

22 January 2021

**Enquiries:** Daniel Lamond  
**Our Ref:** MCUI 2020\_3711/1 (990455)  
**Your Ref:** 12526901-55512-2

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Chiodo Corporation  
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TOWNSVILLE QLD 4810

**Email:** Erin.Campbell@GHD.com

Dear Sir/Madam

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

Thank you for your development application for 71-85 Port Douglas Road and properly made on 5 January 2021.

**Applicant Details**

<b>Name:</b>	Chiodo Corporation
<b>Postal Address:</b>	C/- GHD PO Box 930 TOWNSVILLE QLD 4810
<b>Email:</b>	Erin.campbell@GHD.com

**Property Details**

<b>Street Address:</b>	71-85 Port Douglas Road PORT DOUGLAS
<b>Real Property Description:</b>	LOT: 1 SP: 150468
<b>Local Government Area:</b>	Douglas Shire Council

**Application Details**

<b>Application Number:</b>	MCUI 2020_3711/1
<b>Approval Sought:</b>	Development Permit
<b>Nature of Development Proposed:</b>	MCU - Material Change of Use
<b>Description of the Development Proposed:</b>	Material Change of Use (Tourist Resort)

## **Additional Information Requested**

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

### **Building Height**

1. The proposed building height is approximately 20 metres with Councils Planning Scheme limiting building height to 13.5 metres. The proposal to exceed the prescribed height limit conflicts with the performance outcomes and purpose of the Tourist Accommodation Zone Code. In addition, it conflicts with Theme 4, 3.7.1 (2) of the Strategic Framework. Demonstrate how the proposed height breach can comply with the purpose of the zone code and the Strategic Framework and confirm the height of the building in accordance with the definition of building height from the 2018 Douglas Shire Planning Scheme version 1.0.

### **External Road Works**

2. The intersection analysis of the access operation indicates that the level of service achieved is F. This is not a satisfactory level of service for road safety and traffic impacts. Additional measures including consideration of limiting the turn movement or other such treatments are to be proposed and a revised assessment is to be provided to achieve an acceptable level of service.
3. Demonstrate that the proposed left-in and left out of the loading dock is suitably controlled and signed to ensure only these movements will occur.
4. Demonstrate that the loading dock left-in only entrance does not require road widening, to ensure safe use of the intersection/access.
5. Provide an assessment of the queue length at the proposed intersection with Port Douglas Road to confirm it will not be over the tram line (will not cause stacking) and/or provide controls on how this will be managed;
6. It is noted that the tram line is proposed to be lifted (by over 1m as shown on the engineering plans). It is also noted that the tram line measures around 28m from the access edge on the proposed northern access and has an existing level difference of approximately 2.6m giving a grade of around 10% or 1v in 10h. The proposed design grade appears to be approximately 6% (average) between the road edge and the rail line increasing to 15% in the ramp to the basement. Provide owners consent for the tram way changes and provide a detailed grading plan and assessment of grade changes.

### **Removal of iconic Oil Palms**

7. The proposal includes to remove at least three iconic Oil Palms for the construction of the main access to the site. This conflicts with the purpose of the Port Douglas and Craiglie Local Plan Code as the iconic Oil Palms are required to be retained. Amend the access design and demonstrate how the iconic Oil Palms can be retained.

### **Site Filling**

8. The location of Section A on Northrop Drawing 200372-DA-C03.01 does not pick up the filling along the western boundary where the existing drainage swale meanders in and out of the property. The low areas are evidenced by the green shading in the Northrop drawing. Concern is raised with the south west corner, (but not limited to this location), where the swale appears to be largely within the subject site. Council Officers are

concerned that the proposed filling may impede the drainage line and displace the runoff and drainage to third parties, in conflict with the planning scheme, FNQROC Development Manual and QUDM.

Filling adjacent or within the water body near the north west boundary must also be considered and further detail must be provided on how this will be achieved without impacting on the adjoining landowner.

## **Stormwater**

9. Undertake a local drainage study of the site to determine the drainage impacts on upstream and downstream properties and the mitigation measures required to minimise such impacts. In particular, the study must address the following, as a minimum;
  - a) The extent of the 1% AEP flood event in relation to the site both pre- and post-development, with calculations and assumptions including for the proposed on-site detention;
  - b) Primary and secondary flow paths for the 5, 10, and 100 year ARI flood events;
  - c) Identify any requirement for drainage easements through the site;
  - d) Identify the need and tenure for flood detention areas to ensure a no worsening impact on surrounding properties, for the entire development;
  - e) Identify the capacity of proposed drainage lines through the site and overland flow paths in the event of inlet blockages. Advice on blockage factors as well as a severe impact assessment will be required;
  - f) Lawful points of discharge, noting that the swale to the west is unlikely to meet the requirements for a lawful point of discharge.

The drainage study is to be certified by an appropriately qualified and experienced engineer (RPEQ certified) and must comply, in all regards, with the requirements of the Queensland Urban Drainage Manual (QUDM) and the FNQROC Development Manual.

As part of the lawful point of discharge considerations, further details and clarification is required in relation to providing owners consent for the downstream property in accordance with the requirements of the Planning Act 2016. Namely the number of directors to sign the Owners Consent in addition to the position of the signatories.

10. Provide cross sections and additional drainage modelling to demonstrate that the proposed filling of the south-west corner of the lot does not impact/cause a nuisance to the adjacent upstream and downstream drain operation and adjoining land.
11. Demonstrate that additional outlet to the adjacent site (north-west corner of development) does not impact/cause a nuisance to the adjacent downstream site.
12. Demonstrate that the proposed stormwater infrastructure can achieve sufficient grade to proposed outlets and that the levels at the outlets can accommodate the proposed culvert sizes.

## **Landscaping Plan**

13. Provide a landscaping plan for the development which:

- a. Is designed in accordance with Planning Scheme policy SC6.7;
- b. Complies with the FNQROC Development Manual for street tree planting;
- c. Accurately locates existing on-street trees and vegetation on the road verge to be retained and removed.
- d. Includes on-site landscaping which screens retaining structures and does not rely on on-street landscaping to do so.

### **Demolition Plan**

14. Detail how the 8000 tonnes of concrete building demolition waste will be managed. In particular, provide the following information;
  - a. Who the demolition contractor is, including a full list of their credentials;
  - b. What EA and/or ERA licences and approvals are in place for the work;
  - c. Where the concrete waste will be disposed of;
  - d. Whether any of the concrete waste is to be adaptively re-used, inclusive of quantities;
  - e. When demolition will commence.

### **Amended Site Plan**

15. Provide an amended site plan and associated set of plans detailing the following:
  - a. Existing site levels and RL's, in particular, for the vehicle paths and for the top of the retaining wall supporting the internal porte cochere roundabout;
  - b. the retaining wall for the porte cochere is to be within the property boundary and this should be reflected on the amended plan;
  - c. Existing and proposed levels must be detailed on the same plan.
  - d. A clear representation of how the service access is sited without the gap portrayed on the application site plan.

### **Section Plans**

16. Provide a section plan detailing the service access from the carriageway of the road to the basement car park. The section must accurately detail the tram line, Revised levels and existing levels, a 3.5 metre wide footpath cycleway in accordance with Councils principal cycle network design standard and be drawn to an appropriate scale.
17. Provide a section plan detailing the primary access from the carriageway of the road to the car park. The section must accurately detail the tram line, Revised levels and existing levels, a 3.5 metre wide footpath cycleway in accordance with Councils principal cycle network design standard and be drawn to an appropriate scale.

### **Landscaping and recreation Area**

18. The application plans incorrectly detail the landscaping percentage of the site. In accordance with the administrative definitions from the 2018 Douglas Shire Planning Scheme version 1, demonstrate the percentage of landscaping area and recreation area separately. Plans should be provided with calculations to address this item.

## **Storm Tide and Drainage Study**

19. The application includes a storm tide and local drainage assessment report prepared by WBM BMT which gives a recommended finished floor level to provide adequate storm tide and flood immunity. The report is not RPEQ certified. Provide an RPEQ Certified updated report.

Also note that the report recommends a freeboard of 300mm to provide finished floor level immunity. Councils 2012 Storm Tide Inundation report prepared by WBM BMT recommends a freeboard of 500mm in this location for storm tide immunity. Detail why the recommended immunity level has decreased.

## **Site Cover**

20. The percentage of site cover is incorrectly detailed in the application. Demonstrate the site cover percentage in accordance with the definition from the 2018 Douglas Shire Planning Scheme version 1.0. Plans should be provided with calculations to address this item.

## **Benchmark Assessment**

21. Provide an assessment against the acceptable outcomes from all of the relevant development codes for the Resort complex proposal. It is noted that an assessment against the performance outcomes has been provided, however, an assessment against the acceptable solutions needs to be provided.

## **Electronic Building Plant**

22. It is noted that the electronic plant and building services are to be sited underground within the basement car park below the flood levels. Demonstrate how this plant is to be protected from storm water inundation and detail whether there are any statutory requirements, standards or requirements by other entities such as Ergon Energy for protection of this plant. Provide supporting documentation from electrical engineers and Ergon that this arrangement is acceptable.

## **Car Parking**

23. The proposal requires 407 car parking spaces in accordance with the 2018 Douglas Shire Planning Scheme version 1.0. The application only proposes the development of 222 car parking spaces representing a short fall of 185 spaces. The proposal is only supplying 55% of the required car parking spaces. Demonstrate how the development intends to meet the car parking space requirements in accordance with the planning scheme.
24. Provide a fully dimensioned carpark layout demonstrating compliance with the relevant Standards. The dimensioned plan is to include a statement from an RPEQ to confirm compliance and operation of the parking where tandem or other parking is proposed.
25. Confirm the basement car park internal height with consideration for ceiling hung conduits, ducting and services by providing relevant section plans with dimensions.

## **Earthworks Plans**

26. Provide earthworks plans with the following detail:
  - a. AHD datum levels for cut and fill across the site;
  - b. Cut and fill quantities with quantities to be taken off site confirmed.

## Acid Sulfate Soil Investigation

27. Submit a geotechnical report which addresses Acid Sulfate Soils at the site. It is noted that the proposal will require substantial excavation, in excess of 100m<sup>3</sup> below 5 metres AHD, which triggers assessment against the code. In the event that Acid Sulfate Soils are identified at the site, the response should include management strategies which mitigate the effects of disturbance.

## Perspective Plans

28. The proposed building appears to represent significant bulk. Provide perspective plans from the edge of the carriageway of Port Douglas Road from the centre of both access driveways looking toward the site. Also provide perspective plans from the footpath from adjacent to the two side boundaries looking toward the development. Each of the four perspective drawings must include a photo montage of the existing surrounding vegetation and landscape to accurately communicate the proposals appearance in realistic context.

## Roof Plan

29. Provide a roof plan detailing the external details of the roofs on the top storey.

## Water Servicing

30. Provide a water supply master plan that assesses the demands from the development and provide modelling to demonstrate where the development can connect to Council's system at a point where sufficient capacity exists. Note direct connection to the trunk main is not permitted as the trunk main supplies between the reservoirs and is not intended for service connections.
31. Provide updated site plans that identify the location of the single connection point to Council's water reticulation system and the concept internal system including on site fire system where required. The connection must demonstrate how the single metered connection will be accommodated on the site at a point accessible for Council Officers to obtain meter readings. The single connection point must include fire bypass system if required to supplement the on-site fire control systems.

## Sewer Servicing

32. It is noted that there are no proposed upgrades to the sewer network, and that "the flow rate from the site to the existing main will be capped by the infrastructure available, and the site pump station capacity will be increased to ensure an acceptable constant sewer discharge".

Council officers do not agree with this statement without clear demonstration of the resulting operational system on site. The following minimum elements are to be addressed:

- a. Demonstrate that there is capacity in the 300mm rising main that the developments private pump station is proposed to be connected to;
- b. Demonstrate that the flow rate from the site pump station can provide an acceptable constant sewer discharge without extended times storage of waste;
- c. Advise the storage provisions for the pump station (time and volume) and how this will be accommodated on site;
- d. Provide confirmation of the total sewage discharges that will be received at the treatment plant based on the FNQROC peaking factors for peak flow rate, daily volumes etc.

33. Provide an updated sewer plan which identifies the proposed connection point to Council's system where sufficient capacity exists. Provide a plan demonstrating proposed pump station location and proposed pump parameters.

### **Due Date**

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The due date for providing the requested information is 27 April 2021 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.

Please quote Council's application number: MCUI 2020\_3711/1 in all subsequent correspondence relating to this development application.

Should you require any clarification regarding this, please contact Daniel Lamond on telephone 07 4099 9456.

Yours faithfully



**For**  
**Paul Hoyer**  
**Manager Environment & Planning**