



Town Planning and Project Services

22 December 2025

State Assessment and Referral Agency
Ground Floor, Ports North Building,
Cnr Grafton and Hartley Streets,
CAIRNS QLD 4870

Cc: Chief Executive Officer
Douglas Shire Council
64-66 Front Street
MOSSMAN QLD 4873

Attn: Poppy Ellis-Southwell (Assessing Officer)

Attn: Georgia Graham (Assessing Officer)

Via email: cairnssara@dsdilgp.qld.gov.au

Via email: enquiries@douglas.qld.gov.au
georgia.graham@douglas.qld.gov.au

RE: RESPONSE TO INFORMATION REQUEST IN RELATION TO THE DEVELOPMENT APPLICATION FOR A DEVELOPMENT PERMIT FOR THE MATERIAL CHANGE OF USE (CHILDCARE CENTRE AND COMMUNITY FACILITIES – PLACE OF WORSHIP) OVER LAND AT 36 FRONT STREET, MOSSMAN, MORE FORMALLY DESCRIBED AS LOT 1 ON RP706244

SARA REF: 2510-48803 SRA

Aspire Town Planning and Project Services act on behalf of The Uniting Church In Australia Property Trust (Q) (the 'Applicant' and 'Landowner') in relation to the above described matter.

We make reference to the Request for information received from the State Assessment and Referral Agency on the 6 November 2025. On behalf of the Applicant, please accept this correspondence as the Applicant's full response to the above referenced Request for Information pursuant to s13.2(a) of the Development Assessment Rules v3.

Information Request Item 1: Access State Controlled Road

The proposed development for Childcare Centre and Community Facilities (Place of Worship) including on-site car parking has not demonstrated compliance with Performance outcomes (PO) PO15 – PO17 of State code 1: Development in a state-controlled road environment (State code 1) of the SDAP.

The proposed development is seeking a changed vehicular access via the Captain Cook Highway (Front Street) to accommodate increased vehicular movements from the Childcare Centre and Community Facilities (Place of Worship) including on-site car parking via an internal two-way driveway.

Proposed Site Plan, Drawing A-DA-01.03, Issue A, prepared by Elevation Architecture illustrates a changed vehicular access and internal two-way driveway via Front Street. A review of the Proposed Site Plan indicates that no dimensions have been provided to illustrate the width of the changed vehicular access and internal driveway. The internal driveway should be wide enough to accommodate two vehicles (largest vehicles) that will be entering and exiting the site simultaneously.

Furthermore, the proposed refuse storage area will be located at the rear of the site, development plans / drawings do not illustrate a refuse truck entering the site, manoeuvring on-site and exiting the site in a forward gear.

Action: You are requested to provide a revised site plan that illustrates the following:

- the internal driveway design with appropriate dimensions and sufficient width to allow two (2) vehicles (largest vehicles) to enter and exit simultaneously. To minimise potential queuing impacts on a state-controlled road, the driveway design should be a minimum of 5.5m wide to allow two (2) vehicles to traverse the driveway side
- if the internal driveway does not have sufficient width to allow two (2) vehicles to pass each other simultaneously, the proposed development should provide an alternative option to allow vehicles to enter and exit the site without impacting on the state-controlled road
- confirm if a refuse truck will be utilised to pick-up rubbish from the rear of the development site or will refuse bins be physically relocated to the kerb for kerbside pickup
- if the internal driveway is not of a sufficient width and a refuse truck will be utilised to pickup rubbish from the rear of the site, please demonstrate how this will be achieved via the undersised two-way driveway.

Applicant Response to Information Request Item 1

A coordinated response has been prepared in consultation with Elevation Architecture and Lekker Urban. An Amended Plan Set is provided at Attachment A, and a supporting Traffic Impact Assessment is included at Attachment B.

The amended plans principally clarify the driveway width, reconfigures the on-site parking and manoeuvring areas, and relocates the waste storage area to the rear of the Existing Church. It is proposed that waste collection continue to occur from the existing on-street collection point, which is a typical and accepted arrangement for commercial and community uses along Front Street.

Swept path modelling is provided within the Traffic Impact Assessment and confirms that passenger vehicle ingress and egress can be accommodated.

Conclusion

Thank you for your time and consideration of this Response to Information Request. We respectfully request that the State Assessment and Referral Agency progress the assessment and decision of the Development Application.

If you have any further questions or issues, please do not hesitate to contact the undersigned.

Regards,



Daniel Favier
Senior Town Planner
ASPIRE Town Planning and Project Services

ATTACHMENT I

Amended Plan Set

Prepared by Elevation Architecture

Mossman Uniting Church

36 Front Street Mossman QLD



Perspective 1

Local Authority: Douglas Shire Council
Site Classification: Community

Site Area: 2054m²
Building Area: 588.3m²

DEVELOPMENT INFO

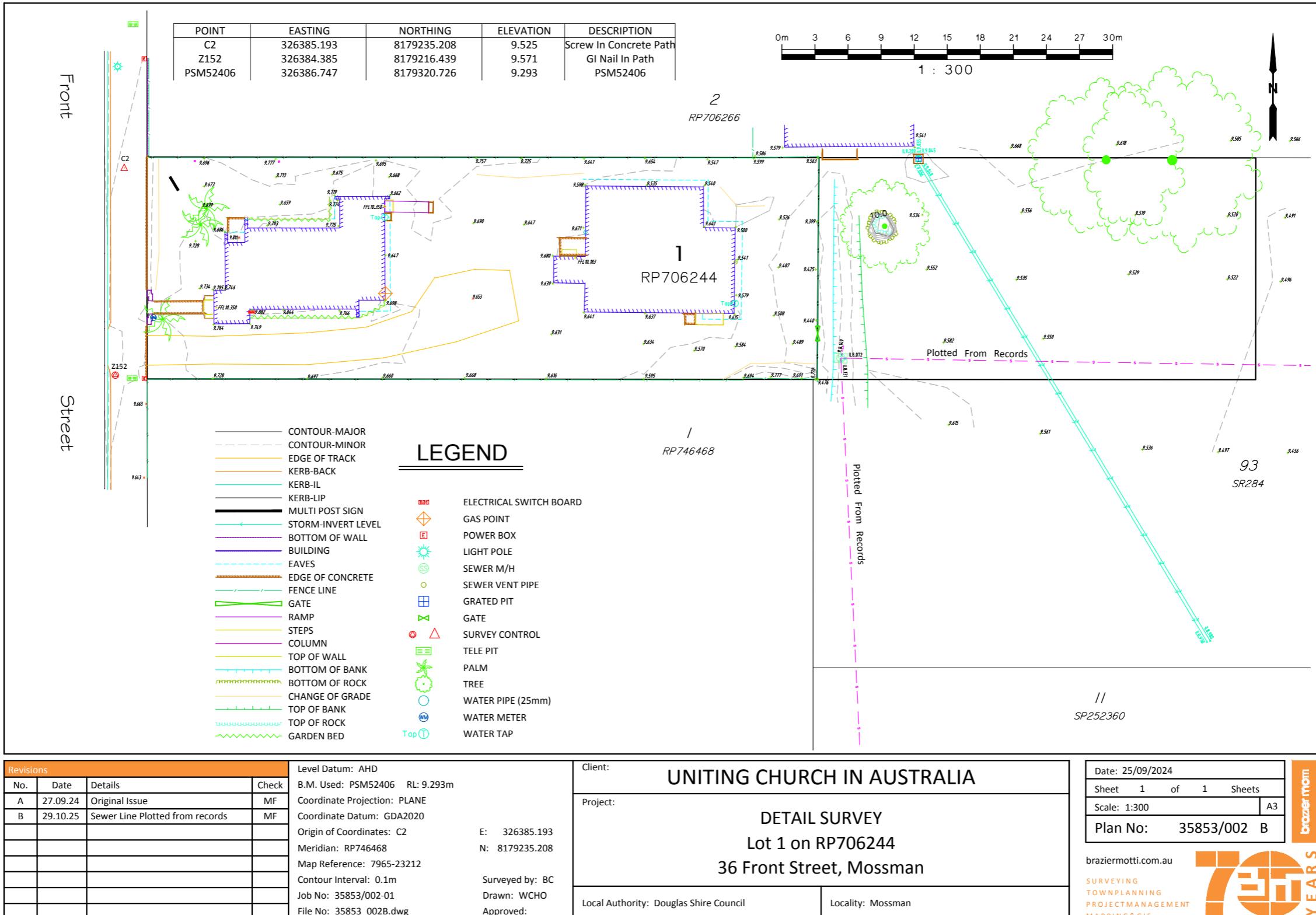
CARPKING RATES

CHILDCARE CENTRE 1 Space / 10 Children + 1 Space / Staff	10
CHURCH 1 Space / 15m ² GFA	7
HALL 1 Space / 15m ² GFA	11
<i>Total Carparks Required</i>	28
<i>Total Carparks Provided</i>	10



Locality Plan

DA
NOT FOR CONSTRUCTION

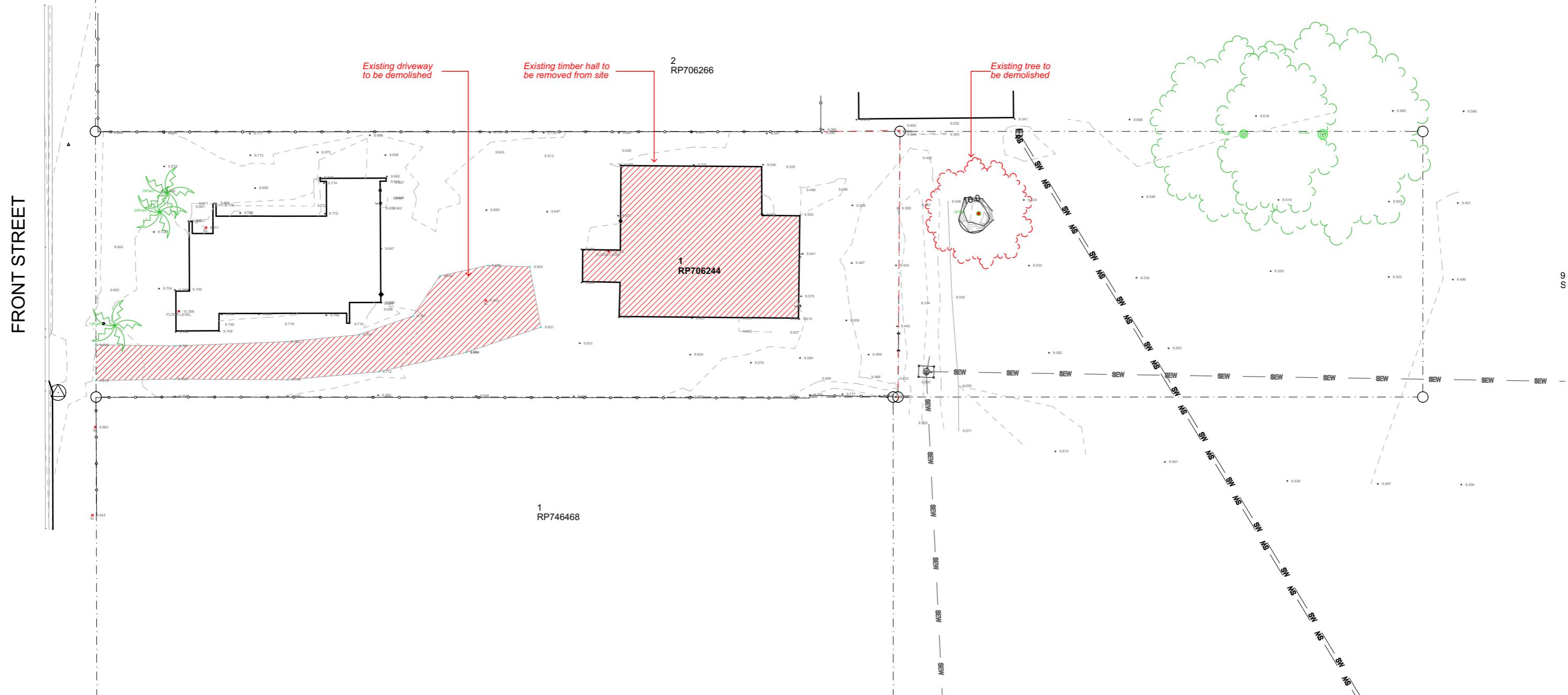


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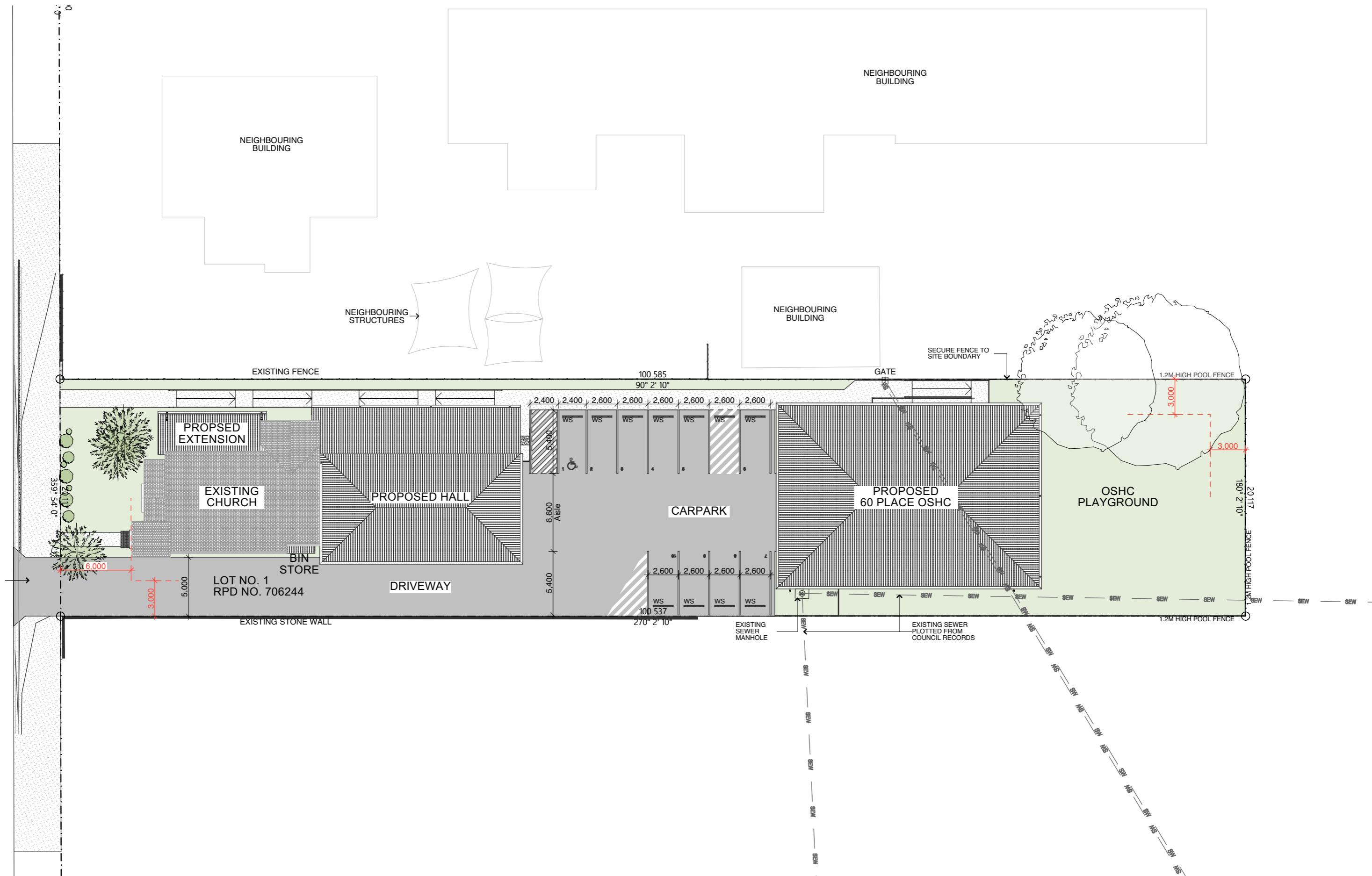
DEMOLITION PLAN LEGEND

 Indicates extent of main elements to be demolished & removed off site.

 Indicates elements to be demolished & removed off site.



FRONT STREET

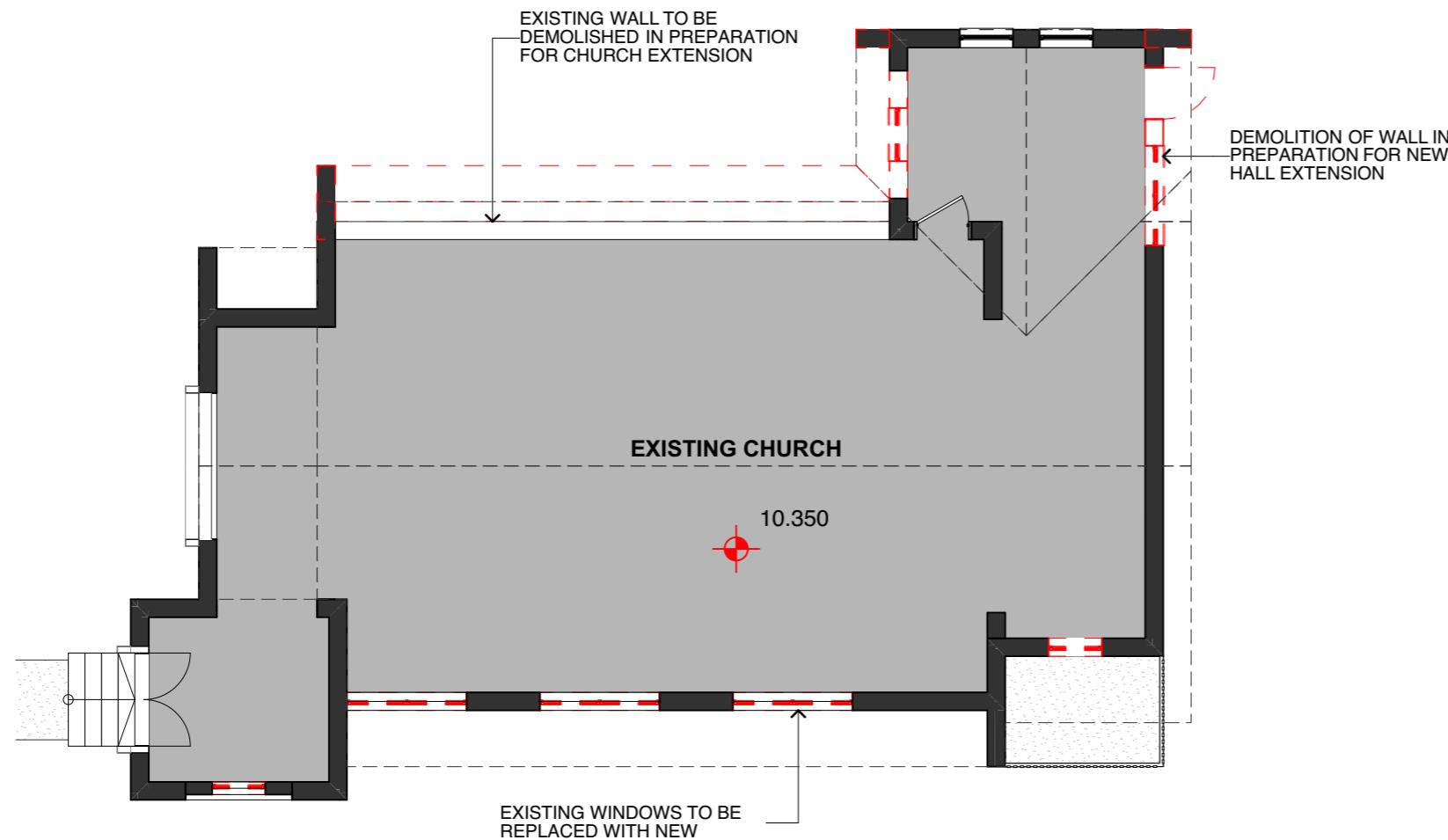


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DEMOLITION PLAN LEGEND

 Indicates extent of main elements to be demolished & removed off site.

 Indicates elements to be demolished & removed off site.

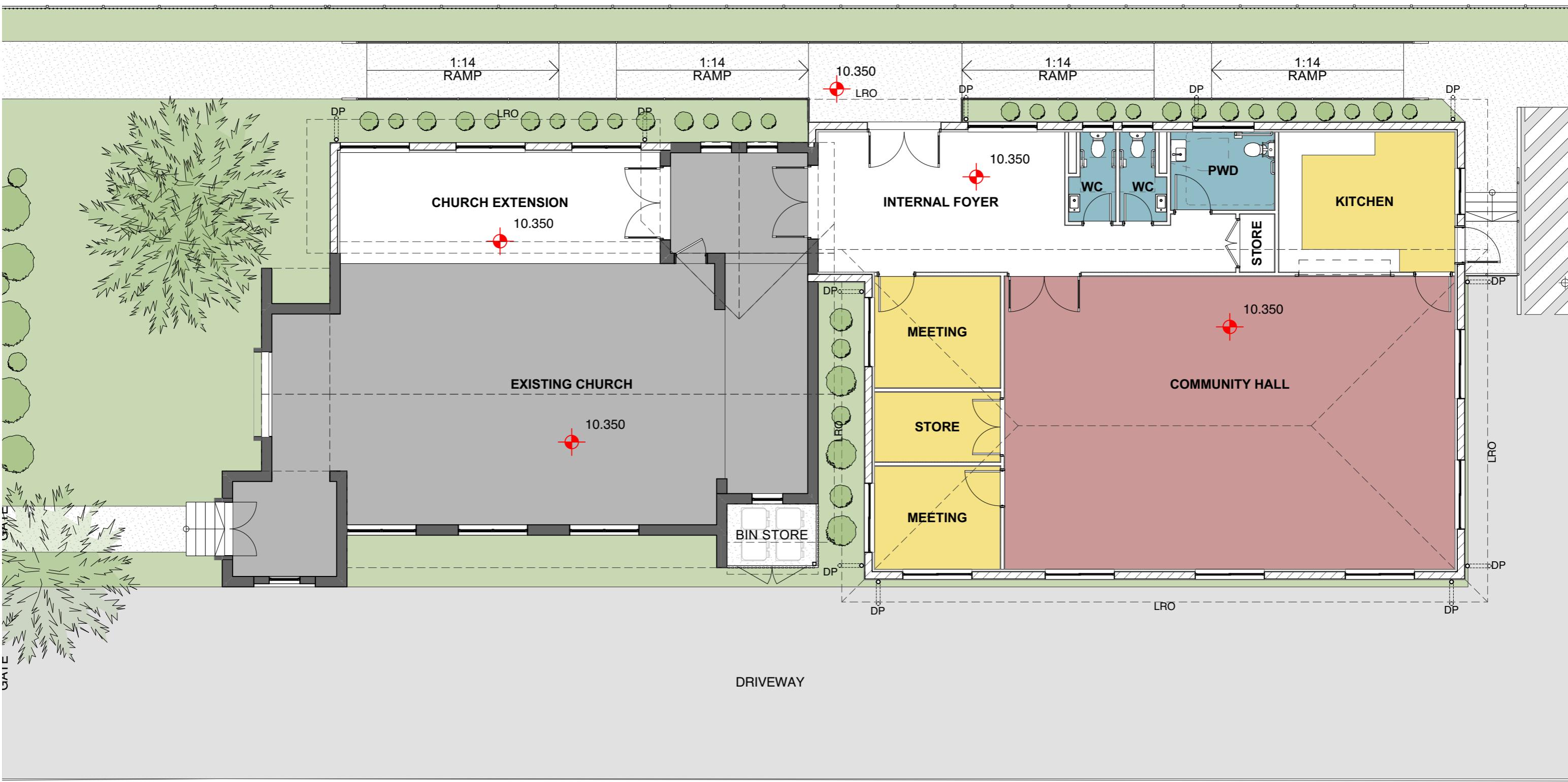


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FLOOR PLAN LEGEND

DP Downpipe
 LRO Line of Roof Over
 SHS Square Steel Column

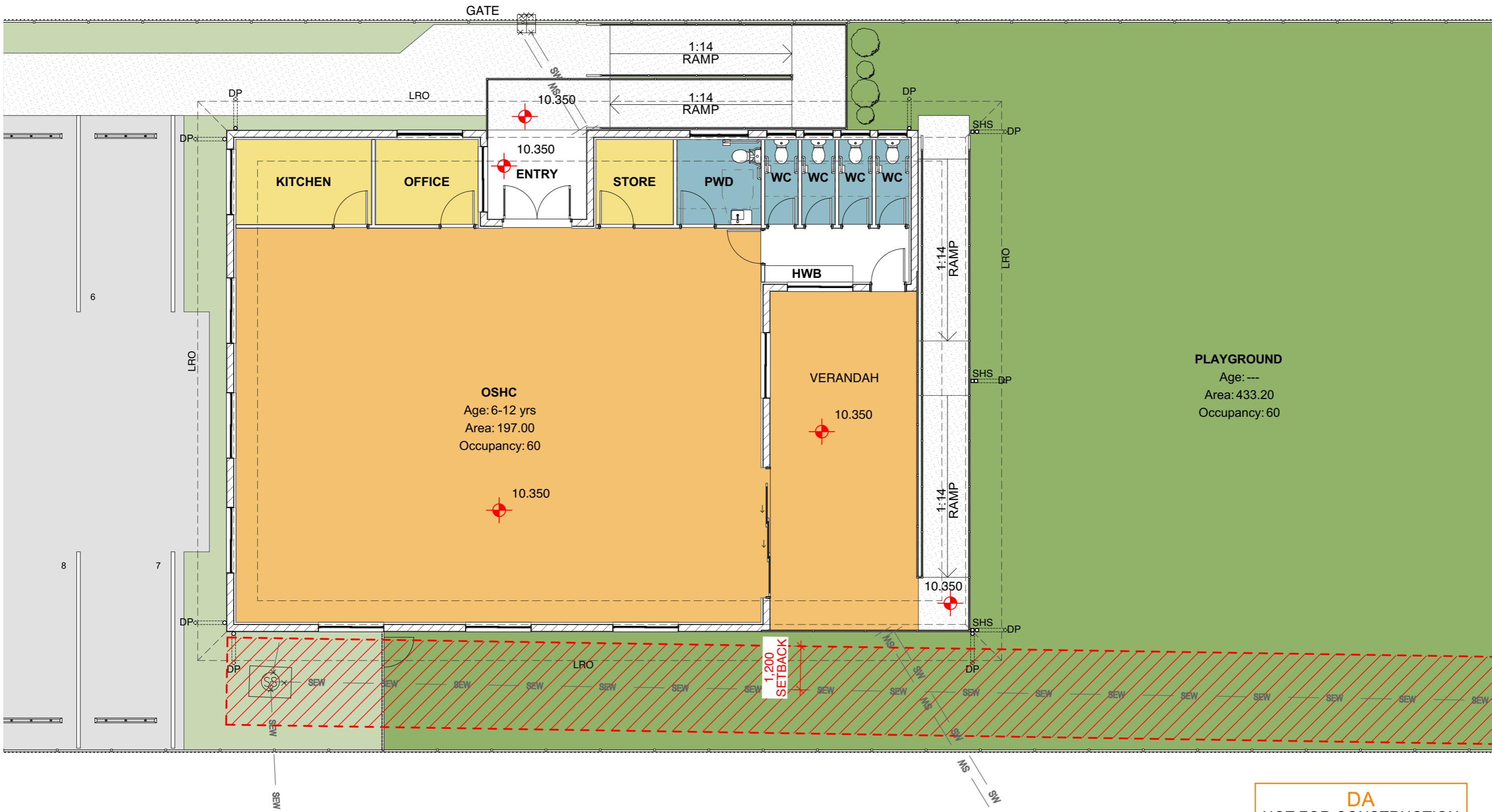


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FLOOR PLAN LEGEND

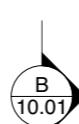
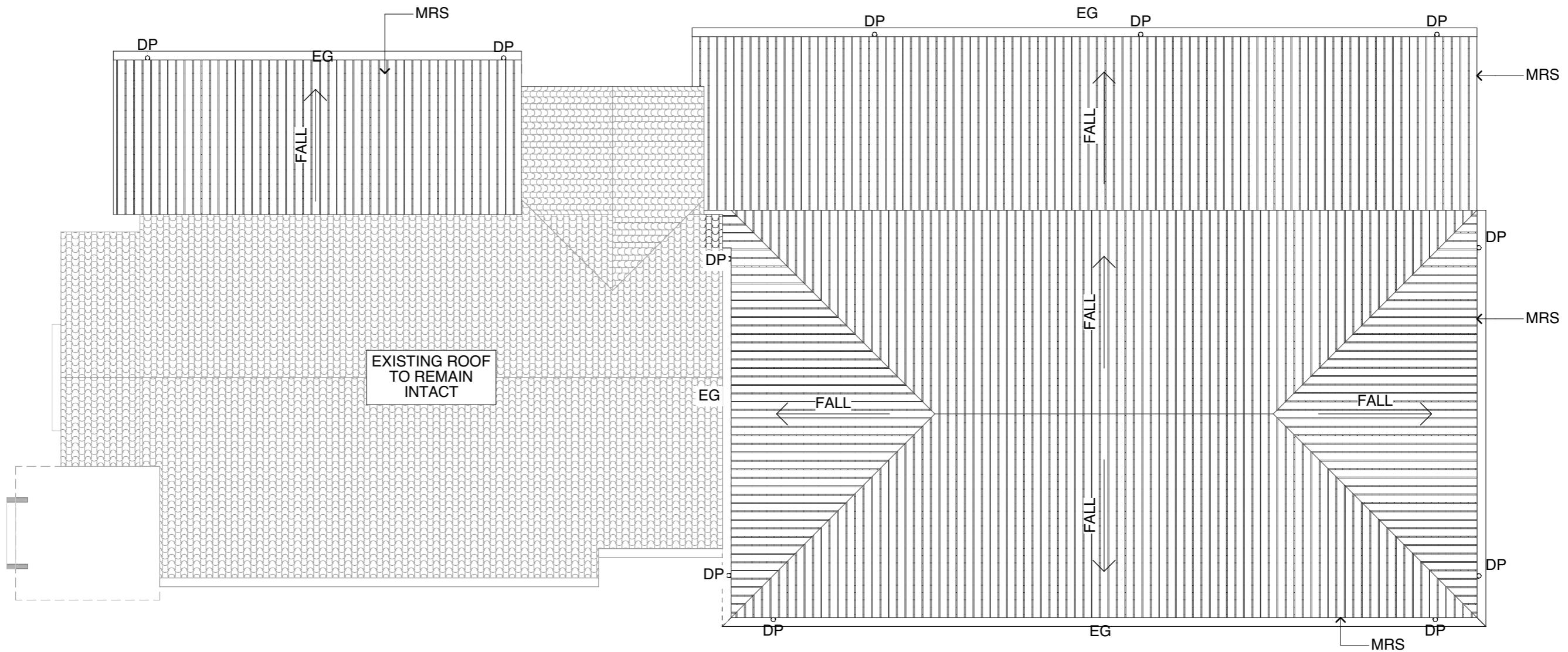
DP Downpipe
LRO Line of Roof Over
SHS Square Steel Column



DA
NOT FOR CONSTRUCTION

ROOF LEGEND

DP Downpipe
 EG Eaves Gutter
 MRS Metal Roof Sheeting

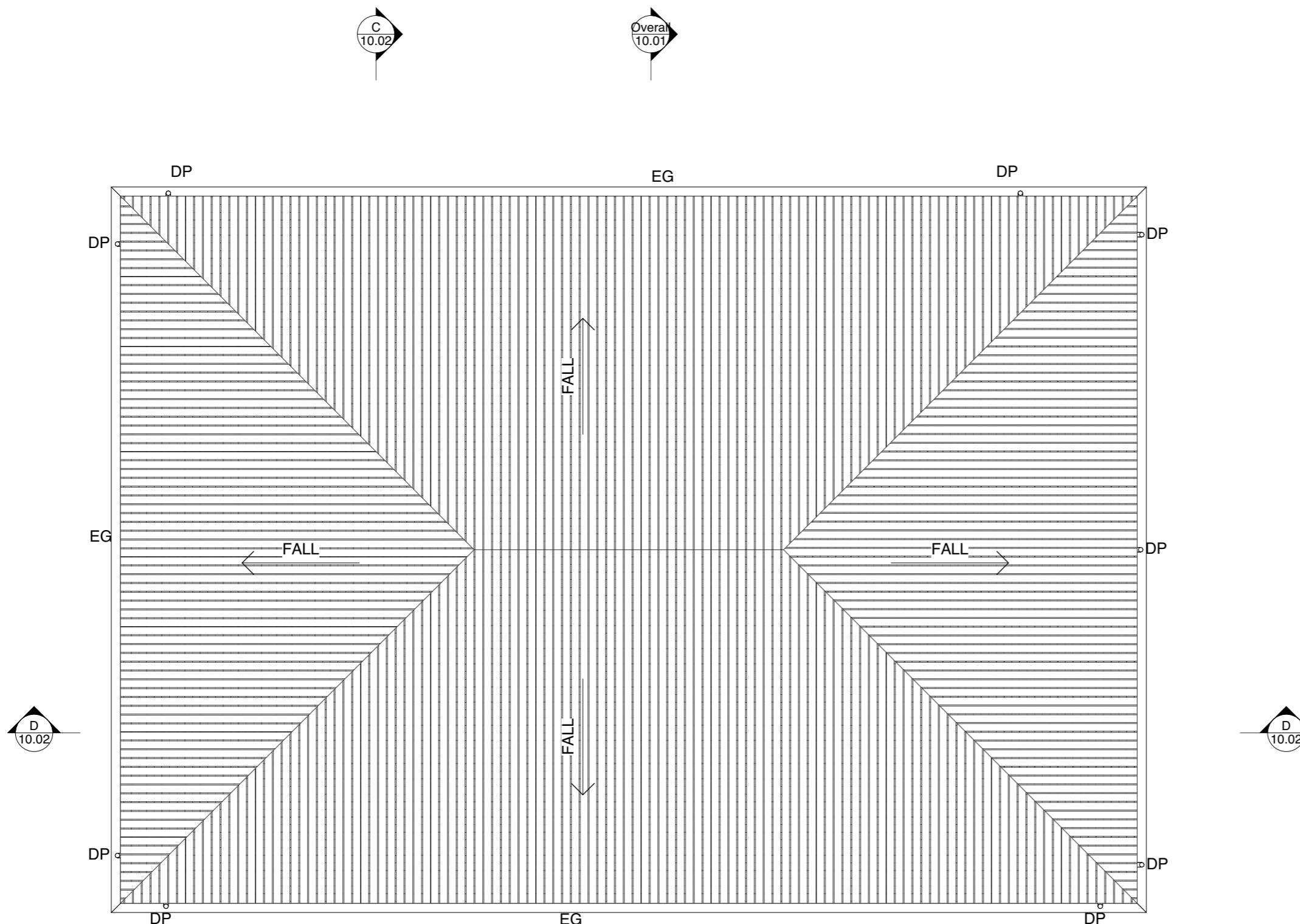


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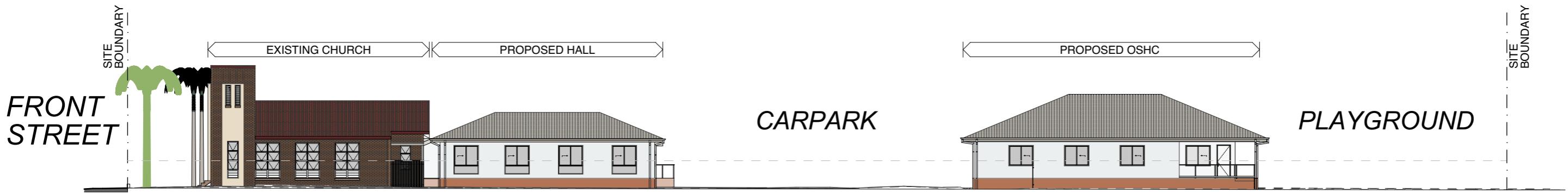
ROOF LEGEND

DP Downpipe
 EG Eaves Gutter
 MRS Metal Roof Sheeting



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1 Overall South
Scale 1:300



2 Overall North
Scale 1:300



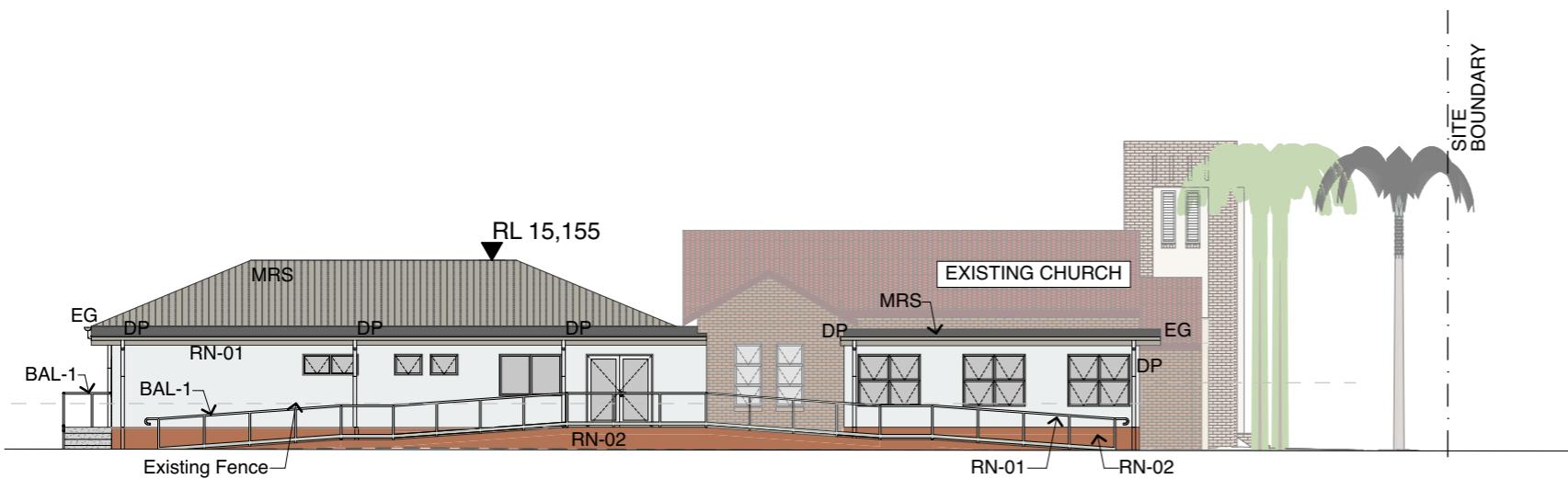
3 Overall West
Scale 1:300

4 Overall East
Scale 1:300

DA
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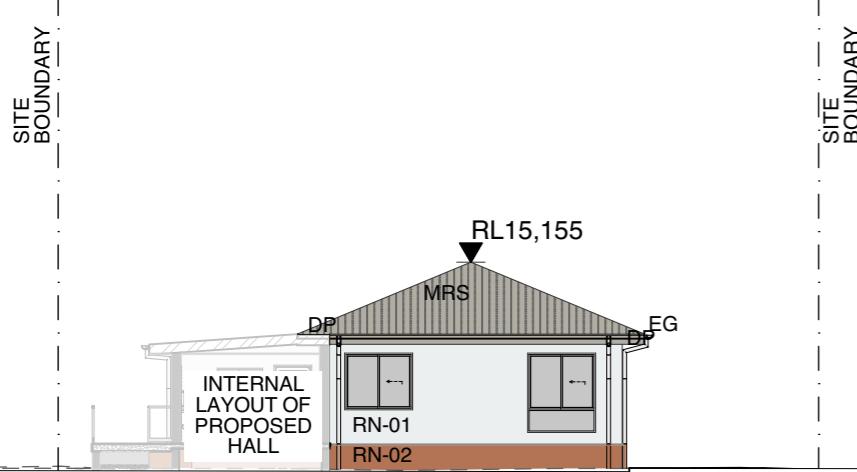
ELEVATION & SECTION LEGEND

DP	Downpipe
EG	Eaves Gutter
BAL-1	Balustrade type
PF-1	Paint Finish type
RN-1	Render Finish type



1 Hall North

Scale 1:200



4 Hall West

Scale 1:200



3 Hall East

Scale 1:200

2 Hall South

Scale 1:200



RN-01
WHITE

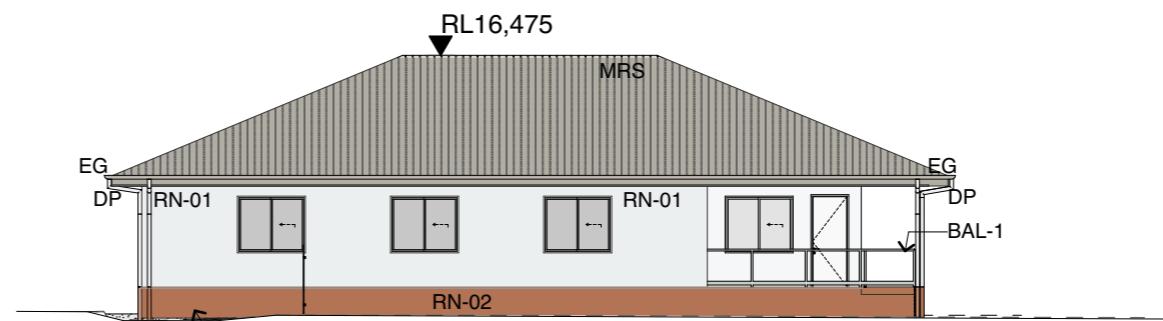
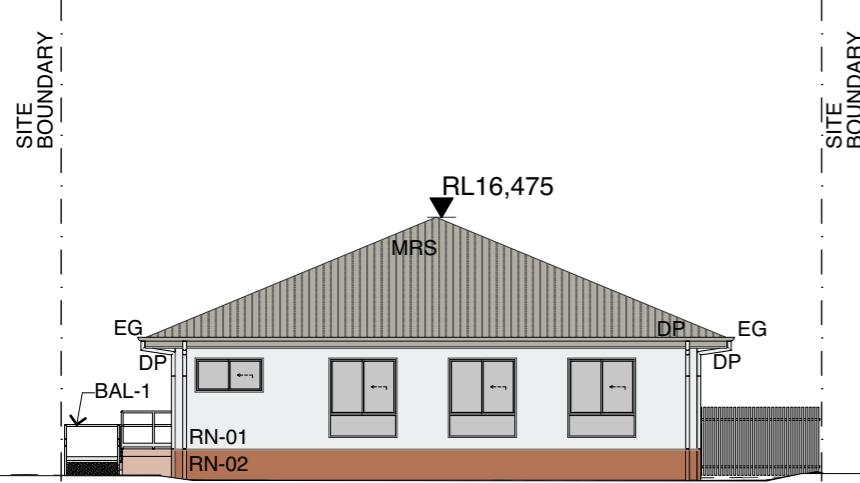
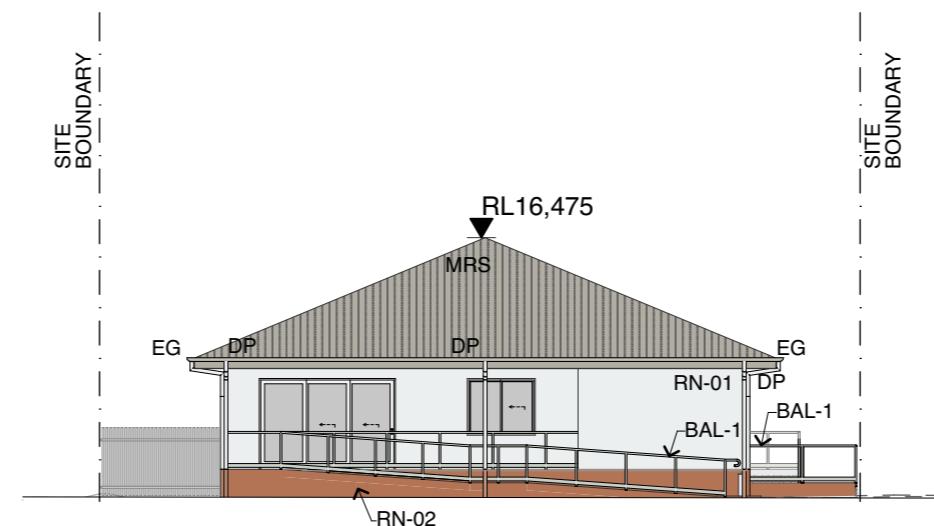
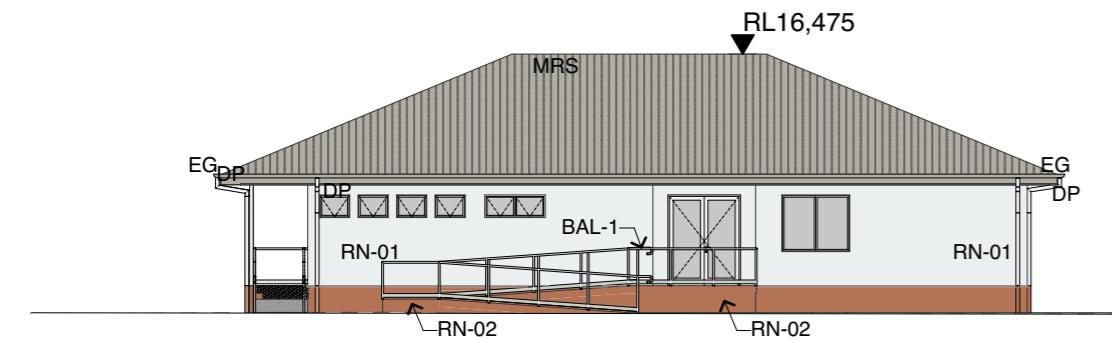
RN-02
TERRACOTTA

MRS
METAL ROOF SHEETING

DA
NOT FOR CONSTRUCTION

ELEVATION & SECTION LEGEND

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PF-1	Paint Finish type
RN-1	Render Finish type

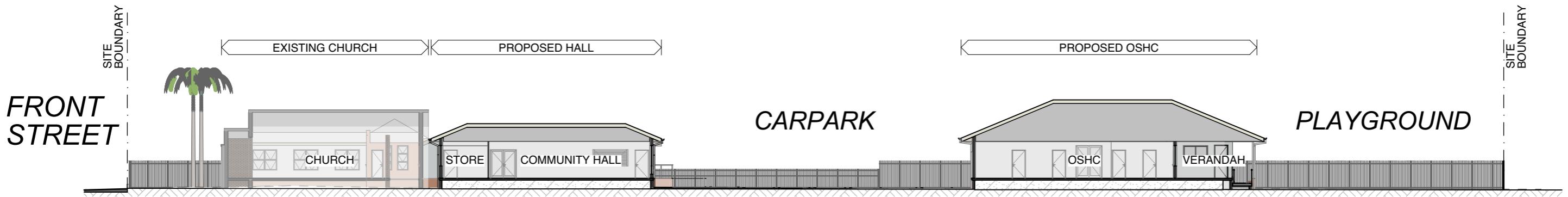


RN-01
WHITE

RN-02
TERRACOTTA

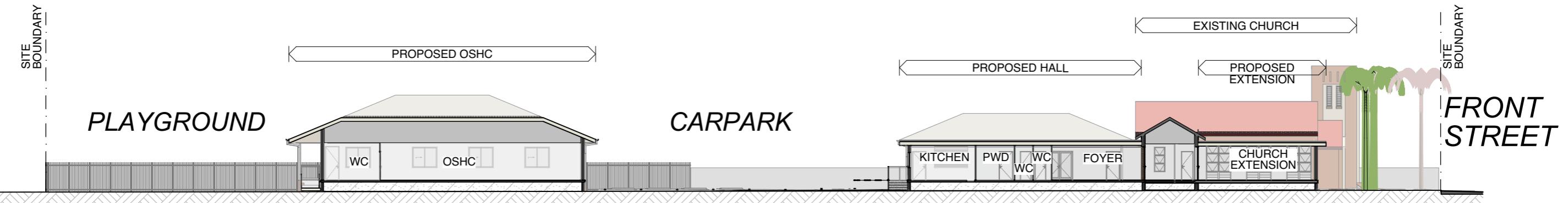
MRS
METAL ROOF SHEETING

DA
NOT FOR CONSTRUCTION



1 Overall - Section A

Scale 1:300



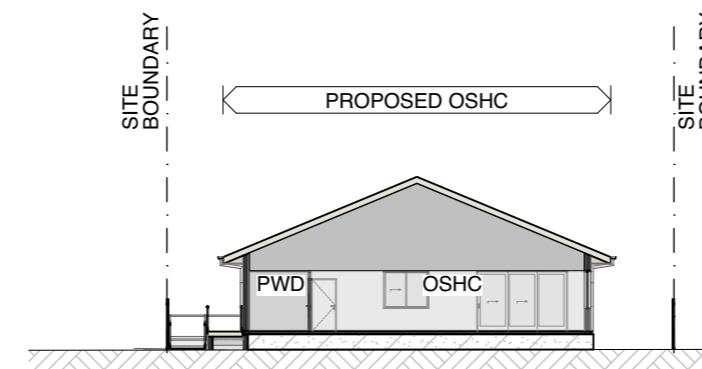
2 Overall - Section B

Scale 1:300



3 Overall - HALL Section

Scale 1:300



4 Overall - OSHC Section

Scale 1:300

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Perspective 2 - View of Existing Church/Proposed Hall with the OSHC Building in the distance



Perspective 3 - View from Driveway East to Hall and OSHC Building



Perspective 4 - View from OSHC Building looking West to towards Hall/Existing Church



Perspective 5 - View from OSHC walkway looking West to towards Hall/Existing Church

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Perspective 6 - View of Hall Entryway looking East towards Carpark



Perspective 7 - View of the Rear of the OSHC Building looking West towards entryway and Carpark



Perspective 8 - View of the Bin store next to the OSHC Building



Perspective 9 - View of the OSHC Building looking West

DA
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ATTACHMENT 2

Traffic Impact Assessment

Prepared by Lekker Urban

TRAFFIC ASSESSMENT (TA)

The Uniting Church of Australia C/o Elevation Architecture
Lot 1 on RP706244
36 Front Street, Mossman QLD 4873

Lekker Urban.

15 December 2025 – Revision A

Lekker Urban
60-70 Magazine Street
Stratford QLD 4870

Po Box 8
Stratford QLD 4870
www.lekkerurban.com.au
contact@lekkerurban.com.au

This report has been prepared by the office of Lekker Urban.

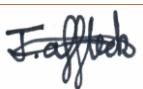
Cairns Office: 60-70 Magazine Street, Stratford QLD 4870

Postal: PO Box 8, Stratford QLD 4870

Email: contact@lekkerurban.com.au

Telephone: 07 4253 7023

Revision

Report Title:	Traffic Assessment for MCU FOR Childcare Centre and Community Facilities, Place of Worship
Street Address	36 Front Street, Mossman QLD 4873
RP Description	Lot 1 on RP706244
Prepared For:	The Uniting Church of Australia C/o Elevation Architecture
Date:	15 December 2025
Revision No.	A
Report Status:	Issued for Approval (DA)
Prepared By:	
Name	Joshua Affleck
Qualifications	Master of Engineering Practice/Bachelor of Engineering
Company	Lekker Urban
Phone No.	07 4253 7023
Certified By:	
Name	Joshua Affleck
Qualifications	Master of Engineering Practice/Bachelor of Engineering
Company	Lekker Urban
Phone No.	07 4253 7023
Industry Accreditation	RPEQ No. 24039
Signature	

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1 Introduction:

1.1 Background

Lekker Urban have been commissioned by The Uniting Church of Australia C/o Elevation Architecture to prepare this Traffic Assessment (TA) for the proposed Material Change of Use situated at 36 Front Street, Mossman. The site's Real Property Description is Lot 1 on RP706244.

This report has been prepared referencing the following available information:

- o Contour and Feature Survey undertaken by Brazier Motti on 25th September 2024;
- o Douglas Shire Planning Scheme 2018 and SC6.10 Planning scheme policy - Parking and access
- o The Guide to Traffic Impact Assessment, Transport and Main Roads, December 2018;
- o Austroads Guide to Road Design Part 4A (AGRД4A): Unsignalised and Signalised Intersections;
- o The RTA Guide to Traffic Generating Development;
- o RMS Technical Direction TD13-04a - Technical Direction updating Traffic Generation Figures.
- o National Construction Code (NCC) 2019 Building Code of Australia - Volume One; and
- o Australian Standard AS/NZS 2890 Parking Facilities (Off-Street Park).
- o SARA Information Request 2510-48803 SRA

This report aims to support the Development Application for the proposed Childcare Centre and Community Facilities being lodged with Douglas Shire Council.

1.2 Proposed Development

The proposed development comprises of a strategic upgrade of the site, retaining the existing church building while enhancing its functionality and broadening the range of community services offered. The proposal includes a minor extension to the existing Uniting Church building, a new community hall and an onsite OSHC.

The existing community hall is proposed to be relocated offsite or demolished and a new community multi-purpose hall designed for church services and broader community gatherings, meetings, and events which also incorporates an internal shared foyer for both the church and the community hall, amenities and a kitchen to be constructed.

Additionally, an Outside School Hours Care Facility (OSHC) purpose-built 60-place facility is proposed for the site. The facility includes indoor activity space, kitchen, office, storage, and amenities, supported by a secure outdoor play area.

These proposed structures are supported by the external improvements including a new refuse area, landscaping and the formalisation of the existing onsite car parking areas, and circulation upgrades to support safe and efficient pedestrian and vehicle movement across the site

From an operational viewpoint, it is to be noted that the proposed new community multi-purpose hall and the Outside School Hours Care Facility (OSHC) will not operate in tandem and that these facilities operate outside of each other's business hours.

The proposed development is consistent with the structures shown as part of the Architectural Documentation provided by Elevation Architecture in Appendix B.

1.3 SARA Information Request

A summary of the Information Request provided from the State Assessment and Referral Agency (SARA) (Reference 2510-48803 SRA) dated 06 November 2025, is outlined in Table 1 below.

Item no.	Description of item
1	<p>The proposed development for Childcare Centre and Community Facilities (Place of Worship) including on-site car parking has not demonstrated compliance with Performance outcomes (PO) PO15 – PO17 of State code 1: Development in a state-controlled road environment (State code 1) of the SDAP.</p> <p>The proposed development is seeking a changed vehicular access via the Captain Cook Highway (Front Street) to accommodate increased vehicular movements from the Childcare Centre and Community Facilities (Place of Worship) including on-site car parking via an internal two-way driveway.</p>

<p>Proposed Site Plan, Drawing A-DA-01.03, Issue A, prepared by Elevation Architecture illustrates a changed vehicular access and internal two-way driveway via Front Street. A review of the Proposed Site Plan indicates that no dimensions have been provided to illustrate the width of the changed vehicular access and internal driveway. The internal driveway should be wide enough to accommodate two vehicles (largest vehicles) that will be entering and exiting the site simultaneously.</p>
<p>Furthermore, the proposed refuse storage area will be located at the rear of the site, development plans / drawings do not illustrate a refuse truck entering the site, manoeuvring on-site and exiting the site in a forward gear.</p>

Table 1 – Summary of Information Request

2 Existing Conditions:

2.1 Property Detail

As can be seen in the aerial photo below, the Site (total site area is 0.2023 Ha) is bounded by the following:

- North boundary – Mossman State School.
- East boundary – Mossman State High School
- South boundary – Existing residential dwelling.
- West boundary – Front Street (State-controlled road).



Figure 1 – Site Location Plan (Source: Queensland Globe 2025)

2.2 Land Use and Zoning

The subject site is located within a Community Facilities Zone and is currently operating as the Mossman Uniting Church. The following site is impacted by the following planning overlays:

- Acid Sulfate Soils: land above 5m AHD and below 20m AHD
- Transport Noise Corridors Category 0 <58 dB(A), Category 1 <63 dB(A) & Category 2 <68 dB(A)
- Height of Buildings and Structures Overlay - 8.5 metres
- Transport Pedestrian Cycle – Principal Route
- Transport Road Hierarchy – Collector Road

2.3 Topography

A contour and feature survey has been undertaken by and is reflected on the Site Plan - Demolition, which is has been included in Appendix B.

The Site generally grades to the rear of the site, with minimal grade. Existing surface levels slopes across the site varying between AHD RL 9.5-9.6m.

2.4 Existing Site Conditions & Improvements

The subject Site, located on Lot 1, is developed with the following proposed/existing structures. Gross Floor Area has been calculated in accordance with the administrative definition's set out in the Queensland Planning Provisions V4.0, Schedule 1-110.

Floor Space included from Gross Floor Area (GFA) Calculations	
Floor Space Description	Floor Area (m ²)
Existing Place of Worship	105
New Community Hall	165
Outside School Hours Care Facility (OSHC)	210
Total Gross Floor Area (GFA)	480
Floor Space excluded from Gross Floor Area (GFA) Calculations	
Existing church foyer	10
Community hall foyer	20
OSHC veranda	38
OSHC plant & equipment store room	6
Total Gross Floor Area (GFA)	554

Table 2 – Proposed/existing floor area breakdown.

2.5 Road Network

Front Street, a state-controlled road, provides access to the site. This is a Collector Road under the Douglas Shire Planning Scheme 2018 V1.0 hierarchy. Front Street is a two (2) lane carriageway with a north-south direction of travel. To the north of the site the carriageway is separated with centre parking from the Grogan-Front Street Intersection. Front street is posted 60km/h with a school zone in place adjacent and encompassing the site with a 40km/h limit from 7am – 9am and 2pm – 4pm for school days.

There are two intersections to the north of the site providing access to Grogan Street to the west and William Street to the east as seen in Figure 2 below.



Figure 2 – Local road network (Source: Queensland Globe 2025)

2.6 Existing Vehicular Access

The subject site is currently serviced via an existing access crossover and unsealed driveway that provides access to the existing informal onsite carpark located to the rear of the church. The current crossover appears visually to be in good working order to service the site and existing hall.

2.7 Pedestrian Access

Front Street has a formed concrete footpath (3.0m wide) that services the full frontage of the site. There is an existing pedestrian crossing located 30m to the north of the site allowing pedestrian access across Front Street. The footpath extends to the north, up to the intersection of William Street with a pedestrian crossing continuing north towards the Mossman town centre. From the subject site, the path also extends to the south, towards Mossman State High School. Pedestrian infrastructure is good with safe pedestrian links.



Figure 3 – Summary of key pedestrian access points (Source: Queensland Globe 2025)

2.8 Carparking

The site is currently serviced with an informal onsite parking and formal on-street parking. Locally, along Front Street there are twelve (12) formal on-street parking spaces located along the frontage of the adjacent residential allotment, being Lot 1 on RP746468 to the immediate south of the site. This provides parking to the existing site when needed due to the facility generally functioning off-peak to general school hours.

More broadly, there is additional on-street spaces provided to the western verge of Front Street opposite the subject site and an additional sixteen (16) on-street formal spaces to the

north of the site at the existing pedestrian crossing, approximately 30m distance from the site.

The subject site also contains space for eight (8) informal onsite parking to the rear of the existing church and adjacent to the hall. This onsite parking and existing unsealed (compacted gravel) driveway access is functioning and servicing the current arrangement of the church and existing hall.

Refer to the Existing and Proposed Development Drawings in Appendix C for the locations.

2.9 Road Safety Issues

The existing access driveway has been accessed in accordance with Australian Standard AS/NZS 2890.1 Parking Facilities (Off-Street Parking). Section 3.2.4 provides sight distance parameters for both traffic and pedestrians interaction with traffic entering/exiting the site.

The existing access arrangement does not comply with the criteria outlined within Section 3.2.4 for the following:

- Sight distance to pedestrians – Clear sight lines are not provided at the property line to ensure adequate visibility between vehicles leave the access driveway and pedestrians on the frontage road path.

The primary cause of this non-compliance is the existing rock wall along the southern boundary adjoining Lot 1 on RP746468 which restricts the sight distance from a southern approaching pedestrian.

The installation of a convex mirror to the northern edge of the access driveway adjacent to the church would facilitate a clear line of sight for pedestrian foot traffic approaching the access driveway from the south. This obstruction exists prior to the development and is a non-worsening of the existing conditions.

The removal of one (1) on-street parking space is required adjoining the existing driveway as this currently encroaching the outbound traffic.

2.10 Service Vehicles

The subject development will generate the need of weekly waste collection associated with the intended use of the building. Waste collection could occur in an informal manner via

the on-site passenger vehicle parking area outside of operational periods of the development. While there is no provision of a formalised service bay, vehicles up to and including a 9.8m BCC Refuse Collection Truck could access the site and turnaround around within the vacant internal passenger vehicle parking area if so required.

Further vehicular turning movement assessment demonstrates that vehicles up to and including 9.8m BCC Refuse Collection Truck can access the site in a forward direction, undertake a three-point turn within the vacant passenger vehicle parking area and exit the site in a forward direction.

The proposed development is considered to be capable of accommodating vehicles up to and including 9.8m BCC Refuse Collection Truck outside of normal operational periods of the development in a safe and efficient manner.

In addition, it is expected that minor deliveries will primarily be undertaken by vans and utilities, which will occur via the internal passenger vehicle parking spaces outside of the peak operational periods of the development.

2.11 Public Transport

2.11.1 Bus Service

There is currently no public transport network servicing Mossman. The existing historical bus stop outside the site is not functioning in this capacity.

There are a number of shuttle services between Port Douglas and Mossman/ Mossman Gorge including Beep Beep Toot, Excellence Coaches and Star Local Shuttle.

2.11.2 Taxi Service

There is adequate space and stopping parking bays for taxis outside the site, along the frontage of the subject site, for pick up and drop off services to the proposed facility.

The local Mossman area is serviced by Mossman Taxi Service and also numerous rideshare services.

3 Post-Development Conditions:

3.1 Proposed Access

3.1.1 Vehicular Access

Vehicular access between the existing unsealed on-site passenger vehicle parking area and Front Street is currently operational. The proposed development will provide the formalisation of the current onsite parking spaces and driveway.

In accordance with AS2890.1:2004, Tables 3.1 and 3.2 of AS2890.1:2004 specify that, at minimum, a Category 2 type driveway is required, providing a minimum combined ingress / egress driveway width of 5.5m based on the collector function of Front Street, the Place of Worship land-use and the passenger vehicle parking provision of less than 25 spaces.

Vehicular swept path plans have been prepared to demonstrate the ability of passenger vehicles to enter and exit the site in combination, refer to the Proposed Development Drawings in Appendix C.

The safety and efficiency of access/egress movements are also proposed to be assisted by the following:

- Provision of a relatively level grade within the first 6m inside the property boundary;
- Areas abutting the driveway on approach to the boundary clear of any obstruction to visibility in accordance with Clause 3.2.4(b) of AS2890.1:2004; and
- The consistent vertical and horizontal alignment of Front Street in the immediate vicinity of the subject site results in the extent of sight distance between the driveway and the frontage roadway exceeding the minimum requirements of Clause 3.2.4(a) of AS2890.1:2004 with respect to the applicable sign-posted speed limit of 60km/h.

3.1.2 Pedestrian Access

The subject site frontage is serviced via the existing concrete pedestrian pathway. This pathway provides connectivity to the Mossman town centre to the north and the adjacent Primary School, and further to the south, the Mossman State High School. Under the Douglas Shire Council's current Transport Network, the subject site falls on the Principal

Route. The proposed development does not seek to alter the existing cycle and pedestrian network and will ensure the existing network is cohesive.

3.2 Internal Circulation and Manoeuvrability

3.2.1 Passenger Vehicular Circulation

Passenger vehicles, upon entry to the site, will travel in a forward direction along the internal driveway to form a single central parking aisle extending in an eastern direction within the site. The proposed parking area comprises of two (2) standard 90-degree angled parking rows, being serviced by the blind aisle. Noting all vehicles are required to enter and exist in a forward direction.

The passenger vehicle and bicycle parking spaces have generally been designed to accord with the relevant requirements of AS2890.1:2004, AS2890.3:2015 and AS2890.6:2009, providing the following minimum dimensions (based on User Class 3 from Table 1.1):

Parking Space Description (Based on User Class 2)	Minimum Dimension (m)
Standard parking space width	2.6
People with disabilities (PWD) vehicular parking space width (with adjoining 2.4m wide shared area)	2.4
Bicycle parking space width	0.5
Standard and disabled vehicular parking space length	5.4
Bicycle parking space length	1.8
Vehicular parking aisle width adjoining parking spaces	5.8
Two-way access driveway width	3.0-5.5m

Table 3 – Parking space dimensions in accordance with AS2890.

Safe and efficient internal manoeuvring and parking space accessibility is anticipated to result, taking into consideration the compliance with the relevant AS2890.1:2004, AS2890.3:2015 and AS2890.6:2009 specifications.

In accordance with Section 3.2.2 AS2890.1:2004, the first 6m within the property boundary achieves the minimum width requirement of 5.5m. The driveway remains two-way beyond the first 6m, although reduces down to 5-5.2m (varies) as a result of the existing church building restricting access to both sides of the site.

The vehicular turning paths provided on the plans have been generated using Autoturn software and derived from B99 vehicle (5.2m Passenger Vehicle) and 9.8m BCC Refuse Collection Truck specifications provided within AS2890.1-2004.

Section B4.4 of AS2890.1-2004 states the following regarding the use of templates to assess vehicle manoeuvring:

'Constant radius swept turning paths, based on the design vehicle's minimum turning circle are not suitable for determining the aisle width needed for manoeuvring into and out of parking spaces. Drivers can manoeuvre vehicles within smaller spaces than swept turning paths would suggest.'

On this basis, it is important to note that whilst the turning movements provided within AS 2890.1 - 2004 can be utilised to provide a 'general indication' of the suitability or otherwise of internal parking and manoeuvring areas, vehicles can generally manoeuvre more efficiently than the paths indicate. With this aside, the turning movements demonstrate that passenger vehicles can manoeuvre throughout and enter and exit the all passenger vehicle parking spaces within the parking areas. On this basis, the proposed internal circulation arrangements are considered to be satisfactory.

3.2.2 Heavy Vehicle Circulation

The subject development will generate the need of weekly waste collection associated with the intended use of the building.

Waste collection could occur in an informal manner via the on-site passenger vehicle parking area outside of operational periods of the development. While there is no provision of a formalised service bay, vehicles up to and including a 9.8m BCC Refuse Collection Truck could access the site and turnaround around within the vacant internal passenger vehicle parking area if so required.

Further vehicular turning movement assessment demonstrates that vehicles up to and including 9.8m BCC Refuse Collection Truck can access the site in a forward direction, undertake a three-point turn within the vacant passenger vehicle parking area and exit the site in a forward direction.

The proposed development is considered to be capable of accommodating vehicles up to and including 9.8m BCC Refuse Collection Truck outside of normal operational periods of the development in a safe and efficient manner.

In addition, it is expected that minor deliveries will primarily be undertaken by vans and utilities, which will occur via the internal passenger vehicle parking spaces outside of the peak operational periods of the development.

3.3 Carparking Provisions

An assessment under the terms of the Douglas Shire Planning Scheme 2018 V1.0 has been performed referencing the current Architectural documentation provided by Elevation Architecture in relation to the alterations and additions to the existing Site that are functional spaces that are to be included within the Gross Floor Area (GFA).

Douglas Shire Planning Scheme 2018 V1.0 Development Code 9.4.1, Table 9.4.1.3.b and D4D6 'Accessible carparking' in NCC 2022 Building Code of Australia - Volume One, the proposed development must provide the following requirements.

Land Use	Car spaces	Service Vehicle	Cycle spaces	Accessible
Place of worship	1 space / 15m ² GFA	LRV – minimum standard design service vehicle	1 space / 100m ² GFA	
Community use	1 space / 15m ² GFA	RCV – minimum standard design service vehicle	1 space / 100m ² GFA	1 space for every 100 carparking spaces or part thereof
Child care centre	1 space per 10 children for setdown with a minimum of 3 spaces, plus 1 space per employee	VAN – minimum standard design service vehicle	n/a	

Table 4 – Minimum on-site parking requirements.

Using the values outlined in the table for the subject Site, the assessment resulted in the following parking requirements.

Description	Vehicle Space Required – SC Planning Scheme	Total Parks Required
Place of Worship	1 space / 15m ² GFA	105m ² / 15 m ² = 7
Community use	1 space / 15m ² GFA	165m ² / 15 m ² = 11
Child care centre	1 space per 10 children + 1 space per employee	60 children/ 10 = 6 + 4 employee spaces
Total	28	

Table 5 – Assessment of parking spaces against the planning scheme.

From an operational viewpoint, it is to be noted that the proposed new community multi-purpose hall and the Outside School Hours Care Facility (OSHC) will not operate in tandem and that these facilities operate outside of each other's business hours. As a result, the larger quantity of eleven (11) spaces for the hall has been adopted as a worst-case scenario. The use of the hall and the use of the church will not operate in conflict to each other.

Furthermore the hours of pickup and drop-off for the OSHC facility are outside of the general hours of the existing Church and Hall, and do not operate over a weekend. It is therefore proposed that the parking requirements are assessed against the largest GFA out of the three sites, being the community hall and that in summary, the following parking requirements will need to be met for the proposed purpose:

Car spaces	Service Vehicle	Motorcycle/scooter spaces	Cycle spaces
11	Access provided	n/a	3

Table 6 – Summary of the Site parking requirements.

Therefore, the proposed development would not satisfy this requirement through the provision of nine (9) parking spaces and one (1) accessible parking space for a total of ten (10) off-street parking spaces. There is a shortfall of one (1) off-street parking space.

Whilst there is an off-street parking deficit, there is sufficient on-street parking located along the eastern verge of Front Street to the south of the site with twelve (12) on-street bays. In addition to this, the development proposes to install three (3) on-street short term or drop-off bays along the frontage of the church, at the front awning area which currently does not have any on-street parking spaces. Through a combination of both off-street and existing/new on-street parking, there will be sufficient parking during the key use times of the proposed facilities even during the odd-occasion that scheduling overlap may occur.

In addition, as per Table D3.5 'Carparking spaces for people with a disability' in D4D6 'Accessible carparking' in NCC 2022 Building Code of Australia - Volume One, there is a requirement for one (1) space for every 100 carparking spaces or part thereof of which is to be an accessible carparking space. This is a requirement due to the proposed development being of Building Class 9b – Other assembly building.

The removal of one (1) on-street parking space is required adjoining the existing driveway as this currently encroaching the outbound traffic.

3.4 Traffic Generation from the Proposed Development

Due to the concentrated arrival and departure times and medium stay visitors, the traffic generation of the proposed use is, for practical purposes, identical to parking generation. Table 6 above presents that the subject development could generate a maximum parking demand of up to eleven (11) spaces. The extended length of all site activities including the Sunday and special event worship services are such that ingress and egress trips are expected to occur in different hourly periods, at the start and the completion of the services.

In order to generate an absolute worst-case scenario, for the purposes of this assessment the development has been projected to generate a maximum peak hour traffic generation of eleven (11) vehicle trips to site and eleven (11) vehicle trips from the site in any one given hourly period, thereby representing twenty-two (22) peak hour trips. For the purposes of simplicity of assessment and once again, to generate an absolute worst-case scenario, the abovementioned hourly traffic generation has been assessed to occur during both weekday commuter peak periods as well as on Sunday mornings. The proposed development would generate one (1) vehicle every 5.45 minutes, noting that the existing church and hall are currently in use and that the traffic generation is already serviced from the current arrangement.

As such the development will not impact on the level of service or result in an increased generation in traffic to and from the site.

3.4.1 Level of Service

The performance of an intersection is defined by the delay time modelled at intersection as outlined by Transport for NSW, and is categorised as per Table 6 below.

Level of Service	Delays	Classification
A	0 to 14.5	Good
B	14.5 to 28.5	Good with minimal delays and spare capacity
C	28.5 to 42.5	Satisfactory with spare capacity
D	42.5 to 55	Satisfactory but operating at capacity
E	55 to 70.5	At capacity and incidents will cause excessive delays
F	Greater than 70.5	Unsatisfactory and requires additional capacity

Table 6 – Level of Service Ratings.

Changes to the level of service of an intersection is influenced through increased delay times at intersections. This is impacted by the number of vehicles passing through an intersection and the freedom of movement in the intersection.

To the north of the site, the Front Street/ William Street intersection is an unsignalised intersection. To the south of the site, the Front Street/ Johnston Road intersection is an unsignalised intersection with a channelised right turn lane. All traffic accessing the Site passes through these intersections upon departure which are currently operating at a satisfactory level of service.

Assuming traffic is evenly dispersed in both a north and southbound direct, the generation of an additional 11 vehicles through each intersection in the peak will have a minimal impact on the delay times for the operation of the intersections and we therefore conclude that the existing level of service at the intersection can support the additional traffic generated by the proposed development.

4 Conclusion:

This Traffic Impact Assessment has reviewed the proposed MCU situated at 36 Front Street, Mossman as documented as existing conditions. From this review, the following has been identified:

1. The site is located within a Community Facilities Zone within the Douglas Shire. This locality is well supported by pedestrian access and an established road network.
2. The existing traffic network currently operates at a satisfactory level of service during both the AM and PM peak periods.
3. Upon completion of the proposed development, the performance of the both the Front Street/ William Street and the Front Street/ Johnston Road intersection will be maintained at the existing level of service. The intersection will continue to operate effectively and there will be no adverse traffic impacts on the road network serving the site.
4. The development will continue to be serviced via the existing driveway access point off Front Street located along the western boundary.
5. A total of ten (10) car parking spaces and one (1) PWD parking space are required for the proposed development based upon the car parking assessment completed.
6. The shortfall of one (1) bay is acceptable based on suitable on-street parking within the immediate vicinity of the subject site.
7. The removal of one (1) on-street parking space is required adjoining the existing driveway as this currently encroaching the outbound traffic.

APPENDIX A

Site Photographs

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Urban.

Appendix A – Site Photographs



Image 1 – Looking East from Front Street.



Image 2 – Looking East from Front Street at existing crossover.



Image 3 – Looking East from Front Street at existing access driveway.



Image 4 – Looking North at existing internal (informal) parking area.



Image 5 – Looking North from rear of existing hall inside site.



Image 6 – Looking West from Front Street.



Image 7 – Looking South from Front Street.

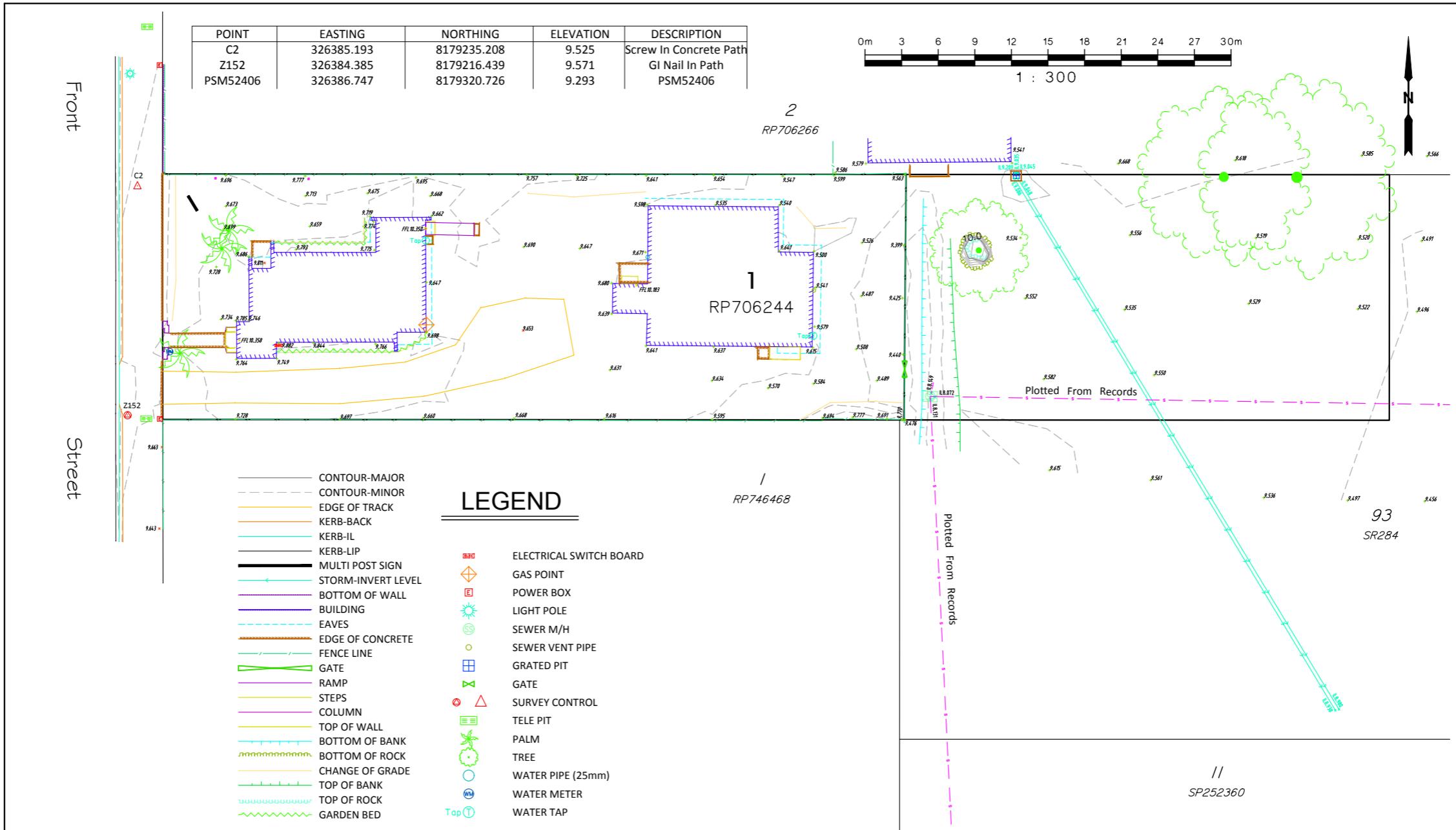


Image 8 – Looking North from Front Street.

APPENDIX B

Contour and Feature Survey – Brazier Motti

Lekker
Urban.



Revisions				Client:			
No.	Date	Details	Check	UNITING CHURCH IN AUSTRALIA			
A	27.09.24	Original Issue	MF	Project: DETAIL SURVEY			
B	29.10.25	Sewer Line Plotted from records	MF	E: 326385.193	N: 8179235.208	Lot 1 on RP706244	
				Surveyed by: BC	Drawn: WCHO	36 Front Street, Mossman	
				Approved:		Local Authority: Douglas Shire Council	
						Locality: Mossman	

Date: 25/09/2024
Sheet 1 of 1 Sheets
Scale: 1:300 A3
Plan No: 35853/002 B

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SURVEYING
TOWNPLANNING
PROJECTMANAGEMENT
MAPPING & GIS

75 YEARS

DA
NOT FOR CONSTRUCTION

APPENDIX C

Proposed Development Drawings

Lekker
Urban.

Lekker Urban.

DRAWING SCHEDULE - CIVIL

DRAWING NUMBER

LU23281-CD-100
LU23281-CD-200
LU23281-CD-201
LU23281-CD-300
LU23281-CD-400
LU23281-CD-600
LU23281-CD-601
LU23281-CD-800

SHEET TITLE

COVER SHEET & DRAWING SCHEDULES
CIVIL WORKS LAYOUT PLAN
BULK EARTHWORKS LAYOUT PLAN
LONGITUDINAL SECTION - ACCESS DRIVEWAY
TYPICAL CROSS SECTIONS & DETAILS
STORMWATER CATCHMENT PLAN - PRE-DEVELOPMENT
STORMWATER CATCHMENT PLAN - POST-DEVELOPMENT
VEHICULAR TURNING MOVEMENTS LAYOUT PLAN

THE UNITING CHURCH IN AUSTRALIA C/o ELEVATION ARCHITECTURE
**PROPOSED HALL & OUT OF SCHOOL HOURS CARE
CIVIL ENGINEERING DOCUMENTATION**
FOR DEVELOPMENT APPROVAL
36 FRONT STREET, PORT DOUGLAS QLD

A	ISSUED FOR APPROVAL (DA)	J.L.A.	15/12/2025
	Amendments	Approved	Date
Revision			

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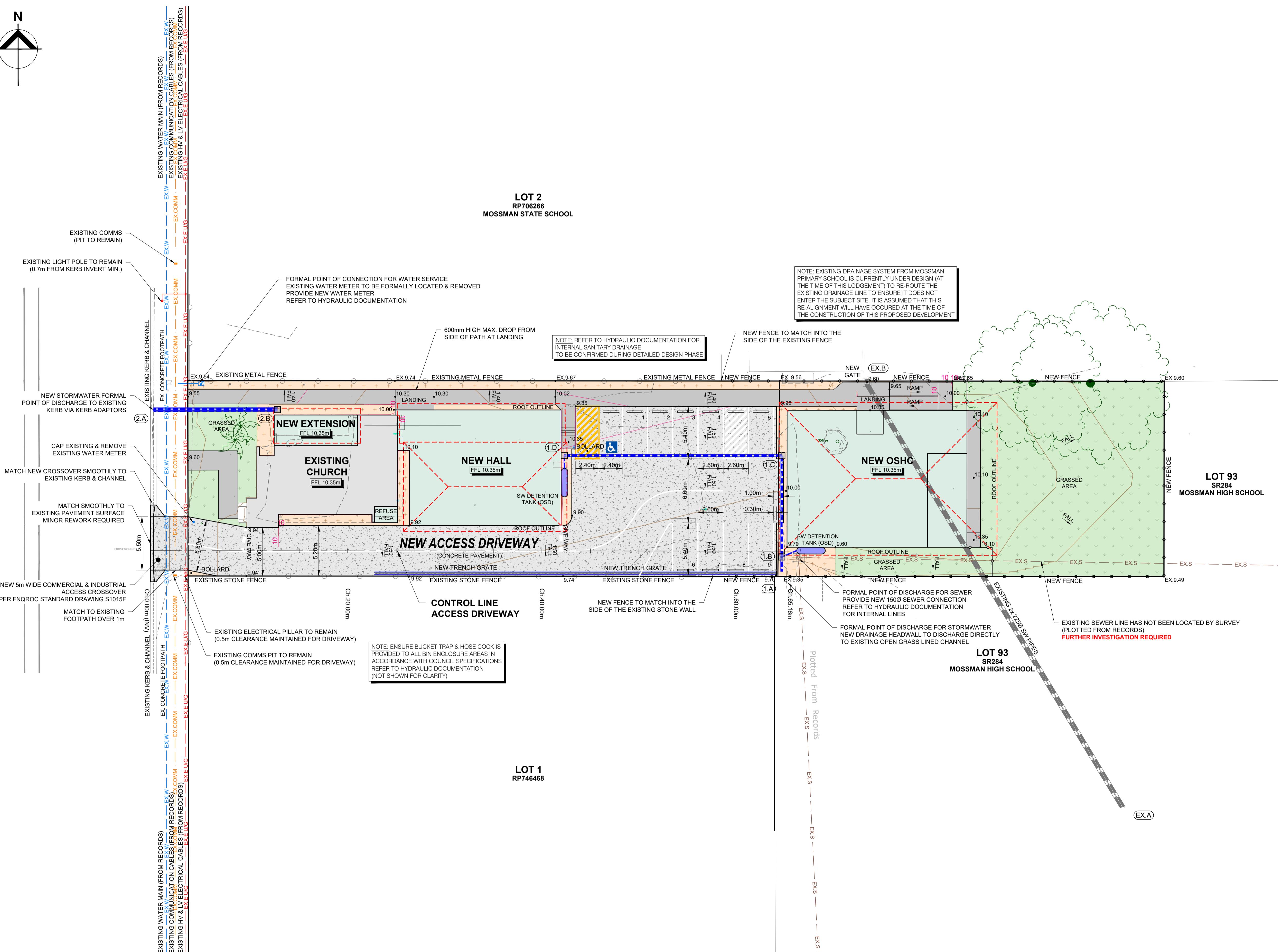
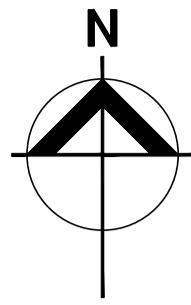
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Designed: J.L.A. Checked: A.B.
Authorised: J.L.A. Date: 15/12/2025

MOSSMAN UNITING CHURCH
PROPOSED HALL & OSHC
PROPOSED CIVIL ENGINEERING WORKS
COVER SHEET & DRAWING SCHEDULES
36 FRONT STREET, MOSSMAN QLD
THE UNITING CHURCH IN AUSTRALIA

FOR APPROVAL DRAWING NUMBER: LU23281-CP-100 REV: A

FRONT STREET



NOTE:

- TOPOGRAPHIC SURVEY HAS BEEN UNDERTAKEN BY BRAZER MOTT IN SEPTEMBER 2024 AT THE SUBJECT SITE. REFER TO THE BRAZER MOTT SURVEY DOCUMENTATION (000000-002-01) FOR FURTHER INFORMATION.
- LEKKER URBAN TAKE NO RESPONSIBILITY FOR THE ACCURACY OF EXISTING FEATURES WITHIN THE SURVEY INFORMATION PROVIDED.
- EXISTING CONTOURS HAVE BEEN PROVIDED.
- MAJOR CONTOURS: 1m INTERVAL
- MINOR CONTOURS: 0.2m INTERVAL
- THE FINAL LOT LAYOUT
- CONFIRMATION OF LOCATION AND DEPTH OF ALL EXISTING SERVICES ARE REQUIRED PRIOR TO COMMENCEMENT OF WORKS.
- ALL PROPOSED WORKS ARE SUBJECT TO: DISCUSSIONS AND MEETINGS WITH AUTHORITIES, APPROVAL FROM AUTHORITIES, RELEVANT CONSULTANT INFORMATION AS PER COUNCIL REQUIREMENTS. FEASIBILITY COMPLETED BASED ON INFORMATION PROVIDED BY CLIENT.

LEGEND:

- EXISTING CONTOURS (0.2m INTERVAL)
- 444.50
- 444.00
- LEVEL
- EXISTING LEVEL
- SWp
- SUBSOIL DRAINAGE LINE & FLUSHING POINTS
- ROOF LINE OVERHEAD
- NEW DRAINAGE PIPE & PIT
- W
- NEW WATER CONNECTION REFER TO HYDRAULIC DOCUMENTATION
- EX.W
- EXISTING WATER
- EX.E.U.G.
- EXISTING ELECTRICAL UNDERGROUND
- EX.COMM
- EXISTING COMMUNICATIONS
- EX.S
- EXISTING SEWER (GRAVITY)
- S
- NEW INTERNAL SEWER (INDICATIVE ONLY) REFER TO HYDRAULIC DOCUMENTATION
- TITLE BOUNDARY
- Denotes proposed new building/structure
- Denotes new turfing / grassed areas
- Denotes new external path REFER TO STRUCTURAL DOCUMENTATION FOR CONCRETE SPECIFICATIONS
- Denotes new commercial & industrial crossover in accordance with FNQROC STD DRG S1015F
- Denotes proposed finished surface level REFER TO LANDSCAPE DOCUMENTATION
- 0.85
- Denotes proposed new speedhump TYPE 2 SPEEDHUMP TO AS 2890.1
- Denotes new fencing (REFER TO ARCHITECTS DOCUMENTATION)

A	ISSUED FOR APPROVAL	J.L.A.	12/12/2025
Revision	Amendments	Approved	Date

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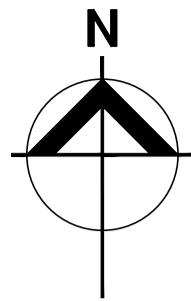
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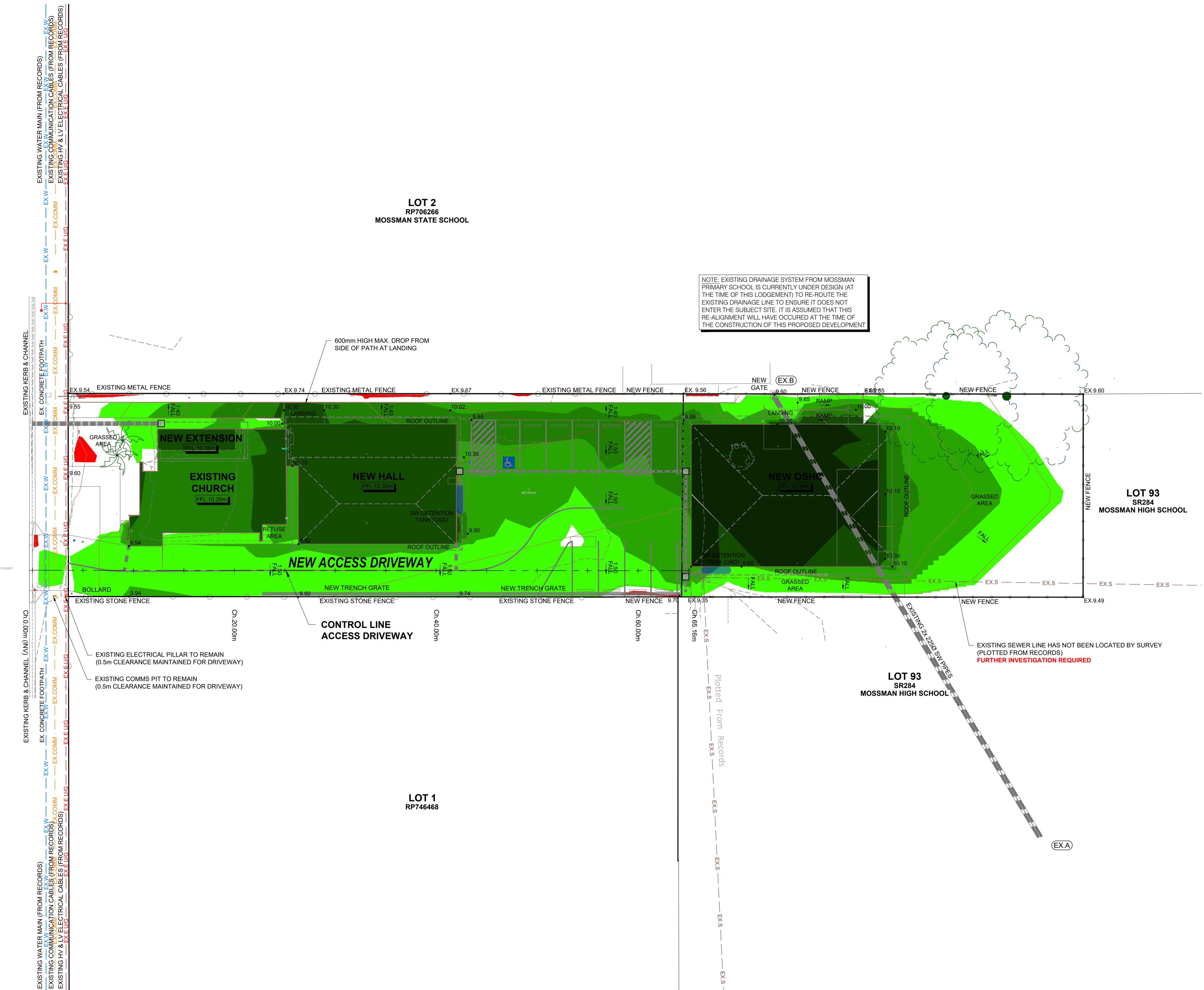
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MOSSMAN UNITING CHURCH
PROPOSED HALL & OSHC
PROPOSED CIVIL ENGINEERING WORKS
CIVIL WORKS LAYOUT PLAN
36 FRONT STREET, MOSSMAN QLD
THE UNITING CHURCH IN AUSTRALIA

DRAWING NUMBER: LU23281-CP-200 REV: A
FOR APPROVAL



FRONT STREET



EARTHWORKS NOTES:

1. AREAS NOT REQUIRING EARTHWORKS ARE TO REMAIN UNDISTURBED.
2. CUT/FILL IS TO ULTIMATE FINISHED INCLUDING TOPSOIL AND ROAD SURFACE AND DOES NOT CONSIDER EXCAVATION NEEDED FOR ROAD PAVEMENTS, TOPSOIL ETC.
3. FINAL EXTENTS OF CUT/FILL ARE TO BE DETERMINED BY THE CONTRACTOR ON SITE IN CONJUNCTION WITH THE EARTHWORKS DESIGN.

SITE PREPARATION

FURTHER GEOTECHNICAL INVESTIGATIONS ARE REQUIRED PRIOR TO COMMENCEMENT OF CONSTRUCTION.

PRELIMINARY BULK EARTHWORKS VOLUMES:

CUT = - 2 m³ (EXCLUDES TRENCH MATERIAL)

CUT = - 2 m³ (EXCLUDES TRENCH MATERIAL)
FILL = 573 m³
BALANCE = 571 m³ IMPORTED MATERIAL (EXCLUDES TRENCH MATERIAL)
SITE COVERAGE OF EXCAVATION & FILL = 1,817 m²

LEGEND:

55.15 • DENOTES PROPOSED FINISHED SURFACE LEVEL



CIVIL ENGINEERING WORKS HWORKS LAYOUT PLAN

TRENT, MOSSMAN QLD G CHURCH IN AUSTRALIA

APPROVAL DRAWING NUMBER: **LU23281-CP-201** REV: **A**

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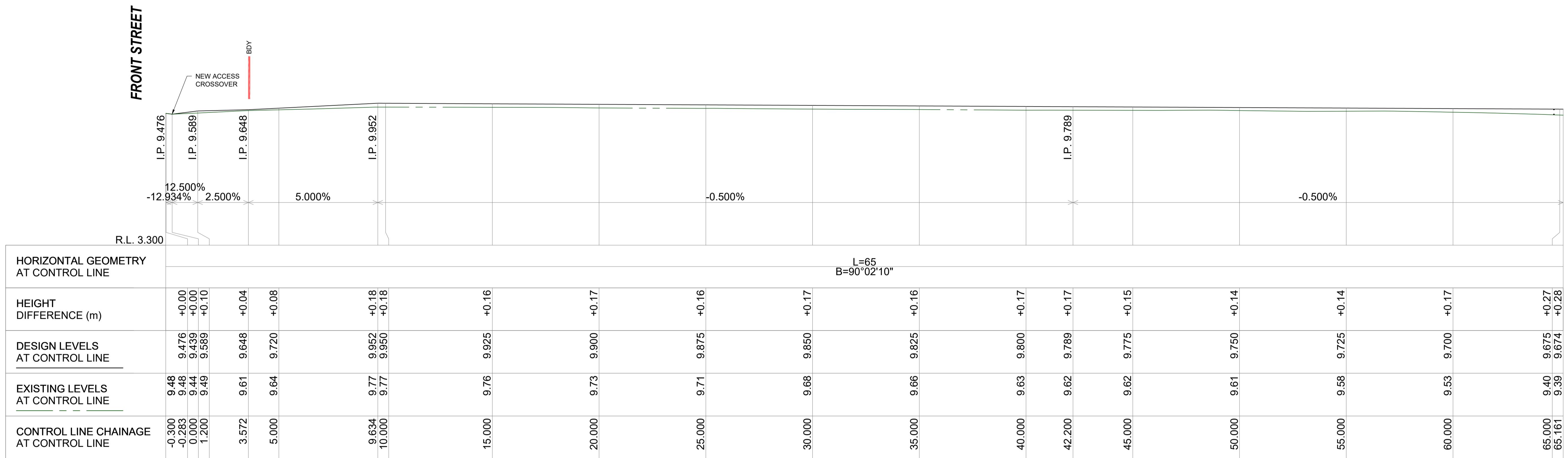
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J.L.A	A.B.
Authorised:	Date:
J.L.A.	15/12/2025

MOSSMAN UNITING CHURCH PROPOSED HALL & OSHC PROPOSED CIVIL ENGINEERING WORKS BULK EARTHWORKS LAYOUT PLAN

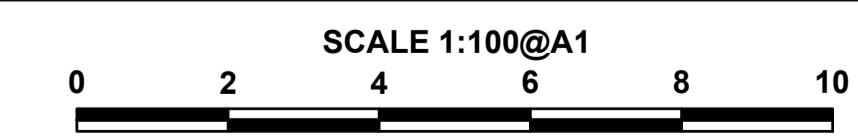
6 FRONT STREET, MOSSMAN QLD THE UNITING CHURCH IN AUSTRALIA



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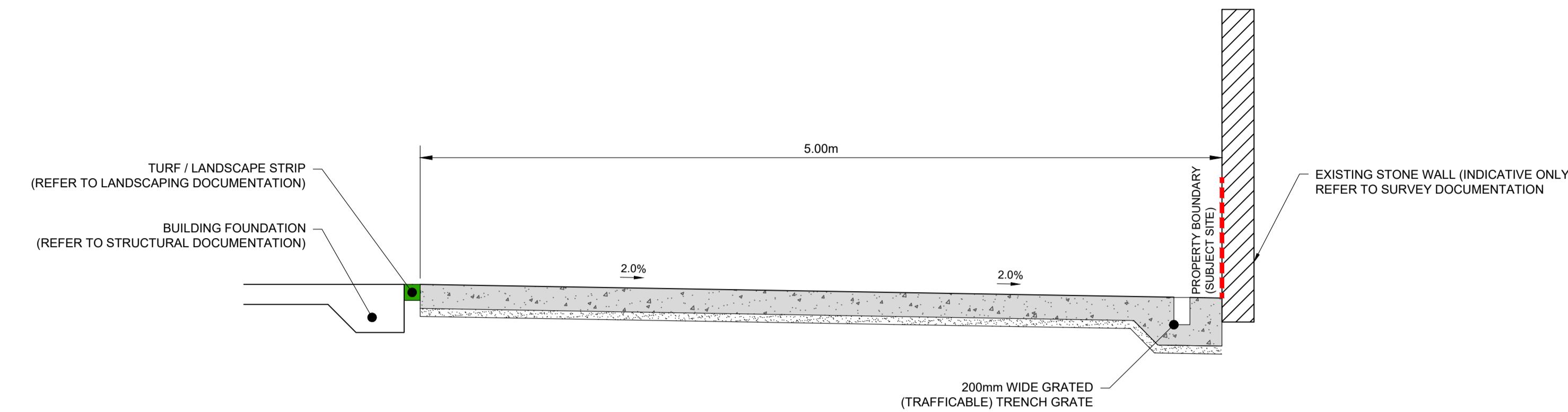
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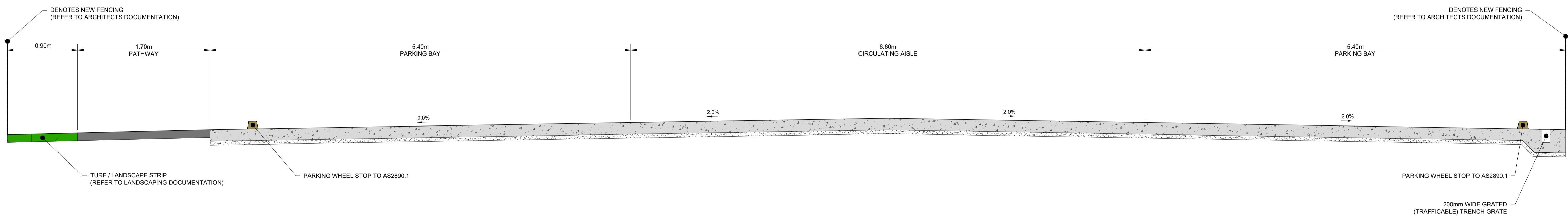
**MOSSMAN UNITING CHURCH
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PROPOSED CIVIL ENGINEERING WORKS
LONGITUDINAL SECTION - ACCESS DRIVEWAY**
36 FRONT STREET, MOSSMAN QLD
THE UNITING CHURCH IN AUSTRALIA

FOR APPROVAL DRAWING NUMBER: LU23281-CP-300 REV: A



TYPICAL SECTION - ACCESS DRIVEWAY

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TYPICAL SECTION - CARPARK

SCALE:1:25

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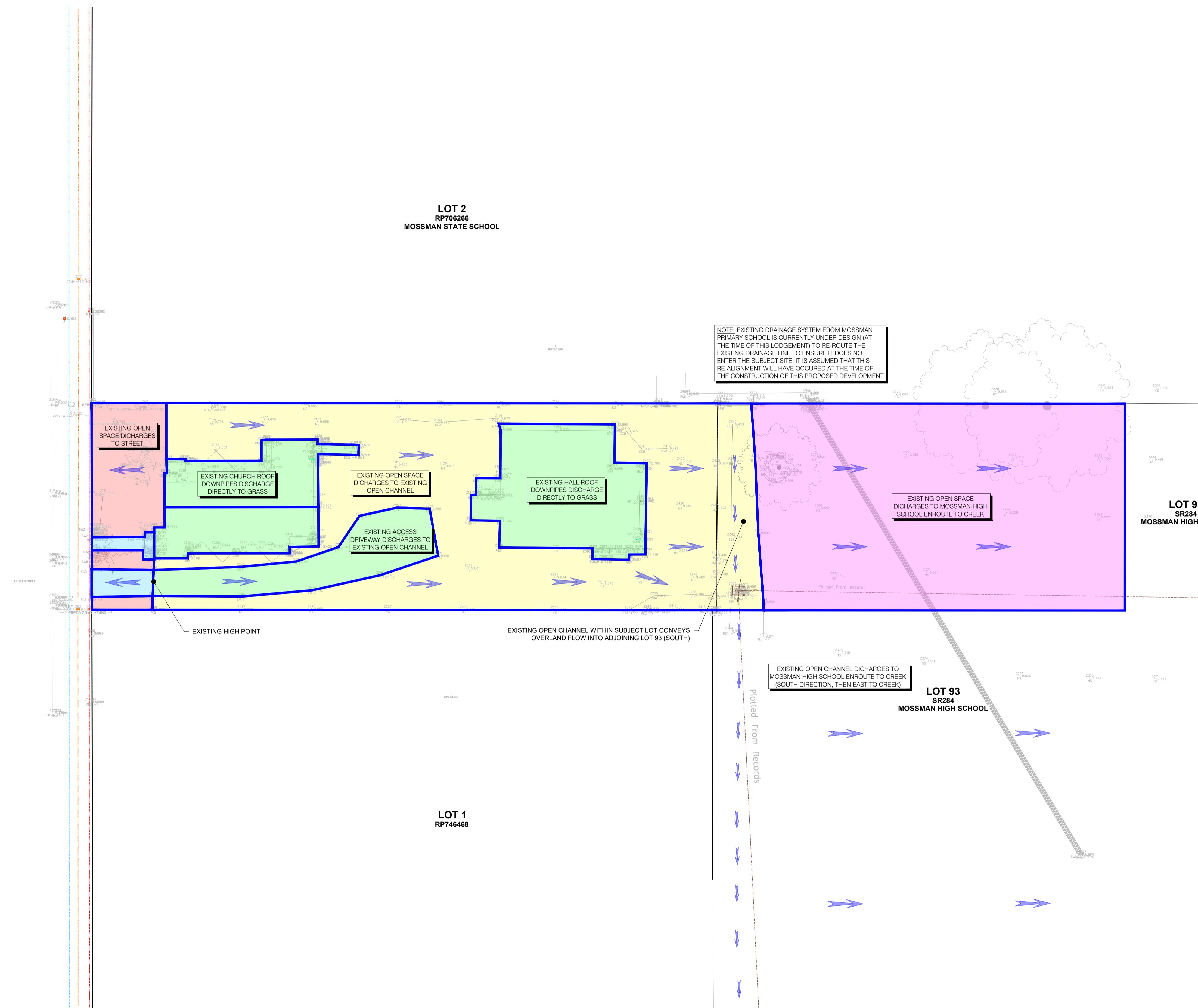
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**MOSSMAN UNITING CHURCH
PROPOSED HALL & OSHC
PROPOSED CIVIL ENGINEERING WORKS
TYPICAL CROSS SECTIONS & DETAILS**
36 FRONT STREET, MOSSMAN QLD
THE UNITING CHURCH IN AUSTRALIA

FOR APPROVAL DRAWING NUMBER: LU23281-CP-400 REV: A

FRONT STREET



Pre-development catchment breakdown (m ²)			
	Draining direct to Captain Cook Highway (Front Street) via overland flow	Draining to adjoining lot (Mossman High School) south and east of site (Lot 93 on SR284)	Total
Pervious area (m ²)	111	145.5	156.6
Impervious area (m ²)	25	432	457
Total area (m ²)	136	188.7	202.3
% of Site area	7%	93%	
% Pervious	82%	77%	77%
% Impervious	18%	23%	23%

LEGEND:

- 444.50 — EXISTING CONTOURS (0.5m INTERVAL)
- × LEVEL EXISTING LEVEL
- DENOTES PERVERS CATCHMENT DRAINING DIRECT TO CAPTAIN COOK HIGHWAY (FRONT STREET) VIA OVERLAND FLOW
- DENOTES IMPERVIOUS CATCHMENT DRAINING DIRECT TO CAPTAIN COOK HIGHWAY (FRONT STREET) VIA OVERLAND FLOW
- DENOTES IMPERVIOUS CATCHMENT DRAINING TO ADJOINING LOT (MOSSMAN HIGH SCHOOL) SOUTH OF SITE (LOT 93 ON SR284) VIA SOUTHERN OPEN CHANNEL
- DENOTES IMPERVIOUS CATCHMENT DRAINING TO ADJOINING LOT (MOSSMAN HIGH SCHOOL) EAST OF SITE (LOT 93 ON SR284)
- DRAINAGE CATCHMENT EXTENT
- OVERLAND FLOW PATH

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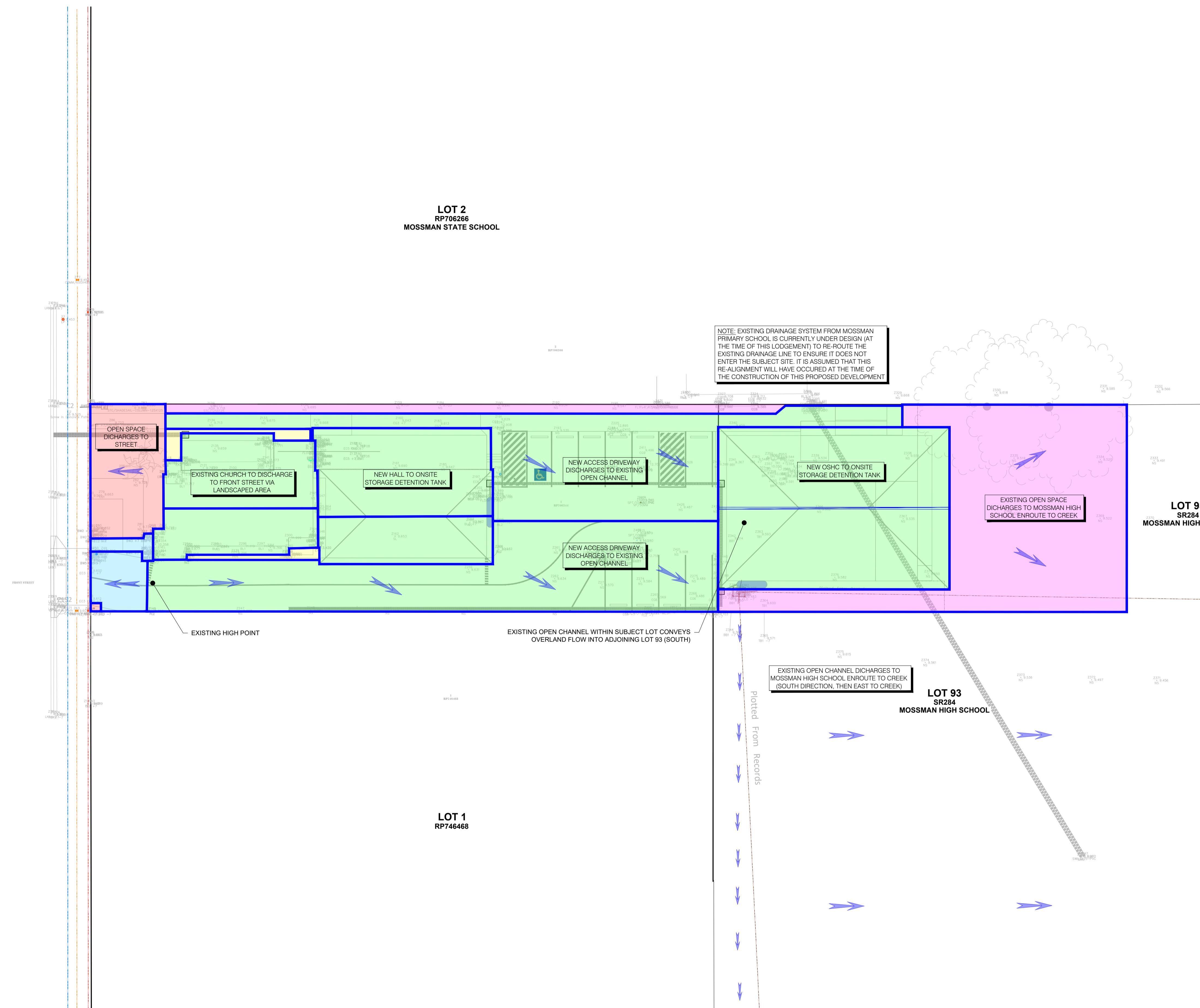
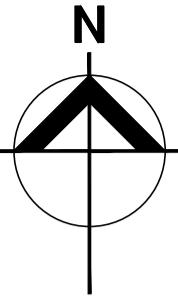
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MOSSMAN UNITING CHURCH
PROPOSED HALL & OSHC
PROPOSED CIVIL ENGINEERING WORKS
STORMWATER CATCHMENT PLAN - PRE-DEVELOPMENT
36 FRONT STREET, MOSSMAN QLD
THE UNITING CHURCH IN AUSTRALIA
DRAWING NUMBER: LU23281-CP-600
REV: A
FOR APPROVAL

FRONT STREET



Post-development catchment breakdown (m²)			
	Draining direct to Captain Cook Highway (Front Street) via overland flow	Draining to adjoining lot (Mossman High School) south and east of site (LOT 93 on SR284)	Total
Pervious area (m²)	93	481	574
Impervious area (m²)	40	1409	1449
Total area (m²)	133	1890	2023
% of Site area	7%	93%	
% Pervious	70%	25%	28%
% Impervious	30%	75%	72%

LEGEND:

- 444.50 — EXISTING CONTOURS (0.5m INTERVAL)
- 444.00 — DESIGN CONTOURS (0.2m INTERVAL)
- × LEVEL EXISTING LEVEL
- DENOTES PERVERS CATCHMENT DRAINING DIRECT TO CAPTAIN COOK HIGHWAY (FRONT STREET) VIA OVERLAND FLOW
- DENOTES IMPERVIOUS CATCHMENT DRAINING DIRECT TO CAPTAIN COOK HIGHWAY (FRONT STREET) VIA OVERLAND FLOW
- DENOTES PERVERS CATCHMENT DRAINING TO ADJOINING LOT (MOSSMAN HIGH SCHOOL) SOUTH OF SITE (LOT 93 ON SR284) VIA SOUTHERN OPEN CHANNEL
- DENOTES IMPERVIOUS CATCHMENT DRAINING TO ADJOINING LOT (MOSSMAN HIGH SCHOOL) SOUTH OF SITE (LOT 93 ON SR284) VIA SOUTHERN OPEN CHANNEL
- DENOTES IMPERVIOUS CATCHMENT DRAINING TO ADJOINING LOT (MOSSMAN HIGH SCHOOL) EAST OF SITE (LOT 93 ON SR284)
- DRAINAGE CATCHMENT EXTENT
- OVERLAND FLOW PATH

A	ISSUED FOR APPROVAL (DA)	J.L.A.	15/12/2025
Revision	Amendments	Approved	Date

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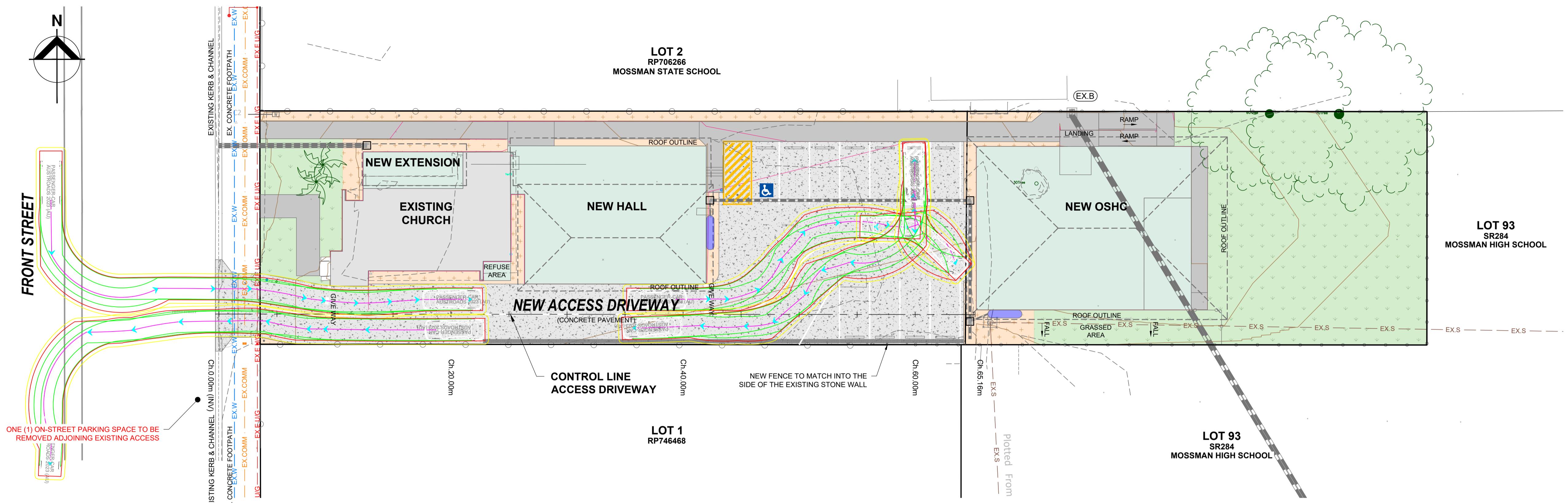


CAIRNS: 60-70 MAGAZINE STREET STRATFORD, QLD
CONTACT@LEKKERURBAN.COM
WWW.LEKKERURBAN.COM.AU
ABN 32 669 311 479

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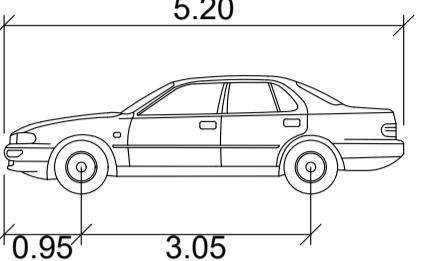
Designed: J.L.A. Checked: A.B.
Authorised: J.L.A. Date: 15/12/2025

MOSSMAN UNITING CHURCH PROPOSED HALL & OSHC PROPOSED CIVIL ENGINEERING WORKS STORMWATER CATCHMENT PLAN - POST-DEVELOPMENT
36 FRONT STREET, MOSSMAN QLD
THE UNITING CHURCH IN AUSTRALIA
FOR APPROVAL DRAWING NUMBER: LU23281-CP-601 REV: A



NOTE:

1. TOPOGRAPHIC SURVEY HAS BEEN UNDERTAKEN BY BRAZIER MOTTI IN SEPTEMBER 2024 AT THE SUBJECT SITE. REFER TO THE BRAZIER MOTTI SURVEY DOCUMENTATION (35853-002-01) FOR FURTHER INFORMATION.
2. LEKKER URBAN TAKE NO RESPONSIBILITY FOR THE ACCURACY OF EXISTING FEATURES WITHIN THE SURVEY INFORMATION PROVIDED.
3. EXISTING CONTOURS HAVE BEEN PROVIDED:
 - MAJOR CONTOURS: 1m INTERVAL
 - MINOR CONTOURS: 0.2m INTERVAL
4. THIS PLAN IS TO BE UTILISED AS A GUIDE ONLY AND DOES NOT REPRESENT THE FINAL LOT LAYOUT.
5. CONFIRMATION OF LOCATION AND DEPTH OF ALL EXISTING SERVICES ARE REQUIRED PRIOR TO COMMENCEMENT OF WORKS.
6. ALL PROPOSED WORKS ARE SUBJECT TO: DISCUSSIONS AND MEETINGS WITH AUTHORITIES, APPROVAL FROM AUTHORITIES, RELEVANT CONSULTANT INFORMATION AS PER COUNCIL REQUIREMENTS. FEASIBILITY COMPLETED BASED ON INFORMATION PROVIDED BY CLIENT.



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DESIGN VEHICLE (B99) 5.2m PASSENGER CAR N.T.S.

N. I. S.

A	ISSUED FOR APPROVAL (DA)		J.L.A.	15/12/2023	
Revision		Amendments	Approved		Document

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CAIRNS: 60-70 MAGAZINE STREET STRATFORD, Q
CONTACT@LEKKERURBAN.COM
WWW.LEKKERURBAN.COM.AU ABN 32 66

SCALE 1:200@A1

Designed:	Checked:
J.L.A	A.B.
Authorised:	Date:
J.L.A.	15/12/2025

**MOSSMAN UNITING CHURCH
PROPOSED HALL & OSHC
PROPOSED CIVIL ENGINEERING WORKS
VEHICLE TURNING MOVEMENTS LAYOUT PLAN
36 FRONT STREET, MOSSMAN QLD
THE UNITING CHURCH IN AUSTRALIA**

FOR APPROVAL DRAWING NUMBER: REV:
LU23281-CP-800 **A**