

4th August 2026

Chief Executive Officer Douglas Shire Council PO Box 723 Mossman Qld 4873

Attention: [REDACTED] Email: enquiries@douglas.qld.gov.au

Project: DSC Ref: CA 2025_5878/1, Resort Complex, 18 Oasis Drive, Wonga Beach

Subject: Submission regarding desirability of Road Reserve widening for future benefit to Wonga Beach community.

Dear Madam,

1.I refer to a combined application to obtain a Preliminary Approval and a Development Permit for a Resort Complex at 18 Oasis Drive, Wonga Beach now being processed by Council.

2.From the material on Council's website I have a good understanding of what is proposed and believe that it would be in the public interest of current and future residents of Wonga Beach for Council to consider requiring the current 9m wide road reserve fronting this almost 5 hectare site to be widened to permit a proper roadway to be constructed at some time to link the two halves of Wonga Beach, and maintaining existing pedestrian and bicycle connections that exist.

3.I understand that in the past residents of Wonga Beach have been consulted and have not supported the concept of linking Oasis Drive to Marlin Drive, possibly fearing an increase in local traffic impacts including excessive speed on their amenity. None the less, now that a Development Application including a Variation Request to permit for a Material Change of Use from Low Density Residential to Tourist Accommodation has been made, an opportunity exists for Council to take action to preserve the option of such a Link Road being constructed in the future.

4.Currently residents of South Wonga Beach wishing to visit local service outlets along Wonga Beach Road or other parts of North Wonga Beach must inconveniently travel via the Mossman - Daintree arterial road to the West. With increases in population in the Wonga Beach urban area, local sentiment may change about the benefits of a Link Road. If concerns about excessive speed are the main objection, traffic calming measures could be included in the construction of a Link Road and any possible upgrades of Oasis Drive required for the resort.

5.There would also be benefits to the final design and operation of the proposed Resort Complex if a proper road existed past the property. The DA Site Plans show a narrow driveway extending from Oasis Drive into the resort property, partly along the northern section of the current Road Reserve. This driveway is to carry both guest traffic and service vehicles onto the site with a tight intersection where they diverge to two different levels of the complex. The DA plans show a substantial number of vehicles are to access and exit the site through this shared entry point, and an on-site traffic analysis is not included in the application documents.

6.Council has raised concerns about vehicular access in the Information Request dated 4 February 26, and SARA advice dated 30 June 26 states that the resort will generate higher traffic volumes than previously advised, with increases in local traffic estimated to be in the range 12.5% to 19%, all of which vehicular traffic relies on Oasis Drive for access to the resort. These concerns address off-site traffic, not on-site traffic. A Link Road would also offer two directions of access or exit to the Resort Complex which would reduce reliance on Oasis Drive and provide an emergency exit if Oasis Drive were cut off by an extreme weather event or tidal surge.

7. In order to form an opinion about the issue of the adequacy of widened road reserve to deal with future issues caused by both the continuous development of the Wonga Beach urban area and the impacts of the proposed resort complex sited at the junction of north Wonga and south Wonga, two studies have been prepared using base drawings from the application, attached as PDFs for consideration by Council of this issue.

7.1 823.22 USP1.A URBAN STRUCTURE PLAN

This plan suggests a possible configuration of contiguous land uses and traffic networks in the subject area, including the probable Low Density Subdivision of a parcel of vacant land to the west of the resort site. Survey drawings in the DA package suggest that both Oasis Drive and Marlin Drive road reserves are 20m wide with carriage ways in the order of 10.5 m wide.

Due to the 9.5m wide Open Space/Drainage reserve to the west of the current 9m wide road reserve containing the bicycle/footpath links passing the site, it appears the minimum width of a wider road reserve might be about 15m wide if bikeway and footpath are displaced into the Open Space (*subject to actual site conditions and levels) or about 18m wide if not, depending on the desired width of the carriage way for the Link Road.

A 15m road reserve would require a 6m road widening, where as an 18m road reserve would require a 9m widening, and a 20m road reserve would require an 11m widening.

7.2 823.22 LR1.A Link Road Proposal 1

This plan explores the impact of a 6m road widening on the current footprint of the resort complex as shown on DA drawings. It assumes that if the Link Road existed, it would be possible to separate the Guest Access point from the Service Access point to the benefit of on-site traffic circulation (about 50m apart). Minor modification of the configuration of the Vehicular Ramp to Level 1 Entry Roundabout would be necessary to improve the grade of this Ramp, and a more direct access from the Guest Access point to the Undercroft road system could be achieved.

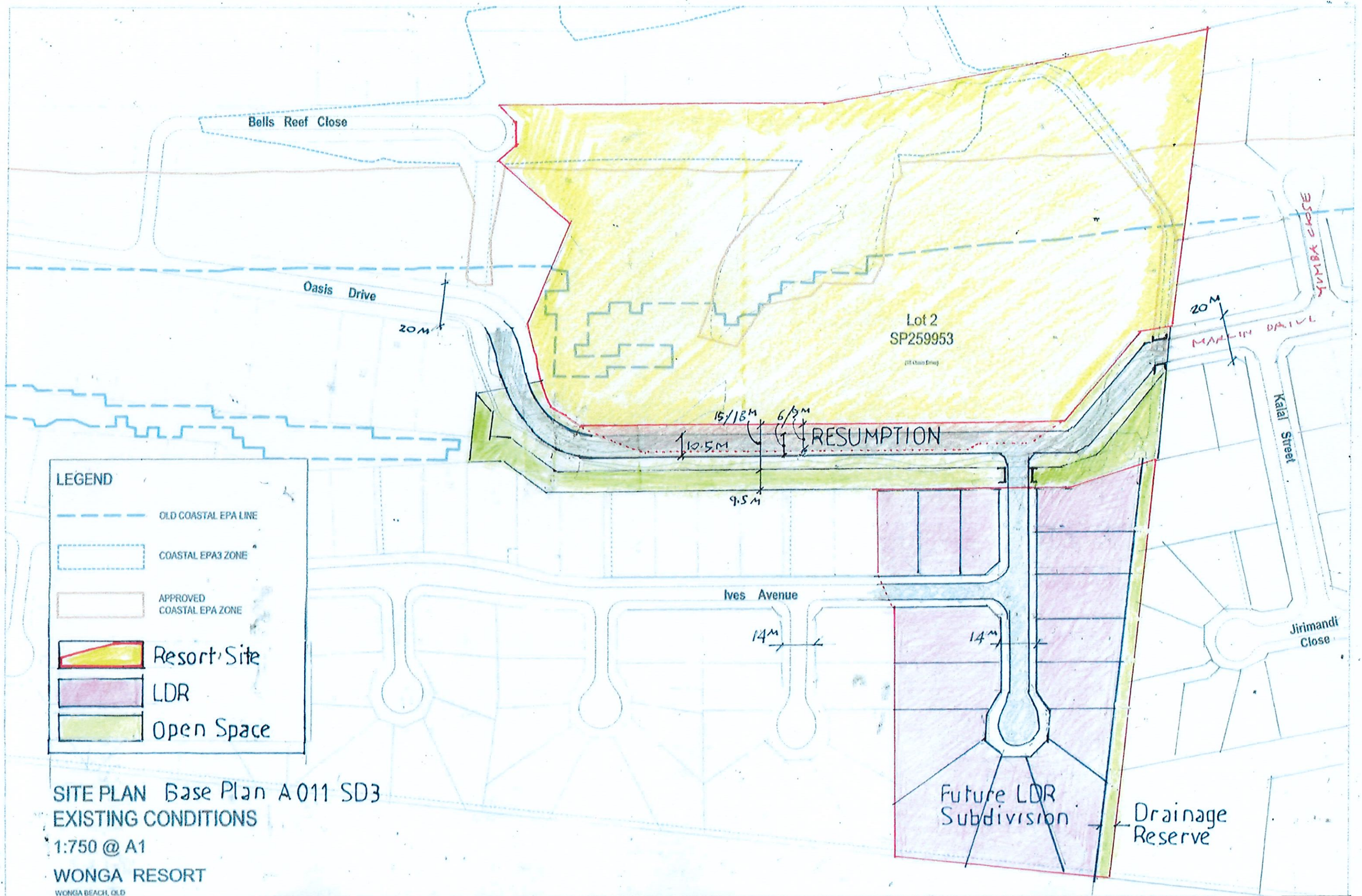
The Service Access point would lead directly into the Undercroft area, and slight reduction in the diameter of the Roof Overhang above the roundabout areas would be needed to avoid encroachment into the Road Reserve. The setbacks to roof overhangs to western Villas fronting the road reserve would need to be reduced which would require Council to relax front setbacks, to enable the current footprints of the Resort Complex to be maintained.

For a 9m or 11m road reserve widening to be achieved, some redesign would be necessary to reduce the internal Courtyard spaces and the Racetrack Undercroft Driveway and Elevated Walkway widths between the East and West villas building footprints.

8. Conclusion: The purpose of this submission to Council is to suggest that it would be in the long-term interests of Wonga Beach Urban Structure to require requiring the widening of Road Reserve as a condition of approval of the Development Application, with the actual width to be determined by council. Provision of part of the Link Road by the applicants could also be considered, terminating it south of the Service Access point, if past community opposition to the construction the complete Link Road now is a factor to be acknowledged at present.

Yours sincerely

[Redacted Signature] Indooroopilly Q 4068 ... [Redacted Signature]



notes LINK RD Proposal 1
 read with 853-22-LR1-A

URBAN STRUCTURE PLAN

event
 A:DSC 3-8-26

drawn
 date 1-8-26

drawing no
 853-22 USP-1-A

ISSUE

NOTES

1. This drawing is to be read in conjunction with the following documents:

- A. The original survey for the site.
- B. The original survey for the site.
- C. The original survey for the site.
- D. The original survey for the site.
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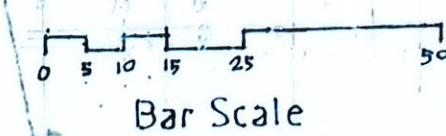
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Base Footprint for Resort
refer A014 Site Plan Setbacks

OASIS DRIVE

modify ROOF

Level 1

UC
to Undercroft

reduced setbacks

6m ROAD WIDENING

GUEST ACCESS

modify RAMP

SERVICE ACCESS

MARLIN DRIVE

Possible TRAFFIC CALMING
Chicane Site?

Future LDR
SUBDIVISION
see 853-22-UP1-A
URBAN STRUCTURE PLAN

FUTURE ROAD Option
↑ ↓
to IVES AVE

LINK RD Proposal 1

drawing no 853-22-LR1-A	drawn date 1-8-26	event A:DSC 3-8-26
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