

### **Traffic Impact Study**

5. The revised proposed development layout represents the extent of development for the foreseeable future. It is not the developer's intention to obtain any approvals for the development of the balance area. It is understood that further traffic studies may be required with any further applications to develop the balance property.

Accordingly we request the following changes to these conditions:

5. A Traffic Impact Study must be undertaken by an appropriately qualified professional with respect to the impacts of the current proposed development ~~(Stages 4 and 7) and for the ultimate development~~ on the road network and compliance with Austroads, (in particular Guide to Traffic Management Part 12: Traffic Impacts of Developments), Queensland Streets and the FNQROC Development Manual. The study is to include but not be limited to the following:

- a. Volume of traffic generated by the development ~~for the current proposed stages and for the ultimate development (including ultimate connectivity through to developable land to the South);~~
- b. Impact on the operation of the intersections at:
  - (i) Daintree Horizon drive with Johnson Road; and
  - (ii) Johnson Road with Front Street;for ~~current and ultimate development~~ traffic generation rates from the development in addition to existing and expected external traffic growth;
- c. Advice on possible intersection reconfiguration or provision of traffic islands, line-marking, signage, street lighting and other necessary external work that may be required as a consequence of the increased traffic volumes at these intersection per the analysis in a and b above;
- d. Assessment of the operation of existing lot accesses on Johnson Road and Daintree Horizon Drive (queuing areas, protection of stored vehicles and requirement for clearways) as a consequence of the operation of the intersection and possible upgrades;

Three (3) copies of the Traffic Impact Study report must be submitted and endorsed by the Chief Executive Officer prior to issue of a Development Permit for Operational Work. Such works recommended by the approved report must be constructed in accordance with the approved plans to the satisfaction of the Chief Executive Officer prior to the issue of a Compliance Certificate for the Plan of Survey.

### **Road and Site Grading Master Plan**

6. As previously advised, the revised proposed development layout represents the extent of development for the foreseeable future. It is not the developer's intention to obtain any approvals for the development of the balance area.

It is however noted that the existing falls across the balance area are between 2% and 0.6% (refer attached plan). Given that minimum road grades for drainage are typically 0.4% and maximum road grades are typically 25%, it is clear that there will be no issues with either road grading or stormwater drainage if the balance area is ever developed.

It is therefore requested that condition 6 be deleted.

### ***Road Safety Audit - Road Layout***

7. Please find attached plans which show the proposed driveway locations and parking spaces for the proposed lots adjacent to intersections, within the cul-de-sac and for those lots with small lot frontages.

These plans demonstrate that driveways can be located clear of intersections and that adequate parking spaces can be achieved in accordance with Qld Streets.

It is therefore requested that this condition be deleted.

### ***Drainage Study of Site***

8. As previously discussed the development layout provided represents the extent of development for the foreseeable future. Accordingly if development approvals are ever desired over the balance land, it is understood that additional drainage studies will be required and that a separate drainage system may be required to convey runoff to Parker Creek.

Accordingly, it is requested that this condition be changed to read as follows:

| 8. Undertake a local drainage study of the proposed ~~Stages 4 and 7 and for the ultimate~~ development layout to determine the drainage impacts on upstream and downstream properties and the mitigation measures required to minimise such impacts. In particular, the study must address the following:

- a. The contributing catchment boundaries and supporting information substantiating these boundaries. In particular, the assessment of the capacity, tenure and operation of any upslope diversion drains relied on in assessing contributing catchment boundaries;
- b. The extent of the 100 year ARI flood event in relation to the site both pre- and post-development;
- c. Primary and secondary flow paths for the 5 and 100 year ARI flood events;
- d. Identify any requirement for drainage easements. The lot layout does not currently identify drainage easements. Introduction of easements may have implications on Council acceptance of the layout and Council reserves the right to review the layout in the event easements are required within allotments;
- e. Identify the need and tenure for flood detention areas to ensure a no-worsening impact on downstream properties for the entire development;
- f. Information on the proposed works and any impacts proposed at the drainage outlet from the proposed development.
- g. Lawful point of discharge.

The study must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

### **Street Layout and Design**

9a. While we acknowledge that some lots shown on the proposed layout plan do not specifically allow for a 20m x 20m rectangular building envelope beyond the 6m front setback buffer, an alternative building envelope of 15m x 25m can be accommodated within such lots.

Furthermore, we note that some allotments do not achieved a 20 metre wide frontage, however all of the allotments proposed have significant depths of greater than 20 metres. Accordingly, this condition needs to be removed as alternative solutions and appropriate building envelope areas of 400 square metres can be contained within each proposed allotment.

9b (first). This condition relates to the Provision of Park (Condition 10) rather than under the street layout condition. Accordingly, this condition needs to be removed as it is already shown within condition 10.

9c. This condition does not comply with Council's Planning Scheme which refers to FNQROC for allowable road reserve widths. FNQROC allows road reserve widths of 15.5m for access streets and 14.5m for access places. It is therefore requested that this condition be changed to read as follows:

*c. All roads must have ~~a~~ minimum road reserve width ~~s of 16.5 metres~~ in accordance with FNQROC. Daintree Horizons Drive also needs to be suitable for buses as per note 2 in table D1.1 Street and road hierarchy deemed to comply requirements;*

9e. Given the difficulties of achieving an orthodox lot layout with a straight through pathway, it is requested that this condition be changed to read:

*~~e. Revisit the position of the connecting pathway between Lots 313/314 to ensure only a straight pathway is provided to improve CPTED Provide a convex viewing mirror at the bend in the pathway between lots 332, 333 and 264, 265;~~*

9f. This condition is a repeat of condition 7b and it is therefore requested it be deleted.

9g. This condition is a repeat of condition 7a i. and it is therefore requested it be deleted.

9h. & i. The proposed lot layout has been amended to reduce the length of straight through road legs. Whilst the street leg length will not comply with the 30km/hr speed control criteria of Qld Streets, it is noted that achieving such criteria would necessitate the inclusion of several speed control devices such as chicanes or traffic islands. Such devices and restrictive speed controls are out of character with the existing subdivision and surrounding region. It is therefore considered that this approach strikes the right balance between traffic calming and character fit.

It is requested that these conditions be deleted.

9j. This condition is essentially a repeat of Condition 7 and it is therefore requested it be deleted.

9k. This condition is a repeat of condition 7b and it is therefore requested it be deleted.

### **Provision of Park**

This condition just needs the word 'lot' included after the number '35<sup>th</sup>'. We request that this condition be changed to read:

10. The Applicant is to provide Park as being the provision necessary for the lots released to date and also for the lots created under this approval, by the issue of a certificate of compliance for the 35<sup>th</sup> lot of this approval (stages 4 and 7 inclusive).

As the revised plan now identifies the provision for an appropriate sized park area, we request that this condition acknowledges the 'Park' that adjoins the eastern boundary of Stage 7A.

10j. Concern has been raised within the inclusion of an electric BBQ within the proposed park area. On-going noise and litter concerns have been experienced within suburban park areas that provide for a BBQ facility. We consider that any inclusion of a BBQ facility within this park area will pose an on-going threat to the residential amenity and quality of life within the Estate.

It is therefore requested that this requirement be deleted.

#### **Water Supply and Sewerage Master Plan**

11. As previously discussed the development layout provided represents the extent of development for the foreseeable future. Accordingly if development approvals are ever desired for the balance land it is understood that additional calculations which demonstrate that such further development can be serviced will be required.

Therefore it is requested that this condition be changed to read:

11. A Water Supply and Sewerage Master Plan accompanied by supporting calculations must be provided which demonstrates how the proposed ~~stages and the ultimate~~ development can be serviced. Any staging issues or future upgrades need to be identified and the timing for such upgrades nominated in the master plan.

Three (3) copies of a plan of the works must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer, prior to the issue of a Compliance Certificate for the Plan of Survey.

#### **Water Supply and Sewerage Infrastructure Plan**

12. Remove word "ultimate" for reasons previously discussed.

12. An updated water supply and sewerage infrastructure plan and supporting information including hydraulic network analysis must be submitted demonstrating how the ~~ultimate~~ development will be serviced by Council's Infrastructure. In particular the plan must:

- a. Identify external catchments that will be connected to the internal sewer or water networks; and
- b. Identify any trunk infrastructure external to the subdivision that may require upgrading to accommodate the development.

The water supply and sewerage infrastructure plan must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

#### **Drainage Study of Site**

16. This condition is a repeat of condition 8 and it is therefore requested it be deleted.

### ***Stockpiling and Transportation of Fill Material***

21. Stockpiling of topsoil during site earthworks operations is standard construction practice, and provided it is protected from erosion it is unlikely to cause any problems. There is a very high probability that bulk earthworks will take longer than 1 month to complete. Stockpiling of surplus materials for the purposes of filling in subsequent construction stages is also standard construction practice. It would be particularly difficult to spread these materials, given that all areas that are not being developed will continue to be used for cane farming.

Whilst it is understood that long term rubbish stockpiles would be unsightly and undesirable, earth stockpiles with grass coverage at the edge of farming land is very unlikely to be offensive to adjoining neighbours.

Therefore a condition which prevents long-term earth stockpiles is considered unreasonable and it is requested that this condition be changed to read:

### ***Stockpiling and Transportation of Fill Material***

~~21. Soil used for filling or spoil from the excavation is not to be stockpiled in locations that can be viewed from adjoining premises or a road frontage for any longer than one (1) month from the commencement of works.~~

*Transportation of fill or spoil to and from the site must not occur within:*

- a. peak traffic times; or*
- b. before 7:00 am or after 6:00 pm Monday to Friday; or*
- c. before 7:00 am or after 1:00 pm Saturdays; or*
- d. on Sundays or Public Holidays.*

*22. Dust emissions or other air pollutants must not extend beyond the boundary of the site and cause a nuisance to surrounding properties.*

### ***Fence Requirement – Protection from ongoing cane usage ....***

25. Cane farming operations typically involve a very low level of noise, except during harvest which happens over a very short period. The requirement for an expensive acoustic fence to provide a small reduction in noise levels for this very short period is an extravagant and unnecessary expense, and it is therefore requested that this condition be amended to read as follows:

### ***Fence Requirement—Protection from ongoing cane usage***

~~25. Construct an acoustic fence to~~ Provide a 4.0m wide well-maintained grassed buffer strip between the cane plants and the southern boundary of the approved lots, authorised under this approval ~~that is to remain in good condition until the release of lots in Stage 5.~~

### ***Vegetation Clearing***

26. The existing property is a cane farm and hence the existing vegetation is cane and will be regularly cleared for harvest. Therefore it is requested that this condition be deleted.

### ***Buffer around Vegetation***

27. As per condition 26. Remove condition

### ***Wildlife***

28. As per condition 26. Remove condition

### ***Notification of Vegetation Clearing***

29. As per condition 26. Remove condition

