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24 January 2024

Our Ref: KRDPS:Gurner

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

To: <u>Neil.Beck@douglas.qld.gov.au</u> (By Email)

Dear Neil

Response to Information Request – Combined application for Resort Complex, Short Term Accommodation, Multiple Dwellings & Reconfiguring a Lot (4 Lots into 45 Lots & Common Property) – 97, 107, 109-111 and 113 Davidson Street, Port Douglas (CA 2023_5420/1)

The following information is provided in response to Council's Information Request dated 2 November 2023.

This response to Council's Information Request provides **all of the information requested** by Council in accordance with Part 3 (Information Request) of the Development Assessment Rules.

In support of our response please find attached the following documents:

Attachment 1: Updated Development Plans prepared by Hunt Design date 23 January 2024.
Attachment 2: Updated Landscape Plan prepared by AS Design dated 21 January 2024.
Attachment 3: Technical Memorandum – Traffic Impact Assessment Statement prepared by GHD, dated 23 January 2024.

Attachment 4: Updated Civil Engineering Report and associated plans, prepared by Applin Consulting dated 24 January 2024.

Attachment 5: Tree Survey Report prepared by RPS Group dated 12 January 2024.

Minor Change in response to Information Request



In accordance with s52(1) of the *Planning Act 2016* (the "Act"), the applicant gives notice of a minor change to the Application in response to a matter raised in Council's Information Request.

To address Council's Information Request and the advice contained within the request regarding the extent of civil works and the location of the sewer pump station, a minor change to the application has been made, including the removal of Building Res06 within Lot 10 to accommodate sewer pump station setback. In place this area will be used for "back of house" maintenance and storage. Refer Image 1, 2 and 3 in series below.



Image 1: Capture of Allotment Plan as originally submitted.





Image 2: Capture of Site Plan as originally submitted.



Image 3: Capture of Revised Site Plan detailing proposed "back of house" Maintenance and Delivery areas.



As the change is a minor change and in response to a Council information request item, the development assessment process does not stop.

Response to Information Request

Sewage Pump Station PDC Crimmins Street

1. In relation to the existing Sewage Pump Station in Crimmins Street, the Applicant must demonstrate how the proposed new development complies with the setback conditions (to existing pump station PDC) per the requirements of FNQROC Development Manual Section D7.17 Pump Stations.

Specifically, the design must be amended to demonstrate the minimum setback of 30m from the pump station to proposed residential buildings.

Applicant Response

The updated plans of development are provided at **Attachment 1.** These plans demonstrate that Res06/Lot10 has been removed from the proposed development. This addresses the concerns with respect to the separation distance from the pump station but also assists with the circulation of service vehicles within the site and provides for additional supply onsite staff parking.

Parking Demand

2. Further consideration of the parking demand for the development and whether the development is able to satisfy parking demand is be undertaken having regard to the following:

- a) The Traffic Impact Assessment (TIA) refers to 118 hotel rooms while the planning report nominates 112 rooms. The total number of hotel rooms is to be clarified.
- b) The TIA suggests that the number of spaces being proposed exceeds the number of spaces required and also makes the observation that the site is located within close proximity to Precinct 1 of the Local Plan. For the resort component, it is noted that:-
- *i)* Car parking spaces provided only cater for the number of suites being proposed. No car parking spaces are being provided for the restaurant and dining areas;
- ii) Nominate those areas used in calculating the 632m2 for food and dining ensuring that such calculation is in accordance with the definition of the GFA under the Planning Scheme. When comparing floor areas and use areas, the floor plan detailed on Drawing No. DA3.7 is different to the floor areas and use area nominated on Drawing No. DA7.3. All plans and allocation of use areas need to be



consistent throughout the drawing set. In addition, the plans do not incorporate all of the site. Refer to the north west corner of the allotment.

- iii) No parking spaces are being provided for the Wellness Centre. The Wellness Centre will service both internal and external clientele and provision for parking to cater for this use needs consideration. Please provide further clarification and assessment.
- *iv)* It is anticipated that the resort would provide opportunity for functions and catering for events. In this regard, the significant areas nominated as reception and office areas are noted on the ground floor on the northern wing which is supported by a Back of House (BOH) on Drawing

No. DA7.3. This plan is not consistent with the same floor plan detailed elsewhere. clarify the use of this area and/or the ability for the resort hotel to accommodate functions and events. Consideration should also be extended to the Sky Pool and deck areas which is supported by a Bar.

Applicant Response

The total number of hotel rooms is 112 as referenced in the Planning Report.

An updated Technical Memorandum addressing carparking demands is provided as **Attachment 3**.

It concludes that the proposed development is in close proximity to Precinct 1 and the proposed development offers an adequate number of parking spaces.

The number of parking spaces provided for the luxury homes well exceeds the required number of parking spaces nominated in the planning scheme.

The total number of parking spaces required for the hotel and resort facilities is 134. The development allows for 118 parking spaces (car and motorcycle). In the very unlikely event that all uses are at maximum capacity at a point in time on a particular day, Davidson Street service road is wide and has low traffic volumes, allowing for convenient on-street parking opportunities. It is suggested that the street frontage of the development could easily accommodate an additional 20 informal parking spaces.

Earthworks

3. Concern is raised regarding the proposed wholesale clearing of vegetation and significantly raising site levels on which the development will sit. There are numerous assessment benchmarks within the Planning Scheme (including the Strategic Framework) that seek to avoid inappropriate vegetation clearing that has an ability to detrimentally impact on visual



amenity and scenic qualities. The proposed filling of the land also raises concerns with the proposed interface between the site and those areas external.

As detailed in the Applin Consulting Engineering report Section 3.2 Proposed Earthworks, the basis for raising the site levels appears to be to avoid Actual or Potential Acid Sulfate Soils and also to accommodate the entrance ramp to the basement level from Crimmins Street.

The Applicant is requested to revise the proposed layout and basement levels to reduce the finished surface levels on site, investigate opportunities to retain significant vegetation and achieve a more sympathetic interface to the existing road and verge levels. Further details are also required on the access ramp and the interface with the dwelling unit (and pool) above and associated impacts the ramp may have on the amenity of the residence. Undertake vertical clearance assessment of the access from Crimmins Street.

<u>Advice Note</u>: The Applicant has control of the design layout and the ability to modify the layout to achieve compliant ramp lengths and grades.

Applicant Response

An updated civil engineering report is provided as Attachment 4.

In summary, the site heights submitted with the Application material were governed by service vehicles needing sufficient height clearance to access and operate within a basement. The site layout has now been adjusted to accommodate an on-grade "back of house' service area which negates the need for service vehicles, in particular a garbage truck, to access under the resort/hotel.

The removal of service vehicles into the basement and the extension of the basement (which includes an underground water storage reserve) has resulted in the lowering of the finished levels across the site. This has eliminated the importation of fill and a reduced perimeter retaining, whilst still maintaining the site above the 1% AEP storm surge plus Sea Level Rise of 800mm and 500mm freeboard (i.e. RL 3.43m AHD).

4. It is noted on the Grading Plan (Applin Drawing 23001-SK001) that design contours are shown indicating earthworks (filling) external to the development boundary. Specifically at the Davidson Street entry/exit.

Furthermore, ramped accesses to the development are not indicated to interface with the road verge at the lot boundary, but within the road reserve.

The Applicant is requested to revise the Grading Plan so that all design contours and ramps required to access the site are wholly contained within the development footprint, and do not encroach into the road reserve.



Provide a plan showing the earthworks cut and fill depths across the site and shaded by height range *i.e* the height difference between the existing ground level and proposed finished surface levels.

<u>Advice Note:</u> Officers do not support regrading of the road reserve. Any ramps required to access the site must be wholly contained within the development boundary.

Applicant Response

An updated civil engineering report is provided as **Attachment 4** which provides an updated grading plan at Appendix A.

5. The current plans and sections do not provide sufficient detail on the works proposed in Crimmins Street including the extent of fill and the continued functional access to the sewage pump station.

The Applicant is requested to provide road longitudinal and cross sections or sufficient resolution in the contours to confirm the fill depths and interface levels along the Crimmins Street road reserve and at the existing sewage pump station.

Also noted Section CC is not noted on the plans.

Applicant Response

An updated civil engineering report is provided as Attachment 4.

The proposed works on Crimmins Street is limited to the grading of the existing gravel track to allow construction of a new concrete driveway. Minimal change of levels (0 mm - 200 mm) will occur along Crimmins Street and therefore, a long section is considered unnecessary at this stage of the application process.

Additional notes and proposed levels have been added to sketch plan 23001 SK001D to show the pump station access., which is 150mm lower than the existing pump station slab and generally at the same level as the existing ground.

These proposed works will benefit Council and provide a robust all-weather surface to service Council's sewerage infrastructure and the ability to turn a service vehicle around via the adjacent service area driveway.

6. The Engineering Report submitted indicates cut and fill volumes as 9,500m3 and 24,500m3, respectively. Imported fill is indicated as 15,000m3 "after consideration of bulking factors and fill won from services and retaining walls".

It is unclear if the volume calculations included topsoil stripping, clearing and grubbing, ASS/PASS and other potentially unsuitable materials from within the site, and how compaction related volume changes for the remaining site won material were assessed.



It is also unclear if settlement of the site due to consolidation of the underlying marine clays is considered in the volume calculations.

Concern is raised that the volume nominated may not represent the total imported material volume required.

The Applicant is requested to confirm the total cut and fill volumes for the development take into account the above potentially unsuitable fill material as well as material compaction and moisture controls on the remaining site won material.

The Applicant is also to advise if site pre-loading is proposed to achieve primary consolidation and what volume of imported pre-load material would be required.

Applicant Response

An updated civil engineering report is provided as **Attachment 4** which provides further details of the preliminary earthwork volumes. The report concludes that cut and fill is likely to be close to balanced across the site.

This is tabulated in simple form below-

	Previous	Revised
Cut and Fill	9500 m3 cut 24,5000 m3 fill	12,650m3 cut 10,950 m3 fill
Important Fill	15,000m3	0m3

Table 1: Summary of cut and fill

Given the service basement no longer requires servicing by a garbage truck, the level of the lower basement and water storage reserve can now match the resort/hotel basement floor of RL 1.9m AHD. The service tunnel will dip slightly lower to around RL 1.0m AHD but exposure to any ASS/PASS and hence unsuitable material is not expected.

7. It is noted from the Geotechnical Report by GEO Design that the site is underlaid by a layer of marine clays. In conjunction with up to 2m of fill proposed on the site, 100 to 180mm of total settlement and 80 to 100mm of differential settlement it is likely to be induced within two years of construction being completed.

Officers understand settlement of the site will therefore be a critical factor in designing foundations and footings for structures and retaining walls to avoid long-term movement and instability.

The Applicant is requested to clarify how post-construction settlements will be managed and mitigated by the design proposed. Consideration should be given to the footing recommendations by GEO Design.



Applicant Response

The requirement has been reviewed by the Applicant's structural engineer who has advised that they are cognisant that the imported fill and building works proposed will result in ground settlement across the site. Total and differential settlement will be assessed in detail during the preliminary design phase and suitable allowances will be made in the design of footings/foundations/structures as well as in the articulation of services across the site.

It is anticipated that a condition of approval may require a copy of the RPEQ certified report to be provided prior to a Development Permit for building works.

Landscaping / Built Form

8. Contrary to the statements in the Planning Report when addressing building setbacks and landscaping requirements, concern is raised with regard to the ability to implement dense planting adjacent front and side setbacks in order to achieve satisfactory compliance with the applicable assessment benchmarks. Areas intended to be landscaped are narrow and are characterised by building encroachments and hard landscaping treatments. Concerns are raised that the Davidson Street frontage will be overly dominated by the built form.

Further details are required that include:

- a. Dimensioned areas that can accommodate dense plantings along with detailed landscape plans that ensure suitable dense planting areas are established adjacent the side and front boundaries. The landscape plan is to detail planting densities, species and pot sizes;
- b. Areas to be contain dense plantings to be clear of dwelling units;
- c. Opportunity to provide dense plantings at the entry of the resort to provide for a lush tropical appearance. It is noted that the area notionally identified to be landscaped adjacent the entry way is located within the adjoining residential allotments. It is suggested that areas landscaped which form an integral part of the Resort Complex is contained within the community title allotment attached to the Resort Complex;
- d. Further details with regard to horizontal and vertical landscaping on the building including details of the planter box sizes to accommodate the species of plants. Plant species and pot sizes to be nominated;
- e. Provide a visual impact assessment of the development accompanied by a series of plans that accurately depict the visual appearance of the development and the landscaping treatments. The visual assessment is to be undertaken by an appropriately qualified professional in conjunction with the landscape architect responsible for the proposed landscaping treatments.

Applicant Response

Further dimensioned and detailed Landscape Plans have been prepared to support the proposed development, these are included for reference under **Attachment 2.** The updated



plans include a schedule of species to demonstrate opportunities to provide for dense planting as requested.

A series of streetscape renders are provided below (these are also included in the updated plans for development provided at **Attachment 1**).



IMAGE A1 - Existing view looking North



IMAGE A2 - Blended view looking North



IMAGE A3 - Proposed view looking North Image 4: Extract of Streetscape renders



01



IMAGE B1 - Existing view looking South



IMAGE B2 - Blended view looking South



IMAGE B3 - Proposed view looking South

02

Image 5: Extract of Streetscape renders



Stormwater

9. Concern is raised with the pre-development stormwater flow assessment. The calculations provided in Section 5.3 of the Engineering Report assume the existing site is 50% impervious.

Review of QLD Globe imagery appears to indicate a majority of the development footprint is pervious area. A further review of available historic aerial imagery, over various months of the year, does not support the statement in the engineering report that the occupancy remain high, with numerous images showing mostly vacant sites particularly in the wet season months.

The Applicant is requested to justify the assumption that 50% of the existing site is impervious with supporting analysis or calculations.

The report also advises that the current drainage is via sheet flow and a gentle gradient. Adoption of standard inlet times is therefore not consistent with this statement and may not be representative of current site runoff.

Revised calculations of the pre-development site runoff scenario must be provided. The RPEQ must certify that the calculations have been reviewed and comply with best practice principles.

Applicant Response

An updated civil engineering report is provided as **Attachment 4** which provides updated calculations.

The updated report concludes that post development flows have no detrimental effect on the surrounding drainage given the site is located adjacent to the tidal zone, thus negating the need for any site detention. It is also noted that the proposed concrete relining of Crimmins Street drain will significantly increase capacity for stormwater conveyance.

10. Concern is raised regarding the apparent absence of a concrete access and hardstand area adjacent to the gross pollutant traps (GPTs) located inside the development's western and southern boundaries.

Notwithstanding that these will be private GPT's maintained by the Applicant, the principles of the FNQROC Development Manual D5, and requirement to carry out maintenance safely and effectively still need to be demonstrated for the installed devices to be relied on for water quality control.

The Applicant is requested to confirm a concrete access and hardstand area adjacent all GPTs within the development site will be provided for maintenance of these devices.

Applicant Response



Council's concern is noted and this is addressed in the updated report provided at Attachment 4.

The change in layout and drainage path now requires 3 GPTs, with the northern most GPT placed near the rear boundary for amenity reasons. This is the only GPT without direct access, however it is able to be easily accessed and cleaned by the hose of a sucker truck parked on the internal roadway.

11. It is noted on the Drainage Layout Plan (Applin Drawing 23001-SK002) that a GPT is not proposed on two of the four stormwater outlets.

The Applicant is requested to clarify why a GPT is not proposed on all stormwater outlets from the development site, noting the requirements of FNQROC and Queensland Urban Drainage Manual (QUDM).

Applicant Response

This is addressed above and further discussed in the updated civil engineering report provided as **Attachment 4**.

12. Concern is raised regarding the potential maintenance and scouring implications with the Crimmins Street stormwater outlet aligned perpendicular to the open drain.

The Applicant is requested to realign the stormwater outlet at Crimmins Street to a 45- degree angle to the open drain similar to the existing drainage outlet.

Applicant Response

The development proposes to concrete line the base of the Crimmins Street drain to reduce erosion and vastly increase capacity within the drain by changing the Mannings coefficient from a value of around 0.045 to 0.13 for a proposed 1.2m wide x 150 mm deep concrete section of the base. This is articulated in further detail in the updated Civil Engineering report provided as **Attachment 4**.

Sewer

13. The current plans do not show the existing rising main along the western boundary of the site or the clearance from this existing sewer main to the proposed new 4m deep gravity sewer main. Council's records indicate the rising main is closer at the southern end where the sewer is deepest.

It is not clear whether the sewer design has considered the implication of working near this live sewer asset and how the integrity of the rising main will be maintained during the proposed gravity sewer construction.



The Applicant is to update drawings showing the relationship and offsets between the existing rising main sewer and the proposed new gravity sewer. The information must include horizontal and vertical distances and provide commentary on contributing implications.

Applicant Response

Douglas Shire Council's works department has indicated that the rising main along the rear boundary was abandoned several years ago, but not removed.

It is acknowledge that building the new gravity sewer line at a depth of around 4m will be challenging and expensive and will require the following considerations during detailed design of Operational Works plans:

- Timing of the works to occur in the drier months;
- Trench shoring to minimise excavation width;
- Dewatering of trenches;
- Type 2 bedding as per FNQROC Std Dwg S3015C; and
- Possible ASS/PASS treatment.

It is anticipated that this will be further detailed and determined throughout the Operational Works phase.

14. Concern is raised regarding loading of the proposed realigned sewer due to the retaining wall along the development's western boundary. Specifically, the consequences of building a trunk sewer 4m deep and offset 2m from the toe of a 2.6m retaining wall.

The zone of influence for a sewer of this depth extends approximately 4.6m into the development footprint (refer annotated figure below).



Figure 1: Zone of Influence for DN150 Sewer Along Western Boundary of Development

The Applicant is requested to confirm how the interaction between the foundations of the retaining wall proposed along the length of the development's western boundary and the new 150mm trunk sewer will be designed and constructed independent of one another.



Cross sections showing the proposed retaining wall footings and trunk sewer arrangement are requested to support the discussion.

<u>Advice Notes:</u> As the asset owner of this trunk sewer, Council may be required to access, excavate, and repair this infrastructure in the future.

The current design does not demonstrate that the sewer can be maintained without implications for the stability and integrity of the proposed retaining wall. Officers seek confirmation that the integrity of the development's western retaining wall will not be undermined by Council's requirement to maintain this asset.

Applicant Response

This information request items requests detailed design which would ordinarily be provided at Operational Works stage.

A structural retaining wall can be engineered, by a structural RPEQ, to ensure:

- The zone of influence from the wall does not impact the sewer; and
- The wall is designed to allow for future excavation of the sewer.

We anticipate a condition of approval to this effect.

15. Officers hold concern that there is insufficient clearance between the perimeter retaining wall and sewer infrastructure along the southern and western boundaries of the development.

The Applicant is requested to confirm sufficient clearances are provided between all existing or proposed trunk sewer infrastructure and retaining walls in accordance with FNQROC Development Manual D7.16.

16. Concern is raised regarding the pipe cover to the DN375 sewer rising main along Crimmins Street, and the DN150 and DN300 water main along Davidson Street at the development's accesses.

The Applicant is requested to confirm (with potholing) the pipe cover to the new road surface is achieved in accordance with FNQROC Development Manual D6.11. Where minimum cover cannot be achieved, the treatment options in D6.11 are to be adopted.

Applicant Response

A detailed response in provided in the updated civil engineering report at Attachment 4.

Retaining Wall

17. It is noted that a retaining wall is proposed at a majority of the development's perimeter. Officers are concerned that the limited detail of the retaining wall does not clearly indicate all elements of the wall will be contained within the development footprint, inclusive of footings.



The Applicant is requested to confirm all elements of any retaining walls proposed will be wholly contained within the development footprint.

Applicant Response

Any perimeter retaining will be wholly contained within the site boundaries.

Note: Should a post and sleeper type arrangement be used, the posts and sleepers will be located approximately 10 - 20mm inside the boundaries, with the bored footing only extending into the verge, similar to all boundary fences and vertical sleeper walls throughout the Shire.

Vegetation Damage External

18. Concern is raised regarding the proposed removal of trees outside of the development boundary as shown on Hunt Design Drawing DA3.1.

The Applicant is requested to revise the proposed removal of trees to include only those located within the development footprint.

Where trees external to the site are proposed to be removed, or have the potential to be impacted to enable construction of retaining walls, trunk sewer infrastructure or stormwater infrastructure, these must be identified and assessed by an experienced and suitably qualified arborist. A report on the trees impacted by the development must be provided as part of the response to this information request.

Applicant Response

This was an error in the proposed plans of development. This issue has been rectified in the updated plans provided at **Attachment 1.** There is no removal of vegetation proposed outside the property boundary.

A detailed Tree Survey Report is provided at Attachment 5.

19. It is noted that sewer and stormwater infrastructure is proposed along the western boundary of the development site, with the potential to directly impact the SRZs and TPZs of many existing trees.

<u>Advice Note</u>: Officers are concerned that the 2.6m high retaining wall, stormwater outlet infrastructure, and realigned 4m deep 150mm diameter trunk sewer proposed along the western boundary will be very detrimental to the wellbeing of existing trees in this area (outside the development).



In addition, vegetation west of the development site is classed as "area containing of concern regional ecosystem" (SARA Development Assessment Mapping System) and mapped as Category B Remnant Vegetation (Qld Globe). Refer Figure 2 and 3 below.



Figure 2: Vegetation Mapping Adjacent Development (SARA DAMS Mapping)



Figure 3: Remnant Vegetation Category B (Qld Globe)

The Applicant is requested to engage a suitably experienced and qualified arborist to assess each tree located within 10m of the development's western boundary.

The assessment is required to indicate which trees are at risk of being harmed or destroyed as a result of the proposed retaining walls, trunk sewer infrastructure, and stormwater outlet



infrastructure. The assessment should also discuss the measures required to protect any trees at risk of being harmed or destroyed. Reference should be made to the vegetation mapping west of the site.

Applicant Response

A detailed Tree Survey Report is provided at Attachment 5.

It concludes that Sixteen (16) significant trees were identified in close proximity to the project area and nine (9) significant trees were identified as having potential impact regarding the tree protection zone from the civil works. No trees are identified impacting the structural root zone.

With correct precautional measures it is unlikely that the civil works will cause direct or indirect impact of the surrounding significant trees. The report recommends significant tree barrier fencing which will assist in maintaining the SRZ.

It is also worthing noting that the existing trunk sewer main is AC (Asbestos Cement) is circa 50 years old (installed in 1975) and likely requiring replacement in future years despite sections being relined in 2016. It is a relevant consideration that these works would occur in the foreseeable future. Notwithstanding, the works will be minimised by shoring to reduce and impact. Additionally, works can be undertaken from the site side of the boundary to further reduce impact.

20. Concern is raised regarding the absence of existing tree mapping information on the submitted civil drawings. In particular, the drawings do not appear to reflect the extent of trees along the western boundary of the development site.

The Applicant is requested to update the civil drawings to include all trees based on field survey location by a licenced surveyor/survey firm. The information must include trunk size (DBH), structural root protection zone (SRZ) and tree protection zone (TPZ) for each tree within 10m of the western development boundary.

Trees proposed to be removed are to be denoted in a different colour to trees to be kept. It is also requested that the legend on these drawings clearly indicate the trunk, SRZ, TPZ, and tree removal status.

Applicant Response

Noted. This is provided for in the updated civil report in response to the tree survey.

21. The Applicant is requested to confirm why a tree adjacent the existing sewerage pump station at Crimmins Street is indicated for removal as shown on Hunt Design Drawing DA.3.1.



<u>Advice Note:</u> The Applicant is advised that the clearing of vegetation outside the development footprint is subject to review and approval by Council and should not be relied on to achieve the Development Outcomes.

Applicant Response

This was an error in the proposed plans of development. This issue has been rectified in the updated plans provided at **Attachment 1**

Easement

22. An easement is noted within existing Lot 4 on RP909815 adjacent Crimmins Street.

The Applicant is requested to confirm the purpose and use rights attached to this existing easement. If the easement is proposed to be removed from the development footprint, the Applicant is to confirm the interested parties have consented to its removal and whether replacement infrastructure and easement(s) are provided elsewhere in the development.

It is noted on the drawings in the Electrical Design Report by Hopkinson Consulting Engineers that a substation nominally 6m x 8m is proposed in the south-west corner of the development. The Applicant is requested to confirm that the substation will be contained within a registered easement in favour of Council. All documentation leading to the registration of the easement must be completed at no cost to Council.

Applicant Response

The Applicant and Ergon have not identified any infrastructure within the existing Easement on Lot 4 on RP909815 adjacent Crimmins Street. This will be removed on registration of the final plan of survey.

With respect to the new substation proposed, it is confirmed this will be on a registered Easement and the registration will be completed at no costs to Council.

23. The Applicant is also requested to confirm Ergon are supportive of the proposed substation's location and accessibility via roads internal to the development.

Applicant Response

The Applicant's Electrical Engineer has confirmed that Ergon are supportive of the proposed substation location based on correspondence to date. Once planning had developed further, an Ergon application will be submitted for a supply connection.

Water Reticulation

24. Officers hold concern that there is insufficient clearance between the perimeter retaining wall and existing (DN150 and DN300) AC water mains along Davidson Street.



The Applicant is requested to confirm sufficient clearances are provided between all water mains and retaining walls, etc. in accordance with FNQROC Development Manual D6.15. Locations of existing services are to be confirmed with potholing and survey. The resulting clearances to road pavements, footings and other services are to be dimensioned on the application plans.

Applicant Response

Additional site survey and potholing has been undertaken to locate the water main which is well clear of the boundary. Given the reduction in site fill and minimal retaining (if any) along the front boundary, the water main will not be loaded by the site's perimeter wall.

25. Clarification is requested for the calculations provided for the pre-development water demand across the four existing lots. Specifically, Officers seek additional information on the number of units used for each type of equivalent connection.

For example, 103 van sites and 15 cabins were used to calculate the demand for the caravan park.

The Applicant is requested to confirm how the number of units used for each type of equivalent connection was verified and whether these demands are consistent with current approved lawful uses.

Applicant Response

Existing demand calculations were based of the current licences provided by the existing owners.

Please note Pandanus Tourist Park has 98 permitted Van/Tent Sites (although the site has acquired some extra spots) not 103 as originally indicated in the original submission.

This has reduced the pre development demand by 7.2 EPs, resulting in an increased demand across the proposed development sites of 13.8 EPs or a 0.014l/s increase in PH water demand and 0.039l/s increase in sewer ADWF. This is considered negligible.

Road

26. It is noted that the Traffic Impact Assessment (TIA) submitted concluded that this development would have a "minimal to negligible impact on the existing traffic network". The Applicant must clarify if this statement is attributed to the State Road network or to Council's Road network.

In addition, the report must clarify the operation and impacts to Davidson Street and Crimmins Street individually and indicate the distribution of traffic between the development's accesses off these streets.



The Applicant is also requested to provide traffic count data to support the findings of the TIA noting the requirements of FNQROC Development Manual, Table D1.1 Street and Road Hierarchy – Deemed to Comply Requirements.

Applicant Response

A further Technical Memorandum to the Traffic Impact Assessment has been completed by GHD and is provided under **Attachment 3.**

It concludes that the estimated traffic generated by the proposed development is 220vpd, compared to the estimated existing traffic generated by the existing businesses which is 320vpd.

Due to the reduced traffic generated and the traffic generated expected to be distributed generally outside of the typical AM/PM peak hours, it is expected that the safety and capacity of the affected roads and intersections will not be negatively impacted by the proposed development and, as such, further detailed assessments are not required.

Footpath

27. The Applicant is requested to confirm that a 2m wide footpath is proposed along the frontage of Davidson Street. Reference is made to IPWEA's Street Design Manual: Walkable Neighbourhoods and FNQROC Development Manual D1.

Applicant Response

The Applicant confirms this will be provided consistent with recent Council approvals and is demonstrated on the updated civil plans provided as **Attachment 4**.

28. The design must be amended to clearly show no filling of the verge that would alter the longitudinal grade or cross fall of the 2m wide concrete footpath. In particular, the entry and exit driveways must not ramp within the verge.

Applicant Response

Noted. The current verge profile has a crown which forces a low point along the property boundary. Minor regrading of the verge is required to ensure the footpath crossfall is as per FNQROC.

29. The Applicant is requested to provide further information regarding how informal parking on the eastern verge of Davidson Street will be managed/discouraged, and how separation to the footpath east of this street will be provided.

Applicant Response



The applicant is happy to work with Council to determine a suitable treatment and acknowledges that a condition will be included in the Development Permi.

Electrical

30. It is noted from the drawings in the Electrical Design Report by Hopkinson Consulting Engineers that seven existing power poles along the development's road frontage are proposed to be removed and relocated underground.

The Applicant is requested to confirm the location of service conflicts with other infrastructure within the verge of Crimmins Street and Davidson Street, noting the vertical and horizontal clearance requirements of Water Services Association of Australia (WSA).

Applicant Response

In ground services conflicts when the overhead power is undergrounded will be best managed by obtaining a detailed survey of the existing in ground services.

The actual design work for the undergrounding of power will be carried out by a specialist consultant registered to carry out Ergon undergrounding works as the Application moves into the detailed design phase.

This requirement is able to be reasonably conditioned.

31. Officers hold concern that the existing street lighting along Davidson Street is insufficient to meet the needs of this development.

The Applicant is requested to confirm street lighting on Davidson Street will be reviewed and upgraded as required as part of the overhead power line relocation works when applying for Operational Works Approval.

Applicant Response

A review of the existing street lighting will be carried out as part of the detailed design stage of the project to determine if the existing lighting levels are sufficient for the proposed development.

This can be reasonably conditioned.

32. Concern is raised regarding the lack of clarity regarding electrical metering indicated within the Electrical Design Report by Hopkinson Consulting Engineers. Council is of the understanding that the private dwellings proposed within the development will be individually metered.



The Applicant is requested to confirm the Body Corporate of this development is responsible for operation and any costs associated with individual metering of private dwellings within the site, and not Council.

Applicant Response

Hopkinson Consulting Engineers have confirmed that the costs of any private metering associated with this development will not be borne by council.

This can be reasonably conditioned.

Treatment Plant

33. Provide an Odour Impact Assessment by an appropriately qualified professional having regard to the proximity of the site to the Port Douglas Waste Water Treatment Plant.

Applicant Response

This is considered to be an unreasonable request. The site is currently developed for a tourist park and backpacker's hostel. Council has zoned the land for Tourism Accommodation, a zone which clearly anticipates this form of development.

There are no known instances of impacts from the existing WWTP at this location.

This has not been a requirement for any other recent developments on Davidson Street.

It is also submitted that any future upgrades to the WWTP will only serve to improve the potential impact of any odour nuisance at the site boundary.

Contours / Building Height

34. Existing site contour plan lacks labelling of the contours. Provide a site survey with contours labelled.

Applicant Response

Site contour plans are now labelled and provided at Attachment 1.

35. The development does not comply with building height as suggested in the Planning Report. Review the plans and accurately calculate building height in accordance with the Planning Scheme and detail building height on the proposal plans. Further detail is required to address the assessment benchmarks relating to building height.

Applicant Response

The floor levels have been lowered as a result of changes to the basement configuration.



The revised design provides for the Eastern facade of the hotel to be under the 13.5m height above Natural Ground Level. The Eastern facade will be the only visible facade to the hotel.

The site falls from East to West with 12m high trees adjacent to the Western Boundary. The Hotel has a minor noncompliance with the assessment benchmark of 0.8m adjacent to the Western boundary and dispensation is requested. Natural Ground Level and the 13.5m offset has been provided on the revised drawing set elevations provided at **Attachment 1**.

Should you require any further information, please do not hesitate to contact Kelly Reaston on 0400 974 688 or at <u>kelly@kellyreaston.com.au</u>.

Kind regards

H.

Kelly Reaston | Director



Attachment 1: Updated Development Plans prepared by Hunt Design date 23 January 2024.



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The Davidson by GURNERTM







LOCATION MAPS



QLD GLOBE IMAGE - SUBJECT SITE





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0	01			13/9/2023	
					Architecture Mester Disprin
					291 MOWBRAY RIVER ROAD, N
					T +61 7 4099 0300
					W www.huntdesign.com.au
					ABN: 90514257527



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01			13/9/2023	
				Architecture Master Plann
				291 MOWBRAY RIVER ROAD,
				☐ T +61 7 4099 0300 ☐ E architect@huntdesign.com.a
				W www.huntdesign.com.au

2. DRO

4. INTERNAL VIEW PANDANUS TOURIST PARK

5. INTERNAL VIEW PANDANUS TOURIST PARK

9. STREET CORNER - DAVIDSON & CRIMMINS STREETS

SUBJECT SITE LOOKING NORTH

6. INTERNAL VIEW DOUGIES BACKPACKER RESORT

7. INTERNAL VIEW DOUGIES BACKPACKER RESORT

10. STREET VIEW - DOUGIES ENTRANCE - DAVIDSON STREET

11. STREET VIEW - PANDANUS ENTRANCE - DAVIDSON STREET

8. INTERNAL VIEW DOUGIES BACKPACKER RESORT

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FIGURE 01: CAMERA LOCATION
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FIGURE 04: LOCATION A - PROPOSED

FIGURE 02: LOCATION A - EXISTING

FIGURE 03: LOCATION A - BLEND

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				291 MOWBRAY RIVER ROAD,
				T +61 7 4099 0300
				E architect@huntdesign.com.a
				ABN: 90514257527

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FIGURE 05: CAMERA LOCATION
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FIGURE 08: LOCATION B - PROPOSED

FIGURE 06: LOCATION B - EXISTING

FIGURE 07: LOCATION B - BLEND

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				291 MOWBRAY RIVER ROAD,
				T +61 7 4099 0300
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169 1 25 35 Melaleuca (Tea Tree) Telstra Cable U/G $$ T $$ Important Note:	
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171 0.6 12 30 Top of Bank Top of Bank Top of Bank Top of Bank	ievels & natural
172 0.45 6 30 Melaleuca (Tea Tree))etail Survey
173 0.35 10 25	have been leasted
174 0.45 20 30 Not all improvements within Lots I-	have been located.
175 0.5 20 20 Building Improvements that affect the DTM /	ive been located
176 0.45 15 15 Fence such as major buildings on slabs	
Gas Line 0.0 Gas	

AMENDMENTS	PROJECT	MANAGE	:K	
A: RMS: Added detail/services	D. Pink	ham		
	SURVEYED)		
	AD/MJV	V	16/11/2022	
	COMPILED			
	RMS			
	SHEET	3	SHEET SIZE	
AU006887-101-Adjusted Traverse.mjo	OF		۸1	
Potholes Drain and extra areas merged DP data.mjo	SHEETS	3	AI	

TOTAL ALLOTMENT AREA SCALE1:1000

RevID ChID	CHANGE DESCRIPTION	DATE		The Davidson by C	GURNER		SCALE REFER DRAWING	G JR	CHECKED	G.H.	
02 DA-02	TREE REPRESENTATION CHANGED - DO NOT DEMOLISH	23/1/2024		97 - 113 Davidson St Port D CLIENT DAVIDSON STRE	ouglas QLD 4877	Australia	SHEET SIZE	DRAWING	DEVELOPMEN APPLICATION	IT N	
			Architecture Master Planning Interiors	DOUGLAS DEVEL	OPMENTS	ΡΤΥ	PLANS -	·			
			HUNT DESIGN 291 MOWBRAY RIVER ROAD, MOWBRAY T +61 7 4099 0300	CLIENT SIGN OFF		DATE	EXISTIN	G COND	TIONS		
			E architect@huntdesign.com.au	PROJECT NUMBER	LEVEL / LOCATION	ROLE	DRAWING NO.	STATUS	DATE	REVISION	
			ABN: 90514257527	GU-PD2		Α	DA.3.1	DA	23/1/2024	02	

DAVIDSON STREET

Total Site: 25,960 sqm

2

FIG 2 - STORM TIDE HAZARD - QLD GLOBE


			4°49
RAILWAY SERVICE LINE 67.	420		
		RES	03 RESO3 RES
			RES
			RES
HOTEL			RES
			RESOO RESOO
	DA-04, DA-05, DA-06	GE DESCRIPTION	DATE 13/9/2023 DENCE, FOOTPATH 23/1/2024 Architecture Master Planni HUNT DESIGN 291 MOWBRAY RIVER ROAD, T +61 7 4099 0300 E architect@huntdesign.com.au W www.huntdesign.com.au ABN: 90514257527
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RevID	ChID	CHANGE DESCRIPTION	DATE	
01			13/9/2023	
02	DA-03, DA-04, DA-05, DA-06	REMOVAL OF RESIDENCE - BOH @ GROUND LEVEL, REDESIGN OF RESIDENCE, FOOTPATH INCLUSION, FENCE RECESSES	23/1/2024	
				Architecture Master Plannin
				291 MOWBRAY RIVER ROAD, M
				T +61 7 4099 0300 E architect@huntdesign.com.au
				W www.huntdesign.com.au



RevID ChID CHANGE DESCRIPTION DATE	
01 13/9/2023 Image: Construction of the second	S I G er Plannir R ROAD, M sign.com.au





GROSS F	LOOR AREA		
LEVEL	CATAGORY	ZONE NAME	AREA
LEVEL -01	ACCOMODATION	ACCOM	305
LEVEL -01	VEHICLE CIRCULATION	BASEMENT	5,019
			5,324 m ²
LEVEL 00	ACCOMODATION	TERRACE	266
LEVEL 00	ACCOMODATION	ACCOM	730
LEVEL 00	ADMIN+OFFICE	OFFICE	142
LEVEL 00	AMENITIES	AMENITIES	108
LEVEL 00	CIRCULATION	PLAY	142
LEVEL 00	CIRCULATION	RECEPTION - OPEN	357
LEVEL 00	CIRCULATION	LINK - PASSAGE	34
LEVEL 00	CIRCULATION	CIRCULATION	977
LEVEL 00	FOOD + BEVERAGES (F+B)	KITCHENS	201
LEVEL 00	FOOD + BEVERAGES (F+B)	CAFE	224
LEVEL 00	FOOD + BEVERAGES (F+B)	RESTAURANT	185
LEVEL 00	FOOD + BEVERAGES (F+B)	REST DECK	67
LEVEL 00	FUNCTIONS	KIDS	160
LEVEL 00	LIFESTYLE	WELLNESS	540
LEVEL 00	LIFESTYLE	ISLAND	116
LEVEL 00	STORES	STORE	92
			4,341 m ²
LEVEL 01	ACCOMODATION	TERRACE	835
LEVEL 01	ACCOMODATION	ACCOM	2,212
LEVEL 01	CIRCULATION	CIRC	650
LEVEL 01	LIFESTYLE	WELLNESS	364
LEVEL 01	STORES	CLNR	122
		TEDDAGE	4,184 m ²
	ACCOMODATION	TERRACE	849
LEVEL 02	ACCOMODATION	ACCOM	2,375
LEVEL 02	AMENITIES	AMENITIES	65
LEVEL 02	CIRCULATION	CIRC	704
LEVEL 02	FOOD + BEVERAGES (F+B)	F&B	27
LEVEL 02	GARDEN AREAS	GARDEN	140
LEVEL 02	LIFESTYLE	POOL DECK	465
LEVEL 02	STORES	POOL STORE	30
LEVEL 02	STORES	CLNR	88
LEVEL 02	WATER BODIES	POOL LVL2	217
			4,960 m ²

CAR PARKING STANDARD STAFF PWD	TOTAL	99 88 05 06
MOTORCYCLES		14
BICYCLES		30

	PROJECT					DRAWN		CHECKED	СН
	The Da	vidson by Gl	JRNER			JN			G.H.
	97 - 113 Da	avidson St Port Dou	uglas QLD 4877	' Australia	SHEET SIZE	DRAWING S			
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0 11	DOUGL	AS DEVELO	OPMENTS	PTY	TITLE				
ing Interiors	LTD	_			PLANS -				
, MOWBRAY	CLIENT SIGNATURE SIGN OFF			DATE	HOTEL B	ASEMEN	IT		
au	PROJECT NUMBER LEVEL / LOCATION			ROLE	DRAWING NO.	STATUS	DATE		REVISION
	GU-PD2			Α	DA.3.6	DA	23/1/2	024	02

FLOOR PLAN LVL 00 SCALE1:250

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RevID ChID	CHANGE DESCRIPTION	DATE		The Davidson by (BURNER		SCALE REFER DRAWING	G JR	CHECKEI	G.H.
02 DA-08	PLAN CHANGES	23/1/2023		97 - 113 Davidson St Port D CLIENT DAVIDSON STRE	OUGIAS QLD 4877	Australia	SHEET SIZE	DRAWING	DEVELOPMEN APPLICATION	T I
			Architecture Master Planning Interiors	DOUGLAS DEVEL	OPMENTS	PTY	TITLE PLANS -			
			HUNT DESIGN 291 MOWBRAY RIVER ROAD, MOWBRAY T +61 7 4099 0300	CLIENT SIGNATURE	1	DATE	HOTEL L	.VL 00		
			E architect@huntdesign.com.au	PROJECT NUMBER	LEVEL / LOCATION	ROLE	DRAWING NO.	STATUS	DATE	REVISION
			ABN: 90514257527	GU-PD2		Α	DA.3.7	DA	23/1/2024	02

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100_ARI	EAS 100	_LVL00 INTERNAL AREA SC	HEDULE	
AREA	LVL	ROOM TYPE	TOTAL AREA	QTY
ACCOMODATION				
	L00	BALCONY	241	16
	L00	CYRD SWIMOUT	40	1
	L00	SUITE CYRD	217	6
	L00	SUITE POOLSIDE	384	9
			882 m²	
ADMIN+OFFICE				
	L00	ADMIN	122	1
			122 m²	
AMENITIES				
	L00	AMENITIES	106	1
	L00	WELLNESS	173	1
			278 m²	
CAR PARKING SPA	CES			
	L00	TYPE 03 GARAGE	98	6
			98 m²	
CIRCULATION				
	L00	RECEPTION & LOUNGE	326	1
			326 m ²	
FOOD + BEVERAG	ES (F+B)		
	LOO	CAFE DECK	236	1
	L00	KITCHENS	249	1
	L00	REST DECK	67	1
	L00	RESTAURANT	185	1
			737 m²	
LIFESTYLE				
	L00	KIDS CLUB	143	1
	L00	WELLNESS	330	5
			473 m²	
STORES				
	L00	CLNR	57	1
			57 m²	
			2,973 m ²	

FLOOR PLAN LVL 01 SCALE1:250



PORTE COCHERE

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1.

100_AR	REAS 100	_LVL01 INTERNAL AREA	SCHEDULE	
AREA	LVL	ROOM TYPE	TOTAL AREA	QTY
ACCOMODATION	N			
	L01	BALCONY	672	46
	L01	LUXURY POOLSIDE	67	1
	L01	NORTH SUITE	282	8
	L01	SUITE GARDEN	549	14
	L01	SUITE POOLSIDE	995	23
			2,565 m ²	92
AMENITIES				
	L01	WELLNESS	216	1
			216 m ²	1
LIFESTYLE				
	L01	SPA	282	1
			282 m ²	1
			3,063 m ²	94

Т	PROJECT	vidson by Gl		SCALE REFER DRAWING	G.H.				
- N		SON STREE	T PORT	Australia	A1	DRAWING			
ig Interiors	DOUG	LAS DEVELO	OPMENTS	PTY	PLANS -				
IOWBRAY	CLIENT SIGN OFF SIGNATURE PROJECT NUMBER LEVEL / LOCATIO			DATE	HOTEL L	VL 01			
				ROLE	DRAWING NO.	STATUS	DATE		REVISION
	GU-PD2			Α	DA.3.8	DA	13/9/2	023	01



FLOOR PLAN LVL 02 SCALE1:250

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100_/	AREAS 100_L	VL02 INTERNAL AREA	SCHEDULE	
AREA	STORY	ROOM TYPE	TOTAL AREA	QTY
ACCOMODATI	ON			
	L02	BALCONY	730	50
	L02	LUXURY POOLSIDE	67	1
	L02	NORTH SUITE	282	8
	L02	SUITE GARDEN	628	16
	L02	SUITE POOLSIDE	1,078	25
			2,785 m²	100
AMENITIES				
	L02	AMENITIES	62	1
			62 m ²	1
FOOD + BEVER	AGES (F+B)			
	L02	F&B	25	1
			25 m²	1
STORES				
	L02	CLNR	30	1
	L02	POOL STORE	28	1
			58 m²	2
			2,930 m ²	104

-T	PROJECT	vidson by Gl	JRNER		SCALE REFER DRAWING	G.H.				
	97 - 113 Da CLIENT DAVIDS	avidson St Port Dou	uglas QLD 4877 T PORT	' Australia	SHEET SIZE	DRAWING ST	DRAWING STATUS DEVELOPMENT APPLICATION			
g Interiors	DOUGLAS DEVELOPMENTS PTY				PLANS -					
IOWBRAY	CLIENT SIGN OFF	SIGNATURE		DATE	HOTEL L	VL 02				
	PROJECT NUMBER LEVEL / LOCATION			ROLE	DRAWING NO.	STATUS	DATE		REVISION	
	GU-PD2			Α	DA.3.9	DA	13/9/2	023	01	

2.



AQUARIUM ROOMS BASEMENT SCALE1:50

-6.

RevID ChID	CHANGE DESCRIPTION	DATE		PROJECT The Davidson by	GURNER	SCALE REFER DRAWING	i JR	CHECK	^{ED} G.H.
01		13/9/2023		97 - 113 Davidson St Por CLIENT DAVIDSON STR	t Douglas QLD 4877 Australia	SHEET SIZE	DRAWING	DEVELOPME APPLICATIO	NT N
			Architecture Master Planning Interiors	DOUGLAS DEV	ELOPMENTS PTY	PLANS -	·		
			HUNT DESIGN 291 MOWBRAY RIVER ROAD, MOWBRAY +61 7 4099 0300 F	CLIENT SIGNATURE	DATE		OOMS	BASEMENT-	
			E architect@huntdesign.com.au	PROJECT NUMBER	LEVEL / LOCATION ROLE	DRAWING NO.	STATUS	DATE	REVISION
			ABN: 90514257527	GU-PD2	A	DA.3.10	DA	13/9/2023	01

HOTEL ROOMS - GROUND

SCALE1:50





-5.



HOTEL ROOMS - LVL 01 / 02 SCALE1:50

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ALTERNATE - NORTH SUITE SCALE1:50

RevID	ChID	CHANGE DESCRIPTION	DATE		The Davidson b	y GURNER		SCALE REFER DRAWING	DRAWN JR	CHECKED	G.H.
			15/9/2025		97 - 113 Davidson St Pc CLIENT DAVIDSON STF	REET PORT	Australia	SHEET SIZE	DRAWING ST	DEVELOPMEN APPLICATION	Т
				Architecture Master Planning Interiors	DOUGLAS DEV	ELOPMENTS	PTY	PLANS -			
				HUNT DESIGN 291 MOWBRAY RIVER ROAD, MOWBRAY T +61 7 4099 0300	CLIENT SIGN OFF		DATE	HOTEL F		VL 01 / 02	
				E architect@huntdesign.com.au	PROJECT NUMBER	LEVEL / LOCATION	ROLE	DRAWING NO.	STATUS	DATE	REVISION
				ABN: 90514257527	GU-PD2		Α	DA.3.11	DA	13/9/2023	01

-4.

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RevID	ChID	CHANGE DESCRIPTION	DATE	
01			13/9/2023	
02	DA-09, DA-10	DIMENSION ADDED OVER 13.5m NGL, SITE / BUILDING LEVEL CHANGES	23/1/2024	
				Architecture Master Planni
				_ 291 MOWBRAY RIVER ROAD, I
				- E architect@huntdesign.com.au
				W www.huntdesign.com.au
				ABN: 90514257527

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RevID	ChID	CHANGE DESCRIPTION	DATE	
01			13/9/2023] `
02	DA-06	FENCE RECESSES	23/1/2024	
				Architecture Master Plan
				291 MOWBRAY RIVER ROAD
				T +61 7 4099 0300
				W www.huntdesign.com.
				ABN: 90514257527



HOTEL SUITES LVL 02		
HOTEL SUITES LVL 00		
SWIM OUT BALCONIES		
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RevID	ChID	CHANGE DESCRIPTION	DATE	
01			13/9/2023	1 II /I \
02	DA-10	SITE / BUILDING LEVEL CHANGES	23/1/2024	
				Architecture Master Plann
				T +61 7 4099 0300
				E architect@huntdesign.com.a
				ABN: 90514257527

	GU-P	D2		Α	DA.5.1	DA	23/1/2024	02
	PROJECT NUI	MBER	LEVEL / LOCATION	ROLE	DRAWING NO.	STATUS	DATE	REVISI
/BRAY	CLIENT SIGN OFF	SIGNATURE		DATE	SECTION	J		
nteriors	DOUGI LTD	LAS DEVELO	OPMENTS	PTY		CTIONS -		









T +61 7 4099 0300 E architect@huntdesign.com.au W www.huntdesign.com.au ABN: 90514257527



3 BEDROOM LEVEL 01 SITING 3.5 BATH LEVEL 00 INTERNAL: 98M2 LEVEL 01 INTERNAL 88M2



TYPE 1 FIRST

SCALE1:150

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	PROJECT					DRAWN		CHECKED	СН
	The Da	vidson by G	URNER			JU			G.H.
	97 - 113 Da	avidson St Port Doi	uglas QLD 4877	7 Australia	SHEET SIZE	DRAWING S			т
∎ G N		SON STREE	T PORT		A1		APPLIC	ATION	1
	DOUG	AS DEVELO	OPMENTS	PTY	TITLE				
ing Interiors	LTD				RESIDEN	ICES -			
MOWBRAY	CLIENT SIGN OFF	SIGNATURE		DATE	RESIDEN	ICE TYP	E 01		
au	PROJECT NUM	MBER	LEVEL / LOCATION	ROLE	DRAWING NO.	STATUS	DATE		REVISION
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01			13/9/2023		97 - 113 Davidson St Port Douglas QLD 4 CLIENT DAVIDSON STREET PORT	877 Australia	SHEET SIZE	DRAWING	DEVELOPMEN APPLICATION	NT N
				Architecture Master Planning Interiors	DOUGLAS DEVELOPMENT	IS PTY		NCES -		
				291 MOWBRAY RIVER ROAD, MOWBRAY T +61 7 4099 0300	CLIENT SIGN OFF SIGNATURE	DATE	RESIDE	NCE TYP	E 02	
				E architect@huntdesign.com.au	PROJECT NUMBER LEVEL / LOCAT	TION ROLE	DRAWING NO.	STATUS	DATE	REVISION
				ABN: 90514257527	GU-PD2	Α	DA.6.3	DA	13/9/2023	01





SCALE1:150





RevID	ChID	CHANGE DESCRIPTION	DATE	
01			13/9/2023	
				_ I D E S I G N
				Architecture Master Planning Interiors
				HUNT DESIGN
				291 MOWBRAY RIVER ROAD, MOWBRAY
				E architect@huntdesign.com.au
				ABN: 90514257527

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	DATE	CHANGE DESCRIPTION	ChID	RevID
	13/9/2023			01
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Architecture Master Plar				
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T +61 7 4099 0300				
W www.huntdesign.com.au				
ABN: 90514257527				

3 BEDROOM LEVEL 01 SITING 3.5 BATH LEVEL 00 INTERNAL: 106M2 LEVEL01 INTERNAL 96M2



SCALE1:150



	PROJECT				SCALE	DRAWN		CHECKED	~
	The Da	vidson by Gl	JRNER		REFER DRAWING	i JR			G.H.
	97 - 113 Da	avidson St Port Dou	uglas QLD 4877	7 Australia	SHEET SIZE	DRAWING S	TATUS		
G N		SON STREE	T PORT		A1		DEVELOF APPLIC	PMEN ATION	T
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ing Interiors	LTD				RESIDEN	ICES -			
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u	PROJECT NUM	/BER	LEVEL / LOCATION	ROLE	DRAWING NO.	STATUS	DATE		REVISION
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	01			13/9/2023	
					Architecture Master Plann
					HUNT DESIGN
					291 MOWBRAY RIVER ROAD,
					E architect@huntdesign.com.a
					W www.huntdesign.com.au
					ABN: 90514257527



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ng Interiors	DOUGI LTD	AS DEVELO	OPMENTS	PTY					
G N	97 - 113 Da CLIENT DAVIDS	Nidson St Port Dou	iglas QLD 4877 T PORT	' Australia	SHEET SIZE	DRAWING ST	DEVELOPMEN APPLICATION		
	The Da	vidson by Gl	JRNER	.		i JR		CHECKED	G.H.
	BBO JECT				SCALE	DDAM/N		CHECKED	



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	01			13/9/2023	
					Architecture Master Planning
					291 MOWBRAY RIVER ROAD, MO
					T +61 7 4099 0300
					W www.huntdesign.com.au
					ABN: 90514257527

3 BEDROOM LEVEL 01 SITING STUDY 3.5 BATH LEVEL 00 INTERNAL: 131M2 LEVEL 01 INTERNAL 119M2 GFA - T06 GF A: 201 m² RES - TYPE 06 GF A: 131 m² TYPE 6 GARAGE A: 36 m² **TYPE 6 GROUND** 7 SCALE1:150 GFA - T06 FF A: 239 m² RES - TYPE 06 FF A: 119 m² TYPE 6 FIRST SCALE1:150 8 G.H. PROJECT SCALE REFER DRAWING The Davidson by GURNER 97 - 113 Davidson St Port Douglas QLD 4877 Australia IR DRAWING STATUS DEVELOPMENT APPLICATION SHEET SIZE A1 CLIEN. DAVIDSON STREET PORT DOUGLAS DEVELOPMENTS PTY LTD GΝ **RESIDENCES** anning Interiors CLIENT SIGN OFF SIGNATURE **RESIDENCE TYPE 06** AD, MOWBRAY PROJECT NUMBER LEVEL/LOCATION ROLE DRAWING NO. STATUS REVISION DATE GU-PD2 DA.6.7 DA 13/9/2023 01 Α



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01			13/9/2023	
				DESIO
				Architecture Master Planni
				291 MOWBRAY RIVER ROAD, I
				T +61 7 4099 0300
				E architect@huntdesign.com.au
				ABN: 90514257527

	SITE AREAS	S & PERCENT	AGES		
AREA	LVL	AREA	AREA TOTAL	%	TOTAL
GARDEN AREAS					
	L00	150		0.58	
	L00	171	4703	0.66	18.12%
	L00	197		0.76	
	L00	241		0.93	
	L00	403		1.55	
	L00	626		2.41	
	L00	668		2.57	
	L00	869		3.35	
	L00	938		3.61	
	L00	1,165	4703	4.49	18.12%
GBA - GROSS BUILDIN	G AREA (BUILDING	OUTLINE)			
	L00	0	10249	0.00	39.47%
	L00	469		2.71	
	L00	565		2.73	
	L00	779		3.22	
	L00	817		3.94	
	L00	1,212		4.38	
	L00	1,020		4.92	
	L00	196		5.66	
	L00	1,003		7.26	
	L00	849		3.27	
	L00	4,075	10249	15.70	39.47%
PARKLAND					
	L00	2,188	4320	9.30	16.67%
	L00	1		0.00	
	L00	2		0.01	
	L00	3		0.01	
	L00	7		0.03	
	L00	8		0.03	
	L00	8		0.03	
	L00	8		0.03	
	L00	8		0.03	
	L00	8		0.03	
	L00	8		0.03	
	L00	8		0.03	
	L00	14		0.05	
	L00	23		0.09	
	L00	24		0.09	
	L00	71		0.28	
	L00	90		0.35	
	L00	140		0.54	
	L00	155		0.60	
	L00	157		0.61	
	L00	208		0.80	
ROADS					
	L00	3,339	3497	12.86	13.47%
		- /			
	L00	260		1.00	
	L00	631		2.43	
	L00	2.184	3163	8.41	12.18%
		,			

funning

DA-11

RevID ChID	CHANGE DESCRIPTION	DATE		PROJECT	GUBNER		SCALE REFER DRAWING	DRAWN JR	CHECK	^{≞D} G.H.
01		13/9/2023		97 - 113 Davidson St Port	t Douglas QLD 4877	Australia	SHEET SIZE	DRAWING	STATUS	
02 DA-11	GFA AREAS UPDATED	23/1/2024		CLIENT	EET PORT		A1		DEVELOPME APPLICATIO	NT N
			Architecture Master Planning Interiors	DOUGLAS DEVE	ELOPMENTS	PTY		LES -		
			HUNT DESIGN 291 MOWBRAY RIVER ROAD, MOWBRAY T +61 7 4099 0300	CLIENT SIGNATURE		DATE	AREA SC	HEDUL	E	
			E architect@huntdesign.com.au	PROJECT NUMBER	LEVEL / LOCATION	ROLE	DRAWING NO.	STATUS	DATE	REVISION
			ABN: 90514257527	GU-PD2		Α	DA.7.2	DA	23/1/2024	02



HOTELLE	EVEL 02		A: 355 m ²			
		RevID	ChID	CHANGE DESCRIPTION	DATE	
		01			13/9/2023	
		02	DA-11	GFA AREAS UPDATED	23/1/2024	
						DES
						Architecture Maste
						HUNT DESIGN
						291 MOWBRAY RIVE
						E architect@huntdes
						W www.huntdesign.co
	1					



	LOOR AREA		
LEVEL	CATAGORY	ZONE NAME	AREA
LEVEL -01	ACCOMODATION	ACCOM	305
LEVEL -01	VEHICLE CIRCULATION	BASEMENT	5,019 5,324 m²
LEVEL 00	ACCOMODATION	TERRACE	266
LEVEL 00	ACCOMODATION	ACCOM	730
LEVEL 00	ADMIN+OFFICE	OFFICE	142
LEVEL 00	AMENITIES	AMENITIES	108
LEVEL 00	CIRCULATION	PLAY	142
LEVEL 00	CIRCULATION	RECEPTION - OPEN	357
LEVEL 00	CIRCULATION	LINK - PASSAGE	34
LEVEL 00	CIRCULATION	CIRCULATION	977
LEVEL 00	FOOD + BEVERAGES (F+B)	KITCHENS	201
LEVEL 00	FOOD + BEVERAGES (F+B)	CAFE	224
LEVEL 00	FOOD + BEVERAGES (F+B)	RESTAURANT	185
LEVEL 00	FOOD + BEVERAGES (F+B)	REST DECK	67
LEVEL 00	FUNCTIONS	KIDS	160
LEVEL 00	LIFESTYLE	WELLNESS	540
LEVEL 00	LIFESTYLE	ISLAND	116
LEVEL 00	STORES	STORE	92
			4,341 m²
LEVEL 01	ACCOMODATION	TERRACE	835
LEVEL 01	ACCOMODATION	ACCOM	2,212
LEVEL 01	CIRCULATION	CIRC	650
LEVEL 01	LIFESTYLE	WELLNESS	364
LEVEL 01	STORES	CLNR	122
			4,184 m²
	ACCOMODATION	IERRACE	849
			2,375
	AMENITIES	AMENITIES	65
			/04
	FOOD + BEVERAGES (F+B)	F&B	27
	GARDEN AREAS	GARDEN	140
		POOL DECK	465
	STORES	POOLSTORE	30
	STORES		88
LEVEL 02	WATER BODIES	POOL LVL2	217 4 960 m²
			+,700 m

	GU-P	D2		Α	DA.7.3	DA	23/1/2	024	02	
au	PROJECT NUM	MBER	LEVEL / LOCATION	ROLE	DRAWING NO.	STATUS	DATE		REVISION	
MOWBRAY	CLIENT SIGN OFF	SIGNATURE		DATE	GFA SCH	IEDULE				
ing Interiors	DOUGI	AS DEVELO	OPMENTS	PTY	SCHEDULES -					
GN	97 - 113 Da CLIENT DAVIDS	avidson St Port Do	uglas QLD 4877	' Australia	SHEET SIZE	DRAWING S		PMEN ATION	T	
Т	The Da	vidson by G	URNER		REFER DRAWING	i JR		CHECKED	G.H.	



HOTEL BASEMENT



HOTEL LEVEL 01

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HOTEL LEVEL 00



100_AREAS 100_BASEMENT AREA SCHEDULE									
AREA	LVL	ROOM TYPE	TOTAL AREA	QTY					
ACCOMODATION									
	L-01	SUITE CYRD	283	6					
			283 m ²						

BASEMENT INTERNAL AREAS

100_AR	EAS 100	_LVLOO INTERNAL AREA SC		
AREA	LVL	ROOM TYPE	total Area	QT
ACCOMODATION				
	L00	BALCONY	241	16
	L00	CYRD SWIMOUT	40	1
	L00	SUITE CYRD	217	6
	L00	SUITE POOLSIDE	384	9
			882 m²	
ADMIN+OFFICE				
	L00	ADMIN	122	1
			122 m ²	
AMENITIES				
	L00	AMENITIES	106	1
	L00	WELLNESS	173	1
			278 m ²	
CAR PARKING SPA	CES			
	L00	TYPE 03 GARAGE	98	6
			98 m²	
CIRCULATION				
	L00	RECEPTION & LOUNGE	326	1
			326 m ²	
Food + Beverag	ES (F+B)		
	L00	, CAFE DECK	236	1
	L00	KITCHENS	249	1
	L00	REST DECK	67	1
	L00	RESTAURANT	185	1
			737 m ²	
LIFESTYLE				
	L00	KIDS CLUB	143	1
	L00	WELLNESS	330	5
			473 m ²	
STORES				
	L00	CLNR	57	1
			57 m ²	
			2,973 m ²	

LVLOO INTERNAL AREAS

HOTEL LEVEL 02

	RevID	ChID	CHANGE DESCRIPTION	DATE	
	01	DA-11	GFA AREAS UPDATED	23/1/2024] \
					D E S I O
					Architecture Master Planni
					- HUNT DESIGN
					291 MOWBRAY RIVER ROAD,
					T +61 7 4099 0300
					W www.huntdesign.com.au
					ABN: 90514257527
					<u> </u>

	100	AREAS 100	_LVL01 INTERNAL AREA	SCHEDULE	
TY	AREA	LVL	ROOM TYPE	TOTAL AREA	QT
	ACCOMODA	TION			
6		L01	BALCONY	672	46
		L01	LUXURY POOLSIDE	67	1
		L01	NORTH SUITE	282	8
		L01	SUITE GARDEN	549	14
		L01	SUITE POOLSIDE	995	23
				2,565 m ²	92
	AMENITIES				
		L01	WELLNESS	216	1
				216 m ²	1
	LIFESTYLE				
Y		L01	SPA	282	1
				282 m ²	1
,				3,063 m ²	94

100_ARI	EAS 100_L	VL02 INTERNAL AREA S	SCHEDULE	
AREA	STORY	ROOM TYPE	TOTAL AREA	QTY
ACCOMODATION				
	L02	BALCONY	730	50
	L02	LUXURY POOLSIDE	67	1
	L02	NORTH SUITE	282	8
	L02	SUITE GARDEN	628	16
	L02	SUITE POOLSIDE	1,078	25
			2,785 m²	100
AMENITIES				
	L02	AMENITIES	62	1
			62 m²	1
FOOD + BEVERAG	ES (F+B)			
	L02	F&B	25	1
			25 m²	1
STORES				
	L02	CLNR	30	1
	L02	POOL STORE	28	1
			58 m²	2
			2,930 m ²	104

LVL02 INTERNAL AREAS

—	PROJECT The Da	PROJECT The Davidson by GURNER			SCALE REFER DRAWING	DRAWN JR	CHECK	^{ED} G.H.	
G N	97 - 113 Davidson St Port Douglas QLD 4877 Australia CLIENT			' Australia	SHEET SIZE	DRAWING ST	DRAWING STATUS DEVELOPMENT APPLICATION		
ing Interiors	DOUGLAS DEVELOPMENTS PTY LTD			PTY		LES -			
MOWBRAY	CLIENT SIGN OFF	SIGNATURE		DATE			SCHEDULE		
เน	PROJECT NUM	MBER	LEVEL / LOCATION	ROLE	DRAWING NO.	STATUS	DATE	REVISION	
	GU-P	D2		Α	DA.7.4	DA	23/1/2024	02	

DOUGLAS SHIRE INFORMATION REQUEST

Property Details

Street Address: Real Property Description: Local Government Area:

Application Details

Application Number: Approval Sought: Nature of Development Proposed: Description of the Development Proposed:

Landscaping / Built Form

Response to:

97 – 113 Davidson Street PORT DOUGLAS Lot 1 and Lot 2 on RP723702 & Lot 3 & Lot 4 on RP909815 Douglas Shire Council

CA 2023_5420/1 Development Permit **Combined Application** Accommodation, Multiple Dwellings & Reconfiguring a Lot (4 Lots into 45 Lots & Common Property)

8e. Provide a visual impact assessment of the development accompanied by a series of plans that accurately depict the visual appearance of the development and the landscaping treatments. The visual assessment is to be undertaken by an appropriately qualified professional in conjunction with the landscape architect responsible for the proposed landscaping treatments.



01

IMAGE 01 - IMAGE Location plan



IMAGE A1 - Existing view looking North



IMAGE A2 - Blended view looking North



IMAGE A3 - Proposed view looking North



IMAGE B1 - Existing view looking South



IMAGE B2 - Blended view looking South



IMAGE B3 - Proposed view looking South

Attachment 2: Updated Landscape Plan prepared by AS Design dated 21 January 2024.



The Davidson by GURNER LANDSCAPE DOCUMENTATION - INFORMATION REQUEST RESPONSE

KEY PLAN



DISCLAIMER

- 1. This plan was prepared for the sole purposes of the client for the specific purpose of INFORMATION REQUEST RESPONSE. This plan is strictly limited to the Purpose and does not apply directly or indirectly and will not be used for any other application, purpose, use or matter. The plan is presented without the assumption of a duty of care to any other person (other than the Client) ("Third Party") and may not be relied on by Third Party.
- 2. AS Design Pty Ltd will not be liable (in negligence or otherwise) for any direct or indirect loss, damage, liability or claim arising out of or incidental to:
- a. a Third Party publishing, using or relying on the plan;
- b. AS Design Pty Ltd relying on information provided to it by the Client or a Third Party where the information is incorrect, incomplete, inaccurate, out-of-date or unreasonable;
- c. any inaccuracies or other faults with information or data sourced from a Third Party;
- d. AS Design Pty Ltd relying on surface indicators that are incorrect or inaccurate;
- e. the Client or any Third Party not verifying information in this plan where recommended by AS Design Pty Ltd; lodgement of this plan with any local authority against the recommendation of AS Design Pty Ltd;
- g. the accuracy, reliability, suitability or completeness of any approximations or estimates made or referred to by AS Design Pty Ltd in this plan.
- 3. Without limiting paragraph 1 or 2 above, this plan may not process unless this note is clearly displayed on the plan. 4. The dimensions, area, size and location of improvements, flood information (if shown) and number of lots shown on this plan
- are approximate only and may vary. 5. Scale shown is correct for the original plan and any copies of this plan should be verified by checking against the bar scale. 6. Cadastral boundaries are obtained by title dimensions and digitising from existing cadastral maps. These boundaries have not
- been verified and are approximate only.
- 7. Refer to Civil Engineer's drawings for service locations. All services are to be verified on site prior to any excavation / construction. Trees to be located minimum 1m from services. All services are indicative only.

DRAWING SCHEDULE

2220-L-CD-0.00	COVER SHEET	01
2220-L-CD-1.00	LANDSCAPE PLAN 1 OF 7	01
2220-L-CD-1.01	LANDSCAPE PLAN 2 OF 7	01
2220-L-CD-1.02	LANDSCAPE PLAN 3 OF 7	01
2220-L-CD-1.03	LANDSCAPE PLAN 4 OF 7	01
2220-L-CD-1.04	LANDSCAPE PLAN 5 OF 7	01
2220-L-CD-1.05	LANDSCAPE PLAN 6 OF 7	01
2220-L-CD-1.06	LANDSCAPE PLAN 7 OF 7	01
2220-L-CD-2.00	LANDSCAPE DETAILS	01

PLANT SCHEDULE

Planting Zone - General Planting

REES													
	ATR fit	ATRACTOCARPUS fitzalanii	Brown Gardenia	100L	AS SHOWN	3m x 2m	8m x 5m	1					
-	DEP tet	DEPLANCHEA tetraphylla	Gold Bouquet Tree	200L	AS SHOWN	3m x 2m	12m x 7m	4					
	DIL ala	DILLENIA alata	Red Beach	100L	AS SHOWN	2m x 2m	10m x 6m	2					
	MAN len	MANILTOA lenticellata	Cascading Bean	400L	AS SHOWN	3m x 3m	12m x 6m	2					
	NAU ori	NAUCLEA orientalis	Leichardt Tree	200L	AS SHOWN	3m x 3m	15m x 6m	6					
	PLU acu	PLUMERIA acutifolia 'Rubra'	Red Frangipani	200L	AS SHOWN	2m x 2m	6m x 6m	6					
	PLU obt	PLUMERIA obtusa	Evergreen Frangipani	200L	AS SHOWN	2m x 2m	6m x 4m	9					
	STE sin	STENOCARPUS sinuatus	Wheel of Fire	200L	AS SHOWN	3m x 2m	12m x 6m	2					
	SYZ tie	SYZYGIUM tierneyanum	River Cherry	200L	AS SHOWN	TBC	8m x 4m	4					
	XAN chr	XANTHOSTEMON chrysanthus	Golden Penda	200L	AS SHOWN	3m x 3m	10m x 5m	3					
IRUBS	, ,												
	ALC imp	ALCANTEREA imperialis 'rubra'	Silver Plum	400mm	AS SHOWN	TBC	1.5m x 1.5m	4					
	ALO mac	ALOCASIA macrorrhizos	Giant Taro	300mm	AS SHOWN	1.5m x 1.5m	3m x 3m	19					
	ALP pur	ALPINIA purpurata	Red Ginger	200mm	AS SHOWN	TBC	4m x 1.5m	10					
-	BLE gib	BLECHNUM gibbum 'Silver Lady'	Dwarf Tree Fern	200mm	800mm apart	TBC	1.2m x 1m	25					
	COR dia	CORDYLINE fruticosa	Pink Diamond	300mm	AS SHOWN	TBC	1m x 1m	5					
	COR pin	CORDYLINE fruticosa	Pink Champion	300mm	AS SHOWN	ТВС	1m x 1m	14					
-	HEL kaw	HELICONIA bihai x caribaea 'kawauchi'		300mm	AS SHOWN	1.5m x 1m	4m x 2m	23					
_	HEL ros	HELICONIA rostrata	Hanging Lobster Claw	300mm	AS SHOWN	2m x 1m	3.5m x 2m	6					
	IXO mal	IXORA 'Pink Malay'	Pink Malay Ixora	200mm	900mm apart	ТВС	1m x 1m	26					
_	PHI sel	PHILODENDRON selloum	Норе	300mm	AS SHOWN	TBC	1.5m x 1.5m	28					
-	PHI xan	PHILODENDRON xanadu	Xanadu	300mm	750mm apart	ТВС	1m x 1m	34					
	RHA exc	RHAPIS excelsa	Bamboo Palm	300mm	AS SHOWN	TBC	3m x 2m	15					
-	STE nic	STRELITZIA nicolai	Natal Wild Banana	300mm	AS SHOWN	TBC	6m x 3m	6					
-	ZAM fur	ZAMIA furfuracea	Cardboard Palm	300mm	AS SHOWN	TBC	1.5m x 1.5m	16					
	FERNS												
	ADO mer	ADONIDIA merrillii	Manila Palm	ex around	AS SHOWN	4.5m x 2m	6m x 3m	23					
	ARC ale	ARCHONTOPHOENIX alexandrae	Alexandra Palm	200L	AS SHOWN	3m x 3m	15m x 5m	5					
-	BEC fen	BECCARIOPHOENIX fenestralis	Windowpane Palm	ex ground	AS SHOWN	8m x 6m	16m x 7m	2					
F	COC nuc	COCUS nucifera	Coconev	ex ground	AS SHOWN	7m x 4m	18m x 12m	2					
-	CYA coo (1m high)	CYATHEA cooperii	Tree Fern	400mm	AS SHOWN	1m x 1m	8m x 3m	2					
-	CYA coo (3m high)	CYATHEA cooperii	Tree Fern	100L	AS SHOWN	3m x 3m	8m x 3m	2		_			
-	CYC tho	CYCAS thourasii	Madagascar Sago	400mm	AS SHOWN	TBC	8m x 3.5m	4	19/12/2023	01	INFO	DRMATION REG	UEST RESPONSE
	CYR lip	CYRTOSTACHYS renda	Lipstick Palm	ex ground	AS SHOWN	3m x 2m	8m x 3.5m	33	date	rev. no	desc	ription	
-	DYP can	DYPSIS lutescens	Areca Palm	400mm	AS SHOWN	3m x 2m	7m x 3m	42					
-	DYP len		Redneck Palm	ex around	AS SHOWN	5m x 3m	8m x 3m	2			\frown		
_			The Elegant Fan Palm	TBC	AS SHOWN	2m x 2m	4m x 3m	4		JU	E 2	IGU	
_			Ruffled Fan Palm	400mm	AS SHOWN	TBC	6m x 3m	2				U	
_	LIV luz (5m high)	LIVISTONA rotundifolia var luzoniensis	Footstool Fan Palm	ex around	AS SHOWN	5m x 2 5m	15m x 7m	6					
_	LIV luz (10m high)	LIVISTONA rotundifolia var. luzoniensis	Footstool Fan Palm	ex ground		10m x 4m	15m x 7m	8		a	ddress PO	Box 2451 Fortitud	le Valley BC. Fortitude Valley 400
_		PANDANUS baptietii	Cold Striped Scrow Pipe	ex ground			6m x 6m	2			telepho	ne 0408 346 307	website www.as-design.com.a
	PAN too	PANDANUS baptistii	Scrow Palm			3m x 3m		7					
-	PTV mag	PANDANOS lectorius	Macarthur Palm					20	project				
_	FITINAC	WASHINGTONIA robusta Sub With		ex ground	AS SHOWN	4111 X 3111		30	The Da	avidson	by GL	IRNER	
	MAG rob	Livistonia Decipiens	Washingtonia Palm	ex ground	AS SHOWN	5-7m x 2m	20m x 3.5m	14			треез		
	WAS IOD					5m x 2 5m	10m x 4m	6			IREE	PURIDU	JUGLAS
	WAS IOD WOD bif	WODYETIA bifurcata	Foxtail Palm	ex ground	AS SHOWN	511 × 2.511							
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The Contractor shall review the plant schedule to ensure that drawings and schedules concur. Where insufficient detail or discrepancies may exist on either the plans or the schedule, it is the Contractors responsibility to resolve immediately with the Landscape Architect and prior to providing Tender pricing, signing work contracts or commencement of works.

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TYPICAL PLANTER BOX DETAILS 1:10



PLANT SCHEDULE

Planting Zone - Typical Podium Planter

A -	SUN TOLERANT PLANTS									
	TALL SHRUBS	1A	HEL str	HELICONIA stricta 'Bucky'	Bucky Heliconia	200mm	500mm apart	TBC	1.5m x 1.5m	4
	SHRUBS	4A	AEC bla	AECHMEA blanchetiana	Orange Bromeliad	200mm	1m apart	TBC	1m x 1m	1
	SHRUBS	2A	PHI xan	PHILODENDRON xanadu	Xanadu	200mm	700Mm apart	TBC	1m x 1m	2
	GROUNDCOVERS	3A	HYM lit	HYMENOCALLIS littoralis	Spider lily	140mm	750mm apart	TBC	0.8m x 0.8m	2
	GROUNDCOVERS	5A	NEO fir	NEOREGELIA 'Fire Ball'	Fire Ball Bromeliad	140mm	300mm apart	TBC	0.2m x 0.2m	14
	DRAPING GROUNDCOVERS	6A	APT cor	APTENIA cordifolia	Baby Sun Rose	140mm	300mm apart	TBC	0.15m x 0.6m	19
В-	SHADE TOLERANT PLANTS									
	TALL SHRUBS	1B	ZIN gol	ZINGIBER spectabile 'Golden Beehive'	Golden Beehive Ginger	200mm	500mm apart	TBC	2.5m x 0.8m	4
	SHRUBS	4B	MON del	MONSTERA deliciosa	Swiss Chesse Plant	200mm	1m apart	TBC	1.5m x 1.5m	1
	SHRUBS	2B	PHI glo	PHILODENDRON gloriosum	Velvet Philodendron	200mm	700mm apart	TBC	0.9m x 0.9m	2
	GROUNDCOVERS	3B	HYM lit	HYMENOCALLIS littoralis	Spider lily	140mm	750mm apart	TBC	0.8m x 0.8m	2
	GROUNDCOVERS	5B	LIR eve	LIRIOPE muscari	Evergreen Giant	140mm	300mm apart	TBC	0.6m x 0.6m	14
	DRAPING GROUNDCOVERS	6B	PEP sca	PEPPEROMIA scandens Tray	Trailing Pepperomia	140mm	300mm apart	TBC	0.2m x 0.5m	19



TYPICAL HOTEL ROOM PLANTER - DETAILED PLAN 1:20





Attachment 3: Technical Memorandum – Traffic Impact Assessment Statement prepared by GHD, dated 23 January 2024.





Technical Memorandum

23 January 2024

То	Gary Hunt	Contact No.	0412 229 233			
Copy to	Jarrod Ryan, Brooker Formosa, Liam Kenny	Email	gary@huntdesign.com.au			
From	GHD Pty Ltd	Project No.	12601184			
Project Name	Port Douglas by GURNER					
Subject	Traffic Impact Assessment Statement (Rev 6)					

1. Introduction

GHD have been engaged by Hunt Design Pty Ltd to assist with engineering inputs for the Development Application (DA) submission of the new high-end short-term accommodation and residential project proposed for Davidson Street, Port Douglas, QLD. As part of the DA submission, a traffic impact statement has been prepared to demonstrate the possible impact that the new facility may have on the existing traffic.

1.1 Purpose of this Memorandum

The purpose of this memorandum is to provide a statement of the existing traffic situation and identify the new development's impact on the situation.

1.2 Scope and limitations

This technical memorandum has been prepared by GHD for The Trustee for Gary Hunt Family Trust (No 1) T/As Hunt Design. It is not prepared as, and is not represented to be, a deliverable suitable for reliance by any person for any purpose. It is not intended for circulation or incorporation into other documents. The matters discussed in this memorandum are limited to those specifically detailed in the memorandum and are subject to any limitations or assumptions specially set out.

1.3 Assumptions and clarifications

The following are the assumptions and exclusions as part of the traffic impact assessment.

- A traffic survey has not been undertaken as part of this project, additionally no traffic data has been provided regarding local traffic movements.
- The owner of the Pandanus Caravan Park and Dougies Backpackers has provided estimated daily traffic generation numbers during the peak occupancy period.
- The existing traffic situation has been analysed based on aerial imagery sourced from Google Earth and Queensland Globe.

→ The Power of Commitment

2. Proposed Development

The proposed new high-end short-term accommodation and residential project is proposed on the sites currently known as Dougies Backpackers and the Pandanus Caravan Park and intends to increase the availability of high-end short term accommodation options in Port Douglas.

The luxury hotel is focussed on a generous swimming lagoon encircled by food and beverage outlets with a very strong Beach Club ambience. Wellness and fitness are key drivers in the design philosophy with a generous wellness spa and wellness gym.

Surrounding the luxury hotel are residential offerings with 43 stand-alone luxury homes and spacious villas with private courtyards and pools.

Additionally, the luxury hotel offers temporary accommodation including 112 hotel rooms of various size and comfort.

The development includes a basement level carpark with 104 car parking spaces (including 6 PWD parking spaces). In addition to this, all residential elements are serviced by private driveways with 2 cars per residence. Totalling 190 car parking spaces.





Capture of architectural drawing showing the proposed development layout

3. Existing Traffic

The existing traffic situation is detailed in the figures below and can be summarised as follows:

- The first priority area in Douglas Shire Council's Economic Development Strategy is Tourism.
- The Economic Development Strategy shares that Tourism generates more than \$611M per year.
- Figures from Tourism and Events Queensland demonstrate that, with an 80% economic reliance on tourism, the Douglas Shire ranks as the most tourism-dependent region in Australia.
- All properties on Davidson Street are zoned as Tourist Accommodation, Centre or Community Facilities.
- The residential population of Port Douglas is approximately 4,300.
- The Port Douglas region sees, on average, approximately 2.1M tourist visitors annually.
- 97-113 Davidson Street is zoned as Tourist Accommodation.
- Dougies Backpackers and Resort and the Pandanus Caravan Park both have accesses from Davidson Street service road and Dougies also has informal parking available from Crimmins Street.
- All surrounding roads are two-way single carriageway roads.
- Davidson Street is a Council controlled road running parallel to Port Douglas Road (state controlled) with access via Crimmins Street and Port Street.

Information provided by the owner of the Pandanus Caravan Park and Dougies Backpackers states:

- 70% of the total yearly occupancy of 22,000 spaces at the Pandanus Caravan Park occurs between June and September equating to approximately 100 spaces per day.
- All occupied spaces at the caravan park have one car and go in and out of the property at least once per day with approximately 50% doing multiple trips per day, equating to approximately 300 vehicle movements per day at the busiest time of the year.
- Most occupants of the backpackers arrive by public transport and then use bikes or taxi buses to move around the town.
- During the busiest times of the year 18 vehicles are parked on the backpacker's with approximately another 20+ vehicles parked on Crimmins Street, the kerb on Davidson Street and in the open space on the eastern side of the street. Unlike the caravan park, observation suggests some may not move on a regular basis as once resident many will revert to public transport, bike, or walk.
- Many tour companies pick up at the reception entry.

From the information provided by the owner of the existing businesses, it is estimated that during peak visitor times, the current businesses collectively produce approximately 320 vehicles per day (vpd).



Figure 2

Queensland Globe aerial capture showing the existing traffic flow.

4. Proposed Development Traffic

As can be seen in the conceptual architectural drawings for the new luxury hotel and private homes, the number of property accesses from Davidson Street is proposed to remain the same and access to the site from Crimmins Street will be formalised.

The proposed development allows for 112 temporary accommodation rooms plus 43 residences and a café and restaurant. The luxury hotel will also offer a gym and wellness spa which will be majority use by hotel guests and private home residents.

The traffic contribution assumptions for the proposed development are:

- Many luxury homeowners are expected to keep a car at their property and travel to and from the airport by private hire luxury transfers.
- Few of the luxury homes will be occupied at once, assume 50% maximum at any one time.
- Maximum occupancy of the hotel rooms is expected to be 80%.
- Guests in the Resort will either arrive in self-drive rental cars or with private hire luxury transfers.
- Many hotel guests are expected to use the facilities provided on site and will not make multiple trips daily in and out of the resort.
- Airport transfers and tour operators tend to use mini vans. Large coaches are rarely used for transfers.

To validate the assumptions of traffic generated by the proposed development, an existing development with similar expected clientele was used as an example. The Sheraton Grand Mirage Resort offers a range of high-end temporary accommodation rooms as well as luxury homes. The General Manager of the Sheraton Mirage provided the following information:

- Of the 124 condominiums at the property, one is lived in permanently, the rest are rented out for short term accommodation. Few are occupied at any one time.
- Room occupancy in the hotel portion of the resort is 45-68%.
- No large coaches are used for transfers.

With 112 hotel rooms at 80% occupancy and 41 luxury homes at 50% occupancy doing one trip per day in the proposed development, the maximum expected daily traffic generated by the development is expected to be 220vpd. This is substantially less than the 320vpd peak daily traffic currently generated by the existing land users. In addition, the traffic generated from the proposed development is expected to be distributed generally outside of the typical AM/PM peak hours.

4.1 Street Access

It is recommended that the driveway crossovers be designed generally in accordance with IPWEAQ Standard Drawing RS-051. This will ensure that access in and out of the property will be safe and efficient.

4.2 Vehicle Access and Turn Paths

A vehicle turning path assessment was conducted for the following scenarios:

- Garbage collection and Urban Fire Truck (8.8m Service vehicle) to the rear of the development and accessing the service entrance from Crimmins Street.
- Larger truck (12.5m Service vehicle) to the rear of the development and accessing the service entrance from Crimmins Street.
- Standard car (Passenger vehicle) entering and exiting specific residential dwellings.
- Collection of rubbish and deliveries to Crimmins Street access.
- Standard car (Passenger vehicle) circulating the basement level carpark.

The assessment found the following:

- An 8.8m service vehicle can access the rear of the development and reverse out.

- A 12.5m service vehicle can access the northern internal road to the first intersection.
- A standard passenger vehicle can easily access all residential houses.
- An 8.8m service vehicle can access the basement level service (this assessment is horizontal access only; no vertical checks were conducted).
- A standard passenger vehicle can circulate the basement level carpark. However, it is recommended to chevron out the two end carparks in the blind aisle to allow a vehicle to turn around if no parking spaces are available.

4.3 Parking

Section 9.4 of the Douglas Shire Council Planning Scheme states the requirements for parking facilities in new developments. For a resort complex, the scheme states to use the relevant standard for each component of the resort. The breakdown of parking requirements is shown in Table 1.

Land uses	Minimum number of ordinary vehicle parking spaces	Scheme Requirement	Proposed Development	Comment	
Wellness Spa	1/20m ² (1/40m ² *)	13 (540m²)	104 (car)	This proposed	
Gym	1/15m ² (1/30m ² *)	13 (364m²)	14 (motorcycle)	380m of Precinct 1:	
Restaurant and Café (Food and drink outlet)	Not Precinct 1 - $1/25m^2$ (1/50m ^{2*}) Precinct 1 - $1/50m^2$ Bike - $1/100m^2$	14 (677m²) 14 (677m²) 7 (677m²)	30 (bike)	Port Douglas precinct in the Port Douglas / Craiglie Local plan. This proximity will allow alternative transport options to	
Short-term accommodation rooms	Not Precinct 1 – For over 10 units: 0.75 car spaces per dwelling unit, plus 3 spaces for visitors and 2 service/staff parking for the first 10 units and 0.5 additional service / staff space per 10 units, there-above. Precinct 1 – 0.5 car spaces per dwelling unit.	Car - 94 (112 units) Bike – 11 (112 units) 56 (112 units)		The required total number of parking spaces if this development were in Precinct 1 is 101. The development will provide an additional 581m ² of restaurant and bar area in its ground floor island and level 2 pool deck which will be exclusively for hotel	
Residences (Multiple dwelling)	Car - 1.5 / dwelling unit Bike - 1 / 3 units and 1 visitor / 12 units.	65 (43 units) 19 (43 units)	86 43		

 Table 1
 Parking Requirements for The Davidson by GURNER[™] Luxury Hotel and Private Homes

*Section 6.2.14 Tourist Accommodation Zone Code, AO9.3 states "Where a commercial service or facility offers services to persons over and above in-house guests, the commercial component provides on- site car parking for 50% of the floor area available for use in accordance with the relevant requirements of the Parking and access code."

The number of parking spaces provided for the luxury homes well exceeds the required number of parking spaces.

The total number of parking spaces required for the hotel and resort facilities is 134. The development allows for 118 parking spaces (car and motorcycle). As is currently experienced on Davidson Street service road and Crimmins Street, these roads are wide and have low traffic volumes, allowing for convenient on-street parking opportunities in the event the on-site parking is full. The street frontage of the development could allow for an additional 20 informal parking spaces.

In addition, the number of parking spaces (car and motorcycle combined) provided in the concept plan exceeds the number of parking spaces required for the proposed development if it were within Precinct 1: Port Douglas precinct in the Port Douglas/Craiglie Local Plan.

As this proposed development is in close proximity to Precinct 1 and there is ample safe and convenient on-street parking available on the road frontage, it is suggested that the proposed number of parking spaces is adequate for this development.

5. Road and Intersection Safety

Davidson Street is approximately 7.5m wide with concrete kerb and channel on the western side of the road and no kerb or channel on the eastern side of the road. There is a 3.5m wide concrete shared path running parallel to Davidson Street on the eastern side of the road. Anecdotally, this road has low vehicle use.

The intersection between Davidson Street and Port Street is a left turn only, exit only intersection with expected sufficient width and capacity to cater for traffic generated by this development. As such, it is not expected that the traffic generated by this development will exceed the capacity of Davidson Street.

The intersection between Davidson Street and Crimmins Street is a cross intersection allowing access to and from Port Douglas Road. Anecdotally, this intersection has light traffic and rarely has any queuing traffic.

The intersection of Port Douglas Road and Crimmins Street is a T-intersection with and CHR treatment. Anecdotally, this intersection doesn't queue beyond the turning lane provided and the existing layout works for the current traffic.

As the traffic generated by the proposed development is expected to be less than the traffic currently generated by the existing businesses, it is expected that the safety and capacity of the intersections discussed above will not be negatively impacted.

6. Conclusion

The estimated traffic generate from the proposed development is 220vpd, compared to the estimated existing traffic generated by the existing businesses which is 320vpd.

Due to the reduced traffic generated and the traffic generated expected to be distributed generally outside of the typical AM/PM peak hours, it is expected that the safety and capacity of the affected roads and intersections will not be negatively impacted by the proposed development and, as such, further detailed assessments are not required.

As this proposed development is in close proximity to Precinct 1 and there is ample safe and convenient on-street parking available on the road frontage, it is suggested that the proposed development is offering an adequate number of parking spaces.

Regards

Jessica Dennien Senior Civil Engineer **Attachment 4:** Updated Civil Engineering Report and associated plans, prepared by Applin Consulting dated 24 January 2024.



Our Ref: 23001 DA RFI Response Davidson Street Gurner

24 January 2024

Douglas Shire Council Po Box 723 MOSSMAN QLD 4873

Attention: Neil Beck

Dear Neil,

COMBINED PERMIT RFI RESPONSE SUBMISSION ACCOMMODATION, MULTIPLE DWELLINGS & RECONFIGURING A LOT (4 LOTS INTO 45 LOTS & COMMON PROPERTY) CA 2023_5420/1 97-113 DAVIDSON STREET, PORT DOUGLAS (L1&2 RP723702 & L3&4 RP909815)

We refer to Douglas Shire Council's (Council) Information Request (IR) dated 2 November 2023. Applin Consulting has been engaged to prepare and compile a response to the civil engineering matters applicable to Council's IR and the information requested is repeated below in the order in which it appeared in the IR with the response following:

Earthworks

3. Concern is raised regarding the proposed wholesale clearing of vegetation and significantly raising site levels on which the development will sit. There are numerous assessment benchmarks within the Planning Scheme (including the Strategic Framework) that seek to avoid inappropriate vegetation clearing that has an ability to detrimentally impact on visual amenity and scenic qualities. The proposed filling of the land also raises concerns with the proposed interface between the site and those areas external.

As detailed in the Applin Consulting Engineering Report Section 3.2 Proposed Earthworks, the basis for raising the site levels appears to be to avoid Actual or Potential Acid Sulfate Soils and also to accommodate the entrance ramp to the basement level from Crimmins Street.

The Applicant is requested to revise the proposed layout and basement levels to reduce the finished surface levels on site, investigate opportunities to retain significant vegetation and achieve a more sympathetic interface to the existing road and verge levels. Further details are also required on the access ramp and the interface with the dwelling unit (and pool) above and associated impacts the ramp may have on the amenity of the residence. Undertake vertical clearance assessment of the access from Crimmins Street.

Advice Note: The Applicant has control of the design layout and the ability to modify the layout to achieve compliant ramp lengths and grades.

As stated in the original Engineering Report, the site heights were governed by service vehicles needing sufficient height clearance to access and operate within a basement. The site layout has now been adjusted to accommodate an on-grade "back of house' service area which negates the need for service vehicles, in particular a garbage truck, to access under the resort/hotel.

The removal of service vehicles into the basement while also extending the basement and including an underground water storage reserve has resulted in the lowering of the finished levels across the site, elimination of imported fill and a reduction in perimeter retaining, whilst still maintaining the site above the 1% AEP storm surge plus Sea Level Rise of 800mm plus 500mm freeboard (i.e. RL 3.43m AHD).

New preliminary earthworks volumes (including allowance for stripping of 100mm, 250mm thick pavements) and retaining wall heights, are summarised below:

- Earthworks Volumes
 - Site cut of 12,650 m3,
 - Fill to site of 10,950 m3,
 - No Imported fill will be required.
- Retaining wall average heights:
 - Nil on Davidson Street. (*Note: The internal site levels will be slightly above the verge levels however this minor change in level is envisaged to be incorporated into the perimeter fence.*)
 - Crimmins Street
 - Nil from Davidson Street Coner to Service Area. (*Note: Like Davidson Street, the proposed internal site levels will be slightly above the verge levels however this minor change in level is envisaged to be incorporated into the perimeter fence.*)
 - 200mm to 900mm from Service Area to rear boundary.
 - 200mm to 1250mm on Northern Boundary (Note: The last 8m 10m of the boundary drops away a further 300+ mm lifting the wall to 1250mm at the corner)
 - 1250mm to 1700mm on the Western Boundary with the section behind the resort/hotel pool being offset approximately 4.5m from the rear boundary and retained by the inground water storage structure. (*Note: We believe at detailed design stage this section will be heavily landscaped to lessen the visual impact, if any, from the reserve area.*)

These new wall heights will have no impact on the visual amenity of the surrounding area given most of the site currently has a solid 1.8m high front timber fence as shown below.



APPLIN CONSULTING (KPAG P/L atf The Applin Family Trust) ABN : 83 104 356 849

19 Mullins St Whitfield QLD 4870 0414 768 109 greg@applinconsulting.com.au The new layout and grading plan (23001 SK001D) is included in the civil set of sketch plans in Appendix A.

4. It is noted on the Grading Plan (Applin Drawing 23001-SK001) that design contours are shown indicating earthworks (filling) external to the development boundary. Specifically at the Davidson Street entry/exit. Furthermore, ramped accesses to the development are not indicated to interface with the road verge at the lot boundary, but within the road reserve.

The Applicant is requested to revise the Grading Plan so that all design contours and ramps required to access the site are wholly contained within the development footprint, and do not encroach into the road reserve. Provide a plan showing the earthworks cut and fill depths across the site and shaded by height range i.e the height difference between the existing ground level and proposed finished surface levels.

Advice Note: Officers do not support regrading of the road reserve. Any ramps required to access the site must be wholly contained within the development boundary.

Currently the Davidson Street verge, in front of the proposed site entrance, has a crown in it with part of the verge falling towards the site (This maybe to provide sufficient cover to the existing water main).

Given the site is being filled, a small amount of reshaping of the verge is required to ensure all the verge falls towards Davidson Street otherwise a low point would be created along the front property boundary. This minimal filling will ensure the Davidson verge, and proposed concrete footpath, is constructed as per FNQROC. Refer image (taken from Sketch plan 23001 SK003D) below:



Preliminary sketch plans 23001 SK003D and SK005B showing fill heights and site sections, as requested, have been produced and are included in **Appendix A**. (Note: The minor verge fill is not shown given it is so minimal).

5. The current plans and sections do not provide sufficient detail on the works proposed in Crimmins Street including the extent of fill and the continued functional access to the sewage pump station.

The Applicant is requested to provide road longitudinal and cross sections or sufficient resolution in the contours to confirm the fill depths and interface levels along the Crimmins Street road reserve and at the existing sewage pump station.

Also noted Section CC is not noted on the plans.

The proposed works on Crimmins Street simply include the grading of the existing gravel track to allow construction of a new concrete driveway. Minimal change of levels (0 mm – 200 mm) will occur along Crimmins Street; therefore, a long section is considered unnecessary at DA stage and has not been produced.

Please note, the Crimmins Street drain top of bank will remain generally unchanged in level.

Additional notes and proposed levels have been added to sketch plan 23001 SK001D to show the pump station access., which is 150mm lower than the existing pump station slab and generally at the same level as the existing ground.

These proposed works will benefit Council with a robust all-weather surface being provided to their sewerage infrastructure with also the ability to turn a service vehicle around via the adjacent service area driveway.

Refer snip below and Appendix A.



APPLIN CONSULTING (KPAG P/L atf The Applin Family Trust) ABN : 83 104 356 849 6. The Engineering Report submitted indicates cut and fill volumes as 9,500m3 and 24,500m3, respectively. Imported fill is indicated as 15,000m3 "after consideration of bulking factors and fill won from services and retaining walls".

It is unclear if the volume calculations included topsoil stripping, clearing and grubbing, ASS/PASS and other potentially unsuitable materials from within the site, and how compaction related volume changes for the remaining site won material were assessed.

It is also unclear if settlement of the site due to consolidation of the underlying marine clays is considered in the volume calculations.

Concern is raised that the volume nominated may not represent the total imported material volume required. The Applicant is requested to confirm the total cut and fill volumes for the development take into account the above potentially unsuitable fill material as well as material compaction and moisture controls on the remaining site won material.

The Applicant is also to advise if site pre-loading is proposed to achieve primary consolidation and what volume of imported pre-load material would be required.

Further details of the preliminary earthwork volumes are including in the response to Item 3 above.

Given the service basement no longer requires service by a garbage truck the FFL of the lower basement and water storage reserve can now match the resort/hotel basement floor of RL 1.9m AHD. Despite the service tunnel will dipping slightly lower to around RL 1.0m AHD, exposure to any ASS/PASS and hence unsuitable material is not expected.

The basement excavation may require a working platform of around 450 mm, as per the geotechnical advice, therefore placing the excavation basement level at around RL 1.45m AHD and the service tunnel at around RL 0.55m AHD.

BH03 was taken where the basement excavation will occur with BH04 taken approximately 40m west of any proposed basement excavation near the water storage reserve.

As depicted below, excavation remains in the sand layer of BH03 and BH04 logs, even with a 450mm allowance for a working platform therefore we expect to encounter minimal unsuitable ground.

We note that these bore holes are only representative of what can be expected and sub surface conditions can change, however for the purposes of a development approval we trust the above information provides Council with some surety that imported material to site will be minimal if any.



No allowance in the volumes has been considered for site consolidation and at this stage a site consolidation regime is considered not to be warranted and will be subject to further consideration following site approval.

Preliminary structural advice is that all structures will be engineered to accommodate potential settlement via piles, or similar, for the resort/hotel and high-level raft, or similar, footings for the residential houses.

Stormwater

9. Concern is raised with the pre-development stormwater flow assessment. The calculations provided in Section 5.3 of the Engineering Report assume the existing site is 50% impervious.

Review of QLD Globe imagery appears to indicate a majority of the development footprint is pervious area. A further review of available historic aerial imagery, over various months of the year, does not support the statement in the engineering report that the occupancy remain high, with numerous images showing mostly vacant sites particularly in the wet season months.

The Applicant is requested to justify the assumption that 50% of the existing site is impervious with supporting analysis or calculations.

The report also advises that the current drainage is via sheet flow and a gentle gradient. Adoption of standard inlet times is therefore not consistent with this statement and may not be representative of current site runoff.

Revised calculations of the pre-development site runoff scenario must be provided. The RPEQ must certify that the calculations have been reviewed and comply with best practice principles.

Coefficient of Discharge Adopted

A coefficient of discharge was chosen for the site in accordance with Section 4.5 of QUDM by adopting a Fraction impervious (f_i) of 0.5 from the range in Table 4.5.1, being Urban Residential – Low Density (excluding roads).

Table 7.3.3 of QUDM defines Urban Residential as including tourist accommodation, which we considered to be backpackers and caravan parks. We also note that the site contains 10 existing large buildings ranging in size from 120 m2 to 230 m2, some smaller sheds, 2 large pools with large paved surrounding area and numerous full-time residences:

Urban residential low density	Residential areas which have over 5 and up to 20 dwelling units per hectare e.g. normal detached houses on residential allotments.
	This category would likely include Queensland Planning Zones: low density residential, low-medium density residential, character residential and tourist accommodation.

Time of Concentration

We acknowledge that the adoption of Standard Inlet Time could be considered questionable, however this was compared to overland sheet flow times as per QUDM Figure 4.4 which generated a t'c of 17 min, so a more conservative 15 mins was adopted.

Refer Figure 4.4 (QUDM) below:



Figure 4.4 – Overland sheet flow times (shallow sheet flow only) (source: ARR, 1977)

We apologise for not making this known in the original report.

New Calculations of Pre-Development

Notwithstanding the above we have adopted a more conservative Fraction Impervious (f_i) of 0.3 for the site, adjusted the t'c to 17 mins and adjusted the pre-development flows accordingly, with a revised summary included below:

7

Catchment	Area m2	T'c*	l10 mm/hr	l100 mm/hr	fi⁴	C10**	C100**	Q 10 m3/s	Q 100 m3/s
Pandanus	24,480	17	145.7	209.2	0.3	0.76	0.91	0.753	1.30
Dougies	1,470	17	145.7	209.2	0.3	0.76	0.91	0.045	0.08

* Based on Fig 4.4 (130m sheet flow path at 1.5% with poor grass cover)

+ ${}^{1}I_{10}$ for PD is 81mm/hr. f_i Table 4.5.3 = 0.76

** Existing site assumed to have low seasonal occupancy

Conclusion

Following the above adjustments, pre-developed Q10 and Q100 flows are decreased which results in marginally greater changes in post developed flows which ultimately have no detrimental effect on the surrounding drainage given the site is located adjacent to the tidal zone, thus negating the need for any site detention, and considering the proposed concrete relining of Crimmins Street drain will also significantly increase capacity to more than the increased post development site difference.

Refer response to item 12 below which summarises the open drain capacity increase.

10. Concern is raised regarding the apparent absence of a concrete access and hardstand area adjacent to the gross pollutant traps (GPTs) located inside the development's western and southern boundaries.

Notwithstanding that these will be private GPT's maintained by the Applicant, the principles of the FNQROC Development Manual D5, and requirement to carry out maintenance safely and effectively still need to be demonstrated for the installed devices to be relied on for water quality control.

The Applicant is requested to confirm a concrete access and hardstand area adjacent all GPTs within the development site will be provided for maintenance of these devices.

As noted in Council's review, this is a privately owned development and FNQROC standards do not need to apply within the site. Despite this, FNQROC standards are generally adopted on these types of developments.

Due to the lowering and layout amendments of the site, the drainage catchment areas have now changed at the southern end of the site as shown in preliminary sketch plan 23001-SK002D (Refer **Appendix A**).

The change in layout and drainage paths now requires 3 GPTs, with the northern most GPT placed near the rear boundary for amenity reasons. This is the only GPT without direct access however it can be easily accessed and cleaned by the hose of a sucker truck parked on the internal roadway as shown below:



11. It is noted on the Drainage Layout Plan (Applin Drawing 23001-SK002) that a GPT is not proposed on two of the four stormwater outlets.

The Applicant is requested to clarify why a GPT is not proposed on all stormwater outlets from the development site, noting the requirements of FNQROC and Queensland Urban Drainage Manual (QUDM).

As noted in the response to item 10, the drainage has now changed, resulting in the requirement for 3 GPTs across the site.

The middle catchment area is predominately the pool so no GPT has been proposed for this area whilst the other minor catchment is the entrance port cochere only.

12. Concern is raised regarding the potential maintenance and scouring implications with the Crimmins Street stormwater outlet aligned perpendicular to the open drain.

The Applicant is requested to realign the stormwater outlet at Crimmins Street to a 45- degree angle to the open drain similar to the existing drainage outlet.

The preliminary sketch plans have been amended as request, and as noted in Section 5.6 Summary of the Engineering Report, the development proposes to concrete line the base of the Crimmins Street drain to reduce erosion and vastly increase capacity within the drain by changing the Mannings coefficient from a value of around 0.045 to 0.13 for a proposed 1.2m wide x 150 mm deep concrete section of the base.

Open channel capacity calculations of the Crimmins Street drain, for the section below the site outlet, show that the proposed concrete lining of the base increases the capacity (allowing for 300 mm freeboard) from an existing capacity of around 3.98m3/s (V=1.81m/s) to 9.07 m3/s (V=5.18 m3/s).

Refer calculations in Appendix B.

Sewer

13. The current plans do not show the existing rising main along the western boundary of the site or the clearance from this existing sewer main to the proposed new 4m deep gravity sewer main. Council's records indicate the rising main is closer at the southern end where the sewer is deepest.

It is not clear whether the sewer design has considered the implication of working near this live sewer asset and how the integrity of the rising main will be maintained during the proposed gravity sewer construction.

The Applicant is to update drawings showing the relationship and offsets between the existing rising main sewer and the proposed new gravity sewer. The information must include horizontal and vertical distances and provide commentary on contributing implications.

Council's works department has indicated that the rising main along the rear boundary was abandoned several years ago, but not removed.

For clarity this rising main was located by GPR and has been included in the preliminary civil sketch plan (Refer **Appendix A**) and marked as abandoned. Given this RM is no longer live, offsets have not been added to the preliminary sketch plans.

We acknowledge that building the new gravity sewer line at a depth of around 4m will be challenging and expensive and will require the following considerations during detailed design of Operational Works plans:

- Timing of the works to occur in the drier months,
- Trench shoring to minimise excavation width,
- Dewatering of trenches (BH02 and BH06 indicate water around 800 mm bgl),
- Type 2 bedding as per FNQROC Std Dwg S3015C,
- Possible ASS/PASS treatment

14. Concern is raised regarding loading of the proposed realigned sewer due to the retaining wall along the development's western boundary. Specifically, the consequences of building a trunk sewer 4m deep and offset 2m from the toe of a 2.6m retaining wall.

The zone of influence for a sewer of this depth extends approximately 4.6m into the development footprint (refer annotated figure below).



The Applicant is requested to confirm how the interaction between the foundations of the retaining wall proposed along the length of the development's western boundary and the new 150mm trunk sewer will be designed and constructed independent of one another.

Cross sections showing the proposed retaining wall footings and trunk sewer arrangement are requested to support the discussion.

Advice Notes: As the asset owner of this trunk sewer, Council may be required to access, excavate, and repair this infrastructure in the future.

The current design does not demonstrate that the sewer can be maintained without implications for the stability and integrity of the proposed retaining wall. Officers seek confirmation that the integrity of the development's western retaining wall will not be undermined by Council's requirement to maintain this asset.

This request relates to detailed design which would be provided at OPW stage, not DA stage.

A structural retaining wall can be engineered, by a structural RPEQ, to ensure:

- The zone of influence from the wall does not impact the sewer,
- The wall is designed to allow for future excavation of the sewer.

We kindly request this be conditioned in the approval.

15. Officers hold concern that there is insufficient clearance between the perimeter retaining wall and sewer infrastructure along the southern and western boundaries of the development.

The Applicant is requested to confirm sufficient clearances are provided between all existing or proposed trunk sewer infrastructure and retaining walls in accordance with FNQROC Development Manual D7.16.

GPR (Ground penetrating Radar) was used to locate the sewer infrastructure within this back corner area as access via the sucker truck was not possible.

Experience tells us that the GPR is sometimes not 100% accurate, however it does appear that the sewer rising mains are located close or within the property. Given this 'back of house / service area' is likely to be refined at detailed design stage, allowing the retaining walls to move slightly and provide sufficient clearance to any located Council infrastructure, we kindly request Council to condition additional investigation be undertaken to locate this infrastructure and clearance as per FNQROC and WSAA be provided.

16. Concern is raised regarding the pipe cover to the DN375 sewer rising main along Crimmins Street, and the DN150 and DN300 water main along Davidson Street at the development's accesses.

The Applicant is requested to confirm (with potholing) the pipe cover to the new road surface is achieved in accordance with FNQROC Development Manual D6.11.

Where minimum cover cannot be achieved, the treatment options in D6.11 are to be adopted.

Potholing along the verge has confirmed more than 600 mm cover (as per FNQROC Section D6.11) exists to the water mains and the 375mm RM.

Potholing top of pipe and FFLs are tabled below:

Infrastructure	Location	Top of Pipe Level (m AHD)	Ex Ground Level (m AHD)	Cover (m)
375mm RM	Crimmins St - Near P/S	2.82	3.81	0.99
375mm RM	Crimmins St – Half way	2.71	3.83	1.12
375mm RM	Crimmins St - Start	2.72	4.20	1.48

300mm WM	Cnr Davidson St and Crimmins Street	3.31	4.35	1.04
150mm WM	Cnr Davidson St and Crimmins Street	3.28	4.35	1.07
300mm WM	Davidson St – Half way	3.64	4.46	0.82
150mm WM	Davidson St – Half way	3.79	4.46	0.67

Retaining Wall

17. It is noted that a retaining wall is proposed at a majority of the development's perimeter. Officers are concerned that the limited detail of the retaining wall does not clearly indicate all elements of the wall will be contained within the development footprint, inclusive of footings.

The Applicant is requested to confirm all elements of any retaining walls proposed will be wholly contained within the development footprint.

Any perimeter retaining will be wholly contained within the site boundaries. Note: Should a post and sleeper type arrangement be used, the posts and sleepers will be located approximately 10 - 20mm inside the boundaries, with the bored footing only extending into the verge, similar to all boundary fences and vertical sleeper walls throughout the Shire.

Vegetation Damage External

19. It is noted that sewer and stormwater infrastructure is proposed along the western boundary of the development site, with the potential to directly impact the SRZs and TPZs of many existing trees.

Advice Note: Officers are concerned that the 2.6m high retaining wall, stormwater outlet infrastructure, and realigned 4m deep 150mm diameter trunk sewer proposed along the western boundary will be very detrimental to the wellbeing of existing trees in this area (outside the development).

In addition, vegetation west of the development site is classed as "area containing of concern regional ecosystem" (SARA Development Assessment Mapping System) and mapped as Category B Remnant Vegetation (Qld Globe). Refer Figure 2 and 3 below.





The Applicant is requested to engage a suitably experienced and qualified arborist to assess each tree located within 10m of the development's western boundary.

The assessment is required to indicate which trees are at risk of being harmed or destroyed as a result of the proposed retaining walls, trunk sewer infrastructure, and stormwater outlet infrastructure. The assessment should also discuss the measures required to protect any trees at risk of being harmed or destroyed. Reference should be made to the vegetation mapping west of the site.

Refer response by others regarding vegetation.

Please note, the existing trunk sewer main is AC (Asbestos Cement), around 50 years old (installed in 1975) and likely requiring replacement in future years despite sections being relined in 2016.

Therefore, it needs to be considered that these works would occur in the foreseeable future and please note that works will be minimised by shoring to reduce impact and works can be undertaken from the site side to future reduce impact.

Water Reticulation

24. Officers hold concern that there is insufficient clearance between the perimeter retaining wall and existing (DN150 and DN300) AC water mains along Davidson Street.

The Applicant is requested to confirm sufficient clearances are provided between all water mains and retaining walls, etc. in accordance with FNQROC Development Manual D6.15. Locations of existing services are to be confirmed with potholing and survey. The resulting clearances to road pavements, footings and other services are to be dimensioned on the application plans.

Additional site survey and potholing has been undertaken to locate the water main which is well clear of the boundary, on an alignment of approximately 3.9m.

Given the reduction in site fill and minimal retaining (if any) along the front boundary, the water main will not be loaded by the site's perimeter wall.

25. Clarification is requested for the calculations provided for the pre-development water demand across the four existing lots. Specifically, Officers seek additional information on the number of units used for each type of equivalent connection.

For example, 103 van sites and 15 cabins were used to calculate the demand for the caravan park.

The Applicant is requested to confirm how the number of units used for each type of equivalent connection was verified and whether these demands are consistent with current approved lawful uses..

Existing demand calculations were based of the current licences provided by the existing owners. We apologise for not including this information in the original application, we assumed Council had records of these licences.

Please note Pandanus Tourist Park has 98 permitted Van/Tent Sites (although the site has acquired some extra spots) not 103 as originally indicated in the original submission. This has reduced the pre development demand by 7.2 EPs, resulting in an increased demand across the proposed development sites of 13.8 EPs or a 0.014l/s increase in PH water demand and 0.039l/s increase in sewer ADWF, both are still considered negligible.

Refer Appendix C for the DSC Operating permit for both existing sites.

Footpath

27. The Applicant is requested to confirm that a 2m wide footpath is proposed along the frontage of Davidson Street. Reference is made to IPWEA's Street Design Manual: Walkable Neighbourhoods and FNQROC Development Manual D1.

A 2m wide footpath has been added to Davidson Street.

Refer the new layout and grading plan (23001 SK001D) is included in Appendix A.

28. The design must be amended to clearly show no filling of the verge that would alter the longitudinal grade or cross fall of the 2m wide concrete footpath. In particular, the entry and exit driveways must not ramp within the verge.

The current verge profile has a crown in it which would force a low point along the property boundary. Therefore, minor regrading of the verge is required to ensure the footpath crossfall is as per FNQROC.

We trust the above and attached is sufficient for Council's purposes and allows Council to finalise the Approval.

Please do not hesitate to contact the undersigned should you have any further questions in relation to this matter.

Yours faithfully APPLIN CONSULTING

GREG APPLIN B Eng (Civil) RPEQ 6073

APPENDIX A



D	PRELIMINARY ISSUE	GB	GA	18/01/24	
С	PRELIMINARY ISSUE	GB	GA	21/12/23	
В	PRELIMINARY ISSUE	GB	GA	24/04/23	APPLIN — CONSU
А	PRELIMINARY ISSUE	GB	GA	03/04/23	
REV	DESCRIPTION	DRN	APP	DATE	M 0414 768 109 E greg@applinconsulting.com.au
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PLAN SCALE 1:400



<u>LEGEND</u>



PROPOSED ROADWAY
BASEMENT UNDER
PROPOSED SURFACE LEVEL
PROPOSED RETAINING WALL LEVEL (TW = TOP OF WALL / BW = BOTTOM OF WALL)
PROPOSED DRAINAGE LINE (INDICATIVE)
PROPOSED RETAINING WALL
PROPOSED FINISHED SURFACE CONTOURS (0.1m INTERVAL)
EXISTING SEWER PRESSURE MAIN
EXISTING TOP OF BANK
EXISTING STRUCTURE
EXISTING SEWER GRAVITY MAIN
EXISTING SEWER PRESSURE MAIN
EXISTING SEWER PRESSURE MAIN (NOT IN USE - ABANDONED)
EXISTING ELECTRICITY (O/H)
EXISTING ELECTRICITY (U/G)
EXISTING COMMS LINE
EXISTING GAS MAIN
EXISTING WATER MAIN









	D	PRELIMINARY ISSUE	GB	GA	18/01/24	
	С	PRELIMINARY ISSUE	GB	GA	21/12/23	
	В	PRELIMINARY ISSUE	GB	GA	24/04/23	APPLIN — CONSI
	А	PRELIMINARY ISSUE		GA	03/04/23	
	REV	DESCRIPTION	DRN	APP	DATE	M 0414 768 109 E greg@applinconsulting.com.au
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PLAN SCALE 1:400



LEGEND



PROPOSED ROADWAY

PROPOSED DRAINAGE LINE (INDICATIVE) INTERNAL DRAINAGE CATCHMENT (INDICATIVE) PROPOSED DRAINAGE OUTLET PROPOSED RETAINING WALL ------ PROPOSED EXTERNAL SEWER GRAVITY MAIN PROPOSED FINISHED SURFACE CONTOURS (0.1m INTERVAL)

----- EXISTING SEWER PRESSURE MAIN

EXISTING WATER MAIN

MAPPED TIDAL WATERWAY

GURNER	STATUS PRELIMINARY	
Γ, PORT DOUGLAS	SCALE (AT FULL SIZE) 1:400	SIZE A1
T PLAN	DRAWING NUMBER 23001-SK002	REVISION



SY GURNER	STATUS PRELIMINARY	
ET, PORT DOUGLAS	SCALE (AT FULL SIZE) AS SHOWN	SIZE A1
	DRAWING NUMBER 23001-SK003	REVISION



LEGEND
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PROPOSED SEWER GRAVITY MAIN EXISTING SEWER GRAVITY MAIN EXISTING SEWER PRESSURE MAIN EXISTING SEWER PRESSURE MAIN (NOT IN USE - ABANDONED)

EXISTING SEWER MAIN TO BE ABANDONED

MAPPED TIDAL WATERWAY



PLAN SCALE 1:400

SY GURNER	STATUS PRELIMINARY	
ET, PORT DOUGLAS	SCALE (AT FULL SIZE) 1:400	SIZE A1
RPLAN	DRAWING NUMBER 23001-SK004	REVISION





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В	PRELIMINARY ISSUE	GB	GA	18/01/24	APPLIN CONSL
Α	PRELIMINARY ISSUE	GB	GA	21/12/23	
REV	DESCRIPTION	DRN	APP	DATE	M 0414 768 109 E greg@applinconsulting.com.au
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LEGEND

4.0
4.0

PROPOSED FINISHED SURFACE CONTOURS (0.1m INTERVAL)

EXISTING SEWER PRESSURE MAIN

EXISTING TOP OF BANK

EXISTING STRUCTURE

PROPOSED RETAINING WALL

NOTE CUT/FILL SHADING SHOWN RELATIVE TO FINISHED SURFACE LEVEL / BASEMENT LEVEL

D	DEPTH RANGE TABLE					
DE	PTH RANG	COLOUR				
	FROM	ТО				
	-4.2	-4.0				
	-4.0	-3.8				
	-3.8	-3.6	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			
	-3.6	-3.4				
	-3.4	-3.2	**************************************			
	-3.2	-3.0				
	-3.0	-2.8	·····			
	-2.8	-2.6				
	-2.6	-2.4				
	-2.4	-2.2				
CUT	-2.2	-2.0				
	-2.0	-1.8				
	-1.8	-1.6				
	-1.6	-1.4				
	-1.4	-1.2				
	-1.2	-1.0				
	-1.0	-0.8				
	-0.8	-0.6				
	-0.6	-0.4				
	-0.4	-0.2				
	-0.2	0.0				
	0.0	0.2				
	0.2	0.4				
	0.4	0.6				
	0.6	0.8				
	0.8	1.0				
	1.0	1.2				
Щ	1.2	1.4				
	1.4	1.6				
	1.6	1.8				
	1.8	2.0				

DAVIDSON STREET, PORT DOUGLAS

STATUS PRELIMINARY SCALE (AT FULL SIZE) 1:400 DRAWING NUMBER 23001-SK005

SIZE A1 REVISION Β

APPENDIX B

Channel Flow (Irregular shape)

Project No.	23001
Calc's By	GA
Checked By	





Depth of flow (m)	0.900
Slope (m/m)	0.0117
I.L.	0.000
Α	2.194
Р	4.112
R	0.533
WSE	0.900

SECTION	Width	Height	n	Α	H ₁	H ₂	W	Р	A/P	Q	n ^{1.5} xP	A ^{1.66} /P ^{0.66}	A ^{1.66} /P ^{0.66} /n
				0.000	0.000	0.000	0.000	0.000	0.000	0.00	0.000	0.000	0
				0.000	0.000	0.000	0.000	0.000	0.000	0.00	0.000	0.000	0
				0.000	0.000	0.000	0.000	0.000	0.000	0.00	0.000	0.000	0
	1.500	1.200	0.045	0.506	0.000	0.900	1.125	1.441	0.351	0.61	0.014	0.252	6
Contro	0.750	0.000	0.045	0.675	0.900	0.900	0.750	0.750	0.900	1.51	0.007	0.629	14
Centre	0.750	0.000	0.045	0.675	0.900	0.900	0.750	0.750	0.900	1.51	0.007	0.629	14
	1.000	1.200	0.045	0.338	0.000	0.900	0.750	1.172	0.288	0.35	0.011	0.147	3
				0.000	0.000	0.000	0.000	0.000	0.000	0.00	0.000	0.000	0
				0.000	0.000	0.000	0.000	0.000	0.000	0.00	0.000	0.000	0
				0.000	0.000	0.000	0.000	0.000	0.000	0.00	0.000	0.000	0
				0.000	0.000	0.000	0.000	0.000	0.000	0.00	0.000	0.000	0
				0.000	0.000	0.000	0.000	0.000	0.000	0.00	0.000	0.000	0
				2.19						3.98	0.04	1.66	37

Calculated Design	Flows	
		m³/s

Recommended Freeboard Calc's					
Calc'd channel velocity	1.81	m/s			
Minimum	0.30	m			
20% channel depth	0.18	m			
V ² /2g	0.17	m			

Comments

Capacity with 300mm FB = 3.98 m3/s

Vel = 1.81 m/s

Slope (m/m)	0.0117	
I.L.	0.000	
Α	2.194	
Р	4.112	
R	0.533	
WSE	0.900	
A ^{1.66} /P ^{0.66}	A ^{1.66} /P ^{0.66} /n	

Channel Flow (Irregular shape)

Project No. Calc's By



Location Crimmins Street lower section after site outlet Concrete to base and 150 vertically up side



Depth of flow (m)	0.900
Slope (m/m)	0.0117
I.L.	0.000
Α	1.751
Р	3.844
R	0.456
WSE	0.900

SECTION	Width	Height	n	Α	H ₁	H ₂	W	Р	A/P	Q	n ^{1.5} xP	A ^{1.66} /P ^{0.66}	A ^{1.66} /P ^{0.66} /n
				0.000	0.000	0.000	0.000	0.000	0.000	0.00	0.000	0.000	0
				0.000	0.000	0.000	0.000	0.000	0.000	0.00	0.000	0.000	0
	1.500	1.050	0.045	0.402	0.000	0.750	1.071	1.308	0.307	0.44	0.012	0.183	4
	0.001	0.150	0.013	0.001	0.750	0.900	0.001	0.150	0.005	0.00	0.000	0.000	0
Contro	0.600	0.000	0.013	0.540	0.900	0.900	0.600	0.600	0.900	4.18	0.001	0.503	39
Centre	0.600	0.000	0.013	0.540	0.900	0.900	0.600	0.600	0.900	4.18	0.001	0.503	39
	0.001	0.150	0.013	0.001	0.750	0.900	0.001	0.150	0.005	0.00	0.000	0.000	0
	1.000	1.050	0.045	0.268	0.000	0.750	0.714	1.036	0.259	0.26	0.010	0.109	2
				0.000	0.000	0.000	0.000	0.000	0.000	0.00	0.000	0.000	0
				0.000	0.000	0.000	0.000	0.000	0.000	0.00	0.000	0.000	0
				0.000	0.000	0.000	0.000	0.000	0.000	0.00	0.000	0.000	0
				0.000	0.000	0.000	0.000	0.000	0.000	0.00	0.000	0.000	0
				1.75						9.07	0.02	1.30	84

Calculated Design	Flows	
		m³/s

Recommended Freeboard Calc's			
Calc'd channel velocity	5.18	m/s	
Minimum	0.30	m	
20% channel depth	0.18	m	
V ² /2g	1.37	m	

Comments

Capacity with 300mm FB = 9.07m3/s

Vel = 5.18 m/s

Slope (m/m)	0.0117		
I.L.	0.000		
Α	1.751		
Р	3.844		
R	0.456		
WSE	0.900		
A ^{1.66} /P ^{0.66}	A ^{1.66} /P ^{0.66} /n		

APPENDIX C



2021/2022

APPROVAL FOR OPERATION OF SHARED FACILITY ACCOMMODATION

Local Law No.1 (Administration) 2020

APPROVAL NUMBER: 1688

Trading Name of Business:

Dougie's Backpacker Resort

Premises Address:

109-111 Davidson Street PORT DOUGLAS 4877

Applicant Name:

Airedan Pty Ltd

Applicant Address/Address of Registered Office: PO Box 686 PORT DOUGLAS QLD 4877

Director's Name/s: (if applicable)

C S Dale S D Yarr

Premises Description: Sch 17 Shared Facility - Hostel Ancillary Activity: Camping Ground

Number of sites:

40

Number of rooms: 20

Term of Approval: From: 14/07/2021

To: 30/06/2022

Conditions of Approval: Schedule 17 – Operation of shared facility accommodation Schedule 14 – Operation of caravan parks Schedule 12 – Operation of camping grounds

Date of issue: 16/08/2021

Aant

L. Stayte Team Leader Environmental Health



2022/2023

APPROVAL FOR OPERATION OF CARAVAN PARKS

Local Law No.1 (Administration) 2020

APPROVAL NUMBER: 1722

Trading Name of Business: Pandanus Tourist Park

Premises Address:

97 Davidson Street PORT DOUGLAS 4877

Applicant Name: Laidlaw Holdings Pty Ltd

Applicant Address/Address of Registered Office: PO Box 2272 IVANHOE EAST VIC 3079

Director's Name/s: (if applicable) D Laidlaw

Premises Description: Sch 14 Caravan Parks Ancillary Activity: Schedule 16 – Operation of public swimming pools

Campground/Caravan Parks: Number of Camp Sites: 98

Number of Permanent Structures: 15

Term of Approval: From: **1 July 2022**

To: 30 June 2023

Conditions of Approval: Schedule 14 – Operation of caravan parks Schedule 16 – Operation of public swimming pools

Date of issue: 11 July 2022

Filbals

Sara Roberts Coordinator Environmental Health and Local Laws
Attachment 5: Tree Survey Report prepared by RPS Group dated 12 January 2024.





TREE SURVEY REPORT

Gurner Resort



REPORT

Document status							
Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date		
0	Tree Survey Report	N. May	M. Davis	N. May	12 th Jan 2024		
Approva	al for issue						

Natalie May	Carly Carly	12 th January 2024			

This report was prepared by RPS within the terms of RPS' engagement with its client and in direct response to a scope of services. This report is supplied for the sole and specific purpose for use by RPS' client. The report does not account for any changes relating the subject matter of the report, or any legislative or regulatory changes that have occurred since the report was produced and that may affect the report. RPS does not accept any responsibility or liability for loss whatsoever to any third party caused by, related to or arising out of any use or reliance on the report.

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1 INTRODUCTION

Hunt Design Pty Ltd engaged RPS AAP Consulting Pty Ltd to undertake an environmental survey, collecting data to create a Tree Survey Report for the development of 107 Davidson Road, Port Douglas, refer to **Figure 1.**



Figure 1 Project Locality (QLD Globe 2024)

It is understood before further development can commence a Decision Notice Condition requires an additional environmental assessment in relation to vegetation retention, principally where the trees are being cleared to install the pipe and trees within proximity to the pipe installation area.

As stated within the Conditions, a Tree Survey Report is required to identify significant tree root zones and direct/indirect impact to the tree root zones which may cause harm to the tree root system and the pipe that is to be installed.

The Tree Survey Report will include:

- Confirming that the structural root zone is or is not impacted.
- Specific construction measures required within the Tree Protection Zone.
- Suggesting additional compaction techniques and limits on machine size to limit potential impact to the trees.
- Overlay of the significant tree root zone near the driveway civil design plans.
- Advise recommended tree root protection zones for each significant tree near the retention wall.
- Confirm no civil work will be carried out within the tree protection zone.
- Confirm the amount of impact is consistent within the best practice standards and AS4970.

The Tree Survey Report was undertaken by Natalie May, Senior Ecologist with over 10 years' experience in environmental impact surveys.

2 VISUAL PRIVACY AND ECOLOGICAL FUNCTION

2.1 Vegetation external to the site, specifically along the drain line.

As the project area is within a highly disturbed camping area, active rail line, and active drain line, seed dispersal of exotic vegetation has been exposed to the land. As a result, exotic flora is sporadically present throughout the project site and surrounding area, refer to **Figure 2**.



Figure 2 Project area subjected to exotic flora western boundary near the rail line

The western area of the project area near the drain line is unlikely to require any external rehabilitation of the vegetation as the vegetation is tall and dense. The canopy layer is dominated by native vegetation,

though the ground layer is dominated by exotic flora, bush regeneration activities is highly recommended. The vegetation is also able to provide long term visual privacy to the caravan park, the vegetation is providing visual privacy from the rail line, as seen in **Figure 3**.



Figure 3 Visual privacy buffer from the rail line, image looking east to the caravan park from the drain line

The vegetation within the project area and surrounding area is consistent with the dominant flora species being *Melaleuca quinquenervia,* refer to **Figure 4**. Within the project area, it is estimated 17 *Melaleuca*



quinquenervia will be impacted via their Structural Root Zone and Tree Protection Zone, refer to **Appendix A**.

Figure 4 *Melaleuca quinquenervia* dominant flora species on and surrounding project area.

2.2 Status of vegetation health

The vegetation quality was measured of the naturalness and diversity of plants, the weediness, and the structure (presence of overstorey, mid-storey and understorey plants). The assessment of quality of vegetation was based on visual assessment.

The vegetation within the drain line and on the bank is in adequate health condition. There are potential prospect impacts from weed growth and illegal rubbish dumping.

It is suggested bush regeneration targeting weed control is required to reduce the weed population before weeds dominate.

With minimal rubbish dumping, weed control, and respect to the structural root zone of all significant trees the anticipated project will avoid direct/indirect impact and further support the working ecosystems for long term ecological integrity of the correct Regional Ecosystem (RE) within the area and additionally support essential habitat within the area.

The vegetation within the sewage line is moderately disturbed as the area is partly utilised as a camping ground. It is understood the camping ground has increased weed infestation and dispersal and rubbish dumping.

The Matters of State Environmental Significance (MSES) regulated vegetation for the Project Site is not of concern however, the immediate surrounding vegetation on the west is within the category B 'of concern' vegetation. It is suggested the project will not be impacted by the development design and therefore, this regional ecosystem will not be disturbed. This vegetation is described as RE 7.2.9 - *Melaleuca quinquenervia* shrubland to closed forest, or *Lepironia articulata* open to closed sedgeland, on dune swales and swampy sand plains of beach origin (**Figure 5**) and non-remnant (**Figure 6**).



Figure 5 RE 7.2.9 present within the area

To ensure the health of the RE within the project site, it is recommended to undertake weed control to minimise weed infestation while supporting rejuvenation of RE 7.2.9.



Figure 6 Regional ecosystem labels (QLD Globe 2024)

Table 1 lists the weeds that were identified on site.

Table 1: Weeds identified onsite.

	Weeds identified onsite	
Common Name	Scientific Name	Biosecurity Act 2014, Category listing
Pink Periwinkle	Catharanthus roseus	Category 3
Guinea Grass	Megathyrsus maximus	
Nutgrass	Cyperus rotundus	
Fire on the Mouth	Euphorbia cyathophora	

Euphorbia tithymaloides subsp. smallii

	Richardia scabra			
Sensitive Plant	Mimosa pudica			
Snakeweed	Stachytarpheta jamaicensis			
Mother-in-law Tongue	Dracaena trifasciata			
Chinese Burr	Triumfetta rhomboidea			
Arrowhead Vine	Syngonium podophyllum			
Coconut Tree	Cocos nucifera.L			
	Dieffenbachia seguine			
Madeira Vine	Anredera cordifolia	Category 3		



Figure 7 RE 7.2.9 with ground cover weed infestation.

3 VEGETATION RETENTION

3.1 Identification of the Tree Protection Zone (TPZ) and Structural Root Zones (SRZ) of vegetation that may be impacted by a retaining wall (Table 2).

The Tree Protection Zone (TPZ) and Structural Root Zones (SRZ) calculated for large significant trees within the Project Site.

Table 2: Tree Protection Zone

Tree Protection Zone						
Significant tree label	Species	Structural Root Zone (m)	Tree Protectio Zone (m) within radius	ⁿ Diameter Breast Height (cm)	Tree retained or removed	
 T1	Melaleuca quinquenervia	3.8	15	140	Retained (may require removal to avoid structural damage)	
T2	Melaleuca quinquenervia	4.4	15	200	Retained (may require removal to avoid structural damage)	
Т3	Melaleuca quinquenervia	3.3	12	100	Retained	
T4	Melaleuca quinquenervia	3.3	12	100	Retained	
Т5	Melaleuca quinquenervia	2.4	5.4	45	Retained	
Т6	Melaleuca quinquenervia	3.4	13.2	110	Retained	
Т7	Melaleuca quinquenervia	3.4	13.2	110	Retained	
Т8	Melaleuca quinquenervia	3.4	13.2	110	Retained	
Т9	Melaleuca quinquenervia	3.1	10.2	85	Retained (may require removal to avoid structural damage)	
T10	Melaleuca quinquenervia	3.6	14.4	120	Retained	
T11	Melaleuca quinquenervia	3	9	80	Retained (may require removal to avoid structural damage)	
T12	Melaleuca quinquenervia	2.3	4.8	40	Retained	

T13	Melaleuca quinquenervia	2.3	4.8	40	Retained
T14	Cocos nucifera.L	2.1	4.2	35	Retained
T15	Melaleuca quinquenervia	3.9	15	150	Retained (may require removal to avoid structural damage)
T16	Melaleuca quinquenervia	3.6	14.4	120	Retained (may require removal to avoid structural damage)

Calculations provided by 'AS 4970-2009 Calculator'. The calculations are based on the Australian Standard AS 4970-2009 Protection of trees on development sites.

All trees are proposed to be retained If no structural damage Is to occur during the civil works and long term. All significant trees being retained and removed are shown in **Appendix A**.

3.1.1 Confirmation that the species to be retained are suitable for long term preservation in considering their species, health and form.

Plant species that are being retained must be protected from the civil construction from SRZ and TPZ. The SRZ requires the adequate protection buffer from earth works excavating the ground, this buffer is to ensure no impact will occur to the significant trees. The TPZ buffer is required to be obtained to reduce possible impact to the branch/trunk area of the significant tree and eliminate future indirect impacts by building being erected near significant trees, the TPZ provides room for tree growth and reduces the potential hazard from falling branches. It is recommended in install SRZ fences around each significant tree, the buffer fences will provide visual aid to know where the SRZ for each significant tree. Additionally, the protective fencing will reduce soil compaction and machine damage. This will also ensure their long-term preservation as healthy specimens.

3.1.2 Specifications for vegetation protection during and post construction.

Protective fencing should be installed (AS4687) with the appropriate signs (AS1319) before any construction begins. These fences can only be removed after completion of the construction phase.

Fencing is to be placed in an area that is outside of the significant trees SRZ protection buffer. The protection buffer is to ensure the SRZ is not to being impacted via a direct or indirect manner.

4 CONCLUSION

Sixteen (16) significant trees with a circumference diameter greater than thirty (30) centimetres were identified inhabiting in close proximity to the project area and nine (9) significant trees with a circumference diameter greater than thirty (30) centimetres were identified as having potential impact regarding the tree protection zone from the civil works and no trees are identified impacting the structural root zone.

With correct precautional measures it is unlikely that the civil works will cause direct or indirect impact of the surrounding significant trees. As there will be a pipe installation within the ground, there is a future concern for four (4) significant trees, T1, T2, T9, T11, T15, and T16, the concern being the current size of the tree and closeness of the trees to the pipe. T1, T2, T9, T11, T15, and T16 may extend their root system and crack the installed pipe. No significant erosion or root exposure was seen present in the trees inhabiting the project area. No significant root/tree rot or diseased plants were observed.

Table 2 identifies the significant trees with their predicted structural root zone density and protection zone area. It is recommended to acknowledge and protect these areas. Section 3.1.2 provides recommendations for significant tree barrier fencing which will assist in maintaining the SRZ and therefore, cause not direct and/or indirect impact to the significant trees.

In conclusion, with the civil works for the sewage pipe, it is likely to cause low impact to the significant trees within the project area, as long as the SRZ is utilised and maintained.

Appendix A Significant Trees Being Impacted



This plan was prepared as a concept plan only and accuracy of all aspects of the plan have not been verified. All lots, areas and dimensions are approximate only, Subject to relevant studies, Survey, Engineering and Government approvals.

Australia East Pty Ltd accepts no responsibility for any loss or damage suffered howsoever arising to any person who may use or rely on this plan.



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Datum: MGA2020 Z55 | Scale: 1:700 @ A3 | Date: 9-1-2024 | Drawing: AU013495-1