



Department of Infrastructure,  
Local Government and Planning

Our reference: SDA-0117-036553  
Council reference: MCUI 2016/1591 (D#782952)

2 March 2017

Richard Hewitt  
C/- Urban Sync  
PO Box 2970  
CAIRNS QLD 4870

*Attn: Matt Ingram*

Dear Mr Hewitt

**Concurrence agency response—with conditions**

Material change of use for a caravan park on land situated at Captain Cook Highway, Port Douglas and described as Lot 45 on SR835.

(Given under section 285 of the *Sustainable Planning Act 2009*)

The referral agency material for the development application described below was received by the Department of Infrastructure, Local Government and Planning under section 272 of the *Sustainable Planning Act 2009* on 1 February 2017.

**Applicant details**

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Applicant name: Richard Hewitt  
Applicant contact details: PO Box 2970  
CAIRNS QLD 4870  
matt@urbansync.com.au

**Site details**

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Street address: Captain Cook Highway, Port Douglas  
Lot on plan: Lot 45 on SR835  
Local government area: Douglas Shire Council

**Application details**

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Proposed development: Material change of use for a Caravan Park

**Aspects of development and type of approval being sought**

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<b>Nature of Development</b>	<b>Approval Type</b>	<b>Brief Proposal of Description</b>	<b>Level of Assessment</b>
Material Change of Use	Development permit	A caravan park comprising van sites, bush camping sites and associated buildings	Impact Assessment

### Referral triggers

The development application was referred to the department under the following provisions of the *Sustainable Planning Regulation 2009*:

Referral trigger	Schedule 7, Table 3, Item 1 - State-controlled road Schedule 7, Table 3, Item 2 - development impacting on State transport infrastructure
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### Conditions

Under section 287(1)(a) of the *Sustainable Planning Act 2009*, the conditions set out in Attachment 1 must be attached to any development approval.

### Reasons for decision to impose conditions

Under section 289(1) of the *Sustainable Planning Act 2009*, the department must set out the reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

### Further advice

Under section 287(6) of the *Sustainable Planning Act 2009*, the department offers advice about the application to the assessment manager—see Attachment 3.

### Approved plans and specifications

The department requires that the following plans and specifications set out below and in Attachment 4 must be attached to any development approval.

<b>Drawing/Report Title</b>	<b>Prepared by</b>	<b>Date</b>	<b>Reference no.</b>	<b>Version/ Issue</b>
<b>Aspect of development: Material Change of Use – Caravan Park</b>				
Site Masterplan Concept	Studio Mango	12/12/2016	L-02	3
Drainage Concept Plan	Studio Mango	12/12/2016	L-05	3
TMR Layout Plan (20A - 62.01km)	Queensland Government Transport and Main Roads	TMR17-20459 (500-1082)	22/02/2017	A
Channelised right-turn (CHR) on a two-lane rural road	Austroads Guide to Road Design: Part 4A Unsignalised and Signalised Intersections	2010	Figure 7.7	-
Auxiliary left-turn treatment (AUL) on a rural road	Austroads Guide to Road Design: Part 4A Unsignalised and Signalised Intersections	2010	Figure 8.4	-

A copy of this response has been sent to the applicant for their information.

For further information, please contact Patricia Gadsden, Senior Planning Officer, SARA Far North QLD on 4037 3233, or email [patricia.gadsden@dilgp.qld.gov.au](mailto:patricia.gadsden@dilgp.qld.gov.au) who will be pleased to assist.

Yours sincerely



Brett Nancarrow  
Manager (Planning)

cc: Douglas Shire Council, [enquiries@douglas.qld.gov.au](mailto:enquiries@douglas.qld.gov.au)  
enc: Attachment 1—Conditions to be imposed  
Attachment 2—Reasons for decision to impose conditions  
Attachment 3—Further advice  
Attachment 4—Approved Plans and Specifications

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### Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Material change of use		
<p><b>Schedule 7, Table 3, Item 1</b> – State-controlled road —Pursuant to section 255D of the <i>Sustainable Planning Act 2009</i>, the chief executive administering the Act nominates the Director-General of <b>Department of Transport and Main Roads</b> to be the assessing authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):</p>		
<b>In accordance with approved plans</b>		
1	<p>The development must be carried out generally in accordance with the following plans:</p> <ul style="list-style-type: none"> <li>• Site Masterplan Concept prepared by Studio Mango, dated 12/12/2016, Dwg No. L-02 and Rev 3.</li> <li>• Drainage Concept Plan prepared by Studio Mango, dated 12/12/2016, Dwg No. L-05 and Rev 3.</li> <li>• TMR Layout Plan (20A - 62.01km) prepared by Queensland Government Transport and Main Roads, dated 22/02/2017, Reference TMR17-20459 (500-1082), Issue A.</li> </ul>	Prior to the commencement of use and to be maintained at all times.
<b>Vehicular access to the state-controlled road</b>		
2	The road access location is to be located generally in accordance with TMR Layout Plan (20A - 62.01km) prepared by Queensland Government Transport and Main Roads, dated 22/02/2017, Reference TMR17-20459 (500-1082), Issue A.	Prior to the commencement of use and to be maintained at all times.
<b>Road works on a state-controlled road</b>		
3	<p>(a) Roadworks comprising of a Channelized Right-turn (CHR) treatment, a Rural Auxiliary Left-turn (AUL) treatment and Category V5 Lighting must be provided at the road access location.</p> <p>(b) The roadworks must be designed and constructed in accordance with:</p> <ul style="list-style-type: none"> <li>• Austroads Guide to Road Design: Part 4A Unsignalised and Signalised Intersections, dated 2010.             <ul style="list-style-type: none"> <li>o Figure 7.7: Channelised right-turn (CHR) on a two-lane rural road, and</li> <li>o Figure 8.4: Auxiliary left-turn treatment (AUL) on a rural road.</li> </ul> </li> <li>• The Department of Main Roads Road Planning and Design Manual (2<sup>nd</sup> edition), Volume 6: Lighting, dated July 2016.</li> </ul>	Prior to the commencement of use.
<b>Removal of redundant road access works</b>		
4	The existing vehicular property access located between Lot 45 on SR835 and the Captain Cook Highway must be permanently closed and removed.	Prior to the commencement of use.

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## **Attachment 2—Reasons for decision to impose conditions**

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The reasons for this decision are:

- To ensure the development is carried out generally in accordance with the plans of development submitted with the application
- To ensure the road access location to the state-controlled road from the site does not compromise the safety and efficiency of the state-controlled road.
- To ensure the design of any road access maintains the safety and efficiency of the state-controlled road.
- To ensure the road works on, or associated with, the state-controlled road network are undertaken in accordance with applicable standards.
- To maintain the safety and efficiency of the state-controlled road by reducing the number of road access.

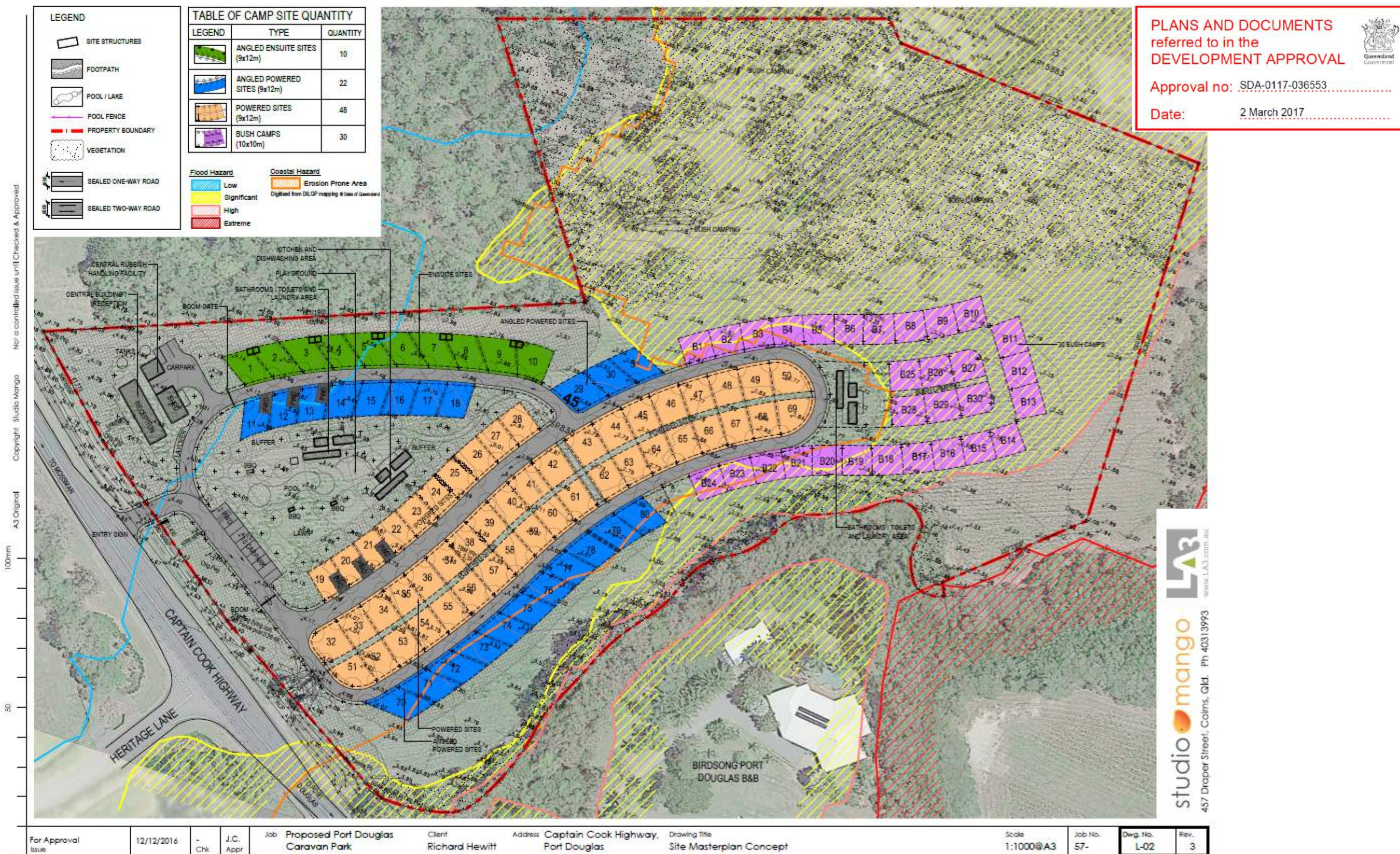
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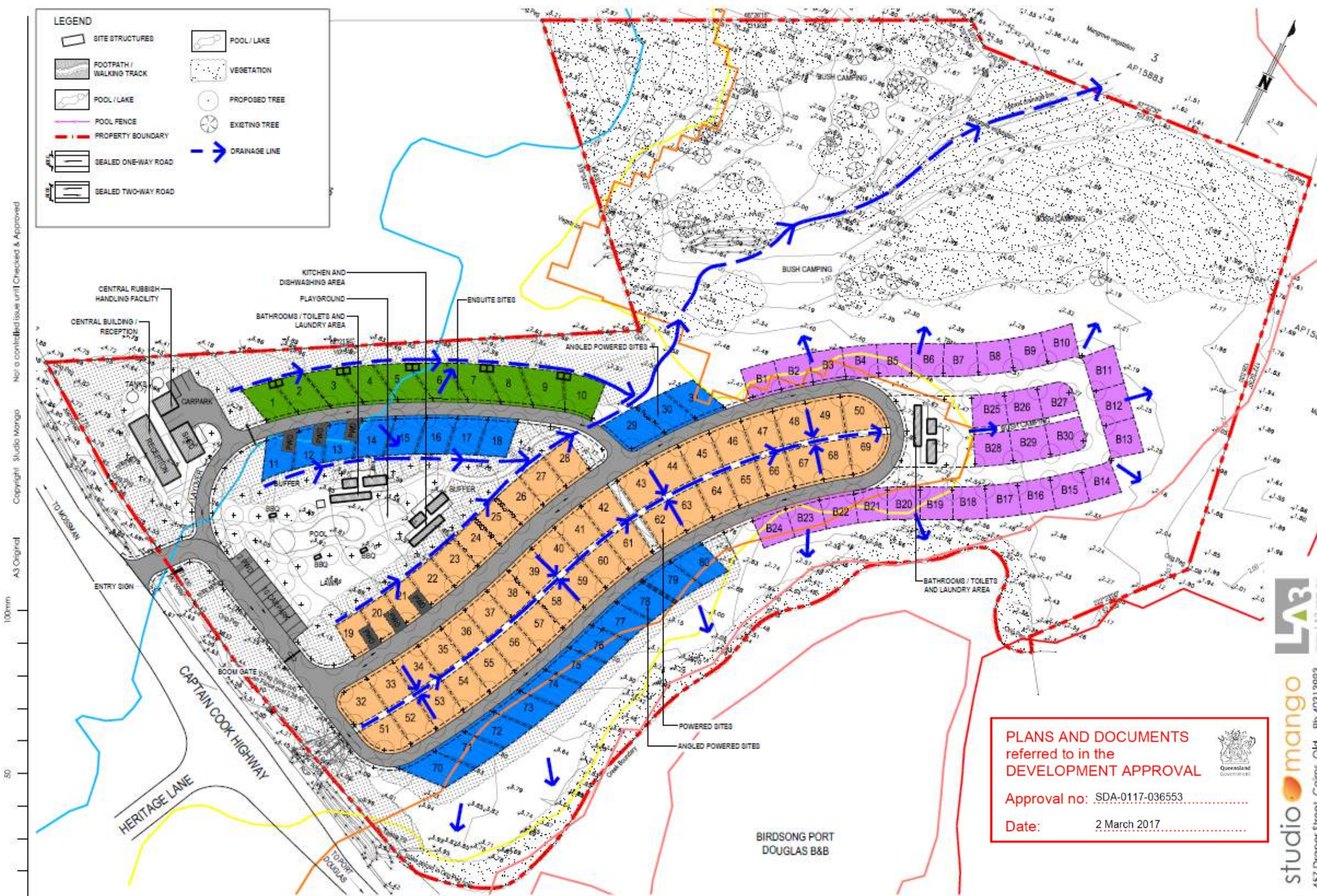
### Attachment 3—Further advice

General advice	
Ref.	Advertising device
1.	<p>A local government should obtain advice from the Department of Transport and Main Roads (DTMR) if it intends to approve the erection, alteration or operation of an advertising sign or another advertising device that would be visible from a state-controlled road, and beyond the boundaries of the state-controlled road, and reasonably likely to create a traffic hazard for the state-controlled road.</p> <p>Note: DTMR has powers under section 139 of the Transport Operations (Roads Use Management – Accreditation and Other Provisions) Regulations 2015 to require removal or modification of an advertising sign and/or a device which is deemed that it creates a danger to traffic.</p>
Further development permits, compliance permits or compliance certificates	
Ref.	Road access works approval
2.	<p>Under sections 62 and 33 of the <i>Transport Infrastructure Act 1994</i>, written approval is required from the Department of Transport and Main Roads to carry out road works that are road access works (including driveways) on a state-controlled road. Please contact the Cairns district office of the Department of Transport and Main Roads on 4045 7144 to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ).</p> <p><b>The road access works approval process takes time – please contact Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.</b></p>

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**Attachment 4—Approved plans and specifications**





PLANS AND DOCUMENTS referred to in the DEVELOPMENT APPROVAL

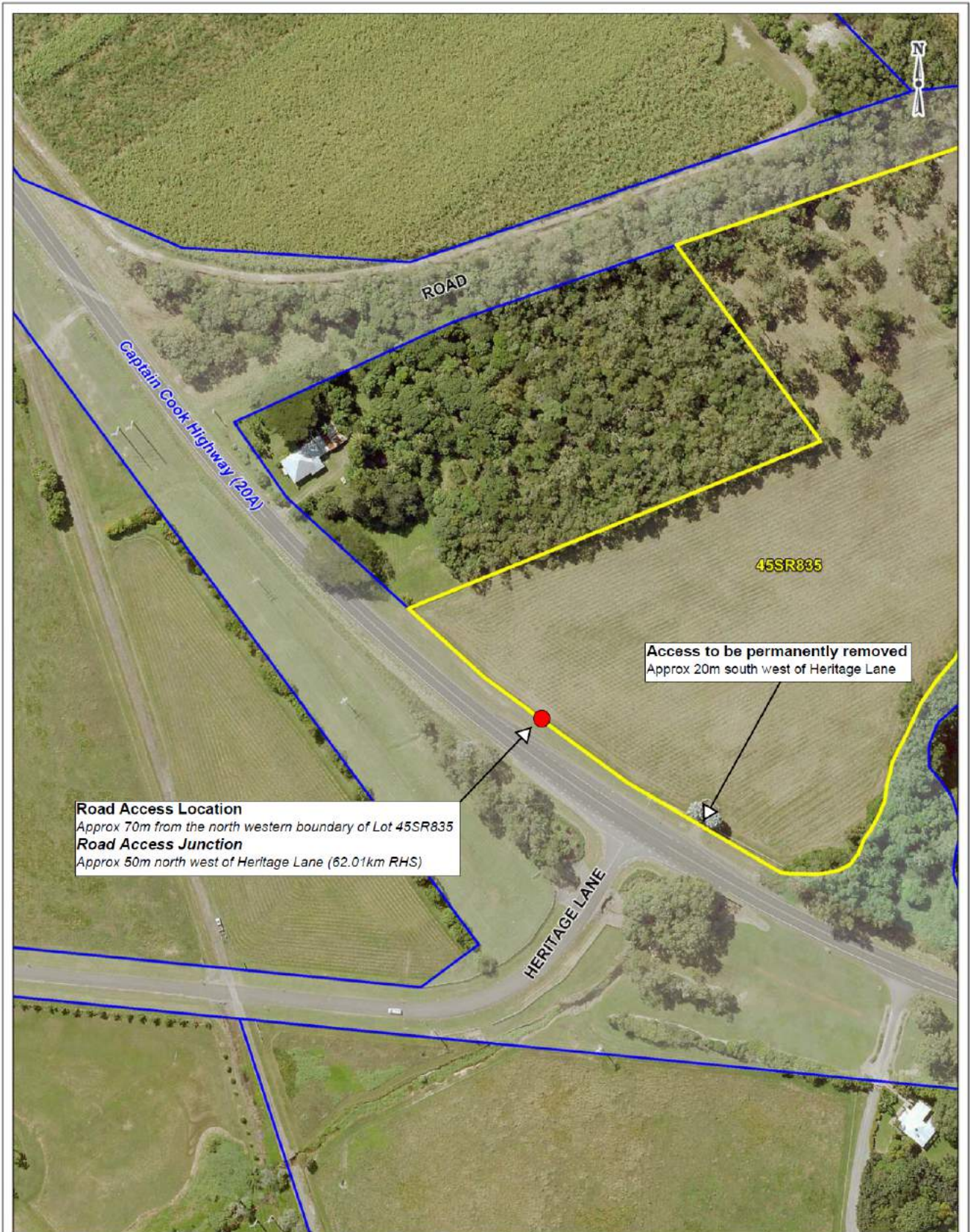
Approval no: SDA-0117-036553

Date: 2 March 2017

studio mango  
457 Draper Street, Cairns, Qld. Ph 40313993  
www.LA3.com.au

For Approval Issue	12/12/2016	Chk	J.C. Appr	Job Proposed Port Douglas Caravan Park	Client Richard Hewitt	Address Captain Cook Highway, Port Douglas	Drawing Title Drainage Concept Plan	Scale 1:1000@A3	Job No. 57-	Dwg. No. L-05	Rev. 3
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**Road Access Location**  
 Approx 70m from the north western boundary of Lot 45SR835  
**Road Access Junction**  
 Approx 50m north west of Heritage Lane (62.01km RHS)

Access to be permanently removed  
 Approx 20m south west of Heritage Lane

Branch/Unit	Corridor Management/Far North Region
Projection/Datum:	Geocentric Datum of Australia (GDA) 1994
	PROPERTY BOUNDARY
	SUBJECTLAND

### TMR Layout Plan (20A - 62.01km)

Queensland Government Transport and Main Roads		
Plan No:	1 / 1	Issue: A
Drawn by:	RPK	Date: 22/02/2017
		File ref: TMR17-20459 (500-1082)

© The State of Queensland, 2015. © Pitney Bowes Software Pty Ltd 2015. © QR Limited, 2015 (based on Pitney Bowes State Digital Road Network (SDRN) provided with the permission of Pitney Bowes Software Pty Ltd) (Current as at 04/1/16). Database: Road Centre Line, May 2010 (provided with the permission of QR Limited and other state government datasets). Disclaimer: While every care is taken to ensure the accuracy of this data, Pitney Bowes Software Pty Ltd and/or the State of Queensland and/or QR Limited makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.

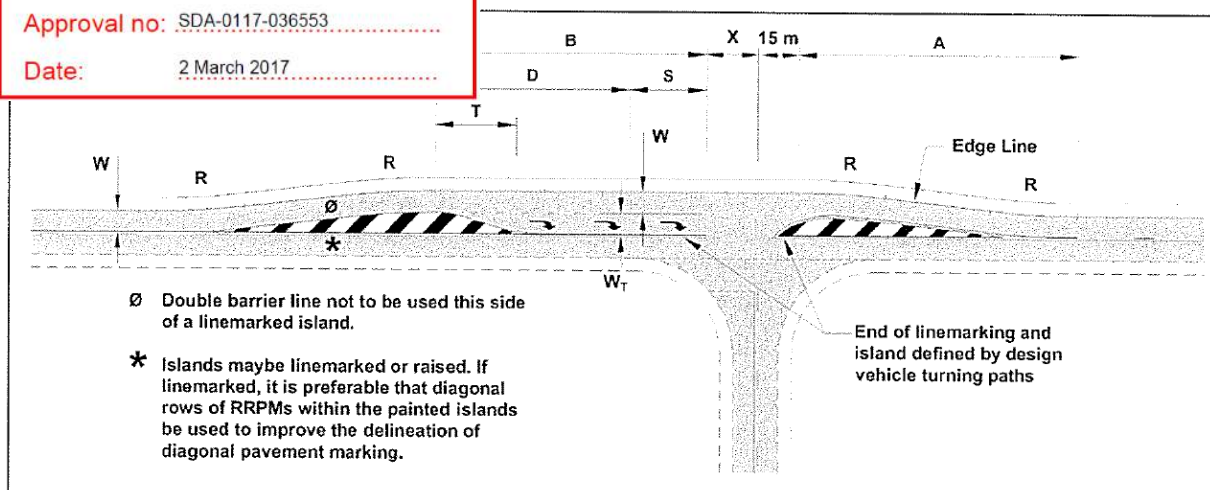
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Road Design – Part 4A: Unsignalised and Signalised Intersections



Notes:

1. An alternative to the double white line on the offside edge of the right-turn slot is a 1.0 m painted median. The 1.0 m median is particularly useful when the major road is on a tight horizontal curve and oncoming vehicles track across the centreline. Provision of this median will require the dimension 'A' to be increased.
2. A raised concrete median on the minor road may be used with this treatment to minimise 'corner cutting', particularly for higher turning volumes.
3. The dimensions of the treatment are defined below and values of A, D, R and T are shown in Table 7.2:

W = Nominal through lane width (m) (including widening for curves). For a new intersection on an existing road, the width is to be in accordance with the current link strategy.

W<sub>T</sub> = Nominal width of turn lane (m), including widening for curves based on the design turning vehicle. Desirable minimum = W, absolute minimum = 3.0 m.

B = Total length of auxiliary lane including taper, diverge/deceleration and storage (m).

D = Diverge/deceleration length including taper. Adjust for grade using the 'correction to grade' factor (Section 5)

T = Physical taper length (m) and is given by:

$$T = \frac{0.33VV_T}{3.6}$$

S = Storage length (m) should be the greater of:

1. the length of one design turning vehicle or
2. (calculated car spaces -1) x 8 m (*Guide to Traffic Management – Part 3: Traffic Studies and Analysis* (Austroads 2009h), or use computer program e.g. aaSIDRA).

V = Design speed of major road approach (km/h)

X = Distance based on design vehicle turning path, typically 10–15 m

Source: Based on QDMR (2006).

Figure 7.7: Channelised right turn (CHR) on a two-lane rural road

### 7.5.4 Rural Right-Left Staggered T

#### Basic two-lane two-way road

This layout should be designed to ensure that:

- the stagger distance between the minor legs is large enough to discourage drivers from 'taking a short-cut on the wrong side of the traffic islands (e.g. at least 15 m to 25 m depending on the site characteristics)
- the island treatments in the minor roads are long enough to also discourage wrong way movements
- sufficient width is provided on the major road within the intersection to enable through vehicles to pass slowly to the left of vehicles waiting to turn right (e.g. 12 m), a similar principle to the BAR treatment.

Table 8.2: Dimensions for AUL(S) treatment on major leg

Design speed of major road approach (km/h)	Diverge/deceleration length D (m) <sup>1</sup>	Taper length T (m) <sup>2</sup>
50	15	15
60	25	15
70	35	20
80	45	20
90	55	25
100	70	30
110	85	30
120	100	35

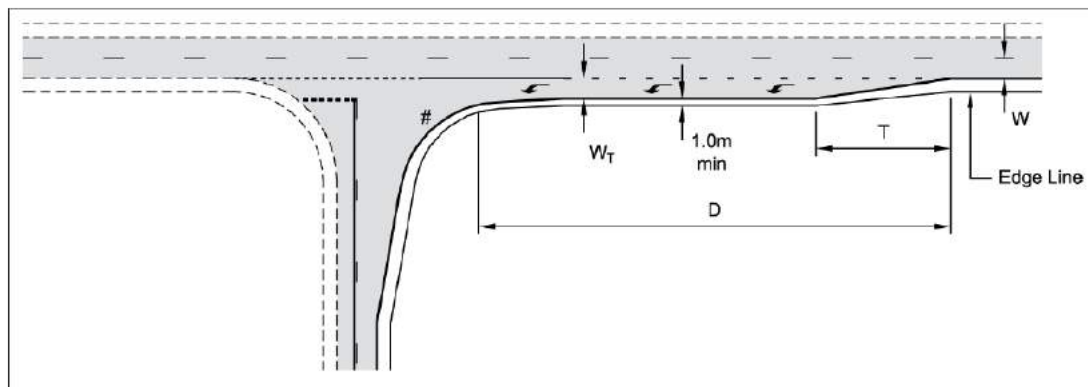
1. Based on a 20% reduction in through road speed at the start of the taper and a value of deceleration of 3.5 m/s<sup>2</sup> (Table 5.2). Adjust for grade using the 'correction to grade', Table 5.3.

2. Based on a turn lane width of 3.0 m.

Source: QDMR (2006).

### 8.2.3 Rural Auxiliary Left-turn Lane Treatment (AUL)

A diagram of an AUL turn treatment on the major leg of a rural road is shown in Figure 8.4. The length of the auxiliary left-turn lane should not be restricted to the minimum if there is little difficulty in making it longer and the demand warrants the treatment (Section 4.8).



Notes:

- # For setting out details of the left-turn geometry, use to vehicle turning path software or templates.
- Approaches to left-turn slip lanes can create hazardous situations between cyclists and left-turning motor vehicles. Treatments to reduce the number of potential conflicts at left-turn slip lanes are given in this guide.
- The dimensions of the treatment are defined thus:

**W** = Nominal through lane width (m) (incl. widening for curves). For a new intersection on an existing road, the width is to be in accordance with the current link strategy.

**W<sub>T</sub>** = Nominal width of turn lane (m) (incl. widening for curves based on the design turning vehicle) = 3.0 m minimum.

**D** = Diverge/deceleration length including taper – Table 5.2. (Adjust for grade using the 'correction to grade' in Table 5.3).

**T** = Physical taper length (m) given by:

$$T = \frac{0.33VW_T}{3.6}$$

**V** = Design speed of major road approach (km/h).

Figure 8.4: Auxiliary left-turn treatment (AUL) on a rural road

**Department of Transport and Main Roads note:**  
Site specific requirements may not reflect this example in its entirety. Detailed drawings will be issued upon application for Road Works / Road Access Works.