internationally accepted best practice framework to limit noise nuisance through the use of lateral and vertical sense and has been developed for use in densely populated areas. The proposed flight path will make use of the park reserve located to the East of the site, over which it would be an anticipated 20-30 second flight time between the pad, once airborne, and the coast. This path maximises the distance between the closest structures and the flight path to a minimum of ~540 ground-distance metres (or hypotenuse-distance of ~670 metres using a minimum approach/departure altitude of 400 metres above-sea-level);*

- *The formal training of personnel in the approved approach and departure pattern requirement to meet the Helicopter Association International (HAI) Fly Neighbouring Guidelines; and*
- *Community awareness/education programs that will assist with education on helicopter activities and their benefit to the local area and community as part of perception management with the Australian Civil Aviation Safety Authority (CASA) approved management system.*

The site was previously used for agricultural purposes, primarily cattle raising, however it has not been used for agricultural purposes for a number of years. The proposed development can be accommodated on the site and will not have a detrimental impact on the locality given proposed aviation facility comprises approximately 1.27% of the overall site cover, therefore there is sufficient room to continue the agricultural production of the land in the future.

As the site is included in the Rural Zone of the Planning Scheme and has historically been used for agricultural purposes, sugar cane or bananas or any other agricultural use could be established on the site without planning approval. The operations of these farms could include aerial spraying on an as needs basis. In addition to this, there are a number of farms within the Mission Beach and wider Cassowary Coast area which use aerial spraying on sugar cane and bananas.

The proposed development provides flow on effects for the community and local economy through the operational (labour, goods and services) phases. The proposed development will have a positive impact on the tourism industry. The proposed development provides employment to local residents and supports the Cassowary Coast economy.

The proposed development can be accommodated on the site and will not have a detrimental impact on the locality. The proposed development is setback from neighbouring residential properties by approximately 360 metres. To ensure that the impact of the proposed development on the surrounding locality is minimised, the development has been conditioned, to provide for the following:

- Limiting the hours of operation (including the take-off, flight and landing of helicopters) to 6:00am – 6:00pm seven days a week. No take-off, flight and landing of helicopters or audible noise from the facility is permitted outside these hours (with the exception of emergency situations);
- Ensuring the helipad meets the Standards and Recommendations for heliports as set out in CAAP92.2;
- Ensuring that once airborne, helicopters will head directly east over the Coral Sea prior to heading towards intended destinations;
- Ensuring that the operations of the facility are limited to helicopters operated exclusively by Mission Beach Helicopters or another related entity operated by the Directors / Shareholders of the applicant / owner;
- The provision of adequate on-site car parking spaces to contain the operations of the development within the site;
- The requirement for adequate fuel storage and bunding; and
- The requirement that noise from the site must not emanate from the subject land to a degree that would create an environmental nuisance having regard to the provisions of the *Environmental Protection Act 1994* and *Environmental Protection Regulation 2019*.

The Rural Zone Code contains provisions by which it seeks to achieve its outcomes. The proposed development is assessed against the applicable provisions of the code below.

6.2.4 Rural zone code

6.2.4.3 Identified requirements and assessment benchmarks

Part A—Identified requirements and assessment benchmarks

Table 6.2.4.3—Accepted development subject to requirements and assessable development

Performance outcomes	Acceptable outcomes	Compliance
Amenity		
PO1 Buildings and other structures do not have a detrimental impact on the amenity of the locality.	AO1.1▼ Buildings and other structures do not exceed: (a) a maximum height of 9.5 metres; (b) a maximum of 2 storeys. AO1.2▼ Buildings and other structures are set back at least: (a) 6 metres from the street frontage where fronting a private road; (b) where the lot is 4,000m ² or less in area, 10 metres from the street frontage when fronting a public road; or (c) where the lot is greater than 4,000m ² in area, 20 metres from the street frontage when fronting a public road. AO1.3▼ Buildings and other structures are set back at least 10 metres from any side and rear boundaries. AO1.4▼ Buildings used for residential activities must be located: (a) at least 20 metres from a cane railway line; (b) at least 40 metres from a cane railway siding or cane bin loading point. AO1.5▼	Complies with AO1.1 The proposed development will encompass a single-story building with a maximum height of 9.0 metres and only 1 storey. Complies with AO1.2 The proposed development will encompass a single-story building with a maximum height of 9.0 metres. The building will comprise, an Office (180m ²), two Storerooms (261m ² and 180m ²), A Hangar (400m ²), and a grassed Helicopter Pad (400m ²). The facility will be approximately setback 300 metres from the northern property boundary, 460 metres from the southern property boundary, 81 metres from the eastern property boundary, 24 metres from the western property boundary and 53 metres from the nearest creek. Complies with AO1.3 The proposed development will encompass a single-story building with a maximum height of 9.0 metres. The building will comprise, an Office (180m ²), two Storerooms (261m ² and 180m ²), A Hangar (400m ²), and a grassed Helicopter Pad

Performance outcomes	Acceptable outcomes	Compliance
	<p>Buildings not used for residential activities must be located:</p> <p>(a) at least 10 metres from a cane railway line;</p> <p>(b) at least 20 metres from a cane railway siding or cane bin loading point.</p> <p>AO1.6▼</p> <p>Residential activities are designed to incorporate architectural/design elements detailed in Planning Scheme Policy SC6.2 Building design.</p>	<p>(400m²). The facility will be approximately setback 300 metres from the northern property boundary, 460 metres from the southern property boundary, 81 metres from the eastern property boundary, 24 metres from the western property boundary and 53 metres from the nearest creek</p> <p>Complies with AO1.4</p> <p>No residential buildings are proposed.</p> <p>Complies with AO1.5</p> <p>No residential buildings are proposed.</p> <p>Complies with AO1.6</p> <p>Buildings on site to be comply with architectural/design elements detailed in the Planning Scheme Policy SC6.2 Building design are incorporated.</p>
Sensitive land uses		
<p>PO2</p> <p>Sensitive land uses are appropriately separated from agricultural activities to minimise adverse impacts such as chemical spray drift, odour, noise, dust, fire, smoke and ash.</p>	<p>AO2.1▼</p> <p>Where a sensitive land use, other than a dwelling house, is proposed on land that adjoins or is within 400 metres of an agricultural activity:</p> <p>(a) the sensitive land use must be located at least 300 metres from any agricultural activity, if the land between the activities is cleared, cropped or improved pasture;</p> <p>(b) the sensitive land use must be located at least 40 metres from any agricultural activity, if the</p>	<p>Complies with AO2.1</p> <p>No sensitive land uses are proposed.</p>

Performance outcomes	Acceptable outcomes	Compliance
	<p>land between the activities is vegetated;</p> <p>(c) where the buffer specified in (a) or (b) above is located within the lot containing the sensitive land use, a building footprint must be nominated that is not located within that buffer.</p>	
<p>PO3</p> <p>Sensitive land uses are appropriately separated from industrial activities to prevent exposure to industrial air, noise and odour emissions that impact on human health, wellbeing or amenity.</p>	<p>AO3.1▼</p> <p>A site used for a sensitive land use is not located within 250 metres of a site used for medium impact industry.</p> <p>AO3.2▼</p> <p>A site used for a sensitive land use is not located within 500 metres of a site used for high impact industry.</p> <p>AO3.3▼</p> <p>A site used for a sensitive land use is not located within 1.5 kilometres of a site used for special industry.</p>	<p>Complies with AO3.1</p> <p>No sensitive land uses are proposed.</p> <p>The proposed development can be accommodated on the site and will not have a detrimental impact on the locality. The proposed development is setback from neighbouring residential properties to ensure that adverse impacts such as noise and visual amenity is minimised. The building is of an appropriate design, scale and location with in relation to the location.</p> <p>Not Applicable</p> <p>There is no high impact industry within 500 metres of the development site.</p> <p>Not Applicable</p> <p>There is no special industry within 1.5 kilometres of the development site.</p>
<p>PO5</p> <p>Development must not result in a sensitive land use being exposed to industrial air, noise and odour emissions that impact on human health, wellbeing and amenity.</p>	<p>AO5.1</p> <p>The use is designed to ensure that:</p> <p>(a) the indoor noise objectives set out in the Environmental Protection (Noise) Policy 2008 are met;</p> <p>(b) the air quality objectives in the Environmental</p>	<p>Complies with PO5</p> <p>The proposed development can be accommodated on the site and will not have a detrimental impact on the locality. The proposed development is setback from neighbouring residential properties to ensure that adverse impacts such as noise and visual amenity is minimised. The building is of an appropriate design, scale</p>

Performance outcomes	Acceptable outcomes	Compliance
	<p>Protection (Air) Policy 2008 are met.</p> <p>AO5.2</p> <p>Noxious and offensive odours are not experienced at the location of sensitive land uses.</p>	<p>and location with in relation to the location.</p> <p>To ensure that the impact of the proposed development on the surrounding locality is minimised, the development has been conditioned, to provide for the following:</p> <ul style="list-style-type: none"> • Limiting the hours of operation (including the take-off, flight and landing of helicopters) to 6:00am – 6:00pm seven days a week. No take-off, flight and landing of helicopters or audible noise from the facility is permitted outside these hours (with the exception of emergency situations); • Ensuring the helipad meets the Standards and Recommendations for heliports as set out in CAAP92.2; • Ensuring that once airborne, helicopters will head directly east over the Coral Sea prior to heading towards intended destinations; • Ensuring that the operations of the facility are limited to helicopters operated exclusively by Mission Beach Helicopters or another related entity operated by the Directors / Shareholders of the applicant / owner; • The provision of adequate on-site car parking spaces to contain the operations of the

Performance outcomes	Acceptable outcomes	Compliance
		<p>development within the site;</p> <ul style="list-style-type: none"> • The requirement for adequate fuel storage and bunding; and • The requirement that noise from the site must not emanate from the subject land to a degree that would create an environmental nuisance having regard to the provisions of the <i>Environmental Protection Act 1994</i> and <i>Environmental Protection Regulation 2019</i>. <p>Complies with AO5.2</p> <p>The proposed development is considered to represent an appropriate use of the land given the rural nature of the area and separation from other residences.</p>
<p>PO6</p> <p>Development for a sensitive land use must incorporate measures to protect that development from the impacts of agricultural activities such as chemical spray drift, odour, noise, dust, fire, smoke and ash.</p>	No acceptable outcome prescribed.	<p>Complies with PO6</p> <p>No sensitive land uses are proposed.</p>
Traffic and access		
<p>PO10</p> <p>Vehicular traffic generated by the development does not conflict with local or through traffic and will not have a detrimental impact on the safety and amenity of the locality.</p>	No acceptable outcome prescribed.	<p>Complies with PO10</p> <p>The traffic generation of the proposed development will be limited and therefore will not conflict with local or through traffic and will not have a detrimental impact on the safety and amenity of the locality.</p>
<p>PO11</p>	No acceptable outcome prescribed.	<p>Complies with PO11</p>

Performance outcomes	Acceptable outcomes	Compliance
Development mitigates the impact of rail and road traffic noise to provide for an acceptable level of amenity.		The impact of road and rail traffic noise is relatively minor in nature.

CCRC Planning scheme 2015 - Overlays

The following apply to this development application:

- Coastal Protection Overlay Code
- Environmental Significance Overlay Code
- Flood Hazard Overlay Code
- Scenic Amenity Overlay Code
- Transport Noise Corridor Overlay Code
- Waterway Corridors and Wetlands Overlay Code

8.2.4 Coastal protection code

Purpose

- (1) The purpose of the coastal protection code is to regulate development in the coastal zone to:
 - minimise the impacts of coastal hazards;
 - protect coastal resources and biodiversity;
 - maintain natural coastal processes to the maximum extent practicable;
 - allow for coastal-dependent development to occur on the coast.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) development in the coastal zone:
 - (i) avoids the social, financial and environmental impacts of coastal hazards, taking into account the predicted effects of climate change;
 - (ii) protects, conserves, manages and where possible rehabilitates coastal resources and biodiversity;
 - (iii) allows coastal processes to occur naturally to the maximum extent practicable;
 - (iv) allows for the preferential use of land on the coast for coastal-dependent development;
 - (v) reduces impacts on the fragile coastal environment by limiting development outside existing urban areas;
 - (vi) ensures existing urban settlements remain compact and physically separated, with infill and redevelopment the preferred form of development in these areas.
- (3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

Officer's Comment:

The proposed development is considered to be consistent with the purpose statement and provisions of the Code. The proposed development will not expose additional people to hazards. The portion of the site which is subject to the proposed development is not effected by coastal impacts. The proposed development a significant distance from the creek and will not have a detrimental impact on coastal processes.

8.2.5 Environmental significance code

Purpose

- (1) The purpose of the environmental significance code is to ensure that the Region's significant ecological values and associated ecosystem services are protected, managed, expanded and enhanced.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the Region's environmentally significant areas and wildlife and habitat corridors are protected;
 - (b) areas, identified as strategic rehabilitation areas on the environmental significance overlay maps, are protected, rehabilitated and revegetated so that ecological connectivity is improved, habitat extent is increased and the biological integrity of degraded areas is restored.
- (3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

Officer's Comment:

The proposed development is considered to be consistent with the purpose statement and provisions of the Code. The proposed development will be located on a portion of the subject site which has been cleared of vegetation as a result of previous agricultural activities. As no clearing of vegetation is proposed and traffic generation along Tully-Mission Beach Road will be limited when compared to the existing traffic, this will minimise the impact on the surrounding environment, habitat and cassowaries. Therefore the proposed development does not result in the loss of habitat or the clearing of an environmentally significant area or significantly increase traffic movements within the Mission Beach area.

The helicopter operations will use a direct eastern flight path from the proposed development to minimise disturbance of fauna species. Once airborne, helicopters will head east over the Coral Sea prior to heading towards intended destinations. Flights over the Djiru, Maria Creek and Japoon National Parks will not occur as a result of activities associated with the proposed development. This will minimise the impact of the development on the surrounding environment, residences and cassowaries.

Furthermore, the applicant has confirmed that the majority of the helicopters proposed to be stationed at this aviation facility are not proposed to be used for "joy flights". The type of helicopters proposed are highly specialised multi-role helicopters and provide a range of services including aerial firefighting, heavy-lift and aerial crane, and reconnaissance missions. There is a direct linkage between the specialist nature of these helicopters, and the high cost of operation, the number of movements will generally be lower than what would be expected from a tourism operation. The closest sensitive receptor is a residential dwelling which is located approximately 360 metres from the proposed aviation facility. This will minimise the impact of the development on the surrounding environment, residences and cassowaries.

There currently no formal approved helicopter take-off and landing facilities in the Mission Beach area, with the closest aviation facilities being at Tully Airport being 20 kilometres away and a 20 minute drive. Frequently, helicopters have been required to land, without formal approvals in place, at the vacant lot on the corner of Seaview Street and Pacific Parade, located in the populated centre and urban areas of Mission Beach. Council officers have received many complaints from the residents of Mission Beach regarding the use of Seaview Street and Pacific Parade site over the years.

The proposed development will assist in addressing this ongoing issue by providing a fully compliant civil aviation safety authority (CASA) aviation facility which does not have a flight path over urban areas, does not expose the community to excessive noise and dust nuisance related to landing and taking-off and reduces the risk to the community as it is not located in the middle of a populated housing zone.

The site is heavily vegetated with mature remnant vegetation on three of the property boundaries (north, east, south) with the other boundary (west) being located adjacent to Tully-Mission Beach Road. The vegetation and road will minimise the impact on the surrounding local community, environment and fauna, in particular the cassowary. In addition, the proposed helicopter landing pad will be grass and will assist in reducing dust nuisance. The refuelling operations will be undertaken within hangar and within an approved self-bunded container with maximum fuel quantities of 4,000 litres maintained, limiting the risk of fuel leakage and fire.

The applicant has proposed integrate measures into its daily operations to manage direct impact noise on the local community, local environment and fauna (including the cassowary corridor that has been established to the south of the facility). These measures include:

- *The use of a suitable flight plan and approach path which complies with the guidelines in the Helicopter Association International (HAI) Fly Neighbouring Guidelines which is the internationally accepted best practice framework to limit noise nuisance through the use of lateral and vertical sense and has been developed for use in densely populated areas. The proposed flight path will make use of the park reserve located to the East of the site, over which it would be an anticipated 20-30 second flight time between the pad, once airborne, and the coast. This path maximises the distance between the closest structures and the flight path to a minimum of ~540 ground-distance metres (or hypotenuse-distance of ~670 metres using a minimum approach/departure altitude of 400 metres above-sea-level);*
- *The formal training of personnel in the approved approach and departure pattern requirement to meet the Helicopter Association International (HAI) Fly Neighbouring Guidelines; and*
- *Community awareness/education programs that will assist with education on helicopter activities and their benefit to the local area and community as part of perception management with the Australian Civil Aviation Safety Authority (CASA) approved management system.*

The site was previously used for agricultural purposes, primarily cattle raising, however it has not been used for agricultural purposes for a number of years. The proposed development can be accommodated on the site and will not have a detrimental impact on the locality given proposed aviation facility comprises approximately 1.27% of the overall site cover, therefore there is sufficient room to continue the agricultural production of the land in the future.

As the site is included in the Rural Zone of the Planning Scheme and has historically been used for agricultural purposes, sugar cane or bananas or any other agricultural use could be established on the site without planning approval. The operations of these farms could include aerial spraying on an as needs basis. In addition to this, there are a number of farms within the Mission Beach and wider Cassowary Coast area which use aerial spraying on sugar cane and bananas.

The Environmental Significance Code contains provisions by which it seeks to achieve its outcomes. The proposed development is assessed against the applicable provisions of the code below.

8.2.5.3 Assessment benchmarks

Part A—Assessment benchmarks

Table 8.2.5.3—Assessable development

Performance outcomes	Acceptable outcomes	Compliance
Areas of environmental significance		
PO1 Outside the urban footprint, development does not occur within an area of HES unless it can be demonstrated that the mapped area of high environmental significance does not possess the environmental and biodiversity values and attributes to warrant its classification as an area of high environmental significance.	AO1.1 Development outside the urban footprint is: (a) not located within an area of HES; or (b) associated with a port, an airport or an aerodrome; or (c) for minor public marine development and associated access facilities; or (d) for an extractive industry within a resource/processing area as shown on Extractive Resources Overlay Map (OM- 008); or (e) for essential community infrastructure; or (f) for nature-based tourism; or (g) for an agricultural activity.	Complies with AO1.1 The proposed development is not located in an area of HES.
PO2 Development within or adjacent to an area of HES is located, designed and operated to: (a) avoid adverse impacts on ecological values; or (b) where avoidance is not practicable, minimise any adverse impacts on ecological values.	AO2.1 Development is not located within an area of HES. AO2.2 Development is setback at least 100 metres from the area of HES.	Complies with AO2.1 The proposed development is not located in an area of HES. Complies with PO2 The proposed development will be located on a portion of the subject site which has been cleared of vegetation as a result of previous agricultural activities. As no clearing of vegetation is proposed and traffic generation along Tully-Mission Beach Road will be

		limited, this will minimise the impact on the surrounding environment. Therefore the proposed development does not result in the loss of habitat or the clearing of an environmentally significant area.
<p>PO3</p> <p>Development within or adjacent to an area of GES is located, designed and operated to:</p> <p>(a) avoid adverse impacts on ecological values; or</p> <p>(b) where avoidance is not practicable, minimise any adverse impacts on ecological values.</p>	<p>AO3.1</p> <p>Development is not located within an area of GES.</p> <p>AO3.2</p> <p>Development adjacent to an area of GES is setback at least 100 metres from the area of GES.</p>	<p>Complies with AO3.1</p> <p>The proposed development is not located in an area of GES.</p> <p>Complies with AO3.2</p> <p>The proposed development is not located within 100 metres from an area of GES</p>
Strategic rehabilitation areas		
<p>PO4</p> <p>Development within a strategic rehabilitation area maintains or enhances ecological connectivity and/or habitat extent within the subject lot by:</p> <p>(a) providing for the retention, regeneration, expansion or rehabilitation of areas of native vegetation;</p> <p>(b) minimising impacts on native fauna feeding, nesting, breeding and roosting sites;</p> <p>(c) minimising impacts on native fauna movements and movement corridors.</p>	No acceptable outcome prescribed.	<p>Complies with PO4</p> <p>The proposed development is not located within a strategic rehabilitation area.</p>
Cassowary corridors and mahogany glider corridors		
<p>PO5</p> <p>Development within a cassowary corridor maintains or enhances ecological connectivity</p>	No acceptable outcome prescribed.	<p>Complies with PO5</p> <p>The proposed development will be located on a portion of the subject site which has been cleared of vegetation as a result of previous</p>

<p>and/or habitat extent within the subject lot by:</p> <ul style="list-style-type: none"> (a) providing for the retention, regeneration, expansion or rehabilitation of areas of native vegetation; (b) minimising impacts on native fauna feeding, nesting, breeding and roosting sites; (c) minimising impacts on native fauna movements and movement corridors. 		<p>agricultural activities. As no clearing of vegetation is proposed and traffic generation along Tully-Mission Beach Road will be limited, this will minimise the impact on the surrounding environment. Therefore the proposed development does not result in the loss of habitat or the clearing of an environmentally significant area.</p> <p>The helicopter operations will use a direct eastern flight path from the proposed development to minimise disturbance of fauna species. Once airborne, helicopters will head east over the Coral Sea prior to heading towards intended destinations. Flights over the Djiru, Maria Creek and Japoon National Parks will not occur as a result of activities associated with the proposed development.</p> <p>The site is heavily vegetated on three of the property boundaries (north, east, south) with the other boundary (west) being located adjacent to Tully-Mission Beach Road. The vegetation and road will minimise the impact on the surrounding local community, environment and fauna. In addition, the proposed helicopter landing pad will be grass and will assist in reducing dust. The refuelling operations will be undertaken within hangar within an approved self-bunded container with maximum fuel quantities of 4,000 litres maintained, limiting the risk of fuel leakage.</p> <p>The applicant has proposed to manage direct impact noise on the local</p>
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		<p>community, local environment and fauna (including the cassowary corridor that has been established to the south of the facility). These measures include:</p> <ul style="list-style-type: none"> • The use of a suitable flight plan and approach path which complies with the guidelines in the Helicopter Association International (HAI) Fly Neighbouring Guidelines which is the internationally accepted best practice framework to limit noise nuisance through the use of lateral and vertical sense and has been developed for use in densely populated areas. In following the guide, the proposed flight path will make use of the park reserve located to the East of the site, over which it would be an anticipated 20-30 second flight time between the pad, once airborne, and the coast. This path maximises the distance between the closest structures and the flight path to a minimum of ~540 ground-distance metres (or hypotenuse-distance of ~670 metres using a minimum approach/departure altitude of 400 metres above-sea-level). • The formal training of personnel in the approved approach and departure pattern requirement to meet the Helicopter Association International (HAI) Fly Neighbouring Guidelines. • Community awareness/education
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		programs that will assist with education on helicopter activities and their benefit to the local area and community as part of perception management with the Australian Civil Aviation Safety Authority (CASA) approved management system.
<p>PO6</p> <p>Development within a mahogany glider corridor maintains or enhances ecological connectivity and/or habitat extent within the subject lot by:</p> <ul style="list-style-type: none"> (a) providing for the retention, regeneration, expansion or rehabilitation of areas of native vegetation; (b) minimising impacts on native fauna feeding, nesting, breeding and roosting sites; (c) minimising impacts on native fauna movements and movement corridors. 	No acceptable outcome prescribed.	<p>Complies with PO6</p> <p>The proposed development is not located within a mahogany glider corridor.</p>

8.2.7 Flood hazard code

Purpose

- (1) The purpose of the flood hazard overlay code is to manage development so that risk to life, property, community and the environment during future flood events is minimised, and to ensure that development does not increase the potential for flood damage on site or to other property.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) development maintains the safety of people from flood events;
 - (b) development minimises the potential damage to property from flooding;
 - (c) development does not result in adverse impacts on the environment or the amenity of a location;
 - (d) development provides an evacuation path to enable the safe evacuation of people during a flood event or a place to provide the safe refuge of people during a flood event;
 - (e) development does not have an adverse impact on flood conveyance capacity, flood levels and velocities, floodplain storage capacity and drainage characteristics, taking into account the additional impacts of flood from cumulative impacts of development.

- (3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

Officer's comments:

The proposed development is considered to be consistent with the purpose statement and provisions of the Code. The proposed development will not expose additional people to hazards. The portion of the site which is subject to the proposed development is not effected by flood impacts.

8.2.10 Scenic amenity code

Purpose

- (1) The purpose of the scenic amenity code is to ensure the Region's scenic hill slopes, foreshores and esplanades, visually significant areas, tourist routes, rural landscape and landscape generally are protected and enhanced.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) within the urban footprint, development avoids hill slopes and headlands with a gradient greater than 1:4;
 - (b) outside the urban footprint, development avoids hill slopes and headlands with a gradient greater than 1:6;
 - (c) the scenic values of the Region's hill slopes are protected from development that may impact on those values;
 - (d) the scenic values of visually significant areas are maintained or enhanced;
 - (e) views from tourist routes, the State and major road network, scenic esplanades/foreshores, beaches and offshore are maintained or enhanced;
 - (f) the scenic values of the rural landscape and the landscape generally are protected.
- (3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

Officer's Comments:

The proposed development is considered to be consistent with the purpose statement and provisions of the Code. The proposed development will comprise a single-story building, parking spaces, an external helicopter landing pad, a fuel storage area and associated walkways. The proposed development will be appropriately set back from the road and will be constructed to a high standard.

8.2.11 Waterway corridors and wetlands code

Purpose

- (1) The purpose of the waterway corridors and wetlands code is to ensure that:
 - The impacts of development on the natural physical processes of waterways are eliminated, minimised or mitigated.
 - The water quality and ecological functions of waterways and their riparian zones are protected.
 - Wetlands and their environmental values are protected or enhanced.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the hydrological capacity of waterways including flood conveyance and storage is maintained;
 - (b) development is located outside a waterway envelope;

- (i) to allow the waterway envelope (or other appropriately designated buffer) to accommodate natural and accelerated waterway widening, bank erosion and meander migration; and
 - (ii) so that adjacent development is not adversely affected by erosion;
 - (c) water quality and ecological functions of waterways and wetlands are maintained or enhanced;
 - (d) development is planned, designed, constructed and operated to protect the environmental values of waterways and wetlands.
- (3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

Officer's Comment:

The proposed development is considered to be consistent with the purpose statement and provisions of the Code. The proposed development will not result in any changes to the impact on the waterway corridors and wetlands of the site as the stream is located a significant distance from the proposed development.

It is considered that the proposed development is generally in accordance with the applicable provisions of the above codes and where reasonable and relevant, has been conditioned upon approval of this development application.

CCRC Planning scheme 2015 - Development codes

The following apply to this development application:

- Advertising Devices Code
- Design for Safety Code
- Excavation and Filling Code
- Infrastructure Works Code
- Landscaping Code
- Parking and Access Code

9.4.1 Advertising devices code

Purpose

- (1) The purpose of the advertising devices code is to regulate the location, siting and design of advertising devices to avoid impacts on public safety and visual amenity.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) advertising devices adequately cater for the needs of businesses, allowing for the clear identification of goods and/or services offered to the public;
 - (b) an advertising device complements and integrates with the design of the building on which it is located and is consistent with the character of development in the vicinity;
 - (c) advertising devices do not detract from the visual amenity of the natural and built environment;
 - (d) advertising devices do not deleteriously impact on the character of scenic routes or the character and amenity of rural and rural residential areas;
 - (e) advertising devices complement the local streetscape and present to public areas a visually attractive appearance;
 - (f) advertising devices do not unreasonably impact on the ability of adjoining premises to access views, sunlight or breezes;
 - (g) advertising devices do not create a nuisance as a result of noisy, flashing or illuminated devices;

- (h) advertising devices do not endanger public safety or pose a physical hazard to motorists, pedestrians, cyclists and adjoining residents.
- (3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

The proposed development is considered consistent with the purpose statement of the Code.

Officer's Comment:

The proposed development is considered consistent with the purpose statement of the code. It will be conditioned with the development approval that all future advertising devices comply with the requirements of 9.4.1 Advertising Devices Code of the Cassowary Coast Regional Council Planning Scheme 2015. As such, the proposal complies with code.

9.4.2 Design for safety code

Purpose

- (1) The purpose of the design for safety code is to ensure development incorporates design features that reduce opportunities for crime to be committed within a site, on neighbouring sites and in public areas, and enhance perceived safety for site users.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) development is user friendly;
 - (b) development is designed to reduce the vulnerability of people and property to crime;
 - (c) development increases people's awareness of their environment;
 - (d) development mitigates the health impacts of biting insects.
- (3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

Officer's Comment:

The proposed development is considered consistent with the purpose statement of the code.

The Design for safety code contains provisions by which it seeks to achieve its outcomes. The proposed development is assessed against the applicable provisions of the code below.

9.4.2.3 Criteria for assessment

Part A—Criteria for assessable development

Table 9.4.2.3—Self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Compliance
Site identification		
PO1 Buildings, fences, landscaping and other features clearly define the territory and ownership of all public, common, semi-private and private space.	AO1.1 ▼ Boundaries are identified by: <ul style="list-style-type: none"> (a) fencing; or (b) changes in surface materials or levels; or (c) landscaping. 	Complies with AO1.1 Property boundaries will be identified by landscaping and fencing.

Performance outcomes	Acceptable outcomes	Compliance
	<p>window a minimum of 1.5m² in area overlooking the communal courtyard; or</p> <p>(ii) a road or pedestrian thoroughfare;</p> <p>(b) incorporate:</p> <p>(i) a minimum of 2 exit points from the courtyard; or</p> <p>(ii) 1 side that is entirely wall free and unfenced.</p>	
<p>PO6</p> <p>Buildings are designed to:</p> <p>(a) ensure a high level of safety and security for residents, staff and the community;</p> <p>(b) optimise casual surveillance;</p> <p>(c) provide unimpeded sight lines;</p> <p>(d) control illegitimate access and minimise opportunities for vandalism;</p> <p>(e) avoid concealment spots.</p>	<p>AO6.1</p> <p>Windows, balconies/verandas and activities in buildings are directed to overlook public and semi-public areas.</p> <p>AO6.2▼</p> <p>No blank building façade is presented to any street frontage.</p>	<p>Complies with AO6.1</p> <p>The windows of the buildings overlook public areas.</p> <p>Complies with AO6.2</p> <p>The proposed development will not present a blank building façade to a street frontage.</p>
<p>PO7</p> <p>All building entrances are located and designed to be easily identifiable.</p>	<p>AO7.1▼</p> <p>Building entrances (including ramps and elevator entrances) are exposed to the primary street frontage and are well lit and clearly legible.</p> <p>AO7.2▼</p> <p>For non-residential activities, building entrances:</p> <p>(a) provide clear sightlines from the building foyer so that occupants can see outside before leaving the building;</p> <p>(b) have lobbies visible from the exterior.</p>	<p>Complies with AO7.1</p> <p>All building entrances will be easily identifiable as they are exposed to the primary street frontage and will be well lit.</p> <p>Complies with AO7.2</p> <p>All building entrances will be easily identifiable as they are exposed to the primary street frontage and will be well lit.</p>
<p>PO8</p> <p>Areas restricted from public access, including loading</p>	<p>AO8.1▼</p>	<p>Complies with AO8.1</p> <p>Restricted areas will be well lit and able to be locked. This</p>

Performance outcomes	Acceptable outcomes	Compliance
bays, storage areas and waste disposal bays are designed, located and managed to prevent unauthorised access.	Restricted areas are well lit and/or can be locked after hours.	will be ensured at the building application stage.
Car parks		
<p>PO9</p> <p>Car parking areas are sited and designed to permit maximum opportunities for surveillance from users of the development and passers-by.</p>	<p>AO9.1 ▼</p> <p>Car parking areas are located where they can be made secure or where casual surveillance is possible.</p> <p>AO9.2 ▼</p> <p>Public car parking areas:</p> <p>(a) are clearly designated;</p> <p>(b) illuminated;</p> <p>(c) have clearly defined access points.</p> <p>AO9.3 ▼</p> <p>Parking spaces are allocated near an entrance to the building.</p> <p>AO9.4</p> <p>"After hours" staff parking is illuminated and in close proximity to staff access points.</p> <p>AO9.5 ▼</p> <p>Enclosed underground car parks can only be accessed from inside the building or through a security system.</p> <p>AO9.6 ▼</p> <p>Any fencing of parking at the rear of premises is erected so as to provide clear visibility into the site for the full height of the fence, except where adjoining land in a residential precinct.</p> <p>AO9.7 ▼</p>	<p>Complies with AO9.1</p> <p>Car parking areas are located where casual surveillance is possible.</p> <p>Complies with AO9.2</p> <p>Public car parking will be clearly designated. This will be ensured at the building application stage.</p> <p>Complies with AO9.3</p> <p>The car parking areas allow surveillance opportunities and are located near the entrance to the building.</p> <p>Not applicable</p> <p>No afterhours staff parking has been provided.</p> <p>Complies with AO9.5</p> <p>The car parking areas allow surveillance opportunities.</p> <p>Not applicable</p> <p>Fencing of parking at the rear of premises is not proposed.</p> <p>Complies with AO9.7</p> <p>Access to parking will be clearly identifiable.</p>

Performance outcomes	Acceptable outcomes	Compliance
	Signs are located to direct people to entries and exits and to parking bays within the site.	
Landscaping		
PO12 Landscaping does not restrict opportunities for passive surveillance within and of a site from the street, particularly around high traffic areas such as car parks, walkways and pathways.	AO12.1 ▼ Landscaping between: <ul style="list-style-type: none"> (a) the street frontage and building entrances; (b) the street frontage and car parking areas; (c) building entrances and car parks; (d) within car parks, must consist only of: <ul style="list-style-type: none"> (a) shrubs or ground cover plants that when fully grown will not exceed 1 metre in height from ground level; (b) trees or palms that when fully grown will not feature branches or foliage at a height of less than 2 metres from ground level. 	Complies with AO12.1 It is considered that the proposed landscaping will not restrict opportunities for passive surveillance.
Lighting		
PO15 Areas of a development site, including car parking and bicycle parking areas, communal court yards and open space, bikeways and walkways, exits, entrances and service areas, are well lit with external security lighting. However, the lighting must not <ul style="list-style-type: none"> (a) be so bright so as to: <ul style="list-style-type: none"> (i) prevent car park and path users observing people approaching in the dark; (ii) distract motorists on adjoining roads; (b) cause adverse impacts on adjacent land uses. 	AO15.1 ▼ Lighting of appropriate intensities is provided which satisfies the requirements of Australian Standard AS1158 - Lighting for roads and public spaces. AO15.2 Car park lighting operates continuously during the hours of darkness or operates on a sensor system. AO15.3 Lighting is directed onto the site or building and away	Complies with AO15.1 It has been conditioned with the development approval that night lighting does not affect neighbouring properties. Complies with AO15.1 It has been conditioned with the development approval that night lighting does not affect neighbouring properties. Complies with AO15.1 It has been conditioned with the development approval

Performance outcomes	Acceptable outcomes	Compliance
	<p>from neighbouring properties.</p> <p>PO15.4</p> <p>Lighting is consistent to reduce the contrast between shadows and well lit areas.</p>	<p>that night lighting does not affect neighbouring properties.</p> <p>Complies with AO15.1</p> <p>It has been conditioned with the development approval that night lighting does not affect neighbouring properties.</p>

9.4.3 Excavating and filling code

Purpose

- (1) The purpose of the excavating and filling code is to ensure that excavating and filling does not adversely affect other properties, the general amenity of the locality or environmental values.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) excavating and filling does not cause:
 - (i) land instability;
 - (ii) flooding or drainage problems;
 - (iii) adverse impacts on environmental values, including water quality, water flows and native vegetation;
 - (iv) the contamination of land;
 - (v) adverse impacts on visual and scenic amenity;
 - (vi) damage to infrastructure;
 - (vii) adverse traffic impacts;
 - (viii) unreasonable air or noise emissions.
- (3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

The proposed development is considered to be consistent with the purpose statement of the Code.

Officer's Comment:

The proposed development is considered consistent with the purpose statement of the code. The development will be conditioned to be undertaken in accordance with the 9.4.3 Excavating and Filling Code of the Cassowary Coast Regional Council Planning Scheme 2015.

9.4.4 Infrastructure works code

Purpose

- (1) The purpose of the infrastructure works code is to ensure that development includes the provision of infrastructure which is of an appropriate standard and meets the needs of users, maintains high environmental standards and is safe and efficient.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the standards of water supply, waste water treatment and disposal, stormwater drainage, electricity and telecommunications supply and road construction meets the needs of the development and is safe and efficient;

- (b) infrastructure services and utilities are designed and constructed to provide a level of service consistent with the nature of the development and the area within which it is located;
 - (c) to the extent practicable, infrastructure is able to function effectively during and following a natural disaster;
 - (d) infrastructure is designed, constructed and operated to maintain high environmental standards;
 - (e) pedestrian and bikeway facilities are provided to an appropriate standard and contribute to a pedestrian oriented environment.
- (3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

Officer's Comment:

The proposed development is considered to be consistent with the purpose statement of the code.

The Infrastructure works code contains provisions by which it seeks to achieve its outcomes. The proposed development is assessed against the applicable provisions of the code below.

9.4.4.3 Criteria for assessment

Part A—Criteria for assessable development

Table 9.4.4.3—Self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Compliance
General		
PO1 Operational works is carried out with minimal disturbance to soils and with careful management of any run off or dust to prevent off-site impacts during and after construction.	AO1.1 ▼ Development is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with AO1.1 The development will be conditioned to be undertaken in accordance with FNQROC Standards.
PO2 Operational works must not affect the efficient functioning of any public infrastructure.	AO2.1 ▼ Public infrastructure is altered or repaired to ensure its continued efficient functioning in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with AO2.1 The development will be conditioned to be undertaken in accordance with FNQROC Standards.
PO3 To the extent practicable, infrastructure is designed and constructed: (a) to withstand natural disasters;	No acceptable outcome prescribed.	Complies with PO3 The development will be conditioned to be undertaken in accordance with FNQROC Standards.

Performance outcomes	Acceptable outcomes	Compliance
(b) remain operational during and after natural disasters.		
Road design and construction		
PO4 Any road frontages adjacent to the site must be constructed to provide for the safe and efficient movement of: (a) vehicles on the road adjacent to the site; (b) vehicles to and from the site; (c) pedestrians and cyclists adjacent to the site; (d) pedestrians and cyclists to and from the site.	AO4.1 ▼ There is existing kerb and channel for the full road frontage of the site or kerb and channel is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual. AO4.2 ▼ There is an existing vehicular crossover/s to provide access to the site or a vehicular crossover is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with AO4.1 The development will be conditioned to be undertaken in accordance with FNQROC Standards. Complies with AO4.2 The development will be conditioned to be undertaken in accordance with FNQROC Standards.
Water supply		
PO7 In areas serviced by a reticulated water supply, development must connect to that supply system.	AO7.1 ▼ The site is connected to Council's reticulated water supply system in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual. AO7.2 ▼ The extension and/or connection to the water supply system is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with AO7.1 The development will be conditioned to be undertaken in accordance with FNQROC Standards It will be conditioned with the development approval that the site is connected to Council's reticulated water supply system in accordance with FNQROC standards. Complies with AO7.2 The development will be conditioned to be undertaken in accordance with FNQROC Standards It will be conditioned with the development approval that the site is connected to Council's reticulated water supply system in accordance with FNQROC standards.
PO9	AO9.1 ▼	Complies with AO9.1

Performance outcomes	Acceptable outcomes	Compliance
Water supply infrastructure is designed and constructed to an appropriate standard.	Water supply infrastructure is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	It will be conditioned with the development approval that the site is connected to Council's reticulated water supply in accordance with FNQROC standards.
Waste water treatment and disposal		
PO10 In areas serviced by a reticulated sewerage system, development must connect to that system.	AO10.1 ▼ The site is connected to Council's reticulated sewerage system. AO10.2 ▼ The extension and/or connection to the sewerage system is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with PO10 The facility if of a relatively small scale and therefore it is not reasonable to condition that it must connect to Council's reticulated sewerage system. Not Applicable The proposal does not involve the extension of Councils sewerage system.
Stormwater management		
PO14 Development includes sufficient stormwater management infrastructure that suitably manages stormwater runoff in terms of: (a) maintaining natural drainage systems; (b) protecting water quality; (c) avoiding off-site impacts; (d) minimising erosion potential; (e) avoiding the risk of landslip and subsidence.	AO14.1 ▼ Stormwater management infrastructure is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with AO14.1 Stormwater management infrastructure will be conditioned to comply with FNQROC standards.
PO15 Development is designed to optimise the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters.	No acceptable outcome prescribed.	Complies with PO15 Stormwater management infrastructure will be conditioned to comply with FNQROC standards.

Performance outcomes	Acceptable outcomes	Compliance
PO16 The stormwater drainage system connects to a lawful point of discharge.	No acceptable outcome prescribed.	Complies with PO16 Stormwater management infrastructure will be conditioned to comply with FNQROC standards.
PO17 Development does not obstruct the free passage of stormwater through a property.	No acceptable outcome prescribed.	Complies with PO17 Stormwater management infrastructure will be conditioned to comply with FNQROC standards.
PO18 The pre-existing water regime in any natural waterway or wetland system within, adjacent, upstream or downstream of a development site is maintained and protected.	No acceptable outcome prescribed.	Complies with PO18 The proposed development will not impact on the pre-existing water regime of the surrounding area.
PO19 Storage areas for stormwater detention and retention: (a) protect or enhance the environmental values of receiving waters; (b) achieve specified water quality objectives; (c) where practicable, provide for recreational use. Note—Storage areas for stormwater detention and retention which provide a dual recreational use cannot be used to meet the requirements of PO22 of the reconfiguring a lot code, unless Council, taking into account the nature of the area and its potential range of uses, agrees that it is suitable for this purpose.	No acceptable outcome prescribed.	Not applicable Storage areas for stormwater detention and retention are not proposed.
Electricity and telecommunication services		
PO20 Development is provided with electricity supply and telecommunication services.	AO20.1 ▼ The site is connected to the transmission grid.	Complies with AO20.1 The site will be connected to the transmission grid.

Performance outcomes	Acceptable outcomes	Compliance
	AO20.2▼ Electricity supply and telecommunication services are provided in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with AO20.2 It will be conditioned that electricity supply and telecommunication services are provided in accordance with FNQROC standard.
Erosion and sediment control		
PO24 Construction works include appropriate erosion and sediment control devices to ensure that erosion and sedimentation does not have an adverse impact on the environment.	AO24.1 Erosion and sediment control devices are implemented in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with AO24.1 It will be conditioned that Erosion and sediment control devices are implemented in accordance with FNQROC standards.
Concrete works		
PO25 Concrete is supplied, placed, compacted and finished to an appropriate standard to ensure its durability.	AO25.1 Concreting works are carried out in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with AO25.1 It will be conditioned that all works are carried out in accordance with FNQROC standards.
Streetscape		
PO26 Development contributes towards an attractive streetscape by incorporating the requirements of any relevant streetscape or townscape master plan.	No acceptable outcome prescribed.	Not applicable No relevant streetscape or townscape masterplans existing for the area.

9.4.5 Landscaping code

Purpose

- (1) The purpose of the landscaping code is that development incorporates appropriate landscaping that predominantly consists of native species.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) landscaping enhances the appearance of development and public spaces;
 - (b) landscaping contributes to an attractive streetscape;
 - (c) landscaping buffers provide effective screening;
 - (d) landscaping provides shade where required;
 - (e) landscaping accommodates the retention of existing significant or valued on site vegetation

- (f) landscaping utilises native species and does not incorporate declared or potential pest species.
- (3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

Officer's Comment:

The proposed development is considered to be consistent with the purpose statement of the code. It will be conditioned that landscaping works are to be undertaken in accordance with the 9.4.5 Landscaping Code of the Cassowary Coast Regional Council Planning Scheme 2015.

9.4.6 Parking and access code

- (1) The purpose of the parking and access code is to ensure development provides a sufficient number of on site parking spaces to meet the likely parking demand and to ensure that parking and access to the site is appropriately designed and constructed.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) uses have sufficient on site parking spaces designated in a manner to meet the requirements of the intended user;
 - (b) the number of parking spaces provided does not impact on the functioning of the surrounding road network;
 - (c) vehicles can access and move within the site in a safe and efficient manner.
 - (d) adequate provision for service vehicles is provided to meet the reasonable requirements of the development;
 - (e) the amenity of nearby land uses and the surrounding area is protected and maintained.
- (3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

Officer's Comment:

The proposed development is considered to be consistent with the purpose statement of the code.

The Parking and access code contains provisions by which it seeks to achieve its outcomes. The proposed development is assessed against the applicable provisions of the code below.

9.4.6.3 Criteria for assessment

Part A—Criteria for assessable development

Table 9.4.6.3—Self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Compliance
Car parking numbers		
PO1 Sufficient car parking spaces must be provided to accommodate the demand likely to be generated by the use.	AO1.1 ▼ Car parking spaces are provided for the uses listed in Table 9.4.6.4, in accordance with Table 9.4.6.4.	Complies with AO1.1 The proposed development will encompass a single-story building with a maximum height of 9.0 metres . The building will

Performance outcomes	Acceptable outcomes	Compliance
		<p>comprise, an Office (180m²), two Storerooms (261m² and 180m²), A Hangar (400m²), and a grassed Helicopter Pad (400m²).</p> <p>The total gross floor area of buildings/structure/helicopter pads on the site is 1,421m².</p> <p>The car parking rates for air services under the planning scheme is not specified.</p> <p>The applicant has proposed 9 car parks as well as a vehicle loading/unloading area. Given the nature of the development, 9 spaces are sufficient at the front of the premises.</p>
<p>PO2</p> <p>The number of car parking spaces required in accordance with AO1.1 may be varied where it can be demonstrated that less car parking spaces are required having regard to:</p> <p>(a) the particular circumstances of the development and the site;</p> <p>(b) any existing lawful use of the site;</p> <p>(c) whether the requirements in AO1.1 are impractical or unreasonable.</p>	No acceptable outcome prescribed.	<p>Complies with PO2</p> <p>The proposed development will encompass a single-story building with a maximum height of 9.0 metres. The building will comprise, an Office (180m²), two Storerooms (261m² and 180m²), A Hangar (400m²), and a grassed Helicopter Pad (400m²).</p> <p>The total gross floor area of buildings/structure/helicopter pads on the site is 1,421m².</p> <p>The car parking rates for air services under the planning scheme is not specified.</p> <p>The applicant has proposed 9 car parks as well as a vehicle loading/unloading area. Given the nature of the development, 9 spaces are sufficient at the front of the premises.</p>
<p>PO3</p> <p>Sufficient car parking spaces must be provided for disabled drivers or passengers to accommodate</p>	No acceptable outcome prescribed.	<p>Complies with PO3</p> <p>Car parking spaces for disabled drivers are able to be accommodated.</p>

Performance outcomes	Acceptable outcomes	Compliance
the demand likely to be generated by the use.		
Design		
PO4 Car parking spaces must have acceptable dimensions to meet user requirements.	No acceptable outcome prescribed.	Complies with PO4 All car parking facilities will be conditioned to comply with AS1428 and AS2890.1.
PO5 Car parking spaces must be designed and used for their intended purpose.	AO5.1 ▼ Car parking spaces are kept and used exclusively for parking and maintained in a useable condition for parking. AO5.2 ▼ Visitor car parking spaces are accessible and available for parking at all times.	Complies with AO5.1 It will be conditioned that car parks are kept exclusively for parking. Complies with AO5.2 It will be conditioned that all car parking spaces are accessible and available at all times.
PO8 Car parking areas do not adversely impact on adjacent sites or uses with regard to light, noise, emissions, dust and stormwater run-off.	No acceptable outcome prescribed.	Complies with PO8 Landscaping surrounding the car parking area will mitigate light and noise.
Accessibility and vehicle movement		
PO10 Sufficient area or appropriate circulation arrangements must be provided to enable: (a) safe and practical access to all parking, loading/unloading and manoeuvring areas; (b) all vehicles using the site to enter and exit the site in forward gear.	AO10.1 ▼ Circulation and turning areas comply with the provisions of Australian Standards <i>AS2890.1 - Parking facilities (off-street car parking)</i> and <i>AS2890.2 - Parking Facilities (off street commercial vehicle facilities)</i> .	Complies with AO10.1 All car parking facilities will be conditioned to comply with AS1428 and AS2890.1.
PO12 The layout and design of parking bays, manoeuvring areas, queuing areas, setdown/pickup areas and driveways ensures that on-site parking and servicing areas are clearly defined,	AO12.1 ▼ Parking bays, manoeuvring areas, queuing areas, setdown/pickup areas and driveways are designed in accordance with Australian Standards <i>AS2890.1 - Parking facilities (off-street</i>	Complies with AO12.1 All car parking facilities will be conditioned to comply with AS1428 and AS2890.1.

Performance outcomes	Acceptable outcomes	Compliance
safe, easily accessible and meet user requirements, including people with disabilities, pedestrians, cyclists and public transport services, where relevant.	<i>car parking) and AS2890.2 - Parking Facilities (off street commercial vehicle facilities).</i>	
Vehicle loading and unloading		
PO13 Vehicle loading and unloading bays must have acceptable dimensions to accommodate the vehicles expected to use the site.	AO13.1 ▼ Vehicle loading and unloading bays must meet the design requirements of Australian Standards AS2890.1 - <i>Parking facilities (off-street car parking)</i> and AS2890.2 - <i>Parking Facilities (off street commercial vehicle facilities).</i>	Complies with AO13.1 All vehicle loading and unloading bays will be conditioned to comply with AS1428 and AS2890.1.
PO14 The design and location of vehicle loading and unloading areas prevents such areas from having a negative impact on the streetscape.	AO14.1 ▼ In a business precinct, vehicle loading and unloading areas are designed and/or located so they cannot be seen from the street by locating such areas to the rear of buildings or applying landscaping and fencing treatments to visually screen such areas. AO14.2 In all other zones/precincts, no acceptable outcome prescribed.	Complies with AO14.1 The applicant has proposed 9 car parks as well as a condition being placed on the development for the vehicle loading/unloading area. Car parking has been provided at the front of the site. Not applicable
Construction		
PO15 All car parking spaces, loading bays and accesses must be useable and functional in all weather conditions, considering the amount of usage of the site.	AO15.1 ▼ Car parking spaces, loading bays and accesses must be constructed, paved (bitumen sealed gravel, concrete, asphalt or paving blocks), drained to a lawful point of discharge and maintained at all times.	Complies with AO15.1 It will be conditioned that the car parking area and internal traffic manoeuvring areas are to be sealed, drained, and line marked.
Service vehicles		
PO16	No acceptable outcome prescribed.	Complies with PO16

Performance outcomes	Acceptable outcomes	Compliance
Sufficient on site parking is provided to accommodate the number and type of service vehicles likely to be generated by the development.		There is sufficient car parking to accommodate the intended service vehicles.

It is considered that the proposed development is generally in accordance with the applicable provisions of the above codes and where reasonable and relevant, has been conditioned upon approval of this development application.

Infrastructure Charges Notice:

The applicable Infrastructure Charges Notice for this application follows as **Attachment Three**. Council notes that the following infrastructure charges notice, applicable to this Material Change of Use for Air Services (Aviation Facility) application, came into force under the State Planning Regulatory Provision, the *Sustainable Planning Act 2009* and now under the *Planning Act 2016*.

- Air Services is considered an "Other land use" in the Cassowary Coast Regional Council Adopted Infrastructure Charges Resolution (No.1) 2019. Where there is an "Other land use" The adopted charge is the charge for another use within another development category that Council determines should apply based on that other use having a similar demand for infrastructure.
- In this case Council has applied the 'High Impact Rural' category

Details of contributions payable outlined below -

Contribution Type	Calculation	Amount
Total Charge	1.0ET = 1,421m ²	\$29,698.90
Water network	1,421m ² GFA x \$20.90	
Transport Network		
Public Parks and Community Facilities		
Stormwater		
Total Credit	\$29,339.55 dwelling house with 3 or more bedrooms	\$29,339.55
Total Payable	Total Charge – Total Credit	\$359.35

Referrals:

The proposed development triggered referral to Queensland Treasury as a Concurrence agency. Queensland Treasury – State Assessment Referral Agency Response (2003-15835 SRA) dated 9 April 2020 is shown as **Attachment Five**.

Public Notification/Submissions:

The development application was impact assessable and therefore required public notification. The applicant advised that public notification requirements were carried out in accordance with the *Planning Act 2016*. A total of sixty two (62) properly made submissions were received by Council during the notification period. The submissions are categorised as follows:

1. Fifty Five (55) submissions raised objections to the proposed development; and
2. Seven (7) submissions supported the proposed development.

In addition to this, Council also received an online petition raising objections to the proposed development with Three Hundred and Seventy Two (372) signatures at the time of submissions closing, however this petition was not considered to be a properly made submission due to the fact that it did not state the residential address of all submission makers and the contents of the submission attached to the petition was not been signed by all submission makers.

Key concerns raised within the Fifty Five (55) submissions objecting to the proposed development have been categorised into Three (3) broad categories, being:

- The potential impacts of noise originating from the flight of helicopters to and from and the operation of the facility;
- The potential impacts of the facility on the local community and local environment particularly Cassowaries; and
- The potential impacts of a commercial helicopter operation being established in the Mission Beach area.

Statements of concern raised within the submissions objecting to the proposed development and the officer's response are provided below:

Submission	Officer's Response
<i>The potential impacts of noise originating from the flight of helicopters to and from and the operation of the facility</i>	<p>The proposed development will be located on a portion of the subject site which has been cleared of vegetation as a result of previous agricultural activities. As no clearing of vegetation is proposed and traffic generation along Tully-Mission Beach Road will be limited when compared to the existing traffic, this will minimise the impact on the surrounding environment, habitat and cassowaries. Therefore the proposed development does not result in the loss of habitat or the clearing of an environmentally significant area or significantly increase traffic movements within the Mission Beach area.</p> <p>The helicopter operations will use a direct eastern flight path from the proposed development to minimise disturbance of fauna species. Once airborne, helicopters will head east over the Coral Sea prior to heading towards intended destinations. Flights over the Djiru, Maria Creek and Japoon National Parks will not occur as a result of activities associated with the proposed development. This will minimise the impact of the development on the surrounding environment, residences and cassowaries.</p>

	<p>Furthermore, the applicant has confirmed that the majority of the helicopters proposed to be stationed at this aviation facility are not proposed to be used for "joy flights". The type of helicopters proposed are highly specialised multi-role helicopters and provide a range of services including aerial firefighting, heavy-lift and aerial crane, and reconnaissance missions. There is a direct linkage between the specialist nature of these helicopters, and the high cost of operation, the number of movements will generally be lower than what would be expected from a tourism operation. The closest sensitive receptor is a residential dwelling which is located approximately 360 metres from the proposed aviation facility. This will minimise the impact of the development on the surrounding environment, residences and cassowaries.</p> <p>As the site is included in the Rural Zone of the Planning Scheme and has historically been used for agricultural purposes, sugar cane or bananas or any other agricultural use could be established on the site without planning approval. The operations of these farms could include aerial spraying on an as needs basis. In addition to this, there are a number of farms within the Mission Beach and wider Cassowary Coast area which use aerial spraying on sugar cane and bananas.</p>
<p><i>The potential impacts of the facility on the local community and local environment particularly Cassowaries</i></p>	<p>The proposed development will be located on a portion of the subject site which has been cleared of vegetation as a result of previous agricultural activities. As no clearing of vegetation is proposed and traffic generation along Tully-Mission Beach Road will be limited when compared to the existing traffic, this will minimise the impact on the surrounding environment, habitat and cassowaries. Therefore the proposed development does not result in the loss of habitat or the clearing of an environmentally significant area or significantly increase traffic movements within the Mission Beach area.</p> <p>The helicopter operations will use a direct eastern flight path from the proposed development to minimise disturbance of fauna species. Once airborne, helicopters will head east over the Coral Sea prior to heading towards intended destinations. Flights over the Djiru, Maria Creek and Japoon National Parks will not occur as a result of activities associated with the proposed development. This will minimise the impact of the development on the surrounding environment, residences and cassowaries.</p>

	<p>Furthermore, the applicant has confirmed that the majority of the helicopters proposed to be stationed at this aviation facility are not proposed to be used for "joy flights". The type of helicopters proposed are highly specialised multi-role helicopters and provide a range of services including aerial firefighting, heavy-lift and aerial crane, and reconnaissance missions. There is a direct linkage between the specialist nature of these helicopters, and the high cost of operation, the number of movements will generally be lower than what would be expected from a tourism operation. The closest sensitive receptor is a residential dwelling which is located approximately 360 metres from the proposed aviation facility. This will minimise the impact of the development on the surrounding environment, residences and cassowaries.</p> <p>As the site is included in the Rural Zone of the Planning Scheme and has historically been used for agricultural purposes, sugar cane or bananas or any other agricultural use could be established on the site without planning approval. The operations of these farms could include aerial spraying on an as needs basis. In addition to this, there are a number of farms within the Mission Beach and wider Cassowary Coast area which use aerial spraying on sugar cane and bananas.</p>
<p><i>The potential impacts of a commercial helicopter operation being established in the Mission Beach area</i></p>	<p>There is currently no formal approved helicopter take-off and landing facilities in the Mission Beach area, with the closest aviation facilities being at Tully Airport being 20 kilometres away and a 20 minute drive. Frequently, helicopters have been required to land, without formal approvals in place, at the vacant lot on the corner of Seaview Street and Pacific Parade, located in the populated centre of Mission Beach. Council officers have received many complaints from the residents of Mission Beach regarding the use of Seaview Street and Pacific Parade site over the years.</p> <p>The proposed development will assist in addressing this ongoing issue by providing a fully compliant civil aviation safety authority (CASA) aviation facility which does not have a flight path over urban areas, does not expose the community to excessive noise and dust nuisance related to landing and taking-off and reduces the risk to the community as it is not located in the middle of a populated area.</p>

Key points raised within the Seven (7) submissions supporting the proposed development have been categorised into Four (4) broad categories, being:

- The benefit of the proposed development to the Mission Beach area;

- The benefit to the local economy through the creation of jobs during the construction and operational stages;
- The small scale of the development and minimal environmental impact; and
- The benefit of having a dedicated air service for emergencies in Mission Beach.

Statements of support raised within the submissions objecting to the proposed development and the officer's response are provided below:

Submission	Officer's Response
<i>The benefit of the proposed development to the Mission Beach area through increased investment and tourism</i>	The proposed development will have a positive impact and contribute to the region by offering supporting the tourism industry.
<i>The benefit to the local economy through the creation of jobs during the construction and operational stages</i>	The proposed development does provide flow on effects for the community and local economy through the operational (labour, goods and services) phases.
<i>The small scale of the development and minimal environmental impact.</i>	The buildings are located within an existing cleared area.
<i>The benefit of having a dedicated air service for emergencies in Mission Beach</i>	The highly specialised multi-role helicopters proposed to be stationed at Mission Beach provide a range of services including aerial firefighting, heavy-lift and aerial crane and reconnaissance missions. This will provide significant benefits to the community of Mission Beach. The helicopters will also be able to assist in medical emergencies through retrieval operations.

It is considered that the concerns raised by the submitters have been addressed through the design of the development, the provisions of the plan of development and reasonable and relevant conditions.

Reason for the decision:

The subject site is located within the Regional Landscape and Rural Production (RLRPA) area as indicated in the Far North Queensland Regional Plan (FNQRP) 2009-2031 and it is considered that the application is consistent with the intent of the Far North Queensland Regional Plan 2009-2031 as the impact on land for rural production is relatively minor.

The proposed development will be located on a portion of the subject site which has been cleared of vegetation as a result of previous agricultural activities. As no clearing of vegetation is proposed and traffic generation along Tully-Mission Beach Road will be limited when compared to the existing traffic, this will minimise the impact on the surrounding environment, habitat and cassowaries. Therefore the proposed development does not result in the loss of habitat or the clearing of an environmentally significant area or significantly increase traffic movements within the Mission Beach area.

The helicopter operations will use a direct eastern flight path from the proposed development to minimise disturbance of fauna species. Once airborne, helicopters will head east over the Coral Sea prior to heading towards intended destinations. Flights over the Djiru, Maria Creek and Japoon National Parks will not occur as a result of activities associated with the proposed development. This will minimise the impact of the development on the surrounding environment, residences and cassowaries.

Furthermore, the applicant has confirmed that the majority of the helicopters proposed to be stationed at this aviation facility are not proposed to be used for "joy flights". The type of helicopters proposed are highly specialised multi-role helicopters and provide a range of services including aerial firefighting, heavy-lift and aerial crane, and reconnaissance missions. There is a direct linkage between the specialist nature of these helicopters, and the high cost of operation, the number of movements will generally be lower than what would be expected from a tourism operation. The closest sensitive receptor is a residential dwelling which is located approximately 360 metres from the proposed aviation facility. This will minimise the impact of the development on the surrounding environment, residences and cassowaries

There is currently no formal approved helicopter take-off and landing facilities in the Mission Beach area, with the closest aviation facilities being at Tully Airport being 20 kilometres away and a 20 minute drive. Frequently, helicopters have been required to land, without formal approvals in place, at the vacant lot on the corner of Seaview Street and Pacific Parade, located in the populated centre and urban areas of Mission Beach. Council officers have received many complaints from the residents of Mission Beach regarding the use of the Seaview Street and Pacific Parade site over the years.

The proposed development will assist in addressing this ongoing issue by providing a fully compliant civil aviation safety authority (CASA) aviation facility which does not have a flight path over urban areas, does not expose the community to excessive noise and dust nuisance related to landing and taking-off and reduces the risk to the community as it is not located in the in the middle of a populated housing zone.

The site is heavily vegetated with mature remnant vegetation on three of the property boundaries (north, east, south) with the other boundary (west) being located adjacent to Tully-Mission Beach Road. The vegetation and road will minimise the impact on the surrounding local community, environment and fauna, in particular the cassowary. In addition, the proposed helicopter landing pad will be grass and will assist in reducing dust nuisance. The refuelling operations will be undertaken within hangar and within an approved self-bunded container with maximum fuel quantities of 4,000 litres maintained, limiting the risk of fuel leakage and fire.

The applicant has proposed integrate measures into its daily operations to manage direct impact noise on the local community, local environment and fauna (including the cassowary corridor that has been established to the south of the facility). These measures include:

- *The use of a suitable flight plan and approach path which complies with the guidelines in the Helicopter Association International (HAI) Fly Neighbouring Guidelines which is the internationally accepted best practice framework to limit noise nuisance through the use of lateral and vertical sense and has been developed for use in densely populated areas. The proposed flight path will make use of the park reserve located to the East of the site, over which it would be an anticipated 20-30 second flight time between the pad, once airborne, and the coast. This path maximises the distance between the closest structures and the flight path to a minimum of ~540 ground-distance metres (or hypotenuse-distance of ~670 metres using a minimum approach/departure altitude of 400 metres above-sea-level);*
- *The formal training of personnel in the approved approach and departure pattern requirement to meet the Helicopter Association International (HAI) Fly Neighbouring Guidelines; and*
- *Community awareness/education programs that will assist with education on helicopter activities and their benefit to the local area and community as part of*

perception management with the Australian Civil Aviation Safety Authority (CASA) approved management system.

The site was previously used for agricultural purposes, primarily cattle raising, however it has not been used for agricultural purposes for a number of years. The proposed development can be accommodated on the site and will not have a detrimental impact on the locality given proposed aviation facility comprises approximately 1.27% of the overall site cover, therefore there is sufficient room to continue the agricultural production of the land in the future.

As the site is included in the Rural Zone of the Planning Scheme and has historically been used for agricultural purposes, sugar cane or bananas or any other agricultural use could be established on the site without planning approval. The operations of these farms could include aerial spraying on an as needs basis. In addition to this, there are a number of farms within the Mission Beach and wider Cassowary Coast area which use aerial spraying on sugar cane and bananas.

The proposed development provides flow on effects for the community and local economy through the operational (labour, goods and services) phases. The proposed development will have a positive impact on the tourism industry. The proposed development provides employment to local residents and supports the Cassowary Coast economy.

The proposed development can be accommodated on the site and will not have a detrimental impact on the locality. The proposed development is setback from neighbouring residential properties by approximately 360 metres. To ensure that the impact of the proposed development on the surrounding locality is minimised, the development has been conditioned, to provide for the following:

- Limiting the hours of operation (including the take-off, flight and landing of helicopters) to 6:00am – 6:00pm seven days a week. No take-off, flight and landing of helicopters or audible noise from the facility is permitted outside these hours (with the exception of emergency situations);
- Ensuring the helipad meets the Standards and Recommendations for heliports as set out in CAAP92.2;
- Ensuring that once airborne, helicopters will head directly east over the Coral Sea prior to heading towards intended destinations;
- Ensuring that the operations of the facility are limited to helicopters operated exclusively by Mission Beach Helicopters or another related entity operated by the Directors / Shareholders of the applicant / owner;
- The provision of adequate on-site car parking spaces to contain the operations of the development within the site;
- The requirement for adequate fuel storage and bunding; and
- The requirement that noise from the site must not emanate from the subject land to a degree that would create an environmental nuisance having regard to the provisions of the *Environmental Protection Act 1994* and *Environmental Protection Regulation 2019*.

The proposed development is considered to represent an appropriate use of the land given the rural nature of the area and separation from other residences. The proposed development does not compromise the intent of the Rural Zone in this particular location as the impact on land for rural production is relatively minor.

Non-compliance with benchmarks:

Assessment Benchmark	Reasons for the approval despite non-compliance with benchmark
Far North Queensland Regional Plan	Nil
Cassowary Coast Regional Council Planning Scheme 2015	PO5

6.2.4 Rural zone code

AO5.1

The use is designed to ensure that:

- (a) the indoor noise objectives set out in the Environmental Protection (Noise) Policy 2008 are met;
- (b) the air quality objectives in the Environmental Protection (Air) Policy 2008 are met.

Development must not result in a sensitive land use being exposed to industrial air, noise and odour emissions that impact on human health, wellbeing and amenity.

Complies with PO5

The proposed development can be accommodated on the site and will not have a detrimental impact on the locality. The proposed development is setback from neighbouring residential properties to ensure that adverse impacts such as noise and visual amenity is minimised. The building is of an appropriate design, scale and location with in relation to the location.

To ensure that the impact on the surrounding rural properties is minimised, the development has been conditioned to provide for the following:

- Limiting the hours of operation (including the take-off, flight and landing of helicopters) to 6:00am – 6:00pm seven days a week. No take-off, flight and landing of helicopters or audible noise from the facility is permitted outside these hours (with the exception of emergency situations);
- Ensuring the helipad meets the Standards and Recommendations for heliports as set out in CAAP92.2;
- Ensuring that once airborne, helicopters will head directly east over the Coral Sea prior to heading towards intended destinations;
- Ensuring that the operations of the facility are limited to helicopters operated exclusively by Mission Beach Helicopters or another related entity operated by the Directors / Shareholders of the applicant / owner;
- The provision of adequate on-site car parking spaces to contain the operations of the development within the site;
- The requirement for adequate fuel storage and bunding; and
- The requirement that noise from the site must not emanate from the subject land to a degree that would create an environmental nuisance having regard to the provisions of the *Environmental Protection Act 1994* and *Environmental Protection Regulation 2019*.

<p>8.2.5 Environmental significance code</p> <p>AO2.2</p> <p>Development is setback at least 100 metres from the area of HES.</p>	<p>Development within or adjacent to an area of HES is located, designed and operated to:</p> <p>(a) avoid adverse impacts on ecological values; or</p> <p>(b) where avoidance is not practicable, minimise any adverse impacts on ecological values.</p> <p>Complies with PO2</p> <p>The proposed development will be located on a portion of the subject site which has been cleared of vegetation as a result of previous agricultural activities. As no clearing of vegetation is proposed and traffic generation along Tully-Mission Beach Road will be limited, this will minimise the impact on the surrounding environment. Therefore the proposed development does not result in the loss of habitat or the clearing of an environmentally significant area.</p>
<p>Cassowary Coast Regional Council Planning Scheme 2015</p> <p>9.4.4 Infrastructure works code</p> <p>AO10.1 ▼</p> <p>The site is connected to Council's reticulated sewerage system.</p>	<p>PO10</p> <p>In areas serviced by a reticulated sewerage system, development must connect to that system.</p> <p>Complies with PO10</p> <p>The facility is of a relatively small scale and therefore it is not reasonable to condition that it must connect to Council's reticulated sewerage system.</p>

Relevant matters for impact assessable development

The following matters were given regard to or assessment carried out against, in undertaking the assessment of this development application.

Assessment Benchmarks:	State Planning Policy FNQ Regional Plan 2009-2031 Cassowary Coast Regional Council Planning Scheme 2015 <ul style="list-style-type: none">• <i>Strategic Framework</i>• <i>Rural Zone Code</i>• <i>Coastal Protection Overlay Code</i>• <i>Environmental Significance Overlay Code</i>• <i>Flood Hazard Overlay Code</i>• <i>Scenic Amenity Overlay Code</i>• <i>Waterway Corridor and Wetlands Overlay Code</i>• <i>Advertising Devices Code</i>• <i>Design for Safety Code</i>• <i>Excavation and Filling Code</i>• <i>Infrastructure Works Code</i>• <i>Landscaping Code</i>• <i>Parking and Access Code</i>
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Conclusion:

The proposed development is considered to represent an appropriate use of the land given the rural nature of the area and separation from other residences. The proposed development does not compromise the intent of the Rural Zone in this particular location as the impact on land for rural production, surrounding residences and environment is relatively minor. Therefore, the application is generally consistent with the provisions of the Cassowary Coast Regional Council Planning Scheme 2015 and the Far North Queensland Regional Plan 2009-2031. The proposed development for a Material Change of Use for Air Services (Aviation Facility) on land described as Lot 3 on RP732964, situated at 2224 Tully-Mission Beach Road, Mission Beach is recommended for approval, subject to reasonable and relevant conditions

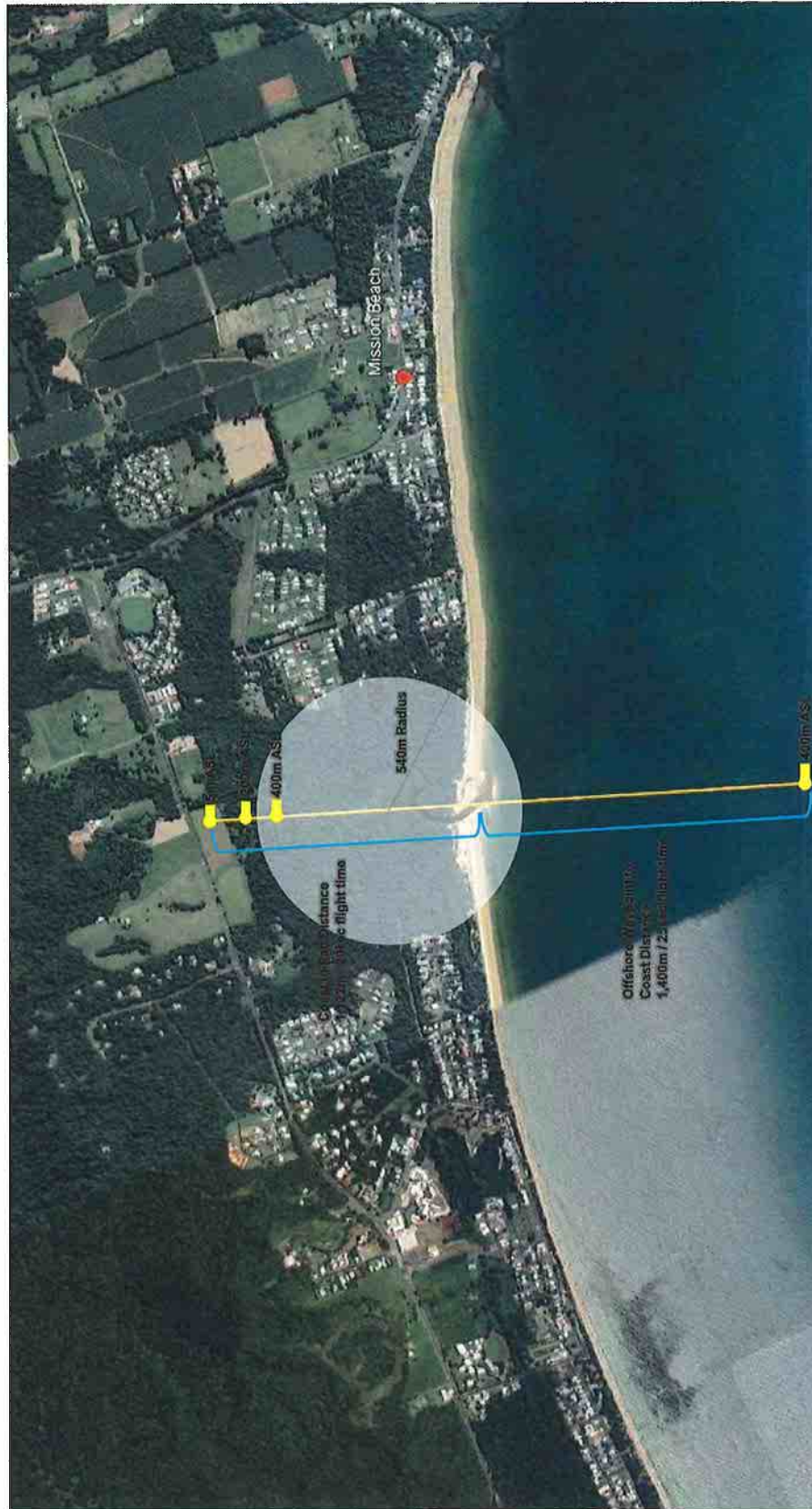
Attachment Two: Locality Plan and Aerial Image





[illegible]

Mission Helicopters Approach / Departure Waypoint Flight Path





Australian Government
Civil Aviation Safety Authority

Civil Aviation Advisory Publication

February 2014

Civil Aviation Advisory Publications (CAAPs) provide guidance, interpretation and explanation on complying with the *Civil Aviation Regulations 1988 (CAR)* or Civil Aviation Orders (CAO).

This CAAP provides advisory information to the aviation industry in support of a particular CAR or CAO. Ordinarily, the CAAP will provide additional 'how to' information not found in the source CAR, or elsewhere.

A CAAP is not intended to clarify the intent of a CAR, which must be clear from a reading of the regulation itself, nor may the CAAP contain mandatory requirements not contained in legislation.

Note: Read this advisory publication in conjunction with the appropriate regulations/orders.

Guidelines for the establishment and operation of onshore Helicopter Landing Sites

This CAAP will be of interest to:

- aerodrome and Helicopter Landing Site (HLS) designers
- current and future Air Operator's Certificate (AOC) holders authorised to conduct helicopter operations
- current and future aerodrome and HLS operators
- HLS certification agents
- helicopter pilots
- suppliers of aerodrome and HLS equipment.

Why this publication was written

These guidelines set out factors that may be used to determine the suitability of a place for the landing and taking-off of helicopters when the place does not meet the Standards and Recommended Practices (SARPs) for Heliports, as set out in Volume II of Annex 14 to the Convention on International Civil Aviation (the Chicago Convention).

Application of these guidelines will enable a take-off or landing to be completed safely, provided that the pilot in command:

- has sound piloting skills
- displays sound airmanship.

This CAAP has been re-written to:

- remove reference to the recommended criteria for off-shore resource platform and vessel-based HLS (helidecks), as that information is available now in CAAP 92-4
- assist in the transition to future operational parts to the *Civil Aviation Safety Regulations 1998 (CASR)*.

Status of this CAAP

This is the third issue of CAAP 92-2 and supersedes CAAP 92-2(1) issued in 1996. The Civil Aviation Safety Authority (CASA) has taken the opportunity to align concepts in this document with emerging terminology until HLS standards are promulgated in the Part 139 Manual of Standards (MOS).

For further information

Additional copies of this and other related CAAPs may be obtained from the CASA website. For policy advice, contact your local CASA regional office (Telephone 131 757).

February 2014

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1. Relevant regulations and other references

- Regulations 92, 92A and 93 of CAR
- Part 139 and the proposed Parts 133 and 138 of CASR
- Section 8.11, *Helicopter Areas on Aerodromes*, of the Part 139 MOS
- Aeronautical Information Publication – Aerodromes (AIP–AD)
- Volume II of Annex 14, *Heliports*, to the Chicago Convention
- International Civil Aviation Organization (ICAO) *Heliport Manual* (Doc 9261)
- CASA Policy Notice CEO PN029-2005, available online at:
<http://www.casa.gov.au/corporat/policy/notices/CEO-PN029-2005.pdf>
- Part 27 and 29 of the Federal Aviation Regulations (FAR)
- European Aviation Safety Agency (EASA) CS-27 and CS-29
- National Fire Protection Standard NFPA 418-2011

2. Acronyms

AGL	Above Ground Level
AIP	Aeronautical Information Publication
AFM	Aircraft Flight Manual
AOC	Air Operator's Certificate
CAAP	Civil Aviation Advisory Publication
CAR	Civil Aviation Regulations 1988
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulations 1998
D	D-Value (see Definitions)
DLB	Dynamic Load Bearing
EASA	European Aviation Safety Agency
EMS	Emergency Medical Service
FAR	Federal Aviation Regulation
FATO	Final Approach and Take-off area
HLS	Helicopter Landing Site
ICAO	International Civil Aviation Organization
LSALT	Lowest Safe Altitude

February 2014

MOS	Manual of Standards
PinS	Point-in-space instrument approach and landing procedure
OEI	One Engine Inoperative
RD	Rotor Diameter (see Definitions)
RPT	Regular Public Transport
SARPs	Standards and Recommended Practices
TD/PM	Touchdown/Positioning Marking
TLOF	Touchdown and Lift-off Area
VHF	Very High Frequency
VMC	Visual Meteorological Conditions

3. Definitions and other expressions

Note: *An expression that is defined in the Civil Aviation Act, the Civil Aviation Regulations or the AIP has, when used in this CAAP, the same meaning as it has in those publications.*

AIR TAXI – the airborne movement of a helicopter at low speeds and at heights normally associated with operations in ground effect.

APPROACH AND DEPARTURE PATH – the track of a helicopter as it approaches, or takes-off and departs from, the Final Approach and Take-Off Area (FATO) of an HLS.

BASIC HLS – a place that may be used as an aerodrome for infrequent, opportunity and short term operations, other than Regular Public Transport (RPT), by day under helicopter Visual Meteorological Conditions (VMC).

BUILDING – any elevated structure on land.

CATEGORY A – with respect to rotorcraft, means a multi-engine rotorcraft that is:

- (a) designed with engine and system isolation features specified for Category A requirements in Parts 27 and 29 of the FARs or EASA CS-27 and CS-29; and
- (b) capable of operations using take-off and landing data scheduled under a critical engine failure concept which assures adequate designated ground or water area and adequate performance capability for continued safe flight or safe rejected take-off in the event of engine failure.

D-VALUE (D) – the largest overall dimension of the helicopter when rotors are turning. This dimension will normally be measured from the most forward position of the main rotor tip path plane to the most rearward position of the tail rotor tip path plane (or the most rearward extension of the fuselage in the case of Fenestron or Notar tails).

ELEVATED HLS – An HLS on a raised structure on land with a FATO and a TLOF surface 2.5 m or higher above the ground in the immediate vicinity.

FINAL APPROACH AND TAKE-OFF AREA (FATO) – In relation to an HLS, means an area of land or water over which the final phase of the approach to a hover or landing is completed and from which the take-off manoeuvre is commenced.

FINAL APPROACH – the reduction of height and airspeed to arrive over a predetermined point above the FATO of an HLS.

GRAVITATIONAL FORCE – the acceleration due to gravity, equal to 9.81 m/s^2 .

GROUND TAXIING – movement of a helicopter on the ground under its own power on its undercarriage wheels.

HELICOPTER VMC – Visual Meteorological Conditions in relation to helicopters, as detailed in the Aeronautical Information Publication (AIP).

HELICOPTER LANDING SITE (HLS):

- (a) an area of land or water, or an area on a structure on land, intended for use wholly or partly for the arrival or departure of helicopters; or
- (b) a helideck; or
- (c) a heliport.

HELIDECK – an area intended for use wholly or partly for the arrival or departure of helicopters on:

- (a) a ship; or
- (b) a floating or fixed off-shore structure.

HELIPORT – an area that is:

- (a) intended for use wholly or partly for the arrival or departure of helicopters, on:
 - (i) land; or
 - (ii) a building or other raised structure on land; and
- (b) meets or exceeds the heliport standards set out in Volume II of Annex 14 to the Chicago Convention.

LIFT-OFF – in relation to a helicopter, means to raise the helicopter from a position of being in contact with the surface of the HLS into the air.

MOVEMENT – a touchdown or a lift-off of a helicopter at an HLS.

ROTOR DIAMETER (RD) – the diameter of the main rotor with the engine/s running.

SUITABLE FORCED LANDING AREA –

- (a) For a flight of a rotorcraft:
 - (i) means an area of land on which the rotorcraft could make a forced landing with a reasonable expectation that there would be no injuries to persons in the rotorcraft or on the ground; and
 - (ii) for a rotorcraft mentioned in (b) below, includes an area of water mentioned in (c) below.
- (b) For paragraph (a) (ii), the 'rotorcraft' is a rotorcraft that:
 - (i) is being used to conduct a passenger transport operation; and
 - (ii) either:
 - (1) is equipped with emergency flotation equipment; or
 - (2) has a type certificate or supplemental type certificate for landing on water.
- (c) For paragraph (a) (ii), the 'area of water' is an area of water:
 - (i) in which the rotorcraft could ditch with a reasonable expectation that there would be no injuries to persons in the rotorcraft or on the water; and
 - (ii) that is:
 - (1) adjacent to an offshore installation with search and rescue capabilities
 - (2) adjacent to land
 - (3) in a location, set out in the exposition or operations manual of the operator of the rotorcraft, that has search and rescue capabilities.

SAFETY AREA – a defined area on a Secondary HLS surrounding the FATO, or other defined area, that is free of obstacles, other than those required for air navigation purposes, and intended to reduce the risk of damage to helicopters accidentally diverging from the load-bearing area primarily intended for landing or take-off.

SECONDARY HLS – a place suitable for use as an aerodrome for helicopter operations by day or night that does not conform fully to the standards for a heliport set out in Volume II of Annex 14 to the Chicago Convention.

TAKE-OFF – in relation to a stage of flight of a helicopter from an HLS, means the stage of flight where the helicopter accelerates into forward flight and commences climb at the relevant climb speed, or if not intending to climb, enters level flight for the purposes of departure from the helicopter landing site.

Note: *Dependent on the take-off technique being used, the aircraft may be positioned using a vertical or a back-up profile prior to the forward acceleration segment.*

TOUCHDOWN – means lowering the helicopter from a flight phase not in contact with the surface of the HLS into a position which is in contact with the surface of the HLS for a landing.

TOUCHDOWN AND LIFT-OFF AREA (TLOF) – a defined area on an HLS in which a helicopter may touchdown or lift-off.

4. Background

4.1 With the development of the operational parts of the CASR, Australia is moving towards a more ICAO-based set of regulations. In order to meet these requirements, it is necessary to transition operators towards these standards.¹ This CAAP provides guidance on a set of recommended standards acceptable to CASA.

4.2 Presently, paragraph 92(1)(d) of CAR states:

An aircraft shall not land at, or take-off from, any place unless...the place...is suitable for use as an aerodrome for the purposes of the landing and taking-off of aircraft; and, having regard to all the circumstances of the proposed landing or take-off (including the prevailing weather conditions), the aircraft can land at, or take-off from, the place in safety.

4.3 The Civil Aviation Act 1988 (the Act) defines an aerodrome, as:

an area of land or water (including any buildings, installations and equipment), the use of which as an aerodrome is authorised under the regulations, being such an area intended for use wholly or partly for the arrival, departure or movement of aircraft.

4.4 In the latter definition, the concept of 'authorised' means an aerodrome that is authorised by a certificate or registration under Part 139 of CASR. This concept also applies to aerodromes established under the *Air Navigation Act 1920*; a place for which a requirement of Section 20 of the Act is in force; and to places that are not aerodromes. However, despite these references HLSs are not specifically defined in the CAR.

4.5 Likewise, Part 139 of CASR and its MOS do not (at this time) apply to an HLS unless it is located on an aerodrome. However, since helicopters operate from a variety of locations, CASA publishes guidance on what constitutes a suitable HLS in the form of this CAAP. Nothing in this CAAP should deter any helicopter operators, including those carrying out Aerial Work or other

¹ This will include Performance Class requirements, which may be the subject of a future CAO and Advisory Circular.

complex operations, from operating to the higher standards prescribed in Volume II of Annex 14 to the Chicago Convention (Annex 14).

4.6 In keeping with its submissions to ICAO on this topic, CASA recommends owners and operators of an HLS who intend to develop and operate a heliport for the purposes of RPT or Charter operations refer to, and comply with, the SARPs as set out in Annex 14. This does not preclude these types of operations at non-ICAO standard Secondary HLS; however, compliance with suitable operational procedures will be needed to ensure the safety of the operations.

Note: *CASA does not expect operators of HLS that do not currently meet the recommended standards set out in this CAAP to upgrade their existing facility immediately, as operational limitations and other risk mitigations may be in place at this time which ensures safety. Nonetheless, CASA encourages operators to adopt these standards when redeveloping current sites or building new HLS.*

5. Operational Factors to consider prior to using an HLS

5.1 Helicopter pilots and operators should ensure that:

- the FATO and TLOF are clear of all objects and animals likely to be a hazard to the helicopter, other than objects essential to the helicopter operation
- no person is within 30 m of the closest point of a hovering or taxiing helicopter, other than persons who are essential to the safe conduct of the operation or the specific nature of the task and who are trained and competent in helicopter operational safety procedures

Note: *In accordance with CAO 95.7 (paragraph 3.2), pilots must ensure that neither the helicopter nor its rotor downwash constitute a hazard to other aircraft, persons or objects.*

- appropriate information from the owners and authorities is obtained to confirm the suitability of the HLS for the proposed operation
- where the performance information in an Aircraft Flight Manual (AFM) details greater or additional limitations for defined areas or the approach and departure paths (compared to those set out in these guidelines), then the greater and/or additional requirements are available for the flight.

5.2 Except in an emergency, a helicopter should not land at or take-off from an HLS unless:

- the applicable helicopter VMC exist for a flight operating under Visual Flight Rules
- the relevant instructions in the AIP (including AIP Book and ERSA) are followed for the flight
- the following criteria are met for an HLS that is located within controlled airspace:
 - two-way VHF radio communication with the relevant Air Traffic Service unit is established
 - the appropriate Air Traffic Control clearances have been received.

5.3 If a proposed HLS is to be located near a city, town or populous area (or any other area where noise or other environmental considerations make helicopter operations undesirable), the proposal may be subject to the provisions of the *Commonwealth Environment Protection (Impact of Proposals) Act 1974* and parallel State legislation.

5.4 There may be other local legislation that also applies to operations at HLSs. It is helicopter pilots and operators' responsibility to check and adhere to any local rules and regulations.

5.5 With respect to operations in multi-engine helicopters at an HLS, the AOC holder and the pilot-in-command should ensure that the operation complies with the relevant requirements of CASA

Policy notice CEO PN029-2005. The policy notice is available on the CASA website at <http://www.casa.gov.au/corporat/policy/notices/CEO-PN029-2005.pdf>.

6. Attributes of an HLS

6.1 The helicopter is one of the more versatile aircraft and can, if required under special circumstances, operate to and from a space little larger than its overall length. The smaller the site, and the less known about hazards presented by obstacles and surface conditions, the greater the risk associated with its use. The risk presented by such hazards can be reduced when:

- the size of the defined areas of the HLS are greater than the minimum required size
- the pilot-in-command has access to accurate, up-to-date information about the site, which is presented in a suitable and easily interpretable form
- visual information, cues and positional markings are present for the defined areas at the site.

Defined Areas

6.2 Defined areas are the basic building blocks of an HLS and have a set of attributes that persist even when co-located or coincidental with another defined area. In such cases, the defined area with the more limiting standard would apply.

6.3 Defined areas belong to one of four main categories:

- **FATO** – the area over which the final approach is completed and the take-off conducted
- **TLOF** – the surface over which the touchdown and lift-off is conducted
- **Stand(s)** – the area for parking and within which positioning takes place
- **Taxiways and associated taxi routes** – the surfaces and areas for ground or air taxiing.

6.3.1 A defined area on a landing site may have one or more of three basic attributes:

1. **Containment** – an attribute that affords protection to the helicopter and/or its undercarriage and permits clearance from obstacles to be established. Containment is of two types: undercarriage containment and helicopter containment. Where a defined area (such as a TLOF or taxiway) provides only undercarriage containment, it should be situated within, or co-located with, another defined area (i.e. a FATO, stand or taxi-route).
2. An additional safety/protection area:
 - **for a FATO** – a safety area surrounds the FATO and compensates for errors in manoeuvring, hovering and touchdown
 - **for a stand** – a protection area surrounds the stand and compensates for errors of manoeuvring
 - **for a taxiway** – a protection area incorporated in the taxi-route, which compensates for errors of alignment and/or manoeuvring.
3. **Surface loading capability** – this ensures adequate surface strength to permit a helicopter to touchdown, park or ground taxi without damage to the surface of the HLS or helicopter. Surface loading is either:
 - **static** – where only the mass of the helicopter is considered, although elevated heliports/helidecks may include additional factors to protect the building/structure or

- **dynamic** – where the apparent weight (i.e. a force comprised of multiples of gravitational force) of the helicopter is used. Two types of dynamic loading need to be considered:
 - o dynamic loading due to normal operations
 - o dynamic loading due to a heavy landing, determined by an 'ultimate limit state' test (i.e. touchdown at a rate of descent of 12 ft/s for surface-level heliports).

Note: See paragraph 1.2.1.10 and chapter 1.3.2 of the ICAO Heliport Manual; for guidance on surface loading generally and structural design elevated heliports.

In addition to surface loading, durability is also a necessary consideration for the designer. For this reason, likely traffic should be taken into consideration to ensure that the surface loading remains as specified for the life of the facility or the applicable maintenance period. With this in mind, the following section includes guidance for HLS designers when considering these concepts.

7. Recommended criteria for an HLS

7.1 Basic HLS

7.1.1 Because such HLSs are often developmental and 'basic' in nature, CASA recommends that helicopter operators carry out thorough risk and hazard assessments for the proposed operation and apply appropriate controls to any hazards identified during this process.

7.1.2 Any passengers, crew and operational personnel carried into such locations should be briefed on the hazards of the site and any safety procedures needed to ensure safe loading and unloading at the HLS.

7.1.3 A Basic HLS should:

- be determined, by way of the helicopter operator's risk assessment, to be large enough to accommodate the helicopter and have additional operator-defined safety areas (or buffers) to allow the crew to conduct the proposed operation safely at the location;
- have a TLOF with suitable surface characteristic for safe operations and strong enough to withstand the dynamic loads imposed by the helicopter
- have sufficient obstacle free approach and departure gradients to provide for safe helicopter operations into and out of the site under all expected operational conditions.
- have approach and departure paths that minimise the exposure of the helicopter to meteorological phenomena which may endanger the aircraft and provide escape flight paths, if a non-normal situation arises, which maximise the potential for using suitable forced landing areas.
- only be used for day operations under helicopter VMC or better weather conditions, unless prescribed elsewhere in CASA legislation.

Note: Dynamic load bearing capability assumes all static load limits imposed by the helicopter and any other structure or vehicle will also be met. Operators should ensure this is the case prior to using the site.

7.2 Secondary HLS

7.2.1 Since a Secondary HLS is intended to be used for numerous types of operations (i.e. both day and night under helicopter VMC) its design should at a minimum satisfy the guidelines set out in the following sub-sections.

FATO

7.2.2 The FATO should, at minimum, be capable of *enclosing a circle*² with a diameter equal to one-and-a-half times the D-value ($1.5 \times D$) of the largest helicopter intended to use the site, and be free of obstacles likely to interfere with the manoeuvring of the helicopter.

7.2.3 It is recommended that a safety area extend a distance of at least $0.25 \times D$ or 3 m around the FATO, whichever is the larger, or a greater distance if considered necessary for a particular HLS.

7.2.4 The safety area around a FATO need not be a solid surface. No fixed objects should be permitted on or in the area defined as the Safety Area, except for objects not exceeding a height of 25 cm. Notwithstanding this, designers of an HLS should attempt to minimise obstacles within the FATO, TLOF and Safety Area.

7.2.5 The FATO should provide ground effect, particularly if the associated TLOF is located outside of its defined area.

7.2.6 It is essential that the FATO be capable of at least dynamic load-bearing for the helicopters being operated in performance class 1 or to category A requirements. If the FATO and TLOF are coincident (e.g. on a roof top) then it follows that the whole area should be dynamic load-bearing and provide ground effect.

7.2.7 The mean slope of a FATO should not exceed 5% for 'Category A' operations, 7% for other operations or a lesser percentage if required by the design helicopter AFM. The slope of an associated solid Safety Area should not exceed 4% up away from the FATO.

TLOF

7.2.8 The TLOF, being a cleared and stable area capable of bearing the dynamic loads which may be imposed by the helicopter on the site by a heavy landing, should, at a minimum, be an area at least $0.83 \times D$ and may or may not be located within the FATO (see Figure 1).

7.2.9 If the TLOF is not within the FATO, it should be co-located with a stand. In this case the TLOF is also protected by the safety area of the stand.

7.2.10 Any operations from mobile platforms, such as trolleys and carts, in the TLOF should comply with these requirements. Notwithstanding this, CASA does not recommend operations to mobile platforms as this is an operator-based aircraft manoeuvring decision, and guidance on these appliances is not given in this CAAP. The use of ground handling appliances should normally be limited to pre-start and post-shutdown actions and comply with AFM requirements.

7.2.11 The TLOF should provide for adequate drainage to prevent accumulation of water on the surface, but the overall slope should not exceed the maximum slope landing capability of the helicopter. The recommended maximum slope for a TLOF is 2% in any direction.

² A FATO may be any shape provided it meets this requirement. Orthogonal shapes may provide better visual cues.



Figure 1 – Secondary HLS: A 1.5 x D FATO with additional 0.25 x D Safety Area (Total area is 2 x D). Also showing 'H', FATO perimeter and 0.5 x D Touchdown/Positioning Markings (TD/PM).

Stands

7.2.12 A helicopter Stand should be of sufficient size to contain a circle with a diameter of at least 1.2 x D, plus a 0.4 x D protection area for the largest helicopter that the stand is intended to serve (see Figure 2).

7.2.13 One directional or 'taxi-through' stands should be a minimum of 1.5 x RD for ground taxiing and 2 x RD for air taxiing, including the protection area.

7.2.14 When a helicopter stand is to be used for turning in the hover, the minimum dimension of the stand and protection area should be not less than 2 x D, and suitably larger for wheeled helicopters turning on the ground taking into account the arc, or path, of the tail rotor.

7.2.15 No fixed objects should be permitted within the stand and protection area. All moveable objects, except those essential to the operation (e.g. portable floodlights), should be removed so as not to present a hazard while the helicopter is operating.

7.2.16 If there is a need for more than one stand, locate each with its own TLOF and with its own safety area.

7.2.17 For multiple adjacent stands and related simultaneous operations, refer to the ICAO *Heliport Manual*.

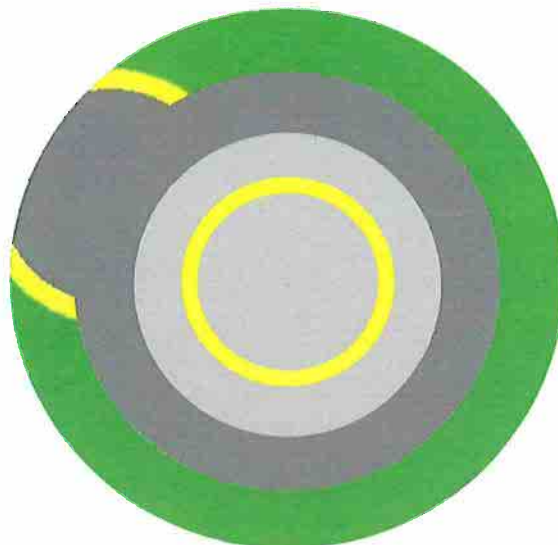


Figure 2 – Helicopter stand: A 1.2 x D stand (dark grey area) with additional 0.4 x D Protection Area (Total area is 2 x D). Also showing a 0.83 x D DLB area (light grey) and TD/PM.

Approach and departure paths

7.2.18 The approach and departure paths should be in accordance with the Annex 14 recommendations as illustrated in Figures 3 to 8³. The decision on which slope is appropriate for the HLS should be based on which is the most suitable for the performance class of the operations at the site.

7.2.19 CASA recommends application of these standards for RPT, Charter and future Air Transport operations, including emergency medical service (EMS) operations at metropolitan hospital sites. Some helicopters may however require even greater approach and departure path protection dependant on their performance capability.

A minimum of two approach and departure paths should be assigned. These should be separated by a minimum angle of 150°, and may be curved left or right to avoid obstacles or to take advantage of a more advantageous flight paths. This does not preclude one-way HLSs, provided adequate provisions are made for turning, limitations are notified to aircraft operators and any operational risks are suitably mitigated. Any curvature should comply with recommendations contained in ICAO Annex 14 Volume II.

7.2.20 The slope design categories in Figure 3 may not be restricted to a specific performance class of operation and may be applicable to more than one performance class of operation. The slope design categories depicted in Figures 3 and 4 represent recommended minimum design slope angles and not operational slopes:

- slope category "A" generally corresponds with helicopters operated in performance class 1
- slope category "B" generally corresponds with helicopters operated in performance class 3

³ These diagrams are reprinted from Annex 14 Volume II, *Heliports*, to the Convention on International Civil Aviation 4th edition, July 2013.

- slope category "C" generally corresponds with helicopters operated in performance class 2

7.2.21 Designers and HLS operators are advised that consultation with helicopter operators will help to determine the appropriate slope category to apply according to the heliport environment and the most critical helicopter type for which the heliport is intended. This is particularly true of the raised incline plane procedure outlined in Figure 8.

SURFACE and DIMENSIONS	SLOPE DESIGN CATEGORIES		
	A	B	C
APPROACH and TAKE-OFF CLIMB SURFACE:			
Length of inner edge	Width of safety area	Width of safety area	Width of safety area
Location of inner edge	Safety area boundary (Clearway boundary if provided)	Safety area boundary	Safety area boundary
Divergence: (1st and 2nd section)			
Day use only	10%	10%	10%
Night use	15%	15%	15%
First Section:			
Length	3 386 m	245 m	1 220 m
Slope	4.5% (1:22.2)	8% (1:12.5)	12.5% (1:8)
Outer Width	(b)	N/A	(b)
Second Section:			
Length	N/A	830 m	N/A
Slope	N/A	16% (1:6.25)	N/A
Outer Width	N/A	(b)	N/A
Total Length from inner edge (a)	3 386 m	1 075 m	1 220 m
Transitional Surface: (FATOs with a PinS approach procedure with a VSS)			
Slope	50% (1:2)	50% (1:2)	50% (1:2)
Height	45 m	45 m	45 m

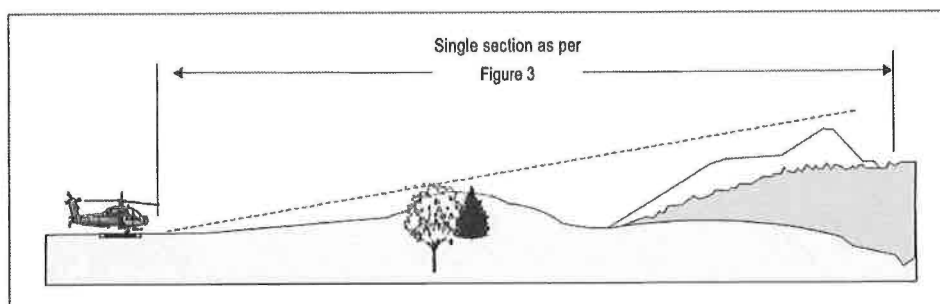
Figure 3 – Recommended dimensions and slopes of obstacle limitation surfaces for secondary HLS visual FATOs

Note:

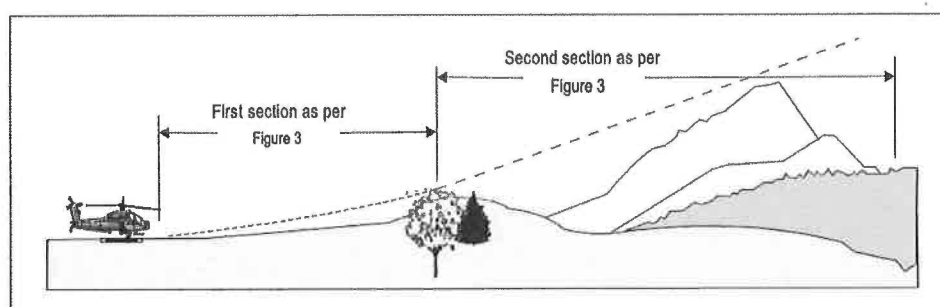
(a) The approach and take-off climb surface lengths of 3 386 m, 1 075 m and 1 220 m associated with the respective slopes, brings the helicopter to 152 m (500 ft) above FATO elevation.

(b) Seven rotor diameters overall width for day operations or 10 rotor diameters overall width for night operations.

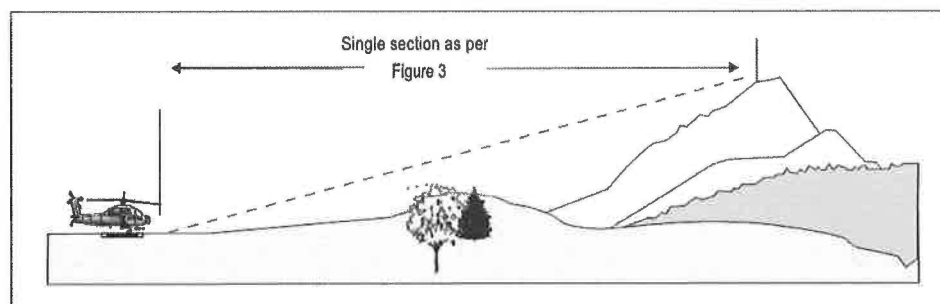
February 2014



a) Approach and take-off climb surfaces - "A" slope profile - 4.5% design



b) Approach and take-off climb surfaces - "B" slope profile - 8% and 16% design



c) Approach and take-off climb surfaces - "C" slope profile - 12.5% design

Figure 4 – Approach and take-off climb surfaces with different slope design categories

February 2014

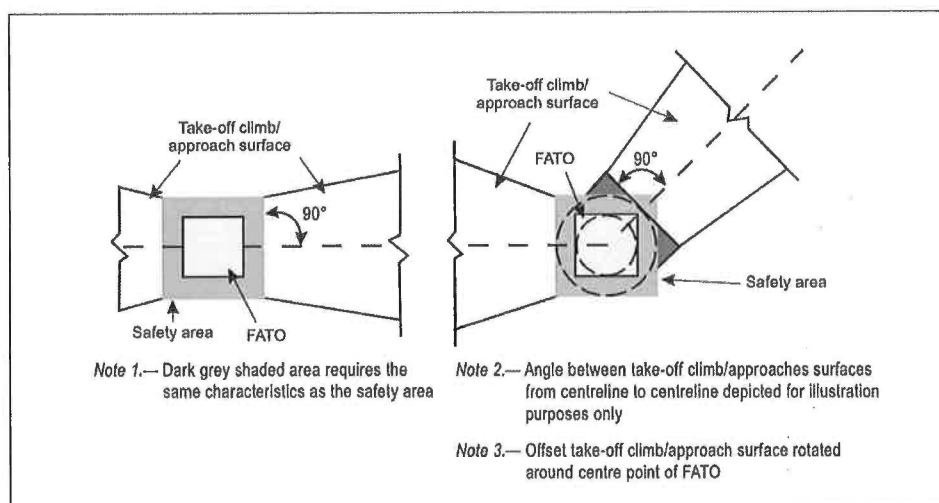


Figure 5 – Obstacle limitation surfaces — Take-off climb and approach surface

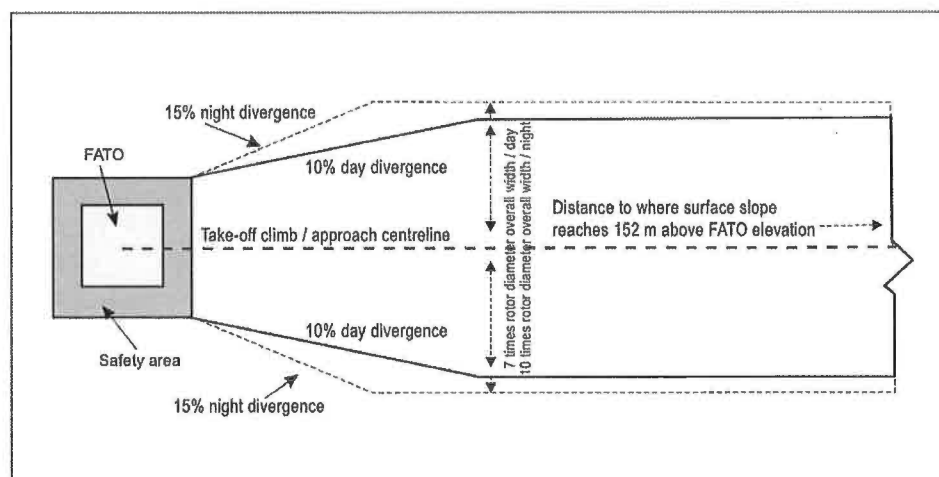


Figure 6 – Take-off climb/Approach surface width

February 2014

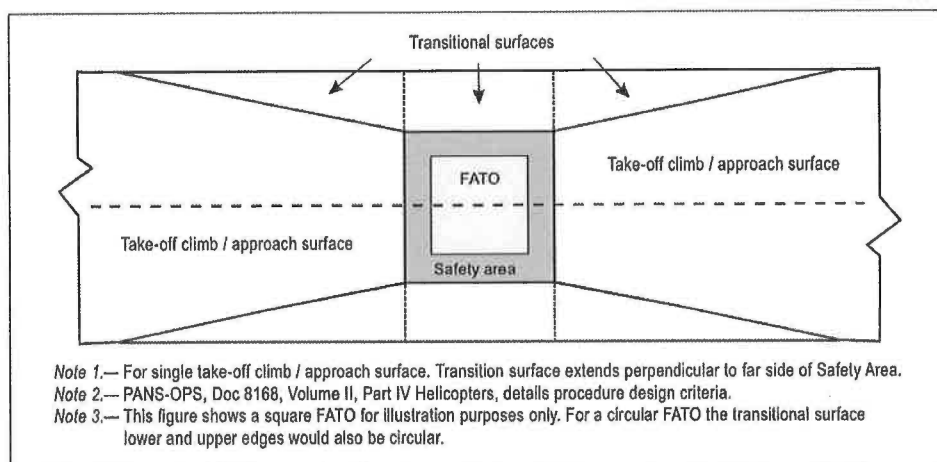
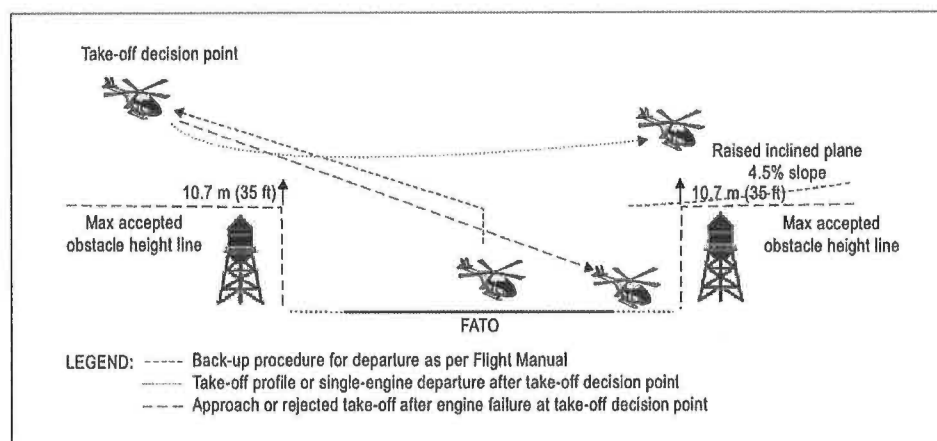
Figure 7 – Transitional surface for a FATO with a Point-In-Space (PinS) approach procedure with a VSS⁴

Figure 8 – Example of raised inclined plane during operations in Performance Class 1

Note 1: This example diagram does not represent any specific profile, technique or helicopter type and is intended to show a generic example. An approach profile and a back-up procedure for departure profile are depicted. Specific manufacturers operations in performance class 1 may be represented differently in the specific Helicopter Flight Manual. ICAO Annex 6, Part 3, Attachment A provides back-up procedures that may be useful for operations in performance class 1.

Note 2: The approach/landing profile may not be the reverse of the take-off profile.

⁴ A Transitional OLS is required when a PinS approach is published for the HLS

Note 3: *Additional obstacle assessment might be required in the area that a back-up procedure is intended. Helicopter performance and the Helicopter Flight Manual limitations will determine the extent of the assessment required.*

Other physical and ancillary considerations

7.2.22 An air taxiing route, with a width equal to twice the main RD of the design helicopter, should be provided where the FATO and the TLOF are not coincident.

7.2.23 The HLS should be sited with separate primary and emergency personnel access routes, with both routes located as far apart as practicable.

7.2.24 The HLS should be equipped with suitable fire protection and equipment based on the operations and the types of helicopters in use at the site. At least two fire extinguishers having specifications in accordance with Section 9 of the National Fire Protection Standard NFPA 418-2011 and any additional equipment as may be required to effectively extinguish a fire at the HLS, taking into account the types of operations and aircraft using the facility.

7.2.25 Where more than one fire extinguisher is available:

- at least one extinguisher should be positioned at each of the primary and emergency personnel access routes, preferably without creating potential obstacles to operations
- each separate TLOF or fuelling facility should be equipped with at least one standard fire extinguisher.

7.2.26 Alternative fire-fighting resources providing a similar or better level of protection may be used.⁵

7.3 Markings and indicators for Secondary HLSs

Wind Indicator

7.3.1 A Secondary HLS should be equipped with at least one wind indicator measuring 2.4 m in length and visible to the pilot during take-off, approach and landing. More than one indicator may be needed at more complex locations to ensure pilots receive full information on the wind flow over the site.

7.3.2 The wind indicator for night operations should be capable of being lit, or should meet the requirements of Section 7.7 of this CAAP.

Note: *CASA recommends the surface-level wind indicator standards outlined in Section 5.1.1 of Annex 14 Volume II as an alternative for both surface-level and elevated HLSs.*

HLS identification marking

7.3.3 An identification marking should be painted on the HLS FATO in the form of a large letter 'H', with dimensions equal to 4 x 3 x 0.75 m (height x width x stripe) and proportionately smaller for smaller facilities. The long side of the marking should be oriented to the preferred final approach paths to the HLS.

⁵ Systems in accordance with NFPA 418-2011 would meet this recommendation. Automatic foam monitors are not recommended.

FATO edge markings

7.3.4 The edge of the FATO should be marked with a 30-50 cm wide broken white stripe (or a suitable number of markers), painted to clearly delimit the FATO.

7.3.5 If the FATO is separate from the TLOF, it should be marked so it is easily identifiable to the pilot when conducting operations. The use of aiming point markings may assist in this situation (see below).

7.3.6 A runway-type FATO should be marked in accordance with the standards in Chapter 5 of Volume II of Annex 14.

Aiming point marking

7.3.7 An aiming point marking should be provided at the HLS where it is necessary to make an approach to a particular point prior to moving to the TLOF. CASA recommends that any aiming point marking should be in line with the standards outlined in Chapter 5 of Volume II of Annex 14; this may include an internal suitably-sized 'H' marking if required.

Approach and departure path(s) marking

7.3.8 Preferred approach and departure paths should be marked with suitably-sized single or double-headed yellow arrows at the perimeter of the TLOF, so as to be viewed easily by the pilot of a helicopter when over-flying or on approach to the site.

Touchdown/Positioning Marking (TD/PM)

7.3.9 A TD/PM is essential where it is necessary for a helicopter to touchdown or be accurately placed in a specific position.

7.3.10 A TD/PM provides the visual cues that permit a helicopter to be placed in a specific position and, when necessary, orientated such that, when the pilot's seat is above the marking, the undercarriage will be inside the load-bearing area and all parts of the helicopter will be clear of any obstacles by a safe margin.

7.3.11 A TD/PM should be a yellow circle and have a line width of at least 0.5 m. The inner diameter of the circle should be 0.5 x D of the largest helicopter that the HLS TLOF is intended to serve.

Note: Further information on touchdown and positioning markings can be found in Chapter 5 of Volume II of Annex 14 and the ICAO Heliport Manual.

Maximum operational helicopter tonnage marking

7.3.12 A maximum *operational* helicopter tonnage marking should be painted on the TLOF (if there is such a limit on the HLS) with the weight, expressed in kilograms to one decimal place, calculated by multiplying the indicator number by 1000.

7.3.13 The tonnage marking figures should be orientated so as to be readable by pilots on the preferred final approach paths to the HLS. This may involve a compromise in orientation.

7.3.14 A facility name marking may also be added, oriented as with the tonnage marking.

Note: Further guidance on the formatting and style of HLS markings is available in CAAP 92-4.

7.4 Night operations at Secondary HLS

7.4.1 For night operations at an RPT, Charter (or future Air Transport) capable HLS, including purpose-built EMS sites, designers should refer to Annex 14 and the ICAO *Heliport Manual*. For other night operations, the following lighting guidelines are suggested; however, designers may apply the ICAO standard if desired.

FATO

7.4.2 The edge of the FATO should be lit by either omni-directional green lights or by a combination of markings and shielded perimeter lighting/floodlighting. The lights should be preferably flush with the level of the HLS but otherwise project no more than 25 cm above the level of the HLS. Where lights protrude above the surface of the FATO this should be noted in the HLS's operating information available to pilots. A minimum of eight equally-spaced lights should be used for square, octagonal and circular shaped FATOs, with proportionately more for larger rectangular shaped FATOs.

TD/PM

7.4.3 The TD/PM should be lit by either flush-mounted, yellow panel lights or floodlights.

Wind velocity information

7.4.4 Wind velocity information may be provided by one of the following:

- an illuminated wind direction indicator as mentioned in Section 7.3 above
- any other suitable means, such as an approved automated weather information station, or
- radio communication with an authorised weather observer located at, or in proximity to, the HLS.

Approach guidance

7.4.5 The standard approach direction(s) should be lit by point or panel lights, preferably flush to the HLS surface, depicted by yellow arrows similar in look to the painted markings. When it is considered essential that an accurate approach path be achieved due to the presence of obstacles, additional approach guidance lighting should be provided in accordance with Annex 14. Obstacle lighting should be provided where necessary, or operational limitations applied.

Air taxiing route

7.4.6 An air taxiing route should have a minimum width equal to 3 x the main RD of the helicopter and, depending on operational demands, be marked by either blue edge or green centreline lights spaced at 15 m intervals, or be suitably floodlit.

Visibility

7.4.7 All lights, except air-taxiing route lights, should be visible from a distance of at least 3 km at the prevailing Lowest Safe Altitude (LSALT) in clear conditions.

Note 1: *Neither TLOF lighting or marking is necessary to conform to the guidelines in this CAAP.*

Note 2: *Compatibility with Night Vision Devices is not necessary for lighting to conform to the guidelines in this CAAP. Operators and HLS owners who wish to allow night vision imaging system operations into a HLS should liaise with each other to ensure compatible procedures and lighting standards are considered.*

7.5 Elevated HLS

7.5.1 Elevated HLS should be designed and built in accordance with the guidance in Sections 3.2 of Annex 14 Volume II and the ICAO *Helipport Manual*. However, CASA does not recommend the construction of new elevated HLS with FATO areas less than 1 x D of the design helicopter.

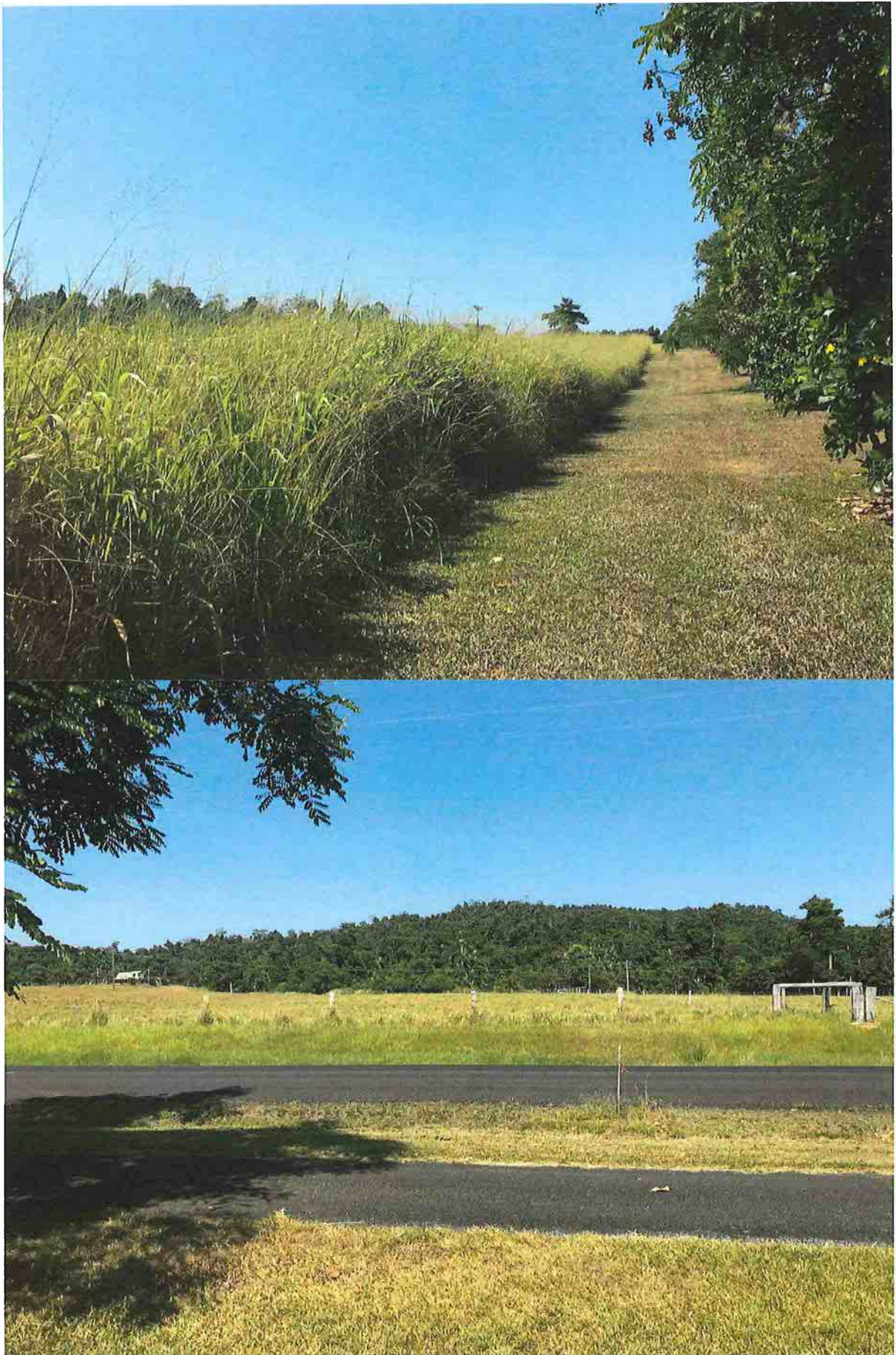
Note: *Readers looking for guidance on the design and operation of off-shore resource platform, off-shore resource ship and marine HLS should read CAAP 92-4.*

Executive Manager
Standards Division
February 2014

February 2014

Attachment Three: Site Photos













Draft Infrastructure Charges Notice

From: No Reply
Sent: Thu, 9 Apr 2020 11:01:59 +1000
To: jarrod.clarke@dsdmlp.qld.gov.au; Shared Records
Cc: josh@gilvearplanning.com.au
Subject: 2003-15835 SRA application correspondence
Attachments: 2003-15835 SRA - Attachment 5 - Approved plan.pdf, 2003-15835 SRA - Section 62 TIA decision notice.pdf, 2003-15835 SRA - Attachment 4 - Representations about a referral agency response.pdf, 2003-15835 SRA - Response with conditions .pdf
Importance: Normal

Please find attached a notice regarding application [2003-15835 SRA](#).

If you require any further information in relation to the application, please contact the Department of State Development, Manufacturing, Infrastructure and Planning on the details provided in the notice.

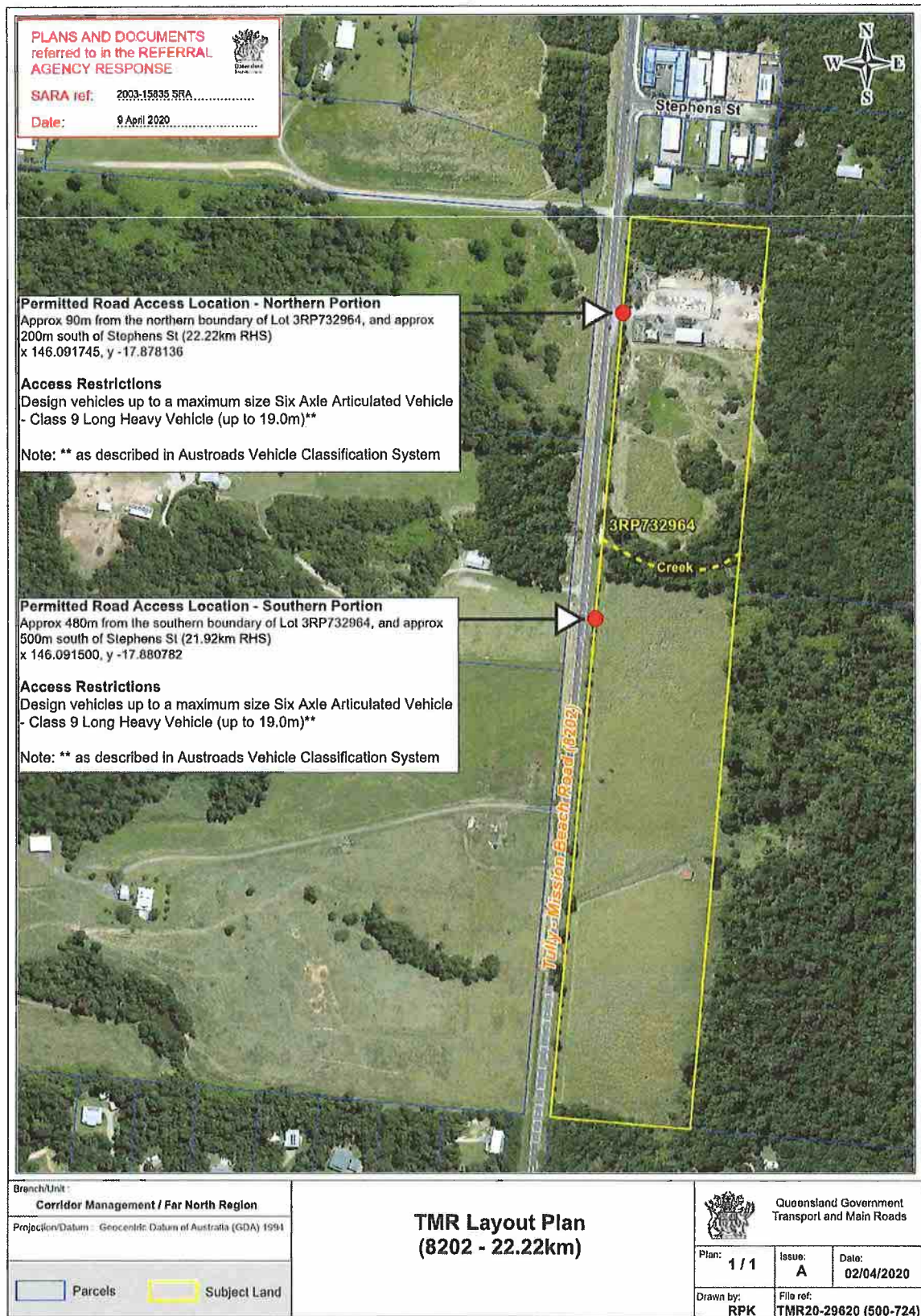
This is a system-generated message. Do not respond to this email.
RA6-N



Queensland
Government
Department of State Development,
Manufacturing, Infrastructure and Planning

Email Id: RFL-G-0420-0007-3738

Document Set ID: 2793849
Version: 1, Version Date: 09/04/2020



Document Set ID: 2793949
Version: 1, Version Date: 09/04/2020

Our ref TMR20-029620 (500-724)
Your ref J000975:MSI:KLG
Enquiries Ronald Kaden



Department of
Transport and Main Roads

3 April 2020

Decision Notice – Permitted Road Access Location (s62(1) Transport Infrastructure Act 1994)

This is not an authorisation to commence work on a state-controlled road¹

Development application reference number MCU20/0006, lodged with Cassowary Coast Regional Council involves constructing or changing a vehicular access between Lot 3RP732964, the land the subject of the application, and Tully - Mission Beach Road (a state-controlled road).

In accordance with section 62A(2) of the *Transport Infrastructure Act 1994* (TIA), this development application is also taken to be an application for a decision under section 62(1) of TIA.

Applicant Details

Name and address Mission Helicopters Pty Ltd
C/- Gilvear Planning Pty Ltd
PO Box 228
Babinda QLD 4861

Application Details

Address of Property 2224 Tully-Mission Beach Road, Mission Beach QLD 4852
Real Property Description 3RP732964
Aspect/s of Development Development Permit for Material Change of Use for Air Services (Aviation Facility)

Decision (given under section 67 of TIA)

It has been decided to approve the application, subject to the following conditions:

No.	Conditions of Approval	Condition Timing
1	Lot 3RP732964 Northern Portion (existing) The permitted road access location is approximately 90 metres from the northern boundary of lot 3RP732964, in accordance with: a) TMR Layout Plan (8202 - 22.22km) Issue A 02/04/2020, and b) Site Distance Assessment prepared by Trinity Engineering and Consulting dated 18 February 2020 reference Sketch 1376-01 Rev B	At all times.
2	Lot 3RP732964 Southern Portion The permitted road access location is approximately 480 metres	At all times.

¹ Please refer to the further approvals required under the heading 'Further approvals'

Program Delivery and Operations Branch
Far North Region, Cairns Corporate Tower, 16 Lake Street Cairns Queensland 4870
PO Box 8185 Cairns Queensland 4870
Document Set ID: 2793949
Version: 1, Version Date: 09/04/2020

Telephone (07) 4045 7151
Website www.tmr.qld.gov.au
ABN: 39 407 680 291

No.	Conditions of Approval	Condition Timing
	from the southern boundary of lot 3RP732964, in accordance with: a) TMR Layout Plan (8202 - 22.22km) Issue A 02/04/2020, and b) Site Distance Assessment prepared by Trinity Engineering and Consulting dated 18 February 2020 reference Sketch 1376-01 Rev B	
3	Direct access is prohibited between Tully - Mission Beach Road and Lot 3RP732964 at any location other than the permitted road access locations described in Conditions 1 and 2.	At all times.
4	The use of the permitted road access locations is to be restricted to: a) Design vehicles up to a maximum size Six Axle (or more) Articulated Vehicle - Class 9 Long (up to 19.0m) Heavy Vehicle** Note: ** as described in Austroads Vehicle Classification System	At all times.
5	Road Access Works at Lot 3RP732964 Southern Portion's Permitted Road Access Location must be designed and constructed in accordance with Austroads Guide to Road Design, a) Part 4: Intersections and Crossing - General, Figure A 28 Basic right (BAR) turn treatment on a two-lane rural road, and b) Part 4A: Unsignalised and Signalised Intersections, Figure 8.2 Rural basic left-turn treatment (BAL).	Prior to commencement of use

Reasons for the decision

The reasons for this decision are as follows:

- a) TMR notes that the Lot 3 on RP732964 (the subject site) is divided into two land portions by a natural feature (creek).
- b) Currently, Lot 3 on RP732964 has an existing access to an operational raw material supply yard located in the northern portion of the site.
- c) The applicant is seeking a second access to the proposed aviation facility within the southern portion of the site.
- d) The department is allowing a second access location to be established to provide access to the southern portion of Lot 3 on RP732964 including the proposed development.

Please refer to **Attachment A** for the findings on material questions of fact and the evidence or other material on which those findings were based.

Information about the Decision required to be given under section 67(2) of TIA

1. There is no guarantee of the continuation of road access arrangements, as this depends on future traffic safety and efficiency circumstances.
2. In accordance with section 70 of the TIA, the applicant for the planning application is bound by this decision. A copy of section 70 is attached as **Attachment B**, as required, for information.

Further information about the decision

1. In accordance with section 67(7) of TIA, this decision notice:
 - a) starts to have effect when the development approval has effect; and
 - b) stops having effect if the development approval lapses or is cancelled; and
 - c) replaces any earlier decision made under section 62(1) in relation to the land.
2. In accordance with section 485 of the TIA and section 31 of the *Transport Planning and Coordination Act 1994* (TPCA), a person whose interests are affected by this decision may apply for a review of this decision only within 28 days after notice of the decision was given under the TIA. A copy of the review provisions under TIA and TPCA are attached in **Attachment C** for information.
3. In accordance with section 485B of the TIA and section 35 of TPCA a person may appeal against a reviewed decision. The person must have applied to have the decision reviewed before an appeal about the decision can be lodged in the Planning and Environment Court. A copy of the Appeal Provisions under TIA and TPCA is attached in **Attachment C** for information.

Further approvals

The Department of Transport and Main Roads also provides the following information in relation to this approval:

1. Road Access Works Approval Required – Written approval is required from the department to carry out road works that are road access works (including driveways) on a state-controlled road in accordance with section 33 of the TIA. This approval must be obtained prior to commencing any works on the state-controlled road. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact the department to make an application.

If further information about this approval or any other related query is required, Mr Ronald Kaden, Development Control Officer, Corridor Management should be contacted by email at ron.p.kaden@tmr.qld.gov.au or on (07) 4045 7151.

Yours sincerely



Peter McNamara
Principal Engineer (Civil)

Attachments: Attachment A – Decision evidence and findings
Attachment B – Section 70 of TIA
Attachment C – Appeal Provisions
Attachment D – Permitted Road Access Location Plan

Attachment A

Decision Evidence and Findings

Evidence or other material on which findings were based:

Title of Evidence / Material	Prepared by	Date	Reference no.	Version / Issue
TMR Layout Plan (8202 - 22.22km)	Queensland Government Transport and Main Roads	02 April 2020	TMR20-29620 (500-724)	A
Site Distance Assessment	Trinity Engineering and Consulting	18 February 2020	Sketch 1376.01	B

Attachment B
Section 70 of TIA

Transport Infrastructure Act 1994
Chapter 6 Road transport infrastructure
Part 5 Management of State-controlled roads

70 Offences about road access locations and road access works, relating to decisions under s 62(1)

- (1) This section applies to a person who has been given notice under section 67 or 68 of a decision under section 62(1) about access between a State-controlled road and adjacent land.
- (2) A person to whom this section applies must not—
 - (a) obtain access between the land and the State-controlled road other than at a location at which access is permitted under the decision; or
 - (b) obtain access using road access works to which the decision applies, if the works do not comply with the decision and the noncompliance was within the person's control; or
 - (c) obtain any other access between the land and the road contrary to the decision; or
 - (d) use a road access location or road access works contrary to the decision; or
 - (e) contravene a condition stated in the decision; or
 - (f) permit another person to do a thing mentioned in paragraphs (a) to (e); or
 - (g) fail to remove road access works in accordance with the decision.

Maximum penalty—200 penalty units.

- (3) However, subsection (2)(g) does not apply to a person who is bound by the decision because of section 68.

Attachment C
Appeal Provisions

Transport Infrastructure Act 1994
Chapter 16 General provisions

485 Internal review of decisions

- (1) A person whose interests are affected by a decision described in schedule 3 (the *original decision*) may ask the chief executive to review the decision.
- (2) The person is entitled to receive a statement of reasons for the original decision whether or not the provision under which the decision is made requires that the person be given a statement of reasons for the decision.
- (3) The *Transport Planning and Coordination Act 1994*, part 5, division 2—
 - (a) applies to the review; and
 - (b) provides—
 - (i) for the procedure for applying for the review and the way it is to be carried out; and
 - (ii) that the person may apply to QCAT to have the original decision stayed.

485B Appeals against decisions

- (1) This section applies in relation to an original decision if a court (the appeal court) is stated in schedule 3 for the decision.
- (2) If the reviewed decision is not the decision sought by the applicant for the review, the applicant may appeal against the reviewed decision to the appeal court.
- (3) The *Transport Planning and Coordination Act 1994*, part 5, division 3—
 - (a) applies to the appeal; and
 - (b) provides—
 - (i) for the procedure for the appeal and the way it is to be disposed of; and
 - (ii) that the person may apply to the appeal court to have the original decision stayed.
- (4) Subsection (5) applies if—
 - (a) a person appeals to the Planning and Environment Court against a decision under section 62(1) on a planning application that is taken, under section 62A(2), to also be an application for a decision under section 62(1); and

(b) a person appeals to the Planning and Environment Court against a decision under the Planning Act on the planning application.

(5) The court may order—

(a) the appeals to be heard together or 1 immediately after the other; or

(b) 1 appeal to be stayed until the other is decided.

(6) Subsection (5) applies even if all or any of the parties to the appeals are not the same.

(7) In this section—

original decision means a decision described in schedule 3.

reviewed decision means the chief executive's decision on a review under section 485.

31 Applying for review

- (1) A person may apply for a review of an original decision only within 28 days after notice of the original decision was given to the person under the transport Act.
- (2) However, if—
 - (a) the notice did not state the reasons for the original decision; and
 - (b) the person asked for a statement of the reasons within the 28 days mentioned in subsection (1)the person may apply within 28 days after the person is given the statement of the reasons.
- (3) In addition, the chief executive may extend the period for applying.
- (4) An application must be written and state in detail the grounds on which the person wants the original decision to be reviewed.

32 Stay of operation of original decision

- (1) If a person applies for review of an original decision, the person may immediately apply for a stay of the decision to the relevant entity.
- (2) The relevant entity may stay the original decision to secure the effectiveness of the review and any later appeal to or review by the relevant entity.
- (3) In setting the time for hearing the application, the relevant entity must allow at least 3 business days between the day the application is filed with it and the hearing day.
- (4) The chief executive is a party to the application.
- (5) The person must serve a copy of the application showing the time and place of the hearing and any document filed in the relevant entity with it on the chief executive at least 2 business days before the hearing.
- (6) The stay—
 - (a) may be given on conditions the relevant entity considers appropriate; and
 - (b) operates for the period specified by the relevant entity; and
 - (c) may be revoked or amended by the relevant entity.
- (7) The period of a stay under this section must not extend past the time when the chief executive reviews the original decision and any later period the relevant entity allows the applicant to enable the applicant to appeal against the decision or apply for a review of the decision as provided under the QCAT Act.

(8) The making of an application does not affect the original decision, or the carrying out of the original decision, unless it is stayed.

(9) In this section—

relevant entity means—

(a) if the reviewed decision may be reviewed by QCAT—QCAT; or

(b) if the reviewed decision may be appealed to the appeal court—the appeal court.

35 Time for making appeals

(1) A person may appeal against a reviewed decision only within—

(a) if a decision notice is given to the person—28 days after the notice was given to the person; or

(b) if the chief executive is taken to have confirmed the decision under section 34(5)—56 days after the application was made.

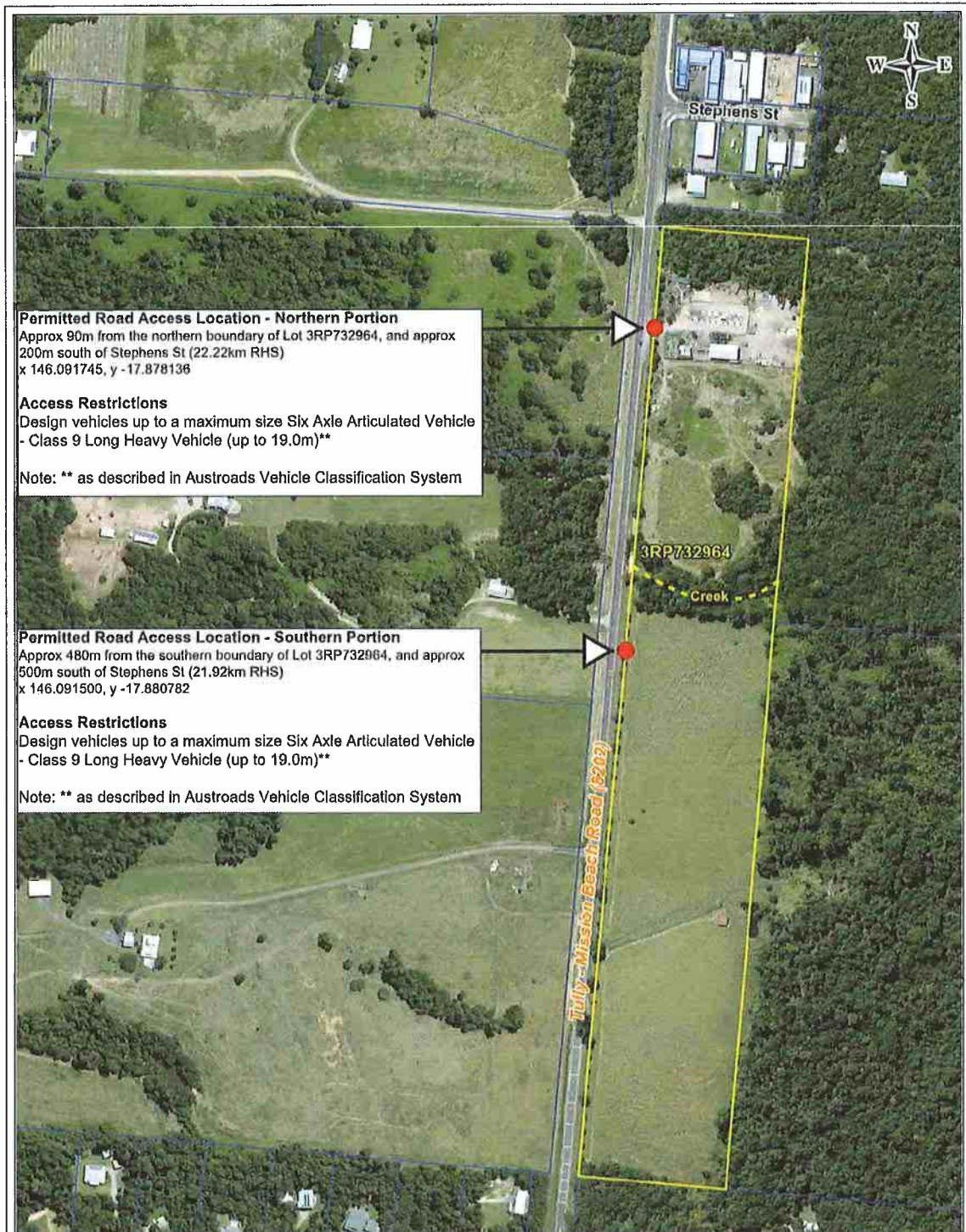
(2) However, if—


(a) the decision notice did not state the reasons for the decision; and

(b) the person asked for a statement of the reasons within the 28 days mentioned in subsection (1)(a);

the person may apply within 28 days after the person is given a statement of the reasons.

(3) Also, the appeal court may extend the period for appealing.



Branch/Unit: Corridor Management / Far North Region	TMR Layout Plan (8202 - 22.22km)	 Queensland Government Transport and Main Roads
Projection/Datum: Geocentric Datum of Australia (GDA) 1991		
<div> <div>Parcels</div> <div>Subject Land</div> </div>	<div> <div>Plan: 1/1</div> <div>Issue: A</div> <div>Date: 02/04/2020</div> </div>	<div> <div>Drawn by: RPK</div> <div>File ref: TMR20-29620 (500-724)</div> </div>

Document Set ID: 2793949
 Version: 1, Version Date: 09/04/2020

Development Assessment Rules—Representations about a referral agency response

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

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

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

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

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

Part 7: Miscellaneous

30 Representations about a referral agency response

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

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

RA6-N



Department of
**State Development,
Manufacturing,
Infrastructure and Planning**

SARA reference: 2003-15835 SRA
Council reference: MCU20/0006
Applicant reference: J000975:MIS:KLG

9 April 2020

Chief Executive Officer
Cassowary Coast Regional Council
PO Box 887
Innisfail Qld 4860
enquiries@cassowarycoast.qld.gov.au

Attention: Riley Wise

Dear Sir/Madam

SARA response—2224 Tully Mission Beach Road, Mission Beach

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

The development application described below was confirmed as properly referred by the Department of State Development, Manufacturing, Infrastructure and Planning on 11 March 2020.

Response

Outcome:	Referral agency response – with conditions.
Date of response:	9 April 2020
Conditions:	The conditions in Attachment 1 must be attached to any development approval.
Advice:	Advice to the applicant is in Attachment 2 .
Reasons:	The reasons for the referral agency response are in Attachment 3 .

Development details

Description:	Development permit	Material change of use Air Services (Aviation Facility)
SARA role:	Referral Agency.	
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 (Planning Regulation 2017) – Material Change of Use near a State Transport	

Page 1 of 7

Far North Queensland regional office
Ground Floor, Cnr Grafton and Hartley
Street, Cairns
PO Box 2358, Cairns QLD 4870

Document Set ID: 2793949
Version: 1, Version Date: 09/04/2020

Corridor

SARA reference: 2003-15835 SRA

Assessment Manager: Cassowary Coast Regional Council

Street address: 2224 Tully Mission Beach Road, Mission Beach

Real property description: Lot 3 on RP732964

Applicant name: Mission Helicopters Pty Ltd
C/- Gilvear Planning Pty Ltd

Applicant contact details: PO Box 228
BABINDA QLD 4861
josh@gilvearplanning.com.au

State-controlled road access permit: This referral included an application for a road access location, under section 62A(2) of *Transport Infrastructure Act 1994*. Below are the details of the decision:

- Approved
- Reference: TMR20-029620 (500-724)
- Date: 3 April 2020

If you are seeking further information on the road access permit, please contact the Department of Transport and Main Roads at cairns.office@tmr.qld.gov.au.

Representations

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

Copies of the relevant provisions are in **Attachment 4**.

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

For further information please contact Jarrod Clarke, Planning Officer, on 40373208 or via email CairnsSARA@dsdmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Brett Nancarrow
Manager (Planning)

cc Mission Helicopters Pty Ltd C/- Gilvear Planning Pty Ltd, josh@gilvearplanning.com.au

enc Attachment 1 - Referral agency conditions
Attachment 2 - Advice to the applicant
Attachment 3 - Reasons for referral agency response
Attachment 4 - Representations provisions
Attachment 5 - Approved plans and specifications

Attachment 1—Referral agency conditions

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

No.	Conditions	Condition timing
Development Permit – Material Change of Use		
Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 - The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
1.	<p>a) The road access locations are to be located generally in accordance with TMR Layout Plan (8202 – 22.22km), prepared by Queensland Government Transport and Main Roads, dated 02/04/2020, Reference TMR20-29620 (500-724), Issue A.</p> <p>(b) Road access works comprising of treatment and sealing works for a rural property access, a basic right-turn (BAR) and rural basic left turn (BAL) must be provided at the southern portion road access location.</p> <p>(c) The road access works must be designed and constructed in accordance with Austroads Guide to Road Design, Part 4: Intersections and Crossing – General and 4A: Unsignalised and Signalised Intersections, specifically:</p> <ul style="list-style-type: none"> • Figure 7.2 (rural property access - single or dual carriageway (conditional); • Figure A 28 Basic right (BAR) turn treatment on a two-lane rural road; and • Figure 8.2 Rural basic left-turn treatment (BAL). 	<p>(a) At all times.</p> <p>(b) and (c): Prior to the commencement of use.</p>
2.	<p>(a) Stormwater management of the development must ensure no worsening or actionable nuisance to the state-controlled road.</p> <p>(b) Any works on the land must not:</p> <ol style="list-style-type: none"> create any new discharge points for stormwater runoff onto the state-controlled road; interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road; surcharge any existing culvert or drain on the state-controlled road; reduce the quality of stormwater discharge onto the state-controlled road. 	<p>(a) & (b) At all times.</p>

Attachment 2—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> its regulation or the State Development Assessment Provisions (SDAP) [v2.6]. If a word remains undefined it has its ordinary meaning.
2.	<p>When considering any future development on the site, particularly the vacant southern portion, in accordance with s67 of the <i>Planning Act 2016</i>, a future development condition must not be inconsistent with a development condition of an earlier development approval in effect for the development, unless –</p> <ul style="list-style-type: none"> (a) both conditions are imposed by the same person; and (b) the applicant agrees in writing to the later condition applying; and (c) if the development application for the later development approval was required to be accompanied by the consent of the owner of the premises – the owner of the premises agrees in writing to the later condition applying. <p>Any increase in the number of access locations associated with future development on the southern portion of the site has the potential to create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.</p> <p>If the applicant / landowner intends to undertake a future development over the southern portion of Lot 3 on RP732964, the applicant / landowner should ensure and demonstrate that vehicular access can be achieved via the approved access location to the southern portion of Lot 3 on RP732964.</p>
Advertising device	
3.	<p>Advertising advice should be obtained from the Department of Transport and Main Roads (DTMR) if the approved development intends to erect, alter or operate an advertising sign or another advertising device that would be visible from a state-controlled road, and beyond the boundaries of the state-controlled road, and reasonably likely to create a traffic hazard for the state-controlled road.</p> <p>Note: DTMR has powers under section 139 of the Transport Operations (Road Use Management - Accreditation and Other Provisions) Regulation 2015 to require removal or modification of an advertising sign and / for a device which is deemed that it creates a danger to traffic.</p>
Road Works Approval	
4.	<p>In accordance with section 33 of the Transport Infrastructure Act 1994 (TIA), an applicant must obtain written approval from Department of Transport and Main Roads (DTMR) to carry out road works, including road access works on a state-controlled road. Please contact DTMR on 4045 7144 to make an application under section 33 of the TIA to carry out road works. This approval must be obtained prior to commencing any works on the state-controlled road. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ).</p> <p>The road works approval process takes time – please contact Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.</p>

Attachment 3—Reasons for referral agency response

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

The reasons for the department's decision are:

- The proposal is for a material change of use for air services to establish an aviation facility within the southern portion of the subject site.
- The subject site has road frontage and access via Tully-Mission Beach Road, a state-controlled road.
- Access to the subject site is via a sealed access via the existing northern portion of the lot. The applicant sought a new vehicle access to the southern portion of the lot.
- The department carried out an assessment of the development application against State code 1 and found that, with conditions, the proposed development:
 - o will not create a safety hazard for users of the state-controlled road.
 - o will not compromise the structural integrity or result in the worsening of the physical condition or operating performance of the state-controlled road.
 - o will not compromise the state's ability to operate, maintain or construct state-controlled roads.

Material used in the assessment of the application:

- The development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- The *State Development Assessment Provisions* (version [2.6]), as published by the department
- The Development Assessment Rules
- SARA DA Mapping system

Attachment 4—Change representation provisions

(page left intentionally blank – attached separately)

Attachment 5—Approved plans and specifications

(page left intentionally blank – attached separately)

Infrastructure Charges Notice

Planning Act 2016 Section 119



Date of Issue: XXXX
DA No. MCU20/0006

To: Mission Helicopters Pty Ltd
C/- Gilvear Planning Pty Ltd
Po Box 228
BABINDA QLD 4861

THE INFRASTRUCTURE CHARGES APPLY TO -

Property Description: Lot 3 on RP732964
Property Address: 2224 Tully-Mission Beach Road, Mission Beach QLD 4852
Planning Scheme: Cassowary Coast Regional Council Planning Scheme 2015

THE INFRASTRUCTURE CHARGES APPLY TO –
MCU20/0006 – Material Change of Use for Air Services (Aviation Facility)

THE AMOUNT OF THE ADOPTED INFRASTRUCTURE CHARGE

The infrastructure charge has been calculated in accordance with the Cassowary Coast Regional Council Infrastructure Charges Resolution (No 1) 2019 and the Planning Act 2016

NET INFRASTRUCTURE CHARGES AMOUNT— \$359.35 + Annual adjustments and/or reviews

INFRASTRUCTURE CHARGES CALCULATION

Infrastructure Charges Category	Adopted Charge	Gross Floor Area /Impervious Area	Charge Amount
High Impact Rural	1,421m²/\$20.90	1,421m²	\$29,698.90
Gross Infrastructure Charge			\$29,698.90

EXISTING TENEMENT CALCULATION (CREDIT)

Infrastructure Charges Category	Value of Existing Tenement	No. of Existing Tenements	Existing Tenement Credit Amount
Residential – 3 or more bedroom dwelling house	\$29,339.55	1 ET	\$29,339.55
Existing Tenement Credit Amount			\$29,339.55

NET INFRASTRUCTURE CHARGE SUMMARY

Gross Infrastructure Charges	Existing Tenement Credit	Net Infrastructure Charge
\$29,698.90	-\$29,339.55	\$359.35

ADJUSTMENTS TO THE INFRASTRUCTURE CHARGE

The levied charge is subject to automatic increases. The charge is to be increased from the date of this notice to the day the levied charge is paid by the Producer Price Index, annually on 1 July in accordance with Council's Infrastructure Charges Resolution (No 1) 2019 and the Planning Act 2016.

WHEN INFRASTRUCTURE CHARGES ARE PAYABLE (*in accordance with Section 122 of the Planning Act 2016*)

An infrastructure charge is payable—

- (a) if the charge applies to reconfiguring a lot—when the local government that levied the charge approves a plan for the reconfiguration that, under the Land Title Act, is required to be given to the local government for approval; or
- (b) if the charge applies for building work—when the final inspection certificate for the building work, or the certificate of classification for the building, is given under the Building Act; or
- (c) if the charge applies for a material change of use—when the change happens; or
- (d) if the charge applies for other development—on the day stated in the infrastructure charges notice under which the charge is levied.

WHETHER AN OFFSET OR REFUND APPLIES

An offset or refund is not applicable to the adopted charges.

PAYMENT DETAILS

Payment of Infrastructure Charges must be made to the **Cassowary Coast Regional Council**.

Payment by cheque or credit card can be made at our two offices, located at –

70 Rankin Street, Innisfail
38-40 Bryant Street, Tully

Our offices are open from 8:30am to 4:30pm Monday to Friday

Alternatively, please address all correspondence to –

Mr James Gott
Chief Executive Officer
PO Box 887
Innisfail QLD 4860

ENQUIRIES

Enquiries regarding this Infrastructure Charges Notice should be directed to Planning Services on Ph: (07) 4030 2241.

GOODS AND SERVICES TAX

The federal government has determined that rates and utility charges levied by local government will be GST free. Accordingly, no GST is included in this infrastructure charges notice.

FAILURE TO PAY CHARGE

An infrastructure charge levied by a local government is, for the purposes of recovery, taken to be a rate within the meaning of the *Local Government Act 2009*. Compound annual interest at 11% calculated daily is to be applied on an overdue charge.

Notes

1. Pursuant to section 119 of the Planning Act 2016, this notice stops having effect to the extent the development approval stops having effect.
2. Pursuant to section 119 of the Planning Act 2016, infrastructure charges levied under this Notice attach to the land identified in the Notice.

INFORMATION NOTICE

Attached is an Information Notice including the Decision and Reason for it and an extract from the *Planning Act 2016 Schedule 1* which details the appeal rights in relation to this notice.



Daniel Horton

INFORMATION NOTICE

Decision and Reason

The application for a Material Change of Use for Air Services (Aviation Facility) and the Infrastructure Charges Notice has been approved and these charges have been levied because this development places an additional demand on Council Infrastructure.

PLANNING ACT 2016

Chapter 4 Infrastructure

Subdivision 5 Changing charges during relevant appeal period

124 Application of this subdivision

This subdivision applies to the recipient of an infrastructure charges notice given by a local government.

125 Representations about infrastructure charges notice

- (1) During the appeal period for the infrastructure charges notice, the recipient may make representations to the local government about the infrastructure charges notice.
- (2) The local government must consider the representations.
- (3) If the local government—
 - (a) agrees with a representation; and
 - (b) decides to change the infrastructure charges notice; the local government must, within 10 business days after making the decision, give a new infrastructure charges notice (a negotiated notice) to the recipient.
- (4) The local government may give only 1 negotiated notice.
- (5) A negotiated notice; and
 - (a) must be in the same form as the infrastructure charges notice; and
 - (b) must state the nature of the changes; and
 - (c) replaces the infrastructure charges notice.
- (6) If the local government does not agree with any of the representations, the local government must, within 10 business days after making the decision, give a decision notice about the decision to the recipient.
- (7) The appeal period for the infrastructure charges notice starts again when the local government gives the decision notice to the recipient.

126 Suspending relevant appeal period

- (1) If the recipient needs more time to make representations, the recipient may give a notice suspending the relevant appeal period to the local government.
- (2) The recipient may give only 1 notice.
- (3) If the representations are not made within 20 business days after the notice is given, the balance of the relevant appeal period restarts.
- (4) If representations are made within the 20 business days and the recipient gives the local government a notice withdrawing the notice of suspension, the balance of the relevant appeal period restarts the day after the local government receives the notice of withdrawal.

Schedule 1 Appeals

1. Appeal rights and parties to appeals

- (1) Table 1 states the matters that may be appealed to—
 - (a) the P&E court; or
 - (b) a tribunal.
- (2) However, table 1 applies to a tribunal only if the matter involves—
 - (a) the refusal, or deemed refusal of a development application, for—
 - (i) a material change of use for a classified building; or
 - (ii) operational work associated with building work, a retaining wall, or a tennis court; or
 - (b) a provision of a development approval for—
 - (i) a material change of use for a classified building; or
 - (ii) operational work associated with building work, a retaining wall, or a tennis court; or
 - (c) if a development permit was applied for—the decision to give a preliminary approval for—
 - (i) a material change of use for a classified building; or
 - (ii) operational work associated with building work, a retaining wall, or a tennis court; or
 - (d) a development condition if—
 - (i) the development approval is only for a material change of use that involves the use of a building classified under the Building Code as a class 2 building; and
 - (ii) the building is, or is proposed to be, not more than 3 storeys; and
 - (iii) the proposed development is for not more than 60 sole-occupancy units; or
 - (e) a decision for, or a deemed refusal of, an extension application for a development approval that is only or a material change of use of a classified building; or
 - (f) a decision for, or a deemed refusal of, a change application for a development approval that is only for a material change of use of a classified building; or

- (g) a matter under this Act, to the extent the matter relates to the Building Act, other than a matter under that Act that may or must be decided by the Queensland Building and Construction Commission; or
 - (h) a decision to give an enforcement notice—
 - (i) in relation to a matter under paragraphs (a) to (g); or
 - (ii) under the Plumbing and Drainage Act; or
 - (i) an infrastructure charges notice; or
 - (j) the refusal, or deemed refusal, of a conversion application; or
 - (l) a matter prescribed by regulation.
- (3) Also, table 1 does not apply to a tribunal if the matter involves—
- (a) for a matter in subsection (2)(a) to (d)—
 - (i) a development approval for which the development application required impact assessment; and
 - (ii) a development approval in relation to which the assessment manager received a properly made submission for the development application; or
 - (b) a provision of a development approval about the identification or inclusion, under a variation approval, of a matter for the development.
- (4) Table 2 states the matters that may be appealed only to the P&E Court.
- (5) Table 3 states the matters that may be appealed only to the tribunal.
- (6) In each table—
- (a) column 1 states the appellant in the appeal; and
 - (b) column 2 states the respondent in the appeal; and
 - (c) column 3 states the co-respondent (if any) in the appeal; and
 - (d) column 4 states the co-respondents by election (if any) in the appeal.
- (7) If the chief executive receives a notice of appeal under section 230(3)(f), the chief executive may elect to be a co-respondent in the appeal

Table 1 Appeals to the P&E Court and, for certain matters, to a tribunal			
1. Development applications For a development application other than an excluded application, an appeal may be made against— <ul style="list-style-type: none"> (a) the refusal of all or part of the development application; or (b) the deemed refusal of the development application; or (c) a provision of the development approval; or (d) if a development permit was applied for—the decision to give a preliminary approval. 			
Column 1 Appellant	Column 2 Respondent	Column 3 Co-respondent(if any)	Column 4 Co-respondent by election (if any)
The person given the infrastructure charges notice	The local government that gave the infrastructure charges notice	—	—

PLANNING & REGIONAL DEVELOPMENT

7.3. Delegations Report and Current Applications

Prepared by: Daniel Horton, Manager Planning Services

Meeting Date: Thursday, December 10, 2020

Executive Summary:

The Planning Services Delegations report detailing approvals issued under Delegated Authority during the month of November 2020 is presented for Councillors Information.

Additionally I wish to outline that you can view documents related to any proposed development and make a submission using Council's [MyCouncil](#) Platform via Councils website.

[MyCouncil](#) features are as follows:

- Provides self-service options for the community 24/7 ie:
 - Lodge a CR (Customer Request)
 - Lodge a development Application (planning, building or plumbing & drainage)
 - Submit a planning & development or building records search request
 - Track a CR or development application
 - Make a submission on a development application on public notification
 - Conduct a land parcel search
 - View copies of Decision notices for development applications

Recommendation:

"That the Delegations report listing statistics and approvals issued by Planning Services from November 2020 be noted and received."

Background:

The monthly operations report for the Planning Services Section for applications approved under Delegated Authority for Councils information. The report contains information relating to the approvals issued during November 2020.

Details are listed in the Attachments 1 and 2.

Link to Corporate Plan:

Goal 4 - Responsible Governance

Objective:

Ensure good governance is achieved by having efficient and effective decision-making processes and systems.

Maintain a well-managed, transparent and effective organisation that gives the community confidence, demonstrates financial sustainability and ensures our customers are satisfied with our services and our employees are proud to work here.

- 4.8.Commit to open, transparent and accountable governance to ensure community confidence and trust in Council.

Consultation:

Planning Services staff.

Legal Implications (Statutory basis, legal risks):

Council has given due consideration to the Human Rights 2019 (Qld) in passing any resolution emanating from the recommendations in this paper or otherwise.

Policy Implications:

Nil

Risk Implications (Corporate, Operational, Project risks):

Nil

Financial & Resource Implications:

Nil

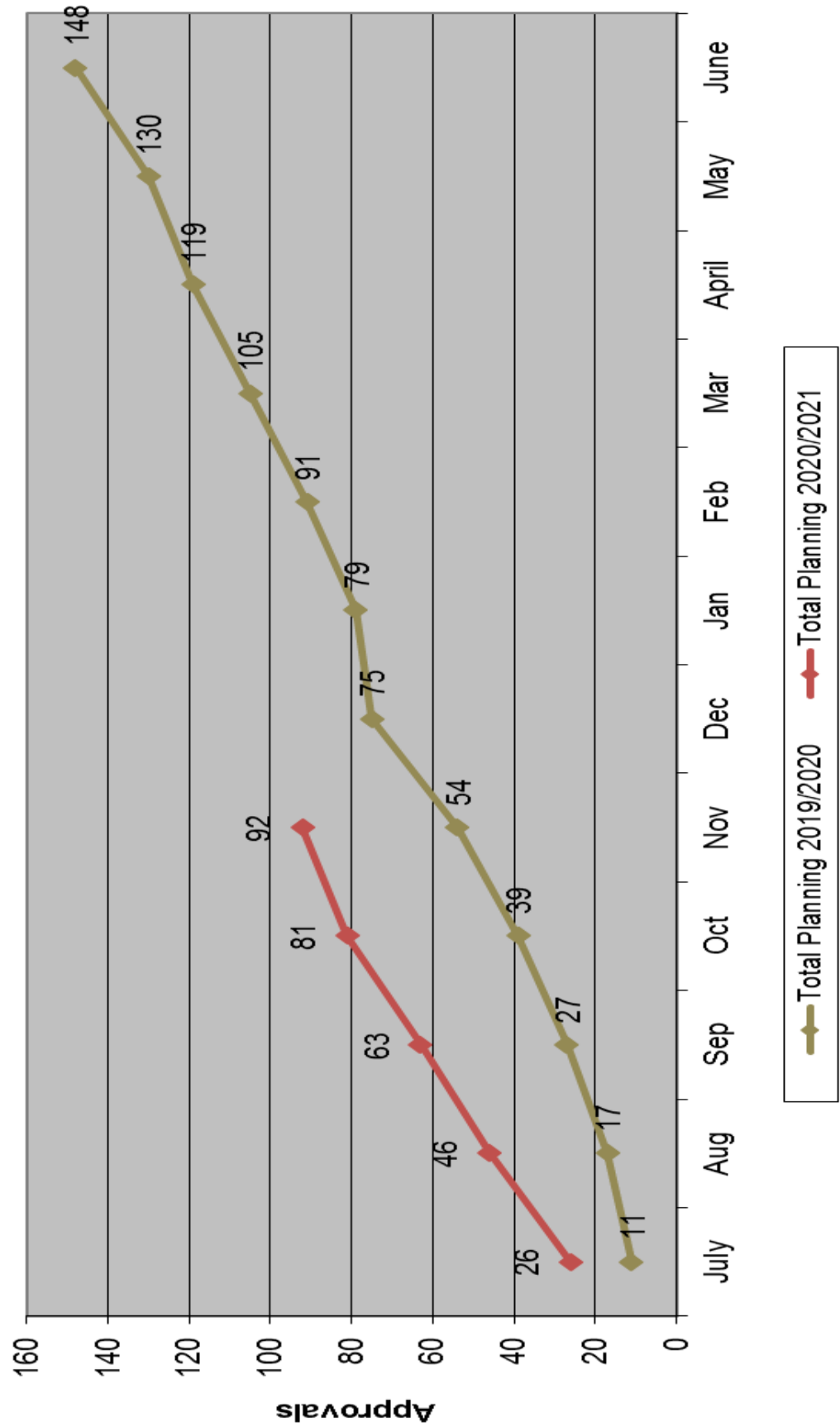
Report authorised by:

David Goodman, Director Infrastructure Services

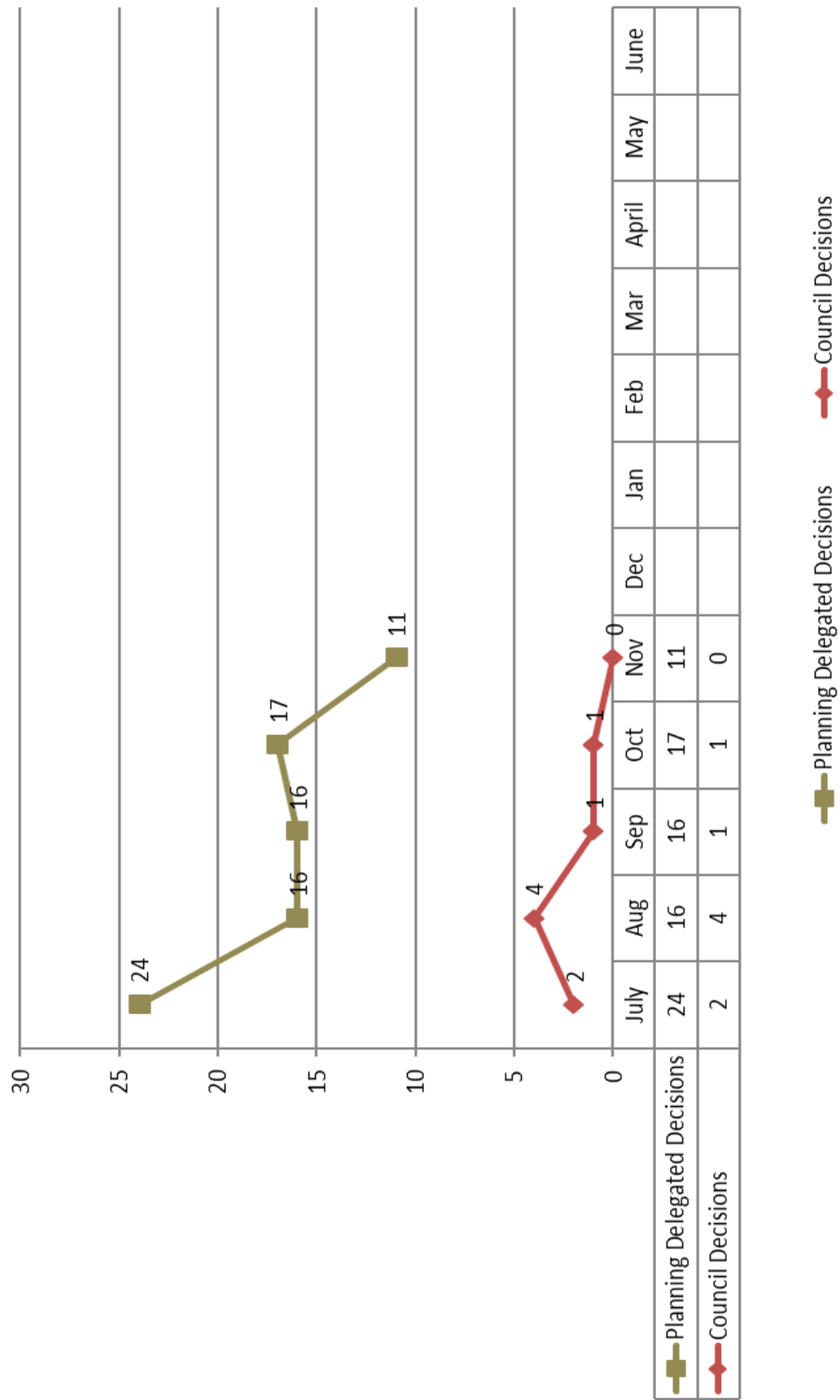
Supporting Documents:

1. Attachment 1 and 2 - Delegations Report - Nov 2020

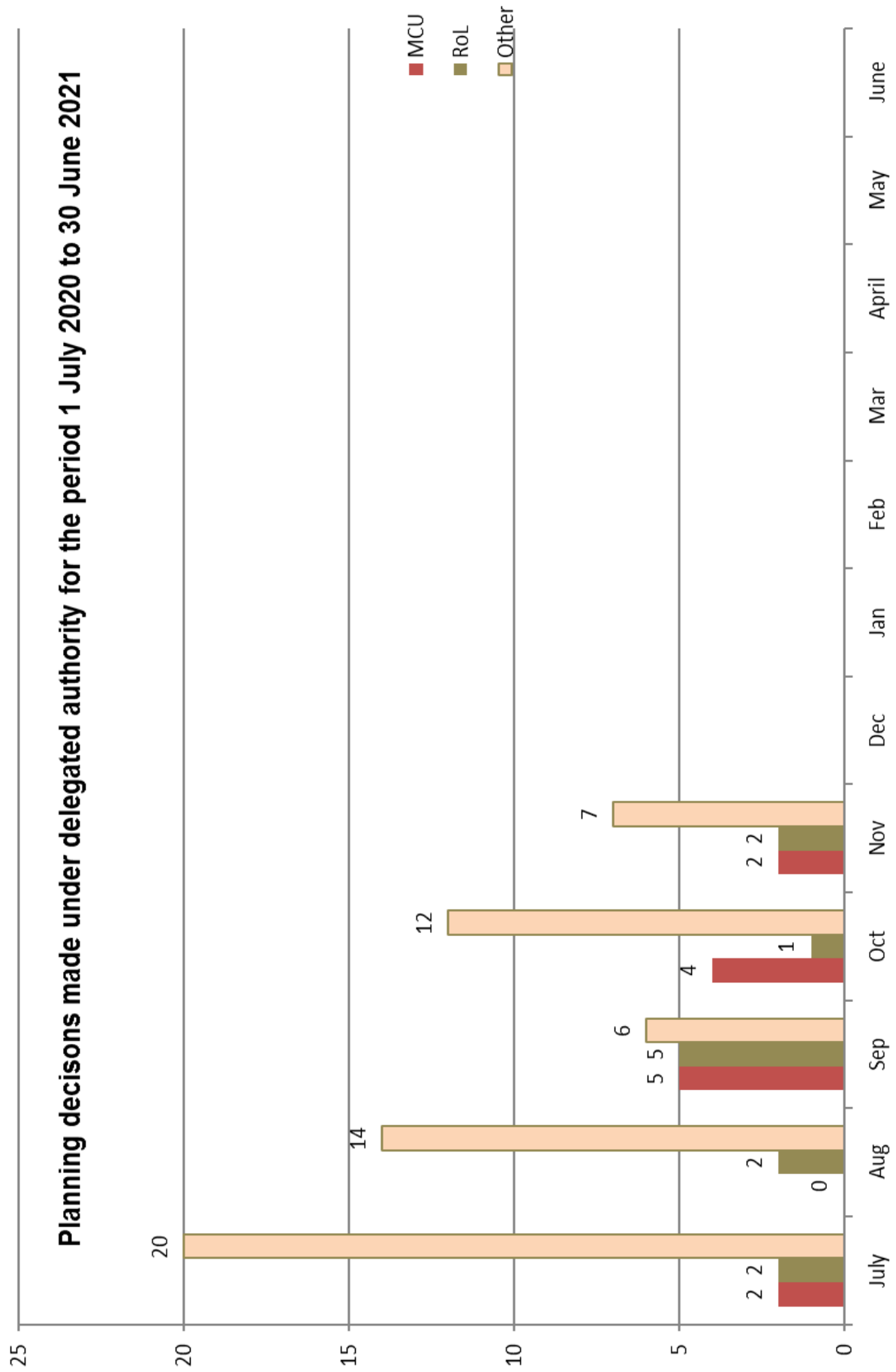
**Planning Decisions - Progressive Totals for the period
1 July 2020 to 30 June 2021**



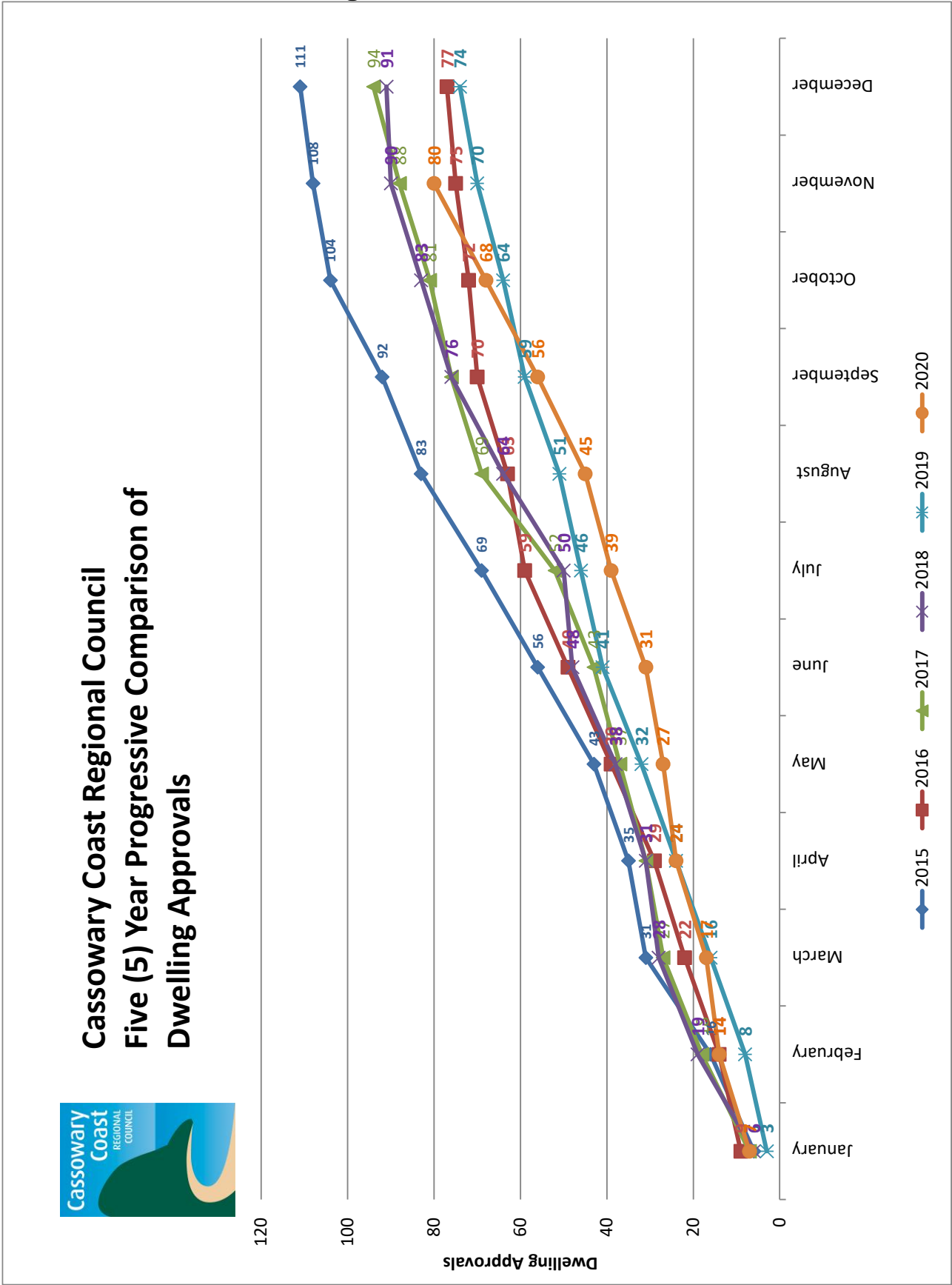
Total Planning Decisions for the period 1 July 2020 to 30 June 2021



Planning decisions made under delegated authority for the period 1 July 2020 to 30 June 2021

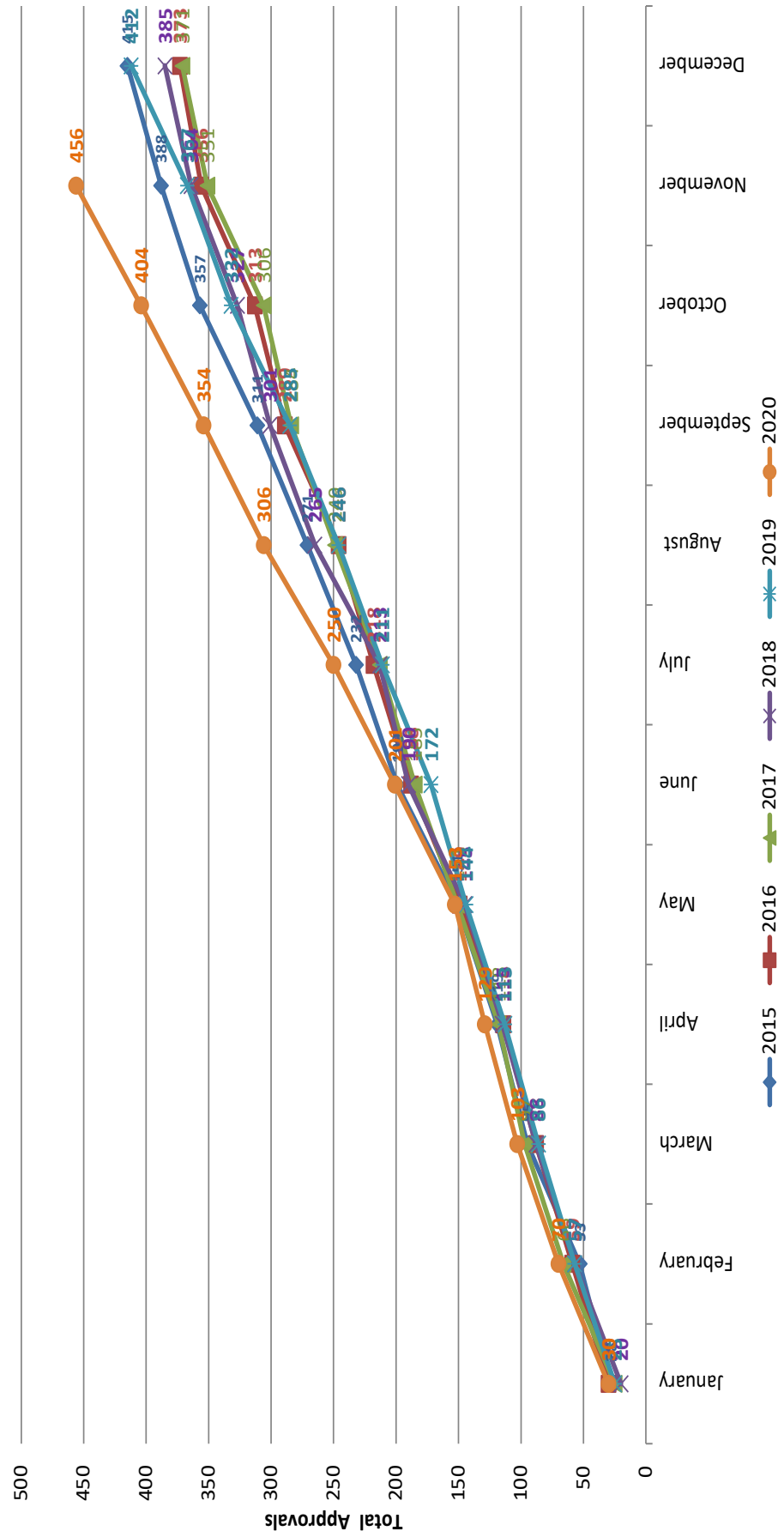


CCRC Building Statistics for November 2020



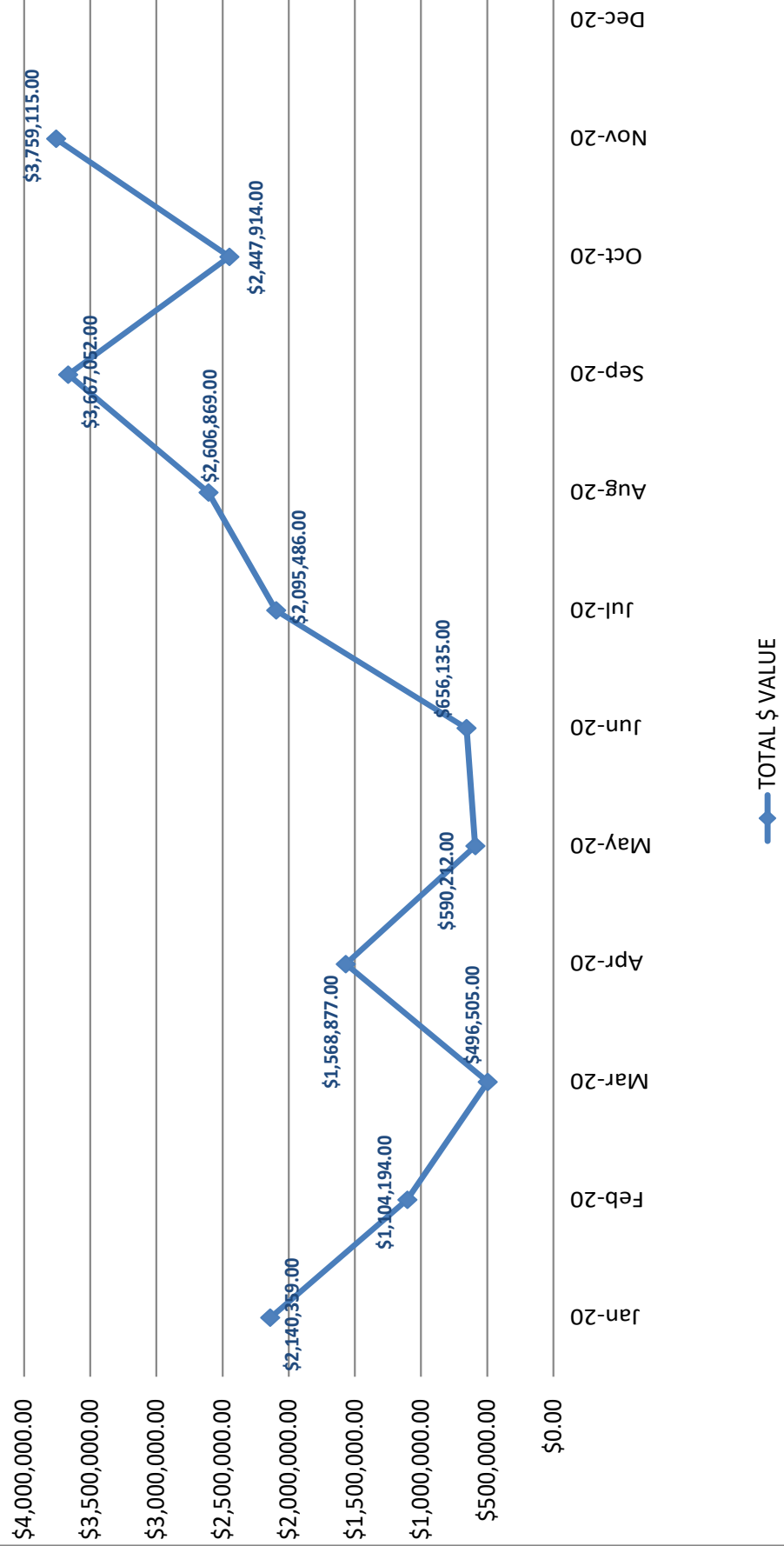


Cassowary Coast Regional Council Five (5) Year Progressive Comparison of Total Approvals



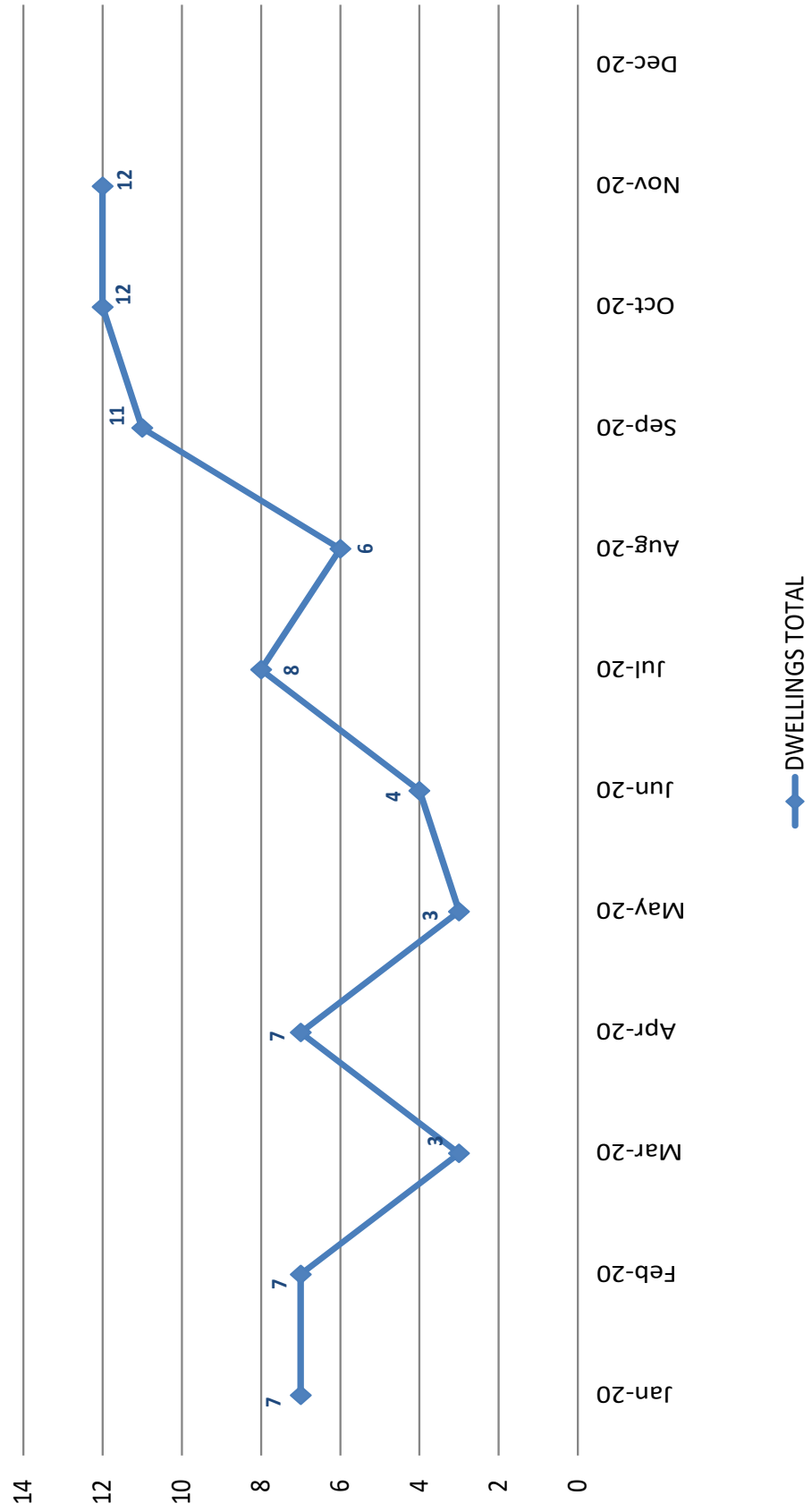


Cassowary Coast Regional Council Total Dwelling Dollar Value 2020



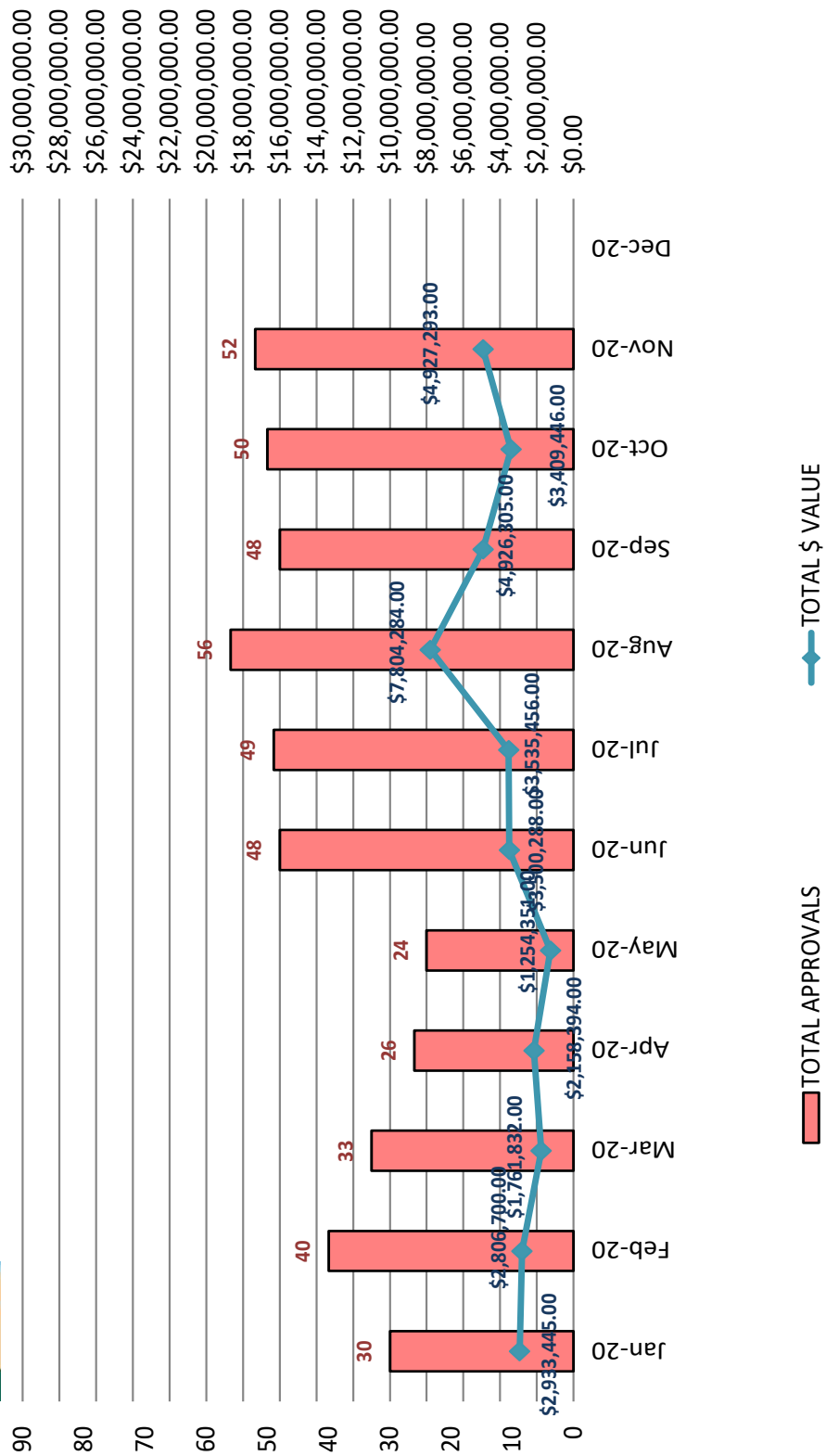


Cassowary Coast Regional Council Dwelling Totals 2020



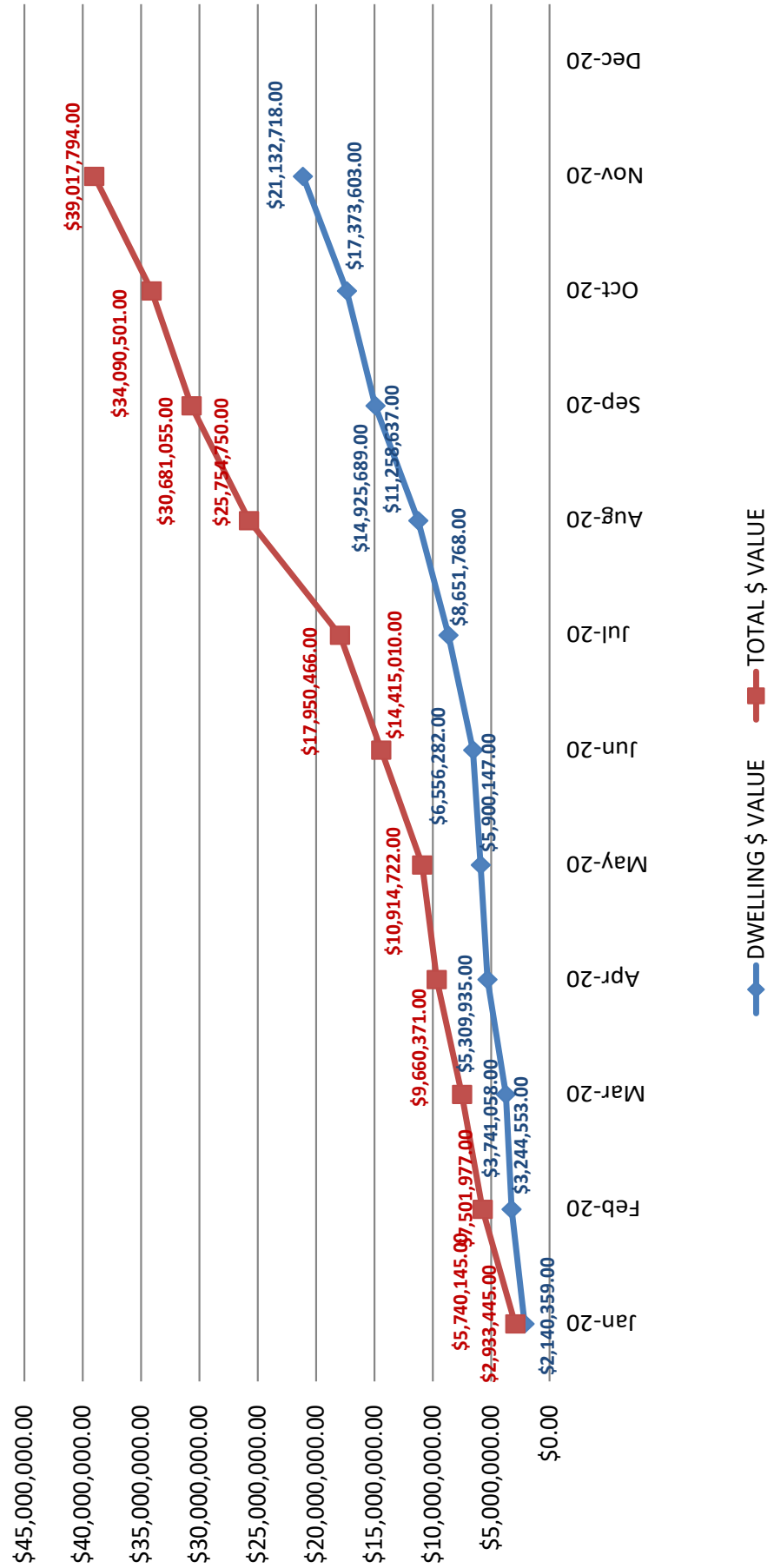


Cassowary Coast Regional Council 2020 Building Statistics Overview



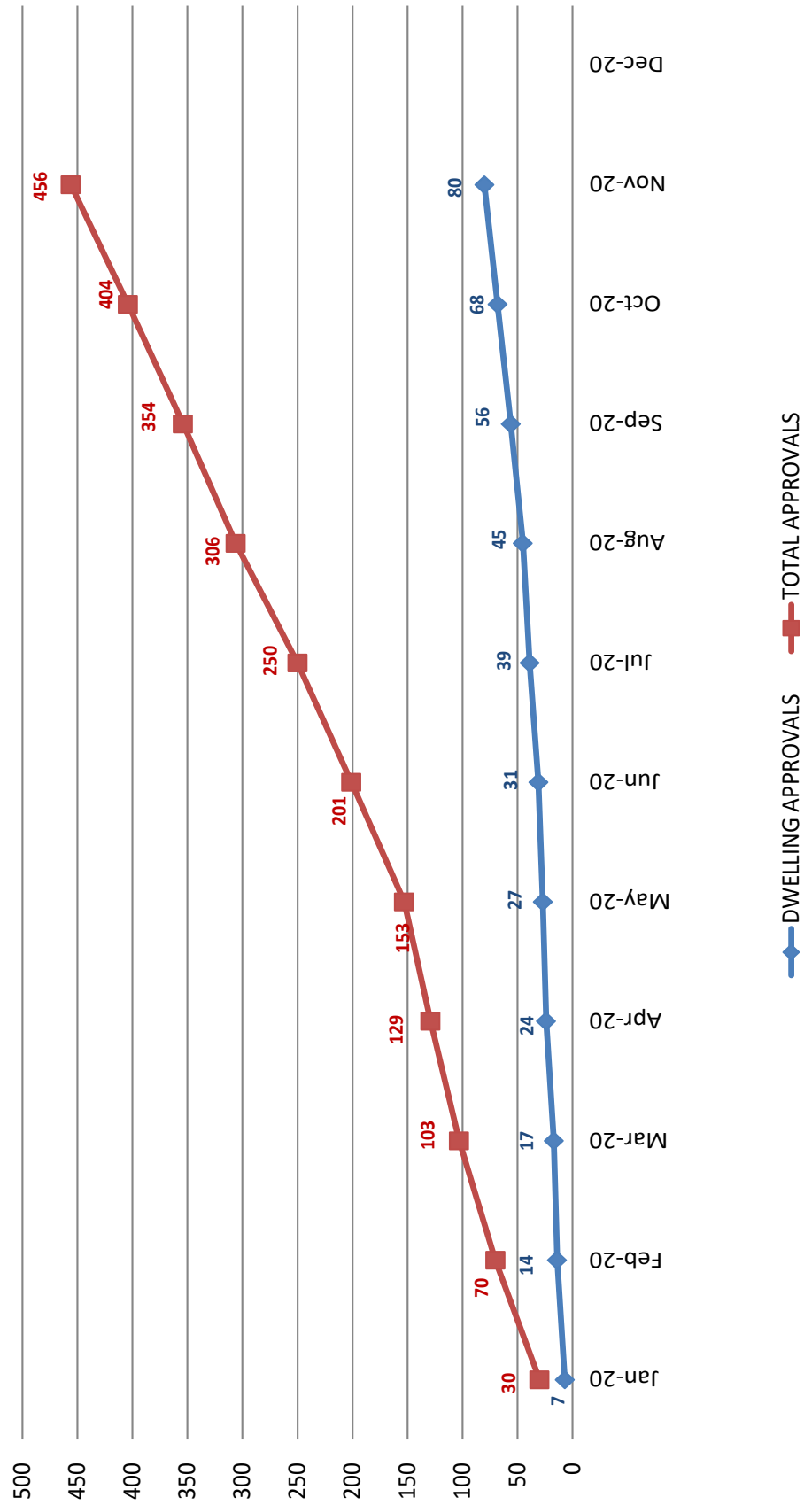


Cassowary Coast Regional Council Progressive Dollar Totals for Dwellings and Total Approvals 2020



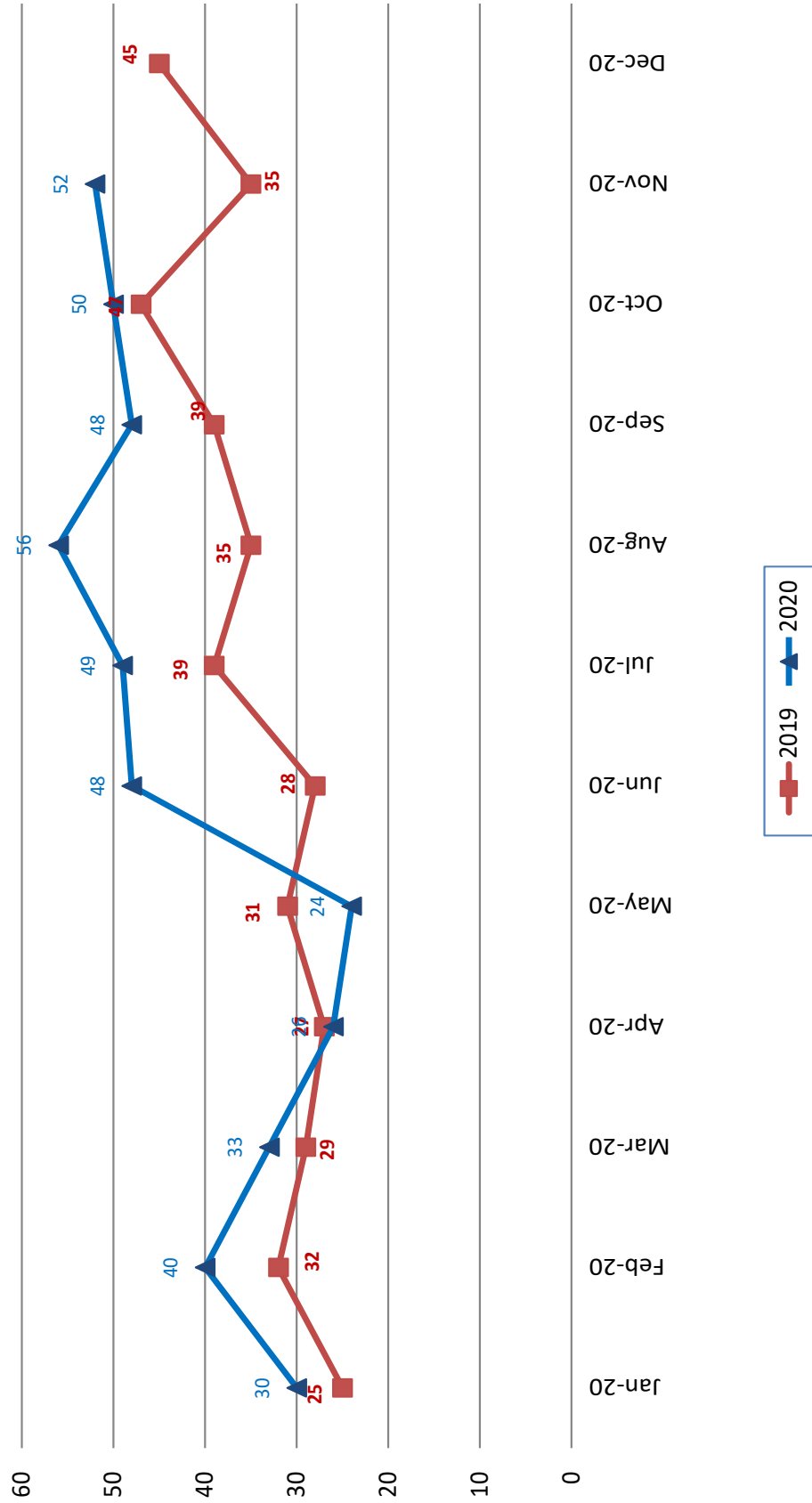


Cassowary Coast Regional Council Progressive Totals for Dwellings and Total Approvals 2020



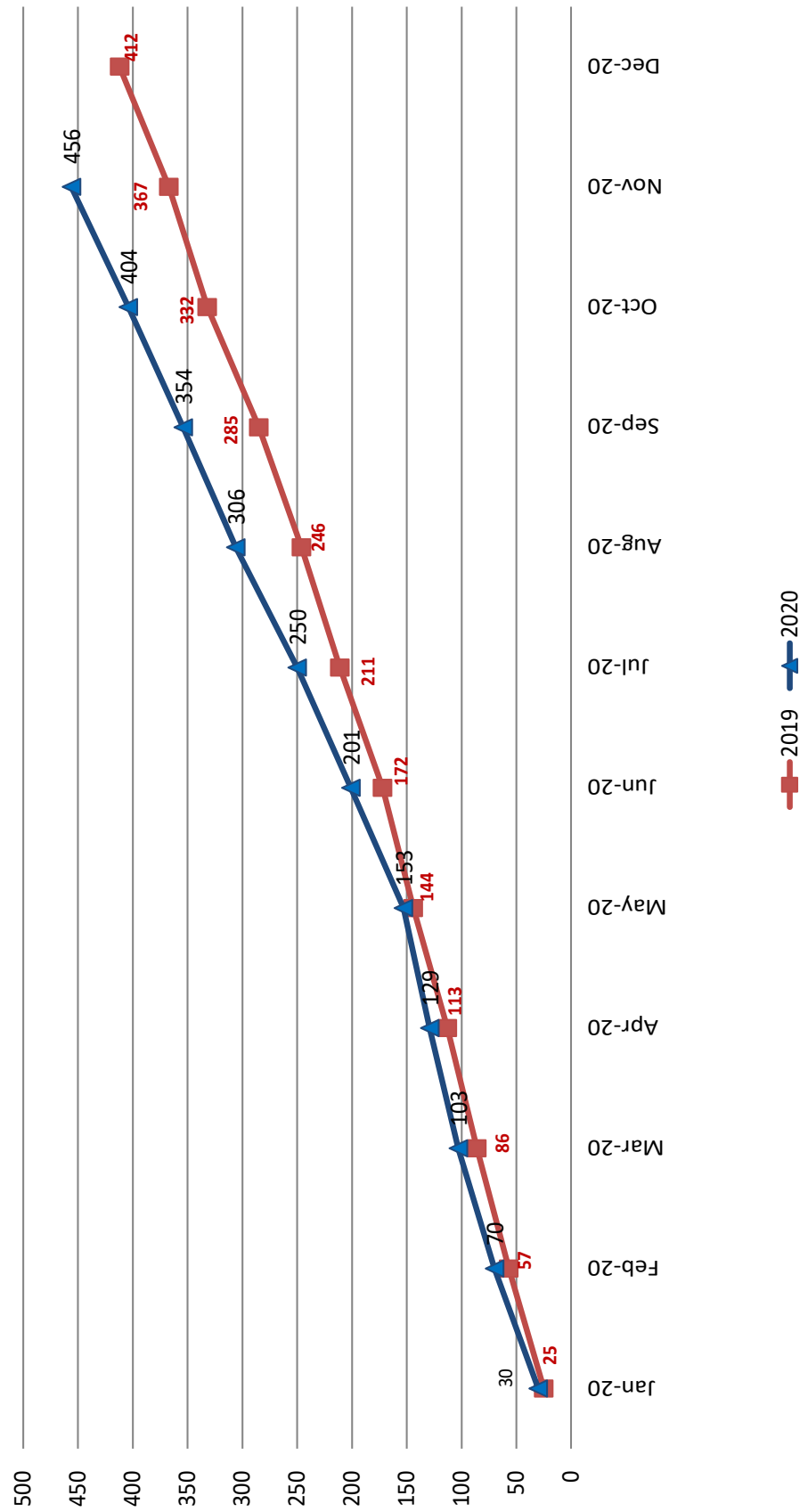


Cassowary Coast Regional Council Comparison of Monthly Approvals - 2019 to 2020



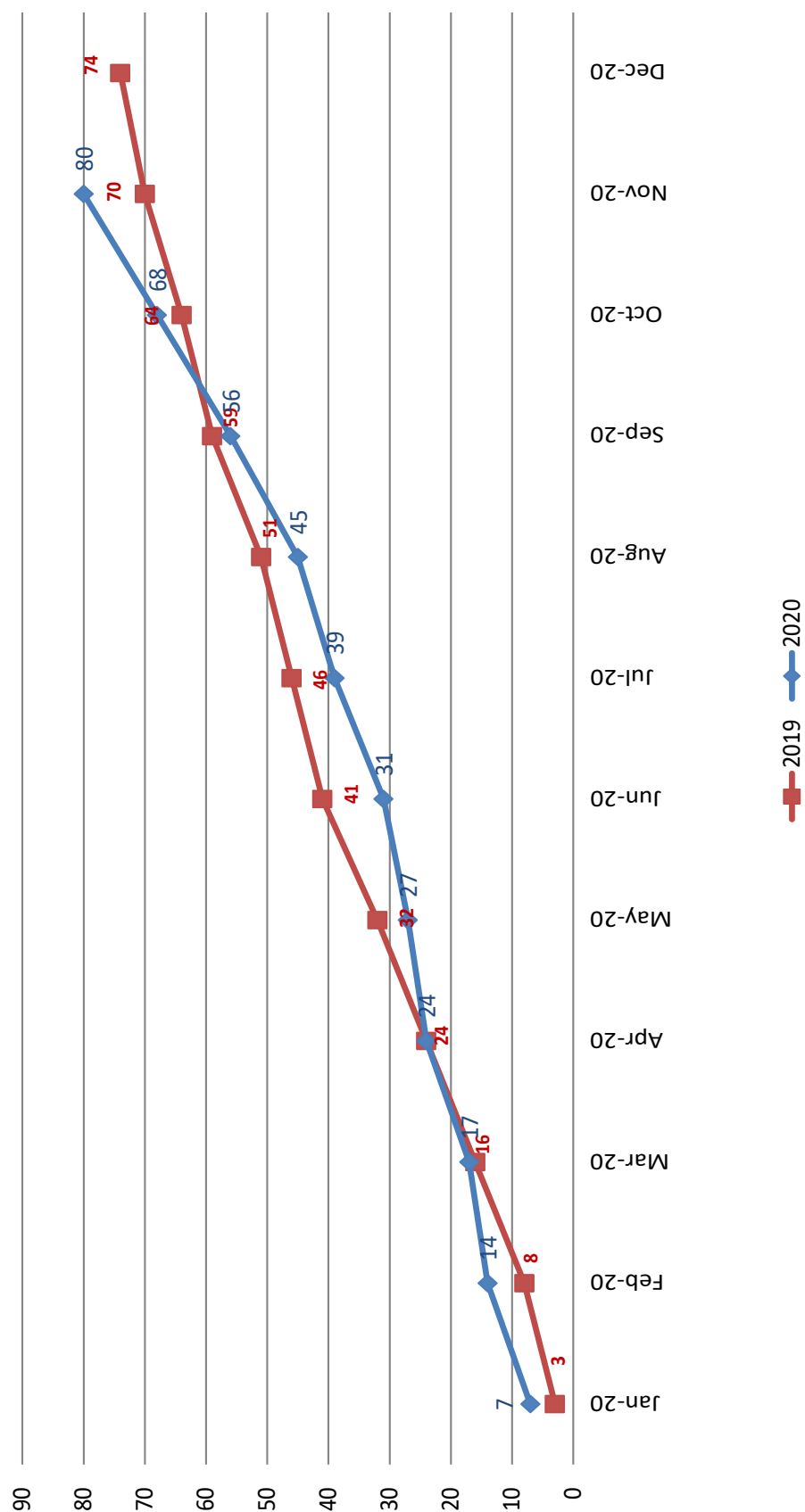


Cassowary Coast Regional Council Comparison of Progressive Monthly Approvals 2019 to 2020



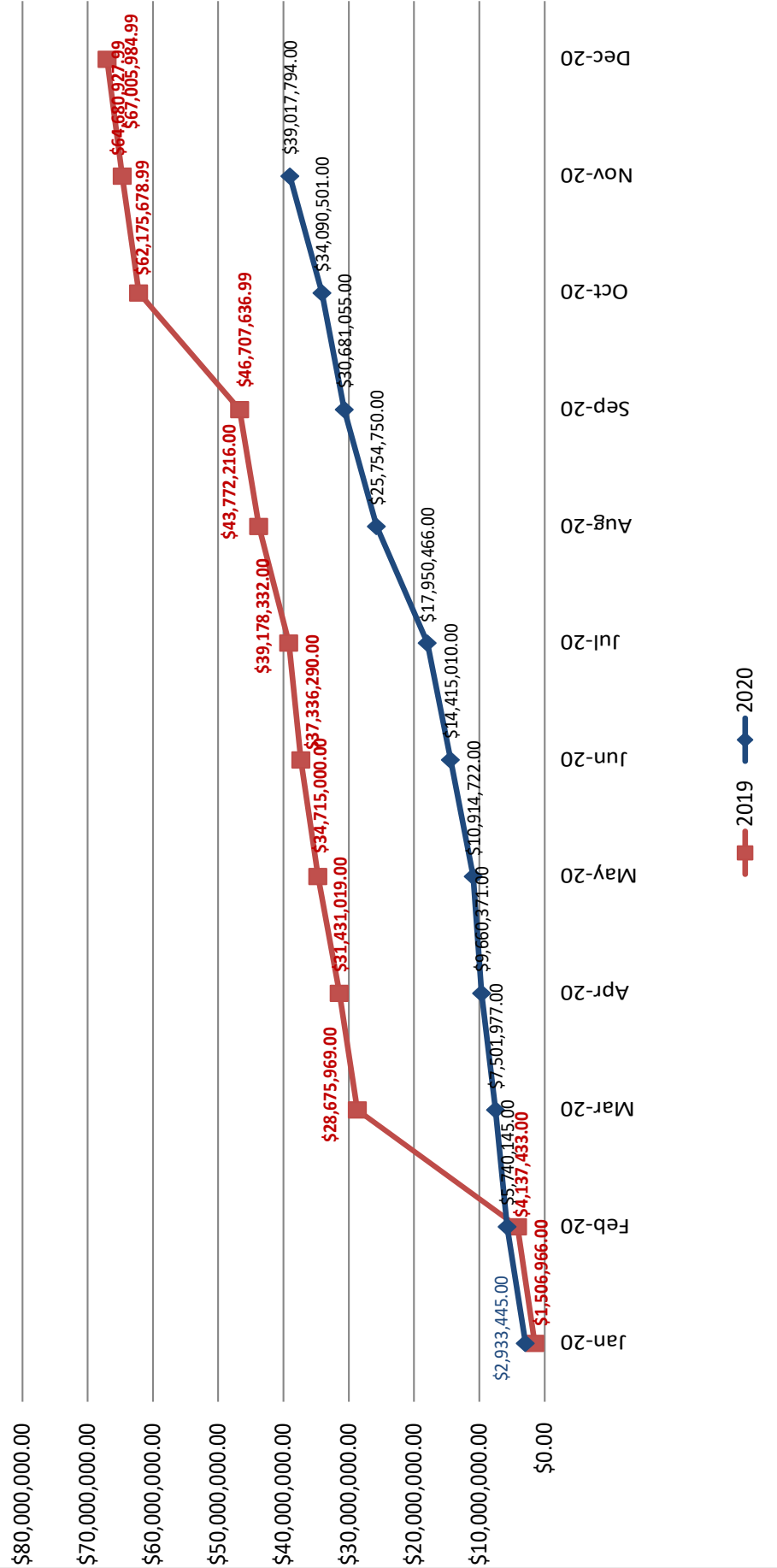


Cassowary Coast Regional Council Comparison of Progressive Dwelling Approvals 2019 to 2020



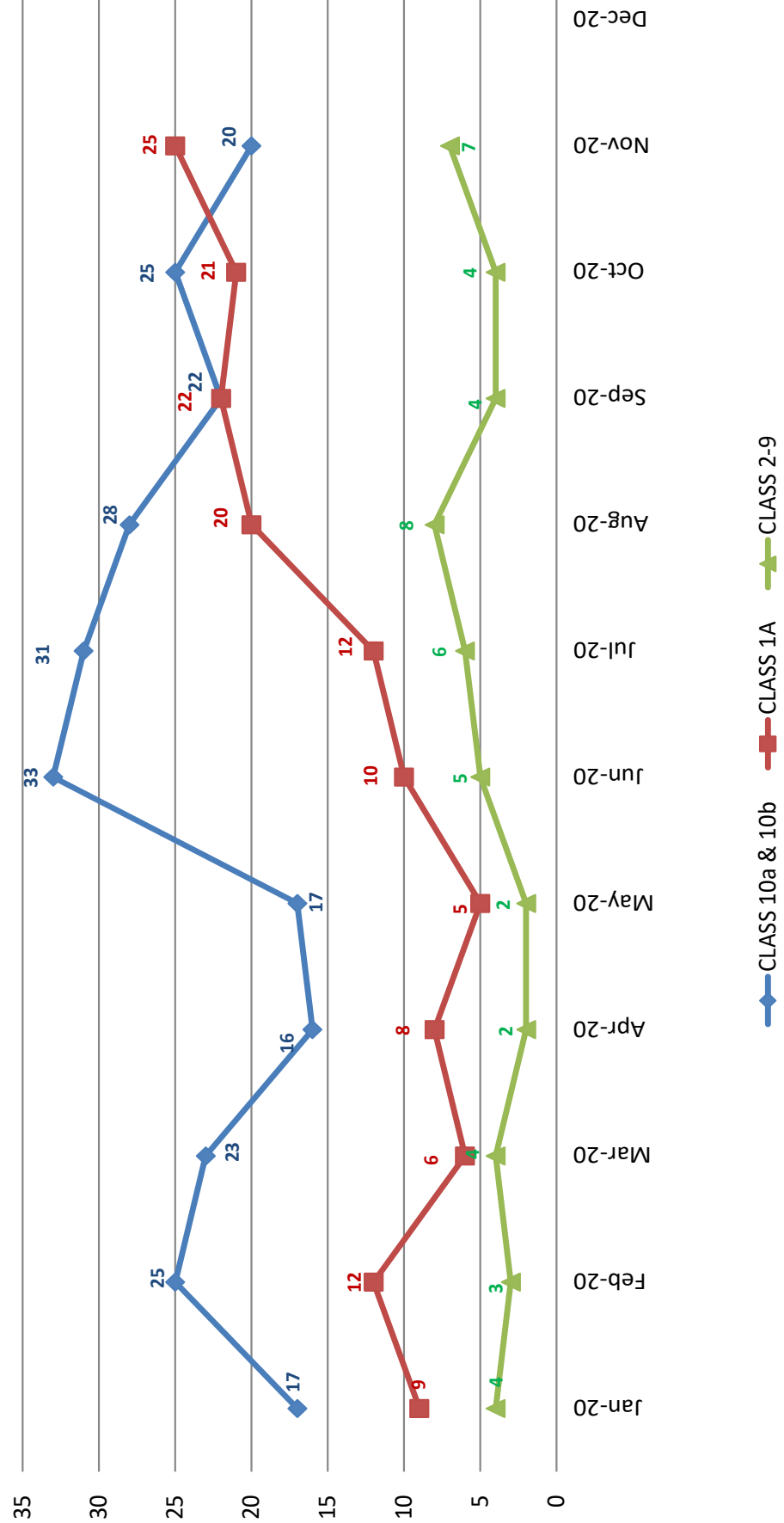


Cassowary Coast Regional Council Comparison of Progressive Total Dollar Value 2019 to 2020



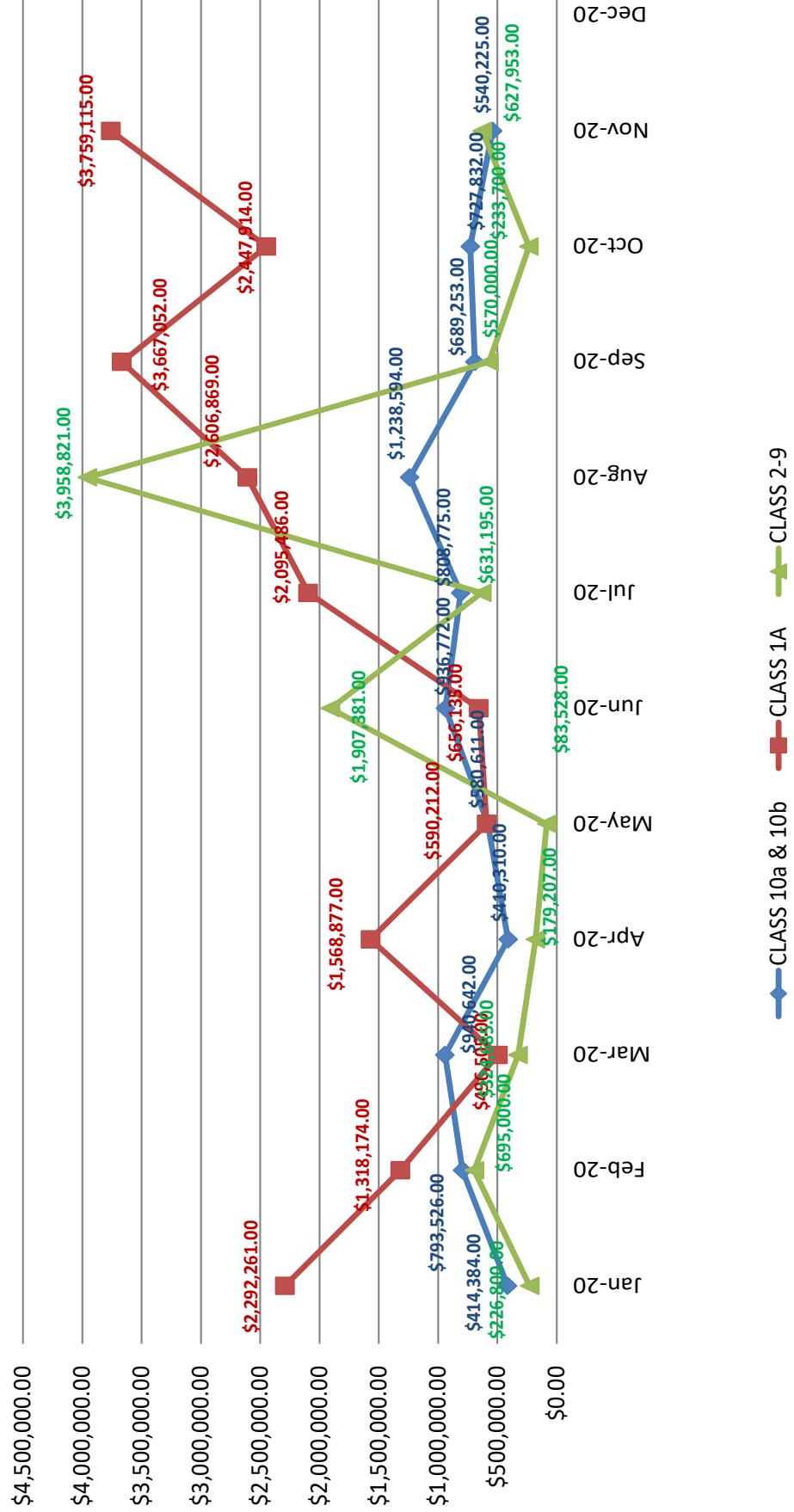


Cassowary Coast Regional Council Total Monthly Approvals by Building Class 2020



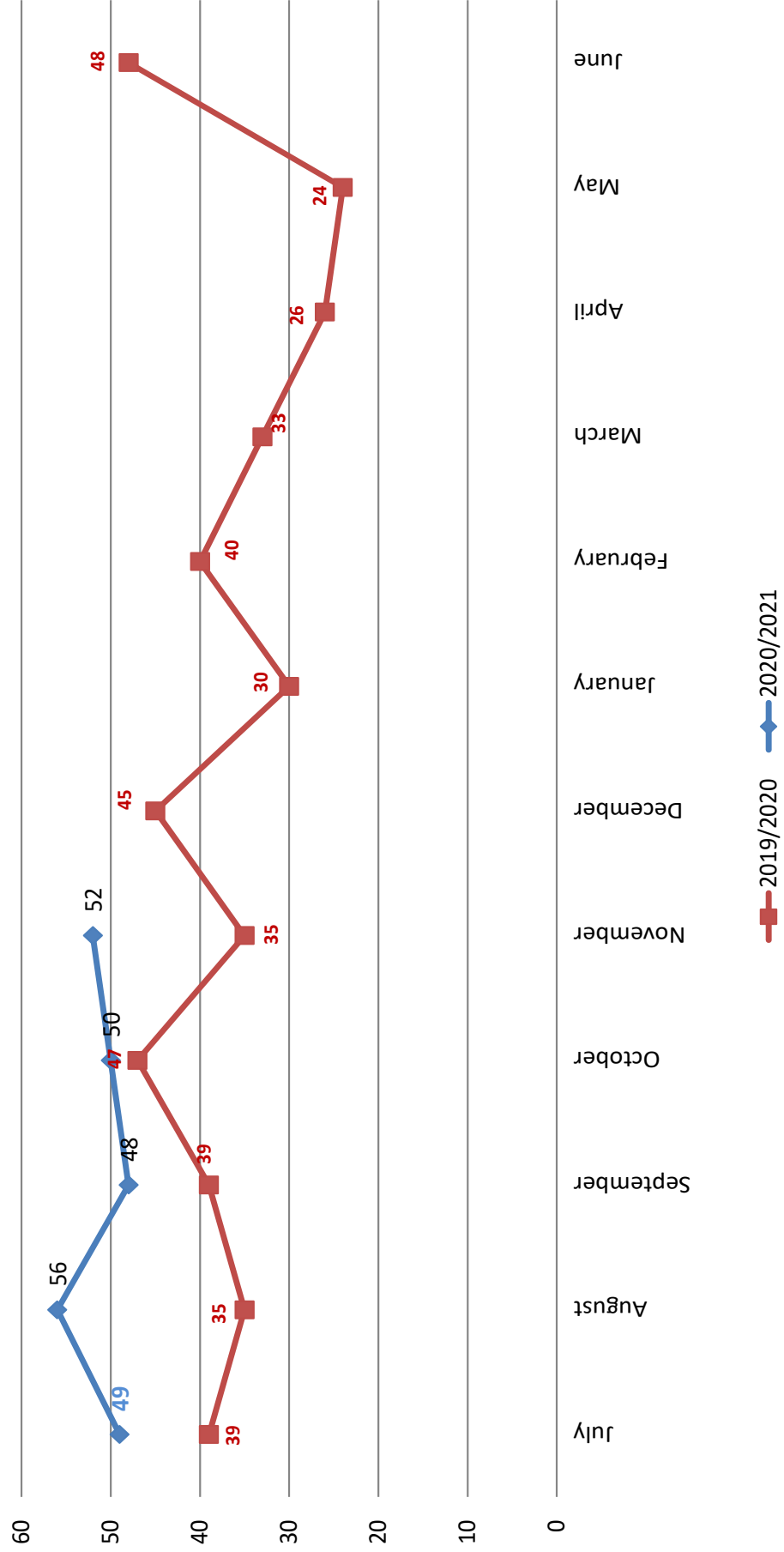


Cassowary Coast Regional Council Total Dollar Value of Monthly Approvals by Building Class 2020



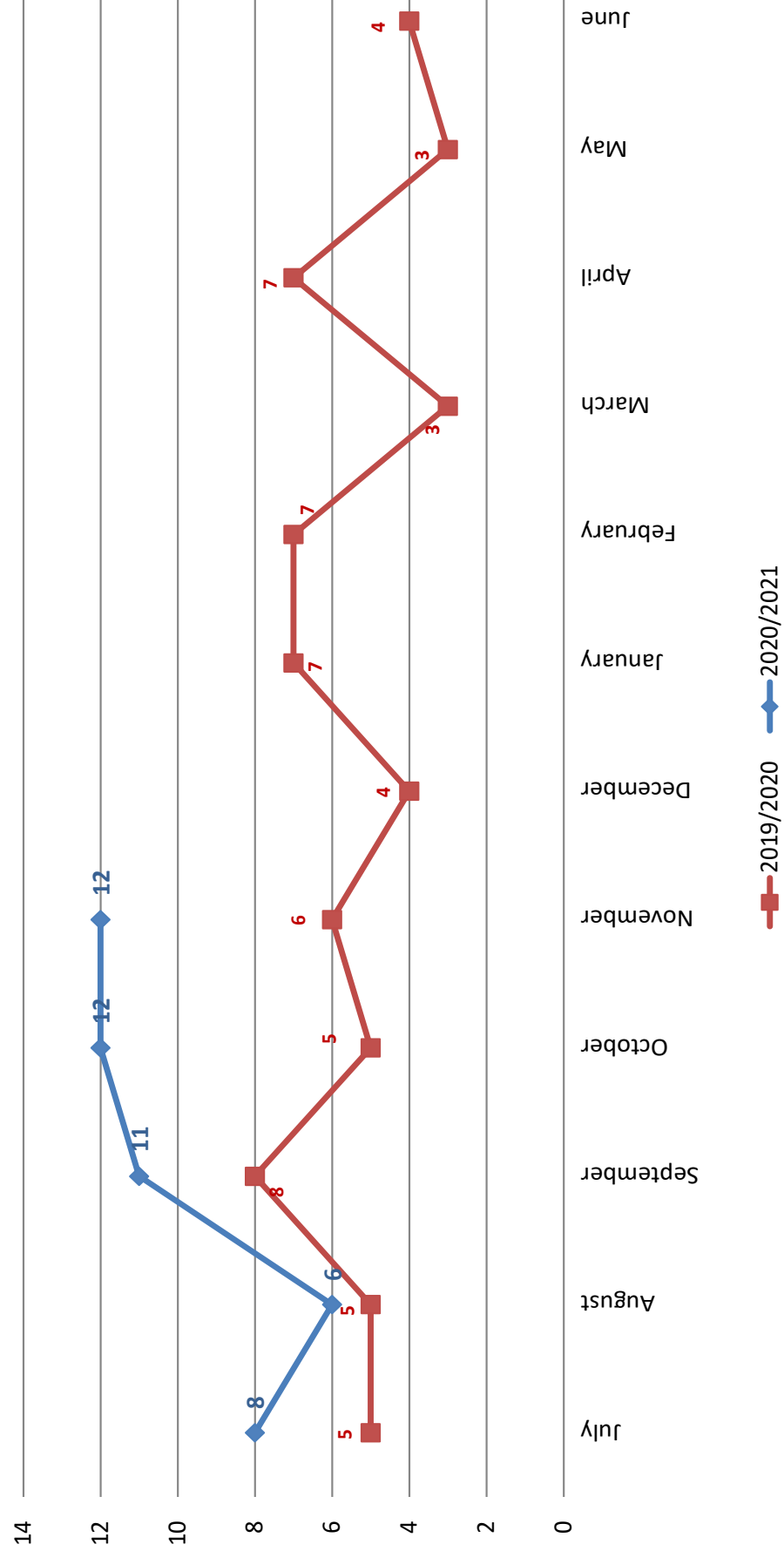


Cassowary Coast Regional Council Comparison of Monthly Building Approvals 2019/2020 To 2020/2021



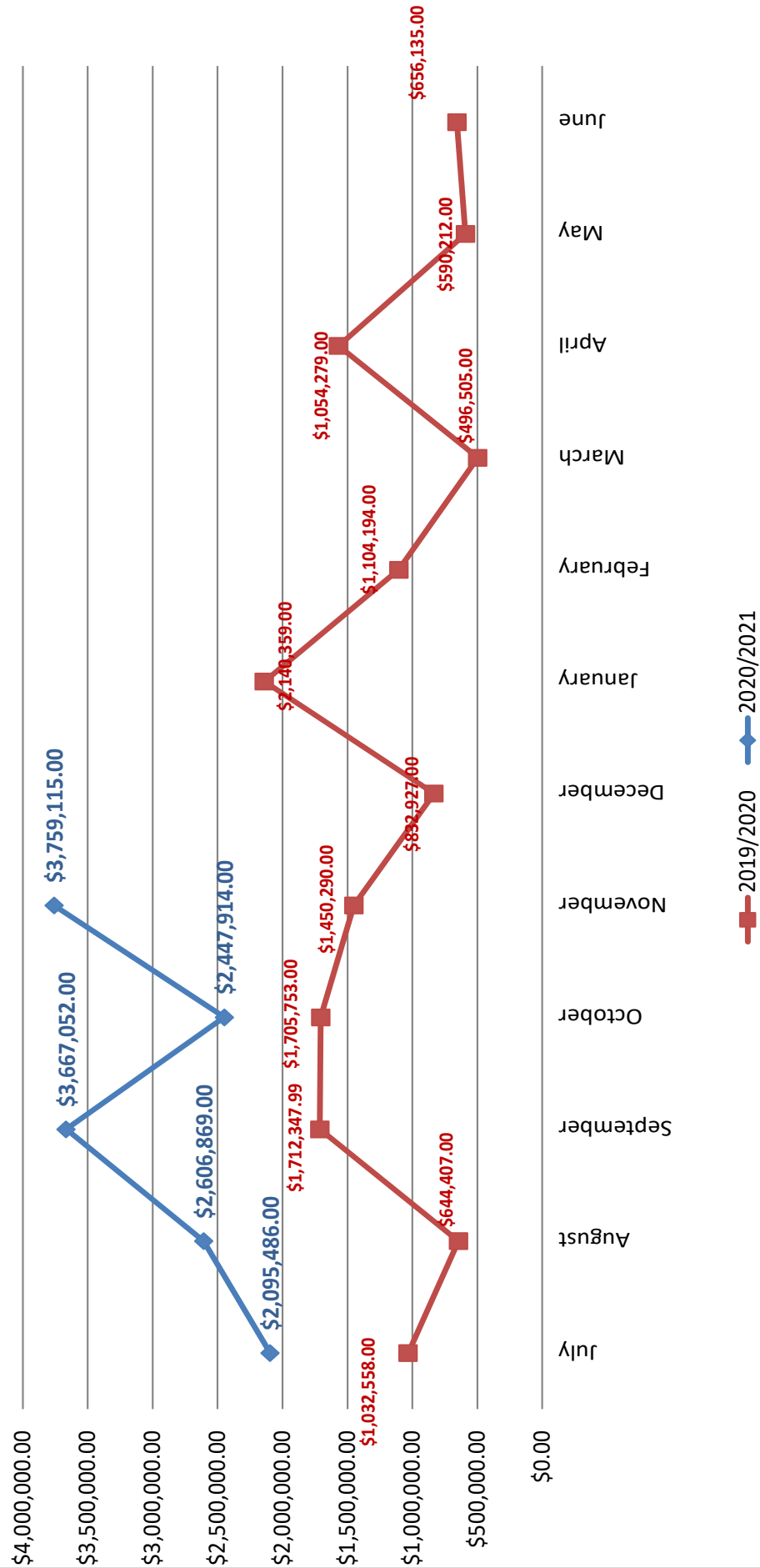


Cassowary Coast Regional Council Comparison of Dwelling Approvals 2019/2020 to 2020/2021



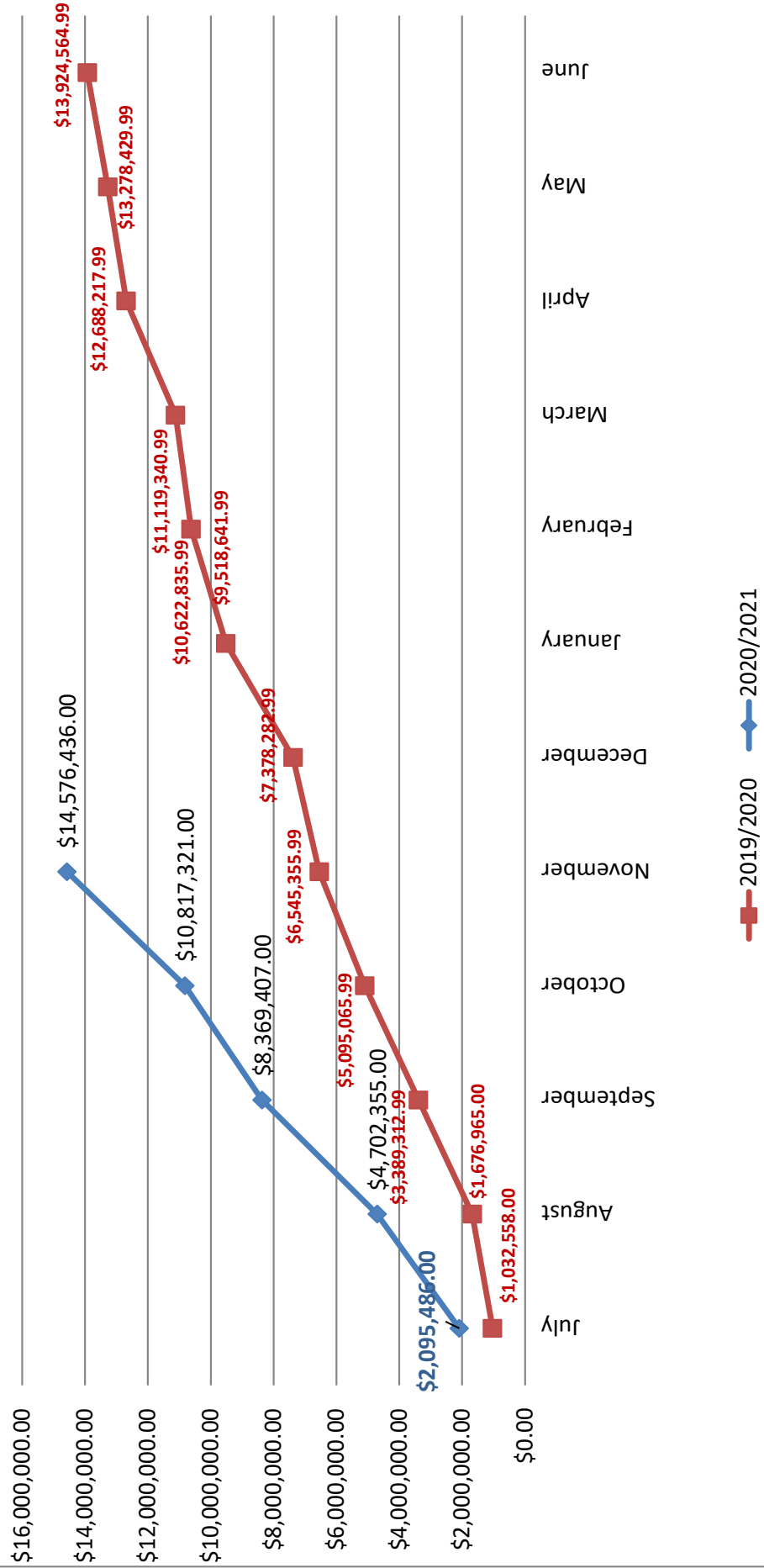


Cassowary Coast Regional Council Comparison of Total Dwelling Dollar Value 2019/2020 to 2020/2021



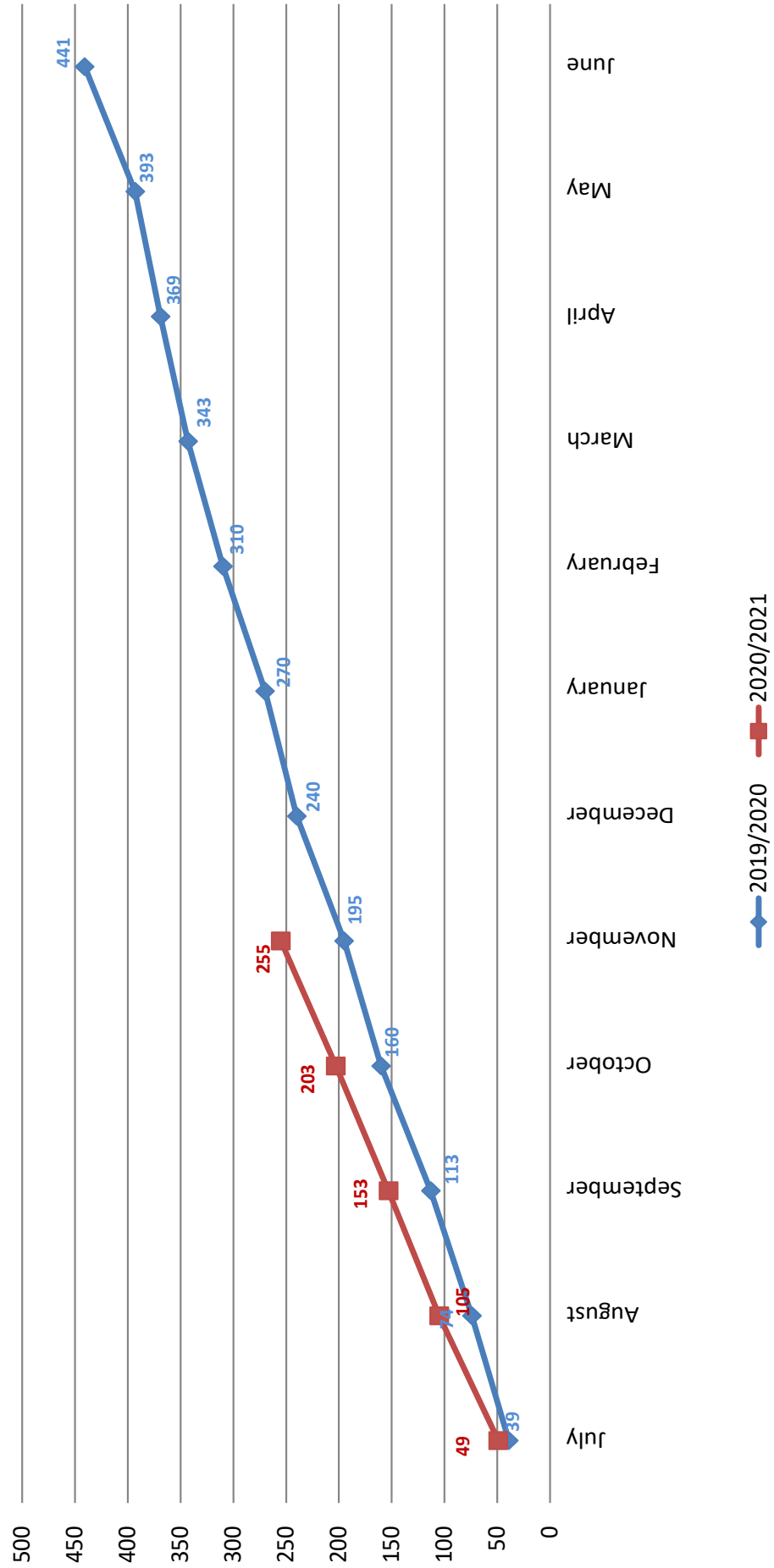


Cassowary Coast Regional Council Comparison of Progressive Dwelling Dollar Value 2019/2020 to 2020/2021



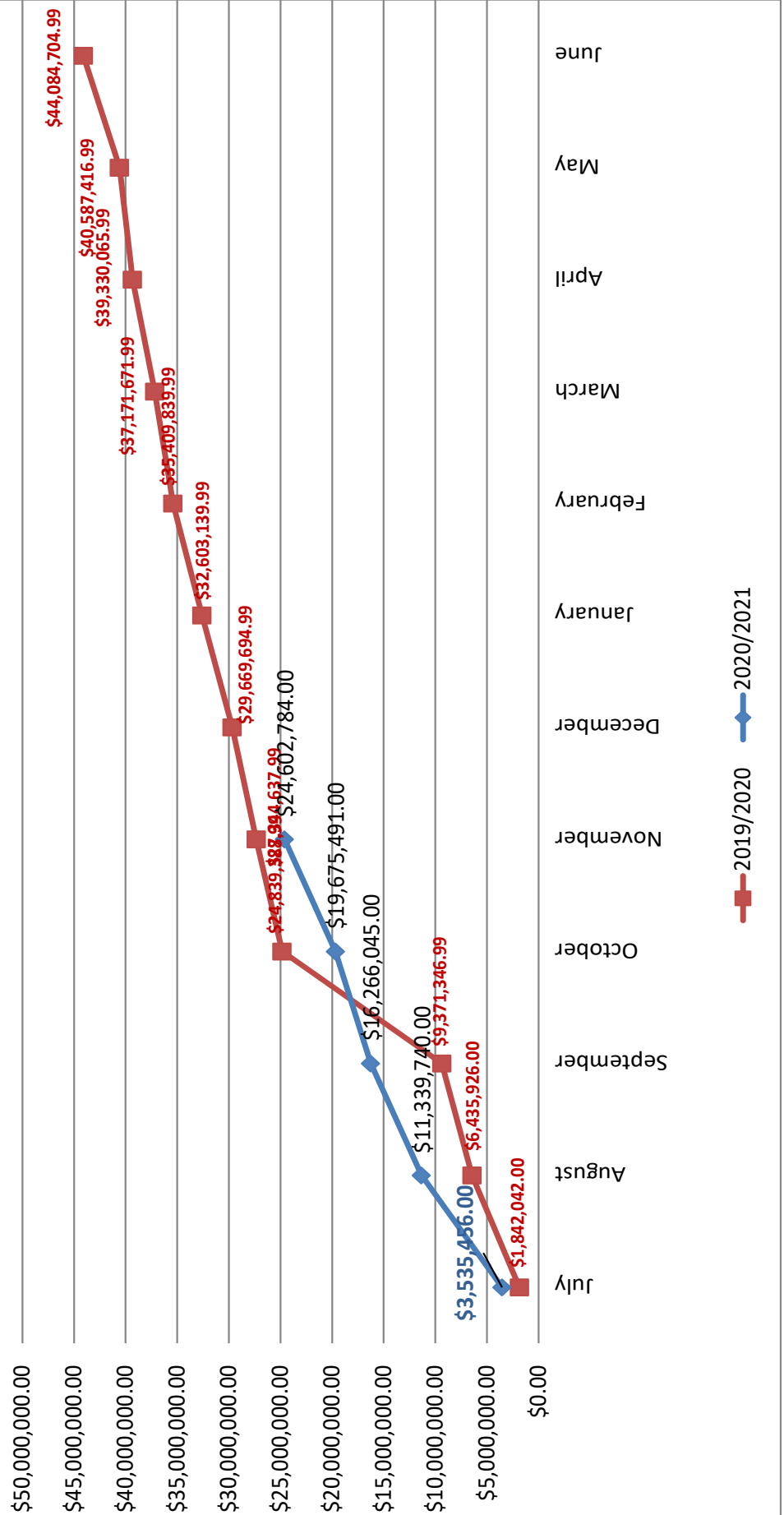


Cassowary Coast Regional Council Comparison of Progressive Total Approvals 2019/2020 to 2020/2021



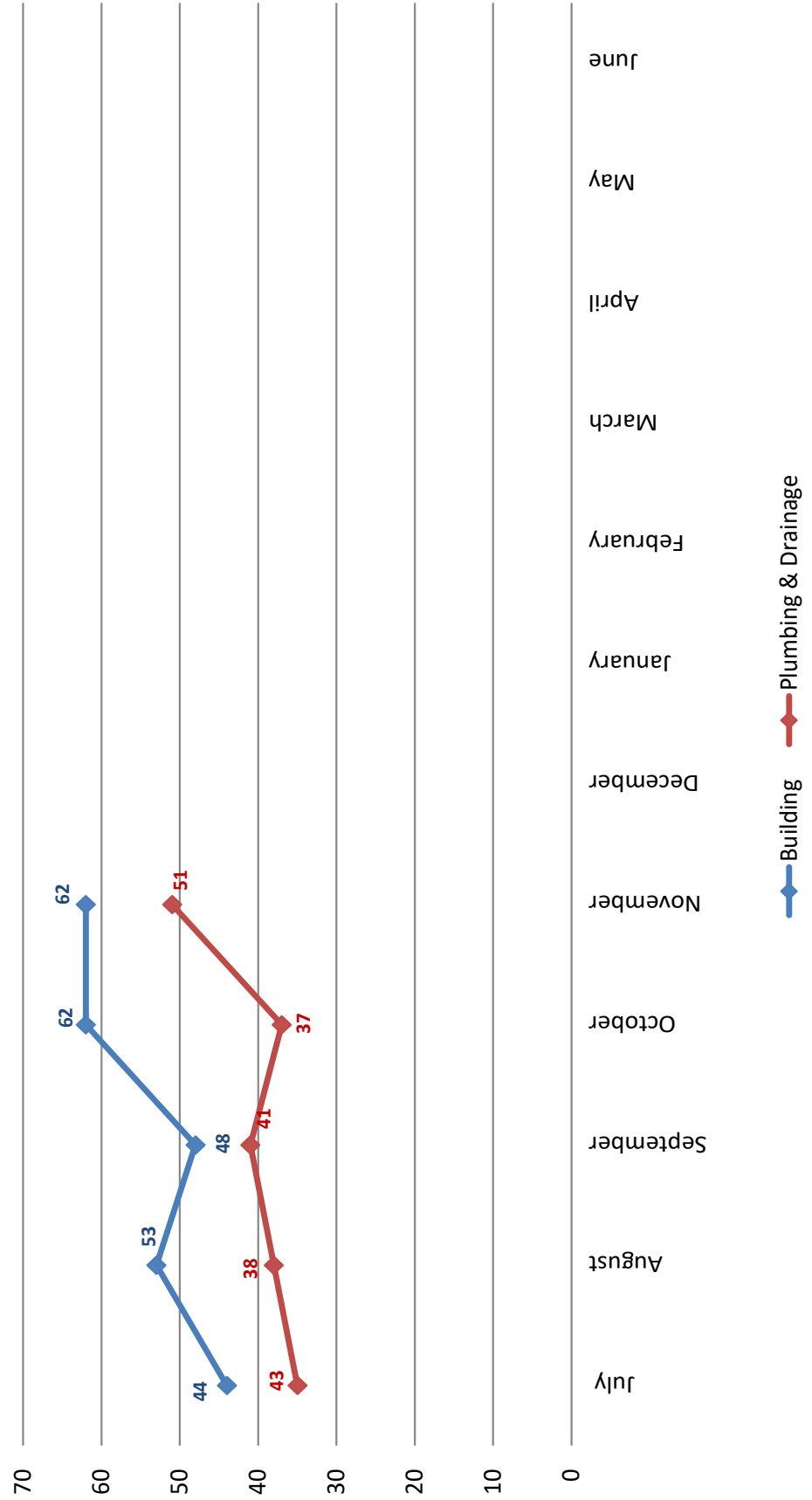


Cassowary Coast Regional Council Comparison of Progressive Total Dollar Values 2019/2020 to 2020/2021



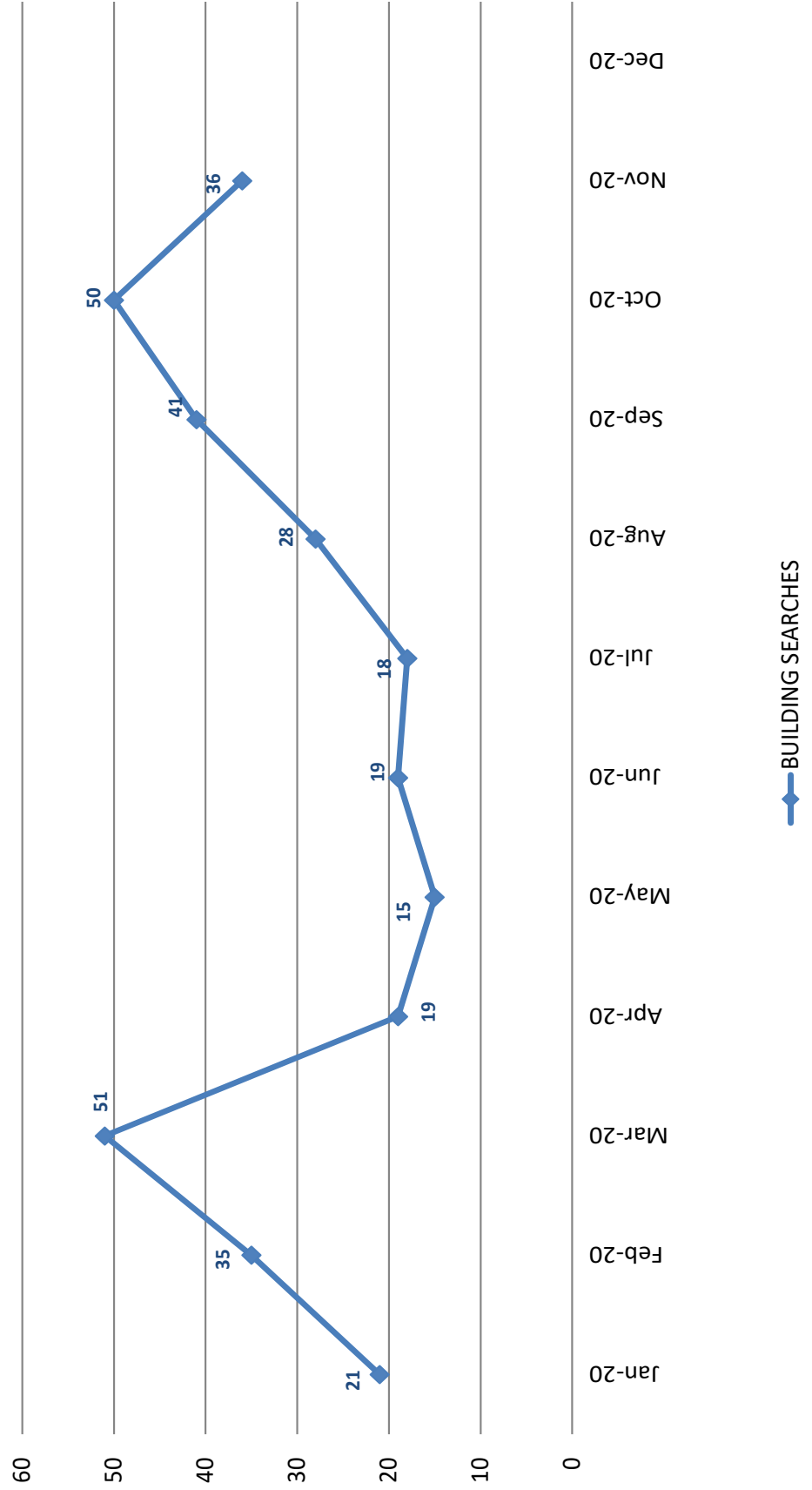


Cassowary Coast Regional Council Monthly Inspections for Building and Plumbing and Drainage Section 2020/2021



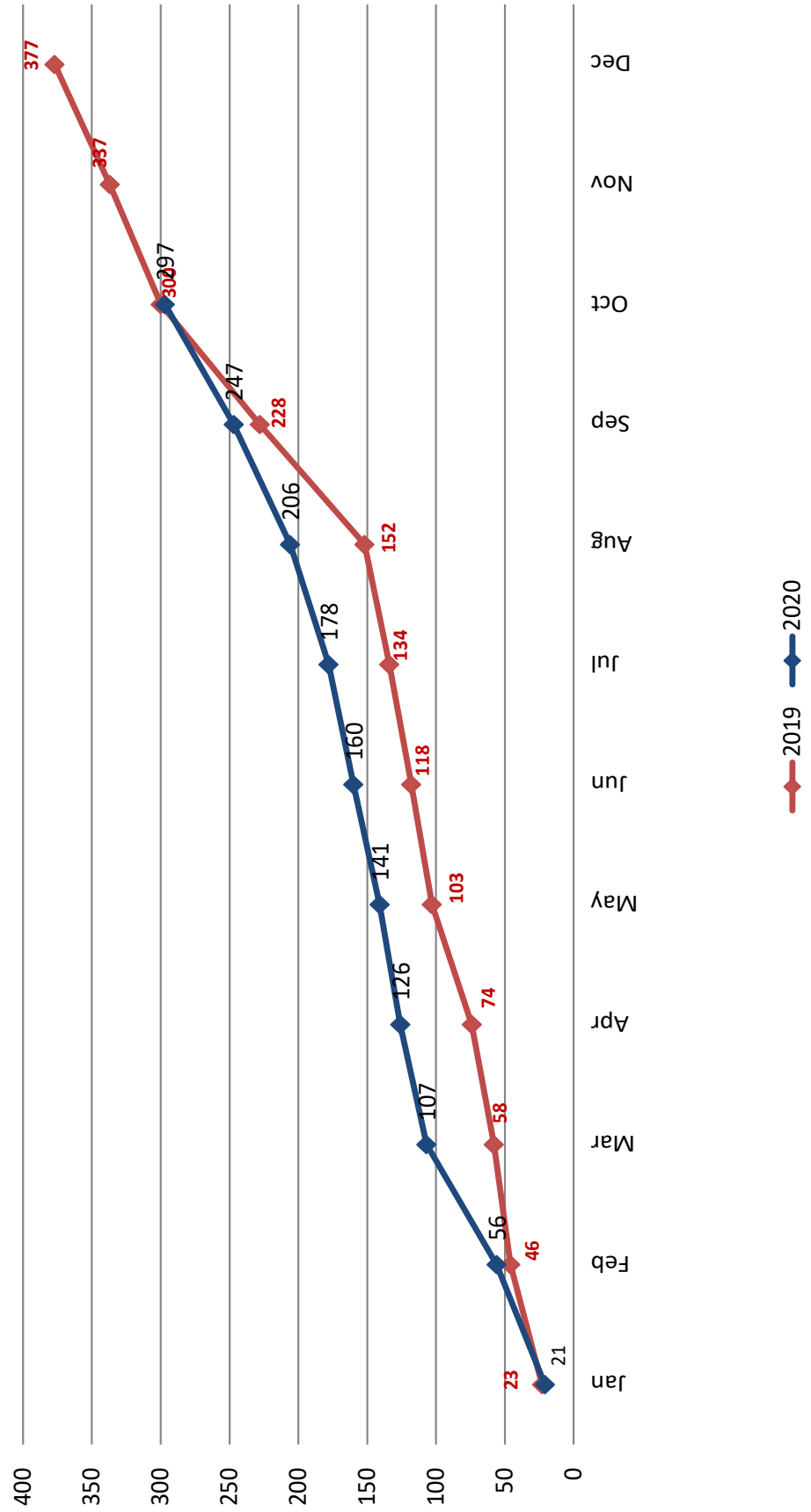


Cassowary Coast Regional Council Monthly Building Record Searches 2020





Cassowary Coast Regional Council Progressive Building Record Searches 2019 to 2020





Cassowary Coast Regional Council Comparison of Building Record Searches 2019 to 2020

