

MOUNT PETER PRIORITY DEVELOPMENT AREA – SUBMISSION ON THE PROPOSED DEVELOPMENT SCHEME

PGS | 57/8/18-01 | #7952764

RECOMMENDATION:

That Council endorses the lodgement of a formal submission to Economic Development Queensland (EDQ) in response to the Mount Peter Priority Development Area proposed Development Scheme; and delegates authority to the Chief Executive Officer to finalise and lodge the submission on behalf of Council.

INTERESTED PARTIES:

- Economic Development Queensland

Note: The identification of interested parties is provided on a best endeavours basis by Council Officers and may not be exhaustive.

EXECUTIVE SUMMARY:

EDQ announced the Mount Peter Priority Development Area (PDA) proposed Development Scheme on 15 September 2026.

A 30 business-day public notification period is underway enabling interested stakeholders (including Council) to provide written submissions supporting the proposed scheme or raising matters of concern. The public notification period concludes 28 October 2026.

Council officers have undertaken a detailed review of the proposed Development Scheme and identified a number of planning, infrastructure, financial and reputational matters that warrant further consideration by EDQ prior to finalisation of the Development Scheme. The key matter is ensuring the final Development Scheme provides a clear, coordinated and financially sustainable framework for the future development of Mount Peter, with appropriate clarity around infrastructure delivery, funding and responsibilities.

Officers recommend that Council makes a formal written submission to EDQ to ensure the identified risks and infrastructure and planning matters are clearly articulated and appropriately considered.

BACKGROUND:

Securing Cairns Housing Foundations is a key priority for Council to meet the needs of today's residents and enable future growth, liveability, and economic prosperity. It has included a range of actions to encourage sustainable development while preserving the region's natural environment.

The southern corridor, including Mount Peter, could provide around 50 percent of Cairns' development through until 2050. This requires major infrastructure upgrades and expansion to open more land to homes, businesses, schools and industry.

The Queensland Government's Mount Peter PDA declaration has been an opportunity to fast-track the planning and infrastructure required to deliver more homes sooner. It is a mechanism to access some of the funding attached to State and Federal housing policies, so that current ratepayers aren't responsible for accelerated costs.

The PDA will deliver 18,500 homes for a population of more than 42,000 people. Covering approximately 2,650 hectares, Mount Peter extends from Edmonton in the north towards Gordonvale in the south. It is positioned between the Wet Tropics World Heritage Area and the Bruce Highway.

Since the PDA declaration on 30 July 2025, EDQ have undertaken technical studies and established a proposed Development Scheme. An Interim Land Use Plan (ILUP) is currently in effect and regulates development until the Development Scheme is finalised.

Council has provided planning data, technical advice and ongoing input to EDQ to support preparation of the proposed Development Scheme and associated infrastructure planning. Additionally, industry stakeholders and community members will continue to be engaged directly by EDQ so their views and concerns can be factored into progress.

The proposed Development Scheme is the statutory planning document that will guide the long-term land use, infrastructure planning and development assessment within the PDA, replacing the CairnsPlan for this area. The proposed Development Scheme was release for public consultation on the 15 September 2026, with submissions due by the 28 October 2026.

COMMENT:

Council officers have reviewed the proposed Development Scheme and prepared a submission identifying matters requiring further consideration to improve clarity regarding planning outcomes, infrastructure delivery, funding responsibilities and long-term governance arrangements.

The review has identified a number of matters requiring further consideration to ensure the Development Scheme provides a clear, coordinated and financially sustainable framework for the future development of Mount Peter.

Council's proposed submission is contained in Attachment 1. The submission covers key areas relating to:

Planning framework

- Alignment of the proposed planning framework with the intended development outcomes for Mount Peter, including clarity and implementation of development requirements.

Infrastructure planning

- Infrastructure scope, sequencing, design standards, delivery responsibilities and the adequacy of current cost estimates.

Financial risk

- Potential financial implications for Council associated with infrastructure funding, cost escalation and future operational and maintenance responsibilities.

Reputational risk

- Potential implications for Council and the community where infrastructure, funding and delivery responsibilities are not sufficiently resolved or clearly allocated.

OPTIONS:

Option 1: (Recommended)

That Council endorses the lodgement of a formal submission to EDQ in response to the Mount Peter Priority Development Area proposed Development Scheme; and delegates authority to the Chief Executive Officer to finalise and lodge the submission on behalf of Council.

Option 2:

That Council does not lodge a submission to EDQ on the Mount Peter Priority Development Area proposed Development Scheme.

CONSIDERATIONS:

Risk Management and Council Finance:

Council has established risk management processes as part of its ongoing involvement in the Mount Peter PDA project.

The attached submission identifies the key risks as they relate to land use and infrastructure planning and financial and reputational matters.

Council will continue to work with EDQ to finalise the development scheme and governance arrangements.

Corporate and Operational Plans:

Corporate Plan

The Mount Peter Priority Development area proposed Development Scheme is a mechanism to advance the priorities of Council and the Community as expressed through the strategies in the Corporate Plan 2025 – 2030.

Natural Assets

- Value and protect Cairns' pristine natural environment
- Progressing in our management of blue and green networks

Design for Liveability

- Deliver future focused planning that supports our tropical lifestyle
- Proactive advocacy and collaboration with state and federal governments
- Address opportunities for connected communities
- Promote a vibrant community that supports wellbeing, safety and resilience

Focused Council

- Maintain strong financial management including robust long-term modelling

Operational Plan

Lodging a submission on the proposed Development Scheme supports delivery of Council's Operational Plan action to advance the Mount Peter Priority Development Area.

Statutory:

Priority development areas are declared and managed under the *Economic Development Act 2012* (ED Act).

The main purpose of the ED Act is to facilitate economic development, development for community purposes, diverse housing, and premises for commercial or industrial uses. The ED Act seeks to achieve this by providing for a streamlined planning and development framework for those parts of the State declared as priority development areas.

Schedule 6 of the *Planning Regulation 2017* prohibits a Council's Planning Scheme from making development in a PDA or PDA-associated development assessable under the *Planning Act 2016*. The proposed Development Scheme will manage development in the PDA instead of the CairnsPlan 2016.

PDA Assessable Development is consistent with the Land Use Plan if it is consistent with the relevant PDA Development Requirements.

Development that is inconsistent with the relevant PDA Development Requirements may be consistent with the Development Scheme if:

1. the development is an interim use, or
2. the development supports the achievement of the PDA Vision and there are grounds in the opinion of the Minister of Economic Development Queensland to justify the approval of the development despite an inconsistency with the relevant PDA Development Requirements.

This makes the PDA vision the ultimate test for development within the PDA area.

CONSULTATION:

The Mount Peter PDA was publicly declared by the Deputy Premier on 30 July 2025. Subsequently, the CEO's of EDQ and Council co-signed a letter to all landowners in the southern corridor.

Following declaration, EDQ established an Industry Reference Group to facilitate ongoing industry engagement and input into land use and infrastructure planning until the Development Scheme is finalised.

In May 2026, EDQ held an early community engagement session in Edmonton to explain the PDA process, attracting approximately 30 community members. A subsequent survey released by EDQ asking what the community wanted to see in Mount Peter received around 80 responses, with key community concerns focussed on traffic congestion and dissatisfaction toward mid and high-density housing.

In October 2026, EDQ hosted *Talk to a Planner* sessions in Edmonton and Gordonvale providing an opportunity for the community to learn more about the proposed Development Scheme.

It is expected that ongoing community engagement and consultation related to the PDA will be facilitated by EDQ. Council will support major progress updates, public announcements and provide community feedback to EDQ as needed.

ATTACHMENTS:

Attachment 1: Submission on the proposed Mount Peter Development Scheme
[#7953946](#)

A handwritten signature in black ink, appearing to be 'SL' or 'Sean Lisle', written in a cursive style.

Sean Lisle
Acting Director Planning, Growth and Sustainability

Attachment 1: Submission on the Mount Peter Priority Development Area Proposed Development Scheme #[7953946](#)

Attachment 1- Cairns Regional Council Submission on the Mount Peter Priority Development Area Proposed Development Scheme

Cairns Regional Council supports the establishment of the Mount Peter PDA and recognises its strategic importance in delivering housing supply, employment opportunities and supporting future growth in the region. The matters raised in this submission are intended to improve the clarity, deliverability and financial sustainability of the proposed Development Scheme and to provide greater certainty regarding infrastructure planning, funding, asset ownership and long-term operational responsibilities.

Theme and topic	Commentary
Structure planning and development scheme process	
Technical studies	A direct line of sight between background studies and the planning framework would provide greater confidence in the evidence base underpinning the draft PDA Development Scheme, particularly where key land use and infrastructure outcomes appear to have been identified prior to completion of some supporting technical studies.
Population projections and planning assumptions	Population projections are not consistently applied across the PDA documentation. It is important that the Development Scheme clearly identifies the ultimate population being planned for and that this assumption is applied consistently across all supporting documentation and the development scheme. The population and housing assumptions should address the requirement for delivery for the first homebuyers targets that have been established.
Land use planning	
PDA Vision	The PDA vision has omitted key points around tropical design, parks and recreation and infrastructure design and delivery which reflect Council and community expectations for development in Mount Peter as expressed through the Towards 2050 growth strategy project. Recognising the unique lifestyle and amenity of tropical Cairns will be an important factor to build community trust and support. <u>Recommended action:</u> Include the additional wording in the PDA vision statement as amended by Cairns Regional Council in its submission on the 31 July 2026 (wording as per Appendix 1).

Tropical design criteria	Tropical climate and responsive design should be strengthened within the development scheme. Tropical design is not mentioned within the vision and the section for tropical design criteria has been consolidated into a single point within the urban living criteria which has diluted the specifics of the assessment criteria. Embedding tropical design criteria will improve community responsiveness and ensure development meets the needs of future generations. <u>Recommended action:</u> Reinstate the provisions and design outcomes relating to Tropical Design under the Urban Living section as amended by Cairns Regional Council in its submission on the 31 July 2026 (wording as per Appendix 2).
Reinstate criteria limiting walled backs of blocks lining streets and public spaces.	Large expanses of back fences along streets and parks is a common issue for subdivisions in Cairns. This creates issues of low amenity, low walkability and reduced visibility and safety of streets. <u>Recommended action:</u> Reinstate criteria limiting walled backs of blocks lining streets and public spaces (as per version provided by EDQ on 7 July 2026).
Definition for permeable site area not included.	A definition is needed to ensure the requirements for at least 30% permeable site area can be achieved. <u>Recommended action:</u> Include definition for permeable site area.
Car parking rates for shopping centres are half the rate of CairnsPlan 2016.	This relates primarily to district centres that will service a wider catchment within the PDA that may not be within walkable distance. <u>Recommended action:</u> Include reference to car parking rates with CairnsPlan 2016 for consistency.
There are no standards for on-site car parking design (e.g. Australian standards).	All car parking spaces should be designed and constructed in accordance with Australian Standards for consistency with the remainder of the Cairns LGA. <u>Recommended action:</u> Include reference to Australian Standards for car on-site parking design.

Include criteria for Reconfiguring a lot to ensure housing diversity and variation	Officers previously requested criteria to limit monotonous design (e.g. limit of the number of small or narrow lots in a row) and include a minimum frontage width for lots. <u>Recommended action:</u> Include criteria that ensures variations in lot frontages, sizes and built form and a minimum for lot frontages.
Centres GFAs not directly derived from economic technical study.	Proposed centre GFAs should be verified by a suitably qualified person through the technical study having regard to broader cairns centres hierarchy. <u>Recommended action:</u> Verify the proposed centre GFAs prior to finalising the economic technical study.
Include reference to Environmental Protection and Conservation Act (EPBC Act) requirements have not been included.	With close proximity to the Wet Tropics World Heritage Area, it is important that matters of environmental significance under the EPBC Act are protected. This is consistent with how other legislation is referenced. <u>Recommended action:</u> Include reference to requirements under the EPBC Act in the scheme and ensure appropriate approval pathways.
Include requirements for who is deemed suitably qualified to assess blue-green elements or heritage matters in development assessment process.	Further site work was not completed for the ecology study as it was determined this would occur during the development assessment process. There were no updated heritage studies for the PDA and older studies are being relied upon. It is important that these matters are reviewed and decisions made by a suitably qualified person during the development assessment process. <u>Recommended action:</u> Include requirements for suitably qualified person in relation to blue-green elements, heritage and any other technical matters throughout the scheme.
Landslide risk mapping	The scheme makes reference to risk categories for landslide mapping. The scheme does not include landslide mapping. Council does not have risk mapping available yet as it is currently being prepared. <u>Recommended action:</u> Reference the requirements within the FNQ regional plan for landslide and slope until such a time that risk mapping for landslide is available.

Inconsistency between terminology for moderate flood hazard area between text and maps.	Consistency in terminology is needed to avoid uncertainty in development assessment process. <u>Recommended action:</u> Ensure consistent terminology is used between text and maps through the scheme.
Inconsistency between waterway categorisation for riparian corridor protection and development setbacks.	Inconsistent mapping of waterway categories will create uncertainty and interpretation issues at the development assessment stage. This may lead to reduced riparian corridors and development setbacks from waterways. <u>Recommended action:</u> Ensure a single categorisation for each waterway reflects the riparian corridor protections required by the ecology technical study for the PDA.
Criteria for higher residential densities surrounding centres is located within centres criteria rather than residential criteria.	It is unclear how densities will be assessed for residential development within close proximity to centres if an application is not for centre development given the relevant criteria is within the centres section only. <u>Recommended action:</u> Clarify how density criteria will apply to residential development applications or include criteria relating to residential densities within the urban living section that applies to residential development.
Walkable catchments not defined within the scheme.	It is unclear how a walkable catchment for centre development is determined for the PDA particularly within the tropical context of Cairns. <u>Recommended action:</u> Include a definition for walkable catchments or provide greater guidance on how these are determined.
Timing for delivery of District Sports Park and associated land acquisition.	PDA Schedule of Works line item DS01a estimates delivery of the District Sports Park in 2034. Council has previously conveyed to EDQ the need to deliver this within 5 years based on Council planning. <u>Recommended action:</u> Review the proposed delivery timing of the District Sports Park having regard to Council's planning and previously communicated need for delivery by 2031.

Transfer of the central hill to public ownership	Implementation strategy states that Council will work with landowners to plan for the transfer of the central hill to public ownership to facilitate the delivery of the Cairns Regional Council nature trails strategy. Risk that land acquisition will be put on Council outside of the development assessment process. <u>Recommended action:</u> The Implementation Strategy should identify that both Cairns Regional Council and EDQ will work with landowners as part of the development assessment process to facilitate the transfer of the central hill to public ownership.
Infrastructure planning	
Transport Network Infrastructure Staging Risk	The PDA is ultimately planned to accommodate approximately 42,000 residents, a number of key strategic road upgrades are not programmed until between 2039 and 2064. Should development occur at a faster rate than the delivery of supporting transport infrastructure, there is a risk that the road network may experience capacity constraints sooner than anticipated. This could result in increased congestion on key corridors including Mount Peter Road, MacKillop Road and Petersen Road, place additional pressure on the Edmonton and Gordonvale transport connections, and create increased demand for Council to deliver sub-regional road upgrades ahead of currently planned timeframes. <u>Recommended action:</u> It is recommended that EDQ confirm that the network modelling assumptions underpinning the PDA are appropriately aligned with the nominated development phases, population yields and infrastructure delivery timeframes. This confirmation should provide assurance that the proposed sequencing of transport infrastructure is sufficient to support anticipated growth and minimise the risk of premature network congestion or the need for additional unplanned investment by Council.

Transport Bridge Costs Assumptions	The PDA includes several major bridge projects, including the Hussey Road Bridge (estimated at \$57 million), the Mount Peter Road Bridge (estimated at \$22 million) and a number of additional sub-regional bridge assets. Given the scale and complexity of these structures, there is a risk that the current cost estimates may be subject to change over time. Bridge infrastructure is typically more susceptible to cost escalation arising from site-specific conditions, geotechnical constraints, flood resilience requirements, design refinement, construction market pressures and long-term maintenance considerations. Any variation in scope or cost assumptions may have implications for the timing, affordability and delivery of supporting transport infrastructure within the PDA. <u>Recommended action:</u> It is recommended that EDQ confirm the scope assumptions, design parameters and cost estimation methodology applied to bridge infrastructure within the PDA. This should include assurance that a consistent and contemporary approach has been applied across all proposed bridge assets, providing greater confidence in the feasibility, staging and long-term funding requirements associated with the transport network.
Transport Road Cross Sections Differ From Typical Regional Standards	The PDA proposes a number of road cross-sections that differ from those typically applied across the region, including 24-25 metre trunk connector roads, 33 metre four-lane connector roads and 27 metre main street corridors. While these road typologies may respond to the specific urban design objectives of the PDA, there is a risk that they may not align with the broader Council and FNQROC road hierarchy standards. As the future asset owner, Council may inherit infrastructure that requires non-standard maintenance practices, introduces inconsistencies across the transport network and complicates future upgrade, renewal and expansion projects. Variations from established regional standards may also result in increased whole-of-life costs and operational complexities over the life of the assets. <u>Recommended action:</u> It is recommended that EDQ nominate FNQROC standards as the preferred basis for road design within

	the PDA wherever practicable, to maintain consistency with the broader regional transport network. Where alternative road typologies are proposed, EDQ should clearly demonstrate the strategic justification, expected service outcomes and any implications for long-term maintenance, renewal and asset management responsibilities that may ultimately transfer to Council.
<u>Stormwater & Waterways</u> Infrastructure Risk	Stormwater infrastructure represents a significant component of the PDA with estimated costs exceeding \$131 million and comprising extensive detention basins, drainage corridors, constructed wetlands and flood mitigation measures. Given the scale of the proposed network and the current reliance on concept-level planning, there remains uncertainty regarding both the ultimate cost and performance of these assets. This uncertainty may be influenced by future refinements to hydraulic modelling, including TUFLOW analysis, evolving climate change assumptions, detailed design development, and site-specific conditions identified during subsequent planning phases. As a result, there is potential for variations in infrastructure scope, staging and funding requirements as technical investigations progress. <u>Recommended action:</u> It is recommended that EDQ provide the final technical stormwater investigations and supporting modelling outcomes, demonstrating how stormwater management risks have been assessed and mitigated. This should include confirmation of the assumptions adopted for climate resilience, flood mitigation performance, asset scope and cost estimation, together with an explanation of how these factors have been incorporated into the overall infrastructure costing and delivery framework for the PDA.
<u>Water</u> Wastewater Treatment Plant Upgrades	The PDA is intended to support a community of approximately 42,000 residents and will require significant wastewater treatment infrastructure to accommodate future demand. While the proposed upgrades provide an important foundation for servicing growth, it is unclear whether sufficient allowance has been made for future cost escalation, contingency requirements and evolving regulatory obligations, noting that contingency provisions currently appear to be identified as nil. There is also a risk that future

	changes to environmental compliance requirements, treatment performance standards, or water quality obligations, including those associated with broader reef protection outcomes, may necessitate additional upgrades or investment beyond current estimates. This could have implications for the long-term affordability, timing and scope of wastewater infrastructure delivery. <u>Recommended action:</u> It is recommended that EDQ provide further detail regarding the assumptions adopted for wastewater treatment plant upgrade costs, including any allowances for contingency, escalation, future regulatory requirements and environmental compliance obligations. This should include the rationale underpinning the current cost estimates and confirmation that sufficient provision has been made to accommodate potential future treatment standard changes and associated infrastructure requirements.
Water Reservoir and Water Infrastructure Escalation Risk	The PDA identifies a number of significant water infrastructure assets that are costed in FY2026/27 dollars, including the Mount Peter ML Reservoir (\$43.47 million), Mount Peter HL Reservoir (\$17.25 million), Jones Road HL Reservoir (\$17.94 million), together with extensive trunk water mains and transfer infrastructure required to service ultimate development. A number of these assets are not scheduled for delivery until 2044, 2049, 2054 and 2064, resulting in a considerable time horizon between current cost estimates and anticipated construction. Consequently, there is a risk that actual delivery costs may vary significantly from those currently modelled due to construction cost escalation, market conditions, changes in design standards, regulatory requirements and evolving service expectations. Given the scale and strategic importance of these assets, any underestimation of future costs may have implications for infrastructure funding, staging and long-term servicing strategies within the PDA. <u>Recommended action:</u> It is recommended that EDQ provide further detail regarding the escalation assumptions, indexing methodology and contingency allowances applied to major water infrastructure assets within the PDA. This should include confirmation that cost estimates have

		appropriately accounted for the extended delivery timeframes of key reservoir and trunk water infrastructure projects, and provide assurance that future funding requirements have been modelled using a robust and contemporary approach to long-term infrastructure cost forecasting.
General FNQROC Compliance & Basis of Design Standards		The PDA documentation identifies a number of instances where specific provisions are intended to prevail over standard FNQROC requirements, including those relating to transport design, active transport infrastructure, open space provision and community facilities. While this may provide flexibility to achieve planning outcomes specific to the PDA, it creates a risk that infrastructure assets ultimately transferred to Council may not align with established FNQROC standards and practices. This could result in inconsistencies in asset design, operation and maintenance across the broader network, potentially increasing whole-of-life management costs and creating challenges associated with asset integration, service delivery and future upgrades. <u>Recommended action:</u> It is recommended that EDQ nominate FNQROC standards as the preferred basis for the design and delivery of infrastructure within the PDA wherever practicable. Where departures from FNQROC standards are proposed, EDQ should clearly document the rationale, demonstrate equivalent or improved service outcomes, and assess any long-term operational, maintenance or renewal implications for Council as the future asset owner.
General Significant Operational Costs	Future	While the PDA provides detailed consideration of capital infrastructure requirements, limited information is provided regarding the long-term operational and lifecycle costs associated with the assets proposed. This includes ongoing maintenance, renewal and replacement obligations for transport infrastructure, parks, open space, wetlands, drainage assets, corridors and other components of the blue-green network. Given the scale of infrastructure proposed, particularly the extensive network of wetlands, detention basins and environmental corridors, there is a risk that significant future operational and maintenance liabilities may ultimately transfer to Council without a clear understanding of the

	associated whole-of-life costs. Failure to adequately account for these ongoing obligations may impact future financial sustainability, asset management planning and service delivery outcomes. <u>Recommended action:</u> It is recommended that EDQ provide greater transparency regarding the anticipated operational, maintenance, renewal and asset replacement costs associated with infrastructure proposed within the PDA. Consideration should be given to incorporating whole-of-life costing principles into the infrastructure planning framework, including appropriate allowances and indexation for long-term operational expenditure. This would provide greater confidence that future asset ownership responsibilities, particularly for blue-green network assets, are fully understood and can be sustainably managed over the life of the development.
General State Agencies Dependencies/Commitment for Associated Infrastructure	The successful delivery of the PDA is dependent on a range of infrastructure investments and services that fall outside the direct control of EDQ and Council. Key elements of the proposed development framework rely on future commitments from State agencies, including the Deppeler Road interchange, Bruce Highway upgrades, public transport enhancements, schools, and emergency services infrastructure & the State Development Area to be serviced. While these investments are recognised within the planning assumptions, uncertainty remains regarding the timing, funding and prioritisation of these projects. Should development progress ahead of the delivery of supporting State infrastructure, there is a risk that demand and service pressures may be transferred to existing Council-managed assets, particularly the local road network, resulting in reduced levels of service and community expectations that Council address infrastructure shortfalls beyond its responsibilities. <u>Recommended action:</u> It is recommended that EDQ confirm that the relevant State agencies have reviewed and endorsed the infrastructure assumptions, cost estimates and delivery timeframes incorporated within the PDA. This should provide assurance that the proposed sequencing of development is aligned with the planned delivery of supporting State infrastructure and services, reducing the risk of infrastructure gaps, funding

	uncertainty and unintended impacts on Council assets and operations.
General	The review of the PDA has identified several matters for further consideration, reflecting areas where additional clarity, confirmation or supporting information would assist in managing future delivery, operational and financial risks. - There is a risk that development may occur ahead of the delivery of key transport infrastructure, potentially resulting in network capacity constraints and increased pressure on Council-managed transport assets. - Further certainty is sought regarding the inclusion, funding responsibilities and delivery timeframe for the Deppeler Road interchange, recognising its strategic role in supporting future network performance and connectivity. - Additional confidence is required that climate change assumptions adopted within flood and stormwater modelling appropriately reflect future risk and have been incorporated into infrastructure design and costing methodologies. - The long-term operational funding model for regional wetlands, detention basins and associated stormwater assets remains unclear, creating potential future funding and maintenance obligations. - The methodology used to account for cost escalation on infrastructure projects programmed beyond 2040 would benefit from further detail, given the potential impact of construction cost inflation and changing market conditions on future delivery costs. <u>Recommended action:</u> It is recommended that EDQ provide additional detail, confirmation and supporting technical information in relation to the matters identified above to improve confidence in the long-term delivery, funding, operation and maintenance of infrastructure within the PDA. Particular emphasis should be placed on infrastructure funding assumptions, infrastructure sequencing, asset ownership arrangements, FNQROC alignment and the robustness of long-term cost and climate resilience assumptions.

Corridor protection and future network capacity	It is essential that infrastructure corridors are planned and protected in a manner that future proofs the infrastructure network for long term growth within the PDA. Sufficient corridor widths should be preserved to accommodate future upgrades and avoid costly land acquisition, retrofit works and capacity constraints over time.
Park Facilities/Embellishment Standards	Facilities/Embellishment Standards within the PDA are inconsistent with Cairns Regional Council's <i>Cairns Public Open Space Policy Guidelines 2025</i> and may establish a higher service-level precedent across Council's broader park network with significant capital and ongoing maintenance and operational cost implications. <u>Recommended Action:</u> Higher service standards should only depart from Council's current standards where they are clearly justified by demonstrated need and merit. Modify Section 3.2.3.1.4, Table 20 – Embellishment Standards, to be consistent with the standards for Parks Networks referenced within Cairns Regional Council's <i>Cairns Public Open Space Policy Guidelines 2025</i>.
Utility services co-located within Neighbourhood Recreation Parks and District Recreation parks.	Cairns Regional Council's <i>Cairns Public Open Space Policy Guidelines 2025</i> provides for utility infrastructure, including pump stations, to be located on separate dedicated lots. Locating this infrastructure within local or district recreation parks results in a loss of usable public open space and can adversely affect the amenity and function of these parks. Accordingly, utility infrastructure should be accommodated on a separate lot. <u>Recommended Action:</u> Modify Section 3.2.3.1.4, Table 20 – Embellishment Standards, to classify utility installations as non-standard embellishments in Neighbourhood Recreation and District Recreation Parks. Condition PDA Development Applications to ensure that land required for utility services is provided as a separate lot and is not incorporated within park or open space land.

Financial		
Infrastructure Accountability	Funding	Council seeks greater clarity regarding the allocation of responsibility for infrastructure funding where actual costs exceed infrastructure charge assumptions, including any implications for Council funding obligations, asset acceptance and future service delivery.
Materials and resource availability		Council supports an ongoing and consultative relationship with industry stakeholders and community members. EDQ should consider how they will respond to interested stakeholders regarding their responsibility for inflationary impacts and labour availability.
Community / reputation		
Maintaining community trust and transparency		Council has established forums and communication channels to maintain two-way conversations with the community on a range of topics including development growth across our region. We will continue to provide insight to EDQ and enable direct engagement where appropriate. <u>Recommended action:</u> EDQ retains responsibility for direct community and stakeholder engagement at key project milestones, informing Council. Clarity is provided about roles, responsibilities and challenges.

Appendix 1 – PDA Vision additional wording

PDA Vision

Mount Peter is a connected, liveable and resilient community where people can live, work, learn and recreate within a distinctive natural setting which is framed by the scenic backdrop of forested hillslopes and the Wet Tropics World Heritage Area. Planned to ultimately accommodate around 42,500 residents in approximately 18,500 homes, Mount Peter delivers a diverse range of housing, employment, community and recreational opportunities supported by coordinated infrastructure delivery.

Neighbourhoods offer a mix of housing types, densities and lot sizes to meet the needs of residents at all life stages. Higher density housing is focused around activity centres, key public transport corridors and recreational areas. Neighbourhoods will be designed to be responsive to the tropical climate, reduce urban heat and improve thermal comfort. Street design provides for a shaded and convenient walking environment supporting healthy, active and connected communities.

A network of well-designed district, local and neighbourhood centres provide opportunities for mixed-use development, while complementing the role and function of the Edmonton Major Centre and Gordonvale District Centre and broader Cairns hierarchy of centres. District. These mixed-use centres accommodate the highest intensity and diversity of development in the area, integrating retail, commercial, community, cultural, health, education and residential uses in quality, pedestrian oriented environments.

Mount Peter supports a strong local economy through a broad range of employment opportunities by the coordinated provision of centres and employment areas, with strong connections to the Cairns South State Development Area and the Edmonton Industry and Business Local Area. Appropriate separation and transition between employment uses and residential and sensitive uses is achieved.

Educational opportunities are also offered through a range of public and private schools, which are highly accessible. A range of community facilities, provided in key locations, cater for the needs of the community. A network of diverse, accessible, high-quality parks and recreation facilities are provided that contribute to the amenity and vitality of communities and promote health and wellbeing.

An interconnected, blue-green network forms a defining element of the area, linking parks, open spaces, waterways, habitats and ecological areas. This network retains and rehabilitates significant environmental and landscape values, support biodiversity, and provide accessible recreational spaces and active transport connections for the community outside of sensitive ecological areas. The central hill is a key natural feature that provides the opportunity for future nature-based recreation. The areas adjoining the Wet Tropics World Heritage Area are carefully managed to avoid adverse impacts to biodiversity, particularly endemic species. Waterways, including Wrights Creek, that flow through to the Great Barrier Reef World Heritage Area are protected and enhanced. Stormwater, water quality and flood management solutions are integrated into the network through the development process.

The impacts of natural hazards are minimised or mitigated to protect people and property and enhance the community's resilience.

Mount Peter is supported by a range of transport and travel options that prioritise safety, accessibility and choice, enabling efficient movement through and in the area, with strong connections to surrounding centres, the Cairns City Centre, and regional destinations, including direct access to the Bruce Highway.

Infrastructure is planned, sequenced and delivered to ensure orderly and coordinated development of Mount Peter. Infrastructure delivery will be efficient and consider the ultimate servicing needs of the Mount Peter area, ensuring corridor alignments and widths are safeguarded for future development. The footprint of infrastructure will be minimised through design, considering direct paths, existing natural features and topography of the area.

Appendix 2 – Proposed text for tropical design

Tropical design

1. Neighbourhoods are designed to reduce urban heat, improve thermal comfort and support energy efficiency through:
 - a. lot design that maximises the number of lots where the longest axis of the lot has a general east-west orientation ~~where practical~~,
 - ~~a.b.~~ street pattern that maximises the number of streets running in a general north-south direction,
 - c. street and public realm design that retains mature vegetation and increases tree canopy cover,
 - ~~b.d.~~ street and verge widths that are sufficient to accommodate large shade trees,
 - ~~c.e.~~ landscaping and shading that reduce heat exposure and improve amenity.
2. Development is located, designed, constructed and operated to minimise energy use and support climate-responsive buildings through:
 - a. site layout, setbacks, building orientation and thermal design that enable natural cross-ventilation, passive cooling and natural light,
 - b. minimising impervious surfaces and where unavoidable, utilising permeable pavement materials,
 - c. incorporating covered outdoor living spaces and generous eaves and overhangs to shade exterior walls and openings,
 - d. allowing sufficient space around and in between buildings for air circulation, breeze permeation and passive cooling
 - e. adjustable openings, sliding screens and other movable elements that allow occupants to manage ventilation, shading and comfort, and
 - f. façade treatments, landscaping and material selection that improve thermal performance.
3. Neighbourhoods and development demonstrate integrated stormwater management systems that are designed to deliver the principles of Water Sensitive Urban Design (WSUD) and Integrated Water Cycle Management (IWCN) for buildings, streets and public spaces.