

Our ref TMR21-032012 (500-1509)
Your ref
Enquiries Ronald Kaden



Department of
Transport and Main Roads

31 March 2021

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 MCUI2020_3711/1, lodged with Douglas Shire Council involves constructing or changing a vehicular access between Lot 1SP150468, the land the subject of the application, and Port Douglas Road (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 Chiodo Corporation Operations Pty Ltd
C/- GHD
PO Box 930
Townsville QLD 4810

Application Details

Address of Property 71-85 Port Douglas Road, Port Douglas QLD 4877
Real Property Description 1SP150468
Aspect/s of Development Material Change of Use for Development Permit for Tourist Resort

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	Resort Access The permitted road access location is approximately 80 metres from the southern boundary of Lot 1SP150468, in accordance with: 1. TMR Layout Plan (6504 - 2.65km) Issue A 31/03/2021	At all times.
2	The use of the permitted road access location is to be restricted to: a) Design vehicles up to a maximum size Three axle truck or bus - Class 4 Medium Length (up to 14.5m) Heavy Vehicle**	At all times.

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

No.	Conditions of Approval	Condition Timing
	Note: ** as described in Austroads Vehicle Classification System	
3	<p>Road access works comprising a Channelised right-turn treatment (short) and auxiliary left-turn lane treatment (short) must be provided at the permitted access location, generally in accordance with:</p> <ul style="list-style-type: none"> • Austroads Guide to Road Design Part 4, Figure A 29: CHR(S), and • Austroads Guide to Road Design Part 4A, Figure 8.3, (AUL)S 	Prior to commencement of use
4	<p>Service Vehicle Access The permitted road access location is approximately 10 metres from the northern boundary of Lot 1SP150468, in accordance with: 1. TMR Layout Plan (6504 - 2.65km) Issue A 31/03/2021</p>	At all times.
5	<p>The use of the permitted road access location is to be restricted to:</p> <ol style="list-style-type: none"> Left-In, Left-Out vehicle movements only, Design vehicles up to a maximum size Four axle articulated or rigid vehicle & trailer - Class 7 Long (up to 19.0m) Heavy Vehicle** <p>Note: ** as described in Austroads Vehicle Classification System</p>	At all times.
6	<p>Road Access Works comprising a rural property access must be provided at the permitted road access location, generally in accordance with;</p> <ol style="list-style-type: none"> Type C Property Access drawing prepared by Queensland Government dated 07/2020 reference 1807 Issue A (with bitumen seal amendments). 	Prior to commencement of use
7	<p>No additional access Direct access is prohibited between Port Douglas Road and Lot 1SP150468 at any other location other than the permitted road access location described in Conditions 1 and 4.</p>	At all times.
8	<p>Removal of existing works The existing road access works situated approximately 50 metres from the northern boundary of Lot 1SP150468 (approximately 170m south of Mirage Roundabout) must be removed and all kerb and channel/ table drain/ footpath reinstated between the pavement edge and the property boundary in accordance with TMR's Road Planning and Design Manual and standard drawings.</p>	Prior to commencement of use

Reasons for the decision

The reasons for this decision are as follows:

- Currently the subject site (Lot 1 on SP150468) has road frontage and vehicle access via Port Douglas Road, a state-controlled road.

- b) The applicant intends to remove the existing access and create two independent access locations, one for resort guests and the other for service vehicles.
- c) The proposed development will be increasing traffic generation and will require a changed vehicle access between Lot 1 on SP150468 (the subject site) and Port Douglas Road.
- d) Therefore, a decision under section 62 of the Act is required as no prior approval for road access location is evidenced.

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. 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, Mr Ronald Kaden, Technical Officer (Development Control) should be contacted by email at ron.p.kaden@tmr.qld.gov.au or on (07) 4045 7151.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Peter McNamara', with a stylized flourish at the end.

Peter McNamara
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 (6504 - 2.65km)	Queensland Government Transport and Main Roads	31 March 2021	TMR21-32012 (500-1509)	A

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.



SARA reference: 2101-20652 SRA
 Council reference: MCUI2020_3711/1

21 May 2021

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

Attention: Mr Daniel Lamond

Dear Mr Lamond

SARA response—Fairmont Resort Complex, Port Douglas

(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 on 20 January 2021.

Response

Outcome:	Referral agency response – with conditions.
Date of response:	21 May 2021
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	Material Change of Use for a Resort Complex
SARA role:	Referral Agency	
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1. Item .1 - Infrastructure - State transport infrastructure (Planning Regulation 2017)	
	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 - State	

transport corridors and future state transport corridors

SARA reference: 2101-20652 SRA

Assessment Manager: Douglas Shire Council

Street address: 71-85 Port Douglas Road, Port Douglas

Real property description: Lot 1 on 1SP150468

Applicant name: Chiodo Corporation

Applicant contact details: PO Box 930
Townsville QLD 4810
Erin.Campbell@ghd.com

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

- Approved
- Reference: TMR21-032012 (500-1509)
- Date: 31 March 2021

Further information on the road access permit can be obtained by contacting the Department of Transport and Main Roads at Far.North.Queensland.IDAS@tmr.qld.gov.au.

Representations

An applicant may make representations to a referral 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 Danielle Harris, Principal Planner, on 3452 7654 or via email DAAT@dsdmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Steve Conner
Executive Director

cc Chiodo Corporation, Erin.Campbell@ghd.com

enc Attachment 1 - Referral agency conditions
Attachment 2 - Advice to the applicant
Attachment 3 - Reasons for referral agency response
Attachment 4 – Change representation provisions
Attachment 5 - Approved plans and specifications

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 plans and specifications referenced below are found at Attachment 5)

No.	Conditions	Condition timing
Material change of use		
The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of 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 condition(s):		
1.	<p>(a) The development must provide at least one parking bay that is capable of accommodating a vehicle that is suitable for use by people with disabilities.</p> <p>(b) The parking bay required in part (a) of this condition must be in accordance with the following:</p> <ul style="list-style-type: none"> Disability Standards for Accessible Public Transport 2002 - subsection 31(1) of the <i>Disability Discrimination Act 1992</i>; AS1428.1 – Design for Access and Mobility; and AS2890.6 – Parking Facilities, Part 6: Off-street parking for people with disabilities be sign posted with a passenger loading zone signs - R5-23 (passengers – 15 minute). 	(a) and (b) Prior to the commencement of use and to be maintained at all times
2.	<p>(a) The development must provide a private 'bus set down' facility and 'bus park' and be able to provide forward gear manoeuvring on site for a single unit ridged bus of 14.5m in length.</p> <p>(b) The private 'bus set down' required in part (a) of this condition must be in accordance with the <i>Disability Standards for Accessible Public Transport 2002</i> made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i> and must include the following:</p> <ul style="list-style-type: none"> capacity for 1 x single unit rigid bus of 14.5m in length with a bus bay length of 27m, width of 3m and departure length of 10m two (2) bus zone signs R5-20, one at either end of the private bus zone, in accordance with AS1742.11 – Manual of uniform traffic control devices, Part 11: Parking controls access and hardstand for waiting and boarding/alighting passengers. <p>(c) The private 'bus park' required in part (a) of this condition must include the following:</p> <ul style="list-style-type: none"> 1 bus parking bay for a single minibus of 7m in length bus zone signs R5-20 in accordance with AS1742.11 – Manual of uniform traffic control devices, Part 11: Parking controls. 	(a) – (c) Prior to the commencement of use and to be maintained at all times
3.	(a) The development must be carried in accordance with Section	(a) At all times.

	<p>5.2 and 5.2.1 – Stormwater Management of the CIVIL ENGINEERING REPORT prepared by Northrop, DATE: 31.08.20, Ref: SY200372-CR01, Rev: 1.</p> <p>(b) Provide certification from a Registered Professional Engineer of Queensland certification, with supporting documentation, to far.north.queensland.idas@tmr.qld.gov.au within the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with part (a) of this condition.</p>	(b) Prior to the commencement of use.
4.	<p>(a) The existing vehicular property access located between Lot 1 on SP150468 and Port Douglas Road must be permanently closed and removed.</p> <p>(b) The table drain between the pavement edge and the property boundary must be reinstated in accordance with TMR's Road Planning and Design Manual and standard drawing at no cost to the Department of Transport and Main Roads'.</p>	Prior to the commencement of use
5.	<p>(a) The road access locations are to be located generally in accordance with TMR Layout Plan (6504 – 2.65km), prepared by Queensland Government Transport and Main Roads, DATE: 31/03/2021, File Ref: TMR21-32012 (500-1509), Issue: A.</p> <p>(b) Road access works comprising of the following must be provided at the road access locations:</p> <ul style="list-style-type: none"> • a channelised right-turn treatment with a short turn slot (CHR(S)) and rural AUL(S) treatment with a short left-turn lane at the changed access; and • a sealed Type C - Rural Property Access at the new left-in / left-out access. <p>(c) The road access works must be designed and constructed in accordance with Queensland Government Property Access Drawing and Austroads Guide to Road Design Part 4: Intersections and Crossings – General and Part 4A: Unsignalised and Signalised intersections, specifically:</p> <ul style="list-style-type: none"> • Figure 8.3: Rural AUL(S) treatment with a short left-turn lane; • Figure A 29: Channelised right-turn treatment with a short turn slot (CHR(S)) on a two-lane rural road; and • Standard Drawing No1807, Type C - Rural Property Access, Date 07/2020. 	<p>(a) At all times.</p> <p>(b) and (c) Prior to the commencement of use.</p>

Attachment 2—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the Planning Act 2016 its regulation or the State Development Assessment Provisions (SDAP) [v2.6]. If a word remains undefined it has its ordinary meaning.
Advertising devices	
2.	<p>Advertising advice should be obtained from the Department of Transport and Main Roads (DTMR) if the development intends to include the erection, alteration or operation of an advertising sign or another advertising device that would be visible from a state-controlled road, and beyond the boundaries of the state-controlled road, and reasonably likely to create a traffic hazard for the state-controlled road.</p> <p>Note: DTMR has powers under section 139 of the Transport Operations (Road Use Management - Accreditation and Other Provisions) Regulation 2015 to require removal or modification of an advertising sign and/or a device which is deemed that it creates a danger to traffic.</p>
Transport noise corridor	
3.	<p>Mandatory Part (MP) 4.4 of the Queensland Development Code (QDC) commenced on 1 September 2010 and applies to building work for the construction or renovation of a residential building in a designated transport noise corridor. MP4.4 seeks to ensure that the habitable rooms of Class 1, 2, 3 and 4 buildings located in a transport noise corridor are designed and constructed to reduce transport noise. Transport noise corridor means land designated under Chapter 8B of the Building Act 1975 as a transport noise corridor. Information about transport noise corridors is available at state and local government offices.</p> <p>A free online search tool can be used to find out whether a property is located in a designated transport noise corridor. This tool is available at the State Planning Policy Interactive Mapping System website: https://spp.dsdip.esriaustraliaonline.com.au/geoviewer/map/planmaking and allows searches on a registered lot number and/or property address to determine whether and how the QDC applies to the land. Transport Noise Corridors are located under Information Purposes within Transport Infrastructure of the State Planning Policy (SPP) mapping system.</p>
Road works approval	
	<p>In accordance with section 33 of the <i>Transport Infrastructure Act 1994</i> (TIA), an applicant must obtain written approval from Department of Transport and Main Roads (DTMR) to carry out road works, including road access works on a state-controlled road. Please contact DTMR on 4045 7144 to make an application under section 33 of the TIA to carry out road works. 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>The road works approval process takes time – please contact Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.</p>

Attachment 3—Reasons for referral agency response

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

The reasons for the department's decision are:

- The proposed development will not impact upon safety and efficiency of the state-controlled road
- The proposed development has been conditioned to ensure the construction of the development will not impact the state-controlled road
- The proposed development complies with State Development Assessment Provisions (SDAP) Version 2.6 – State code 1: Development in a state-controlled road environment and State code 6: Protection of State transport networks.

Material used in the assessment of the application:

- The development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- The *State Development Assessment Provisions* (version 2.6), as published by the department
- The Development Assessment Rules
- SARA DA Mapping system.

Attachment 4—Change representation provisions

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Attachment 5—Approved plans and specifications

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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.

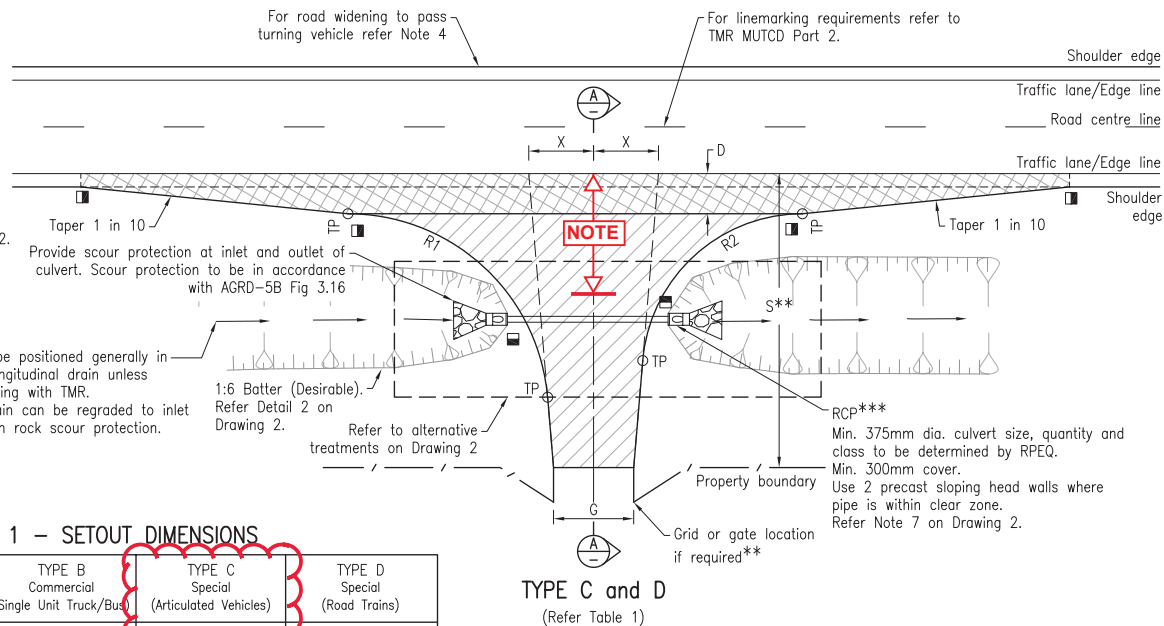
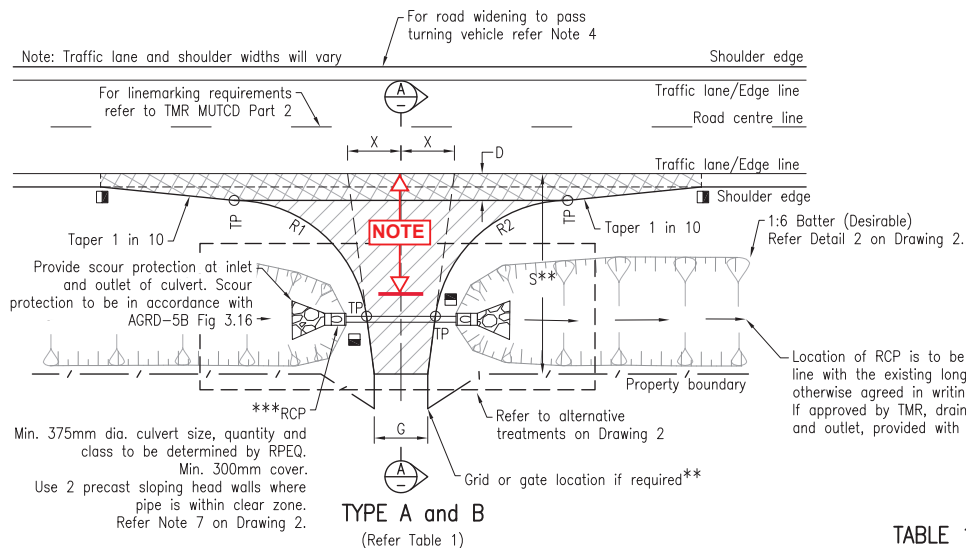


TABLE 1 – SETOUT DIMENSIONS

	TYPE A Residential (Car/Service Vehicle)	TYPE B Commercial (Single Unit Truck/Bus)	TYPE C Special (Articulated Vehicles)	TYPE D Special (Road Trains)
R1	10m	10m	15m	20m
R2	10m	10m	12m	12m
D	2m	2m	3m	3m
X	3m	5m	4m	
S	12m	15m	22m	30m**
G	4–6m ϕ	4–6m ϕ	6m	6m
ϕ 6m Minimum width for two-way two-lane access.				

LEGEND

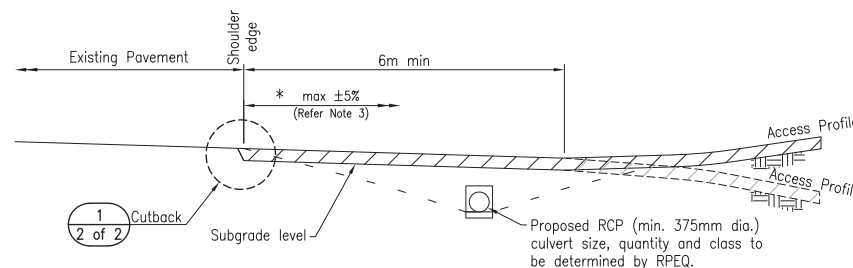
- Pavement Type 1 – Bitumen surfacing, 2 coat bitumen seal. Pavement depth and type to match existing or proposed through road pavement. Refer to Table 2 for minimum depths.
- Pavement Type 2 – Gravel, unbound pavement. Refer to Table 2 for depths. Access may be required to be sealed for up to 10m width from edge line (to minimise gravel on through road) to be determined by the RPEQ.
- * Maintain existing shoulder crossfall and superelevation.
- ** Length 'S' to property boundary by TMR. Where length 'S' is greater than the road reserve boundary, then fencing and grid/gate shall be recessed at the cost of owner from property boundary to ensure vehicle does not impede through lane.
- *** RCBC (min. size 600x300) can be used instead of RCP, or invert option where table drain is of insufficient depth for a culvert.
- Denotes Road Edge Guide Post
The Filled in portion denotes a red reflector and the open portion a white reflector.

TABLE 2 – MINIMUM PAVEMENT DETAILS AND DEPTH

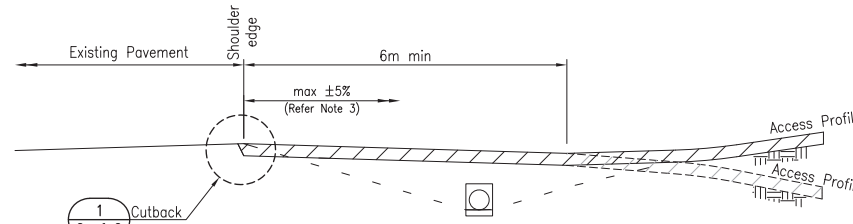
	TYPE A Residential (Car/Service Vehicle)	TYPE B Commercial (Single Unit Truck/Bus)	TYPE C & D Special (Articulated Vehicles)
Sealed Pavement Base Course	150mm(Min.) Type 2.2 or match existing	200mm(Min.) Type 2.2 or match existing	280mm(Min.) Type 2.2 or match existing
Unsealed Pavement Base Course	150mm(Min.) Type 2.4 or match existing	200mm(Min.) Type 2.4 or match existing	#

NOTE:

1. **NOTE: In all cases, bitumen seal to extend a minimum of 10m from road edge.**
2. Where access is located on curves, intersections or is Type C, or excessive screwing motion will occur, pavement seal to extend to property boundary at the owner's cost to the engineer's/designer's discretion.
- # Bitumen sealed pavement only.
- Type 3.1 or 4.3 or match existing is permissible if Type 2.2/2.4 is unable to be used.



ON STRAIGHTS AND INSIDE OF CURVES



ON OUTSIDE OF SUPERELEVATED CURVES



NOTES:

- Details shown on this drawing are the minimum layout requirements for a private rural property access. For additional requirements and other design considerations refer to Sections 7.2.1 and 7.2.3 of the AGRD-4 (2009).
- For sight distance requirements refer to Section 3.4 of the RPDM (2nd Edition) Volume 3 Supplement to AGRD-4A, and Section 3 of the AGRD-4A (2010).
- Vertical clearance checks to be carried out for proposed vehicle in accordance with AS 2890.2 – Parking Facilities Off-Street Commercial Vehicle Facilities.
- RPEQ or designer to conduct traffic impact assessment to determine if turning treatments are required. Urban right-turn treatments maybe appropriate, refer to Section 7.5 of the AGRD-4A (2010) for pavement widening requirements. Pavement type to match existing or minimums specified in Table 2 of this drawing.
- This drawing is to be read in conjunction with Drawing 2 of 2.
- All dimensions in metres and are minimum unless specified.



REFERENCED DOCUMENTS:

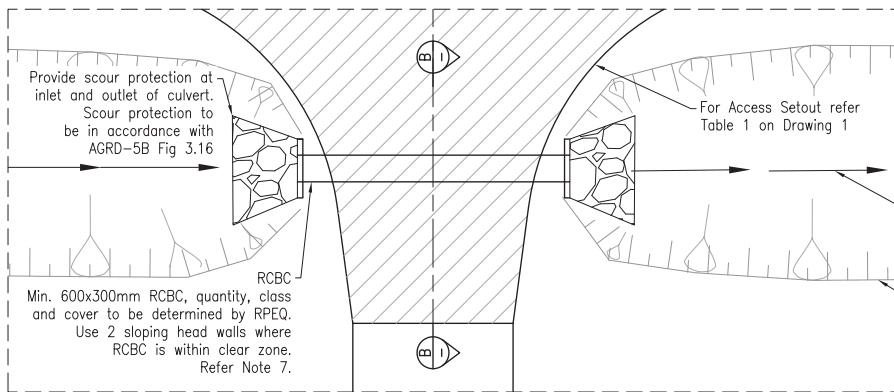
Departmental Standard Drawings:

- 1243 Precast Culvert Headwalls – Headwall Connections for Culverts
1305 Pipe Culverts – Headwall and Apron for Pipe Diameter 375 to 675
1359 Culverts – Installation, Bedding and Filling/Backfilling Against/Over Culverts

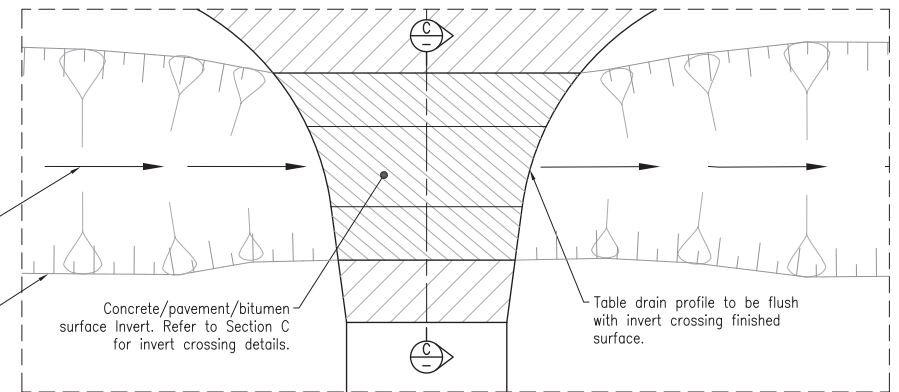
Departmental Documents:

- RPDM Road Planning and Design Manual (2nd Edition)
MRTS03 Drainage, Retaining Structures and Protective Treatment
Austroads Guide to Road Design:
AGRD-4 (2009) Part 4: Intersections and Crossings – General (2009)
AGRD-4A (2010) Part 4A: Unsignalised and Signalised Intersections (2010)
AGRD-5B (2013) Part 5B: Drainage – Open Channels, Culverts and Floodways (2013)

Department of Transport and Main Roads		 Queensland Government			
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RURAL PROPERTY ACCESS DRAWING 1 OF 2		A3 Not to Scale	Standard Drawing No 1807 Date 07/2020		
		A			



RC BOX CULVERT PLAN VIEW



INVERT CROSSING PLAN VIEW

LEGEND



Pavement Type 2 – Gravel, unbound pavement. Refer to Table 2 of Drawing 1 for depths. Access may be required to be sealed for up to 10m width from edge line (to minimize gravel on through road) to be determined by the RPEQ.



Invert crossing surface

* Maintain existing shoulder crossfall and superelevation.

NOTES:

- This drawing is to be read in conjunction with Drawing 1 of 2.
- Minimum longitudinal fall for concrete or bitumen invert is 0.3%.
- 1 in 6 grade can be further levelled for larger design vehicles. Ensure sufficient area for drainage remains. Dimensions to be based on stormwater flow rate for appropriate design ARI event to ensure invert crossing can meet required capacity. Type 22 and Type 28 inverts can be used if drainage design criteria is met.
- Vertical clearance checks to be carried out for small rigid vehicle to ensure adequate transition between change in grade. Refer to AS 2890.2.
- For pavement or bitumen surfacing inverts, refer Table 2 on Drawing 1 for minimum depths.
- Concrete access to have minimum N32 concrete, 100mm thick on 100mm thick sub-base gravel. Concrete access to be reinforced with SL72 mesh with minimum 40mm top cover.
- Culvert clear zone varies with location and speed environment. Refer to TMR Road Planning and Design Manual – Supplement to AGRD Part 6, and Austroads Guide to Road Design – Part 6.

REFERENCED DOCUMENTS:

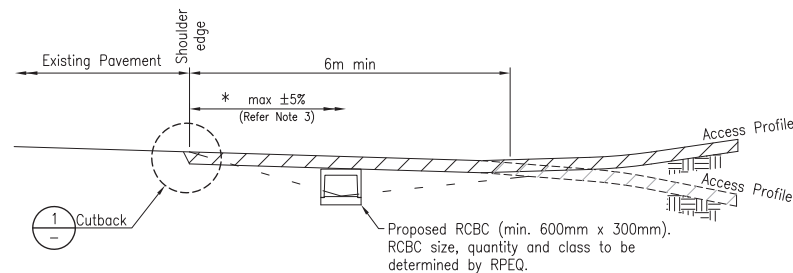
Departmental Standard Drawings:

1260 R C Box Culverts and Slab Link Box Culverts – Culverts Height = 375 To 600

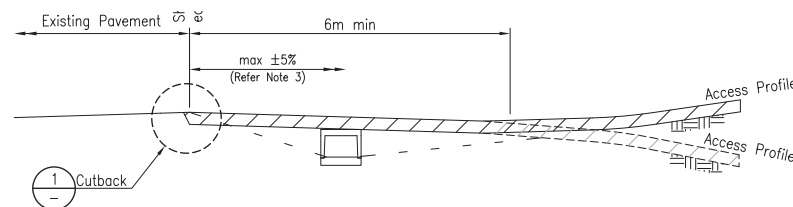
1033 Kerb and Channel – Profiles

Australian Standards Documents:

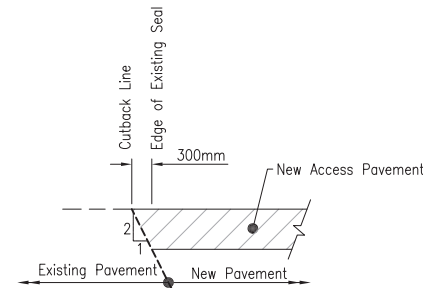
AS2890.2 Parking Facilities – Off-Street Commercial Vehicle Facilities



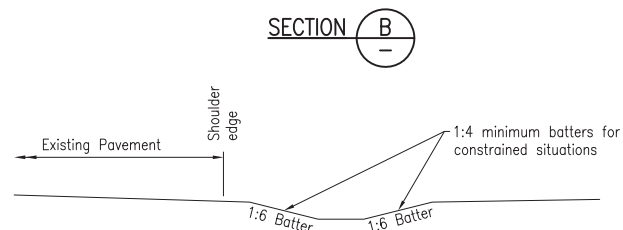
ON STRAIGHTS AND INSIDE OF CURVES



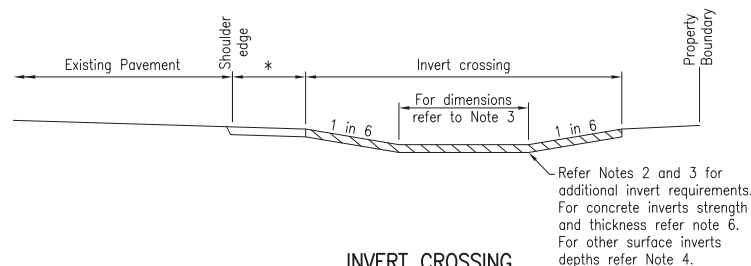
ON OUTSIDE OF SUPERELEVATED CURVES



CUTBACK DETAIL



BATTER DETAIL



INVERT CROSSING



Department of Transport and Main Roads			
PROPERTY ACCESS			
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DRAWING 2 OF 2		A3	Standard Drawing No
		Not to Scale	1807
		A	Date 07/2020



PLANS AND DOCUMENTS
referred to in the REFERRAL
AGENCY RESPONSE



SARA ref: 2101-20652 SRA

Date: 21 May 2021



CIVIL ENGINEERING REPORT

Fairmont Hotels and Resort Port Douglas

71-85 Port Douglas Road, Port Douglas QLD 4877

PREPARED FOR
Chido Corporation Operations Pty Ltd
704/434 St. Kilda Road
Melbourne VIC 3004

Ref: SY200372-CR01
Rev: 1
Date: 31.08.20

Tel: (03) 9078 8784

Civil Engineering Report: Civil Engineering Report

Revision Schedule

Date	Revision	Issue	Prepared By	Approved By
31.08.20	1	For Development Application	A. Rivett	S. McClelland

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5.2 Proposed Drainage

The vertical and horizontal alignment of the existing Ø600 pipe running along the southern boundary is not compatible with the proposed site layout and levels. Furthermore, the pipe does not have capacity to convey 1% AEP flows to the lagoon. In order to convey external flows through the site to the golf course it is proposed to provide the following:

- Local regrading of the table drain to a low point adjacent to the property boundary;
- An 1800x900 grated inlet pit (subject to confirmation at detailed design stage) located in the low point of the table drain to capture 1% AEP flows;
- A 1200x600 reinforced concrete box culvert (RCBC) along the southern boundary of the site to convey 1% AEP flows to the lagoon.

It is proposed to connect internal site drainage to the culvert up to the capacity of the system, with the remaining site area connected to a second conduit along the northern boundary of the site.

The proposed drainage regime is illustrated in Figure 7 and indicative catchments in Figure 8.

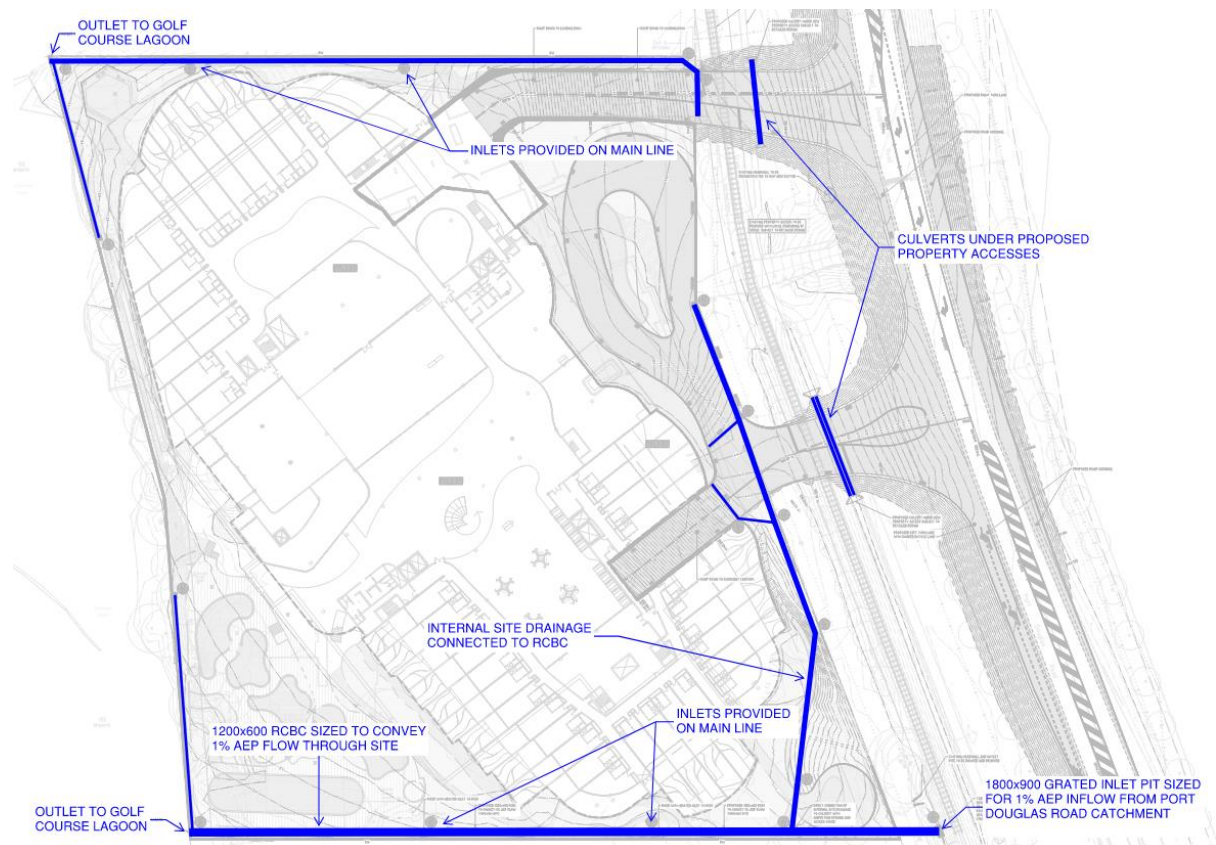
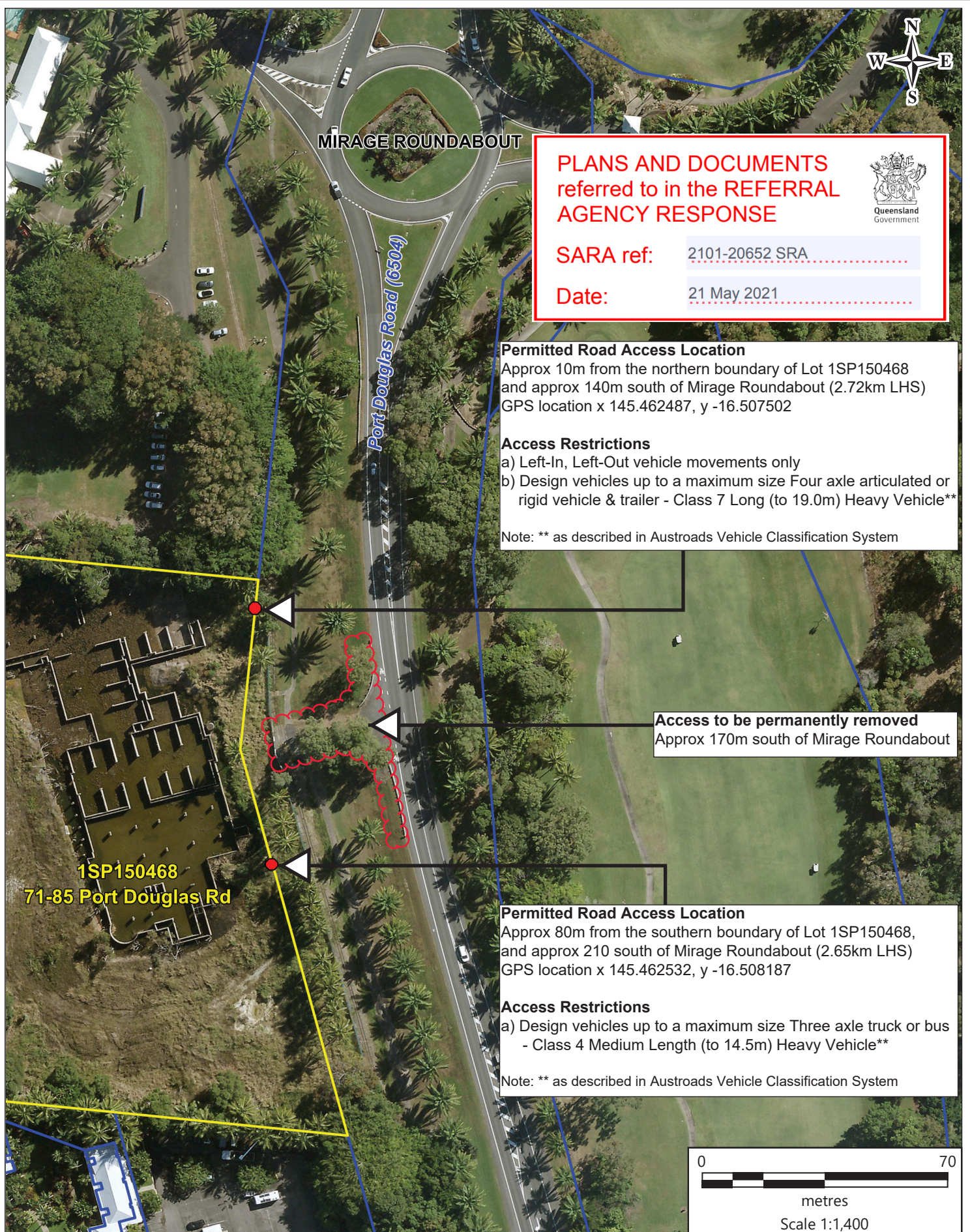



Figure 7 – Proposed drainage regime

Refer to civil engineering drawings C04.01-C04.04 for additional information on the proposed drainage regime and drawing C08.01 for the concept catchment plan.

Preliminary drainage design has been undertaken in DRAINS software using ILSAX hydrology with ARR 2019 rainfall and procedures to size the RCBC and inlet pit conveying external flows through the site. At the detailed design stage, the same methodology is proposed to design all internal site drainage. Internal site drainage will be designed for the 1% AEP event with overland flow paths provided for severe storms in excess of 1% AEP.

SY200372-CR01: Fairmont Hotels and Resort Port Douglas
Civil Engineering Report: Civil Engineering Report | Rev 1 | 31.08.20



Branch/Unit : Corridor Management / Far North District Projection/Datum : Geocentric Datum of Australia (GDA) 1994	TMR Layout Plan (6504 - 2.65km)		 Queensland Government Transport and Main Roads	
<div style="border: 1px solid blue; width: 20px; height: 10px; display: inline-block; margin-right: 5px;"></div> Land Parcels <div style="border: 2px solid yellow; width: 20px; height: 10px; display: inline-block; margin-right: 5px;"></div> Subject Land	Plan: 1 / 1 Drawn by: RPK		Issue: A File ref: TMR21-32012 (500-1509)	Date: 31/03/2021