



30th August 2017

To the CEO  
Cassowary Coast Regional Council  
Via email [enquiries@cassowarycoast.qld.gov.au](mailto:enquiries@cassowarycoast.qld.gov.au)

**Re; Proposed Development - MCU17/0001  
LOT 4 RP747211 Butler Street Bingil Bay Qld 4852**

We wish to register our support for the proposed development of a (craft) distillery somewhere in the Greater Mission Beach Area. Unique locally owned and operated businesses focused on attracting visitors to our area are encouraged.

The boutique nature of the proposed development could be a unique tourism attraction consistent with low key development, village atmosphere, protection of the natural environment and iconic cassowary. All of which are promoted in the '[Mission Beach – naturally](#)' branding supported by Mission Beach Tourism, Cassowary Coast Regional Council and the vision for Mission Beach in the Cassowary Coast Planning Scheme.

**However we strongly object to the development at the proposed location for the following reasons;**

- Inconsistent with the Planning Scheme
- Traffic increase
- Increased threat to the cassowary
- Runoff and effluent concerns

**Inconsistencies with Planning Scheme**

The CCRC Planning Scheme states;

*'Regardless of scale, all tourism and nature-based tourism development will only be undertaken in a way and in locations that ensures the development does not detract from the environmental values, scenic values, coastal values and town/village character that attracts visitors to the Region.'*

Mission Beach Cassowaries (MBC) endorses in its entirety, the submission by Town Planner Liz Taylor and wish it to be accepted as part of this submission. (Please see Attachment A)

### **Traffic Increase**

Is this a hobby business or a tourism attraction?

There has been overwhelming community support for the small rum distillery since the public have been informed of the development proposal. It is to be envisaged such a development would be a very successful tourism attraction for Mission Beach. Even more so, as the proponent plans to create a world first in developing a 'vacuum' distillery. No doubt there would be a lot of media and attention.

The provision for 7 car parks to cater for both visitors and staff does not seem realistic and would certainly not be adequate for the anticipated success of a peak tourism drawcard. The CCRC tourism councillor Ben Heath and the Mayor have been promoting the idea of Cruise ships anchoring offshore from Dunk Island and transporting passengers by busloads to tourism attractions in the whole Cassowary Coast. It could easily be imagined a tour would visit the distillery, lunch at the Bingil Bay Cafe and travel on through Bingil Bay Road to the Chocolate Factory. The DA states the distillery would not cater for bus tours. How can a business realise the full potential to enhance tourism at Mission Beach if it can only provide limited visitation and not accept bus tours? As demand increased so would the opening days beyond the stated 3 per week.

On the one hand the proposal plays down the increase of traffic and on the other purports to be a tourism attraction. Which one is it? A more realistic view is that this business would be hugely successful and significantly increase traffic. In this regard the phrase 'undefined use' takes on another meaning.

Is it worth compromising the village amenity of Bingil Bay and placing the Bingil Bay/Garners Beach cassowary population under even more threat of roadkill (see increased threat to cassowary below), when there are many other more suitable locations at Mission Beach to cater for this type of development and allow for expansion?

The residents of Butler Road have every reason to be concerned about the impact this development will have on their quality of life with dust generated from vehicles travelling down the dead end dirt road to turn around and come back, potential noise and light pollution from general workings of a commercial/industrial business and imposing two storey sheds with no set back (there would not be enough space between the road verge and the lot boundary for a vegetation screen to adequately soften the imposition of the two story buildings).

The Bingil Bay Cafe patrons already create car parking havoc and congestion on Be Amber St with parking overflowing onto Butler Road.

Bingil Bay is located between two very narrow winding approach roads without footpaths. Any increase in traffic in the area is a serious safety issue to pedestrians, wildlife and the local road users. Traffic already speeds around the last bend at the beach making crossing from the car park to the beach often very dangerous.

### **Runoff and effluent**

Further concerns are for the lot to adequately cater for effluent given the soft condition of the soil classified as 'P'. A local real estate agent informed a former prospective buyer that sales had fallen through because of the difficulty of addressing effluent. It must be envisaged a success tourism business would generate more effluent than an average household.

- Is the effluent system stated in the DA adequate for the soil type, anticipated numbers of visitors and activities including extra runoff associated with the distillery business able to be contained given the close proximity to the unstable creek bank?

### **Increased threat to the cassowary**

LOT 4 RP747211 is situated in an Environmental Conservation Management zone with a High Environmentally Significant overlay.

The entire footprint of the proposed development is 'crammed' on to the available cleared area of the lot with no room for expansion. Cr Kimberly informed those at the meeting on 26<sup>th</sup> August, the council will waive the 20 metre required set back from the road reminding us it would be better than clearing of vegetation in the Environmental Conservation Management zone in a High Environmental Significant area. The cleared area of the lot is constrained on the southern side by an all year flowing creek with a very steep eroding bank. The fact is there would be no room for a setback to accommodate the proposed development regardless of any allowable clearing.

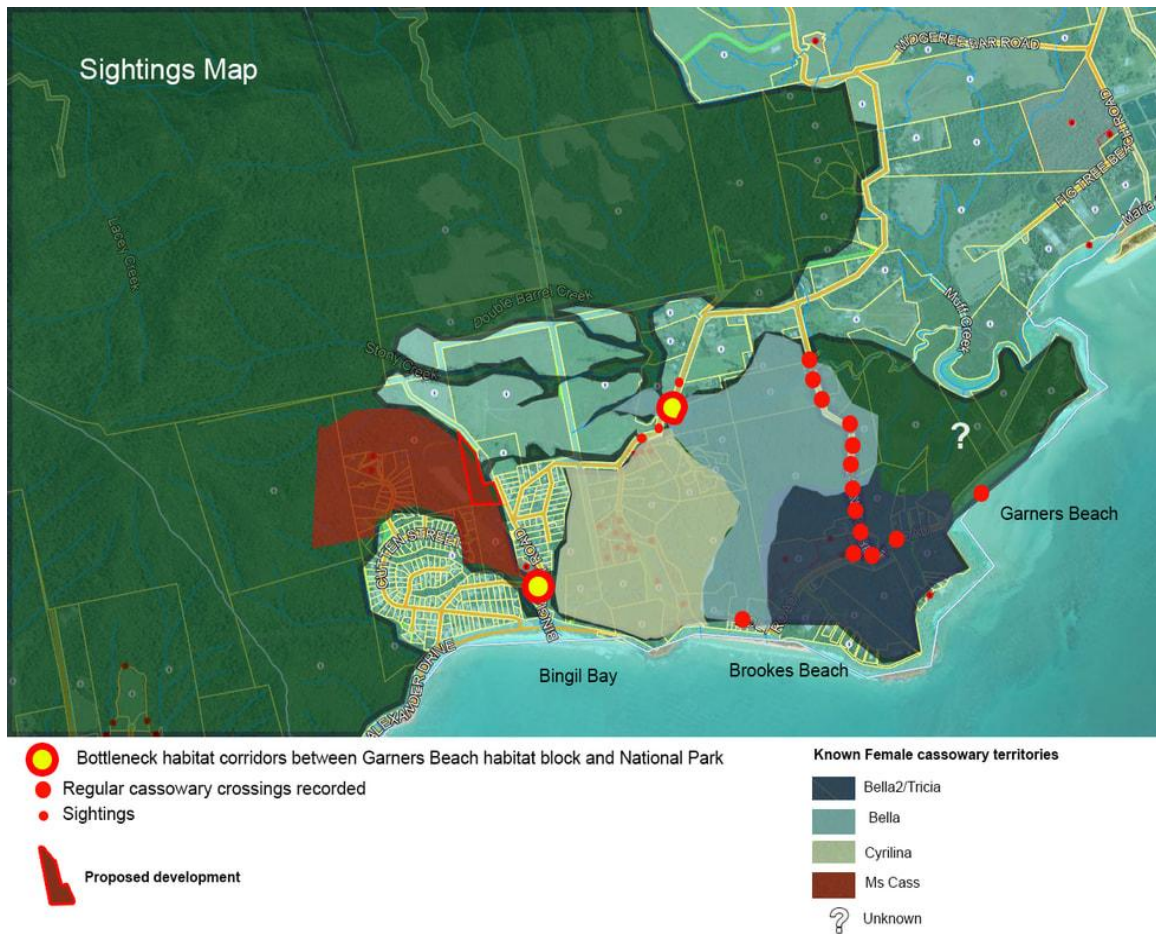
Although Lot LOT 4 RP747211 is situated within an Environment Conservation Management zone and is an area of High Environmental Significance it is not formally recognised in the CCRC Planning Scheme as a cassowary corridor. The lot sits in the middle of a habitat corridor connecting the World Heritage Area to Clump Mountain National Park through the Bingil Bay Reserves creek systems. ( See Map 1 below).

Following is an excerpt of Terrain NRM's Community Partnerships officer Tony O'Malley's comments reinforcing the value of the corridor. "[The Bingil Bay corridor you refer to is not necessarily any less important ecologically for the cassowary than other local corridors formally mapped by government](#)". (Please see Tony's full comments in Attachment B).

The cassowary movements through this and another bottleneck habitat corridor are well documented with information shared by the community on the dedicated [Mission Beach Cassowaries facebook page](#) and recorded into [a sightings database by C4](#).

The Garners Beach area supports a high population of cassowaries which currently has a low incidence of road strike because of the relatively low number of vehicles travelling on the Garners Beach and Bingil Bay Roads. The presence of dogs, fences and vertical banks along the Bingil Bay Road determine the very limited locations where cassowaries are able to cross.

Any increase in traffic will place the cassowary under even more threat than ever.



Map 1

Please click on map3 below to see presentation showing the importance of the information being gathered about this unprotected corridor. The presentation was developed in 2014 at the time when the lot adjacent to LOT 4 RP747211 was for sale with a focus on seeking funding for buyback. LOT 4 RP747211 was not for sale at that time but has always been acknowledged as being important cassowary corridor shown in the following map (Map 2) included in Mission Beach Cassowaries submission for the Cassowary Coast Planning Scheme.



More information on the mapping of cassowaries particularly of this important corridor [can be found here](#).

### **Confidence in local representation and adherence to Planning Scheme**

A local resident who lives directly opposite the proposed development site, in good faith, called for a community meeting. The division 3 councillor turned up unannounced and was given the courtesy of addressing the 30+ people who attended. It was very disappointing that Cr Kimberly showed little interest in entering into constructive discussion with the community or to listen to their concerns. Instead with his forceful nature he dominated the meeting and left everyone with the clear understanding the Planning department had already made a decision in favour of the development. He argued in favour of the development by highlighting and discarding past community concerns of former planning decisions and pre-empting further concern about future council plans. It is difficult to have confidence in the decision making of a council if representatives are dismissive of community concerns.

What is the point of a public comment period if the outcome is predetermined?

The CCRC's focus on generating economic growth by increasing rate base and development should not be at the expense and undermining of the strategic intent of the Planning Scheme.

Placing any development anywhere, regardless of planning codes and overlays, relying on conditions that are more than often ignored, seldom enforced or later applied to be changed, will result in incremental ad hoc development that will adversely impact the special character and amenity of Mission Beach – the reason visitors are attracted to our area. This incremental loss is unsustainable and known as '*A death by a thousand cuts*'.

Should the CCRC justify reasons to approve this development at this location despite the many inconsistencies with the Planning Scheme, increased threat to the cassowary amongst other serious community concerns, the following conditions should apply.

The developer;

- Fully seal Butler Road to the extent of the existing residences
- Produce a Traffic Management Plan to address the traffic increase on the Bingil Bay Road for during and post construction
- Monitor traffic increase for a period of at least 12 months after distillery is fully operational and open to the public.
- Place the southern portion of LOT 4 RP747211 from the north bank of the creek under an in perpetuity covenant and be formally identified as a cassowary corridor in the Cassowary Coast Planning Scheme.

- Reduce the footprint of buildings to provide setback for adequate vegetation screening

For more information regarding any item in this submission including cassowary movements in the landscape and road crossings please contact us.



Liz Gallie

For

Mission Beach Cassowaries Inc

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0414402315

# Attachment A

**CASSOWARY COAST REGIONAL COUNCIL**

**MCU 17/0001**

**SUBMISSION IN RELATION TO**

**MCU APPLICATION:- CRAFT DISTILLERY**

**AT**

**BUTLER ROAD, BINGIL BAY, BEING LOT 4 RP747211**

**PREPARED BY**

**ELIZABETH TAYLOR, TOWN PLANNER**

**FOR**

**Bill Honeywell, 7 Butler Rd, Bingil Bay**

**Dave Hopkins, 7 Morgano Street Bingil Bay**

**Peter Rowles, 18 Webb Court Bingil Bay**

**Jo Senior, 11 Bicton Close, Bingil Bay**

**Craig Chibnall, 3 Butler Rd, Bingil Bay**

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## **1.0 INTRODUCTION**

The proposed development of a Craft Distillery somewhere in the Greater Mission Beach Area is generally supported as a unique venture that would add to the eclectic mix of businesses in the local area.

However, the proposed location at Butler Road, Bingil Bay is not an appropriate or suitable location for the establishment of a Craft Distillery and is certainly not supported in the Cassowary Coast Planning Scheme 2015.

The proposed development is Impact assessable development and on that basis requires assessment against the whole of the Planning Scheme. However, the supporting town planning report does not provide an assessment against the whole of the Planning Scheme and in fact, by omission, fails to identify clear conflicts with the Planning Scheme.

## **2.0 CASSOWARY COAST PLANNING SCHEME**

The Strategic framework outlined in the Planning Scheme establishes the overarching policy position in terms of land use planning.



Map 2 – Natural Areas, identifies the settlements and townships of Bingil Bay, Mission Beach, Wongaling Beach and South Mission Beach as being in the urban footprint. The area surrounding these settlements and townships is included primarily in the Protected Areas and in the Non-Urban Areas designations. The site of the proposed Craft Distillery is located in the Protected Areas.

Map 3B - Economic Development, includes the same designations but identifies Mission Beach and Wongaling Beach as Village Activity Centres. Bingil Bay is not identified as a Village Activity Centre

Map 6 - Greater Mission Beach - does not include Bingil Bay but clearly shows those areas of Mission Beach, Wongaling Beach and South Mission Beach where urban development is expected to occur.

The Strategic framework includes numerous Themes and Strategic Outcomes with which the proposed development is in conflict, as follows:

### *3.3 Settlement Pattern*

#### *3.3.1 Strategic Outcomes*

*Development in Greater Mission Beach ensures that it remains an area comprised of pristine natural environment and highly attractive coastal villages nestled in the rainforest beside the sea.*

*Future urban growth and development in the Cassowary Coast Region is accommodated within its existing towns and villages and within the designated urban footprint of these towns and villages. The majority of this growth will occur in Innisfail and Tully, with development in the remainder of the Region's villages largely occurring by way of infill and consolidation.*

*The villages of Mission Beach and Wongaling Beach contain village activity centres. The activity centre in Mission Beach is located within the Greater Mission Beach tourism precinct and provides dining, retail, tourism and tourist accommodation activities catering predominately to tourists and the local tourism industry. The activity centre in Wongaling Beach is contained within the Greater Mission Beach business and community purpose precincts and provides a range of retail, business, government and community activities servicing residents of the local Greater Mission Beach area.*

*Small scale industrial activities servicing residents of the local Greater Mission Beach area are contained in the Greater Mission Beach industry precinct at Mission Beach. The Greater Mission Beach local business precinct located within Bingil Bay and South Mission Beach contains small scale commercial development that services the residents of and tourists visiting these villages.*

*Urban development in Cardwell and Greater Mission Beach is limited to the Cardwell and Greater Mission Beach local plan areas to maintain the existing village character of these areas, while minimising impacts on ecological values. The focus is on low density development to maintain existing character of these areas. Buildings will be limited to 2 storeys in the Greater Mission Beach local plan area.*

### *3.4 Natural environment*

#### *3.4.1 Strategic outcomes*

*The ecological values of the Region are protected from the potential adverse impacts of urban development and urban development will only occur within the Township zone, unless the locational requirements of the development necessitate its location outside the urban footprint.*

*The cassowary is recognised as an iconic symbol of the Region. Ensuring that conditions exist for its survival, for example through the preservation of cassowary habitat and habitat corridors and reducing/minimising conflicts with urban development and associated impacts such as traffic, is extremely important.*

*Urban development is located within the Township zone, except where this is not feasible due to the size and specific locational requirements of the development. However, development must avoid environmentally significant areas.*

### *3.9 Economic development*

#### *3.9.1 Strategic outcomes*

*Tourism and nature-based tourism development that is easily integrated and consistent with the Region's natural and scenic values is envisaged as the dominant form of tourism development in the Region. A range of compatible tourism products throughout the Region is encouraged where their location and design is consistent with the maintenance of the Region's character and environmental and scenic values. Regardless of scale, all tourism and nature-based tourism development will only be undertaken in a way and in locations that ensures the development does not detract from the environmental values, scenic values, coastal values and town/village character that attracts visitors to the Region.*

*Industrial activities in the Region's towns and villages are located within the industry precinct. The consolidation of industrial activities within the industry precinct will ensure a greater use of this precinct to the benefit of the Region's economy.*

The proposed Craft Distillery is NOT proposed to be:

- accommodated within an existing designated town or village area or within the designated urban footprint of a town or village.
- contained in the Greater Mission Beach industry precinct at Mission Beach.
- located within the Greater Mission Beach Local Plan area, in order to maintain the existing village character of these areas, while minimising impacts on ecological values.
- located within the Township zone, where urban development will only occur.

The establishment of a Craft Distillery at the proposed location will NOT:

- reduce or minimise conflicts with the cassowary, where minimising traffic impacts, is extremely important.
- avoid an environmentally significant area .

The Craft Distillery does not require a location outside the Township zone due to the size and specific locational requirements of the development to establish.

**The proposed Craft Distillery is in conflict with these Strategic outcomes.**

The Planning Scheme only includes seven (7) Zones, with all townships and villages included in the Township zone with a Local Plan providing a mix of different Precincts for the location of development within the different townships and villages of the local authority area.

The proposed site of the Craft Distillery is not located in the Township zone. It is located in the Environmental Management and Conservation Zone, where the form of development proposed is not contemplated or supported.

The areas of Township zone at Mission Beach are all contained within the Greater Mission Beach Local Plan (GMBLP) area which covers the settlements and townships of Bingil Bay to the north, Mission Beach, Wongaling Beach and South Mission Beach to the south. Within the GMBLP area, land is designated in Precincts as follows:

Bingil Bay- primarily Residential Precinct with two small lots currently developed for commercial purposes in the Local Business Precinct; and

Mission Beach - primarily Tourism Precinct and Residential Precinct with specific areas included in the Business Precinct, Industry Precinct and Recreation Precinct; and

Wongaling Beach - primarily Business Precinct and Residential/Residential Choice Precincts and Community Purposes Precinct; and

South Mission Beach – primarily Residential Precinct with smaller areas of Residential Choice Precinct and Business Precinct.

The proposed site of the Craft Distillery, at Bingil Bay, is not located within the GMBLP area and yet within the GMBLP area there is vacant land that would be far more suitable for the development of a Craft Distillery and it would also then be sited it in close proximity to the tourists who may visit the premises.

The proposed site is inappropriately located in the Environmental Management and Conservation Zone on an unformed road adjacent to six (6) existing dwelling houses. There is no proposal in the documentation submitted with the Application that states that the road will be upgraded in any way to service the development. In fact, quite the contrary, as part of the road reserve running parallel to the site is proposed to be taken over by selected native species to form a natural screening of the development and the access and car parking area on site are proposed to be constructed of “shingle” - not a road base material called up in the FNQROC specifications and certainly not suitable for an industrial activity where large trucks, forklifts and utilities access and service the site, in addition to tourist traffic.

The proposed Craft Distillery is proposed to be located outside the GMBLP area and on land in the Environmental Management and Conservation Zone, where this form of development is not supported or contemplated.

**The proposed Craft Distillery is in conflict with Environmental Management and Conservation zoning of the site and the planning intent for the GMBLP area.**

The proposed development is required to be assessed against all relevant Codes. An assessment against the Codes reveals that it is in conflict with a number of provisions. For ease of reference the Code extracts are reproduced below with comment.

ENVIRONMENTAL MANAGEMENT AND CONSERVATION ZONE CODE

PERFORMANCE OUTCOME	ACCEPTABLE OUTCOME	COMMENT
<b>AMENITY</b>		
<p>PO1 Buildings and other structures are of an appropriate design, scale and location so as to:</p> <ul style="list-style-type: none"> <li>(a) blend in with the surrounding environment;</li> <li>(b) avoid any detrimental impact on the amenity of the locality;</li> <li>(c) avoid any detrimental impact on surrounding land uses;</li> <li>(d) minimise the clearing of native vegetation.</li> </ul>	<p>AO1.1 ▼ Buildings and other structures do not exceed: (a) a maximum height of 9.5 metres; (b) a maximum of 2 storeys.</p> <p>AO1.2 ▼ Buildings and other structures are set back at least: (a) 6 metres from the street frontage where fronting a private road; (b) where the lot is 4,000m<sup>2</sup> or less in area, 10 metres from the street frontage when fronting a public road; or (c) where the lot is greater than 4,000m<sup>2</sup> in area, 20 metres from the street frontage when fronting a public road.</p> <p>AO1.3 ▼ Buildings and other structures are set back at least 10 metres from any side and rear boundaries.</p> <p>AO1.4 ▼ Buildings used for residential activities must be located: (a) at least 20 metres from a cane railway line; (b) at least 40 metres from a cane railway siding or cane bin loading point.</p> <p>AO1.5 ▼ Buildings not used for residential activities must be located: (a) at least 10 metres</p>	<p>Complies</p> <p>The applicable provision requires a 20 metre setback from the public road frontage. The proposed development has a zero setback from the public road frontage (Butler Road) and so is significantly non-compliant with this provision.</p> <p>The proposed development complies in terms of the rear boundary and eastern side boundary but has minimal setback from the western side boundary.</p> <p>N/A</p> <p>N/A</p>

	<p>from a cane railway line; (b) at least 20 metres from a cane railway siding or cane bin loading point.</p> <p>AO1.6▼ Development is limited to existing cleared areas of the site and the maximum combined gross floor area of all buildings located within the existing cleared area/s is no more than 400m<sup>2</sup>.</p> <p>AO1.8▼ Residential activities are designed to incorporate architectural/design elements detailed in Planning Scheme Policy SC6.2 Building design.</p>	<p>The proposed development is generally located in a cleared area, however it significantly exceeds the specified gross floor area of 400m<sup>2</sup> with a total and 963m<sup>2</sup>, which is more than double the floor area specified in the acceptable provision.</p> <p>N/A</p>
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The Environmental Management and Conservation Zone Code also includes the following Performance Outcomes for Traffic and Access which have no Acceptable Outcomes prescribed. Given the location of the site, the unformed dead -end configuration of Butler Road, the lack of any real understanding of the likely traffic generation resulting from the proposed development and the potential for conflicts with local cassowaries, it is considered that the proposed development is in conflict with PO11, PO12 PO13, as outlined below.

- **PO11** – *Vehicular traffic generated by the development does not conflict with local or through traffic and will not have a detrimental impact on the safety and amenity of the locality.*
- **PO12** – *Development is designed to ensure that vehicular traffic generated by the development does not have a detrimental impact on the safety of wildlife in the locality.*
- **PO13** - *The surrounding road system is capable of accommodating additional traffic generated by the proposal without creating any adverse impact.*

The site is mapped as being of High Environmental Significance (HES) and is part of a larger area that is all mapped as HES. In addition, there are large tracts of land in the locality, mapped as Cassowary Corridor (CC).

The Code states:

*The purpose of the Environmental significance code is to ensure that the Region's significant ecological values and associated ecosystem services are protected, managed, expanded and enhanced.*

*The purpose of the code will be achieved through the following Overall outcomes:*

*(a) The Region's environmentally significant areas and wildlife and habitat corridors are protected;*

*(b) Areas, identified as strategic rehabilitation areas on the environmental significance overlay maps, are protected, rehabilitated and revegetated so that ecological connectivity is improved, habitat extent is increased and the biological integrity of degraded areas is restored.*

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMMENT
<b>AREAS OF ENVIRONMENTAL SIGNIFICANCE</b>		
<b>PO1</b> Outside the urban footprint, development does not occur within an area of HES unless it can be demonstrated that the mapped area of high environmental significance does not possess the environmental and biodiversity values and attributes to warrant its classification as an area of high environmental significance	<b>AO1.1</b> Development outside the urban footprint is: (a)not located within an area of HES; or (b)associated with a port, an airport or an aerodrome; or (c)for minor public marine development and associated access facilities; or (d)for an extractive industry within a resource/processing area as shown on Extractive Resources Overlay Map (OM-008); or (e)for essential community infrastructure; or (f)for nature-based tourism; or (g)for an agricultural activity.	The site is located within a large area mapped as HES that connects with land designated Cassowary Corridor and there is extensive evidence of cassowaries in the local area.
<b>PO2</b> Development within or adjacent to an area of HES is located, designed and operated to: (a)avoid adverse impacts on ecological	<b>AO2.1</b> Development is not located within an area of HES.  <b>AO2.2</b> Development is setback at least 100 metres from the area of HES; or (b)where avoidance is not practicable, minimise any adverse impacts on ecological values.	The proposed development appears to be primarily located on the cleared area of the site which is not mapped HES but the balance of the site and large tracts of surrounding land are designated HES.  The proposed development immediately abuts those areas of the site designated as HES and

		there is no opportunity to setback the proposed development even 5 metres from the areas of HES let alone the specified 100 metres.
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**The proposed Craft Distillery is in conflict with the following Environmental Management and Conservation Zone Code provisions:**

- **The proposed development has a zero setback from the public road frontage of Butler Road and so is significantly non-compliant with the Code, which specifies a 20 metre setback from a public road frontage.**
- **The proposed development has minimal setback from the western side boundary and so is non-compliant with the Code, which specifies a 10 metre setback from side and rear boundaries.**
- **The proposed development has a gross floor area of 963m<sup>2</sup> which is significantly non-compliant with the Code, which specifies a maximum gross floor area of 400m<sup>2</sup>.**
- **Performance Outcomes 11, 12 and 13.**

**The proposed Craft Distillery is in conflict with the following Environmental Significance Code provisions:**

- **Development is not supported in areas of HES and the site is located within a large area mapped as HES that connects with land designated Cassowary Corridor and there is extensive mapped and anecdotal evidence of cassowaries in the local area.**
- **The proposed development appears to be primarily located on the cleared area of the site which is not mapped HES but the balance of the site and large tracts of surrounding land are designated HES.**
- **The proposed development immediately abuts those areas of the site designated as HES and there is no opportunity to setback the proposed development even 5 metres from the areas of HES, let alone 100 metres specified in the Code.**

**3.0 CONCLUSION**

The proposed development is in conflict with the Cassowary Coast Planning Scheme. There are more suitable and appropriate locations for a Craft Distillery at Mission Beach that would be compliant with the relevant provisions of the Planning Scheme.

A more suitable and appropriate location, in land use planning terms, would be somewhere within the Greater Mission Beach Local Plan area, which contemplates and supports this form of development.

The proposal to establish a Craft Distillery on land outside the Greater Mission Beach Local Plan area on land zoned Environmental Management and Conservation and identified as Protected Areas on the Strategic framework maps suggests the selection of the site was purely opportunistic with no regard to sound town planning principles.

The application should be refused.

**E A TAYLOR**  
**25 AUGUST, 2017**



## Attachment B

----- Forwarded message -----

From: Tony O'Malley <tony.omalley@terrain.org.au>

Date: Tue, Aug 29, 2017 at 9:53 AM

Subject: RE: Cassowary Corridors at Bingil bay

To: "missionbeachcassowaries@gmail.com" <missionbeachcassowaries@gmail.com>

Cc: Helen Larson <eviotahkl@gmail.com>, Larson Jeff <laronjeff86@gmail.com>, Peter Rowles <rowlespeter@gmail.com>, Gary Searle <gary.searle@terrain.org.au>

Hi Liz

Thanks for your email regarding proposed development in a cassowary corridor at Bingil Bay.

I understand that many of the cassowary corridors mapped by the Australian Government under EPBC in the Mission Beach coastal areas are a result of mapping done through Mission Beach Habitat Network Action Committee. This corridor mapping was only conducted in the Mission Beach, Wongaling and South Mission Beach areas because these were the areas where the Committee considered habitat connectivity was most threatened. Corridors in the Bingil Bay area were not mapped because of a perceived lesser threat at that time and limited funds.

The corridors mapped through the Mission Beach Habitat Network Action Committee process were subsequently adopted by the Australian Government under EPBC. The Australian Government's EPBC cassowary corridors were subsequently incorporated into Cassowary Coast Planning Scheme in the environmental overlay map, giving them a high level of protection. These are great outcomes for the endangered cassowary in the Mission Beach area, which is an important cassowary population.

The Bingil Bay corridor you refer to is not necessarily any less important ecologically for the cassowary than other local corridors formally mapped by government.

As you know, the Bingil Bay corridor you are referring to was recently brought to the attention of the "Spatial prioritisation for voluntary habitat conservation" expert panel (which included Cassowary Coast Council, National Parks, etc) convened by Terrain to identify priority habitat and corridors in the Cassowary Coast to target for voluntary habitat conservation. Because of the subject corridor's habitat and connectivity values demonstrated through existing mapping layers and local evidence including cassowary sightings, the corridor was subsequently incorporated into the "Spatial prioritisation for voluntary habitat conservation" cassowary corridor mapping layer. Terrain then brought the corridor (and others identified through the same expert panel subcommittee process) to the attention of the Australian Government and WTMA. It is hoped that a future review of EPBC cassowary corridor mapping might occur and might incorporate the subject corridors.

Thanks again for your enquiry.  
Cheers

**Tony O'Malley | Community Partnerships | Terrain Natural Resource Management**  
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