

5.7. PORT DOUGLAS SERVICE ROAD UPGRADE PROJECT

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DEPARTMENT: Infrastructure Services

RECOMMENDATION

That Council resolves to:

- 1. adopt the revised concept layout plan for the section of Port Douglas Service Road between Atoll Close and Barrier Street;**
- 2. advise respondents of the community engagement of the adopted revised concept layout plan; and**
- 3. proceed to final detailed design and documentation for construction.**

EXECUTIVE SUMMARY

In the 2015/2016 capital budget, Council allocated funds for the upgrade of the Port Douglas service road between Atoll Close and Barrier Street. Prior to detailed design, Council officers developed a concept layout which outlined the improvements required to bring this section of road up to current standards. The concept layout was released for community consultation and through this consultation a revised concept layout has been finalised which addresses the resident's feedback.

This report recommends that Council resolves to adopt the revised layout, notify the community of the outcome of the consultation and proceed to detailed design and documentation.

BACKGROUND

The Port Douglas Service Road, between Atoll Close and the Barrier Street Shopping complex, extends approximately 220m. There are seven properties along this section – five houses, one block with four group title units and one vacant block. At present, this section of road does not meet design standards in terms of stormwater, road width, provision for cyclists / pedestrians and is inconsistent with adjoining areas. Some of the above mentioned deficiencies do not comply with current safety standards.

As part of the planning process, Council conducted a field survey to identify existing trees and plants and determine if there were any considered significant or of high value. The survey found the vegetation is a mixture of native regrowth, exotic plants and weeds.

Most of the larger trees identified are not considered to be of significance or of high value. Many are exotic species, the largest of which is Ficus Elastic (rubber plant) which grows to a height of 40 metres, and will eventually cause damage to the surrounding infrastructure and underground services.

There are two Melaleucas which are of considerable size and height. Whilst it would be Council's preferred option to retain these trees, due to their location and proximity to infrastructure, any measures implemented such as installing root barriers, may not be

feasible. In addition, the proposed works may cause substantial damage to the trees' health. These trees also have the potential to grow very large and will certainly become future problem trees for the proposed infrastructure upgrade.

Council prepared a concept design (refer to attachment) which will bring the road up to acceptable standards as per relevant industry guidelines. Upgrading the road will however, potentially require much, if not all of the vegetation between the seven properties and the road to be removed.

Prior to progressing further, Council sought feedback on the concept plan. In anticipation that the removal of vegetation would cause concern; a vegetation survey was undertaken and published to provide as much information as possible to allow residents to make an informed decision.

COMMENT

All eight landowners directly impacted by the upgrade were provided with the concept plan and Council subsequently spoke to seven of the eight landowners. The benefits identified by landowners included:

- Elimination of pot holes along the road which fill with water and sit for weeks after rain;
- An improvement to the aesthetics of the road, to be consistent with other northern sections;
- Improvement to drainage as it currently floods outside some properties making pedestrian access difficult; and
- It will complement last year's installation of the grass mounds that stop the cars taking short cuts.

Concerns raised by landowners were primarily based on the removal of vegetation which would reduce privacy and destroy habitat for bush turkeys and frogs. There was also concern there would be a loss of car parking spaces. Feedback from a nearby resident not directly impacted by the proposal included concern that the project would expose the properties, creating a bare and untidy appearance. The resident was critical and skeptical of the consultation process.

In light of residents' concerns, a range of alternative configurations were investigated with the aim of balancing the desire to keep vegetation, yet still provide an acceptable level of service. The revised plan was discussed with impacted landowners and six were happy with the changes and supported the upgrade proceeding. One landowner wanted no change, but does not strongly object to the upgrade proceeding. A concept plan has been revised as follows:

- All five melaleucas will be retained. The new road will be pushed out 6m to start outside the trees;
- The road width will be reduced from 7.5m to 5.5m;
- The pedestrian pathway will remain as is, foregoing the option to upgrade it to a "shared pathway" allowing for both pedestrians and cyclists;
- The vegetation at the Barrier Street end, outside house number 360, will be left;
- The surface between the kerb and guttering and the road will be grass paving blocks or similar; and
- A low level planter will be installed at the corner of Atoll Close.

PROPOSAL

That Council resolves to:

1. Adopt the revised concept layout plan for the section of Port Douglas Service Road between Atoll Close and Barrier Street;
2. Advise respondents of the community engagement of the adopted revised concept layout plan; and
3. Proceed to final detailed design and documentation for construction.

FINANCIAL/RESOURCE IMPLICATIONS

Council has an allocation in the 2016/2017 capital budget for the construction of the Port Douglas Service Road (Atoll Close to Barrier Street) Upgrade Project.

RISK MANAGEMENT IMPLICATIONS

The Strategic Asset and Service Management Plan requirement to continuously assess asset conditions and their ability to meet the identified levels of customer services has prioritised the section of Port Douglas Service Road between Atoll Close and Barrier Street for renewal. Routine inspections of both the road surface and pathway has recorded the current condition of this infrastructure has deteriorated below an acceptable level of service.

SUSTAINABILITY IMPLICATIONS

Economic: Nil

Environmental: The upgrade will remove any stormwater ponding from the area thus reducing potential mosquito breeding. The grass verge between the road surfacing and the kerb & channel will act to 'polish' (collect gross pollutants, nitrates and phosphates) from the stormwater prior to it entering the stormwater system and discharging to waterways and the sea. The removal of weed species from the verge area will allow native vegetation to re-establish in this area.

Social: Delivery of improved Customer Service Level for transport infrastructure.

CORPORATE/OPERATIONAL PLAN, POLICY REFERENCE

This report has been prepared in accordance with the following:

Corporate Plan 2014-2019 Initiatives:

4.1.2 Undertake community engagement activities that are clearly identified and are appropriate in relation to the project.

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:

Asset-Owner Meeting the responsibilities associated with owning or being the custodian of assets such as infrastructure.

CONSULTATION

Internal: Sustainable Communities Group; and
Water and Waste Water Group.

External: Department of Transport & Main Roads;
Ergon;
Origin;
Direct contact from residents fronting the proposed site; and
Engaged with the general public.

COMMUNITY ENGAGEMENT

All eight landowners directly impacted by the upgrade were provided with the concept plan and Council subsequently spoke to seven of the eight landowners. The benefits identified by landowners included:

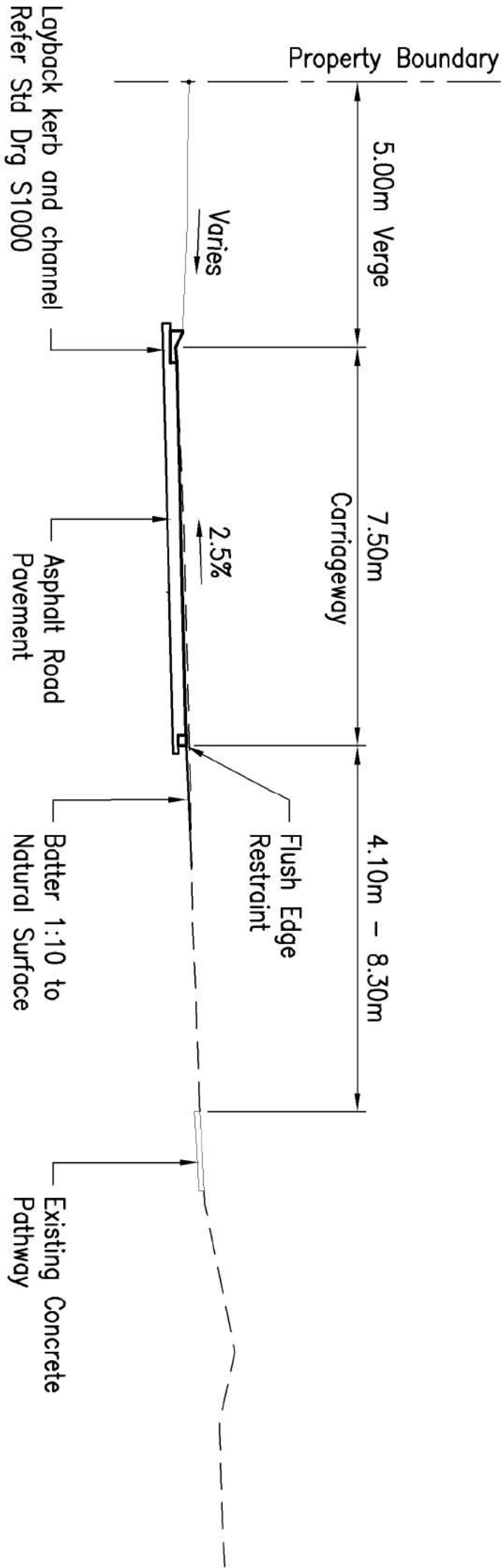
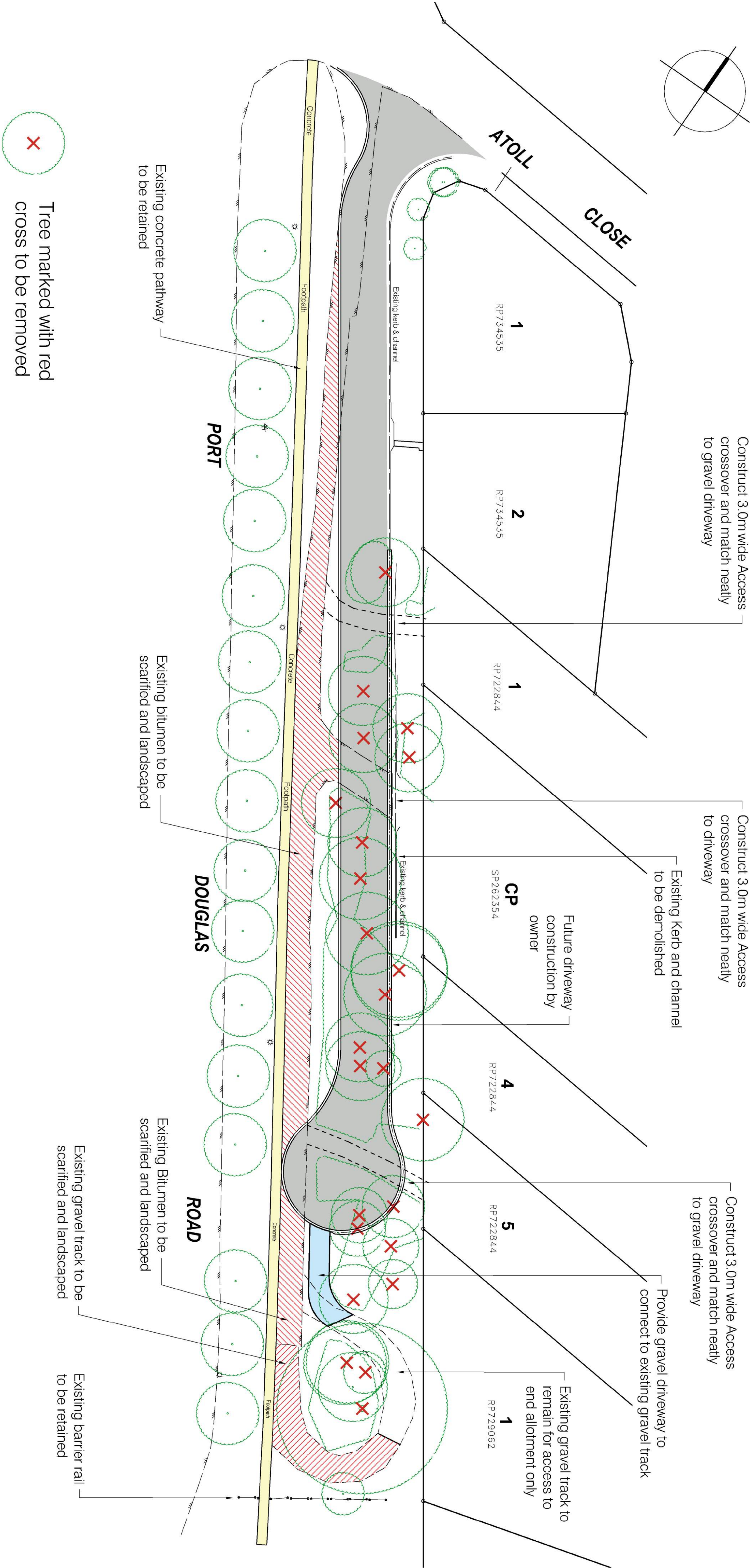
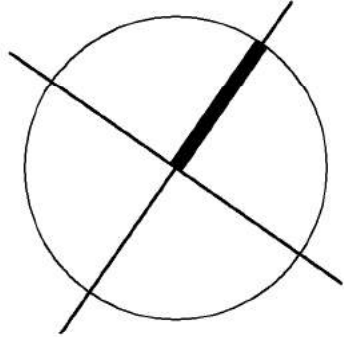
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ATTACHMENTS

Attachment 1 - Port Douglas Service Road (Atoll Close to Barrier Street) Concept Layout for Community Consultation

Attachment 2 - Port Douglas Service Road (Atoll Close to Barrier Street) Concept Layout Post Community Consultation



TYPICAL SECTION
1:100

