

Our ref TMR25-048141
Your ref 2024-08-32
Enquiries Ronald Kaden



Department of
Transport and Main Roads

13 January 2026

Decision Notice – Permitted Road Access Location (s62(1) *Transport Infrastructure Act 1994*)

This is not an authorisation to commence work on a state-controlled road¹

Development application reference number MCUC 2025_5845/1, lodged with Douglas Shire Council involves constructing or changing a vehicular access between Lot 1RP706244 the land the subject of the application, and Captain Cook Highway (Front Street) (a state-controlled road).

In accordance with section 62A(2) of the *Transport Infrastructure Act 1994* (TIA), this development application is also taken to be an application for a decision under section 62(1) of TIA.

Applicant Details

Name and address The Uniting Church in Australia Property Trust
C/- Aspire Town Planning and Project Services PO Box 1040
Mossman QLD 4873

Application Details

Address of Property 36 Front Street, Mossman QLD 4873
Real Property Description 1RP706244
Aspect/s of Development Development Permit for Material Change of Use for Childcare Centre and Community facilities - Place of Worship)

Decision (given under section 67 of TIA)

It has been decided to approve the application, subject to the following conditions:

No.	Conditions of Approval	Condition Timing
1	The permitted road access location is near the common boundary with Lot 1RP746468, in accordance with: (i) TMR Layout Plan (20A - 74.74km) Issue A 12/01/2026 TMR25-48141 Attachment D	At all times.
2	Direct access is prohibited between Captain Cook Highway and Lot 1RP706244 at any location other than the Permitted Road Access Location described in Condition 1.	At all times.

¹ Please refer to the further approvals required under the heading 'Further approvals'

No.	Conditions of Approval	Condition Timing
3	<p>The use of the permitted road access location described in Condition 1 is to be restricted to:</p> <p>a) Design vehicles up to a maximum size short sedan - Class 1 Short Length Light Vehicle **</p> <p>Note: ** as described in Austroads Vehicle Classification System</p>	At all times.
4	<p>Road access works comprising a widened vehicle crossover to commercial / industrial standard must be constructed and maintained, generally in accordance with:</p> <p>a) FNQROC Standard Drawing S1015 - Access Crossovers</p>	Prior to the commencement of the use of the Road Access Works and to be maintained at all times.

Reasons for the decision

The reasons for this decision are as follows:

- a) The subject site (Lot 1 on RP706244) has road frontage and vehicle access via Captain Cook Highway (Front Street), a state-controlled road.
- b) The proposed development will require widening the existing driveway between Lot 1RP706244 and Captain Cook Highway.
- c) As the proposed development is seeking to modify access and will be increasing traffic generation, a new TIA section 62 approval is required to be issued by TMR.

Please refer to **Attachment A** for the findings on material questions of fact and the evidence or other material on which those findings were based.

Information about the Decision required to be given under section 67(2) of TIA

1. There is no guarantee of the continuation of road access arrangements, as this depends on future traffic safety and efficiency circumstances.
2. This decision has been based on the current land use and the historic nature of the access subject to this decision. Be advised that if the land is further developed and/or intensified, the department will reassess the access requirements in accordance with the department's policies at that time to ensure that the road safety and transport efficiency outcomes for the state-controlled road network are maximised. This may or may not require all future access to be provided via the local road network.
3. In accordance with section 70 of the TIA, the applicant for the planning application is bound by this decision. A copy of section 70 is attached as **Attachment B**, as required, for information.

Further information about the decision

1. In accordance with section 67(7) of TIA, this decision notice:
 - a) starts to have effect when the development approval has effect; and
 - b) stops having effect if the development approval lapses or is cancelled; and
 - c) replaces any earlier decision made under section 62(1) in relation to the land.
2. In accordance with section 485 of the TIA and section 31 of the *Transport Planning and Coordination Act 1994* (TPCA), a person whose interests are affected by this decision may

apply for a review of this decision only within 28 days after notice of the decision was given under the TIA. A copy of the review provisions under TIA and TPCA are attached in **Attachment C** for information.

3. In accordance with section 485B of the TIA and section 35 of TPCA a person may appeal against a reviewed decision. The person must have applied to have the decision reviewed before an appeal about the decision can be lodged in the Planning and Environment Court. A copy of the Appeal Provisions under TIA and TPCA is attached in **Attachment C** for information.

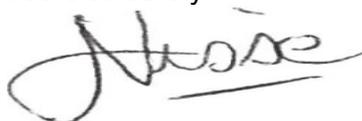
Further approvals

The Department of Transport and Main Roads also provides the following information in relation to this approval:

1. Road Access Works Approval Required – Written approval is required from the department to carry out road works that are road access works (including driveways) on a state-controlled road in accordance with section 33 of the TIA. This approval must be obtained prior to commencing any works on the state-controlled road. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact the department to make an application.

If further information about this approval or any other related query is required, Ronald Kaden, Technical Officer (Development Control) should be contacted by email at cairns.office@tmr.qld.gov.au or on (07) 4045 7151.

Yours sincerely



Anna Visser
Principal Engineer (Civil)

Attachments: Attachment A – Decision evidence and findings
Attachment B - Section 70 of TIA
Attachment C - Appeal Provisions
Attachment D - Permitted Road Access Location Plan

Attachment A

Decision Evidence and Findings

Evidence or other material on which findings were based:

Title of Evidence / Material	Prepared by	Date	Reference no.	Version / Issue
TMR Layout Plan (20A - 74.74 km)	Queensland Government Transport and Main Roads	12/01/2026	TMR25-048141 Attachment D	A
Response to Information Request	ASPIRE Town Planning and Project Services	22/12/2025	-	-
Proposed Site Plan	Elevation Architecture	19/12/2025	A-DA-01.03	D
Vehicle Turning Movements Layout Plan	Lekker Urban	15/12/2025	LU23281-CP-800	A
Access Crossovers	FNQROC	05/12/2023	S1015	F
Vehicle Access to state-controlled roads policy	Queensland Government Transport and Main Roads	2023	-	-

Attachment B

Section 70 of TIA

Transport Infrastructure Act 1994

Chapter 6 Road transport infrastructure

Part 5 Management of State-controlled roads

70 Offences about road access locations and road access works, relating to decisions under s 62(1)

- (1) This section applies to a person who has been given notice under section 67 or 68 of a decision under section 62(1) about access between a State-controlled road and adjacent land.
- (2) A person to whom this section applies must not—
 - (a) obtain access between the land and the State-controlled road other than at a location at which access is permitted under the decision; or
 - (b) obtain access using road access works to which the decision applies, if the works do not comply with the decision and the noncompliance was within the person's control; or
 - (c) obtain any other access between the land and the road contrary to the decision; or
 - (d) use a road access location or road access works contrary to the decision; or
 - (e) contravene a condition stated in the decision; or
 - (f) permit another person to do a thing mentioned in paragraphs (a) to (e); or
 - (g) fail to remove road access works in accordance with the decision.

Maximum penalty—200 penalty units.

- (3) However, subsection (2)(g) does not apply to a person who is bound by the decision because of section 68.

Attachment C
Appeal Provisions

Transport Infrastructure Act 1994
Chapter 16 General provisions

485 Internal review of decisions

- (1) A person whose interests are affected by a decision described in schedule 3 (the **original decision**) may ask the chief executive to review the decision.
- (2) The person is entitled to receive a statement of reasons for the original decision whether or not the provision under which the decision is made requires that the person be given a statement of reasons for the decision.
- (3) The *Transport Planning and Coordination Act 1994*, part 5, division 2—
 - (a) applies to the review; and
 - (b) provides—
 - (i) for the procedure for applying for the review and the way it is to be carried out; and
 - (ii) that the person may apply to QCAT to have the original decision stayed.

485B Appeals against decisions

- (1) This section applies in relation to an original decision if a court (the appeal court) is stated in schedule 3 for the decision.
- (2) If the reviewed decision is not the decision sought by the applicant for the review, the applicant may appeal against the reviewed decision to the appeal court.
- (3) The *Transport Planning and Coordination Act 1994*, part 5, division 3—
 - (a) applies to the appeal; and
 - (b) provides—
 - (i) for the procedure for the appeal and the way it is to be disposed of; and
 - (ii) that the person may apply to the appeal court to have the original decision stayed.
- (4) Subsection (5) applies if—
 - (a) a person appeals to the Planning and Environment Court against a decision under section 62(1) on a planning application that is taken, under section 62A(2), to also be an application for a decision under section 62(1); and

(b) a person appeals to the Planning and Environment Court against a decision under the Planning Act on the planning application.

(5) The court may order—

(a) the appeals to be heard together or 1 immediately after the other; or

(b) 1 appeal to be stayed until the other is decided.

(6) Subsection (5) applies even if all or any of the parties to the appeals are not the same.

(7) In this section—

original decision means a decision described in schedule 3.

reviewed decision means the chief executive's decision on a review under section 485.

31 Applying for review

- (1) A person may apply for a review of an original decision only within 28 days after notice of the original decision was given to the person under the transport Act.
- (2) However, if—
 - (a) the notice did not state the reasons for the original decision; and
 - (b) the person asked for a statement of the reasons within the 28 days mentioned in subsection (1)the person may apply within 28 days after the person is given the statement of the reasons.
- (3) In addition, the chief executive may extend the period for applying.
- (4) An application must be written and state in detail the grounds on which the person wants the original decision to be reviewed.

32 Stay of operation of original decision

- (1) If a person applies for review of an original decision, the person may immediately apply for a stay of the decision to the relevant entity.
- (2) The relevant entity may stay the original decision to secure the effectiveness of the review and any later appeal to or review by the relevant entity.
- (3) In setting the time for hearing the application, the relevant entity must allow at least 3 business days between the day the application is filed with it and the hearing day.
- (4) The chief executive is a party to the application.
- (5) The person must serve a copy of the application showing the time and place of the hearing and any document filed in the relevant entity with it on the chief executive at least 2 business days before the hearing.
- (6) The stay—
 - (a) may be given on conditions the relevant entity considers appropriate; and
 - (b) operates for the period specified by the relevant entity; and
 - (c) may be revoked or amended by the relevant entity.
- (7) The period of a stay under this section must not extend past the time when the chief executive reviews the original decision and any later period the relevant entity allows the applicant to enable the applicant to appeal against the decision or apply for a review of the decision as provided under the QCAT Act.

(8) The making of an application does not affect the original decision, or the carrying out of the original decision, unless it is stayed.

(9) In this section—

relevant entity means—

(a) if the reviewed decision may be reviewed by QCAT—QCAT; or

(b) if the reviewed decision may be appealed to the appeal court—the appeal court.

35 Time for making appeals

(1) A person may appeal against a reviewed decision only within—

(a) if a decision notice is given to the person—28 days after the notice was given to the person; or

(b) if the chief executive is taken to have confirmed the decision under section 34(5)—56 days after the application was made.

(2) However, if—

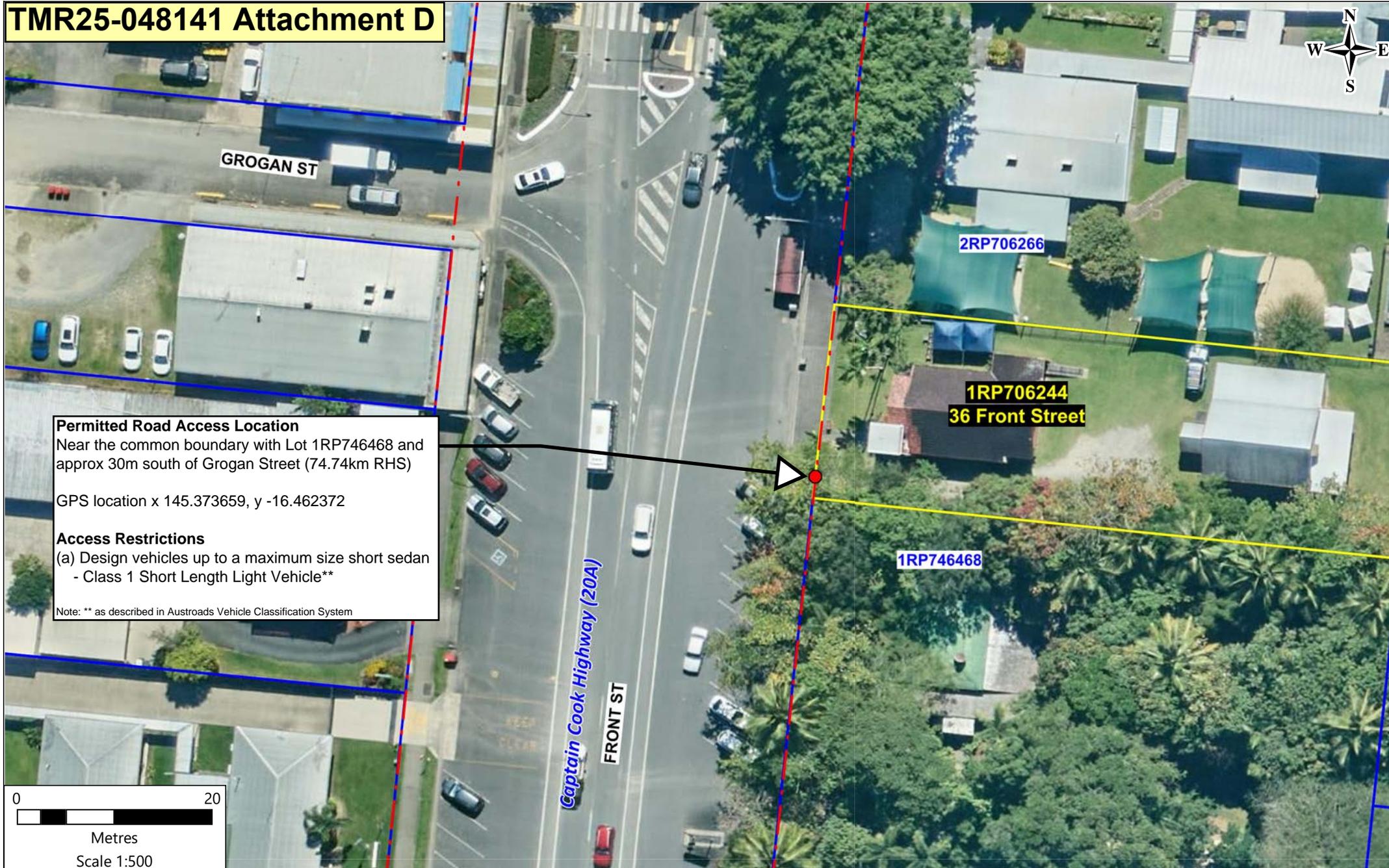
(a) the decision notice did not state the reasons for the decision; and

(b) the person asked for a statement of the reasons within the 28 days mentioned in subsection (1)(a);

the person may apply within 28 days after the person is given a statement of the reasons.

(3) Also, the appeal court may extend the period for appealing.

TMR25-048141 Attachment D



Permitted Road Access Location
 Near the common boundary with Lot 1RP746468 and approx 30m south of Grogan Street (74.74km RHS)
 GPS location x 145.373659, y -16.462372

Access Restrictions
 (a) Design vehicles up to a maximum size short sedan
 - Class 1 Short Length Light Vehicle**

Note: ** as described in Austroads Vehicle Classification System

Branch/Unit : **Corridor Management / Far North District**

Projection/Datum : Geocentric Datum of Australia (GDA) 2020

File ref: TMR25-048141

- Land parcel
- Subject land
- State-controlled road corridor

TMR Layout Plan (20A - 74.74km)

Plan: **1 / 1**

Issue: **A**

Drawn by: **RPK**

Queensland Government
Transport and Main Roads

Date: **12/01/2026**

Disclaimer: While every care is taken to ensure the accuracy of this data, Pitney Bowes Software Pty Ltd and/or the State of Queensland and/or QR Limited makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.

Based on [Dataset - State Digital Road Network (SDRN)] provided with the permission of Pitney Bowes Software Pty Ltd (Current as at 04 / 10), [Dataset - Rail_Centre_Line_May 2010] provided with the permission of QR Limited and other state government datasets

SARA reference: 2510-48803 SRA
Council reference: MCUC 2025_5845/1
Applicant reference: 2024-08-32 - Uniting Church - 36 Front Street, Mossman

15 January 2026

Chief Executive Officer
Douglas Shire Council
PO Box 723
Mossman QLD 4873
enquiries@douglas.qld.gov.au

Dear Sir/Madam

SARA referral agency response—36 Front Street, Mossman

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 20 October 2025.

Response

Outcome:	Referral agency response – with conditions
Date of response:	15 January 2026
Conditions:	The conditions in Attachment 1 must be attached to any development approval
Advice:	Advice to the applicant is in Attachment 2
Reasons:	The reasons for the referral agency response are in Attachment 3

Development details

Description:	Development Permit for Material Change of Use for Childcare Centre and Community Facilities – Place of Worship
SARA role:	Referral agency
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1— Material change of use of premises near a state transport corridor (Planning Regulation 2017)
SARA reference:	2510-48803 SRA
Assessment manager:	Douglas Shire Council
Street address:	36 Front Street, Mossman

Real property description: Lot 1 on RP706244

Applicant name: The Uniting Church in Australia Property Trust (Q)
C/- Aspire Town Planning and Project Services

Applicant contact details: PO Box 1040
MOSSMAN QLD 4873
admin@aspireqld.com

State-controlled road access permit: This referral included an application for a road access location, under section 62A(2) of *Transport Infrastructure Act 1994*. Below are the details of the decision:

- Approved
- Reference: TMR25-048141
- Date: 13 January 2026

If you are seeking further information on the road access permit, please contact the Department of Transport and Main Roads at Far.North.Queensland.IDAS@tmr.qld.gov.au

Human Rights Act 2019 considerations: A consideration of the 23 fundamental human rights protected under the *Human Rights Act 2019* has been undertaken as part of this decision. It has been determined that this decision does not limit human rights.

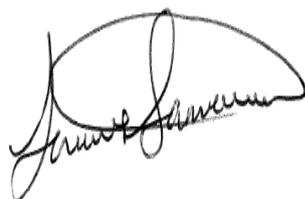
Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s.30 Development Assessment Rules). Copies of the relevant provisions are in **Attachment 4**.

A copy of this response has been sent to the applicant for their information.

For further information please contact Anthony Westbury, Senior Planning Officer, on (07) 4037 3215 or via email CairnsSARA@dSDLGP.qld.gov.au who will be pleased to assist.

Yours sincerely



Javier Samanes
Manager

cc The Uniting Church in Australia Property Trust (Q) C/- Aspire Town Planning and Project Services,
admin@aspireqld.com

enc Attachment 1 - Referral agency conditions
Attachment 2 - Advice to the applicant
Attachment 3 - Reasons for referral agency response
Attachment 4 - Representations about a referral agency response
Attachment 5 - Documents referenced in conditions

Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application) (Copies of the documents referenced below are found at **Attachment 5**)

No.	Conditions	Condition timing
<p>Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1—Material change of use of premises near a state transport corridor (Planning Regulation 2017)—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:</p>		
1.	<p>(a) Stormwater management must be undertaken generally in accordance with the following plans:</p> <ul style="list-style-type: none"> • Civil Works Layout Plan, prepared by Lekker Urban, dated 12/12/2025, drawing number LU23281-CP-200, revision A. • Stormwater Catchment Plan – Post-Development, prepared by Lekker Urban, dated 15/12/2025, drawing number LU23281-CP-601, revision A. <p>(b) Submit RPEQ certification with supporting documentation to Cairns Corridor Management Unit (Far.North.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been designed/constructed in accordance with part (a) of this condition.</p>	(a) and (b) Prior to the commencement of use and to be maintained at all times.
2.	<p>(a) Road access is located generally in accordance with Civil Works Layout Plan, prepared by Lekker Urban, dated 12/12/2025, drawing number LU23281-CP-200, revision A as amended in red by SARA.</p> <p>(b) Provide road access works comprising of a sealed 5.5 metre wide commercial vehicular access crossover, at the road access location referred to in part (a) of this condition.</p> <p>(c) Design and construct the road access works, referred to in part (b) of this condition, in accordance with the following:</p> <ul style="list-style-type: none"> • Far North Queensland Regional Organisation of Councils (FNQROC) Access Crossovers, Standard Drawing S1015, dated 05/12/23, Revision F. • AS2890.1:2004 Parking facilities Part 1: Off-street car parking. 	(a) At all times. (b) and (c) Prior to the commencement of use and maintained at all times.
3.	<p>Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <ul style="list-style-type: none"> • ≤35 dB(A) Leq (1 hour) (maximum hour over 24 hours) 	Prior to the commencement of use

Attachment 2—Advice to the applicant

General advice	
1.	<p>Terms and phrases used in this document are defined in the <i>Planning Act 2016</i>, its regulation or the State Development Assessment Provisions (SDAP) (version 3.3). If a word remains undefined it has its ordinary meaning.</p>
2.	<p>Road works approval</p> <p>Under section 33 of the <i>Transport Infrastructure Act 1994</i>, written approval is required from the Department of Transport and Main Roads (DTMR) to carry out road works on a state-controlled road.</p> <p>Please contact the Cairns district office of DTMR on 4045 7144 or by email at Far.North.Queensland.IDAS@tmr.qld.gov.au to make an application for road works approval.</p> <p>This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ).</p> <p>Please contact DTMR as soon as possible to ensure that gaining approval does not delay construction.</p>
3.	<p>Road corridor permit</p> <p>An application for a Road Corridor Permit is required for any ancillary works and encroachments on a state-controlled road. Under section 50(2) and Schedule 6 of the <i>Transport Infrastructure Act 1994</i> (TIA) and Part 5 and Schedule 1 of the Transport Infrastructure (State-Controlled Roads) Regulation 2006.</p> <p>The applicant must obtain a Road Corridor Permit from the Department of Transport and Main Roads (DTMR) to carry out ancillary and encroachments works on a state-controlled road.</p> <p>The applicant is required to contact the Cairns district office of DTMR on 4045 7144 or by email at Far.North.Queensland.IDAS@tmr.qld.gov.au to make an application for a Road Corridor Permit to carry out ancillary works and encroachments.</p> <p>Ancillary works and encroachments include but are not limited to advertising signs or other advertising devices, paths or bikeways, buildings/shelters/structures, vegetation clearing, landscaping and planting.</p>

Attachment 3—Reasons for referral agency response

(Given under section 56(7) of the *Planning Act 2016*)

The reasons for SARA's decision are:

- SARA assessed the development against the following code(s) of the State Development Assessment Provisions (SDAP), version 3.3:
 - o State code 1: Development in a state-controlled road environment (State code 1).
- The development complies with the assessment benchmarks of State code 1 of SDAP in that the development:
 - o does not increase the likelihood or frequency of accidents, fatalities or serious injury for users of a state-controlled road
 - o does not adversely impact the structural integrity or physical condition of state-controlled roads, road transport infrastructure, public passenger transport infrastructure or active transport infrastructure
 - o does not adversely impact the function and efficiency of state-controlled roads or future state-controlled roads
 - o does not adversely impact the state's ability to plan, construct, maintain, upgrade or operate state-controlled roads, future state-controlled roads or road transport infrastructure
 - o does not significantly increase the cost to the state to plan, construct, upgrade or maintain state-controlled roads, future state-controlled roads or road transport infrastructure
 - o maintains access to public passenger transport infrastructure or active transport infrastructure
 - o does not adversely impact the state's ability to operate public passenger services on state-controlled roads
 - o protects community amenity from significant adverse impacts of environmental emissions generated by road transport infrastructure or vehicles using state-controlled roads.

Material used in the assessment of the application:

- the development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- the SDAP (version 3.3), as published by SARA
- the Development Assessment Rules
- SARA DA Mapping system
- State Planning Policy mapping system
- section 58 of the *Human Rights Act 2019*.

Attachment 4—Representations about a referral agency response

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Attachment 5—Documents referenced in conditions

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Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules¹ regarding **representations about a referral agency response**

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

- 28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.
- 28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—
- (a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or
 - (b) the Minister has given the concurrence agency a direction under section 99 of the Act; or
 - (c) the applicant has given written agreement to the change to the referral agency response.²
- 28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.
- 28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—
- (a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and
 - (b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

¹ Pursuant to Section 68 of the *Planning Act 2016*

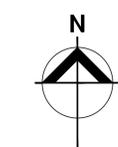
² In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.

Part 7: Miscellaneous

30 Representations about a referral agency response

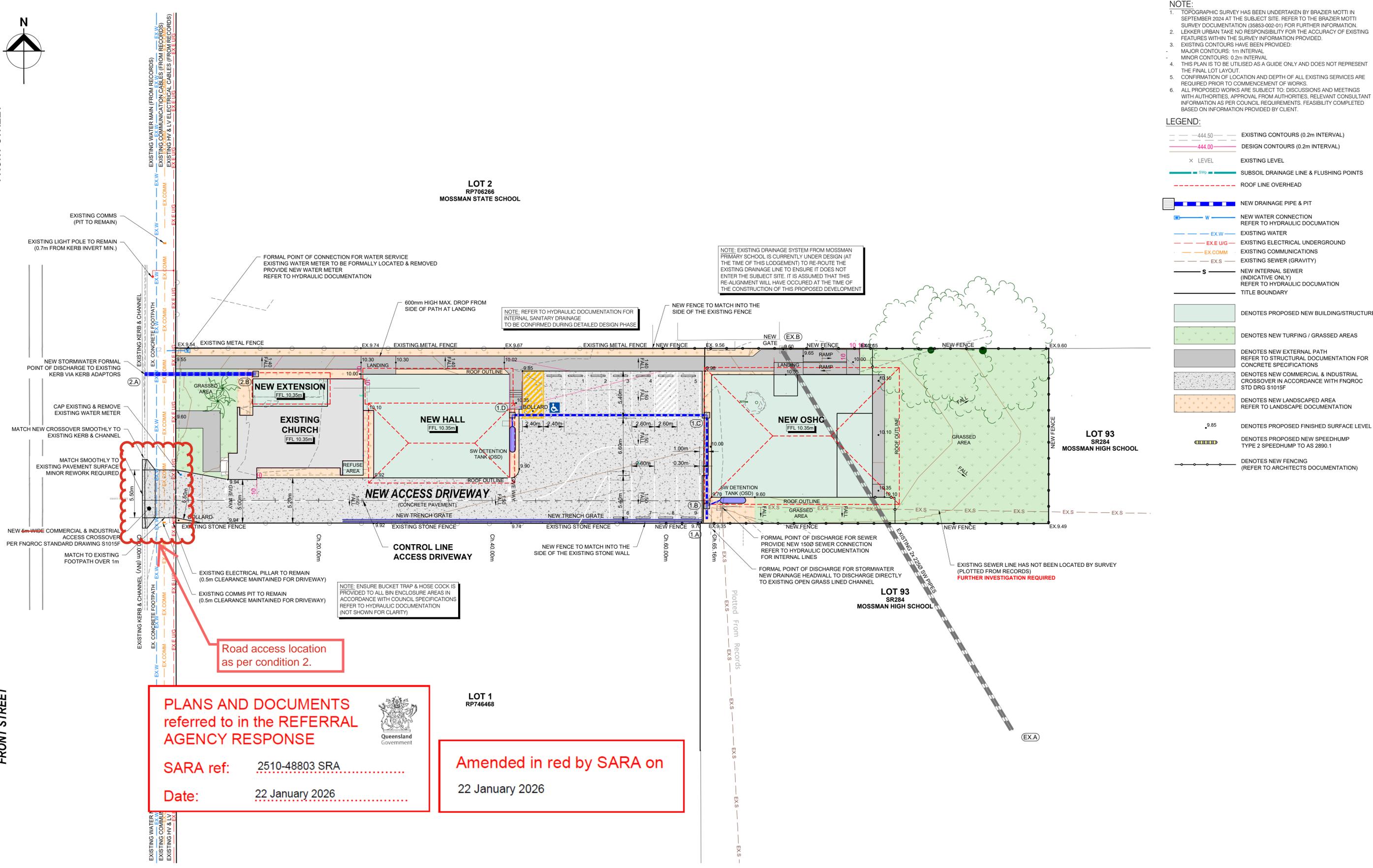
- 30.1. An applicant may make representations to a concurrence agency at any time before the application is decided, about changing a matter in the referral agency response.³

³ An applicant may elect, under section 32, to stop the assessment manager's decision period in which to take this action. If a concurrence agency wishes to amend their response in relation to representations made under this section, they must do so in accordance with section 28.



FRONT STREET

FRONT STREET



- NOTE:**
- TOPOGRAPHIC SURVEY HAS BEEN UNDERTAKEN BY BRAZIER MOTTI IN SEPTEMBER 2024 AT THE SUBJECT SITE. REFER TO THE BRAZIER MOTTI SURVEY DOCUMENTATION (38853-002-01) FOR FURTHER INFORMATION.
 - LEKKER URBAN TAKE NO RESPONSIBILITY FOR THE ACCURACY OF EXISTING FEATURES WITHIN THE SURVEY INFORMATION PROVIDED.
 - EXISTING CONTOURS HAVE BEEN PROVIDED:
 - MAJOR CONTOURS: 1m INTERVAL
 - MINOR CONTOURS: 0.2m INTERVAL
 - THIS PLAN IS TO BE UTILISED AS A GUIDE ONLY AND DOES NOT REPRESENT THE FINAL LOT LAYOUT.
 - CONFIRMATION OF LOCATION AND DEPTH OF ALL EXISTING SERVICES ARE REQUIRED PRIOR TO COMMENCEMENT OF WORKS.
 - ALL PROPOSED WORKS ARE SUBJECT TO: DISCUSSIONS AND MEETINGS WITH AUTHORITIES, APPROVAL FROM AUTHORITIES, RELEVANT CONSULTANT INFORMATION AS PER COUNCIL REQUIREMENTS, FEASIBILITY COMPLETED BASED ON INFORMATION PROVIDED BY CLIENT.

- LEGEND:**
- 444.50 --- EXISTING CONTOURS (0.2m INTERVAL)
 - 444.00 --- DESIGN CONTOURS (0.2m INTERVAL)
 - x LEVEL EXISTING LEVEL
 - SWP --- SUBSOIL DRAINAGE LINE & FLUSHING POINTS
 - ROOF LINE OVERHEAD ---
 - NEW DRAINAGE PIPE & PIT ---
 - W --- NEW WATER CONNECTION REFER TO HYDRAULIC DOCUMENTATION
 - EX.W --- EXISTING WATER
 - EX.E U/G --- EXISTING ELECTRICAL UNDERGROUND
 - EX.COMM --- EXISTING COMMUNICATIONS
 - EX.S --- EXISTING SEWER (GRAVITY)
 - S --- NEW INTERNAL SEWER (INDICATIVE ONLY) REFER TO HYDRAULIC DOCUMENTATION
 - TITLE BOUNDARY ---
 - DENOTES PROPOSED NEW BUILDING/STRUCTURE ---
 - DENOTES NEW TURFING / GRASSED AREAS ---
 - DENOTES NEW EXTERNAL PATH REFER TO STRUCTURAL DOCUMENTATION FOR CONCRETE SPECIFICATIONS ---
 - DENOTES NEW COMMERCIAL & INDUSTRIAL CROSSOVER IN ACCORDANCE WITH FNQROC STD DRG S1015F ---
 - DENOTES NEW LANDSCAPED AREA REFER TO LANDSCAPE DOCUMENTATION ---
 - 9.85 --- DENOTES PROPOSED FINISHED SURFACE LEVEL
 - DENOTES PROPOSED NEW SPEEDHUMP TYPE 2 SPEEDHUMP TO AS 2890.1 ---
 - DENOTES NEW FENCING (REFER TO ARCHITECTS DOCUMENTATION) ---

NOTE: EXISTING DRAINAGE SYSTEM FROM MOSSMAN PRIMARY SCHOOL IS CURRENTLY UNDER DESIGN (AT THE TIME OF THIS LODGEMENT) TO RE-ROUTE THE EXISTING DRAINAGE LINE TO ENSURE IT DOES NOT ENTER THE SUBJECT SITE. IT IS ASSUMED THAT THIS RE-ALIGNMENT WILL HAVE OCCURRED AT THE TIME OF THE CONSTRUCTION OF THIS PROPOSED DEVELOPMENT.

NOTE: REFER TO HYDRAULIC DOCUMENTATION FOR INTERNAL SANITARY DRAINAGE TO BE CONFIRMED DURING DETAILED DESIGN PHASE

NOTE: ENSURE BUCKET TRAP & HOSE COCK IS PROVIDED TO ALL BIN ENCLOSURE AREAS IN ACCORDANCE WITH COUNCIL SPECIFICATIONS REFER TO HYDRAULIC DOCUMENTATION (NOT SHOWN FOR CLARITY)

Road access location as per condition 2.

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

SARA ref: 2510-48803 SRA

Date: 22 January 2026

Amended in red by SARA on 22 January 2026

Revision	Amendments	Approved	Date
A	ISSUED FOR APPROVAL	J.L.A.	12/12/2025

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SCALE 1:200@A1

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Designed: J.L.A. Checked: T.S.
 Authorised: J.L.A. Date: 12/12/2025

**MOSSMAN UNITING CHURCH
 PROPOSED HALL & OSHC
 PROPOSED CIVIL ENGINEERING WORKS
 CIVIL WORKS LAYOUT PLAN**

36 FRONT STREET, MOSSMAN QLD
 THE UNITING CHURCH IN AUSTRALIA

DRAWING NUMBER: **FOR APPROVAL LU23281-CP-200** REV: **A**



FRONT STREET

FRONT STREET

LOT 2
RP706266
MOSSMAN STATE SCHOOL

LOT 93
SR284
MOSSMAN HIGH SCHOOL

LOT 1
RP746468

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

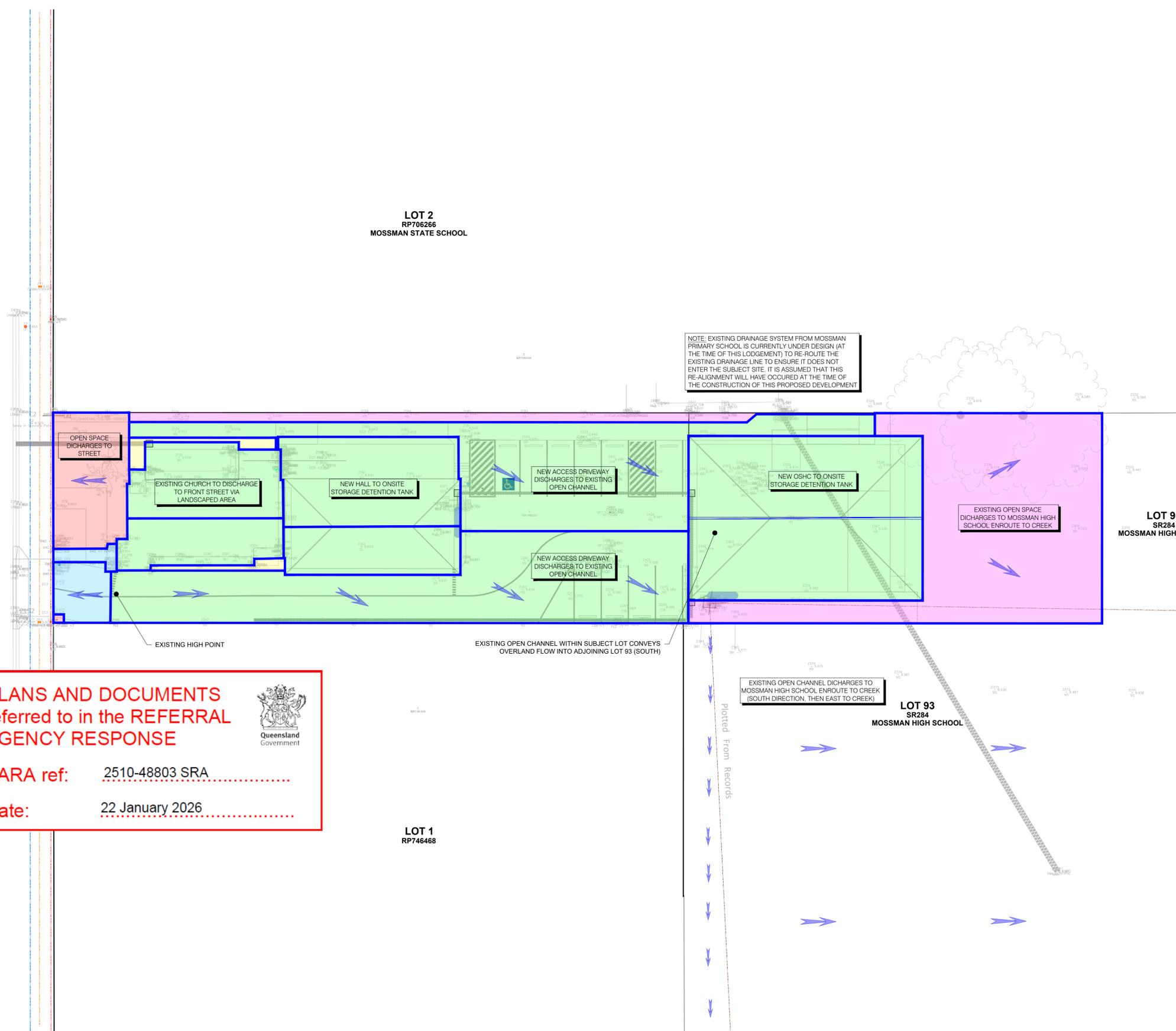
SARA ref: 2510-48803 SRA

Date: 22 January 2026



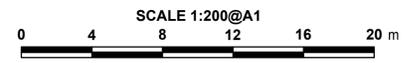
NOTE: EXISTING DRAINAGE SYSTEM FROM MOSSMAN PRIMARY SCHOOL IS CURRENTLY UNDER DESIGN (AT THE TIME OF THIS LODGEMENT) TO RE-ROUTE THE EXISTING DRAINAGE LINE TO ENSURE IT DOES NOT ENTER THE SUBJECT SITE. IT IS ASSUMED THAT THIS RE-ALIGNMENT WILL HAVE OCCURRED AT THE TIME OF THE CONSTRUCTION OF THIS PROPOSED DEVELOPMENT

EXISTING OPEN CHANNEL DISCHARGES TO MOSSMAN HIGH SCHOOL ENROUTE TO CREEK (SOUTH DIRECTION, THEN EAST TO CREEK)



Post-development catchment breakdown (m ²)			
	Draining direct to Captain Cook Highway (Front Street) via overland flow	Draining to adjoining lot (Mossman High School) south and east of site (Lot 93 on SR284)	Total
Pervious area (m ²)	93	481	574
Impervious area (m ²)	40	1409	1449
Total area (m ²)	133	1890	2023
% of Site area	7%	93%	
% Pervious	70%	25%	28%
% Impervious	30%	75%	72%

- LEGEND:**
- 444.50 - EXISTING CONTOURS (0.5m INTERVAL)
 - 444.00 - DESIGN CONTOURS (0.2m INTERVAL)
 - LEVEL EXISTING LEVEL
 - DENOTES PERVIOUS CATCHMENT DRAINING DIRECT TO CAPTAIN COOK HIGHWAY (FRONT STREET) VIA OVERLAND FLOW
 - DENOTES IMPERVIOUS CATCHMENT DRAINING DIRECT TO CAPTAIN COOK HIGHWAY (FRONT STREET) VIA OVERLAND FLOW
 - DENOTES PERVIOUS CATCHMENT DRAINING TO ADJOINING LOT (MOSSMAN HIGH SCHOOL) SOUTH OF SITE (LOT 93 ON SR284) VIA SOUTHERN OPEN CHANNEL
 - DENOTES IMPERVIOUS CATCHMENT DRAINING TO ADJOINING LOT (MOSSMAN HIGH SCHOOL) SOUTH OF SITE (LOT 93 ON SR284) VIA SOUTHERN OPEN CHANNEL
 - DENOTES IMPERVIOUS CATCHMENT DRAINING TO ADJOINING LOT (MOSSMAN HIGH SCHOOL) EAST OF SITE (LOT 93 ON SR284)
 - DRAINAGE CATCHMENT EXTENT
 - OVERLAND FLOW PATH



Designed: J.L.A. Checked: A.B.

Authorised: J.L.A. Date: 15/12/2025

**MOSSMAN UNITING CHURCH
PROPOSED HALL & OSHC
PROPOSED CIVIL ENGINEERING WORKS
STORMWATER CATCHMENT PLAN - POST-DEVELOPMENT**

36 FRONT STREET, MOSSMAN QLD
THE UNITING CHURCH IN AUSTRALIA

DRAWING NUMBER: **FOR APPROVAL LU23281-CP-601** REV: **A**

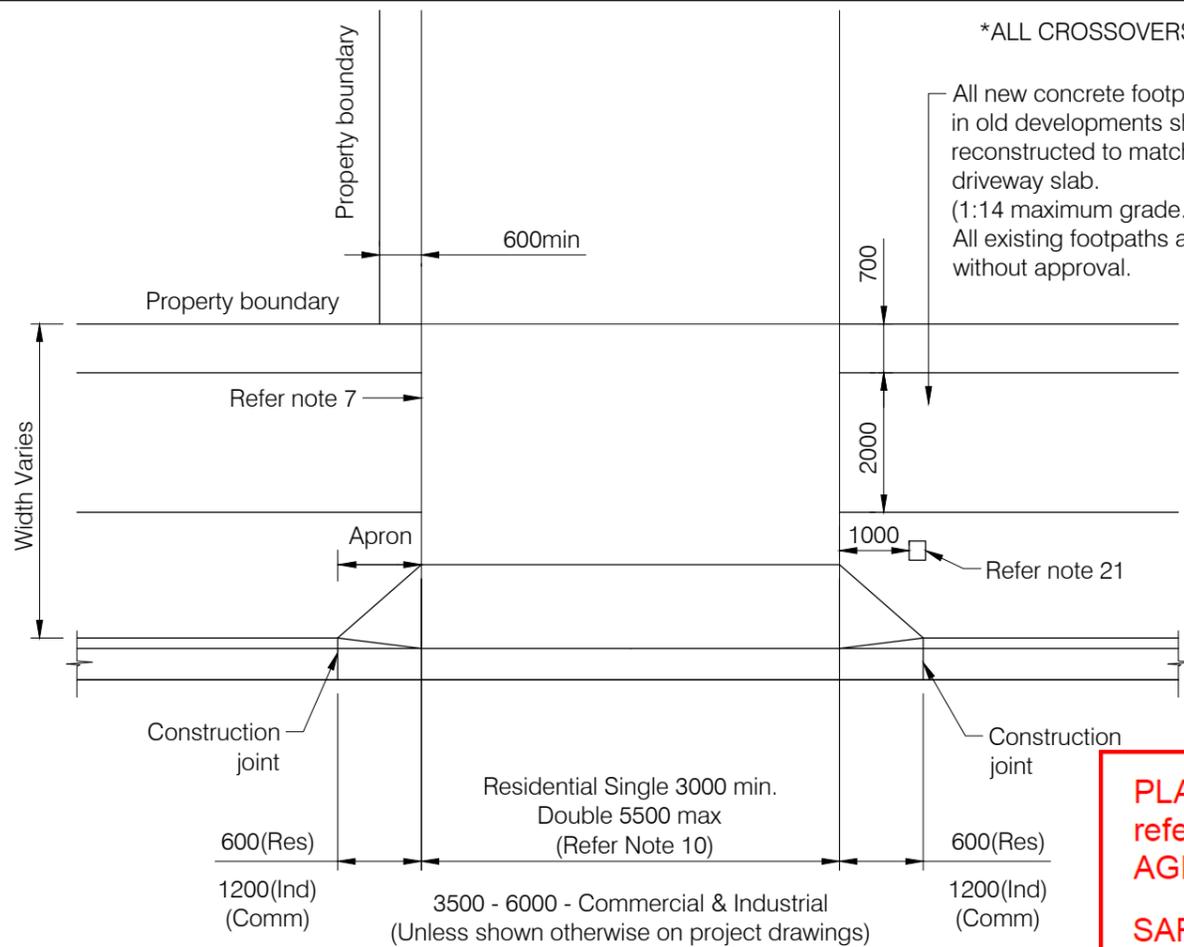
Revision	Amendments	Approved	Date
A	ISSUED FOR APPROVAL (DA)	J.L.A.	15/12/2025

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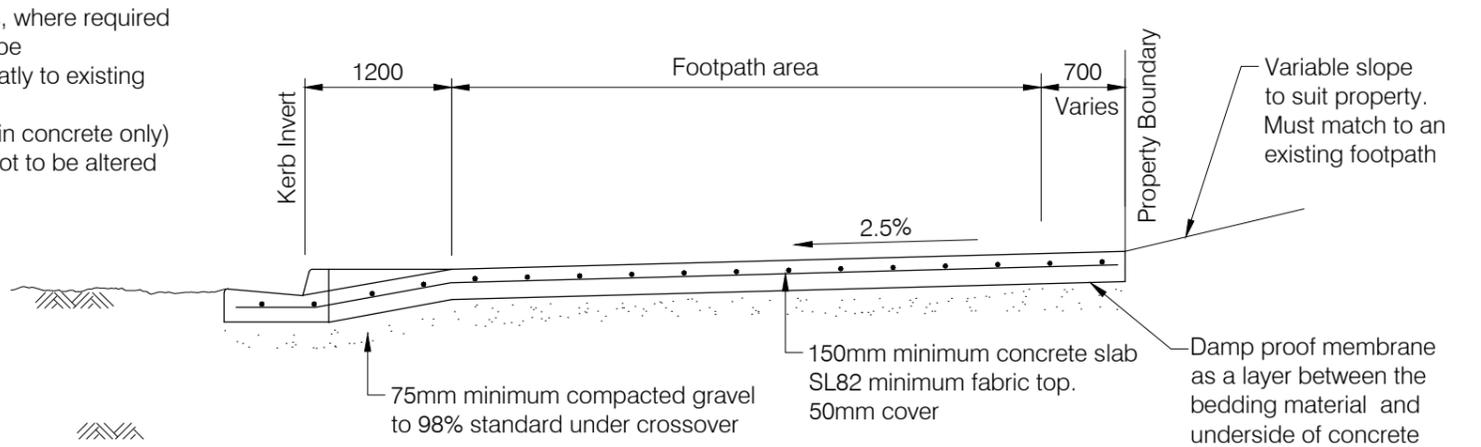


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*ALL CROSSOVERS NOT COMPLYING WITH THIS DRAWING REQUIRE APPROVAL



PLAN



COMMERCIAL & INDUSTRIAL VEHICLE CROSSING

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

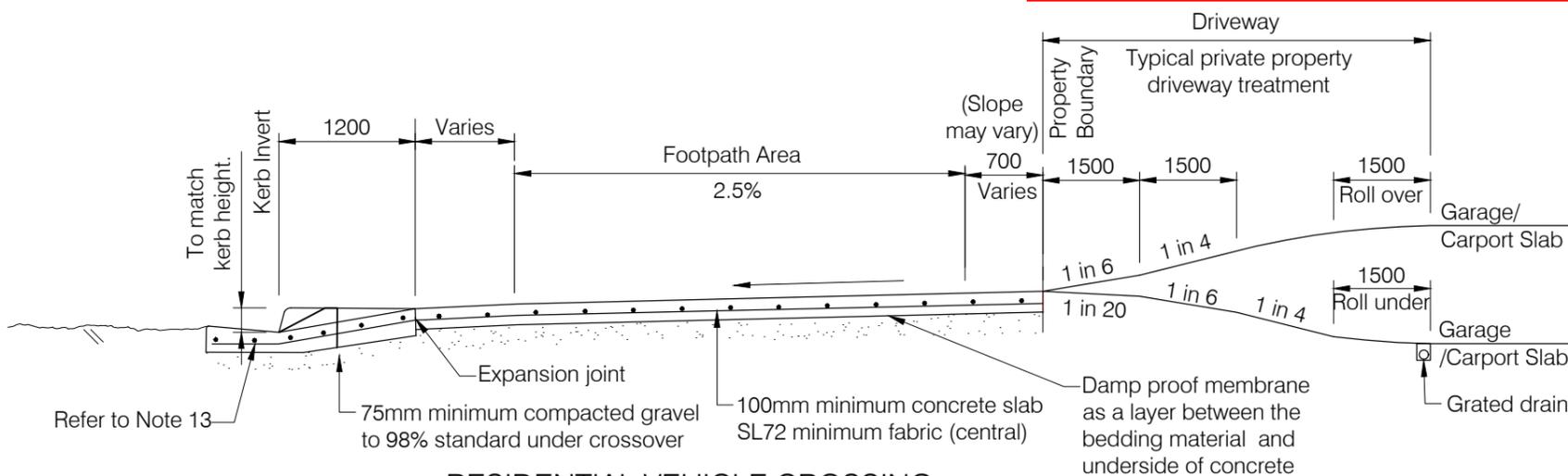
SARA ref: 2510-48803 SRA

Date: 22 January 2026

NOTES

- All joints to existing kerbs shall be sawcut prior to breaking out concrete for removal. Entire section of kerb to be removed.
- Concrete is to be N32 min residential, N32 min. commercial/industrial in accordance with AS1379 and AS3600.
- All concrete to be broom finished.
- Where a concrete footpath abuts a crossing an expansion joint shall be installed and the footpath levels must not be changed.
- Expansion joints to be 10mm thick, closed cell cross linked polyethylene foam (85-150kg/m), 12mm round galvanised dowels @ 600 Ctrs
- Depths of concrete and reinforcing steel shown are minimum requirements for good foundations and average traffic loadings. Where this does not apply, depths of concrete and reinforcing steel shall be increased to suit specific conditions.
- Where an existing footpath is saw cut and a new footpath is installed abutting the existing concrete, an expansion joint shall be formed in accordance with note 5. Dowels may be fixed into existing concrete by drilling and fixing using a chemical anchoring solution.
- Subgrade to be compacted to 95% standard.
- All dimensions are in millimetres.
- 'Residential' refers to single dwelling or duplex. All other crossings as per commercial/industrial details.
- Where new sections of footpath are required, these shall be 2000mm wide and constructed in accordance with standard drawing s1035.
- For Cook Shire Council, fibre can be used in lieu of reinforcement fabric.
- For layback kerb residential crossing, the undamaged tray may be left in situ and 12mm galvanised dowels @ 600mm Ctrs installed.
- Relocating or removal of a street tree requires an approval.
- Stormwater downpipe outlets to be located clear of crossover and aprons.
- Refer to FNQROC Development Manual Section D9 for street tree clearances.
- Driveway to be 500mm clear of electrical pillars.
- Driveway edge to be 1m clear of light and power poles.
- All new downpipe connectors to kerb + channel are to use kerb adapter to match kerb profile.
- Refer to S2005 where hydrants are located in driveways.
- Minimum 1m clearance from edge of driveways to utilities, including adjacent power poles, light poles and junction boxes, etc.
- Driveway edge to be 600mm clear of any stormwater kerb inlet pits
- Additional options for modified treatments for constrained applications for access crossovers are given on S1015-Sheet 2. Design will require Council approval.

Department of Transport and Main Roads note:
Site specific requirements may not reflect this example in its entirety. Drawing details must reflect site specific conditions for Road Works / Road Access Works.



RESIDENTIAL VEHICLE CROSSING
(OPTIONAL KERB TYPE)

REVISIONS	DATE
F NOTES AND FOOTPATH AREA AMENDED	05/12/23
E NEW DETAIL AND NOTES ADDED	27/08/20

DISCLAIMER

The authors and sponsoring organisations shall have no liability or responsibility to the user or any other person or entity with respect to any liability, loss or damage caused or alleged to be caused, directly or indirectly, by the adoption and use of these Standard Drawings including, but not limited to, any interruption of service, loss of business or anticipatory profits, or consequential damages resulting from the use of these Standard Drawings. Persons must not rely on these Standard Drawings as the equivalent of, or a substitute for, project-specific design and assessment by an appropriately qualified professional.



ACCESS CROSSOVERS
Sheet 1 of 2

Standard Drawing
S1015

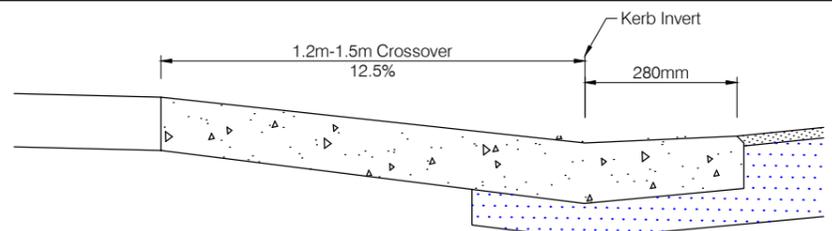
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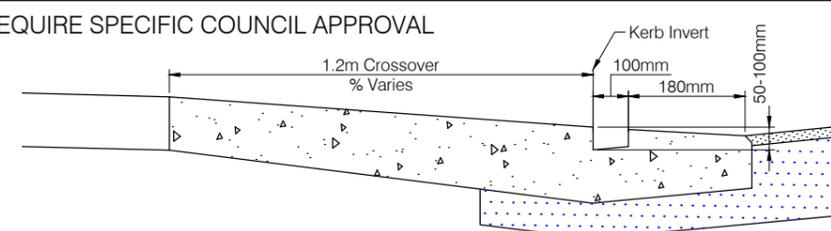
PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

SARA ref: 2510-48803 SRA
Date: 22 January 2026

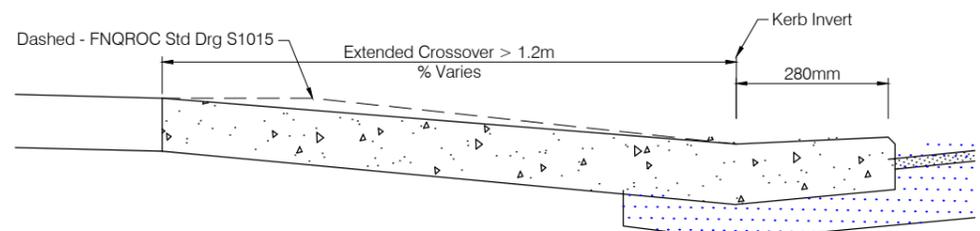
*OPTIONS 1 TO 6 REQUIRE SPECIFIC COUNCIL APPROVAL



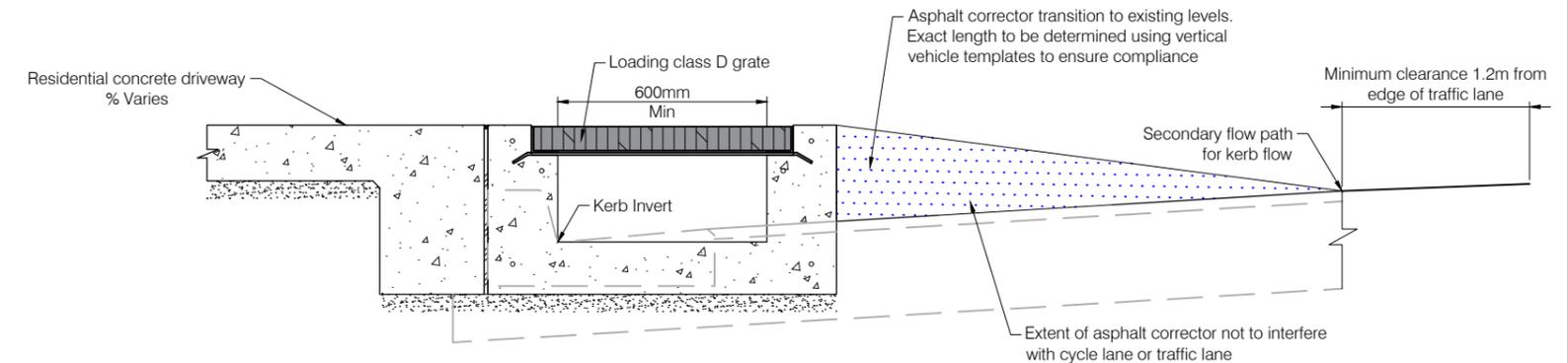
Option 1: 12.5% Ramp
NTS



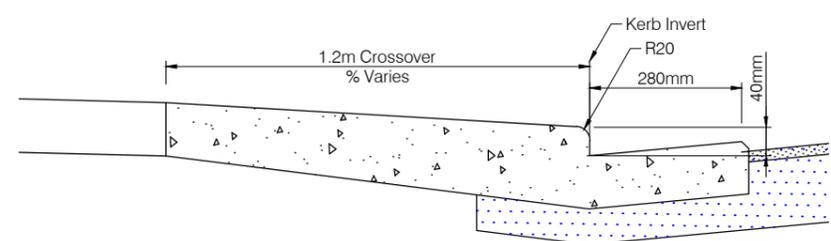
Option 4: 100mm channel at kerb invert
NTS



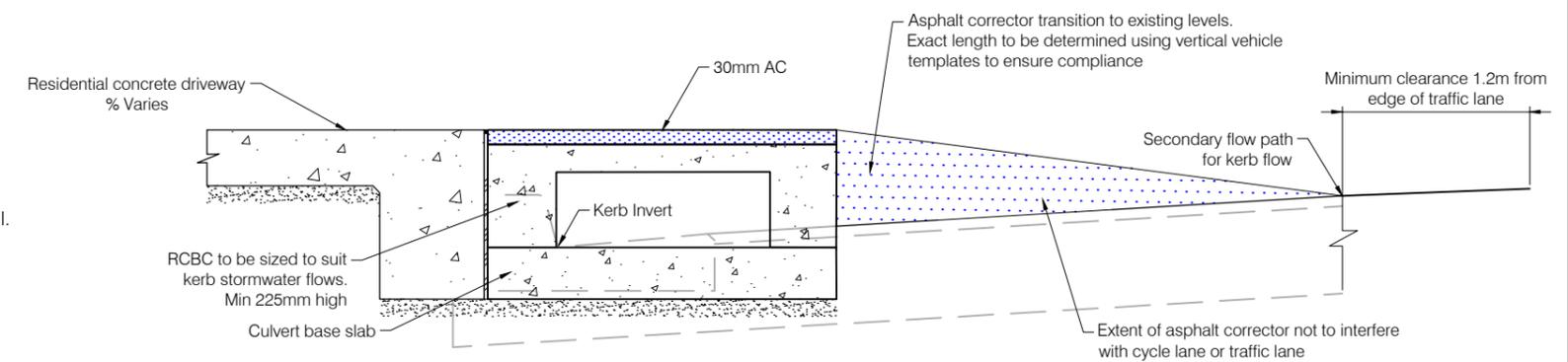
Option 2: Extended access crossover similar to FNQROC standard drawing S1015
NTS



Option 5: Grated vehicle crossing
NTS



Option 3: 40mm lip at kerb invert
NTS



Option 6: RCBC with 30mm asphalt overlay over culvert
NTS

Design Considerations
Positives:
- To improve vehicle clearances (helpful with steep shoulder crossfalls)
Negatives:
- Proximity of pedestrian footpaths may restrict crossover lengths.

Design Considerations
Positives:
- To improve vehicle clearances (helpful with steeper verges)
Negatives:
- Less smooth transition for vehicles.
- Minor noise increase
- Minor blockage risk - not suitable where there is excessive vegetation matter present
- Slight reduction in road shoulder, stormwater, flow capacity
- Potential obstruction/hazard to non-vehicle users

Design Considerations
Positives:
- Improve vertical vehicle clearance where there is a significant difference in height between road shoulder and property levels.
- Grates make for easier clearance of debris
Negatives:
- Less smooth transition for vehicles.
- Minor noise increase
- Minor blockage risk
- Significant reduction in road shoulder, stormwater, flow capacity (potentially only suitable for extremely wide shoulders)
- Medium blockage risk

Design Considerations
Positives:
- To improve vehicle clearances (helpful with steeper verges)
Negatives:
- Less smooth transition for vehicles.
- Minor noise increase.

Design Considerations
Positives:
- Improve vertical vehicle clearance where there is a significant difference in height between road shoulder and property levels.
Negatives:
- Less smooth transition for vehicles.
- Minor blockage risk
- Significant reduction in road shoulder, stormwater, flow capacity (potentially only suitable for extreme)
- Medium blockage risk

NOTES

- All reinforcing for options 1-4 to be as per sheet 1 for relevant crossing type.
- Option 5 & 6 - refer project specific drawings for for structural details.
- All modified treatment options to have vertical vehicle template checks to comply with AS2890.1 (Vehicle B85 or B99 as applicable)
- Consideration of impacts on stormwater flooded widths by selected option to be assessed by project engineer for compliance with minor & major stormwater events
- Modified treatments for constrained applications on this drawing require an application to council and a specific site approval by council.
- Options 1 to 6 generally provide increasing complexity and interference/loss of amenity to road users, therefore higher level options are considered less desirable by council and will not be accepted without reasonable consideration and assessment of the lower level options.
- The development application to council proposing the selected access crossover treatment design shall include:
 - Documented design drawings
 - Justification in writing for the selected higher level treatment options
 - Reasons why simpler lower level treatments and the standard treatment not be adopted
- Justification of the selected higher level treatment option shall include design considerations of the following where relevant:
 - Location, function, road geometry, road hierarchy and posted speed limit
 - Obstruction and hazard presented to all road users including vehicles, cyclists and pedestrians
 - Obstruction to stormwater drainage including risk of flooding of traffic lanes
 - Potential for debris to block stormwater flow
 - Roadway and stormwater channel maintenance and cleaning
 - Safety of roadway access and egress for crossover users
 - Adequate and safe vertical vehicle clearance

Department of Transport and Main Roads note:
Site specific requirements may not reflect this example in its entirety. Drawing details must reflect site specific conditions for Road Works / Road Access Works.

A	ORIGINAL ISSUE	05/12/23
	REVISIONS	DATE

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ACCESS CROSSOVERS
Sheet 2 of 2
Modified Treatments For Constrained Applications

Standard Drawing
S1015