

Date: Thursday 25 September  
Venue: Via Teams  
Time: 10:00am

## Attendees

- Gabriel Nucifora
- Gaye Scott
- Lawrence Mason
- Jaki Kiernan
- Jeremy Blockey
- Robyn Guedes
- Rosie Douglas

## Apologies

- Steve Sponberg
- Abi Ralph
- Owen Sellwood

## Welcome

- Apology from Abi who had someone call in sick so has to work the floor.
- Gaye chaired the meeting in her absence.
- Welcome to Rosie Douglas who is here in her capacity as Chair of Tourism, Port Douglas Daintree, Emma is in the United States and Rosie has kindly stepped in.

## Road Update

Gabriel presented the road update.

### China Camp Road – Wujal Wujal

- Design and Construct Tenders closed 28 August 2025.
- Three reputable companies submitted offers.
- Tender review panel are concerned the proposed repairs may not be sufficient to treat the true extent of the landslips.
- The sites in question have some very specific failures.
- There's a section of concrete pavement which has been significantly undermined, and another section where there's a giant void with nothing holding it up.
- Council will be inviting all three tenderers to reconsider their proposed treatments – to ensure we get an appropriate price.
- The load rating of the concrete section was initially reduced to 5 tonnes, but in the interest of safety, the road has been closed, and all traffic must use the bypass.
- There is no traffic control at the bypass however, a pilot vehicle is used by contractors when moving large machinery on the bypass.

Author's note: Douglas Shire Council is managing the project on behalf of Wujal wujal Aboriginal Shire Council who is the owner of the road under a Memorandum of Understanding which was signed in December 2024.

### China Camp Road

- Site mobilisation & stockpiling completed
- Commencement of repairs September 2025
- Expected completion End November 2025

### Ten Mile Road

- Start expected end of October 2025
- Expected completion mid-December 2025

### Banabilla, Evergreen and Idriess

- Contractor is expected to start mid November
- Weather permitting, repairs will be completed by Christmas
- New street signs are on order.
- Existing ones illegible and overgrown.



### Cape Tribulation Bloomfield Road

#### Pierce's Hill

- Quotes have been sought for the repair of the rough section of the road approaching Pierce's Hill.
- Looking options for both importing material and maintenance grading.
- While we're trying to get answers on that as quickly as possible, Council does have a procurement process which must be followed, and that takes time.
- Nonetheless we are moving forward and getting that underway as quickly as possible.

#### NCP Contracting

- Repairs to the concrete section completed by end of October.

#### Unsealed Sections

- Work progressing as planned
- Completion expected by mid December 2025.

#### Questions / Comments

- On her morning walks, Robyn reported seeing a really big cavern/hole under the road after the concrete section heading south on Cape Tribulation Road, on the river side. Thought this may have an impact on repairs. **Action: Gabriel to get someone to inspect**
- Lawrence asked about seeing truck and dogs coming into Cape Tribulation when the advice is nothing 25 tonnes can traverse Alexandra Range. Gabriel confirmed a couple of contractors had obtained a special permit for the purposes of delivering material, which was based on axle configuration and supported by a detailed submission from geotechnical engineer. LM requested the process be publicised. **Action: Gabriel to talk to the delivery team to get permit process clarified.**

## HEH – Landslips

### Cape Tribulation Bloomfield Road Landslips

- Work progressing as planned – currently working on seven sites.
- Confirmed Luana Hairpin sites included in HEH contract.
- Completion expected by mid December 2025.

### Noah Range Landslip

- Work progressing as planned
- Completion expected by March 2026.



## Noah Creek Bridge Remedial Works

### Overview

- The discussion focused on the detailed planning and community impact of overnight works at Noah's Creek Bridge, particularly surrounding the proposed closure hours and how these affect local tourism and business operators.
- Key technical constraints were explained, including daily mobilisation and demobilisation requirements, limited work windows for safety and efficiency, and the complexity of restoring the bridge's load rating to 16 tonnes. The team committed to clear communication and backup scenarios for unforeseen complications.
- Local tourism operators expressed significant frustration over the lack of direct consultation, short notice, and the perceived inflexibility of the construction window, emphasising the closure would result in guest cancellations and business losses during peak season.
- Operators said better outcomes could have been achieved through earlier, face-to-face engagement.

### Reasons Why Reducing Closure hours Not an Option.

- The project delivery team looked at this but is unable to accommodate the request.
  - To have the bridge open during the day means mobilising and demobilising each day.
  - This means 1½ hours at the start and end of every day, so there's three hours lost in the construction window just to set up and demobilise.
  - The construction steps include taking the bridge deck off first to get to the girder, extracting the girder, loading in the new girder, securing the girder and then replacing the bridge deck, in time to re open at 6am.
  - This is estimated to take 11½ hours which leaves no opportunity to reduce construction time.
  - The project team tried its best to enable reduce the closure times but couldn't make it work.

### Lack of Consultation

- Reference group members were very critical of communications.
  - The timetable presented as a fait accompli which was very, very poor communications from Council about this whole project.
  - Talking to TTNQ and FNQTOA aren't the people who have to deal with the day to day issues. Why has there not been one person from Council who has come and spoken to us directly – excluding this forum?
  - You haven't bothered to listen.
  - As usual, you aren't asking the questions that the people who are directly affected, you're just running around making it look like you're doing the communication, doing the consultation, and it's not happening.
  - 6:30 till 6:00 AM is not acceptable to us as an operator. We have people arriving later in the evening, not because they're doing other things, but their flights arrive later. They might go on a reef trip in Port Douglas or Cairns or stop in Mossman for supplies.
  - We are going to have to cancel many of our guests, and our reef tour is going to be massively affected by the time.
  - I am not accepting cancellations. That is a non-starter. We are at the very end of our season. It's the busiest month of the year and you are just crapping all over us. And I just think it's disgusting.

- People aren't challenging the the engineering side of it. We are really grateful Council is trying to get the bridge back to 16 tonnes before the wet season. Everybody here gets that, but a small public meeting two weeks ago may have alleviated angst.

#### Implications for Bypass and Bridge Replacement in 2026

- The community sees this as a litmus test for next year, when there's probably going to be three or four months while the temporary bypass and a new bridge are being built.
- Council needs to come and talk to the business community, well before construction, to understand how any impacts can be minimised.

#### Uncertainty About the Reliability of the Temporary Bypass

- Council has had two almost two years to put in a causeway suitable for the task and you're dicking around trying to fix it up every day of the week. It's failing every day. Yesterday we had a Maui van stuck in the middle, and a supply truck couldn't get through.
- It would help if a drawing or design of the proposed temporary bypass was available to the community and presented by a relevant specialist to explain how the structure will be secured to the riverbed, how it will withstand the high water flows.
- We don't know what the design is like, what load it can carry. If a caravan can use it, we really need to see that. Having the design explained may give people confidence that visitors and supplies will have uninterrupted access to Cape Tribulation. [Action: Gabriel to determine when the drawings and/or design can be released.](#)

#### Alexandra Range

- There are two remaining landslip sites approved for repair.
- COLPO is expected to return Monday 20 October 2025 to complete these repairs.
- There it will go back to the one lane but without the escort vehicles previously seen and much shorter distance.
- Length restrictions will return with a maximum length of 15.1 metres for articulated vehicles and 12.5 m for rigid vehicles. [Action: Gabriel to confirm length limits prior to next meeting.](#)
- Site 6 is a pinch point site which is one of the reasons why it was left until the end.
- There is an additional site which Council has been monitoring.
- It did not initially meet the eligibility criteria but has since deteriorated.
- Project team is now scoping out the repairs to submit to Queensland Reconstruction Authority for consideration.
- If approved, the work can be done through the recovery process avoiding an imposition for ratepayers down the track in one or two years.

#### Landslips South of Daintree River

- COLPO has commenced repairs at three locations.
- Two on Upper Daintree Road and one on Stewart Creek Road.

### Lees Bridge

- Work has been impacted by rain.
- Causeway was damaged and became impassable
- Repairs were completed this week under Holding Works.



### Carried Forward

#### Turpentine Road

- Rectification works are scheduled for to occur over the new few weeks.

### Betterment Funding

- Council has received some updates in the portal around what that programs have been approved for funding. will look like. We're just pending some formal correspondence from the funding body so we can officially release it. [ACTION: Keep on the agenda until QRA confirms.](#)

### Escort Vehicles – Alexandra Range

- Clarify whether vehicles over 19 metres need escort vehicles. Gabe N to check.
- LM: This particular point has dragged on for maybe three or four meetings now.
- GN: will put back on my radar and and revisit with those I've been speaking to and and remind them we need to get an answer as soon as possible. [Action: Gabe to advice next meeting.](#)  
[Author's note: Meeting with Civil & DRFA planned for 7 October to discuss.](#)

### Next Meeting

- Thursday 16 October 2025