

7 August 2025

Enquiries: Neil Beck
Our Ref: OP 2025_5798/1 (1313504)
Your Ref:

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Port Douglas Land Developments Pty Ltd
C-/ Aspire Town Planning
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MOSSMAN QLD 4873

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Dear Daniel

INFORMATION REQUEST
(Given under Section 12 of the Development Assessment Rules)

Council refers to the above development application.

Applicant Details

Name: Port Douglas Land Developments Pty Ltd
Postal Address: C-/ Aspire Town Planning
PO Box 1040
MOSSMAN QLD 4873
Email:

Property Details

Street Address: Captain Cook Highway CRAIGLIE
Real Property Description: LOT: 900 SP: 322659
Local Government Area: Douglas Shire Council

Application Details

Application Number: OP 2025_5798/1
Approval Sought: Development Permit

Nature of Development Proposed:	Operational Works
Description of the Development Proposed:	Operational Works (Stage 2 Civil Works Excluding Electrical and Lighting)

Additional Information Requested

The following additional information is requested to complete an assessment of the application:

1. Provide the amendments to the Lot Layout Plan as required by Condition 3 of the approval to subdivide the land (ROL Approval). In particular, provide details and supporting information for the sewer easement for the future sewer extension through to Andreasson Road as required by Condition 3(e). Council advises that the current application needs to detail the sewerage solution to be made available.

Advice Note: The timing for compliance was prior to the application for Operational Work. Stantec's advice that this will be addressed with each Stage of development does not comply with the Conditions of the subdivision approval. The applicant must provide the easement for future sewer extension through to Andreasson Road.

2. As required by Condition 5 of the ROL Approval, provide advice on the scope of works and costings that the Applicant seeks to be included in the Infrastructure Agreement for Trunk Infrastructure. The documentation to support the scope for trunk infrastructure items must clearly identify "Trunk Works" and distinguish these works from "Non-Trunk Works". The applicant is to provide a clear scope of works and costing specific to the Trunk Infrastructure works as a separate schedule to the subdivision works.

Advice Note: The scope of works and costs for Trunk Infrastructure must be agreed with Council in writing prior to the issue of a Development Permit for Operational Works. Council is not able to complete its assessment without the resolution of the Trunk Infrastructure works scope and costings.

3. As required by Condition 6 of the ROL Approval, provide the intersection design and supporting information.

Reference to a proposed cost share arrangement for the intersection upgrade is noted in the Operational Works application. In order to facilitate any cost share arrangement, a Change Application is required seeking to amend the conditions of the ROL Approval.

Advice Note: The timing for compliance for the intersection design was "prior to the lodgement of the applications for operational work for the subdivision". The applicant's advice that this is excluded from this application does not comply with the Conditions of the subdivision approval. The design and supporting information is to be considered with the Stage 2 Operational Works application.

4. Provide the Water and Sewerage Master Plans required by Condition 8 of the ROL Approval. For the absence of doubt, the applicant's representations on Condition 8, parts (a) to (d) are not accepted and the Applicant is required to address each item.

Advice Note: The condition specifically states that "The Development Application for Operational Work must include these Master Plans". Council is not able to complete its

assessment of the Stage 2 works in the absence of this essential supporting information.

5. Provide the amended detailed engineering drawings for the external sewerage works as required by Condition 8b of the ROL Approval. Specifically, the applicant must submit RPEQ certified detailed design drawings and supporting documentation complying with the FNQROC Development Manual.

Advice Note: The applicant must provide the detailed design for the external Water and Sewerage Mains for Operational Works Approval. Council's position is that all information to date has been at a concept or preliminary design level, and not suitable for Operational Works Approval and construction issue drawings.

6. Provide the supporting information required by Condition 9 of the ROL Approval. Specifically, the external stormwater catchments on Andreasson Road.

Advice Note: The current Operational Works application acknowledges that this information is outstanding. However, Council is not able to complete its assessment of the current application without this information, including the information to the external catchments.

7. In consultation with Council's Water & Wastewater Officers, and as informed by the Water Supply Master Plans, provide the district meters as required by Condition 10(c) of the ROL Approval.

Provide the sewerage easement from Stage 2 through to Andreasson Road on the alignment nominated in the Master Plans as required by Condition 10(d) of the ROL Approval.

RPEQ Statement of Compliance

8. Provide an updated FNQROC Statement of Compliance Operational Works Design nominating all departures from the FNQROC Development Manual and include non-compliance reports or further calculations in support of proposed non-compliance elements.

Advice Note: The RPEQ certified Statement of Compliance Operational Works Design does not identify any departures from the FNQROC Development manual or include any non-compliance reports. The items identified in the Information Request appear to indicate that there are departures and/or non-compliances.

EARTHWORKS

9. The cut area to the east from Wabul Drive proposes finished surface levels ranging from 2.2m and 3 m AHD. Earthworks in this area are at the applicant's risk and do not represent Council approval of future lot levels.

STORMWATER & DRAINAGE

10. Provide advice on the proposed drain design east from Wabul Street. In particular:
 - Clarify whether the Stage 2 drain design represents the final drain form design;
 - Clarify whether this drainage corridor is proposed as a Drainage Reserve or Park land (per labels on other drawings);
 - Provide drain calculations for all contributing catchments in the ultimate development layout;
 - Provide details for the proposed drainage infrastructure at the Road 11 drain crossing to confirm the operational parameters and water levels to substantiate the starting tail levels used in pipe design calculations.

- Confirm that the Stage 2 road grading for Roads 02, 03, and 04 is consistent with the Stage 1 design.

Advice Note: The roadworks plan and road longitudinal sections confirm that Roads 02, 03 and 04 are each graded to fall north into the existing Stage 1. The designer is requested to confirm that the stormwater design for Stage 1 has allowed for this grading.

11. The design plans show the vertical curve starts 2.6 m from the Wabul Street centreline (at the end of Road 06, eastern end). This indicates the vertical curve is within the 5.5m road carriageway. This is a departure from FNQROC and has not been disclosed on the Statement of Compliance.

The applicant is to provide confirmation that the level changes within the carriageway will not introduce level changes to the nominal traffic lane, (assumed width 3.5m from centreline).

12. Confirm if the subsoil drain trench and nominated 300 mm depth applies for Wabul Street below the 540mm nominated pavement, or whether this applies below the CBR 45 subbase rather than the CBR15 lower subbase in the case of the Type C pavement treatment.

Noting that the Type C pavement treatment is 540mm deep, confirm clearance between the subsoil and stormwater pipes.

13. Confirm the stormwater pipe cover and pipe class noting the construction loads applying at subgrade compaction level below the pavement layers.
14. The stormwater drainage layout plan indicates that Roads 02, 03 and 04 are graded with fall to the north. However, the storm water pipes run against the grade and run south back to Road 06. Council is not supportive of this design due to the potential for bypass flow to enter the downstream Stage 1.

In particular, in times of higher pipe flow (>minor events) or in times of partial pipe blockage, demonstrate that the pipe system does not inadvertently convey captured runoff, from the pipe system on Road 06, north to surcharge into existing Stage 1.

15. Provide further drain calculations to support the starting hydraulic grade line at Pit 13/A02 during the 5-year ARI rainfall event. The applicant must provide information on the fully developed catchment discharging to the proposed drain and the operation of the crossroad culverts at Road 11 to verify that the starting water levels nominated in the Stage 2 pipe design represent the fully developed scenario.

Advice Note: The starting Tailwater Level (TWL) appears to adopt a very low water level in the drain, and the risk of a higher starting flow depth in the downstream drain may result in less pipe capture at the upstream inlet pits with greater bypass from Stage 2 into Stage 1.

16. Provide amended stormwater pipe designs that achieve the minimum pipe grades in the Queensland Urban Drainage Manual (QUDM).

Advice Note: The design adopts pipe grades flatter than the Queensland Urban Drainage Manual's (QUDM's) minimum grades. Stormwater Line A04 proposes grades at 0.2% which are not acceptable. Council again raises concerns with the Stage 2 design appearing not to integrate with the Stage 1 design and highlights the lack of master planning that Officers requested up front before Stage 1 was approved. The applicant sought to defer master planning and concerns are raised with issues such as

the apparent stormwater inconsistencies between stormwater and road grading between Stages 1 and 2.

17. The Applicant is to provide further evidence of how pipe flow velocities were calculated and demonstrate self-cleansing flows are achieved for the pipe system as designed.
18. Update the stormwater design using the inlet capture curves within the FNQROC Development Manual. Section 2.5.2.4 of the design report advises that the BCC inlet capture data has been used.
Following the re-assessment of the stormwater design, the applicant must disclose the bypass flows from this system into Stage 1 and confirm that the flows are consistent with the Stage 1 design criteria.

Advice Note: Council's review has identified that the stormwater drainage calculations table appears to contain anomalies in relation to inlet capture where the flow into some inlet pits exceed the flows that would be derived by reading the capture chart in the FNQROC Development Manual.

19. The RPEQ is to review all stormwater design elements and provide certification that the updated design has been reviewed against the planning scheme guidelines and referenced technical guidelines, (FNQROC Development Manual and QUDM).
20. Provide drain hydraulic calculations for the stormwater drain on Stantec Drawing 1390 to demonstrate that the proposed lining contains the 3-month ARI flow as required by the FNQROC Development Manual.
21. The designer is to advise why the drain is not able to achieve the desired minimum 0.5% longitudinal gradient.

Advice Note: Council Officers reiterate the concerns that the development has not been master planned and these apparent deviations from the FNQROC Development Manual are now being proposed in later stages to overcome design constraints that do not appear to have been identified or disclosed to Council in determining the suitability of earlier development layouts and infrastructure designs.

ROADS

22. The road longitudinal section confirms that a segment of Wabul Street drops below the 0.5% FNQROC minimum grade. Provide advice to support this deviation from the minimum road grade nominated in the FNQROC Design Guidelines.

It is noted that Section 2.2.4.2 of the Design report states that longitudinal gradients are in accordance with FNQROC requirements. In addition, the RPEQ has certified that there are no deviations from the FNQROC Development Manual Guidelines.

23. Provide traffic generation calculations for each road type to confirm that the actual traffic does not exceed the minimum nominated design traffic in the FNQROC Development Manual.
24. Review and amend (as necessary) the Road 02/Road 06 and Road 04/Road 06 intersection and set out details to confirm the labelling of the kerb returns is correct for all locations.

Advice Note: There appears to be some labels that do not match with the kerb return longitudinal sections. In addition, some levels listed for the opposite kerb line appear to be erroneous.

STREET LIGHTING

25. Provide the street lighting design and confirm there are no conflicts between the light pole footings and the proposed stormwater pipe alignments. The designer is to confirm that the stormwater alignments are in accordance with the requirements of the FNQROC Development Manual or identify where the alignments depart from the standard offsets in the verge.

In addition, provide supporting information showing that other services alignments are not compromised.

Advice Note: The Road 06 cross-sections show the stormwater pipe is located behind the back of the kerb in many locations. The applicant is requested to overlay the street lighting design to confirm there are no conflicts between the light pole footings and the proposed stormwater. The applicant is requested to confirm minimum offsets are maintained between services within the road verge.

DRAWING 1203 LABELS

26. Stantec Drawing 1203 labels the land parcel east from Wabul Drive (and either side of Road 11) as "Future Park". This appears to conflict with the stormwater design which shows this footprint of the site as drain. The applicant is to advise whether the land is proposed as park or drainage. If the land is intended to be park then the drainage must be redesigned to be clear of the park land. In the absence of any approval over the balance of the land, the future tenure of this land is unknown.

SEWERAGE

27. Provide advice as to why the 225 mm diameter sewer is not included as part of the reticulation within Stage 2.

Advice Note: The absence of the sewerage master planning does not allow Council to complete its assessment of the Stage 2 works with this apparent anomaly and example of the information required.

The applicant is reminded that Council Officers advised during Stage 1 meetings that the applicant requested the relocation of the sewage pump station being identified as trunk infrastructure from Andreasson Road to within Stage 1 of the New Port Estate. As a consequence, properties south from the New Port Estate on Andreasson Road were not provided with connection to the sewage pump station as documented in the Local Government Infrastructure Plan (LGIP).

Council Officers made it clear to the developer's consultants that the New Port Development was responsible to provide connectivity and capacity to the southern extent of the property. During the Stage 1 assessments Council Officers advised that the 225 mm diameter sewer would not be a credible item. The applicant is to consider whether a sewer redesign to incorporate the sewer within the development will minimise the developer's costs.

28. Redesign the sewerage reticulation such that the depth of the sewers does not exceed the 3m maximum depth nominated in the FNQROC Development Manual.

If the design requires departure from the FNQROC Development Manual, the applicant is to provide justification for these departures and confirm what options were investigated to avoid the non-compliance occurring.

It is noted that the FNQROC Statement of Compliance Operational Works Design does not identify this proposed departure from the 3m depth in the design guidelines with the RPEQ certifying there are no non-compliances.

WATER SUPPLY RETICULATION

29. Provide supporting information to explain the absence of cross connections between the water reticulation mains on the northern and southern verges of Road 06.
It is noted that the greater interconnectivity for management of the future system by Council is reliant on appropriate cross connections.

Due Date

The due date for providing the requested information is 7 November 2025 in accordance with section 14.2 of the Development Assessment Rules, if you do not provide a response before the above due date (or a further agreed period), it will be taken as if you have decided not to respond to the information request and Council will continue with the assessment of the application.

Other

Please quote Council's application number: OP 2025_5798/1 in all subsequent correspondence relating to this development application.

Should you require any clarification regarding this, please contact Neil Beck on telephone 07 4099 9444.

Yours faithfully



For
Leonard Vogel
Manager Environment & Planning