

## **Appendix C – External Roadworks (GTA)**

REF: Q189650

DATE: 29 March 2021

Chiodo Corporation Pty Ltd  
c/- Pure Projects  
102 Adelaide Street  
BRISBANE QLD 4000

Attention: Mr. David Williams (Director)

Dear David,

## DOUGLAS SHIRE COUNCIL INFORMATION REQUEST – 71-85 PORT DOUGLAS ROAD, PORT DOUGLAS

A Development Application has been lodged (reference MCUI2020\_3711/1) with the Douglas Shire Council (Council) for the proposed Fairmont Resort (herein referred to as the 'Resort') located at 71 – 85 Port Douglas Road in Port Douglas. The submission included a Transport Impact Assessment (TIA) report (issue A, dated 3 September 2020) prepared by GTA Consultants.

Council has reviewed the submission and subsequently issued an Information Request (dated 22 January 2021) which includes a number of traffic and transport related items relating to the proposed vehicle access points to Port Douglas Road (Items 2, 3, 4, and 5) and car parking (Items 23 and 24). Responses to the remaining items raised are to be completed by other members of the project team.

This letter has been prepared to outline the details of these items and provide a response in line with relevant standards, guidelines and good engineering practice. For reference, the Council comments (where applicable) are reproduced below in italics, followed by GTA's response.

## Preface

As the vehicle accesses to the Resort are to be provided via Port Douglas Road (state-controlled), approval of the vehicle access arrangements rests with the Department of Transport and Main Roads (TMR) under their Transport Infrastructure Act legislation. GTA are currently engaging with TMR to finalise the design of these vehicle accesses and supporting infrastructure (i.e. auxiliary left and channelised right turn lanes). Once finalised, the form, function and operations of the approved vehicle accesses will be confirmed to Council.

Regardless, GTA has sought to address the matters raised by Council within this letter.

## Item 2 – Right-Turn to Port Douglas Road

*"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."*

As outlined within the TIA report, the intersection analysis completed by GTA was developed to be conservative. This included the assumption that a third of all Resort guests would be arriving to or departing from the Resort during the nominated peak hours, plus a number of visitors travelling to the Food & Drink Outlet uses.

Even with these conservative vehicle trips generation assumptions, it is only in the Sunday AM peak hour (which exhibits two-way vehicle demands along Port Douglas Road of approximately 20% higher than any other recorded peak hour) under the 10-year design horizon (2032) that the right-turn exit movement from the porte cochere and basement car park (central) vehicle access results in a level of service (LOS) of F. It is noted that this movement corresponds to a 95<sup>th</sup> percentile queue distance of less than 12m, degree of saturation of less than 0.3 and an average delay in the order of 70 seconds.

Based on the engagement with TMR, it is considered to be desirable to maintain the right-turn exit to minimise impacts to the state-controlled network. Should the right-turn exit movement be an issue during the Sunday AM peak hour in the future, the following management arrangements can be imposed for the site access intersection with Port Douglas Road:

- Shuttle buses departing the site intending to travel south will be instructed to make a left-turn and be required to travel north to the Port Douglas Road / Avenue of Palms roundabout before travelling south on Port Douglas Road
- Recommendations will be made to private vehicles to undertake the same vehicle movement restriction.

Having regard for the above and the outcomes presented within the TIA report, the proposed vehicle access arrangements are not expected to have a material impact on the function, operation or safety of Port Douglas Road.

### Item 3 – Loading Dock Left-In / Left-Out Control

*“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.”*

The loading dock vehicle access is to be restricted to left-in and left-out movements only as follows:

- All traffic turn left regulatory signs, as shown in Figure 1
- Painted central median, including double white line, within the Port Douglas Road carriageway
- Entry and exit lane angles designed to reinforce left-in / left-out only restrictions
- Loading dock Traffic Management Plan to control access and egress movements by all couriers and contractors.

An updated Vehicle Access Concept Plan will also be prepared once these arrangements are finalised with TMR. Further consideration of physical treatments to enforce the left-in and left-out movements arrangements can be considered at subsequent phases of the design development, subject to TMR approval.

### Item 4 – Loading Dock Road Widening

*“Demonstrate that the loading dock left-in only entrance does not require road widening, to ensure safe use of the intersection/access.”*

As outlined within the TIA report, the proposed vehicle access arrangements (within the Port Douglas Road reserve) have been designed having regard for the requirements of Council’s Planning Scheme, Australian Standards (AS2890.1 and AS2890.2), the relevant Austroads Guidelines (AGRD04A and AGRD06A), the Road Planning and Design Manual (RPDM) and TMR’s Property Access Standard Drawings (SD1807).

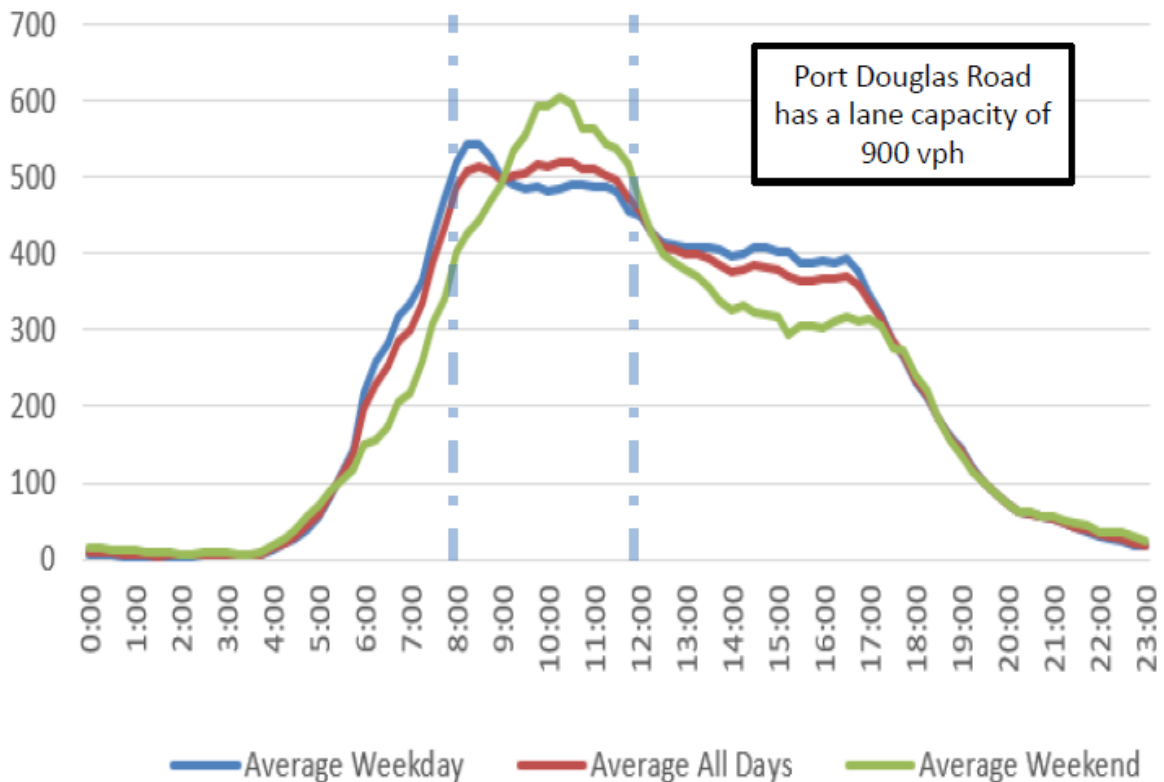
Having regard for the proposed design (and the existing vehicle access to the subject site) further widening at the proposed loading dock vehicle access is not considered to be necessary in this instance. However, a management system is proposed to control the operations of the loading dock to spread demands across the day and avoid the identified existing road network peak periods shown in Figure 2, noting that Food & Drink Outlet deliveries, refuse collection and laundry services naturally occur outside these times to fit with the typical Resort operations.

Based on the proposed Vehicle Access Concept Plan, traffic analysis and investigations outlined within the TIA report and recent further engagement with TMR, the proposed vehicle access arrangements are not expected to have a material impact on the function, operation or safety of Port Douglas Road.

Figure 1: All Traffic Turn Left Sign



Figure 2: Port Douglas Road (Northbound) – Existing Hourly Vehicle Demands



## Item 5 – Queue Storage

*“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.”*

GTA has previously provided intersection modelling results within the TIA report, with detailed results provided within Appendix G demonstrating that the greatest level of queuing expected to occur at the Port Douglas Road / Fairmont Resort intersection is less than 12m. The separation between the Port Douglas Road / Fairmont Resort intersection stop line and the Bally Hooley tram line is in excess of 20m.

The queue storage provisions are considered to be acceptable and queues associated with the vehicle accessed are not expected to have a material impact on the safe operations of the Bally Hooley tram line.

## Item 23 - Car Parking Provisions

*“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.”*

### Statutory Car Parking Requirements

Council’s Planning Scheme (Code 9.4.1 - Access, Parking and Servicing Code) identifies statutory requirements for the provision of car parking based on the proposed land uses. The Resort generates a statutory car parking requirement of 407 spaces. The Resort includes a provision of 227 car parking spaces (5 spaces added since the preparation of the TIA report) plus 8 motorcycle bays (which can substitute up to 2% of ordinary vehicle parking), representing a shortfall of 172 spaces when compared to Council’s statutory car parking requirements.

However, Council’s statutory car parking requirements comprises generic rates and for Resort Complex land uses, standard car parking rates for each individual land use are to be added to determine the accumulative car parking requirements. This approach is not in line with industry best practice and could be expected to result in an oversupply of car parking at resort of this nature, reinforcing dependency on private motor vehicles and creating poor sustainability outcomes.

GTA has therefore taken a more holistic approach to determining the car parking requirements for the Resort by reviewing the accepted car parking dispensation for the previous development approval at this site and completing a robust Car Parking Demand Assessment.

### Previous Development Approval

While not relied upon to support the proposed car parking provision, GTA has reviewed the approved Development Approval (reference MCUC 5148/2013 D#824722) for this site which comprised in the order of 206 rooms with remaining land uses (Gym, Spa, Relaxation Lounge, Retail, Restaurant, Café, Bar, Function Centre, Meeting Rooms and Administration Facilities) treated as ancillary uses. This approval required the provision of 159 car parking spaces which is significantly less than what is included in the current proposal.

If the same approach was adopted for the Resort (i.e. all uses except the Resort rooms treated as ancillary), the Resort would generate a car parking requirement of 208 spaces. This sits comfortably within the proposed on-site provisions. Nevertheless, our approach recognises that a portion of the visitors of the Function Facility and Food & Drink Outlet uses may not be guests of the Resort and may choose to drive to the site and therefore require visitor car parking provisions.

## Car Parking Demand Assessment

A comprehensive Car Parking Demand Assessment is outlined within the TIA report. This was prepared based on information provided by Accor which has been independently verified and validated where possible using available data and publicly information from Tourism and Events Queensland, GTA's Generation Database and our previous experience working on projects of a similar nature.

As requested by Council, GTA has undertaken a further review of the Car Parking Demand Assessment. This is in line with guidance from the Austroads Guidelines (AGTM 11) which specifies a number of factors to consider when determining suitable car parking provisions, including (but not limited to):

- Types of land uses, including mixed land uses and shared car parking
- Daily and seasonal variations in car parking
- Availability of other alternatives to car use
- Geographic location and availability of alternative car parking.

Details of our further review are outlined within the subsequent sections of this letter.

### ***Types of Land Uses – Car Parking Demand Assessment***

We acknowledge that the Car Parking Demand Assessment would usually consider car parking demand data from uses of a similar nature and in a similar location. However, this approach is not a viable option in this instance for the reasons outlined within the TIA report (i.e. primarily the impact of COVID-19 on the tourism industry).

The inputs for the Car Parking Demand Assessment have therefore been based on information provided by Accor which has been independently verified and validated where. Specifically, the Car Parking Demand Assessment has considered mixed land uses and shared car parking, daily and seasonal variations in car parking and the availability of other alternatives to car use (i.e. shuttle services).

The findings of the Car Parking Demands Assessment suggests that the Resort could be expected to generate a peak car parking demand in the order of 217 to 261 spaces, including:

- 75 to 85 staff spaces
- 109 to 130 guest spaces
- 33 to 46 visitor spaces.

An overall provision of between 217 to 261 car parking spaces is still considered to be the appropriate range to accommodate and manage anticipated demands for staff, guests and visitors. It is noted that the upper range of the car parking provision assumes Gold Club guests self-drive at levels well above the current statistics for domestic (50%) and international (20%) tourists<sup>1</sup>.

### ***Types of Land Uses – Car Parking Demand Management***

As outlined within the Austroads Guidelines (AGTM 11), there is an increasing move away from a 'predict and provide' approach to car parking (i.e. minimum requirements for individual land uses) and towards Travel Demand Management (TDM) techniques to use car parking more efficiently. It is also noted that this is a key management strategy identified within TMR's Guide to Traffic Impact Assessments to minimise traffic impacts on the state-controlled road network and also to move towards more sustainable transport outcomes.

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<sup>1</sup> Based on available Drive Market Statistics from Tourism Tropical North Queensland (year ending September 2018)

GTA has sought further guidance from Accor as to how the car parking demands will be managed during peak times of the day and peak seasons. The proposed strategy, consistent with all Accor managed facilities globally, is summarised as follows:

- At the time of booking a room, it will be clear to guests whether or not they will be allocated a car parking space
- There is an additional charge if a car parking spaces is required as part of the room booking
- Based on experience from Fairmont Resorts globally, guests are usually picked up from the airport and chauffeured to the Resort with a key attraction to the brand being the 'end-to-end' luxury service
- If guests do require the use of a vehicle, they can arrange day hires from local hire companies (no requirement for car parking on-site) or utilise the hotel shuttle services
- Should there be an event that creates a greater car parking demand compared to typical operations, including visitors travelling from other resorts and hotels in the region (say for an event at the Function Facility), event shuttle bus services are arranged for collection and return of guests back to their hotels
- The 24-hour valet parking service will be used to manage peak car parking demands through a combination of dedicated visitor spaces or unused guest spaces
- There is the opportunity to arrange alternate travel for staff (i.e. shuttle services from designated pick-up locations) and use staff spaces if absolutely necessary.

This proposed strategy is considered to be appropriate to manage peak car parking demands associated with the Resort as to not exceed the proposed car parking supply.

#### ***Geographic Location and Availability of Alternative Car Parking***

GTA understand that the publicly available, on-street car parking within the centre of Port Douglas is in high-demand during peak tourist periods. It is further understood that this causes concerns for local residents and businesses, particularly where it is overflow car parking demand from nearby hotels or resorts with insufficient car parking provisions and management strategies.

As identified above, the proposed car parking demand management strategy of the Resort is considered to be appropriate to manage peak car parking demands within the available on-site car parking provisions. There is also limited publicly available, on-street car parking within the vicinity of the Resort which is located approximately 3 kilometres from the centre of Port Douglas. Car parking along Port Douglas Road (the only road frontage) is not permitted and there is does not appear to be readily accessible publicly available car parking which is likely to be attractive to staff, visitors or guests of the Resort.

Having regard to the above, the potential for overflow car parking from the Resort to publicly available car parking provisions resulting in adverse amenity impacts for local businesses and residents is considered to be unlikely.

#### ***Car Parking Demand Assessment Summary***

The proposed provision of 227 car parking spaces, including 75 staff spaces, 117 guest spaces and 35 visitor spaces, sits within the anticipated peak car parking demand range overall and for each of the user groups. This provision is considered to be appropriate to allow for the car parking demands of staff, guests and visitors to be accommodated and managed within the on-site provisions.

## **Item 24 – Car Parking Layout and Tandem Spaces**

***“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.”***

## Car Parking Layout

A car parking layout review has been undertaken for the proposed basement level car park. The extent of the review is identified in Figure 3 and results of this review are provided in Table 1.

Figure 3: Extents of Basement Car Parking Layout Review

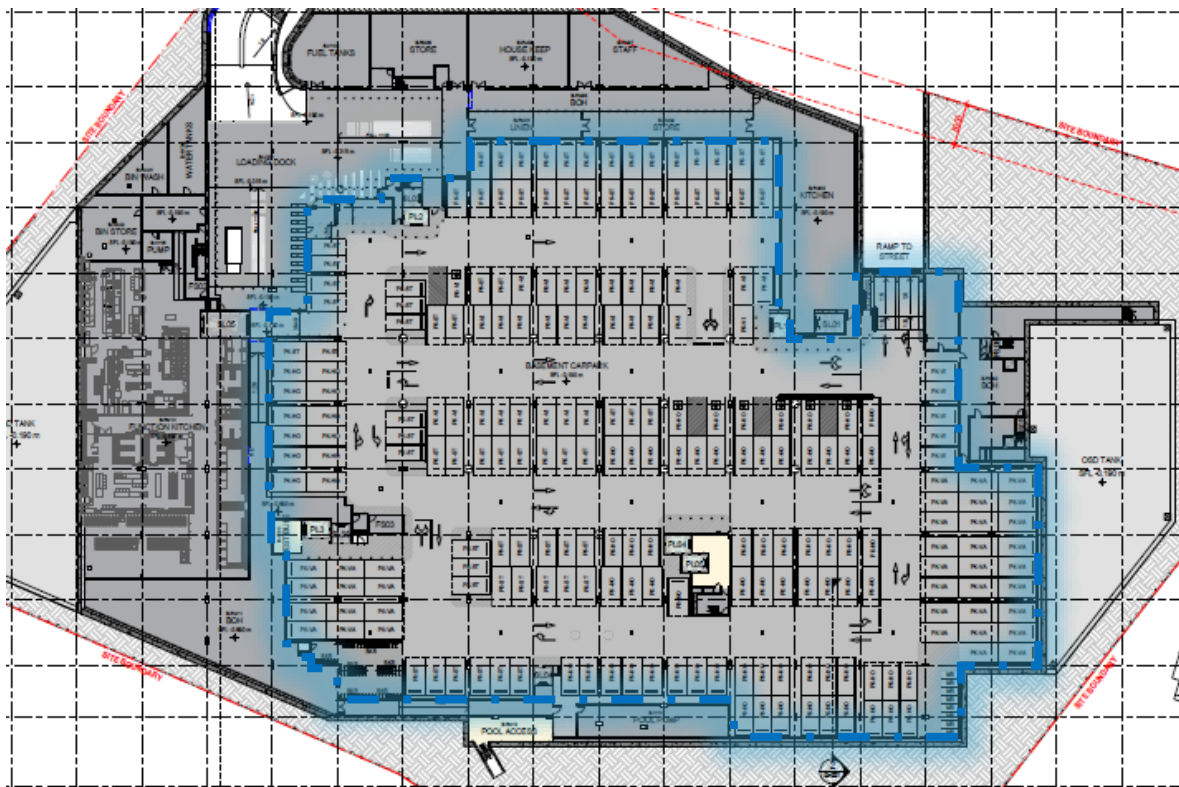


Table 1: Adequacy of Car Park Layout

Design Aspect	Design Element	Statutory Requirement (Australian Standard)	Proposed Design	Compliance
Lane Width	Entry and Exit Lanes (straight)	3.0m (kerb-to-kerb)	3.0m (kerb-to-kerb)	✓
	Bay width	2.5m	>2.7m	✓
Car Parking Bays & Aisles (User Class 2)	Bay length	5.4m	5.6m	✓
	Tandem bay length (total)	10.8m	11.2m	✓
	Aisle width (two-way)	5.8m	>5.8m	✓
	Aisle width (one-way)	5.8m	4.2m	Performance Solution #1
Adjacent Structures	Walls	0.3m clearance	0.3m clearance minimum (noting spaces typically 2.9m wide)	✓
	Columns	Outside of parking envelope	Outside of parking envelope (noting spaces typically 2.9m wide)	✓
Turnaround Facilities	Terminating aisles	1m aisle extension	2m aisle extension	✓



Design Aspect	Design Element	Statutory Requirement (Australian Standard)	Proposed Design	Compliance
Height clearance	Typical	2.2m	>2.3m	✓
	On approach to accessible space	2.3m	>2.3m	✓
	Above accessible space	2.5m	>2.6m	✓
Internal Queuing	Internal vehicle queuing provision	6 vehicles	9 vehicles	✓
Parking for Persons with Disabilities	PWD bay / adjacent shared bay width	2.4m	>2.7m	✓
	PWD bay / adjacent shared bay length	5.4m	5.6m	✓
Motorcycle / Motor Scooter Parking	Bay width	1.2m	1.2m	✓
	Bay length	2.5m	2.5m	✓

**Performance Solution #1**

The one-way car parking aisle adjacent to Person Lift #2 (PL2) is reduced to a minimum width of 4.2m. GTA has undertaken a swept path assessment which demonstrates that a B85 design vehicle is able to enter and exit the adjacent person with a disability (PWD) bay in no more than a three-point turn. These arrangements are considered to be acceptable and the swept path assessment is provided in Attachment 1.

The car parking layout has been designed generally in accordance with the relevant Australian Standards (AS2890.1 and AS2890.6) and is considered to be acceptable.

**Tandem Car Parking Spaces**

The following car parking provisions are proposed to be accommodated within tandem car parking arrangements:

- 30 staff spaces (40% of the staff supply) in standard tandem arrangements
- 68 valet spaces (58% of the guest supply) in standard and triple tandem arrangements.

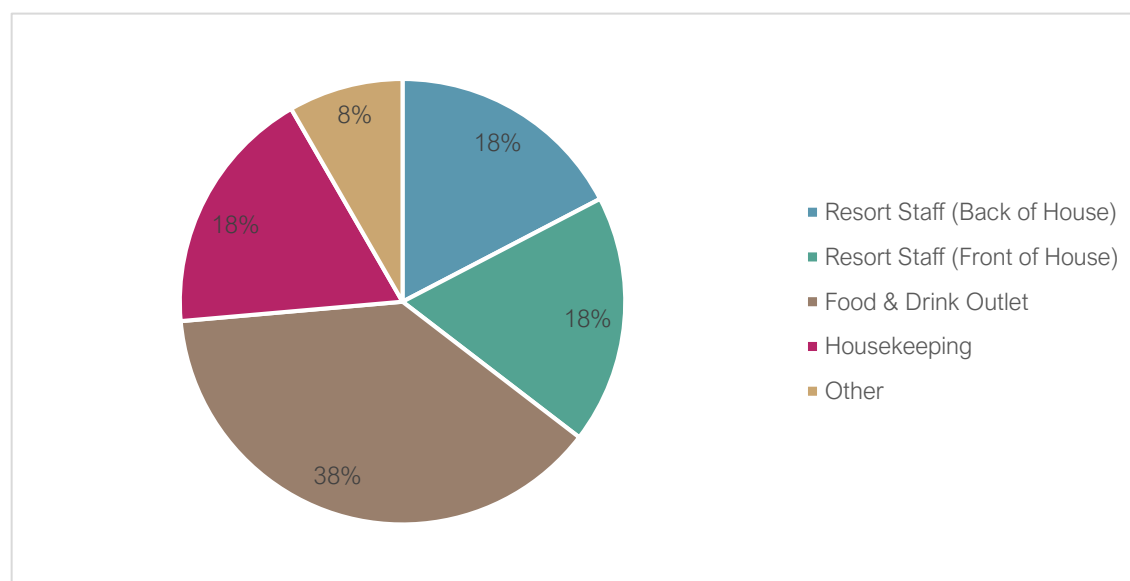
***Staff Tandem Spaces***

Limited guidance is available regarding the acceptable number of staff car parking spaces which can be provided within a tandem configuration, apart from the need for these spaces to be allocated to a single use or tenancy. Based on our experience, in the order of 20% of staff car parking spaces within tandem configuration could be considered to be appropriate for self-management by staff members within a single tenancy.

Any allocation of tandem pairs will need also need to be considerate of the different staff activities, responsibilities and schedules. An estimated breakdown of staff by role is provided in Figure 4.

Based on our understanding of the different staff activities, responsibilities and schedules, the self-management of 40% of staff car parking spaces within tandem configurations is likely to be challenging during peak times of the day and peak times of the year. The provision of 40% of staff car parking spaces within tandem configuration will therefore require active management assisted by the 24/7 valet service. On the basis that this active management is provided, the provision of 40% of staff car parking spaces within a tandem configuration is considered to be acceptable.

Figure 4: Estimated Staff Breakdown by Role



### ***Valet Tandem Spaces***

The use of tandems for valet car parking is considered to be a suitable outcome, with such arrangements used at other hotels and resorts throughout Australia. The 68 valet spaces are intended to be used to accommodate the following car parking demands:

- 21 – 42 spaces (100%) of the Gold Club member self-drive demands, noting all Gold Club members are to be provided with complimentary valet service
- 26 – 47 spaces (up to 40%) of the remaining Resort guests.

These valet provisions are considered to be acceptable, providing that the Resort provides a 24/7 valet service (which is proposed). These provisions are generally consistent with our recent experience for a number of other projects of a similar nature within Queensland (ie. up to 100% of guest spaces in tandem configurations supported by valet services).

## **Summary**

Based on the information presented within this letter, the following summary is provided:

- The proposed vehicle access arrangements are not expected to have a material impact on the function, operation or safety of Port Douglas Road
- An updated Vehicle Access Concept Plan will be prepared once the arrangements are finalised with TMR
- Further consideration of physical treatments to enforce the left-in and left-out only arrangements can be considered at subsequent phases of the design development, subject to TMR approval
- The findings of the Car Parking Demands Assessment suggests that the Resort could be expected to generate a peak car parking demand in the order of 217 to 261 spaces, including:
  - 75 to 85 staff spaces
  - 109 to 130 guest spaces
  - 33 to 46 visitor spaces
- An overall provision of between 217 to 261 car parking spaces is still considered to be the appropriate range to accommodate and manage anticipated demands for staff, guests and visitors

- The proposed provision of 227 car parking spaces, including 75 staff spaces, 117 guest spaces and 35 visitor spaces, sits within the anticipated peak car parking demand range overall and for each of the user groups
- The proposed Car Parking Demand Management strategy is considered to be appropriate to manage peak car parking demands associated with the Resort as to not exceed the proposed on-site car parking supply
- The potential for overflow car parking from the Resort to publicly available car parking provisions resulting in adverse amenity impacts for local businesses and residents is considered to be very unlikely
- The car parking layout has been designed generally in accordance with the relevant Australian Standards (AS2890.1 and AS2890.6) and is considered to be acceptable
- The proposed staff and guest tandem car parking provisions and configurations are considered to be acceptable on the basis that they will be actively managed by the proposed 24/7 valet service.

On this basis of the information provided within this letter and the TIA report, we see no reasonable traffic and transport related grounds as to why this proposal (including the two vehicle access points) could not be approved.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (07) 3113 5000.

Yours sincerely

**GTA CONSULTANTS**



**Trent Williams**  
Associate Director (RPEQ #20703) – Transport Engineering

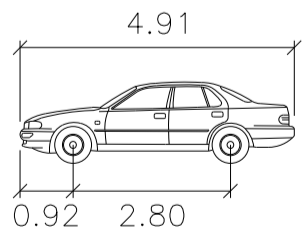
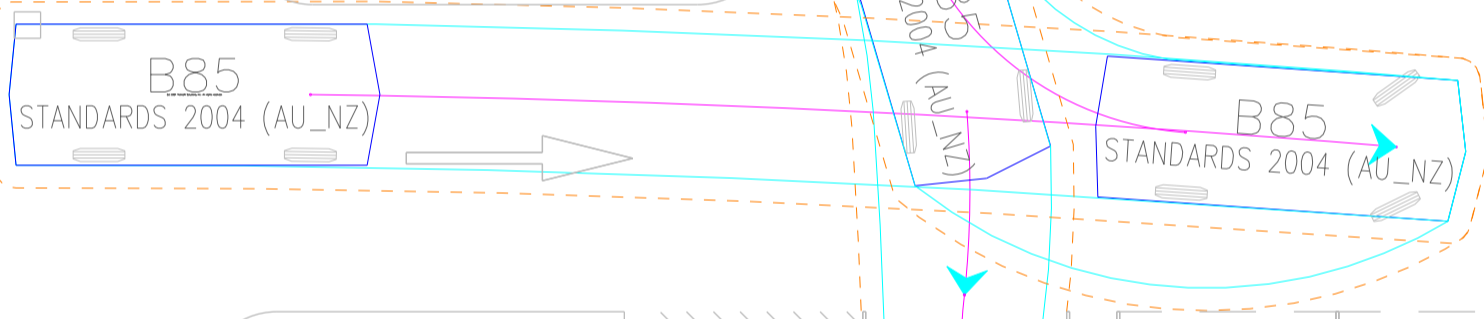
B-RM05  
LINEN

FALL 1:100

15 m

SL02

PL2



B85

Width : 1.87 meters  
 Track : 1.77 meters  
 Lock to Lock Time : 6.0  
 Steering Angle : 34.1



**PRELIMINARY PLAN**  
 FOR DISCUSSION PURPOSES  
 ONLY SUBJECT TO CHANGE  
 WITHOUT NOTIFICATION

**WARNING**  
 BEWARE OF UNDERGROUND SERVICES  
 THE LOCATION OF UNDERGROUND SERVICES ARE  
 APPROXIMATE ONLY AND THEIR EXACT POSITION  
 SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
 GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.  
 MAP REF XXX/XXX

PLOTTED BY : BrisbaneUser ON 03/29/21 AT 10:31:04

DESIGNED  
A. TIERNEY

DESIGN CHECK  
T. WILLIAMS

APPROVED BY  
T. WILLIAMS

DATE ISSUED  
29 MARCH 2021

SCALE  
A3

1:100

CAD FILE NO.  
Q189650-SK05-Basement Movement Check.dgn

FAIRMONT RESORT

BASEMENT PARKING PWD BAY SWEEP PATH

DRAWING NO. Q189650-SK05 SHEET 1 OF 2 ISSUE P1

B-RM05  
LINEN

FALL 1:100

315 m

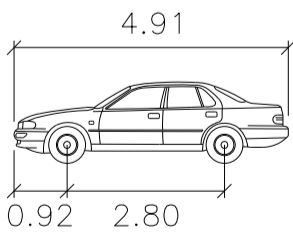
SL02

PL2

B85  
STANDARDS 2004 (AU\_NZ)

B85  
STANDARDS 2004 (AU\_NZ)

B85  
STANDARDS 2004 (AU\_NZ)



B85

Width : 1.87 meters  
 Track : 1.77  
 Lock to Lock Time : 6.0  
 Steering Angle : 34.1



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 MAP REF XXX/XXX

PLOTTED BY : BrisbaneUser ON 03/29/21 AT 10:29:18

DESIGNED  
A. TIERNEY

DESIGN CHECK  
T. WILLIAMS

APPROVED BY  
T. WILLIAMS

DATE ISSUED  
29 MARCH 2021

SCALE  
A3 1:100  
 CAD FILE NO.  
Q189650-SK05-Basement Movement Check.dgn

FAIRMONT RESORT

BASEMENT PARKING PWD BAY SWEEP PATH

DRAWING NO. Q189650-SK05

SHEET 2 OF 2

ISSUE P1

25 March 2021

**Attention : John Morris**

Crystalbrook Superyacht Marina  
46 Wharf Street  
Port Douglas QLD 4977

Dear John

**RE: FAIRMONT PORT DOUGLAS – BALLY HOOLEY RAIL LINE MODIFICATIONS  
CONSENT**

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Further to our discussion we write to you on behalf of our Client – Chiodo Corporation who are proposing to develop a property at Lot 1 SP:150468 at 71-85 Port Douglas Road, Port Douglas (the “Site”) and as part of the development we require to undertake some modifications to the existing rail line that runs along the site boundary that is owned by yourself as the “operator” of the Bally Hooley Rail Line.

To achieve driveway access to the site and to achieve the driveway grading in accordance with the Australian Standards we are required to lift the level of the existing rail line by approximately 400-650mm at the point of driveway crossovers to both the proposed Porte Cochere and Loading Dock.

Chiodo Corporation as the “Developer” of the site confirm the following in relation to any modifications to the rail line:

- The Developer will appoint the required Engineers for the design and specification of the rail line modifications in accordance with all required authorities and agencies to gain approval of the modifications.
- The Developer will pay all authority costs in relation to the modifications to the rail line.
- The Developer will cover all costs associated with the construction of the modifications to the rail line.
- All design documents and authority applications will be provided to yourself for review, comments, and approval.
- At the time of construction, the timing for the modification works will be advised in writing with a detailed programme provided, the timing for the modifications will be agreed between the Developer and yourself as the owner and operator of the Bally Hooley Rail Line.

It is acknowledged that there are a lot of engineering details and authority approvals that will be required, and the purpose of this consent is to provide agreement that the owner and operator of the Bally Hooley Rail Line are in agreement to the required modifications to the Rail Line to enable access to the site

Yours Faithfully

Pure Projects Pty Ltd



**David Williams**

Director

## **OWNERS CONSENT**

I John Morris owner and operator of the Bally Hooley Rail Line confirm our acceptance of required modifications to the rail to enable access and driveway crossovers to the proposed development site located at Lot 1 SP:150468 at 71-85 Port Douglas Road, Port Douglas.

This Owners Consent is based on the terms as contained within this letter dated the 25<sup>th</sup> March 2021.

On behalf of Owner and Operator of the Bally Hooley Rail Line.

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Signature

Name :

Date :