

135 Abbott Street Cairns QLD 4870 T+61 7 4031 1336

Date: 16 September 2025

Chief Executive Officer Cook Shire Council PO Box 3 Cooktown QLD 4895

Attn: Lisa Miller, Manager Planning and Environment

Dear Lisa..

Webb Road and 129 Webb Road, Lakeland 4871 - Rural Industry and Workforce Accommodation Application for a minor change to a development approval (pursuant to Section 78 of the Planning Act 2016)

Your Ref: DA/4869

We refer to the development approval issued by Cook Shire Council on insert 28 July 2025 for the above site The development approval comprises a Development Permit for Material Change of Use for the purpose of Rural Industry and Workforce Accommodation.

On behalf of Northern King Grapes Pty Ltd we make this application to change the development approval to you as the responsible entity.

The proposed change is a minor change. In brief, it involves changes to the conditions of approval to delete and or change conditions relating to the upgrade of Webb Road, including drainage, and the potential upgrade of the State controlled intersection of Webb Road with the Mulligan Highway.

We provide further detail about the change below.

#### 1 Justification for proposed change

#### 1.1 Webb Road

Webb Road, Lakeland, is an unsealed gravel formation that provides access to four rural properties, including one dwelling. The road reserve is 20 metres wide and extends approximately three kilometres from the intersection with the Mulligan Highway to its western most extent adjacent Lot 2 on RP901 762. The road has had a gate installed on it for a significant period of time and the road has been maintained and improved by the owners of the properties for a significant period of time.

The land that is accessed from Webb Road has been the subject of an application for Reconfiguring a Lot to realign the property boundaries to address encroachments and to create a lease area with a lease exceeding 10 years. This approval results in Webb road continuing to provide access to four properties, including one house, and the creation of a lot with an area of 707 hectares that contains lease areas of 467.2 hectares.

It is one of these lease areas that is the subject of the application for the Rural Industry and Workforce Accommodation. This lease area is located approximately 696 metres form the boundary of the state controlled road and approximately 1.9 kilometres from the intersection of Webb Road with the Mulligan Highway.

Webb Road and the associated gate is illustrated in Figure 1 below:

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Figure 1: Webb Road and the associated gate

#### 1.2 Approved Development

The approved development would provide for the following:

- Workers Accommodation for managers comprising five x three bedroom dwellings. Four of these
  would be occupied by managers and one would be used for the purpose of accommodating visiting
  executives.
- Workers Accommodation for supervisors comprising eight x two bedroom dwellings. These dwellings would be occupied by the supervisors of the farm workers.
- Workers Accommodation with a total of 224 beds in the form of 28 Accommodation Pods to the east and accessible from Webb Road.
- A cold storage Warehouse for the purpose of the refrigeration and storage of harvested product in preparation for transport.

As part of the original application the applicant provided the following broad comment in respect of traffic generation.

The proposed development is anticipated to generate in the order of 350 B-double truck movements per annum and light vehicle movements associated with workers travelling to and from the site. The

truck movements would increase year on year, as the crops mature. It is envisaged that traffic movements would take 6 years to reach the maximum number of traffic movements anticipated.

# 1.3 Webb Road and Mulligan Highway Intersection Assessment and Upgrade Trigger

The Webb Road and Mulligan Highway Intersection is a State-controlled intersection and its upgrade or assessment is not within Councils jurisdiction. As a Code Assessable application, the Council can only have regard to the applicable codes contained in their planning scheme in the determination of the application and no other matter.

State-controlled intersections and works to state controlled roads and intersections are regulated under the *Transport Infrastructure Act 1994* and are a matter that is the responsibility of the Department of Transport and Main Roads.

Schedule 6, Part 3 of the *Planning Regulation 2017*, specifically states that a Councils Planning Scheme is prohibited from identifying the following as assessable development:

9. Operational work for ancillary works and encroachments for a road

Operational work for ancillary works and encroachments for a road—

- (a) carried out in accordance with a notice made under the Transport Infrastructure Act, section 50(4); or
- (b) done as required by a written arrangement entered into with the chief executive (transport) mentioned in the Transport Infrastructure Act, section 50(2)(c).

Therefore, the Planning Scheme cannot make works to a state controlled road assessable development and the council is limited in its assessment to only being able to consider the matters contained in the planning scheme. On this basis, there is no trigger for any requirement for an assessment of the state-controlled intersection. Any condition relating to the state-controlled intersection is therefore not considered reasonable or appropriate.

#### 1.4 Webb Road Upgrade Trigger

As the application is Code Assessable, in determining the application, the Council can only have regard to the applicable Assessment Benchmarks. The trigger for the upgrade of Webb Road is identified in the FNQROC Development Manual. In order to justify a requirement to upgrade Webb Road the traffic movements on Webb Road would need to be between 100 and 999 traffic movements per day. The guidelines contained in table D1.4 of the FNQROC Development Manual are provided below:

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| Table D1.4 Rural Road Elements 8                     |                                      |   |                        |                                     |   |  |
|--|--------------------------------------|---|------------------------|-------------------------------------|---|--|
| Traffic Volume or Road<br>Class                      | <50VPD                               | 50 -<br>100VPD <sup>6,8</sup>           | 100 – 999 <sup>5</sup> | 1000 - 2999<br>(or rural collector) | >3000<br>(or sub-arterial)  |  |
| Road Reserve<br>(flat terrain ≤ 5%)                  |                                      | 20m                                     | 20m                    | 25m                                 | S or DMR  |  |
| Road Reserve <sup>2</sup><br>(Undulating/Hilly > 5%) | ığı                                  | 25m                                     | 25m                    | 30m                                 |   |  |
| Formation  | d Des                                | 8m                                      | 8m                     | 10m                                 | SOAD  |  |
| Pavement Width                                       | der Roa                              | 5.5m                                    | 8m                     | 8m                                  | AUSTF   |  |
| Seal Width   | ver Orc                              | 4.5 1,5,7                               | 6.5m                   | 8m (incl. 0.5m<br>sealed shoulders) | To be designed in accordance with AUSTROADS or DMR design guidelines. |  |
| Shoulders <sup>3</sup>                               | As per IPWEQ Lower Order Road Design | 1.25m<br>Approved<br>Select<br>material | 0.75m<br>gravel        | 1m gravel                           |   |  |
| Desirable Speed<br>Environment                       | As pe                                | 100kph                                  | 100kph                 | 100kph                              | ssigned   |  |
| Design Speed for<br>Individual Elements<br>(Minimum) |                                      | 80kph                                   | 80kph                  | 80kph                               | To be de design gr  |  |

Figure 2: Rural Road Requirements

**Source: FNQROC Development Manual** 

It is also important to note that the table contains a note that states "Cook Shire Council may consider relaxing the requirement to seal rural roads in some instances if there are no adverse impacts i.e. dust."

In this instance there would be no properties affected by Dust from the proposed development and therefore it is acceptable for the road not to be sealed.

#### 1.5 Traffic Generation

A Traffic Assessment was prepared and provided as part of a request for a negotiated decision notice. The operation of the development and the traffic generation was based upon information provided by the applicant. A copy of the Traffic Assessment is provided at **Appendix B**.

Traffic movements associated with the development are advised as follows:

- The transport of approximately 220 workers by 40 seater bus from Cairns, including pick-up from Cairns Airport on an assumed 8 week rotation;
- The movement of 2 x 20 seater buses on the weekends to transport workers to Mareeba to undertake shopping etc.
- The managers/supervisors would have access to private use vehicles and it is assumed that they would access the site from the Mulligan Highway once per day;
- The workers would work 5-6 days per week and would be transported from the accommodation camp to the farm in the morning and then returned to the accommodation in the evening. This would be undertaken by 4 x 20 seater buses that would be parked at the accommodation camp.
- Grapes would be transported from the Farm by B-Double and over the course of the year there are likely to be 240 B-Doubles transporting grapes from the farm.

The traffic generated by the development was forecasted as follows:

| Use                            | Vehicle       | Frequency | Workers | Traffic<br>Movements | Movements per day | Assumed<br>Peak Hour<br>Movements |
|--------------------------------|---------------|-----------|---------|----------------------|-------------------|-----------------------------------|
| Workers from Cairns Airport    | 40 seater bus | 8 weeks   | 220     | 12                   | 0.21              | 0.02                              |
| Managers and Private use       | Private       | Daily     | 13      | 2                    | 26                | 2.6                               |
| Workers weekly Mareeba<br>Trip | 20 seater bus | Weekly    | 40      | 4                    | 0.57              | 0.06                              |
| Grape Trucks                   | B-Double      | Year      | 0       | 480                  | 1.32              | 0.13                              |
| Existing Dwelling              | Private       | Daily     | 0       | 10                   | 10                | 1                                 |
| Total                          |               |           |         |                      | 38.1              | 3.8                               |

Table 1 -Traffic Movements on Webb Road in the section between the Workers Accommodation and the Mulligan Highway

| Use   | Vehicle       | Frequency | Workers | Traffic<br>Movements | Movements<br>per day | Assumed<br>Peak Hour<br>Movements |  |  |
|---|---------------|-----------|---------|----------------------|----------------------|-----------------------------------|--|--|
| Workers Accomodation to farm  | 20 seater bus | Daily     | 220     | 36                   | 36                   | 3.6                               |  |  |
| Managers and Private use  | Private       | Daily     | 13      | 2                    | 26                   | 2.6                               |  |  |
| Grape Trucks  | B-Double      | Year      | 0       | 480                  | 1.32                 | 0.13                              |  |  |
| Total   |               |           |         |                      | 63.32                | 63.32                             |  |  |
| Table 2 -Traffic Movements on Webb Road in the section between the Workers Accommodation and the Farm |               |           |         |                      |                      |                                   |  |  |

#### **Source: Neon Consulting**

The traffic generation numbers are not inconsistent with Traffic Assessments undertaken for similar developments in the Far North Queensland Region. A similar development in Mareeba with 144 bed works accommodation identified a total of 32 traffic movements per day, comprising 26 worker movements and 6 car trips per manager, which include daily evening trips to Mareeba, which would not occur in this instance (ARO Industries (part of the Up North Group) 429 Fichera Road, Mareeba 4/01/2023). Applying the figures above to the traffic generation rates would result in a traffic generation for the farm workers, including the supervisors, including bus trips to Mareeba of 44 daily trips. Including 30 daily trips for the five managers residences, would result in a total of 77 daily trips. If the additional truck movements are included, the total daily trips for the proposed development based upon the ARO Assessment (part of the Up North Group), would equate to total traffic movements of 78.32 trips per day.

Whilst the figure arrived at using the ARO approach is higher than that arrived at by NEON the differences can be explained by Lakeland being more remote than the Fichera Road site and with less access to the services of Mareeba and no daily trips to Mareeba. The findings of NEON are considered to be comparable to that of other Engineers undertaking Traffic Assessments for Works Force Accommodation in Far North Queensland.

A copy of the ARO report is provided at  $\mbox{\bf Appendix}~\mbox{\bf C}$  for comparable purposes.

What is key is that adopting either approach, the traffic generation figures are less than 100 vehicles per day for the development. In this instance this is considered to be satisfied and the trigger has not been reached.

#### 1.6 Key issue: Traffic Generation

Trinity Engineering and Consulting, in providing advice to Council, suggested that there were significant concerns with the traffic data relied on in the applicant's representations for changes to Webb Road conditions and inconsistencies when compared to the original development application and supporting material. These are addressed separately below and a copy of the Trinity Engineering Consulting advice is provided at **Appendix D**.

#### 1.6.1 Inconsistency with application Material

The application material noted in regard to traffic generation that it was anticipated to generate in the order of 350 B-double truck movements per annum and light vehicle movements associated with workers travelling to and from the site.

It also contained a request that Council consider upgrading Webb Road to a bitumen surface and include that in their capital works program in recognition of the financial benefits the development would bring to the council area. The upgrade of Webb Road, in this instance was not based on an engineering assessment of what was required and is not considered relevant to the assessment of the required road construction to service the development based upon the relevant Planning Scheme Codes and the relevant Assessment Benchmarks.

The anticipated traffic counts were based on information provided by the applicant and they were very broad brush and not detailed. The greater level of detail was provided in the Negotiated Decision Notice Request, which for the purpose of determining that application is the common material. Similarly, the provision of car parking spaces is not an indication of traffic generation.

It is important to note that the details and basis upon which the traffic generation was calculated is comparable to that of other Traffic Assessments undertaken by unrelated engineers operating in Far North Queensland.

#### 1.6.2 Traffic Generation from Managers Dwellings

The development comprises five managers residences and eight supervisors residences. The supervisors are accommodated in shared accommodation and are not consistent with the operation of a detached dwelling house. Similarly, the five Managers Residences are self-contained dwellings for the accommodation of managers employed at the farm. On this basis, the TEC comparison of this accommodation to 13 detached dwellings occupied by families and households is not considered reasonable or appropriate in this instance. Particularly given that the majority of movements to and from the place of work would not involve leaving the site.

The assumption is that a Dwelling House will generate 10 traffic movements per day is a conservative approach with Austroads suggesting that Low Density Residential Developments in Regional towns generating 7.4 vehicle movements per day. The proposed development would involve less daily traffic movements than a Dwelling House in a Low Density Residential environment in a regional town.

For similar developments a traffic generation rate of six vehicles for managers accommodation has been assumed. However, these 6 movements include movements to and from the place of employment or work site. In this instance, the accommodation is on the works site and as a consequence the number of movements to and from works sites should be discounted.

Adopting an assumed 6 VPD traffic generation rate for the five managers accommodation units, based on the higher rate adopted by ARO Industries on a comparable study, would indicate a total of 78.3 traffic movements per day. In order to reach 100 vehicles per day the supervisor accommodation would need to generate more than 2 VPD per day per unit.

The traffic generation rates provided in the NEON assessment and based on the advice of the applicant are considered to be a reasonable estimation and consistent with industry norms.

#### 1.6.3 Private Vehicles Associated with Farm Workers

As identified in the application material, the farm workers would be bused to and from the site. There would be no private vehicles associated with the farm workers on site. This is not dissimilar to the operation of workforce accommodation sites elsewhere, including those in Mareeba Shire and those previously approved by Cook Shire Council.

#### 1.6.4 Other Traffic Generation

The assessments undertaken on behalf of Council have assumed a traffic generation for the following:

- Recreation
- Social visits

- Health appointments
- Off farm work
- Trades
- Machinery servicing
- Deliveries.

These movements are not typically identified in any traffic assessment and that they have not previously been considered in any traffic assessment previously accepted by Council.

This has been accepted by the officers in correspondence. However, in order for the trigger guideline of 99 VPD to be reached to justify the upgrade of Webb Road, these additional traffic generating activities would need to generate an additional 30 plus vehicle movements per day.

As there would be no private vehicles on site and no nearby recreation destinations, it is difficult to see how this is a safe assumption in many instances.

The assumptions also do not take into account that trucks arriving on the site to collect the grapes would not arrive empty but would be delivering supplies, as is common practice with agricultural production in regional areas. It is possible that there would be additional movements generated by trades and health appointments; however it is a reasonable assumption that this additional traffic would be very minor and would not account for such an increase in traffic movements as to trigger the upgrade of Webb Road.

## 2 Proposed Change – External Road Works

The proposed changes to the development approval principally relate to the requirements for upgraded to external roads, including the Webb Road and Mulligan Highway Intersection. The relevant conditions are identified below.

The external road works conditions currently state:

- 8. Upgrade Webb Road in accordance with Section D1 of the FNQROC Development Manual from the Mulligan Highway intersection to the proposed "Property Access Point 2" as nominated on Superior Steel Homes Sheet No. 01 (Site Plan, Issue A, Construction Issue) dated 25 March 2025. The upgrade of Webb Road will require an application for Operational Works to be prepared and submitted to Council.
- 9. The Operational Works application to upgrade Webb Road must include engineering plans prepared by a Registered Professional Engineer of Queensland (RPEQ), and be generally in accordance with the requirements of Table D1.4 Rural Road Elements of the FNQROC Development Manual based on a traffic volume of 100-999 vehicles per day.

The design for Webb Road must include but is not limited to:

- 8m wide formation;
- 8m wide pavement width;
- 6.5m wide seal width;
- 0.75m gravel shoulders;
- Provision for curve widening (this may include the use of Austroads turning templates in accordance with the relevant guidelines); and
- Appropriate drainage infrastructure to outlet run-off generally in accordance with the requirements of the Queensland Urban Drainage Manual.

Detailed design drawings for the upgrade of Webb Road and proposed access crossover locations are to be provided to Council for endorsement.

Once approved, all works must be carried out in accordance with the approved plan(s) to the requirements and satisfaction of Council and generally in accordance with the FNQROC Development Manual, including the works acceptance process, prior to the Commencement of Use.

10. The Registered Professional Engineer of Queensland (RPEQ), certifying the engineering design drawings for the Webb Road upgrade must ensure that all relevant Road Safety aspects for the Webb Road corridor are considered. The RPEQ must certify that traffic on Webb Road and using the Webb Road / Mulligan Highway intersection once the Northern King Grapes development site is fully operational is safe.

Any upgrade recommendations by the RPEQ to address Road Safety will require a Development Permit for Operational Works and will need to be implemented prior to the Commencement of Use.

The above assessment and commentary demonstrates that:

- There is no trigger to require the assessment or upgrade of the intersection of Webb Road with the Mulligan Highway; and,
- The development and traffic generated would not result in the number of vehicles using Webb Road exceeding 99 vehicles per day.

In the first instance it is requested that the conditions be deleted in entirety; however, should it be determined that a level of road improvement works are required it should be limited to satisfying the requirements for a rural road carrying 50-100 vehicles per day. A suggested condition is provided below for reference.

Webb Road shall be upgraded in accordance with an Operational Works application and plans prepared by a Registered Professional Engineer of Queensland (RPEQ), and be generally in accordance with the requirements of Table D1.4 Rural Road Elements of the FNQROC Development Manual based on a traffic volume of 50-100 vehicles per day.

The design for Webb Road must include:

- 8m wide formation;
- 5.5m wide pavement width;
- 0.75m gravel shoulders;
- Appropriate drainage infrastructure to outlet run-off.

Once approved, all works must be carried out in accordance with the approved plan(s) to the requirements and satisfaction of Council and generally in accordance with the FNQROC Development Manual, including the works acceptance process, prior to the Commencement of Use.

## 3 Minor Change Status

The proposed change to the development approval is consistent with the definition of a 'minor change' under the *Planning Act 2016* as outlined below:

#### 3.1 Minor change definition

|      | ange        | Schedule 2 of the Planning Act 2016, a minor (for a development approval) means a change   | Response   |  |  |
|------|-------------|--|--|--|--|
| (i)  | woul<br>and | d not result in substantially different development;   | Demonstration that the change does not constitute substantially difference development is provided section 3.2 below.  |  |  |
| (ii) | inclu       | levelopment application for the development,<br>ding the change, were made when the change<br>ication is made would not cause            |  |  |  |
|      | (A)         | the inclusion of prohibited development in the application; or   | Complies The requested change relates to external roadworks conditions only.   |  |  |
|      | (B)         | referral to a referral agency, other than to the chief executive, if there were no referral agencies for the development application; or | Complies  Neither the original application nor the changed application will require referral to any referral agencies. |  |  |

| (C) | referral to extra referral agencies, other than to<br>the chief executive; or   | Complies  Neither the original application nor the changed application will require referral to any referral agencies. |
|-----|---|--|
| (D) | a referral agency, in assessing the application under section 55, to assess the application against, or have regard to, a matter, other than a matter the referral agency must have assessed the application against, or had regard to, when the application was made; or | Complies  Neither the original application nor the changed application will require referral to any referral agencies. |
| (E) | public notification if public notification was not required for the development application.  | Complies  Neither the original application nor the changed application will require public notification.               |

### 3.2 Substantially different development criteria

| Under Schedule 1 of the Development Assessment rules, a change may be considered to result in substantially different development if any of the following apply to the change: | Response   |
|--|--|
| (a) involves a new use;  | The change does not involve a new use.   |
| (b) results in the application applying to a new parcel of land; or  | The change does not introduce new land.  |
| (c) dramatically changes the built form in terms of scale, bulk and appearance; or   | Complies The requested change relates to external roadworks conditions only.   |
| (d) changes the ability of the proposed development to operate as intended; or   | Complies The requested change relates to external roadworks conditions only.   |
| (e) removes a component that is integral to the operation of the development; or   | Complies  The requested change relates to external roadworks conditions only that are not necessary for the operation of the development.  |
| (f) significantly impacts on traffic flow and the transport network, such as increasing traffic to the site; or  | Complies  The requested change relates to external roadworks conditions only and would not result in an increase of traffic generation or flow.  |
| (g) introduces new impacts or increase the severity of known impacts; or   | Complies  The requested change relates to external roadworks conditions only. There would be no change to the impacts of the development as a result of the change.                                      |
| (h) removes an incentive or offset component that would have balanced a negative impact of the development; or   | Complies The development does not involve any offset components  |
| (i) impacts on infrastructure provisions.  | Complies  The requested change relates to external roadworks conditions only it would not result to a change in the impact on the road network and the site is not serviced by any other infrastructure. |

# 4 Referral agencies

As determined by Schedule 9 and 10 of the *Planning Regulation 2017*, the application does not require referral to the State Assessment and Referral Agency (SARA). No referral agencies were triggered by the original application, nor as a result of the change to the application.

## 5 Amendments to the approval

#### 5.1 Conditions

The proposed change will require revisions to the current conditions of approval, including the following

| Condition | Amendments  |  |  |  |  |  |  |  |
|-----------|---|--|--|--|--|--|--|--|
| 8.        | Upgrade Webb Road in accordance with Section D1 of the FNQROC Development Manual from the Mulligan Highway intersection to the proposed "Property Access Point 2" as nominated on Superior Steel Homes Sheet No. 01 (Site Plan, Issue A, Construction Issue) dated 25 March 2025. The upgrade of Webb Road will require an application for Operational Works to be prepared and submitted to Council.                             |  |  |  |  |  |  |  |
| 9.        | The Operational Works application to upgrade Webb Road shall be upgraded in accordance with an Operational Works application and plans, must include engineering plans prepared by a Registered Professional Engineer of Queensland (RPEQ), and be generally in accordance with the requirements of Table D1.4 Rural Road Elements of the FNQROC Development Manual based on a traffic volume of 100-999-50-100 vehicles per day. |  |  |  |  |  |  |  |
|           | The design for Webb Road must include but is not limited to:  |  |  |  |  |  |  |  |
|           | 8m wide formation;  |  |  |  |  |  |  |  |
|           | 8 5.5m wide pavement width;   |  |  |  |  |  |  |  |
|           | • 6.5m wide seal width;   |  |  |  |  |  |  |  |
|           | <ul> <li>0.75m gravel shoulders;</li> </ul>   |  |  |  |  |  |  |  |
|           | <ul> <li>Provision for curve widening (this may include the use of Austroads turning<br/>templates in accordance with the relevant guidelines); and</li> </ul>  |  |  |  |  |  |  |  |
|           | <ul> <li>Appropriate drainage infrastructure to outlet run-off generally in accordance<br/>with the requirements of the Queensland Urban Drainage Manual.</li> </ul>  |  |  |  |  |  |  |  |
|           | Detailed design drawings for the upgrade of Webb Road and proposed access crossover locations are to be provided to Council for endorsement.  |  |  |  |  |  |  |  |
|           | Once approved, all works must be carried out in accordance with the approved plan(s) to the requirements and satisfaction of Council and generally in accordance with the FNQROC Development Manual, including the works acceptance process, prior to the Commencement of Use.  |  |  |  |  |  |  |  |
| 10.       | The Registered Professional Engineer of Queensland (RPEQ), certifying the engineering design drawings for the Webb Road upgrade must ensure that all relevant Road Safety aspects for the Webb Road corridor are considered. The RPEQ must certify that traffic on Webb Road and using the Webb Road / Mulligan Highway intersection once the Northern King Grapes development site is fully operational is safe.                 |  |  |  |  |  |  |  |
|           | Any upgrade recommendations by the RPEQ to address Road Safety will require a Development Permit for Operational Works and will need to be implemented prior to the Commencement of Use   |  |  |  |  |  |  |  |

### **6 SUPPORTING INFORMATION**

In support of these changes, please find attached the following information, which satisfied the requirements of Section 79 of the *Planning Act 2016*:

• Appendix A: Relevant Application Form

Appendix B: Traffic Impact Assessment, NEON Consulting

• Appendix C: Traffic Impact Assessment - Comparable Development 429 Fichera Road, Mareeba -

**ARO Consulting** 

• Appendix D: TEC Assessment of Negotiated Decision Notice request and Memorandum Report to

Cook Shire Council CEO

In accordance with Council's schedule of fees and charges, the relevant application fee of \$450.00 will be paid upon receipt of an invoice made out to Northern King Grapes Pty Ltd.

We look forward to continuing working with you on this development. In the meantime, if you have any queries please contact the writer (contact details below).

Yours sincerely, for RPS AAP Consulting Pty Ltd

**Patrick Clifton** 

Senior Principal | Practice Leader - Planning, Cairns patrick.clifton@rpsconsulting.com
07 4031 1366

# Appendix A

# **Relevant Application Form**

## Change application form

Planning Act Form 5 (version 1.2 effective 7 February 2020) made under Section 282 of the Planning Act 2016.

This form is to be used for a change application made under section 78 of the *Planning Act 2016*. It is important when making a change application to be aware of whether the application is for a minor change that will be assessed under section 81 of the *Planning Act 2016* or for an other change that will be assessed under section 82 of the *Planning Act 2016* 

An applicant must complete all parts of this form, and provide any supporting information that the form identifies as being required to accompany the change application, unless stated otherwise. Additional pages may be attached if there is insufficient space on the form to complete any part.

**Note**: All terms used in this form have the meaning given under the Planning Act 2016, the Planning Regulation 2017, or the Development Assessment Rules (DA Rules).

#### PART 1 - APPLICANT DETAILS

| 1) Applicant details                                |   |
|---|---|
| Applicant name(s) (individual or company full name) | Northern King Grapes Pty Ltd                    |
| Contact name (only applicable for companies)        | c/- RPS AAP Consulting Pty Ltd, Patrick Clifton |
| Postal address (P.O. Box or street address)         | PO Box 1949                                     |
| Suburb  | Cairns  |
| State   | Queensland                                      |
| Postcode  | 4870  |
| Country   | Australia                                       |
| Email address (non-mandatory)                       | Patrick.clifton@rpsconsulting.com               |
| Mobile number (non-mandatory)                       |   |
| Applicant's reference number(s) (if applicable)     | 376098  |

| 2) Owner's consent - Is written consent of the owner required for this change application?  Note: Section 79(1A) of the Planning Act 2016 states the requirements in relation to owner's consent. |
|---|
| <ul><li>☑ Yes – the written consent of the owner(s) is attached to this change application</li><li>☑ No</li></ul>   |

#### PART 2 - LOCATION DETAILS

| 3) Location of the premises (complete 3.1) or 3.2), and 3.3) as applicable)   |   |                 |                                    |                          |  |  |  |
|---|---|-----------------|------------------------------------|--------------------------|--|--|--|
| 3.1) St   | treet addres                                    | s and lot on pl | an                                 |                          |  |  |  |
| <ul> <li>Street address AND lot on plan (all lots must be listed), or</li> <li>Street address AND lot on plan for an adjoining or adjacent property of the premises (appropriate for development in water but adjoining or adjacent to land e.g. jetty, pontoon. All lots must be listed).</li> </ul> |   |                 |                                    |                          |  |  |  |
|   | Unit No. Street No. Street Name and Type Suburb |                 |                                    |                          |  |  |  |
| a)  |   |                 | Webb Road                          | Lakeland                 |  |  |  |
| a)  | Postcode  | Lot No.         | Plan Type and Number (e.g. RP, SP) | Local Government Area(s) |  |  |  |
|   | 4871 Part of 2 RP901762 Cook Shire Council      |                 |                                    |                          |  |  |  |
|   | Unit No.  | Street No.      | Street Name and Type               | Suburb                   |  |  |  |
| b)  | Webb Road Lakeland                              |                 |                                    |                          |  |  |  |
| b)  | Postcode  | Lot No.         | Plan Type and Number (e.g. RP, SP) | Local Government Area(s) |  |  |  |
|   | 4871  | Part of 13      | RP742506                           | Cook Shire Council       |  |  |  |



| <ul><li>3.2) Coordinates of premises (appropriate for development in remote areas, over part of a lot or in water not adjoining or adjacent to land e.g. channel dredging in Moreton Bay)</li><li>Note: Place each set of coordinates in a separate row.</li></ul> |   |                |                |                 |               |             |                                   |  |
|--|---|----------------|----------------|-----------------|---------------|-------------|-----------------------------------|--|
| Coordinates of premises by longitude and latitude  |   |                |                |                 |               |             |                                   |  |
| Longitude(s)   |   | Latitude(s)    |                | Datum           | Datum         |             | overnment Area(s) (if applicable) |  |
|  |   |                |                | ☐ WGS84         |               |             |                                   |  |
|  |   |                |                | GDA94           |               |             |                                   |  |
|  |   |                |                | Other:          |               |             |                                   |  |
| ☐ Coordinates of   | premise   | s by easting   | and northing   | 7               |               |             |                                   |  |
| Easting(s)   | Northi  |                | Zone Ref.      | Datum           |               | Local Go    | overnment Area(s) (if applicable) |  |
| 3( )   |   | 3( )           | □ 54           | □ WGS84         |               |             | ( ) ( - ) ;                       |  |
|  |   |                | ☐ 55           | GDA94           |               |             |                                   |  |
|  |   |                | <u></u> 56     | Other:          |               |             |                                   |  |
| 3.3) Additional pre  | mises   |                |                |                 |               |             |                                   |  |
|  |   | relevant to t  | the original o | levelonment :   | annroval and  | the details | s of these premises have          |  |
| been attached i  |   |                |                | ac velopinent   | approvar and  | ino dotano  | or those premises have            |  |
|  |   |                |                |                 |               |             |                                   |  |
|  |   |                |                |                 |               |             |                                   |  |
| PART 3 - RES   | PON   | SIBLE EN       | NTITY DE       | ETAILS          |               |             |                                   |  |
|  |   |                |                |                 |               |             |                                   |  |
| 4) Identify the resp   | onsible   | entity that wi | ll be assessi  | ing this chang  | e application |             |                                   |  |
| Note: see section 78   | (3) of the  | e Planning Act | 2016           |                 |               |             |                                   |  |
| Cook Shire Counci  | il  |                |                |                 |               |             |                                   |  |
|  |   |                |                |                 |               |             |                                   |  |
| PART 4 – CHA   | NGE   | DETAILS        | 3              |                 |               |             |                                   |  |
|  |   |                |                |                 |               |             |                                   |  |
| 5) Provide details of  | of the ex   | disting develo | pment appro    | oval subject to | this change   | application | n                                 |  |
| Approval type  |   | Referenc       | e number       | Date            | issued        |             | Assessment                        |  |
|  |   |                |                |                 |               |             | manager/approval entity           |  |
| Development p  |   | DA/4869        |                | 28.1.           | lly 2025      |             | Cook Shire Council                |  |
| ☐ Preliminary app  | roval   | D7 (1-000      |                | 20 00           | y 2020        |             |                                   |  |
| ☐ Development p  | ermit   |                |                |                 |               |             |                                   |  |
| ☐ Preliminary app  | roval   |                |                |                 |               |             |                                   |  |
|  |   |                |                |                 |               |             |                                   |  |
| 6) Type of change  | propose   | ed             |                |                 |               |             |                                   |  |
| 6.1) Provide a brief description of the changes proposed to the development approval (e.g. changing a development approval for a five unit apartment building to provide for a six unit apartment building):   |   |                |                |                 |               |             |                                   |  |
| Changing development approval conditions relating to external roadworks associated with an approval for a rural Industry and Workforce Accommodation.  |   |                |                |                 |               |             |                                   |  |
| 6.2) What type of change does this application propose?  |   |                |                |                 |               |             |                                   |  |
|  |   |                |                |                 |               |             |                                   |  |
| _  | <ul><li>☑ Minor change application – proceed to Part 5</li><li>☐ Other change application – proceed to Part 6</li></ul> |                |                |                 |               |             |                                   |  |
| Other change application – proceed to Fart o   |   |                |                |                 |               |             |                                   |  |

## PART 5 – MINOR CHANGE APPLICATION REQUIREMENTS

| 7) Are there any affected entities for   | or this change application  |                                    |  |  |  |  |  |
|--|---|------------------------------------|--|--|--|--|--|
| No – proceed to Part 7   | 3 11  |                                    |  |  |  |  |  |
| Yes – list all affected entities below and proceed to Part 7   |   |                                    |  |  |  |  |  |
|  | 16 states that the person making the change application must d entity as identified in section 80(2) of the Planning Act 2016.  |                                    |  |  |  |  |  |
| Affected entity  | Pre-request response provided? (where a pre-request response notice for the application has been given, a copy of the notice must accompany this change application)  Date notice given (where a pre-request response provided) |                                    |  |  |  |  |  |
|  | <ul><li>☐ No</li><li>☐ Yes – pre-request response is attached to this change application</li></ul>  |                                    |  |  |  |  |  |
|  | <ul><li>☐ No</li><li>☐ Yes – pre-request response is attached to this change application</li></ul>  |                                    |  |  |  |  |  |
|  | <ul><li>☐ No</li><li>☐ Yes – pre-request response is attached to this change application</li></ul>  |                                    |  |  |  |  |  |
|  | GE APPLICATION REQUIREMENT  |                                    |  |  |  |  |  |
|  | ry for you to complete parts of DA Form 1 – Development appl<br>tioned below. These forms are available at <a href="https://planning.dsc">https://planning.dsc</a>  |                                    |  |  |  |  |  |
| 8) Location details - Are there any original development approval?   | additional premises included in this change applic  | ation that were not part of the    |  |  |  |  |  |
| ☐ No<br>☐ Yes  |   |                                    |  |  |  |  |  |
| 9) Development details   |   |                                    |  |  |  |  |  |
| 9.1) Is there any change to the typ application?   | e of development, approval type, or level of asses  | sment in this change               |  |  |  |  |  |
|  | 1 and 2 of Part 3 (Development details) of <i>DA Ford</i>   |                                    |  |  |  |  |  |
| 9.2) Does the change application i   | to the new or changed aspects of development a nvolve building work?  | re provided with this application. |  |  |  |  |  |
| <ul> <li>No</li> <li>Yes – the completed Part 5 (Building work details) of DA Form 2 – Building work details as it relates to the change application is provided with this application.</li> </ul>   |   |                                    |  |  |  |  |  |
| 10) Referral details – Does the change application require referral for any referral requirements?   |   |                                    |  |  |  |  |  |
| <b>Note</b> : The application must be referred to e development application including the  | each referral agency triggered by the change application as if t  |                                    |  |  |  |  |  |
| <ul> <li>No</li> <li>Yes – the completed Part 5 (Referral details) of <i>DA Form 1 – Development application details</i> as it relates to the change application is provided with this application. Where referral is required for matters relating to building work the <a href="Referral checklist for building work">Referral checklist for building work</a> is also completed.</li> </ul> |   |                                    |  |  |  |  |  |
| 11) Information request under Part   | t 3 of the DA Rules   |                                    |  |  |  |  |  |
| ☐ I do not agree to accept an info   | on request if determined necessary for this change<br>ormation request for this change application  | application                        |  |  |  |  |  |
| Note: By not agreeing to accept an information request I, the applicant, acknowledge:  |   |                                    |  |  |  |  |  |

- that this change application will be assessed and decided based on the information provided when making this change application and the
  assessment manager and any referral agencies relevant to the change application are not obligated under the DA Rules to accept any
  additional information provided by the applicant for the change application unless agreed to by the relevant parties
- Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.

Further advice about information requests is contained in the DA Forms Guide: Forms 1 and 2.

| 12) Further details  |
|--|
| ☐ Part 7 of <i>DA Form 1 – Development application details</i> is completed as if the change application was a |
| development application and is provided with this application.   |

#### PART 7 – CHECKLIST AND APPLICANT DECLARATION

| 13) Change application checklist   |                           |
|--|---------------------------|
| I have identified the:   |                           |
| responsible entity in 4); and  |                           |
| for a minor change, any affected entities; and   | ⊠ Yes                     |
| <ul> <li>for an other change all relevant referral requirement(s) in 10)</li> <li>Note: See the Planning Regulation 2017 for referral requirements</li> </ul>  |                           |
| For an other change application, the relevant sections of <u>DA Form 1 – Development</u> <u>application details</u> have been completed and is attached to this application  | ☐ Yes<br>☑ Not applicable |
| For an other change application, where building work is associated with the change application, the relevant sections of <u>DA Form 2 – Building work details</u> have been completed and is attached to this application  | ☐ Yes<br>☑ Not applicable |
| Supporting information addressing any applicable assessment benchmarks is attached to this application  Note: This includes any templates provided under 23.6 and 23.7 of DA Form 1 – Development application details that are relevant as a result of the change application, a planning report and any technical reports required by the relevant extraording instrument (a) to a the level government planning scheme. State Planning Policy, State | ⊠ Yes                     |
| relevant categorising instrument(s) (e.g. the local government planning scheme, State Planning Policy, State Development Assessment Provisions). For further information, see <u>DA Forms Guide: Planning report template</u> .  |                           |
| Relevant plans of the development are attached to this development application  Note: Relevant plans are required to be submitted for all relevant aspects of this change application. For further information, see <u>DA Forms Guide: Relevant plans.</u>   | Yes                       |

#### 14) Applicant declaration

By making this change application, I declare that all information in this change application is true and correct.

Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the responsible entity and any relevant affected entity or referral agency for the change application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001*.

Note: It is unlawful to intentionally provide false or misleading information.

**Privacy** – Personal information collected in this form will be used by the responsible entity and/or chosen assessment manager, any relevant affected entity or referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the change application.

All information relating to this change application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website.

Personal information will not be disclosed for a purpose unrelated to the *Planning Act 2016*, Planning Regulation 2017 and the DA Rules except where:

- such disclosure is in accordance with the provisions about public access to documents contained in the *Planning Act 2016* and the Planning Regulation 2017, and the access rules made under the *Planning Act 2016* and Planning Regulation 2017; or
- required by other legislation (including the Right to Information Act 2009); or
- otherwise required by law.

This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002*.

# PART 8 – FOR COMPLETION OF THE ASSESSMENT MANAGER – FOR OFFICE USE ONLY

| Date received:                   | Reference numb           | per(s):              |  |
|----------------------------------|--------------------------|----------------------|--|
|                                  |                          |                      |  |
| QLeave notification and pay      | ment                     |                      |  |
| Note: For completion by assessme | nt manager if applicable |                      |  |
| Description of the work          |                          |                      |  |
| QLeave project number            |                          |                      |  |
| Amount paid (\$)                 |                          | Date paid (dd/mm/yy) |  |
| Date receipted form sighted      | by assessment manager    |                      |  |
| Name of officer who sighted      | the form                 |                      |  |

# Individual owner's consent for making a development application under the *Planning Act 2016*

| I, Peter Josef Inderbitzin  |
|---|
| and   |
| I, Franziska Maria Margarit Inderbitzin   |
| I, Franziska Mana Margant Macronzin   |
| as owners of the premises identified as follows:  |
| Part of Lot 2 on RP901762 and part of Lot 13 on RP724506  |
| consent to the making of a development application under the Planning Act 2016 by:                    |
| Northern King Grapes Pty Ltd A.C.N 667 984 992  |
| on the premises described above for:  |
| Minor Change to the Material Change of Use Approval (Rural Industry and Rural Workers' Accommodation) |
|   |
| Peter Josef Inderbitzin Date: 17. 9. 2025   |
| Q- Canclede /   |
| Franziska Maria Margarit Inderbitzin  |
| Date: 17.9.2025   |

# Company owner's consent to the making of a development application under the *Planning Act 2016*

| I, Franziska Inderbitzin  |                                      |
|---|--------------------------------------|
| Sole Director/Secretary of the company mentioned below.             |                                      |
|   |                                      |
| Of Sharprock Pty Ltd A.C.N 128 361 348                              |                                      |
|   |                                      |
| the company being the owner of the premises identified as follows:  |                                      |
| Part Lot 2 on RP901762 and part Lot 13 on RP742506                  |                                      |
| consent to the making of a development application under the Plann  | ing Act 2016 by:                     |
| Northen King Grapes Pty Ltd A.C.N 667 984 992                       |                                      |
| on the premises described above for:                                |                                      |
| Minor Change to Material Change of Use approval (Rural Industry and | Rural Workers' Accommodation)        |
| Company seal  |                                      |
| Company Name and ACN: Sharprock Pty Ltd A.C.N 128 361 348           | Signature of Sple Director/Secretary |
|   | Date                                 |
|   |                                      |

# **Appendix B**

# Traffic Impact Assessment, NEON Consulting





# 129 Webb Road, Lakeland

**Traffic Assessment** 

021-2505-R-001 | Revision B 23 June 2025

**Northern King Grapes Pty Ltd** 



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Project Name 129 Webb Road, Lakeland

Project Address 129 Webb Road, Lakeland

Project No: 021-2505

Document Title: Traffic Assessment

Document No.: 021-2505-R-001

Revision: B

Date: 23/06/2025

Client Name: Northern King Grapes Pty Ltd

#### Report prepared by

Cing Cophel

Craig Caplick | Principal Engineer | RPEng RPEQ 25102 | +61 402 568 698 | Craig@ConsultNeon.com.au

#### **Revision History**

| Rev | Date       | Description    |  |
|-----|------------|----------------|--|
| Α   | 19/06/2025 | For Approval   |  |
| В   | 23/06/2025 | Revised Layout |  |

021-2505-R-001



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#### **Appendix A. Development Plans**





## 1. Introduction

Neon Consulting Engineers have been commissioned to prepare a Traffic Assessment of Webb Road, Lakeland to support a Material Change of Use application for the purpose of Rural Industry and Workforce accommodation for Northern King Grapes Pty Ltd at 129 Webb Road, Lakeland.



Figure 1 - Locality Aerial Image (image sourced from Qld Globe)

This report has been prepared to confirm traffic generation rates for the proposed development and determine any upgrades required for the surrounding road network for safety and to ameliorate any impact by the development.



## 2. Existing Traffic Conditions and Surrounding Road Network

#### 2.1 Existing Access

The site is accessed directly from Webb Road which is an unsealed gravel formation providing access to farm land and a single dwelling. The surrounding land use is rural.



Figure 2 – Webb Road from the Mulligan Highway looking north-west (Google Street View Sept 2024)

#### 2.2 Development Proposal

The proposed development is intended to accommodate farm workers who will primarily be employed on-site. However, during off-peak periods, the facility may also house workers employed at other nearby farms.

The development will include:

- Accommodation for 224 workers in a dedicated camp;
- Residential units for 13 managers and supervisors located at the main farm; and
- A packing shed designed for the short-term storage of grapes prior to transport by B-double trucks.



#### 2.3 Traffic Generation

Traffic generation statistics for developments of this nature are not available for reference. To determine the traffic generation for this development the following rationale has been provided about the proposed operations and the associated traffic movements:

- The transport of approximately 220 workers using 40-seat buses operating from Cairns, including airport pick-ups from Cairns Airport, based on an assumed rotation cycle of eight weeks;
- Weekend trips involving two 20-seat buses transporting workers to Mareeba for shopping and other personal needs;
- Managers and supervisors will have access to private vehicles and are expected to travel to and from the site via the Mulligan Highway, typically once per day;
- Workers will operate on a 5–6 day work week, with daily transportation between the accommodation camp and the farm provided by four 20-seat buses, which will be stationed at the accommodation camp;
- Grape transport from the farm will be carried out by B-Double trucks, with an estimated total of 240 B-Double movements annually

It is understood that the Council does not have current traffic count data for Webb Road and that the road has been gated for a significant period of time. Other than farming land, Webb Road provides access to a single dwelling and it has been assumed that this dwelling would generate in the order of 10 traffic movements per day in line with a standard residential dwelling.



Figure 3 - Site overview showing the location of the Farm, Workers Accommodation and Existing House (Queensland Globe)

The figure above shows a site overview where the house is located between the worker accommodation site and the Mulligan Highway intersection. Any access between the workers accommodation and the farm will not pass the house or the Mulligan Highway. In assessing the impact on Webb Road below, the traffic movements between the Mulligan Highway and the Farm have been counted as separate to the traffic movements between the workers accommodation and the farm. On this basis, the development would generate the following traffic movements:



| Use                            | Vehicle       | Frequency | Workers | Traffic<br>Movements | Movements per day | Assumed<br>Peak Hour<br>Movements |
|--------------------------------|---------------|-----------|---------|----------------------|-------------------|-----------------------------------|
| Workers from Cairns Airport    | 40 seater bus | 8 weeks   | 220     | 12                   | 0.21              | 0.02                              |
| Managers and Private use       | Private       | Daily     | 13      | 2                    | 26                | 2.6                               |
| Workers weekly Mareeba<br>Trip | 20 seater bus | Weekly    | 40      | 4                    | 0.57              | 0.06                              |
| Grape Trucks                   | B-Double      | Year      | 0       | 480                  | 1.32              | 0.13                              |
| Existing Dwelling              | Private       | Daily     | 0       | 10                   | 10                | 1                                 |
| Total                          |               |           |         |                      | 38.1              | 3.8                               |

Table 1 -Traffic Movements on Webb Road in the section between the Workers Accommodation and the Mulligan Highway

| Use                          | Vehicle       | Frequency | Workers | Traffic<br>Movements | Movements per day | Assumed<br>Peak Hour<br>Movements |
|------------------------------|---------------|-----------|---------|----------------------|-------------------|-----------------------------------|
| Workers Accomodation to farm | 20 seater bus | Daily     | 220     | 36                   | 36                | 3.6                               |
| Managers and Private use     | Private       | Daily     | 13      | 2                    | 26                | 2.6                               |
| Grape Trucks                 | B-Double      | Year      | 0       | 480                  | 1.32              | 0.13                              |
| Total                        |               |           |         |                      | 63.32             | 63.32                             |

Table 2 -Traffic Movements on Webb Road in the section between the Workers Accommodation and the Farm

The background traffic for the Mulligan Highway is 450 AADT (2020 Traffic Census Site ID 111668) which correlates to an assumed peak hour of 45 trips per hour.

#### 2.3.1 Turn Warrants – Webb Road & Mulligan Highway.

In accordance with Section 4.8 of Austroads – Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections, the turn treatment warrants for the proposed intersection between the new access and Mulligan Highway have been assessed to determine the requirement for turn treatments. Using the assumed peak hour background traffic for the Mulligan Highway of 45 trips per hour and worst case, that 100% of the new site traffic is turning left or right depending on the time of day, it is clear from Figure 4 below that only basic left and right turn movements are required at the access.



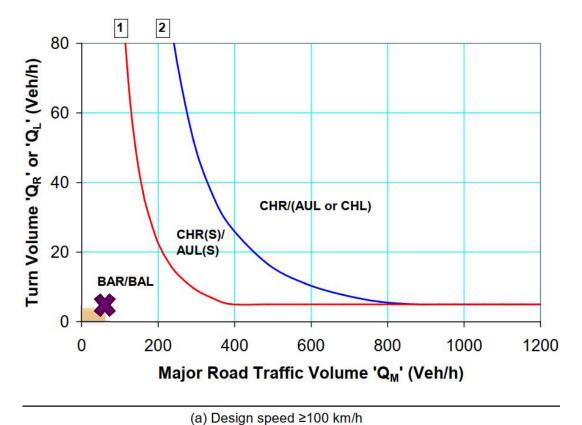


Figure 4- Austroads – Guide to Road Design – Part 4A: Unsignalised and Signalised Intersection – Figure 4.9 <100km/h

The peak hour traffic generated by the site does not warrant any turn protection arrangements at the Mulligan Highway – Webb Road intersection.

021-2505-R-001



#### 3. Webb Road

The Far North Queensland Regional Organisation of Councils (FNQROC) Development Manual Design Guideline D1 – Road Geometry provides the following deemed to comply table for rural roads.

Table D1.4 Rural Road Elements 8

| Traffic Volume or Road<br>Class                      | <50VPD                               | 50 -<br>100VPD <sup>5,6</sup>           | 100 – 999 5     | 1000 - 2999<br>(or rural collector) | >3000<br>(or sub-arterial)                                     |
|--|--------------------------------------|---|-----------------|-------------------------------------|--|
| Road Reserve<br>(flat terrain ≤ 5%)                  |                                      | 20m                                     | 20m             | 25m                                 | DMR  |
| Road Reserve <sup>2</sup> (Undulating/Hilly > 5%)    | ugi                                  | 25m                                     | 25m             | 30m                                 | 6  |
| Formation  | d Des                                | 8m                                      | 8m              | 10m                                 | OAD  |
| Pavement Width                                       | der Road                             | 5.5m                                    | 8m              | 8m                                  | AUSTR  |
| Seal Width   | ver Ord                              | 4.5 1,5,7                               | 6.5m            | 8m (incl. 0.5m<br>sealed shoulders) | e with   |
| Shoulders <sup>3</sup>                               | As per IPWEQ Lower Order Road Design | 1.25m<br>Approved<br>Select<br>material | 0.75m<br>gravel | 1m gravel                           | To be designed in accordance with AUSTROADS design guidelines. |
| Desirable Speed<br>Environment                       | As pe                                | 100kph                                  | 100kph          | 100kph                              | ssigned  |
| Design Speed for<br>Individual Elements<br>(Minimum) |                                      | 80kph                                   | 80kph           | 80kph                               | To be de<br>design g   |

#### Notes:

- Cook Shire Council may consider relaxing the requirement to seal rural roads in some instances if there are no adverse impacts i.e. dust.
- In undulating terrain this width shall be increased to enable services to be constructed on accessible flatter land on top and below batters.
- Where the road is a designated on-road bicycle route (signposted and pavement marked) the shoulder provision needs to conform to the AUSTROADS
- In Douglas Shire Council the seal and pavement width shall be a minimum of 5.5m with a shoulder of 0.75m, unless otherwise
  approved by Council
- In Cook Shire Council, all rural residential subdivisions within the urban expansion footprint are to comply with Residential Streets – Table D1.1
- In Cassowary Coast Regional Council, the seal and pavement width will be min 6.5m with a shoulder width of 0.75m unless otherwise approved by council
- Tablelands Regional Council will consider reduction of sealed width to 3.5m. For roads with less than 50vpd it will also consider relaxing the requirement for bitumen sealing
- In TRC, this table does not apply to Rural Residential areas where lot size is less than 10,000m<sup>2</sup>. For all Rural Residential
  areas where lot sizes are generally less than 10,000m<sup>2</sup> refer to the Urban road standards.

Figure 5- FNQROC Rural Roads Table D1.4



Table 1 - Performance criteria and acceptable solutions

| Asset Classification<br>Characteristic                            | Formed Track           | Local Road                 | Distributor Road           |
|---|------------------------|----------------------------|----------------------------|
| Vehicles per Day  | 0-10                   | 10-50                      | 50-150                     |
| Design Speed (km/hr)  | 50-30                  | 70-40                      | 100-60                     |
| Road Type   | Formed                 | Sealed or unsealed         | Sealed or unsealed         |
| Formation Width<br>(metres) (minimum)                             | 4.0m                   | 6.5m                       | 7.0m                       |
| Seal Width (minimum)  | n/a                    | 3.5m                       | 4.0m                       |
| Pavement Width<br>(metres) (minimum)                              | n/a                    | 3.5m                       | 6.0m                       |
| Minimum Crossfall   | Formed<br>No Gravel 4% | Sealed 3%<br>Gravelled 4%  | Sealed 3%<br>Gravelled 4%  |
| Maximum Superelevation (Depending on the nature of truck traffic) |                        | 10% sealed<br>9% unsealed  | 10% sealed<br>7% unsealed  |
| Gradient (maximum)  | n/a                    | 16% Sealed<br>10% Unsealed | 16% Sealed<br>10% Unsealed |

Figure 6- IPWEQ Lower Order Road Design Table 1

The daily traffic on Webb Road is less than 50 VPD and between 50 and 100 VPD in the sections from the Mulligan Highway to the Workers' Accommodation, and the Workers' Accommodation to the Farm, respectively.

With the exception of the unsealed surface, the existing road formation generally aligns with the FNQROC standard for local roads carrying 10 to 50 VPD. With minor widening—particularly of the shoulders—it could meet the formation standard for roads carrying 50 to 100 VPD. However, the corresponding design speed of 80 to 100 km/h for that standard is considered excessive and unsuitable for this road.

It is noted that FNQROC Table D1.4 (Note 1) allows for Cook Shire Council to consider a relaxation of the sealing requirement for rural roads, where there are no adverse impacts, such as dust affecting adjacent properties. In this case, there are no nearby dwellings or sensitive uses likely to be impacted by dust emissions, and a sealing relaxation may therefore be appropriate.

## 4. Sight Distance

There are no sight distance concerns for any of the proposed accesses or the existing Webb Road – Mulligan Highway intersection.



## 5. Conclusion

The proposed workforce accommodation for Northern King Grapes Pty Ltd at 129 Webb Road, Lakeland has been assessed as having a minimal impact on the surrounding transport network. Specifically,

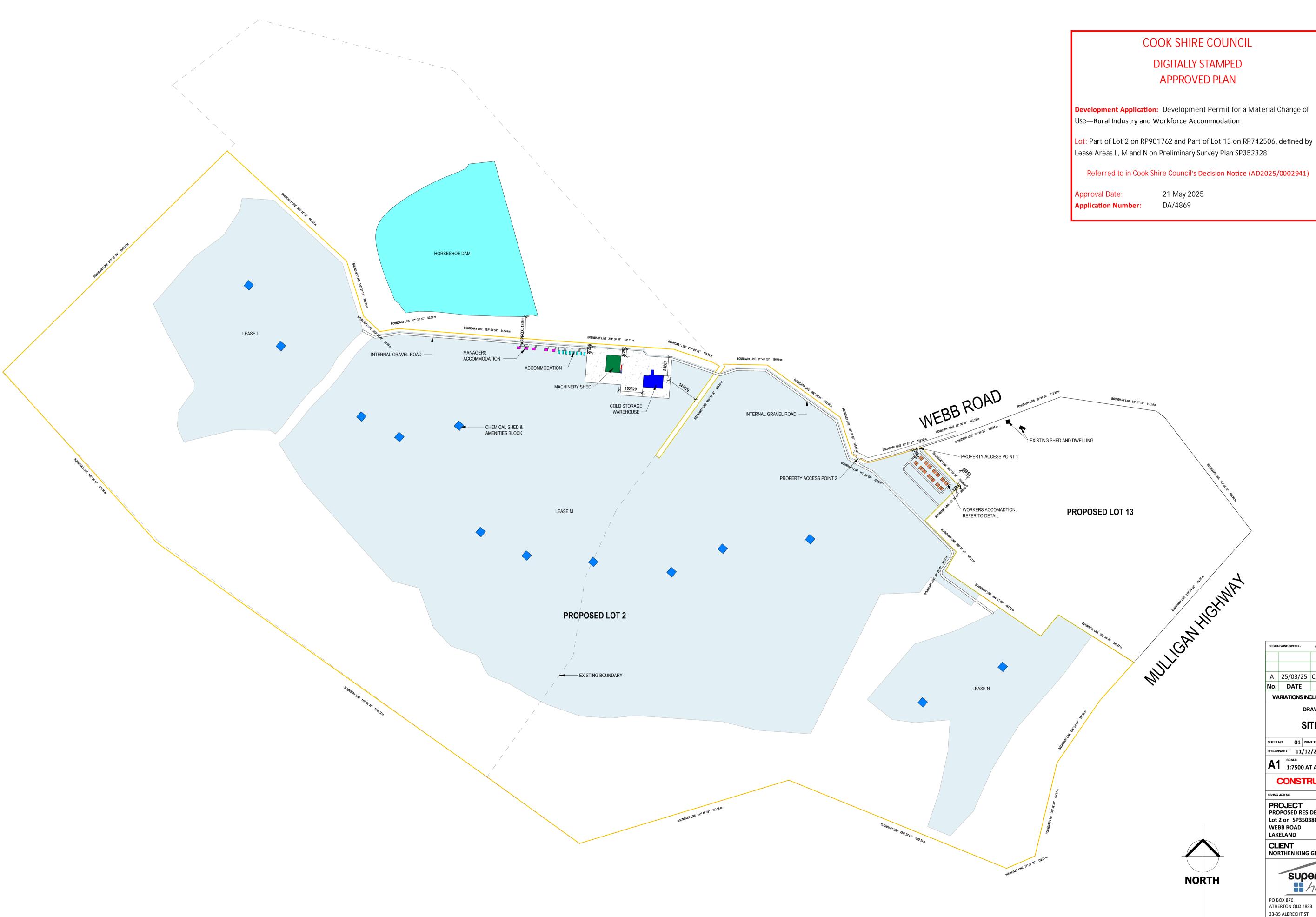
- No upgrade is required to the Mulligan Highway Webb Road intersection.
- The existing Webb Road formation generally complies with the low daily traffic numbers expected and is not conducive to a high speed environment.
- A 3.5m wide seal to the existing Webb Road formation would provide dust control, however the FNQROC allows Cook Shire Council a relaxation of the sealing requirement for rural roads, where there are no adverse impacts, such as dust affecting adjacent properties.

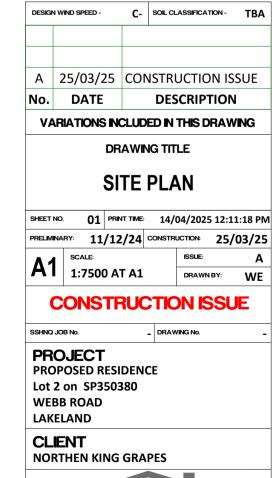


# **Appendix A. Development Plans**









TOLGA INDUSTRIAL ESTATE, QLD, 4882

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COOK SHIRE COUNCIL

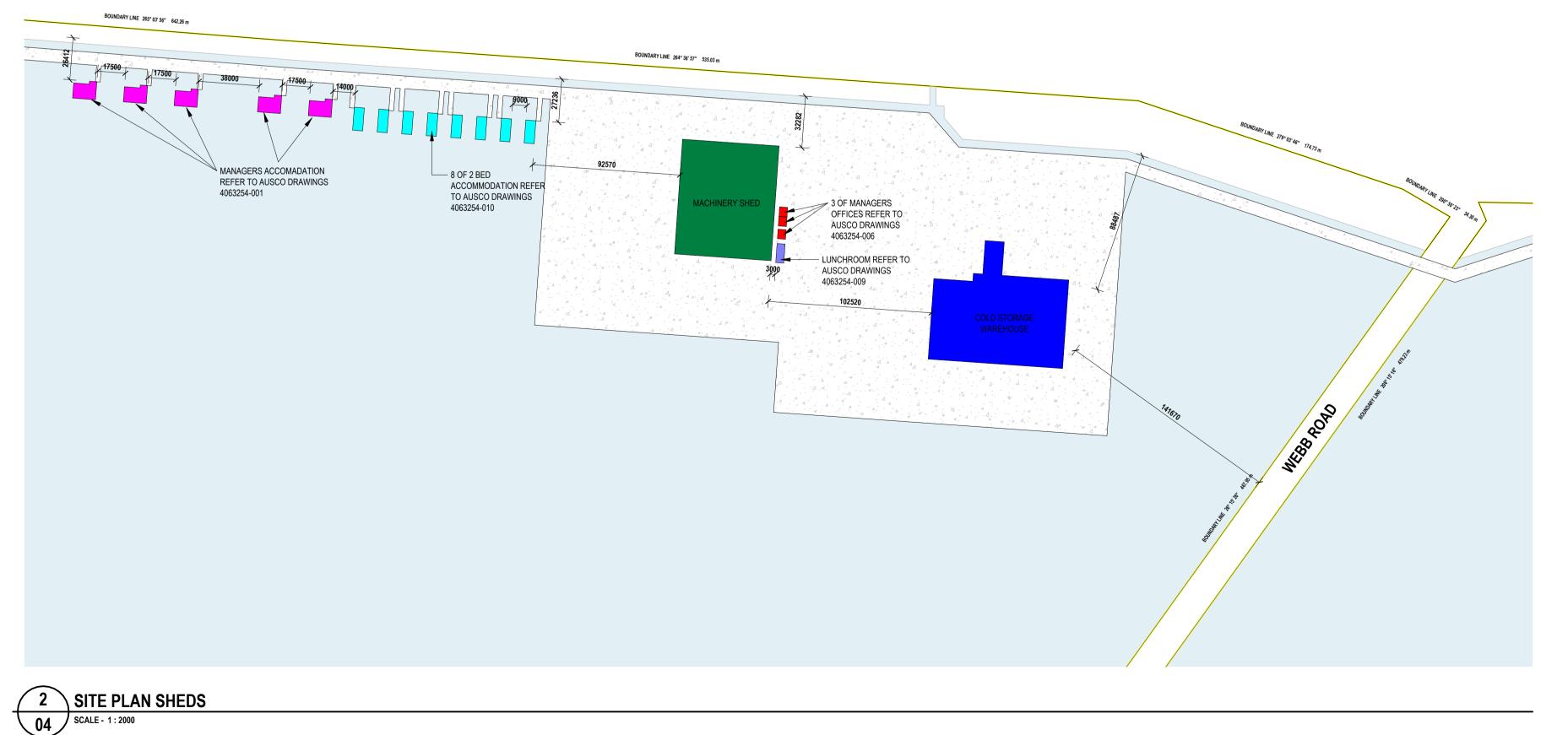
DIGITALLY STAMPED APPROVED PLAN

**Development Application:** Development Permit for a Material Change of Use—Rural Industry and Workforce Accommodation

Lot: 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

Referred to in Cook Shire Council's Decision Notice (AD2025/0002941)

Approval Date: 21 May 2025
Application Number: DA/4869





VARIATIONS INCLUDED IN THIS DRAWING DRAWING TITLE **DETAILED SITE PLAN** SHEET NO. 02 PRINT TIME: 14/04/2025 12:11:19 PM A1 AS NOTED AT A1 DRAWNBY: WE CONSTRUCTION ISSUE SSHNQ JOB No. PROJECT
PROPOSED RESIDENCE Lot 2 on SP350380 WEBB ROAD LAKELAND CLIENT NORTHEN KING GRAPES home 5 NO PO BOX 876 QBSA. 1097802 ATHERTON QLD 4883 33-35 ALBRECHT ST TOLGA INDUSTRIAL ESTATE, QLD, 4882 PH: 07 4095 4008 FAX: 07 4095 4417 EMAIL: info@sshnq.com.au WEB: www.superiorsteelhomesnq.com.au THIS DRAWING IS COPYRIGHT ©

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A 25/03/25 CONSTRUCTION ISSUE

DESCRIPTION



# **Appendix C**

Traffic Impact Assessment – Comparable Development 429 Fichera Road, Mareeba – ARO Consulting

# **ARO INDUSTRIES**

429 FICHERA ROAD WORKERS ACCOMMODATION TRAFFIC REPORT





### **DOCUMENT CONTROL SHEET**

Title: 429 Fichera Road Workers Accommodation Traffic Report

Document No: ARO0276

Project Director: Andrew Armstrong

Author: Andrew Armstrong

Client: Lakeshore Avocados

Client Contact: Neil Beck

Client Reference: 429 Fichera Road Workers Accommodation

Purpose: This engineering report has been prepared by ARO Industries to

assess the traffic impacts of a proposed change of use to establish

workers accommodation at 429 Fichera Road, Mareeba.

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Recommendations contained in this report are based largely on our understanding of the information that has been supplied to us and should be balanced against additional information that you may hold or seek. The client is cautioned to exercise due commercial diligence in the interpretation of any material herein and accept our findings as suggestions given in good faith requiring interpretation within the context of the client's own enterprise environment.

| Distribution          |   |   |   | Documer | nt Revision | Number |   |   |   |  |  |  |  |  |  |  |  |
|-----------------------|---|---|---|---------|-------------|--------|---|---|---|--|--|--|--|--|--|--|--|
|                       | 0 | 1 | 2 | 3       | 4           | 5      | 6 | 7 | 8 |  |  |  |  |  |  |  |  |
| Neil Beck             | 1 | 1 |   |         |             |        |   |   |   |  |  |  |  |  |  |  |  |
| ARO Industries Record | 1 | 1 |   |         |             |        |   |   |   |  |  |  |  |  |  |  |  |

|              | Revision History |                    |          |           |           |  |  |  |  |  |  |  |
|--------------|------------------|--------------------|----------|-----------|-----------|--|--|--|--|--|--|--|
|              |                  | Approved For issue |          |           |           |  |  |  |  |  |  |  |
| Revision No. | Author           | Reviewer           | RPEQ No. | Signature | Date      |  |  |  |  |  |  |  |
| 1            | A. Armstrong     | Kael Whitnell      | 21116    | Mento     | 1/12/2022 |  |  |  |  |  |  |  |



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#### INTRODUCTION

This engineering report has been prepared by ARO Industries to assess the traffic impacts of a proposed change of use to establish workers accommodation on Fichera Road, Mareeba. The workers accommodation will have a capacity of 144 workers and a manager's residence. The workers accommodation will service the farms and packaging centre located on Henry Hannam Drive, Mareeba and State Farm Road, Kairi.

The site is Lot 414 on RP835556, 429 Fichera Road, Mareeba. It is located approximately 6km southeast of the central Mareeba township and is shown in *Figure 1*. The site is located within the jurisdiction of the Mareeba Shire Council and is subject to its planning controls.



Figure 1 – Locality Plan (Courtesy of Queensland Globe)

The traffic assessment has been commissioned to confirm traffic generation rates for the proposed development and investigate if upgrades on Fichera Road are necessary to ameliorate the impact of the development. vehicular access to the site, specifically sight distance and safe ingress/egress of the site will be assessed.

Plans for the development are attached in Appendix A.



#### **EXISTING USE OF SITE**

Lot 414 on RP835556 is 102.6 hectares. The site of the proposed workers accommodation is located on unimproved vacant land in the northwestern corner of the lot. A single dwelling is located on the balance of the lot, approximately 500m south of the proposed development. The surrounding land use is rural/agricultural.

The proposed development on the lot is shown in Figure 2, below.

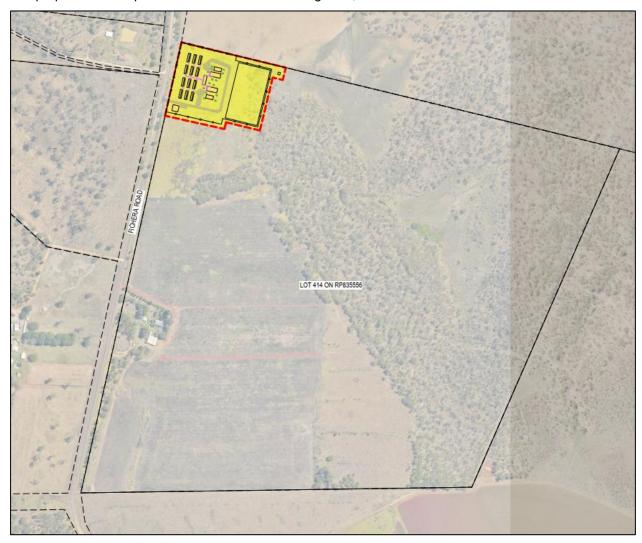


Figure 2 - Site Location

#### TRAFFIC ENVIRONMENT ON FICHERA ROAD

Fichera Road is a local rural road intersecting Tinaroo Creek Road in the north and Henry Hannam Drive (via Lockwood Road) in the south. The formation of Fichera Road adjacent to the site consists of a sprayed seal, nominally 4m wide with 1.5m wide gravel shoulders which widens to a 5m seal approximately 200m south of the site. The seal width of Fichera Road varies between 3.8m to 6.5m along its length. The existing speed zone adjacent to the site is 80km/hr.

#### TRAFFIC VOLUMES ON FICHERA ROAD

2021 traffic data has been obtained from Mareeba Shire Council for a survey location approximately 1km South of the development site on Lockwood Road. Traffic data is available for Fichera Road at a site near the intersection with Tinaroo Creek Road, however due to its proximity to the proposed development, the site on Lockwood Road is considered to more accurately reflect the actual traffic characteristics adjacent to the site. Traffic data at these survey locations is attached in Appendix B.

This data has been extrapolated for the year 2023 by assuming a linear growth rate of 2%. The diurnal pattern shows prominent AM and PM peaks. It is assumed that the traffic volume in each direction is equal during the peaks.



The background traffic volume on Fichera Road has been summarised in *Table 1* below.

Table 1: Traffic Volumes for Fichera Road (Lockwood Road)

| Period  | 2021 Count | 2023 forecast | Comments  |
|---------|------------|---------------|---|
| AM Peak | 14         | 15            | AM Peak 6:00AM – 7:00AM<br>50:50 directional split    |
| PM Peak | 15         | 16            | PM Peak 4:00PM – 5:00PM<br>50:50 directional split    |
| Daily   | 107        | 112           | Average Annual Daily Traffic<br>31.34% heavy vehicles |

### TRAFFIC GENERATION

To analyse the impact of the workers accommodation on Fichera Road, it is necessary to assess the number of trips generated to and from the site and where they are likely to travel.

The potential development traffic generation from the site has been reviewed based on information provided by the applicant. This can be summarised as:

- Accommodation will be limited to a maximum of 144 workers with a manager's residence on site;
- Very low car ownership rates for the workers;
- Workers will be shuttled to and from work by 12 buses (12 seats) during AM and PM peaks;
- The buses will travel north and south along Fichera Road (Lockwood Road) to various farms and packing facilities;
- Buses will remain at the farms and packaging facilities until end of work shifts.
- Manager will use 1 light vehicle daily during peaks; and
- Workers will be transported to Mareeba Business District in the evenings by bus, as required outside of network peak.

The daily and peak hour traffic volumes are presented in *Table 2* below.

Table 2: Development Traffic Volumes

| Vehicle type | Peak hour<br>trips | Daily trips | Comments   |  |  |  |
|--------------|--------------------|-------------|--|--|--|--|
| Car          | 2                  | 6           | AM Peak – Approximately 60% of<br>the development traffic exits the site<br>and travels north along Fichera Road |  |  |  |
| Bus          | 12                 | 26          | (right turn) <b>PM Peak</b> – Approximately 40% of the development traffic enters the site                       |  |  |  |
| Total        | 14                 | 32          | from the south (right turn)  |  |  |  |

### **ACCESS**

It is acknowledged that the traffic volume on Fichera Road adjacent to the development is very low. However, the buses returning in the PM peak period increases the probability of conflict with the right turn into the development. The seal width adjacent to the development access will need to be increased to 6.0m to allow vehicles to pass. The widening will need to extend a minimum of 40m (including taper) in both directions from the access to take into account the storage length of a 12-seat bus. The functional layout is presented below in Figure 4.

The development access will be a rural allotment access in accordance with FNQROC Standard Drawing S1105(F).



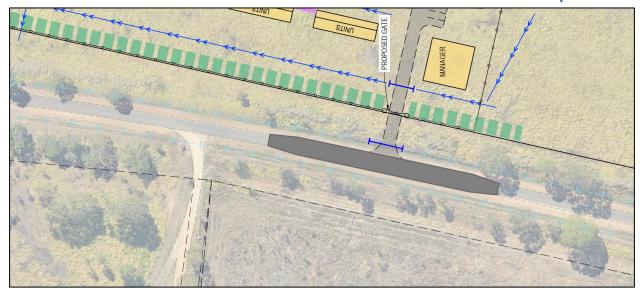


Figure 4: Fichera Road widening

#### SIGHT DISTANCE

The approach sight distance to the access off Fichera Road is approximately 600m to the north and 1000m to the south. The requirements for Minimum Gap Sight Distance and Safe Intersection Sight Distance, in accordance with the Austroads Guide to Road Design Part 4A is 181m in an 80km/hr zone. These distances exceed the minimum requirements of the Austroads Guide. Sight distance is demonstrated in *Figure 5 &6* below.



Figure 5 – Sight distance to the south from the proposed access location.





Figure 6 – Sight distance to the North from the proposed access location.

#### FICHERA ROAD GEOMETRY

The Austroads Guide to Road Design Part 3: Geometric Design provides guidance on Rural Road widths. Accordingly, it is acceptable to have a single sealed lane of 3.7m minimum width where the traffic volumes are less than 150 vehicles per day, particularly where terrain is open and sparsely settled.

The traffic volume on the section of Fichera Road, adjacent to the proposed development is less than 150 vehicles per day including the forecast development traffic and background traffic growth to 2023. The terrain is open and sparsely settled. It is further noted that Fichera Road turns into Lockwood Road which is unsealed. Therefore, the development does not warrant the upgrade of Fichera Road.

### CONCLUSION

The proposed development of Lot 414 on RP835556, 429 Fichera Road, Mareeba consisting of workers accommodation and manager's residence, has been assessed as having a minor impact on the surrounding transport network. Accordingly, the impact of the development does not necessitate upgrading of Fichera Road.

The safe access to the development has been assessed using the Austroads Guide and the following works are required:

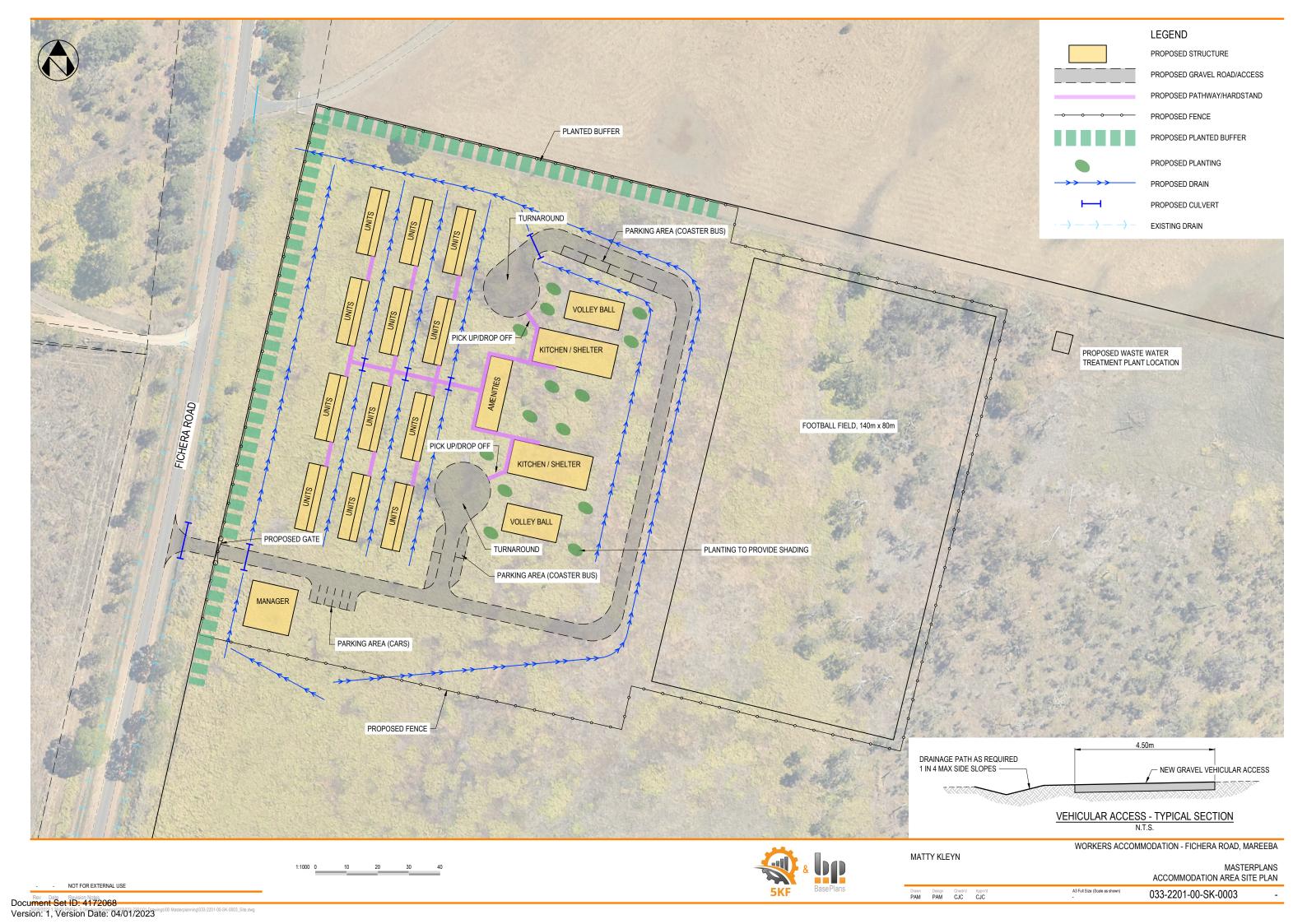
- Widening of Fichera Road adjacent to the site access; and
- Construction of a Rural allotment access in accordance with the FNQROC standard drawings.

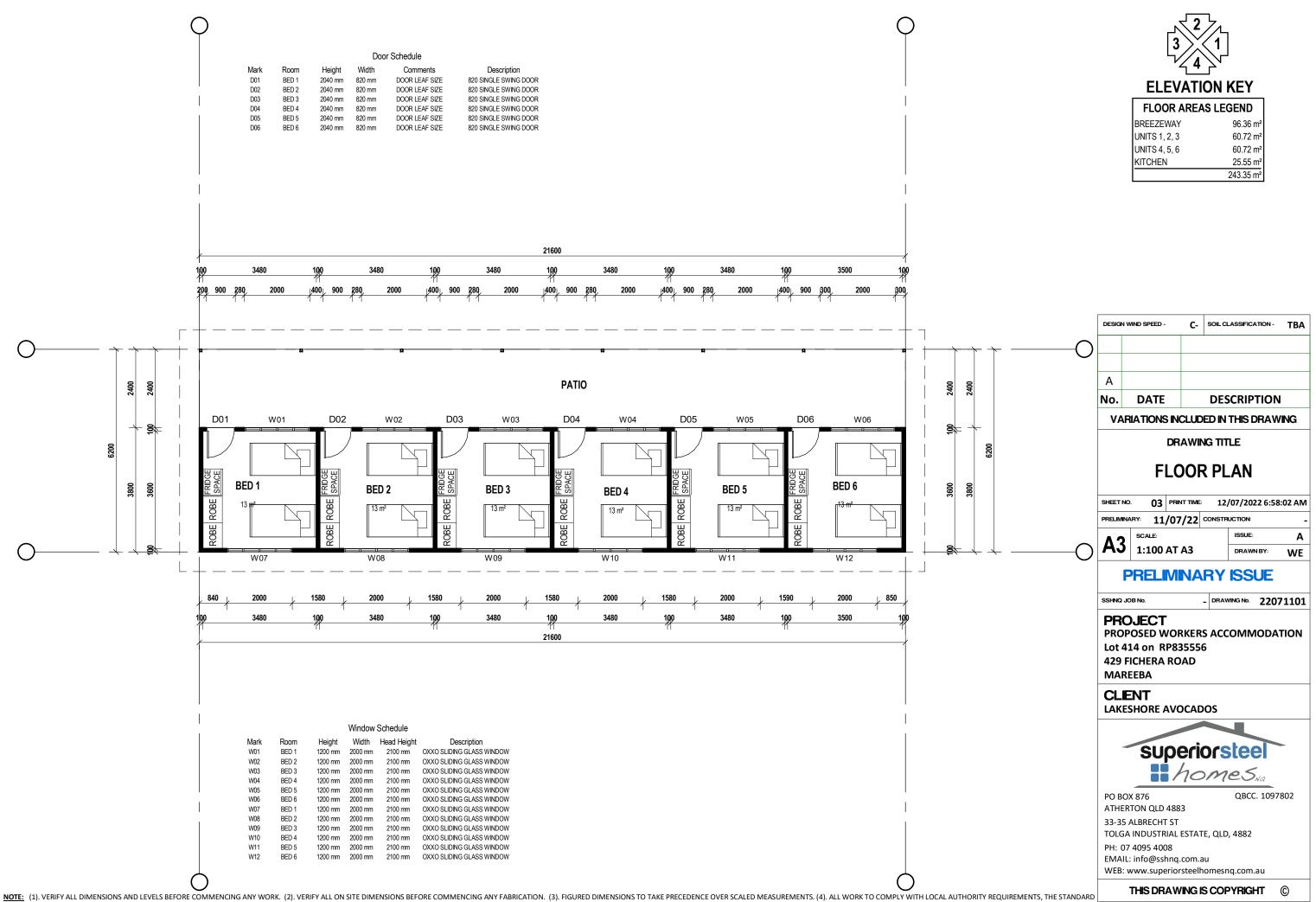


APPENDIX A DEVELOPMENT PLANS

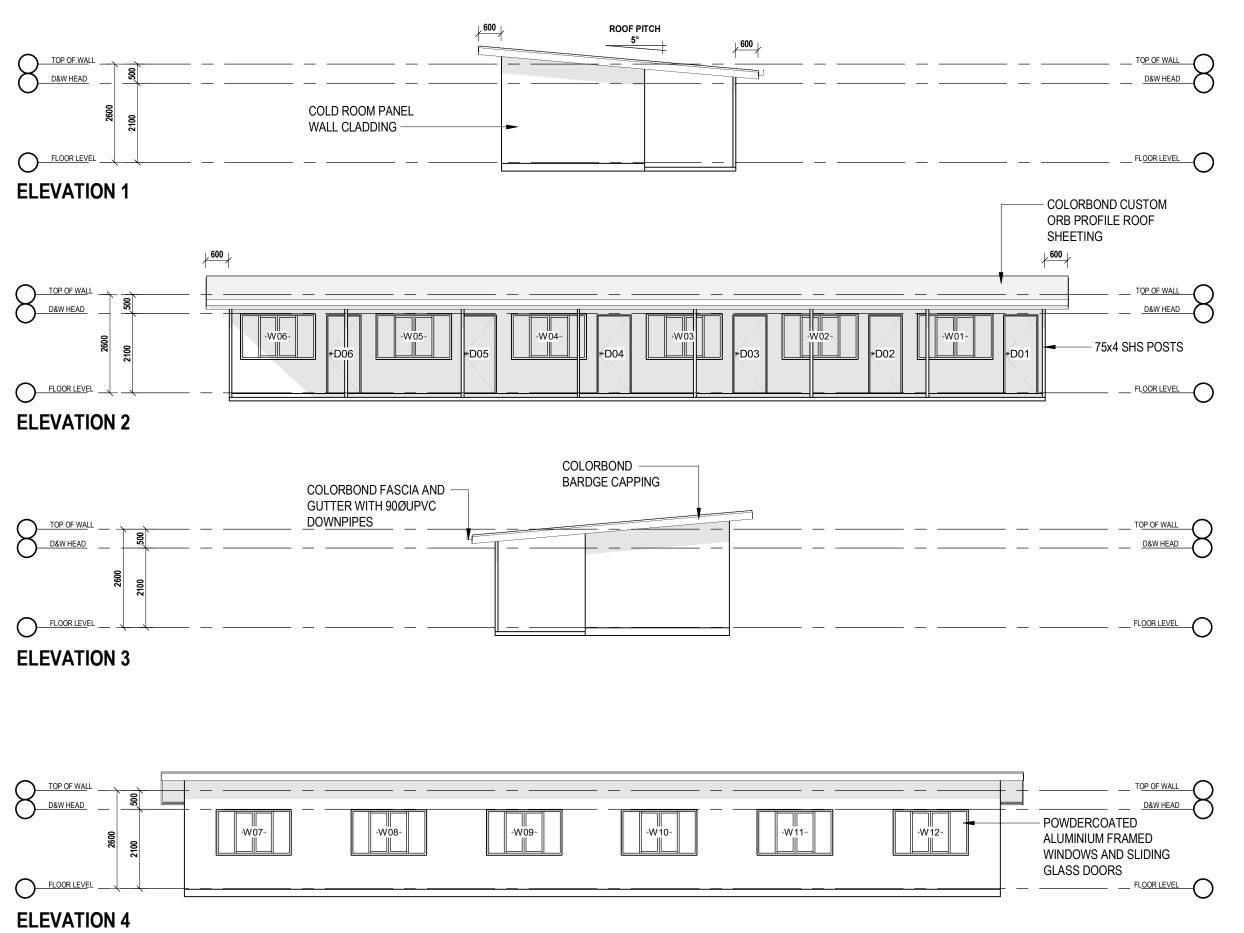
LEGEND ACCOMMODATION SITE AREA LOT 414 ON RP835556 WORKERS ACCOMMODATION - FICHERA ROAD, MAREEBA MATTY KLEYN MASTERPLANS OVERALL SITE PLAN NOT FOR EXTERNAL USE

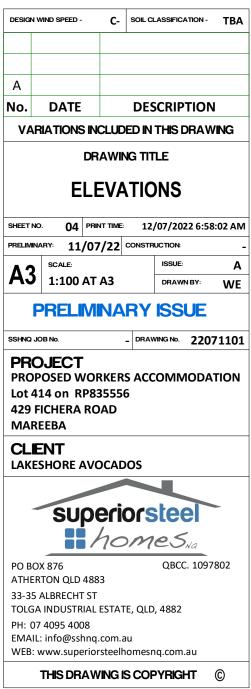
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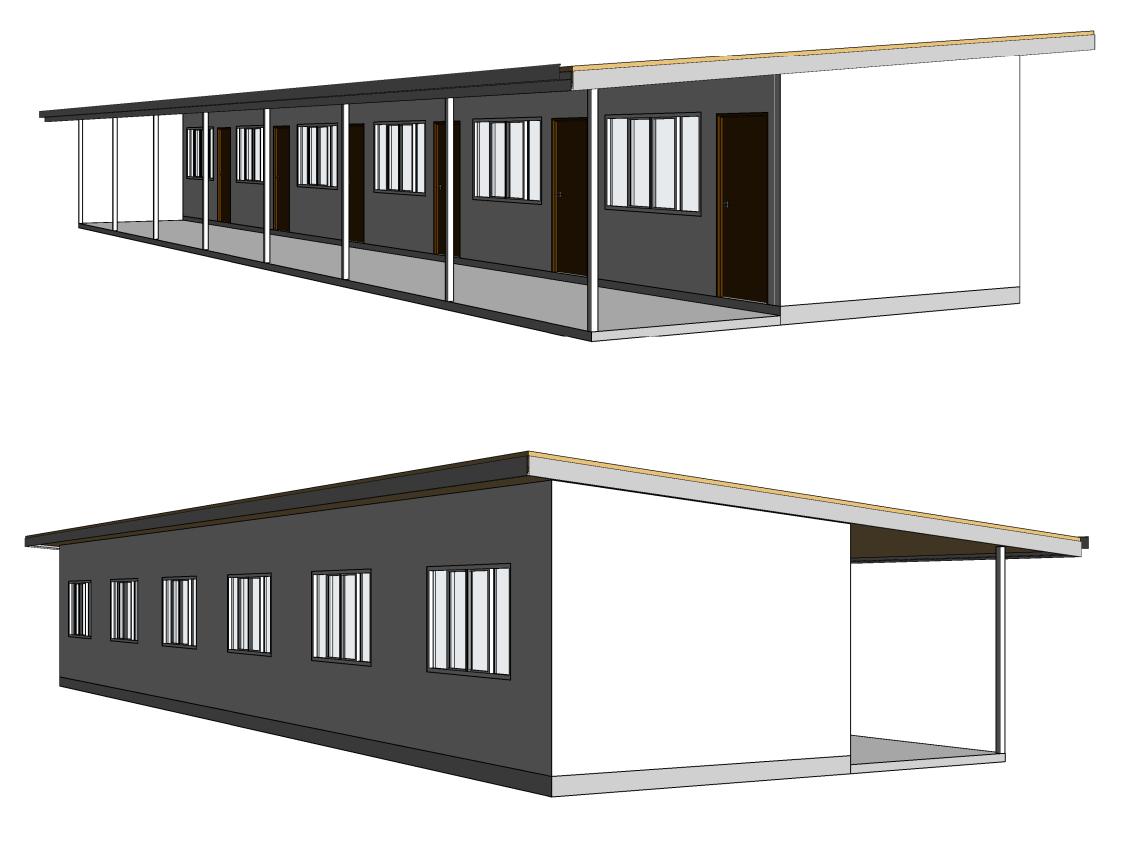
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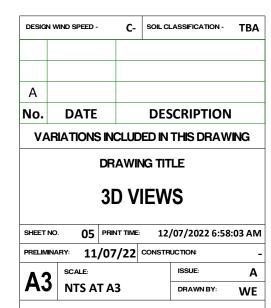




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## PRELIMINARY ISSUE

SSHNQ JOB No. - DRAWING No. 22071101

## **PROJECT**

PROPOSED WORKERS ACCOMMODATION Lot 414 on RP835556 **429 FICHERA ROAD** MAREEBA

## CLIENT **LAKESHORE AVOCADOS**



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QBCC. 1097802

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TOLGA INDUSTRIAL ESTATE, QLD, 4882

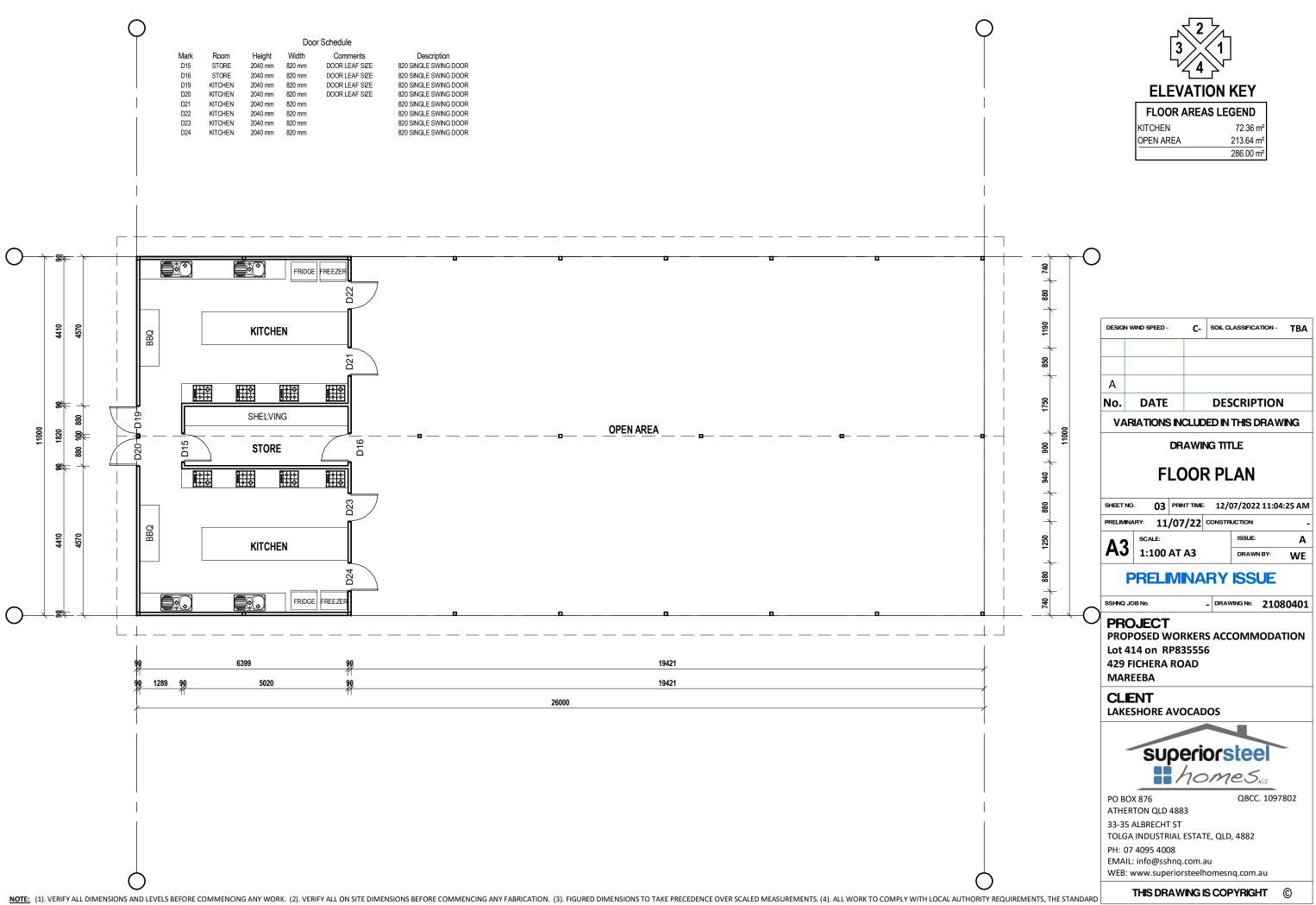
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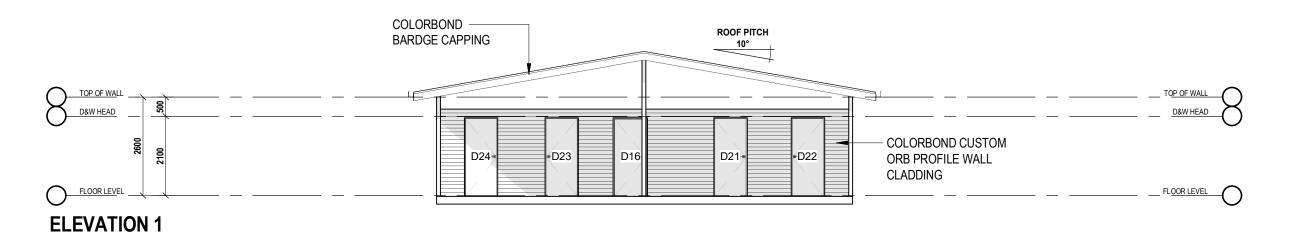
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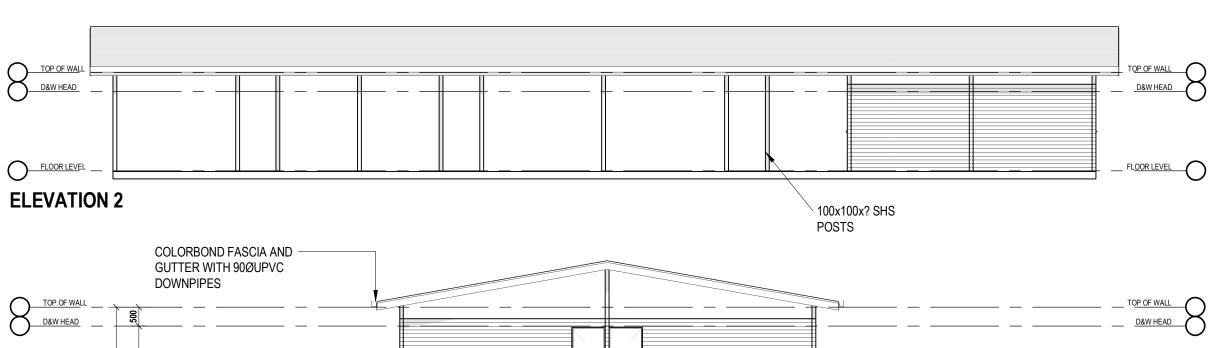
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D19-D20

## COLORBOND CUSTOM ORB PROFILE ROOF SHEETING COLORBOND RIDGE CAPPING TOP OF WALL FLOOR LEVEL

FLOOR LEVEL **ELEVATION 4** 

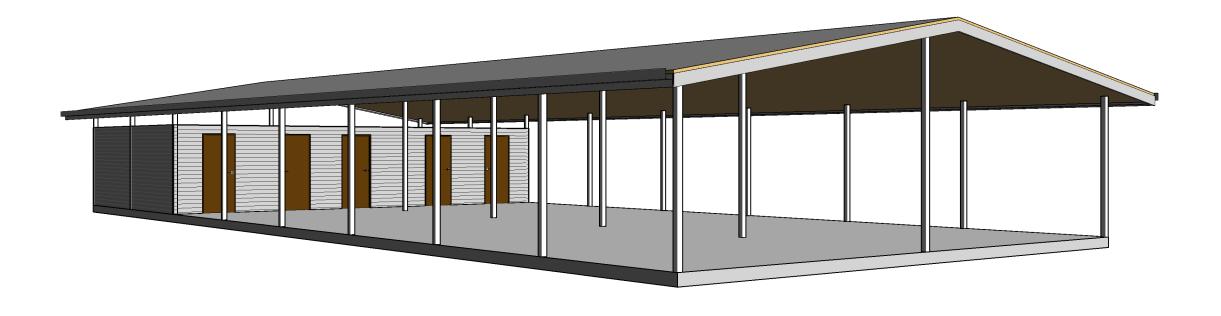
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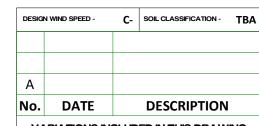
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**ELEVATION 3** 







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## PRELIMINARY ISSUE

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SSHNQ JOB No. - DRAWING No. 21080401

## **PROJECT**

PROPOSED WORKERS ACCOMMODATION Lot 414 on RP835556 **429 FICHERA ROAD** MAREEBA

## **CLIENT LAKESHORE AVOCADOS**



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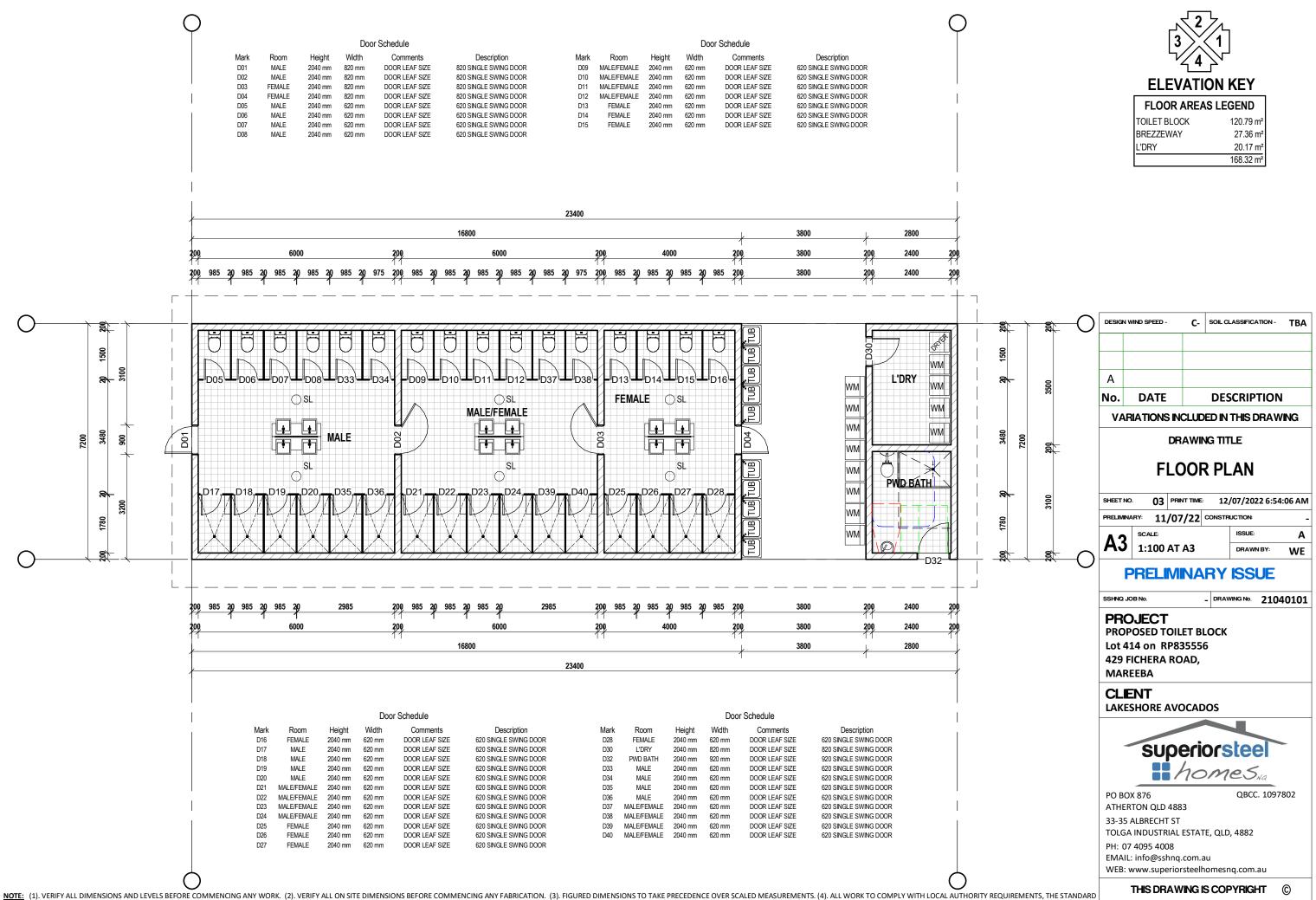
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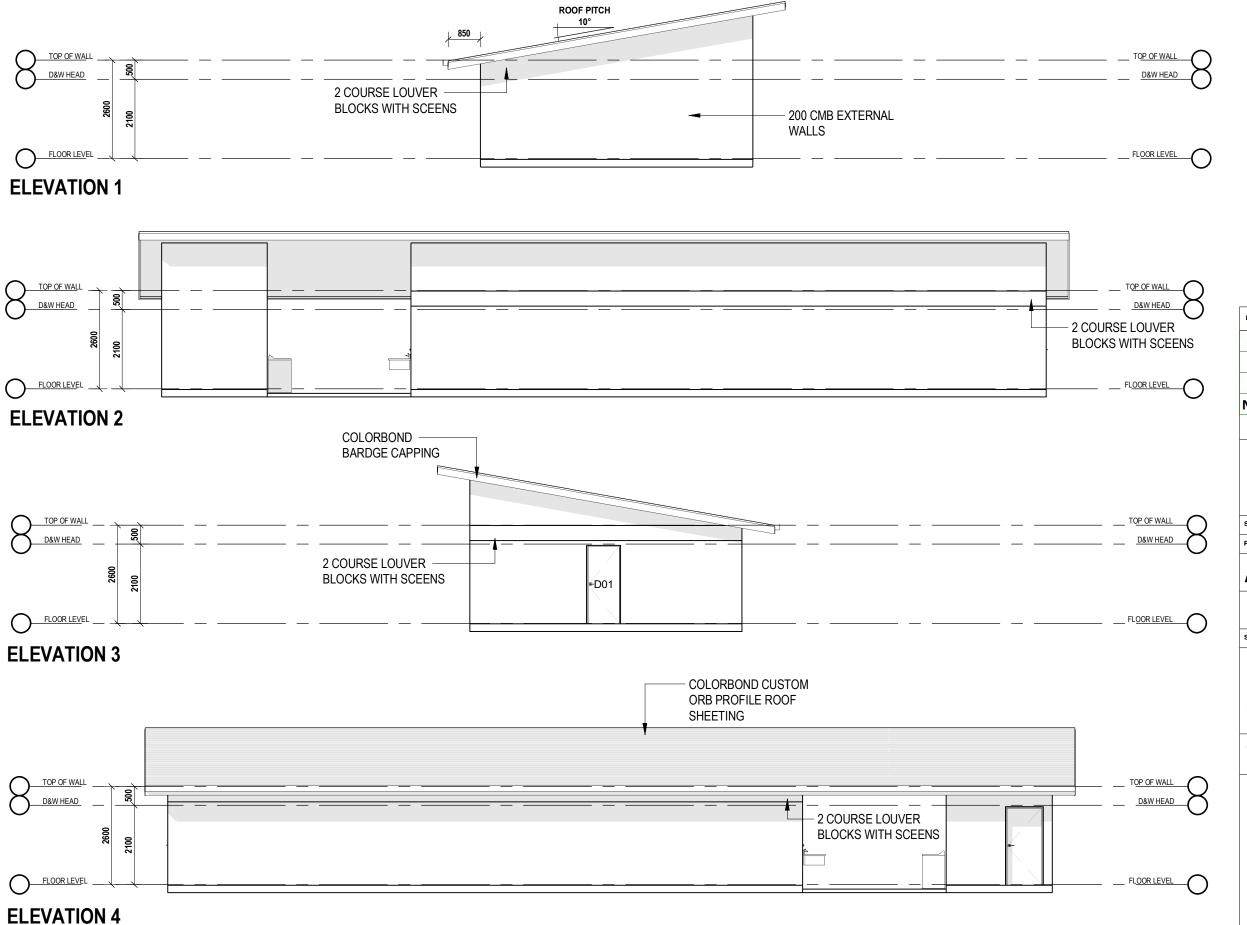
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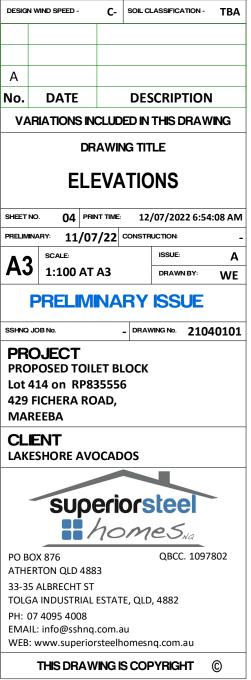
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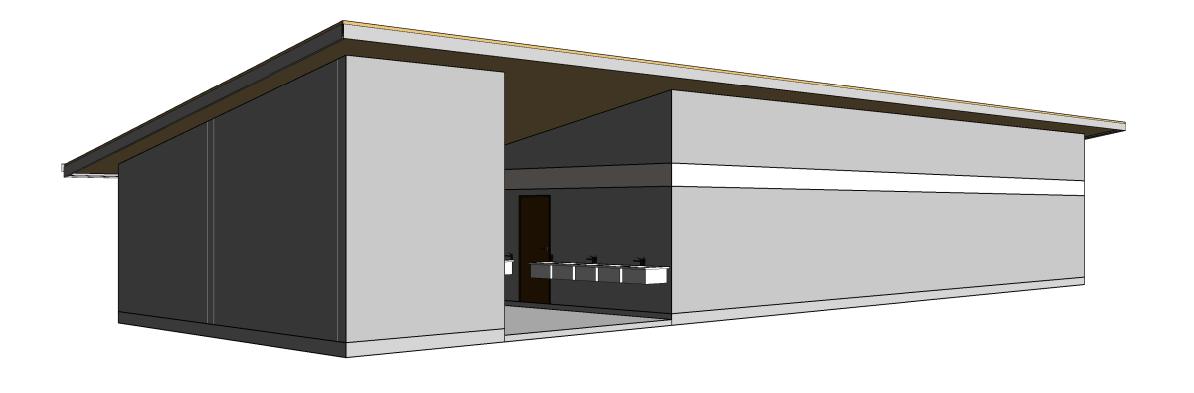
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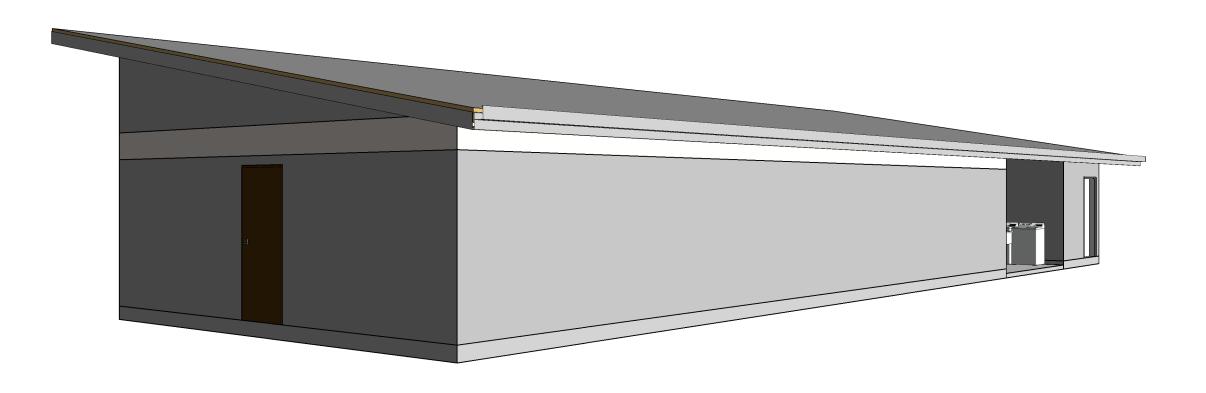
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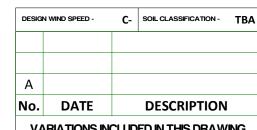




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## **PRELIMINARY ISSUE**

- DRAWING No. 21040101

WE

## **PROJECT**

SSHNQ JOB No.

PROPOSED TOILET BLOCK Lot 414 on RP835556 429 FICHERA ROAD, MAREEBA

## CLIENT **LAKESHORE AVOCADOS**



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APPENDIX B
TRAFFIC DATA



## **Lockwood Rd - TC Location Ch 45**

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## MetroCount Traffic Executive Class Speed Matrix

## ClassMatrix-419 -- English (ENA)

Datasets:

Site: [Lockwood Road] Intersection Fichera Road @ Ch 45 <100>

Attribute: Mareeba

**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0

**Survey Duration:** 14:22 Monday, 21 June 2021 => 10:34 Monday, 28 June 2021,

Zone:

**File:** Lockwood Road 0 2021-06-28 1034.EC0 (Plus ) **Identifier:** FN47XFS5 MC56-L5 [MC55] (c)Microcom 19Oct04

**Algorithm:** Factory default axle (v5.07)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 14:23 Monday, 21 June 2021 => 10:34 Monday, 28 June 2021 (6.84134)

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

**Speed range:** 10 - 160 km/h.

**Direction:** North, East, South, West (bound), P = North, Lane = 0-16

**Separation:** Headway > 0 sec, Span 0 - 100 metre

Name: Default Profile

**Scheme:** Vehicle classification (AustRoads94)

**Units:** Metric (metre, kilometre, m/s, km/h, kg, tonne)

**In profile:** Vehicles = 734 / 737 (99.59%)

Version: 1, Version Date: 04/01/2023

## **Class Speed Matrix**

ClassMatrix-419

Site: Lockwood Road.0.1NS

Description: Intersection Fichera Road @ Ch 45 <100>

Filter time: 14:23 Monday, 21 June 2021 => 10:34 Monday, 28 June 2021

**Scheme:** Vehicle classification (AustRoads94)

Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

|          |       |      |       |      |           | Class |      |      |      |       |      |          |       |       |
|----------|-------|------|-------|------|-----------|-------|------|------|------|-------|------|----------|-------|-------|
|          | sv    | SVT  | TB2   | TB3  | <b>T4</b> | ART3  | ART4 | ART5 | ART6 | BD    | DRT  | TRT      | Tota  | 1     |
| km/h     | 1     | 2    | 3     | 4    | 5         | 6     | 7    | 8    | 9    | 10    | 11   | 12       |       |       |
| 10- 20   | 5     | •    | 2     | •    |           |       |      | •    | •    |       |      |          | 7     | 1.0%  |
| 20- 30   | 14    |      | 2     | 1    | 1         |       |      |      | 2    | 2     |      | .        | 22    | 3.0%  |
| 30- 40   | 20    |      | 1     | 1    |           |       |      | •    | 2    | 15    |      | .        | 39    | 5.3%  |
| 40- 50   | 28    | 4    | 5     | •    | 1         |       |      |      | 2    | 59    |      | .        | 99    | 13.5% |
| 50- 60   | 86    | 2    | 13    | 1    | 1         |       | 1    |      | 5    | 69    |      | . [      | 178   | 24.3% |
| 60- 70   | 142   |      | 12    | 1    | 1         | •     |      | •    | 2    | 6     |      |          | 164   | 22.3% |
| 70- 80   | 147   | 2    | 8     | •    |           | •     |      | •    | 2    | 2     |      |          | 161   | 21.9% |
| 80- 90   | 47    | 2    | 9     | •    |           | •     |      | •    | •    | •     |      |          | 58    | 7.9%  |
| 90-100   | 5     |      | 1     | •    |           | •     |      | •    | •    | •     |      |          | 6     | 0.8%  |
| 100-110  |       |      | •     | •    |           | •     |      | •    | •    | •     |      | .        | 0     | 0.0%  |
| 110-120  |       |      | •     | •    |           | •     |      | •    | •    | •     |      |          | 0     | 0.0%  |
| 120-130  |       |      | •     | •    |           | •     |      | •    | •    | •     |      |          | 0     | 0.0%  |
| 130-140  |       |      | •     | •    |           | •     |      | •    | •    | •     |      |          | 0     | 0.0%  |
| 140-150  | •     |      |       | •    |           |       |      |      | •    |       |      | .        | 0     | 0.0%  |
| 150-160  | •     | •    |       | •    | •         | •     | •    | •    | •    | •     | •    | .        | 0     | 0.0%  |
| Total    | 494   | 10   | 53    | 4    | 4         | 0     | 1    | 0    | 15   | 153   | 0    | 0        | 734   |       |
| ĺ        | 67.3% | 1.4% | 7.2%  | 0.5% | 0.5%      | 0.0%  | 0.1% | 0.0% | 2.0% | 20.8% | 0.0% | 0.0%     |       |       |
| ESA      | 0.0   | 0.0  | 106.0 | 8.0  | 8.0       | 0.0   | 3.0  | 0.0  | 45.0 | 612.0 | 0.0  | 0.0      | 782.0 |       |
| Raw axle | 988   | 36   | 106   | 12   | 18        | 0     | 4    | 0    | 90   | 1367  | 0    | 0        | 2621  |       |
| Single   | 986   | 24   | 106   | 4    | 0         | 0     | 2    | 0    | 15   | 151   | 0    | 0        | 1288  |       |
| T steer  | 0     | 0    | 0     | 0    | 4         | 0     | 0    | 0    | 0    | 2     | 0    | 0        | 6     |       |
| Double   | 1     | 6    | 0     | 4    | 3         | 0     | 1    | 0    | 15   | 165   | 0    | 0        | 195   |       |
| Triple   | 0     | 0    | 0     | 0    | 2         | 0     | 0    | 0    | 15   | 294   | 0    | 0        | 311   |       |
| Quad+    | 0     | 0    | 0     | 0    | 0         | 0     | 0    | 0    | 0    | 0     | 0    | <b>o</b> | 0     |       |

Total vehicles = 734, Total heavies = 230 (31.34%), Average ESA per heavy = 3.40 Twinsteers = 2.61% of heavies, 0.82% of total.

## MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-420 -- English (ENA)

Datasets:

Site: [Lockwood Road] Intersection Fichera Road @ Ch 45 <100>

Attribute: Mareeba

**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0

**Survey Duration:** 14:22 Monday, 21 June 2021 => 10:34 Monday, 28 June 2021,

Zone:

File: Lockwood Road 0 2021-06-28 1034.EC0 (Plus ) Identifier: FN47XFS5 MC56-L5 [MC55] (c)Microcom 19Oct04

**Algorithm:** Factory default axle (v5.07)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 14:23 Monday, 21 June 2021 => 10:34 Monday, 28 June 2021 (6.84134)

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

**Speed range:** 10 - 160 km/h.

**Direction:** North, East, South, West (bound), P = North, Lane = 0-16

**Separation:** Headway > 0 sec, Span 0 - 100 metre

Name: Default Profile

**Scheme:** Vehicle classification (AustRoads94)

**Units:** Metric (metre, kilometre, m/s, km/h, kg, tonne)

**In profile:** Vehicles = 734 / 737 (99.59%)

Document Set ID: 4172068 Version: 1, Version Date: 04/01/2023

## **Weekly Vehicle Counts (Virtual Week)**

VirtWeeklyVehicle-420

Site: Lockwood Road.0.1NS

Description: Intersection Fichera Road @ Ch 45 <100>

Filter time: 14:23 Monday, 21 June 2021 => 10:34 Monday, 28 June 2021

**Scheme:** Vehicle classification (AustRoads94)

Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

|           | Mon  | Tue   | Wed  | Thu   | Fri   | Sat   | Sun  | Average |       |
|-----------|------|-------|------|-------|-------|-------|------|---------|-------|
| Hour      |      |       |      |       |       |       | ı    | 1 - 5   | 1 - 7 |
| 0000-0100 | 3.0  | 0.0   | 0.0  | 0.0   | 1.0   | 5.0   | 0.0  | 0.8     | 1.3   |
| 0100-0200 | 1.0  | 2.0   | 0.0  | 0.0   | 1.0   | 1.0   | 0.0  | 0.8     | 0.7   |
| 0200-0300 | 2.0  | 0.0   | 0.0  | 0.0   | 6.0   | 0.0   | 0.0  | 1.6     | 1.1   |
| 0300-0400 | 1.0  | 0.0   | 2.0  | 0.0   | 0.0   | 0.0   | 0.0  | 0.6     | 0.4   |
| 0400-0500 | 0.0  | 1.0   | 0.0  | 0.0   | 0.0   | 1.0   | 1.0  | 0.2     | 0.4   |
| 0500-0600 | 1.0  | 0.0   | 2.0  | 1.0   | 0.0   | 0.0   | 2.0  | 0.8     | 0.9   |
| 0600-0700 | 12.0 | 19.0  | 13.0 | 14.0  | 12.0  | 2.0   | 5.0  | 14.0    | 11.0  |
| 0700-0800 | 5.0  | 2.0   | 2.0  | 3.0   | 7.0   | 0.0   | 0.0  | 3.8     | 2.7   |
| 0800-0900 | 7.0  | 7.0   | 7.0  | 16.0  | 4.0   | 5.0   | 0.0  | 8.2     | 6.6   |
| 0900-1000 | 6.0  | 10.0  | 9.0  | 3.0   | 2.0   | 7.0   | 6.0  | 6.0     | 6.1   |
| 1000-1100 | 3.0  | 3.0   | 5.0  | 2.0   | 9.0   | 6.0   | 7.0  | 4.4     | 5.0   |
| 1100-1200 | *    | 5.0   | 2.0  | 2.0   | 15.0  | 6.0   | 3.0  | 6.0     | 5.5   |
| 1200-1300 | *    | 5.0   | 4.0  | 1.0   | 7.0   | 10.0  | 7.0  | 4.3     | 5.7   |
| 1300-1400 | *    | 6.0   | 4.0  | 6.0   | 15.0  | 7.0   | 7.0  | 7.8     | 7.5   |
| 1400-1500 | 4.0  | 5.0   | 2.0  | 5.0   | 3.0   | 13.0  | 5.0  | 3.8     | 5.3   |
| 1500-1600 | 9.0  | 6.0   | 3.0  | 9.0   | 5.0   | 5.0   | 6.0  | 6.4     | 6.1   |
| 1600-1700 | 21.0 | 15.0  | 18.0 | 15.0  | 7.0   | 5.0   | 6.0  | 15.2    | 12.4  |
| 1700-1800 | 12.0 | 12.0  | 5.0  | 11.0  | 6.0   | 5.0   | 10.0 | 9.2     | 8.7   |
| 1800-1900 | 12.0 | 2.0   | 5.0  | 8.0   | 7.0   | 4.0   | 7.0  | 6.8     | 6.4   |
| 1900-2000 | 6.0  | 3.0   | 0.0  | 4.0   | 6.0   | 4.0   | 0.0  | 3.8     | 3.3   |
| 2000-2100 | 4.0  | 2.0   | 0.0  | 5.0   | 4.0   | 3.0   | 3.0  | 3.0     | 3.0   |
| 2100-2200 | 5.0  | 0.0   | 0.0  | 7.0   | 1.0   | 4.0   | 4.0  | 2.6     | 3.0   |
| 2200-2300 | 3.0  | 0.0   | 0.0  | 3.0   | 4.0   | 5.0   | 2.0  | 2.0     | 2.4   |
| 2300-2400 | 1.0  | 0.0   | 0.0  | 3.0   | 5.0   | 3.0   | 1.0  | 1.8     | 1.9   |
| Totals _  |      |       |      |       |       |       |      |         |       |
| 0700-1900 | *    | 78.0  | 66.0 | 81.0  | 87.0  | 73.0  | 64.0 | 81.8    | 78.1  |
| 0600-2200 | *    | 102.0 | 79.0 | 111.0 | 110.0 | 86.0  | 76.0 | 105.2   | 98.4  |
| 0600-0000 | *    | 102.0 | 79.0 | 117.0 | 119.0 | 94.0  | 79.0 | 109.0   | 102.7 |
| 0000-0000 | *    | 105.0 | 83.0 | 118.0 | 127.0 | 101.0 | 82.0 | 113.8   | 107.5 |
| AM Peak   | *    | 0600  | 0600 | 0800  | 1100  | 0900  | 1000 |         |       |
|           | *    | 19.0  | 13.0 | 16.0  | 15.0  | 7.0   | 7.0  |         |       |
| PM Peak   | *    | 1600  | 1600 | 1600  | 1300  | 1400  | 1700 |         |       |
|           | *    | 15.0  | 18.0 | 15.0  | 15.0  | 13.0  | 10.0 |         |       |

<sup>\* -</sup> No data.

Document Set ID: 4172068 Version: 1, Version Date: 04/01/2023



## Fichera Rd - TC Location Ch 70

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## MetroCount Traffic Executive Class Speed Matrix

## ClassMatrix-432 -- English (ENA)

Datasets:

Site: [Fichera Road] Intersection Tinaroo Creek Road @ Ch 70 <100>

Attribute: Mareeba

**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0

**Survey Duration:** 10:53 Monday, 28 June 2021 => 13:34 Friday, 9 July 2021,

Zone:

File: Fichera Road 0 2021-07-09 1334.EC0 (Plus ) Identifier: FN47XFS5 MC56-L5 [MC55] (c)Microcom 19Oct04

**Algorithm:** Factory default axle (v5.07)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 10:54 Monday, 28 June 2021 => 13:34 Friday, 9 July 2021 (11.1116)

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

**Speed range:** 10 - 160 km/h.

**Direction:** North, East, South, West (bound), P = North, Lane = 0-16

**Separation:** Headway > 0 sec, Span 0 - 100 metre

Name: Default Profile

**Scheme:** Vehicle classification (AustRoads94)

**Units:** Metric (metre, kilometre, m/s, km/h, kg, tonne)

**In profile:** Vehicles = 5703 / 5766 (98.91%)

Version: 1, Version Date: 04/01/2023

## **Class Speed Matrix**

ClassMatrix-432

Site: Fichera Road.0.1NS

Description: Intersection Tinaroo Creek Road @ Ch 70 <100>

Filter time: 10:54 Monday, 28 June 2021 => 13:34 Friday, 9 July 2021

**Scheme:** Vehicle classification (AustRoads94)

Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

|          |       |      |        |       |      | Class_ |       |      |       |       |      |      |        |       |
|----------|-------|------|--------|-------|------|--------|-------|------|-------|-------|------|------|--------|-------|
|          | sv    | SVT  | TB2    | TB3   | Т4   | ART3   | ART4  | ART5 | ART6  | BD    | DRT  | TRT  | Tota   | 1     |
| km/h     | 1     | 2    | 3      | 4     | 5    | 6      | 7     | 8    | 9     | 10    | 11   | 12   |        |       |
| 10- 20   | 182   | 5    | 34     | 19    | 1    |        | 3     | 2    | 8     | 10    |      | •    | 264    | 4.6%  |
| 20- 30   | 659   | 63   | 119    | 41    | 3    |        | 9     | 3    | 17    | 20    |      | •    | 934    | 16.4% |
| 30- 40   | 1678  | 138  | 257    | 36    | 4    | 3      | 33    | 3    | 16    | 4     |      | •    | 2172   | 38.1% |
| 40- 50   | 1520  | 54   | 216    | 13    | 5    |        | 8     |      | 3     |       |      | •    | 1819   | 31.9% |
| 50- 60   | 403   | 3    | 60     | 1     | •    |        |       |      |       |       |      |      | 467    | 8.2%  |
| 60- 70   | 38    |      | 8      | •     | •    |        |       |      |       |       |      |      | 46     | 0.8%  |
| 70- 80   | 1     |      |        | •     | •    |        |       |      |       |       |      |      | 1      | 0.0%  |
| 80- 90   |       |      | •      | •     | •    |        |       |      |       |       |      |      | 0      | 0.0%  |
| 90-100   |       |      |        | •     | •    |        |       |      |       |       |      | •    | 0      | 0.0%  |
| 100-110  |       |      | •      | •     | •    |        |       |      |       |       |      |      | 0      | 0.0%  |
| 110-120  |       |      | •      | •     | •    |        |       |      |       |       |      |      | 0      | 0.0%  |
| 120-130  |       |      | •      | •     | •    |        |       |      |       |       |      |      | 0      | 0.0%  |
| 130-140  |       |      | •      | •     | •    |        |       |      |       |       |      |      | 0      | 0.0%  |
| 140-150  |       |      | •      | •     | •    |        |       |      |       |       |      |      | 0      | 0.0%  |
| 150-160  | •     | •    | •      | •     | •    | •      | •     | •    | •     | •     | •    | •    | 0      | 0.0%  |
| Total    | 4481  | 263  | 694    | 110   | 13   | 3      | 53    | 8    | 44    | 34    | 0    | 0    | 5703   |       |
|          | 78.6% | 4.6% | 12.2%  | 1.9%  | 0.2% | 0.1%   | 0.9%  | 0.1% | 0.8%  | 0.6%  | 0.0% | 0.0% |        |       |
| ESA      | 0.0   | 0.0  | 1388.0 | 220.0 | 26.0 | 9.0    | 159.0 | 24.0 | 132.0 | 136.0 | 0.0  | 0.0  | 2094.0 |       |
| Raw axle | 8962  | 1003 | 1388   | 330   | 60   | 9      | 212   | 40   | 264   | 300   | 0    | 0    | 12568  |       |
| Single   | 8918  | 577  | 1388   | 110   | 0    | 9      | 106   | 11   | 49    | 34    | 0    | 0    | 11202  |       |
| T steer  | 0     | 0    | 0      | 0     | 13   | 0      | 0     | 1    | 0     | 0     | 0    | 0    | 14     |       |
| Double   | 29    | 210  | 1      | 110   | 8    | 0      | 53    | 12   | 43    | 40    | 0    | 0    | 506    |       |
| Triple   | 0     | 2    | 0      | 0     | 8    | 0      | 0     | 1    | 43    | 62    | 0    | 0    | 116    |       |
| Quad+    | 0     | 0    | 0      | 0     | 0    | 0      | 0     | 0    | 0     | 0     | 0    | 0    | j 0    |       |

Total vehicles = 5703, Total heavies = 959 (16.82%), Average ESA per heavy = 2.18 Twinsteers = 1.46% of heavies, 0.25% of total.

## MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

### VirtWeeklyVehicle-431 -- English (ENA)

**Datasets:** 

Site: [Fichera Road] Intersection Tinaroo Creek Road @ Ch 70 <100>

Attribute: Mareeba

**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0

**Survey Duration:** 10:53 Monday, 28 June 2021 => 13:34 Friday, 9 July 2021,

Zone:

File: Fichera Road 0 2021-07-09 1334.EC0 (Plus )
Identifier: FN47XFS5 MC56-L5 [MC55] (c)Microcom 19Oct04

**Algorithm:** Factory default axle (v5.07)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 10:54 Monday, 28 June 2021 => 13:34 Friday, 9 July 2021 (11.1116)

**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

**Speed range:** 10 - 160 km/h.

**Direction:** North, East, South, West (bound), P = North, Lane = 0-16

**Separation:** Headway > 0 sec, Span 0 - 100 metre

Name: Default Profile

**Scheme:** Vehicle classification (AustRoads94)

**Units:** Metric (metre, kilometre, m/s, km/h, kg, tonne)

**In profile:** Vehicles = 5703 / 5766 (98.91%)

Document Set ID: 4172068 Version: 1, Version Date: 04/01/2023

## **Weekly Vehicle Counts (Virtual Week)**

VirtWeeklyVehicle-431

Site: Fichera Road.0.1NS

Description: Intersection Tinaroo Creek Road @ Ch 70 <100>

Filter time: 10:54 Monday, 28 June 2021 => 13:34 Friday, 9 July 2021

**Scheme:** Vehicle classification (AustRoads94)

Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

| Hour 0000-0100 3.0 0.5 0.0 3.5 5.0 8.0 2.0 2.3 0100-0200 1.0 1.5 0.0 0.0 2.5 6.0 4.0 1.0 0200-0300 6.0 0.0 0.0 0.0 2.0 3.0 0.0 1.1 0300-0400 1.0 0.0 0.5 0.5 0.5 1.0 2.0 0.4 0400-0500 1.0 0.5 1.0 2.0 2.0 2.0 1.0 1.3  | 2.8<br>1.7<br>1.2<br>0.6<br>1.4<br>6.5 |
|---|--|
| 0000-0100       3.0       0.5       0.0       3.5       5.0       8.0       2.0       2.3         0100-0200       1.0       1.5       0.0       0.0       2.5       6.0       4.0       1.0         0200-0300       6.0       0.0       0.0       0.0       2.0       3.0       0.0       1.1         0300-0400       1.0       0.0       0.5       0.5       0.5       1.0       2.0       0.4 | 1.7<br>1.2<br>0.6<br>1.4<br>6.5        |
| 0100-0200       1.0       1.5       0.0       0.0       2.5       6.0       4.0       1.0         0200-0300       6.0       0.0       0.0       0.0       2.0       3.0       0.0       1.1         0300-0400       1.0       0.0       0.5       0.5       0.5       1.0       2.0       0.4   | 1.7<br>1.2<br>0.6<br>1.4<br>6.5        |
| 0200-0300       6.0       0.0       0.0       0.0       2.0       3.0       0.0       1.1         0300-0400       1.0       0.0       0.5       0.5       0.5       1.0       2.0       0.4   | 1.2<br>0.6<br>1.4<br>6.5               |
| 0300-0400 1.0 0.0 0.5 0.5 0.5 1.0 2.0 0.4   | 0.6<br>1.4<br>6.5                      |
| !   | 1.4<br>6.5                             |
|   | 6.5                                    |
| <b>0500-0600</b> 6.0 7.0 7.5 8.5 7.0 5.0 1.0 7.3  |  |
| <b>0600-0700</b> 18.0 25.0 23.5 26.0 28.0 6.0 4.0 24.8  | 21.2                                   |
| <b>0700-0800</b> 22.0 12.5 15.5 20.0 26.0 11.0 8.0 18.9   |  |
| <b>0800-0900</b> 26.0 30.0 24.5 36.0 31.5 27.0 16.0 30.0  |  |
| 0900-1000 37.0 40.5 44.0 42.0 39.5 47.0 41.0 41.0   |  |
| <b>1000-1100</b> 20.5 38.0 43.0 34.5 42.0 40.0 <b>48.0</b> 35.6   |  |
| <b>1100–1200</b> 34.5 39.5 41.0 <b>45.5 44.0</b> 39.0 37.0 40.9   |  |
| <b>1200–1300</b> 32.0 <b>53.5</b> 35.5 39.5 <b>50.0</b> 35.0 <b>50.0</b> 42.1   |  |
| <b>1300-1400</b> 41.0 36.5 41.5 42.0 34.5 <b>43.0</b> 30.0 39.1   |  |
| <b>1400-1500</b> 29.0 43.0 <b>46.0</b> 43.5 39.0 38.0 47.0 40.2   |  |
| <b>1500-1600</b> 45.5 39.0 38.0 38.0 44.0 37.0 45.0 40.6  |  |
| <b>1600-1700 47.5</b> 47.5 43.0 <b>51.5</b> 37.0 33.0 46.0 <b>46.2</b>  |  |
| <b>1700-1800</b> 35.5 40.5 44.0 44.5 45.0 18.0 29.0 41.6  |  |
| <b>1800-1900</b> 17.5 21.0 23.0 22.5 27.0 19.0 21.0 21.7  |  |
| <b>1900–2000</b> 11.5 14.0 16.5 12.5 7.0 13.0 9.0 12.9  |  |
| <b>2000–2100</b> 6.0 12.5 7.5 12.0 10.0 14.0 11.0 9.6   | 10.1                                   |
| <b>2100–2200</b> 3.5 3.0 3.0 11.5 14.0 8.0 6.0 6.2  | 6.4                                    |
| <b>2200–2300</b> 5.0 1.0 3.5 6.0 12.0 9.0 7.0 4.8   | 5.4                                    |
| <b>2300-2400</b> 2.0 0.5 0.0 2.0 10.0 8.0 5.0 2.1   | 2.9                                    |
| Totals  |  |
| <b>0700-1900</b> 388.0 441.5 439.0 459.5 459.5 387.0 418.0 437.8  | 431.3                                  |
| <b>0600-2200</b> 427.0 496.0 489.5 521.5 518.5 428.0 448.0 491.3  | 481.5                                  |
| <b>0600-0000</b> 434.0 497.5 493.0 529.5 540.5 445.0 460.0   498.1  | 489.8                                  |
| <b>0000-0000</b> 452.0 507.0 502.0 544.0 559.5 470.0 470.0 511.7  | 504.1                                  |
| AM Peak 0900 0900 0900 1100 1100 0900 1000  |  |
| 37.0 40.5 44.0 45.5 44.0 47.0 48.0  |  |
| PM Peak     1600     1200     1400     1600     1200     1300     1200       47.5     53.5     46.0     51.5     50.0     43.0     50.0   |  |

<sup>\* -</sup> No data.

Document Set ID: 4172068 Version: 1, Version Date: 04/01/2023 Chief Executive Officer Mareeba Shire Council 65 Rankin Street MAREEBA QLD 4880

**Attention** – Carl Ewin

Dear Carl,

## FURTHER RESPONSE TO COUNCIL REGARDING TRAFFIC INVESTIGATION - WORKFORCE ACCOMMODATION – 429 FICHERA ROAD MAREEBA

Reference is made to the workshop with Council held on 3<sup>rd</sup> May 2023 and the further meeting with technical staff regarding traffic considerations associated with the proposed development. Officers requested that the traffic impact assessment be reviewed and modified to the extent necessary to:

- Remove the heavy vehicle counts (given the short duration over which these vehicles operate on the road);
- Consider service vehicles attending the site; and
- Further consider the current formation of Fichera Road.

As discussed at the meeting, the further investigation requested by Council was not going to make a material change to the traffic numbers generated by the development to that already established. Nonetheless, it was agreed that further investigations would be completed.

This further investigation has now been completed by ARO Industries. Please see attached Traffic Addendum which is to be read in conjunction with the previous traffic impact assessment dated 1 December 2022.

As detailed in the attached submission, the additional daily traffic movements generated by the development represents an increase of approximately 3% when compared to the current daily traffic movements. As detailed in the submission, the current daily traffic movements on Fichera Road are approximately 4 times greater than that guided by Austroads. It is therefore the position of the Applicant that it is not reasonable to require substantial upgrades to Fichera Road when the development increases vehicle movements by approximately 3% and having regard to the number of vehicle movements on Fichera Road predevelopment.

429 Fichera Road Mareeba

In order to look at opportunities to ameliorate traffic impacts generated by the development, critical sections of Fichera Road were reviewed to look at opportunities to improve the conveyance of vehicles on the road. The traffic engineer observed that widening of the road at these locations had already taken place. The traffic engineer has also observed that while the existing sealed pavement ranges between 4m to 5.5m, the vertical alignment of Fichera Road is flat, with wide and well graded shoulders allowing vehicles to safely pass. It is also recommended that the speed limit of the road be sign posted to 80km/hr to improve road safety.

It is also important to note that the Applicant intends to produce grapes at the Fichera Road property which will reduce vehicle movements due to workers remaining onsite as opposed to travelling elsewhere to work.

Please be advised this concludes the response to those matters raised by Council officers.

**Yours Sincerely** 

Neil Beck

Town Planner

0477006782

### **Attachments**

1. Traffic Addendum



Document Set ID: 4249382 Version: 1, Version Date: 28/07/2023

# **ARO INDUSTRIES**

429 FICHERA ROAD
WORKERS
ACCOMMODATION
TRAFFIC ADDENDUM



Document Set ID: 4249382 Version: 1, Version Date: 28/07/2023



### **DOCUMENT CONTROL SHEET**

**Title:** 429 Fichera Road Workers Accommodation Traffic Report

Document No: ARO0276

Project Director: Andrew Armstrong

Author: Andrew Armstrong

Client: Lakeshore Avocados

Client Contact: Neil Beck

Client Reference: 429 Fichera Road Workers Accommodation

**Purpose:** This is an addendum to the traffic impact assessment for the proposed

change of use to establish workers accommodation at 429 Fichera

Road, Mareeba.

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Recommendations contained in this report are based largely on our understanding of the information that has been supplied to us and should be balanced against additional information that you may hold or seek. The client is cautioned to exercise due commercial diligence in the interpretation of any material herein and accept our findings as suggestions given in good faith requiring interpretation within the context of the client's own enterprise environment.

| Distribution          |   |   |   | Docume | nt Revision | Number |   |   |   |  |  |  |  |  |  |  |
|-----------------------|---|---|---|--------|-------------|--------|---|---|---|--|--|--|--|--|--|--|
|                       | 0 | 1 | 2 | 3      | 4           | 5      | 6 | 7 | 8 |  |  |  |  |  |  |  |
| Neil Beck             |   | 1 | 1 |        |             |        |   |   |   |  |  |  |  |  |  |  |
| ARO Industries Record | 1 | 1 | 1 |        |             |        |   |   |   |  |  |  |  |  |  |  |

|              | Revision History |          |          |                    |           |  |  |  |  |  |  |  |
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|              |                  |          |          | Approved For issue |           |  |  |  |  |  |  |  |
| Revision No. | Author           | Reviewer | RPEQ No. | Signature          | Date      |  |  |  |  |  |  |  |
| 2            | A. Armstrong     |          | 21116    | Mento              | 13/7/2023 |  |  |  |  |  |  |  |



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#### INTRODUCTION

This addendum seeks to address Council's feedback to the Traffic Report for the proposed workers accommodation at 429 Fichera Road Mareeba. Specifically, the addendum will review the impact of the following points on the findings of the original traffic report:

- Adjacent Developments;
- Reduce the heavy vehicles in the Fichera Road and Lockwood Road traffic counts;
- Increase the development traffic to account for service vehicles; and
- Review the current formation of Fichera Road.

These issues were raised by Council Officers and Councillors during the workshop conducted on Wednesday 3 May 2023. Each issue is discussed further below.

This addendum should be read in conjunction with the Traffic Report (rev B) dated 1 December 2022.

#### **ADJACENT DEVELOPMENTS**

A number of similar traffic generating developments were identified along Fichera Road. Most of these developments are currently operational and were so during the period of the traffic survey conducted in 2021. The De Bruey's Boutique Wines Tourist Accommodation is currently under construction. As such, the traffic surveys do not consider the increased traffic volumes generated by the tourist accommodation.

According to the Australian Bureau of Statistics, the population of Mareeba has increased by approximately 0.4% per annum between the census years 2016 and 2021. The traffic volume on the Kennedy Highway (32A) Cairns to Mareeba has increased on average by 0.5% per annum between 2016 and 2021. The traffic volume on Kennedy Highway (32B) Mareeba – Atherton has increased on average by 1.5% per annum between 2016 and 2021.

The Forecast volumes have been extrapolated for the opening year of 2024 and 2034 (+ 10 years) by assuming a conservative linear growth rate of 2%, consistent with recent traffic growth rates on the Kennedy Highway, population growth and planned traffic generating developments.

#### **HEAVY VEHICLES**

Council officers identified that the traffic counts provided to the applicant included heavy vehicle traffic associated with the seasonal hauling of sugar cane. Therefore, the average annual heavy vehicle traffic is over-represented during this period. Council officers requested that the heavy vehicles (B-doubles) be omitted from the background traffic volumes. A breakdown of the average b-double volumes on Fichera Road and Lockwood Road is presented in the table below.

| 2021 Count                      | Fichera Road | Lockwood Road |  |  |
|---------------------------------|--------------|---------------|--|--|
| Average Daily<br>Traffic Volume | 504.1        | 107.5         |  |  |
| B-Double Volume (%)             | 3 (0.6%)     | 22.4 (20.8%)  |  |  |
| Amend Average traffic Volume    | 501.1        | 85.1          |  |  |



The background traffic volume at opening (2023) and 10-year design horizon (2033) is presented below.

#### Fichera Road

| Period             | 2021 Count | 2024 forecast | 2034 forecast | Comments   |
|--------------------|------------|---------------|---------------|--|
| Weekday AM<br>Peak | 24.7       | 25.7          | 30.8          | AM Peak 6:00AM – 7:00AM<br>50:50 directional split   |
| Weekday PM<br>Peak | 45.9       | 47.7          | 57.3          | PM Peak 4:00PM – 5:00PM<br>50:50 directional split   |
| Daily              | 501.1      | 521.1         | 625.4         | Average Annual Daily Traffic<br>16.8% heavy vehicles |

#### **Lockwood Road**

| Period             | 2021 Count | 2024 forecast | 2034 forecast | Comments   |
|--------------------|------------|---------------|---------------|--|
| Weekday AM<br>Peak | 11.1       | 11.5          | 13.8          | AM Peak 6:00AM – 7:00AM<br>50:50 directional split   |
| Weekday PM<br>Peak | 12         | 12.5          | 15            | PM Peak 4:00PM – 5:00PM<br>50:50 directional split   |
| Daily              | 85.1       | 88.5          | 106.2         | Average Annual Daily Traffic<br>10.3% heavy vehicles |

#### **DEVELOPMENT TRAFFIC**

Services vehicles had been omitted from the development traffic generation rates. It is acknowledged that the development will be serviced by deliveries, cleaners, lawn care, etc. It is assumed that the development will receive, on average, 1 service vehicle per day.

The Lakeshore Farms packaging facility and farms are located on Henry Hannam Drive and State Farm Road, in Kairi. Therefore, the majority of the worker transport will head south onto Lockwood Road from the accommodation. Likewise, the majority of the workers will be transport from the south in the afternoons. Worker transport will be via minibuses commensurate with Toyota Hiace vans.

It is proposed that the workers accommodation will be utilised by other local farms during the avocado offseason.

It is understood that car ownership will not be accommodated at the facility and controlled use of the minibuses will be permitted.

The following assumptions are made regarding traffic generations and movement.

- Accommodation will be limited to a maximum of 144 workers with a manager's residence on site;
- Workers will be shuttled to and from work by 12 minibuses (12 seats);
- AM peak is 6:00AM to 7:00AM
- PM peak is 4:00PM to 5:00PM
- The workers transport will travel south along Lockwood Road to various farms and packing facilities;
- Workers transport will remain at the farms and packaging facilities until end of work shifts.
- Manager will use 1 light vehicle daily during peaks; and
- Workers will be transported to Mareeba Business District in the evenings by minibuses, as required outside of network peak at 3 trips per day.
- Allowance for evening and weekend visitor trips outside peak hours.



Based on the aforementioned assumptions, the development traffic figures are presented below.

| Vehicle type         | Peak hour<br>trips | Daily trips | Comments  |
|----------------------|--------------------|-------------|---|
| Service<br>vehicles  | 1                  | 2           | 100% trips to and from the North  |
| Workers<br>Transport | 12                 | 30          | 60% of trips will be to and from the<br>South (Lockwood Road)<br>40% of trips will be to and from the<br>North (Fichera Road) |
| Visitor<br>Vehicles  | 1                  | 5           | Visiting and private vehicle use is expected to be outside peak hours   |
| Managers<br>Vehicle  | 2                  | 6           | 50% trips to and from the South   |
| Total                | 16                 | 43          |   |

The additional traffic on Fichera Road and Lockwood Road as a result of the development is summaries below.

## 2024 Average Daily Traffic

|                     | Fichera Road | Lockwood Road |
|---------------------|--------------|---------------|
| Background Traffic  | 521.1        | 88.5          |
| Development Traffic | 17.2         | 25.8          |
| Total Traffic       | 538.3        | 114.3         |

#### 2034 Average Daily Traffic

|                     | Fichera Road | Lockwood Road |
|---------------------|--------------|---------------|
| Background Traffic  | 625.4        | 106.2         |
| Development Traffic | 17.2         | 25.8          |
| Total Traffic       | 642.6        | 132.0         |

The development generated traffic represents 3% and 23% of the total traffic on Fichera Road and Lockwood Road, respectively.

#### ROAD GEOMETRY

Adjacent to the site, Fichera Road consists of a 4m wide sealed pavement with 1.5m wide gravel shoulders. Approximately 2.3km North along Fichera Road the seal widens to 6.5m. The seal at critical sections, such as horizontal curves, of Fichera Road is widened to 5.5m - 6m.

South of the site, Fichera Road seal width ranges between 4m to 5.5m. Approximately 1.2km south of the site Fichera Road turns into Lockwood Road which consists of an unsealed pavement nominally 8m wide.

Fichera Road and Lockwood Road traverse flat terrain. The shoulders are wide and well graded, providing opportunity for vehicles to pass each other safely. The roads are unposted (no speed limit advised) and therefore default to 100km/h for rural roads. It is recommended that the speed limit be posted at 80km/hr in consideration of driving conditions, horizontal geometry and to improve road safety.



The Austroads Guide to Road Design Part 3: Geometric Design provides guidance on Rural Road widths. Accordingly, it is acceptable to have a single sealed lane of 3.7m minimum width where the traffic volumes are less than 150 vehicles per day, particularly where terrain is open and sparsely settled.

While the total traffic on Lockwood Road is within the limits set out by the Austroads Guide, it is noted that the existing traffic on Fichera Road is over four (4) times greater than the prescribed limit, during seasonal peaks. The development traffic will only marginally increase the traffic on Fichera Road.

#### CONCLUSION

The traffic report and the changes implemented in this addendum has demonstrated that the impact on Fichera Road north of the site is marginal, resulting in a traffic volume increase of 3%. While it is acknowledged that most of the development traffic will impact Fichera Road south of the site and Lockwood Road, the traffic volume (including the development generated traffic) is very low at less than 150 vehicle per day.

Our ref: 376098

## **Appendix D**

TEC Assessment of Negotiated
Decision Notice request and
Memorandum Report to Cook Shire
Council CEO

#### MEMORANDUM REPORT

#### LM: AD2025/0004713

**To:** Brian Joiner (Chief Executive Officer)

**File:** DA/4869

**Author:** Peter Boyd (Consultant Town Planner)

**Authorised by:** Lisa Miller (Manager Planning & Environment)

**Subject:** Change Representations – Request for Negotiated Decision Notice –

Development Permit for Material Change of Use for Rural industry and Workforce accommodation on 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 at Webb Road, Lakeland 4871

**Attachments:** 

1. Attachment 'A' - Change Representations

**Date:** 21 July 2025

**PRECIS** 

**Applicant:** Northern King Grapes Pty Ltd

c/- Stacey Devaney - RPS Group AAP Consulting Pty Ltd

**Property Owner:** Peter Josef Inderbitzin, Franziska Maria Margarit

Inderbitzin and Sharprock Pty Ltd

**Location:** Webb Road, Lakeland QLD 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

Preliminary Survey Plan SP352328

Site Area: 430.5ha

**Zone:** Rural zone

**Level of Assessment:** Code Assessment

**Proposed Use:** Rural industry and Workforce accommodation

Referral Agencies: None

**Decision Due Date:** 23 July 2025

#### **EXECUTIVE SUMMARY**

Council is in receipt of change representations lodged on 25 June 2025 by RPS on behalf of the applicant seeking a negotiated decision notice, to amend and/or remove Conditions 9, 10, 11, 15, 16, 19, 20, 22, 26, 27 and 29 of the Development Permit issued 21 May 2025 for a Material Change of Use for Rural Industry and Workforce Accommodation located at Webb Road, Lakeland, defined by Lease Areas L, M and N on Preliminary Survey Plan SP352328..

Council officers and Council's consultants have assessed the change representations in accordance with section 76(1) of the *Planning Act 2016*, having regard to the matters relevant to the original development assessment. Based on this assessment, it is recommended that some conditions are amended or deleted, with others remaining unchanged. In place of some conditions recommended for deletion, additional advice items are recommended for inclusion in the decision notice.

The approved development relates to uses that support the cultivation of grapes on the site and includes the following components:

- A cold storage warehouse for refrigeration and storage of harvested produce prior to transport;
- A machinery shed for the storage and minor maintenance of farming equipment, as well as the storage of fertilisers and chemicals;
- Workforce accommodation comprising five (5) self-contained dwellings for managers;
- Workforce accommodation comprising eight (8) x two-bedroom accommodation buildings; and
- Workforce accommodation comprising 28 accommodation pods, each containing eight (8) beds, providing a total of 224 beds.

Both the Rural industry and Workforce accommodation are aligned with the agricultural use of the land.

The change representations have been assessed in accordance with the legislative framework, including the *Planning Act 2016*, and its associated instruments, including the *Planning Regulation 2017* and the Development Assessment Rules; along with the applicable benchmarks contained within the Planning Scheme.

#### **BACKGROUND**

In June 2024, Council issued a Development Permit DA/4754 for reconfiguring a Lot (Boundary Realignment and Creation of a Lease Exceeding 10 years). The proposed development is located within the leased area. As the lease areas have not been registered, conditions of approval require that this approval is acted upon prior to the commencement of the use.

The approval subject to the change representations was issued by Council on 21 May 2025.

#### THE SUBJECT SITE AND SURROUNDING AREA

The subject site is 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.

The site comprises an area of approximately 430.5 hectares and has frontage to Webb Road along its north-eastern boundary. The land is currently used for grazing purposes and includes Horseshoe Dam as an existing improvement. The surrounding area is predominantly characterised by agricultural uses, including cattle grazing and cropping. To the north of the site is Honey Dam, a substantial irrigation dam, while to 6km the north is the Lakeland town centre, located at the intersection of the Peninsula Developmental Road and the Mulligan Highway.

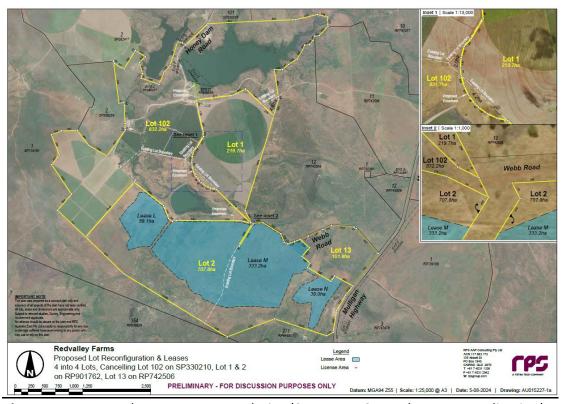


Figure 1 – Approved Lease Area Boundaries (Source: RPS Development Application)

## **PLANNING ACT 2016**

Sections 65 and 66 of the *Planning Act 2016* relate to permitted and prohibited development conditions.

### 65 Permitted Development Conditions

- (1) A development condition imposed on a development approval must—
  - (a) be relevant to, but not be an unreasonable imposition on, the development or the use of premises as a consequence of the development; or
  - (b) be reasonably required in relation to the development or the use of premises as a consequence of the development.

- (2) A development condition may—
  - (a) limit how long—
    - (i) a lawful use may continue; or
    - (ii) works may remain in place; or
  - (b) state that development must not start until—
    - (i) other development permits for development on the same premises have been given; or
    - (ii) other development on the same premises, including development that the development application does not cover, has been substantially started or completed; or
  - (c) require compliance with an infrastructure agreement for the premises, but only to the extent the responsibilities under the agreement attach to, and bind the owner of, the premises under section 155(3); or
  - (d) require development, or a part of development, to be completed within a stated period; or
  - (e) require the payment of security under an agreement under section 67 to support a requirement under paragraph (d).

## 66 Prohibited development conditions

- (1) A development condition must not—
  - (a) require a person other than the applicant to carry out works for the development; or
  - (b) require a person to enter into an infrastructure agreement; or
  - (c) other than under section 65AA(3) or chapter 4, part 2 or 3, require a monetary payment for the establishment, operating or maintenance costs of, works to be carried out for, or land to be given for—
    - (i) infrastructure; or
    - (ii) for the imposition of a condition by a State infrastructure provider—infrastructure or works to protect the operation of the infrastructure; or
  - (d) require an access restriction strip; or
  - (e) limit the period a development approval has effect for a use or works forming part of a network of infrastructure, other than State-owned or State-controlled transport infrastructure; or
  - (f) relate to water infrastructure about a matter for which the SEQ Water Act requires a water approval.
- (2) A development condition must not be inconsistent with a development condition of an earlier development approval in effect for the development, unless—
  - (a) both conditions are imposed by the same person; and
  - (b) the applicant agrees in writing to the later condition applying; and
  - (c) if the development application for the later development approval was required to be accompanied by the consent of the owner of the premises—the owner of the premises agrees in writing to the later

condition applying.

(3) A development condition that complies with subsection (2) applies instead of the earlier condition.

## **CHANGE REPRESENTATIONS**

The applicant suspended their appeal period on the 3 June for twenty business days, to allow the applicant to prepare change representations for consideration by Council.

Change representations were received on 25 June 2025 (refer to **Attachment A**), seeking to amend the following conditions of the development approval:

| Condition    | Subject Matter      | Applicant        | Officer           |
|--------------|---------------------|------------------|-------------------|
|              |                     | Representations  | Recommendation    |
| Condition 9  | External road       | Amend condition  | Retain existing   |
|              | standards           |                  | condition         |
| Condition 10 | External road       | Delete condition | Amend condition   |
|              | standards           |                  |                   |
| Condition 11 | Internal road       | Delete condition | Amend condition   |
|              | standards           |                  |                   |
| Condition 15 | External stormwater | Delete condition | Retain existing   |
|              |                     |                  | condition         |
| Condition 16 | Internal stormwater | Delete condition | Amend condition   |
| Condition 19 | Electricity and     | Delete condition | Delete condition; |
|              | telecommunications  |                  | include as advice |
|              |                     |                  | note              |
| Condition 20 | Electricity and     | Delete condition | Retain existing   |
|              | telecommunications  |                  | condition         |
| Condition 22 | Electricity and     | Delete condition | Retain existing   |
|              | telecommunications  |                  | condition         |
| Condition 26 | Staging plan        | Delete condition | Delete condition  |
| Condition 27 | Site-based          | Delete condition | Delete condition; |
|              | management plan     |                  | include as advice |
|              |                     |                  | note              |
| Condition 29 | Waste management    | Amend condition  | Amend condition   |

# Condition 9 Current condition

| The Operational Works application to upgrade Webb       | Prior to the issue of a |
|---|-------------------------|
| Road must include engineering plans prepared by a       | Development Permit      |
| Registered Professional Engineer of Queensland (RPEQ),  | for Operational Works   |
| and be generally in accordance with the requirements of |                         |
| Table D1.4 Rural Road Elements of the FNQROC            |                         |
| Development Manual based on a traffic volume of 100-    |                         |

999 vehicles per day.

The design for Webb Road must include but is not limited to:

- 8m wide formation;
- 8m wide pavement width;
- 6.5m wide seal width; and
- 0.75m gravel shoulders;
- Provision for curve widening (this may include the use of Austroads turning templates in accordance with the relevant quidelines); and
- Appropriate drainage infrastructure to outlet runoff generally in accordance with the requirements of the Queensland Urban Drainage Manual.

Detailed design drawings for the upgrade of Webb Road and proposed access crossover locations are to be provided to Council for endorsement.

Once approved, all works must be carried out in accordance with the approved plan(s) to the requirements and satisfaction of Council and generally in accordance with the FNQROC Development Manual, including the works acceptance process, prior to the Commencement of Use.

#### Applicant's request

For the reasons outlined in the change representations, the applicant has requested that the condition be replaced with the following:

Webb Road, from Property Access Point 1 to Property Access Point 2, shall be upgraded in accordance with a Development Permit for Operational Works. The upgrade Webb Road shall be generally in accordance with the requirements of Table D1.4 Rural Road Elements of the FNQROC Development Manual based on a traffic volume of 50-100 vehicles per day.

All works are to be completed prior to the occupation of the rural workers accommodation.

The design for Webb Road shall be based up on:

- 8m wide formation;
- 5.5m wide pavement width;
- 1.25m gravel shoulders.

#### Officer comment

Council officers acknowledge the submission of a Traffic Assessment prepared by Neon Consulting in support of the applicant's request to amend Condition 9 of the Decision Notice. The applicant proposes a reduced road standard based on an assumed traffic volume of 50 to 100 vehicles per day and a narrower road cross section.

Upon review of the Traffic Assessment, Council officers raise significant concerns regarding the completeness and reliability of the data and assumptions used to justify the proposed changes. The traffic generation figures presented are inconsistent with the material previously submitted with the development application and appear to substantially underestimate the intensity of use associated with the approved rural industry and rural workers accommodation.

The report assigns only one vehicle movement per day to each of the 13 proposed managers and supervisors dwellings, whereas the existing dwelling on Webb Road is assigned 10 movements per day based on standard residential rates. Given that these dwellings are designed for multiple occupants and likely to accommodate families, additional trips for schooling, shopping, and off site employment are expected. Applying the same rate used for the existing dwelling to all 13 dwellings would result in 130 daily movements, which is five times the volume assumed by the applicant.

Private vehicle movements by farm workers have been entirely excluded from the Traffic Assessment, despite the applicant's original submission explicitly indicating the provision of car parking and minibus parking adjacent to the accommodation pods. This suggests an expectation of at least some private vehicle use, which has not been accounted for in the revised traffic estimates. Experience with similar developments in nearby rural areas, including the Mareeba Shire, indicates that seasonal workers commonly travel by private vehicle, often leading to road safety and maintenance issues on narrow rural roads.

The assessment of worker movements is similarly limited. The report refers to a single arrival and departure of 220 workers via six buses every eight weeks, and a weekly excursion of 40 workers to Mareeba. This assumes that 180 workers remain on site at all times, with no allowance for trips related to recreation, social visits, health appointments, or off farm work. This assumption does not align with the scale and function of the proposed accommodation or typical worker behaviour.

Additionally, the report fails to account for movements associated with trades, machinery servicing, deliveries of fertiliser, fuel, chemicals, and packaging materials, all of which would generate regular traffic to and from the site. These omissions understate the likely traffic demand and do not reflect the operational needs of an agricultural enterprise of this scale.

The estimation of grape transport truck movements is also inconsistent. The report

adopts an annual figure of 240 B-double truck movements, while the original planning report included in the development application anticipated more than 350 such movements per annum, with additional commentary indicating that the road would also serve road trains and numerous light and heavy vehicles transporting up to 300 workers during most months of the year. These earlier estimates more accurately reflect the scale of operations described in the application.

The applicant's original proposal plans also contradict the revised request. The drawings included in Appendix D of the original development application proposed the upgrade of Webb Road with an 8 metre wide bitumen seal from the highway to the site entrance. The current proposal for a 5.5 metre pavement with narrower shoulders is not consistent with that previously proposed or assessed.

Furthermore, the selection of the design vehicle in the traffic assessment does not align with Austroads guidance. The guidelines require that where a particular vehicle, such as a B-double, is expected to travel a route on a daily basis, it must be adopted as the design vehicle. The submitted and original documents both confirm that B-double or road train movements will occur at least daily. Accordingly, the design standard for Webb Road must accommodate multi combination vehicles.

Council officers do not support the applicant's request to amend Condition 9. The traffic generation values presented in the Neon Traffic Report contain material omissions and inconsistencies that undermine the reliability of the conclusions drawn. A reasonable and evidence based assessment of traffic generation supports the retention of the current FNQROC road standard for 100 to 999 vehicles per day. The applicant's own previous documentation acknowledged that a full upgrade of Webb Road to an 8 metre wide bitumen standard was required. This standard remains appropriate given the expected traffic volumes and heavy vehicle usage.

The Traffic Assessment also fails to consider additional movements generated by construction activities, ongoing maintenance, servicing, delivery of goods and materials, recreational travel, and site visitors. These omissions further support the retention of the existing condition and the design requirements for Webb Road.

### Condition 9 officer recommendation

It is considered that the condition is both reasonable and relevant, having regard to the nature of the development. The condition is relevant to the use of the premises as a consequence of the development, and does not represent an unreasonable imposition. It is recommended that the condition remain unchanged.

#### **Condition 10**

#### **Current condition**

The Registered Professional Engineer of Queensland (RPEQ), certifying the engineering design drawings for the Webb Road upgrade must ensure that all relevant Road Safety aspects for the Webb Road corridor are considered.

The RPEQ must certify that traffic on Webb Road and using the Webb Road / Mulligan Highway intersection once the Northern King Grapes development site is fully operational is safe.

This RPEQ's assessment must refer to the Guideline for Multi-Combination Vehicles in Queensland and include but is not limited to:

- Assessment of the requirement for dedicated turning lanes;
- Demonstrate the largest design vehicle will remain in its own lane for all turn path manoeuvres entering/exiting Webb Road; and
- Be endorsed by a suitably experienced and qualified Transport Engineer (RPEQ).

The RPEQ's statement on Road Safety must be provided to Council and DTMR for endorsement.

Any upgrade recommendations by the RPEQ to address Road Safety will require a Development Permit for Operational Works and will need to be implemented prior to the Commencement of Use.

Prior to the Commencement of Use

## Applicant's request

The applicant has requested that the condition is deleted on the basis that it relates to assessment and works associated with a state-controlled intersection, which they submit falls outside the jurisdiction of Council and is a matter for the Department of Transport and Main Roads (DTMR). As the application did not trigger referral to DTMR as a referral agency, the applicant maintains that impacts on the state-controlled road or intersection are not assessment benchmarks for the purposes of code assessment. In accordance with section 45(3) of the *Planning Act 2016*, the applicant argues that Council's assessment must be limited to the applicable assessment benchmarks, and that consideration of matters beyond those benchmarks is not permitted. The applicant further contends that the condition is neither reasonable nor relevant and may constitute a prohibited development condition by requiring endorsement or works to be undertaken by DTMR. The applicant's detailed change representations and supporting report by Neon

Consulting are provided as **Attachment A**.

#### Officer comment

Council officers acknowledge the applicant's representations; however, the request to delete the condition is not supported.

While the development did not trigger referral to the Department of Transport and Main Roads (DTMR) as a technical agency, Council maintains responsibility for assessing the broader impacts of development on the local road network, including potential interactions with state-controlled infrastructure. In this instance, the condition seeks to ensure that any interface between the development and the state-controlled intersection is appropriately assessed and managed, to support the safe and efficient operation of the road network.

The requirement for a road safety assessment does not impose any obligation on DTMR to undertake or approve works. Rather, it ensures that the implications of development-generated traffic are appropriately considered in the context of existing and planned infrastructure, and that coordination with relevant authorities occurs as necessary. This approach is consistent with good planning practice and reflects Council's role in managing development impacts on the local and broader transport network.

It is noted that the submitted traffic report (Neon Traffic Report) assessed the intersection performance and concluded that widening was not warranted under current TMR criteria. While there is some concern regarding the traffic generation rates adopted in the assessment, it is acknowledged that the traffic volumes are unlikely to alter the warrant threshold in this instance.

Accordingly, while the condition remains necessary, Council may be amenable to refining its wording to remove specific references to turning lane upgrades or similar works, aligning with the applicant's suggested amendment.

#### Condition 10 officer recommendation

In response to the representations made, it is recommended that Condition 10 be amended to better reflect the intent of the condition while maintaining the relevant planning requirements.

It is recommended that Condition 10 is amended to read:

| The Registered Professional Engineer of Queensland     | Prior to the        |
|--|---------------------|
| (RPEQ), certifying the engineering design drawings for | Commencement of Use |
| the Webb Road upgrade must ensure that all relevant    |                     |
| Road Safety aspects for the Webb Road corridor are     |                     |
| considered.  |                     |
| The RPEQ must certify that traffic on Webb Road and    |                     |

using the Webb Road / Mulligan Highway intersection once the Northern King Grapes development site is fully operational is safe.

This RPEQ's assessment must refer to the Guideline for Multi-Combination Vehicles in Queensland and include but is not limited to:

- Assessment of the requirement for dedicated turning lanes;
- Demonstrate the largest design vehicle will remain in its own lane for all turn path manoeuvres entering/exiting Webb Road; and
- Be endorsed by a suitably experienced and qualified Transport Engineer (RPEQ).

The RPEQ's statement on Road Safety must be provided to Council and DTMR for endorsement.

Any upgrade recommendations by the RPEQ to address Road Safety will require a Development Permit for Operational Works and will need to be implemented prior to the Commencement of Use.

## **Condition 11**Current condition

The internal road network must be imperviously sealed (as a minimum) for the extent of road adjacent to the proposed onsite accommodation units, as illustrated on Superior Steel Homes Sheet No. 01 (Site Plan, Issue A, Construction Issue) dated 25 March 2025.

Prior to the Commencement of Use

The internal road extent to be sealed must include but is not limited to the road adjacent:

- 2-Bed workers accommodation units;
- Managers accommodation units; and
- 2-Bed Accommodation units (adjacent Managers unit).

#### Applicant's request

The applicant submits that, as the application is subject to code assessment, Council's consideration must be confined to the relevant planning scheme codes. The representations state that neither the planning scheme nor the FNQROC Development Manual requires internal roads to be imperviously sealed, and note the absence of similar conditions imposed in rural development approvals. The applicant states that requiring sealed internal roads is impractical in a farming

context, resulting in unnecessary capital and ongoing maintenance costs. As such, the condition is considered to represent an unreasonable and unnecessary imposition. On this basis, the applicant requests that the condition is deleted. The applicant's change representations are provided as **Attachment A**.

#### Officer comment

Council officers acknowledge the applicant's request to delete Condition 11, which requires the internal road network adjacent to the Workers accommodation to be imperviously sealed. While the applicant has not proposed an alternative treatment, Council officers consider that the requirement to seal internal roads servicing the accommodation area is reasonable and appropriate, having regard to onsite amenity, dust suppression, and the health and comfort of residents and workers. Impervious sealing in this location reduces dust generation and improves accessibility during wet weather, particularly given the scale and intensity of the approved rural workers accommodation use. However, noting that the primary impact of not sealing this section of internal road would be borne by the occupants and operator of the development, it is recommended that the condition is amended.

#### Condition 11 officer recommendation

It is recommended that Condition 11 is amended to read:

The internal road network must be imperviously sealed (as a minimum) constructed and maintained to provide for road and pedestrian movements that are safe and do not affect the amenity of residents for the extent of road adjacent to the proposed onsite accommodation units, as illustrated on Superior Steel Homes Sheet No. 01 (Site Plan, Issue A, Construction Issue) dated 25 March 2025.

Prior to the Commencement of Use

The internal road extent to be sealed must include but is not limited to the road adjacent:

- 2-Bed workers accommodation units;
- Managers accommodation units; and
- 2-Bed Accommodation units (adjacent Managers unit).

# **Condition 15**Current condition

Provide updated plans prepared by a suitably qualified and experienced Stormwater Engineer (RPEQ) for all stormwater infrastructure required to support the upgrade of Webb Road external to the development site (as required by Condition 9 of this Decision Notice).

Prior to the issue of a Development Permit for Operational Works The detailed design plans must be prepared generally in accordance with Section D4 of the FNQROC Development Manual and are to be provided to Council for endorsement.

Once approved, all works must be carried out in accordance with the approved plan(s) to the requirements and satisfaction of Council prior to the Commencement of Use.

#### Applicant's request

"As [per] the upgrades to Webb Road, as outlined in the response to condition 9 above are considered onerous, this condition should be deleted on the basis that no external drainage works are required."

#### Officer comment

Council officers acknowledge the applicant's request to delete Condition 15, which requires the submission of updated stormwater design plans for infrastructure external to the development site in support of the Webb Road upgrade.

The upgrade of Webb Road will alter surface levels and runoff characteristics, and therefore must incorporate appropriate roadside drainage to ensure the road operates safely and efficiently in accordance with best engineering practice. The preparation of stormwater design plans by a suitably qualified and experienced professional, in accordance with Section D4 of the FNQROC Development Manual and the Queensland Urban Drainage Manual (QUDM), is considered necessary to mitigate the risk of water ponding adjacent to the road and to support the long-term performance of the upgraded infrastructure.

#### Condition 15 officer recommendation

The condition remains reasonable and relevant to the development and should be retained without amendment.

## **Condition 16**Current condition

Provide updated plans prepared by an RPEQ certifying that the proposed stormwater management system or site works internal to the site satisfactorily drain the land generally in accordance with the requirements of the Queensland Urban Drainage Manual.

Prior to the issue of a Development Permit for Building Works

Details for the internal stormwater management system/site works must be provided to Council for

endorsement.

Once approved, all works must be carried out in accordance with the approved plan(s) to the requirements and satisfaction of Council prior to the Commencement of Use.

#### Applicant's request

The applicant has requested that the condition is deleted for the reasons outlined in the change representations provided as **Attachment A**.

#### Officer comment

Council officers acknowledge the applicant's request to delete Condition 16, which requires updated plans for the internal stormwater management system to be prepared by a Registered Professional Engineer of Queensland (RPEQ). However, it is recommended that the condition be retained in an amended form to ensure alignment with Performance Outcome PO3 of the Works, Services and Infrastructure Code.

PO3 requires that land is provided with internal and external drainage to an appropriate standard to minimise runoff and impacts on receiving waters. Acceptable Outcome AO3.1 references compliance with Sections D4 and D5 of the Development Manual Planning Scheme Policy. While it is not necessary to prescribe that the stormwater design be prepared by an RPEQ, it remains appropriate to require that details of the internal drainage system be submitted to Council to demonstrate compliance with applicable design standards and to ensure the development appropriately manages stormwater onsite.

#### Condition 16 officer recommendation

It is recommended that Condition 16 is amended to remove the requirement for RPEQ certification but retains the requirement to demonstrate compliance with the Works, Services and Infrastructure Code:

Provide updated plans demonstrating that the land is provided with internal and external drainage to an appropriate standard to minimise runoff and impacts on receiving waters. prepared by an RPEQ certifying that the proposed stormwater management system or site works internal to the site satisfactorily drain the land generally in accordance with the requirements of the Queensland Urban Drainage Manual.

Details for the internal stormwater management system/site works must be provided to Council for

Prior to the issue of a Development Permit for Building Works

#### endorsement.

Once approved, all works must be carried out in accordance with the approved plan(s) to the requirements and satisfaction of Council prior to the Commencement of Use.

#### **Condition 19**

#### **Current condition**

Provide Council with evidence of the agreement to provide electricity supply services for the development site. Such evidence must be in the form of a "Certificate of Electricity Supply" or "Certificate of Electrical Acceptance".

Prior to the issue of a Development Permit for Operational Works

#### Applicant's request

The applicant has requested that the condition is deleted for the reasons outlined in the change representations provided as **Attachment A**.

#### Officer comment

Council officers acknowledge the applicant's request to delete Condition 19, which requires evidence of electricity supply arrangements and, if applicable, the submission of detailed plans where works are proposed within Webb Road.

Review of the Negotiated Connection Establishment Contract (NCEC) provided by Ergon Energy indicates that the applicant has met the intent of the condition, and the documentation appears to demonstrate that electricity supply to the development site can be achieved. On this basis, the condition is no longer considered necessary and may be deleted from the development approval.

However, it is noted that the NCEC references potential infrastructure works within the Webb Road corridor, including activity at Stations 13, 14 and 15.

#### Condition 19 officer recommendation

It is recommended that this condition be addressed as part of Council's advice to the applicant, advising that the alignment of proposed electrical works must be confirmed with Council to ensure that they do not compromise the design, operation or safety of the required Webb Road upgrade.

It is recommended that Condition 19 is deleted and that an additional Assessment Manager Advice be included advising that the alignment of proposed electrical works must be confirmed with Council to ensure that they do not compromise the design, operation or safety of the required Webb Road upgrade:

6. The applicant is advised that electrical works proposed as part of the Negotiated Connection Establishment Contract (NCEC) with Ergon Energy may impact the Webb Road corridor. The applicant should confirm the final alignment of all electrical infrastructure with Council to ensure that it does not conflict with or compromise the design, operation or safety of the required Webb Road upgrade.

#### **Condition 20**

#### **Current condition**

| The development must be connected to the existing         | Prior to            |
|---|---------------------|
| electricity supply in accordance with the requirements of | Commencement of Use |
| Section D8.06 of the FNQROC Development Manual.           |                     |

### Applicant's request

The applicant has requested that the condition is deleted for the reasons outlined in the change representations provided as **Attachment A**.

#### Officer comment

Council officers acknowledge the applicant's request to delete Condition 20, which requires the development to be connected to the electricity supply network in accordance with Section D8.06 of the FNQROC Development Manual. While the applicant has provided a Negotiated Connection Establishment Contract (NCEC) from Ergon Energy confirming the intention to service the site, the condition serves an important function by maintaining a clear and enforceable obligation for the development to be connected to the reticulated electricity network.

Unlike Condition 19, which deals with documentary evidence and design plan requirements that are now addressed through the NCEC, Condition 20 establishes a performance outcome that must be achieved prior to the commencement of use. Its retention ensures that the development is serviced appropriately and in accordance with relevant standards.

#### Condition 20 officer recommendation

The condition remains reasonable and relevant to the development and should be retained without amendment.

## Condition 22 Current condition

| Provide    | the      | dev    | elo   | omen | t si    | te  | with     | relia   | ble | At the time of  |
|------------|----------|--------|-------|------|---------|-----|----------|---------|-----|-----------------|
| telecomm   | nunicati | ons    | at    | the  | time    | of  | constru  | ıction  | of  | construction of |
| building v | vorks. [ | Detail | ls of | the  | telecoi | mmı | unicatio | n servi | ces | building works  |

must be provided for Council approval at the time of application for building works.

#### Applicant's request

"This condition is not considered to relate to an identifiable assessment benchmark within the planning scheme. There is no requirement for telecommunications connection within the Works, Services and Infrastructure Code or any other planning scheme code. As identified above the assessment must only be carried out against the relevant assessment benchmarks. As this is not an assessment benchmark, this is not a matter that can be considered by council and, on this basis, this is not a relevant condition of approval."

#### Officer comment

Council officers acknowledge the applicant's request to delete Condition 22, which requires that reliable telecommunications be provided to the development site at the time of construction, with details to be submitted to Council at the building works stage.

The proposed development includes Workforce accommodation on a relatively isolated site. Given the intensity of the approved use and the number of workers to be accommodated on site, access to reliable telecommunications is considered essential to support day-to-day operations, facilitate emergency communication, and ensure general health and safety outcomes for workers.

The requirement to demonstrate the provision of reliable telecommunications infrastructure is considered to meet the tests for development conditions under section 65(1) of the Planning Act 2016, which states that a condition must:

- (a) be relevant to, but not be an unreasonable imposition on, the development or the use of premises as a consequence of the development; or
- (b) be reasonably required in relation to the development or the use of premises as a consequence of the development.

Condition 22 is directly relevant to the nature, scale, and location of the proposed development and is reasonably required to ensure that the premises are adequately serviced to support the approved use.

#### Condition 22 officer recommendation

The condition remains reasonable and relevant to the development and should be retained without amendment.

### **Condition 26**

Current condition

Prior to the issue of a Development Permit for Building Work, a detailed Staging Plan must be prepared and submitted to Council for endorsement. The Staging Plan must:

- Prior to the issue of a Development Permit for Building Work and at all times
- a) Identify the extent of each stage of the development;
- b) Nominate the sequence of stages;
- d) Nominate the provision and extent of internal infrastructure; and
- d) Be generally in accordance with the approved plans.

Each stage must be carried out in accordance with the endorsed Staging Plan, unless otherwise agreed in writing by Council.

## writing by Council.

## Applicant's request

"The application does not identify that the development would be undertaken in stages, only that it would take time to achieve its full capacity. In addition, there are no threshold conditions that would imply that the development is required to be staged based upon particular triggers (e.g. water supply). Finally, and consistent with the above, there is no assessment benchmark contained within the planning scheme that would suggest that the development is required to be staged.

On this basis, the condition is not relevant to the application made, it is not relevant to the approval granted, it is not relevant to the assessment of the application and is an unreasonable imposition on the development approved.

This condition should be deleted."

#### Officer comment

Council officers acknowledge that the development application does not identify or propose staging as part of the approved development. Condition 26 was included to provide the applicant with flexibility to stage the delivery of the development, if desired, without the need for a future change application.

As the applicant has confirmed that staging is not proposed, the condition is not necessary and may be deleted without affecting the development approval.

#### Condition 26 officer recommendation

It is recommended that Condition 26 is deleted.

Work, a detailed Staging Plan must be prepared and Development Permit

Development Permit

Development Permit

submitted to Council for endorsement. The Staging Plan must:

a) Identify the extent of each stage of the development;

b) Nominate the sequence of stages;

d) Nominate the provision and extent of internal infrastructure; and

d) Be generally in accordance with the approved plans.

Each stage must be carried out in accordance with the endorsed Staging Plan, unless otherwise agreed in writing by Council.

## Condition 27 Current condition

Develop, implement, and comply with a Site-Based Management Plan for the ongoing operation and maintenance of the Workforce accommodation. The Site-Based Management Plan must include procedures and measures for:

- Management of human safety including internal pedestrian and vehicle movement;
- b) Site operations, including worker drop-off and pick-up arrangements;
- c) Waste storage and collection; and
- d) Emergency response procedures.

The Site-Based Management Plan must be submitted to and approved by Council prior to the Commencement of Use and must be implemented at all times while the use continues. Amendments to the Site Based Management Plan may be required in accordance with the Staging Plan.

#### At all times

#### Applicant's request

"Consistent with the above commentary, it is considered that there is no relevant assessment benchmark that relates to the assessment of this application that requires a site based management plan. This condition is not relevant to the planning application and is not considered to be a town planning matter.

- All human safety would be managed in the accommodation in accordance with the building fire safety regulations and requirements;
- Workplace health and safety, including the transfer of workers to and from and within the farm, are regulated by workplace health and safety legislation; and,

• Vehicle movements external to the site are a matter for the relevant road laws.

The only matter that is of any potential relevance is the management of waste storage and collection.

This matter is able to be managed by a single condition (alternate condition 29) below.

This condition is not considered to be relevant to the application made, not relevant to planning and an unreasonable imposition on the development approved. This condition should be deleted."

#### Officer comment

Council officers acknowledge the applicant's request to delete Condition 27, which requires the preparation and implementation of a Site Based Management Plan for the ongoing operation of the Workforce accommodation use.

While some of the operational matters listed in the original condition, such as waste collection and transport logistics, may still warrant consideration, these can be managed through internal procedures.

Given the scale and intensity of the workforce accommodation, it is considered important that key safety measures are addressed. This includes the management of internal pedestrian and vehicle movements and the procedures for responding to emergencies.

Rather than imposing a development condition, it is recommended that an advice statement be included to highlight Council's expectation that a Site-Based Management Plan be prepared and implemented as part of the ongoing operation of the development.

#### Condition 27 officer recommendation

It is recommended that Condition 27 is deleted and that an additional Assessment Manager Advice be included:

7. The applicant is encouraged to develop and implement a Site Based Management Plan for the ongoing operation and maintenance of the workforce accommodation. The Site Based Management Plan should include procedures and measures for the management of human safety, including internal pedestrian and vehicle movements, and emergency response procedures.

The Site Based Management Plan should be in place prior to the commencement of use and maintained throughout the life of the

#### development.

#### **Condition 29**

#### <u>Current condition</u>

| Waste storage and management is to be in accordance | At all times |
|---|--------------|
| with the approved Site Based Management Plan unless |              |
| otherwise approved by the Chief Executive Officer.  |              |

#### Applicant's request

The applicant has requested that the condition is amended to read:

"The site shall be serviced by a waste contractor with all waste collected from site and disposed of at a licensed waste disposal/transfer facility."

## Officer comment

Council officers acknowledge and support the applicant's proposed amendment to Condition 29. The requested condition provides a clear requirement for the collection and disposal of waste generated by the development, without relying on the now-deleted Site Based Management Plan.

The revised wording ensures that waste will be managed by a licensed contractor and disposed of at an approved facility.

The requested amendment is supported with the inclusion of "must" rather than "shall".

#### Condition 29 officer recommendation

That Condition 29 is amended to read:

| Waste storage and management is to be in accordance      | At all times |
|--|--------------|
| with the approved Site Based Management Plan unless      |              |
| otherwise approved by the Chief Executive Officer.       |              |
| The site must be serviced by a waste contractor with all |              |
| waste collected from site and disposed of at a licensed  |              |
| waste disposal/transfer facility.                        |              |

### APPROVED DEVELOPMENT

The development permit provides for the establishment of Rural industry and Workforce accommodation within the nominated lease areas associated with the cultivation of grapes. The Rural industry and Workforce accommodation components are ancillary to the broader agricultural operations intended for the site.

The approved development includes the following key elements

#### • Rural industry:

- Cold Storage Facility: A warehouse to provide refrigeration and storage of harvested produce in preparation for transport.
- Machinery Shed: A structure for the storage and minor maintenance of farming machinery and equipment, as well as for the secure storage of fertilisers and agricultural chemicals.

#### Workforce accommodation:

- Five self-contained manager dwellings;
- o Eight two-bedroom accommodation buildings; and
- o 28 accommodation pods, each containing eight beds (224 beds in total).

#### **TOWN PLANNING CONSIDERATIONS**

In accordance with section 45(3) of the *Planning Act 2016*, Code Assessment is an assessment that must be carried out only –

Against the assessment benchmarks in a categorising instrument for the development; and

Having regard to any matters prescribed by regulation for this paragraph.

Pursuant to section 45 (3) of the Act, the categorising instrument for the development is the Cook Shire Council Planning Scheme 2017 v2.0.

Sections 26 and 27 of the Regulation, prescribe additional assessment benchmarks and matters that must be considered in deciding a Code Assessable development application. The additional assessment benchmarks and matters that are relevant to the development are identified as follows:

**Table 2** – Assessment Benchmark Table

| Assessment benchmarks       | Comment  |
|-----------------------------|--|
| Schedule 9                  | Schedule 9 is not applicable as the application is not   |
|                             | for building work under the Building Act.                |
| Schedule 10                 | Schedule 10 is not applicable as the application did not |
|                             | require referral.  |
| Regional Plan               | Section 2.2 of the Planning Scheme identifies that the   |
|                             | Cape York Regional Plan has been adequately reflected    |
|                             | in the Planning Scheme. A separate assessment            |
|                             | against the Regional Plan is not required.               |
| State Planning Policy (SPP) | Section 2.1 of the Planning Scheme identifies that the   |
| Part E                      | superseded version of the State Planning Policy is       |
|                             | integrated in the Planning Scheme.                       |
|                             | A review of the current version of the SPP (July 2017)   |
|                             | and assessment benchmark mapping applicable to           |
|                             | Part E has determined that the state interests are       |

| Assessment benchmarks  | Comment   |
|--|---|
|  | reflected in the Planning Scheme and no additional assessment provisions in the current SPP (Part E) or updated mapping are applicable requiring further assessment against the SPP.                              |
| Temporary State Planning Policy  | There are no Temporary State Planning Policies.   |
| Local Government Infrastructure Plan (LGIP)  | The subject site is not within the Priority Infrastructure Area.  |
| Any development approval for, and any lawful use of the premises, or adjacent premises | The proposed development is within the lease area boundaries approved by Council under Development Permit DA/4754 for Reconfiguring a Lot (Boundary Realignment and Creation of a Lease Exceeding 10 years).      |
| The common material  | All the material received about the application has been assessed and has informed the recommendation of this report. Common material considered includes advice from the Department of Transport and Main Roads. |

## Cook Shire Council Planning Scheme 2017 (v2.0)

### Land use definitions

In accordance with Schedule 24 of the *Planning Regulation 2007*, the development is defined as:

## **rural industry** means the use of premises for—

(a)storing, processing or packaging products from a rural use carried out on the premises or adjoining premises; or

(b) selling products from a rural use carried out on the premises or adjoining premises, if the use is ancillary to the use in paragraph (a).

#### workforce accommodation—

- (a) means the use of premises for—
  - (i) accommodation that is provided for persons who perform work as part of—
    - (A) a resource extraction project; or
    - (B) a project identified in a planning scheme as a major industry or infrastructure project; or
    - (C) a rural use; or
  - (ii) recreation and entertainment facilities for persons residing at the premises and their visitors, if the use is ancillary to the use in subparagraph (i); but
- (b) does not include rural workers' accommodation.

#### **COMMON MATERIAL**

Although the application did not require referral, third-party advice was sought by Council from the Department of Transport and Main Roads (TMR). The advice provided by TMR informed the Information Request and conditions of approval.

The TMR advice recommended that a Traffic Impact Assessment (TIA) be prepared by a qualified RPEQ traffic engineer in accordance with the Department of Transport and Main Roads' Guideline for Traffic Impact Assessment (GTIA).

The advice also recommended that a road lighting assessment for the unlit Mulligan Highway / Webb Road T-intersection be undertaken.

These aspects were raised in the information request however the applicant did not provide a response. These items are reflected in the conditions of approval which are supported by the Department of Transport and Main Roads.

Section 45(3) of the *Planning Act 2016* states the matters that Code assessment must only be carried out against, with s45(3)(b) including that it includes matters prescribed by regulation. Section 27(g) of the *Planning Regulation 2017* incudes that code assessment must be carried out having regard to the common material. Schedule 24 of the Planning Regulation defines "common material" to include "any other advice or comment about the application that a person gives to the assessment manager". Accordingly, advice received from the Department of Transport and Main Roads forms part of the matters relevant to the assessment of the application.

#### **PUBLIC NOTIFICATION**

The Code Assessable application was not subject to public notification.

#### LINK TO CORPORATE PLAN 2022 - 2027

#### Theme 1 - Places for People

- PLA 3 Improve the amenity, value and sustainable uses of our streetscapes and public open spaces.
  - Pla 3a Consider planning and development controls, design guidelines, traditional ownership, cultural heritage and sustainable development principles when making planning decisions.

#### Theme 4 – Economic Development

ECO 2 Adopt land use, transport and infrastructure planning methodologies which encourage and facilitate public and private sector investment and development.

Eco2a Position the Shire to encourage public and private sector investment through strategic land use, transport and infrastructure development planning.

### Theme 6 – Organisational Capability

- ORG 1 Manage Council's activities and decision-making with strategic oversight, transparency and accountability.
  - Org 1b Council activities comply with applicable legislation through well-maintained policies, procedures and information systems that guide and facilitate good decision making.
- ORG 3 Focus on collaborative projects that add value to the Shire's economic, social and environmental outcomes.
  - Org 3b Ensure that opportunities for future residential, commercial and industrial development in all parts of the Shire are optimised.

#### **CONSULTATION**

The applicant engaged with Council for a pre-lodgement meeting. Consultation has also been undertaken with Council Officers from Infrastructure Services, and external engineering and planning consultants.

#### **RISK ASSESSMENT**

Pursuant to Council's adopted Risk Appetite Statement, Council has chosen a "Cautious" approach to Corporate Governance, Legal and Regulatory Compliance which means having a preference for moderately safe options that have a low to medium degree of risk. As this report has already been measured against relevant planning legislation, Council, in adopting this recommendation, would be consistent with its Risk Appetite Statement.

#### **RECOMMENDATION**

- 1. That Council issue a Negotiated Decision Notice under section 76 of the Planning Act 2016 for Development Permit DA/4869 (Council Reference: DA/4869 AD2025/0002941) for a Material Change of Use for Rural industry and Workforce accommodation at Webb Road, Lakeland, on premises 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, subject to the changed conditions of approval in Part A and assessment manager advice in Part B.
- 2. That the Negotiated Decision Notice states that Council, as the Assessment Manager:

- a. agrees in part with the change representations;
- b. states the nature of the change agreed to; and
- c. complies with section 63(2) and 63(3) of the *Planning Act 2016*.
- 3. That the following reasons for the decision be included on the notice on Council's website (as required by section 63(4) of the *Planning Act 2016*):
  - i. Limit any potential for adverse impact on the locality or adjoining lots;
  - ii. Address the site operations;
  - iii. Address the constraints of the site.
- 4. That all other Conditions and Advice of Development Permit DA/4869 (Council Reference: DA/4869 AD2025/0002941) remain unchanged.

### A. <u>Assessment Manager (Council) Conditions</u>

1. That Condition 10 – External Road is amended to read:

The Registered Professional Engineer of Queensland (RPEQ), certifying the engineering design drawings for the Webb Road upgrade must ensure that all relevant Road Safety aspects for the Webb Road corridor are considered.

The RPEQ must certify that traffic on Webb Road and using the Webb Road / Mulligan Highway intersection once the Northern King Grapes development site is fully operational is safe.

This RPEQ's assessment must refer to the Guideline for Multi-Combination Vehicles in Queensland and include but is not limited to:

- Assessment of the requirement for dedicated turning lanes;
- Demonstrate the largest design vehicle will remain in its own lane for all turn path manoeuvres entering/exiting Webb Road; and
- Be endorsed by a suitably experienced and qualified Transport Engineer (RPEQ).

The RPEQ's statement on Road Safety must be provided to Council and DTMR for endorsement.

Any upgrade recommendations by the RPEQ to address Road Safety will require a Development Permit for Operational Works and will need to be implemented prior to the Commencement of Use.

Prior to the Commencement of Use

2. That Condition 11 – External Road is amended to read:

The internal road network must be imperviously sealed (as a minimum) constructed and maintained to provide for road and pedestrian movements that are safe and do not affect the amenity of residents for the extent of road adjacent to the proposed onsite accommodation units, as illustrated on Superior Steel Homes Sheet No. 01 (Site Plan, Issue A, Construction Issue) dated 25 March 2025.

Prior to the Commencement of Use

The internal road extent to be sealed must include but is not limited to the road adjacent:

- 2-Bed workers accommodation units;
- Managers accommodation units; and
- 2-Bed-Accommodation units (adjacent Managers unit).

3. That Condition 16 – Stormwater Internal is amended to read:

Provide updated plans <u>demonstrating</u> that the <u>land</u> is <u>provided</u> with internal and external drainage to an <u>appropriate standard to minimise runoff and impacts on receiving waters. <u>prepared by an RPEQ certifying that the proposed stormwater management system or site works internal to the site satisfactorily drain the <u>land generally in accordance with the requirements of the Queensland Urban Drainage Manual.</u></u></u>

Prior to the issue of a Development Permit for Building Works

Details for the internal stormwater management system/site works must be provided to Council for endorsement.

Once approved, all works must be carried out in accordance with the approved plan(s) to the requirements and satisfaction of Council prior to the Commencement of Use.

4. That Condition 19 – Electricity and Telecommunications is deleted and the following advice item is provided:

The applicant is advised that electrical works proposed as part of the Negotiated Connection Establishment Contract (NCEC) with Ergon Energy may impact the Webb Road corridor. The applicant should confirm the final alignment of all electrical infrastructure with Council to ensure that it does not conflict with or compromise the design, operation or safety of the required Webb Road upgrade.

- 5. That Condition 26 Staging Plan is deleted.
- 6. That Condition 27 Site-based Management Plan is deleted and the following advice item is provided:

The applicant is encouraged to develop and implement a Site Based Management Plan for the ongoing operation and maintenance of the workforce accommodation. The Site Based Management Plan should include procedures and measures for the management of human safety, including internal pedestrian and vehicle movements, and emergency response procedures.

The Site Based Management Plan should be in place prior to the commencement of use and maintained throughout the life of the development.

7. That Condition 29 – Waste Management is amended to read:

Waste storage and management is to be in accordance with the approved Site Based Management Plan unless otherwise approved by the Chief Executive Officer.

The site must be serviced by a waste contractor with all waste collected from site and disposed of at a licensed waste disposal/transfer facility.

At all times

#### B. <u>Assessment Manager (Council) Advice</u>

- 1. A development permit is required for carrying out Building Works, and a Plumbing and Drainage Approval/compliance permit is required for Plumbing and Drainage Works prior to construction of any buildings associated with this development.
- 2. Water Quality (Dam)

The requirements for the management of both short term and long term water quality impacts to the existing Horseshoe Dam must be met generally in accordance with Section D5 of the FNQROC Development Manual and relevant standards.

- 3. The currency period for this application is six (6) years. Should the approved use not commence within this time, the approval shall lapse.
- 4. The applicant/owner must notify Council their intention to commence the use after acceptable of and compliance with these conditions or negotiated conditions (or court determined conditions) and prior to the commencement of the use. This will allow a check for compliance with conditions to be carried out by Council officers.

- 5. The applicant/owner is to ensure compliance with the requirements of the Aboriginal Cultural Heritage Act and in particular 'the duty of care' that it imposes on all landowners.
- 6. The applicant is advised that electrical works proposed as part of the Negotiated Connection Establishment Contract (NCEC) with Ergon Energy may impact the Webb Road corridor. The applicant should confirm the final alignment of all electrical infrastructure with Council to ensure that it does not conflict with or compromise the design, operation or safety of the required Webb Road upgrade.
- 7. The applicant is encouraged to develop and implement a Site Based Management Plan for the ongoing operation and maintenance of the workforce accommodation. The Site Based Management Plan should include procedures and measures for the management of human safety, including internal pedestrian and vehicle movements, and emergency response procedures. The Site Based Management Plan should be in place prior to the commencement of use and maintained throughout the life of the development.

#### **Approval of Recommendation:**

| Brian Join | er (Chief Executive Officer) as delegated by Council |
|------------|--|
| Date:      | 23/07/2025   |

#### Lisa Miller

**From:** Paul Steele < paul@trinityengineering.com.au>

**Sent:** Wednesday, 16 July 2025 10:09 PM **To:** Lisa Miller; Taase Taase; Linda McNab

**Cc:** Peter Tonkes; Nicholas Hook; 1600 CSC Development Engineering Services; Dylan

Cappella

Subject: RE: URGENT RE: DA/4869 - EML to Engineering for comment - Request for a

Negotiated Decision Notice - MCU - Rural Industry and Workforce Accommodation - Part of Lot 2 RP901762 & Part of Lot 13 RP742506 - 129 Webb Road, and Webb

Road, Lakeland 4871 - 25/06/

Attachments: DA4869 129 Webb Rd - TEC Review of Negotiated MCU DN Request.docx;

Attachment 1 - Commentary on Review of Traffic Report.docx

Follow Up Flag: Follow up Flag Status: Flagged

#### Good evening, Team

Please see attached review comments and our recommendations on the civil engineering elements of the Applicant's request to change application.

In summary, we have significant concerns with the traffic data relied on in the applicant's representations for changes to Webb Road conditions.

Significant omissions and inconsistencies are noted per the commentary attached.

Our recommendation is that the key request to change the Webb Road upgrade requirements should **not be** supported and the Condition to Upgrade Webb Road should be retained as it is reasonably required to service the traffic generated by this substantial development.

Kind regards,

Paul Steele Project Director







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From: Lisa Miller <LMiller@cook.qld.gov.au> Sent: Wednesday, 16 July 2025 4:40 PM

To: Taase Taase <a href="mailto:Taase">To: Taase Taase <a href="mailto:Taase">Taase <a hre

<paul@trinityengineering.com.au>; Dylan Cappella <dylan@trinityengineering.com.au>

Cc: Peter Tonkes <ptonkes@cook.qld.gov.au>; Nicholas Hook <NHook@cook.qld.gov.au>

**Subject:** URGENT RE: DA/4869 - EML to Engineering for comment - Request for a Negotiated Decision Notice - MCU - Rural Industry and Workforce Accommodation - Part of Lot 2 RP901762 & Part of Lot 13 RP742506 - 129 Webb

Location129 Webb Road, Lakeland 4871Application TypeMCUDescriptionMCU for Rural Industry and Rural Workers' AccommodationApplicantNorthern King Grapes P/LCSC Reference No.DA4869Applicant's Reference376098

The applicant seeks to amend the following conditions of the MCU Decision Notice:

2 on RP901762

- Condition 9 Webb Road Upgrade
- Condition 10 Webb Road/Mulligan Highway Intersection
- Condition 11 Internal Roads

Lot No.

- Condition 15 Stormwater External
- Condition 16 Stormwater Internal
- Condition 19 and 20 Electricity Supply
- Condition 22 Telecommunications
- Condition 26 Staging Plan
- Condition 27 Site Based Management Plan
- Condition 29 Waste Management

Comments on the Applicant's representations regarding the request to amend these conditions are provided below for Council's review.

# Condition 9 - Webb Road Upgrade

The current condition is reproduced below in blue:

9. The Operational Works application to upgrade Webb Road must include engineering plans prepared by a Registered Professional Engineer of Queensland (RPEQ), and be generally in accordance with the requirements of Table D1.4 Rural Road Elements of the FNQROC Development Manual based on a traffic volume of 100-999 vehicles per day.

The design for Webb Road must include but is not limited to:

- 8m wide formation;
- 8m wide pavement width;
- 6.5m wide seal width; and
- 0.75m gravel shoulders;
- Provision for curve widening (this may include the use of Austroads turning templates in accordance with the relevant guidelines); and
- Appropriate drainage infrastructure to outlet runoff generally in accordance with the requirements of the Queensland Urban Drainage Manual.

Detailed design drawings for the upgrade of Webb Road and proposed access crossover locations are to be provided to Council for endorsement.

Once approved, all works must be carried out in accordance with the approved plan(s) to the requirements and satisfaction of Council and generally in accordance with the FNQROC Development Manual, including the works acceptance process, prior to the Commencement of Use.

## The Applicant's proposed amended Condition 9 is reproduced below in orange:

9. Webb Road, from Property Access Point 1 to Property Access Point 2, shall be upgraded in accordance with a Development Permit for Operational Works. The upgrade Webb Road shall be generally in accordance with the requirements of Table D1.4 Rural Road Elements of the FNQROC Development Manual based on a traffic volume of 50-100 vehicles per day.

The design for Webb Road shall be based up on:

- 8m wide formation;
- 5.5m wide pavement width;

1.25m gravel shoulders.

All works are to be completed prior to the occupation of the rural workers accommodation.

The following key elements of the applicant's requested revision of Condition 9 are discussed below.

#### **Traffic Generation**

The applicant's representations for a change to the current condition is based on its assessment of development traffic using Webb Road

The submission of a Traffic Assessment is acknowledged. The traffic generation data used in the Traffic report has been assessed and significant concerns are raised with the completeness of the input data and assumptions relied on.

Additional commentary on the traffic report is included as *Attachment 1 - Commentary on Review of Traffic Report*.

The following inconsistencies are noted within the Traffic report when compared with the original Development Application and supporting material.

- 1. Traffic Generation from Managers' and Supervisors' Dwellings
- 2. Traffic Generation by private vehicles from farm workers
- 3. Farm Worker Movements
- 4. Trades, Services, Supplies and Consumables deliveries
- 5. Grape Transport Truck movements;
- 6. Applicant's Proposed Road Form (in the original Development Application);
- 7. Design Vehicle Austroads

## **Summary**

The applicant's request to amend Condition 9 - Webb Road Upgrade is not supported, based on:

- The traffic generation values in the Neon Traffic Report have significant omissions and conflicts with existing common material submitted and assessed under the Development Application. Based on the inconsistencies, concern is raised with the veracity of the findings from the Traffic Report;
- The reasonable assessment of traffic generation from the development and accommodation uses is considered to be between 100-999 vehicles per day as adopted in the conditions;
- The applicant's own assessment of the reasonably required road upgrade per its own Proposal Plans in Appendix D of the original Application disclosed that an 8m wide sealed road was required for the full length of Webb Road; and
- The Best Practice guidelines for Multi-Combination Vehicles (QLD DTMR) requires that the road width will be consistent with the road form currently conditioned.

## **Extent of Webb Road Upgrade**

It is considered that the extent that Webb Road should be upgraded by the Developer between the Webb Road / Mulligan Highway intersection edge of bitumen to Property Access Point 2 (nominated on the Council approved plan by Superior Steel Homes, Sheet No. 01).

#### **Timing for Webb Road Upgrade**

It is recommended that the timing for the upgrade of Webb Road be maintained as "prior to the Commencement of Use" as a clear unambiguous milestone to ensure compliance with the conditions.

### Condition 10 - Webb Road/Mulligan Highway Intersection

The current condition is reproduced below in blue:

 The Registered Professional Engineer of Queensland (RPEQ), certifying the engineering design drawings for the Webb Road upgrade must ensure that all relevant Road Safety aspects for the Webb Road corridor are considered.

The RPEQ must certify that traffic on Webb Road and using the Webb Road / Mulligan Highway intersection once the Northern King Grapes development site is fully operational is safe.

This RPEQ's assessment must refer to the Guideline for Multi-Combination Vehicles in Queensland and include but is not limited to:

- Assessment of the requirement for dedicated turning lanes;
- Demonstrate the largest design vehicle will remain in its own lane for all turn path manoeuvres entering/exiting Webb Road; and
- Be endorsed by a suitably experienced and qualified Transport Engineer (RPEQ).

The RPEQ's statement on Road Safety must be provided to Council and DTMR for endorsement.

Any upgrade recommendations by the RPEQ to address Road Safety will require a Development Permit for Operational Works and will need to be implemented prior to the Commencement of Use.

The Applicant's position is that this condition be deleted.

The condition included the requirement to ensure that all relevant Road Safety aspects for the Webb Road corridor are considered.

The Neon Traffic Report assessed the intersection operation and concluded that the intersection would not require widening based on TMR warrants. Whilst concern is raised with the traffic generation adopted, the volumes appear unlikely to change the intersection trigger in this instance.

Council may be amiable to removing elements referring to turning lanes etc, as per the suggested reduced condition below.

 The Registered Professional Engineer of Queensland (RPEQ), certifying the engineering design drawings for the Webb Road upgrade must ensure that all relevant Road Safety aspects for the Webb Road corridor are considered.

The RPEQ must certify that traffic on Webb Road and using the Webb Road / Mulligan Highway intersection once the Northern King Grapes development site is fully operational is safe.

Any upgrade recommendations by the RPEQ to address Road Safety will require a Development Permit for Operational Works and will need to be implemented prior to the Commencement of Use.

#### Condition 11 - Internal Roads

The current condition is reproduced below in blue:

11. The internal road network must be imperviously sealed (as a minimum) for the extent of road adjacent to the proposed onsite accommodation units, as illustrated on Superior Steel Homes Sheet No. 01 (Site Plan, Issue A, Construction Issue) dated 25 March 2025.

The internal road extent to be sealed must include but is not limited to the road adjacent:

- 2-Bed workers accommodation units;
- Managers accommodation units; and
- 2-Bed Accommodation units (adjacent Managers unit).

The Applicant's position is that this condition be deleted.

Council Officers consider the imperviously sealing the internal road network local to the accommodation areas of the site is a reasonable consideration in terms of amenity for staff working on the farm.

However, Council may be amiable to deleting this condition noting that the consequence of not being implemented will only impact the staff working on the development site.

#### Condition 15 - Stormwater External

The current condition is reproduced below in blue:

15. Provide updated plans prepared by a suitably qualified and experienced Stormwater Engineer (RPEQ) for all stormwater infrastructure required to support the upgrade of Webb Road external to the development site (as required by Condition 9 of this Decision Notice).

The detailed design plans must be prepared generally in accordance with Section D4 of the FNQROC Development Manual and are to be provided to Council for endorsement.

Once approved, all works must be carried out in accordance with the approved plan(s) to the requirements and satisfaction of Council prior to the Commencement of Use.

The Applicant's position is that this condition be deleted.

It is recommended that Council make no change to this condition on the basis that the works required to upgrade Webb Road will need to consider roadside drainage requirements to mitigate the risk of water ponding beside the road in accordance with best engineering practice and QUDM.

#### Condition 16 - Stormwater Internal

The current condition is reproduced below in blue:

16. Provide updated plans prepared by an RPEQ certifying that the proposed stormwater management system or site works internal to the site satisfactorily drain the land in accordance with the requirements of the Queensland Urban Drainage Manual.

Details for the internal stormwater management system/site works must be provided to Council for endorsement.

Once approved, all works must be carried out in accordance with the approved plan(s) to the requirements and satisfaction of Council prior to the Commencement of Use.

The Applicant's position is that this condition be deleted.

Noting the local topography lends itself to the developer and landowner of the site being the only stakeholders impacted by works carried out on the site, Council may be amenable to deleting this condition.

#### Condition 19 and 20 - Electricity Supply

The current condition is reproduced below in blue:

19. Provide Council with evidence of the agreement to provide electricity supply services for the development site.

Such evidence must be in the form of a "Certificate of Electricity Supply" or "Certificate of Electrical Acceptance".

If works are required within Webb Road, detailed design plans must be provided for Council endorsement prior to the issue of a Development Permit for Operational Works (as required by Condition 9 of this Decision Notice).

Once approved, all works must be carried out in accordance with the approved plan(s) to the requirements and satisfaction of Council prior to the Commencement of Use.

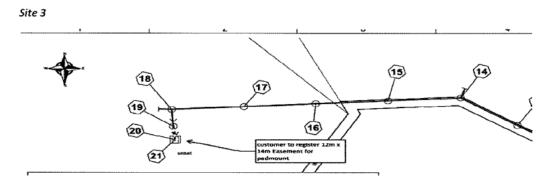
20. The development must be connected to the existing electricity supply in accordance with the requirements of Section D8.06 of the FNQROC Development Manual.

The Applicant's position is that these conditions be deleted.

It is considered that the provision of the Negotiated Connection Establishment Contract (NCEC) from Ergon and details within appears to achieve compliance with the requirements of Condition 19 and 20.

However, page 16 of Ergon's NCEC appears to indicate works may be required in the Webb Road corridor. Station 13, 14 and 15 in the below extract of page 16 from Ergon's NCEC are referenced.

It is recommended that Council clarify the alignment of the electrical services nominated in the scope of works described by Ergon's NCEC to ensure these upgrades will not impact the operation and safety of Webb Road.



#### Condition 22 - Telecommunications

The current condition is reproduced below in blue:

22. Provide the development site with reliable telecommunications at the time of construction of building works. Details of the telecommunication services must be provided for Council approval at the time of application for building works.

The Applicant's position is that these conditions be deleted.

It is understood Council is best placed to review this item against the planning scheme requirements.

#### Condition 26 - Staging Plan

The current condition is reproduced below in blue:

- 26. Prior to the issue of a Development Permit for Building Work, a detailed Staging Plan must be prepared and submitted to Council for endorsement. The Staging Plan must:
  - (a) Identify the extent of each stage of the development;
  - (b) Nominate the sequence of stages;
  - (c) Nominate the provision and extent of internal infrastructure; and
  - (d) Be generally in accordance with the approved plans.

Each stage must be carried out in accordance with the endorsed Staging Plan, unless otherwise agreed in writing by Council.

The Applicant's position is that this condition be deleted.

This is not specifically an engineering matter and Council is best placed to review the representations for this condition

#### Condition 27 - Site Based Management Plan

The current condition is reproduced below in blue:

27. Develop, implement, and comply with a Site-Based Management Plan for the ongoing operation and maintenance of the Workforce accommodation. The Site-Based Management Plan must include procedures and measures for:

Project 1600 CSC DA Assistance Date of Correspondence 10 July 2025

- (a) Management of human safety including internal pedestrian and vehicle movement;
- (b) Site operations, including worker drop-off and pick-up arrangements;
- (c) Waste storage and collection; and
- (d) Emergency response procedures.

The Site-Based Management Plan must be submitted to and approved by Council prior to the Commencement of Use and must be implemented at all times while the use continues.

Amendments to the Site Based Management Plan may be required in accordance with the Staging Plan.

The Applicant's position is that this condition be deleted.

Council is best placed to review the representations for this condition

## Condition 29 - Waste Management

The current condition is reproduced below in blue:

29. Waste storage and management is to be in accordance with the approved Site Based Management Plan unless otherwise approved by the Chief Executive Officer.

The Applicant's proposed amended Condition 29 is reproduced below in orange:

29. The site shall be serviced by a waste contractor with all waste collected from site and disposed of at a licensed waste disposal/transfer facility.

Council is best placed to review the representations for this condition

The intent of the application is to facilitate establishment of the following development on the site to support the horticultural development:

- A Cold Storage Warehouse for the purpose of the refrigeration and storage of harvested product in preparation for transport;
- A machinery shed for the purpose of the storage and ancillary minor maintenance of machinery and equipment and the storage of fertilisers and chemicals;
- Workers Accommodation in the form of four (5) self-contained dwellings for Managers. Each unit is comprised of 3 bedrooms, 2 showers, 2 toilets, laundry, kitchen & living areas. Each unit would be provided with private open space, single car garage and carport. The manager's accommodation would be located within the northern of the site and accessible from internal roads;
- Eight Accommodation Units for permanent farm workers would be located in the north of the site, immediately east of the Manager's Accommodation units. Each unit would be comprised of 2 bedrooms, bathroom and toilet, laundry, kitchen & living area and accommodate two (2) persons per
  - unit, a total of 16 beds in total. Each unit would be provided with private open space in the form of a front deck; and
- Additional Workers Accommodation for a total of 224 beds in the form of 28 Accommodation Pods is proposed to the east and accessible from Webb Road. Each accommodation pod would comprise 2 bedrooms, 2 showers, 2 toilets, laundry, kitchen & living area and accommodate 8 persons.

Access to the site would be from Webb Road and car parking and mini bus parking would be provided to the west of the proposed accommodate pods and accessible from Webb Road.

The proposed development is anticipated to generate in the order of 350 B-double truck movements per annum and light vehicle movements associated with workers travelling to and from the site. The truck movements would increase year on year, as the crops mature. It is envisaged that traffic movements would take 6 years to reach the maximum number of traffic movements anticipated.

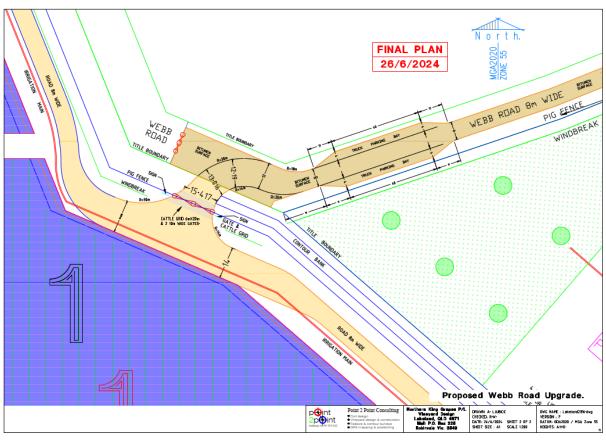
To facilitate the development it is proposed that works be undertaken within the Webb Road Reserve to accommodate truck parking bays and the bitumen resurface of the road from the Mulligan Highway to the entrance to the site. It is requested that as part of the consideration of this application, Council consider allocating funds within the future capital works budget to upgrade Webb Road in recognition of the financial benefits that the proposed development will bring to the region and to incentivise the development.

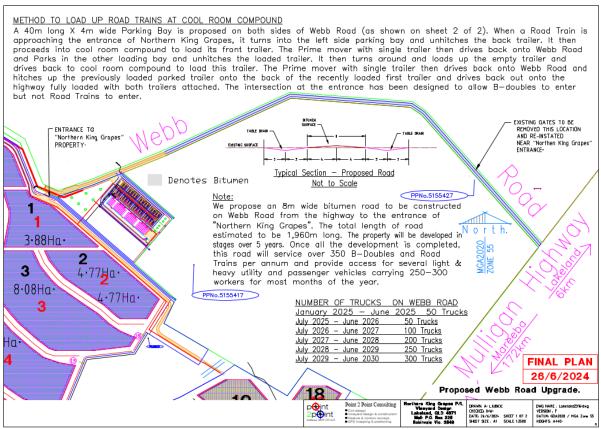
Proposal plans are included at Appendix D.

| REPORT |  |  |  |
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**Appendix D** 

**Proposal Plans** 





The following inconsistencies are noted within the Traffic report and in comparison with the original Development Application supporting material.

# 1. Traffic Generation from Managers Dwellings

Section 2.3 of the traffic report advises that the existing Webb Road dwelling is expected to generate 10 traffic movements per day in line with a standard residential dwelling.

However, the managers and supervisors (13 dwellings) are assessed as only generating 1 movement per day per dwelling. The supporting material shows the managers accommodation as multiple bedrooms presumably for families. School trips, shopping and off farm work for other family members are not considered in Neon's traffic report.

Experience with agricultural businesses in the Mareeba Shire has confirmed the above "family" scenario represents a real-world situation for managers on farms.

Applying Neon's own traffic generation rate for each of the 13 managers dwelling results in a 5-fold increase in traffic from this accommodation type from 26 movements per day to 130 movements per day (this element alone is sufficient to move the road into the Council nominated road category 100-999 vehicles per day).

# 2. Traffic Generation by private vehicles from farm workers Section 2.3 of the traffic report does **not include any** private vehicle movements from farm workers.

Section 3.1 of the RPS Planning Report included in the original Application outlined the proposed development and included advice that:

"Access to the site would be from Webb Road and car parking and mini bus parking would be provided to the west of the proposed accommodate pods and accessible from Webb Road."

The applicant clearly anticipated car parking at the accommodation pods confirming that some workers vehicles were reasonably expected.

Independent of the applicant's proposal, experience assisting the neighbouring Mareeba Shire Council with its Roads Strategy in early 2025, has confirmed that within that shire, the frequency of seasonal workers vehicles has been a major factor in road function **and safety**. The issue was listed in the Concerns column for short term action in the Council Workshop Matrix. Fassio Road Pady's Green was an example listed, and the discussions included that narrow roads were a particular safety concern with seasonal workers being unfamiliar with local roads. In addition, MSC is upgrading Leadingham Creek Road in response to maintenance and road safety concerns reflecting traffic generated from

agricultural activity in that area, (this includes Ontario Farms which is an agricultural and accommodation use that shares many similarities to this application).

#### 3. Farm worker Movements

Table 1 of the Neon Traffic report (for the Webb Road section between the highway and the workers accommodation) advises the following workers movements.

- Workers from Cairns Airport on a 40-seater bus at a frequency of 8
  weeks, (220 workers on 6 buses in and 220 workers on 6 buses out, 12
  movements only over the entire 8 weeks).
- Workers weekly trip to Mareeba on a 20-seater bus as a frequency of weekly but only for 40 of the 220 workers to go to Mareeba. 2 x 20seater buses out and 2 buses return each week. 180 of the workers do not leave the farm at all each week.

No allowance is made for any other movement for the 220 workers to leave the farm for medical reasons, entertainment, socialising etc.

Note: that there is also no allowance for the workers to undertake off-farm work which is inconsistent with other statements in the application.

Based on the above, the Traffic Report does not appear to be fully informed of the proposed operation of the accommodation use.

# 4. Trades, Services, Supplies and Consumables deliveries

Tables 1 and 2 of the Traffic Report for traffic generation on Webb Road **do not include** any specialist trades, machinery repairs or service vehicles, no fuel supplies, fertiliser or chemicals supplies trips, no packing boxes or other consumables or delivery vehicles of any sort.

The resulting traffic generation used in the Traffic Report is therefore considered to understate the Webb Road traffic and is not considered to be representative of a normal operating agricultural enterprise.

This raises concerns with the veracity of the Traffic Report findings for Webb Road.

# 5. Grape Transport Truck movements;

The Traffic Report advises that:

"Grape transport from the farm will be carried out by B-Double trucks, with an estimated total of 240 B-Double movements annually"

This statement in the traffic report conflicts with the information included in the supporting information in the development application.

Section 3.1 of the RPS Planning Report advised:

"The proposed development is anticipated to generate in the order of **350 B- Double truck movements** per annum and light vehicle movements associated with workers travelling to and from the site."

The following commentary was also included on the Point 2 Point Consulting Drawings included as "Proposal Plans" in the DA:

"Once all the development is completed, this road will service **over 350 B-Doubles and Road Trains per annum** and provide access for several light and heavy utility and passenger vehicles carrying 250-300 workers for most months of the year." **Emphasis added** 

The Neon Consulting Traffic Report has adopted Truck movement rates differing from the key information included in the application.

This raises concerns with the reliability of the Traffic Report and its findings.

# 6. Applicant's Proposed Road Form

The RPS Report included Drawings in its original applicant at Appemdix D "Proposal Plans".

The "Proposal Plans" included "Proposed Webb Road Upgrade", Drawing Lakeland2316.dwg, Revision F and stamped "Final Plan 26/6/2024" prepared by Point 2 Point Consulting. The Proposed Webb Road Drawing included a Typical Section for the proposed Webb Road upgrade with an 8m bitumen surface.

The notes on this drawing proposed "an 8m wide bitumen road to be constructed on Webb Road from the highway to the entrance of "Northern King Grapes". The total length of Road estimated to be 1,960m long."

The applicant's original advice and proposal conflicts with the recent traffic report that proposes a **5.5m unsealed road** from the accommodation to the farm and **no upgrade to Webb Road from the highway to the accommodation** access point.

## 7. Design Vehicle - Austroads

Both the Point 2 Point Consulting traffic volumes and the Neon Traffic report daily Grape truck numbers indicate greater than 1 Grape Truck per day.

Austroads Guide to Road Design Parts 3 and 4 confirm that designs must be based on the "design vehicle"

Austroads Section 5.2 – "Design Vehicles"; advises:

"Where acceptable data is available it is suggested that a particular type of heavy vehicle should be adopted as the design vehicle if at least one of those vehicles is expected to **undertake the movement each day**".

The applicants supporting information in both the original application and the current request to change agree that the Grape Trucks undertake at least one movement each day. The Point to Point

Based on the Austroads Guidelines and the applicants traffic generation data, the design vehicle for Webb Road is the Grape Truck and this is either a B-double or Road trains (per the applicant's information).

Whilst generally used for state roads, DTMR Multi-combination vehicle guidelines, confirm that the minimum road width for B-Doubles is 8m (and is applicable for the full length of Webb Road).

# 8. Summary

The applicant's request to amend the conditions for Webb Road is not supported, based on:

- The traffic generation values in the Neon Traffic report have significant omissions and conflicts with existing common material submitted and assessed under the Development Application. Based on the inconsistencies, concern is raised with the veracity of the Traffic report findings;
- The reasonable assessment of Traffic generation from the development and accommodation uses is considered to be between 100-999 vehicles per day as adopted in the conditions;
- The applicant's own assessment of the reasonably required road upgrade per its own Proposal Plans in Appendix D of the original Application disclosed that an 8m wide sealed road was required for the full length of Webb Road; and
- The Best Practice guidelines for Multi-combination vehicles (QLD DTMR) requires that the road width will be consistent with the road form currently conditioned.