

**YOUR REF:**

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7 April 2017

Douglas Shire Council  
PO Box 723  
MOSSMAN QLD 4873

Attention: Scott Hahne

Dear Sir

**INFORMATION REQUEST FOR  
OPERATIONAL WORKS (WATER RESERVIOR) – FERRERO ROAD  
CRAIGLIE**

After a preliminary examination of the above application, the following information is required in order to complete an assessment of the proposal:

1. The Engineering drawings provided with the submission have not been signed by the RPEQ, please provide the signed drawings. IDAS Forms 1 & 6 are also required to accompany the application.
2. The application needs to be supported by the FNQROC Statement of Compliance, with aspects of non-compliance (if any) to be identified and where alternative solutions have been proposed.
3. As the new road will be dissecting the current cane farming uses, please confirm how the practical access into each paddock is being provided. Any culvert crossing will need to be of appropriate width to accommodate machinery movement.
4. With reference to the Typical Section of the verge per FNQROC Standard drawing S1004; please advise how the design (depth, cover and alignment) of the water main has considered the future upgrades and development of the roads, (in particular Ferrero Road and Crees Road).
5. The submission advises that the roads are designed to the FNQROC Rural Road standard. Council notes that FNQROC Table D1.4 calls for an 8m min formation with a minimum pavement width of 5.5m (depending on traffic volumes). Typical section C of Drg CW001 indicates a 4.5m formation and seal, whereas annotated cross section (CH -20m) on drawing CR003 shows a 5.5m formation and a 4.5m seal with 0.5m shoulders. Please clarify what is intended and how this compares with the FNQROC requirements.

6. The submission did not include engineering plans detailing stormwater catchments and supporting calculations to illustrate the drainage works. Please provide the information on sizing of the culverts and table drains.
7. The drawings nominate drainage of new road Ch 470 to 570, having a 16% longitudinal grade with 33% batter side slopes. Whilst the catchment area appears to be relatively small, Council officers are concerned about the long term drain stability and consider the invert will need some form of drain lining. Alternatively, it may be possible to consider different solution for this localised section. A possible consideration may include a kerb on one side of the new road (using road surface plus kerb unit to form the drain) and allowing much flatter batters from top of kerb to existing surface.
8. Is the table drain required on the eastern side of the road from chainage 460m to 300m? Noting the access query above, would an option be to allow sheet flow following natural fall of land away from road formation to avoid having a drain to cross.

As an applicant, your responsibilities in regard to the information request are outlined in section 278 of the *Sustainable Planning Act 2009*, which is attached for your information.

Should you require further information or assistance, please contact Neil Beck of Development and Environment on telephone number 07 4099 9451.

Yours faithfully

Nick Wellwood  
General Manager Operations