

14 December 2017

Chief Executive Officer
Douglas Shire Council
PO Box 2358
Cairns QLD 4870

Attention: Belinda Jones

Dear Belinda,

Information Response for MCU Mixed Development At 49 Macrossan Street, Port Douglas (Planning Act)

I refer to the SARA Information Request of 1 November 2017. I am pleased to provide you with the information response for the above described application in accordance with the Development Assessment Rules and the State may now proceed with its assessment of the application.

1. Amended plans

Attached are the amended plans:

- TPG DA-100F Floor Plans
- TPG DA-101D Sections and Elevations.

2. Car parking and loading on the site

The net lettable areas have been updated:

- Shop 1 100m²
- Shop 2 55m²
- Shop 3 38m²
- Deck 35m²
- Terrace 40m²
- Total 268m²*

The proposal includes 14 parking spaces, the Planning Scheme (2008) requires 16 spaces:

- 1 space per 30m² of NLA for Shops and Restaurants (9 spaces).
- 1 space per dwelling unit (7 spaces)

The new Planning Scheme (commencing 2018) requires 13 parking spaces:

- 1 space per 50m² of NLA for Shops and Restaurants (6 spaces).
- 1 space per dwelling unit (7 spaces)

The 14 parking spaces is the appropriate for the proposed mixed use, having regard to the:

- desired character of the area and level of local accessibility.
- nature of the particular use and its specific characteristics and scale
- number of employees and the likely number of visitors to the site.
- nature and frequency of transport (including shuttle buses) serving the area.

3. Commercial vehicle loading areas

No large commercial vehicles are anticipated to enter the semi basement. A loading space is provided on Macrossan Street and as with the majority of all other Macrossan Street properties can be provisioned from the street entry.

It should also be noted that this will be the smallest scale, mixed use development in Macrossan street with accompanying minimal traffic volumes. Furthermore, a town planning analysis of the 22 properties with a driveway access to Macrossan Street (see attached photos), demonstrates that:

1. Only three properties have double width drives of 5.5m which are the larger properties.
 2. the remaining 19 properties have single width driveways with no provision for layby in the road reserve, out of the path of traffic to allow exiting vehicles to pass.
 3. The proposed development provides for a queuing space in the road reserve without interruption to traffic flow whilst allowing an existing vehicle to pass.
-

4. Traffic and pedestrian movements

CMG Engineers Report (ref 38807R1) is attached. The report demonstrates the geometry of the driveway, parking and layby areas, together with the vehicle sweep paths allows:

1. Sufficient site distance is provided between the basement and the layby area.
 2. Adequate site distance with respect to vehicles entering and exiting the site as well as pedestrian movements.
 3. All vehicles to enter and exit the site in a forward manner. The traffic management configuration will not result in any vehicles reversing up or down the access ramp.
 4. A turning bay in the basement carpark.
-

5. Bicycle parking

The attached amended floor plans (TPG DA-100H) show bicycle parking on the Deck, near the stairs. The bicycle parking is easily accessed from the terrace between shop 1 and 2. The new Scheme (2016) nominates 1 bicycle space per 100m² of GFA and outdoor dining, which is 3 spaces. The plan shows, and the site allows approx. 7 bicycle spaces.

6. On-street works and landscaping

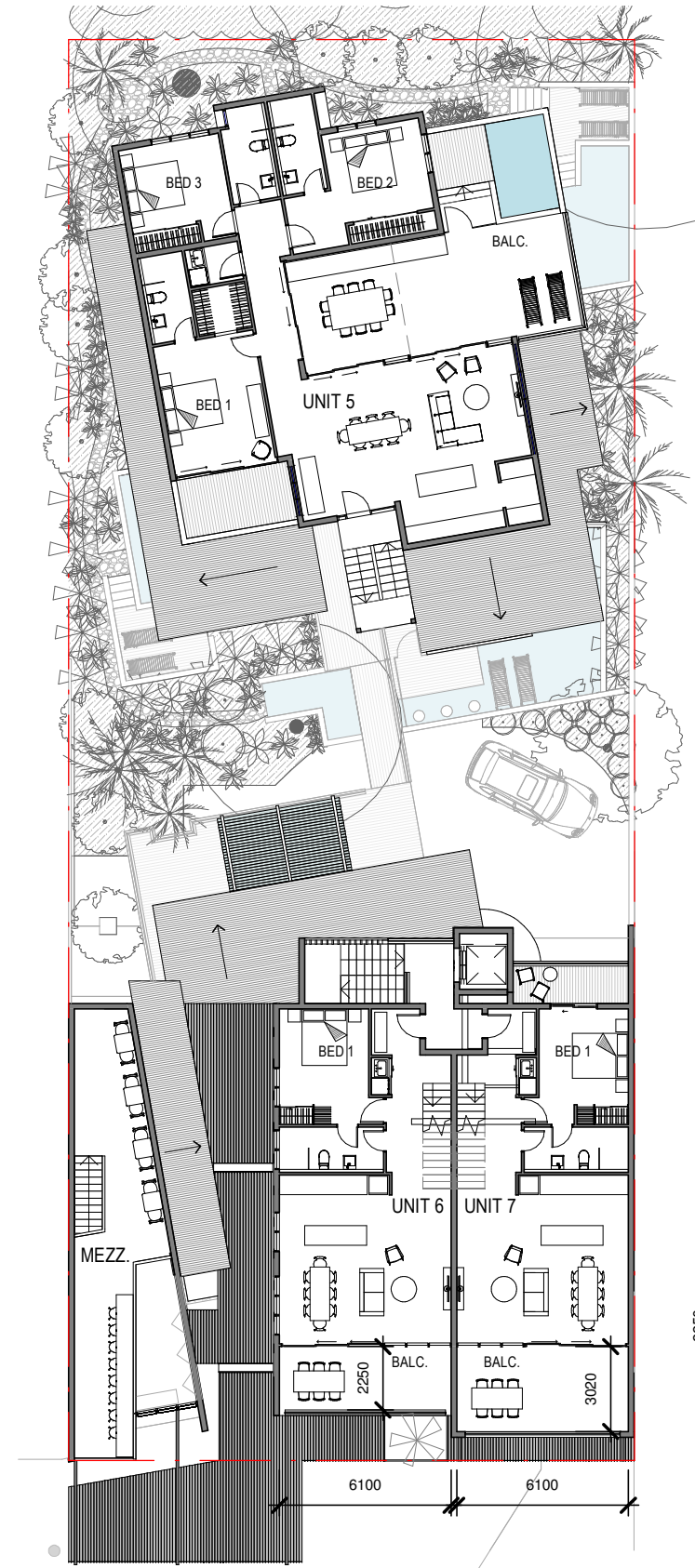
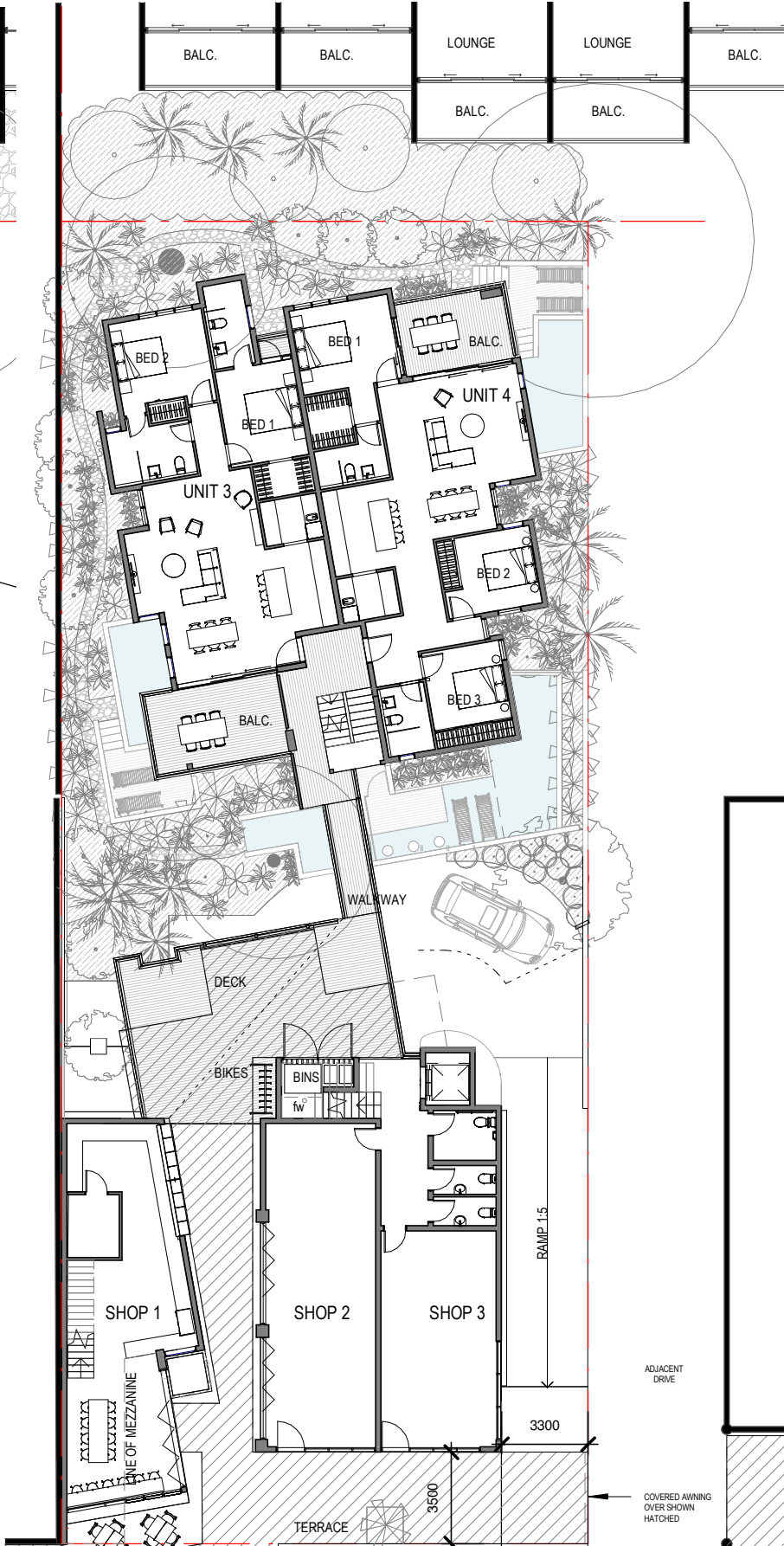
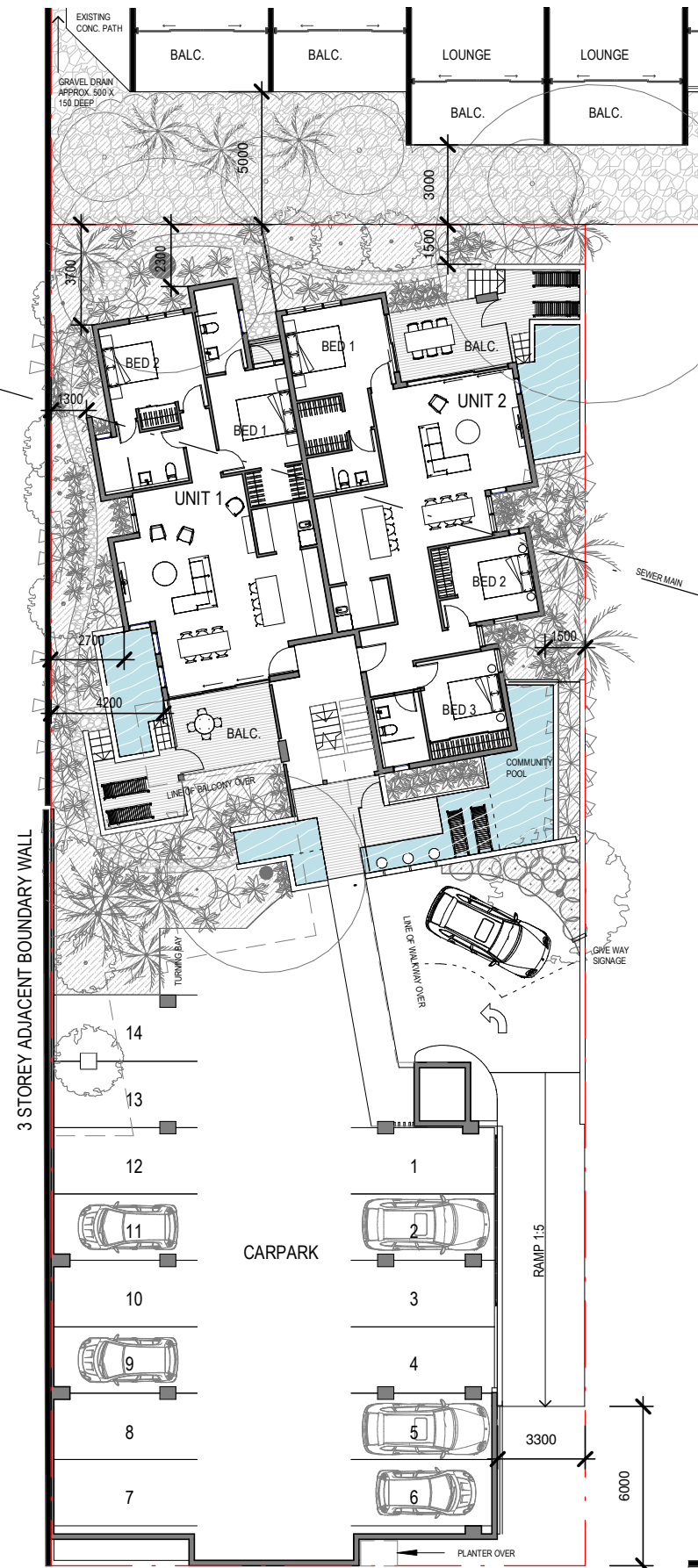
Refer to proposal plans by TPG and CMG Engineers Report (ref 38807R1) attached.

This information response addresses the matters raised, however if you require any further information please do call me.

Yours faithfully,

Nikki Huddy
Director

- Att.**
1. TPG DA-100H Floor Plans
 2. TPG DA-101D Sections and Elevations.
 3. CMG Engineers Report (ref 38807R1)

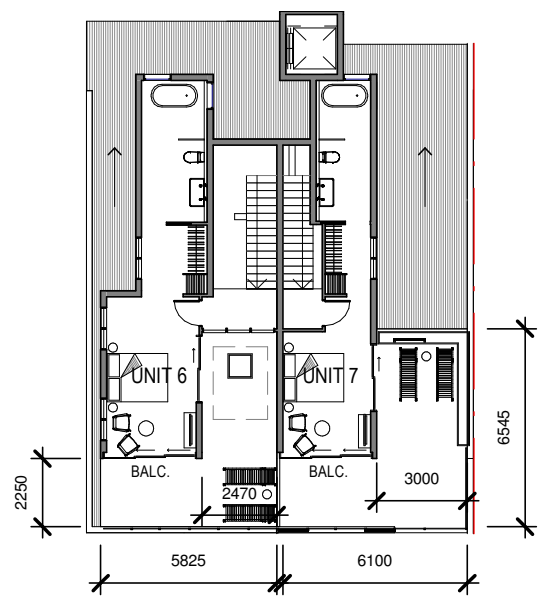


AREA SCHEDULE

	Internal	Balcony	Total
Unit 1	95m ²	13m ²	108m ²
Unit 2	105m ²	13m ²	118m ²
Unit 3	95m ²	18m ²	112m ²
Unit 4	105m ²	13m ²	118m ²
Unit 5	160m ²	40m ²	200m ²
Unit 6	115m ²	40m ²	155m ²
Unit 7	105m ²	50m ²	155m ²
Shop 1	100m ²	-	100m ²
Shop 2	55m ²	-	55m ²
Shop 3	38m ²	-	38m ²
Deck			35m ²
Terrace			40m ²



5 SITE AERIAL



4 ROOF
1 : 250

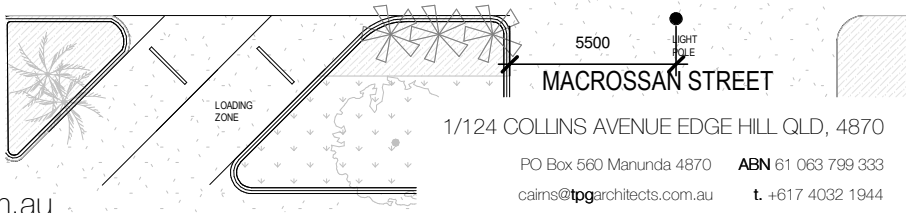
1 GROUND FLOOR
1 : 250

2 STREET LEVEL
1 : 250

3 UPPER FLOOR
1 : 250

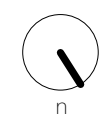


www.tpgarchitects.com.au



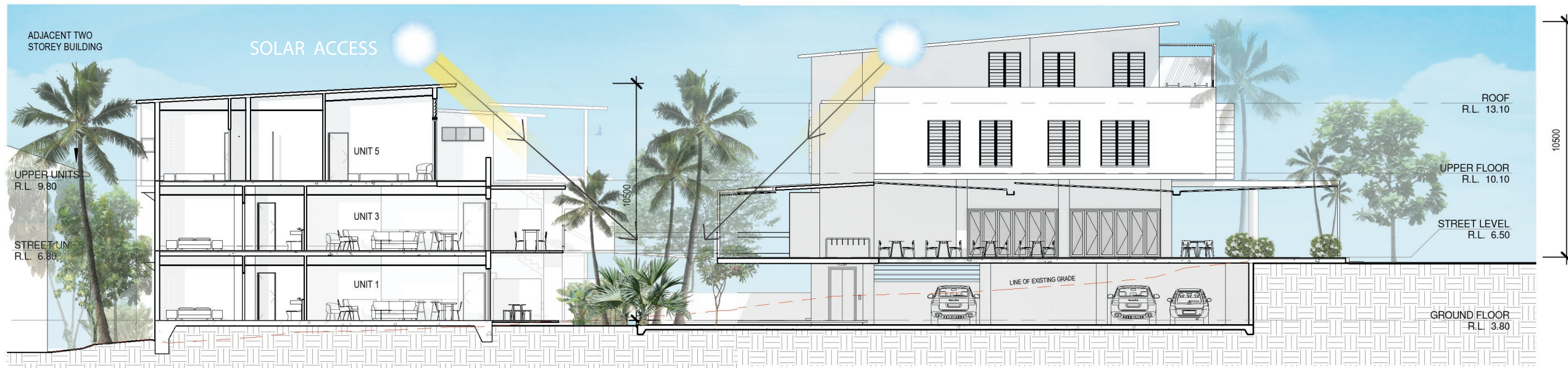
1/124 COLLINS AVENUE EDGE HILL QLD, 4870
 PO Box 560 Manunda 4870 AEN 61 063 799 333
 cairns@tpgarchitects.com.au t. +617 4032 1944

1:125 @ A1 (10
 1:250 @ A3 (2.5 5

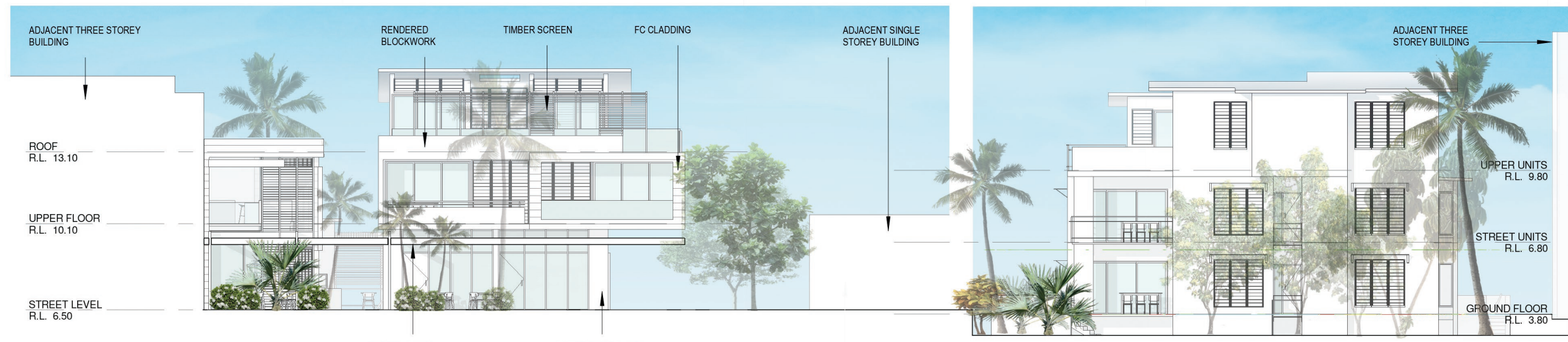


FLOOR PLANS

WLP-01 49 MACROSSAN STREET
 DA-100H DECEMBER 2017



1 SECTION
1 : 200



2 MACROSSAN ST - ELEVATION
1 : 200

3 SOUTH ELEVATION
1 : 200



4 WEST ELEVATION
1 : 200

Report: 38807R1

ENGINEERING REPORT

Unit Development

49 Macrossan Street Port Douglas

DRAFT

For: Total Project Group

Date: 15 December 2017

The Site:

The site is currently occupied by a small timber building and carport/shed.

A survey has been undertaken by Cardo and is attached in Appendix 1.

The entire site has a medium fall from front to rear

Proposed Development:

The development is a commercial and multi-level unit complex with a basement carpark to the front of the lot. The structure will consist of reinforced concrete floors supported on reinforced concrete masonry walls.

The foundation structure will be a stiffened monolithic raft system.

Traffic:

Access to the carpark is via a driveway ramp located along the right hand side boundary. Traffic movements, parking, site lines and site distances are as shown on the plan in Appendix 2.

Due to site constraints, the driveway is single lane with a layby/queuing bay located at the top within the parking zone on the Macrossan Street road reserve and a layby area at the base of the ramp.

The geometry of the driveway, carparking and layby areas, together with the vehicle sweep paths show that:

1. Sufficient site distance is provided between the basement and the layby area.
2. In this low speed environment there is adequate site distance with respect to vehicles entering and exiting the site as well as pedestrian movements.
3. The traffic management configuration will not result in any vehicles reversing up or down the access ramp. All vehicles will enter and exit the site in a forward manner.
4. A turning bay is also provided in the basement carpark as shown on the attached sweep paths drawings.

Stormwater:

The lot is 50.5m deep with a medium fall to the rear.

The predevelopment discharge is across the rear boundary and the 1%AEP stormwater flow is 84 l/sec. The post development discharge will consist of either of two possible options.

- Option 1 The roof stormwater from the front building will discharge to Macrossan Street and the remainder of the site to the rear resulting in a net flow to the rear for a 1%AEP event of 71 l/sec.
-

Option 2 The roof structure of both front and rear buildings discharge to Macrossan Street and the remainder of the site to the rear resulting in a net flow to the rear for a 1%AEP event of 56 l/sec.

Both options reduce the net flows across the rear boundary in the post-development state.

The roof stormwater will be collected by gutters and downpipes. The heights/geometry of the buildings allows for this system to discharge to Macrossan Street.

The remaining stormwater flows will be captured by field inlet pits as well as overland flow swales which will discharge to rubble pits located in each rear corner of the lot. These pits will be connected by a rubble drain with slotted pipes to facilitate a non-concentrated flow across the rear.

The existing development at the rear of this property has pits and gravel swales located along the rear and site boundaries which accept the pre-development flows from this upstream lot.

Sewer:

The existing council sewer will be located under the proposed building. The proposed foundations can and will be designed to bridge the existing sewer.

The foundation will consist of a stiff, monolithic raft and bored piers founded at a depth which will not impose any building/additional loading on the sewer.

A new house connection branch can be provided outside the building footprint.

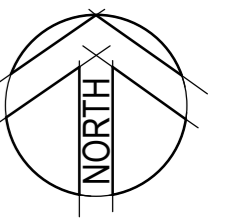
C.M.G CONSULTING
ENGINEERS PTY. LTD.

C.M. GIANARAKIS (RPEQ 1370)

APPENDIX 1

Survey





LEGEND
These standard symbols and lines may be found in the drawing.

- BUILDING - ALL
- ROOFING/EAVE LINE
- FENCE LINE
- INVERT
- CHANGE OF GRADE
- EDGE OF CONCRETE
- EDGE OF PAVEMENT
- LINEMARKING - BROKEN ONE SIDE
- LINEMARKING - BROKEN
- LINEMARKING - DASHED
- SEWER MAIN
- TREE
- PALM
- WATER TAP
- SURVEY BENCHMARK
- STREET LIGHT
- STREET SIGN
- ELECTRICAL PILLAR BOX
- GUIDE POST
- SPOT HEIGHT
- INVERT LEVEL

TREE/PALM DESCRIPTION
 TRUNK DIA (cm) 40 8 8 APPROX HEIGHT (m/s)
 APPROX SPREAD (m/s)

CONTOUR INTERVAL - 0.5m

LEVEL DATUM	AHD (Derived)	Surveyed	Date
AS DETERMINED BY	PSM39989	PVL	9/6/17
LEVEL VALUE USED	1.562	Drawn	TJC
MERIDIAN DATUM	vide SP126933	Checked	Date
		PVL	22/06/17
		Approved	Date
		TJC	22/06/17

IMPORTANT NOTE
 This plan is prepared for William and Lucy PETRIE from a combination of field survey and existing records for the purpose of as constructed records on the land and should not be used for any other purpose. The title boundaries shown hereon were not marked by the author at the time of survey and have been determined by plan dimensions only and not by field measurements. Services shown hereon have been located where possible by field survey. If not able to be so located, known services have been plotted from the records of relevant authorities where available and have been noted accordingly on this plan. Where such records either do not exist or are considered inadequate, a notation has been made hereon. Prior to any demolition, excavation or construction on the site, the relevant authority should be contacted for possible location of further underground services and detailed locations of all services.
 This note is an integral part of this plan.

CONTROL TABLE

Point	Easting	Northing	Elevation	Description
C6	1143.682	913.980	6.924	BENCHMARK IN STH EAST BOLT
C7	1160.244	902.474	6.683	SCREWM IN CONCRETE
C9	1128.882	872.639	3.384	SCREWM IN CONCRETE

Rev.	Date	Description	Surv.	Drwn.	Appd.
C	30/11/2017	SEWER ADDED	CT	CT	TC
B	26/06/2017	CLIENT NAME AMENDED	PvL	TC	BP
A	22/06/2017	ORIGINAL ISSUE	PvL	TC	BP

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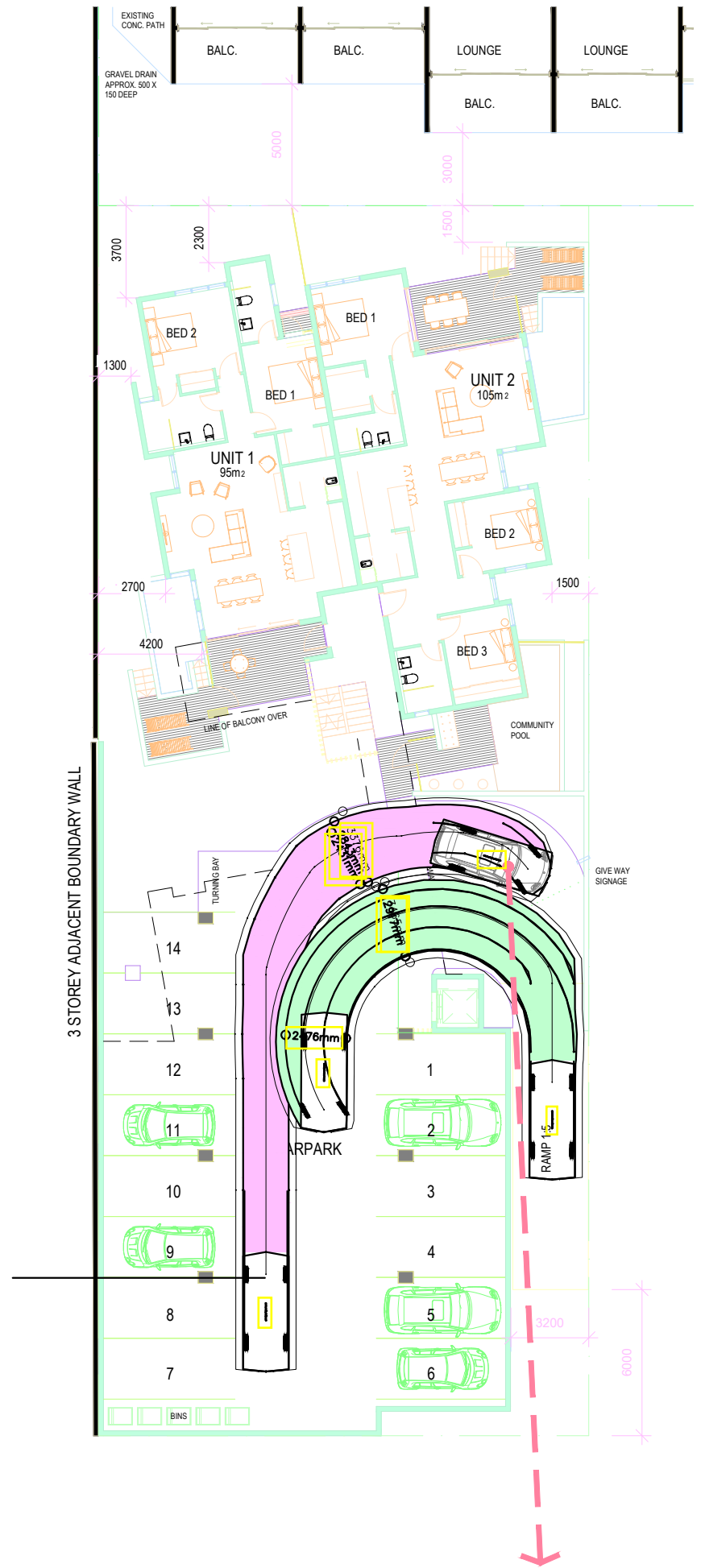
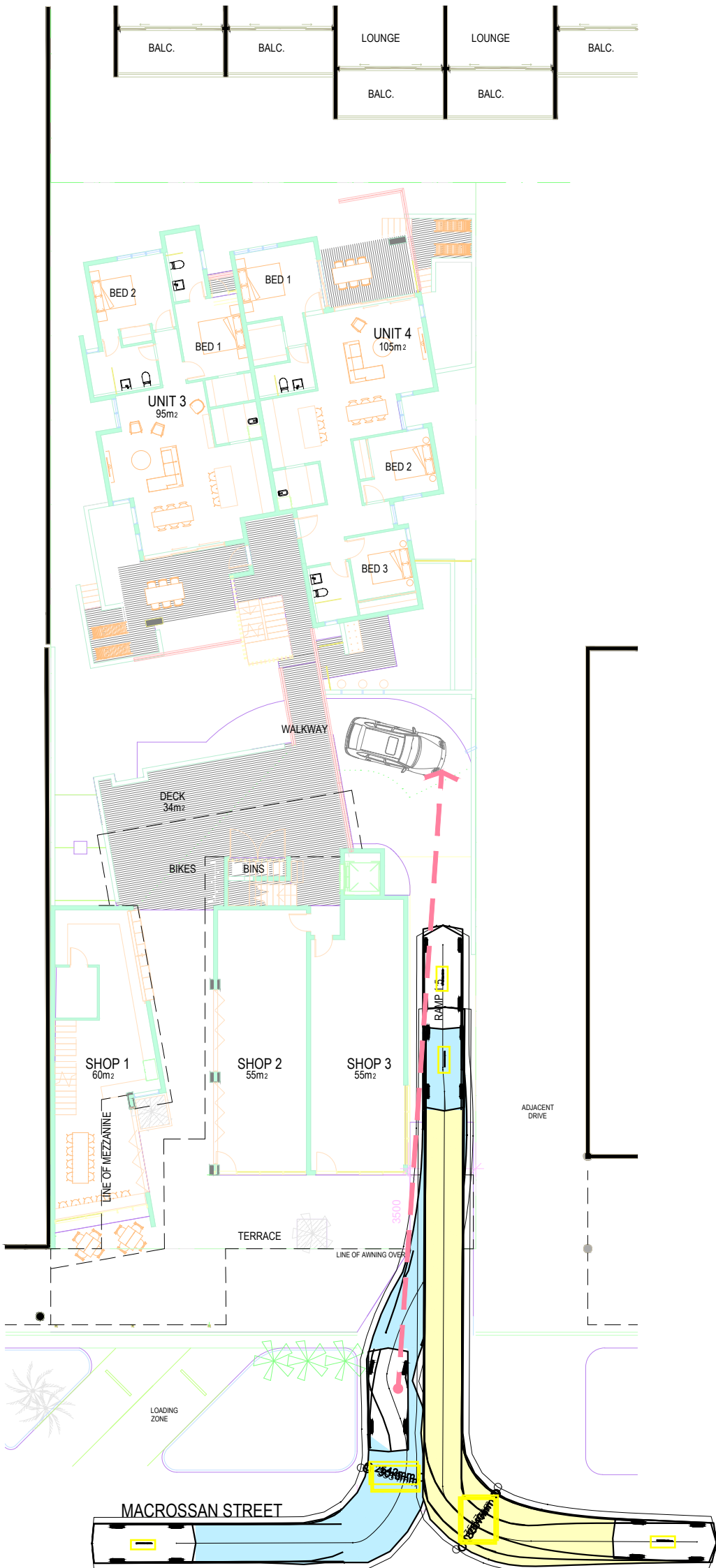
Client	WILLIAM AND LUCY PETRIE	
Project	DETAIL SURVEY LOT 410 ON PTD2091 49 MACROSSAN STREET PORT DOUGLAS	Status DETAIL SURVEY
Sheet	A1	Revision C
Drawing Number	Q174076-D001	No. 1 of 1

APPENDIX 2

Traffic management sweep paths and site distances



49 Macrossan Street



— — — — — → Vehicle Sight Line

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A.C.N. 011 065 375 STRUCTURAL AND CIVIL

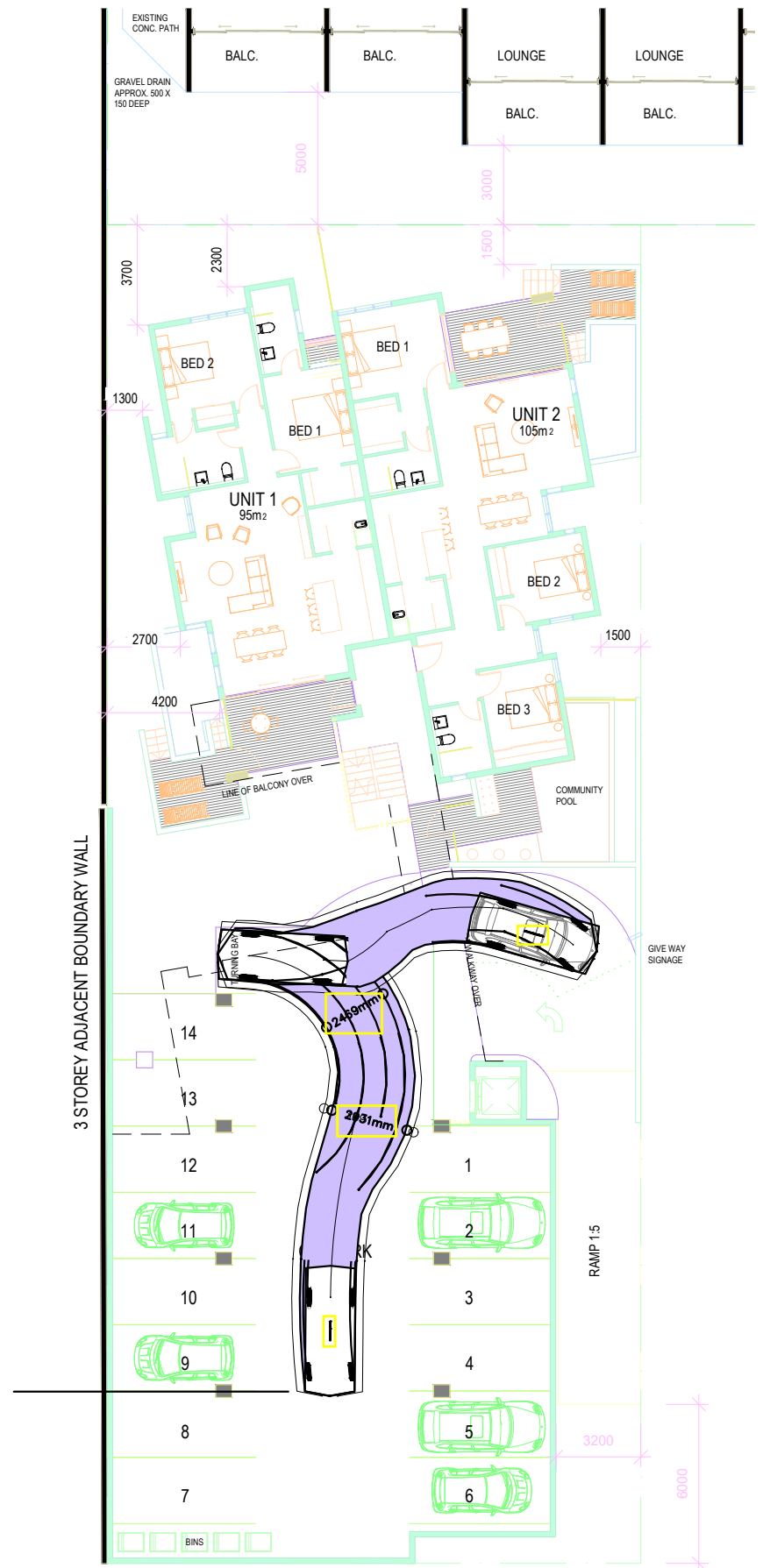
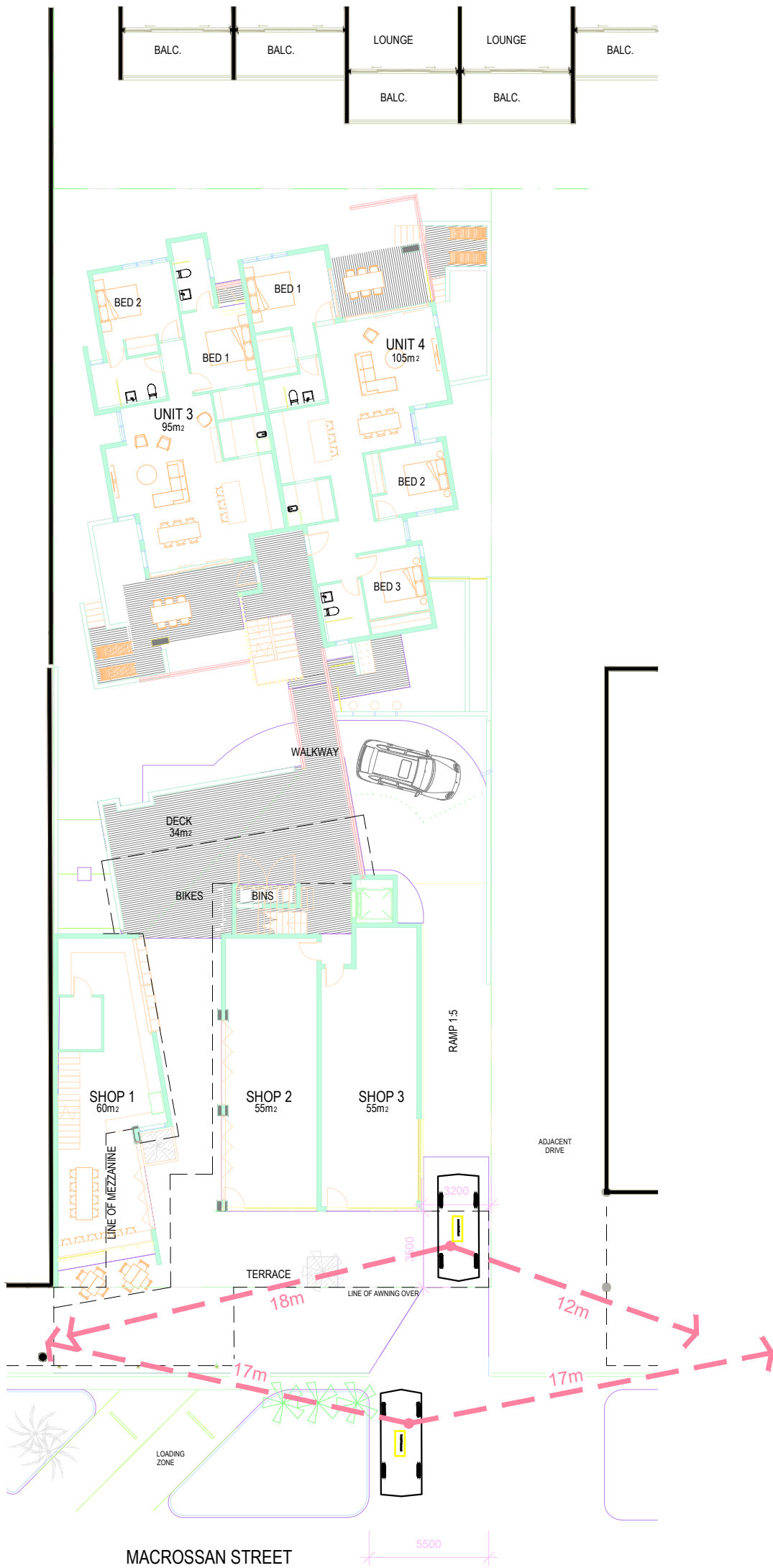
208 Buchan Street CAIRNS, 4870. Phone: (07) 4031 2775
 P.O. Box 5901 Cairns Mail Centre Fax: (07) 4051 9013

Vehicle Swept Paths

Sheet 1 of 2

4 DEC 2017

49 Macrossan Street



Vehicle Sight Line

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Vehicle Swept Paths

Sheet 2 of 2

4 DEC 2017