

Our ref 275/20A (500-607)  
Your ref  
Enquiries Ron Kaden

Department of  
**Transport and Main Roads**

16 February 2015

Gordon Wellham  
C/- RECS Consulting Engineers & Building Designers  
PO Box 894  
PORT DOUGLAS QLD 4877

Attention: Peter Dutailis

Dear Mr Dutailis

### **Conditional Approval**

Local Authority:	Douglas Shire
Council Ref:	MCUC 001/2013 (422145)
State Controlled Road:	Captain Cook Highway
Proposal:	Material Change of Use (Service Industry)
Application:	Road Access Location, Road Access Works & External Works
Real Property Description:	Lot 57 on C22511
Site Locality:	5957R Davidson Street, Craiglee (TDist 59.52km LHS)

Thank you for your correspondence received by Transport and Main Roads (TMR) requesting approval to carry out road access works as part of this development.

Pursuant to section 62(1) and 33 of the *Transport Infrastructure Act 1994 (QLD)* (TIA), I wish to advise that approval is subject to the following conditions and that construction/works may commence on compliance with these conditions and your receipt of a Traffic Disruptions Permit from this office.

1. The **development** shall conform to
  - Planning and Environment Court Judgement No.123 of 2014 dated 07 November 2014
  - Council's negotiated decision notice dated 12 June 2014
  - TMR concurrence agency response dated 24 January 2014

### **2. Permitted Road Access Location (TIA s62)**

Access between the state-controlled road and the subject land shall be;

- a) At the northern side boundary of Lot 57C22511.
- b) Connection of the access driveway to the Captain Cook Highway at approximately 230m north of Beor Street.
- c) Additional direct vehicular access between the Captain Cook Highway and Lot 57 is prohibited.

- d) Access arrangements shall comply with TMR Layout Plan (20A - 59.52km) dated 12 February 2015.
- e) **Access Restrictions.** Access shall be restricted to;
- Vehicles must enter and exit the subject land in a forward direction only.

#### **Notice of Decision**

This letter constitutes a notice under section 67 of the *Transport Infrastructure Act 1994 (QLD)* of a decision made under section 62(1).

In accordance with section 70 of the *Transport Infrastructure Act 1994 (QLD)*, you are bound by this decision. A copy of s70 is attached for your information.

#### **Appeal Provision**

Any person whose interests are affected by this decision may, within 28 days of this notice and in accordance with section 31 of the *Transport Planning and Coordination Act 1994*;

- Under section 485 of the *Transport Infrastructure Act* - ask for the decision to be reviewed and appeal against the reviewed decision; and
- Under the *Transport Planning and Coordination Act*, part 5, division 2 - ask for the decision or the reviewed decision to be stayed.

#### **Duration of Decision**

There is no guarantee of continuation of road access arrangements, as ongoing access is dependent upon ensuring the ongoing safety and efficiency of the state-controlled road network.

This overrides and replaces any previous decisions relating to Road Access Location.

### **3. Road Access Works & External Works (TIA s33)**

Road Access Works are permitted at this location to;

- a) Upgrade the existing access to Lot 57  
and shall be carried out in accordance with;
- FNQROC Drawing S1105 - Rural Allotment Access
  - TMR Standard Works Conditions

External Works are permitted at this location to;

- a) Construct a 2.0m wide concrete footpath along the entire frontage connecting with the adjoining pathway.
- b) Landscape (grass strip) approximately 4.6m wide extending from the footpath to the road pavement along the entire frontage, except the vehicle crossover,
- c) Reshape the existing table drain where necessary  
and shall be carried out in accordance with;
- FNQROC Drawing S1035 - Pathways / Bikeways
  - TMR Standard Works Conditions

The following documents are to be returned / submitted to this office prior to commencement of works

- a) Acceptance of Road Corridor Permit Conditions (enclosed)
- b) Proof of public liability insurance of no less than \$10,000,000
- c) Traffic Disruptions Permit application, (Enclosed)
- d) A bond to the value of \$2,000.

(Refer to bond requirements in *TMR Standard Works Conditions*)

This letter, as conditional approval to construct, must be made available to Transport and Main Roads inspectors at any time during construction.

Once your structure (access) is in place, please contact this office so that an inspection can take place. Providing conditions are met, a Road Corridor Permit will be issued.

Sunset Clause – Approvals and conditions on road access works within the road reserve will lapse after a 12 month period from the date of this conditional approval letter, and will require re-submission after that time.

Approval is in accordance with the provisions of:

- Section 62 & 33 of the *Transport Infrastructure Act 1994 (QLD)*
- TMR Manual of Uniform Traffic Control Devices (MUTCD).
- TMR Access Policy

If you need any further information please contact this office.

Yours sincerely



Brett Martin

**Manager (Project Planning & Corridor Management)**

As authorised delegate of the Director-General of the Department of Transport and Main Roads

**Enclosed** TMR Layout Plan (20A - 59.52km) 12 February 2015  
TMR Layout Plan (External Landscaping Requirements) 12 February 2015  
FNQROC Standard Drawings S1105 and S1035  
TMR Standard Works Conditions  
Acceptance of Road Corridor Permit conditions  
Traffic Disruptions Permit application  
*s.70 Transport Infrastructure Act 1994 (QLD)*



Queensland  
Government

Department of  
**Transport and Main Roads**

16 February 2015

Chief Executive Officer  
Douglas Shire Council  
P.O. Box 723  
MOSSMAN QLD 4873

Council Reference: MCUC 001/2013 (422145)

For your information.

TMR Layout plans and Construction Drawings are enclosed for your information.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Brett Martin', with a long horizontal stroke extending to the right.

Brett Martin

**Manager (Project Planning & Corridor Management)**

*Captain Cook Highway (20A)*



**Road Access Junction**  
Approx 230m north of Bear Street  
(59.52km LHS)

**Road Access Location**  
At the northern side boundary of Lot  
57C22511

**Road Access Driveway**

58C22511

57C22511

5957 DAVIDSON STREET

5RP804923

Branch/Unit:	<b>Corridor Management/Far North Region</b>
Projection/ Datum:	Geocentric Datum of Australia (GDA) 1994
File location:	

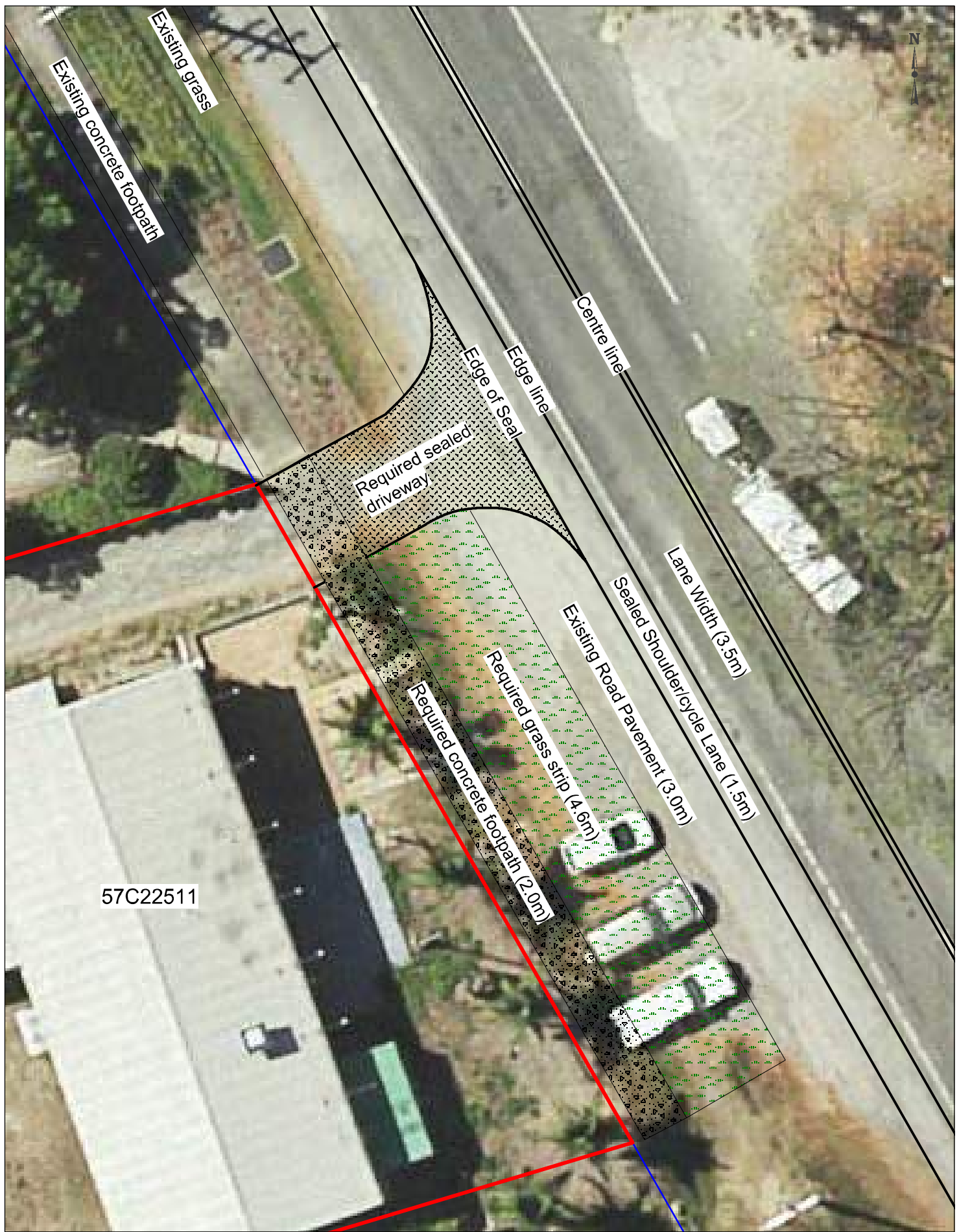
## TMR Layout Plan (20A - 59.52km)



Queensland Government  
Transport and Main Roads

Plan No:	<b>1 / 1</b>	Issue:	<b>A</b>	Date:	12/02/2015
Drawn by:	RPK	File ref:	275/20A (500-607)		

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Branch/Unit: **Corridor Management/Far North Region**

Projection/  
Datum: Geocentric Datum of Australia (GDA) 1994

File location:

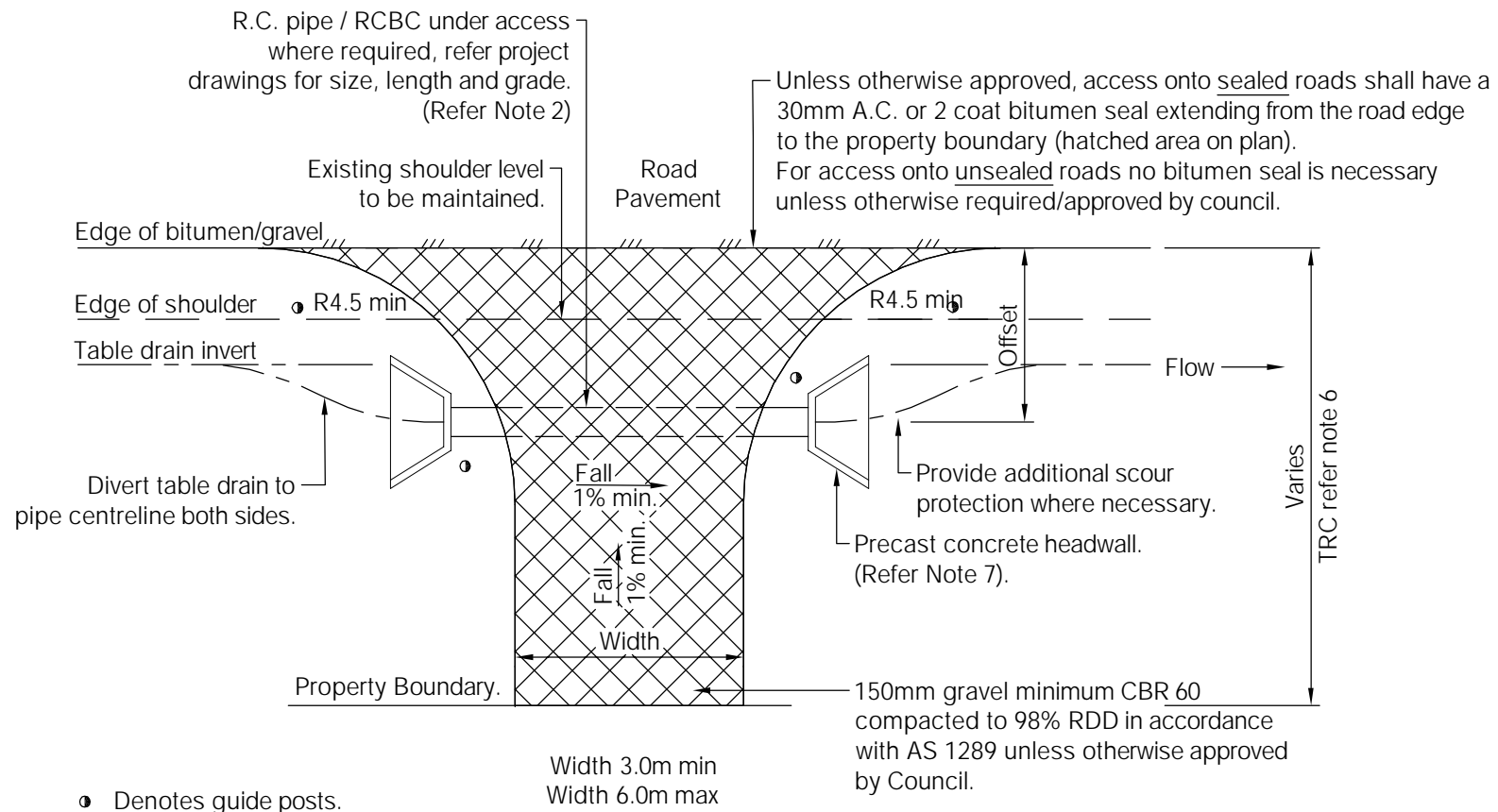
## TMR Layout Plan External Landscaping Requirements



Queensland Government  
Transport and Main Roads

Plan No: <b>1 / 1</b>	Issue: <b>A</b>	Date: <b>12/02/2015</b>
Drawn by: <b>RPK</b>	File ref: <b>275/20A (500-607)</b>	

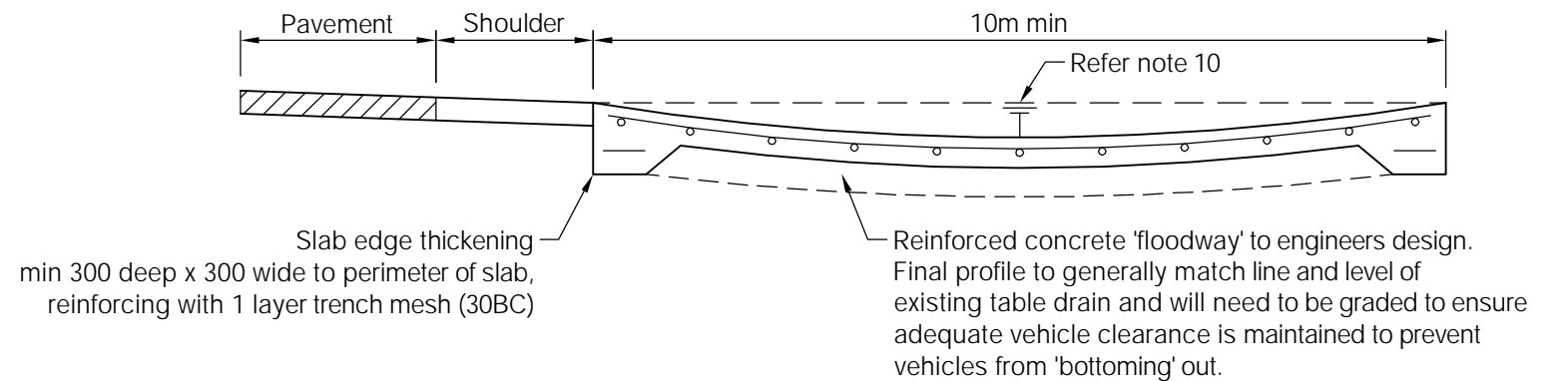
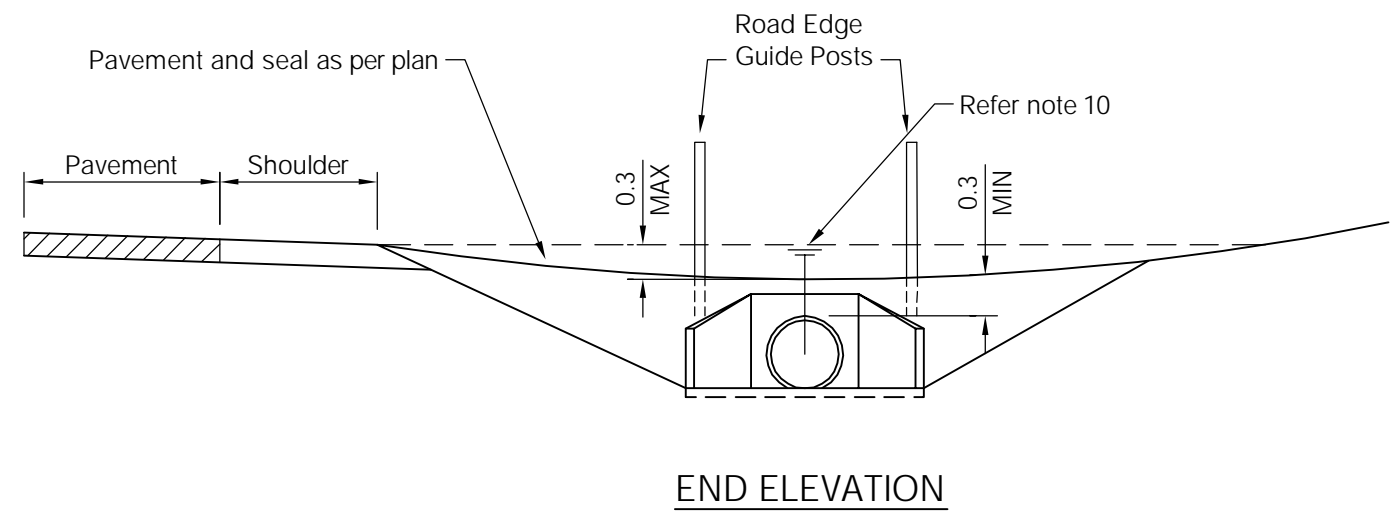
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Disclaimer: While every care is taken to ensure the accuracy of this data, Pitney Bowes Software Pty Ltd and/or the State of Queensland and/or QR Limited makes no representations or warranties about its accuracy, reliability, completeness or suitability 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.



**PLAN**

**NOTES**

1. Minimum length of culvert shall be 4.8m for single access, 7.2m for double access.
2. Minimum pipe size shall be Ø375. Minimum RCBC to be 300mm high.
3. Minimum RC pipe / RCBC gradient shall be 1:100.
4. Where cover to RC pipes is less than 260mm pipe shall have 100mm concrete surround.
5. Drainage from access must not flow over the through road. All stormwater runoff shall be directed to the table drain.
6. Maximum 10 metres from edge of bitumen seal or where grade is steeper than 6% the bitumen seal shall extend from the road edge to the property boundary unless otherwise approved.
7. Precast sloping headwalls shall be used when :
  - a) the through road has a signposted speed of 80km/hr or greater.
  - b) the through road has a signposted speed of 60km/hr and the offset distance from the traffic lane to the culvert is less than 4.5m.
8. Concrete shall be grade N25 in accordance with AS 1379 and AS 3600.
9. All dimensions are in millimetres.
10. Hydraulic capacity of pipe and access to match the capacity of the table drain. This may require the use of multiple pipes.
11. Minimum sight distances at accesses should comply with "Sight Distance at Property Entrances" Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.
12. In instances where the detail/s shown on this drawing cannot be achieved due to existing constraints, Council shall be contacted to achieve an acceptable alternative.

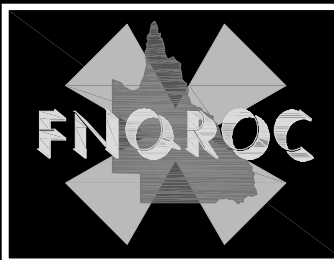


**TYPICAL ALTERNATIVE FLOODWAY TYPE ACCESS**  
(Where approved by Council)

E	MINOR AMENDMENTS	26/11/14
D	COMBINED PLAN DETAIL AND ADDED SECTIONS	28/11/12
C	VARIOUS MINOR AMENDMENTS	13/01/06
B	NOTES AMENDED	18/01/05
A	ORIGINAL ISSUE	12/03/04
REVISIONS		DATE

**DISCLAIMER**

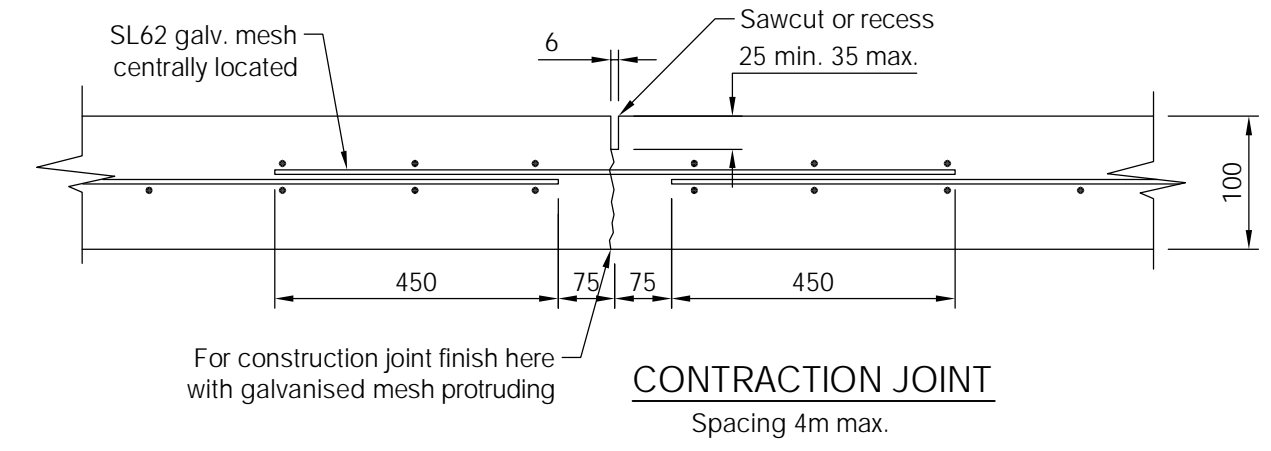
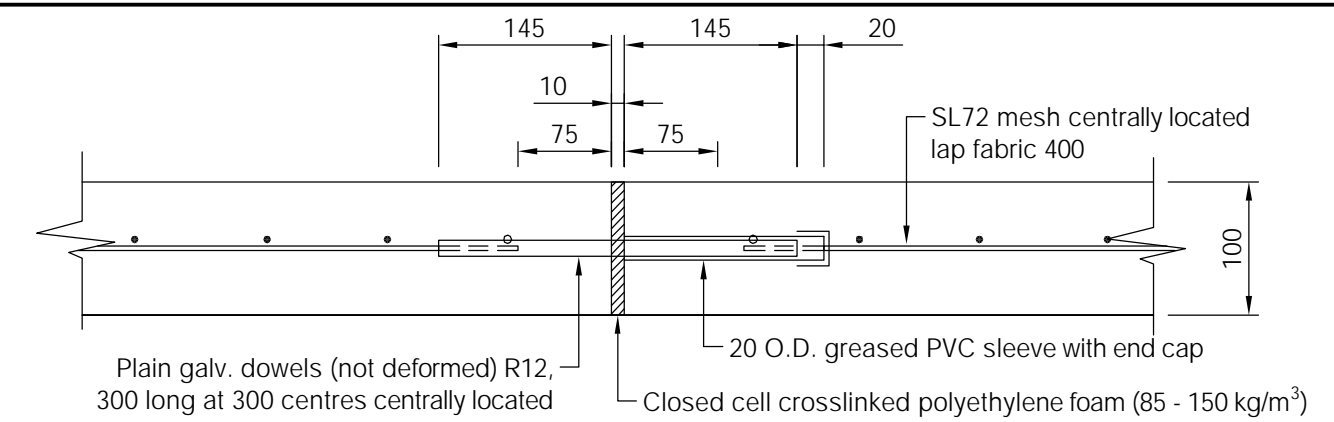
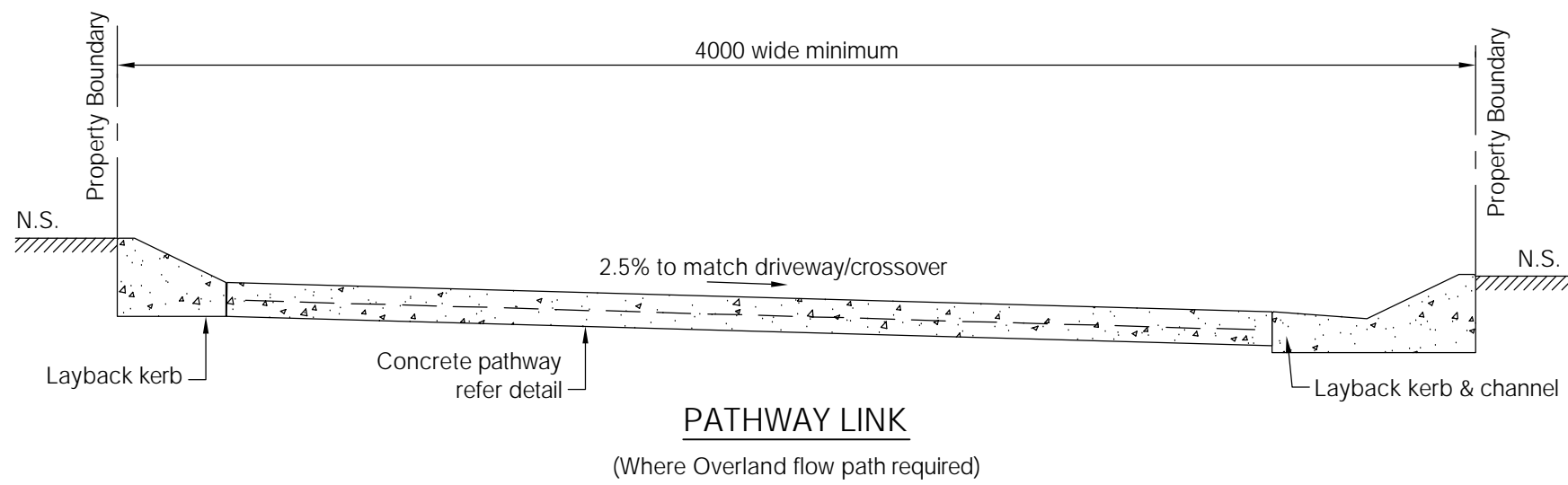
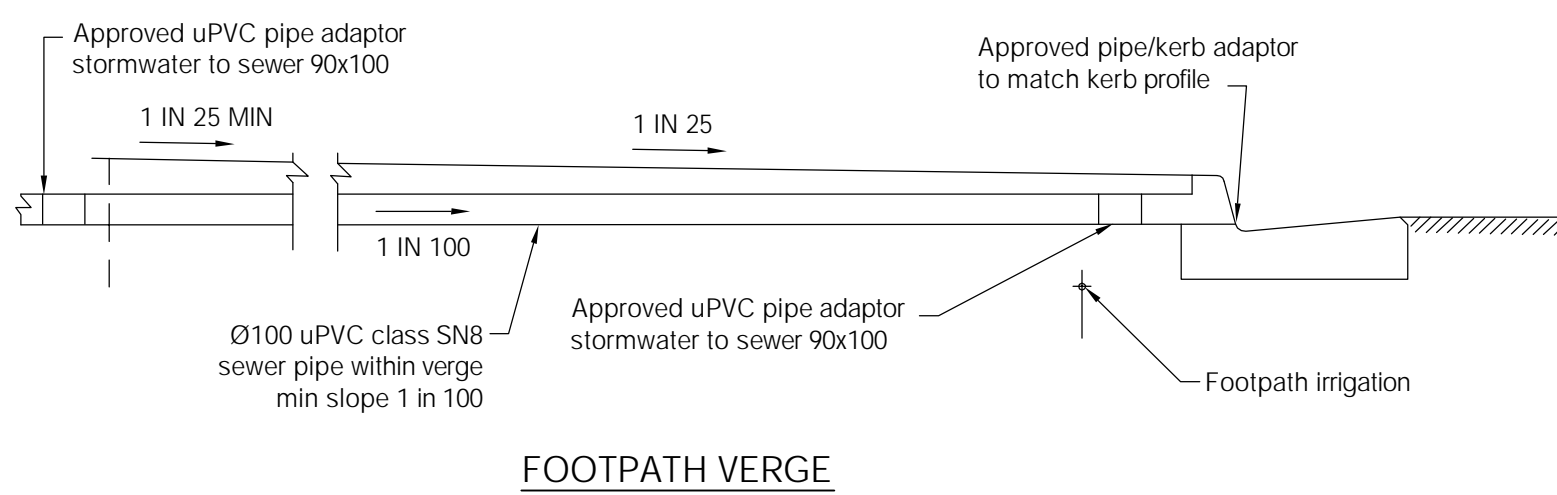
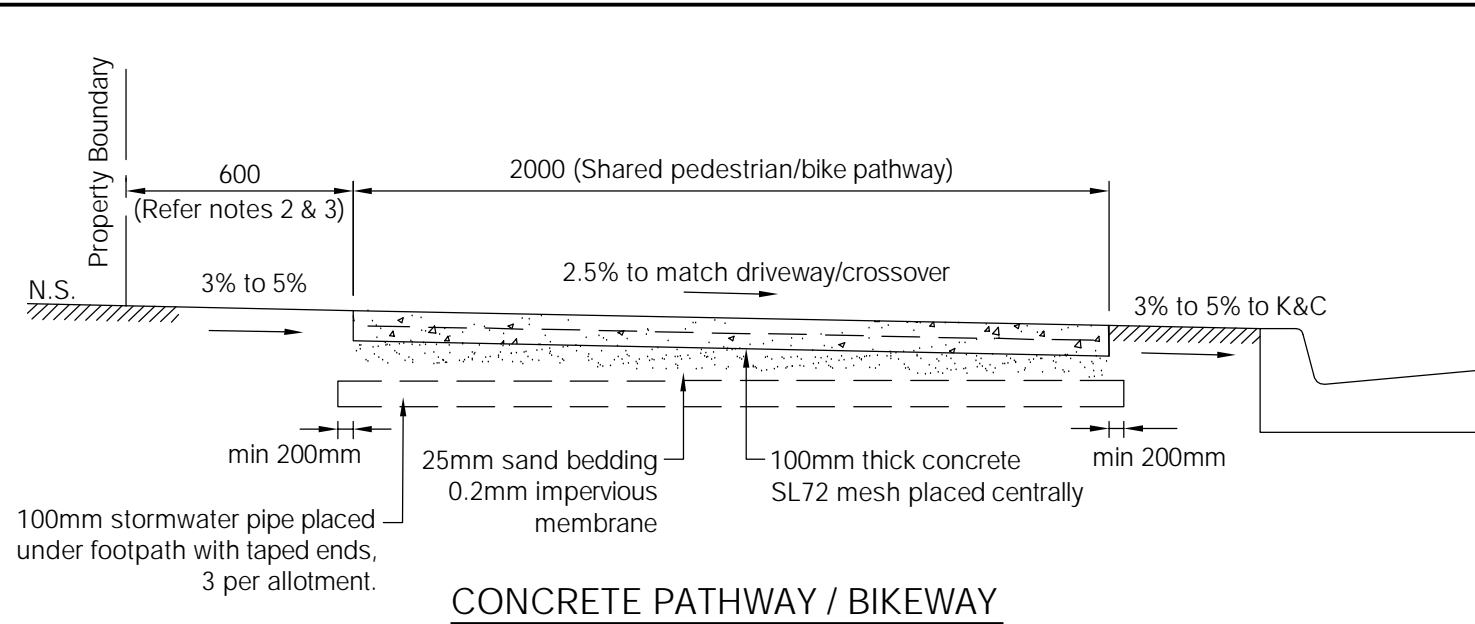
The authors and sponsoring organisations shall have no liability or responsibility to the user or any other person or entity with respect to any liability, loss or damage caused or alleged to be caused, directly or indirectly, by the adoption and use of these Standard Drawings including, but not limited to, any interruption of service, loss of business or anticipatory profits, or consequential damages resulting from the use of these Standard Drawings. Persons must not rely on these Standard Drawings as the equivalent of, or a substitute for, project-specific design and assessment by an appropriately qualified professional.



**RURAL ALLOTMENT ACCESSES**

Standard Drawing  
**S1105**

A	B	C	D	E
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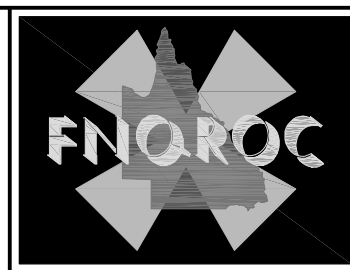


- NOTES**
1. Refer project drawings for alignment and grade of pathways/bikeways not located within road verge.
  2. Pathways located in road reserves are to be constructed 600mm clear of property boundary unless approved otherwise by council.
  3. Prior to construction of pathway/bikeway the Contractor shall liaise with Telstra to ensure that any required cable connection pits are installed to match top of pathway level and enable concrete pathway/bikeway to be constructed in a single pour.
  4. Finished surface level of concrete to be not more than 20mm above finished surface level of adjoining ground and shall finish flush with adjoining hard surfaces.
  5. Concrete pathways, adjoining existing driveways are to be transitioned over a minimum 5000 length.
  6. Concrete N25 in accordance with AS1379 and AS3600.
  7. All concrete to be broom finished.
  8. Dowels to be grade 250 Steel to AS1302. Mesh to AS1304.
  9. Galvanising to AS1650.
  10. All dimensions in millimetres.
  11. Alternative reinforcement and joint details to be approved by Council prior to construction.
  12. Alternate construction to that shown may be considered with Council approval.
  13. For footpaths constructed with the development, 100mm PVC to be placed under the concrete footpath for a later connection. The cut into the K&C install approved kerb adaptor to match kerb profile.

REVISIONS	DATE
C MINOR AMENDMENTS	26/11/14
B NOTES 11 AND 12 ADDED, KERB MOVED	01/02/07
A ORIGINAL ISSUE	12/03/04

**DISCLAIMER**

The authors and sponsoring organisations shall have no liability or responsibility to the user or any other person or entity with respect to any liability, loss or damage caused or alleged to be caused, directly or indirectly, by the adoption and use of these Standard Drawings including, but not limited to, any interruption of service, loss of business or anticipatory profits, or consequential damages resulting from the use of these Standard Drawings. Persons must not rely on these Standard Drawings as the equivalent of, or a substitute for, project-specific design and assessment by an appropriately qualified professional.



**PATHWAYS / BIKEWAYS**

Standard Drawing  
**S1035**

A	B	C		
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# TMR Standard Works Conditions

## Road Access Works

Department of  
**Transport and Main Roads**

Conditions of approval for works within state-controlled road boundaries by owners / developers in accordance with the *Transport Infrastructure Act 1994* s33

For the purpose of this document, Department of Transport and Main Roads is abbreviated to TMR.

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## 1. Contractor

All works shall be carried out by a competent Contractor who is acceptable to TMR.

Advice of acceptability of the Contractor must be obtained from TMR prior to work commencing.

TMR, as the authority responsible for the worksite, advise that you (the owner) are appointed as Principal Contractor for the works.

As Principal Contractor, you are required to comply with all provisions of the Workplace Health and Safety Act.

## 2. Notice of Work to Commence

TMR is to be notified a minimum of 5 working days prior to commencement of work.

## 3. Traffic Disruptions

### a) Traffic Disruptions Permit

A Traffic Disruptions Permit is to be obtained prior to any works being undertaken, whether Traffic Control is required or not.

Traffic Disruptions Permit applications are to be submitted;

- Where works are being carried out within the state-controlled road reserve, or
- Where the safety and efficiency of the state-controlled road is affected, and
- To avoid any possible works conflicts.

### b) Interference with traffic flows

Where it is necessary to interfere with traffic flows, the following conditions apply.

In the interests of the general community, traffic delays are to be avoided during peak flow periods, which shall be:-

Monday to Friday	7.00 am to 9.00 am 4.00 pm to 6.00 pm (3.00pm to 6.00pm between Gordonvale and Buchan's Point)
Saturday	8.00 am to 12.30 pm

These curfew hours only apply to the peak flow direction.

Traffic delays are allowed during off-peak periods subject to;

- Traffic Disruptions Permit conditions.
- Press statements issued prior to any off peak traffic delays occurring. Press statements are to be reviewed and approved by TMR prior to release.

### c) Traffic Management Registration Scheme

The scheme is applicable to organisations that provide 'traffic control services' on, or for, state-controlled roads. This includes;

- the provision of traffic management around roadwork sites including the setting up of road signage and devices on roads,
- operational traffic control (managing the flow of traffic around roadwork sites and other road sites),
- the design, auditing and provision of traffic management plans and traffic guidance schemes (this includes organisations that provide traffic management plans, designs or drawings to principal contractors; to third parties; or to traffic management companies).

Companies must be registered in the scheme if they provide traffic management services on state-controlled roads.

## 4. Works

All works within the state-controlled road reserve shall be carried out to, and comply with;

- Department of Transport and Main Roads Technical Specifications (MRTS), including;
  - Construction Procedures

- Testing Frequencies
- Workplace Health and Safety Act
- Manual of Uniform Traffic Control Devices (MUTCD)
- Environmental Protection Act, and
- Any other Act or Local Government requirements which may be relevant to these works.

## 5. Services

The owner, developer &/or contractor shall be responsible for liaison with all other Service Authorities, and shall repair any damage incurred as a result of the works.

For road maintenance and safety purposes, any pit or valve box within the state-controlled road reserve shall be constructed such that it is flush with existing surface levels and is clearly indicated with a marker.

All road crossings of sealed roads within the state-controlled road reserve shall be jacked or bored in accordance with Department Drawing No. QP3 (3/99).

The method of jacking or boring is to be such that no gaps greater than 5mm exist between the outer surface of the enveloper and the surrounding material (to avoid subsidence problems).

All water main crossings of two lane state-controlled roads shall be encased within an enveloper pipe which extends at least 8.0 metres either side of the road centreline. Water mains which cross roads with more than two lanes shall have envelopers which extend the full width of the reserve.

Enveloper pipes constructed of materials other than steel, e.g. Class 12 UPVC or concrete, may be used subject to TMR approval.

Where pavement markings are required for jacking/boring operations, they shall be made with chalk. Spray paint or other forms of permanent marking shall not be permitted.

Entry or exit trenches for boring operations shall be a minimum of 2m from the base of any roadway embankments.

To help reduce the possibility of future relocation works and/or damage during future road works, a minimum cover of 1200mm below existing natural or man made surface levels shall apply as shown on Department Drawing No. QP3 (3/99).

## 6. Line marking

Where pavement marking is required as part of the approval conditions, it shall be carried out in accordance with the;

- *Manual of Uniform Traffic control Devices (MUTCD)*, and

## 7. Lighting

Where lighting is required as part of the approval conditions, the lighting is to be erected and operating prior to the opening of the works.

Lighting shall comply with;

- a) The Electrical Safety Act and Regulations 2002
- b) Australian Standard AS1158.1.1 2005 (Lighting for roads & public spaces)
- c) AS3000 2000 (Australian wiring rules for electrical installations)
- d) TMR Road Planning and Design Manual Chapter 17
- e) TMR Technical Specifications;
  - MRTS11.91 Conduits and Pits
  - MRTS11.92 Traffic Signal and Road Lighting Footings
  - MRTS11.94 Road Lighting
  - MRTS11.95 Switchboard and Cables

- f) TMR Standard Drawings
- g) Region specific standards, notes and drawing details (made available on request)

## **8. Urgent Works**

Emergent circumstances may arise in connection with the construction and / or maintenance of the works.

The owner / developer / contractor shall be advised if (in the opinion of TMR) any remedial, protective, repair or other like work is deemed to be urgently required for;

- safety reasons, or
- to prevent damage or loss to the works, or
- to the Contractor.

If, upon being advised of such urgency, the Contractor is unable or unwilling to carry out such work immediately, TMR may arrange for the work to be carried out by others.

If the work arranged is that which TMR determines is work that was required to be carried out by the owner / developer, all costs incurred by TMR in respect of carrying out the work shall be recoverable from the owner / developer / contractor or be deducted from the bond as a debt due to TMR.

## **9. Variations to Approved Work**

If, during the work, it is considered necessary that the approved work be varied, the owner / developer shall obtain TMR approval prior to proceeding.

## **10. Suspension of Work**

The owner / developer shall suspend all or any part of the work on written order from TMR.

## **11. Sealing**

Prior to bitumen sealing the owner / developer / contractor shall submit a Seal Spray Rate Sheet complying with the *Austroads Sprayed Seal Design Manual* to TMR.

TMR approval is required prior to sealing.

## **12. Revegetation**

Any hole, pit, depression, hollow or such like shall be filled to the level of the surrounding ground surface with similar type material. Material shall be compacted relative to the surrounding material type.

All disturbed areas are to be stabilised and revegetated.

On slopes less than or equal to 1:4 (V to H) conventional revegetation techniques can be used.

On slopes greater than 1:4 (V to H)

- Wet areas (e.g. Cairns, Kuranda, Innisfail, Mossman) the use of a bonded fibre matrix hydro mulch and approved grass species is appropriate.
- Dry areas (e.g. Mareeba, Herberton, Cooktown) the use of straw mulch, tackifier and approved grass species is appropriate.

Advice should be obtained from TMR's Environmental Officer for large scale disturbance, work in sensitive areas, or erosion prone environments.

A list of approved species for planting can be obtained from the TMR Road Maintenance Code of Practice (available on request).

Particular attention is to be given to;

- Not allowing the site to erode or sediment to leave the site
- Flora and fauna both on and adjacent to the site be protected, with as little disturbance as possible
- Adherence to all relevant environmental legislation

### 13. Practical Completion

Works within the boundaries of the state-controlled road reserve are deemed to be completed on receipt of a letter of Practical Completion from this office.

This will not be issued until;

- Advice from the owner / developer that the works have been completed in accordance with the plans and specifications.
- All surplus materials are removed from the state-controlled road reserve, and the site left in a clean and tidy condition to TMR satisfaction.
- An inspection of the works is carried out by TMR and found to be compliant  
Should the works not be fully in accordance with the construction requirements (including pavement-marking, signing and street lighting), then no letter of Practical Completion will be issued until such deficiencies are corrected.

### 14. Maintenance Period

The owner / developer shall be responsible for the maintenance and repair of all works within the state-controlled road reserve carried out under this approval for a period of 12 months from the date of issue of the letter of Practical Completion.

If satisfactory maintenance is not carried out within this period, TMR may carry out any necessary works, and the whole of the cost of such works incurred will be recovered from the owner / developer.

If it has been necessary to maintain part or all of the works during the maintenance period, TMR may extend the maintenance period for that portion of the works requiring maintenance.

It remains the responsibility of the owner / developer to maintain the approved access works for the entire permit period.

### 15. Bond

#### a) Submission

Information required with the bond;

- Name
- Physical address
- ABN (if available)

The bond may be submitted in the form of cash, cheque or bank guarantee.

Bank guarantees are to be submitted in two separate forms, each to the value of 50% of the total bond, with no termination date, and must be made out to **“The State of Queensland acting through the Department of Transport and Main Roads (Beneficiary)”**

#### b) Return

The bond will be returned in two stages, 50% following Practical Completion, and the remaining 50% at the end of the maintenance period.

The entire bond may be retained until rectification works are carried out, or significant defects require extension of the maintenance period.

A copy of the registered plan of subdivision (where applicable) is to be submitted to TMR prior to release of any remaining bond at the end of the maintenance period.

### 16. Costs

TMR will not contribute to the cost of any works.

Any damage to the state-controlled road / road reserve during construction, operation, maintenance or removal of; or in relation to; these works shall be repaired to the satisfaction of TMR.

### 17. Sunset Clause

Approvals and conditions on works within the road reserve will lapse after a 12 month period from the date of this conditional approval letter and will require re-submission after that time.

## Acceptance of Road Corridor Permit conditions

Road Corridor Permit reference 275/20A (500-607)

Conditions as per letter dated: 16 February 2015

I/ We \_\_\_\_\_  
(the applicant/s)

- (i) have read the approval conditions in respect of my/our application and agree to comply with those conditions
- (ii) as a condition and in consideration of approval, will indemnify and keep indemnified, the State of Queensland acting through the Department of Transport and Main Roads, their officers, employees and agents (the indemnified) against any or all losses suffered or incurred (except to the extent that any losses are caused through the negligent act or omission of the indemnified) in connection with the erection, existence or operation of the works or activities, the subject of the application.

“Losses” include liabilities, losses, damages, expenses and costs (including legal costs on a full indemnity basis and whether incurred or awarded) of any kind or nature, whether arising in contract or tort<sup>1</sup> (including, but not limited to, negligence) or under a statute, and also includes:

- (a) loss of profits, loss of revenue, loss of anticipated savings, loss of opportunity, pure economic loss and loss of data
- (b) any other consequential special or indirect loss or damage.

### For individual applicants

Date

Signature/s.....

.....

### For corporate applicant

Date

Executed in accordance with the *Corporations Act 2001 (Cth)*  
section 127 by:

(Company name and ACN)

Signed  
(Director)

Name in full

Signed  
(Director/Secretary)

Name in full

<sup>1</sup> Tort -noun *Law*.

a civil injury, actionable by a private individual, as opposed to a criminal wrong, actionable by the State.

# Far North Queensland Region

Program Delivery and Operations Traffic Management Centre	<b>Approval</b> Issue Date: February 2013 Version 3.0 <b>ROP-01B</b>
<b>Traffic Disruption Permit Application</b>	

## Important Information

- A **minimum of 5 working days** is required to process the application. Any amendments required to the application may result in the full 5 working days processing period recommencing which may delay the proposed start date.
- The application shall be **completed in full and submitted with all mandatory attachments**. An incomplete application will not be processed.
- The implementation of the TMP/TGS shall be by a Traffic Management Company **currently registered** with TMR.

## Details of Application

<b>Application Type</b>	<input type="checkbox"/> New Application / Notification of Disruption <input type="checkbox"/> Amendment or Extension to Existing Application [ _____ ] (Initial Permit Number)		
<b>Principal Contractor</b>		<b>ABN</b>	
<b>Principal Contractor Contact</b>		<b>Telephone</b>	
<b>Authorised Representative of Principal Contractor</b>	Single point of contact for the processing of the application	<b>Telephone</b>	
		<b>Mobile</b>	
<b>Email</b>		<b>Fax</b>	
<b>Emergency Site Contact</b>	(Contact must be available 24hrs)	<b>Mobile</b>	
<b>Traffic Control Co.</b>		<b>Traffic Control Co. Registration No.</b>	

## Nature of Work

<input type="checkbox"/> <b>Major Road Construction</b> authorised by TMR (e.g. new cable under road, new installation, development access) <input type="checkbox"/> <b>Works</b> not requiring works TMR authorisation (e.g. minor residential installations, minimal impact to traffic) <input type="checkbox"/> <b>Road &amp; Infrastructure maintenance</b> authorised by TMR (e.g. repairs, inspections, RMPC) <input type="checkbox"/> <b>Events</b> (Cycle events, Charity walks, Festivals etc)											
<b>General description of activity</b> requiring traffic control (include type of activity, specific works requiring traffic control and broad description of the overall job)											
<b>Road Name(s)</b>		<b>Suburb</b>									
<b>Does this work affect Wide Load and/or Weight Restrictions:</b>		<input type="checkbox"/> Yes (provide information below) <input type="checkbox"/> No (no further action)									
<b>Details Required:</b>											
<b>Available Width</b>		<b>Available Height</b>			<b>Maximum Mass</b>						
<b>General description of location requiring traffic control</b> (include any specific requirements as contained in the Traffic Guidance Scheme)				<b>No. of lanes closed</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
				<b>Other</b> (e.g. detours)							
				<b>Direction of Closure</b> (as required)							
				<input type="checkbox"/> North Bound				<input type="checkbox"/> Northeast Bound			
				<input type="checkbox"/> East Bound				<input type="checkbox"/> Southeast Bound			
				<input type="checkbox"/> South Bound				<input type="checkbox"/> Southwest Bound			
				<input type="checkbox"/> West Bound				<input type="checkbox"/> Northwest Bound			
				<input type="checkbox"/> In Bound				<input type="checkbox"/> Out Bound			
<b>Requested Chainage</b>	From:	To:									
<b>Requested Dates</b>	From:	To:	<input type="checkbox"/> Traffic Control undertaken on weekdays and/or <input type="checkbox"/> Traffic Control undertaken on weekends								
<b>Requested Hours</b>	From:	To:									
<b>Total Expected Duration of Traffic Control</b>			weeks	days	hours						



# Far North Queensland Region

Program Delivery and Operations  
Traffic Management Centre

**Approval**  
Issue Date: February 2013  
Version 3.0

## Traffic Disruption Permit Application

**ROP-01B**

**Conditions of Application: Mandatory Attachments** (tick to confirm the following have been completed and included with application)

- TMR Approval to proceed with works** Correspondence from TMR addressed to the Principal Contractor authorising the works
- Traffic Guidance Scheme** A plan (minimum size A4 with sufficient locality details) that details the traffic control devices to be implemented in accordance with the provisions of the MUTCD Part 3 (current edition) and MRTS02 "Provision for Traffic".
- Street Map** A photocopy of a street directory, Google map, or equivalent (e.g. geographical), showing the location of the works.

**Conditions of Application:**

1. Traffic Control Companies are to be registered as per the Traffic Management Registration Scheme. Access details at the following web site. <http://www.tmr.qld.gov.au/Business-and-industry/Accreditations/Traffic-Management-Registration-Scheme.aspx>
2. The signatory warrants that he/she shall be authorised to sign on behalf of the Principal Contractor.
3. No Works/Maintenance/Event shall commence until an approved signed Traffic Disruptions Permit is issued and received by the Principal Contractor.
4. TMR does not accept any responsibility for damage to or repair work resulting from the activities carried out by the approved Principal Contractor or a person acting on behalf of the approved Principal Contractor.
5. The Principal Contractor shall be responsible for all aspects of site control and safety.
6. **The Principal Contractor shall notify the Traffic Management Centre (TMC) by telephone (07 4050 5544) at the following times:**
  - **At the commencement of traffic control (i.e. implementation of the daily Traffic Guidance Scheme) and upon completion of traffic control for EACH working day/night**
  - **Immediately in the event that there is any unexpected disruption to traffic or a traffic incident at or near the site**
  - **Upon any delays to completion requiring an extension to the original permit requirements**
  - **Upon final completion of project/job.**

The Principal Contractor shall quote the Traffic Disruptions Permit Number when liaising with the Traffic Management Centre.

**Upon receipt of a Traffic Disruptions Permit:**

1. The Principal Contractor shall ensure the Traffic Disruptions Permit is available for inspection at the work site during the traffic control.
2. The Principal Contractor shall obtain a police permit from QPS where required (allow for processing of police permit prior to commencing works)
3. The Principal Contractor shall notify the respective LGA where local roads are affected by the traffic control.
4. The Principal Contractor shall notify Emergency Services of the traffic control if applicable.
5. The Principal Contractor shall engage a Registered Traffic Control Company to implement traffic control. The Principal Contractor, through the Traffic Control Company, is to monitor the traffic flow. Should there be significant queuing, the Principal Contractor shall clear the lane and allow the traffic queues to clear before resuming work within the road corridor. No lane shall be used for stockpiling of material unless otherwise authorised by TMR through correspondence.
6. On completion of the works, the road shall be left in a neat and tidy manner, to the satisfaction of the TMR representative. TMR does not accept any liability or responsibility for damage incurred to the TMR asset/s carried out by the Principal Contractor or a person acting on behalf of the Principal Contractor. The Principal Contractor shall be liable for all costs expended in repairing damage to TMR asset/s.
7. The Principal Contractor shall adhere to the necessary conditions as specified by TMR. A copy of the conditions shall be obtained from TMR or Principal Contractor to undertake the works on behalf of TMR prior to commencement of work and kept on site for the duration of the work.

<b>Signature of Authorised Representative of Principal Contractor</b>	<b>Date</b>
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For general enquiries, contact the Traffic Management Centre on 07 4045 7244

**Submission of applications**

Email: [cairns.traffic.disruptions@tmr.qld.gov.au](mailto:cairns.traffic.disruptions@tmr.qld.gov.au)

Fax: 07 4045 7143

**Traffic Management Centre use only**

TMC Operator to check for possible conflict			
<b>Comments:</b>			
<b>Approval:</b>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes with special considerations
<b>Special Considerations:</b>			
<b>Assessor Name:</b>		<b>Signature:</b>	<b>Date:</b>
<b>Traffic Disruption Permit Number</b>		<b>Date entered into SIMS:</b>	





- (4) A person given a direction under subsection (2) must comply with the direction.

Maximum penalty for subsection (4)—200 penalty units.

**70 Offences about road access locations and road access works, relating to decisions under s 62(1)**

- (1) This section applies to a person who has been given notice under section 67 or 68 of a decision under section 62(1) about access between a State-controlled road and adjacent land.
- (2) A person to whom this section applies must not—
- (a) obtain access between the land and the State-controlled road other than at a location at which access is permitted under the decision; or
  - (b) obtain access using road access works to which the decision applies, if the works do not comply with the decision and the noncompliance was within the person's control; or
  - (c) obtain any other access between the land and the road contrary to the decision; or
  - (d) use a road access location or road access works contrary to the decision; or
  - (e) contravene a condition stated in the decision; or
  - (f) permit another person to do a thing mentioned in paragraphs (a) to (e); or
  - (g) fail to remove road access works in accordance with the decision.

Maximum penalty—200 penalty units.

- (3) However, subsection (2)(g) does not apply to a person who is bound by the decision because of section 68.