

Linda McNab

From: John Duncan <wearybay@gmail.com>
Sent: Friday, 15 August 2025 3:07 PM
To: Mail Cook
Subject: Submission for Application ref. DA/4925 and DA/4926 (Norman St. and Dabu Ln. Ayton. QLD. 4895.)

Follow Up Flag: Follow up
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To: The Assessment Manager, Cook Shire Council.

Myself and my partner Robyn Manns, wish to give our support for the proposed developments at Norman Street, Ayton.

We live at 4 First Street, Ayton, which is the closest dwelling to the proposed development. As First Street exists on paper only (it has never been cleared for vehicle access), our driveway crosses over what is First Street, near the north west corner of the proposed development; and we are pleased to see our driveway entrance has been provided for in their planning. First Street has a watercourse running diagonally along it, and a line of tall native trees with natural undergrowth on the north side of the watercourse; which hosts numerous bird species; is a corridor for wallabies, scrub fowl and the occasional quoll; occasionally hosts the spectacled flying fox colony, and they regularly feed in the fig's and melaleuca's. First Street is a great "buffer" for us from the proposed development; especially if it may include caravans and campers. During very high rainfall events, the culvert under West Street is not always able to contain all the water, and excess flows over the road surface, and mostly back into the First Street watercourse; which becomes a raging torrent. We would be very disappointed if First Street did not exist in this, any future planning.

Regards... Robyn Manns & John Duncan.
4 First Street. Ayton. 4895. QLD.
Ph. 07 40608252

Linda McNab

From: Jesse <jjfarbes@hotmail.com>
Sent: Monday, 25 August 2025 12:46 PM
To: Mail Cook
Subject: Re: Re: Submission Development Application DA/4925, 26 Norman St and 31 Dabu Lane, Ayton QLD 4895
Attachments: Screenshot 2025-08-25 at 12.31.10 PM.png

The Assesment Manager, Cook Shire Council

Submission regarding the Development Application DA/4925, 26 Norman St and 31 Dabu Lane, Ayton QLD 4895.

In addition to my original submission sent Aug 15th 2025, the application states that development isn't in the Eastern KuKu Yalangi Planning Code area.

However although it is adjacent to the border of the area it would appear that the proposed development does actually fall into the Eastern KuKu Yalangi Planning Code area and under the code must be addressed in the application.

Please see attached picture with the applicants interpretation of the boundary extracted from the developmenty application.

I believe the application needs to address the code as per development application regulations.

Thanks

Jesse Faber
263 Banabilla Rd
Degarra QLD 4895
0402328768

Figure 18 – Eastern Kuku Yalanji Local Plan mapping (Source: Schedule 2 of the Planning Scheme)

Linda McNab

From: Jesse <jjfarbes@hotmail.com>
Sent: Friday, 15 August 2025 8:01 PM
To: Mail Cook
Subject: Re: Submission Development Application DA/4925, 26 Norman St and 31 Dabu Lane, Ayton QLD 4895

Follow Up Flag: Follow up
Flag Status: Flagged

The Assesment Manager, Cook Shire Council

Submission regarding the Development Application DA/4925, 26 Norman St and 31 Dabu Lane, Ayton QLD 4895.

I am writing as a concerned member of the public residing at 263 Banabilla Rd Degarra directly opposite the proposed development.

I welcome the developers and their proposed use of the land for said purpose of a food and drink outlet. I also welcome the economic and employment benefits this could bring to the community.

This being said I and many others in the community do have major concerns around the access to the wharf area and the lack of detail around this in the application.

I have attended public meetings where the developer and Cook Shire representatives were made very aware of these concerns from the community.

I believe the drawings provided don't address these concerns and the main points put forward by the community.

- Access is maintained to the entire wharf area.
- This access should be 24 hrs a day 7 days a week
- The access should be of a vehicular and vessel nature ie car and boat
- Parking spaces should be provided in the area
- The access should not be blocked by any boom gates, bollards or any other barricades
- The access should be maintained at all times for perpetuity.
- Clearly marked and safe access should be maintained during the entire construction phase

I would also suggest the developer

- should install fishing facilities for community use

I have been a resident of this area for 48 years and over those years this area has played a significant role in access via the sea to surrounding communities and the south side to the north sides of the river.

As well as this it became very evident in the latest natural disaster (Jasper) when the wharf became a hub for emergency supplies to be dropped by water vessels and also helicopters. It was also a vital mooring point for local smaller watercraft to access all manner of assistance.

Throughout the years there has rarely been a day when members of the local indigenous community both from Wujal and Ayton haven't been at the wharf fishing and congregating.

Not to mention the cultural significance of the the entire area. This begs the question of weather the Dabu Jajikal Corporation have been consulted over the nature of the continuing access to this area for perpetuity. Not by just naming a laneway in language (Dabu) but by real intentional consultation on land use, management and cultural values.

I also have concerns around the rectification works that have already taken place. Has an application been submitted for the below.

- Access has been blocked to the entire wharf for the last several months with temporary fencing.
- The wharf has been developed into a concrete structure well beyond it's pre flood state
- Bollards have already been installed blocking vehicular access to the wharf
- A new concrete boat ramp has been installed far superior to the old gravel one
- How will this boat ramp be managed with public access without blocking access to the entire wharf area
- New cement retaining walls into the water have been built to protect the rebuilt shed that was destroyed by the flood
- Some mangroves may have been removed and damaged to accommodate this new works

In conclusion I believe the developer hasn't addressed the communities concerns around access to the entire area for perpetuity.

I believe the way they have carried out works so far isn't in good faith, giving the community no confidence by closing access and also installing permanent access blockages to some areas already.

I call upon council to address these concerns by providing very detailed drawings, more community consultation and binding agreements by law addressing the above to ensure the developer is bound to it's obligations to the community.

I also call upon council to fulfill their obligations to the local Bama people by ensuring they include delegated representatives in any negotiations around access to this significant area.

I call upon council to address the concerns around the rectification works already completed and the developers obligations to adhere to regulations and weather there has been breaches already for the major works undertaken to date.

I also call upon council to make sure there is access to the area even in the construction phase that is clearly marked and accessible to the entire community.

Yours Sincerely

Jesse Faber
263 Banabilla Rd
Degarra QLD
4895
0402 328 768
jjfarbes@hotmail.com

Linda McNab

From: hannes anthonis <hannes.anthonis@gmail.com>
Sent: Tuesday, 19 August 2025 1:37 PM
To: Mail Cook
Subject: Re: Submission regarding Application DA 4925 26 Norman street & 31 Dabu lane

Some people who received this message don't often get email from hannes.anthonis@gmail.com. [Learn why this is important](#)

My address is 40 Dowling Road, Bloomfield

Please see below signed submission

On Mon, 18 Aug 2025 at 8:30 pm, hannes anthonis <hannes.anthonis@gmail.com> wrote:
To the assessment manager,

My name is Johannes Anthonis. I am the CEO of the Wujal Wujal Justice Group Aboriginal Corporation and a Bloomfield resident. I have been involved in the Bloomfield River District Residents Association in the past as secretary, president and as member of the working group responsible for compiling the Wharf Report.

I would like to make following submission regarding the recent development application by Trailfinders Pty Ltd.

In my opinion, the current development application does not clearly outline how Trailfinders is providing public access to the wharf, particularly for vehicles.

Both the Wujal Wujal Justice Group Elders and I were under the impression that this was discussed at length and agreed to in principle by Trailfinders representatives at various public meetings. In exchange, Trailfinders sought and - I believe- received, general public support for their development. However, this all hinged on- again in my opinion- the provision in perpetuity of public access to the wharf.

However, in the current DA, I see two specific issues that actually affect public access to both the wharf and Dabu lane negatively; namely, the closing of vehicular access via the current driveway to the wharf and the construction of public parking on Norman street.

As First street is gazetted in an - in my opinion- unfortunately chosen location, namely a wet season creek, I believe this road is very unlikely to be constructed, limiting the possibility now and in the foreseeable future of vehicle access to Dabu lane. Likewise, access to Dabu lane via Broadway street, is not a given, as this (current walkway) traverses mangroves below the high tide line.

In short, unless Trailfinders allows vehicular access through their property, e.g. via the proposed new driveway, the only way to get to the water (e.g. 'Ralph's steps' or fishing/traditional food gathering spots along the mangroves which Kuku Yalanji people have used since time immemorial), would be through Norman Street, which this DA seems to eliminate by filling in part of this street for vehicle parking and access to the venue.

I don't think it is clear in Trailfinders DA that they will in fact allow the public to use this driveway, let alone in perpetuity.

As the only accessible driveway is through private property, a sign restricting access for example saying 'access for guests only' a gate or similar, would effectively eliminate access for the public through to the water.

Both the Justice Group Elders and I would find this unacceptable. Many elderly people are not able to walk down to the water. I find it disappointing that after all the communication, discussion and support the Residents Association provided, Trailfinders has not chosen to prioritise the matter of public access to the wharf in their DA.

Unless this issue is resolved, I cannot support the DA, let alone the closure of Norman street to provide parking space and access to the venue.

Which is a shame, because I do welcome the economic development and proposed restaurant.

I sincerely hope Trailfinders can resolve the issue of the promised public access to the wharf. I think this is achievable, for example by constructing a road down from the proposed parking down Norman street to connect with Dabu lane or some guarantee (in writing!) that the public will in fact be able to drive through their property boundary to access the wharf.

I would like to suggest to Council that they discuss with Trailfinders representatives how they can support this. If Trailfinders does allow the public use of the wharf & boat ramp, some contribution from Council, perhaps in kind, to assist Trailfinders with the construction of an access road to Dabu lane, or even the construction of parking lots for trailer boats, e.g. on Norman Street, would be great. As you may be aware, the public boat ramp in Ayton is often overcrowded as it has very limited parking.

Looking forward to seeing this project completed for the best of all in this region.

Kind regards

A handwritten signature in black ink, appearing to be 'J. Anthonis', written over a horizontal line.

J. Anthonis, JP (Qual)
Mob. 0408 003 776

Linda McNab

From: Peter Roberts <peterdaleroberts@gmail.com>
Sent: Tuesday, 19 August 2025 8:21 AM
To: Mail Cook
Subject: To The Assessment Manager, Cook Shire Council.

Follow Up Flag: Follow up
Flag Status: Flagged

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To The Assessment Manager, Cook Shire Council. Submission regarding the Development Application DA/4925. 26 Norman st and 31 Dabu lane, Ayton QLD 4895. Being a long term Bloomfield resident (1976). I would like my concerns regarding vehicular and pedestrian access to be addressed . Access 24/7. The Developer has agreed to (Public access in perpetuity.) This public access is not clearly or properly marked on the signage. Neither has PEDESTRIAN ACCESS from BROADWAY,, through to DABU LANE and then along the river bank upstream to PARK & RECREATION RESERVE. These access points have been used since the Historical Sugar Train terminated at the Wharf Edge. And of-course many hundreds of years prior by First Nations people before colonisation. The Timber industry played a significant role in this area also, at a time before when the whole Wharf Area was PUBLIC PURPOSE RESERVE . I believe it would be a Feather in their Cap if the Developers would include these historical facts as they progress with their development. I also believe these points would lend to a cohesive community viewpoint and a pride of place at the Waterfront. I would be more than happy as local patron at the proposed development. (INCLUSION is PARAMOUNT.) (First Nations, locals , and Tourists.) Sincerely Peter Dale Roberts 310 Banabilla rd Degarra Bloomfield 4895 QLD . 0408080050 (Could an acknowledgement of this email be sent please)

Linda McNab

From: Cook Electorate Office <Cook@parliament.qld.gov.au>
Sent: Friday, 22 August 2025 4:06 PM
To: Mail Cook
Subject: Bloomfield Wharf

Good afternoon,

I have received representation from concerned constituents in the Bloomfield/Ayton area regarding the proposed development at 26 Norman Street, Ayton.

-DA/4926 - Material Change of Use - Short-term Accommodation & Tourist Park and Operational Works (Roadwork)

-DA/4925 - Material Change of Use - Food & Drink Outlet and Reconfiguring a Lot (Access Easement) and Operational Works (Roadwork)

The primary concern raised is that, if approved, this development may restrict/cut off community access to the Bloomfield Wharf.

Given the importance of the Wharf to the Bloomfield/Ayton community, could you please advise whether there are plans in place to ensure adequate road access to the Wharf via the corridor between Lot A3024 and Lot SR750 if the development was to go ahead.

I note that the Wharf is critical infrastructure for the community.

I look forward to hearing from you,

If you have further inquiries, please contact Nikki on 07 4223 1100

Regards,

David Kempton MP
Member for Cook



P: (07) 4223 1100

E: cook@parliament.qld.gov.au

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Linda McNab

From: bloomfieldescape@bigpond.com
Sent: Sunday, 24 August 2025 5:35 PM
To: Mail Cook
Subject: DA/4925 and DA/492 - Public Notification - Lot 1 A3024 & Lot 26 SR750 - 31 Dabu Lane and 26 Norman Street, Ayton 4895
Attachments: Submission CSC re Trailfinders DA Bloomfield.pdf

Good afternoon,
Please find attached submission regarding Trailfinders Development applications for lot1 and lot 26 in Bloomfield.

Regards,
John & Debbie Corbett



9 Weary Bay Road Bloomfield FNQ 4895
Ph: 40608346
[www.bloomfieldescape@bigpond.com](mailto:bloomfieldescape@bigpond.com)

Bloomfield Escape
9 Weary Bay Road
Bloomfield QLD 4895

24 August 2025

The Assessment Manager
Cook Shire Council
11 Furneaux Street
Cooktown Qld 4895

Dear Sir/Madam,

Re: Submission Regarding Development Applications by Trailfinders Pty Ltd

We, John and Debbie Corbett, owners of Bloomfield Escape at 9 Weary Bay Road, Bloomfield, wish to formally lodge a submission in response to the development applications lodged by Trailfinders Pty Ltd, relating to properties situated on Lot 1 and Lot 26 in the area locally referred to as the Wharf Area; DA 4926 and DA 4925, 26 Norman Street and 31 Dabu Lane. At a community meeting called by Trailfinders in 2024 to inform the public of their proposal and gauge public support, it was stated by Trailfinders representative that the owner, sympathetic of the plight of the community post flood, wanted to do something for the community. He stated the proposal was to build a pub, guaranteeing access to the water for the public at all times. He received general support from those who attended the meeting based on the statements made. The DA's in question do not guarantee public access and the venue is not a pub, but a restaurant where you would have to purchase a meal to have a drink.

I (John Corbett) previously served on the committee of the Bloomfield District Residents Association, was part of the working group involved with the Wharf Report and have volunteered with the Coast Guard, whose crews relied on the ramp and road access to reach our vessel. I therefore have a well-informed understanding of the site, its history, and its importance to the community.

KEY CONCERNS

1. Public Vehicle Access to the Water

Trailfinders' application does not clearly designate or secure permanent public vehicle access to the wharf and waterfront area at the end of Dabu Lane.

This has always been a concern of the community and in the past strong opposition to Trailfinders' development proposals have been expressed in relation to closing this access. Dabu Lane leads directly to the waterfront and recreation reserve. The local Indigenous community and Ayton residents as well as tourists have used this access daily. The roads that are constructed have not been accurately aligned to town plans and this needs to be addressed.

The current proposal risks restricting public access, particularly in relation to First Street, Norman Street, and Dabu Lane as well as the track on the southern tip of Lot 26. It is my understanding all this area was originally recreation reserve.

2. Adequate Parking and Safe Traffic Flow

The proposed restaurant is designed for up to 100 patrons but includes only six designated parking spaces. A significant proportion of visitors to Bloomfield tow boats, caravans, or camping trailers. There are also the adventure tours utilizing buses and motorbike groups, and the self-drive Britz style vans requiring safe and adequate parking. The proposed design does not take this into consideration and creates a traffic situation where vehicles attempting to enter with trailers will create a hazard to other road users. It would be assumed the restaurant will cater to tourists for lunch during the peak season time of the year. You only have to look at the Lions Den at this time of the year to see the significant traffic issues the proposed site will create in its current format.

When heading south toward the development, as you crest the hill before at 50 kph you will have less than 3 seconds to react before hitting a vehicle exiting Lot 1. Similarly, exiting Lot 1 with a trailer you will have less than 3 seconds to complete your exit and be within your lane. In my opinion that scenario is very unsafe. The same sort of timing applies to the vehicle coming from the south and someone trying to enter the Restaurant.

Lot 1 should be allocated for this purpose.

3. Suitability of Proposed Tourist Cabins

The application proposes constructing tourist cabins on low-lying, previously mangrove land with uncompacted fill and a very shallow water table. The basin area identified on the plan is at the point of being tidal. This area is susceptible to significant flooding, and is unsuitable for tourist accommodation. The proposed sewage absorption trench is located close to the bore and in an area subject to groundwater and surface flooding, raising health and environmental concerns. The proposed access point from First Street for Lot 1 creates a dangerous traffic situation, particularly for vehicles towing boats due to poor visibility from the north.

Without proper parking and safe road design, there is a serious risk to traffic safety for vehicles coming from the North and to a lesser extent from the South. With the development of the 'Bloomfield Lodge' this will only increase traffic flow as they will be using the area as a Departure Area.

4. Impact on Local Business and Fair Competition

As the owners of an established accommodation business, we are concerned that subsidised tourist cabins operated by Trailfinders may create unfair competition and oversupply in a small market, particularly during the wet season when tourism numbers are limited. Trailfinders already provide extra accommodation to the area with Mt. Louise Guest House. We see no need to attach accommodation to a restaurant.

With the Bloomfield Lodge being sold and upgraded this will bring a significant number of additional accommodation cabins to the area.

The proposed cabins will lessen the viability of existing businesses like ours in the area.

Suggested Alternatives

- Council require of Trailfinders to permanently secure public vehicle access to the wharf area, ideally through Lot 1 and Lot 26, which would provide safe entry and exit. I would request that a solution be sought by Trailfinders and Council, perhaps by conceding some of the wedge at the northern tip of Lot 26 and Lot 1 to enable vehicle access to Dabu Lane via Norman Street or First Street which needs to be constructed. This will reflect the intention of the roads that are drawn on the town plan. It is worth noting Trailfinders use Dabu Lane and Norman Street for access to their shed, boat ramp and wharf. Without the use of these public roads their facilities cannot be accessed.
- Adequate parking for boats, trailers, buses, 4wds and motorbikes from visiting tourists should be developed in the northern section of Lot 1, where the proposed tourist cabins are currently planned.
- The low-lying flood-prone area should not be used for tourist cabins. Instead, Trailfinders could retain two or three cabins on higher ground to house non local staff for the proposed restaurant.

- While the long-term viability of the restaurant is uncertain, it may enhance the local visitor experience if appropriate infrastructure is provided, including safe parking access and reliable sewage and water management in particular in relation to run off into the river.

Conclusion

We support in principle a development that enhances the Bloomfield Wharf area and provides community benefit which we believe is possible with some amendments to the proposal. However, we object to the current proposal in its present form due to:

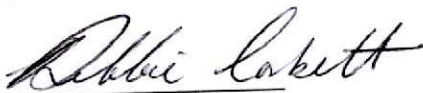
- Lack of guaranteed public vehicle access to the water
- Inadequate parking and unsafe access design
- Unsuitable use of low-lying flood-prone land for tourist cabins
- Potential negative impact on existing local businesses through unfair competition.

We respectfully request that Council consider these concerns carefully and require amendments to the development application to protect community access, safety, and fairness.

Yours sincerely,



John Corbett



Debbie Corbett

Linda McNab

From: Robyn Farrands <robynjaime@yahoo.com.au>
Sent: Sunday, 24 August 2025 3:43 PM
To: Mail Cook
Subject: Development Applications DA4926 and DA4925

The Assessment Manager, Cook Shire Council

Submission regarding the Development Applications DA/4925, 26 Norman St and 31 Dabu Lane and DA/4926 26 Norman Street, Ayton QLD 4895.

I have no objection to the plans for a food and drink outlet and accommodation on these sites as it would inject positive economic, employment and social benefits to our community.

I do object to the omission in the plans to allow public vehicular and pedestrian access to Dabu Lane and the riverfront that Dabu Lane provides.

Throughout all the discussions and meetings that Trailfinders have had with the public for the last 13 years at least, they have always verbally guaranteed to provide the public with access to the waterfront. One promise in an email from Tom Farnworth on 24 May 2024 was: *"Trailfinders will add perpetual public access to the wharf via an amendment to the deeds of the land, which we appreciate is important to the local community."* Now that the development applications have been lodged, there is absolutely no evidence of access being provided and assured.

I ask that either:

1. Cook Shire Council make a provision in the approval of these development applications, that Trailfinders provide public vehicular access to Dabu Lane and parking space or
2. Cook Shire Council opens up the gazetted Norman Street and adjoins it with the gazetted Dabu Lane in a way to give the public vehicular access and parking space or
3. Cook Shire Council seeks an alternative to arrive at public vehicular access to Dabu Lane.

Regards

Robyn Guedes

2529 Cape Tribulation Bloomfield Road

Bloomfield Q4895

Ph: 0427 748 211

Linda McNab

From: Ashley Holliday <rasholly51@yahoo.com>
Sent: Monday, 25 August 2025 11:18 AM
To: Mail Cook
Cc: Robyn Farrands; Jude Edwards
Subject: Development Applications DA4926 and DA4925
Attachments: DA traifinders attach 1.pdf

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The Assessment Manager, Cook Shire Council

Submission regarding the Development Applications DA/4925, 26 Norman St and 31 Dabu Lane and DA/4926 26 Norman Street, Ayton QLD 4895.

At a special meeting of the Bloomfield River District Residents Association Sunday 24/08/2025 it was unanimously decided that the Association shall make a submission about the Development Applications DA4926 and DA4925.

Points from meeting re Submission to Council

- Council to make a provision that Trailfinders gives the public permanent and ongoing vehicular and pedestrian access to Dabu Lane and the river for the Development Applications to be approved. The only practical access to Dabu Lane in the DA is via the track planned along First Street, starting by crossing the corner of the property then to First street, then back across the property to Norman Street. Then across a portion of the property (lot 26) to Dabu Lane, as we have indicated in the attachment 1. In order to provide on going public access this would involve easements as in their application Lot 26 on SR750 and Lot 1 on A3024 (access handle easement)
- Either Trailfinders gives access in perpetuity through their land or Council constructs roads on the existing allocated roads. If council neglects this issue it could leave Council in the position of having to build roads through the mangroves and below high water mark to connect First Street to Dabu Lane in the event that a future owner of the properties fenced and gated their boundaries.
- Current access is cut off by the development. At present the developers are using the public road reserves of Dabu lane and Norman street as extensions of their land and inhibiting use and access to the river frontage for the public. This implied right of use by the developer is an indication of future concern for the community.
- Needs to include a provision for parking especially for the elderly. The 100 seat restaurant has only provision for six car park spaces, there is no indicated parking in the wharf area and no foot path up to the proposed restaurant. This could mean the developer intends to use West Street for extra car parking. Visitors to the Wharf and River frontage, including elderly with mobility issues, will need parking area to be allocated to the lower part of Norman Street and Dabu Lane. There is no access provided for the public to park in Lower Norman Street or Dabu Lane and then proceed to the restaurant.
- In discussions at past meetings and correspondence with Trailfinders, they have indicated that they would provide public access to the wharf in exchange for community support for the development yet nowhere in the development applications is any provision made.

- A solution would be for Cook Shire Council to open up Norman Street and do the construction necessary to connect it to Dabu Lane. In the future the the properties could be sold to owners who own both parcels or to different owners. The owner of either property could close public access through their property and either one could thus deny public access to the wharf or River Front. This will leave the Council in the position of having to build First Street and or Norman Street within their alignment or Resuming land from these owners for public access.

Public access to the river and wharf has long been an issue for this association and Bloomfield residents. The importance of this has been comprehensively addressed in the Ayton Wharf Report available at this link

<https://www.dropbox.com/s/o5y2hey2745r6jp/ayton%20wharf%20report.pdf?dl=0>

Access to the Recreation Reserve and the Historic road upstream of the wharf could also be cut off by the the corner portion of lot 26. Residents have long supported the building of a walking/cycling path joining Dabu Lane to the boat ramp a future owner could close this by fencing their property on this boundary. We therefore submit that to avoid future problems that this corner be excised or an easement made from lot 26 to allow for a future path.

As part of their Letterhead The Cook Shire Council announces its responsibility to provide continuing access to land and water. **Cook Shire Council acknowledges the Traditional Owners of this Country and recognises the continuing connection to lands, waters and communities.**

It would be a better outcome for The Cook Shire Council, the residents, visitors of Bloomfield and the present or future owners of this development that this issue of public access be resolved before this DA is approved or goes ahead.

Kind regards

Ashley Holliday

President

BRDRA

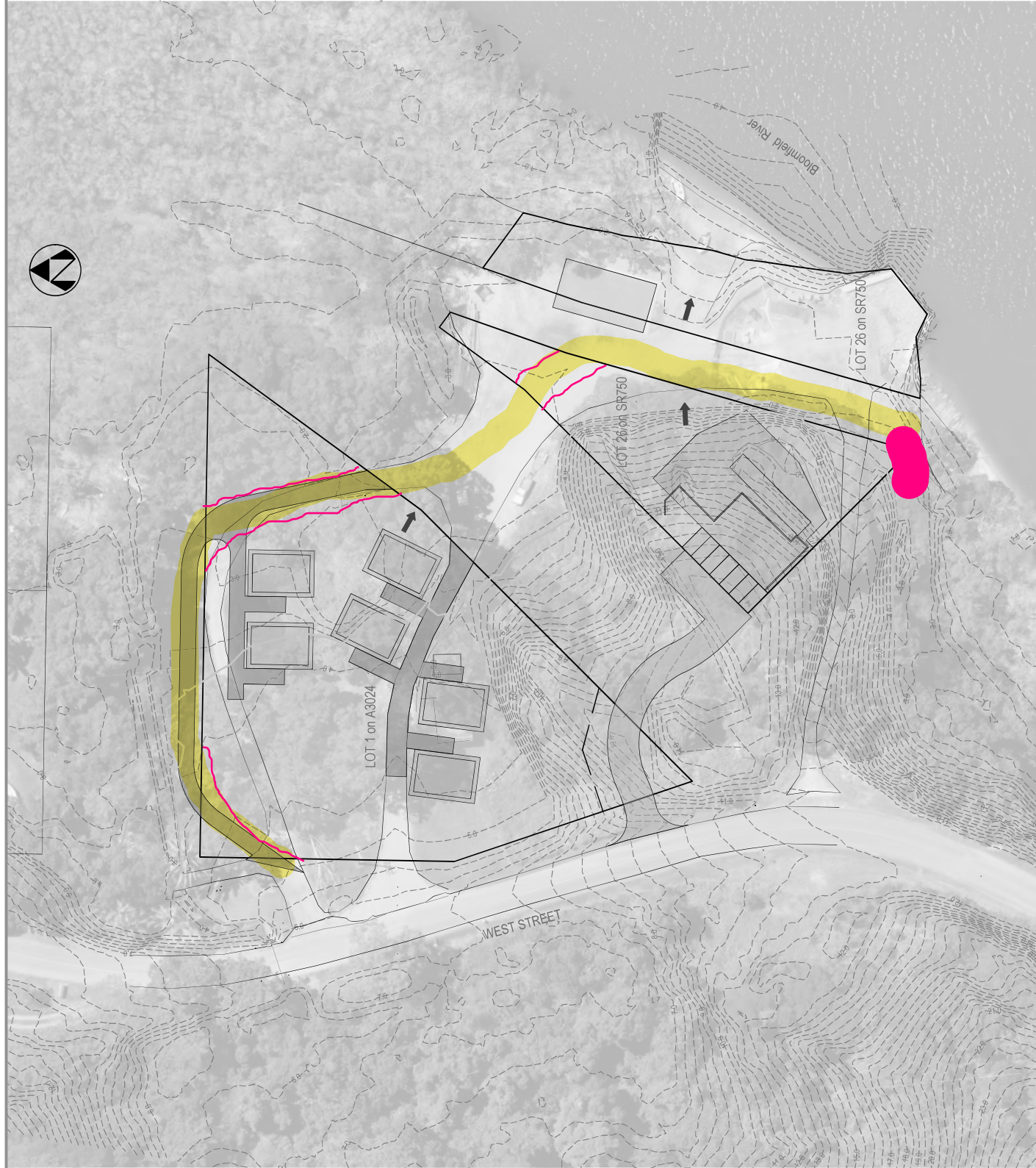
President: Ashley Holliday rasholly51@yahoo.com Treasurer: Jude Edwards judeve@proton.me

Secretary: Robyn Guedes robynjaime@yahoo.com.au Phone 0427748211





SUBJECT LOTS
RL 3.66m CONTC
EMERGENCY MA
EXISTING SURFA
(0.5m INTERVAL)
DIRECTION OF F
EXISTING DRAIN



BLOOMFIELD DEVELOPMENT

MASTERPLANS
DRAINAGE AND FLOODING

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A3 Full Size (Scale as shown)
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CONSULTING

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A 10.05.25 INITIAL ISSUE

Rev	Date	Revision Notes
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2016/02/25 5:19:06 PMF: | 1022102-251110 | Downloaded from Medline | journal/02-2510-10-10-103 | F1 000.dan

Linda McNab

From: Lucille Cassar <lucille.cassar@wujaljusticegroup.org>
Sent: Monday, 25 August 2025 12:27 PM
To: Mail Cook
Cc: Wendy Rowlands
Subject: DA 4926 DA 4925
Attachments: COOK SHIRE Assessment Manager.pdf

Follow Up Flag: Follow up
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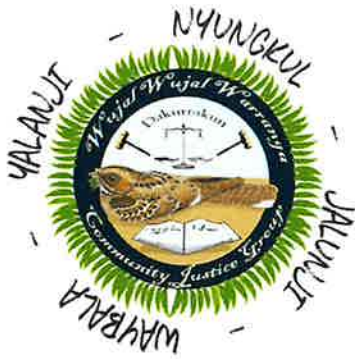
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Please find attached submission regarding Trail Finders DA as ref. above.

Kind Regards
Lucille Cassar
A/CEO
Wujal Wujal Justice Group Inc
120 Hartwig St Wujal Wujal
Mob - 0437903934



We Respectfully acknowledge the traditional custodians of KuKu Yalanji , Nyungkul and Jalanji Country and their continuing connection to land, sea and community. we pay respects to our elders past , present and emerging.



NGANA MURUKU JUNKURRJIKU JANAY
WE STAND STRONG TOGETHER

Wujal Wujal Justice Group Indigenous Corporation

120 Hartwig Street, Wujal Wujal QLD 4895

ABN 21810571655 : ICN7964

Lucille Cassar Coordinantor/ Acting CEO

Ph: 0437903934

Lucille.cassar@wujaljusticegroup.org

To COOK SHIRE COUNCIL

Assessment Manager Re;- DA 4925 & DA 4926 TRAIL FINDERS

We write you as the Wujal Wujal Justice Group a representation from the Wujal Wujal Community our members are concerned with the closure of access to the Bloomfield River once works have been completed and considering the future years to come when property may change ownership.

Can you give some verification around the future planning and public accessibility to the Bloomfield River.

Currently this is the closest boat landing to the Ayton shop.

Lucille Cassar

Coordinator & Acting CEO

Linda Walker board Member

Kathleen Walker Board Member

Lily Yougie Board Member

93 Hartwig St Wujal Wujal

10 Keim St. Wujal Wujal

93 Hartwig St. Wujal Wujal

+ Linda Walker.

x Kathleen Walker

x Lily Yougie

25/8/2025

We respectfully acknowledge the traditional custodians of Kuku Yalanji, Nyungkul and Jalunji Country and their continuing connection to land, sea and community. We pay our respects to Elders, past, present and emerging.

Linda McNab

From: Andre Scarton <andre.scarton@gmail.com>
Sent: Monday, 25 August 2025 12:43 PM
To: Mail Cook
Subject: Submissions for DA/4925 and DA/4926

Follow Up Flag: Follow up
Flag Status: Flagged

Some people who received this message don't often get email from andre.scarton@gmail.com. [Learn why this is important](#)

Dear Assessment manager,

I forward my submission for the 2 development applications by the same company.

DA/4925

The display board shows: "Food and Drink outlet." (Is it alcohol aswell?)

The Restaurant/Tavern? shows only 6 available designated car park spaces. This seems inadequate to me, as some of the parking lots will likely be taken up by the staff aswell.

Closure of existing dirt track and crossover:

My biggest concern is, that there is no mention that puplic access by car/foot to the wharf will be retained. There is a long history that people go there for fishing and socialising.

DA/4926

Same concern regarding puplic access to the river. Norman Street runs into the development site.

I am not against the development in principle,
but I am asking, if you could address my listed concerns.

Regards
Andre

Linda McNab

From: Barbara Dunn <barbengel26@gmail.com>
Sent: Monday, 25 August 2025 1:59 PM
To: Mail Cook
Subject: Submission re DA/4926
Attachments: Submission re DA4926.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

[Some people who received this message don't often get email from barbengel26@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please find my submission below.

Barb Dunn

Submission regarding Application DA 4925: Lot 1 n A3024 and Lot 26 on SR 75026
(Norman St and Dabu Lane, Ayton 4895)

Dear Cook Shire Mayor, Councillors and CEO,

As a long term resident of Ayton who first came into the area in 1974 on a small mackerel boat and often made use of the wharf and the access to Ayton Store via what is now called Dabu Lane, I am totally dismayed that once again we need to ask that public access to the river is maintained.

We visited all the issues involved in 2014 when Trailfinders tried to close our access then. The resultant Wharf Report which I hope at least some of you have read, outlines why the whole area is so vital to all residents of the Bloomfield River Valley and to all seafarers.

The New Development proposal was pitched to us as a wonderful opportunity for local development and employment. Public access in perpetuity was promised and so the community saw no reason to object. I/we acknowledge that the land in question is private property . (excluding Norman St and Dabu Lane).

I have several objections to the current D.A.

- 1) It appears that there will be no public vehicular access to the water. This is vital for those who need to bring supplies down to their boat or dinghy. Also for anyone coming any distance to fish with their gear.
- 2) There is absolutely no room for public parking in the area for a long distance due to the nature of public roads and topography. This will affect especially indigenous people from Wujal Wujal.
- 3) The proposed new access, which requires using the current northernmost crossover from the West St is a very dangerous turn as it is so close to a crest on West St which severely limits vision. A safer access would be to use the crossover which they intend to close to the public and direct public vehicles north along the sewer absorption trench to the proposed new access along what remains of First St.
Either access requires that vehicles would then need to cross freehold land at least 3 times. Who guarantees that in the event of a sale in the future this access will stand.? We do need this access IN PERPETUITY as promised!
As the developers will have all machinery on site as they progress, I suggest that they could build the new access some of which is just outside their boundary. Council would need to facilitate this. Perhaps they could share the expense which would be a drop in the ocean for Trailfinders in the overall development.
- 4) Re the commercial building, the DA shows provision for parking 6 cars. I believe that there is seating for many more. There does seem to be a need for more parking which realistically would be where it always has been. (on the flat land between the shed and the rocky hill where the restaurant will be situated. This for fishing at the wharf especially.
- 5) I am curious as to what sort of sewerage system will be used for the commercial building. The proposed absorption area is a pretty rocky slope.

6) I also query the 2 staff accommodation facilities as locals were lured by the promise of employment. Perhaps someone needs to be onsite 24/7? An explanation would be good.

I welcome the development to a fair extent and look forward to having somewhere to go for a feed and a drink and to take visitors. However I am heartbroken that once again the community must battle for vehicular access to the wharf area.

I am reminded of the adage that "if it looks too good to be true and sound too good to be true then....." I feel that to a fair extent we have been hoodwinked by millionaires.

Yours in good faith,
Barbara Dunn. (0459414290)

16 Second St
Ayton. 4895

Linda McNab

From: Angie Dick <angiedick@hotmail.com.au>
Sent: Monday, 25 August 2025 4:52 PM
To: Mail Cook
Subject: Submission regarding the Development Application DA/4925. 26 Norman St and 31 Dabu lane Ayton Qld 4895

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for the opportunity to add my voice ... regarding the above proposed developments

Inwardly I groan NOT AGAIN!

For the past 50 years we have had to fight the developers three separate times from closing the gazetted roads in this wharf area.

(thus by excluding the community they would have exclusive rights to this entire area.)

However each time the state gov in their wisdom, ruled to dismissed these applications

As it was " NOT IN THE PUBLICS INTEREST.

This time however the Developer Mr Gooley has come in from a different angle

to exclude the community by closing the roads on his property, to the public.

knowing full well that there isn't a road access alternative for the public

thus achieving his aim of having exclusive rights to this wharf area.

It is not the communities fault that the state gov at the time (1984) allowed the Freeholding of the special lease(that was our former public purpose land)

nor is it the communities fault that all the previous councils (over these past 50years)

have all openly supported the developers at all three separate public meetings called to discuss each of these proposed closures.

nor that these past councils have ignored the needs of this community by not opening any of the gazetted roads in this area

nor have they assisted the community in producing a development plan of this waterfront area, particularly taking into consideration the wealth and richness of both aboriginal and non aboriginals history which would enhance this area for everyone including

the current developer and future developers

"Cultural heritage, both indigenous and non-indigenous underpins and enhances our community identity and provides us with historical understanding upon which to grow and develop

our communities." page 29 dept. of environment and heritage protection qld gov. State Planning Policy

Of course the current developer cares nothing of our historical and cultural heritage past.

Or of our present community distress over these road closures to the public within his property .

It is difficult to move past the access issue however Mr Goolies pub on the rock I think is going to be a terrible eyesore.

From the time you enter the Bloomfield River it'll capture everyone's attention by its ugliness, marring the beauty of this beautiful natural environment.

The parking situation is ridiculous. Apart from the half dozen bays near the building just where will people park? Perhaps on West ST.

which is our only throughfare, very narrow, bendy and extremely busy. (wheel drives camper trailer, caravans pounding through.)

the other problem i can see, is toilet issues. The building is perched on a rock right besides the river how can it possibly work?

regarding the other development the six units once again the area is almost the same level as the adjoining mangrove swamp.

just how the septic could possibly work for 6 units, I have my doubts.

i am certainly no expert on toilets or carparks however I am in the needs of our community.

I was one of the authors of the Ayton's Waterfront Future and there have been some changes since we completed the document.

Mr Gooley's the properties weren't sold and it are these blocks that Mr Gooley is now pursuing these developments.

The other is how the community survived after the terrible floods following Jasper and how this community was brought to its knees.

we were completely cut off in all directions by road with massive landslides, no power or phones, food water.

The ONLY way of getting supplies, fuel, machines, portable Accom. generators etc was by barge.

the ONLY place the barges could land safely on the Bloomfield River was at the natural ramp near the wharf, of course the wharf was completely washed away as was the garage.

And Yet the whole area was transformed into a giant recovery centre for many months.

The Bloomfield Wharf area has always been the beating heart of this community and never was it more evident and so vitally important as after these floods.

We are a very isolated community

My property is in the next bay passed the Bloomfield wilderness Lodge, on the coast.

I and my family have lived at Kangaji Bay for over 60 years, the wharf area was so very important to us especially as we, like the lodge, only have a sea access to our properties. We have fought hard all these years with the rest of the community to secure and safeguard our legal access from our boat on the river at the end at Ralphs steps through to Ayton for shopping mail library etc.

I think its about time that council constructs and opens one of the gazetted roads for the public. whether it is Norman st or First st. or both.

This situation cannot continue. I would also suggest that the community put together a development plan for the waterfront as soon as possible

I don't think the development should go ahead until these issues are resolved.

yours sincerely

Mrs Angela Dick

Linda McNab

From: Katrina Hewitt <khewitt240@gmail.com>
Sent: Tuesday, 26 August 2025 4:24 PM
To: Mail Cook
Subject: Submission DA 4925 Hewitt and Noble
Attachments: DA 4925 Food and Beverage Outlet.docx

Please find attached a submission against DA 4925. Apologies, the first version lacked contact details.

Thank you

Katrina Hewitt and Craig Noble

26 August 2025

Cook Shire Council
PO Box 3
COOKTOWN QLD 4895
E-mail: mail@cook.qld.gov.au

RE: DA 4925 - Material Change of Use - Food & Drink Outlet and Reconfiguring a Lot (Access Easement) and Operational Works (works in Road Reserve) - Lot 1 A3024 & Lot 26 SR750 - 31 Dabu Lane and 26 Norman Street, Ayton 4895

Grounds for Submission:

This submission is against the application in its current form, being concerned it does not adequately address the following areas (in summary):

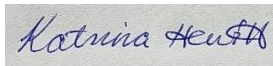
- The DA seems incomplete
- Omissions of relevance in the Planning Report
- Water supply
- Adequate car parking
- Easement and access of private and public land
- Management of wastewater and sewerage system and impacts on local waterways/bodies
- Access to electricity
- Addition to existing community need and business development
- Maintain current wharf and boat ramp access
- Provision of safe access and connectivity

And therefore, has not mitigated for long term viability in not only a challenging environmental environment (general rainfall, rain fall events) the current and short term economical down turn (cost of living, decreasing tourism, lack of appropriate staff and staff housing) and considerations of negative impact on existing community businesses and community spaces.

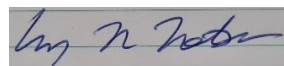
Of concern also is the Company's current history in the area whereby it closed a Food and Drink business down for more than seven years. This create a negative impact on the local people who were employed in that business including those that had relocated to the area under the guise of long-term employment opportunity.

These concerns are addressed in detail in Attachment 1.

Yours sincerely



Katrina Hewitt 0428 887 447
Bch Ecological Agriculture
MA Business Administration
Dip Hospitality



Craig Robert Noble 0412 758 515

Attachment 1

Attachment 1:

CONCERN	DA SECTION	DISCUSSION
Incomplete sections of the Development Application	DA Form 1, part 2, page2, section 4 ... in or above an aquifer ...	Is it confirmed there is no water table under this site – given the surrounding properties are supplied by ground water – it seems a water table is likely under the site. Should the Bloomfield River not be identified as an adjacent water body?
	DA Form 1, part 3, page 6, division 3, 14.1 ... operational works	The DA covers all components in this section therefore should they not all be identified?
	DA Form 1, part7, page 9, 20	As DA 4926 was also submitted at the same time as this application, should it not be identified as associated with the DA
Omissions of relevance in the Planning Report	Planning Report, page 11, 3.0 Site Description	It is noted in the fourth paragraph ... <i>a handful of tourist accommodations</i> ... to clarify – at least three within 1.5km • Bloomfield Beah House (Accommodation) • Bloomfield Escape (Accommodation) • Bloomfield Cabins and Camping (Accommodation and Food and Drink Outlet – LICENSED) Also, of note within 1 km is the Ayton General Store and Food and Drink Outlet, within 3km is Peppers General Store and Food and Drink Outlet. Disregarding the current anomaly of TC Jasper post event disaster impact and recovery works, these businesses are viable and adequately address the needs of the community and tourism trade. There appears to be a lack of ground truthing and business case study for this development.

	Planning Report, page 35, 6.2 Other Relevant Matters	Regarding reference to the importance of the proposal against the Ayton's Urban Expansion map and associated 1994 overlay – by definition of the Cook Shire website - is a tool designed to recognise where long-term expansion of a town MAY occur. It is not a prediction or expectation of growth to support a Business Case. Current data used to support a Business Case, such as the Australian Bureau of Statistics and Tourism Research Australia indicate the area has less than 1,000 people - is of aged population living under the poverty line and tourism was on a declining trajectory prior to the disaster of the post Tropical Cyclone Jasper event.
	Planning Report, page 37, 7.0 Summary and Conclusions	There is no evidence of the source for the statement regarding the proposal being submitted related to or in response to an anticipated increased population and visitor need to the area ... <i>specifically: local employment, leisure opportunities and improved services.</i> Investigation and research have failed to find evidence of this statement.
Access to water and water supply	DA Form 1, part 7, page 11, 23.6	It is noted a bore will not be utilised for this development
	Attachment 7: Gilboy Hydraulics Report, 7 March 2025, page 3, 2.0 ... Water Supply; Attachment 4, Table 9.8 Infrastructure Services	It is noted daily usage (without landscaping need) is estimated at 3,200L per day. Only one rainwater storage tank is noted on the plans. The rainfall for 2025 between May and August was less than 100mm with 70mm falling in May. What is the back up option for water supply?
Adequate Car Parking	Planning Report, page 17, 4.1; page 34, 6.1.1.5; Attachment 4 Table 9.7 Car Park Provisions;	The application identifies the expectation of 10 staff and 98 guests (as per diagram page 5 of Attachment 1). Given the roadside locality of this development and you would assume an aim to be viable – how are 7 car parks adequate to service

	Attachment 5 Element 3.3 Economic Wellbeing, 3.3.1.1 Specific Outcome 2 and 3	need? Where will overflow locate? The car and caravans, big 4x4 trucks. The road verge and shoulders are dangerous and illegal parking locations on West Street. If the Take-Away service is successful – where will those vehicles park during pick up? It is argued the site is not of adequate size for the building proposal.
Easement and Access across Private and Public Land	Planning Report, page 18, 4.1	It is noted on Figure 10 Where the Norman Street and Lot 1 A3024 proposed cross over is sited. It has not been identified how the easement construction will not interfere with the natural drainage of the site and potential opening up of Norman Street. How will this easement affect any potential sale of Lot 1 A3024. Does the granting of this application create a future dilemma and set a precedence for the town planning
	Attachment 7: Gilboy Hydraulics Report, 7 March 2025, page 3, 2.0 ... Wastewater ...	In relation to the sewer absorption area ... <i>And that this will be located in the terraced areas of the site where possible <u>before taking up any space in the existing dirt roadway</u></i> . The potential to extend any part of the two sewer absorption areas onto Dabu Lane has not been identified in this application – is there another application? Why do they not know how much space the sewer absorption area will require for now and into the future.
Management of Sewerage System	Attachment 4, Table 9.8 Infrastructure Services, PO2; Attachment 7: Gilboy Hydraulics Report, 7 March 2025, page 3, 2.0 ... Wastewater Attachment 5, Element 3.6 Infrastructure and Servicing, 3.6.1.1, S11	The sewerage absorption trench area sites have been identified as being adjacent to the Bloomfield River. It has not been identified HOW potential contamination will be mitigated in the event of a high rainfall event or flood. This comment is in relation to the water tables being contaminated with e-coli following the post TC Jasper event, and the prediction flood levels will be higher in the future

		because of the silt build up in the river channels – water can only spread wider. Regardless of storm events, a generous wet season has seen ground saturation over a period of weeks. The proximity of the sewerage trenches to the river system is of concern. As is the fact it has not been identified there is not an aquifer at this location.
Access to Electricity	Attachment 4, Table 9.8 Infrastructure Services, PO4	It is noted through the proposal the intention is to access electricity through the Ergon network. A back up electricity source (such as a generator) has not be included in this proposal. Whilst an efficient operator and service provider, the rainforest environment often interferes with the electricity supply. It is common for the local region to experience outages. Local businesses have back up generators to offset the impact of these outages. The same consideration for guests, staff, supplies, water and sewerage operation, does not seem to be included in this proposal.
Addition to existing community need and business development	Attachment 5, Element 3.3 Economic Wellbeing, 3.3.1, SO1	The proposal has not considered existing Food and Drink Outlets that already operate in the region and current limitations to their expansion. In particular long term local employment is difficult due to many factors including an aged demographic or semi-retiree's, those that want work are already employed, housing is it greater than 100% occupancy which restricts opportunity to explore the

		itinerant employee market and the viable tourist trade is seasonal. The business case for an additional outlet has not been presented in this proposal, in particular, the ability of the region to support another business.
	Attachment 5, Element 3.3 Economic Wellbeing, 3.3.1, SO7 and 8	The proposal does not demonstrate HOW it will contribute to the communities broader economic and lifestyle or HOW it will mitigate community impact in the event of disasters and increase resilience. Given recent experiences with flooding and inundation from the post TC Jasper event ... with a lack of back up electricity, potential inundation of septic soak systems and land lock from rising water courses and land slides ... this DA has not identified these potential risks or offered mitigation. It can be argued the proposal will increase the impact of future disasters. The proponent has not demonstrated a historical long term sustainability with employment and services in the community – will there be a functional exit plan of this new venture if required in the future?
	Attachment 5, Element 3.3 Economic Wellbeing, 3.3.1.1, SO1	The proposal has not identified that three Food and Drink outlets currently exist within a 1 to 5km radius of the site. The proposal has not provided a business case for and additional outlet.
	Attachment 5, Element 3.6 Infrastructure and Servicing, 3.6.1.1, S10	Not only will the proposed outlet be competing with existing businesses, it is not identified HOW vehicle trips will be reduced – there are no taxi or Uber share services in the area. They are not included as a component of the proposal.

		It is not identified HOW walking and cycling will be prioritised. The community understands further walking paths are a low infrastructure priority. The recent 600m installation between third and second street took many years of community lobbying to achieve. Current non-vehicular access to the proposed site is dangerous as it requires walking along West Street with little to no road verge on a hilly and windy stretch with low visibility of on coming traffic.
Maintain current wharf and boat ramp access	Attachment 5, Element 3.6 Infrastructure and Servicing, 3.6.1.1, S12	There is concern the easement and increased traffic will interfere with ongoing and long term access to the wharf and boat ramp. Whilst it is noted this will not be a foreseeable issue, there is not mitigation built into the application.
Provision of safe access and connectivity	Attachment 5, Element 3.7 Strong Communities, 3.7.1.1: Specific Outcomes 5 to 8	The proposal does not adequately address any of these outcomes – connectivity methods have not been established; there is a failure to identify existing community spaces (sports ground, gym, hall, tin shed, library) and existing food and drink businesses and propose how the integration would benefit the community; and it can be argued with limited parking and no local ride share options – on a dark, narrow regional road with limited visibility – community safety is not being addressed.

20.8.25.

COLIN BURNS
BROADWAY ST.
AYTON

To COOK SHIRE COUNCIL

D A 4925 SUBMISSION FOOD & DRINK OUTLET LOT 26 AYTON.

ACCESS

As shown, to and from Bloomfield Rossville ROAD, reducing existing speed limit to 50 kph from 60kph does not address the dangerous reality of vehicles, motor homes, caravans, tour busses etc in & out of a licenced restaurant, at this curve part of the ACAINS COOKTOWN Coast Road.

SEWERAGE

Where shown on D A for absorption area is shaley rock. Have site test bores been submitted with D A?.

PARKING

The 6 parking spaces shown are not sufficient. What of motorhomes stopping in for lunch or dinner on way to or from Cooktown,? I presume the manager and staff will need parking space. As I have seen the changes in Bloomfield since first driving on a trip from Helenvale 60 years ago, coming to live here 50 plus years ago and seeing rate of "PROGRESS" in last decade, the traffic will increase at a fasted rate, especially since CYCLONE JASPER PUT US WELL TRUELY ON THE MAP.

WHARF

NORMAN STREET.

AS shown access to parking crosses Norman Street. With very little earthworks Norman street will be made accessable to and from DABU LANE to and from Bloomfield River and wharf.

After all, AYTON is a River Village. Why I come to settle, build a home and for many years kept my boat at end of my street (BROADWAY STREET) where DABU LANE meets the river.

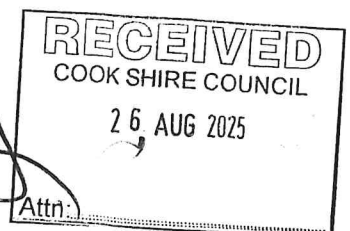
I ask that no obstruction by site works on this Council Road reserve. I should, Norman street is a 30 metre wide road reserve. PUBLIC LAND!

While I support the proposed development in principle, with no permanent road closure application of PUBLIC LAND, the issues of access to & from the venue must be addressed for both day and night clientele.

Thanking you to consider my submission and look forward to Council staff and councillors resolving my above ~~concerns~~ TRIAL FINDERS. I look forward to dinning on local barramundi, local grown exotic fruits or even local pineapple juice, the rough leaf variety always the best.

THANKS AGAIN

COL BURNS



PART SUBMISSION

25/8/25

D/A 4925 & D/A 4926.

AYTON – Bloomfield's River Village (A brief history)

Ayton, the township, was established on the Bloomfield River in 1884 to service the local developing sugar industry. This began a few years earlier with the construction of the wharf and tramline to the sugar mill site north of the river.

Later in 1889 land was excised from the wharf blocks to provide a permanent 11 yard wide roadway to the river's edge.

This unnamed road provides access to and from the township of Ayton. Ayton's river access and wharf are more important today due to the increase in population and diverse needs of the district.

In recent times a town reserve (R28) for public purposes adjacent to the Wharf area was converted to freehold title. Another reserve (R73) for wharfage purposes was cancelled and became a park and recreation reserve. Ayton's main wharf was for ten years a special lease (SL34969), conditional for the storage and transport of timber only, and was converted to freehold title without any special conditions.

These three crucial changes to public land occurred without any community knowledge or consultation.

It's imperative that the present public land adjacent to unnamed road be reserved for public access and wharfage purposes.

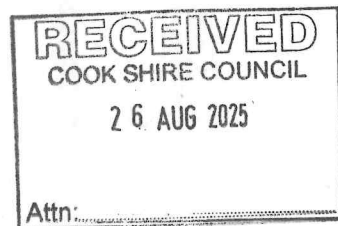

21/8/2015



to COOK SHIRE COUNCIL

ASSESSMENT MANAGER

P/A 4925 and D/A 4926



for COL BUANS
BLOOMFIELD.

26/8/25

Linda McNab

From: Dan Hall <buildingservices@wujal.qld.gov.au>
Sent: Tuesday, 26 August 2025 7:12 PM
To: Mail Cook
Subject: Att The Assessment Manager re: DA/4925 & DA/4926 Dual Submission

Follow Up Flag: Follow up
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Some people who received this message don't often get email from buildingservices@wujal.qld.gov.au. [Learn why this is important](#)

Dear Sir / Madam,

In support of approving DA's 4925 and 4926, I offer the following brief comment submission:

- The Bloomfield Valley has limited land availability suitable for commercial ventures such as these, thus as the community grows, more will be required.
- The "Main Wharf" and surrounds holds a fond place in many local residents hearts, therefore rezoning to potentially provide future spaces for people to socialise for community engagement is a net positive for the valley.
- The developers past history in the Bloomfield Valley speaks highly to their capabilities to execute any future works with quality and longevity in mind.
- Additionally, apart from Wujal Wujal Shire Council and the Bloomfield State School, the developer seeking approval for these works has provided the most long term employment opportunity's for Bloomfield residents in history, ever. A common thing to hear older people in the valley say is "where are our young people".. Jobs in the valley helps retain a balanced spectrum of community age groups.
- The freehold blocks in the DA's are surrounded by road reserves on all sides and one in between, this reduces the future risk of residents being "locked out" of the area to near NIL, if for instance the land changes ownership.
- Wujal Wujal Council has over the next 1 to 5 years, approximately 70 million dollars of infrastructure projects in the pipeline, as it stands we can't even find one nights accommodation to house a contractor to install a new car hoist, there simply is not enough accommodation in the valley, this translates to, in my opinion a very low risk that this development would impact other accommodation providers in a negative way.
- As a long time resident of the Bloomfield Valley and employee of WWASC, I have personally spoken to many people in community including councillors to residents and coworkers, everyone I have spoken to has responded favourably to this development proposition. Notably not one person from Wujal Wujal community has expressed to me any concern that the public could be locked out in the future. The unfortunate displeasure of those few further down the valley waking up in a paranoid sweat, have failed to collate fact, in that, the developer wants to build a commercial venture that relies on the public to survive as a business, a business that is also literally surrounded by road reserve.

The commentary in this submission does not represent those of Wujal Wujal council and are my personal opinions only.

Thank you,

Dan.

Dan Hall

Building & Projects Manager

Wujal Wujal Aboriginal Shire Council

1 Hartwig Street, Wujal Wujal 4895

Ph: 0448 302 539

Mail : buildingservices@wujal.qld.gov.au

www.wujalwujalcouncil.qld.gov.au

Linda McNab

From: Jimmy D <dimitropjim@gmail.com>
Sent: Tuesday, 26 August 2025 10:26 PM
To: Mail Cook
Cc: wdtbk888@gmail.com; office2@lmnlawyers.com.au; jdconsult@mail.com
Subject: DA/4925 – Objection Submission to Proposed Development at 26 Norman Street & 31 Dabu Lane, Ayton QLD
Attachments: DA4925 – Objection Submission to Proposed Development at 26 Norman Street & 31 Dabu Lane, Ayton QLD.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Some people who received this message don't often get email from dimitropjim@gmail.com. [Learn why this is important](#)

25 August 2025

Planning and Environment Department
Cook Shire Council
10 Furneaux Street
COOKTOWN, QLD 4895

Email: mail@cook.qld.gov.au

RE: DA/4925 – Objection Submission to Proposed Development at 26 Norman Street & 31 Dabu Lane, Ayton QLD

Dear Council,

I write to lodge a formal submission regarding Development Application DA/4925 lodged by Trailfinders Pty Ltd, which proposes a Material Change of Use for a Food and Drink Outlet, Reconfiguring a Lot, and associated Operational Works on Lot 26 on SR750 and Lot 1 on A3024.

This submission raises objections and concerns in relation to stormwater impacts, road access, amenity, and public health risks, which I ask Council to carefully consider under section 45 of the *Planning Act 2016* and relevant assessment benchmarks of the Cook Shire Planning Scheme 2017.

1. Stormwater and Flooding Risk

Once the large depression on the site (which holds significant amounts of water and provides habitat for mosquitoes) is filled in and the area converted to hardstand (e.g. car park), it is unclear where stormwater will be diverted.

- a. There is currently no lawful point of discharge identified in the application.
- b. The runoff will be exacerbated by the proposed earthworks and loss of pervious surface.
- c. My property at 2 First Street is at risk of receiving overland flow if stormwater is not lawfully managed.
- d. This could lead to flooding and pooling of water, especially during high tides or heavy rainfall events, worsening an already compromised drainage situation in the area.

Requested Action: Council must require a comprehensive Stormwater Management Plan addressing lawful discharge, flood immunity, erosion control, and downstream effects. particularly on neighbouring lots.

2. Road Access and Potential Encroachment on First Street

There is insufficient clarity in the application as to whether access will be taken from the First Street side or from Broadway Road.

- a. The public notification and plans should clearly identify the road access point(s).
- b. There is concern that First Street may be used or partially taken or encroached upon, despite long-standing usage patterns and potential private interests.
- c. Historical actions by neighbouring landowners suggest unauthorised occupation of part of First Street for private vehicle access, including to accommodate large buses.

Requested Action: Council must ensure public roads are not appropriated for private benefit, and access arrangements are clearly demarcated, lawful, and do not rely on informal occupation of First Street.

3. Broadway Road Access Blockage and Intentional Flooding of Adjoining Lots

On the Broadway Road side, approximately 80 metres of road has been eroded or washed away, which has not been repaired. This blockage has diverted water across private land during wet periods:

- a. It is alleged that a neighbouring landowner has intentionally constructed mounds or channels to divert water from their lot onto adjoining lots (including mine) for their own benefit.
- b. This has caused unnatural inundation and degradation of habitable land.
- c. There is potential for Council liability if public drainage assets are not maintained, or if Council condones private redirection of water.

Requested Action: Council must inspect the Broadway Road access and repair the washed-out section to ensure proper drainage and prevent artificial diversion of water across private properties.

4. Public Health Risk – Mosquito Breeding and Ross River Virus

The filling of a significant body of stagnant water (previously acting as a mosquito breeding ground) without proper drainage or wetland management increases the risk of mosquito-borne disease.

- a. I raise public health concerns relating to Ross River virus and potential biological hazard.
- b. The development may intensify this hazard by disturbing breeding zones without a mitigation plan.

Requested Action: Council must require a public health risk assessment and vector control strategy prior to any earthworks or construction.

5. Cumulative Stormwater from New Development

This application proposes additional impervious surfaces (building + car park), which will increase the stormwater burden in an already compromised system.

- a. There is no assessment of cumulative impacts on downstream properties, including mine.
- b. The hydraulic and engineer
- c. ing reports should be peer reviewed.

Requested Action: Council must assess whether the existing drainage network is sufficient to accommodate the proposed development without adverse impact on surrounding residents.

Conclusion

I respectfully request that Council does not approve the application in its current form. At a minimum, the following conditions should be imposed:

- a. A full stormwater management and flood mitigation plan (including lawful point of discharge)
- b. Defined and lawful road access plans, with no encroachment onto First Street
- c. Repairs and reinstatement of Broadway Road to its intended level and alignment
- d. Public health risk assessment addressing mosquito habitats and vector-borne disease control
- e. Independent review of engineering reports and onsite inspection of drainage conditions

Please notify me of Council's decision.

Yours faithfully,

Submission by:

Jim Dimitropoulos
2 First Street, Bloomfield QLD 4895
0473 581 279
dimitropjim@gmail.com

25 August 2025

**Planning and Environment Department
Cook Shire Council
10 Furneaux Street**

COOKTOWN, QLD 4895

Email: *mail@cook.qld.gov.au*

RE: DA/4925 – Objection Submission to Proposed Development at 26 Norman Street & 31 Dabu Lane, Ayton QLD

Dear Council,

I write to lodge a formal submission regarding Development Application DA/4925 lodged by Trailfinders Pty Ltd, which proposes a Material Change of Use for a Food and Drink Outlet, Reconfiguring a Lot, and associated Operational Works on Lot 26 on SR750 and Lot 1 on A3024.

This submission raises objections and concerns in relation to stormwater impacts, road access, amenity, and public health risks, which I ask Council to carefully consider under section 45 of the *Planning Act 2016* and relevant assessment benchmarks of the Cook Shire Planning Scheme 2017.

1. Stormwater and Flooding Risk

Once the large depression on the site (which holds significant amounts of water and provides habitat for mosquitoes) is filled in and the area converted to hardstand (e.g. car park), it is unclear where stormwater will be diverted.

- a. There is currently no lawful point of discharge identified in the application.
- b. The runoff will be exacerbated by the proposed earthworks and loss of pervious surface.
- c. My property at 2 First Street is at risk of receiving overland flow if stormwater is not lawfully managed.
- d. This could lead to flooding and pooling of water, especially during high tides or heavy rainfall events, worsening an already compromised drainage situation in the area.

Requested Action: Council must require a comprehensive Stormwater Management Plan addressing lawful discharge, flood immunity, erosion control, and downstream effects, particularly on neighbouring lots.

2. Road Access and Potential Encroachment on First Street

There is insufficient clarity in the application as to whether access will be taken from the First Street side or from Broadway Road.

- a. The public notification and plans should clearly identify the road access point(s).
- b. There is concern that First Street may be used or partially taken or encroached upon, despite long-standing usage patterns and potential private interests.
- c. Historical actions by neighbouring landowners suggest unauthorised occupation of part of First Street for private vehicle access, including to accommodate large buses.

Requested Action: Council must ensure public roads are not appropriated for private benefit, and access arrangements are clearly demarcated, lawful, and do not rely on informal occupation of First Street.

3. Broadway Road Access Blockage and Intentional Flooding of Adjoining Lots

On the Broadway Road side, approximately 80 metres of road has been eroded or washed away, which has not been repaired. This blockage has diverted water across private land during wet periods:

- a. It is alleged that a neighbouring landowner has intentionally constructed mounds or channels to divert water from their lot onto adjoining lots (including mine) for their own benefit.
- b. This has caused unnatural inundation and degradation of habitable land.
- c. There is potential for Council liability if public drainage assets are not maintained, or if Council condones private redirection of water.

Requested Action: Council must inspect the Broadway Road access and repair the washed-out section to ensure proper drainage and prevent artificial diversion of water across private properties.

4. Public Health Risk – Mosquito Breeding and Ross River Virus

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This application proposes additional impervious surfaces (building + car park), which will increase the stormwater burden in an already compromised system.

- a. There is no assessment of cumulative impacts on downstream properties, including mine.
- b. The hydraulic and engineering reports should be peer reviewed.

Requested Action: Council must assess whether the existing drainage network is sufficient to accommodate the proposed development without adverse impact on surrounding residents.

Conclusion

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- c. Repairs and reinstatement of Broadway Road to its intended level and alignment
- d. Public health risk assessment addressing mosquito habitats and vector-borne disease control
- e. Independent review of engineering reports and onsite inspection of drainage conditions

Please notify me of Council's decision.

Yours faithfully,

Submission by:

Jim Dimitropoulos
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