ASPIRE
Town Planning and Project Services

2 July 2026

Chief Executive Officer
Douglas Shire Council
64-66 Front Street
MOSSMAN QLD 4873

Attn: Kieren Nyko (Assessing Officer)

Via email: enquiries@douglas.qld.gov.au
kieren.nyko@douglas.qld.gov.au

RE: CHANGE TO APPLICATION AND APPLICANT RESPONSE TO INFORMATION REQUEST REFERENCED AS CA 2025_5880/1 (1363256)

Aspire Town Planning and Project Services act on behalf of Seymour Land (the 'Applicant' and 'Landowner') in relation to the above described matter.

Change to Application

A number of amendments have been made to the proposed development in direct response to matters raised within Council's Information Request. As these amendments may be relevant to matters previously referred to the State Assessment and Referral Agency (SARA), it is acknowledged that the Assessment Manager may be required to provide the amended material to the referral agency for consideration.

Pursuant to s25.1 of the Development Assessment Rules V3.0, the Assessment Manager must:

(a) give a copy of the notice to each referral agency for the original application, and any other referral agency required to be referred the application as a result of the change; and

(b) advise each referral agency, with a copy to the applicant, of the effect of the change on the development assessment process.

It is our position that, pursuant to s26.1(b) of the Development Assessment Rules V3.0, the development assessment process is not restarted or otherwise interrupted, as the amendments have been made solely in response to Council's Information Request. Notwithstanding this position, confirmation from the Assessment Manager regarding the application of the Development Assessment Rules would be appreciated.

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It is further our view that the amendments do not introduce any additional referral triggers or referral requirements under section s26.3 of the Development Assessment Rules V3.0. Accordingly, no new referral agencies are required to be engaged, and the existing referral framework remains unchanged.

Should the Assessment Manager determine that the amendments constitute a change under section 26.1 of the Development Assessment Rules V3.0, s28.2(a) provides that a Concurrence Agency may amend its referral agency response at any time before the application is decided where the amendment is made in response to such a change. Accordingly, should SARA consider that any aspect of its original referral response requires amendment as a consequence of the revised proposal, the Development Assessment Rules provide the appropriate mechanism for this to occur without necessitating a new referral process or delay of public notification.

Applicant Response to Information Request

We refer to the Information Request issued by Douglas Shire Council dated 5 May 2026 (Doc ID: 1363256) under Section 12 of the Development Assessment Rules in respect of the above-referenced development application. We thank Council Officers for their detailed review and constructive advice notes.

We are pleased to provide the following responses to each of the items raised. Where applicable, updated plans, reports, and technical documentation have been prepared and are enclosed with this correspondence. The applicant is committed to working collaboratively with Council to resolve the identified matters and advance the application through the assessment process.

Item 1 – Plan of Development – Preliminary Approval (Variation Request)

We acknowledge Council's advice that a separate Plan of Development has not been provided to support the site-specific development code associated with the Material Change of Use (Preliminary Approval – Variation Request) component of the application.

A Plan of Development has now been prepared and is enclosed as **Attachment 1**. The Plan of Development is consistent with the Sanctuary Greens Development Code provided in response to Item 2 below and establishes the framework for the site-specific development controls applicable to the Low-Medium Density Residential outcome proposed for the site.

This Plan of Development applies to all land within the approved Sanctuary Greens Residential Precinct. It applies to Reconfiguring a Lot, Material Change of Use, Building Work, and Operational Work to the extent those works relate to the creation, siting, design, construction, occupation, and maintenance of Dwelling Houses, Short-term Accommodation, garages, carports, domestic outbuildings, fences, landscaping, private open space, pools, external services, and common property interfaces.

The Plan of Development is intended to give Council certainty that each lot can accommodate a high-quality dwelling and associated residential functions without unacceptable impacts on adjoining lots, common property roads, the golf course interface, or Port Douglas Road.

The proposed development framework is a site-specific response to the subdivision's community title structure, common property access network, and curated architectural guideline regime. The framework does not simply reduce lot size, it substitutes conventional lot metrics with a coordinated package of building envelopes, tropical design controls, private open space standards, parking standards, landscape requirements, driveway controls, estate-edge controls, and body corporate maintenance obligations.

This approach provides dwelling houses in a low-rise residential form while supporting urban consolidation and efficient use of infrastructure. It also responds to the Reconfiguring a Lot Code by demonstrating that lots below

the default benchmark can still be suitable for their intended residential use through a planned street, lot, access, common property, and envelope framework.

The principal planning variation is summarised below:

Planning Scheme Benchmark	Sanctuary Greens Response
Minimum lot area of 450 m².	Replaced by a minimum lot size of 300 m² supported by lot-specific building envelopes, parking, landscaping, and private open space controls.
Minimum frontage of 15 m and 20 m by 15 m rectangle benchmark.	Replaced by envelope-based siting controls and lot-specific frontage outcomes shown on the Building Envelope Plan and Plan of Development.
Residential subdivision is to create well-designed lots, streets, and infrastructure suitable for the intended use.	Achieved through common property streets, driveway controls, active frontage requirements, parking controls, landscape requirements, and infrastructure and drainage provisions in this document.

Item 2 – Site-Specific Development Code – Low Medium Density Residential Zone

We acknowledge Council's advice that the Sanctuary Greens Port Douglas Design Guidelines do not form part of the approval package and that prescriptive design outcomes must be incorporated into a site-specific Development Code.

A site-specific Development Code has been prepared and is enclosed as **Attachment 2**. The Sanctuary Greens Development Code outlines the categories of development, assessment benchmarks, and performance outcomes for each intended land use on the site, including Dwelling House, Short-term Accommodation, and ancillary uses. The Development Code incorporates controls for setbacks, site coverage, building height, car parking, landscaping, and other relevant matters to ensure outcomes consistent with the Low Medium Density Residential Zone intent.

All relevant prescriptive design outcomes previously contained within the Sanctuary Greens Port Douglas Design Guidelines that are intended to form enforceable conditions of approval have been incorporated into the site-specific Development Code.

Development within Sanctuary Greens is intended to establish a compact, walkable, and high-amenity resort residential enclave. Homes are to reinterpret tropical Queensland architecture using contemporary design principles, including shaded walls and windows, generous eaves, verandahs, screened outdoor living areas, lightweight architectural elements, natural materials, light colour palettes, and landscape integration.

The community title arrangement is intended to support a coherent small-lot residential outcome where common property roads, footpaths, landscaping, and visitor parking operate as an integrated residential environment. Common property streets are to be treated as streets for the purposes of built form, surveillance, address, landscaping, driveway location, lighting, and waste presentation.

Item 3 – Updated Plan of Development – Minimum Lot Area (400 m²)

We acknowledge Council's advice regarding the non-compliance with Performance Outcome PO6 of the Low Medium Density Residential Zone code in respect of lots with an area less than 400 m².

The applicant has reviewed the lot layout having regard to Council's advice. The submitted Plan of Development identifies lot areas ranging from 310 m² to larger irregular lots, with most regular lots having depths of approximately 27 m to 30 m and frontages generally in the order of 11.5 m to 12.5 m.

The Plan of Development now includes a Building Envelope Plan, enclosed as **Attachment 1**, which demonstrates that the proposed lot sizes are capable of accommodating the intended land uses with appropriate setbacks, site

coverage, separation, landscaping, and vehicle parking, without the need to require detailed design or commence construction prior to lot titling.

We note Council Officers' position that the development can comply with the purpose of the Low Medium Density Residential Code provided that development occurs on appropriately sized and shaped lots, and we are committed to demonstrating this outcome through the updated Building Envelope Plan, consistent with approaches accepted by multiple local governments throughout Queensland.

Item 4 – Updated Plan of Development – Scenic Route Buffer / View Corridor

We acknowledge Council's concern regarding the visual impact of the development on the Scenic Route Buffer along the Port Douglas Road frontage, including the potential for the second storey of front-row dwellings to stand above the height of the acoustic fence.

The applicant respectfully maintains that the proposed lot configuration, presenting side and rear boundaries to Port Douglas Road, is the appropriate and practical design outcome for this site, and submits that the development satisfies the performance intent of PO3 of the Landscape Values Overlay Code through the following measures.

Building Height – Lots Abutting Port Douglas Road

The applicant acknowledges Council's concern that the previously prescribed maximum height of 10.5 metres could result in second-storey elements of front-row dwellings standing above the acoustic fence. In response, the Sanctuary Greens Development Code (refer **Attachment 2**) prescribes a reduced maximum building height of 8.5 metres and two storeys for all lots sharing a boundary with Port Douglas Road. This is consistent with the acceptable outcomes for High and Medium Landscape Value areas under the Landscape Values Overlay Code (AO1.1 and AO2.1) and with AO1 of the Low-Medium Density Residential Zone Code. This measure directly resolves the visual interface concern raised by Council.

Acoustic Fence Articulation and Frontage Landscaping

The acoustic fence will be articulated through variation in panel design, materials, and integrated landscaping pockets to avoid a blank, monotonous presentation to Port Douglas Road. A minimum 2-metre-wide dense tropical landscaping buffer will be provided along the full Port Douglas Road frontage (refer **Attachment 6** – Updated Concept Landscaping Plan), consistent with Item 27 of this Information Request. Together, these measures achieve the screening and softening objectives of PO3(b) of the Landscape Values Overlay Code and create a high-quality visual interface with the scenic route corridor, irrespective of internal lot orientation.

The applicant submits that it is not physically practical or functionally appropriate to reconfigure lots to present primary frontages directly to Port Douglas Road, for the following reasons:

- The existing road reserve, acoustic fence, and landscaping buffer result in a setback of greater than 30 metres between the proposed lots and the Port Douglas Road carriageway. A lot oriented to "front" Port Douglas Road at this depth would not create a functional or meaningful streetscape relationship with the road and would not improve the visual outcome experienced by road users.
- The acoustic fence, by design, is the primary visual interface between the development and Port Douglas Road. The appearance of the fence and its associated landscaping, not the orientation of individual lot frontages, determines what road users see and experience. Reorienting lots to face the fence from the inside does not alter this outcome.
- Providing direct lot access from Port Douglas Road for front-facing lots would introduce additional access points to the state-controlled road, compounding the concerns already raised by Council Officers in Items 5 through 14 of this Information Request regarding traffic, access geometry, and cycle network impacts.

The proposed development outcome is consistent with the established pattern of development along Port Douglas Road. The immediately adjacent development at 121–147 Port Douglas Road ("The Reef Resort") and a number of other residential and tourist accommodation developments along this corridor present side and/or rear boundaries to Port Douglas Road, with acoustic fencing and landscaping as the primary road interface. The applicant submits that requiring a fundamentally different lot orientation for this site – which would not improve the visual outcome for road users and would create functional and safety issues – would be inconsistent with the precedent established along this section of Port Douglas Road.

Item 5 – Principal Cycle Network – Port Douglas Road Frontage

We acknowledge Council's advice that Douglas Shire Council is in the process of designing the Port Douglas Road Principal Cycle Network Upgrade (Lakeland Avenue to Old Port Road) and that the proposed access may impact the proposed road configuration.

The updated Engineering Services Report enclosed as **Attachment 3** now shows the design alignment and location of the Principal Cycle Network along the site frontage and its integration with the revised vehicular access design direct from Port Douglas Road.

Item 6 – Existing Site Access – Retention and Use

We note Council's preference to utilise the existing direct access from Port Douglas Road. Upon review, the applicant has revised the access design to provide vehicular access direct from Port Douglas Road, consistent with the access arrangement previously approved by DTMR. SLR Consulting has reviewed the amended access arrangement and provided an updated Traffic Impact Assessment Report enclosed as **Attachment 4**.

Item 7 – Updated Access Design Drawing – Water Supply and Drainage Networks

Potholing of the road reserve to confirm water main depths and CCTV inspection of the drainage pipe at the south-eastern corner of the site were undertaken by RPS. The results are included at Appendix B of the Engineering Services Report enclosed as **Attachment 3**.

The updated access design drawing reflects the location of the existing water supply network (DN450 DICL and DN300 PVC water mains) and drainage network along the site frontage and within the proposed access footprint, as detailed in **Attachment 3**.

Item 8 – Vegetation Survey – Significant Trees

Given that the revised access design is in general accordance with the existing approved access arrangement to the property, a vegetation survey is not required as no significant trees are located within the revised access footprint.

For information purposes, a detailed survey of the road reserve has been previously undertaken and is provided at **Attachment 5**.

Item 9 – Internal Road Reserve and Carriageway Widths – FNQROC Development Manual

We acknowledge Council Officers' concern regarding the reduced internal road reserve and carriageway widths having regard to on-street parking provision and road function.

While the overall road reserve widths are reduced, the proposed carriageway widths are consistent with accepted Queensland practice. The modified access street provides a 6.0 m carriageway, which aligns with carriageway widths adopted by Brisbane City Council, EDQ, and Queensland Streets guidance for low-speed access streets (generally in the order of 5.5 m to 7.5 m). The reduced road reserves support a more efficient and compact urban form without

compromising the functional performance of the internal network, as fully addressed in Section 3.2 of the Traffic Impact Assessment at **Attachment 4**.

Item 10 – Turn Path Assessments – Common Driveway Access (Lots 1–2, 7–9, 17–19, 38–39)

Turn path assessments (swept path diagrams) have been prepared for all lots utilising common driveways for access, including Lots 1–2, 7–9, 17–19, and 38–39. All assessments demonstrate that vehicles can enter and exit each lot in a forward gear, maintaining all clearances required per AS/NZS 2890.1, as demonstrated in Figures DA 205, DA 206, and DA 207 of the Engineering Services Report at **Attachment 3**.

The internal layout has been revised and bends in shared access driveways have been minimised. Accordingly, a road safety audit is not required as adequate lines-of-sight have been achieved.

Item 11 – Turn Path Assessments – On-Street Parking Constraints (Including Lots 22 and 23)

Turn path assessments have been provided demonstrating that safe ingress and egress to all lots is achievable where on-street parking is nominated on the opposite lane, as demonstrated in Figures DA 205, DA 206, and DA 207 of the Engineering Services Report at **Attachment 3**.

Item 12 – Adjoining Landowner Support – Intersection Works, Port Douglas Road

The access design has been revised to utilise the existing direct access from Port Douglas Road. As the proposed access no longer relies on the service road shared with adjacent landowners, written confirmation of support from adjoining landowners is not required.

Item 13 – Intersection Analysis – Level of Service, Port Douglas Road

An intersection analysis has been undertaken by SLR Consulting to confirm that the existing level of service at the Port Douglas Road intersection can be maintained with the additional traffic generated by the proposed development. Any required intersection upgrades are identified on the amended drawings and addressed in the Traffic Impact Assessment at **Attachment 4**. All upgrades maintain existing lane widths.

Item 14 – Turn Path Assessments (Swept Path Diagrams) – External Intersection Upgrades

Swept path diagrams supporting the proposed upgrades to the external intersection on Port Douglas Road are provided at Figure DA 206 of the Engineering Services Report at **Attachment 3**. The assessments confirm the design vehicle(s) and check vehicle(s) used, and all diagrams include vehicle clearance linework in accordance with applicable Australian Standards.

Item 15 – Detention Basin Access – Updated Information

A revised design of the detention basin access and manoeuvring area has been prepared, with a corresponding turn path assessment provided at Drawing DA 205 of the Engineering Services Report at **Attachment 3**.

The detention basin access will be imperviously sealed and is designed to accommodate a Council standard refuse vehicle of 10.215 m in length.

Item 16 – Updated Plan of Development – Kerbside Refuse Collection

The updated Plan of Development (**Attachment 1**) has been revised to include an appropriate refuse collection arrangement for all lots. All road-facing lots will be serviced by Council's standard Refuse Collection Vehicle (RCV) via kerbside collection of individual bins at each lot.

All allotments accessed via shared driveways are provided with dedicated bin pads located behind the back of kerb at the nearest available location within the surrounding roadway. Provision has been made for an RCV to manoeuvre through the internal road network and turn around at the cul-de-sac.

On-street vehicle parking spaces are designed to accommodate a standard B99 vehicle, as shown in Drawing DA 205 of the Engineering Services Report at **Attachment 3**.

Item 17 – Local Drainage Study – External Road Reserve Drainage

The Port Douglas Road frontage to the development site has a local stormwater catchment directed towards an existing stormwater drainage culvert that enters the south-eastern corner of the property.

Detailed survey has confirmed that the external catchment stormwater drainage pipework crosses the development site boundary and is conveyed towards the Golf Course lands via the neighbouring property. A minor realignment of the small section of drainage pipe within the property boundary is proposed to coordinate with the proposed sewer pump station configuration. All realignment works will be wholly contained within the development site. The detailed survey is provided at Appendix B of the Engineering Services Report at **Attachment 3**.

Item 18 – Road Reserve Surface Levels – Free Draining Conditions

Confirmation is provided that existing surface levels within the road reserve will be managed to maintain free draining conditions between the development site and the Port Douglas Road carriageway.

Item 19 – Detention Basin Sizing Calculations

Updated detention basin sizing calculations are included within the Engineering Services Report at **Attachment 3**.

As the proposed development will increase the fraction of imperviousness of the site, an on-site stormwater detention system has been provided to manage peak discharge. Stormwater runoff from the site's catchment will discharge into the detention basin, which can store up to 549.45 m³ of water. The basin includes a controlled outlet to be further detailed at the Operational Works stage, ensuring no worsening of peak flows discharged into the existing water body within the adjacent Mirage Country Club Golf Course. The calculations demonstrate compliance for annual exceedance probability events from 50% AEP through to 1% AEP.

Item 20 – Gross Pollutant Trap / Stormwater Quality Improvement Device

The location and size of the proposed gross pollutant trap (GPT) are shown on the updated development layout plans within the Engineering Services Report at **Attachment 3**. The design demonstrates compliance with the applicable stormwater quality standards.

A proprietary GPT is located adjacent to the internal roadway to allow servicing from within the common roadway corridor. A 3.5 m wide maintenance access driveway has been provided to enable ongoing maintenance of the detention basin and GPT by the body corporate.

Item 21 – Updated Lot Layout – Western Boundary Drainage Path

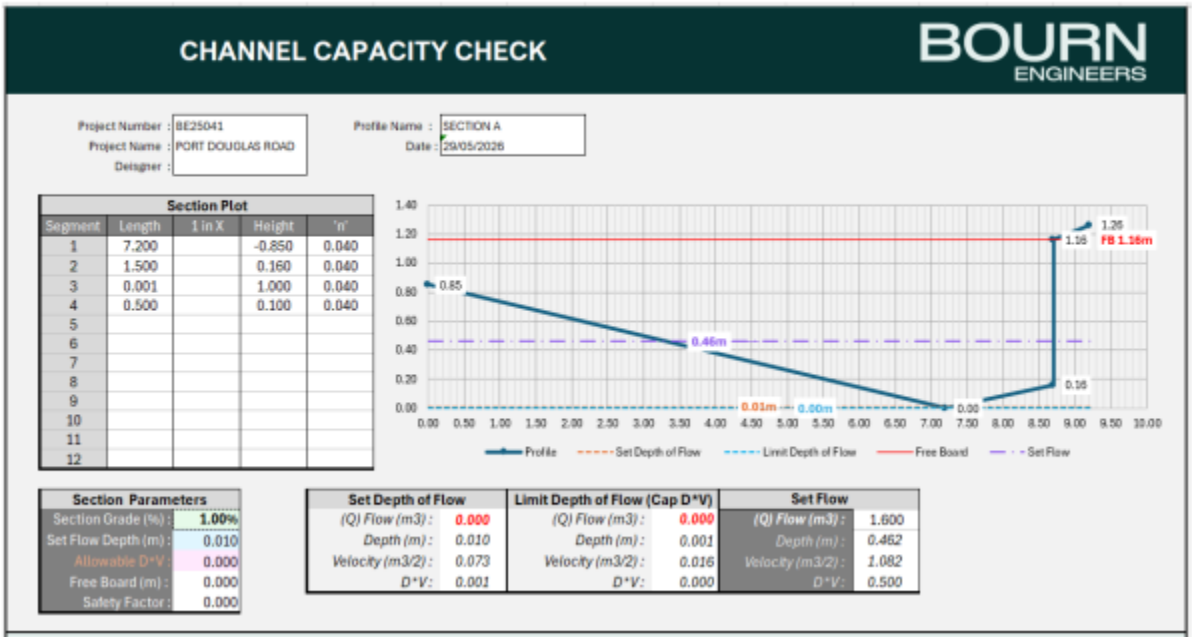
The applicant has reviewed the western boundary drainage path and consulted with Douglas Shire Council via a meeting between Greg Applin. The drainage line is minor in nature, with a difference in ground level of less than 100 mm.

An agreement has been reached with the adjoining neighbour by way of a Consent and Indemnity Deed between Five Seasons VI(C) Pty Ltd (the adjoining property owner) and Seymour Land Pty Ltd (the applicant) to discharge

stormwater. As part of the Indemnity Deed, Seymour Land Pty Ltd has agreed to undertake landscaping and minor works on Five Seasons VI(C) Pty Ltd land along the western property boundary, secured by way of a Bank Guarantee.

An extract of the Indemnity Deed is provided below for information purposes. While the minor works do not trigger a Development Application and do not form part of this proposal, the Deed demonstrates that the drainage line will be appropriately addressed by agreement between neighbouring owners.

The below channel capacity check for a Q100 event has been undertaken in preparation for the design profile of minor works outside the property boundary, noting that the Q100 flows are able to be accommodated within the corridor without impacts to property.



Item 22 – Drainage Reserve Maintenance Access

The updated engineering drawings at **Attachment 3** confirm the maintenance access arrangements for the drainage reserve. The Body Corporate will be responsible for ongoing maintenance. Suitable access has been provided to allow maintenance machinery and excavating equipment to reach the drainage reserve, and the access route and dimensions are shown on the updated plans.

Water Supply

Item 23 – Water Network Analysis – Capacity Assessment

The design of water supply works has been completed in accordance with Version 05/23 of the FNQROC Development Manual (Design Manual D7). The Equivalent Population (EP) has been calculated in accordance with Table 7.1 of that Manual, as summarised below:

Land Use	**Yield**	**Rate**	**Total EP**
Residential Lots <400 m²	40	2.5 EP per dwelling	100 EP
Residential Lots 401–900 m²	1	2.8 EP per dwelling	**3 EP**

Reference is made to Table SC3.13 – Planned density and demand generation rate for trunk infrastructure of the Douglas Shire Local Government Infrastructure Plan (LGIP). Assuming the subject site is allocated to the "Tourist and Residential (Medium Scale)" LGIP development type, the planned density for the 2.067 ha site is 137 EP for water and 118 EP for sewer. As the proposed development generates 103 EP, below the LGIP planned demand, and infrastructure charges have already been paid, it is expected that sufficient capacity exists in both the water and sewer trunk networks.

Connection to the external water network is proposed via an existing 300 mm diameter water reticulation main located along the Port Douglas Road frontage. A master meter is proposed to be installed immediately inside the property boundary at the north-eastern corner of the site. The general water reticulation arrangement is shown on Figures 5-1 and 5-2 of the Engineering Services Report at **Attachment 3**.

Item 24 – Existing Water Main – Horizontal and Vertical Position (DN450 DICL and DN300 PVC)

The horizontal and vertical position of the existing DN450 DICL and DN300 PVC water mains relative to the proposed works within the road reserve has been confirmed by potholing. The updated access design drawing at **Attachment 3** confirms the clearances to the mains and nominates the proposed treatment where the access is required to cross or approach the Council watermains.

Item 25 – Sewer Network Analysis – Capacity Assessment

The proposed development will be serviced by a conventional gravity sewer main located within the internal road pavement footprint. Individual properties will connect directly to this main via house connections.

The network is designed as a single catchment consistent with the site's topography. A private sewage pumping station (SPS) will be located in the south-eastern corner of the property. All sewage flows will be conveyed via gravity main to the SPS and discharged into the surrounding municipal network by connection to the 300 mm diameter sewer rising main on the opposite side of Port Douglas Road.

The site services layout plan is shown at Figure 5-1 of the Engineering Services Report at **Attachment 3**. As noted in the response to Item 23, the proposed development generates less EP than the LGIP planned demand for the site, and infrastructure charges have already been paid. It is therefore expected that the existing sewer network has sufficient capacity to service the development.

Item 26 – Updated Plan of Development – Common Property, Private Land and Proposed Easements

The updated Plan of Development and Building Envelope Plan (**Attachment 1**) now clearly defines all areas of Common Property, Private Land, and Proposed Easements. The maintenance and structural responsibilities for each element – including the internal road, sewer pump station, entry statements, and drainage reserve – will be managed by the Body Corporate via a Community Management Statement.

Item 27 – Updated Concept Landscaping Plan

An updated Concept Landscaping Plan has been prepared and is enclosed as **Attachment 6**. The updated plan addresses each of the matters raised by Council as follows:

(a) A 2-metre-wide landscape planting area has been incorporated along the full frontage of the site fronting Port Douglas Road to visually screen and soften the acoustic fence. The landscape planting area has been designed to accommodate existing and proposed infrastructure (stormwater, footpath, electricity, telecommunications) and proposed driveways, with appropriate species selection and offsets from services.

(b) Where services are located below ground, appropriate landscape species have been selected to avoid damage to underground infrastructure and will be addressed in full as part of the detailed landscape plan.

(c) The reference to "New Road" has been removed from the drawings titled "Proposed Landscape Plan" and "Proposed Entry and Plant List". The road is now shown as "Private Road" to remove ambiguity.

The applicant considered offsetting the acoustic fence from the front boundary to achieve a suitable landscape solution. This was not feasible due to the impact on overall development outcomes. Instead, the acoustic fence has been articulated to integrate with the landscaping buffer, as addressed in the updated Concept Landscaping Plan.

Attachments Enclosed

Attachment 1: Plan of Development and Building Envelope Plan – Preliminary Approval (Variation Request)

Attachment 2: Sanctuary Greens Development Code

Attachment 3: Updated Engineering Services Report

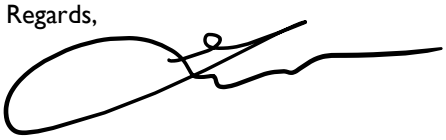
Attachment 4: Updated Traffic Impact Assessment

Attachment 5: Detailed Survey (Road Reserve)

Attachment 6: Updated Concept Landscaping Plan

We trust the information provided above and the enclosed documentation adequately addresses each of the matters raised in Council's Information Request of 5 May 2026. Should Council require any further information or clarification, please do not hesitate to contact the undersigned or Daniel Favier at Aspire Town Planning and Project Services on 0418 826 560 or admin@aspireqld.com.

Regards,



Daniel Favier
Senior Town Planner
ASPIRE Town Planning and Project Services

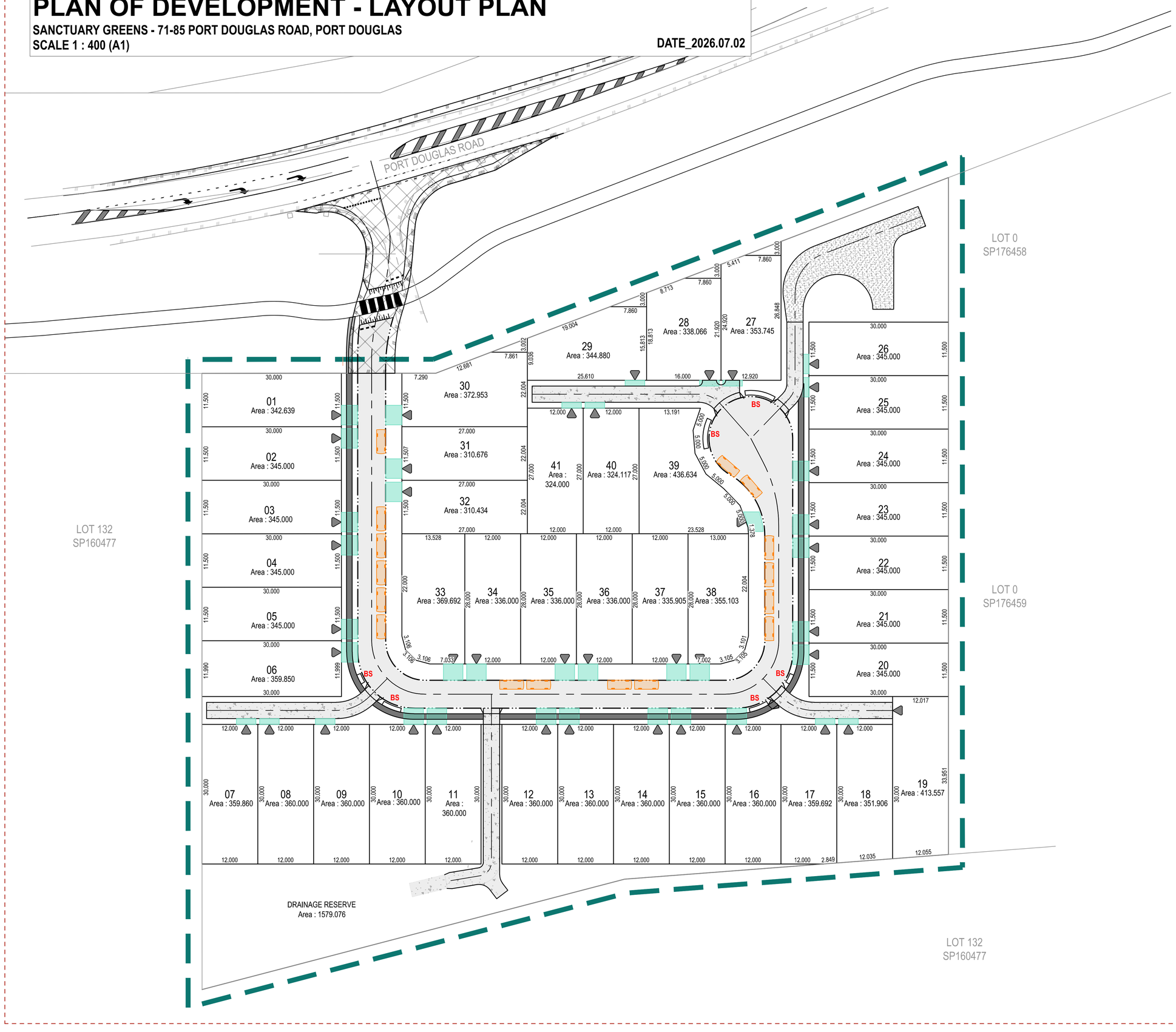
ATTACHMENT 1

Plan of Development and Building Envelope Plan – Preliminary Approval (Variation Request)

PLAN OF DEVELOPMENT - LAYOUT PLAN

SANCTUARY GREENS - 71-85 PORT DOUGLAS ROAD, PORT DOUGLAS
SCALE 1 : 400 (A1)

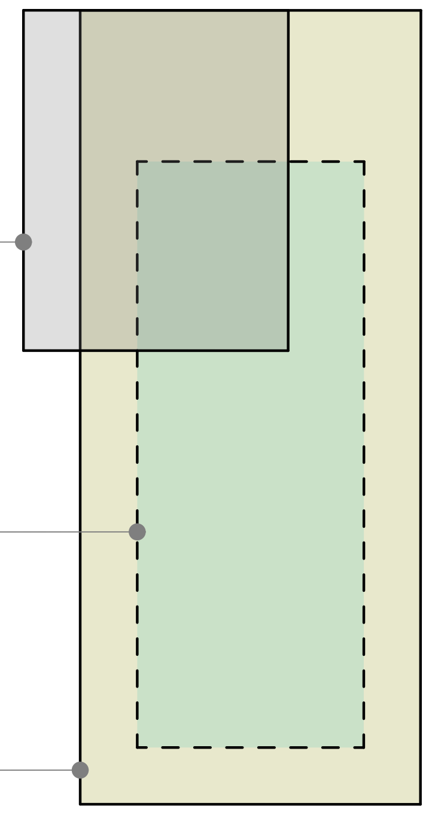
DATE_2026.07.02



PLAN OF DEVELOPMENT - BUILDING ENVELOPE PLAN - 1

SANCTUARY GREENS - 71-85 PORT DOUGLAS ROAD, PORT DOUGLAS
SCALE 1 : 400 (A1)
DATE_2026.07.02

LEGEND



DENOTES PERMITTED GARAGE ENVELOPE

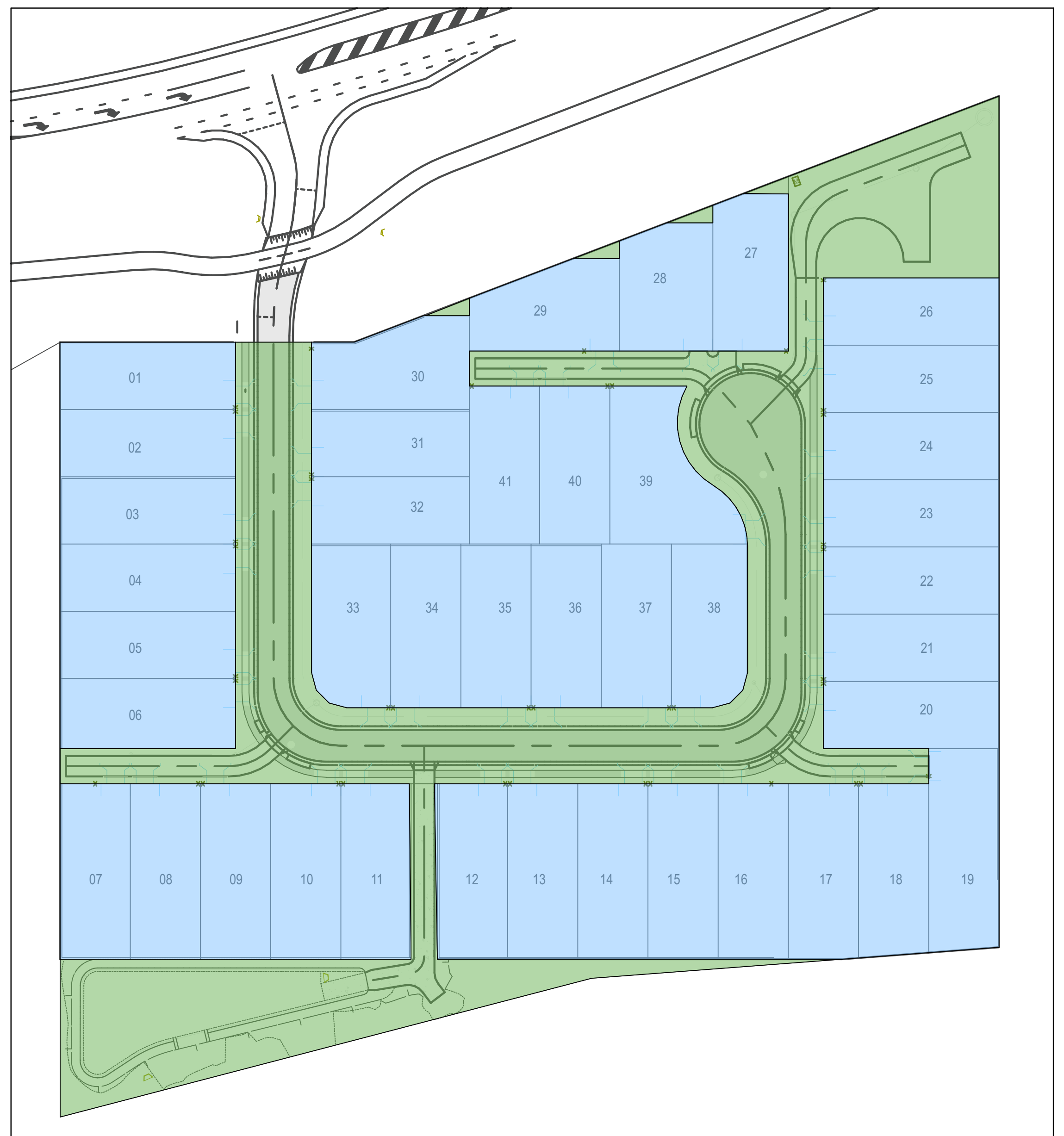
DENOTES PERMITTED OPEN ROOF TOP TERRACE

DENOTES PERMITTED RESIDENCE ENVELOPE

DENOTES PRIMARY FRONTAGE

DENOTES SECONDARY FRONTAGE

BS DENOTES BIN STAND LOCATIONS



🟦 DENOTES PRIVATE PROPERTY (APPROX. 14,401 M^{2})

🟩 DENOTES COMMON PROPERTY (APPROX. 6,273 M^{2})

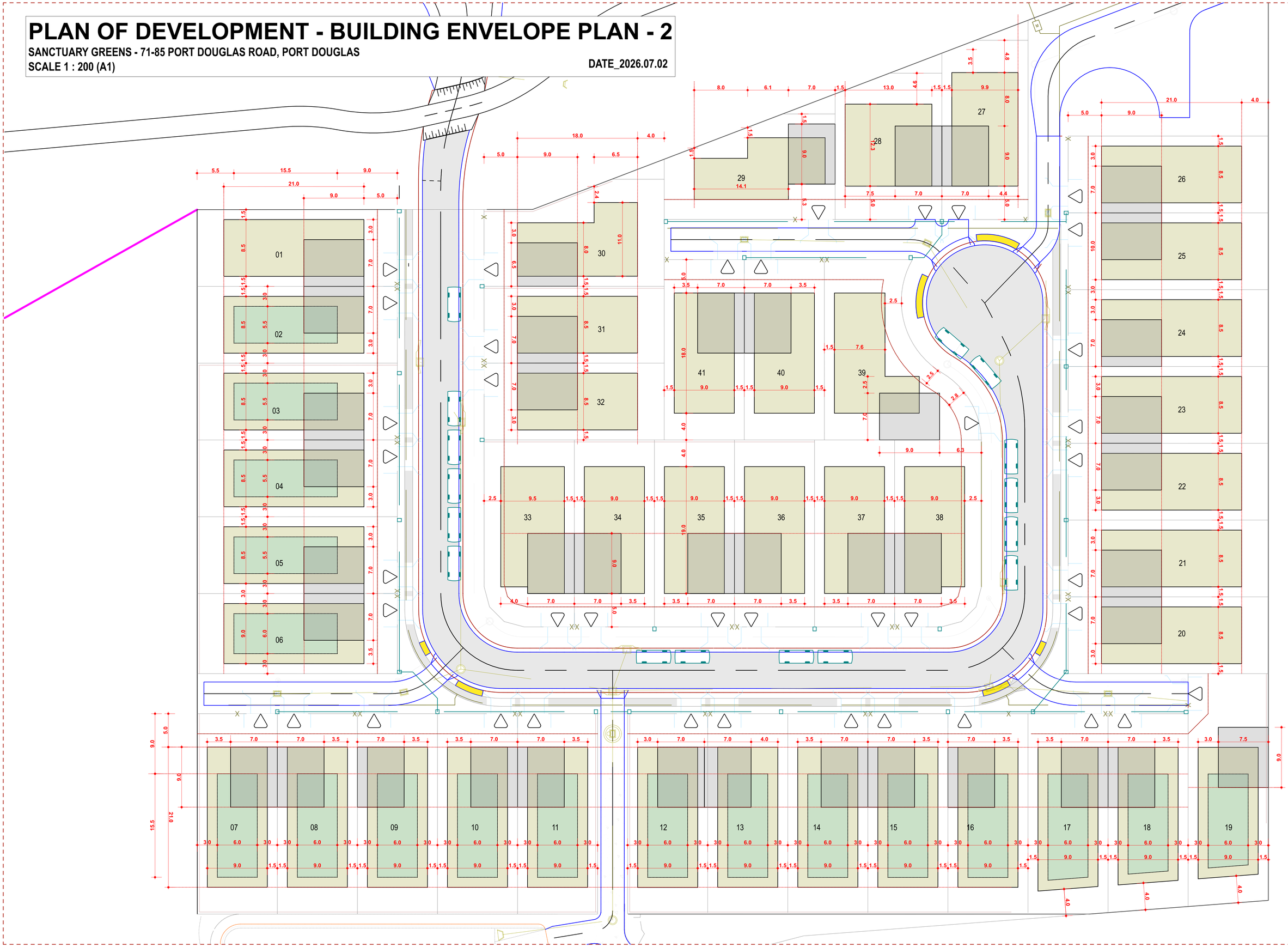
REFER BUILDING ENVELOPE PLAN - 2
FOR SETBACK DIMENSIONS

PLAN OF DEVELOPMENT - BUILDING ENVELOPE PLAN - 2

SANCTUARY GREENS - 71-85 PORT DOUGLAS ROAD, PORT DOUGLAS

SCALE 1 : 200 (A1)

DATE_2026.07.02



ATTACHMENT 2

Sanctuary Greens Development Code

SANCTUARY GREENS PLAN OF DEVELOPMENT & DEVELOPMENT CODE

Port Douglas, Queensland

Proposed 41-lot small lot residential subdivision

Preliminary approval to vary the effect of the Douglas Shire Planning Scheme

Executive summary

This document establishes a statutory Plan of Development and Development Code for Sanctuary Greens. It is intended to support a preliminary approval that varies the effect of the Douglas Shire Planning Scheme by replacing conventional lot size and frontage controls with a site-specific framework based on approved building envelopes, siting controls, private open space, parking, tropical design, landscaping, and common property street controls.

The Douglas Shire Low-Medium Density Residential Zone Code supports a low-rise residential character comprising Dwelling Houses, Dual Occupancies and Multiple Dwellings, while the Reconfiguring a Lot Code requires lots and street networks to be suitable for their intended use. The Sanctuary Greens framework responds to those benchmarks by permitting lots as small as 300sqm only where each lot is supported by a defined envelope and by controls that secure amenity, privacy, access, parking, landscaping and coherent streetscape outcomes.

How to use this document

This document is intended to be incorporated into the preliminary approval and read as a site-specific development code for all future Dwelling Houses, domestic outbuildings, private open space, landscaping, fencing, driveways, ancillary structures and common property interfaces within Sanctuary Greens. It should be read together with the approved Plan of Subdivision, the approved Plan of Development drawing, the conditions of approval and any applicable overlay, infrastructure and operational works requirements of the Douglas Shire Planning Scheme.

This document varies the effect of the Douglas Shire Planning Scheme only to the extent expressly stated in the relevant preliminary approval and only in relation to minimum lot size, frontage, lot configuration and identified dwelling house and small lot built form outcomes.

Where this document provides a specific outcome, performance outcome or acceptable outcome for small lot residential development, that provision is intended to prevail only to the extent of an inconsistency expressly authorised by the approval.

Where this document is silent, the Douglas Shire Planning Scheme continues to apply, and nothing in this document overrides the *Building Act 1975*, the Queensland Development Code, the National Construction Code, or any conditions of approval.

For the avoidance of doubt, all applicable overlays, infrastructure provisions, operational works requirements and other planning scheme provisions not expressly varied by the preliminary approval continue to apply.

This document is intended to operate as the site-specific assessment framework for development within the Sanctuary Greens Residential Precinct pursuant to the preliminary approval varying the effect of the planning scheme. For development to which it applies, this document is to be treated as the primary code, to the extent authorised by the approval.

Part A: Plan of Development

Application

This Plan of Development applies to all land within the approved Sanctuary Greens Residential Precinct. It applies to Reconfiguring a Lot, Material Change of Use, Building Work and Operational Work to the extent that those works relate to the creation, siting, design, construction, occupation and maintenance of Dwelling Houses, Short-term Accommodation, garages, carports, domestic outbuildings, fences, landscaping, private open space, pools, external services and common property interfaces.

The Plan of Development is intended to give Council certainty that each lot can accommodate a high-quality dwelling and associated residential functions without unacceptable impacts on adjoining lots, common property roads, the golf course interface or Port Douglas Road.

Development intent

Development within Sanctuary Greens is intended to establish a compact, walkable and high amenity resort style residential enclave. Homes are to reinterpret tropical Queensland architecture using contemporary design principles, including shaded walls and windows, generous eaves, verandahs, screened outdoor living areas, lightweight architectural elements, natural materials, light colour palettes and landscape integration.

The community title arrangement is intended to support a coherent small lot residential outcome where common property roads, footpaths, landscaping and visitor parking operate as an integrated residential environment. Common property streets are to be treated as streets for the purpose of built form, surveillance, address, landscaping, driveway location, lighting and waste presentation.

Development yield and lot framework

The development yield is 41 residential lots. The submitted Plan of Development identifies lot areas ranging from approximately 300sqm to larger irregular lots, with most regular lots having depths of approximately 27m to 30m and frontages generally in the order of 11m to 13m.

Each lot is intended for one dwelling house. An approved dwelling may be used for short-term accommodation purposes.

Hierarchy of documents

For assessment and interpretation, the following hierarchy applies:

1. Conditions of the development approval.
2. Approved Plan of Development, approved Subdivision Plan. approved Building Envelope Plan and approved Landscape Plan.
3. This Sanctuary Greens Plan of Development and Development Code.
4. Douglas Shire Planning Scheme provisions not varied or displaced by this Plan of Development.
5. Building Act 1975, Queensland Development Code, National Construction Code and other statutory requirements.

Table of Assessment

Development	Categories of Assessment	Assessment Benchmark for Assessable Development and Requirements for Accepted Development
Dwelling House, 8.5m or less in height	Accepted subject to requirements	Sanctuary Greens Development Code
Dwelling House, greater than 8.5m in height but less than 10.5m	Code	Sanctuary Greens Development Code
Short-term Accommodation wholly contained within an approved Dwelling House	Accepted	
Dwelling House or Short-term Accommodation not complying with one or more Acceptable Outcomes of the Sanctuary Greens Development Code	Code	Sanctuary Greens Development Code
Reconfiguring a Lot	Code	Sanctuary Greens Development Code and any applicable provisions of the Planning Scheme
Any other development not identified above	As prescribed by the Planning Scheme	Relevant provisions of the Planning Scheme

Note 1: The Sanctuary Greens Development Code is intended to be the primary assessment benchmark for Dwelling Houses and Short-term Accommodation within the Sanctuary Greens Residential Precinct.

Note 2: Reconfiguring a Lot remains subject to the Sanctuary Greens Development Code and relevant provisions of the Planning Scheme, including any applicable overlay and development codes.

Note 3: Development not expressly identified in this Table of Assessment is to be assessed in accordance with the categories of assessment and assessment benchmarks prescribed by the Planning Scheme.

Building envelope plan

The building envelope for each lot is defined by the Plan of Development drawing, the lot-specific setback controls in this document and any notations included on the approved subdivision plan.

Building envelope controls

Element	Plan of Development control
Building height	Maximum two storeys or 8.5m. A maximum of 10.5m may be accepted only where expressly approved as part of the site-specific Plan of Development and where the building remains compatible with tropical roof forms, streetscape scale, privacy and amenity.
Roof decks	Roof decks must be uncovered, must not exceed 20% of the ground floor area, and must include screening where needed to avoid overlooking of adjoining private open space.

Front setback	Minimum 5m to the principal building façade and garage. Verandahs, porches and entrance pavilions may be setback to 3m where they do not dominate the streetscape and remain within the approved envelope.
Secondary street setback	Minimum 2.5m to the building façade and 1.9m to the fascia for corner lots, or in accordance with the approved Building Envelope Plan.
Setback to Port Douglas Road	Minimum 1.5m to the building façade and 0.9m to the fascia or in accordance with the approved Building Envelope Plan.
Side setback	Minimum 1.5m to the building façade and 0.9m to fascia, eaves or lightweight roof elements, unless a garage or carport boundary wall is expressly shown on the approved building envelope plan.
Garage or carport boundary wall	May be built to one side boundary only where shown on the approved envelope plan, for a maximum length of 9m and maximum wall height of 3.6m to top of wall.
Rear setback	Minimum 4m to the principal building façade. Lightweight decks, terraces, pools, shade structures and landscaping may occur within the rear setback where privacy, drainage and amenity are maintained.
Site cover	Maximum 50% of the lot area.
Private open space	Each dwelling must provide at least 35sqm of private open space with a minimum dimension of 3m,directly accessible from a primary living area. Courtyards, rear gardens, side gardens, screened verandahs and terraces may contribute where they are practical for outdoor living and maintain privacy and amenity. Private open space must exclude driveways, maneuvering areas, service equipment and waste storage areas.
Parking	Minimum two resident car spaces per lot, at least one of which is covered. Parking may be provided in tandem.
Driveway	One driveway per lot, or two driveways for amalgamated lots only where shown on the approved plan. Driveway location must accord with approved crossover locations.
Permitted projections	Eaves, sun shading devices, screens, awnings, minor architectural features, steps, ramps and lightweight landscape structures may project beyond the primary envelope where they do not conflict with services, drainage, fire separation, privacy, traffic safety or common property maintenance.

Part B: Sanctuary Greens Development Code

Application

This code applies to development within the Sanctuary Greens Residential Precinct, including Dwelling House, Short-term Accommodation and Reconfiguration of a Lot development. All other development within the Sanctuary Greens Residential Precinct not listed above is to be assessed in accordance with the planning scheme and any other applicable codes.

Purpose

The purpose of the Sanctuary Greens Development Code is to enable a compact, high-quality, low-medium density residential estate on lots as small as 300sqm while maintaining the residential amenity, tropical

character, streetscape quality, landscape setting, privacy, parking, access and infrastructure outcomes sought by the Douglas Shire Planning Scheme.

Overall outcomes

Development achieves the purpose of the code through the following overall outcomes

1. The subdivision establishes a coherent low-medium density residential community with one and two storey dwellings, compact lots, common property streets and high-quality tropical landscape character.
2. Each lot is capable of accommodating a dwelling house within the approved building envelope. Each lot further contains onsite parking, private open space, services, landscaping and waste storage
3. Built form is sited and designed to avoid overbearing impacts, unreasonable overlooking, excessive bulk, garage dominance or loss of sunlight, daylight and breezes to adjoining lots.
4. Dwellings address common property streets and public spaces with visible entries, windows, balconies, verandahs and landscape interfaces.
5. Common property roads, footpaths, visitor parking and landscape areas operate as an integrated street network that is safe, legible, walkable and capable of ongoing body corporate maintenance.
6. Tropical design is expressed through roof form, eaves, screens, shaded outdoor living areas, cross ventilation, durable materials and landscape shade.
7. The estate presents a cohesive resort residential identity while allowing individual architectural expression consistent with the Sanctuary Greens Design Guidelines.
8. Development is supported by infrastructure, drainage, waste collection, emergency access and services appropriate to the intended residential use.

Criteria for assessment

Development that complies with the Acceptable Outcomes of this code is taken to comply with the code. Development that does not comply with one or more Acceptable Outcomes may still be supported where it demonstrates compliance with the corresponding Performance Outcome.

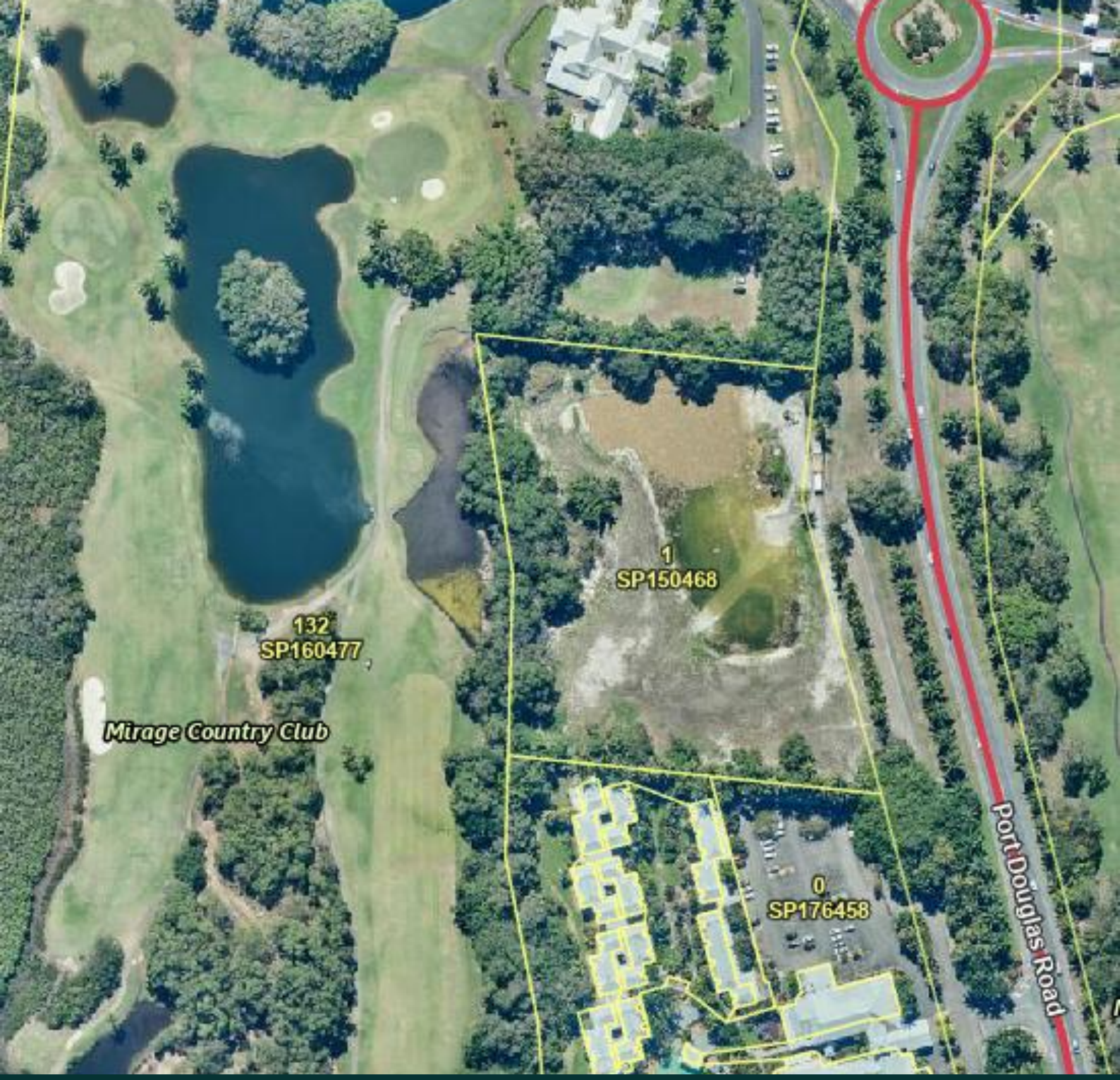
Performance Outcomes	Acceptable Outcomes
PO1 Lot size and dimensions Lots are of sufficient area, frontage and dimensions to accommodate the intended residential use.	**AO1.1** Each lot has a minimum area of 300sqm. **AO1.2** Each lot contains an approved building envelope capable of accommodating a Dwelling House. **AO1.3** Each lot accommodates vehicular parking, private open space, landscaping, waste storage and services within the lot boundaries. **AO1.3** Each lot has practical access to the common property street network and, through that network, to a public road or approved access arrangement.
PO2 Building envelope Buildings are located to maintain streetscape character, neighbour amenity, privacy, daylight, breezes, landscaping and efficient use of small lots.	**AO2.1** Buildings are located within the approved building envelope.
PO3 Building height and scale Building height is compatible with a low-rise residential environment and avoids overbearing impacts.	**AO3.1** Buildings are not more than two storeys. **AO3.2** Buildings are not more than 8.5m in height. Buildings and structures above 8.5m are not supported unless identified on the approved Plan of Development for a particular lot. Design of structures above 8.5m must demonstrate compliance with privacy, bulk and amenity outcomes. In no case is a building height to exceed 10.5m.

Performance Outcomes	Acceptable Outcomes
PO4 Site cover and built form Site cover allows adequate private open space, landscape planting, access to daylight and tropical outdoor living.	**AO4.1** Site cover does not exceed 50% of the lot area. **AO4.2** Building walls are articulated by verandahs, recesses, projections, material changes, screens, landscape courtyards or roof form changes. **AO4.3** Continuous unarticulated walls to common property streets are avoided.
PO5 Streetscape and address Dwellings provide attractive, legible and safe street interfaces to common property streets and public spaces.	**AO5.1** The main pedestrian entry is visible from the street frontage. **AO5.2** At least one habitable room window, verandah, balcony or directly accessible outdoor living area addresses the primary frontage to provide surveillance of the common property street. **AO5.3** Garages do not dominate the street elevation and are integrated with the dwelling design.
PO6 Garages, carports and parking Resident vehicles are accommodated on site without compromising streetscape, pedestrian safety or private open space.	**AO6.1** A minimum of two resident car spaces is provided for each dwelling, at least one of which is covered. **AO6.2** Tandem parking is acceptable. **AO6.3** Garages and carports are setback in accordance with the approved Building Envelope Plan. **AO6.4** Boundary wall garages or carports occur on one side boundary only where shown on the approved Building Envelope Plan, for a maximum 9m length and 3.6m wall height.
PO7 Driveways and crossovers Driveway design supports safe access, landscape continuity and efficient common property street function.	**AO7.1** One driveway is provided per lot unless for an amalgamated lot. **AO7.2** Driveways are located generally as shown on the approved Plan of Development. **AO7.3** Driveway finishes are masonry pavers, clay pavers, coloured exposed aggregate, coloured concrete, stone pavers or another approved durable finish.
PO8 Private open space Each dwelling has functional, private and climate-responsive outdoor living space.	**AO8.1** Each dwelling provides at least 35sqm private open space with a minimum dimension of 3m. **AO8.2** Private open space is directly accessible from a primary living area. **AO8.3** Private open space excludes driveways, manoeuvring areas, service equipment and waste storage areas.
PO9 Privacy and overlooking Development avoids unreasonable overlooking of adjoining habitable rooms and private open space.	**AO9.1** Upper level windows, balconies, roof decks and terraces with direct views into adjoining private open space or habitable room windows are screened by sill heights, obscure glazing, louvres, shutters, battens, landscape screens or fixed privacy screens. **AO9.2** Screening is durable, integrated with the architecture and compatible with the tropical character.
PO10 Tropical design Buildings are designed for the Port Douglas climate and reinforce the intended tropical residential character.	**AO10.1** Buildings incorporate climate-responsive design elements including verandahs, eaves, awnings, screens, recessed openings or other architectural features that provide shade and reduce heat load. **AO10.2** Eaves to primary building elements are generally a minimum of 600mm wide, except where alternative architectural devices provide equivalent weather protection and shading. **AO10.3** Upper level habitable rooms are designed to facilitate cross-ventilation where practicable through openings on more than one elevation or through an equivalent architectural response. **AO10.4** Outdoor living areas and upper level openings facing west or north-west incorporate shading or screening to minimise solar gain and protect neighbour amenity.
PO11 Landscaping Landscaping establishes a lush tropical character and contributes to shade, privacy, amenity and stormwater management.	**AO11.1** Landscape planting is used to screen services, soften fences, mitigate overlooking and shade western or exposed facades.

Performance Outcomes	Acceptable Outcomes
PO12 Fencing and walls Fencing and walls maintain privacy and security without undermining streetscape character or estate consistency.	**AO12.1** Front fencing does not exceed 1.2m in height, is visually permeable and integrated with landscaping; or **AO12.2** Front fencing does not exceed 1.8m where it is setback a minimum of 1.0m from the front boundary for up to 60% of the frontage and provides softening landscaping within the setback. **AO12.2** Side and rear fencing does not exceed 1.8m in height unless required for acoustic, safety or screening purposes and integrated with the design outcome.
PO13 Lighting and amenity External lighting contributes to safety without causing nuisance to adjoining land or common property users.	**AO13.1** External lighting is directed downward and shielded to avoid glare beyond the site. **AO13.2** Lighting to estate edge interfaces avoids nuisance to adjoining land and the golf course.
PO14 Ancillary structures and services Services and ancillary structures are functional, unobtrusive and compatible with residential amenity.	**AO14.1** Air-conditioning units, pool pumps, meters, tanks, antennas, storage sheds, clothes drying areas and waste storage are screened from common property streets, Port Douglas Road, the golf course and adjoining lots where practicable. **AO14.2** Pool equipment is enclosed or acoustically treated. **AO14.3** Temporary dwellings, caravans and advertising signs are not established.
PO15 Common property roads and pedestrian movement Common property roads and paths provide safe, legible, walkable and maintainable access for residents, visitors, service vehicles and emergency vehicles.	**AO15.1** Common property roads and footpaths are designed generally in accordance with the approved Plan of Development. **AO15.2** Visitor parking does not obstruct driveway access, waste collection, emergency access or pedestrian movement. **AO15.3** A Body Corporate maintenance regime is established for common property roads, footpaths, landscaping, lighting, visitor parking and stormwater assets. **AO15.4** Common property roads and driveways are designed to accommodate service vehicles.
PO16 Waste, storage and services Waste, recycling, mail, deliveries and utility services are designed to avoid visual clutter and operational conflict in the common property streets.	**AO16.1** Waste and recycling storage areas are located within the lot and screened from view. **AO16.2** Each lot provides a practical location for bin collection that does not obstruct garages, entries, footpaths or common property access, as illustrated within the Building Envelope Plan.
PO17 Estate edge interfaces Development protects the visual amenity and operational function of Port Douglas Road, the golf course boundary and drainage reserve.	**AO17.1** Approved estate boundary fences are retained and not modified by individual lot owners. **AO17.2** Dwellings and ancillary structures facing external boundaries include landscape screening and avoid exposed service areas. **AO17.3** Lighting is designed to avoid nuisance to adjoining land and the golf course.

ATTACHMENT 3

Updated Engineering Services Report



Engineering Services Report

71-85 Port Douglas Road, Port Douglas

Prepared for **Seymour Land Pty. Ltd.**

Reference No. **BE25041**

26 June 2026

BOURN ENGINEERS

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Document Information

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Revision	Date	Description	Author	Reviewed
1	05/12/25	Draft Issue	JT	AG
A	16/12/25	Issue for Approval	JT	AG
B	26/06/26	Issue for Approval	JT	AG

Approved By

Aaron Gilboy
RPEQ: 14278
Director

Bourn Engineers Pty. Ltd. Is based in Meeanjin (Brisbane) which is the home of the Yuggera, Jagera and Turrbal people. We recognise the deep connection of First Peoples to Country and value their contribution to caring for managing our lands, waters and seas. We pay our respects to Elders past and present and extend that respect to all First Nations peoples.

Contents

Appendices

Figures

1 Introduction

Bourn Engineers have been commissioned by Seymour Land Pty. Ltd. to prepare an engineering assessment for the proposed development at 71-85 Port Douglas Road, Port Douglas. The proposed site consists of a 41-lot residential subdivision. The proposed subdivision is proposed to be maintained in private ownership with internal site assets to be provided as private assets. It is noted the subject site was previously subject to a development application for a resort complex which did not progress through to an approval. The site has been previously subject to initial earthworks, resulting in a partial existing basement excavation within the site area which currently is observed to be holding water.

The proposed site layout is shown on Figure 1-1 below.

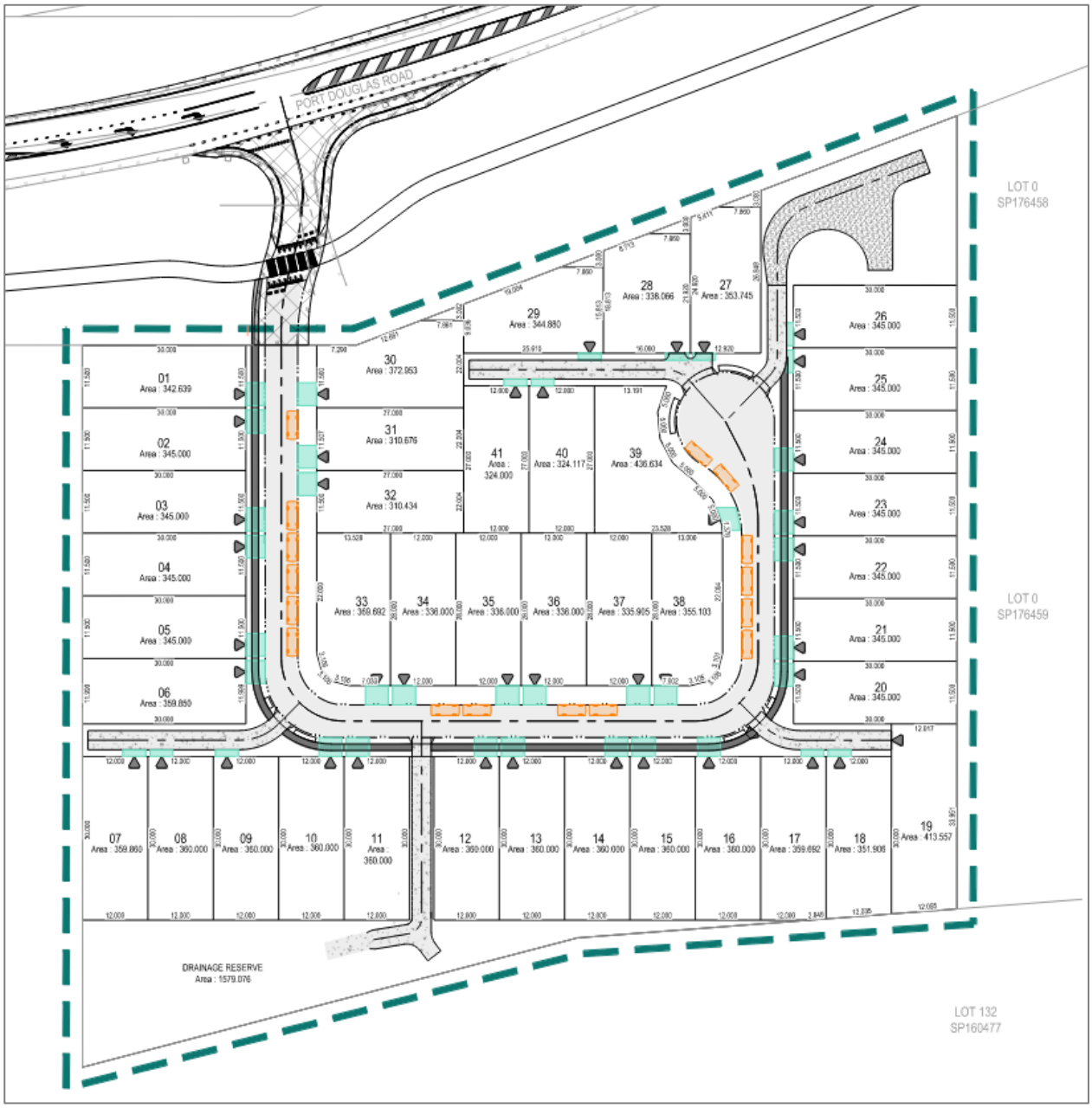


Figure 1-1 Proposed site layout

2 Site Description

2.1 Existing Site Characteristics

The proposed development is located at 71-85 Port Douglas Road, Port Douglas, which is described as Lot 1 on SP150468. The site is zoned as Tourist Accommodation under Douglas Shire Council's Planning Scheme Zone Map. The site is bound by Port Douglas Road to the east, the Oaks Port Douglas Resort to the south, the Mirage Country Club to the west and north. The site location and surroundings are shown on Figure 2-1 below.

Figure 2-1 Proposed development location and surroundings

The site currently consists of natural vegetation and a large, excavated area resulting from previously completed earthworks activities which functions as a water collection point. The site generally grades towards the west with stormwater discharging from the site generally into an existing water body within the adjacent Mirage Country Club golf course.

3 Bulk Earthworks

3.1 Proposed Works

A significant amount of fill will be required to be brought in to backfill the existing excavation and flatten the lot to a suitable profile to support the proposed development.

The assessment notes the following earthworks volumes:

- Total cut: 3,979m^3
- Total fill: 16,147m^3.

All earthworks including filling and excavation are proposed to be undertaken in accordance with the Douglas Shire Council Planning Scheme Policy, relevant DSC sediment and erosion control guidelines, International Erosion Control Association (IECA) Sediment and Erosion Control Guidelines and Australian Standards AS3798-2007.

Retaining walls to selected allotment boundaries are proposed in order to achieve suitable building platforms for all allotments. Proposed retaining walls are between 0.4m and 2.5m in height. All retaining walls are to be fully contained within private allotments.

A schematic of the proposed earthworks for the development site is shown on Figure 3-1 below.

Figure 3-1 Concept bulk earthworks layout plan

3.2 Erosion and Sediment Control

The development site has been configured with consideration of erosion and sediment control measures to control overland flows in accordance with existing erosion and sediment control management plans.

The location and configuration of the proposed detention and stormwater treatment basins enable the establishment of erosion and sediment controls within the site which are able to be maintained for the duration of proposed bulk earthworks operation. It is proposed to establish these areas as interim sediment basins during the civil works construction period during prior to the commencement of bulk earthworks construction.

Local sediment and erosion control facilities shall be provided in a staged manner in line with construction works such that the upstream clean water flows are diverted around active construction sites where possible. Local controls shall be provided within each active construction site in order to capture and mitigate the discharge of dirty stormwater flows into downstream stormwater drainage systems and receiving properties.

Regular and ongoing maintenance to the erosion and sediment control facilities should be completed throughout the bulk earthworks and civil works construction process in order to ensure that controls retain capacity to manage future storm events. Following rainfall events efforts should be made to flocculate, de-water and restore capacity to sediment control facilities within 5 business days.

Early stabilisation of exposed sites should be completed progressively throughout construction in order to reduce sediment run off from completed bulk earthworks areas and assist in management of sediment loss generally. The civil contractor shall prepare their own detailed site management plan to achieve compliance with sediment and erosion control guidelines and maintain this as a live document throughout the construction program.

4 Roadworks

The site is proposed to be accessed via a new priority-controlled intersection with Port Douglas Road. The access intersection is located in the north-eastern corner of the site to minimise interactions with the planned bikeway across the site frontage and the neighbouring Oaks Port Douglas Resort, located just south of the subject site. It is noted that access was previously proposed via an extension of the Oaks Resort service road, however this would've required road widening and a change in traffic flow directions. To minimise the required works and impacts, site access is proposed via a new intersection with Port Douglas Road.

The entrance road will be a two-lane two-way road which leads into the private internal road which has extensions of 'driveway reserve' coming off to provide access to each individual lot. The internal road layout plan is shown on Figure 4-1 below.

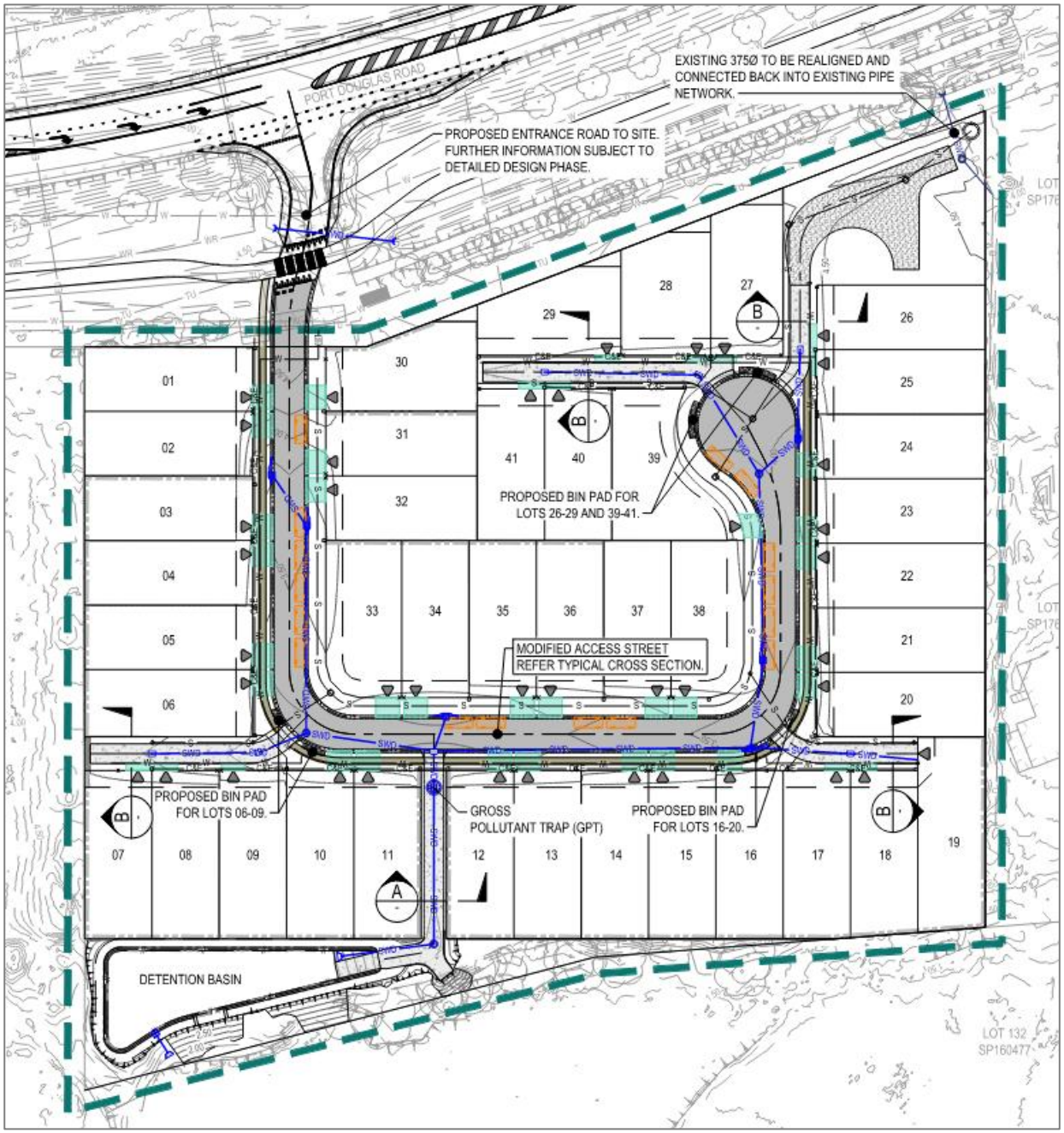


Figure 4-1 Internal road layout plan

The entrance road is a narrowed modification to the FNQROC standard access street cross section, which is supported by the traffic analysis undertaken by SLR due to its private ownership, low expected traffic volumes and low operating speeds. While the overall road reserve widths are reduced, the proposed carriageway widths remain consistent with accepted Queensland practice. It is noted a 3.5m wide basin access driveway is also provided to the detention basin located in the north-western corner of the site. The typical cross-sections for the modified access street, basin access reserve and driveway reserve are shown on Figure 4-2 below.

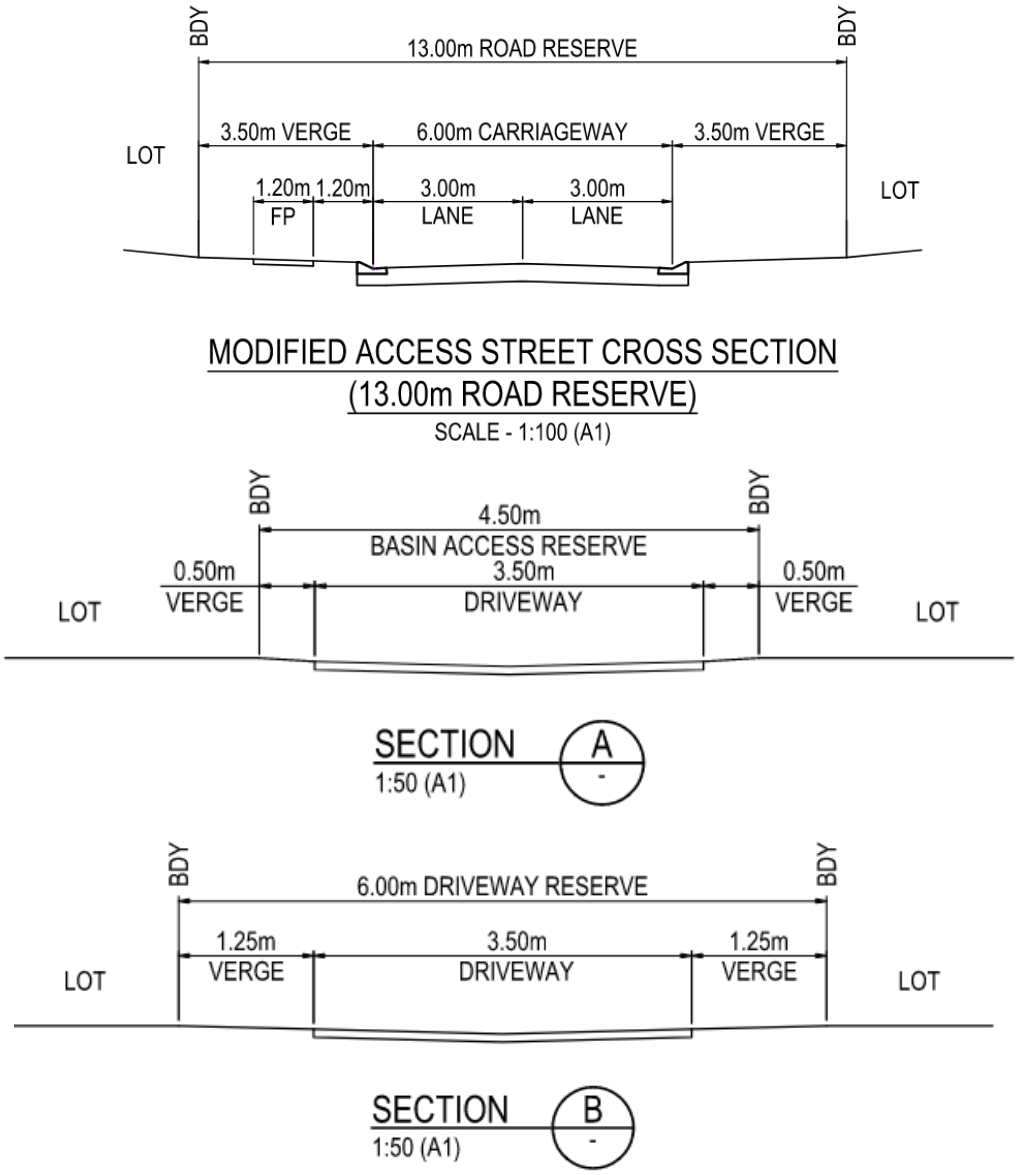


Figure 4-2 Typical road cross-sections

It is noted that all allotments which are proposed to be accessed via shared driveways are shown to be provided with dedicated bin pads located behind the back of kerb at the nearest available location within the surrounding roadway. Allowance has been made for a Refuse Collection Vehicle (RCV) to manoeuvre the internal roads and turn around at the cul-de-sac.

A turnaround bay has also been provided in the south-eastern corner of the site to provide maintenance access for vehicles servicing the proposed sewage pumping station.

The site also features a pedestrian footpath internal to the site, which connects to the surrounding external network. A connection is provided to the existing Port Douglas Road footpath at the site access intersection.

4.2 On-Street Parking

The proposed site consists of a 41-lot residential subdivision, all of which have access driveways off the internal road and private parking. 16 on-street parking spaces have also been provided to accommodate any visitors, which are highlighted in orange on Figure 4-1 above. An on-street parking analysis has been undertaken by SLR which shows this is sufficient for the proposed development.

5 Water and Sewerage

5.1 Equivalent Population

The design of the works has been completed in accordance with Version 05/23 of the FNQROC Development Manual Design Manual D7 Sewerage System.

The following table shows the Equivalent Population (EP) derived for the proposed development for water and sewerage services. The EP is calculated in accordance with the Table 7.1 of the Design Manual.

Land Use	Yield	Rate	Total EP
Residential Lots < 400m^2	40 lots	2.5 EP per single family dwelling	100 EP
Residential Lots 401m^2 < 900m^2	1 lot	2.8 EP per single family dwelling	3 EP
TOTAL			**103 EP**

5.2 Water Supply Infrastructure

The development will be serviced by a conventional water reticulation network installed within the verge of the internal road to efficiently supply all allotments. Connection to the external network is proposed just south of the access intersection via an existing 300mm diameter water reticulation main located along the site frontage on Port Douglas Drive. A master meter is proposed to be installed immediately inside the property boundary at the north-east corner of the site, and detailed in accordance with Douglas Shire Council above ground 100mm water meter assembly details. The general water reticulation arrangement is shown on Figure 5-1 and Figure 5-2.

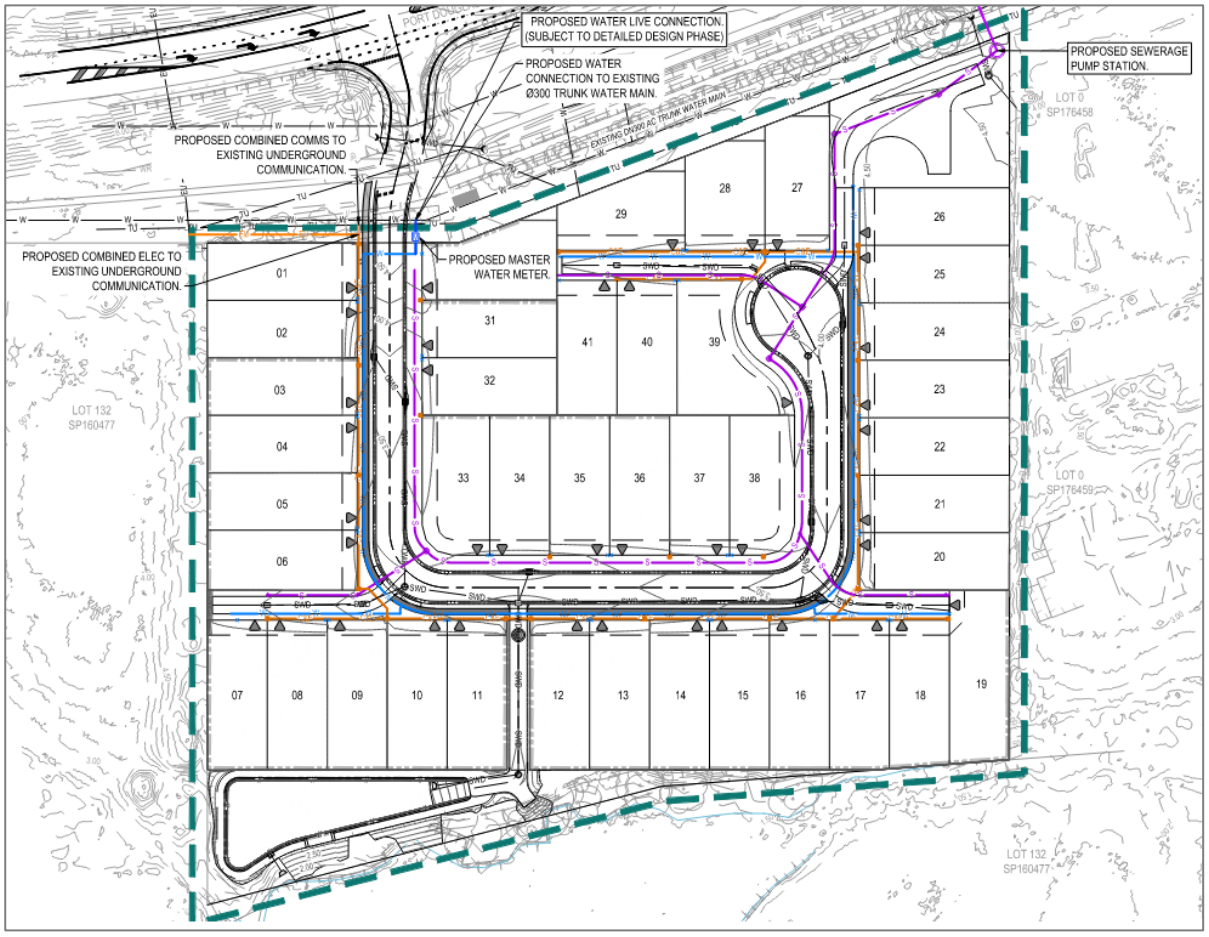


Figure 5-1 Preliminary Water and Sewer Reticulation Layout Plan

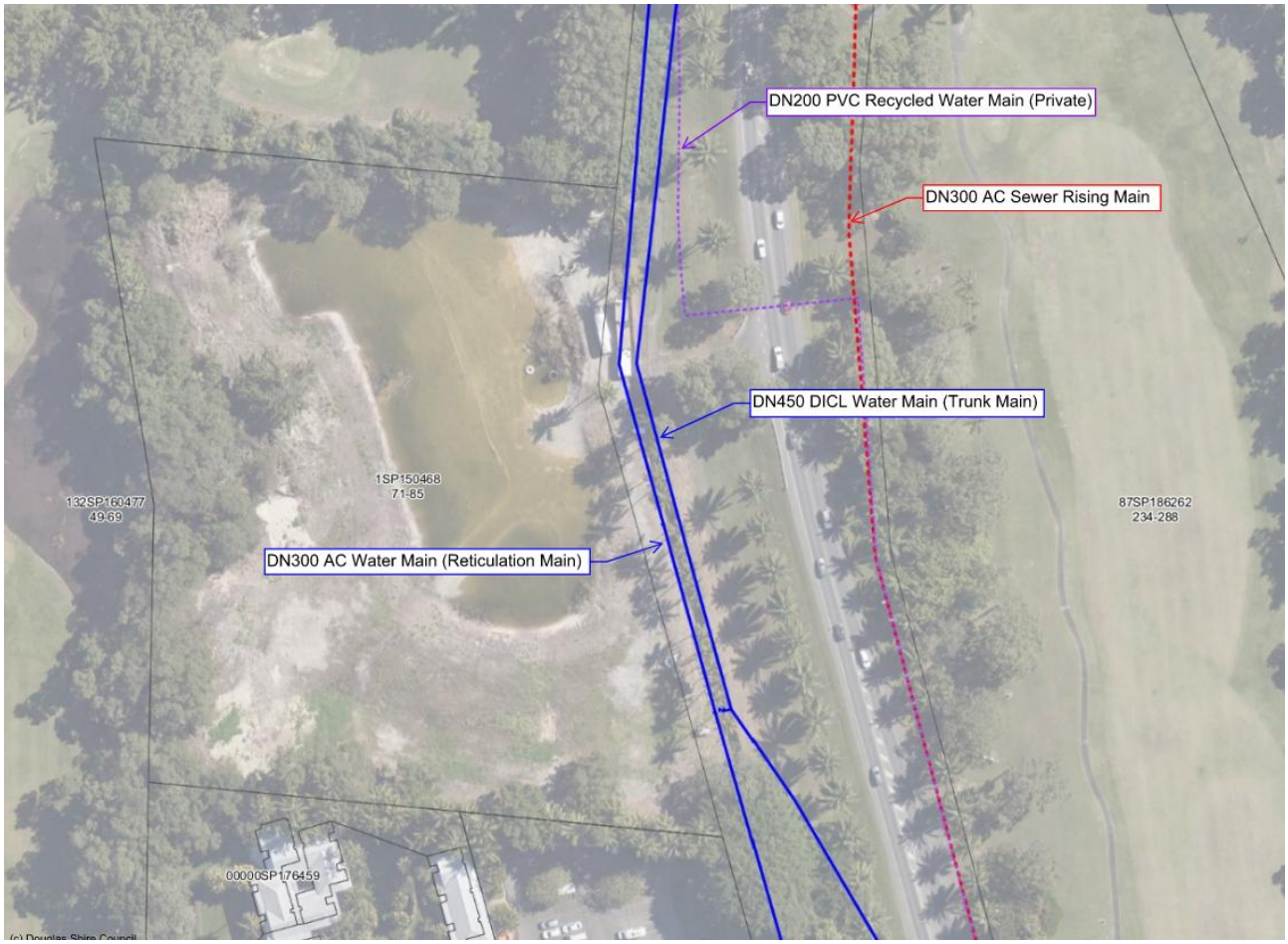


Figure 5-2 Water and Sewer Plan

It is anticipated that the surrounding water main network will have sufficient supply to support the proposed development, however, detailed network modelling will be provided under separate cover to confirm.

5.3 Sewerage Infrastructure

The proposed development will be serviced by a conventional gravity sewer main located within the footprint of the internal road pavement. Individual properties will connect directly to this main via house connections.

The network is designed as a single catchment to correspond with the site's topography.

The proposed development includes a private sewage pumping station (SPS) which will be located in the south-eastern corner of the property. All sewage flows from the site will be conveyed via a conventional gravity main to this SPS and be subsequently discharged into the surrounding municipal network by connecting into the 300mm diameter sewer rising main on the opposite side of Port Douglas Road. Due to the flat terrain beyond the site, the system will require a rising main to pump flows to the existing network. Figure 5-1 above illustrates the site services layout plan. The existing main is highlighted in red on Figure 5-2.

It is noted that odour control devices and landscape screening will be provided to the proposed SPS in order to minimise the impacts of this device upon the amenity of the development. The SPS will also be fitted with an automatic well washer which will be programmed to wash at least once a day after peak flows and to assist with odour control.

Following receipt of network model data from Douglas Shire Council modelling of the proposed sewerage pumping arrangement will be completed in order to confirm network capacity to accommodate the proposed development and detail the appropriate pump sizing and duty required to overcome the operating pressure within the external pressure sewerage network.

The proposed water and sewer networks are shown indicatively on the engineering conceptual drawings included within **Appendix A**.

6 Stormwater

6.1 Stormwater Network

In its existing form, the site typically grades from Port Douglas Road to the rear with stormwater discharging into the existing lake on the Mirage Country Club golf course.

The proposed development forms a single catchment area, with the lawful point of discharge (LPOD) located in the north-western corner of the site. It is proposed that the site's stormwater will flow down and discharge into the on-site detention basin provided, before releasing onto the golf course. The site stormwater catchment configuration and general arrangement is shown on Figure 6-1.

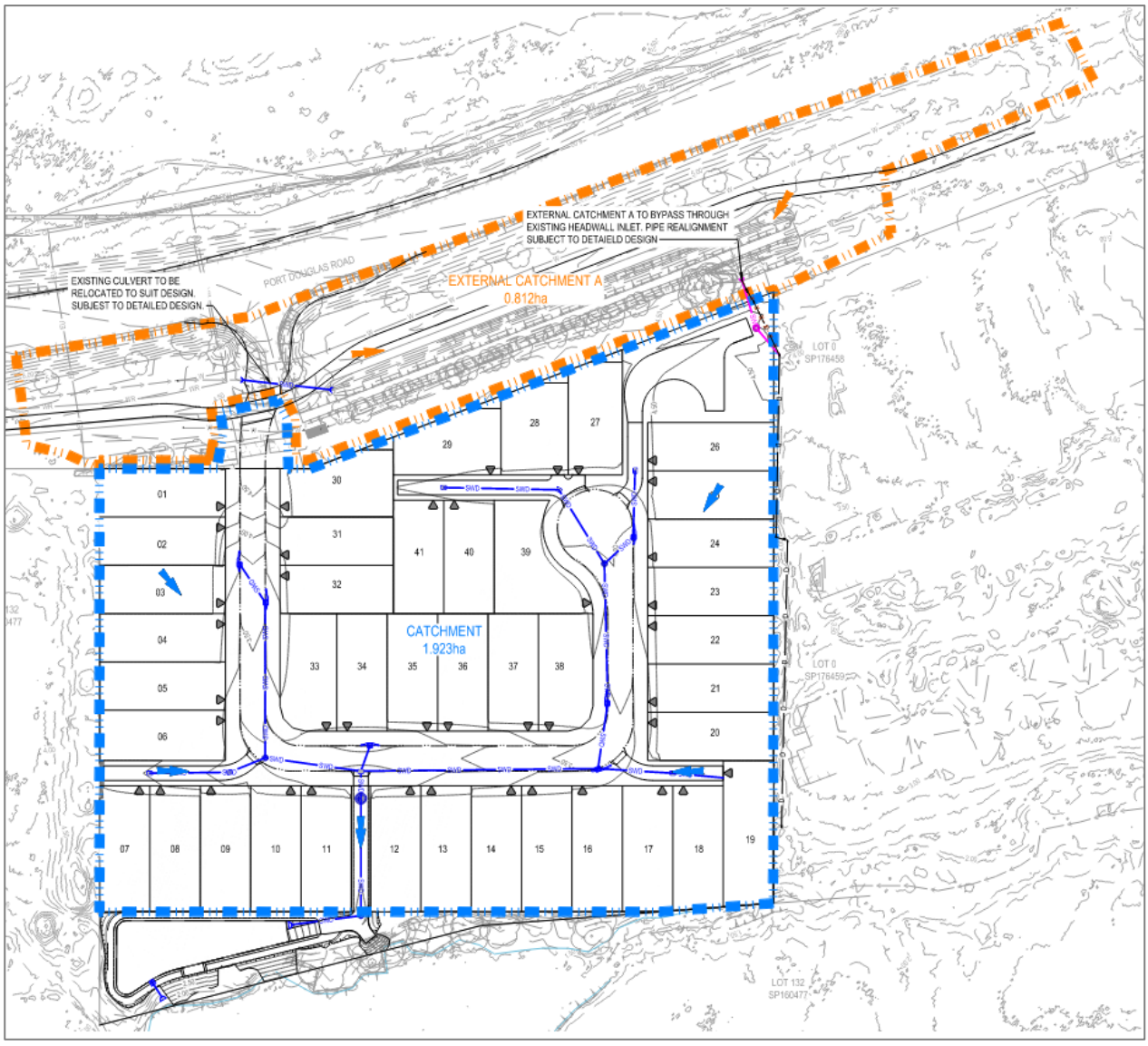


Figure 6-1 Stormwater drainage catchment plan

6.2 External Stormwater Catchment

It is noted that the Port Douglas Road frontage to the development site has a local stormwater catchment directed towards an existing stormwater drainage culvert which enters the south eastern corner of the property.

Detailed survey has confirmed that the external catchment stormwater drainage pipework crosses the development site boundary and is conveyed towards the Golf Course lands via the neighbouring property Lot It is proposed to complete a minor realignment to the small section of drainage pipe that falls within the property boundary to coordinate with the proposed sewer pump station configuration. All realignment works will be wholly contained within the proposed development site. The detailed survey is attached in **Appendix B**.

6.3 Stormwater Quantity Management & Detention Strategy

As the proposed development will increase the fraction imperviousness of the site, it is expected there will be an increase in the peak discharge stormwater flow at the lawful point of discharge in stormwater events. As such, an on-site stormwater detention system has been provided to manage stormwater quantity. Stormwater runoff from the site's catchment will discharge into the detention basin which can store up to 549.45 m^3 of water. The basin will contain a controlled outlet, to be further detailed as part of operational works engineering design to ensure no worsening of peak flows to be discharged into the existing water body within the adjacent Mirage Country Club golf course.

The design of the detention basin includes the use of a proprietary GPT located adjacent to the internal roadway in order to allow this device to be serviced from within the common roadway corridor. A 3.5 m wide maintenance access driveway has been provided to enable maintenance access to the detention basin. Maintenance works will be completed by the body corporate as part of the management of the site. The maintenance access driveway has been designed with sufficient width to accommodate service vehicles, enabling maintenance of the landscape and detention basin area generally.

Bligh Tanner was engaged to undertake a stormwater investigation to assess design event peak flows at the property boundary and refine the detention basin design to mitigate any increase in peak flows. The investigation concluded that the proposed development, including the detention basin, effectively mitigates peak flows to closely match existing conditions. Accordingly, the development is not expected to alter the site's stormwater discharge characteristics in a way that would damage a third-party property. The Bligh Tanner stormwater investigation report is attached in **Appendix C**.

7 Electrical and Telecommunications Assessment

Electricity and communications will be provided as part of the development. Electricity and communications will be connected into the existing infrastructure along the site frontage on Port Douglas Road. It has been confirmed that the existing pad mount substation located along Port Douglas Road near the north-eastern corner of the site has sufficient capacity to service the proposed development.

Electrical and telecommunications agreements are to be entered into with the relevant service providers in tandem with the operational works approval of the civil construction by Council.

8 Gas

There is an existing 110mm MDPE (Medium Pressure – 110 kPa) LPG main that is located on the eastern side of Port Douglas Road.

Should gas services be required for the development, a new connection to the existing bas main will be able to be achieved from the existing main and provided within the proposed external road reserve. The size and capacity of any connection and reticulation mains for the development will be further developed through the detailed design process and negotiated directly with APA.

9 Conclusion

Based upon the assessment within the above report, the proposed works and infrastructure detailed within the report to support this application is adequate to service the proposed development in accordance with Council's standards and guidelines.

Appendix A

Engineering Conceptual Drawings

BOURN ENGINEERS

Sanctuary Greens
PORT DOUGLAS

BOURN ENGINEERS

LOCALITY PLAN
N.T.S

NORTH

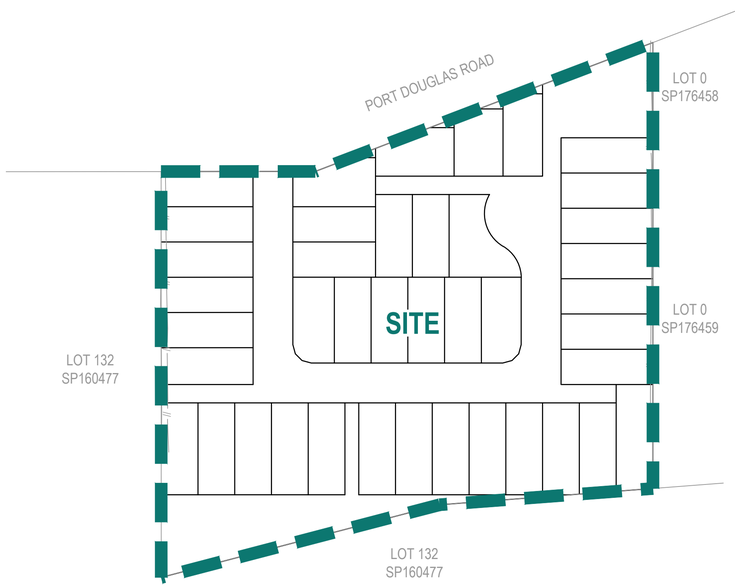
IN PARTNERSHIP WITH

SEYMOUR GROUP

SCHEDULE OF DRAWINGS	
DRAWING	TITLE
BE25041-001-DA001	PROJECT COVER SHEET AND SCHEDULE OF DRAWINGS
BE25041-001-DA100	PRELIMINARY BULK EARTHWORKS LAYOUT PLAN
BE25041-001-DA110	PRELIMINARY BULK EARTHWORKS SITE CROSS SECTIONS
BE25041-001-DA200	PRELIMINARY ROADWORKS AND DRAINAGE LAYOUT PLAN
BE25041-001-DA205	PRELIMINARY PROPERTY ACCESS AND EXTERNAL INTERSECTION VEHICLE SWEPT PATHS LAYOUT PLAN - SHEET 1 OF 3
BE25041-001-DA206	PRELIMINARY PROPERTY ACCESS AND EXTERNAL INTERSECTION VEHICLE SWEPT PATHS LAYOUT PLAN - SHEET 2 OF 3
BE25041-001-DA207	PRELIMINARY PROPERTY ACCESS AND EXTERNAL INTERSECTION VEHICLE SWEPT PATHS LAYOUT PLAN - SHEET 3 OF 3
BE25041-001-DA300	PRELIMINARY SEWER AND WATER RETICULATION LAYOUT PLAN
BE25041-001-DA400	PRELIMINARY STORMWATER DRAINAGE CATCHMENT PLAN
BE25041-001-DA401	PRELIMINARY DETENTION BASIN LAYOUT PLAN
BE25041-001-DA500	PRELIMINARY SITE ENTRANCE INTERSECTION FUNCTIONAL LAYOUT PLAN

DEVELOPMENT APPLICATION

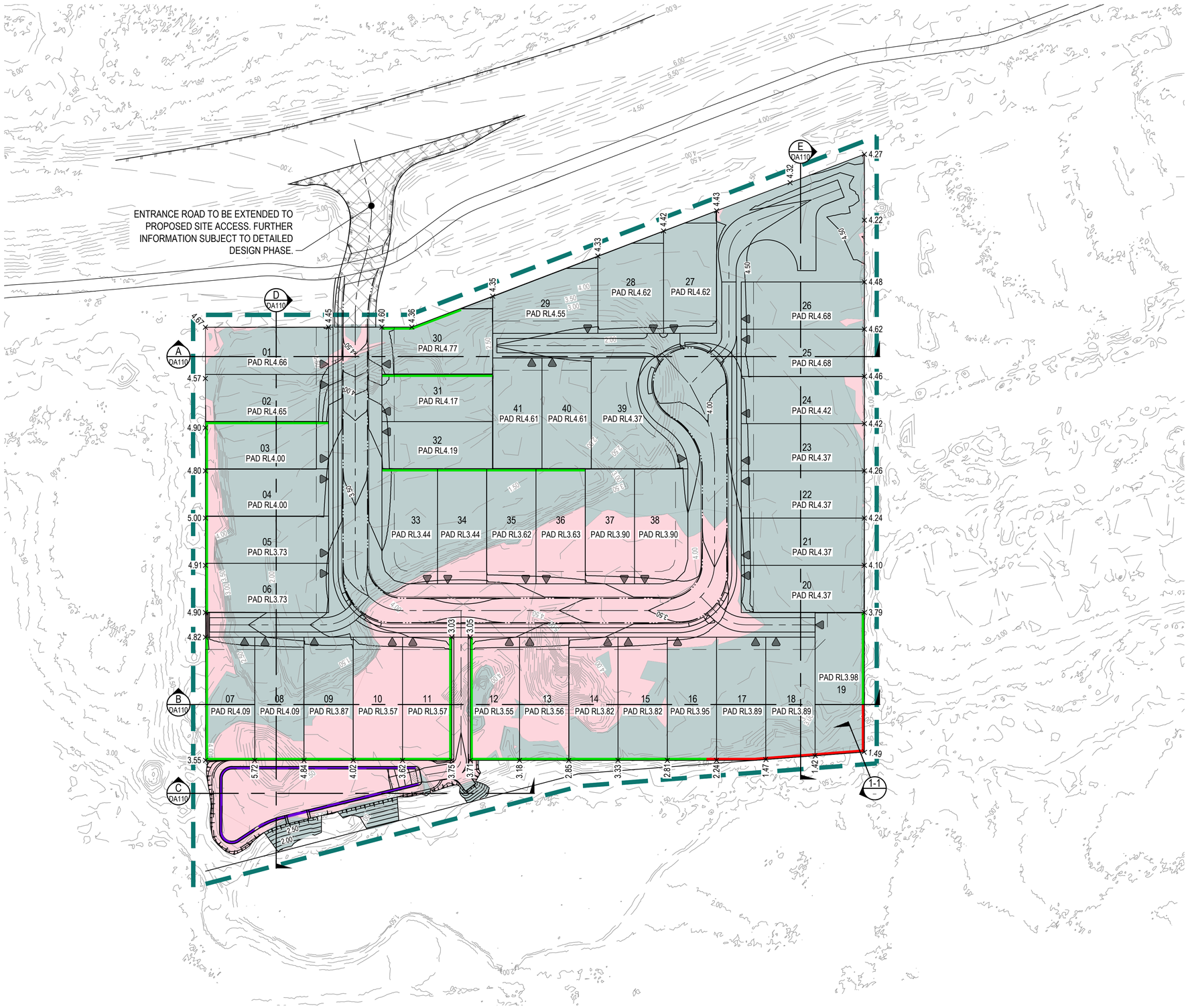
FAR NORTH QUEENSLAND REGION OF COUNCILS
SITE ADDRESS: LOT 1 ON SP150468 (85 PORT DOUGLAS ROAD, PORT DOUGLAS)
No. PROPOSED LOTS = 41
SITE AREA: 2.07ha



KEY PLAN
1:1000 @ A1

NORTH

PROJECT NUMBER	DRAWING NUMBER	REVISION	STATUS
BE25041-001	DA001	2	FOR APPROVAL



LEGEND

EXISTING		PROPOSED
	SITE BOUNDARY	
	PROPERTY BOUNDARY	
2.0	CONTOUR	3.0
× 4.22	SURFACE SPOT LEVEL	PAD RL3.450
	TOP OF BATTER	
	TOP OF LAKE WATER LEVEL	
	RETAINING WALL 'TYPE A' - 0.4m - 1.5m HIGH	
	RETAINING WALL 'TYPE B' - 1.5m - 2.5m HIGH	
	RETAINING WALL - BASIN	
	EARTHWORKS CUT	
	EARTHWORKS FILL	
	ENTRANCE ROAD	
	INDICATIVE DRIVEWAY LOCATION	
D	STORMWATER DRAINAGE	
	STORMWATER SWALE	
W	WATER MAIN	
WR	RECYCLED WATER MAIN	
EU	ELECTRICAL UNDERGROUND	
G	GAS PIPE	
TU	TELECOM UNDERGROUND	
//	FENCE	
	BUILDING	
	TREE / TREE TBR	

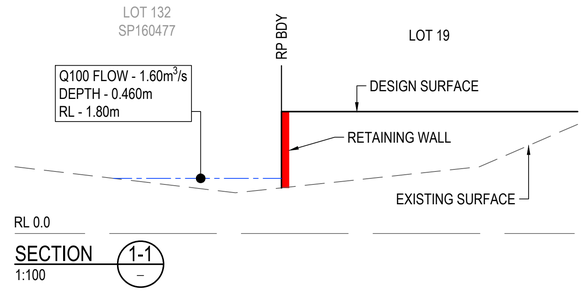
BULK EARTHWORKS VOLUMES

Comparison between tin EXST and tin DSGN*
(*Bulk earthworks surface including road boxing)

TYPE	m^3
CUT	-3,979
FILL	+16,147
BALANCE (-SPOIL | +IMPORT)	+12,168

No allowance for topsoil stripping
No allowance for bulking factors

NOTES:
REFER DA110 SERIES FOR SITE CROSS SECTIONS.



SECTION 1-1
1:100

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
2	24.06.26	MG	BF	AG	AG	RE-ISSUED FOR APPROVAL
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL
APPROVED: RPEQ NO. 14278 — A. GILBOY 18.12.25

NORTH ARROW

SCALE: 0 5 10 20 30 — A1 1:500 ; A3 1:1000 SCALE (m)

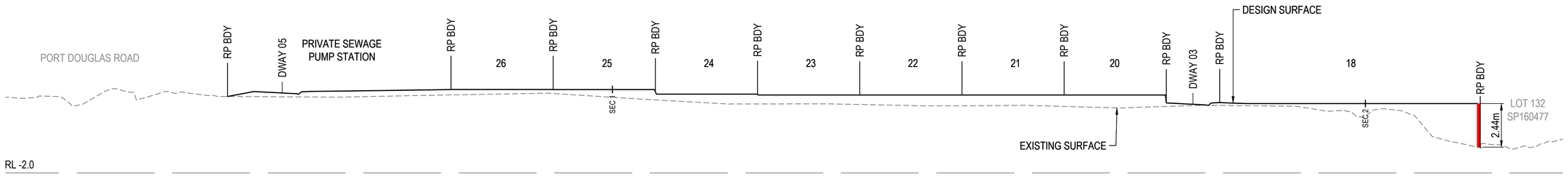
BOURN ENGINEERS

CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

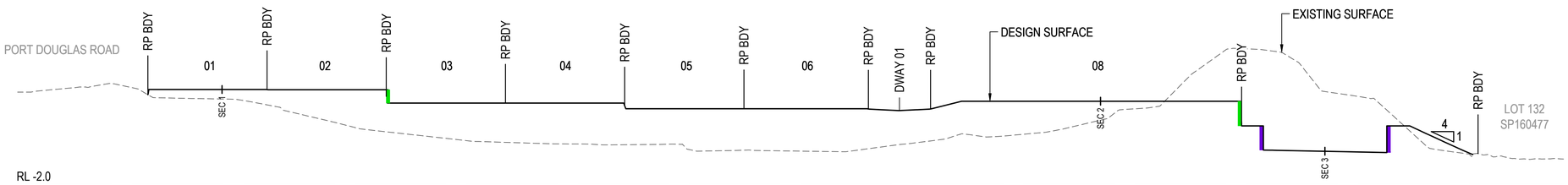
DRAWING TITLE: PRELIMINARY BULK EARTHWORKS LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA100	2

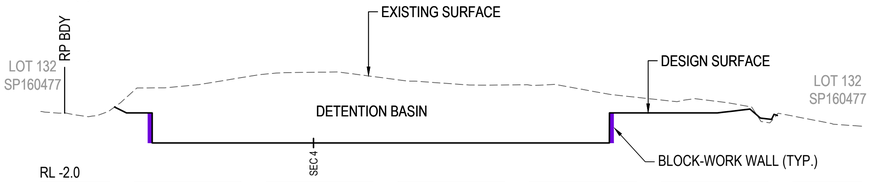


SECTION E (DA100)
1:250 (H)
1:125 (V)

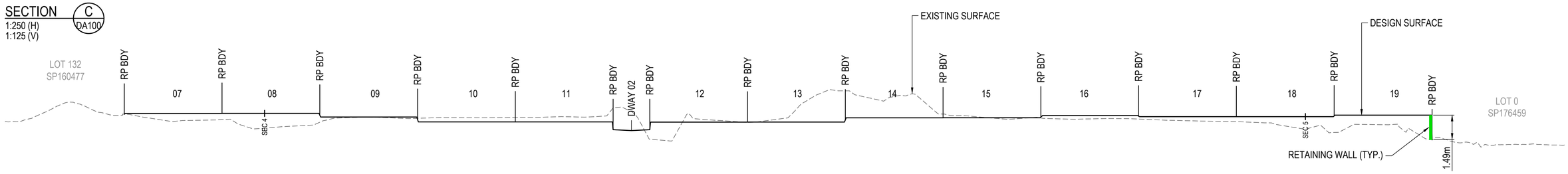
NOTES:
- DRAWING IS TO BE READ IN CONJUNCTION WITH DA100 SERIES.
- FOR PROPOSED RETAINING WALL LOCATIONS, REFER TO LAYOUT PLANS PROVIDED IN DA100 SERIES.



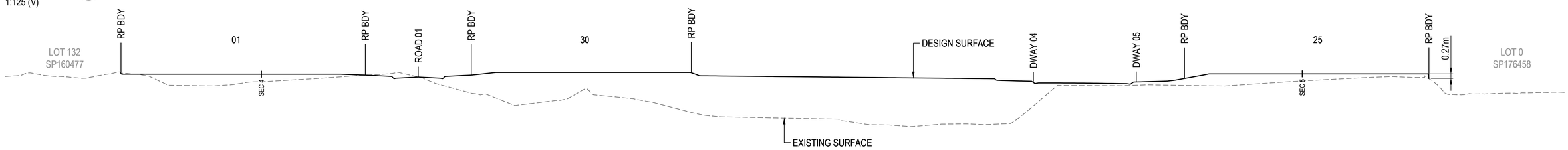
SECTION D (DA100)
1:250 (H)
1:125 (V)



SECTION C (DA100)
1:250 (H)
1:125 (V)



SECTION B (DA100)
1:250 (H)
1:125 (V)



SECTION A (DA100)
1:250 (H)
1:125 (V)

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
2	24.06.26	MG	BF	AG	AG	RE-ISSUED FOR APPROVAL
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL
APPROVED: RPEQ NO. 14278 — A. GILBOY 18.12.25

NORTH ARROW

SCALE
0 2.5 5.0 7.5
A1 1:125 ; A3 1:250 SCALE (m)
0 2.5 5 10 15
A1 1:250 ; A3 1:500 SCALE (m)

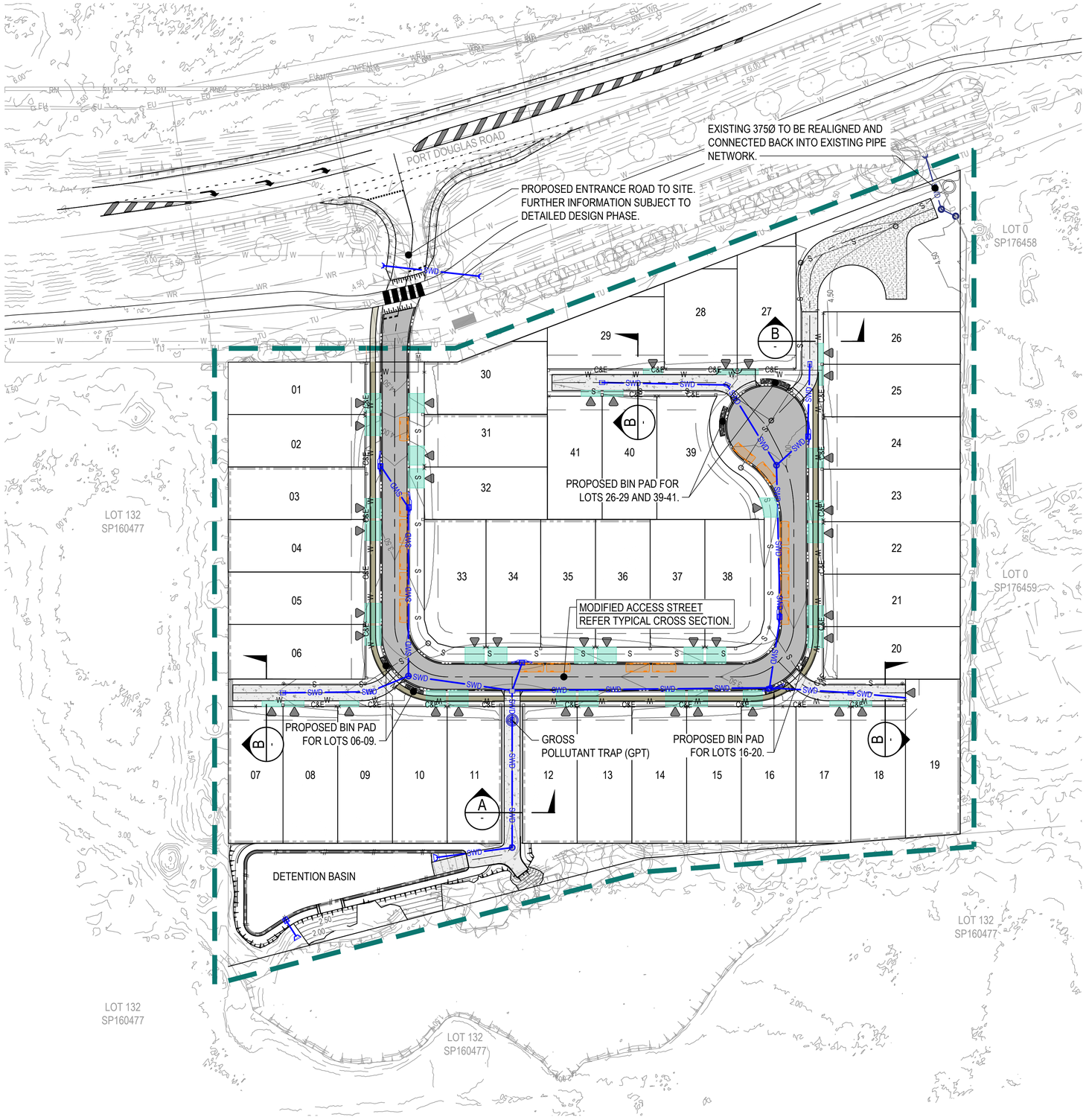
BOURN ENGINEERS

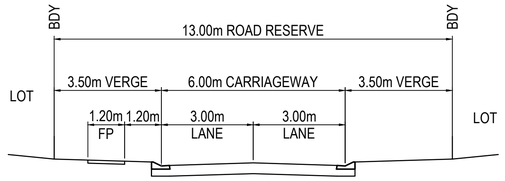
CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE: PRELIMINARY BULK EARTHWORKS SITE CROSS SECTIONS

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA110	2





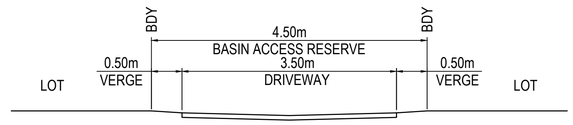
MODIFIED ACCESS STREET CROSS SECTION
(13.00m ROAD RESERVE)
SCALE - 1:100 (A1)

LEGEND

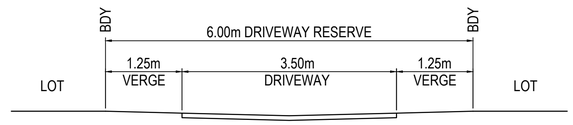
EXISTING		PROPOSED
	SITE BOUNDARY	
	PROPERTY BOUNDARY	
61.00	CONTOUR	61.0
	ROAD CONTROL	
	KERB TYPE 'LAYBACK K&C'	
	EDGE OF BITUMEN	
	INDICATIVE DRIVEWAY LOCATION	
	ON-STREET PARALLEL PARKING	
D	STORMWATER DRAINAGE	SWD
	STORMWATER GULLY	
	STORMWATER HEADWALL	
	BYPASS STORMWATER DRAINAGE	SWD
	SWALE FLOW	
	RETAINING WALL	
	BASIN BLOCK RETAINING WALL	
	ROAD PAVEMENT	
	CONCRETE DRIVEWAY	
	CONCRETE FOOTPATH	
	PUMPING STATION DRIVEWAY	
	BIN PADS	
	ENTRANCE EXTENSION	
	TREE	
S	SEWER MAIN	S
RM	SEWER RISING MAIN	RM
W	WATER MAIN	W
WR	RECYCLED WATER MAIN	
	COMBINED COMMS. & ELEC.	C&E
EU	ELECTRICAL UNDERGROUND	
G	GAS PIPE	
TU	TELECOM UNDERGROUND	
//	FENCE	//
	BUILDING	

CAR PARKING ALLOWANCE

SPACES PROVIDED: 16



SECTION A
1:50 (A1)



SECTION B
1:50 (A1)

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
2	24.06.26	MG	BF	AG	AG	RE-ISSUED FOR APPROVAL
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL

APPROVED: RPEQ NO. 14278 — A. GILBOY — 18.12.25

NORTH

SCALE
A1 1:50 ; A3 1:100 SCALE (m)
A1 1:100 ; A3 1:200 SCALE (m)
A1 1:500 ; A3 1:1000 SCALE (m)

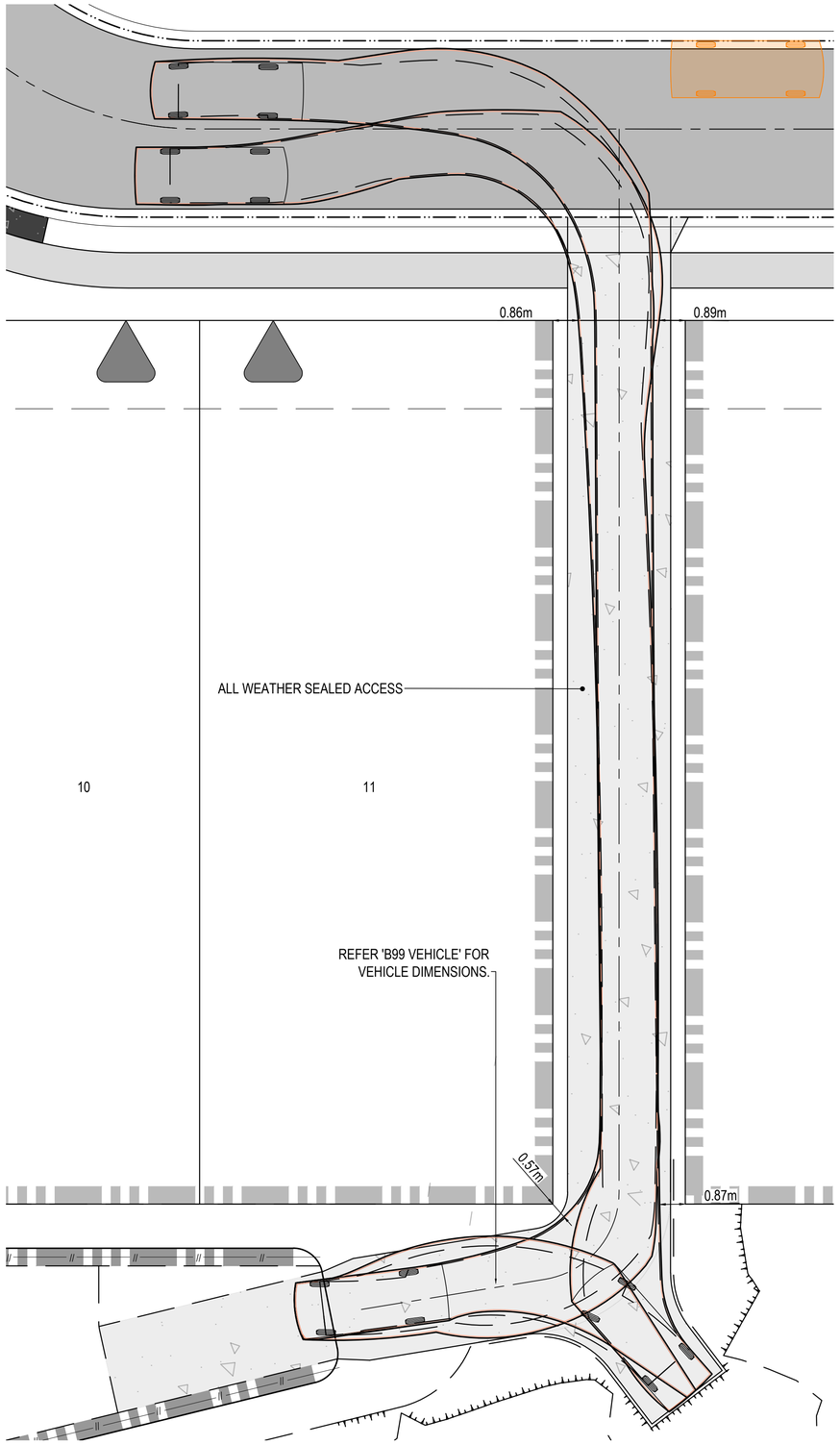
BOURN ENGINEERS

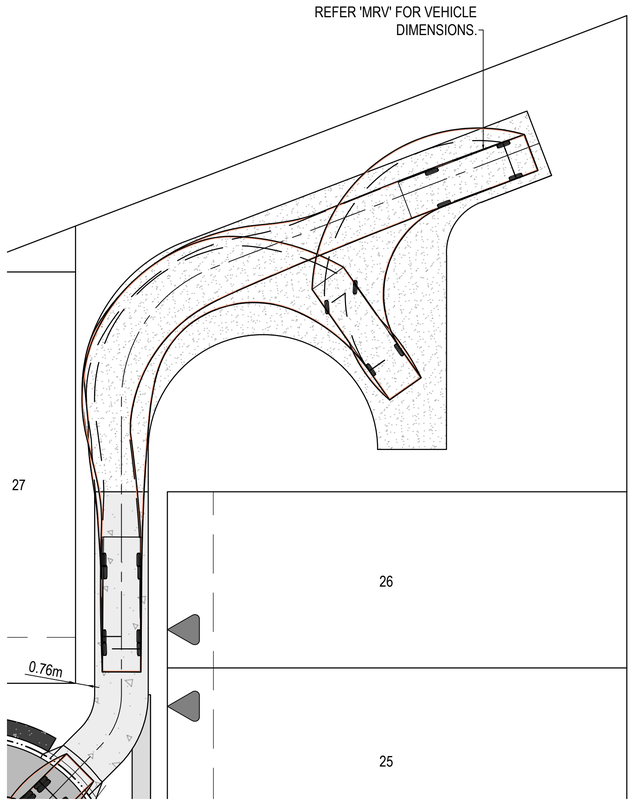
CLIENT: SEYMOUR

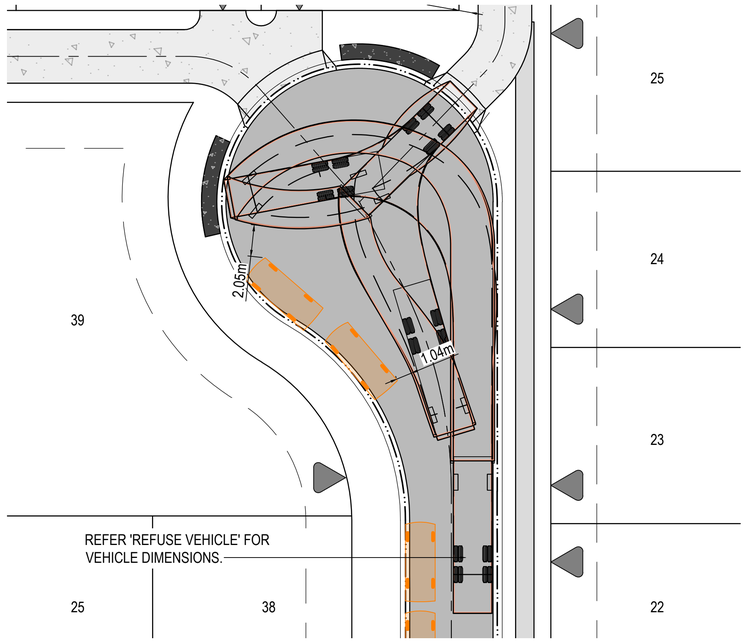
PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

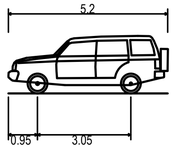
DRAWING TITLE: PRELIMINARY ROADWORKS AND DRAINAGE LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA200	2





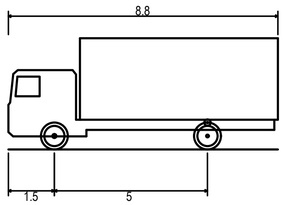




B99 Vehicle (2004)

Scale - 1:100

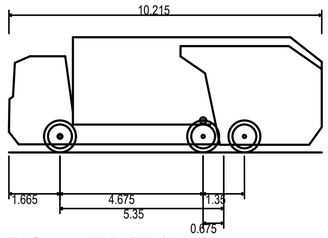
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m



MRV (8.8m)

Scale - 1:100

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	36.00°



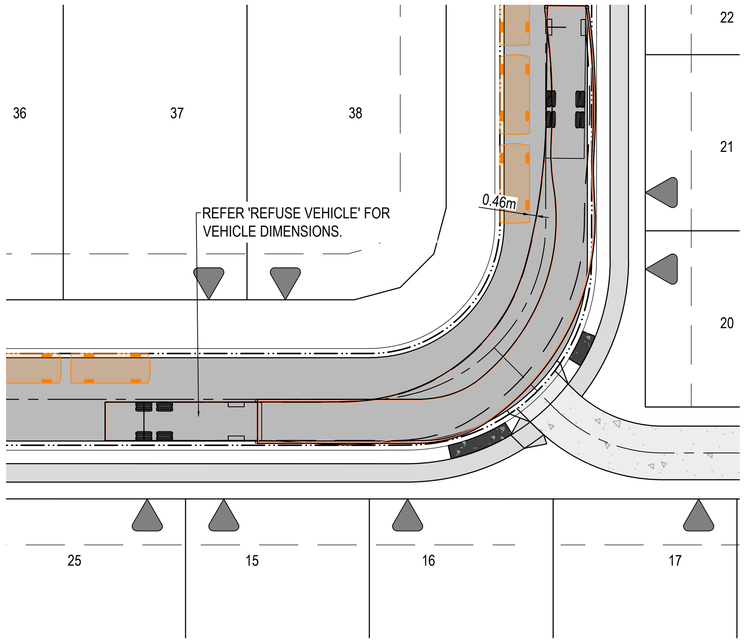
Refuse vehicle (10.215m)

Scale - 1:100

Overall length	10.215m
Overall width	2.500m
Overall body height	3.762m
Min body ground clearance	0.250m
Track width	2.500m
Lock-to-lock time	6.00s
Curb to curb turning radius	9.450m

LEGEND

	PROPOSED
PROPERTY BOUNDARY	
ROAD CONTROL	
KERB TYPE 'LAYBACK K&C'	
LIP OF KERB	
BACK OF KERB	
INDICATIVE DRIVEWAY LOCATION	
ON-STREET PARALLEL PARKING	
RETAINING WALL	
BASIN BLOCK RETAINING WALL	
ROAD PAVEMENT	
CONCRETE DRIVEWAY	
CONCRETE FOOTPATH	
PUMPING STATION CONCRETE	
BIN PADS	
FENCE	



REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
2	24.06.26	MG	BF	AG	AG	RE-ISSUED FOR APPROVAL
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: **FOR APPROVAL**

APPROVED: RPEQ NO. 14278
A. GILBOY 18.12.25

NORTH ARROW: NORTH

SCALE:
0 1 2 4 6
A1 1:100 ; A3 1:200
SCALE (m)
0 2 4 8 12
A1 1:200 ; A3 1:400
SCALE (m)

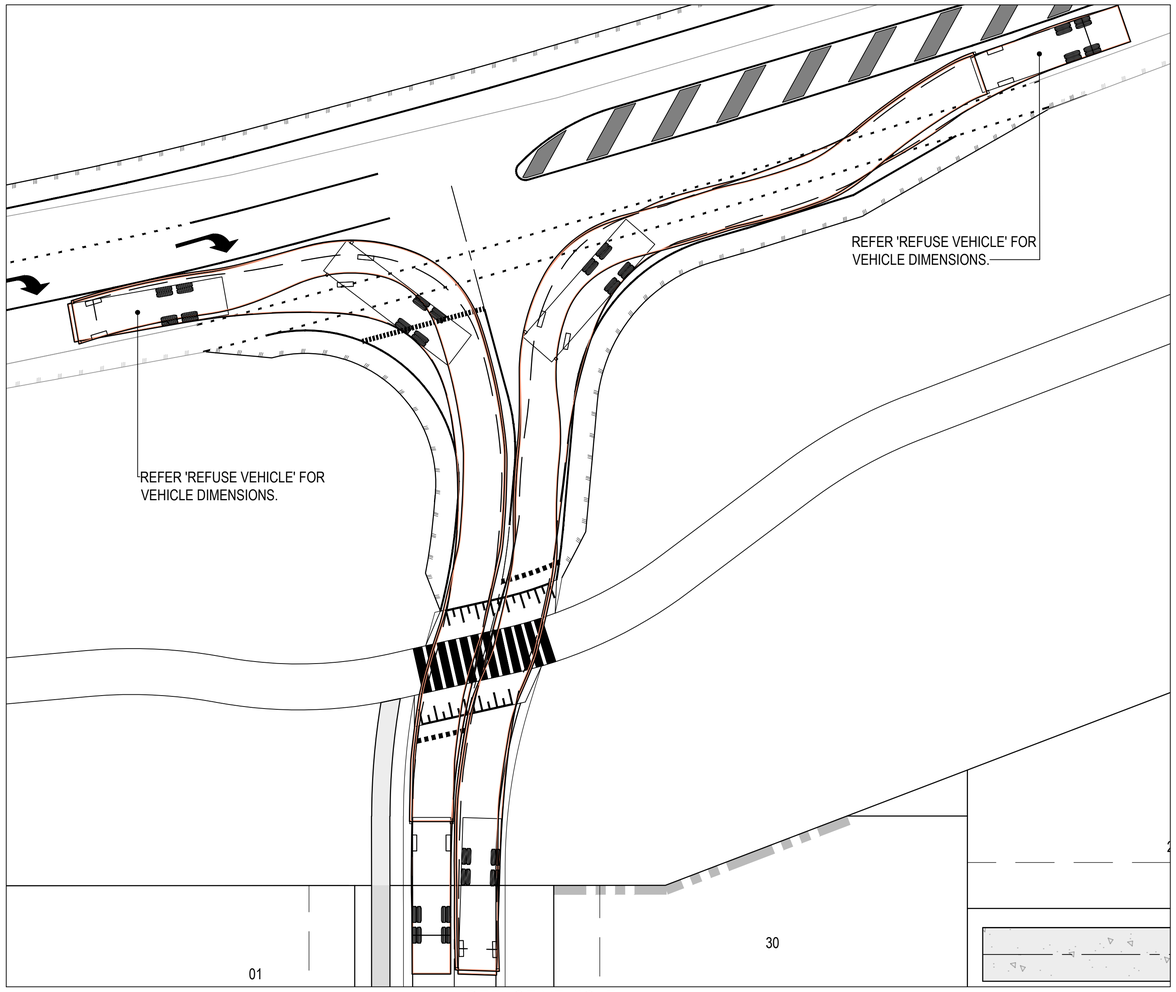
BOURN ENGINEERS

CLIENT: SEYMOUR

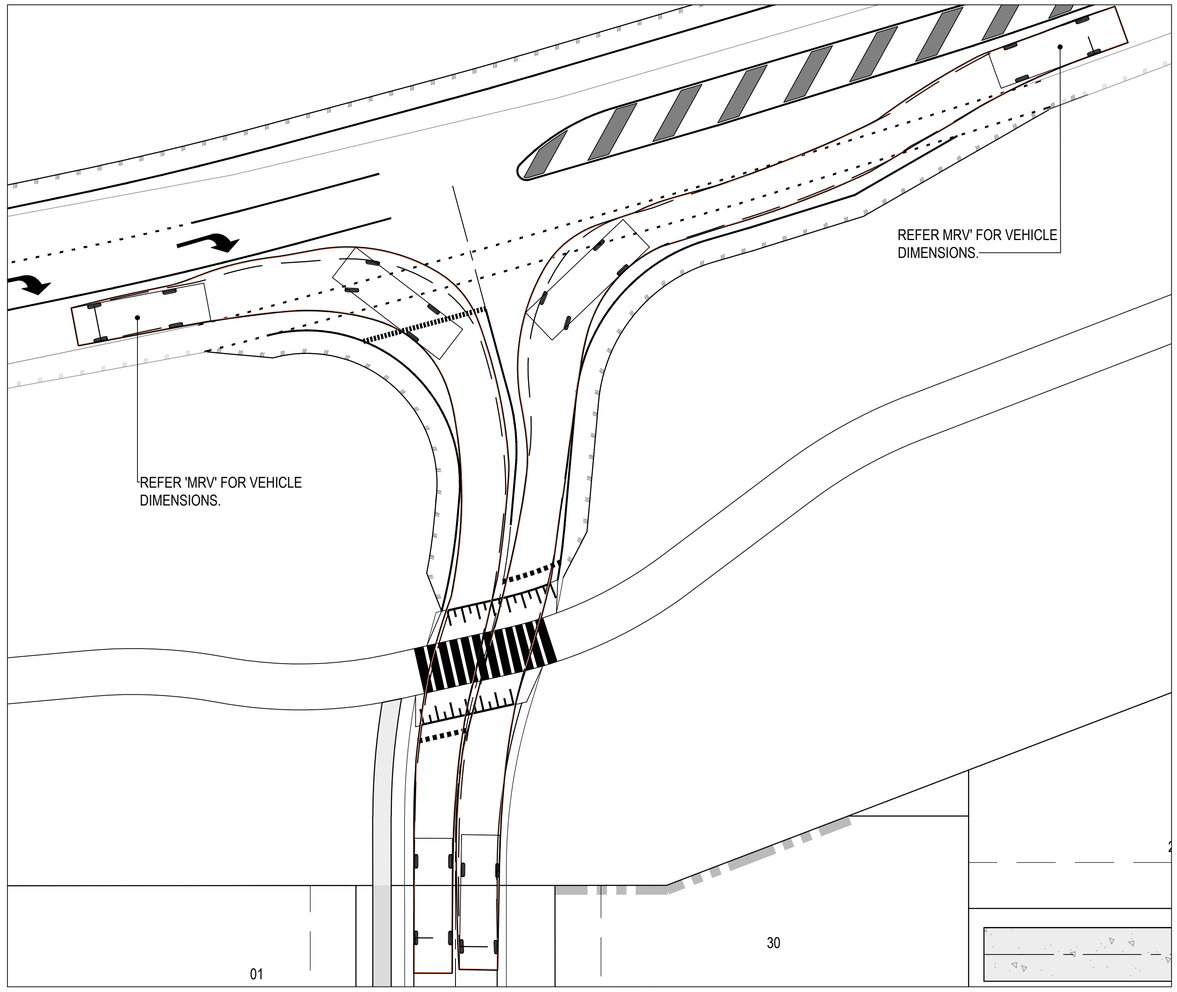
PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE:
PRELIMINARY PROPERTY ACCESS
AND EXTERNAL INTERSECTION VEHICLE SWEP PATHS
LAYOUT PLAN - SHEET 1 OF 3

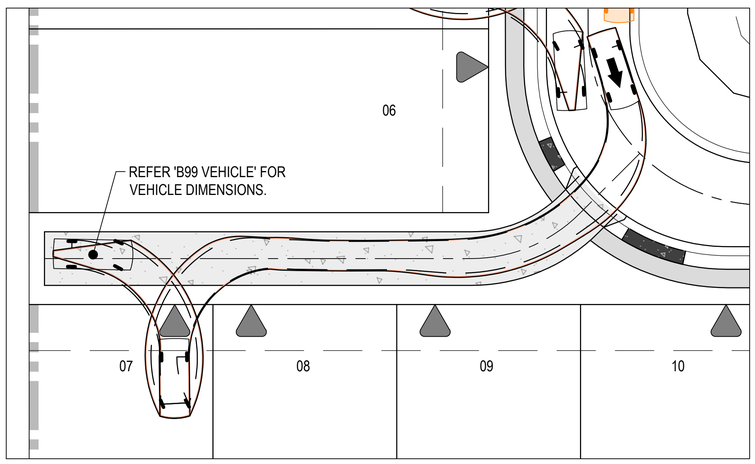
PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA205	2

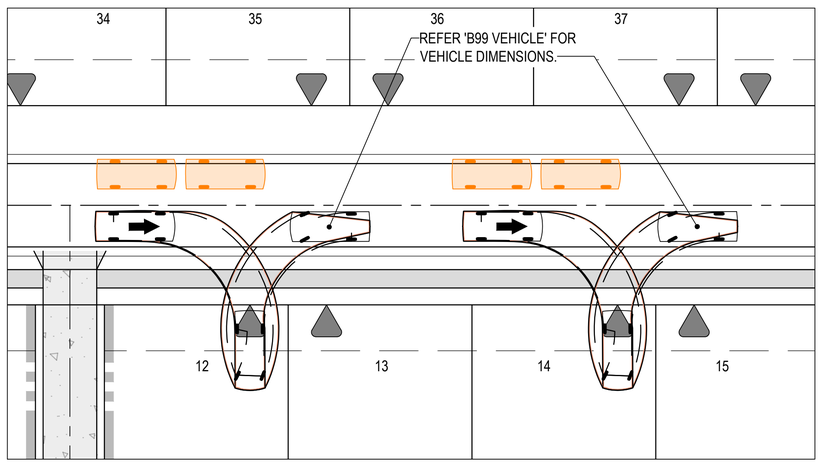


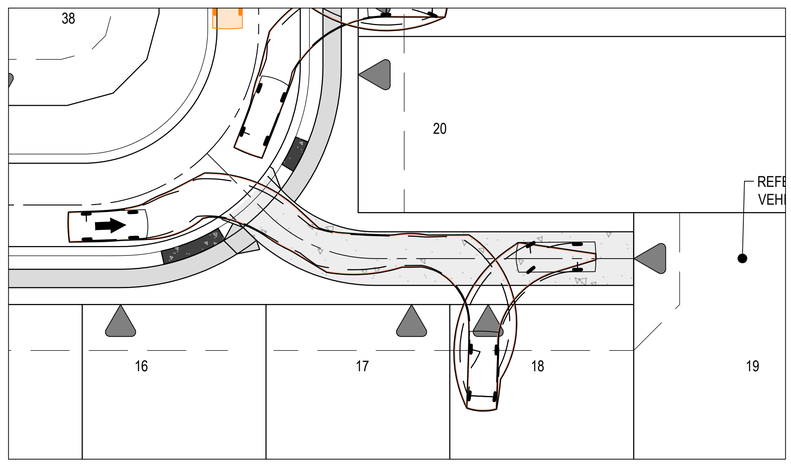
REFUSE VEHICLE
SCALE 1:200 (A1)



MRV
SCALE 1:200 (A1)







REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
2	24.06.26	MG	BF	AG	AG	RE-ISSUED FOR APPROVAL
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: **FOR APPROVAL**

APPROVED
RPEQ NO. 14278
A. GILBOY 18.12.25

NORTH ARROW

SCALE
0 2 4 8 12
A1 1:200 ; A3 1:400
SCALE (m)

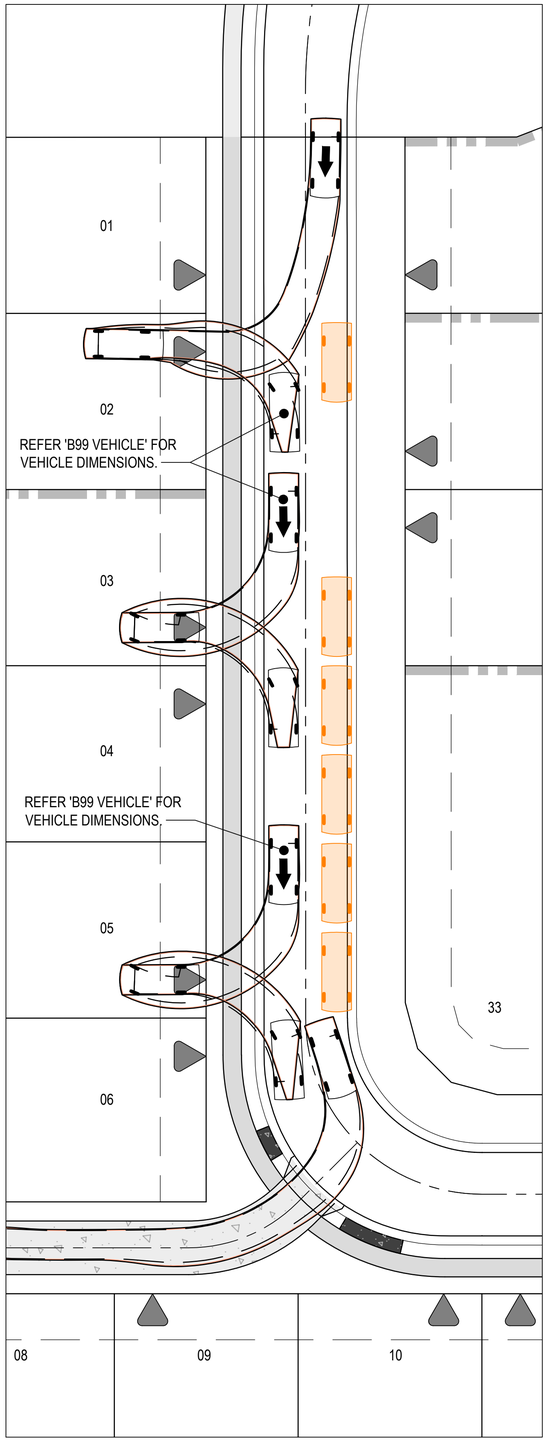
BOURN ENGINEERS

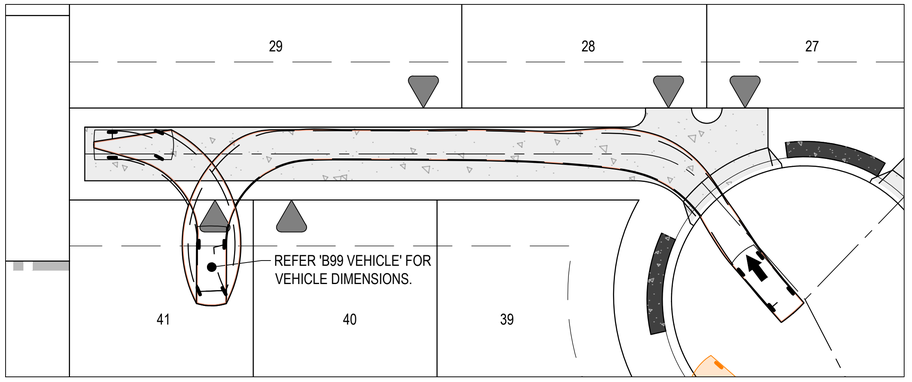
CLIENT: SEYMOUR

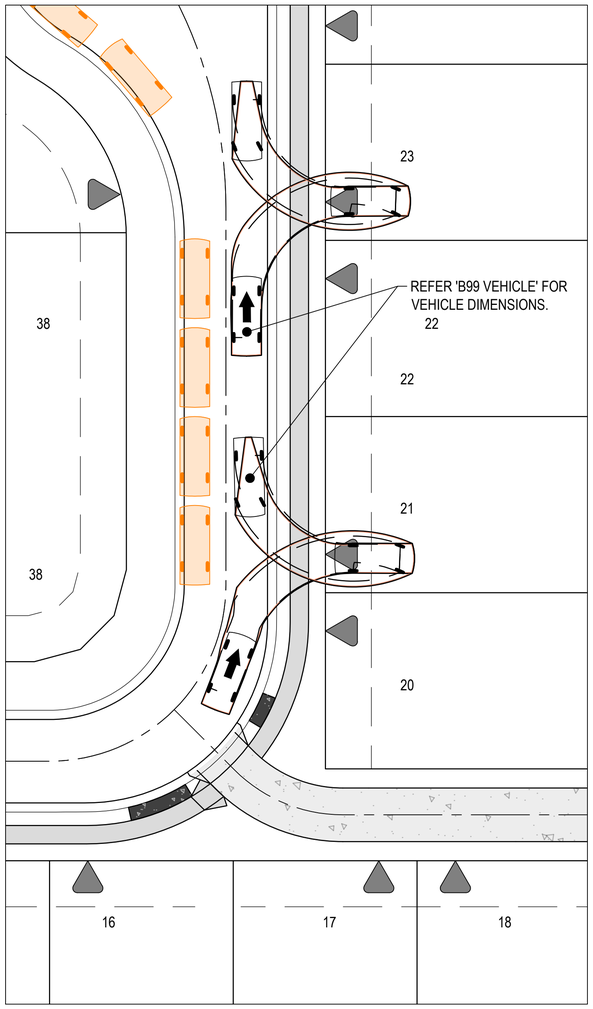
PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE
PRELIMINARY PROPERTY ACCESS
AND EXTERNAL INTERSECTION VEHICLE SWEP PATHS
LAYOUT PLAN - SHEET 2 OF 3

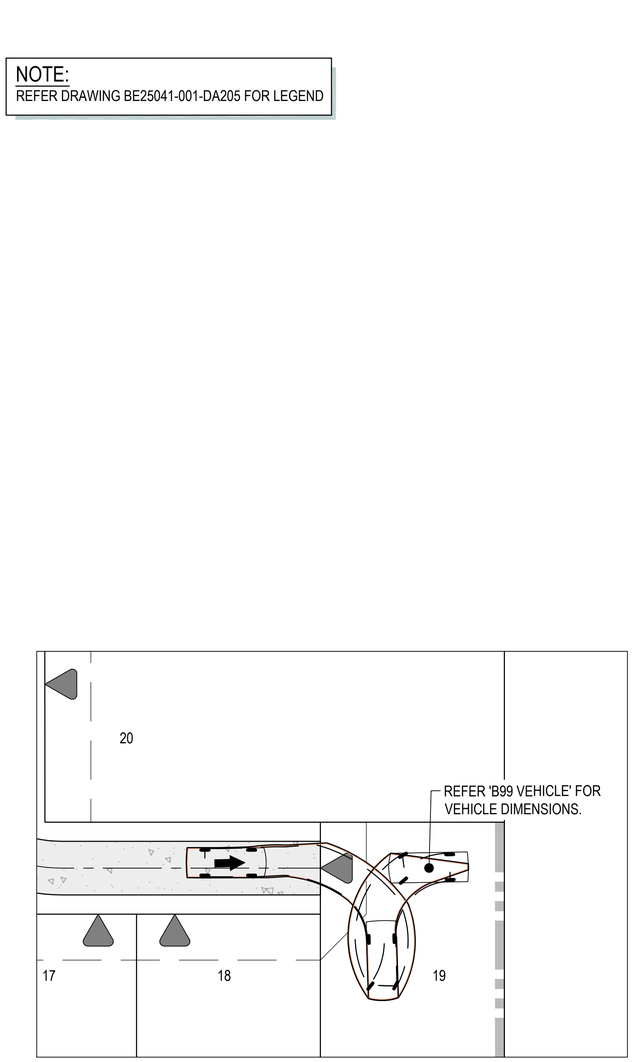
PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA206	2

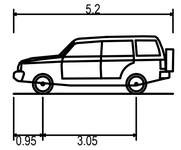






NOTE:
REFER DRAWING BE25041-001-DA205 FOR LEGEND

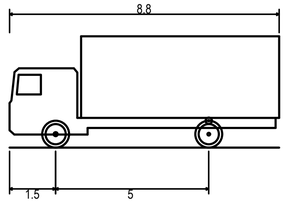




B99 Vehicle (2004)

Scale - 1:100

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m



MRV (8.8m)

Scale - 1:100

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	36.00°

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
2	24.06.26	MG	BF	AG	AG	RE-ISSUED FOR APPROVAL
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL

APPROVED
RPEQ NO. 14278
A. GILBOY 18.12.25

NORTH ARROW

SCALE
0 2 4 8 12
A1 1:200 ; A3 1:400
SCALE (m)

BOURN ENGINEERS

CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE
PRELIMINARY PROPERTY ACCESS
AND EXTERNAL INTERSECTION VEHICLE SWEP PATHS
LAYOUT PLAN - SHEET 3 OF 3

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA207	2

PROPOSED SEWERAGE LIVE CONNECTION (SUBJECT TO DETAILED DESIGN PHASE)

PROPOSED SEWERAGE CONNECTION TO EXISTING Ø300 RISING MAIN.

PROPOSED WATER LIVE CONNECTION. (SUBJECT TO DETAILED DESIGN PHASE)

PROPOSED WATER CONNECTION TO EXISTING Ø300 TRUNK WATER MAIN.

PROPOSED SEWERAGE PUMP STATION.

PROPOSED COMBINED COMMS TO EXISTING UNDERGROUND COMMUNICATION.

PROPOSED COMBINED ELEC TO EXISTING UNDERGROUND COMMUNICATION.

PROPOSED MASTER WATER METER.

EU EXISTING DN200 PVC RECYCLED WATER MAIN

EXISTING DN300 AC SEWER RISING MAIN

EXISTING DN450 DICL TRUNK WATER MAIN

EXISTING DN300 AC TRUNK WATER MAIN

PORT DOUGLAS ROAD

LOT 132 SP160477

LOT 0 SP176458

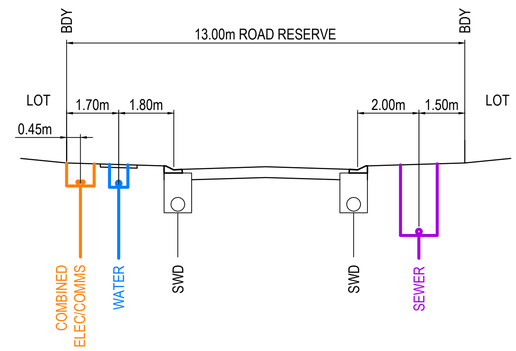
LOT 0 SP176459

LOT 132 SP160477

01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 31 32 33 34 35 36 37 38 39 40 41

LEGEND

EXISTING		PROPOSED
	SITE BOUNDARY	
	PROPERTY BOUNDARY	
	EASEMENT BOUNDARY	
61.00	CONTOUR	61.0
	ROAD CONTROL	
	KERB TYPE 'LAYBACK K&C'	
RM	SEWER RISING MAIN (PUBLIC)	RM
S	SEWER MAIN (PRIVATE)	S
	SEWER STRUCTURE	
W	WATER MAIN (PUBLIC)	W
	WATER MAIN (PRIVATE)	W
	WATER METER	W
WR	RECYCLED WATER MAIN	x
	COMBINED COMMS. & ELEC.	C&E
	INDICATIVE DRIVEWAY LOCATION	
	STORMWATER DRAINAGE	SWD
	STORMWATER GULLY	
	STORMWATER HEADWALL	
	FIELD INLET STRUCTURE	
	RETAINING WALL	
	BASIN BLOCK RETAINING WALL	
EU	ELECTRICAL UNDERGROUND	EU
G	GAS PIPE	
TU	TELECOM UNDERGROUND	TU
	BUILDING	
	FENCE	//



TYPICAL UTILITIES CROSS SECTION

SCALE - 1:100 (A1)

SERVICE SIZING NOTE:

1. PROPOSED PRIVATE SEWER MAINS ARE TO BE DN160 PE100 SDR21 U.N.O.
2. PROPOSED PRIVATE WATER MAINS ARE TO BE DN125 PE100 PN16 U.N.O.

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
2	24.06.26	MG	BF	AG	AG	RE-ISSUED FOR APPROVAL
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL

APPROVED: RPEQ NO. 14278 — A. GILBOY 18.12.25

NORTH ARROW

SCALE: 0 5 10 20 30 — A1 1:500 ; A3 1:1000 SCALE (m)

0 1 2 4 6 — A1 1:100 ; A3 1:200 SCALE (m)

BOURN ENGINEERS

CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE: PRELIMINARY SEWER AND WATER REICULATION LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA300	2

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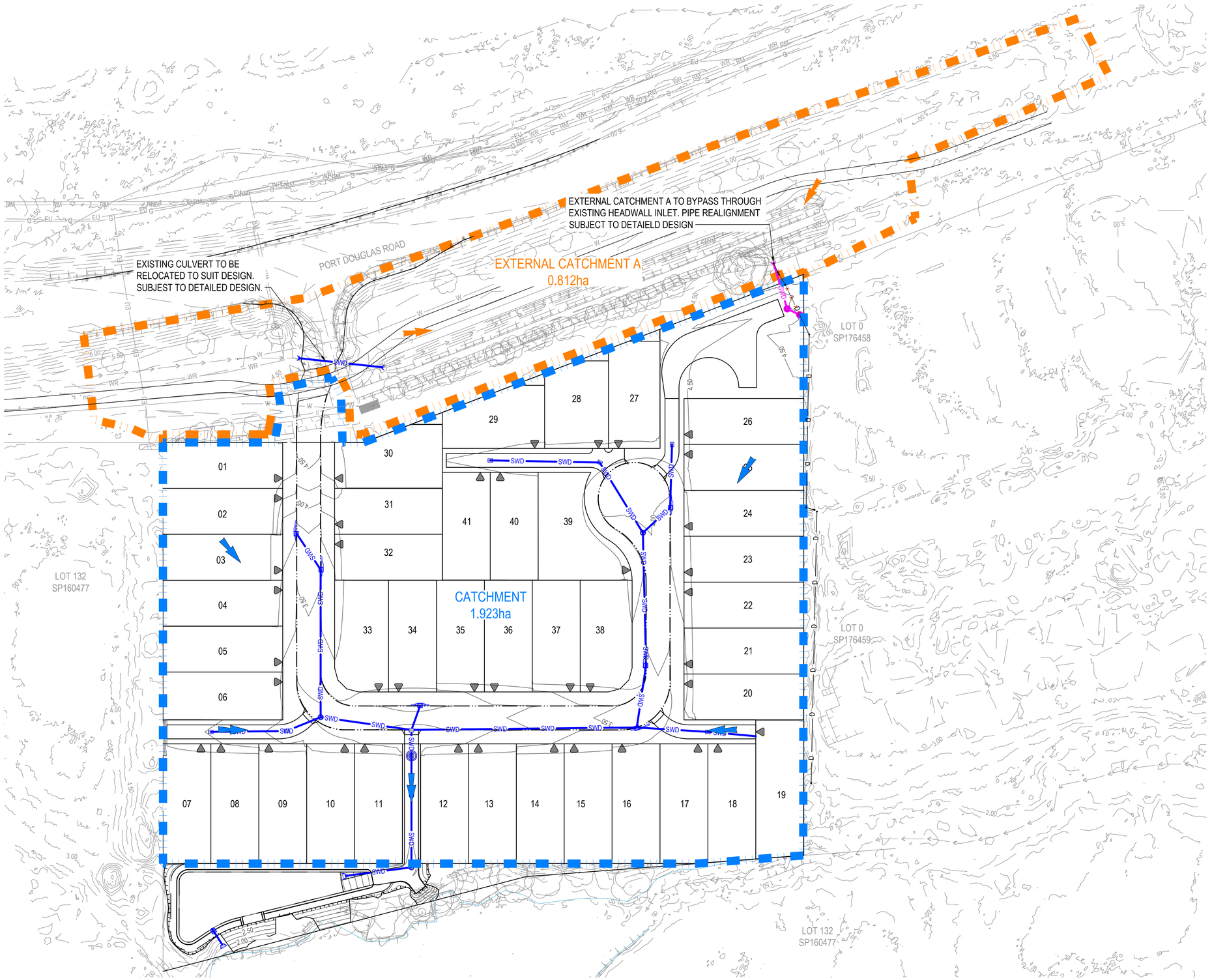

NOTE:
REFER DRAWING BE25041-001-DA200 FOR LEGEND

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
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1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL
APPROVED: RPEQ NO. 14278
A. GILBOY 18.12.25

NORTH ARROW

SCALE: 0 5 10 20 30
A1 1:500 : A3 1:1000
SCALE (m)

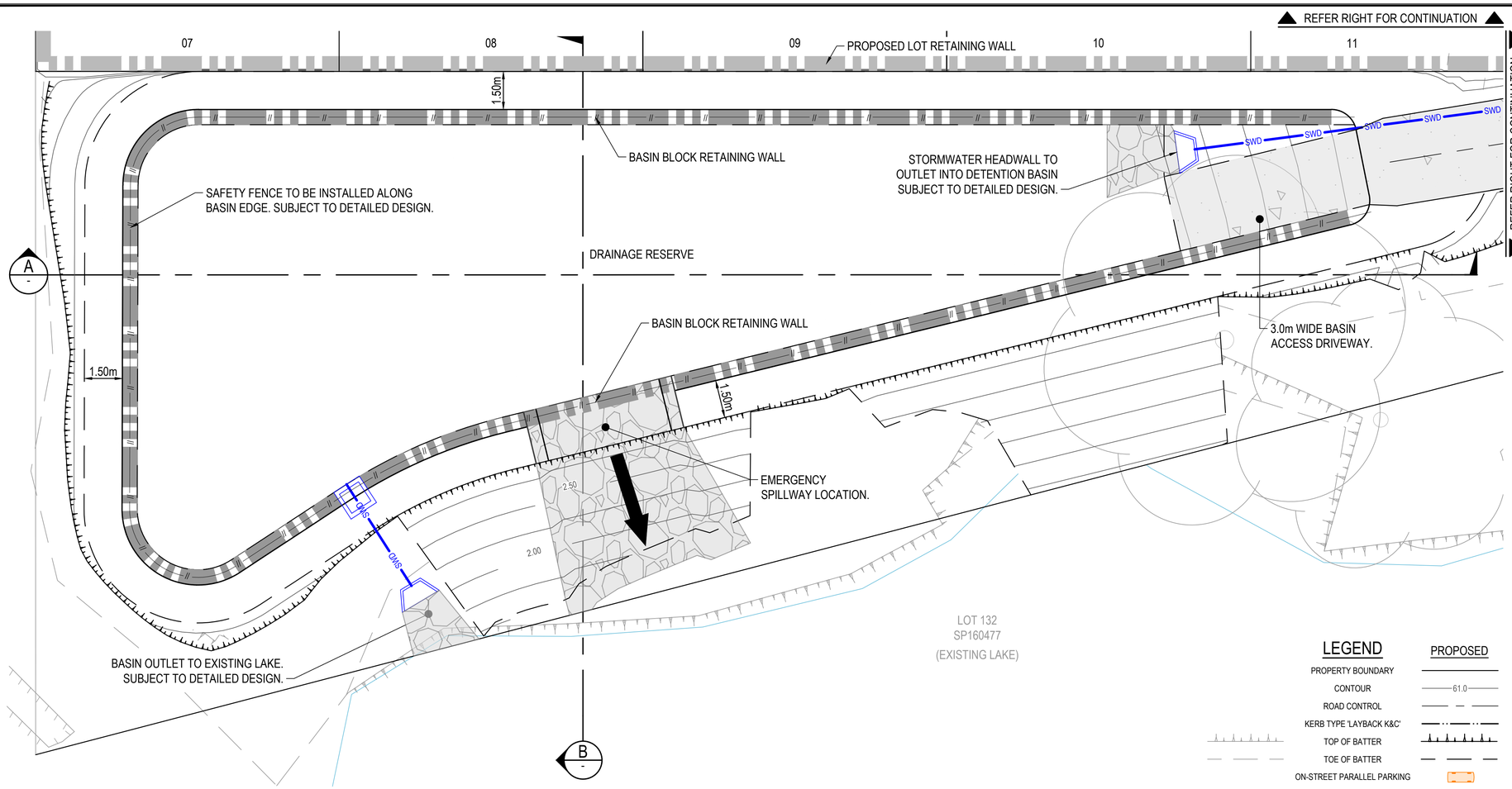
BOURN ENGINEERS

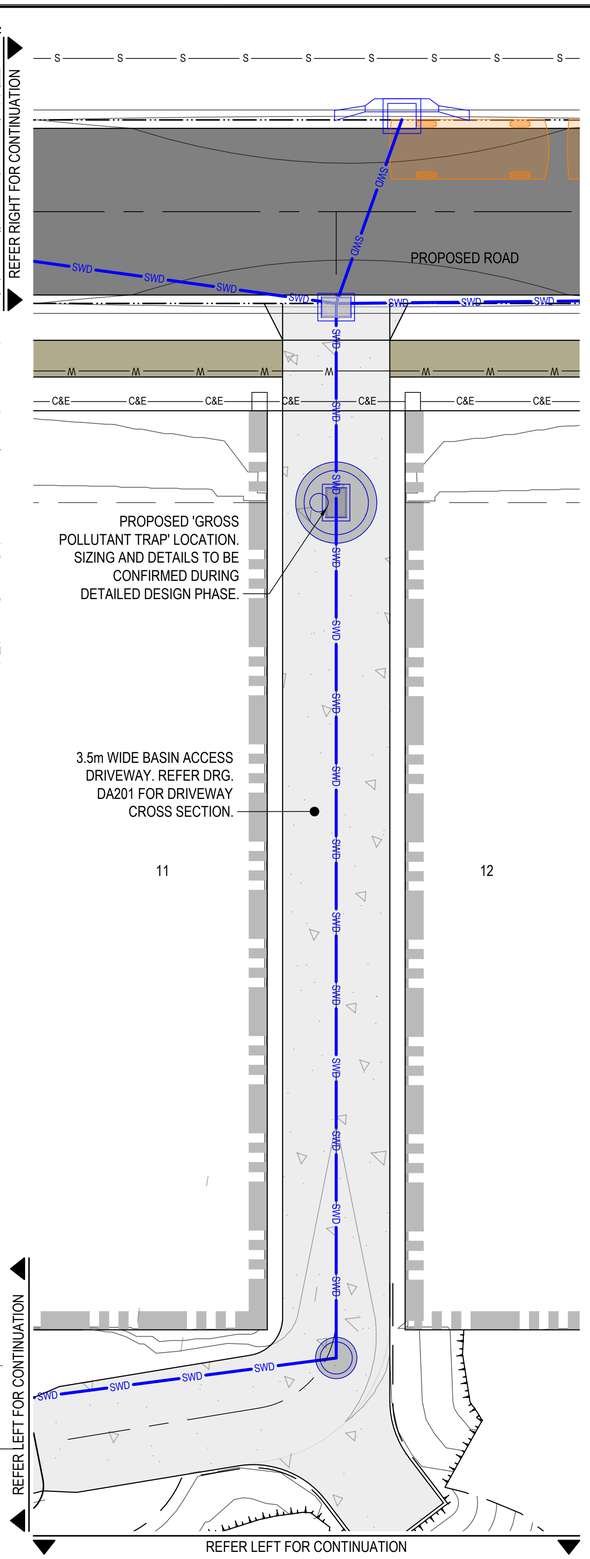
CLIENT: SEYMOUR

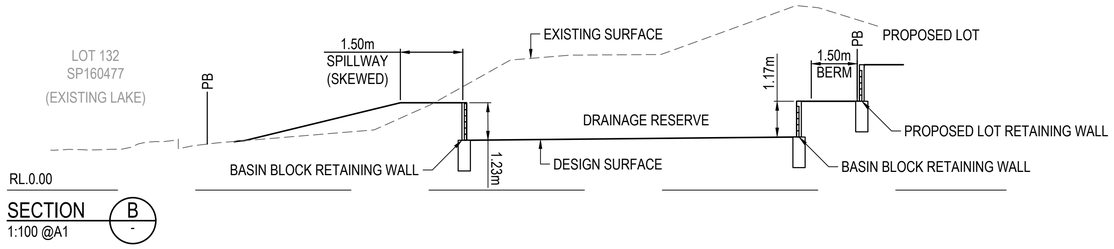
PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

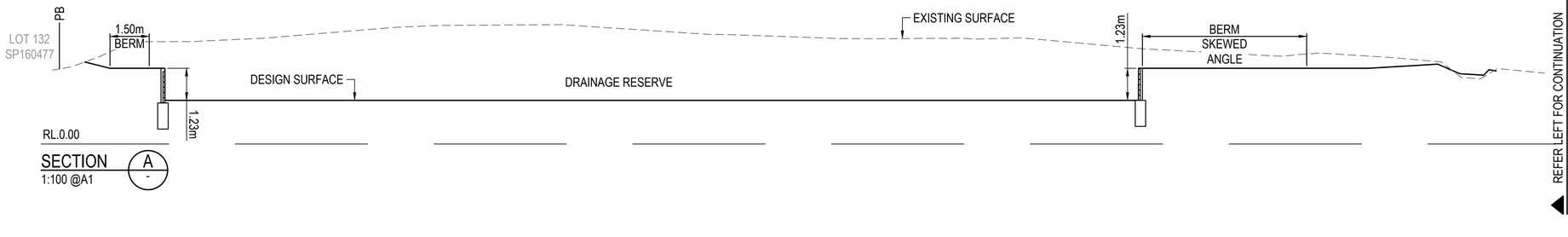
DRAWING TITLE: PRELIMINARY STORMWATER DRAINAGE CATCHMENT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA400	2









LEGEND

	PROPOSED
PROPERTY BOUNDARY	
CONTOUR	61.0
ROAD CONTROL	
KERB TYPE 'LAYBACK K&C'	
TOP OF BATTER	
TOE OF BATTER	
ON-STREET PARALLEL PARKING	
STORMWATER DRAINAGE	SWD
STORMWATER GULLY	
STORMWATER HEADWALL	
POND	
FENCE	//
RETAINING WALL	
BASIN BLOCK RETAINING WALL	
ROAD PAVEMENT	
CONCRETE DRIVEWAY	
CONCRETE FOOTPATH	
HEADWALL ROCK	
TREE	

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
2	24.06.26	MG	BF	AG	AG	RE-ISSUED FOR APPROVAL
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: **FOR APPROVED**

APPROVED: RPEQ NO. 14278
A. GILBOY 18.12.25

NORTH ARROW: NORTH

SCALE: 0 1 2 4 6
A1 1:100 ; A3 1:200
SCALE (m)

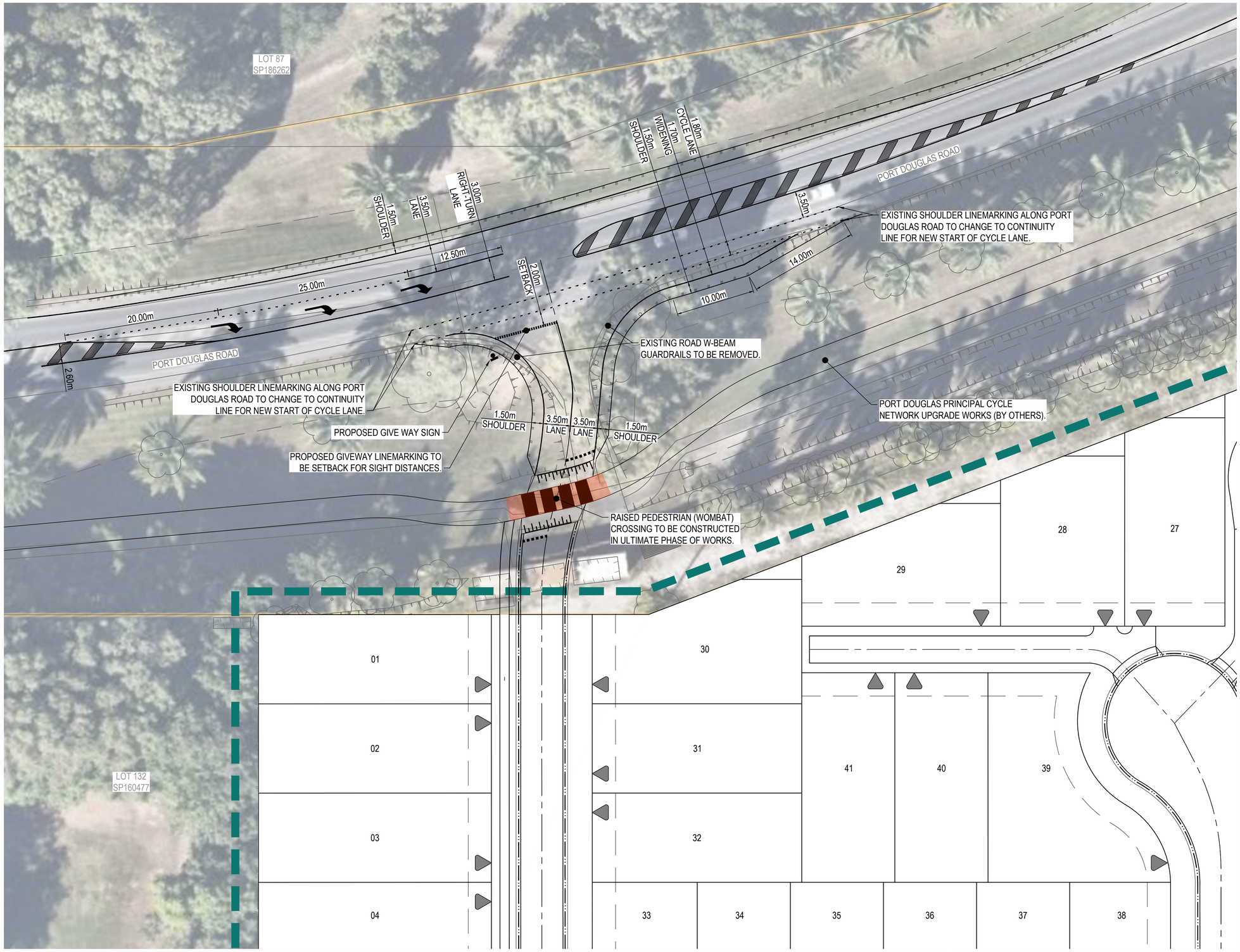
BOURN ENGINEERS

CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE: PRELIMINARY DETENTION BASIN LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA401	2



LEGEND

EXISTING		PROPOSED
	PROPERTY BOUNDARY	
	ROAD CONTROL	
	KERB TYPE 'LAYBACK K&C'	
	EDGE OF BITUMEN	
	INDICATIVE DRIVEWAY LOCATION	
	W-BEAM GUARDRAIL	
	CYCLE WAY/WOMBAT CROSSING	

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
2	24.06.26	MG	BF	AG	AG	RE-ISSUED FOR APPROVAL
1	18.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL

APPROVED
RPEQ NO. 14278
A. GILBOY 12.06.26

NORTH

SCALE
0 2.5 5 10 15
A1 1:250 ; A3 1:500
SCALE (m)

BOURN ENGINEERS

CLIENT: SEYMOUR

PROJECT DETAILS: Sanctuary Greens PORT DOUGLAS

DRAWING TITLE
PRELIMINARY
SITE ENTRANCE INTERSECTION
FUNCTIONAL LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA500	2

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Appendix B

Detailed Survey

BOURN ENGINEERS

N

0
SP176458

1
SP150468

200PVC Recirc Water Surface Shot
300 AC Top of Pipe
RL: 3.156
450 DICL Top of Pipe
RL: 3.544
200PVC Recirc Water Top of Pipe
RL: 3.859
300 AC Surface Shot
200PVC Recirc Water Surface Shot
200PVC Recirc Water Top of Pipe
RL: 3.911
300 AC Surface Shot
200PVC Recirc Water Top of Thrust block
90deg bend RL: 4.016
300 AC Surface Shot
300 AC Top of Pipe
RL: 3.055
300 AC Top of Pipe
RL: 3.045
Possible Approximate Bend under
Cattle grid Not located
450 DICL Top of Pipe
RL: 3.372
300 AC Top of Pipe
RL: 3.069
450 DICL Surface Shot
450 DICL Surface Shot

PORT DOUGLAS ROAD

PORT DOUGLAS ROAD

PORT DOUGLAS ROAD

450 DICL Surface Shot

450 DICL Surface Shot

1
SP150468

600RCP End of Pipe
IL: 2.022

375RCP Surface Shot
Possible Pit or Manhole Buried
1.7m Deep

375RCP Surface Shot

375RCP Shot on top of slab
Heavily silted

600RCP Shot on top of slab
Heavily silted

IL of Heavily silted Pit
IL: 2.438

375RCP Surface Shot

375RCP
IL: 3.751

600RCP
IL: 3.725

600RCP
IL: 3.745

375RCP Surface Shot

300 AC Surface Shot
1.0m Deep

450 DICL Top of Pipe
RL: 3.503

0
SP176459

0
SP176458

PORT DOUGLAS ROAD

300 AC Surface Shot
1.0m Deep

450 DICL Surface Shot
1.1m Deep

300 AC Surface Shot
1.0m Deep

Appendix C

Bligh Tanner Stormwater Investigation

BOURN ENGINEERS

Bligh Tanner Pty Ltd
ABN 32 061 537 666
blightanner@blightanner.com.au
blightanner.com.au

+ Locations
Brisbane
Sydney
Melbourne

STORMWATER INVESTIGATION – TECHNICAL MEMORANDUM

To: Aaron Gilboy

Cc: Alan Hoban

From: Carlos Gambirazio

Date: 25 February 2026

Pages: 10

RE: **85 Port Douglas Road – Stormwater Investigation**

Ref. No. 2026.0135

Key Finding

Results show that the proposed development, including a detention basin as described in this report, mitigates peak flows to closely match existing conditions. As such, it is our opinion that the proposed development does not alter the site's stormwater discharge characteristics in a manner that may damage a third-party property, obtaining tenure for a lawful point of discharge in accordance with Section 3.9.1 of QUDM 2017.

Introduction

Bligh Tanner undertook a stormwater investigation in support of a proposed low density residential development at 85 Port Douglas Road, Port Douglas QLD 4877. The adopted methodology, recommendations, and results are summarised in this memorandum.

The objectives of this stormwater investigation comprised:

+ Estimating existing case scenario design event peak flows at the property boundary,
+ Estimating developed case scenario design event peak flows at the property boundary,
+ Refining the design of the detention basin to mitigate increase in peak flows.

Methodology

Hydrological and hydraulic modelling was undertaken in DRAINS following AR&R 2019 recommendations, using the initial loss/continuous loss model as described in the subsections below.

Hydrology

IFD curves, temporal patterns, and loss parameters corresponding to the site's location were extracted from the BoM IFD website and the ARR Datahub, respectively.

Adopted loss parameters are as follows:

+ Global Initial Loss – 67 mm (as per ARR19 DataHub)

- Indirectly Connected Area Initial Loss – 46.9 mm (70% of Global Initial Loss as per Section 3.5.3.2.1 of ARR 2019, Book 5, Chapter 3) – It was assumed all pervious areas act as Indirectly Connected Areas.
- Global Continuous Loss – 3.5 mm/h (ARR 2019 DataHub)
- Impervious Initial Loss – 1.5 mm (Section 3.5.3.1.2 of ARR 2019, Book 5, Chapter 3)
- Impervious Continuous Loss – 0 mm

Local initial losses were applied independently for every rainfall event, subtracting the median pre-burst depth from the Indirectly Connected Area initial loss.

Existing Case Scenario

Refer to Appendix A1 for an Existing Case Scenario catchment plan, including the estimated impervious fraction and time of concentration.

Two key assumptions are:

- Adopted initial loss parameters corresponding to Indirectly Connected Areas (70% of the global initial loss),
- Assumed the existing site basin as filled in, with the rationale of establishing a baseline prior to the site being disturbed by that excavation.

Developed Case Scenario

The Developed Case Scenario is based on the Bourn Engineers 85 Port Douglas Road drawings corresponding to project number BE25041-001, Revision 1, dated 05/12/2025.

Refer to Appendix A2 and Appendix A3 for a Developed Case Scenario Catchment & Surfaces plan, and a Developed Case Scenario time of concentration plan, respectively.

Key assumptions include:

- The residential lots adopt a total impervious fraction of 75%, corresponding to low density residential zoning as per QUDM 2017 Table 4.5.1.
- The effective impervious area of the development comprises 65% of the total impervious area, the upper range for most Australian catchments as per Section 3.4.2.2.1 of the AR&R 2019 Book 5 – Flood Hydrograph Estimation.

Mitigated Case Scenario

The Mitigated Case Scenario comprises the Developed Case Scenario described above, with the inclusion of an on-site detention basin and plate outlet as described below. The design assumes a free-flowing outlet.

Detention Basin

The proposed detention is based on drawing BE25041-001 DA401 (Revision 1), upsized by 65%.

Key parameters are summarised in Table 1 below:

Table 1 Detention Basin Parameters

Total Volume (m^3)	549.45
Base Elevation (m AHD) / Surface area at elevation (m^2)	1.55 / 99.3
Top Elevation (m AHD) / Surface area at elevation (m^2)	2.9 / 834.6

Table 2 below provides a comparison between the stage/area relationship of the detention basin shown in drawing BE25041-001 DA401 (Revision 1), and the upsized detention basin adopted for the DRAINS model and required for the design to work.

Table 2 Comparison between detention basin in drawings and upsized detention basin adopted for this assessment

HEIGHT	DESIGN SURFACE AREA (M²)	ADOPTED SURFACE AREA (M²)
2.9	505.81	834.59
2.8	443.03	730.99
2.7	397.61	656.06
2.6	357.52	589.91
2.5	320.96	529.59
2.4	287.02	473.58
2.3	255.17	421.03
2.2	225.07	371.36
2.1	196.37	324.01
2.0	169.25	279.26
1.9	143.72	237.14
1.8	119.58	197.31
1.7	96.87	159.84
1.6	72.39	119.44
1.55	60.18	99.29

Table 3 below summarises the design of the outlet structure, typically implemented as a plate within the drainage outlet pit. The overflow weir corresponds to the emergency overflow designated in the drawings.

Table 3 Outlet Structure

ID	TYPE	DIMENSIONS	INVERT LEVEL (M AHD)
Lower Outlet	Orifice	400 mm diameter	1.55
Middle Outlet	Orifice	300 mm diameter	2.28
Upper Outlet	Orifice	220 mm diameter	2.57
Overflow Weir	Broad crested weir	5 m wide	2.85

Results

Table 4 below summarises peak flow results for the three scenarios assessed:

Table 4 Peak flows for existing, developed, and mitigated case scenarios

EVENT	SCENARIO PEAK FLOWS (M^3/S)		
	EXISTING	DEVELOPED	MITIGATED
63.2% AEP ('1-year flood')	0.291	0.403	**0.293**
50% AEP ('2-year flood')	0.324	0.444	**0.323**
20% AEP ('5-year flood')	0.432	0.565	**0.435**
10% AEP ('10-year flood')	0.494	0.618	**0.488**
5% AEP ('20-year flood')	0.563	0.692	**0.545**
2% AEP ('50-year flood')	0.624	0.795	**0.579**
1% AEP ('100-year flood')	0.672	0.874	**0.668**

Results show that the proposed development, including a detention basin as described in this report, mitigates peak flows to closely match existing conditions. As such, it is our opinion that the proposed development does not alter the site's stormwater discharge characteristics in a manner that may damage a third-party property, obtaining tenure for a lawful point of discharge in accordance with Section 3.9.1 of QUDM 2017.

We note there is a slightly concentration of flows associated with a single outlet, and it would be possible to develop multiple outlets if this was an issue.

Additional Commentary

We note that the site downstream of the proposed development is subject to storm-tide and regional flooding. During these larger scale floods, the relative impacts of the proposed development in unmitigated conditions would be substantially lower and likely to be inconsequential. Under these circumstances the benefit of on-site detention would also be lowered substantially.

Yours faithfully,

Carlos Gambirazio – RPEQ # 32506
Senior Civil and Water Engineer
BLIGH TANNER PTY LTD

Attachments:
A1 – Existing Case Scenario Catchment Plan
A2 – Developed Case Scenario Catchment Plan
A3 – Developed Case Scenario Time of Concentration Plan

A1. EXISTING CASE SCENARIO CATCHMENT PLAN

Time of Concentration Calculation

Type	Length (m)	Surface Type	Slope (%)	Time (minutes)
Medium slope 5% bushland or grassland	15.1	Poorly Grassed Surface	5.40%	6.60
Flat (0-1%) bushland or grassland	199.8	Poorly Grassed Surface	0.12%	33.40
Total ToC (minutes)				40.00

0 25 50 75 100 m

Scale 1:1,000 at A3

BLIGH TANNER

Level 9, 269 Wickham St
PO Box 612 Fortitude Valley Qld
4006 Australia
T +61 7 3251 8555
blightanner.com.au

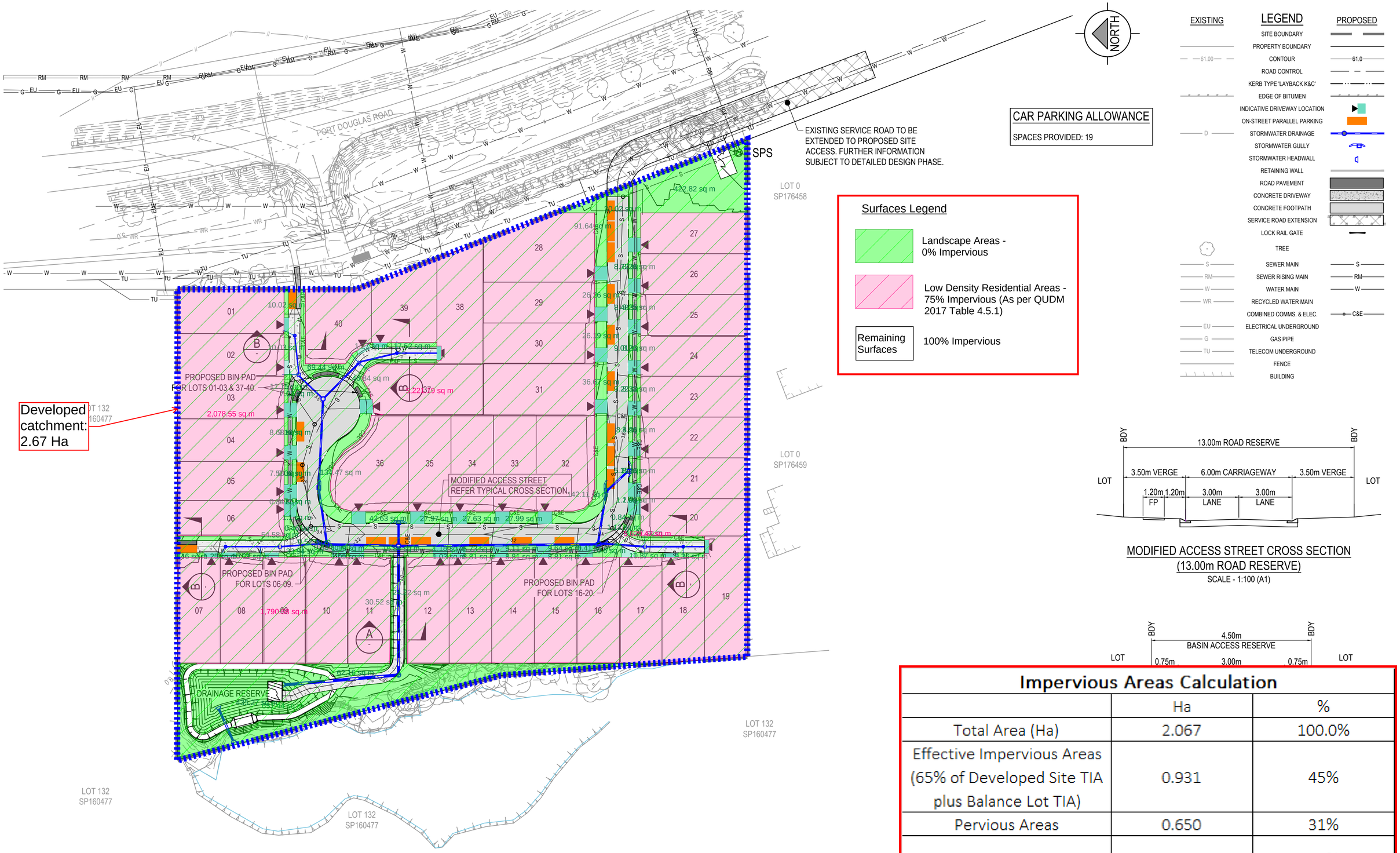
Title:
Existing Catchment Plan

Project. 85 Port Douglas Road

Job # 2026.0135
Engineer. Carlos Gambirazio
Date. 25/2/2026

Filepath: \\bt-data\Company Data\Projects\2026\2026.0135-85 Port Douglas Rd\2 Engineering\1 Civil\6 GIS\2026.0135-85_Port_Douglas_Rd_GIS.qgz

A2. DEVELOPED CASE SCENARIO CATCHMENT PLAN



CAR PARKING ALLOWANCE

SPACES PROVIDED: 19

Surfaces Legend

- Landscape Areas - 0% Impervious
- Low Density Residential Areas - 75% Impervious (As per QUDM 2017 Table 4.5.1)
- Remaining Surfaces — 100% Impervious

LEGEND

EXISTING		PROPOSED
	SITE BOUNDARY	
	PROPERTY BOUNDARY	
61.00	CONTOUR	61.0
	ROAD CONTROL	
	KERB TYPE 'LAYBACK K&C'	
	EDGE OF BITUMEN	
	INDICATIVE DRIVEWAY LOCATION	
	ON-STREET PARALLEL PARKING	
D	STORMWATER DRAINAGE	
	STORMWATER GULLY	
	STORMWATER HEADWALL	
	RETAINING WALL	
	ROAD PAVEMENT	
	CONCRETE DRIVEWAY	
	CONCRETE FOOTPATH	
	SERVICE ROAD EXTENSION	
	LOCK RAIL GATE	
	TREE	
S	SEWER MAIN	S
RM	SEWER RISING MAIN	RM
W	WATER MAIN	W
WR	RECYCLED WATER MAIN	
	COMBINED COMMS. & ELEC.	C&E
EU	ELECTRICAL UNDERGROUND	
G	GAS PIPE	
TU	TELECOM UNDERGROUND	
	FENCE	
	BUILDING	

MODIFIED ACCESS STREET CROSS SECTION (13.00m ROAD RESERVE)

SCALE - 1:100 (A1)

Impervious Areas Calculation

	Ha	%
Total Area (Ha)	2.067	100.0%
Effective Impervious Areas (65% of Developed Site TIA plus Balance Lot TIA)	0.931	45%
Pervious Areas	0.650	31%
Remaining Impervious areas	0.486	24%

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
1	05.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS: FOR APPROVAL

APPROVED: A. GILBOY 05.12.25 (14278)

SCALE: A1 1:500 ; A3 1:1000 SCALE (m) (0 5 10 20 30); A1 1:100 ; A3 1:200 SCALE (m) (0 1 2 4 6)

BOURN ENGINEERS

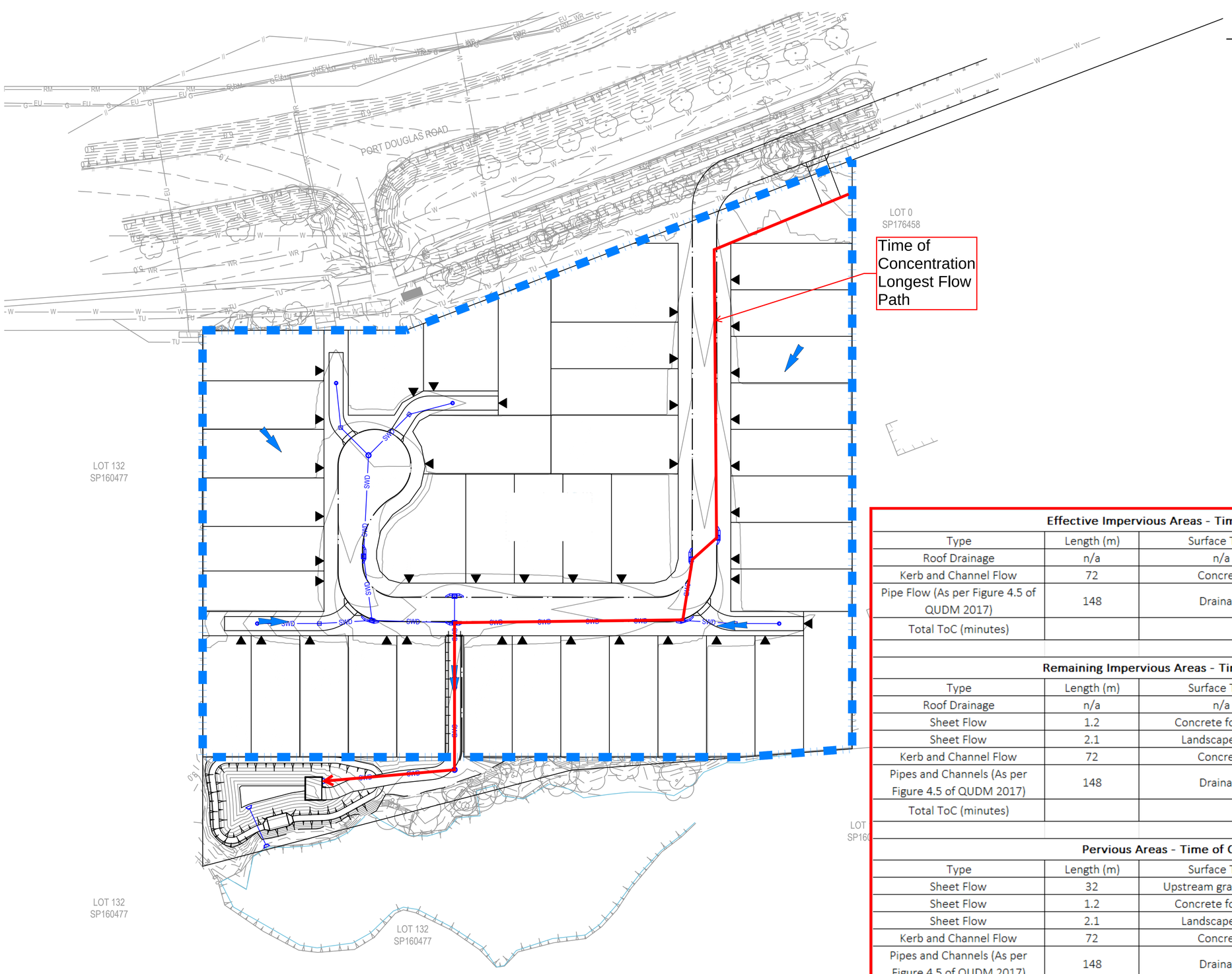
CLIENT: SEYMOUR

PROJECT DETAILS: 85 PORT DOUGLAS ROAD, PORT DOUGLAS FNQROC

DRAWING TITLE: PRELIMINARY ROADWORKS AND DRAINAGE LAYOUT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	DA200	1

A3. DEVELOPED CASE SCENARIO TIME OF CONCENTRATION PLAN



Effective Impervious Areas - Time of Concentration Calculation				
Type	Length (m)	Surface Type	Slope (%)	Time (minutes)
Roof Drainage	n/a	n/a	n/a	5.0
Kerb and Channel Flow	72	Concrete	0.5%	2.6
Pipe Flow (As per Figure 4.5 of QUDM 2017)	148	Drainage	1.0%	2.8
Total ToC (minutes)				10.4

Remaining Impervious Areas - Time of Concentration Calculation				
Type	Length (m)	Surface Type	Slope (%)	Time (minutes)
Roof Drainage	n/a	n/a	n/a	5.0
Sheet Flow	1.2	Concrete footpath	2.0%	1.0
Sheet Flow	2.1	Landscape Strip	2.5%	4.0
Kerb and Channel Flow	72	Concrete	0.5%	2.6
Pipes and Channels (As per Figure 4.5 of QUDM 2017)	148	Drainage	1.0%	2.8
Total ToC (minutes)				15.4

Pervious Areas - Time of Concentration Calculation				
Type	Length (m)	Surface Type	Slope (%)	Time (minutes)
Sheet Flow	32	Upstream grassed area	1.0%	11.9
Sheet Flow	1.2	Concrete footpath	2.0%	1.0
Sheet Flow	2.1	Landscape Strip	2.5%	4.0
Kerb and Channel Flow	72	Concrete	0.5%	2.6
Pipes and Channels (As per Figure 4.5 of QUDM 2017)	148	Drainage	1.0%	2.8
Total ToC (minutes)				22.3

REV	DATE	DRW	DES	CHK	APP	REVISION DESCRIPTION
1	05.12.25	MG	BF	AG	AG	ISSUED FOR APPROVAL

STATUS
FOR APPROVAL

APPROVED
14278
A. GILBOY 05.12.25

SCALE
0 5 10 20 30
A1 1:500 ; A3 1:1000
SCALE (m)

BOURN ENGINEERS

CLIENT
SEYMOUR

PROJECT DETAILS
85 PORT DOUGLAS ROAD,
PORT DOUGLAS
FNQROC

DRAWING TITLE
PRELIMINARY
STORMWATER DRAINAGE
CATCHMENT PLAN

PROJECT NUMBER	DRAWING NUMBER	REVISION
BE25041-001	**DA400**	**1**

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ABN: 66 674 569 790
Suite 9, Plumridge House
36 Agnes Street
Fortitude Valley, QLD 4006
admin@bourn.com.au

BE LIMITLESS

ATTACHMENT 4

Updated Traffic Impact Assessment

71-85 Port Douglas Rd

Traffic Impact Assessment

Seymour Land Pty Ltd

Level 24, 300 Queen Street,
Brisbane QLD 4000

Prepared by:

SLR Consulting Australia Pty Ltd

SLR Project No.: 620.042901.00002

2 July 2026

Revision: 2.1

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1.0	18 December 2025	Naristi Neale	Kris Stone	Kris Stone
1.1	19 December 2025	Naristi Neale	Kris Stone	Kris Stone
2.0	15 June 2026	Naristi Neale	Kris Stone	Kris Stone
2.1	2 July 2026	Naristi Neale	Kris Stone	Kris Stone

Basis of Report

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Seymour Land Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

Table of Contents

Tables

Figures

Appendices

1.0 Introduction

1.1 Overview

SLR Consulting Australia (SLR) has been engaged by Seymour Land Pty Ltd to prepare a Traffic Impact Assessment (TIA) for the proposed residential sub-division development located at 71-85 Port Douglas Road. This report accompanies the Development Appplication and provides traffic and transport advice and analysis evaluating the proposed development. The development layout is indicated in the Development Plans, attached **Appendix A**.

The amended assessment has been prepared in response to an Information Request (IR) from Port Douglas Shire Council (PDSC), (CA 2025_5880/1 (1363256)). The assessment has been updated to address the traffic and transport related IR items and supersedes Version 1.1 of this report dated 19 December 2025. **Section 1.3** reproduces the IR items and also includes references to the response material incorporated herein.

1.2 Purpose

The purpose of this report is to document the outcomes of an assessment of the traffic and transport components of the proposed development, with a specific focus regarding:

- Background traffic growth and future traffic demand.
- The traffic generation potential of the proposed development, as well as the distribution and assignment of development-generated traffic demands.
- Operational and safety performance of the external road network inclusive of the proposed development.
- Design of the internal movement infrastructure, including:
  - Road cross-sections and design specifications.
  - Car parking.
  - Active transport infrastructure (such as footpaths).

1.3 Council Information Request Response

Table 1 summarises the traffic and transport IR items raised by Council in their letter dated 5 May 2026 (CA 2025_5880/1 (1363256)) regarding the subject development application. The non-traffic matters have been addressed by others. The information request has been attached at **Appendix B**.

Table 1 Council IR Items and Report References

Item		SLR Response and Report Reference
Traffic and Access		
5.	Confirm how the proposed access will impact Council's existing designs for the Principal Cycle Network along the site frontage. The design alignment and location of the principal cycle network is to be shown on updated development layout plans to confirm any impacts. *Advice Note: Douglas Shire Council are currently in the process of designing the Port Douglas Road Principal Cycle Network Upgrade (Lakeland Avenue to Old Port Road). The current service road within the road corridor is a one-way road and does not appear to have sufficient width to support two-way traffic. The widening of the existing service road would likely conflict with the upgrade of the cycle network and would need to be taken into consideration in the design.* *A copy of the design for the Port Douglas Road Principal Cycle Network Upgrade can be requested from Council.* *The development application should consider whether the existing access location which provides direct access to Port Douglas Road is a more suitable option.*	The project team has sourced the Port Douglas Road Principal Cycle Network Upgrade plan from Council and incorporated it into the design. See **Section 3.4.1**.
6.	Provide advice on why the existing site access is not proposed to be used to service the development which would eliminate the impact on the adjoining development accesses and minimise vegetation clearing. *Advice Note: Officers hold concerns with impacts on the adjacent land uses in relation to the additional traffic on the service road and utilising the intersection. Council Officers also note that the previous Fairmont Hotels and Resort Development included direct access from the Port Douglas Road which was approved by TMR layout plan, notwithstanding the overall development was refused by Council due to separate issues.*	The development access has been amended to access directly from Port Douglas Road, see **Section 3.1**.
9.	Provide advice on why the internal road reserve and road carriageway widths are not consistent with the Planning Scheme guideline (FNQROC Development Manual). *Advice Note: Officers are not supportive of the reduced widths noting impacts on the ability to provide on-street parking and road function. Officers note that other private/body corporate developments have adopted FNQROC road width standards.*	See **Section 3.2** addressing the internal road network.
10.	Provide turn path assessments for access to any lots using a common driveway for access. The assessment outputs must include vehicle clearance linework and must demonstrate that vehicles can enter and exit each lot in a forward gear. The turn path assessment must be provided for Lots 1-2, 7-9, 17-19, and 38-39 maintaining all clearances required per AS/NZS 2890.1, and travelling in a forward direction on all common driveway sections.	Bourn Engineers prepared a swept path assessment to demonstrate that vehicles can enter and exit each lot accessed via a common driveway in a forward gear.

Item		SLR Response and Report Reference
	A road safety audit or similar technical assessment is required to confirm the safe and efficient access arrangement for proposed Lots 38 and 39, having regard to the bend in the shared access driveway. *Advice Note: Officers are concerned that access to Lots 38 and 39 is required to negotiate a bend and does not have adequate line of sight for potential conflict with vehicles entering from the cul-de-sac.*	Refer to Bourn Engineers materials for these swept path drawings.
11.	Turn path assessments are to be provided demonstrating that safe ingress and egress to all lots is possible where on street parking is nominated on the opposite lane. This includes, but is not limited to, access and egress for Lots 22 and 23, where constrained by the nominated on-street parking locations. Subject to the findings from these turn path assessments, confirm that the nominated on-street parking reflects an achievable number of parks without compromising road and access functionality; *Advice Note: With reference to the nominated on-street parking nominated on the Bourn Engineers drawings, Officers have significant concerns regarding the ability for properties opposite the nominated parking to enter and exit the sites.*	Bourn Engineers prepared a swept path assessment to demonstrate that vehicles can enter and exit lots where constrained by on-street parking locations. Refer to Bourn Engineers materials for these swept path drawings.
12.	Provide confirmation of support from adjoining landowners for the amendments to the intersection works proposed at Port Douglas Road in front of existing developments.	The development access has been amended to access directly from Port Douglas Road, see **Section 3.1**.
13.	Provide an analysis of the existing intersection on Port Douglas Road and confirm that the existing level of service can be maintained with the additional traffic proposed to utilise this access point. Any intersection upgrades must be identified on amended drawings. The upgrades must not reduce existing lane widths.	The development access has been amended to access directly from Port Douglas Road, see **Section 3.1**. The proposed access intersection has been assessed and can be seen in **Section 5.3**.
14.	Turn path assessments (swept path diagrams) must be provided to support any upgrades to the external intersection, and the supporting information must include confirmation of the design vehicle(s) and check vehicle(s) used in the assessment.	Bourn Engineers prepared a swept path assessment to support the access intersection. Refer to Bourn Engineers materials for these swept path drawings.

Item		SLR Response and Report Reference
15.	For the detention basins access, provide the following updated information: (i) An updated turn path assessment to demonstrate that clearances can be achieved in accordance with the Australian Standards. (ii) Confirmation that an imperviously sealed, all-weather access is proposed to the detention basin inclusive of turning facility. (iii) Confirmation that the design vehicle size is consistent with maintenance requirements for detention basins. *Advice Note: The turn path assessment for the vehicle access in the detention basin, appears to require the vehicle to drive off the roadway and up the batter slope of the detention basin. Adequate clearance to the adjacent wall/fence is not achieved in submitted information currently before Council.*	Bourn Engineers prepared a swept path assessment to support the access intersection. Refer to Bourn Engineers materials for these swept path drawings.
Refuse Collection		
16.	Provide an updated Plan of Development which provides an appropriate outcome for kerbside refuse collection. *Advice Note: A total of 18 on-street parallel vehicle parking spaces are proposed within the road pavement area. Furthermore, the frontage of proposed Lots 04, 05, 11, 12, 13, 14, 15, 28, 29, 30, 31 are entirely constrained by a parallel vehicle park or driveway, Officers consider that the development has not given due consideration to kerb-side waste collection for these proposed lots.* *Additionally, no measurements have been provided on the proposed plan of development to show the dimensions of the vehicle parking spaces or the separation between the on-street parallel parking spaces and the indicative driveway locations.*	Bourn Engineers prepared a swept path assessment to support the refuse collection on site. Refer to Bourn Engineers materials for these swept path drawings.

2.0 Existing Conditions

2.1 Subject Site

The subject development is located in Port Douglas fronting Port Douglas Road as depicted in **Figure 1**.

Figure 1 Subject Site Location

2.2 Surrounding Road Network

The property fronts one road of which the details are summarised in **Table 2**.

Table 2 Surrounding Road Network

Road Name	Authority	Classification	Existing Form	Posted Speed
Port Douglas Road	DTMR	District Road	Two-way, one lane per direction with no median.	60km/h

2.3 Public Transport

There are no existing public transport facilities within the vicinity of the subject site.

2.4 Active Transport

Port Douglas Road forms part of the Far North Queensland Principal Active Transport Network as identified in Council's *Local Government Infrastructure Plan* (LGIP). The property frontage to future path infrastructure (FPF001). Based on the planning scheme the project details are as follows (LGIP, dated 5 June 2018):

- Map Reference: FPF001
- Road: Port Douglas Road
- Type: Trunk Path
- Length: 140m
- Asset attribute: Concrete path
- Gross value: $ 31,722
- Year: 2016.

A copy of the design for the Port Douglas Road Principal Cycle Network Upgrade was requested from Council and has been incorporated in the development design (see **Appendix A**), see also **Section 3.4.1**.

2.5 Crash History

Historic traffic crash data in the vicinity of the site was obtained from DTMR's publicly available online dataset. Crash records for the most recent five-year period (2020–2024 inclusive) were reviewed. An assessment of the crash history, including consideration of whether traffic generated by the proposed development may exacerbate any identified crash trends, is provided in **Section 6.1**.

2.6 Road Network Planning

2.6.1 Local Government Road Network Planning

The Council LGIP has been reviewed to identify the location or nature of any planned trunk works in the vicinity of the subject site. The review indicated that that no programmed works are located in proximity to subject site.

2.6.2 State Controlled Road Network Planning

DTMR's *Queensland Transport and Roads Investment Program* (QTRIP) document and the Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) planning policy interactive mapping system has been interrogated to identify whether any works are planned on the state-controlled road network that are of relevance to the assessment documented herein. The review showed that no programmed works are located in proximity to subject site.

3.0 Proposed Development

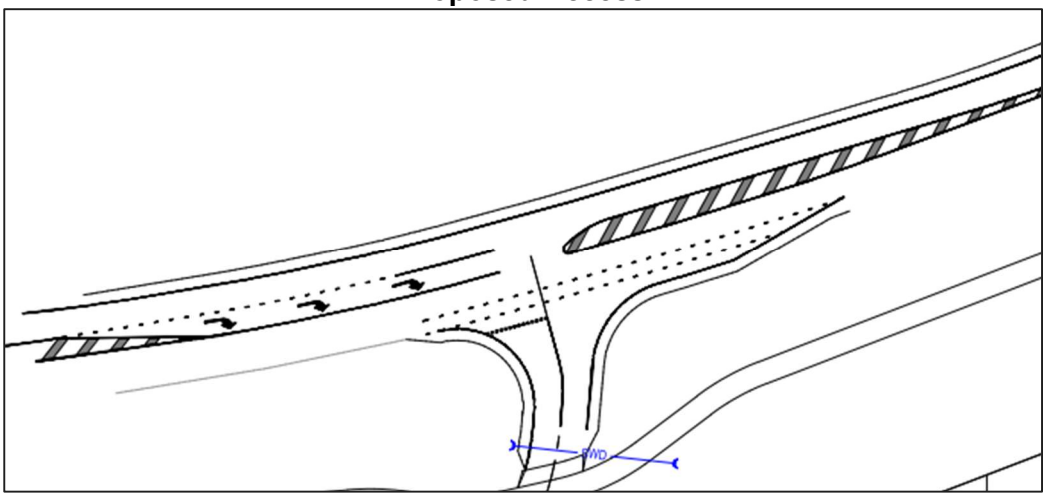
Based on development plans included at **Appendix A**, the proposed development will comprise 41 residential dwelling lots.

3.1 Vehicular Site Access

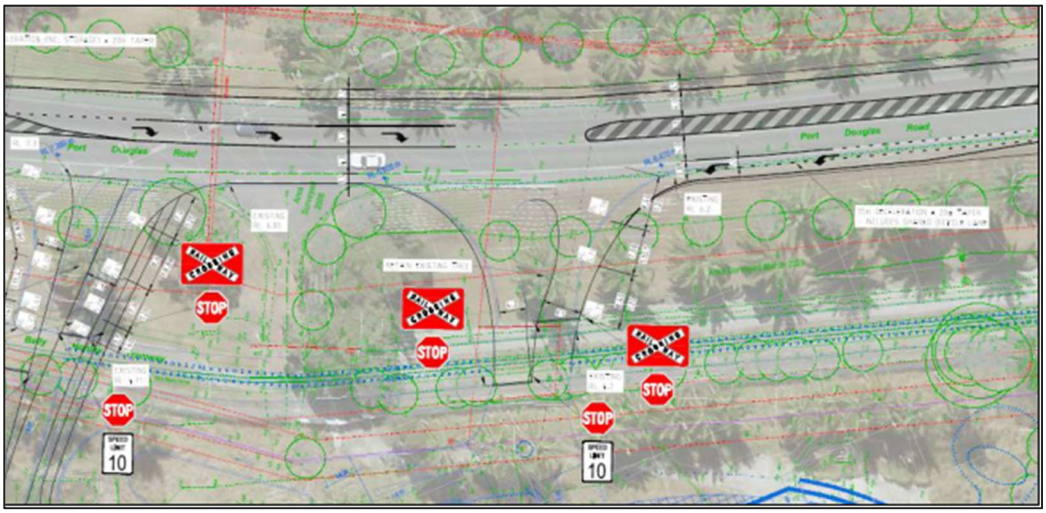
The development access has been amended based on advice from Council's IR (Item 6). It is now proposed that the development will access the site directly via Port Douglas Road, as shown in **Figure 2**. This arrangement is generally in accordance with the access previously approved by DTMR for the Fairmont Hotels and Resort development. An operational assessment has been undertaken for the proposed access, with SIDRA assessment results presented in **Section 5.3** and the Turn Warrant Assessment in **Section 5.4**.

Figure 2 Proposed Access Arrangements compared to Previously Approved Site Access Arrangements

Proposed Access



Access Arrangements for Fairmont Hotel and Resort Previously Approved by DTMR



3.2 Internal Road Network

The proposed internal road cross sections are narrower than the Far North Queensland Regional Organisation of Councils (FNQROC) Standard Cross Sections as they have been designed for a private road network within a Community Management Scheme (CMS), with low traffic volumes and operating speeds. The proposed cross sections are illustrated in **Figure 3** to **Figure 5.**

While the overall road reserve widths are reduced, the proposed carriageway widths are consistent with accepted Queensland practice. The modified access street provides a 6.0m carriageway, which aligns with carriageway widths adopted by Brisbane City Council, EDQ and Queensland Streets guidance for low-speed access streets (generally in the order of 5.5m–7.5m).

The reduced road reserves support a more efficient and compact urban form, enabling higher density outcomes, without compromising the functional performance of the network.

A swept path assessment has been undertaken by the civil engineer to confirm that access, circulation, servicing and parking can be accommodated within the proposed cross sections. Refer to Bourn Engineers materials for these swept path drawings.

Figure 3 Modified Access Street Cross Section (13.0m)

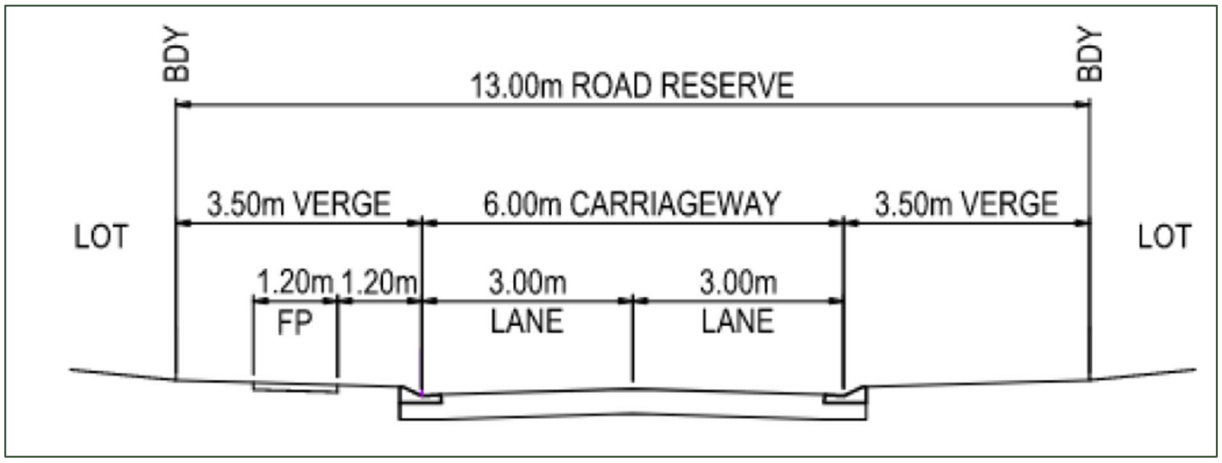


Figure 4 Driveway Cross Section (6.0m)

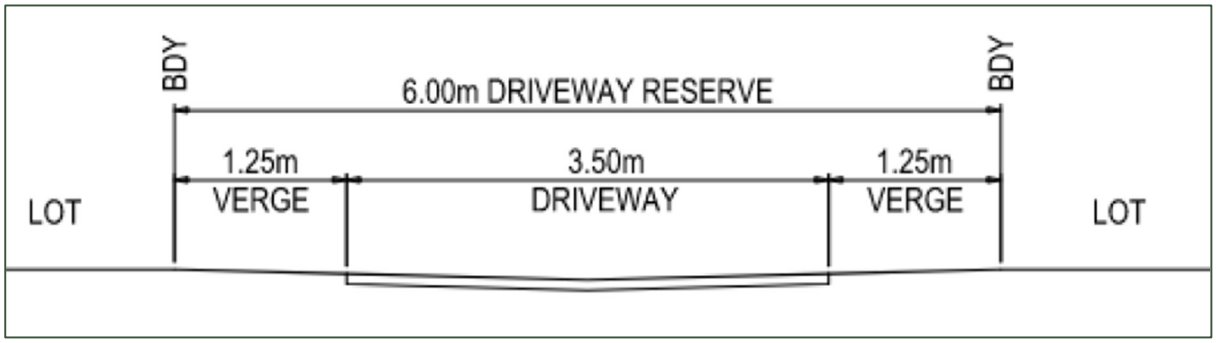
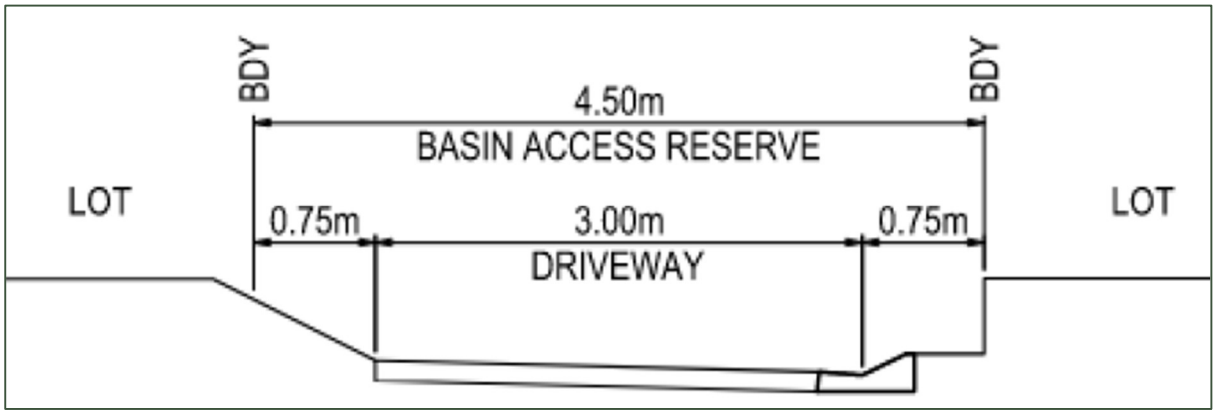


Figure 5 Basin Access Cross Section (4.5m)



3.3 Car Parking

It is understood that each residential lot will provide on-site parking. In addition, the development plan (refer to **Appendix A**) indicates that approximately 16 on-street parking spaces could be achieved which equates to a rate of 0.39 spaces per dwelling.

Queensland Streets (IPWEA, 1993) and the Street Design Manual (IPWEA, 2020) identify an on-street parking provision range of 0.25 to 0.75 spaces per dwelling, depending on garage provision and overall density. On this basis, the proposed on-street parking provision is considered sufficient.

3.4 Active Transport

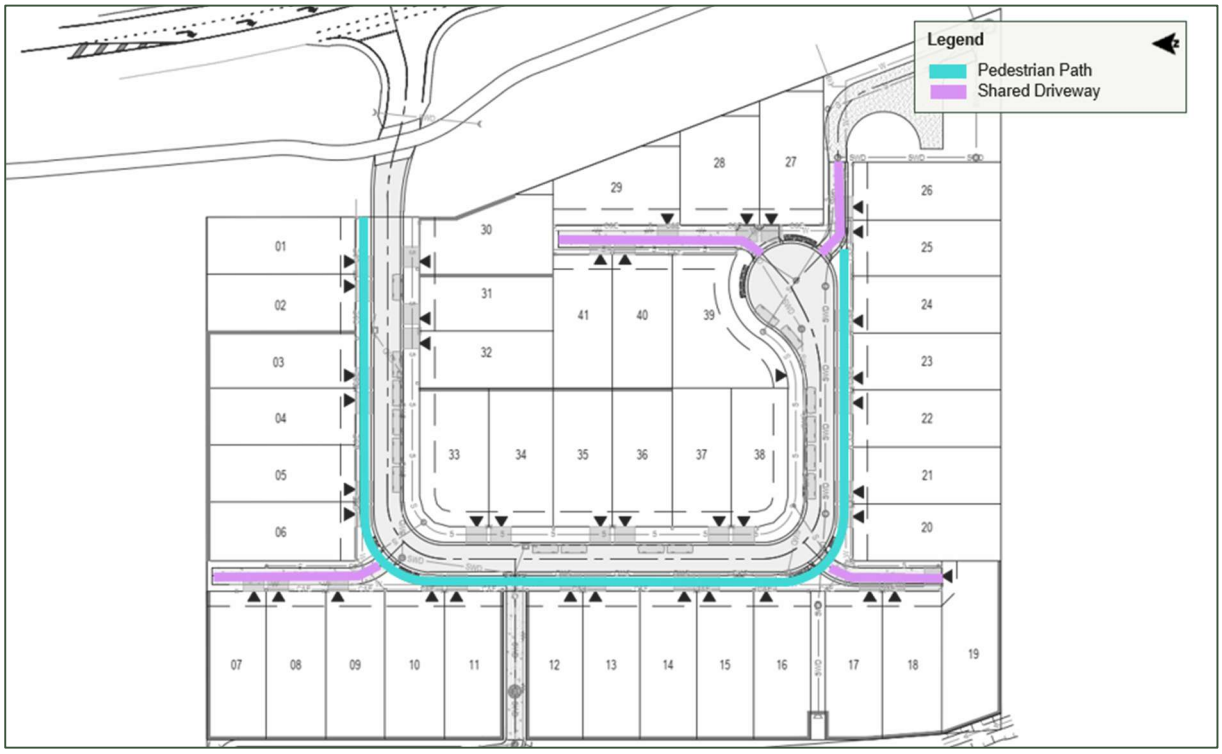
3.4.1 External

As identified in **Section 2.4**, future trunk path infrastructure (FPF001) is planned along the development frontage. A copy of the Principal Cycle Network upgrade was obtained from Council and has been incorporated into the development design (refer **Appendix A**). The development proposes a wombat crossing at the intersection of the cycle path and the proposed site access to provide a safe and continuous crossing for pedestrians and cyclists.

3.4.2 Internal

Pedestrian and cyclist movements within the development will be accommodated via 1.2 m footpaths located within one verge of the internal road network, as shown in **Figure 6**. No footpath facilities are proposed within the shared driveways which will function as shared facilities for pedestrians and vehicles.

Figure 6 Active Transport Provision



3.5 Servicing

It is envisaged that refuse collection for the residential lots will be undertaken by Council's standard Refuse Collection Vehicles servicing individual bins from the kerbside of each lot. A swept path assessment was undertaken by Bourn Engineers to indicate that on-street parking will not impede kerb-side waste collection and that the service vehicle can perform a three-point turn within the cul-de-sac. Refer to Bourn Engineers materials for these swept path drawings.

4.0 Assessed Traffic Demands

4.1 Existing Traffic Demands

To assess the current traffic demands on the road network surrounding the site, SLR engaged Austraffic to undertake traffic surveys on Port Douglas Road on Wednesday and Thursday 25-26 November 2025. Thursday 26 November recorded higher traffic volumes, with the peak hours as follows:

- AM peak hour: 8:15 AM – 9:15 AM.
- PM peak hour: 4:30 PM – 5:30 PM.

The surveyed traffic volumes are provided in **Appendix C** and the peak hour traffic volumes have been included in the desktop model and can be seen in **Figure C1** at **Appendix D**.

4.2 Background Traffic Growth

The linear background traffic growth rate was determined using DTMR traffic count data from Site *111592*: *Port Douglas Road - 500m north of Mahogany St*, obtained from the Queensland Government Open Data Portal (2012–2024 traffic census data). The most recent 1-, 5- and 10-year average growth rates for this section of Port Douglas Road were all below 0.5%, indicating very low historic growth.

To ensure a conservative assessment and account for potential variability not reflected in recent trends, a higher linear growth rate of 2% per annum has been adopted for projecting future background traffic volumes. This provides a suitably robust basis for the impact assessment. The future year traffic volumes can be seen in **Figure D1** – **D2** at **Appendix D**.

4.3 Development Trip Generation

4.3.1 Trip Generation

The peak hour traffic demand for the subject development has been forecast based upon the *Guide to Transport Impact Assessment Technical guidance for transport practitioners Version 1.1* (TfNSW 2024). The traffic generation rate of 0.85 peak hour vehicle trips per dwelling was adopted, with a directional IN/OUT split of 30%/70% during the AM peak and 60%/40% during the PM peak. The demand forecasts for the development are presented in **Table 3**.

Table 3 Development Traffic Demand

Land Use	Yield	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential Dwellings	41 lots	11	24	35	21	14	35

4.3.2 External Trip Distribution

The adopted trip distribution between north and south on Port Douglas Road is provided in **Table 4**.

Table 4 Trip Distribution

Direction	Distribution
North	70%
South	30%
Total	**100%**

Reflective of all assumptions documented above, the traffic volumes adopted for the operational assessment are included in the desktop and can be seen in **Figure D3** – **D5** at **Appendix D**.

5.0 Operational Assessment

5.1 Performance Criteria

5.1.1 Intersection Performance Thresholds

Study intersections have been assessed in SIDRA Intersection 9.1 (SIDRA); an industry-recognised analysis tool used to estimate the capacity and performance of intersections based on input parameters, including geometry and traffic volumes. SIDRA provides an estimate of an intersection's Degree of Saturation (DOS), queues and delays.

The maximum DOS thresholds identified by the Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments (AGTM12-20) for each intersection type are reproduced in **Table 5** below.

Table 5 Degree of Saturation Thresholds

Intersection type	DOS Threshold
Signalised Intersections	Less than or equal to 0.90
Roundabouts	Less than or equal to 0.85
Priority-Controlled Intersections	Less than or equal to 0.80

DOS values exceeding those presented in **Table 5** indicate that, as the intersection is nearing its practical capacity, upgrade works may be required. Above these threshold values, users of the intersection are likely to experience rapidly increasing delays and queuing.

Importantly, it is noted that DOS is not the only performance indicator and that other measures such as critical delay should also be considered when assessing the performance of an intersection, such as the use of the critical movement delay for assessing the performance of priority-controlled intersections.

5.1.2 Critical Delay

Section 7.4.5 of AGTM03-20 provides a summary of level of service (LOS) criteria based on the average delay per vehicle at intersections and makes further reference to guidance contained in the *Guide to Traffic Generating Developments* (TfNSW, 2002). This guide recommends that the average delay statistic for the critical movement provides a better indication of intersection performance and safety for roundabouts and priority-controlled intersections than DOS. A summary of the recommended delay thresholds is provided in **Table 6** below.

Table 6 Critical Delay Thresholds

LOS	Critical Delay (s)
A	< 14 sec
B	15 - 28 sec
C	29 - 42 sec
D	43 - 56 sec
E	57 - 70 sec
F	> 70 sec

NOTE: For traffic signals, the average delay of all movements should be reported. For roundabouts and priority-control intersections, the highest average delay of the critical movement should be reported.

5.2 Assessment Scenarios

The assessment has adopted 2028 as the year of opening. The development access will only be constructed as part of the development. On this basis, intersection performance has been assessed for the following scenarios:

- **2028 Background with Development (2028 BG+D)**: To establish the operating conditions of the intersection at the year of opening.
- **2038 Background with Development (2038 BG+D)**: To establish the operating conditions of the intersection at the ten-year design horizon.

5.3 SIDRA Assessment

The Port Douglas Road / Site Access intersection is proposed as a three-way priority-controlled intersection and will be constructed as part of the development. The proposed layout as extracted from SIDRA is shown on **Figure 7**. The results of the analysis are summarised in **Table 7** with the detailed SIDRA outputs provided in **Appendix E**.

Figure 7 Port Douglas Road / Site Access Intersection – Proposed Layout

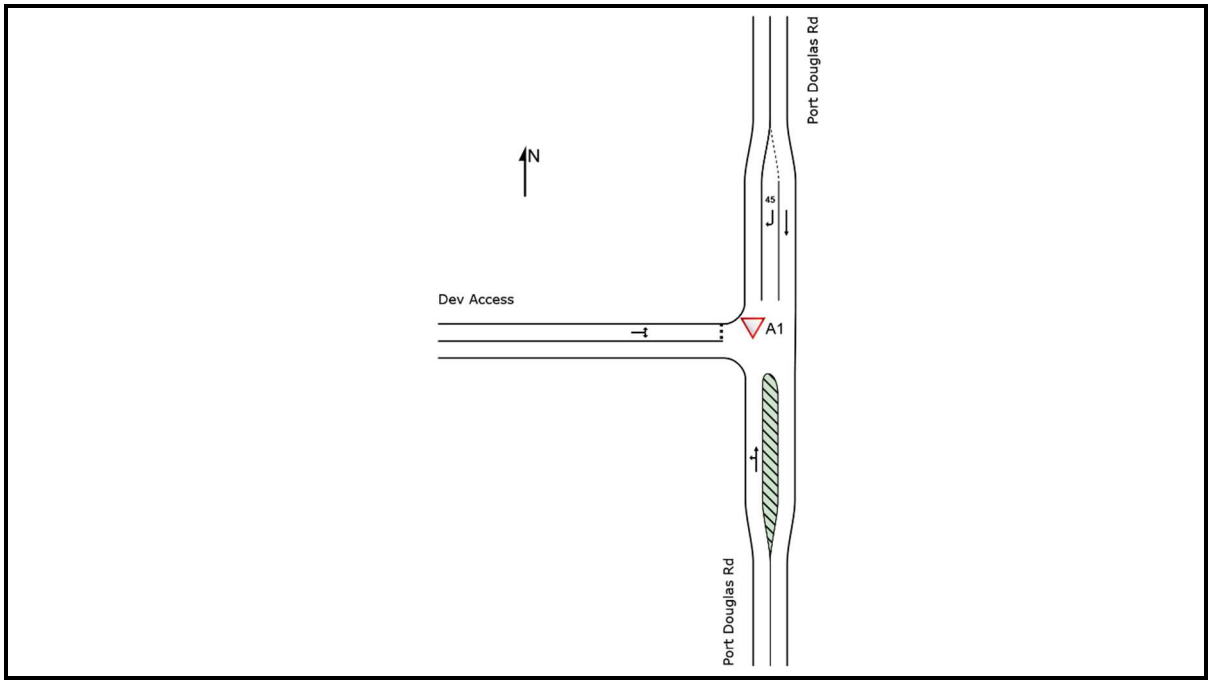


Table 7 Port Douglas Road / Site Access Intersection – SIDRA Outputs Summary

Scenario	AM Peak			PM Peak		
	Maximum DOS	Critical Avg Delay (s) *	95th %ile Queue (m)	Maximum DOS	Critical Avg Delay (s) *	95th %ile Queue (m)
2028 BG + D	0.36	22 (W)	1 (W)	0.31	18 (W)	1 (W)
2038 BG + D	0.42	33 (W)	2 (W)	0.37	25 (W)	1 (W)

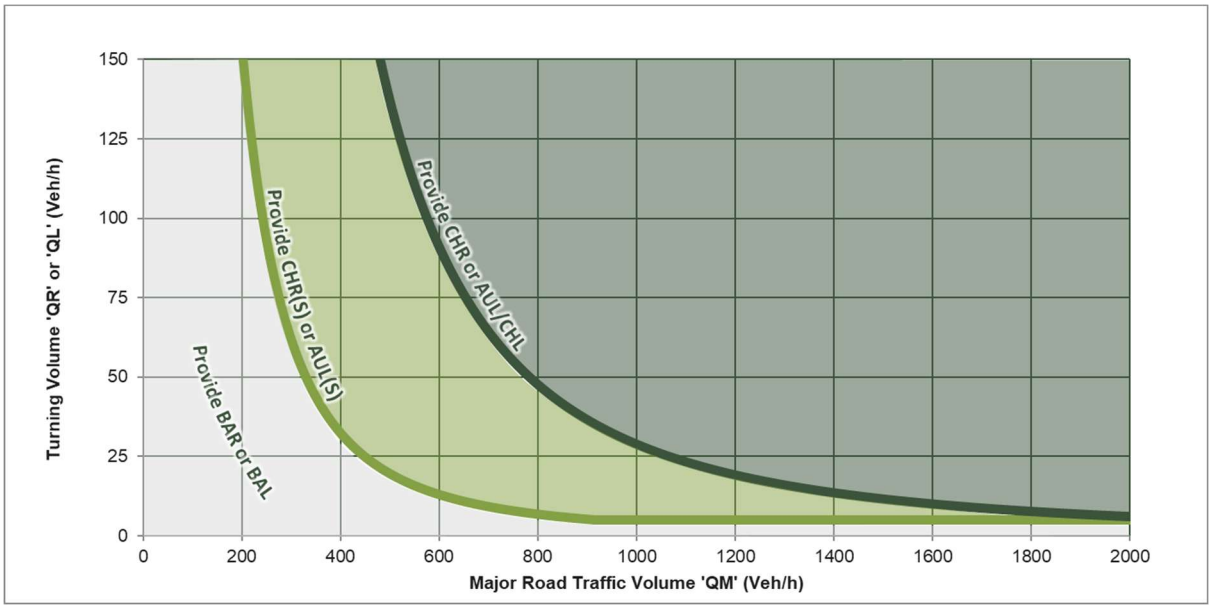
** The Critical Average Delay is the maximum average delay for the 'worst case' movement*

The results of the analysis summarised in **Table 7** show that the proposed intersection form is forecast to operate well within the adopted performance thresholds for all scenarios.

5.4 Turn Warrant Assessment

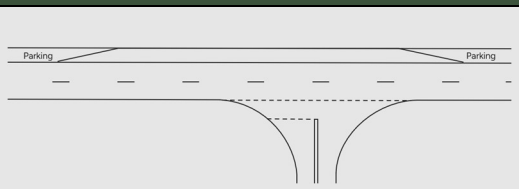
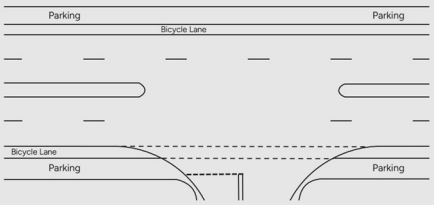
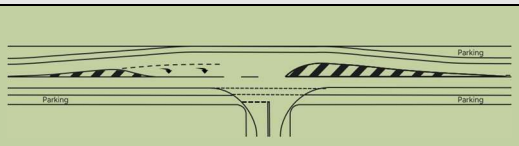
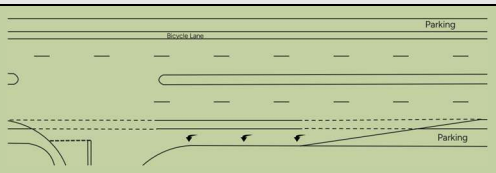
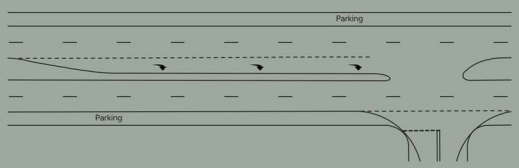
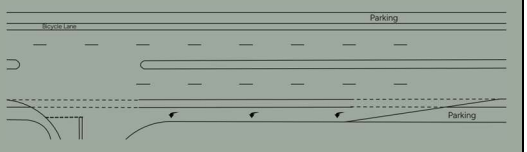
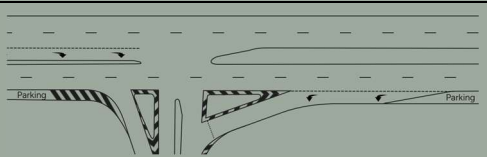
The turn warrant assessment has been undertaken in accordance with research summarised in Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (2023) (AGRD4A). To assist the reader interpretation of the assessment, a pictorial description of the various urban turn treatments that may be considered based on the design speed (*V*) is provided in **Figure 8** and **Table 8** to assist with reader interpretation of this assessment.

Figure 8 Turn Treatment Types and Volume Criteria ($V \leq 70$km/h)



Source: AGRD4A-23

Table 8 Urban Turn Treatment Types

Acronym	Right Turn Treatment	Left Turn Treatment
BAR or **BAL**	 **BAR** (Basic Right Turn)	 **BAL** (Basic Left Turn)
CHR(S) or **AUL(S)**	 **CHR(S)** (Channelised Right Turn (Short))	 **AUL(S)** (Auxiliary Left Turn (Short))
CHR or **AUL** or **CHL**	 **CHR** (Channelised Right Turn)	 **AUL** (Auxiliary Left Turn)  **CHL** (Channelised Left Turn)

The assessment was based on the following criteria:

- Design Domain – Normal Design Domain / Greenfield
- Road configuration – Two-lane two-way
- Design Year – 10 years
- Design speed – Less than or equal to 70km/h
- Left turn splitter island – No.

Detailed turn warrant assessment is attached at **Appendix F** and indicates that a BAL and CHR(S) are required. This is proposed as part of the development access arrangements as can be seen at **Appendix A**.

6.0 Road Safety Assessment

6.1 Crash Data

In order to highlight any safety deficiencies in the surrounding road network in proximity to the subject site, crash data has been extracted from Queensland Data Portal – Road crash locations[1]. Crashes for the most recent five-year period between 2020 and 2024 (inclusive) were evaluated. The locations of the reported crashes are illustrated in **Figure 9** below with details and road user movement (DCA) codes being summarised in **Table 9**.

Figure 9 Crash Locations

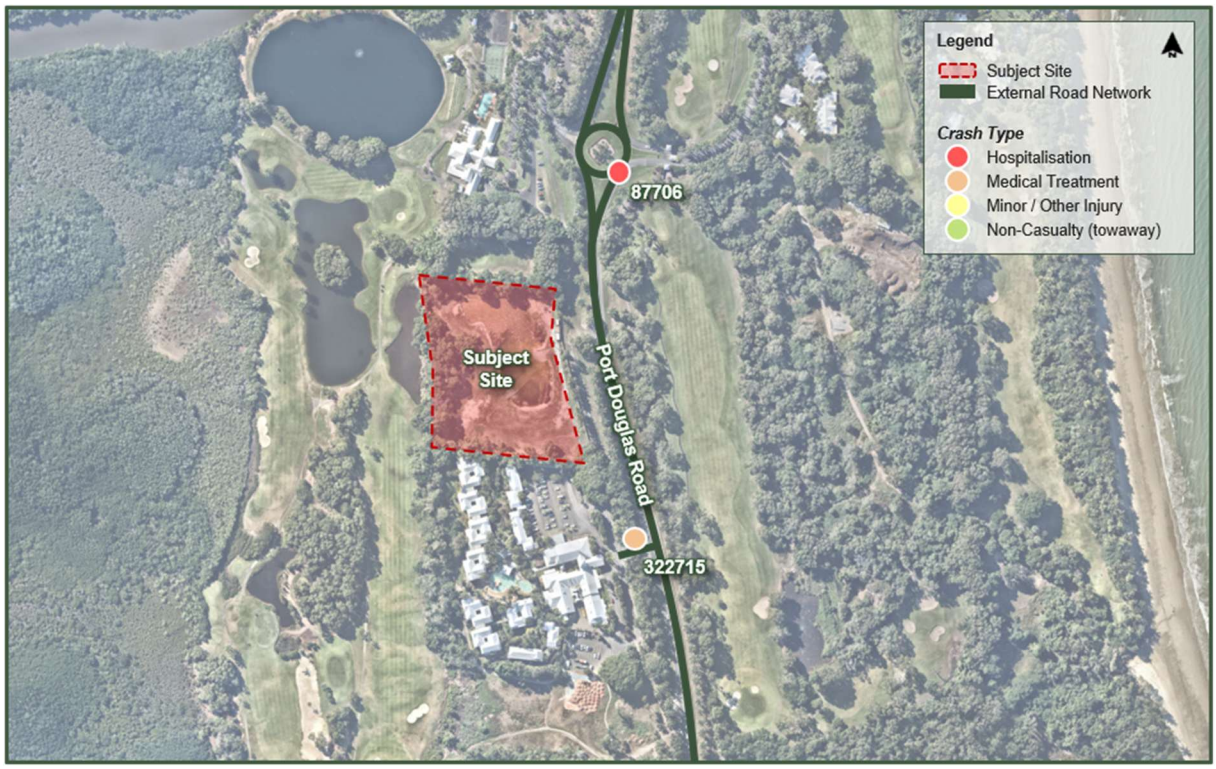


Table 9 Crash Locations (2020 – 2024)

Crash Ref	Year	Location	Crash Severity	DCA Code	DCA Description
87706	2021	Port Douglas Rd	Hospitalisation	705	Off Path-Straight: Out Of Control On Cway
322715	2020		Medical treatment	400	Vehs Manoeuvring: Other

The DTMR crash data, summarised in **Table 9**, identifies two reported crashes in the vicinity of the subject site over the five-year period from 2020 to 2024, with no recorded fatalities. None of these crashes have direct relevance to the proposed development.

Given the low crash frequency, lack of recurring patterns; the proposed development is not anticipated to materially increase the existing crash risk.

[1] https://www.data.qld.gov.au/dataset/crash-data-from-queensland-roads/resource/e88943c0-5968-4972-a15f-38e120d72ec0

6.2 Sight Distance Assessment

A sight distance assessment has been undertaken based on the Safe Intersection Sight Distance (SISD) methodology set out in the Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (AGRD4A-23). The SISD is the minimum sight distance which should be provided along a major road at other road intersections.

The posted speed on Port Douglas Road is 60km/h. A design speed of 70km/h has been adopted. However, vehicles approaching the site from the north will have recently completed a turning manoeuvre when traveling through the roundabout. It is expected that these vehicles will be travelling below the posted speed limit. Nevertheless, to ensure a conservative assessment, a design speed of 70km/h has been adopted for the assessment.

The sight distance at the development access intersection has been assessed using high-resolution Nearmap imagery, with the results summarised in **Table 10**. The SISD is based on a reaction time of 2.0 seconds and evaluated within the Normal Design Domain (NDD). Based on this assessment, the available sight distance is considered sufficient, noting that vegetation management on the southeastern corner of the roundabout is required to maintain clear sightlines between the development access and the roundabout.

Table 10 SISD Assessment

Direction of Travel	Grade (%) [1]	Speed (km/h)	Available Sight Distance (m) [1]	Required SISD (m)
Northbound	-0.5	70	~215	152
Southbound	0.2	70 [2]	~151 [3]	151

1. Measured from Nearmap.
2. Speed of vehicles exiting the roundabout are expected to be less than the design speed of 70km/h.
3. If vegetation on the southeastern corner of the roundabout is trimmed to ensure clear sightlines between the development access and the roundabout.

6.3 Risk Assessment

A risk assessment was carried out in order to evaluate existing safety risks within the study area and also any safety risks introduced or exacerbated by the subject development.

The risk score for any safety issue is assessed using the *Safety Risk Score Matrix* presented in Figure 9.3.2(a) of the GTIA, which is reproduced in **Table 11**, where:

- L = Low Risk
- M = Medium Risk
- H = High Risk.

Table 11 Safety Risk Score Matrix

		Potential Consequence				
		Property Only (1)	Minor Injury (2)	Medical Treatment (3)	Hospitalisation (4)	Fatality (5)
Potential Likelihood	Almost Certain (5)	M	M	H	H	H
	Likely (4)	M	M	M	H	H
	Moderate (3)	L	M	M	M	H
	Unlikely (2)	L	L	M	M	M
	Rare (1)	L	L	L	M	M

The GTIA provides the following criteria for mitigation of safety risks:

- The object of the assessment is return the 'With Development' risk score to the 'Without Development' risk score and below the 'high' risk score with mitigation measures; and
- Any risk item in the 'high' category requires mitigation, regardless of whether this risk is a pre-existing condition.

Table 12 Risk Assessment

Risk Item	Without Development			With Development			Mitigation Measures	With Development and Mitigation		
	Likelihood	Consequence	Risk Score	Likelihood	Consequence	Risk Score		Likelihood	Consequence	Risk Score
The introduction of an intersection in Port Douglas Road increases the likelihood (exposure) of crashes.	-	-	-	4	3	M	An operational assessment was conducted to confirm that the proposed intersection form has sufficient capacity to accommodate the development traffic.	2	3	M
							A turn treatment warrant assessment was conducted to confirm the requirement for turn treatments to safely accommodate the development traffic.	2	3	M
							A sight-distance assessment confirms that SISD is achieved at the access, reducing the likelihood of vehicle conflict.	2	3	M

The risk assessment findings indicate the incremental risks can be addressed.

7.0 Conclusion and Summary

SLR Consulting Australia (SLR) has been engaged by Seymour Land Pty Ltd to prepare a Traffic Impact Assessment (TIA) for the proposed Residential Development at 71-85 Port Douglas Road comprising 41 low-density residential lots.

Based on the findings of the assessment detailed herein, the following conclusions are made:

- The internal road cross sections are narrower than the minimum widths specified in the FNQROC Standard Cross Sections. This is considered acceptable given the low operating speeds, low anticipated traffic volumes and the internal road network will operate as a private road network.
- Active transport is accommodated via footpaths within the internal road network.
- Future trunk path infrastructure (FPF001) is planned along the development frontage. A wombat crossing is proposed at the intersection of the cycle path and the proposed site access to provide a safe and continuous crossing for pedestrians and cyclists.
- Refuse collection will be undertaken through the servicing of individual bins kerbside.
- Traffic generation associated with the development is estimated at approximately 35 vehicle trips during the peak periods.
- Operational assessments of development access within the study area confirm that the proposed development access intersection will operate within acceptable thresholds.
- The turn warrant assessment determined that BAL and CHR(S) turn treatments are required at the development access intersection. These have been incorporated into the design.

Appendix A Development Plan

71-85 Port Douglas Rd

Traffic Impact Assessment

Seymour Land Pty Ltd

SLR Project No.: 620.042901.00002

2 July 2026

DRAFT ONLY

BE25041 PORT DOUGLAS ROAD
BASEFILE
SCALE 1 : 500 (A1)

Appendix B Council Information Request

71-85 Port Douglas Rd

Traffic Impact Assessment

Seymour Land Pty Ltd

SLR Project No.: 620.042901.00002

2 July 2026

DOUGLAS SHIRE COUNCIL

PO Box 723 Mossman Qld 4873
www.douglas.qld.gov.au
enquiries@douglas.qld.gov.au
ABN 71 241 237 800

Administration Office
64 - 66 Front St Mossman
P 07 4099 9444
F 07 4098 2902

5 May 2026

Enquiries: Kieren Nyko
Our Ref: CA 2025_5880/1 (1363256)
Your Ref: 2025-09-82 – Seymour Group

Seymour Land Pty Ltd
C/- Daniel Favier (Aspire Town Planning and Project Services)
PO Box 1040
MOSSMAN QLD 4873

Email: admin@aspireqld.com

Dear Sir/Madam

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

Council refers to your development application that was received on 22 December 2025 and properly made on 16 April 2026.

Applicant Details

Name:	Seymour Land Pty Ltd
Postal Address:	C/- Daniel Favier (Aspire Town Planning and Project Services) PO Box 1040 MOSSMAN QLD 4873
Email:	admin@aspireqld.com

Property Details

Street Address:	71-85 Port Douglas Road, Port Douglas
Real Property Description:	Lot 1 on SP150468
Local Government Area:	Douglas Shire Council

Application Details

Application Number:	CA 2025_5880/1
Approval Sought:	Development Permit
Nature of Development Proposed:	Reconfiguring a Lot and Material Change of Use (Variation Request)
Description of the Development Proposed:	Combined Application – Preliminary Approval for use rights associated with the Low Medium Density Residential Zone and Development Permit for Reconfiguring a Lot (1 Lot into 40 Lots and Common Property)

Additional Information Requested

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

Plan of Development (Variation Request)

1. Provide a Plan of Development relating to the Preliminary Approval (Variation Request).

   Advice Note: The application seeks to vary the affect of the Douglas Shire Planning Scheme 2018 to establish use rights consistent with the 'Low Medium Density Residential Zone' however a Plan of Development has not been provided to support the creation of a site specific development code over the land. A separate Plan of Development must be provided which relates to the Material Change of Use component of the development.

   The Plan of Development should be consistent with the requested Development Code as outlined below in item 2.

Development Code (Variation Request)

2. Provide a Development Code relating to the 'Low Medium Density Residential Zone' type development which is intended to take place over the site. The Development Code should outline controls for future development, including categories of development and the relevant assessment benchmarks for each intended use. Based on the application material, the proposed future development for the site is not entirely consistent with the Low Medium Density Residential zone.

   Advice Note: The Sanctuary Greens Port Douglas Design Guidelines will not form part of the approval package, if the development application is approved. Where the applicant intends to establish prescriptive design outcomes such as setbacks or site coverage then these outcomes should be incorporated into a site-specific Development Code.

Reconfiguration Plan (Lot Sizes)

3. Provide an updated Plan of Development which includes lots with a minimum area of 400m^2. Where the development application seeks to create lots with an area of less than 400m^2 it is an expectation that a Dwelling house or Multiple dwelling land use is designed, approved and partially constructed prior to the endorsement of the plan of subdivision.

   Advice Note: The development application seeks a preliminary approval to vary the affect of the planning scheme for land uses consistent with the 'Low Medium Density Residential Zone' however the Reconfiguring a Lot component of the development application seeks to facilitate lots with a minimum area less than 450m^2. This outcome results in a direct non-compliance with Performance Outcome PO6 of the Low Medium Density Residential Zone code.

   To facilitate this outcome, an additional component would need to be added to the current development application. This would involve Council Officers assessing the

designs which must demonstrate that lots less than 400m^2 are capable of accommodating future land uses with appropriate setbacks, site coverage, separation, landscaping and vehicle parking. By ensuring that the Dwelling/s are partially constructed prior to the endorsement of the plan of subdivision this removes the risk of the designs changing once the lots are released.

Council Officers believe that the development can comply with the purpose of the Low Medium Density Residential Code provided that the proposal can ensure development occurs on appropriately sized and shaped lots.

Reconfiguration Plan (Lot Configuration)

4. Provide an updated Plan of Development which considers the following elements of the Scenic Route Buffer overlay code. Development within a Scenic route buffer / view corridor area as identified on the Landscape values overlay maps contained in Schedule 2:
    (d) minimises visual impacts on the setting and views in terms of:
        (i) the scale, height and setback of buildings;
        (ii) the extent of earthworks and impacts on the landform including the location and configuration of access roads and driveways.

Advice Note: The frontage of the site is located within the scenic route buffer of the Landscape values overlay code. The current lot layout and reconfiguration plan proposes lots which will either have a side orientation or rear orientation fronting Port Douglas Road. Furthermore, the Sanctuary Greens Port Douglas Design Guidelines prescribes a height of 10.5 metres or two storeys. This would result in a design outcome where the second level of the front row of Dwellings would stand above the height of the proposed acoustic fence. The application material should consider how this outcome can be better managed as it would have a negative impact on the Scenic Route Buffer.

The application may also need to consider how the design of the lots could be configured to create an outcome where lots do not turn their back on the road (Port Douglas Road).

Traffic and Access

5. Confirm how the proposed access will impact Council's existing designs for the Principal Cycle Network along the site frontage. The design alignment and location of the principal cycle network is to be shown on updated development layout plans to confirm any impacts.

Advice Note: Douglas Shire Council are currently in the process of designing the Port Douglas Road Principal Cycle Network Upgrade (Lakeland Avenue to Old Port Road). The current service road within the road corridor is a one-way road and does not appear to have sufficient width to support two-way traffic. The widening of the existing service road would likely conflict with the upgrade of the cycle network and would need to be taken into consideration in the design.

A copy of the design for the Port Douglas Road Principal Cycle Network Upgrade can be requested from Council.

The development application should consider whether the existing access location which provides direct access to Port Douglas Road is a more suitable option.

6. Provide advice on why the existing site access is not proposed to be used to service the development which would eliminate the impact on the adjoining development accesses and minimise vegetation clearing.

   Advice Note: Officers hold concerns with impacts on the adjacent land uses in relation to the additional traffic on the service road and utilising the intersection. Council

   Officers also note that the previous Fairmont Hotels and Resort Development included direct access from the Port Douglas Road which was approved by TMR layout plan, notwithstanding the overall development was refused by Council due to separate issues.

7. Provide an updated access design drawing which reflects the water supply network and drainage network located along the frontage of the property and within the proposed service road extension footprint.

   Advice Note: The exact position of the above-mentioned services relative to the new road will need to be determined to identify where any realignment or upgrade to the Council network will be required.

8. The applicant is to provide a vegetation survey identifying all significant trees by species, diameter, and proximity to the works. The information must nominate the structural root zone (SRZ) and tree protection zone (TPZ) for all vegetation in the vicinity of the proposed access. The information must also nominate the vegetation proposed to be removed.

   Advice Note: The proposed development access from the south (from the frontage of the adjacent the "Oaks" development site at 87-109 Port Douglas Road) appears to require the removal of significant existing vegetation. This includes mature trees in front of The Oaks, and established palm trees in front of the development site (71-85 Port Douglas Road).

9. Provide advice on why the internal road reserve and road carriageway widths are not consistent with the Planning Scheme guideline (FNQROC Development Manual).

   Advice Note: Officers are not supportive of the reduced widths noting impacts on the ability to provide on-street parking and road function. Officers note that other private/body corporate developments have adopted FNQROC road width standards.

10. Provide turn path assessments for access to any lots using a common driveway for access. The assessment outputs must include vehicle clearance linework and must demonstrate that vehicles can enter and exit each lot in a forward gear.

    The turn path assessment must be provided for Lots 1-2, 7-9, 17-19, and 38-39 maintaining all clearances required per AS/NZS 2890.1, and travelling in a forward direction on all common driveway sections.

    A road safety audit or similar technical assessment is required to confirm the safe and efficient access arrangement for proposed Lots 38 and 39, having regard to the bend in the shared access driveway.

Advice Note: Officers are concerned that access to Lots 38 and 39 is required to negotiate a bend and does not have adequate line of sight for potential conflict with vehicles entering from the cul-de-sac.

11. Turn path assessments are to be provided demonstrating that safe ingress and egress to all lots is possible where on street parking is nominated on the opposite lane. This includes, but is not limited to, access and egress for Lots 22 and 23, where constrained by the nominated on-street parking locations.

    Subject to the findings from these turn path assessments, confirm that the nominated on-street parking reflects an achievable number of parks without compromising road and access functionality;

    Advice Note: With reference to the nominated on-street parking nominated on the Bourn Engineers drawings, Officers have significant concerns regarding the ability for properties opposite the nominated parking to enter and exit the sites.

12. Provide confirmation of support from adjoining landowners for the amendments to the intersection works proposed at Port Douglas Road in front of existing developments.

13. Provide an analysis of the existing intersection on Port Douglas Road and confirm that the existing level of service can be maintained with the additional traffic proposed to utilise this access point.

    Any intersection upgrades must be identified on amended drawings. The upgrades must not reduce existing lane widths.

14. Turn path assessments (swept path diagrams) must be provided to support any upgrades to the external intersection, and the supporting information must include confirmation of the design vehicle(s) and check vehicle(s) used in the assessment.

15. For the detention basins access, provide the following updated information:
    (i) An updated turn path assessment to demonstrate that clearances can be achieved in accordance with the Australian Standards.
    (ii) Confirmation that an imperviously sealed, all-weather access is proposed to the detention basin inclusive of turning facility.
    (iii) Confirmation that the design vehicle size is consistent with maintenance requirements for detention basins.

    Advice Note: The turn path assessment for the vehicle access in the detention basin, appears to require the vehicle to drive off the roadway and up the batter slope of the detention basin. Adequate clearance to the adjacent wall/fence is not achieved in submitted information currently before Council.

Refuse Collection

16. Provide an updated Plan of Development which provides an appropriate outcome for kerbside refuse collection.

    Advice Note: A total of 18 on-street parallel vehicle parking spaces are proposed within the road pavement area. Furthermore, the frontage of proposed Lots 04, 05, 11, 12, 13, 14, 15, 28, 29, 30, 31 are entirely constrained by a parallel vehicle park or

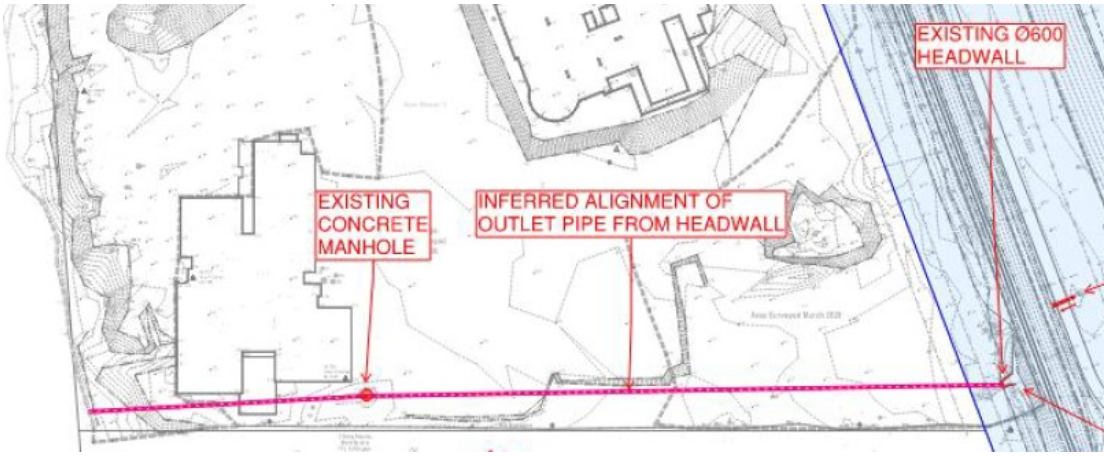
driveway, Officers consider that the development has not given due consideration to kerb-side waste collection for these proposed lots.

Additionally, no measurements have been provided on the proposed plan of development to show the dimensions of the vehicle parking spaces or the separation between the on-street parallel parking spaces and the indicative driveway locations.

Drainage (Stormwater Quality and Quantity)

17. Provide a local drainage study confirming how the external road reserve drainage will be managed in the proposed development layout. The development layout must be amended to reflect existing stormwater piped drainage and overland flow paths through the site. Additional information is required to demonstrate how the existing drainage will be maintained and accommodated within the development layout.

    Advice Note: Previous development proposals for this site included drainage corridors from Port Douglas Road through the site to the west. The lot layout must demonstrate external stormwater from within in Port Douglas Road is conveyed through the site and not directed onto third-party landowners.



Extract of existing drainage from site Drainage Report 31/08/2020

18. Provide confirmation that the existing surface levels within the road reserve will be regarded to maintain free draining conditions between the site and the road carriageway for Port Douglas Road;

19. Provide calculations on the detention basin sizing and confirm that the proposed basin volume can mitigate the development impacts of the site to pre-development conditions.

    The advice must demonstrate that the basin sizing and outlet arrangements can mitigate the development impacts for various annual exceedance probability events from 50% AEP through to the 1% AEP rainfall events.

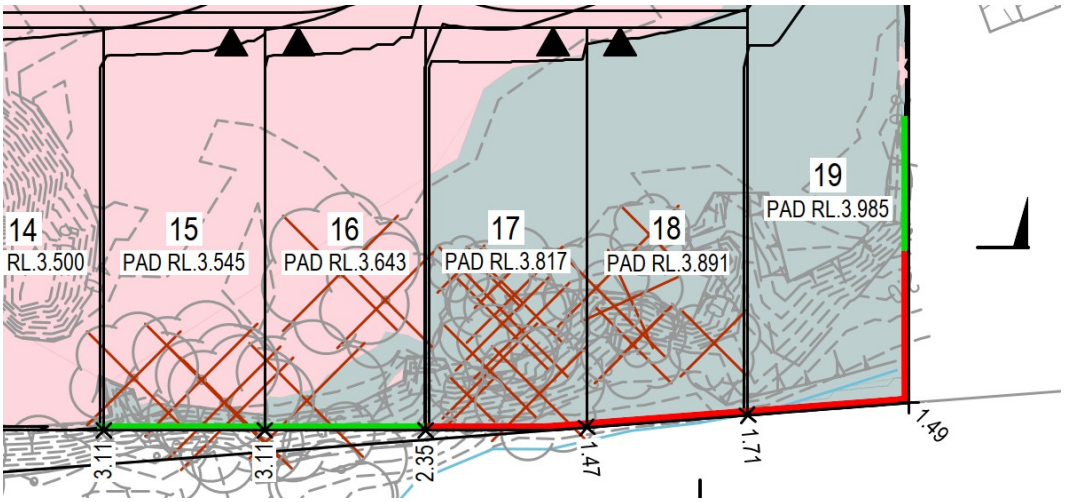
20. Provide the location and size for the gross pollutant trap (GPT) or stormwater quality improvement device to demonstrate compliance can be achieved with the stormwater quality standards.

21. Provide an updated lot layout and revised development footprint to avoid encroaching into the existing drainage path along the western boundary of the site.

In particular, but not limited to, amendments as required to Lots 15 to 19 so that these lots do not extend beyond the top of bank to avoid impacting the existing drainage path within and adjacent the site boundary.

Advice Note: Previous development options and drainage assessments of the site confirmed stormwater drainage flow paths through the southwestern corner of the land within the existing swale.

The proposed development layout shows encroachment and filling of the existing drainage flow path, (reference is made to the existing contours on Lots 15 to 19 as an example of the proposed filling into drainage areas).



22. Provide advice on how suitable maintenance machinery and/or excavating equipment can access the drainage reserve to undertake maintenance.

Water Supply

23. Provide a water network analysis to demonstrate that there is sufficient capacity in the existing water network at the proposed connection point (DN300 water main) to service the development.

    Advice Note: The analysis is to identify whether any upgrades to existing Council water mains are required.

24. Provide information on the horizontal and vertical position of the existing DN450 DICL and DN300 PVC water main relative to works within the road reserve now proposed for the access road.

    The information must confirm the clearances to the mains and/or the proposed treatments in the event that the proposed access is required to cross Council watermains.

    The location of the water mains must be verified with potholing to confirm alignment and depth to enable the appropriate treatment of these mains within the roadway to be determined.

Sewerage

25. Provide a sewer network analysis to demonstrate that there is sufficient capacity in the existing sewer network to service the development.

    The analysis is to identify whether any upgrades are required to the existing pump stations that also discharge to the DN300AC rising main.

Land Tenure

26. Provide an updated Plan of Development which clearly defines areas of Common Property, Private Land and Proposed Easements.

    Advice Note: The development application material does not clearly indicate how the internal road, sewer pump station, entry statements and the drainage reserve will be maintained and structured from a land tenure perspective.

Landscaping Plan

27. Provide an updated Concept Landscaping Plan which includes the following elements:

    a. A 2-metre-wide landscape planting area along the full frontage of the site fronting Port Douglas Road to visually screen and soften the acoustic fence. The 2 metre landscape planting area should be designed to accommodate existing infrastructure (stormwater, footpath, electricity, telecommunications ect) and the proposed footpaths and concrete driveways.

    b. Where services are located below ground, appropriate landscape species should be selected as to not damage underground infrastructure.

    c. Remove ‘New Road’ from the drawings titled: Proposed Landscape Plan and Proposed Entry and Plan List. The road should be shown as ‘Common Property’ or ‘Private Road’ to remove ambiguity.

    Advice Note: The application may need to consider offsetting the acoustic fence from the front boundary in order to achieve a suitable landscape solution along the frontage of the property.

Due Date

The due date for providing the requested information is 5 August 2026 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: CA 2025_5880/1 in all subsequent correspondence relating to this development application.

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

Yours faithfully

For
Leonard Vogel
Manager Environment & Planning

Appendix C Surveyed Traffic

71-85 Port Douglas Rd

Traffic Impact Assessment

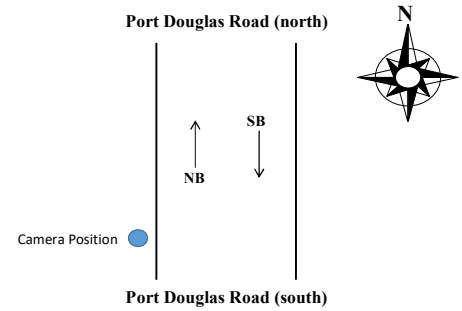
Seymour Land Pty Ltd

SLR Project No.: 620.042901.00002

2 July 2026

AUSTRAFFIC VIDEO MIDBLOCK COUNT

Site No.: 1 **Weather:** Fine
Location: 71-85 Port Douglas Road, Port Douglas
Day/Date: Tuesday, 25 November 2025
AM Peak: *Hour ending - 10:15 AM*
PM Peak: *Hour ending - 5:30 PM*



TIME (1/4 hr end)	Northbound Traffic			Southbound Traffic			Two-Way Totals		
	Light Vehicles	*Heavy Vehicles*	***Total***	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Light Vehicles*	*Heavy Vehicles*	***Total***
12:15 AM	6	0	**6**	12	0	**12**	18	0	**18**
12:30 AM	3	0	**3**	7	0	**7**	10	0	**10**
12:45 AM	2	0	**2**	1	0	**1**	3	0	**3**
1:00 AM	1	0	**1**	3	0	**3**	4	0	**4**
1:15 AM	1	0	**1**	2	0	**2**	3	0	**3**
1:30 AM	2	0	**2**	2	0	**2**	4	0	**4**
1:45 AM	1	0	**1**	2	0	**2**	3	0	**3**
2:00 AM	2	0	**2**	2	0	**2**	4	0	**4**
2:15 AM	0	0	**0**	0	0	**0**	0	0	**0**
2:30 AM	0	0	**0**	1	0	**1**	1	0	**1**
2:45 AM	1	0	**1**	1	0	**1**	2	0	**2**
3:00 AM	0	0	**0**	0	0	**0**	0	0	**0**
3:15 AM	2	0	**2**	1	0	**1**	3	0	**3**
3:30 AM	2	0	**2**	1	1	**2**	3	1	**4**
3:45 AM	4	0	**4**	0	0	**0**	4	0	**4**
4:00 AM	3	0	**3**	2	0	**2**	5	0	**5**
4:15 AM	2	0	**2**	1	0	**1**	3	0	**3**
4:30 AM	6	0	**6**	1	0	**1**	7	0	**7**
4:45 AM	6	0	**6**	3	0	**3**	9	0	**9**
5:00 AM	20	0	**20**	2	0	**2**	22	0	**22**
5:15 AM	16	1	**17**	8	0	**8**	24	1	**25**
5:30 AM	21	2	**23**	8	1	**9**	29	3	**32**
5:45 AM	25	0	**25**	9	1	**10**	34	1	**35**
6:00 AM	52	1	**53**	21	0	**21**	73	1	**74**
6:15 AM	65	9	**74**	21	0	**21**	86	9	**95**
6:30 AM	65	5	**70**	22	2	**24**	87	7	**94**
6:45 AM	66	3	**69**	33	3	**36**	99	6	**105**
7:00 AM	122	8	**130**	50	3	**53**	172	11	**183**
7:15 AM	80	8	**88**	53	1	**54**	133	9	**142**
7:30 AM	101	3	**104**	40	2	**42**	141	5	**146**
7:45 AM	107	6	**113**	58	6	**64**	165	12	**177**
8:00 AM	149	8	**157**	57	4	**61**	206	12	**218**
8:15 AM	114	10	**124**	67	4	**71**	181	14	**195**
8:30 AM	132	6	**138**	66	7	**73**	198	13	**211**
8:45 AM	125	5	**130**	80	6	**86**	205	11	**216**
9:00 AM	157	2	**159**	88	4	**92**	245	6	**251**
9:15 AM	124	10	**134**	91	4	**95**	215	14	**229**
9:30 AM	126	11	**137**	77	10	**87**	203	21	**224**
9:45 AM	118	10	**128**	90	8	**98**	208	18	**226**
10:00 AM	130	5	**135**	104	9	**113**	234	14	**248**
10:15 AM	124	4	**128**	104	6	**110**	228	10	**238**
10:30 AM	79	6	**85**	113	6	**119**	192	12	**204**
10:45 AM	86	3	**89**	104	7	**111**	190	10	**200**
11:00 AM	101	5	**106**	89	7	**96**	190	12	**202**
11:15 AM	110	6	**116**	103	10	**113**	213	16	**229**
11:30 AM	120	3	**123**	114	6	**120**	234	9	**243**
11:45 AM	101	4	**105**	90	4	**94**	191	8	**199**
12:00 PM	95	2	**97**	108	6	**114**	203	8	**211**
12:15 PM	88	3	**91**	98	5	**103**	186	8	**194**
12:30 PM	116	3	**119**	105	5	**110**	221	8	**229**
12:45 PM	105	4	**109**	112	4	**116**	217	8	**225**
1:00 PM	103	6	**109**	107	8	**115**	210	14	**224**
1:15 PM	91	2	**93**	114	4	**118**	205	6	**211**
1:30 PM	89	6	**95**	98	5	**103**	187	11	**198**
1:45 PM	78	4	**82**	96	5	**101**	174	9	**183**
2:00 PM	96	5	**101**	103	5	**108**	199	10	**209**
2:15 PM	80	0	**80**	93	5	**98**	173	5	**178**
2:30 PM	71	4	**75**	98	3	**101**	169	7	**176**
2:45 PM	68	3	**71**	120	3	**123**	188	6	**194**
3:00 PM	80	6	**86**	113	6	**119**	193	12	**205**
3:15 PM	87	5	**92**	126	6	**132**	213	11	**224**
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3:45 PM	97	4	**101**	120	5	**125**	217	9	**226**
4:00 PM	98	3	**101**	114	2	**116**	212	5	**217**
4:15 PM	83	3	**86**	141	1	**142**	224	4	**228**
4:30 PM	88	2	**90**	118	5	**123**	206	7	**213**

4:45 PM	88	2	**90**	126	4	**130**	214	6	**220**
5:00 PM	95	3	**98**	108	4	**112**	203	7	**210**
5:15 PM	103	1	**104**	156	5	**161**	259	6	**265**
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6:00 PM	79	0	**79**	88	1	**89**	167	1	**168**
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7:15 PM	42	1	**43**	70	0	**70**	112	1	**113**
7:30 PM	44	1	**45**	57	0	**57**	101	1	**102**
7:45 PM	35	0	**35**	63	1	**64**	98	1	**99**
8:00 PM	26	0	**26**	49	1	**50**	75	1	**76**
8:15 PM	17	1	**18**	45	0	**45**	62	1	**63**
8:30 PM	15	0	**15**	37	0	**37**	52	0	**52**
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9:00 PM	25	0	**25**	39	0	**39**	64	0	**64**
9:15 PM	11	0	**11**	46	0	**46**	57	0	**57**
9:30 PM	16	0	**16**	20	1	**21**	36	1	**37**
9:45 PM	12	0	**12**	35	0	**35**	47	0	**47**
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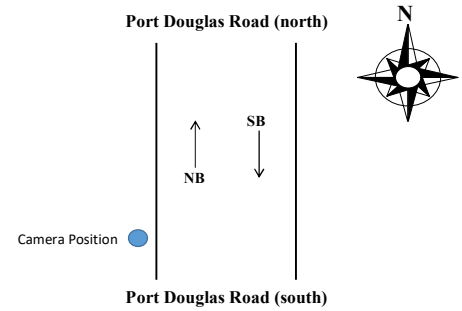
10:15 PM	8	0	**8**	30	1	**31**	38	1	**39**
10:30 PM	10	1	**11**	13	0	**13**	23	1	**24**
10:45 PM	7	0	**7**	22	0	**22**	29	0	**29**
11:00 PM	6	0	**6**	12	1	**13**	18	1	**19**
11:15 PM	5	1	**6**	13	0	**13**	18	1	**19**
11:30 PM	6	0	**6**	14	0	**14**	20	0	**20**
11:45 PM	4	0	**4**	8	0	**8**	12	0	**12**
12:00 AM	4	0	**4**	8	1	**9**	12	1	**13**
24 hr Total	**5503**	**226**	**5729**	**5510**	**236**	**5746**	**11013**	**462**	**11475**
AM Peak	**498**	**30**	**528**	**375**	**33**	**408**	**873**	**63**	**936**
PM Peak	**393**	**7**	**400**	**515**	**13**	**528**	**908**	**20**	**928**

AUSTRAFFIC VIDEO MIDBLOCK COUNT

Site No.: 1 **Weather:** Fine
Location: 71-85 Port Douglas Road, Port Douglas
Day/Date: Wednesday, 26 November 2025
AM Peak: *Hour ending - 9:15 AM*
PM Peak: *Hour ending - 5:30 PM*



TIME (1/4 hr end)	Northbound Traffic			Southbound Traffic			Two-Way Totals		
	Light Vehicles	*Heavy Vehicles*	***Total***	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Light Vehicles*	*Heavy Vehicles*	***Total***
12:15 AM	3	1	**4**	6	0	**6**	9	1	**10**
12:30 AM	5	0	**5**	1	0	**1**	6	0	**6**
12:45 AM	4	0	**4**	7	0	**7**	11	0	**11**
1:00 AM	1	0	**1**	1	0	**1**	2	0	**2**
1:15 AM	0	0	**0**	7	0	**7**	7	0	**7**
1:30 AM	0	0	**0**	3	0	**3**	3	0	**3**
1:45 AM	3	0	**3**	2	0	**2**	5	0	**5**
2:00 AM	1	0	**1**	5	0	**5**	6	0	**6**
2:15 AM	0	0	**0**	0	0	**0**	0	0	**0**
2:30 AM	1	0	**1**	2	0	**2**	3	0	**3**
2:45 AM	1	0	**1**	0	0	**0**	1	0	**1**
3:00 AM	0	0	**0**	1	0	**1**	1	0	**1**
3:15 AM	4	0	**4**	2	0	**2**	6	0	**6**
3:30 AM	2	0	**2**	3	0	**3**	5	0	**5**
3:45 AM	3	0	**3**	2	0	**2**	5	0	**5**
4:00 AM	3	0	**3**	1	0	**1**	4	0	**4**
4:15 AM	1	0	**1**	1	0	**1**	2	0	**2**
4:30 AM	6	0	**6**	2	0	**2**	8	0	**8**
4:45 AM	10	0	**10**	1	0	**1**	11	0	**11**
5:00 AM	17	0	**17**	9	0	**9**	26	0	**26**
5:15 AM	11	0	**11**	4	1	**5**	15	1	**16**
5:30 AM	15	3	**18**	6	0	**6**	21	3	**24**
5:45 AM	38	0	**38**	15	0	**15**	53	0	**53**
6:00 AM	51	0	**51**	22	0	**22**	73	0	**73**
6:15 AM	56	5	**61**	22	1	**23**	78	6	**84**
6:30 AM	60	2	**62**	25	1	**26**	85	3	**88**
6:45 AM	77	3	**80**	34	4	**38**	111	7	**118**
7:00 AM	112	8	**120**	42	3	**45**	154	11	**165**
7:15 AM	74	3	**77**	67	1	**68**	141	4	**145**
7:30 AM	97	5	**102**	60	5	**65**	157	10	**167**
7:45 AM	105	3	**108**	59	1	**60**	164	4	**168**
8:00 AM	171	11	**182**	71	8	**79**	242	19	**261**
8:15 AM	118	5	**123**	79	6	**85**	197	11	**208**
8:30 AM	149	6	**155**	93	8	**101**	242	14	**256**
8:45 AM	159	6	**165**	104	9	**113**	263	15	**278**
9:00 AM	137	6	**143**	95	2	**97**	232	8	**240**
9:15 AM	137	6	**143**	93	2	**95**	230	8	**238**
9:30 AM	143	10	**153**	77	6	**83**	220	16	**236**
9:45 AM	104	4	**108**	89	7	**96**	193	11	**204**
10:00 AM	127	2	**129**	92	5	**97**	219	7	**226**
10:15 AM	106	3	**109**	100	2	**102**	206	5	**211**
10:30 AM	100	5	**105**	119	5	**124**	219	10	**229**
10:45 AM	108	6	**114**	98	7	**105**	206	13	**219**
11:00 AM	105	1	**106**	103	7	**110**	208	8	**216**
11:15 AM	110	5	**115**	111	6	**117**	221	11	**232**
11:30 AM	105	3	**108**	116	7	**123**	221	10	**231**
11:45 AM	98	3	**101**	99	6	**105**	197	9	**206**
12:00 PM	110	5	**115**	105	3	**108**	215	8	**223**
12:15 PM	88	4	**92**	120	2	**122**	208	6	**214**
12:30 PM	109	2	**111**	97	1	**98**	206	3	**209**
12:45 PM	102	8	**110**	104	3	**107**	206	11	**217**
1:00 PM	100	7	**107**	108	3	**111**	208	10	**218**
1:15 PM	76	2	**78**	102	5	**107**	178	7	**185**
1:30 PM	97	2	**99**	103	5	**108**	200	7	**207**
1:45 PM	82	3	**85**	114	3	**117**	196	6	**202**
2:00 PM	76	6	**82**	104	8	**112**	180	14	**194**
2:15 PM	86	0	**86**	108	4	**112**	194	4	**198**
2:30 PM	73	3	**76**	100	3	**103**	173	6	**179**
2:45 PM	86	3	**89**	91	3	**94**	177	6	**183**
3:00 PM	98	2	**100**	127	5	**132**	225	7	**232**
3:15 PM	104	4	**108**	109	6	**115**	213	10	**223**
3:30 PM	91	1	**92**	98	2	**100**	189	3	**192**
3:45 PM	93	2	**95**	122	1	**123**	215	3	**218**
4:00 PM	93	3	**96**	107	3	**110**	200	6	**206**
4:15 PM	88	1	**89**	127	1	**128**	215	2	**217**
4:30 PM	98	5	**103**	122	1	**123**	220	6	**226**

4:45 PM	92	1	**93**	107	3	**110**	199	4	**203**
5:00 PM	98	1	**99**	122	4	**126**	220	5	**225**
5:15 PM	89	3	**92**	152	4	**156**	241	7	**248**
5:30 PM	105	0	**105**	136	1	**137**	241	1	**242**
5:45 PM	80	4	**84**	97	0	**97**	177	4	**181**
6:00 PM	107	2	**109**	115	2	**117**	222	4	**226**
6:15 PM	82	1	**83**	91	1	**92**	173	2	**175**
6:30 PM	74	2	**76**	71	2	**73**	145	4	**149**
6:45 PM	67	0	**67**	60	1	**61**	127	1	**128**
7:00 PM	36	0	**36**	59	2	**61**	95	2	**97**
7:15 PM	45	1	**46**	84	0	**84**	129	1	**130**
7:30 PM	48	0	**48**	76	1	**77**	124	1	**125**
7:45 PM	33	1	**34**	61	0	**61**	94	1	**95**
8:00 PM	22	0	**22**	46	1	**47**	68	1	**69**
8:15 PM	29	1	**30**	46	0	**46**	75	1	**76**
8:30 PM	26	0	**26**	46	2	**48**	72	2	**74**
8:45 PM	14	1	**15**	45	0	**45**	59	1	**60**
9:00 PM	18	0	**18**	52	1	**53**	70	1	**71**
9:15 PM	22	1	**23**	46	0	**46**	68	1	**69**
9:30 PM	20	0	**20**	48	0	**48**	68	0	**68**
9:45 PM	15	1	**16**	42	1	**43**	57	2	**59**
10:00 PM	12	1	**13**	30	1	**31**	42	2	**44**
10:15 PM	8	0	**8**	21	1	**22**	29	1	**30**
10:30 PM	5	1	**6**	12	0	**12**	17	1	**18**
10:45 PM	10	0	**10**	17	0	**17**	27	0	**27**
11:00 PM	8	1	**9**	13	1	**14**	21	2	**23**
11:15 PM	9	0	**9**	13	0	**13**	22	0	**22**
11:30 PM	10	1	**11**	10	1	**11**	20	2	**22**
11:45 PM	2	0	**2**	7	0	**7**	9	0	**9**
12:00 AM	1	0	**1**	11	0	**11**	12	0	**12**
24 hr Total	**5675**	**202**	**5877**	**5755**	**202**	**5957**	**11430**	**404**	**11834**
AM Peak	**582**	**24**	**606**	**385**	**21**	**406**	**967**	**45**	**1012**
PM Peak	**384**	**5**	**389**	**517**	**12**	**529**	**901**	**17**	**918**

Appendix D Traffic Flow Diagrams

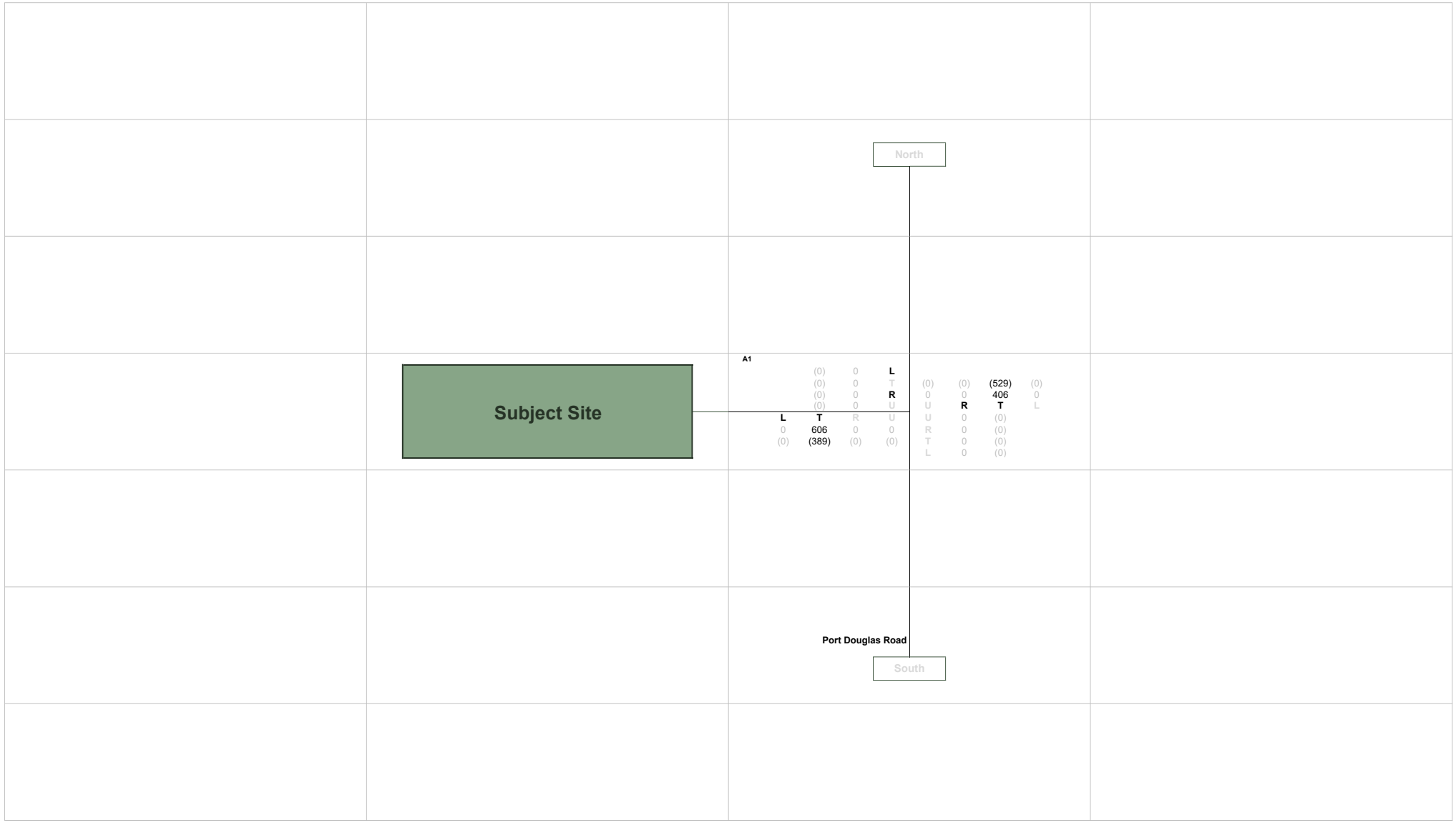
71-85 Port Douglas Rd

Traffic Impact Assessment

Seymour Land Pty Ltd

SLR Project No.: 620.042901.00002

2 July 2026



D1

2025 Survey Traffic Volumes

620.042901.00002

71-85 Port Douglas Rd

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

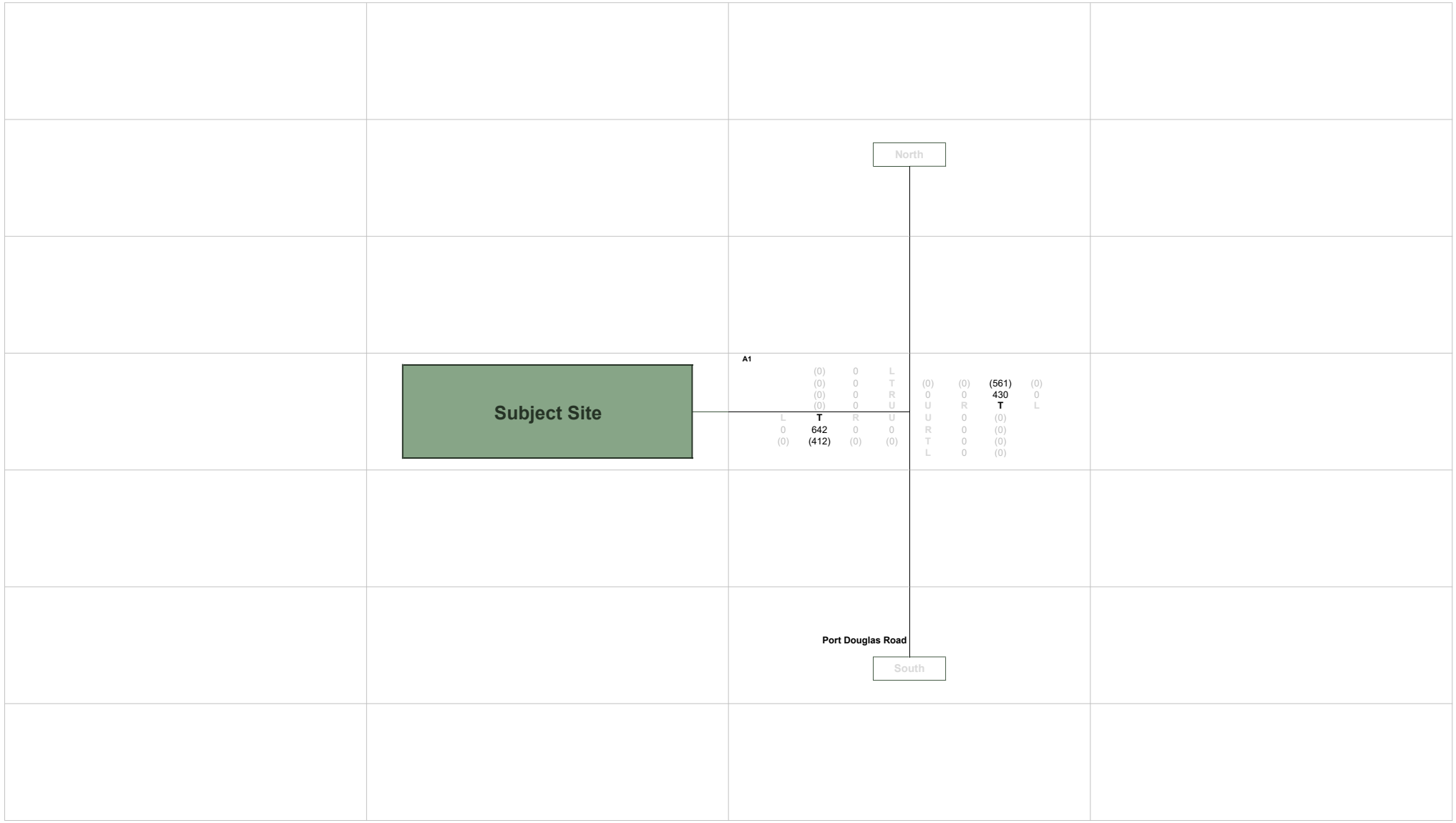
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



D2

2028 Background Traffic Volumes - Year of Opening

620.042901.00002

71-85 Port Douglas Rd

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

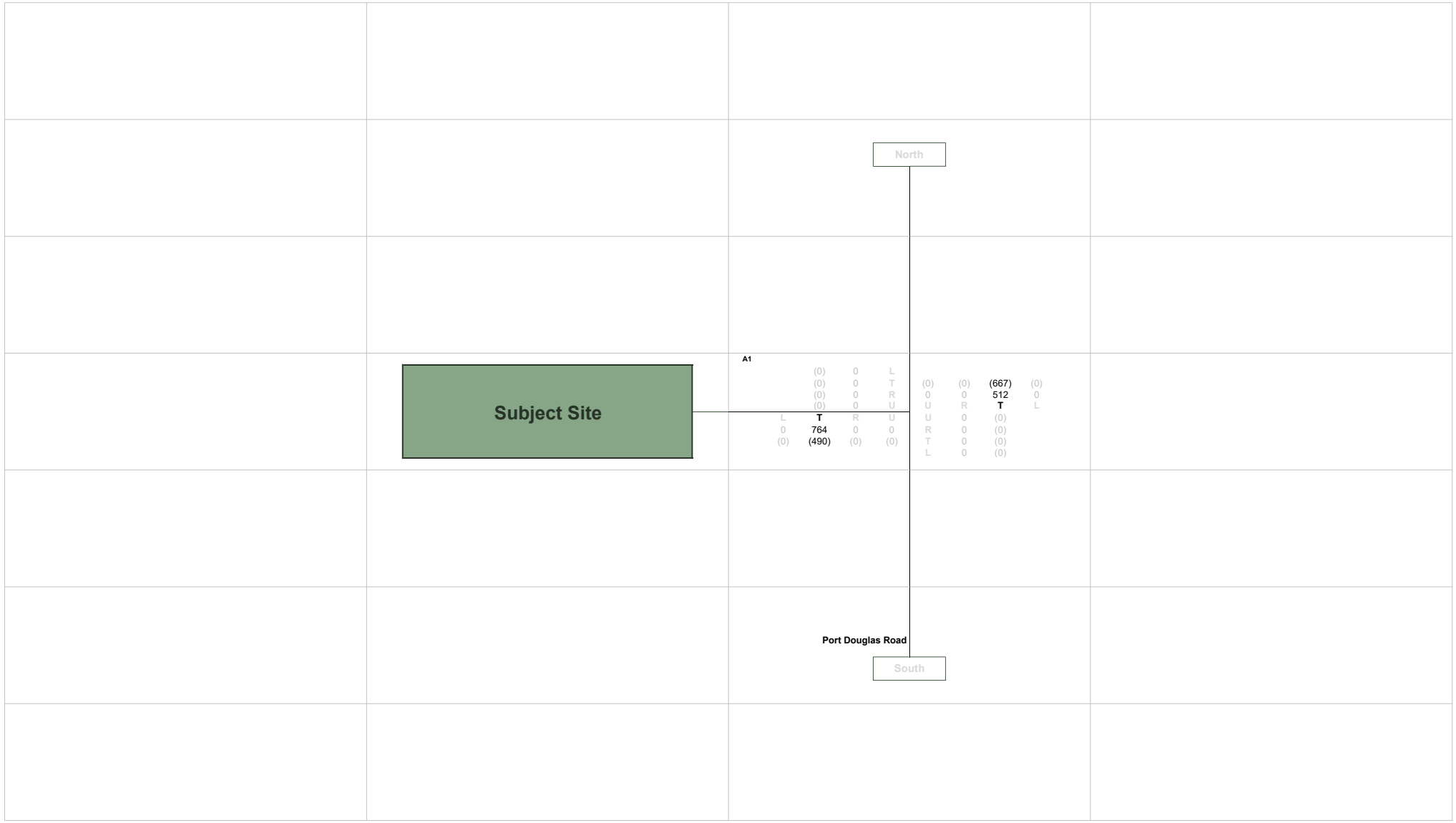
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



D3

2038 Background Traffic Volumes - Design Horizon

620.042901.00002

71-85 Port Douglas Rd

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

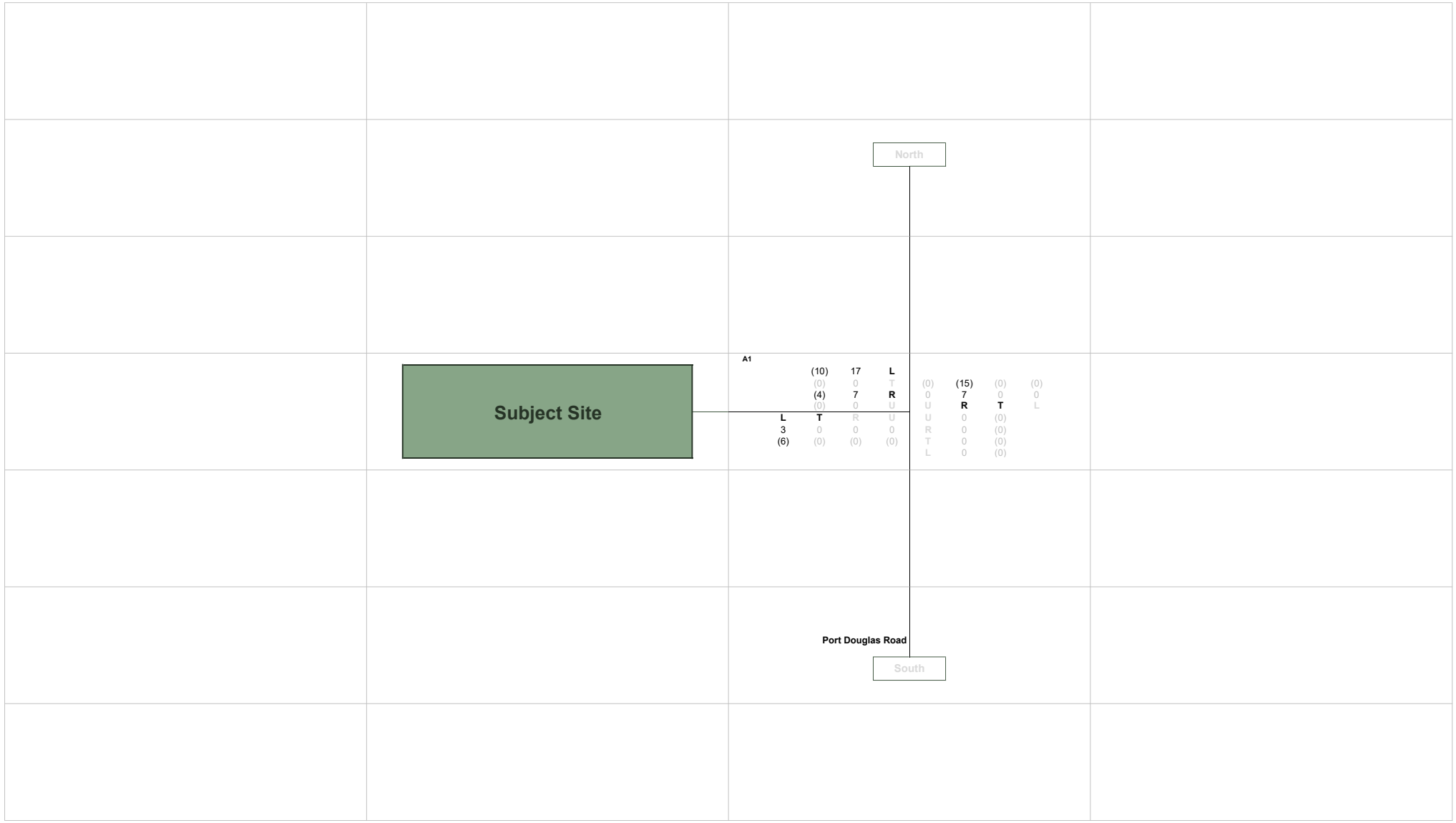
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



D4

Development Traffic Generation

620.042901.00002

71-85 Port Douglas Rd

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

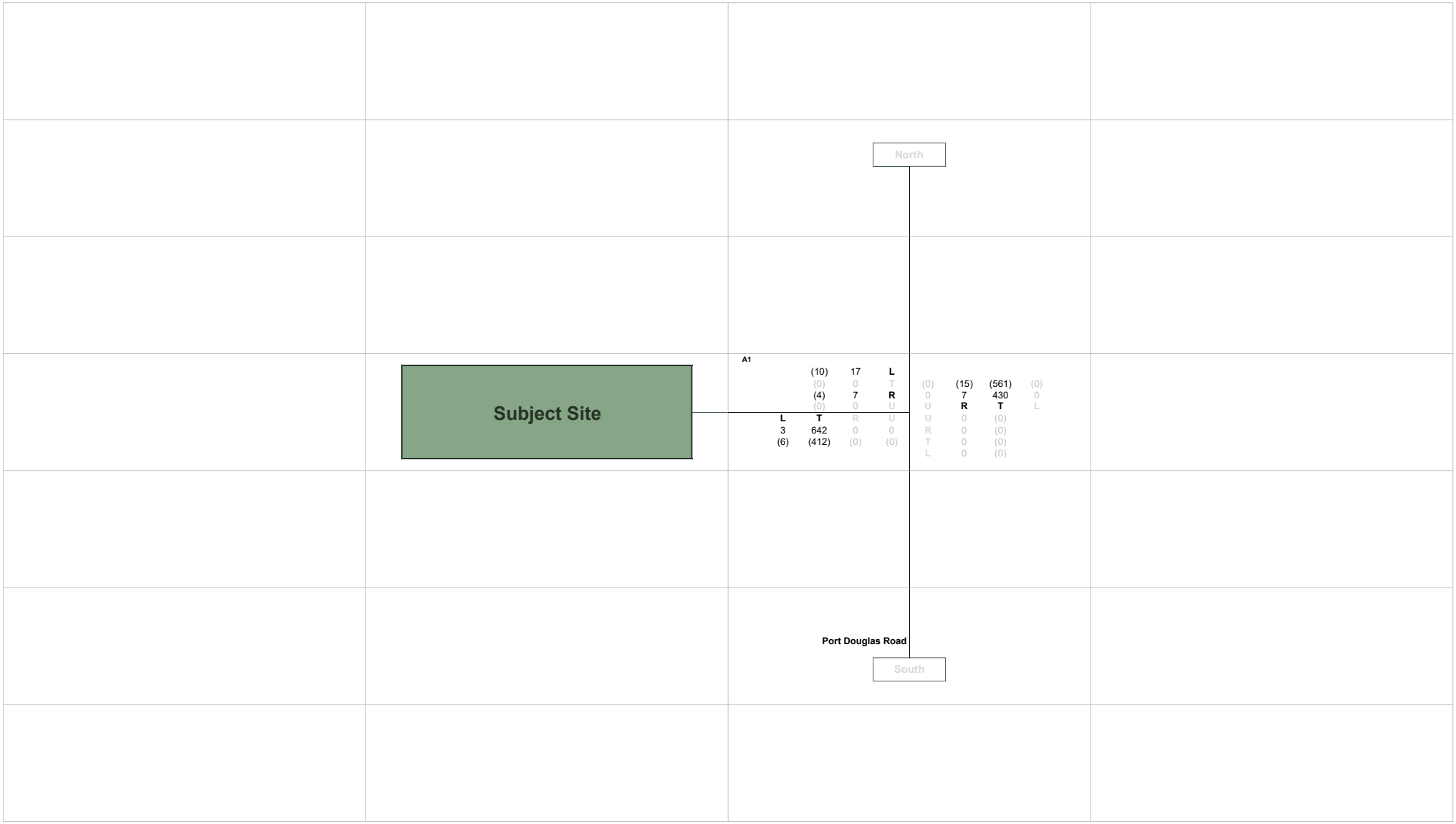
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



D5

2028 Background with Development Traffic Volumes (Year of Opening)

620.042901.00002

71-85 Port Douglas Rd

L	Left Turn
T	Through
R	Right Turn
U	U-Turn

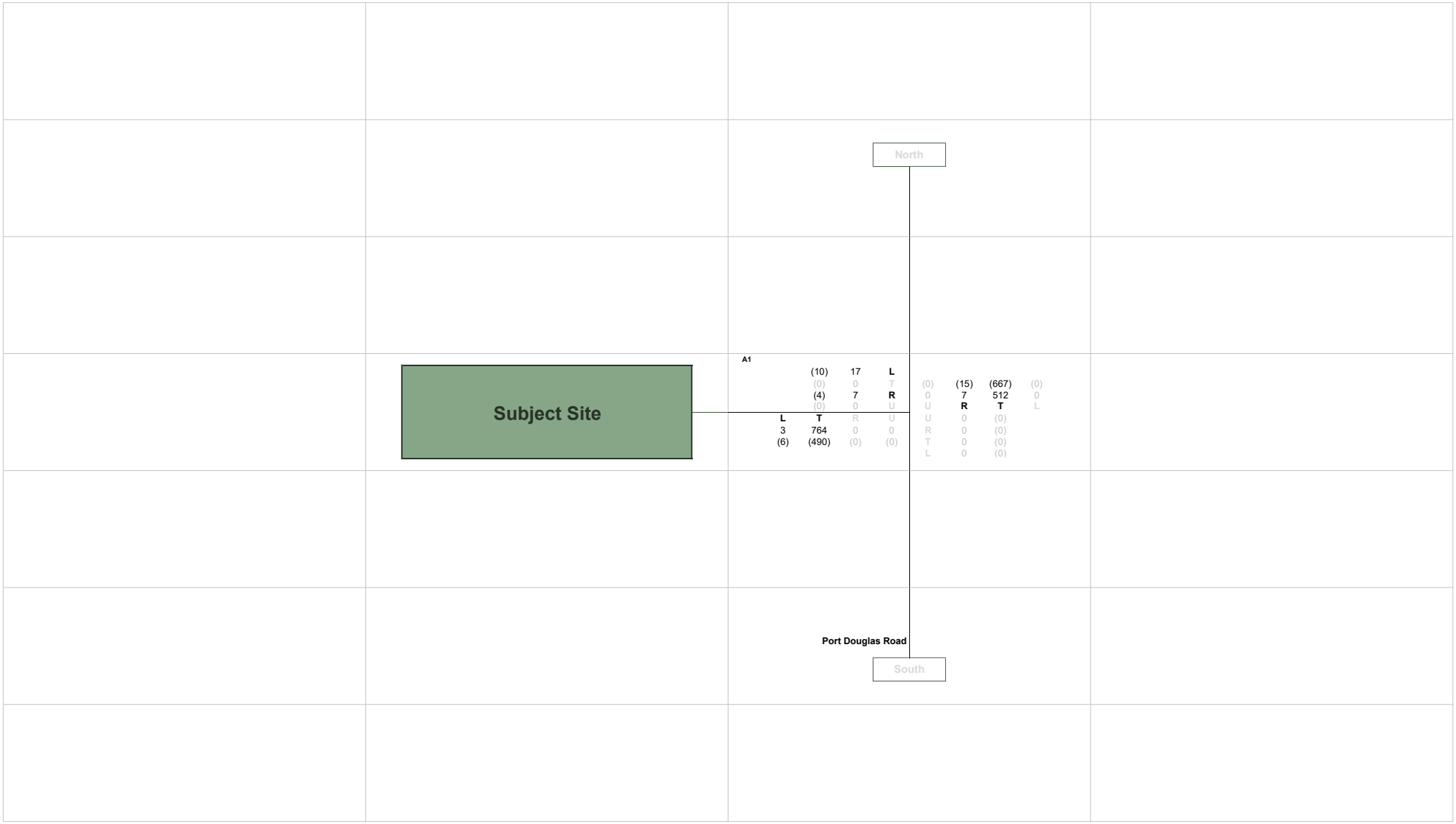
Legend

00 Weekday AM Peak Hour Volumes

(00) Weekday PM Peak Hour Volumes

Subject Site

N



SLR

D6

2038 Background with Development Traffic Volumes (Design Horizon)

620.042901.00002

71-85 Port Douglas Rd

L Left Turn
T Through
R Right Turn
U U-Turn

Legend

00 Weekday AM Peak Hour Volumes
(00) Weekday PM Peak Hour Volumes
Subject Site

N

Appendix E SIDRA Results

71-85 Port Douglas Rd

Traffic Impact Assessment

Seymour Land Pty Ltd

SLR Project No.: 620.042901.00002

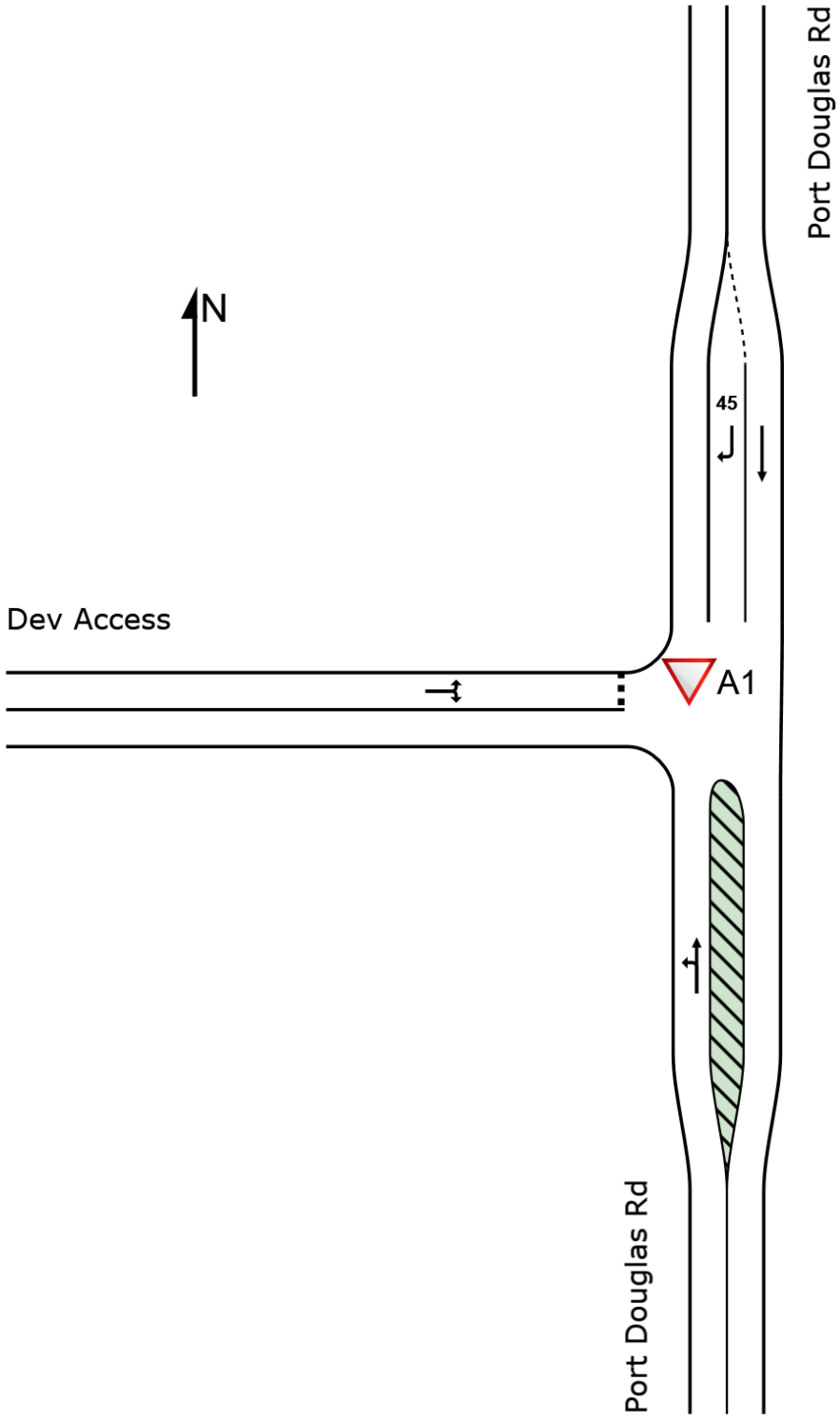
2 July 2026

SITE LAYOUT

Site: A1 [A1_2028 BG+D_AM (Site Folder: General)]

Proposed Development Access
Prepared by NN
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: A1 [A1_2028 BG+D_AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Proposed Development Access
Prepared by NN
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Port Douglas Rd															
1	L2	All MCs	3	1.0	3	1.0	0.358	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	57.2
2	T1	All MCs	676	4.0	676	4.0	0.358	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			679	4.0	679	4.0	0.358	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
North: Port Douglas Rd															
8	T1	All MCs	453	5.2	453	5.2	0.240	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	8	1.0	8	1.0	0.009	8.6	LOS A	0.0	0.3	0.58	0.68	0.58	50.4
Approach			461	5.1	461	5.1	0.240	0.2	NA	0.0	0.3	0.01	0.01	0.01	59.7
West: Dev Access															
10	L2	All MCs	18	1.0	18	1.0	0.060	8.8	LOS A	0.2	1.4	0.68	0.84	0.68	47.9
12	R2	All MCs	8	1.0	8	1.0	0.060	21.9	LOS C	0.2	1.4	0.68	0.84	0.68	47.8
Approach			26	1.0	26	1.0	0.060	12.7	LOS B	0.2	1.4	0.68	0.84	0.68	47.9
All Vehicles			1166	4.4	1166	4.4	0.358	0.4	NA	0.2	1.4	0.02	0.02	0.02	59.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: A1 [A1_2028 BG+D_PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Proposed Development Access
Prepared by NN
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Port Douglas Rd															
1	L2	All MCs	7	1.0	7	1.0	0.228	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.3
2	T1	All MCs	434	1.3	434	1.3	0.228	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			441	1.3	441	1.3	0.228	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
North: Port Douglas Rd															
8	T1	All MCs	590	2.3	590	2.3	0.307	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	All MCs	15	1.0	15	1.0	0.013	7.0	LOS A	0.1	0.4	0.46	0.61	0.46	51.4
Approach			606	2.3	606	2.3	0.307	0.3	NA	0.1	0.4	0.01	0.02	0.01	59.6
West: Dev Access															
10	L2	All MCs	10	1.0	10	1.0	0.026	7.1	LOS A	0.1	0.6	0.59	0.69	0.59	49.4
12	R2	All MCs	4	1.0	4	1.0	0.026	17.8	LOS C	0.1	0.6	0.59	0.69	0.59	49.3
Approach			15	1.0	15	1.0	0.026	10.3	LOS B	0.1	0.6	0.59	0.69	0.59	49.4
All Vehicles			1061	1.8	1061	1.8	0.307	0.4	NA	0.1	0.6	0.01	0.02	0.01	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: A1 [A1_2038 BG+D_AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Proposed Development Access
Prepared by NN
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Port Douglas Rd															
1	L2	All MCs	3	1.0	3	1.0	0.425	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	57.2
2	T1	All MCs	804	4.0	804	4.0	0.425	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			807	4.0	807	4.0	0.425	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.7
North: Port Douglas Rd															
8	T1	All MCs	538	5.2	538	5.2	0.285	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	All MCs	8	1.0	8	1.0	0.012	9.8	LOS A	0.0	0.3	0.63	0.73	0.63	49.5
Approach			546	5.1	546	5.1	0.285	0.2	NA	0.0	0.3	0.01	0.01	0.01	59.7
West: Dev Access															
10	L2	All MCs	18	1.0	18	1.0	0.088	10.1	LOS B	0.3	1.9	0.78	0.91	0.78	45.4
12	R2	All MCs	8	1.0	8	1.0	0.088	32.8	LOS D	0.3	1.9	0.78	0.91	0.78	45.3
Approach			26	1.0	26	1.0	0.088	16.9	LOS C	0.3	1.9	0.78	0.91	0.78	45.4
All Vehicles			1379	4.4	1379	4.4	0.425	0.5	NA	0.3	1.9	0.02	0.02	0.02	59.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: A1 [A1_2038 BG+D_PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Proposed Development Access
Prepared by NN
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Port Douglas Rd															
1	L2	All MCs	7	1.0	7	1.0	0.270	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.3
2	T1	All MCs	516	1.3	516	1.3	0.270	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			523	1.3	523	1.3	0.270	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.7
North: Port Douglas Rd															
8	T1	All MCs	702	2.3	702	2.3	0.365	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	All MCs	15	1.0	15	1.0	0.015	7.5	LOS A	0.1	0.4	0.50	0.64	0.50	51.1
Approach			717	2.3	717	2.3	0.365	0.3	NA	0.1	0.4	0.01	0.01	0.01	59.5
West: Dev Access															
10	L2	All MCs	10	1.0	10	1.0	0.035	7.5	LOS A	0.1	0.8	0.66	0.75	0.66	47.9
12	R2	All MCs	4	1.0	4	1.0	0.035	24.6	LOS C	0.1	0.8	0.66	0.75	0.66	47.8
Approach			15	1.0	15	1.0	0.035	12.6	LOS B	0.1	0.8	0.66	0.75	0.66	47.9
All Vehicles			1254	1.9	1254	1.9	0.365	0.4	NA	0.1	0.8	0.01	0.02	0.01	59.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Appendix F Turn Warrant Assessment

71-85 Port Douglas Rd

Traffic Impact Assessment

Seymour Land Pty Ltd

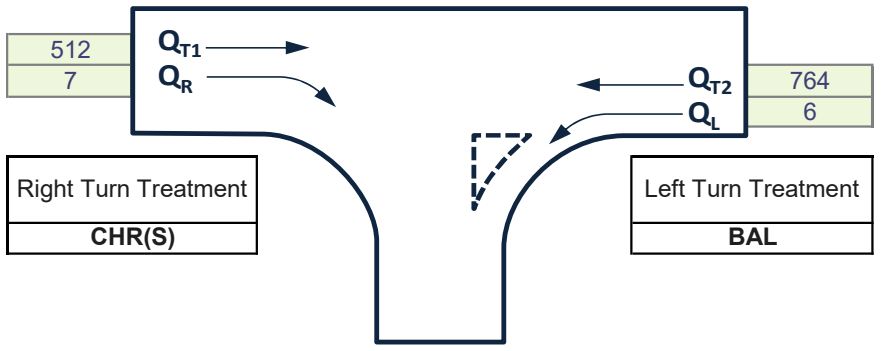
SLR Project No.: 620.042901.00002

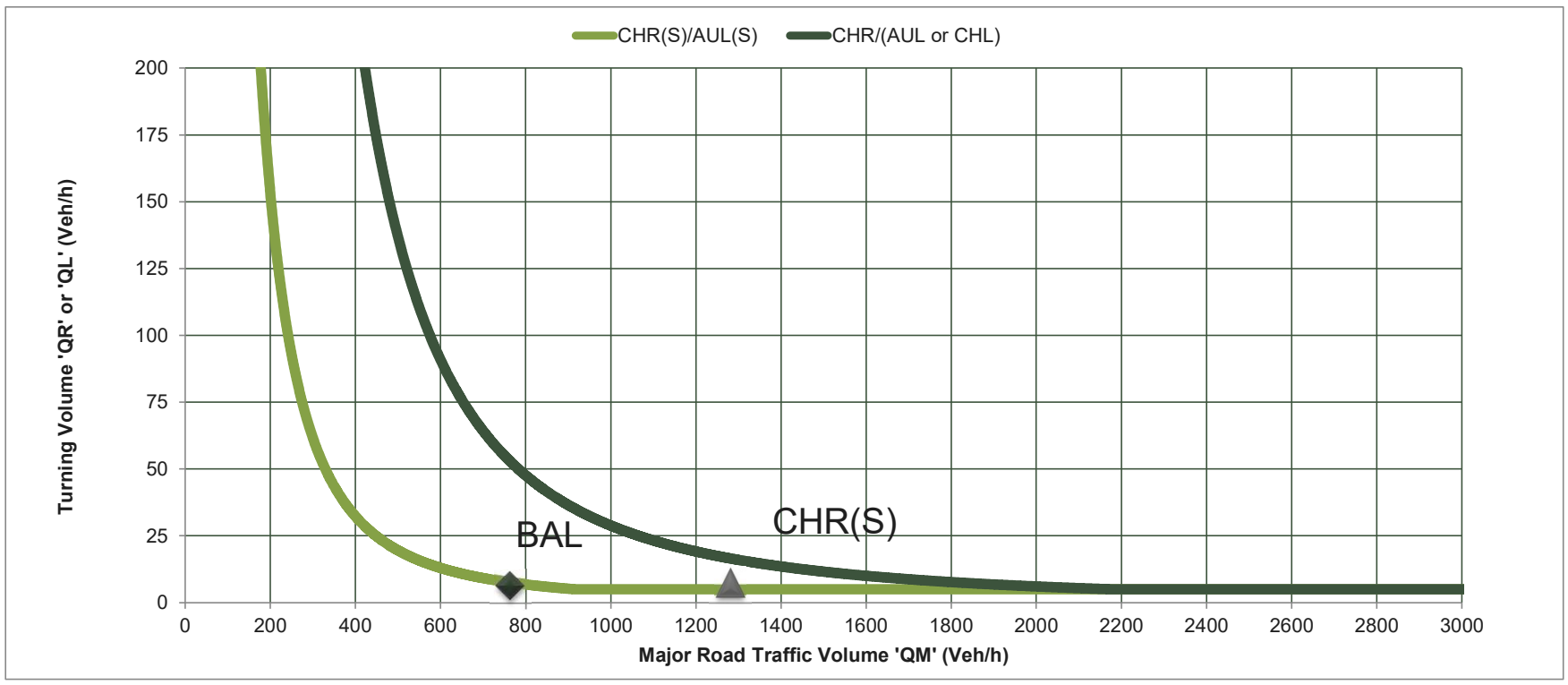
2 July 2026

Assessment Year	2038
Peak Period	AM
Scenario	Background + Dev

Design Domain	Normal Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	<= 70km/h
Splitter Island?	No

Q_M	Q_R/Q_L	
1281	7.3185	Right
764	6.273	Left

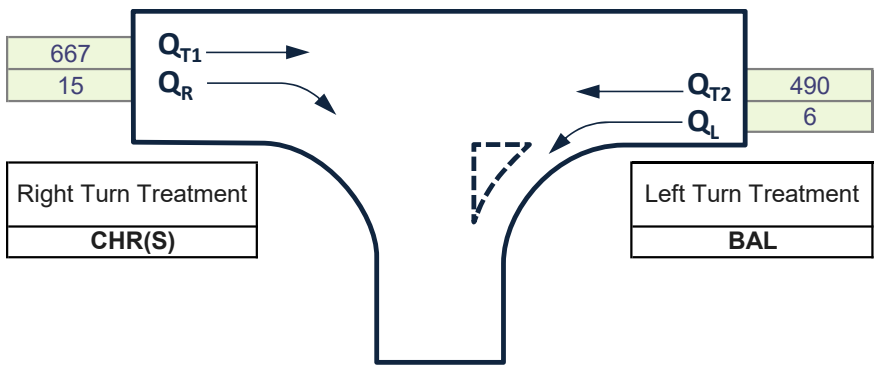


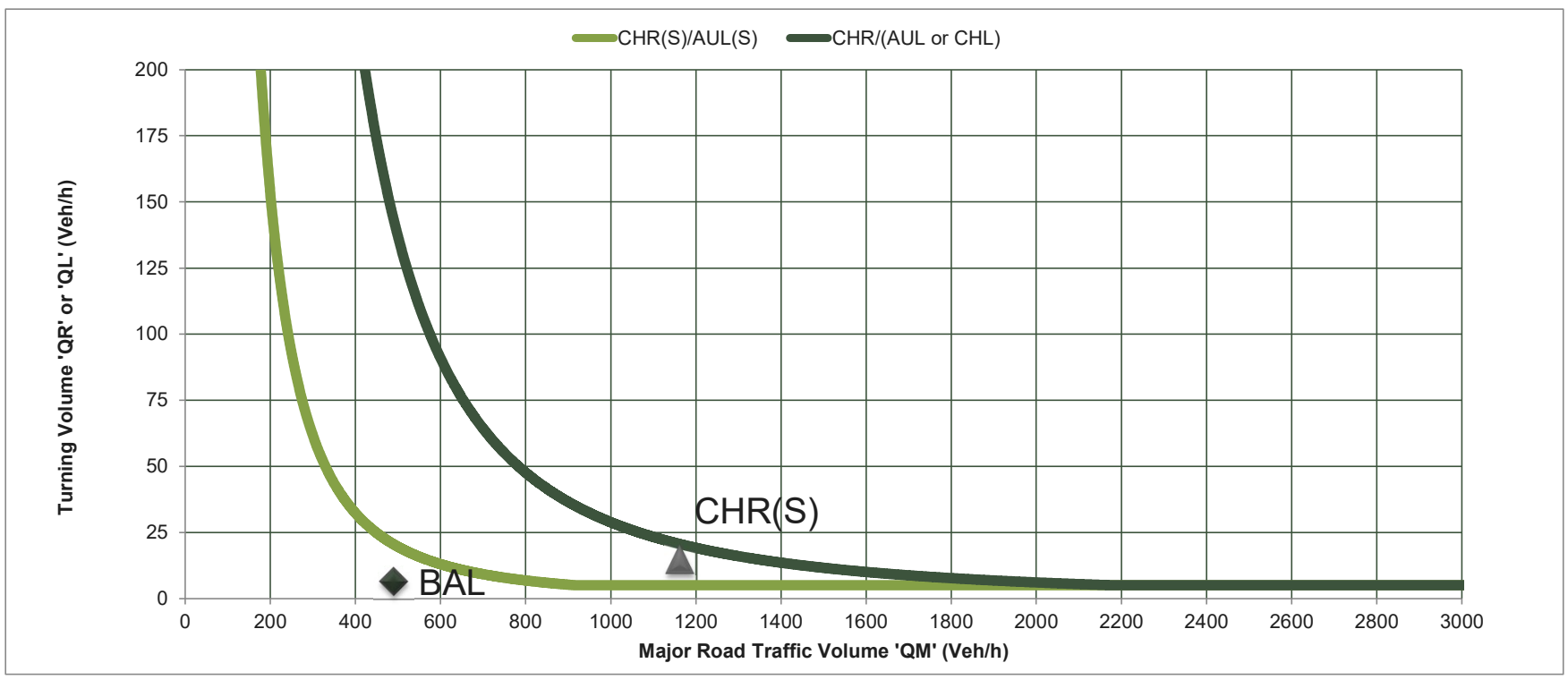


Assessment Year	2038
Peak Period	PM
Scenario	Background + Dev

Design Domain	Normal Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	<= 70km/h
Splitter Island?	No

Q_M	Q_R/Q_L	
1163	14.637	Right
490	6.273	Left



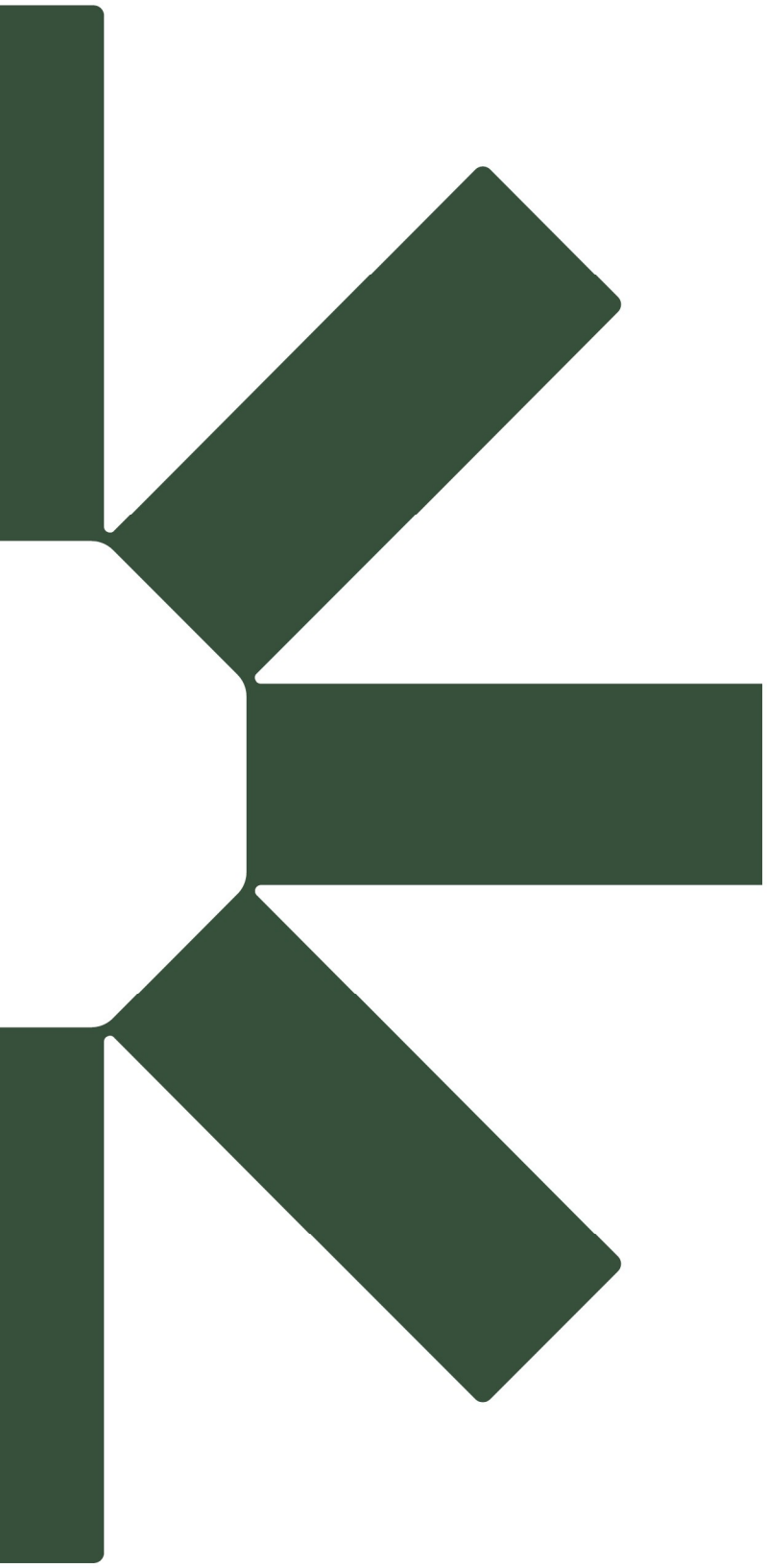


Reflects changes made in RPDM (Ed2: Vol3) Supplement to Austroads Part 4A (DTMR - August, 2014)

Turn Warrant Assessment

Port Douglas Road / Development Access
620.042901.00002
08 06 2026

SLR

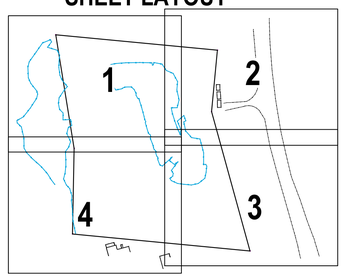


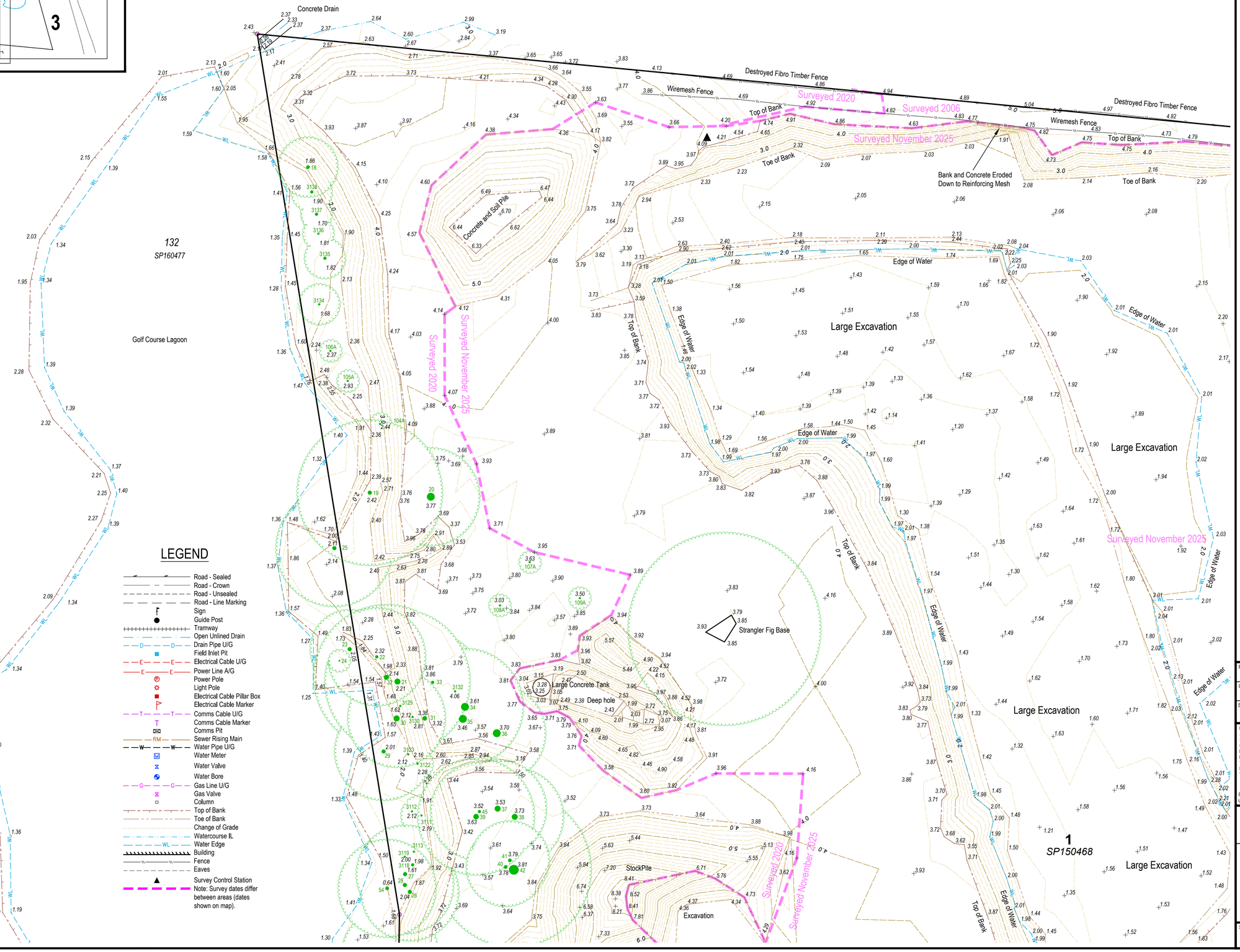
Making Sustainability Happen

ATTACHMENT 5

Detailed Survey (Road Reserve)

SHEET LAYOUT





LEGEND

- Road - Sealed
- Road - Crown
- Road - Unsealed
- Road - Line Marking
- Sign
- Guide Post
- Tramway
- Open Unlined Drain
- Drain Pipe U/G
- Field Inlet Pit
- Electrical Cable U/G
- Power Line A/G
- Power Pole
- Light Pole
- Electrical Cable Pillar Box
- Electrical Cable Marker
- Comms Cable U/G
- Comms Cable Marker
- Comms Pit
- Sewer Rising Main
- Water Pipe U/G
- Water Meter
- Water Valve
- Water Bore
- Gas Line U/G
- Gas Valve
- Column
- Top of Bank
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- Watercourse IL
- Water Edge
- Building
- Fence
- Eaves
- Survey Control Station
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NOTES

Level Datum: AHD

Origin of Levels: PM 40003
RL 5.258
vide C&B Plan 62674-1a

Meridian: MGA Zone 55

Origin of Coordinates: PSM 156708
GDA 2020
E 335649.191
N 8172177.913

Contour Interval: 0.2m
Index: 1.0m

Note:
This plan is a combination of current survey data and previous data sets surveyed in 2020 & 2006. RPS does not certify the accuracy of survey data from 2006 & 2020.
These areas are highlighted on the face of the plan.

Underground services shown from previous data.

0 2 4 6 8 10
metres

SCALE 1:200 IS APPLICABLE ONLY TO THE ORIGINAL SHEET SIZE. (A1)
(1:400 @ A3)

PROJECT MANAGER		SURVEYED	
D. Pinkham		AAD	11/2025
COMPILED		CAD REF	
TB		424641-1.DWG	
		PITD424641-100 detail merged GDA2020 ground scale.mjs	
SHEET SIZE	SHEET 1 OF SHEETS 5		
A1			

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SEYMOUR GROUP PTY LTD

CONTOUR & DETAIL SURVEY OF LOT 1 ON SP150468

PORT DOUGLAS

DOUGLAS SHIRE COUNCIL

SHEET 1

SCALE	DATE	DRAWING NO.	ISSUE
1:200	24/11/2025	424641-1.DWG	

Destroyed Fibro Timber Fence
Surveyed 2006
Wiremesh Fence
Top of Bank
Toe of Bank
Electrical Switchboard
Surveyed November 2025
TBM (Screw in Conc) RL4.66
NBN from BYDA
Concrete Path
Train Tracks
OPTIC FIBRE IN THIS VICINTY
Telstra U/G (not searched from Records)
Electricity U/G (not searched from Records)
Water U/G (not searched from Records)
Edge of Water
Large Excavation
Large Concrete Tank
Electrical Pillar (Gone)
Telstra Pit (Gone)
TBM (Screw in Conc) RL4.77
Surveyed 2020
PORT DOUGLAS ROAD
Effluent main
Transformer on Pole
Transformer on Slab
Steps
Cable Grid

LEGEND

- Road - Sealed
- Road - Crown
- Road - Unsealed
- Road - Line Marking
- Sign
- Guide Post
- Tramway
- Open Unlined Drain
- Drain Pipe U/G
- Field Inlet Pit
- Electrical Cable U/G
- Power Line A/G
- Power Pole
- Light Pole
- Electrical Cable Pillar Box
- Electrical Cable Marker
- Comms Cable U/G
- Comms Cable Marker
- Comms Pit
- Sewer Rising Main
- Water Pipe U/G
- Water Meter
- Water Valve
- Water Bore
- Gas Line U/G
- Gas Valve
- Column
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- Building
- Fence
- Eaves
- Survey Control Station
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RL 5.258
vide C&B Plan 62674-1a

Meridian: MGA Zone 55

Origin of Coordinates: PSM 156708
GDA 2020
E 335649.191
N 8172177.913

Contour Interval: 0.2m
Index: 1.0m

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Underground services shown from previous data.

0 2 4 6 8 10
metres

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(1:400 @ A3)

PROJECT MANAGER		SURVEYED	
D. Pinkham		AAD	11/2025
COMPILED		CAD REF	
TB		424641-1.DWG	
SHEET SIZE	SHEET 2 OF SHEETS 5	PTD424641-100 detail merged GDA2020 ground scale.mjs	
A1			

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SEYMOUR GROUP PTY LTD

CONTOUR & DETAIL SURVEY OF LOT 1 ON SP150468

PORT DOUGLAS

DOUGLAS SHIRE COUNCIL

SHEET 2

SCALE	DATE	DRAWING NO.	ISSUE
1:200	20/11/2025	424641-2.DWG	

Large Excavation

Large Excavation

Large Excavation

Edge of Water

Top of Bank

Telstra U/G (not searched from Records)

Water U/G (not searched from Records)

Train Tracks

Concrete Path

Surveyed November 2025

Surveyed 2006

Surveyed 2020

Surveyed 2006

Surveyed 2020

Surveyed 2006

Surveyed 2020

Surveyed 2006

Surveyed November 2025

Surveyed 2006

Surveyed November 2025

Surveyed 2020

Surveyed 2006

Surveyed 2020

Surveyed 2006

Surveyed 2006

Surveyed 2006

Surveyed 2006

PORT DOUGLAS ROAD

OPTIC FIBRE IN THIS VICINITY

0 SP176458

Existing Building

LEGEND

- Road - Sealed
- Road - Crown
- Road - Unsealed
- Road - Line Marking
- Sign
- Guide Post
- Tramway
- Open Unlined Drain
- Drain Pipe U/G
- Field Inlet Pit
- Electrical Cable U/G
- Power Line A/G
- Power Pole
- Light Pole
- Electrical Cable Pillar Box
- Electrical Cable Marker
- Comms Cable U/G
- Comms Cable Marker
- Comms Pit
- Sewer Rising Main
- Water Pipe U/G
- Water Meter
- Water Valve
- Water Bore
- Gas Line U/G
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- Watercourse IL
- Water Edge
- Building
- Fence
- Eaves
- Survey Control Station
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Origin of Levels: PM 40003
RL 5.258
vide C&B Plan 62674-1a

Meridian: MGA Zone 55

Origin of Coordinates: PSM 156708
GDA 2020
E 335649.191
N 8172177.913

Contour Interval: 0.2m
Index: 1.0m

Note:
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These areas are highlighted on the face of the plan.

Underground services shown from previous data.

0 2 4 6 8 10
metres

SCALE 1:200 IS APPLICABLE ONLY TO THE ORIGINAL SHEET SIZE. (A1)
(1:400 @ A3)

PROJECT MANAGER: D. Pinkham		SURVEYED: AAD 11/2025	
COMPILED: TB		CAD REF: 424641-1.DWG	PTD424641-100 detail merged GDA2020 ground scale.mjp
SHEET SIZE: A1	SHEET OF SHEETS: 3 of 5		

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SEYMOUR GROUP PTY LTD

CONTOUR & DETAIL SURVEY OF LOT 1 ON SP150468

PORT DOUGLAS

DOUGLAS SHIRE COUNCIL

SHEET 3

SCALE	DATE	DRAWING NO.	ISSUE
1:200	20/11/2025	424641-3.DWG	

132
SP160477

Golf Course Lagoon

StockPile

Excavation

Stn 9105
Pin
RL: 3.72

1
SP150468

Large Excavation

Top of Bank

Edge of Water

Surveyed 2020

Surveyed November 2025

Surveyed 2006

Surveyed November 2025

Surveyed 2020

Surveyed November 2025

Surveyed 2006

Surveyed November 2025

0
SP176458

Existing Building

Existing Building

LEGEND

- Road - Sealed
- Road - Crown
- Road - Unsealed
- Road - Line Marking
- Sign
- Guide Post
- Tramway
- Open Unlined Drain
- Drain Pipe U/G
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Underground services shown from previous data.

0 2 4 6 8 10
metres

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(1:400 @ A3)

PROJECT MANAGER D. Pinkham		SURVEYED AAD	11/2025
COMPILED TB		CAD REF	424641-1.DWG
SHEET SIZE A1	SHEET 4 OF SHEETS 5	PTD424641-100 detail merged GDA2020 ground scale.mjs	

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CONTOUR & DETAIL SURVEY OF LOT 1 ON SP150468
PORT DOUGLAS
DOUGLAS SHIRE COUNCIL
SHEET 4

SCALE	DATE	DRAWING NO.	ISSUE
1:200	24/11/2025	424641-4.DWG	

Pt No.	TRUNK (DIA)	SPREAD (DIA)	HEIGHT	TREE
1	0.4	10	12	Moreton Bay Ash
2	0.3	6	12	Melaleuca (Tea Tree)
3	0.35	6	16	Coconut
4	0.35	6	16	Coconut
5	0.35	6	16	Coconut
6	0.35	6	16	Coconut
7	0.35	6	16	Coconut
8	0.35	6	16	Coconut
9	0.35	6	16	Coconut
10	0.35	6	16	Coconut
11	0.35	6	16	Coconut
12	0.35	6	16	Coconut
13	0.35	6	16	Coconut
14	0.35	6	16	Coconut
15	0.35	6	16	Coconut
16	0.35	6	16	Coconut
17	0.35	6	16	Coconut
18	0.35	6	10	
19	0.4	15	12	Fig
20	0.8	10	10	Waffle
21	0.6	15	15	Fig
22	0.3	10	15	Fig
23	0.4	8	15	
24	0.15	2	4	
25	0.4	12	15	
26	0.4	10	14	Melaleuca (Tea Tree)
27	0.4	10	14	Melaleuca (Tea Tree)
28	0.4	10	14	Melaleuca (Tea Tree)
29	0.4	10	14	Melaleuca (Tea Tree)
30	0.6	10	14	Melaleuca (Tea Tree)
31	0.45	10	15	
32	0.5	15	15	Fig
33	0.3	10	14	Melaleuca (Tea Tree)
34	0.8	12	16	Melaleuca (Tea Tree)
35	0.8	12	16	Melaleuca (Tea Tree)
36	0.8	10	15	
37	0.6	10	15	Melaleuca (Tea Tree)
38	0.6	10	15	Melaleuca (Tea Tree)
39	0.55	12	16	Waffle
40	0.35	8	12	
41	0.35	8	10	Melaleuca (Tea Tree)
42	1	16	18	Melaleuca (Tea Tree)
43	0.5	10	15	Melaleuca (Tea Tree)
44	0.5	12	16	
45	0.3	10	14	Waffle
46	0.35	10	16	Gum
47	0.35	8	14	Melaleuca (Tea Tree)
48	0.3	10	14	Waffle
49	0.4	10	16	Waffle
50	0.3	10	16	
51	0.45	10	16	Melaleuca (Tea Tree)
52	0.4	10	16	Melaleuca (Tea Tree)
53	0.3	10	14	Melaleuca (Tea Tree)
54	0.35	10	14	
55	0.3	8	14	Melaleuca (Tea Tree)
56	0.45	6	10	Melaleuca (Tea Tree)
57	0.7	12	14	Waffle
58	0.4	10	14	Waffle
59	0.6	12	16	Waffle
60	0.35	12	16	Waffle
61	0.35	12	16	Waffle
62	0.3	10	14	Waffle
63	0.35	12	16	
64	0.35	6	12	Palms:
65	0.35	6	12	Palms:
66	0.35	6	12	Palms:
67	0.45	6	16	Palms:
68	0.3	10	14	Waffle
69	0.4	10	14	Waffle
70	0.35	6	10	Palms:
71	0.4	6	14	Palms:
72	0.4	6	14	Palms:
73	0.4	6	14	Palms:
74	0.4	6	14	Palms:
75	0.4	6	14	Palms:
76	0.3	10	14	
77	0.5	12	16	Melaleuca (Tea Tree)
78	0.8	14	18	Melaleuca (Tea Tree)
79	0.65	14	18	
80	0.4	10	14	Melaleuca (Tea Tree)
81	0.3	8	16	Cadaghi
82A	0.2	5	8	Pandanus

Pt No.	TRUNK (DIA)	SPREAD (DIA)	HEIGHT	TREE
94	0.35	6	14	Coconut
95	0.35	6	10	Coconut
96	0.35	6	8	Coconut
97	0.35	6	8	Coconut
98	0.35	6	8	Coconut
104A				Coconut Palm
105	0.35	8	12	Moreton Bay Ash
105A				Coconut Palm
106A				Coconut Palm
107A				Coconut Palm
108A				Coconut Palm
109A				Coconut Palm
111	0.2	5	6	Pandanus
112	0.3	6	11	Coconut
113	0.35	6	13	Palms:
114	0.4	10	15	Moreton Bay Ash
115	0.4	8	10	Pandanus
118	0.35	6	13	Palms:
119	0.2	5	8	Pandanus
120	0.35	6	13	Palms:
122	0.35	6	13	Palms:
123	0.3	8	12	Moreton Bay Ash
124	0.35	6	10	
125	0.35	6	13	Palms:
126	0.35	6	13	Palms:
127	0.35	6	13	Palms:
128	0.35	6	13	Palms:
129	0.35	6	13	Palms:
131	0.35	6	13	Palms:
132	0.35	6	13	Palms:
133	0.35	6	13	Palms:
134	0.35	6	13	Palms:
135	0.35	6	13	Palms:
136	0.35	6	13	Palms:
137	0.35	6	10	
138	0.35	6	13	Palms:
139	0.35	6	13	Palms:
140	0.35	6	13	Palms:
141	0.35	6	13	Palms:
142	0.35	6	13	Palms:
143	0.35	6	13	Palms:
145	0.35	6	13	Palms:
146	0.35	6	13	Palms:
147	0.35	6	13	Palms:
148	0.35	6	13	Palms:
149	0.2	5	8	Pandanus
150	0.4	8	10	Pandanus
151	0.35	6	13	Palms:
152	0.35	6	13	Palms:
153	0.35	6	13	Palms:
235	0.52	10	10	Tree Unknown
1521	0.32	5	9	Coconut Palm
1588	0.4	4	10	Coconut Palm
3101	0.25	5	7	Pandanus
3102	0.3	7	6	Pandanus
3111	0.15	4	4	Pandanus 2 Trunks
3112	0.15	2	4	Pandanus
3113	0.15	2	4	Pandanus
3118	0.3	3	8	Melaleuca
3119	0.2	3	6	Pandanus
3122	0.2	3	5	Pandanus
3123	0.2	4	5	Pandanus
3129	0.2	4	5	Pandanus
3130	0.18	3	4	Pandanus
3132	0.15	3	3	Pandanus
3134	0.2	4	10	Coconut Palm
3135	0.35	4	8	Pandanus
3136	0.15	3	6	Pandanus
3137	0.25	3	7	Pandanus
3138	0.3	4	7	Pandanus

IMPORTANT NOTE

1. This plan was prepared for the sole purposes of the client for the specific purpose of producing a detail plan. This plan is strictly limited to the Purpose and does not apply directly or indirectly and will not be used for any other application, purpose, use or matter. The plan is presented without the assumption of a duty of care to any other person (other than the Client) ("Third Party") and may not be relied on by Third Party.

2. RPS AAP Consulting Pty Ltd will not be liable (in negligence or otherwise) for any direct or indirect loss, damage, liability or claim arising out of or incidental to:
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   B. RPS AAP Consulting Pty Ltd relying on information provided to it by the Client or a Third Party where the information is incorrect, incomplete, inaccurate, out-of-date or unreasonable;
   C. any inaccuracies or other faults with information or data sourced from a Third Party;
   D. RPS AAP Consulting Pty Ltd relying on surface indicators that are incorrect or inaccurate;
   E. the Client or any Third Party not verifying information in this plan where recommended by RPS AAP Consulting Pty Ltd;
   F. lodgement of this plan with any local authority against the recommendation of RPS AAP Consulting Pty Ltd;
   G. the accuracy, reliability, suitability or completeness of any approximations or estimates made or referred to by RPS AAP Consulting Pty Ltd in this plan.

3. Without limiting paragraph 1 or 2 above, this plan may not be copied, distributed, or reproduced by any process unless this note is clearly displayed on the plan.

4. Scale shown is correct for the original plan and any copies of this plan should be verified by checking against the bar scale.

5. The title boundaries as shown hereon were not marked at the time of survey and have been determined by plan dimensions only and not by field survey. If not able to be so located, 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 inadequate a notation has been made hereon.

6. 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.

NOTES

Level Datum: AHD

Origin of Levels: PM 40003
RL 5.258
vide C&B Plan 62674-1a

Meridian: MGA Zone 55

Origin of Coordinates: PSM 156708
GDA 2020
E 335649.191
N 8172177.913

Contour Interval: 0.2m
Index: 1.0m

0 2 4 6 8 10
metres

SCALE 1:200 IS APPLICABLE ONLY TO THE ORIGINAL SHEET SIZE. (A1)
(1:400 @ A3)

PROJECT MANAGER: D. Pinkham		SURVEYED: AAD 11/2025	
COMPILED: TB		CAD REF: 424641-1.DWG	
SHEET SIZE: A1	SHEET 5 OF SHEETS 5	PTD424641-100 detail merged GDA2020 ground scale.mjc	

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A TETRA TECH COMPANY

SEYMOUR GROUP PTY LTD

CONTOUR & DETAIL SURVEY OF LOT 1 ON SP150468

PORT DOUGLAS

DOUGLAS SHIRE COUNCIL

SHEET 5

SCALE	DATE	DRAWING NO.	ISSUE
1:200	20/11/2025	424641-5.DWG	

ATTACHMENT 6

Updated Concept Landscaping Plan

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Buggy path to Golf Course

DRAINAGE RESERVE

Refer Sheet 2

Refer Section

Entry feature planting

PRIVATE ROAD

Change of pavement to entry

Entry wall

MIRAGE COUNTRY CLUB GOLF COURSE

PORT DOUGLAS ROAD

Proposed 1.2m footpath

Proposed street trees to FNQROC standard

Acoustic fence with 2m planting

Road material change at carparks

Lot frontage landscaping

PRINCIPAL CYCLE NETWORK

OAKS PORT DOUGLAS RESORT

LEGEND

- TURF — Grassed Area
- G.B. — New Garden Bed
- New Street Trees
- Feature Street Trees
- New Palms
- Paving change at carparks
- Acoustic Fence

N

0 10 20m

Scale 1:800 @ A3

01

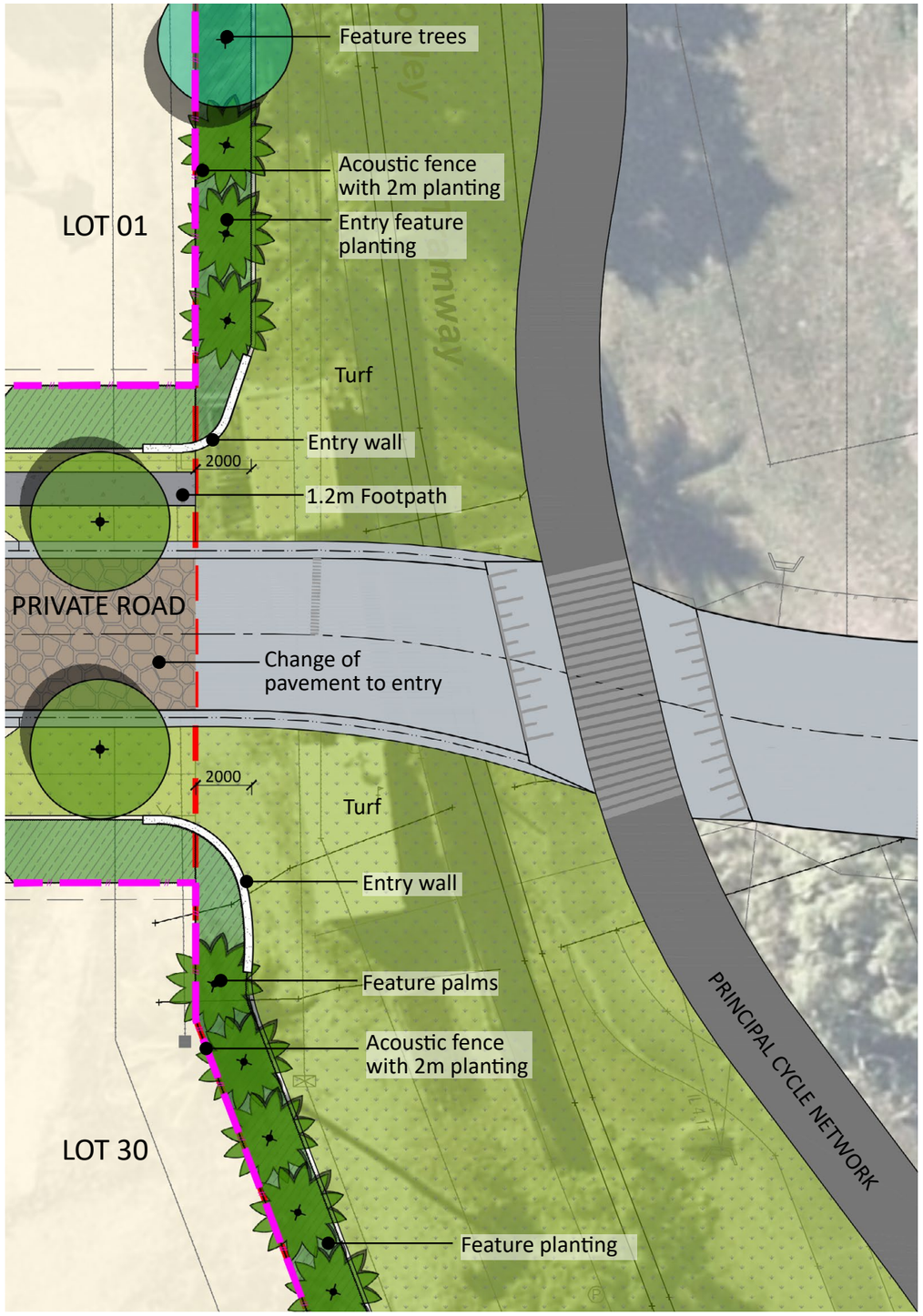
SEYMOUR GROUP

PROPOSED LANDSCAPE PLAN
PROPOSED SUBDIVISION

71-86 PORT DOUGLAS ROAD, PORT DOUGLAS, QUEENSLAND

JUNE 2026- ISSUE E

Sanctuary Greens



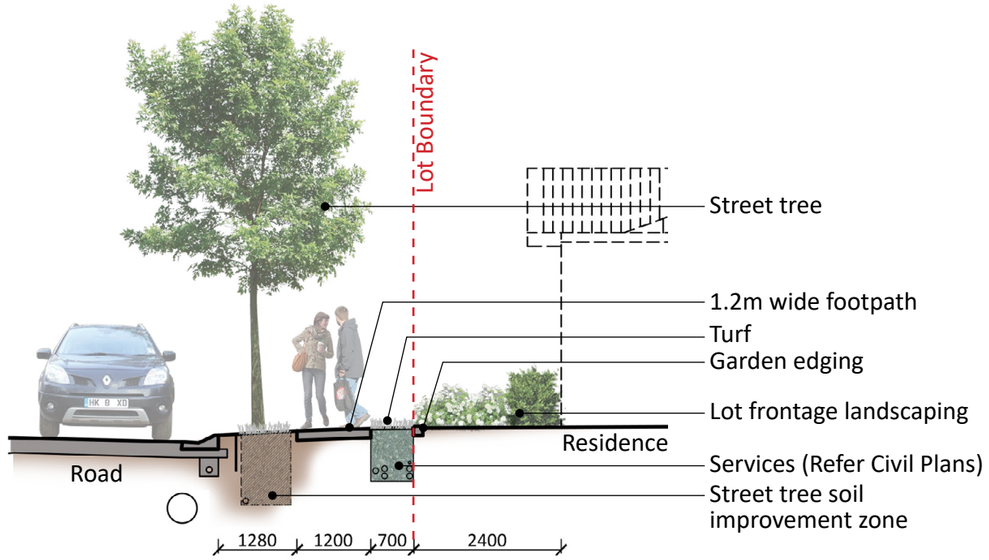
N

Scale 1:200 @ A3

ENTRY PLAN

Planting Schedule

BOTANICAL NAME	COMMON NAME
Trees	
Buckinghamia celsissima	Ivory Curl
Cupaniopsis anacardioides	Tuckeroo
Maniltoa lenticellata	Silk Handkerchief Tree
Melicope rubra	Little Evodia
Mimusops elengi 'Variegated'	Variegated Coondoo
Polyalthia longifolia	Indian Mast Tree
Xanthostemon chrysanthus 'Fairhill Gold'	Fairhill Golden Penda
Palms	
Cyrtostachys renda	Lipstick Palm
Livistona decipiens	Ribbon Fan Palm
Ptychosperma macarthurii	MacArthur Palm
Shrubs & Groundcovers	
Codiaeum variegatum 'Mammy'	Croton Mammy
Cordyline fruticosa 'Pink Diamond'	Pink Diamond
Cordyline fruticosa 'New Conga'	Cordyline New Conga
Ficus 'Green Island'	Green Island Fig
Gardenia 'Glennie River'	Glennie River Gardenia
Hymenocallis speciosa	Spider Lily
Heliconia chartacea 'Sexy Pink'	Sexy Pink Heliconia
Ixora coccinea 'Malay Pink'	Malay Pink Ixora
Philodendron xanadu	Xanadu
Rhapis excelsa	Lady Palm



SECTION

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02

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PROPOSED ENTRANCE & PLANT LIST
PROPOSED SUBDIVISION
71-86 PORT DOUGLAS ROAD, PORT DOUGLAS, QUEENSLAND
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TREES

Buckinghamia celsissima
(Ivory Curl)

Cupaniopsis anacardioides
(Tuckeroo)

Maniltoa lenticellata
(Silk Handkerchief Tree)

Melicope rubra
(Little Evodia)

Mimusops elengi 'Variegated'
(Variegated Coondoo)

Polyalthia longifolia
(Indian Mast Tree)

Xanthostemon chrysanthus 'Fairhill Gold'
(Fairhill Golden Penda)

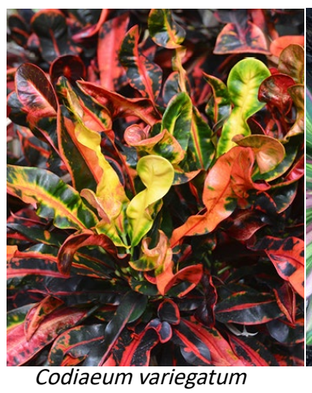
PALMS

Cyrtostachys renda
(Lipstick Palm)

Livistona decipiens
(Ribbon Fan Palm)

Ptychosperma macarthurii
(MacArthur Palm)

SHRUBS & GROUNDCOVERS



Codiaeum variegatum 'Mammy'
(Croton Mammy)

Cordyline fruticosa 'Pink Diamond'
(Pink Diamond)

Cordyline fruticosa 'New Conga'
(Cordyline New Conga)

SHRUBS & GROUNDCOVERS

Ficus 'Green Island'
(Green Island Fig)

Gardenia 'Glennie River'
(Glennie River Gardenia)

Hymenocallis speciosa
(Spider Lily)

Heliconia chartacea 'Sexy Pink'
(Sexy Pink Heliconia)

Ixora coccinea 'Malay Pink'
(Malay Pink Ixora)

Philodendron xanadu
(Xanadu)

Rhapis excelsa
(Lady Palm)

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PLANT PALETTE
PROPOSED SUBDIVISION
71-86 PORT DOUGLAS ROAD, PORT DOUGLAS, QUEENSLAND
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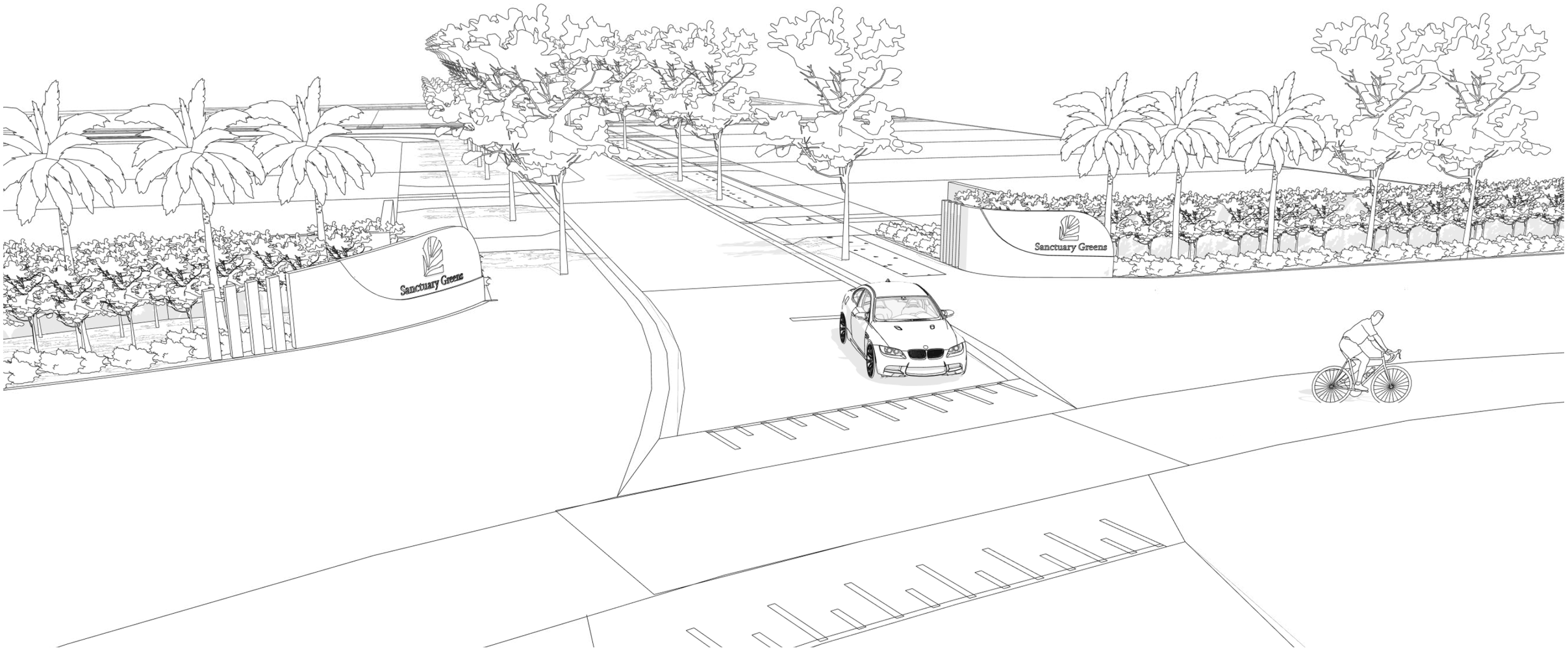

04

SEYMOUR GROUP

AERIAL VIEW OF ENTRANCE WALL
PROPOSED SUBDIVISION
71-86 PORT DOUGLAS ROAD, PORT DOUGLAS, QUEENSLAND
JUNE 2026- ISSUE E

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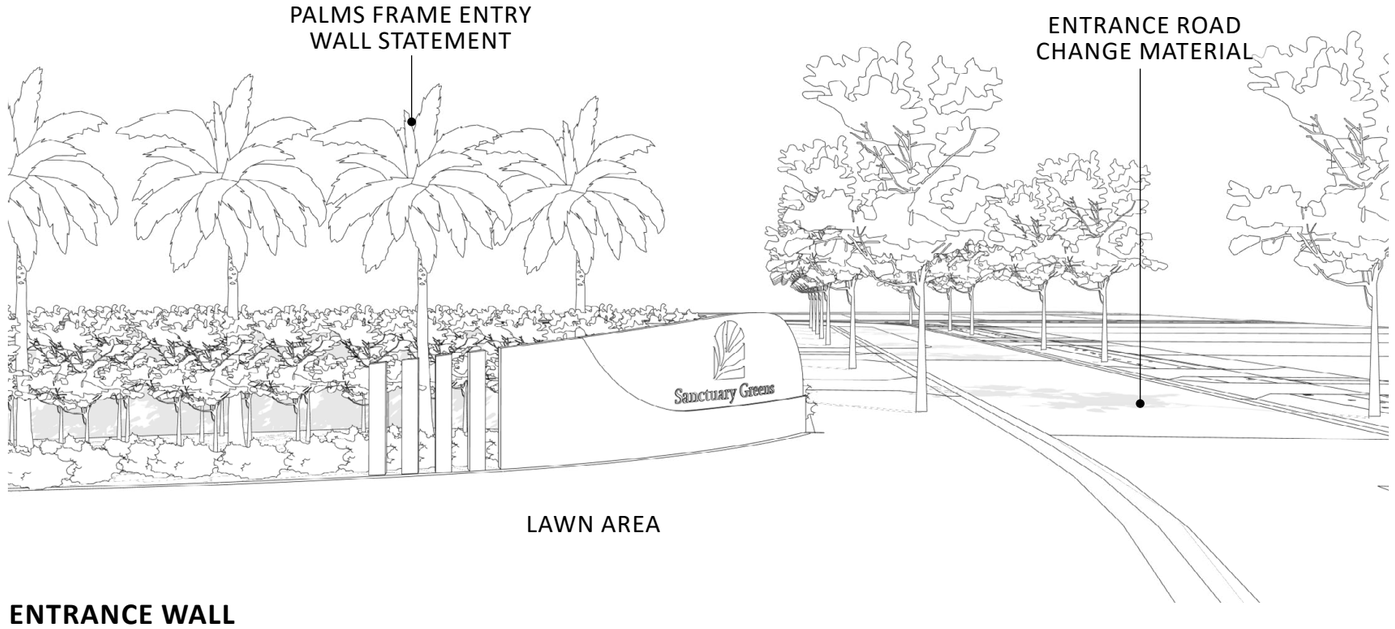
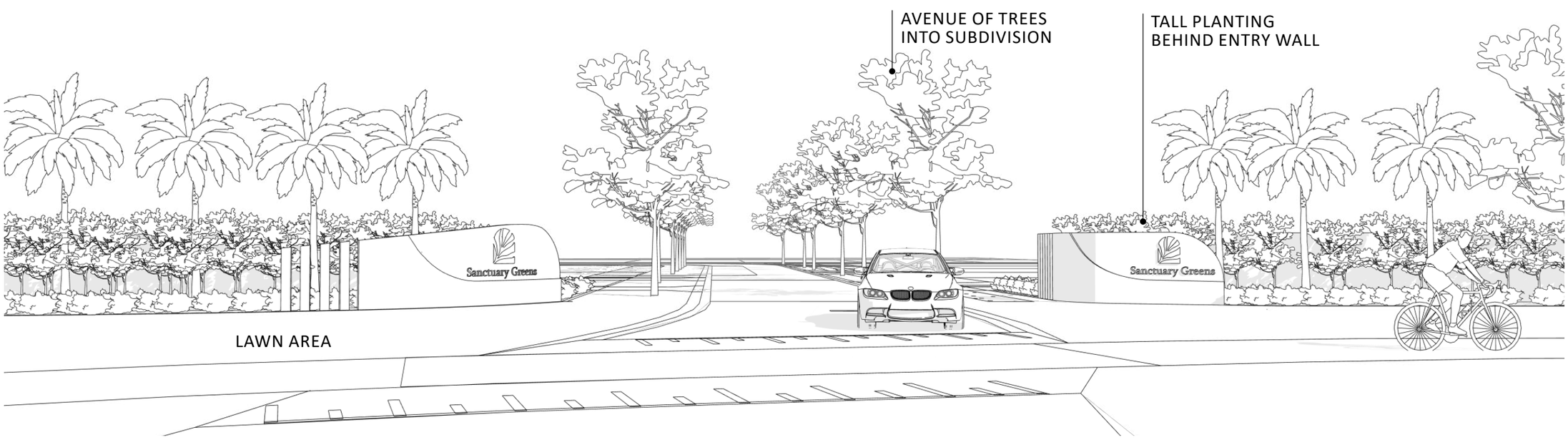


ENTRANCE WALL



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05

SEYMOUR GROUP

VIEW OF ENTRANCE WALL
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JUNE 2026- ISSUE E

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