

Our Ref: LM: DA/4869: D25/12524

Your Ref:

04 April 2025

Northern King Grapes Pty Ltd
c/- Stacey Devaney - RPS Group AAP Consulting Pty Ltd
PO Box 1949
CAIRNS QLD 4870
E-mail: Patrick.clifton@rpsconsulting.com

Dear Ms Devaney

Information Request

Given under section 12 of the Development Assessment Rules

Cook Shire Council has carried out a further review of your development application for the following premises.

Location Details

Street Address:	Webb Road and 129 Webb Road, LAKELAND 4871
Real Property Description:	Part of Lot 2 on RP901762 and Part of Lot 13 on RP742506, defined by Lease Areas L, M and N on the Preliminary Survey Plan SP352328
Local Government Area:	Cook Shire Council

Application Details

Application Number:	DA/4869
Approval Sought:	Development Permit for a Material Change of Use
Description of Proposal:	Rural Industry and Non-resident Workforce Accommodation
Category of Development:	Assessable Development
Category of Assessment:	Code Assessment

Information Requested

Cook Shire Council has determined that the following additional information is needed to assess the application:

Plan of Development

The application to Council is over land described as Part of Lot 2 on RP901762 and Part of Lot 13 on RP742506, defined by Lease Areas L, M and N on Preliminary Survey Plan SP352328. The application does not include a site plan that includes the proposed development and the lease area boundaries. Further, the setbacks shown on the Site Plan prepared by Superior Steel Homes dated 11/12/24 detail setbacks to the lot boundary, not the lease area.

Information Required:

1. Please provide a site plan/s that includes the lot and lease boundaries and setback distances for the proposed development from the lease area boundaries. As part of this response, it is requested that the applicant undertake a comprehensive review of the application material and all supporting information, ensuring that any discrepancies are corrected.

Proposed Development

The application to Council states that there will be “four (5) [sic] self-contained dwellings for Managers...”.

Information Required:

2. Please confirm the number of dwellings for managers.

Land Use Definition

The proposed development as outlined in the application material, makes reference to the development being for “*Rural Workers’ Accommodation..*”, and “*Workers Accommodation..*” and notes the development comprises of “*...accommodation buildings for permanent farm workers...*” and “*Non-resident workforce accommodation*”. Council notes under the Planning Regulation 2017 the definition of ‘Non-resident workforce accommodation’ has been replaced by the definition of ‘Workforce accommodation’ removing reference to ‘non-resident’.

Information Required:

3. Please confirm the proposed use of the land is Workforce accommodation **and/or** Rural Workers’ Accommodation.

Traffic Impact Assessment

Officers consider that the costs regarding upgrading Webb Road to a bitumen seal road are the responsibility of the applicant as the upgrade is required for the development. Further, concerns are raised regarding the potential deterioration to Webb Road and the Webb Road / Mulligan Highway intersection as a result of the proposed heavy vehicle and staff vehicle movements.

Information Required:

4. The Applicant is requested to provide a Traffic Impact Assessment (TIA) that must assess the cumulative impacts of the development on the existing local road network and the need for any upgrades to accommodate the demands placed on it by the development.

The TIA must include, but is not limited, to the following matters:

- a. Provide an overall plan of the whole subject site showing all proposed access locations and lot boundaries.
- b. The proposed staging of the development and anticipated timing.
- c. The predicted road traffic generated by the proposed development, traffic distribution and travel patterns for each stage of the development.

- d. Analysis of the impact of development related traffic on the local road network, intersections and proposed access locations giving the necessary consideration to capacity and safety. This must include, but is not limited to, assessment of Webb Road and the Webb Road / Mulligan Highway intersection.
- e. Identification of any upgrades required to the existing road network to mitigate impacts from the development and the associated timing for such upgrades.
- f. Provide vehicle swept path plan(s) and the adopted base dimensions of the proposed design vehicle(s) in accordance with the AS2890.1:2004 – Parking Facilities – Off-street Car Parking and Austroads Design Vehicles and Turning Path Templates. The plan(s) must at a minimum address the following:
 - i. Provide turning paths for the largest design vehicle required to access Webb Road (demonstrating sufficient curve widening is provided).
 - ii. Provide turning paths for the largest design vehicle required to access the site and any parking areas.

The TIA must be prepared by a Registered Professional Engineer Queensland (RPEQ) in accordance with Austroads Guide to Traffic Management Part 12.

The TIA must include appropriate discussion and data to support the recommendations. All assumptions made within the TIA must be documented and references detailed.

Amend Webb Road Upgrade Plans

Officers have reviewed the Proposed Webb Road Upgrade Plans (prepared by Point 2 Point Consulting, dated 26 June 2024) and are generally supportive in principle of the development's proposal to provide an 8.0m wide bitumen road and roadside table drains within the road reserve on Webb Road.

However, concerns are raised that the Applicant has not demonstrated sufficient provision for services requirements and curve widening of the proposed road upgrade in accordance with the relevant standards.

Information Required:

5. The Applicant is requested to provide an updated proposal plan of the proposed road upgrade alignment, giving consideration to the following:
- Provision for curve widening (this may include the use of Austroads turning templates in accordance with TMR Guidelines);
 - Service requirements within the road reserve on Webb Road (for example overhead power); and
 - Roadside table drain (including supporting calculations).

Note: For curve widening requirements, reference is made to TMR Guideline - Route Assessment for Multi-Combination Vehicles (MCV) and Performance Based Standards (PBS) Vehicles in Queensland.

Site Access Plan

Officers have reviewed the provided application material and concerns are raised that the proposed access off Webb Road to the staff accommodation / machinery / storage areas is not clearly defined on the proposal plans. It is noted that the hydraulic services plan details an internal road adjacent to the Machinery Shed and Cold Storage Shed, however this internal road is not shown on the site plan/s.

Information Required:

6. The Applicant is requested to provide an overall plan of the whole subject site showing all proposed access locations and internal roads relative to proposed buildings and the lease area boundaries.

Electricity Supply

The Planning Report prepared by RPS AAP Consulting indicates: "as part of the development, the electricity supply would be upgraded to accommodate the additional demand for electricity. The electricity upgrades would include two 1000kVA transformers, one 500kVA Transformer, three phase power, back up diesel generators and an onsite ancillary solar renewable energy array."

Information Required:

7. The Applicant is requested to demonstrate the service requirements, if any, within the road reserve on Webb Road.

Note: This may be addressed as part of the request to amend the Proposed Webb Road Upgrade Plans.

Stormwater Catchment Plan and Water Quality (dam)

Surface level contours indicate that stormwater runoff falls northwest from the proposed accommodation/machinery/storage areas towards the existing dam (low point) located within Lot 2 on RP901762. Concerns are raised regarding the potential impacts to the water quality of this existing dam from stormwater runoff originating from the proposed accommodation/machinery/storage areas.

Information Required:

8. The Applicant is requested to provide a Catchment Plan of the land to determine the drainage impacts on the proposed development and road reserve on Webb Road. In particular, the Catchment Plan must address the following:
 - a. Demonstrate on the plan all internal and external contributing catchment boundaries.
 - b. Demonstrate on the plan all primary and secondary flow paths.
 - c. Demonstrate on the plan all stormwater point(s) of discharge.
 - d. Identify any drainage mitigation measures required to manage impacts from the proposed development.
 - e. Provide further information, including supporting calculations, for all drainage infrastructure proposed (for example the proposed roadside table drain along Webb Road).

The Catchment Plan must be prepared by a Registered Professional Engineer Queensland (RPEQ).

9. The Applicant is requested to provide further information demonstrating provision of stormwater treatment and/or mitigation methods to ensure that the water quality of the dam is not adversely impacted.

On-Site Wastewater Management

Officers have reviewed the Waste Water Treatment & Effluent Disposal System Site Plans (prepared by Chankar Environmental, dated 3 February 2025) and raise concerns regarding the legibility of the plans, noting that the proposed infrastructure does not appear to be clearly defined on the provided plans.

Information Required:

10. The Applicant is requested to undertake a comprehensive review of the application material and provide an updated Waste Water Treatment & Effluent Disposal System Site Plan that clearly identifies all proposed on-site wastewater infrastructure.

Third Party Advice – Department of Transport and Main Roads

Although the application was not required to be referred to the State Assessment and Referral Agency (SARA), Council requested third party advice from the Department of Transport and Main Roads (DTMR) to inform its assessment.

The DTMR has reviewed the proposed access arrangements for the development site via Webb Road, which connects to the Mulligan Highway at a T-intersection. DTMR notes that this intersection is currently unsealed and not constructed to a standard suitable for B-double heavy vehicle movements.

While the development proposal includes works within the Webb Road reserve, DTMR highlights that no intersection upgrade works are proposed as part of the application.

DTMR advises that the current Average Annual Daily Traffic (AADT) for the Mulligan Highway is approximately 816 vehicles (2023), and the intersection lies within a 100 km/h speed environment. Given that the proposed development will be a significant traffic generator, including B-double and

light vehicle movements, DTMR considers that the existing unsealed T-intersection is not designed to safely accommodate this increased traffic demand.

Following a preliminary assessment, DTMR considers that, at a minimum, the intersection must be upgraded and sealed to accommodate B-double turning paths. This work should be designed generally in accordance with a 'Type C' rural property access standard, as shown in Drawing 1807 (attached).

In addition, DTMR notes that further intersection treatments may be necessary to ensure safe access to and from the site. These could include a Basic Right Turn (BAR) treatment on the Mulligan Highway, as well as a Rural Basic Left Turn (BAL) treatment, to improve the safety and functionality of the intersection in a two-lane rural road environment (attached).

Information Required:

11. To ensure a thorough and detailed assessment of the Mulligan Highway / Webb Road T-intersection can be undertaken, a Traffic Impact Assessment (TIA) should be prepared by a qualified RPEQ traffic professional in accordance with the Department of Transport and Main Roads Guideline for Traffic Impact Assessment (GTIA). The TIA report should provide the following:
 - a. Traffic generation rates and a directional split analysis illustrating traffic generation from the fully operational staged horticultural development including existing background traffic.
 - b. A safety assessment based on traffic generation rates including background traffic is required utilising Figure 3.25 'warrants for turn treatments on major roads at unsignalised intersections' of section 3.3.6 of the Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management 2020 to demonstrate that the fully operational staged horticultural development will not impact on the function and safety of the Mulligan Highway / Webb Road T-intersection.
 - c. Provide appropriate mitigation measures based on the 'warrants for turn treatments on major roads at unsignalised intersections' assessment to ensure that the proposed development does not result in a worsening of the Mulligan Highway / Webb Road T-intersection due to increased traffic generation.

12. In addition, the location of the Mulligan Highway / Webb Road T-intersection to be utilised by the proposed staged horticultural development is located within a rural area that has no road lighting.

To ensure that the intersection is easily visible and accessible at night, a road lighting assessment should be undertaken. The road lighting assessment should indicate if and what type of road lighting is required at the T-intersection. The lighting assessment should be undertaken in accordance with 'Figure 7.1.1 warrants for consideration of road lighting' of the Road Planning and Design Manual, 2nd edition, Transport and Main Roads, July 2021, Volume 6 – Lighting.

Further details

The due date for providing the requested information is **three (3) months** from the date of this request, therefore you are required to respond no later than **04 July 2025**.

In accordance with section 13.2 of the Development Assessment Rules, you may respond by giving:

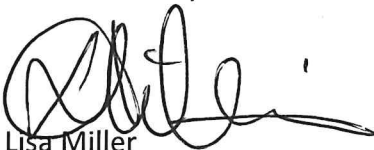
- (a) all of the information requested; or
- (b) part of the information requested; or
- (c) a notice that none of the information will be provided.

As Cook Shire Council's assessment of your application will be based on the information provided, it is recommended that you provide all the information requested. In accordance with section 14.2 of the Development Assessment Rules, if you do not provide a response before the above due date (or a further agreed period), it will be taken as if you have decided not to respond to the information request and the Cook Shire Council will continue the assessment of your application without the information requested.

Please note that Council may request further advice any time before the application is decided if other matters arise as a result of public notification or further assessment of the application.

For further information, if you have a query, or to seek clarification about any of these details, please contact Council's Planning and Environment Department on (07) 4082 0500 or E-mail: mail@cook.qld.gov.au.

Yours sincerely



Lisa Miller

Manager Planning and Environment
Cook Shire Council