

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: 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: 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: james coase <jamescoase@hotmail.com>
Sent: Sunday, 24 August 2025 1:14 PM
To: Mail Cook
Subject: ATTN. Assessment manager, Cook shire council Application ref. DA/4926

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I appose the above said application development on Bloomfield river due to the complete absence of public access been addressed . Due to existing roads passing through freehold land in the said application they have absolute right to gate and close roads providing access to river front. The council has the responsibility to maintain the public access to river front , so people can access river to fish, tie up boats , access Ayton town if they have come by boat. Also In times of emergency , eg cyclone and floods, the said river front is a helicopter pad , barge landing access and boat access for stranded people. The river front is largely free hold with wharf, boat ramp and shed , which in history was a leasehold to simply load logs and un fairly changed to free hold . The upstream side is still open for people to tie up boats and fish and this access should be maintained. The council should be insisting current public access is written in" owner deeds ", or reengineered on existing road reserves. Complete emergency access to wharf and ramp could also be written in. It can be argued the large restaurant proposed has inadequate parking, and septic soakage trench will be a engineering feat. The proposed parking on Norman street cheekily takes up possible public access and the entrance comes through their land, effectively controlling future access. The development proposal is good for jobs ,but is a kick in the face to the locals whose prized river front will become exclusive to essentially "tourist" . This application is sneaky and deceiving. This is a wealthy mans commercial interests being fostered by council and locals interests shafted. Yours sincerely , James Coase, resident of Bloomfield for 30 years.

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

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:

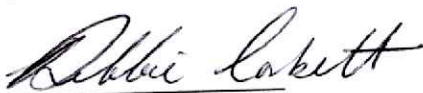
- Lack of guaranteed public vehicle access to the water
- Inadequate parking and unsafe access design
- Unsuitable use of low-lying flood-prone land for tourist cabins
- Potential negative impact on existing local businesses through unfair competition.

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

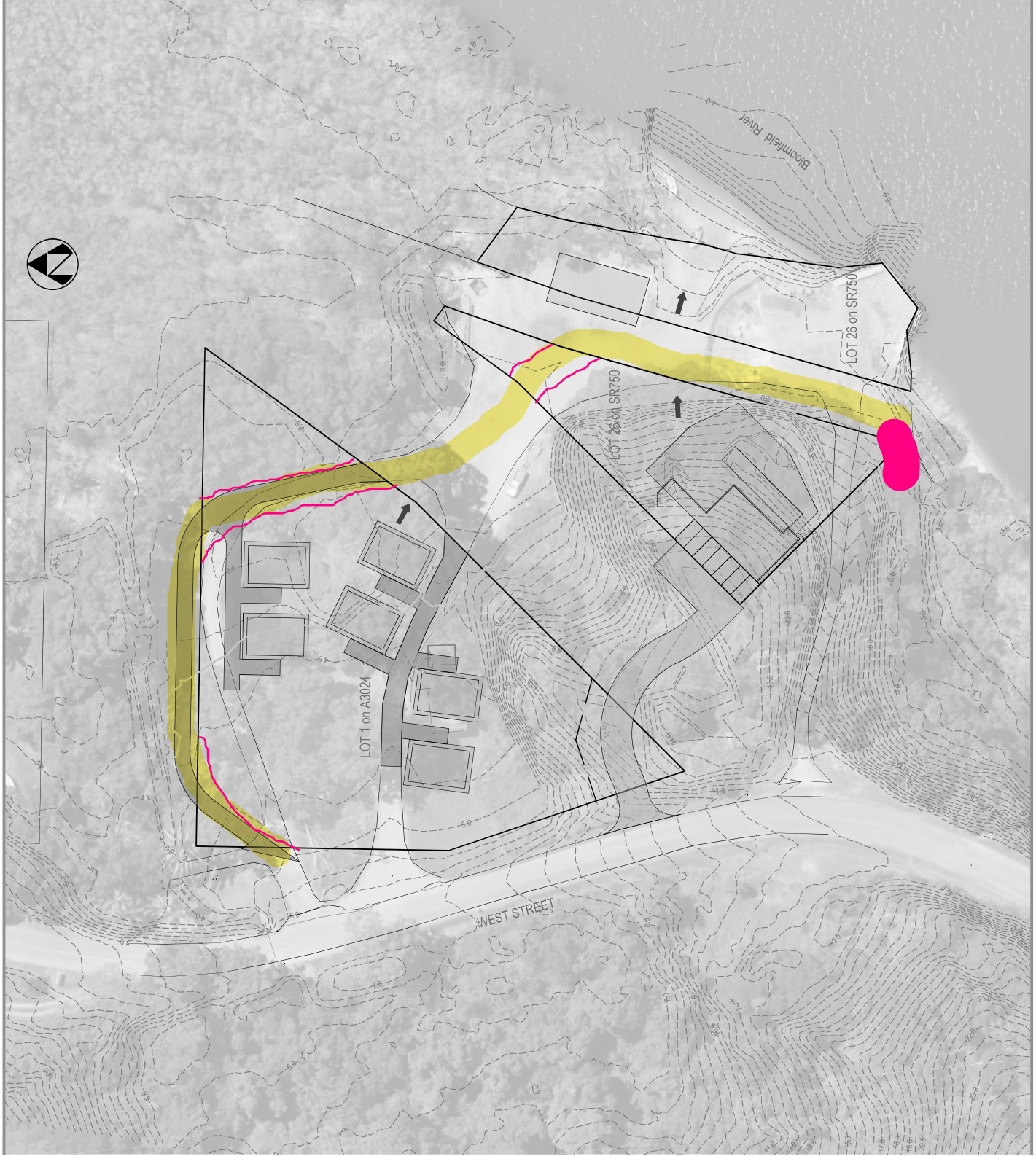
President: Ashley Holliday rasholly51@yahoo.com Treasurer: Jude Edwards judeve@proton.me

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



LEGEND

- SUBJECT LOTS
- RL 3.65m CONTOUR (MIN FLOOR LEVEL AS PER EMERGENCY MANAGEMENT QUEENSLAND)
- EXISTING SURFACE CONTOURS (0.5m INTERVAL)
- DIRECTION OF FALL
- EXISTING DRAINAGE PIPE



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

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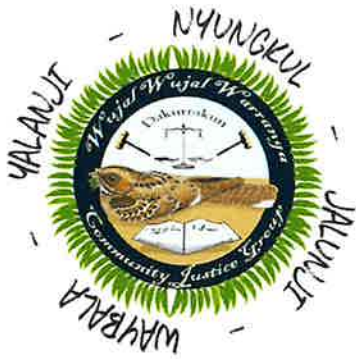
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Please find attached submission regarding Trail Finders DA as ref. above.

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

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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

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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

COLIN BURNS
5 BROADWAY STREET
AYTON . 4875

25.8.2025
40 608129

To COOK SHIRE COUNCIL.

SUBMISSION D/A 4926 ACCOMMODATION & TOURIST PARK LOT I AYTON ;

ACCESS

AS shown, closing existing access to wharf boatramp , river & shed on Dabu Lane and indicating Firststreet as proposed access raises many Concerns and Questions.

Firstly, who is to pay for cost of creating First St access?
Will this new road on alignment be bitumen standard? Maybe , seeing That to & from is from Rossville Bloomfield road. The main road on the coast from Cairns to Cooktown.

SAFETY SAFELY

Th existing access to main road is very dangerous especially coming out I often use this access to river & wharf. Always feel its an accident waiting to happen. Reducing the speed limit to 50kph frm 6kph would have no effect. With vehicles, trucks, motorhomes, boat on trailers, Bloomfield lodge (new owners) (BEEN CLOSED ~~FOR 6 MONTHS~~) for io Years.) Must be assessed by experts at road safety audit.

PUBLIC ACCESS TO RIVER AND WHARF.

As shown, access ~~is~~ yet to be constructed First St. Then crosses through Trailfinders property namely LOT I & LOT 26 then to public land namely the II metre wide, newly named DABU Lane.
What covenant would Trailfinders write into tne landtitle to give public assession in ~~PERPETUITY~~? Vehicles and pedestrians or only the latter.
Local indigenous have been fishing the river here forever.
I know COOK SHIRE COUNCIL has a policy of acknowledging indeginous connection o to LAND and WATER.

TIDE WATERLEVELS

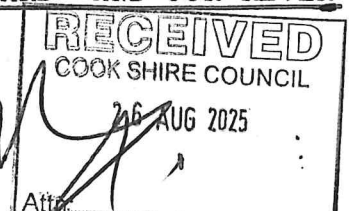
IS the dveloper aware of the 3 metre level plus wet season flood water? The raging flooding ~~wa~~ that took Trailfinders & wharf SHED away was, some say a 1 in 2000 year event.
Could happen again this year,??

CONSERVATION ZONE.

As aenvironmental, and conservation zone, has aapplicant addressed the issue of existing trees on ~~Lot 1~~, LOT 1
I know Paperbarks are not good hanging or near ROOVES.
It is worth noting for the record, the area shown as "FILL BASIN" centre of units 3, 4, 5 & 6 . the base of this basin is the original ground level before Gordonvale sawmill dozed into the high ground (THE HILL) ~~to~~ to fill the tidal area now LOT I PUBLIC PURPOSE RESERVE previously Special Lease converted to Freehold Title by Gordonvale saw mill.
Part of th hill was dozed to level higher site for what became new small saw mill. WORLD HERITAGE LISTING OF OUR LOCAL STATE TIMBER RESERVE I65.
PUT AN END TO OUR SUSTAINABLE LOCAL TIMBER INDUSTRY.

My main concern is th Developmment application MUST give PUBLIC ACCESS inperpetuity for Blackfellas and white fellas to the WHARF AND OUR RLVER .

Thanking you
Regards 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.

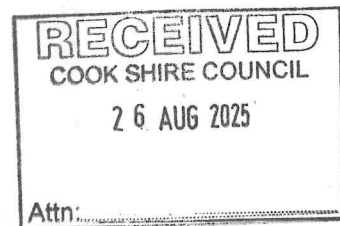

C. I. Hume 2/7/015



to COOK SHIRE COUNCIL

ASSESSMENT MANAGER

P/A 4925 and D/A 4926



for COL BUANS
BLOOMFIELD.

26/8/25

Linda McNab

From: Katrina Hewitt <khewitt240@gmail.com>
Sent: Tuesday, 26 August 2025 4:19 PM
To: Mail Cook
Subject: DA Submission 4926 Tourist Park
Attachments: Submission DA 4926 Tourist Park.docx

Please find attached a submission against DA 4926.

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 4926 - Material Change of Use for Short-term Accommodation and Tourist Park on land at 26 Norman Street, Bloomfield – Lot 1 on A3024 and Operational Works for Works in Council Managed Road Reserve

Grounds for Submission:

This submission is against the application in its current form. It appears the proposal is too large for the site, has not been adequately ground truthed and does not adequately address the following areas (in summary):

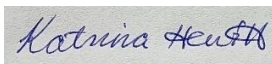
- The DA seems incomplete
- Omissions of relevance in the Planning Report
- Adequate car parking
- Management of wastewater and sewerage system and impacts on local waterways/bodies
- Access to electricity
- Addition to existing community need and business development
- Maintain current wharf and boat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

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.

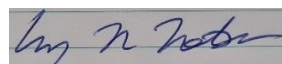
Of concern also is the Company's current history in the area whereby it closed an Accommodation business with a Food and Drink business for more than seven years. This created a negative impact on the local people who were employed in that business including those that had relocated to the area under 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 ...	It has been identified there is an aquifer as well as the Bloomfield River being adjacent water body? Why is this section not identified and completed
	DA Form 1, part 3, page 4, division 1, 8.1	The number of proposed dwelling units and gross floor area has not been entered. This section appears incomplete.
	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 4925 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 10, 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 Beach 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 the demand and need of this development.

	Planning Report, page 16, 4.1, Table 2 – Key Components of the Proposal	Site Preparation – the proposal to create a new access track across the road reserve of First Street is concerning. In the future, how will this intrusion be managed should First Street require constructing? By default and over time, Lot1 A3024 will gain this land. Also, during the wet season, this area becomes a swamp land. How will that be mitigated in the future, particularly if a dirt track. Buildings – reference is made in several instances to car accommodation in ...<i>additional informal spaces</i> ... the current proposal has not identified this option. It is logical to assume Norman Street will be the site for these spaces. Therefore, is it appropriate that over time and by default, Lot 1 A3024 will gain this land. Buildings - as an accommodation business, it is not identified where supporting buildings are to be located – office/reception, laundry, house keeping/linen storage, maintenance storage ...
	Planning Report, page 27, 6.0 Council Planning Considerations, 6.1.1. Local Plan Code	The summary of this section appears to assume the community and tourist do not already make use of the amenity of the surrounding area. A Business Case has not been presented that supports an additional accommodation option to the area. The proposal does not confirm ongoing public access to the amenities of the wharf and boat ramp currently being enjoyed – and promised in many meetings.
	Planning Report, page 30, 6.0 Council Planning Considerations, 6.1.1.4 Overlay Codes	Flood and Other Coastal Hazards Overlay Code: Overlays that predate post TC Jasper flooding event have not be found. Of concern is the known changes to the river system that are not included in 2016 maps. Such as the change to river flow, silting of channels, broadening of high tide and flood widths of the Bloomfield River and increased sea levels. It is possible the current land on the river side will not be outside of a modern flood overlay.

	Attachment 4, 8.2.6, Table 8.6, PO10	How will flooding be mitigated when it rises beyond flood levels?
	Attachment 4, 8.2.6, Table 8.6, PO14	How will cabins 1 to 4 evacuate and access West Street if the dirt track is closed? The current plan would have people and cars moving toward the river and floods, before they are able to evacuate on the new track on First Street. How is this safe?
	Planning Report, page 30-2-33, 6.0 Council Planning Considerations, 6.1.1.5 Use Codes and 6.1.1.6	Additional parking for guest check in/out and visitors, as indicated, has not been identified.
	Planning Report, page 34, 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. These facts do not support the DA claim there is a demand for another Tourist Park in the area.
	Planning Report, page 36, 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>

Adequate Car Parking and Vehicle Movement	Planning Report, page 16, 4.1, Table 2 – Key Components of the Proposal Attachment 4, 9.3.3, Table 9.3, PO1 – AO1.3 Attachment 4, 9.3.3, Table 9.3, PO12 – AO1.3 Attachment 4, 9.4.2, Table 9.7, PO2 – AO2.1 Attachment 4, 9.4.2, Table 9.7, PO4 and PO5	The proposal in its entirety makes reference to utilising other options (additional informal spaces) if required although these are not identified within the plan. There is concern these spaces are to be public lands such as Norman and First Streets – not within the property boundaries. Is the property of adequate size for the proposal?
Management of Sewerage System	Planning Report, page 10, 3.0 – site slopes south-east across the site natural drainage toward the Bloomfield River ... Attachment 4, 8.2.6, Table 8.6, PO7 and PO10 Attachment 4, 9.4.3, Table 9.8, PO2 - AO2.2	The sewerage absorption trench area site is identified as being adjacent to the Bloomfield River and above an existing aquifer (proximity to the bore point). It has not been identified HOW potential contamination will be mitigated in the event of a high rainfall event, soil inundation or flood. This comment is in relation to the local aquifers and water tables being contaminated with e-coli following the post TC Jasper event. The natural south-east drainage of this site will see surrounding water inundation flow across the proposed site for the sewer absorption trench – potentially creating a saturation issue and increasing the risk of e-coli in both the aquifer and the Bloomfield River.

Access to Electricity	Planning Report, page 18, 4.0 Proposal, Table 2 – Key Components of the Proposal Attachment 4, Table 9.8 Infrastructure Services, PO4 Attachment 4, 9.4.3, Table 9.8, 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, SO3, SO7, SO8 Attachment 5, Element 3.4 Land Use Pattern SP9	The proposal is not an innovative business when three accommodation businesses already exist within a 2km range-one is a Tourist Park. These provide a broad range of options and budgets to guests for both a local and tourist trade. With the exception of the current disaster recovery works, these businesses have rarely exceeded demand. The proposal has not proven or demonstrated why another outlet would be beneficial to the area and will not have a negative impact on existing similar business. The development is not of scale to attract the lucrative 4WD coach market. It is difficult to understand a benefit to river enjoyment that does not currently exist. Impediments such as long term local employment with an aged demographic or semi-retiree's, housing is it greater than 100% occupancy which restricts opportunity to explore the itinerant employee market and the viable tourist trade is seasonal and in

		a current economical decline – have not been identified and appear unconsidered in this application.
	Attachment 5, Element 3.3 Economic Wellbeing, 3.3.1.1, SP1 and SP3	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, SP2	In several instances, including the plans, there is reference to the development requiring an overstep on it's property boundaries – onto shire roads – First and Norman. These roads are currently undeveloped. Who is responsible for the management of these sections over a period of time – due to increased vehicular movement? What is the litigation should an accident occur on these roads – who is responsible?
Maintain current wharf and boat ramp access	Attachment 3, Pre-lodgement Advice, page 2 Attachment 5, Element 3.4 Land Use Pattern, SO7	The application has not addressed the Shire Pre-lodgement requirement to clarify access to the Bloomfield Wharf from West Street.

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
Flag Status: Flagged

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

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