



24 April 2025

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Planning Officer: Carl Ewin
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Our Reference: OPW/24/0009

Dear Applicants,

Request for Further Advice

Development Assessment Rules – s35

I refer to the below mentioned application which was received by Council on 8 January 2025 and your response to Council's Information Request received by Council on 28 March 2025. I advise that Council requires further information to satisfactorily assess the application, as detailed below. Council also requests that the current period (Decision Period) be **stopped**, also detailed below.

APPLICATION DETAILS

Application No:	OPW/24/0009
Proposal:	Application for Development Permit for Operational Works (Roadworks, Earthworks, Drainage, Water & Sewer Supply Works) for Development Permit RAL/23/0009 (Ray Road Estate – Stage 1)
Street Address:	Ray Road & Cater Road, Mareeba
Real Property Description:	Lot 1 on RP747077
Planning Scheme:	Mareeba Shire Council Planning Scheme 2016

FURTHER ADVICE REQUIRED

Further advice is sought on the following issues in order for Council to decide the application as follows. Where plan amendments are appropriate, it is requested that this be carried out:

Primary Issues:

1. Ray Road – Staging

Council is not seeking the construction of the eastern side of Ray Road as a requirement for the Stage 1 works. Council does not have provision for the construction of the eastern side of the road at this time.

The developer is required to construct the western portion of Ray Road to its ultimate formation width to formalise the road frontage and permit access to the lots within the current Stage.

Consistent with many brownfield road upgrades, Council considers that the existing Ray Road pavement and seal should be retained to the maximum extent practical.

- The design must be amended to interface to the existing pavement levels and crossfalls and avoid removing Council's existing road asset.
 - The design must facilitate a staged road upgrade with Stage 1 being the upgrade of the western side Ray Road (the frontage of the development site) and Stage 2 being the eastern side. That is; Council will upgrade the eastern side of Ray Road at a later date when funding is available and prioritised through the capital works program.
2. As part of the Ray Road staging considerations, provide vehicle turn paths at the Road B intersection to identify the minimum intersection footprint, and advise how this integrates with the existing Ray Road pavement.

3. Stormwater - Staging

Provide an updated stormwater layout on Ray Road to continue Stormwater Line 4 on the western side of Ray Road noting the existing open drainage on the eastern side of Ray Road will be preserved until the drainage management measures south from the development are implemented.

That is; the stormwater network is to be constructed on the basis that the eastern kerb and channel will not be constructed concurrently with the Developer's construction program and the open drains must remain in place at this stage.

Staging for the cross-road drainage extent for Stormwater Line 1 and Line 2 should also be reviewed (and revised as required). This infrastructure will need to interface with the existing open drain on the eastern side of Ray Road until such time that Council constructs the eastern kerb and channel road formation.

4. Stormwater – Cross Catchment Drainage

The applicant/designer is requested to clarify the rationale for draining runoff from Cater Road east through the development to Ray Road noting that the catchment delineation indicates that the Cater Road runoff currently drains north to McIvor Road and into Basalt Creek.

Council seeks clarification on why this runoff would be conveyed east as this appears to increase infrastructure sizing. This may impact the size of infrastructure required to be constructed as part of the Stage 1 works.

In addition, based on the stormwater longitudinal sections provided in the Master Plan drawing set, the surface levels for the field inlet pits along the northern boundary of the site appear to suggest potential for backwater impacts and surcharging of manholes.

This is during the rainfall event that the hydraulic grade line rises to the surface level in an overtopping scenario at Ray Road.

Officers are not supportive of the current drainage master plan for the reasons set out above.

Further information is required from the applicant on how the drainage can be managed to address the queries raised and seek to avoid diverting flows across catchment boundaries.

Secondary Issues:

5. Stormwater – Starting Hydraulic Grade line

The designer is requested to provide further supporting information for the adopted downstream tailwater level nominated that appears to be set at (or slightly above) the culvert apron level (at structure 1/1).

The level selected appears to be only slightly above the obvert level of the TMR highway culverts approximately 300m further downstream.

The applicant is requested to undertake a sensitivity analysis on the hydraulic implications and resulting system performance for the following tailwater scenarios at structure 1/1:

- Starting HGL set for a tailwater depth 0.5m deep at outlet;
- Starting HGL set for a tailwater depth 0.9m deep at outlet (obvert of the crossroad culvert at structure 1/1); and

6. Stormwater – Easements

Council requesting easements to be documented over stormwater infrastructure located within allotments.

7. Stormwater – Calculations

The applicant is to review the stormwater calculations presented in the calculation tables in the Stormwater Management Plan submitted with the Information Request response.

In particular, the applicant is requested to review:

- the coefficient of runoff adopted, (values appear lower than expected based on QUDM Tables 4.5.2 and 4.5.3);
- hydraulic losses reported at the pit junctions, (confirm that actual outlet velocities are being applied in the calculations); and
- times of concentration adopted for external catchments; (calculations adopting times of concentration exceeding greater than 30 minutes are not considered sufficiently conservative for sizing infrastructure with a 60+ year design life having regard to the sizes of catchments involved and the landform).

8. Master Plan versus Stage 1 Documentation

The applicant is requested to review the consistency of the Master Plan submitted with the Information Request response when referenced against the Stage 1 Revision B drawings.

Where required, the drawings should be updated to ensure alignment between the documentation being presented for assessment of the current OPW application.

9. Sewer design - depth

The applicant is requested to review the sewer constraints including lot control levels and stormwater alignment versus sewer crossing point, to seek to optimise the sewer depth, noting the design currently proposes a depth of 4.5m at the downstream connection point.

Advice Note: Officers consider that depth optimisation in the order of 500mm to 750mm may be possible.

10. Sewer - Easements

Council advises that easements will be required for sewers where the depth exceeds >3m depth within private properties.

11. Water Supply

Additional hydraulic modelling is required for the temporary design scenario where only Stage 1 of the water supply network is operational.

End of request for further advice

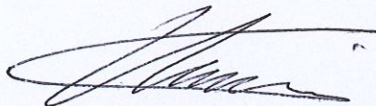
Stopping a Current Period – Development Assessment Rules – s32

The application process is already substantially into the Decision Period. It is kindly requested that the current period (Decision Period) be **stopped** to allow time for you to respond to Council's request for further advice, and to allow time for Council to then decide the application in its completeness.

As outlined in s32 of the Development Assessment Rules, you as the application must request that the current period be stopped, and it is advised that this period be stopped until such time as Council receives your response the above.

Should you have any further queries in relation to the above, please do not hesitate to contact the undersigned on the above number.

Yours faithfully



CARL EWIN
SUPERVISOR PLANNING & BUILDING