

ORDINARY MEETING 10 FEBRUARY 2015	5.8
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PORT DOUGLAS ROUNDABOUT LANDSCAPING PROJECT

Paul Hoyer: General Manager Operations

RECOMMENDATION:

That Council resolve to:-

Proceed with the construction of the Option 1 design submitted by Papillon on the roundabout at the intersection of Port Douglas Road and the Captain Cook Highway.

EXECUTIVE SUMMARY:

The landscaping works at the intersection of Port Douglas Road and the Captain Cook Highway have an allocated budget of \$100k from the Department of Transport and Main Roads ("DTMR") and any works carried out, including future maintenance, must comply with numerous DTMR conditions and specifications. A Request for Quotation (RFQ) process was undertaken for the design and construction of landscaping at the roundabout area during the second half of 2014. At the Ordinary meeting of Council held on December 3, 2014 Council resolved to:-

1. **Award the contract for the design and construction of the Port Douglas Roundabout and entrance to Port Douglas to Papillon Landscapes in accordance with the submitted quotation and design; And**
2. **Undertake a consultation process with the Douglas community to choose one of the three (3) designs submitted by Papillon for construction on the roundabout itself and report back to Council on the preferred design option.**

A community consultation process was undertaken from December 4, 2014 and closed on January 9, 2015. Advertisements were placed in local media and on Council's web and Facebook sites inviting the Douglas communities to select one of the three (3) design options for construction. Three (3) responses were received that complied with the consultation process in selecting one of the three design options. An additional fifteen (15) responses were received providing comment or suggestions for the roundabout. Attachment 4 contains a list of the comments received via the consultation process.

Design option 1 - Rolling hills meeting the ocean and incorporating the rainforest was the preferred option from the responses received (refer to Attachment 2 for a copy of the designs).

BACKGROUND:

A major safety upgrade of the Port Douglas Road/Captain Cook Highway intersection was completed in December 2013 resulting in the installation of a new roundabout. Community expectation of a unique entrance statement to Port Douglas resulted in DTMR providing \$100,000.00 in funding for Council to provide landscaping at the roundabout and surrounding area.

Council officers formalised the funding arrangement with DTMR via a deed of agreement which required that any landscaping on the DTMR road being subject to a number of conditions relating to road safety and protection of the road asset. The applicable conditions are contained in Attachment 2.

Douglas staff undertook a public Request for Quotations process. Three (3) submissions were received and the contract for the design and construction of the Port Douglas Roundabout and entrance to Port Douglas was awarded to Papillon Landscapes. Council also resolved to undertake a consultation process with the Douglas community to choose one of the three (3) designs submitted by Papillon for construction on the roundabout itself and report back to Council on the preferred design option.

Whilst there is a high community expectation about the project providing a unique entrance statement for Port Douglas, the safety criteria imposed by DTMR has placed major limitations on what can be achieved on the roundabout itself. The Papillon concept designs provide a unique entrance reflecting the Shire's natural assets, are low maintenance, and comply with DTMR safety requirements.

COMMENT:

The roundabout is on a B Double Heavy Vehicle route and is also on a major arterial link to the north. DTMR has imposed strict safety criteria on the design to ensure visibility and safety are not compromised on the roadway. The restrictions imposed severely limit the landscaping options that can be implemented on the actual roundabout. Meetings involving all stakeholders occurred to ensure a balance is achieved between public expectation and an achievable and safe outcome.

The final designs (Papillon options 1-3) have been assessed by Council staff and DTMR representatives against the required safety criteria and landscape specifications including:

- DTMR Safety Criteria
- Douglas Planning Scheme - 4.6.3 Landscaping Code, Policy No 7 Landscaping
- FNQROC Development manual – Landscaping, specification, design, maintenance.

The vegetated landscaped areas have been substantially completed on the road verges adjacent to the roundabout and the entrance into Port Douglas.

The roundabout itself can be one of three (3) designs with unique colours, textures and media to reflect three (3) distinct reflections of the Shire being:-

- 1) Rolling hills meeting the ocean and incorporating the rainforest
- 2) Rainforest, Dickson Inlet and the Coral Sea
- 3) Rolling hills, local agriculture and the Coral Sea.

The designs are shown in Attachment 2.

Option 1 has been selected as the preferred design through the community consultation process.

Council officers have met with the contractors, including the designer, to discuss whether there were any other options in relation to the final design. It was concluded unanimously that the installation of one of the design options, as originally submitted, would result in the best outcome.

It is important that the roundabout project be viewed in its totality rather than the planting and roundabout being viewed in isolation. The design and the finished product incorporate all the works on the surrounds and also on the roundabout itself and this is important in the look of the finished product. Attachment 3 - Photographs of Flora, has been provided to show the flowering stage and colours of the plants used in the landscaping.

PROPOSAL:

Based on the assessment of RFQs from the information provided during and following the RFQ process, Douglas staff and DTMR clearly agree on the preferred concept as being that submitted by Papillon Landscapes. The Papillon Landscapes proposal:-

- Provides a unique entrance statement that reflects our natural assets
- Complies with the specification as set out in the RFQ
- Supports our local economy (local businesses); and
- Provides the safest and lowest ongoing maintenance option.

It is recommended that Papillon Landscape be advised to construct design option 1 on the roundabout.

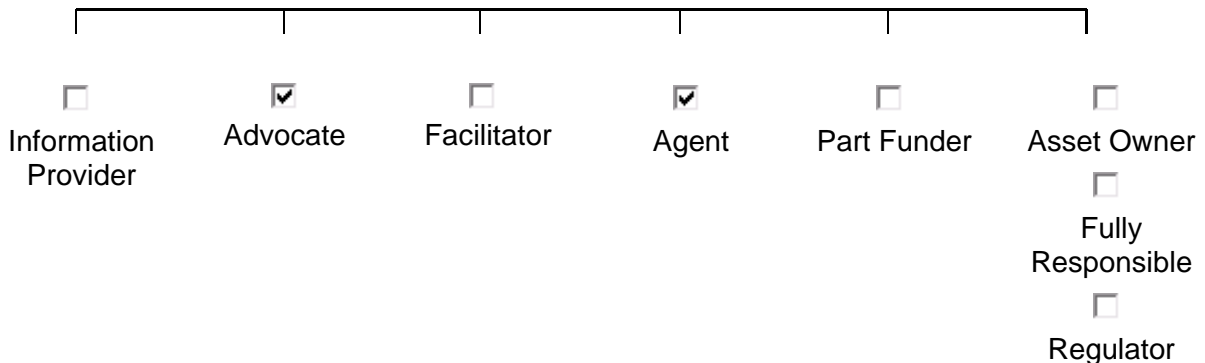
CORPORATE/OPERATIONAL PLAN, POLICY REFERENCE:

Operational Plan Major Initiatives: Implementation of the landscape management plan. Landscaping of DTMR Intersection roundabout of Captain Cook Highway and Port Douglas Road. The Operational Plan has scheduled this project for completion by 30 June 2015.

COUNCIL’S ROLE:

Council can play a number of different roles in certain circumstances and it is important to be clear about which role is appropriate for a specific purpose or circumstance. The implementation of actions will be a collective effort and Council’s involvement will vary from information only through to full responsibility for delivery.

The following areas outline where Council has a clear responsibility to act:



Advocate:	Supporting communities and groups by advocating for certain actions from other organisations (usually other levels of government).
Agent:	Delivering a program or activity for another organisation (usually another level of government).

FINANCIAL/RESOURCE IMPLICATIONS:

Ongoing maintenance of the landscaping falls under the responsibility of Council. The recommended design will have the least impact of all the designs on staff resources and ongoing maintenance costs, while still achieving a strong and relevant entrance statement for Port Douglas. It is proposed that contractor will be used for the maintenance for at least the first year after completion of the works.

RISK MANAGEMENT IMPLICATIONS:

The RFQ process was a public process and followed the required procurement process for a quotation process based on a \$100,000.00 contract. The submission recommended followed the RFQ process and was conforming in all respects.

SUSTAINABILITY IMPLICATIONS:

ECONOMIC: There will be ongoing maintenance costs associated with the works but these are considered to be well within Council's capacity.

ENVIRONMENTAL: The recommended submission will result in an improvement to the aesthetic qualities of the entrance area.

SOCIAL: The community will have an improved entrance to Port Douglas. Although the community will have various views on the final design it provides an improvement to the area within the many constraints of working near and on a busy, State-owned road.

INTERNAL/EXTERNAL CONSULTATION:

Consultation has occurred between DTMR and Council officers since the funding was announced in December 2013.

Douglas staff consulted with representatives from the three (3) businesses that provided submissions throughout the RFQ process.

A community consultation process was undertaken via local media, Council's website Web and Facebook page to determine the final design for the roundabout.

ATTACHMENTS:

- Attachment 1 DTMR Safety Conditions
- Attachment 2 Concept Roundabout Design Options
- Attachment 3 Photographs of Flora
- Attachment 4 Comments received via the consultation process

Attachment 1 - DTMR Safety Conditions



Conditions

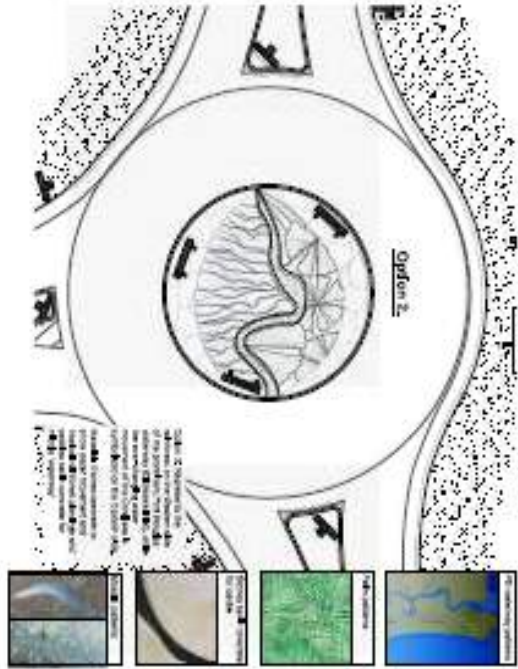
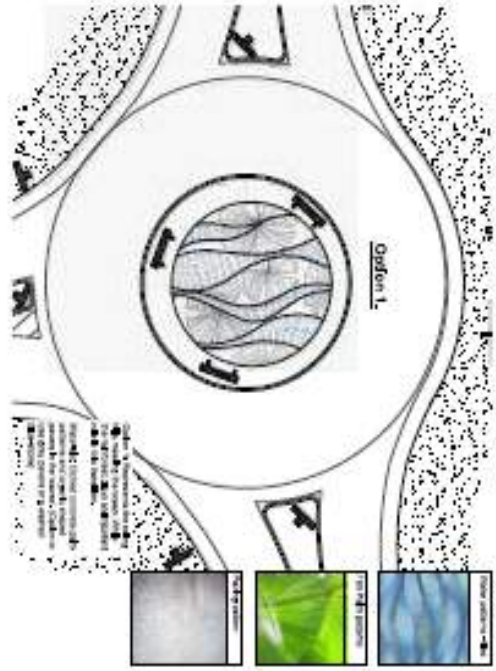
To ensure that visibility and safety at the intersection is not compromised, any landscape planting or other installations proposed by council must be in accordance with TMR's safety criteria:

- 1 Plantings on the roundabout itself must require minimal maintenance intervention, typically no more than twice a year.
 - 1.1 Given the constrained environment, the roundabout is hazardous for workers to operate in or access
 - 1.2 The roundabout must allow for B-Doubles which require the full width of the circulating lane to negotiate the roundabout safely.
 - 1.3 The use of the full lane prevents narrowing the lanes to provide buffers for workers.
 - 1.4 During installation and subsequent maintenance to the landscaping, temporary road closures of no more than 5 minutes in a 2 hour period are permitted to allow equipment to access the roundabout.
- 2 The temporary closure shall not occur between the hours of 7:00am to 9:00am and 3:00pm to 5:00pm.
 - 2.1 The circulating or approach lanes must not be narrowed under any circumstances, including parking of vehicles
- 3 There shall be no restrictions, temporary or otherwise, on the type of vehicles that use the roundabout at any time other than those imposed by the Department of Transport and Main Roads.
- 4 The landscape design shall comply with the vegetation setbacks and clearances given in *Appendix 4, Transport and Main Roads - Road Landscape Manual* and shall not include any species within the clear zone with a maximum butt diameter exceeding 50mm in the life of the plant.
 - 4.1 Vegetation with a butt diameter greater than 50mm is considered 'non-frangible' and increases the risk of a serious crash if an out-of-control vehicle leaves the road.
 - 4.2 Vegetation can interfere with sight distance across the roundabout
 - 4.3 Plants that drop fruit, fronds, flowers or leaves create hazards for road users
- 5 The landscape design shall not include lighting or messaging.
 - 5.1 The intersection includes road lighting for safety.
 - 5.2 Additional lighting may distract or confuse drivers.
- 6 No fixed structures including signage shall form part of the landscaping.
 - 6.1 Signs or other structures also pose a threat to errant vehicles.
 - 6.2 'Non-essential' signs can also distract drivers and draw focus away from important safety signs and messages.

- 7 There shall be no irrigation supply to the roundabout.
- 8 All species must be drought tolerant and not require watering after establishment.
 - 8.1 Irrigation frequently results in pavement wetting and a reduction in skid resistance
 - 8.2 Irrigation also results in longer term saturation issues and pavement damage, which will be difficult to manage on this roundabout.
- 9 The landscaping design shall be certified by a suitable Registered Professional Engineer, Queensland. (RPEQ).
 - 9.1 All engineering work in Queensland must be performed under the supervision of an RPEQ-certified engineer.
- 10 Landscaping may occur on the road verges abutting the roundabout, provided the above conditions, including no obstruction to sight distances, are complied with
- 11 "Entry statement" treatments outside the appropriate clear zone will be considered.

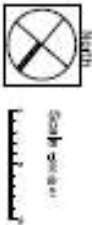
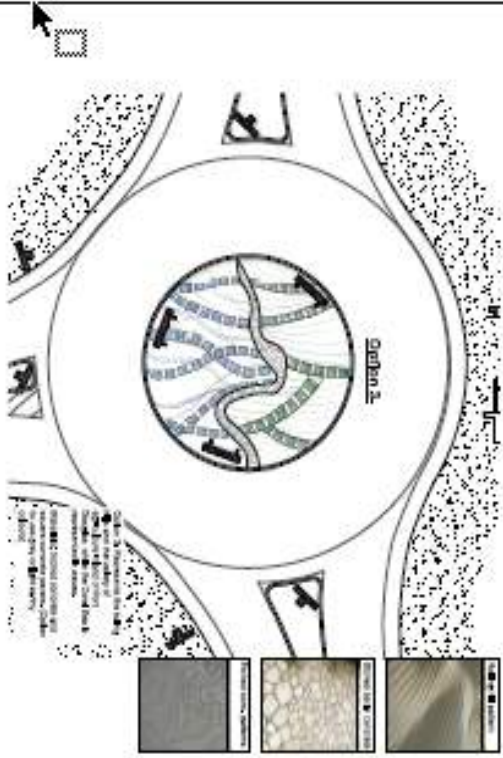
Attachment 2 - Concept Roundabout Design Options





Proposed Planting List

Species Name / Container Size	Common Name
Shorea robusta	Samalium
Albizia lebbek	Samalium
Casearia blanda	Samalium
Albizia lebbek	Samalium
Casearia blanda	Samalium
Albizia lebbek	Samalium
Casearia blanda	Samalium
Albizia lebbek	Samalium
Casearia blanda	Samalium
Albizia lebbek	Samalium
Casearia blanda	Samalium
Albizia lebbek	Samalium
Casearia blanda	Samalium



Attachment 3 - Photographs of Flora



Callistemon Rose Opal



Callistemon Captain Cook



Callistemon Hannah Ray



Callistemon Little John



Callistamon Tinaroo Dazzler



Gymnastoma australianum



Lomandra



Xanthestomen Fairhill Gold

Attachment 4 - Comments received via the consultation process

- I do not like any of the drawings submitted by Papilion Landscapes. I would have liked to have seen some local input and even a local design competition, which Papilion could have participated. The designs are boring and unless you are in a helicopter will miss the whole idea of any of the designs. Much prefer something like the sculpture that is in the park in Mossman. eg Coral and water sculpture. Something you will remember! Can you please show us what the plan would look like from the seat of a car? No more concrete... please. Regards.
- I notice early this afternoon a Facebook posting by DSC which request feedback on the Port Douglas Roundabout design proposals. And also note that, to the time of this email, there has not been any comment over the last three hours or so to this point! I wonder why?? Then around 30 mins ago you made a similar posting on FB requesting feedback on the design options. It is possible no feedback has yet been forthcoming because we (the caring community) are all gobsmacked at the complete turnaround by DSC to previous community consultation on roundabout designs? Whatever, I am going to have a say.... My husband and I have looked at the proposals on Council website. My husband will respond separately (and he is even more upset, critical and dejected than I am). I am completely disgusted with the suggested proposed designs to concrete the centre of the roundabout. Putting pretend palm fronds and ocean waves in concrete is bullshit (sorry but I can't explain it better). The plans on DSC website do not indicate whether the concrete is flat or the designs are raised. This however is irrelevant. At the community consultation forum/meeting (hosted by David Kempton, State Member for Cook, and attended by Mayor Julia Leu & some Councillors) which my husband and I attended, the overwhelming desire of the attendees was that the community wanted the roundabout to be planted with large leafy and colourful vegetation and that "public art" was not a favourable option for the space. Even taking into account that Dept Main Roads have put unrealistic restrictions on the design/format, it still does not equate to A FULLY CONCRETED ROUNDABOUT as now proposed by the Council. DSC is not taking responsibility for the design and "buckpassing" blame back to Dept Main Roads. More innovative and green plantings should have been the appropriate result. Even with Dept Main Roads restrictions, the minimum the community would have accepted is one tree in the roundabout. Where is it??????? This unattractive and inappropriate concreting only adds to whole fiasco of the existing fake red paving on the (un-landscaped) concrete kerbing leading to the centre roundabout, on top of the overwhelming volume and ugliness of the signage leading to/from the intersection. DSC's proposed designs add further to this totally inappropriate concreted proposal. Ugly and un-natural does not begin to describe it. "Artistic" paving is definitely not the answer. DSC website does not provide information on surrounding landscaping (and it will need to be considerable!), whether the red kerbing might be removed and replanted – all I can see is a piece of cement in the middle of the roundabout which is totally opposite to the wishes and regards of our community. I am totally disgusted. (I might add that I am more giving and accommodating than my husband, who will provide separate, more critical, input). David I have immense respect for you as a Councillor and the decisions you have made on our behalf during the difficult early days of the new DSC. You seem to be the only Councillor who really attempts to communicate and care for us residents. I sincerely hope that you and Council will reconsider this very unwanted, unattractive and totally inappropriate proposal.
- *E-mail response received* – "Option 1"
- The landscaping of our entrance roundabout I'd love to see some central tree with colour. The existing roundabout on Old Port Road at the entrance to Port Gardens and Palmer Golf Course has a magnificent specimen with beautiful red flowers. What about something similar. Thanks.

- Dear DSC, I would like to voice our concerns regarding the three options for the Port Douglas roundabout. My wife and I were present at the community consultation gathering organised by the council at the Clink Theatre about a year ago and from what the options were at the end of the meeting, we can not understand at all what the current 3 options are !!? Almost everybody during the meeting agreed upon the fact that we had to represent the lushness of the area with beautiful plants, trees etc... What we see in the proposed options is not a plant in sight: concrete, concrete, tiles.. what is that? The designs only show the proposed layouts from above which doesn't give any idea of how it would look from the road, which is not fair at all! How can one make a decision with that? The three options are virtually the same, how is there a choice? It looks to us that everything is too intricate for such a small area and will be overlooked by any driver intent on keeping his/her eyes on the road The visual impact is lost! As opposed to beautiful plants with one feature tree in the middle. Do you realise that after the first wet season all this concrete and tiles are going to crack, split, get covered with unsightly mold and look disgusting unless council workers pressure clean it once a week? No ugly mess for Port Douglas!!! How many signatures do we need to put a halt to those options? Our Mayor Julia Leu was present at the meeting and we are lost as to how she accepted those options and we would not mind having her explain those choices to us. Our contact number is 0409 535 172. Two very unhappy DSC Port Douglas ratepayers

- Member for Cook, David Kempton, delivered on his election promise to allocate funds to construct a roundabout at the entrance of Port Douglas, overriding Dept. Transport & Main Road's objective of installing traffic lights. Mr Kempton promised the roundabout would impart a "sense of arrival" to our town. Unfortunately the result is we have possibly the smallest roundabout in Queensland with the most amount of concrete on the median strips/approaches, with no landscaping or greenery. DSC has now presented its residents with three concreted options, adding to the existing ugly red concrete approaches and abundant signage. What a "welcoming statement" for our internationally famous tropical town! Where is the lush vegetation residents requested? Why doesn't DSC stand up to DTMR? I would expect Council to be more forceful, challenge DTMR's ridiculous restrictions (which seem only to apply to Douglas Shire), and deliver an attractively landscaped roundabout as clearly sought by residents. Why doesn't DCS & David Kempton jointly approach Premier Newman to direct DTMR to be more conciliatory, less dictatorial, and negotiate with DSC? At the community forum held earlier this year (attended by some Councillors), numerous attractive landscaping options were put forward. There was an overwhelming consensus that concrete was definitely not wanted. David Kempton halted DTMR's concreting of the roundabout so further public consultation could occur on best landscaping outcomes. Most suggestions for the roundabout design referred to the impressive greenery in the other roundabouts along Port Douglas Road. It was announced at the forum that water was already connected to the roundabout in anticipation of landscaping being installed. The roundabouts along the highway into Cairns all have large trees and attractive, colourful landscaping along the median strips and you would assume these are compliant with DTMR bureaucratic regulations. DSC's proposed concreting of the roundabout is a "whitewash". Although the new Council has done many good things since de-amalgamation, residents are starting to feel let down as a result of recently mismanaged events and actions by Council. Faith in the new Council is being eroded by much talk and promises, but no action. We are sliding into mediocrity. It is totally disappointing and frustrating that over time countless residents and I have lobbied Council, attended community consultations and forums, been active in the media, all with the aim of improving our area by replacement landscaping and enhancing our tropical environment. For example:1. No replacement of beach almond tree in Macrossan Street, demolished by TC Ita nine months ago, leaving a gap in streetscape of shade trees. 2. No replacement of the 49 iconic coconut palms on Four Mile Beach, demolished by uncontrolled CRC staff in March 2012. Replacement promised by CRC Mayor Manning, no further action taken by DSC.

3. Removal of trees in Mossman to make way for Woolworths concrete monolith and unwanted traffic lights, contrary to original planning approval. No appropriate replacement landscaping along the road and within the development. 4. Rows of large palms in Mossman Cemetery chopped down by council gardeners, not replaced. 5. Previous Douglas Shire Council promised to replace 50 oil palms which were poisoned on Port Douglas Road. Seems to have been conveniently forgotten. 6. The most northerly traffic lights along the east coast. 7. The smallest, most unattractive, highway roundabout in North Queensland. We are getting a lot of talk, buck passing and little delivery. Douglas Shire is gradually being degraded and becoming sanitised. The community expects and deserves better. A concrete covered roundabout is totally unacceptable. It would be preferable for Papillon Landscapes to proceed with the surrounding landscaping, but exclude any form of concreting of the roundabout. The weeds would be preferable until a better outcome is proposed.

- *E-mail response received – “Option 1”*
- My understanding was that the roundabout design included the 3 island dividers leading up to the roundabout, not just the roundabout (circle) itself. There is no indication on any of the plans for these areas. Surely they will not just be left in orange fake, mismatching brick??? Or is there somewhere where this part of the plan can be viewed.
- looking forward to viewing the much anticipated landscape plans for our famous "wanna be" roundabout, very disappointed to find nothing but concrete, bit of an embarrassment as an entrance to an iconic tropical town. I realize that regulations apply but really ,,,,,,, even astro turf would be better, at least it would be green.
- I am not at all happy with the designs chosen for the roundabout. As designs, they are interesting, but not for our roundabout. At the forum meeting 12 months ago, the general consensus was for a green, lush approach to our town, not more hard surfaces. Every other local roundabout has some planting. I do not agree to having any of the designs on our roundabout. There is not enough time for public consultation to comment on these designs.
- Maybe the feature tiling would probably go unnoticed. A sculpture depicting a special feature of the area – e.g. Barramundi – Reef – Dolphin – set in the middle of the roundabout, would be a one off cost, and maintenance free. Regards
- It appears that we are controlled by the Department of Transport and Main Roads rules and regulations with no flexibility, hence we have traffic lights now in Mossman. I applaud the designs that have been put together, however, unless you are traveling down the Captain Cook Highway in a helicopter, the passing motorist is not going to appreciate the designs, so you may as well leave the roundabout with just grass, it will save thousands of dollars to ratepayers, perhaps the money could be spent elsewhere. For example putting some large rocks at the southern end of Pebbly Beach camping area to stop backpackers from overnight usage and using the area as an open toilet!
- I was present at the community consultation forum which was also attended by Mayor-Elect Julia Leu & some Councillors. The overwhelming desire of the attendees was that the community wanted the intersection and roundabout to be planted with large leafy and colourful vegetation and “public art” was not a favourable option for the space. It was agreed that the verges along the road be heavily planted with tall trees and lush vegetation, as far south as Craiglie, and extending well north along the highway towards Mossman. Consequently I am appalled at the designs put forward by DSC which propose concreting the centre of the roundabout.

Putting pretend palm fronds and ocean waves in concrete is totally inappropriate in forming the supposed "green statement of arrival" to Port Douglas and the region. This unattractive and inappropriate concreting only adds to the ugly fake red paving on the (un-landscaped) concrete kerbing leading to the centre roundabout, on top of the overwhelming volume and ugliness of the signage leading to/from the intersection. DSC's proposed designs add further to this totally inappropriate concreted scheme. Ugly and un-natural does not begin to describe it. "Artistic" paving is definitely not the answer. The major cause of this fiasco is the ridiculous and draconian restrictions now imposed by DTMR. DTMR preferred to install traffic lights at the Port Douglas intersection and but were over-ruled by State Government and forced to put in a roundabout at the wishes of the community. I believe DTMR has a vendetta against Douglas Shire and they are abusing their position of power. Look at the months of traffic chaos they created while undertaking road-works on Port Douglas Road in the middle of our 2014 tourist season. And the traffic lights debacle in Mossman with the Woolworths development. Now they are imposing preposterous restrictions on the roundabout. These restrictions do not seem to apply to Cairns Regional Council, which has attractively landscaped roundabouts and median strips along the highway to Cairns. Douglas Shire Council, once again, has been outsmarted and out-manoeuvred by DTMR resulting in the construction of a very small roundabout with its consequent limitations. Why can't Council, in conjunction with Member for Cook and State Government, negotiate with DTMR to reduce some of the illogical constraints? DSC does not seem to be proactively fighting these restrictions. Kowtowing instead and buck-passing blame back to DTMR. The absolute minimum acceptable is one large tree in the roundabout. An oil palm or fig tall enough to allow visibility under its canopy, with other hardy and low plants incorporated into the design (e.g. agave, cycads, weevil lily or even spider lilies). We were previously informed that water had been connected to the roundabout. If now it somehow isn't, what is wrong with a Council water truck driving around a couple of times a week to spray the plants when required? There is no logic in imposing a maximum of 50 mm diameter trunk, presumably to stop anyone hurting themselves in an accident, when the metal frames of the arrow signs are larger, sturdier and would cause more damage. The unattractive swathes of red kerbing are ignored in the proposed designs. Sections of kerbing need to be removed and landscaped. The overall concept plan for the roadside landscaping shows only minimal supplementary planting. Obviously the oil palms must be retained. However, the plans indicate mainly a tidying up of existing vegetation, some mulching and a small selection of additional species planted. Mulching will need constant replenishment. Wouldn't it be less maintenance and expense in the long term to plant shrubs and groundcovers instead of mulch? I do not agree with "not blocking the view to existing advertising signs". These signs are not an attractive welcome for our visitors and should be removed or relocated further along Port Douglas Road. This concept plan does nowhere near enough to provide the lush tropical vision required to create our "entrance statement". As previously stated, Council needs to stand up to DMRT, come up with a more innovative design for the roundabout and include substantially more planting/landscaping in the overall plan. If the initial \$100,000 budget is insufficient, a master plan should be created and further work undertaken in stages as funds become available. There are many local people who would donate plants, trees or funds to achieve a more suitable and impressive outcome. If budget constraints are an issue, why not seek donations? Or ask if residents would like to "buy a tree" to be included in the landscaping along the highway. I am totally opposed to concrete in the roundabout (in any form). It would be preferable to proceed with the roadside landscaping but leave the roundabout as it is until a better result can be achieved. This proposed design is contrary to the wishes and regard of our community. You can do much better, Douglas Shire Council!

- The three designs that have been selected for the centre of the Port Douglas roundabout are appalling. There is no way to choose between them. The only way anybody could ever deduce that they were depicting the Reef or the Rainforest would be to hover over them in a helicopter or drone, or stand on a tall ladder. I have written to Tony Potter at TMR to ask him to ease his restrictions on height for the roundabout, and I suggest that the Council does the same, with some emphasis and urgency. No entrance statement for Port Douglas will be able to be achieved unless this is done. For a more stunning entrance to Port Douglas, and because of the present lack of irrigation, I suggest that one or two small metallic palm trees be set in artificial grass in the centre of the roundabout. These could be made of flexible material in case a car happens to negotiate its way between the three solid arrow signs and run into the central section. (Goodness knows what would happen to the suggested tiled circle if this were to happen.) The design of the palms, similar to the design of the "fish on sticks" at Cairns Esplanade, could then become the 'logo' for the Douglas Shire Council and our area, and be instantly recognisable to everyone. The tree/s could be lit by subtle solar lights for a striking effect at night, continuing into the surrounding real trees. There needs to be more thought put into this. We have been lumbered with pilbara-coloured fake bricks on the median strips, so we need to make a statement for the centre. Of course the overall design should extend to the outer edges of the roundabout too. As a low cost suggestion, how about putting artificial grass over the median strips, as well as in the centre under the artwork. After all those fruitless hours many of us spent on 'consultation' with David Kempton about the roundabout landscaping where the result was 'lush' and 'green', this is one answer that would not need any gardening care. This is the only chance to make an improvement, so I strongly suggest you lobby TMR immediately. They have tried to ruin Douglas with traffic lights in Mossman and by digging up the main road into Port Douglas during this year's tourist season, so it is now time to have our own say. Please also insist that David Kempton contact TMR. The answer they gave to Newsport on Dec 18th is a very weak one. I hope we will not have to drive past public toilet tiling on the roundabout for the rest of our days. Attached are some suggestions from the internet. We could have fun with it if we tried and it shouldn't cost a bomb ! There are many talented artists in our district who could make this happen. Another alternative is to offer to buy the roundabout from TMR. Then the council could do what they want with it. That should not cost \$100,000. I hope Council listens to the community's views.
- With regard to the design of the new roundabout for Port Douglas: This is a wonderful opportunity to highlight in a Creative, Safe and MEMORABLE way the entrance to our iconic town. We need something that will pique the interest of the tourist or traveller as to what they may find in Port Douglas. Attached is a photo example of sculptured Palm Trees. Our Palms could have thinner trunks and be at a height that does not obstruct the vision of the motorist. Palm Tree sculptures indicate the following to visitors: Beach, Sun, Sea, Stylish, Stay, Relax & Enjoy. Given the glorious Boulevard of magnificent Palm Trees on the drive into the town, two or three sculptured Palm Trees on the roundabout echo this theme beautifully. At night they could be lit with solar lighting. This type of sculpture is memorable in the same way the sculptured Fish at the Lagoon in Cairns are remembered. Whenever one sees a picture in a magazine of those Fish you instantly know it is Cairns. Port Douglas would benefit from the same kind of recognisable identity. The three roundabout designs on offer at the moment are impossible to see and in my opinion are not memorable. Just a meaningless blur to people as they drive by. I sincerely hope my suggestion will be given your consideration, and I look forward to your comments.
- I would like to comment about the designs for the Port Douglas Roundabout. I do not think any of them are suitable. As I understand it, the roundabout is owned by the Department of Main Roads. But I get the feeling that they are not keen to maintain it or spend more than the minimum on it. It's a bit of a nuisance for them. Would it not be possible for the Douglas Shire Council to purchase the roundabout and then be able to make its own decision about the design without the restrictions imposed upon it by the DMR?

- The 3 options given are unsatisfactory and do not befit an entrance to Port. Tiles are for Greece, not the tropics. The tiles will require regular cleaning to remove mould and dangerous slip hazards (tourists will always access such places for a photo opportunity). Oncoming headlights at night would also produce a reflection hazard as the angles of the tiled area to shed water will be perfect for reflecting despite the texture of the tiles. All of the other roundabouts in Port are vegetated and this should be as well. The Port roundabouts are of the same 60kph speed restriction so why would this new roundabout be treated differently? It undoubtedly would carry the same traffic load as the roundabouts in Port when you factor in the local traffic which feeds the school etc. Perhaps it is because of the size? Reducing the speed to 50kph at the roundabout would negate that argument. Cairns has a speed limit of 60 and 100 with a 40kph speed restriction on the roundabouts as you approach the city. The roundabout at the entrance to The Links golf course is a good example of what can be done with a small roundabout. A large poincianna centrally located (with no low limbs to restrict views) and ground cover planting similar to the traffic islands in Mossman which require little care would be perfect for the new roundabout. That Poincianna was transplanted as a mature 10m high tree in 2000, so it can be achieved successfully.
- I was extremely disappointed to see the examples of design for the roundabout. With the terrible lead-up to it of the dreadful red bricks, in my opinion the last thin we need are more hard surfaces. I appreciate the restrictions imposed by Main Roads, but please any type of natural vegetation is preferable than concrete, pebbles and tiles. Few suggestions - Dwarf Ixora - boring but at least green. and colour for most of the year, Native grasses - they would require very little maintenance and water, Bouganvilla - contained in pots - this would create mass of colour if different colours are used. I really liked the idea of a very narrow sculpture - that is not going to impede view of oncoming traffic. A couple of things about the proposed plan. Mould and mildew- cannot imagine how it will look after a couple of wet seasons. You need to be in the air to see it properly. How can it be cleaned? - no water it cannot be gurnied. With plants a water truck could do a couple of circuits of the roundabout. Dangerous - it is just sitting there begging for people to dive over it- rather than around. Please reconsider - it is a dreadful eye-sore now with the red bricks - don't make it worse. To me, the design belongs in Federation Square in Melbourne. We need something alive and green. (with colour if possible). Thank you for the opportunity to air our thoughts on this matter.
- I understand Council's position re the Highway/Port Douglas Rd roundabout but I cannot enthuse about any of the suggested alternatives - concrete, however decorative, is just not our style. I like the idea of spending all the available money and effort in going all-out on the roadside verges. I suggest you cover the roundabout with masses of native grasses - no watering or mowing needed, self-seeding and environmentally sustainable, covering all seasons. What's not to like!!!