



25.06.2026

Our Ref: 36519-001-02
Your Ref: MCUC 2025_5867/1

Chief Executive Officer
Douglas Shire Council
PO Box 723
MOSSMAN QLD 4873

Attn: Environment & Planning – R. Taranto
Via Email: rebecca.taranto@douglas.qld.gov.au

Dear Rebecca,

**Information Request Response – Development Application MCUC 2025_5867/1
Material Change of Use for Short Term Accommodation (intensification of existing
backpackers accommodation)
37-39 Warner Street Port Douglas – Lot 50 on RP896319**

We act on behalf of the applicant, RRL One Pty Ltd (Tte), in relation to the abovementioned Development Application which is currently before Douglas Shire Council for assessment.

Reference is made to the Information Request issued by Council, dated 24 March 2026 and received by email on the same day.

In accordance with section 13 of the *Development Assessment Rules*, we provide this written response to Council's Information Request. This correspondence constitutes a complete response to Council's Information Request.

With respect to the matters raised in the Information Request, we advise as follows:

Traffic Impact Assessment

1. *The Provide a traffic impact assessment for development prepared by a suitably qualified person detailing the impacts on traffic flows, road network and parking internal and external to the site (including vehicle, pedestrian, bike, and scooter movements) during peak tourist season.*

Response

Please refer to the Traffic Impact Assessment prepared by ACD Engineering included within **Attachment A**. The assessment identifies that the proposed development will not adversely impact upon traffic flows, road network and parking internal and external to the site.

Carparking and Bicycle Parking

2. *Under Table 9.4.1.3. of the Planning Scheme, Access, Parking and Servicing code, the proposal requires 22 bicycle storage spaces. During a site visit conducted during low season, 25 or more bikes were present on site. It was agreed during the visit that given the predominantly higher use of bicycles*



rather than cars by backpackers, additional storage spaces above the required numbers should be considered.

Please provide a scaled parking plan that complies with the Australian Standards: AS2890.1 Parking Facilities; AS 2890.3 – bicycle parking; and AS2890.6 off-street parking for people with disabilities. The plan should include;

- *Locations of all existing and proposed buildings and structures;*
- *The location and dimensions of the vehicle parking spaces, including all abilities parking;*
- *Swept path movements for all vehicle parking areas;*
- *Details showing undercover and uncovered parking;*
- *Provision for manoeuvring of waste collection vehicles; and*
- *Details showing that the designated bike parking area can accommodate 22 (or more) bicycles.*

Response

The Traffic Impact Assessment prepared by ACD Engineering included within **Attachment A** provides a scaled plan demonstrating the location of all proposed and existing buildings and structures, distinction of uncovered (5) and undercover (15) parking, and provision of a total of 38 bicycle parking spaces.

Cooking Facilities

3. *Please clarify whether the proposal includes designated food preparation areas within each dormitory room or within the communal kitchen only.*

Response

Food preparation is only undertaken within the communal kitchen and within the caretaker residence.

Augmentation of Waste and Recyclable Storage Area

4. *Council's 2025/2026 Utility Charges and Associated Rating Matters document is available on Council's website. The document identifies the number of waste/recycling bins required for developments. The document nominates Short Term Accommodation that provides a communal kitchen as being allocated 1 cleansing charge for every 4 persons able to be accommodated. This would result in 55 entitlements for the proposed 222 bed accommodation. This amount will increase should the dormitory rooms provide designated cooking facilities (sink, microwave, etc.).*

Concern is raised that there may not be adequate area on site to accommodate the number of bins required to service the proposed development.

Provide a detailed plan showing an onsite waste and recyclable storage area that;



- *Is roofed, bunded and connected to sewer with an approved collection device at the drainage point to sewer;*
- *Has an impervious surface for the storage of waste containers with a suitable hose-cock with hose attached;*
- *Provides appropriate access and manoeuvrability for waste collections services and access for residents;*
- *Is located and designed so to avoid adverse amenity impacts within the site and to adjoining properties and street view; and*
- *Can provide for the number of bins required for the site; and*
- *Can be adequately accessed for collection.*

Response

Please refer to a copy of the refuse plan included at Drawing A06 of the amended Proposal Plans prepared by 8 Pencils included within **Attachment B**. The plan demonstrates that the site can accommodate the required bulk refuse bins to service the development. Screen fencing will be provided to conceal the area from public view. The refuse store area is partially covered by the existing building overhead and existing trees will be retained in this area. The existing washdown drain and hose cock on the wall be retained.

Personal and Communal Open Space

5. *Please provide a scaled plan showing the dimensions of personal and communal open space available to each guest. The Plan should include the percentage of each open space that is open to the sky and shaded by trees.*

Response

Please refer to a copy of the communal plan included at Drawing A08 of the amended Proposal Plans prepared by 8 Pencils included within **Attachment B**. The plan demonstrates a combined outdoor communal area of 352m² across the ground and first floor. The ground floor communal area comprises 58.24% of the available communal open space and is open to the sky and adjoins existing landscaped areas.

Landscaping

6. *Provide a landscape plan detailing the location of existing and proposed landscaping. The landscaping should consider the requirements of the Planning and Environment Court judgement issued on 9 April 2001 (Ref: Appeal No. 1 of 2001) and Council's Planning Scheme Policy No.7-Landscaping.*

The plan should include;

- *Existing mature trees marked for retention and removal;*
- *Existing and proposed landscaping showing plant species, planting schedules and maintenance regimes; and*
- *Existing and proposed hardscape features.*

Response

Please refer to a copy of the landscaping plan included at Drawing A08 of the amended Proposal Plans prepared by 8 Pencils included within **Attachment B**. All vegetation will be retained with the exception of one (1) existing tree to be removed.



The removal of the tree is required to accommodate the new deck expansion. A new raised planter is introduced to the proposed first floor deck expansion to soften the built form and improve amenity of users and the public.

Stormwater Drainage

7. *Provide a plan showing how the proposed roof over the deck will discharge stormwater to a lawful point of discharge.*

Response

Please refer to a copy of the roof floor plan included at Drawing A05 of the amended Proposal Plans prepared by 8 Pencils included within **Attachment B**. The plan demonstrates that all stormwater from the new roof will be directed to a new gutter and discharged to the lawful point of discharge at the existing kerb and channel within Warner Street.

Height of Wall

8. *Provide details of the height of the wall to be constructed on the south eastern boundary.*

Response

Please refer to a copy of the amended Proposal Plans prepared by 8 Pencils included within **Attachment B**. The proposed new wall is 7.8m high and maintains privacy to users of the site and adjoining uses.

Supporting Documents

Please see enclosed the following attachments to assist with Council's assessment of the application:

Attachment A: Traffic Impact Assessment prepared by ACD Engineering

Attachment B: Revised Design Plans prepared by 8 Pencils

We trust the enclosed information provided is to your satisfaction and look forward to your continued attention to this matter. In the meantime, should you have any further queries in relation to the information response please do not hesitate to contact the undersigned.

Yours Sincerely,

MICHAEL TESSARO
Associate / Senior Planner
Brazier Motti Pty Ltd

ATTACHMENT A

brazier motti



Port Douglas Backpackers, MCU for Short-term Accommodation Intensification – Traffic Impact Assessment

Date:	25 th June 2026	ACD Engineering Pty Ltd
Project Name:	Port Douglas Backpackers – MCU for Short-term Accommodation (intensification of existing backpackers)	PO Box 941 Gordonvale, QLD, 4865 Australia
Project No:	CNS014001	
Client / Company:	RRL One Pty Ltd C/- Brazier Motti Pty Ltd	
Council Reference:	Application No: MCUC 2025_5867_1	
Document No:	CNS014001-ACD-TIA00-TN-001	
Author:	Troy McCormack	
Revision No:	02	
Issued to:	Michael Tessaro (Brazier Motti) cc: Daniel Gray (RRL One Pty Ltd)	

1 Introduction

ACD Engineering has been engaged by RRL One Pty Ltd to undertake a Traffic Impact Assessment (TIA) for the Port Douglas Backpackers, Material Change of Use (MCU) for Short-term Accommodation (intensification of existing backpackers) at 37-39 Warner Street, Port Douglas (Lot 50 on RP896319). The proposed development comprises updating the existing premises which is currently operated as Port Douglas Backpackers to:

- Increase accommodation density from to 222 occupants (previously approved for 148) by increasing the bedding density within the existing rooms;
- Repurpose existing shop/restaurant as communal area;
- Additional toilets and showers (5 in total);
- New gymnasium and guest recreation area;
- New bike/scooter parking area;
- Upgraded laundry facility;
- New fire escape stairwell; and
- Removal of car parking spaces to accommodate the updated facilities.

The location of the proposed development is provided in Figure 1-1 below:



Figure 1-1: Site Location (image sourced from Queensland Globe)

This TIA has been prepared in response to Douglas Shire Council (Council) Information Request (IR) for MCUC 2025_5867/1, Item 1 "Traffic Impact Assessment" and Item 2 "Carparking and Bicycle Parking" and comprises the following information.

- In response to IR Item 1: This TIA has been developed for the proposed development detailing the impacts on traffic flows, road network and parking internal and external to the site (including vehicle, pedestrian, bike and scooter movements).
- In response to IR Item 2: A parking plan has been developed to demonstrate compliance with the Australian Standards: AS2890.1 Off-street car parking, AS2890.3 Bicycle parking, and AS2890.6 Off-street parking for people with disabilities.

The findings of the TIA are reported herein this document.

2 Relevant Standards and Guidelines

The applicable standards, guidelines and data sets used for the development of the TIA include:

- Douglas Shire Council, Planning Scheme 2018 Version 1.0, Access, Parking & Service Code, 9.4.1 (Douglas Shire Planning Scheme 2018 – Access, Parking & Service Code, 9.4.1)
- Cairns Regional Council, CairnsPlan 2016 Version 3.1, Part 9 Development Codes: 9.3 Parking and access code (CairnsPlan 2016 Parking and Access Code, 9.3.7)
- RTA Guide to Traffic Generating Developments, Version 2.2, 2002 (RTA GTGD, 2002)
- Australian Standard, Parking facilities AS2890.1 – Part 1: Off-street car parking, (AS2890.1:2004)
- Australian Standard, Parking facilities AS2890.3 (2015) – Part 3: Bicycle parking (AS2890.3:2015)
- Australian Standard, Parking facilities AS2890.6 (2022) – Part 6: Off-street parking for people with disabilities (AS2890.6:2022)

3 Trip Generation

3.1 Impacts to Trip Generation

The existing Port Douglas Backpackers establishment was previously approved under the Material Change of Use in April 2001 (Planning and Environment Court, Ref Appeal No. 1 of 2001) for:

- 18 x 6-bed dormitories (108 beds)
- 10 x 4-bedroom private suites (40 beds)
- Caretakers' residence
- Office and retail shop/s

The following aspects of the proposed development have been assessed as having an impact on the estimated vehicle and/or active transport (pedestrians / cyclists / scooters) trip generation:

- Increased accommodation density to 222 occupants (previously approved for 148 total) by increasing the bedding density within the existing rooms. This will result in an increase to vehicle and active transport trip generation.
- Repurposing existing shop/restaurant as communal area. This will result in a reduction to vehicle trip generation.
- New bike/scooter parking area. This is estimated to result in a reduction in motor vehicle trips generated, but an increase in active transport trip generation.

The existing office and caretaker's residence remains as part of the proposed development.

The remaining aspects of the proposed development provide upgrades to the backpackers' facilities for building compliance (new fire escape etc.) and/or improvements to the quality of facilities (new gymnasium and guest recreation area etc.) but have been assessed as having a negligible impact on vehicle trip generation.

3.2 Vehicle Trip Generation

The estimated peak hour and daily vehicle trip generation rates of the existing (previous approval) Port Douglas Backpackers establishment and proposed development usage has been calculated based on gross floor area (GFA) of the office and retail shop/s, and the number of beds provided (including the Caretaker's residence).

Trip generation rates for the office portion of the establishment (both existing and proposed development usage) have been calculated using the following rates nominated in the *RTA GTGD (2002), Section 3.5*:

- Daily vehicle trips = 10 per 100m² GFA
- Peak hour vehicle trips = 2 per 100m² GFA

Trip generation rates for the retail shop portion of the existing establishment (previous approval) have been calculated using the average rate per 100m² gross leasable floor area (GLFA) from the *RTA GTGD, (2002), Section 3.6.1, Tables 3.1 (peak hour) and 3.2 (daily trips)* average rate method, which nominates the following:

- Daily vehicle trips = 121 per 100m² GLFA
- Peak hour vehicle trips = Between 12.3 and 16.3 (dependent on day) per 100m² GLFA

It is noted that these average trip generation rates are likely to be highly conservative given that the RTA calculation rates cover shopping centres in metropolitan areas which contain a variety of different stores and services. As such, a 50% reduction factor has been applied, and the following trip generation rates have been adopted for the retail shop portion of the existing establishment:

- Daily vehicle trips = 61 per 100m² GLFA
- Peak hour vehicle trips = 7 per 100m² GLFA

Trip generation rates for backpackers and/or hostels are not readily available. In lieu of backpacker accommodation specification rates, trip generation rates from other short-term accommodation facilities with an appropriate conversion factor have been adopted. The *RTA GTGD, (2002), Section 3.4.1* nominates the following trip generation rates for motels:

- Daily vehicle trips = 3 per unit
- Peak hour vehicle trips = 0.4 per unit

The above vehicle trip generation rates have been adopted for the caretakers' residence (both existing and proposed development usage). Private vehicle usage for a backpackers or hostel facilities are significantly lower than motels (approximately 15-30% versus 90-95%+) due to varying primary transit modes (residents at backpackers or hostel facilities are more likely to utilise public transport, vehicle sharing, cycling etc.) and different travel style (budget-conscious, long-term travel versus comfort-focused, short-term travel). This is reflected in the parking provision requirements which nominate 1 car parking space per 10 beds for backpackers accommodation compared to 0.5 (non-self-contained) to 1.25 (self-contained) spaces per accommodation unit in the *CairnsPlan 2016 Parking and Access Code, 9.3.7 (Douglas Shire Planning Scheme 2018 - Access, Parking & Service Code, 9.4.1* does not nominate rates for backpackers/hostels for comparison). The above parking provisions equates to a ratio of backpackers parking provision requirements being between 10 to 20% of motel/hotel accommodation unit requirements.

Therefore, a conservative conversion rate of 0.2 has been adopted to convert the motel vehicle trips per unit generation rate to a backpackers/hostel vehicle trips per bed generation rate. This results in the following vehicle trip generation rates being adopted:

- Daily vehicle trips = 0.6 per bed
- Peak hour vehicle trips = 0.08 per bed

The estimated daily and peak hour trip generation rates for the existing usage (previous approval) and proposed development usage for the Port Douglas Backpackers are summarised in Table 3.1 and Table 3.2 below.

Table 3.1: Existing Usage - Estimated Daily and Peak Hour Vehicle Trip Generation

Building Usage	Unit	Value	Daily Trips Generated	Peak Hour Trips Generated	Comments / Reference
Office	m ² GFA	15	2	1	RTA GTGD (2002), Section 3.5 Offices trip generation rate. Daily trips manually increased to 2 and 1 for daily trips and peak hour trips respectively.
Retail shop	m ² GLFA	140	84.7	9.8	RTA GTGD (2002), Section 3.6.1 average rates with 50% reduction factor applied

Building Usage	Unit	Value	Daily Trips Generated	Peak Hour Trips Generated	Comments / Reference
Caretakers Residence	No. unit	1	3	0.4	RTA GTGD (2002), Section 3.4.1 Motel trip generation rate
Dormitories / Suites	No. Beds	148	88.8	11.8	RTA GTGD (2002), Section 3.4.1 Motel trip generation rate with 0.2 conversion rate applied
Total			179.2	23.0	

Table 3.2: Proposed Development Usage - Estimated Daily and Peak Hour Vehicle Trip Generation

Building Usage	Unit	Value	Daily Trips Generated	Peak Hour Trips Generated	Comments / Reference
Office	m ² GFA	15	2	1	RTA GTGD (2002), Section 3.5 Offices trip generation rate. Daily trips manually increased to 2 and 1 for daily trips and peak hour trips respectively. No change to existing usage.
Retail shop	m ² GLFA	0	0	0	Retail shop repurposed to communal area, resulting in a reduction in trips generated.
Caretakers Residence	No. unit	1	3	0.4	RTA GTGD (2002), Section 3.4.1 Motel trip generation rate. No change to existing usage.
Dormitories / Suites	No. Beds	222	133.2	17.8	RTA GTGD (2002), Section 3.4.1 Motel trip generation rate with 0.2 conversion rate applied
Total			138.2	19.2	

As shown above, it is estimated that both the daily and peak hour vehicle trips generated for the proposed development are lower than the previously approved existing development usage. Although there is an increase in vehicle trips generated by the increased accommodation density (no. of beds), the overall reduction in vehicle trips generated is a result of the previously approved retail shop usage being repurposed as a communal area.

Therefore, it has been assessed that the proposed development will not have an adverse impact on traffic flows and the surrounding road network in comparison to the previously approved usage for the existing Port Douglas Backpackers facility.

3.3 Active Transport Trip Generation

It is expected that the proposed development will result in an increase to active transport trip generation (pedestrians, cyclists, scooters etc.) due to the increase in accommodation density and type (residents at backpackers or hostel facilities are more likely to utilise active transport modes along with vehicle sharing/public transport etc.) and the provision for increased bicycle and scooter parking area / spaces. Increases to active transport are beneficial to the community as it reduces reliance on private vehicles, which results in less congestion on public road infrastructure, along with various environmental benefits. In addition to this, active transport also promotes physical activity and better health outcomes for community members.

There are existing concrete footpaths on both sides of Warner Street, in addition to linemarked on-road cycle lanes on both sides of Warner Street. The wider Port Douglas infrastructure generally supports active transport with footpath/shared paths and on-road cycle lanes on a large portion of the town road network. On this basis, an increase in active transport usage as a result of the proposed development is considered acceptable (and desirable).

4 Carparking and Bicycle Parking

4.1 Parking Provisions

The proposed development results in a reduction in available vehicle parking provisions to 18 x designated off-street vehicle car parks (13 x covered, 5 x uncovered), and an increase in bicycle parking provisions to 38 x designated off-street bicycle parking spaces (28 x covered, 10 x uncovered). Refer to Appendix A for *Port Douglas Backpackers Parking Layout Plan*.

The *Douglas Shire Planning Scheme 2018 – Access, Parking & Service Code, 9.4.1* does not include vehicle parking provisions specifically for “backpackers” under the short-term accommodation requirements. However, the *CairnsPlan 2016 Parking and Access Code, 9.3.7* does specify a rate of 1 space per 10 beds for backpackers’ accommodation and is considered a comparable planning scheme for the proposed development. This equates to 22 car park spaces being required for 222 beds. In addition to the 18 x designated off-street vehicle car parks there are an existing 5 x on-street vehicle car park spaces present directly in front of the Port Douglas Backpackers venue, as shown in Figure 4-1 below. This provides a combined total of 23 car park spaces.



Figure 4-1: Existing on-street car parking, Port Douglas Backpackers (image sourced from Google Earth, Street View)

The *Douglas Shire Planning Scheme 2018 – Access, Parking & Service Code, 9.4.1, Table 9.4.1.3b* requires a minimum 1 bicycle space per 10 rooms (which have been conservatively considered as equating to beds for the purpose of this assessment). This equates to 22 bicycle park spaces being required for 222 beds. As noted in the Council IR Item 2, during a site visit it was observed that there was a predominantly higher use of bicycles rather than cars by backpackers and that 25 or more

bicycles were present on site. Therefore, additional bicycle storage spaces above the required numbers should be considered. The provision for 38 x designated off-street bicycle parking spaces exceeds this requirement.

The proposed development provides provisions for a combined 23 x vehicle car parks (18 x off-street car parks and 5 x on-street car parks) and 38 bicycle parking spaces which exceeds the minimum 22 vehicle car parks and 25 bicycle parks nominated in the Council IR request.

4.2 Parking Layout Compliance Review

An off-street parking layout compliance review was completed for the Port Douglas Backpackers' carpark to confirm the following:

- 90-degree car parking spaces meet the required minimum 2.4m wide and 5.4m long dimensions specified for User Class 1A in *AS2890.1:2004, Figure 2.2*
- Parking aisle widths meet the minimum 5.8m width specified for Class 1A in *AS2890.1:2004, Figure 2.2*.
- A 750mm extension to the carpark linemarking past the existing columns to carparks 9 to 14 is required to ensure the design envelope for car park spaces with existing columns meets the requirements of *AS2890.1:2004, Figure 5.2*. Parking aisle width is still compliant with the required linemarking extension.
- Blind aisle car park spaces (*AS2890.1:2004, Figure 2.3*) are not applicable to the car park layout as these spaces have been converted to bicycle parking and are used by existing workshop (not designated vehicle spaces).
- Access driveway entry/exit (combined) width of 4.3m meets the required 3.0 to 5.5m width specified for Access Facility Class 1 in accordance with *AS2890.1:2004, Table 3.1 and 3.2*
- A single disabled parking space is provided, and the dimensions of the parking space (2.5m wide x 5.4m long) and adjacent shared area (2.4m wide x 5.4m long) meet the required dimensions specified in *AS2890.6:2022, Figure 2.2*
- The bicycle parking areas can accommodate the required minimum 1.8m long x 0.5m wide bicycle spacing envelope specified in *AS2890.3:2015, Figure 2.1*, and 1.0m horizontal spacing between bicycle racks as specified in *AS2890.3:2015, Figure 2.2*.
- Aisle widths between rows within the bicycle parking areas range from approximately 1.2 to 1.3m, which does not meet the 1.5m minimum aisle width as specified in *AS2890.3:2015, Table 2.1*. Although not compliant with *Table 2.1*, the reduced aisle width is considered fit for purpose based on the function of the bicycle parking areas being for secure bicycle storage with typically low turnover and that the bicycle parking areas are unlikely to require regular multiple user access, particularly when operating at capacity or close to capacity. The parking area is also likely to be partially used by scooters/e-scooters, which have a shorter wheelbase compared to a bicycle. Alternatively, angled bicycle racks (30° or 45°) could be adopted in accordance with *AS2890.3:2015, Figure B6*, to provide a minimum 1.5m aisle width between rows. However, this would marginally reduce the available capacity.
- Bicycle parking areas are protected from vehicular encroachment from adjacent carparks by existing columns.

Refer to Appendix A for the dimensioned *Port Douglas Backpackers Parking Layout Plan – Compliance Review*.

A vehicle swept path analysis for a B85 (85th percentile vehicle) has not been included as the carpark areas meet the requirements of the applicable Australian Standards, and these Standards are provided so that swept path assessments for every individual carpark are not required.

5 Waste Collection

An off-street refuse area is located near the frontage of the site and will utilise mobile front lift bulk bins (on wheels), as shown on the *Port Douglas Backpackers Parking Layout Plan* in Appendix A. The mobile front lift bulk bins will be wheeled out to the road shoulder for collection by a commercial waste collection service. This is a standard arrangement that has been adopted for various commercial premises within the Port Douglas area. As waste collection will be carried out on the sealed road shoulder and not within the off-street carpark, a swept path assessment demonstrating manoeuvring for waste collection is not required.

6 Conclusion

The assessment outcomes from the Traffic Impact Assessment in response to Douglas Shire Council Information Request for MCUC 2025_5867/1, Item 1 “Traffic Impact Assessment” and Item 2 “Carparking and Bicycle Parking” are summarised below.

Vehicle Trip Generation:

The estimated daily and peak hour vehicle trips generated for the proposed development (138.2 and 19.2 respectively) are lower than the previously approved existing development usage (179.2 and 23.0 respectively). Therefore, it has been assessed that the proposed development will not have an adverse impact on traffic flows and the surrounding road network in comparison to the previously approved usage for the existing Port Douglas Backpackers facility.

It is expected that the proposed development will result in an increase to active transport trip generation due to the increase in accommodation density and type, and the provision for increased bicycle and scooter parking area / spaces. Increases to active transport are beneficial to the community as it reduces reliance on private vehicles, resulting in less congestion on public road infrastructure, along with various environmental benefits and improved health outcomes for the community. Warner Street and the wider Port Douglas infrastructure generally support active transport with footpaths/shared paths and on-road cycle lanes on a large portion of the town road network. On this basis, an increase in active transport usage as a result of the proposed development is considered acceptable.

Carparking and Bicycle Parking

The proposed development provides provisions for a combined 23 x vehicle car parks (18 x off-street car parks and 5 x on-street car parks) and 38 bicycle parking spaces which exceeds the minimum 22 vehicle car parks and 25 bicycle parks nominated in the Council IR request.

An off-street parking layout compliance review was undertaken to verify compliance with *AS2890.1:2004 (Off-street car parking)*, *AS2890.3:2015 (Bicycle parking)* and *AS2890.6:2022 (Off-street parking for people with disabilities)*. A 750mm extension to the carpark linemarking past the existing columns to carparks 9 to 14 is required to ensure the design envelope for car park spaces with existing columns meets the requirements of *AS2890.1:2004*

Waste Collection

An off-street refuse area is located near the frontage of the site and will utilise mobile front lift bulk bins. The mobile front lift bulk bins will be wheeled out to the road shoulder for collection by a commercial waste collection service, which is a standard arrangement for commercial premises within the Port Douglas area. As waste collection will be carried out on the sealed road shoulder and not within the off-street carpark, a swept path assessment demonstrating manoeuvring for waste collection is not required.

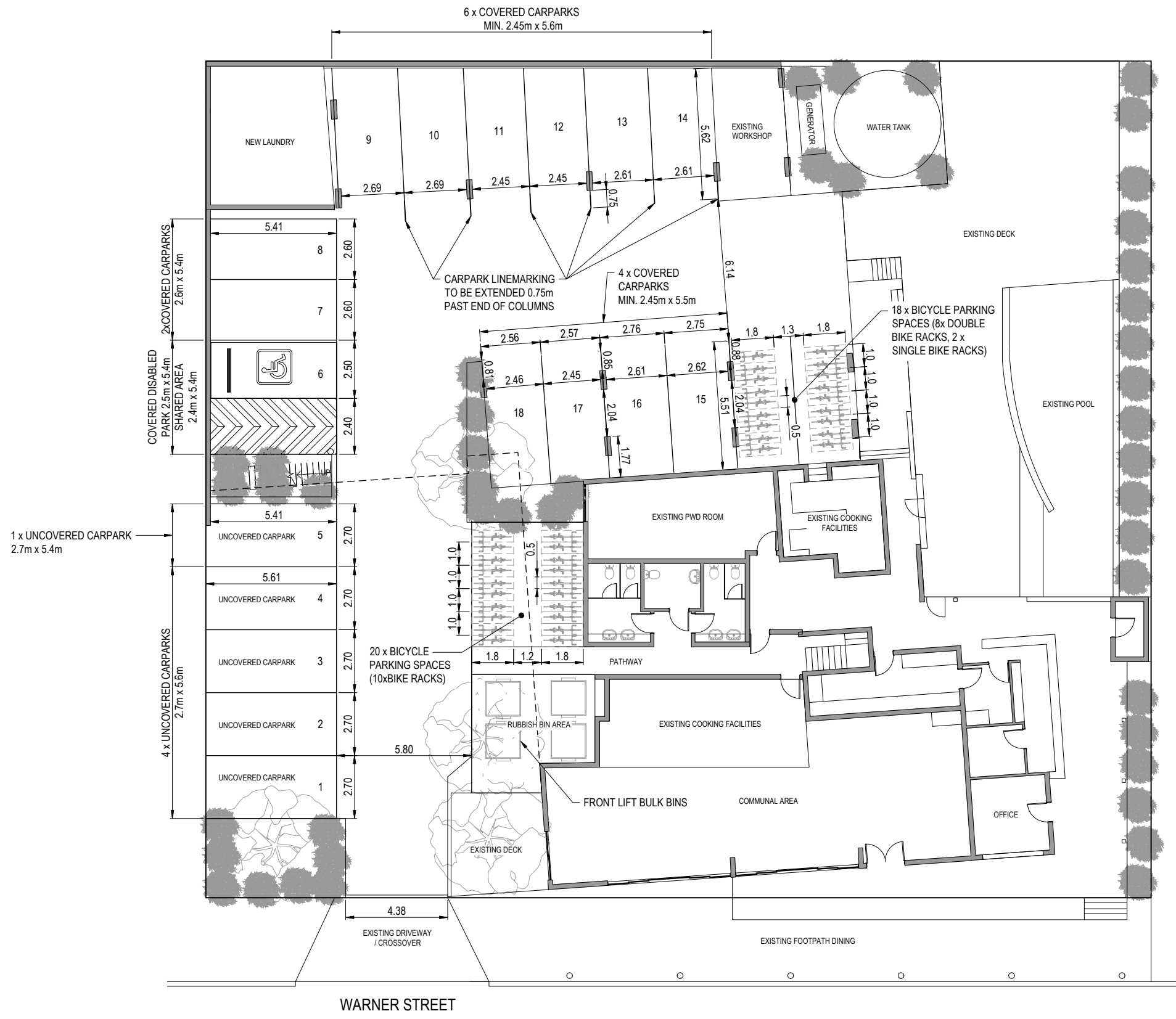
In response to Douglas Shire Council Information Request Items 1 “Traffic Impact Assessment) and 2 “Carparking and Bicycle Parking” for MCUC 2025_5867/1, it has been assessed that the proposed development will not have an adverse impact on traffic flows and the surrounding road network in comparison to the previously approved usage for the existing Port Douglas Backpackers facility, and that the existing car park is suitable for the proposed development usage.

ACD Engineering Pty Ltd

A handwritten signature in black ink that reads 'T. McCormack'.

Troy McCormack
Director | Principal Engineer
BEng (Hons), RPEng (Civil), RPEQ 32350

Appendix A – Port Douglas Backpackers Parking Layout Plan



PARKING LAYOUT PLAN - COMPLIANCE REVIEW

REV	DATE	DRAWN	APPROVED	DESCRIPTION
02	25.06.26	TM	TM	RESPONSE TO COUNCIL IR, REFUSE BINS UPDATED
01	17.06.26	TM	TM	INITIAL ISSUE - RESPONSE TO COUNCIL IR

SCALE

1:100 (A1)
1:200 (A3)

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CLIENT

RRL ONE PTY LTD

ACD ENGINEERING

ACD Engineering Pty Ltd
ABN 15 689 430 199

DRAWN

T. MCCORMACK

APPROVED

TROY MCCORMACK

DATE: 25.06.2026

PROJECT

PORT DOUGLAS BACKPACKERS - MCU FOR SHORT-TERM ACCOMODATION

DRAWING TITLE

PARKING LAYOUT PLAN - COMPLIANCE REVIEW

DRAWING NO.

CNS014001-ACD-CI00-SKT-001

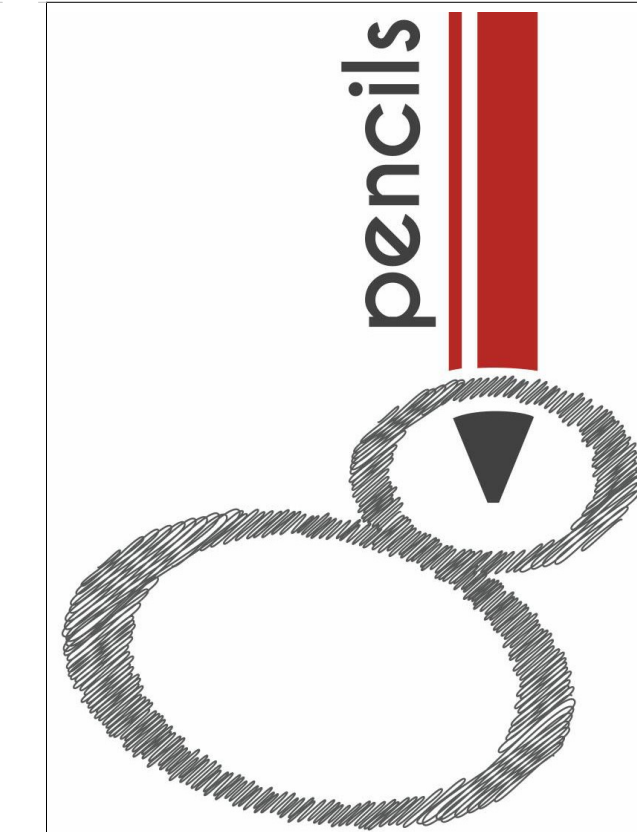
REV

02

ATTACHMENT B

brazier motti





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P14	Revision 14	22/06/26
P13	Revision 13	4/06/26
P12	Revision 12	20/04/26
P11	Revision 11	8/10/25
P10	Revision 10	31/07/25
P9	Revision 9	24/07/25
P8	Revision 8	21/07/25
P7	Revision 7	27/06/25

REV	DESCRIPTION	DATE
CLIENT		
Paul O'brien		

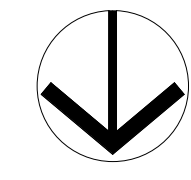
PROJECT		
PORT DOUGLAS backpackers		
Warner st. Port Douglas		

DRAWING		
SITE PLAN		

PRELIMINARY		
NOT FOR CONSTRUCTION		
DATE DRAWN: 07/05/11	PLOT DATE: 22/06/2026 12:06:12 PM	
DRAWN Author	CHECKED drawn	APPROVED checked
SCALE		
1 : 100		
PROJECT N°	DRAWING N°	REV
2290	A01	P14

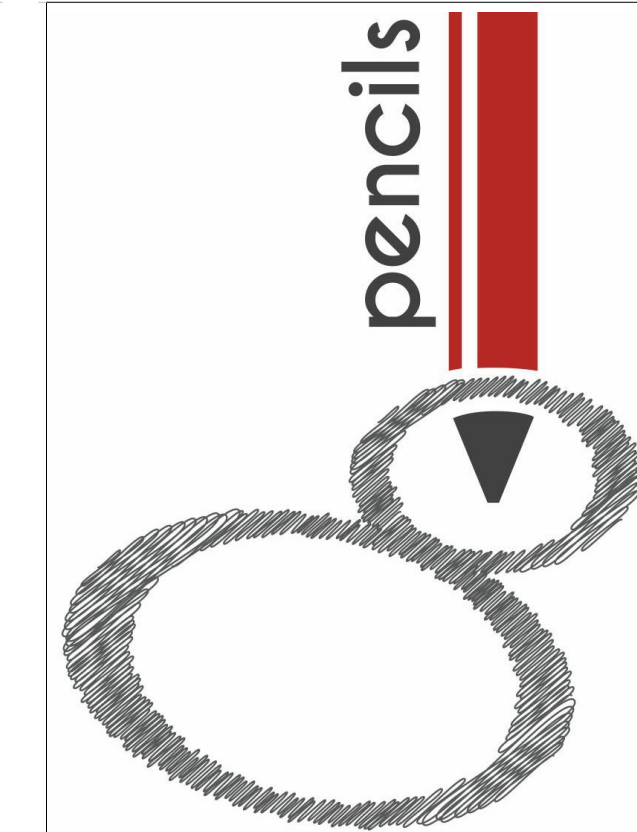
NOTE
DO NOT SCALE FROM DRAWINGS. VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK. COPYING OR THE REPRODUCTION OF THIS DRAWING IS STRICTLY PROHIBITED WITHOUT THE CONSENT OF 8 PENCILS

1 Site Plan
1 : 100 @ A1





1 First Floor
1:100 @ A1



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P14	Revision 14	22/06/26
P13	Revision 13	4/06/26
P12	Revision 12	20/04/26
P11	Revision 11	8/10/25
P10	Revision 10	31/07/25
P9	Revision 9	24/07/25
P8	Revision 8	21/07/25
P7	Revision 7	27/06/25

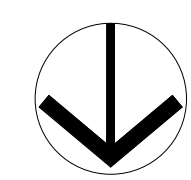
REV DESCRIPTION DATE
CLIENT
Paul O'brien

PROJECT
PORT DOUGLAS backpackers
Warner st. Port Douglas

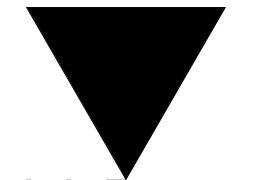
DRAWING
FIRST FLOOR PLAN

PRELIMINARY
NOT FOR CONSTRUCTION
DATE DRAWN: 06/19/18 PLOT DATE: 22/06/2026 12:06:14 PM

DRAWN	Author	CHECKED	Checker	APPROVED	Approver
SCALE	1:100				
PROJECT N°	DRAWING N°	REV			
2290	A02	P14			

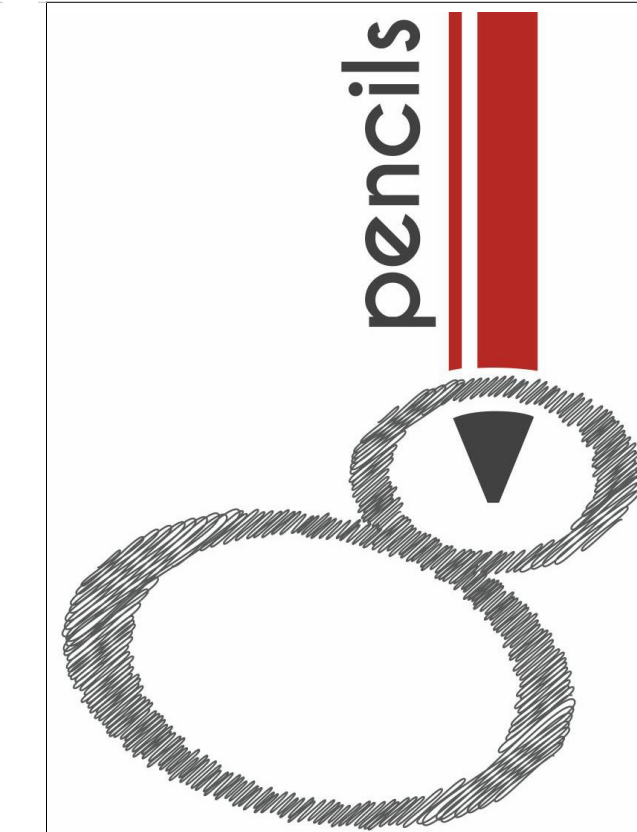


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1 Second Floor
1:100 @ A3



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P14	Revision 14	22/06/26
P13	Revision 13	4/06/26
P12	Revision 12	20/04/26
P11	Revision 11	8/10/25
P10	Revision 10	31/07/25
P9	Revision 9	24/07/25
P8	Revision 8	21/07/25
P7	Revision 7	27/06/25

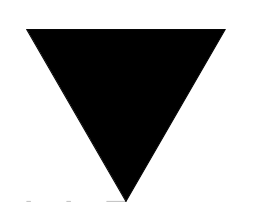
CLIENT
Paul O'brien

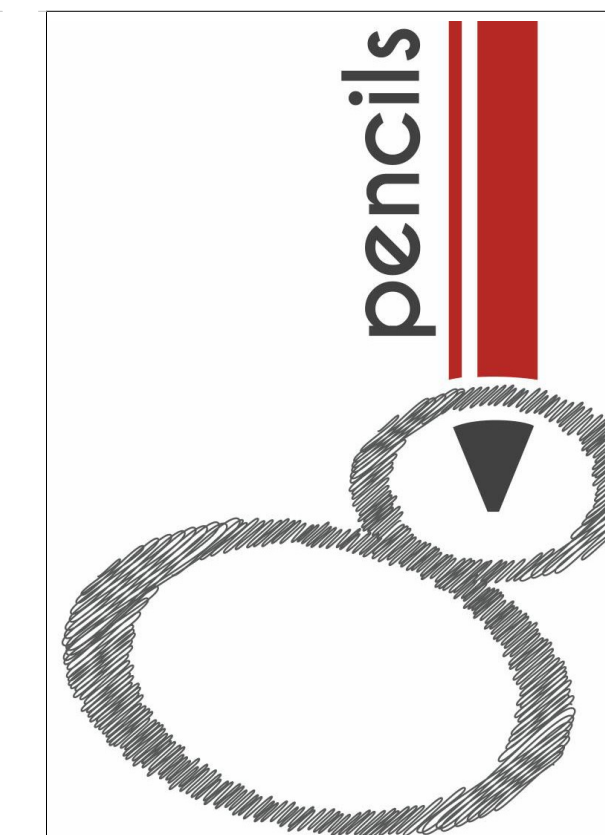
PROJECT
PORT DOUGLAS backpackers
Warner st. Port Douglas

DRAWING
SECOND FLOOR PLAN

PRELIMINARY
NOT FOR CONSTRUCTION
DATE DRAWN: 10/08/24 PLOT DATE: 22/06/2026 12:06:15 PM
DRAWN Author CHECKED Checker APPROVED Approver
SCALE
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PROJECT N° DRAWING N° REV
2290 A03 P14

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P12	Revision 12	20/04/26
P11	Revision 11	8/10/25
P10	Revision 10	31/07/25
P9	Revision 9	24/07/25
P8	Revision 8	21/07/25
P7	Revision 7	27/06/25

REV	DESCRIPTION	DATE
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CLIENT
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PROJECT
 PORT DOUGLAS backpackers
 Warner st. Port Douglas

DRAWING
 3D - VIEWS

PRELIMINARY
NOT FOR CONSTRUCTION

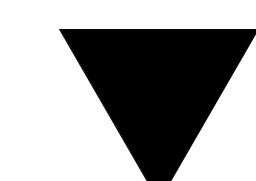
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DRAWN Author CHECKED Checker APPROVED Approver

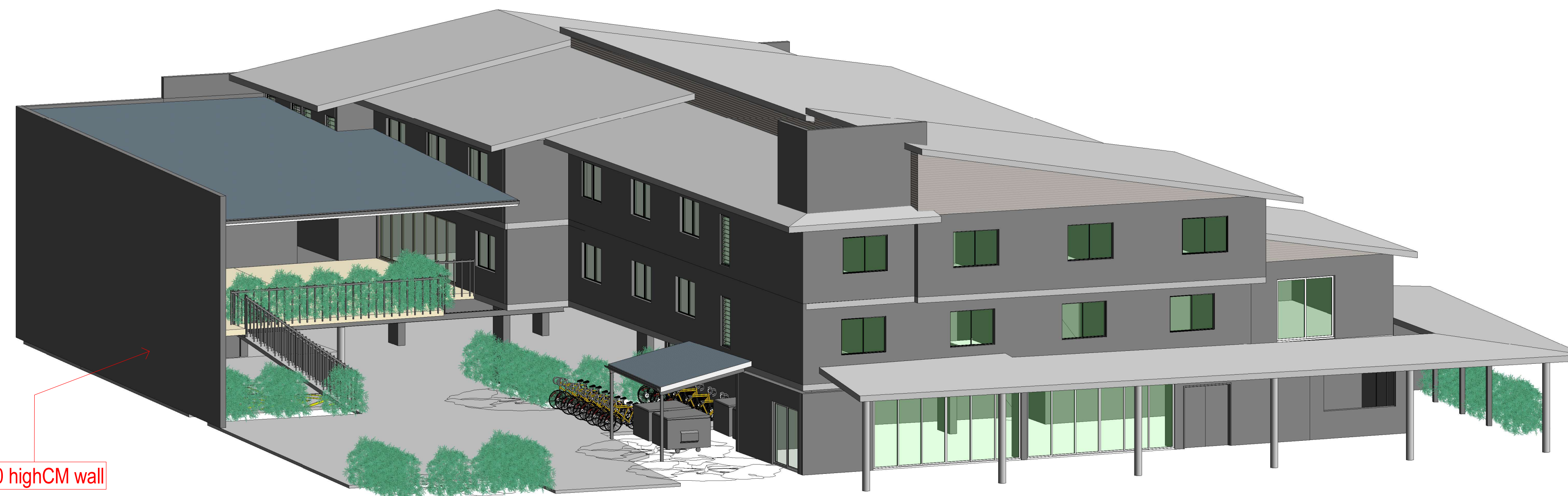
SCALE

PROJECT N°	DRAWING N°	REV
2290	A04	P14

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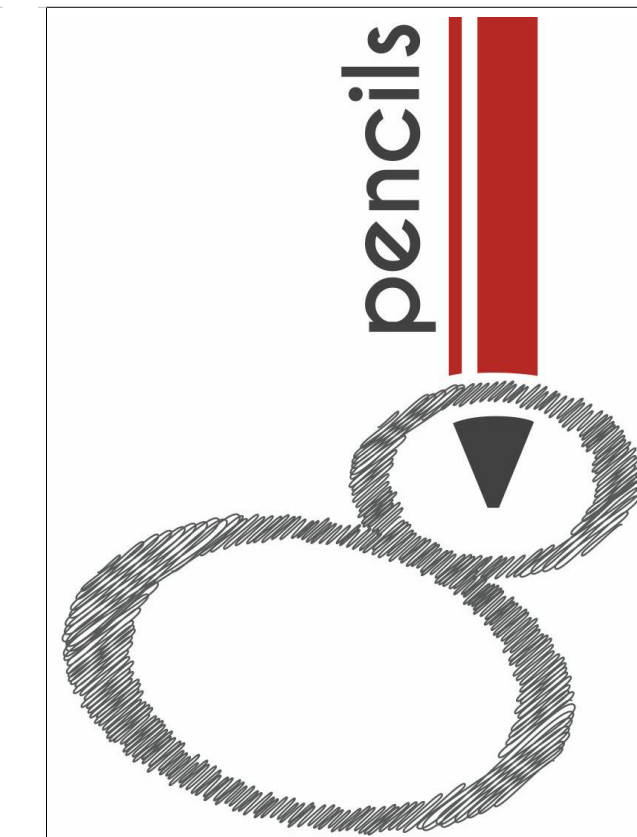


1 3D - STREET VIEW
 @ A3



7800 highCM wall

2 3D - VIEW 1
 @ A3



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P9	Revision 9	24/07/25
P8	Revision 8	21/07/25
P7	Revision 7	27/06/25

REV	DESCRIPTION	DATE
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PROJECT
 PORT DOUGLAS backpackers
 Warner st. Port Douglas

DRAWING
 Roof Plan

PRELIMINARY
NOT FOR CONSTRUCTION

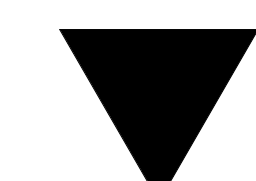
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DRAWN Author CHECKED Checker APPROVED Approver

SCALE
 1 : 100

PROJECT N°	DRAWING N°	REV
2290	A05	P14

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P12	Revision 12	20/04/26

REV	DESCRIPTION	DATE
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PROJECT
 PORT DOUGLAS backpackers
 Warner st. Port Douglas

DRAWING
 CARPARK / REFUSE PLAN

PRELIMINARY
NOT FOR CONSTRUCTION

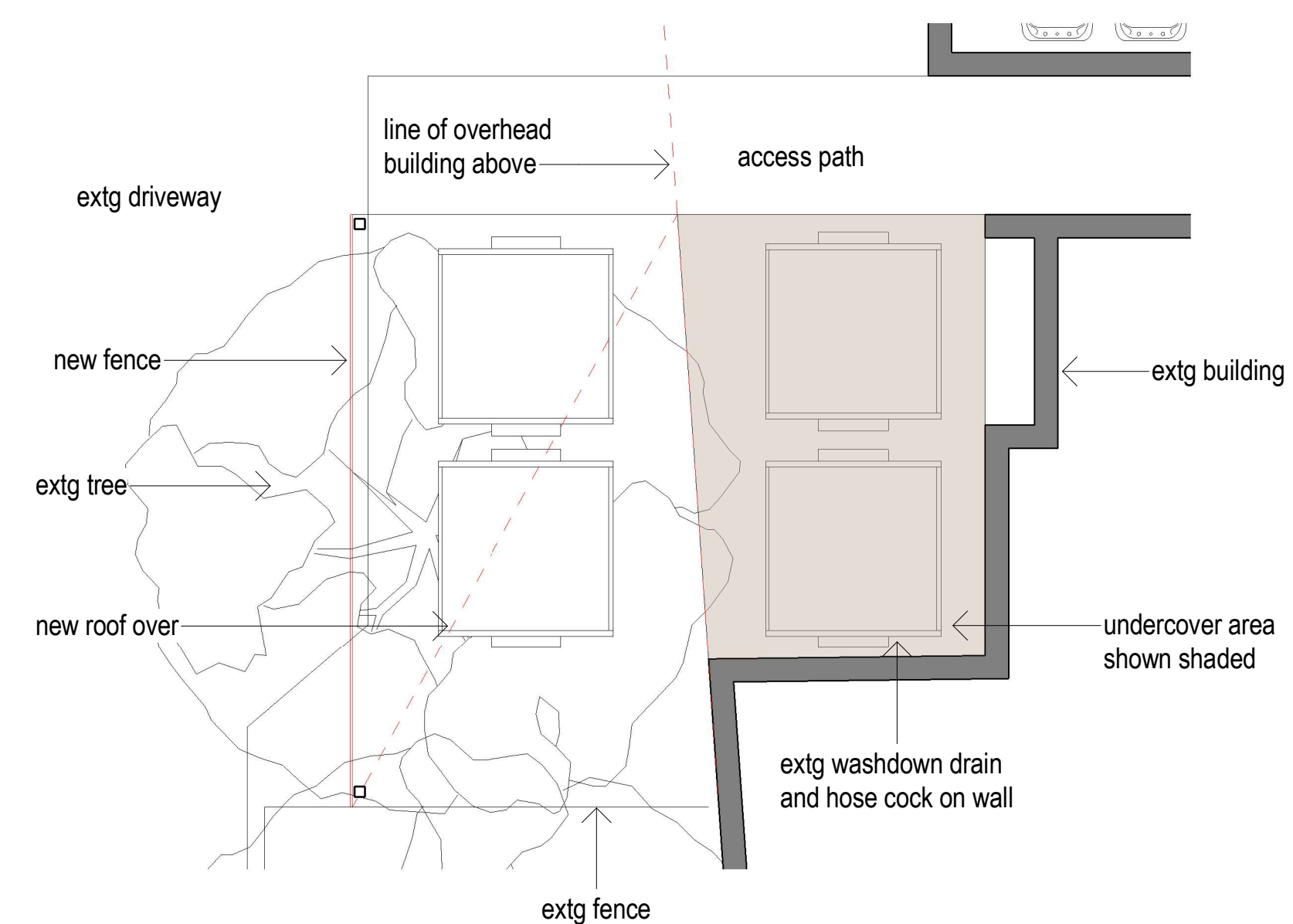
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DRAWN Author CHECKED Checker APPROVED Approver

SCALE
 As indicated

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1 Refuse plan
 1:50 @ A3



EXISTING WASHDOWN DRAIN

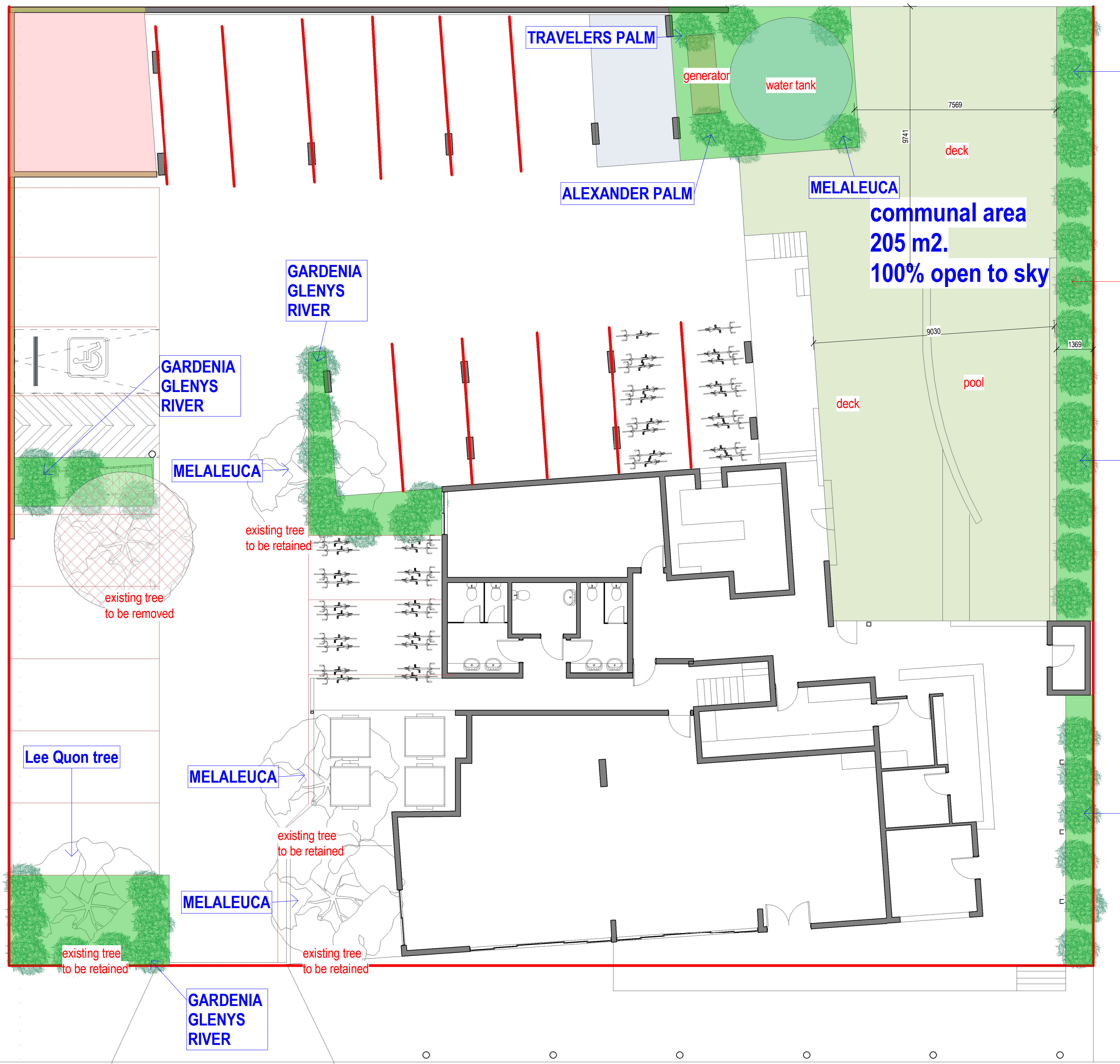


EXISTING WASHDOWN HOSE COCK



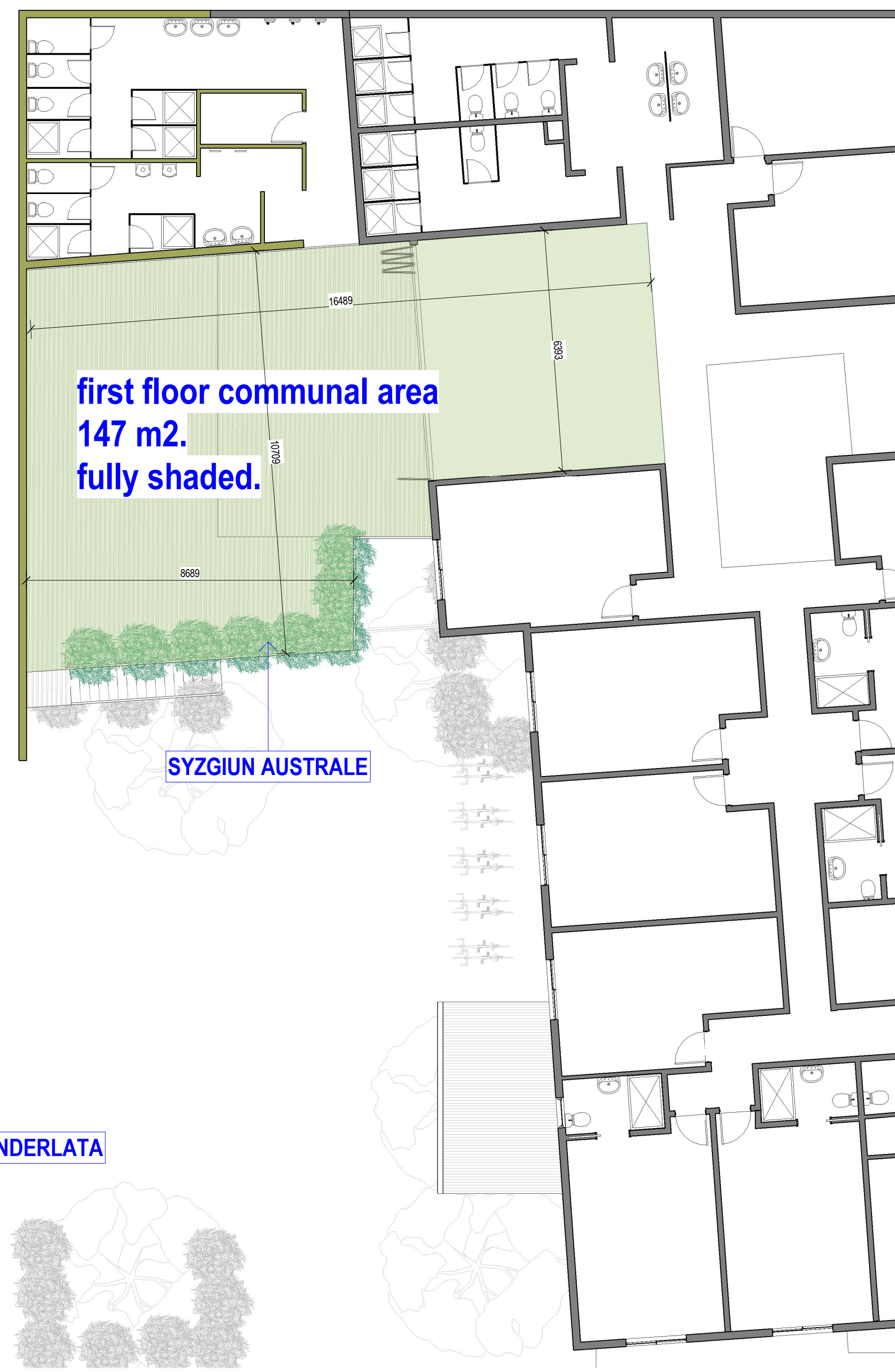
2 Carpark plan
 1:100 @ A3

carparks 1 to 5 - uncovered
 carparks 6 to 20 - covered



1 GF Landscape and Communal plan
1:100 @ A3

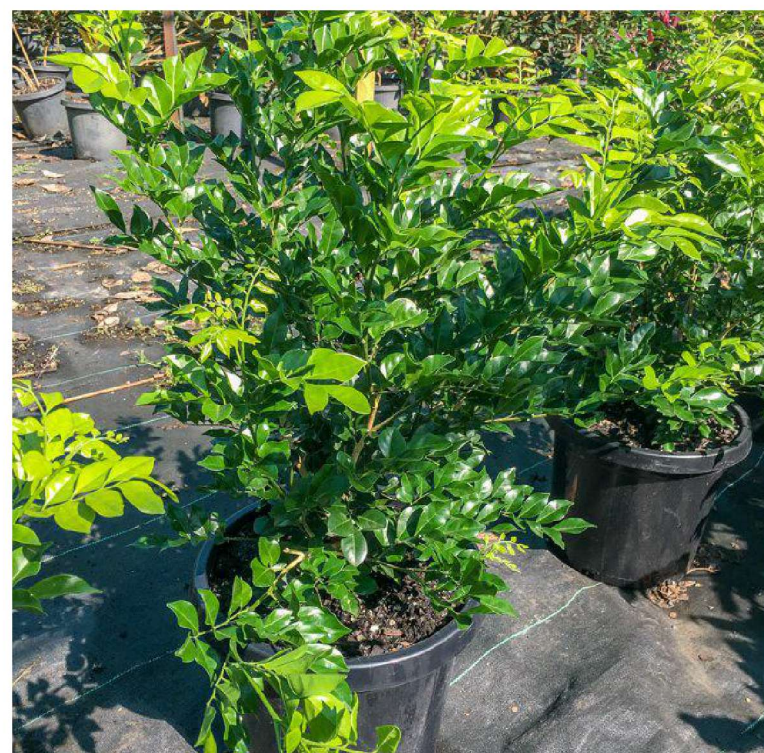
TOTAL COMMUNAL AREA = 352 m2.
PERCENTAGE OPEN TO TH SKY = 58%



2 First Floor communal area
1:100 @ A3



SYZGIUM



MARRAYA



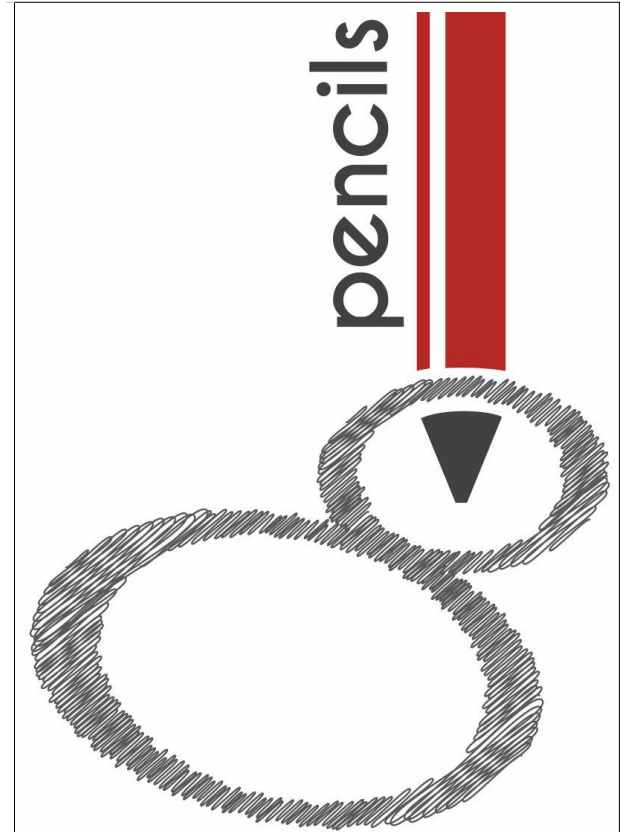
RUSSELLIA



HELLICONIA



GARDENIA



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P12	Revision 12	20/04/26
REV	DESCRIPTION	DATE
CLIENT		
Paul O'brien		

PROJECT
PORT DOUGLAS backpackers
Warner st. Port Douglas
DRAWING
LANDSCAPE PLAN

PRELIMINARY
NOT FOR CONSTRUCTION
DATE DRAWN: 04/20/26 PLOT DATE: 22/06/2026 12:06:23 PM
DRAWN Author CHECKED Checker APPROVED Approver
SCALE
1:100
PROJECT N° 2290 DRAWING N° A08 REV P14

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