



Town Planning and Project Services

16 April 2026

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

Attn: Jenny Elphinstone (Assessing Officer)

Via email: enquiries@douglas.qld.gov.au
jenny.elphinstone@douglas.qld.gov.au

RE: RESPONSE TO INFORMATION REQUEST IN RELATION TO THE DEVELOPMENT APPLICATION FOR A DEVELOPMENT PERMIT FOR THE MATERIAL CHANGE OF USE (MULTIPLE DWELLINGS AND SHORT TERM ACCOMMODATION), RECONFIGURATION OF A LOT 2 LOTS INTO 4 LOTS AND COMMON PROPERTY AND SERVICES EASEMENT) OVER LAND AT 9, 11 AND 13 DAVIDSON STREET, MOSSMAN, MORE FORMALLY DESCRIBED AS LOTS 612 AND 613 ON PTD2092 AND LOT 1 ON RP738379

COUNCIL REF: MCUC 2026_5907/1

Aspire Town Planning and Project Services act on behalf of Montawood (the 'Applicant' and 'Landowner') in relation to the above described matter.

On behalf of the Applicant, please accept this correspondence as the Applicant's full response to the above referenced Request for Information pursuant to s13.2(a) of the Development Assessment Rules v3.

Information Request Item 1: Sewer Design Plan

Please provide a civil design plan for the proposed sewer servicing for the units and the design for the reconfiguration, including the nomination of any common property for this service.

Applicant Response to Information Request Item 1

It is proposed to rationalise the existing sewerage infrastructure servicing the site by removing a portion of the existing residential sewer connection and providing a new consolidated connection point for the reconfigured lots.

Specifically, the existing residential sewerage connection is proposed to be decommissioned, with all four proposed lots to be connected via a new 150mm diameter sewer line to the existing Council manhole located adjacent to the south-western corner of the site. This approach provides a single, efficient point of connection to the reticulated network and avoids the need for multiple individual connections.

PO BOX 1040, MOSSMAN QLD 4873

M. 0418826560

E. admin@aspireqld.com

W. www.aspireqld.com

ABN. 79 851 193 691

The proposed internal sewerage network will be privately owned and maintained, servicing each of the proposed lots via a coordinated internal layout. The configuration has been designed to align with the proposed building envelopes and driveway arrangement, ensuring practical and efficient servicing outcomes across the development.

The internal sewer infrastructure is intended to be located within areas that will be designated and protected through easements, thereby ensuring ongoing access for maintenance and management purposes without encumbering individual lots.

The proposed design is illustrated in the External Sewerage Plan prepared by KFB Engineers (Drawing No. K-I5080-C01, Revision P1), included as Attachment I. The plan clearly identifies:

- The removal of the existing residential sewer connection;
- The new 150mm sewer connection to the existing manhole; and
- The layout of the internal, privately owned sewerage infrastructure servicing the development

The proposed servicing strategy represents an appropriate and orderly connection to the existing sewer network and is consistent with standard engineering practice for this type of development. Further detailed design and certification will be undertaken at the Operational Works and Building Approval stages, as required.

Information Request Item 2: On-street Works Plans

It is noted that while the development provides on-site parking for the occupants, there is no parking for service vehicles.

Please provide a civil design for proposed on-street works. The design is to include location of overhead lighting, kerb and channel, stormwater drainage, any other underground service utility in this area, the pedestrian footpath (including width) and parallel on-street parking. The design should be capable of marrying into the existing design at 7 Davidson Street and join into the existing layout at 15 - 17 Davidson Street.

Applicant Response to Information Request Item 2

The request for a detailed civil design for on-street works, including kerb and channel, drainage, footpath and parallel parking, has been carefully considered in the context of the existing streetscape and infrastructure characteristics of Davidson Street.

It is respectfully submitted that formalised on-street works are not warranted in this instance.

Davidson Street is characterised by an inconsistent and fragmented streetscape, with a mix of formal kerb and channel and informal verge conditions. There is currently no kerb and channel infrastructure along the frontage of the site or the adjoining Port Douglas Motel to the north. It is noted that the Port Douglas Motel land was included within the application solely for the purposes of stormwater management, and does not involve any built form, intensification of use, or increased demand on infrastructure. In this context, it would be unreasonable to require upgrades to the frontage of this land where no development or change in use is proposed.

To the south, a short section of semi-mountable kerb transitions into kerb and channel, while further north kerb and channel recommences in front of the Verandahs development. This demonstrates that there is no consistent or established precedent for formalised street infrastructure along this section of Davidson Street.

Notwithstanding the absence of kerb and channel, it is noted that the street is already serviced by existing pedestrian and lighting infrastructure. A formal footpath and street lighting are established along Davidson Street, and the proposed development has been designed to integrate with this existing infrastructure without conflict. As such, there is no requirement to upgrade or relocate these elements as part of the development.

From a drainage perspective, the contributing catchment to this portion of the street is relatively minor, with runoff currently managed via overland flow. This reflects the existing and established drainage regime, which has been operating effectively without formal kerb and channel infrastructure. The introduction of kerb and channel along the subject frontage would therefore provide limited functional benefit and would largely represent an aesthetic upgrade rather than a necessary engineering intervention. It is also noted that properties on the opposite side of Davidson Street similarly operate without kerb and channel, reinforcing that such infrastructure is not essential to the functioning of the street.

Further, the extension of kerb and channel along the existing alignment presents practical constraints, including conflicts with existing streetlight poles located within the verge. These poles appear to have been installed without provision for future kerb alignment, and their presence would complicate or constrain the delivery of any continuous kerb and channel solution without additional relocation works.

It is also relevant to note that a recently approved development at 12 Davidson Street, located directly opposite the subject site, was not conditioned to provide kerb and channel infrastructure. This demonstrates a consistent and contemporary approach by Council in recognising the existing character and infrastructure limitations of the street. In this context, requiring such works for the subject development would be inconsistent with recent decision-making and would result in an inequitable outcome.

In relation to parking, while the development does not specifically allocate dedicated on-site spaces for service vehicles, it is noted that the surrounding road network provides available kerbside capacity. Given the low intensity and residential nature of the use, service vehicle demand is expected to be infrequent and can be reasonably accommodated within the existing on-street environment without the need for formalised parking bays.

Having regard to the above, it is considered that requiring isolated upgrades to kerb and channel, drainage and associated infrastructure along the subject frontage would result in ad hoc outcomes that do not integrate with the broader streetscape. A more appropriate approach would be for Council to consider any future upgrades as part of a coordinated, holistic streetscape design for Davidson Street, ensuring consistency and efficient use of resources.

Notwithstanding, the Applicant acknowledges the importance of maintaining an appropriate interface with the public realm and is supportive of undertaking verge landscaping works along the frontage of the site. This could be secured via a condition of approval and would contribute positively to the streetscape without necessitating unnecessary or premature civil works.

On this basis, it is respectfully submitted that a detailed civil design for on-street works is not required to support the proposed development, and that the existing arrangements are sufficient to accommodate the anticipated demand.

Information Request Item 3: Disability Access to Units

Please confirm there is all abilities access between the car parking spaces and the front door to each unit.

Applicant Response to Information Request Item 2

The project architect has confirmed that each dwelling is provided with a private double garage with direct internal access to the associated dwelling.

A continuous, step-free path of travel is available between the parking space and the dwelling entry via both:

- Internal access from the garage into the dwelling; and
- External access via the driveway and entry pathway.

The design has been developed to ensure that levels, thresholds and surface treatments facilitate step-free movement, generally consistent with the intent of the Liveable Housing Design Guidelines. This provides a practical and functional outcome that supports accessibility for a range of users within a residential context.

Accordingly, all-abilities access is achieved between the car parking spaces and the primary entry to each dwelling.

It is further noted that the development comprises Class 1a dwellings, and as such, the Premises Standards are not strictly applicable. Notwithstanding, the design has sought to incorporate reasonable and appropriate accessibility measures having regard to the scale and nature of the development.

Information Request Item 4: Disability Access to Units

Please clarify that PO4, of the Access, parking and servicing code is achieved in respect to the provision of all abilities parking spaces for the units.

Applicant Response to Information Request Item 4

The proposed development comprises four (4) self-contained Class 1a dwellings, each with a private double garage directly accessed by the occupants.

PO4 of the Access, Parking and Servicing Code requires the provision of wheelchair accessible parking spaces where appropriate. In this instance, the development does not include any communal or publicly accessible parking areas, with all parking being privately allocated to individual dwellings. Accordingly, the provision of designated accessible parking spaces is not applicable.

Notwithstanding, the design achieves the intent of PO4 by providing equitable access outcomes. Each dwelling incorporates a private garage with direct internal access and a continuous, step-free path of travel to the primary entry. Levels and thresholds have been designed to support step-free access, consistent with the intent of the Liveable Housing Design Guidelines.

Having regard to the nature of the development, it is considered that PO4 is satisfied, and no dedicated accessible parking spaces are required, as such parking may be accommodated within the proposed double garages.

Conclusion

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

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

Regards,

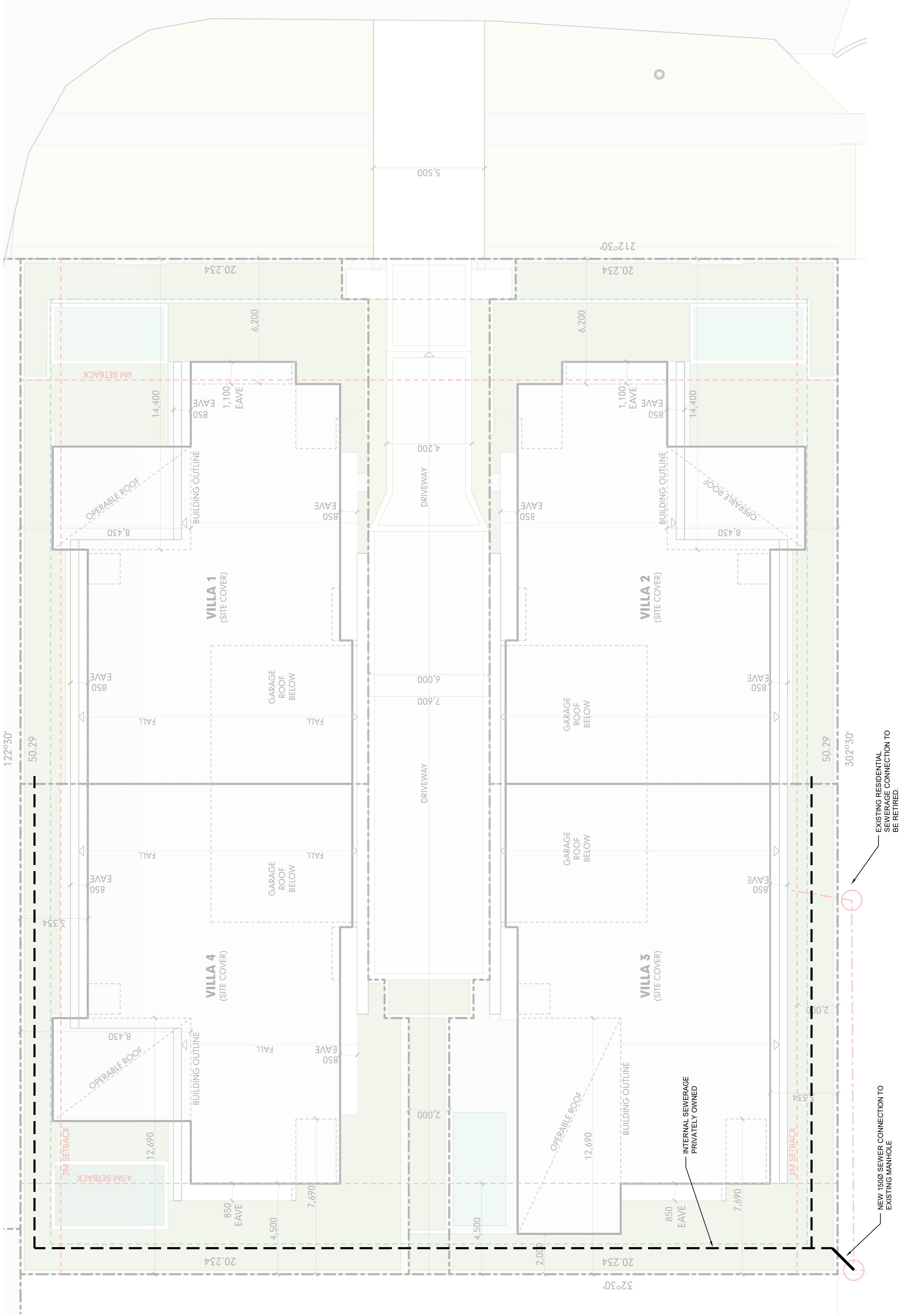
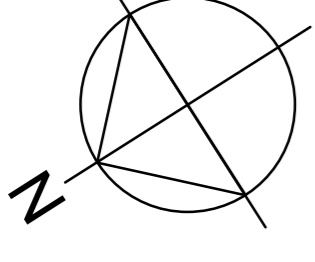
A handwritten signature in black ink, appearing to read 'Daniel Favier', with a long horizontal stroke extending to the right.

Daniel Favier
Senior Town Planner
ASPIRE Town Planning and Project Services

ATTACHMENT I

External Sewerage Plan

Prepared by KFB Engineers

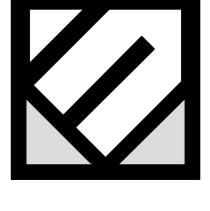


EXTERNAL SEWERAGE 1:100

| No. | DATE | ISSUE / REVISIONS | DRN | CHKD |
|--|--------|-------------------|-----|------|
| P1 | 8/4/26 | PRELIMINARY | KFB | KFB |
| DRAWING FILE: K-15080-DWG-001.dwg XREF FILE: N/A | | | | |

MONTAWOOD PTY LTD
 "Kallista", 11 - 13 Davidson St
 Port Douglas Qld 4877

External Sewerage



KFB ENGINEERS
 ABN 73 618 014 261

Civil & Structural
 1/38-42 Pease St, Cairns | PO Box 927, Cairns Q 4870
 P: 07 40320492 | F: 07 40320092
 E: email@kfbeng.com.au

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| JOB No: | K-15080 |
| SHEET: | C01 P1 |
| SCALE: | As Shown (@A1) |