

Our Ref: 24003 DA RFI Response 12 Murphy Street

23 February 2024

Urban Sync
Po Box 2970
CAIRNS QLD 4870

Attention: Stuart Ricketts

Dear Stuart,

**RFI CIVIL RESPONSE SUBMISSION
MCU - DWELLING HOUSES MCUC 2023_5563
12 MURPHY STREET, PORT DOUGLAS (L113 PTD2094)**

We refer to Douglas Shire Council's (Council) Information Request (IR) dated 1 February 2024.

We note Council had issued a previous Operational Works approval (OP2023_5234/1 (1169419) for the driveway works as detailed by Edge Consulting Engineers and we intend to closely follow that original approval with only minor modifications made to reduce the footprint impact and assist with constructability.

Applin Consulting has been engaged to prepare and compile a response to the civil issues associated with Council's IR and the information requested is repeated below in the order in which it appeared in the IR with the response following:

Allotment Access

2. *Confirm the proposed width of the sealed access within the Murphy Street Road reserve.
Officers note a 2.6m wide access is proposed on Balay Vandyke Drawing 7 of 14 (Site Plan - Revision F) for the frontage of the subject site.
The application material does not demonstrate how access will be provided to Murphy Street sealed road formation. This lower section services 10, 12 and 14 Murphy Street.
Concern is raised regarding the ability for vehicles using the shared access to safely pass one another at low speed without departing from the road. Reference is made to Complete Streets Table 6-2 for minimum widths for passing vehicles.*

Revised engineering sketch plans, which are similar to the previously approved Operational Works plans by Edge Consulting Engineers, have been created and modelled in 12D and a copy of these sketch plans is included in **Appendix A**.

The proposed shared driveway width is now 4.5m to reduce the footprint and ensure minimal impact to the existing trees by following the existing track alignment.

Table 6.2 of Complete Streets notes a 4.5m carriageway width is adequate for a 2-way shared street at 20km/hr with minimum service vehicles. This proposed driveway has a lesser function and speed environment than a shared street and given the proposed driveway will only service, at the most 4 but more likely 3, residential allotments with both lots 12 and 14 having the ability to enter the shared driveway in a forward manner and to stop at the bottom of their driveways and see any other vehicle on the driveway, a 4.5m shared driveway is of adequate width.

3. *Clarify the proposed width of the sealed driveway internal to the development site. Officers note a 4m wide driveway is nominated on Balay Vandyke Drawing 7 of 14 (Site Plan - Revision F), however, the width shown on this drawing is scaled at approximately 2.6m.*

The internal driveway width for 12 Murphy Street is 3.5m.

Retaining Walls & Earthworks

4. *Concern is raised regarding the requirement for a 1.8m retaining wall proposed in the Murphy Street road reserve shown on Balay Vandyke Drawing 7 of 14 (Site Plan- Revision F). Note, the proposed retaining wall also appears to be located near the top of an existing steep batter which may have stability implications for the road reserve. Note that a retaining wall in road reserve of this height is considered to be an unacceptable solution.*
Clarify the justification for raising the level of the shared access external to the site within the Murphy Street road reserve. Options to minimise the level change in Murphy Street are to be considered.
Provide a cross section through the proposed 1.8m retaining structure through to and including the Murphy Street road formation.
Advice Note: The contour information shown on the Site Plan appears to indicate the extent of the design creates a large flat driveway section within the site (adjacent the garage). The absence of grade transition in this area appear to reduce the length available for the driveway grading and appears to dictate the level at the interface with the shared access at Murphy Street (to achieve the proposed 1 in 4 gradient).
Officers note that it appears if part of the footprint of the flat portion of the internal driveway was utilised to manage the level transition, this may minimise the level change (and fill required) in Murphy Street. This would lower the height of the proposed retaining wall.

The proposed driveway has been regraded slightly to negate the need for any retaining within the road reserve. Sketch plans of the driveway with a long section and cross sections are included in **Appendices A and B**.

5. *Subject to the further advice provided in relation to Item 3 above, clarification is sought on the ownership and maintenance for any private infrastructure proposed in the Murphy Street road reserve. Council is not supportive of additional asset obligations in its road reserve that benefit private access arrangements.*

The proposed driveway is, like all driveways, the responsibility of the land owner to maintain.

Water and sewer reticulation to service the allotments will be Council owned assets, as requested by Council's Water and Wastewater Engineer.

6. *Provide further information in the form of longitudinal and cross sections indicating the cut and fill required to construct the shared access in Murphy Street, and the internal driveway.*

Refer sketches provided in **Appendix B**.

7. *Confirm the maximum height of retaining structures proposed as part of this development. Officers note the response provided as part of the Code Assessment for Performance Outcome 2 nominates a maximum height of 2.52m for retaining structures. Sections provided in the application appear to indicate higher retaining elements are proposed.*
In particular, what treatment/s are proposed for the 3m high retaining walls shown on Balay Vandyke Drawing 7 of 14 (Site Plan - Revision F) along the western and northern extents of the dwelling house.

Revision to the house size and sitting have resulted in walls under 2m – refer architectural plans for details.

8. *Confirm the retaining wall treatment/s (type/s) proposed in the Murphy Street Road Reserve. Note the response to this item may be addressed or amended as a result of responding to earlier Information Request items.*

The revised design has negated the need for any retaining walls.

Site Access & Service Connections

10. *Confirm if the development proposes to adopt the site access and service connections (water, sewer, and stormwater) previously proposed in Murphy Street shown on Edge Consulting Drawing C301, C302, C601, and C701 (Revision P6) dated 30 May 2023.
Provide a drawing/s showing the proposed access and services connections for the development site in Murphy Street.*

Further discussions have been undertaken with Council's Water and Wastewater Engineer and we confirm the services will be documented to closely follow the previously approved Edge Consulting plans mentioned above. Given this outcome will almost be identical, we have not prepared new plans.

We trust the above and attached is sufficient for Council's purposes and allows Council to finalise the Decision Notice.

Please do not hesitate to contact the undersigned should you have any further questions in relation to this matter.

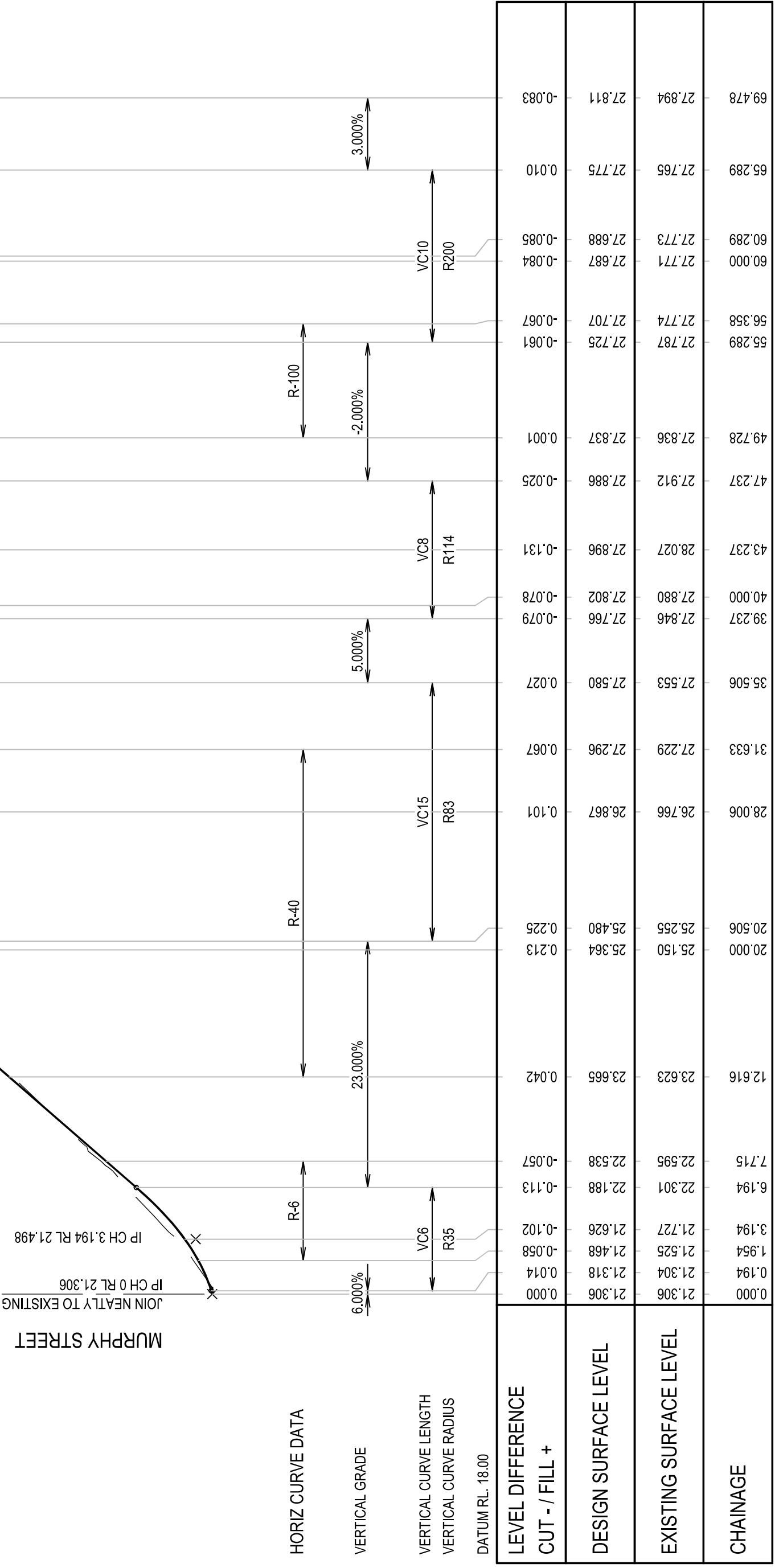
Yours faithfully
APPLIN CONSULTING



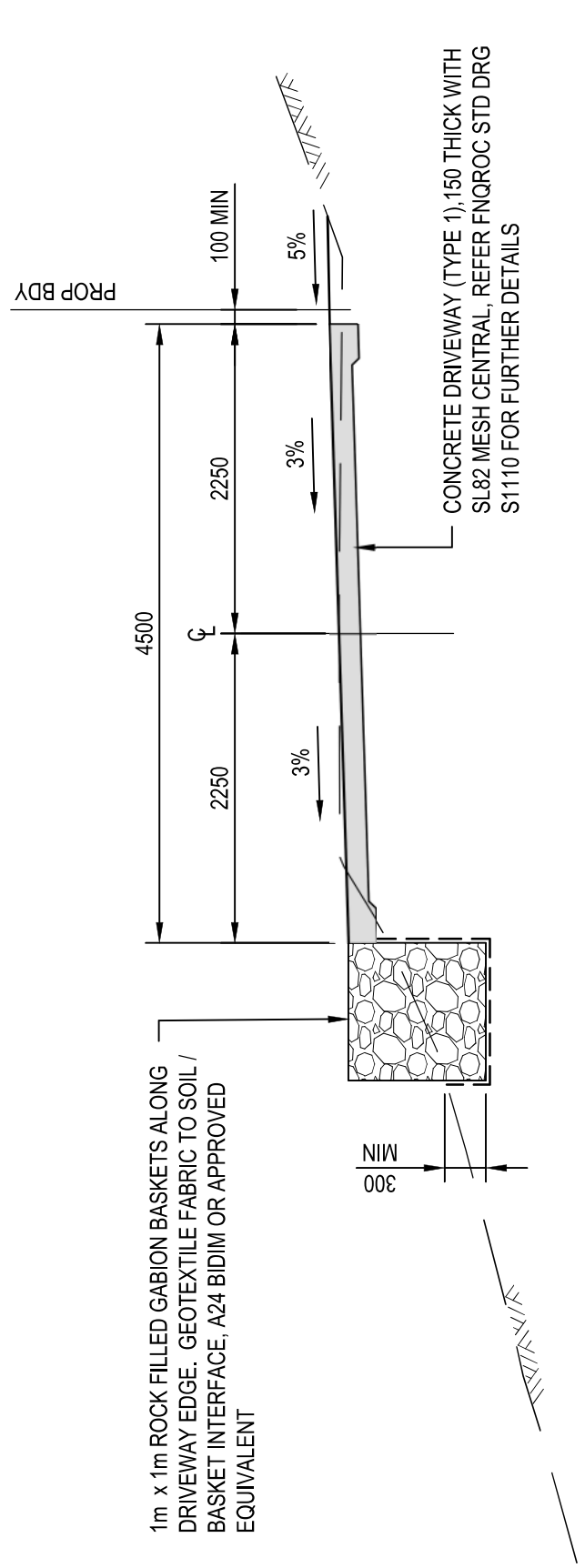
GREG APPLIN
B Eng (Civil) RPEQ 6073

APPENDIX A

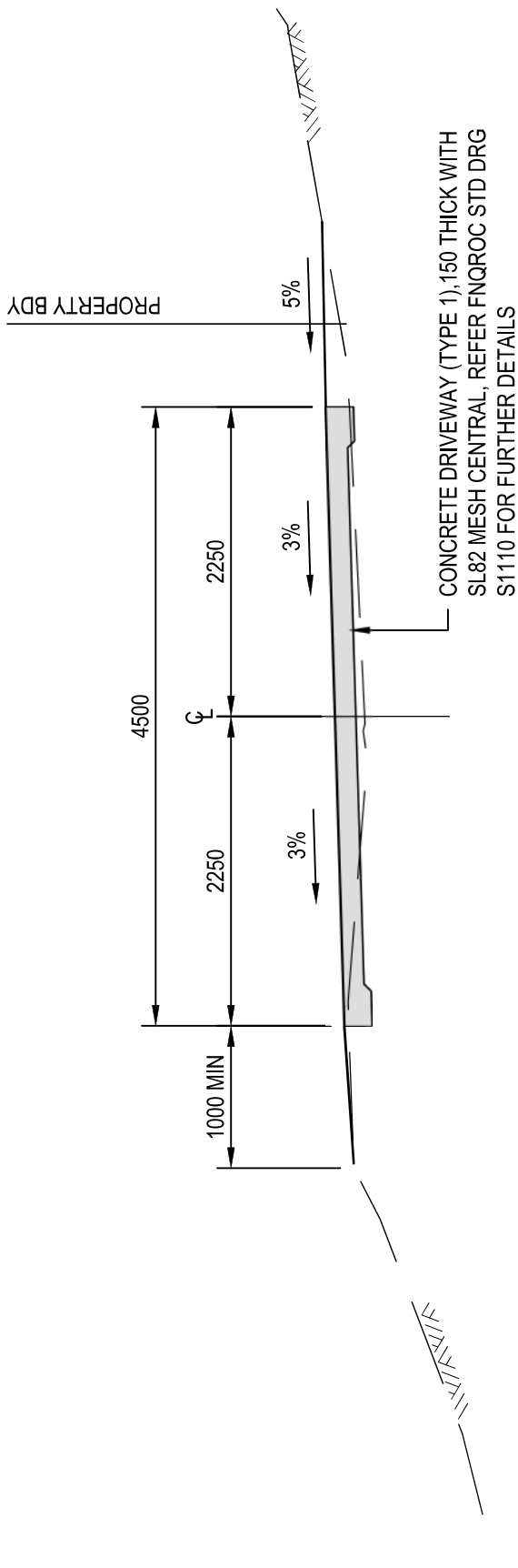
APPENDIX B



HORZ 1:250 VERT 1:50

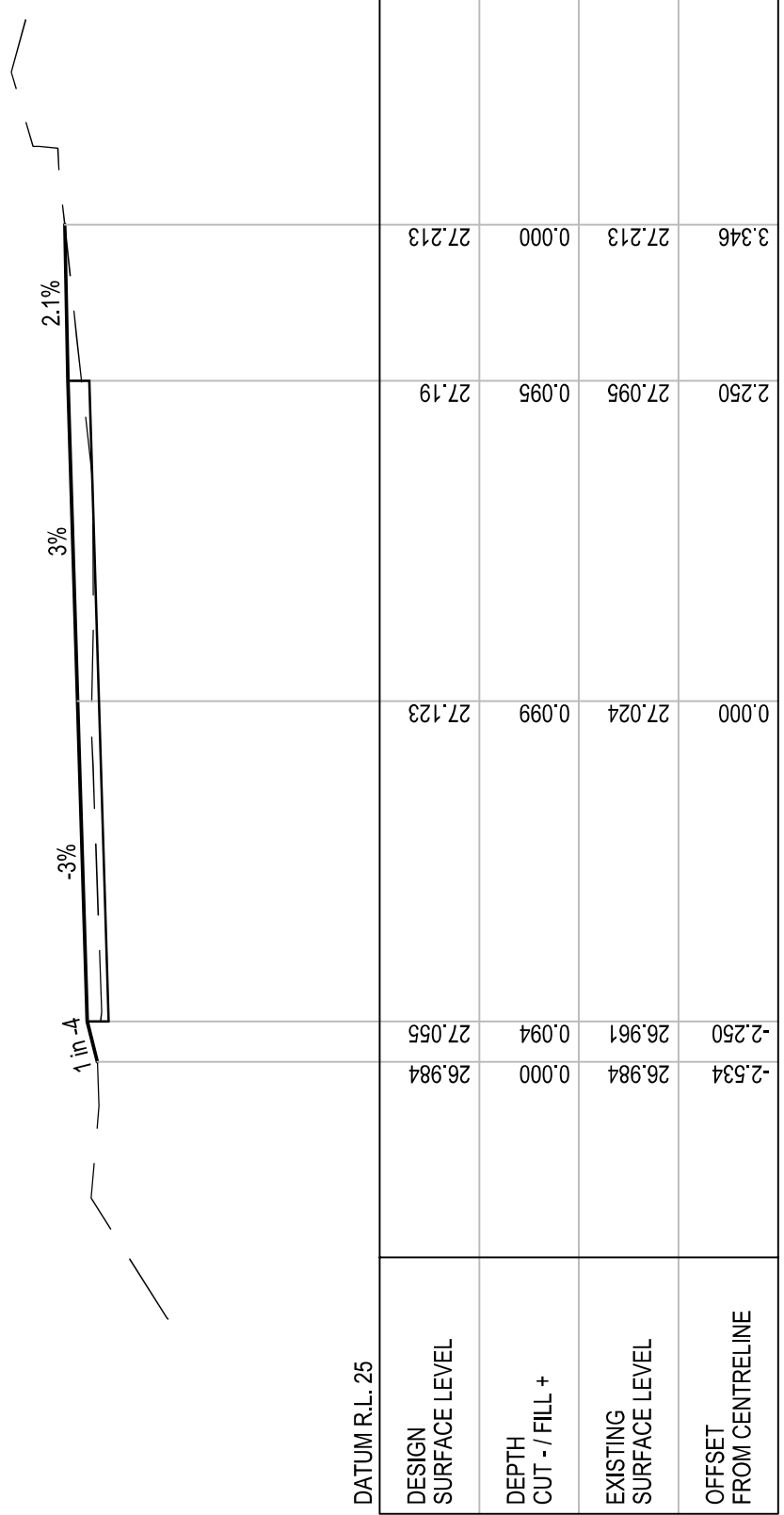


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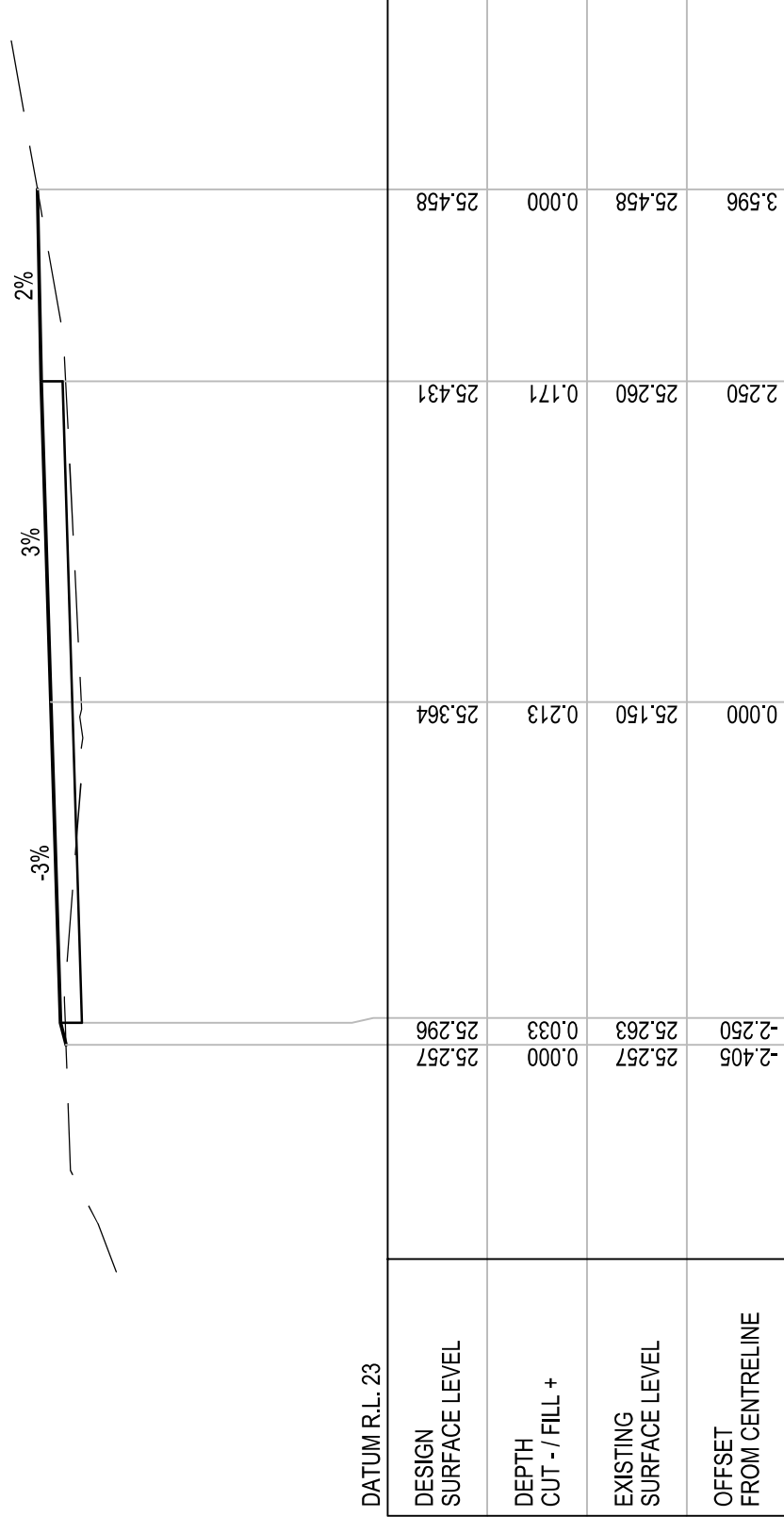


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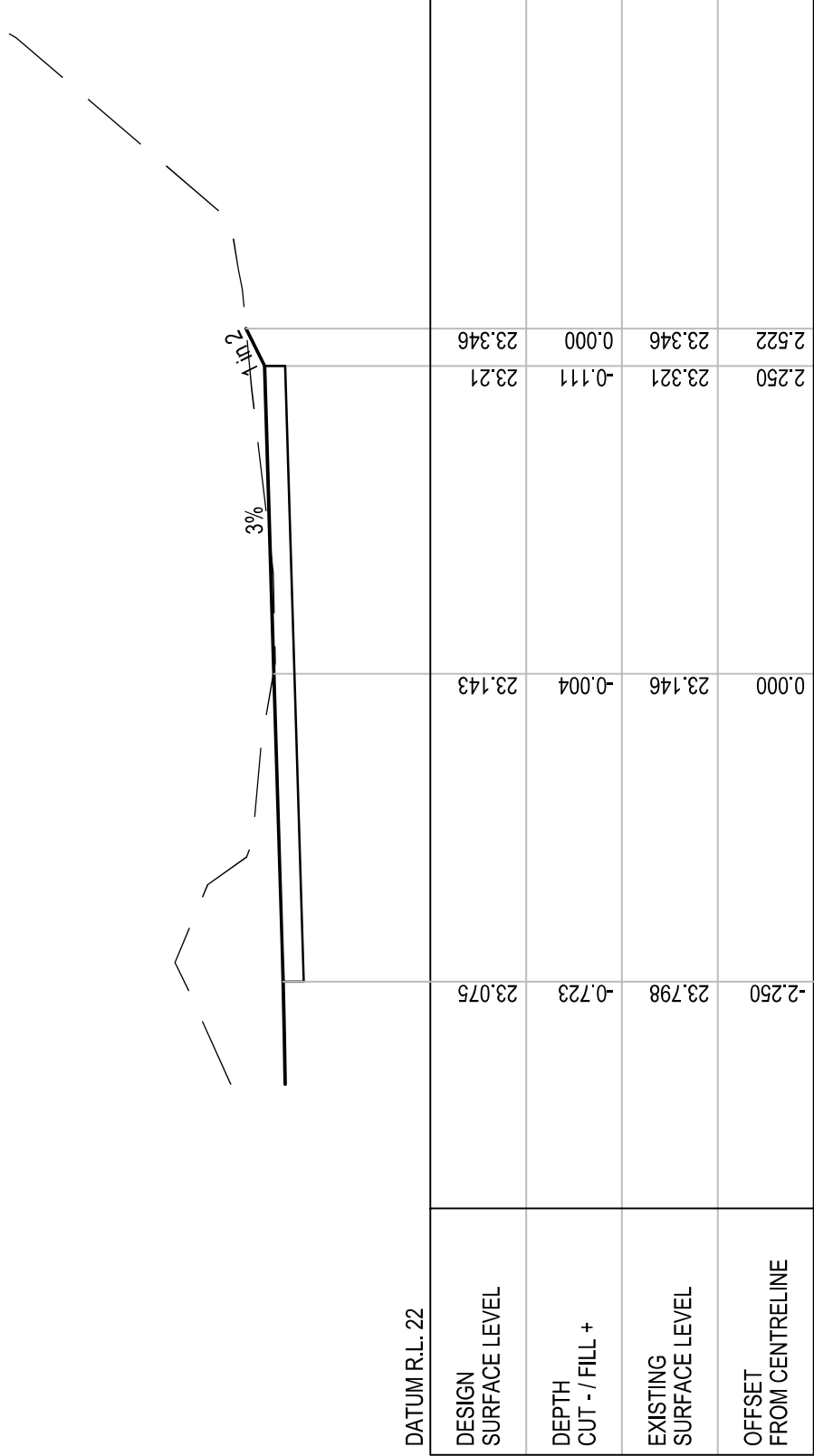
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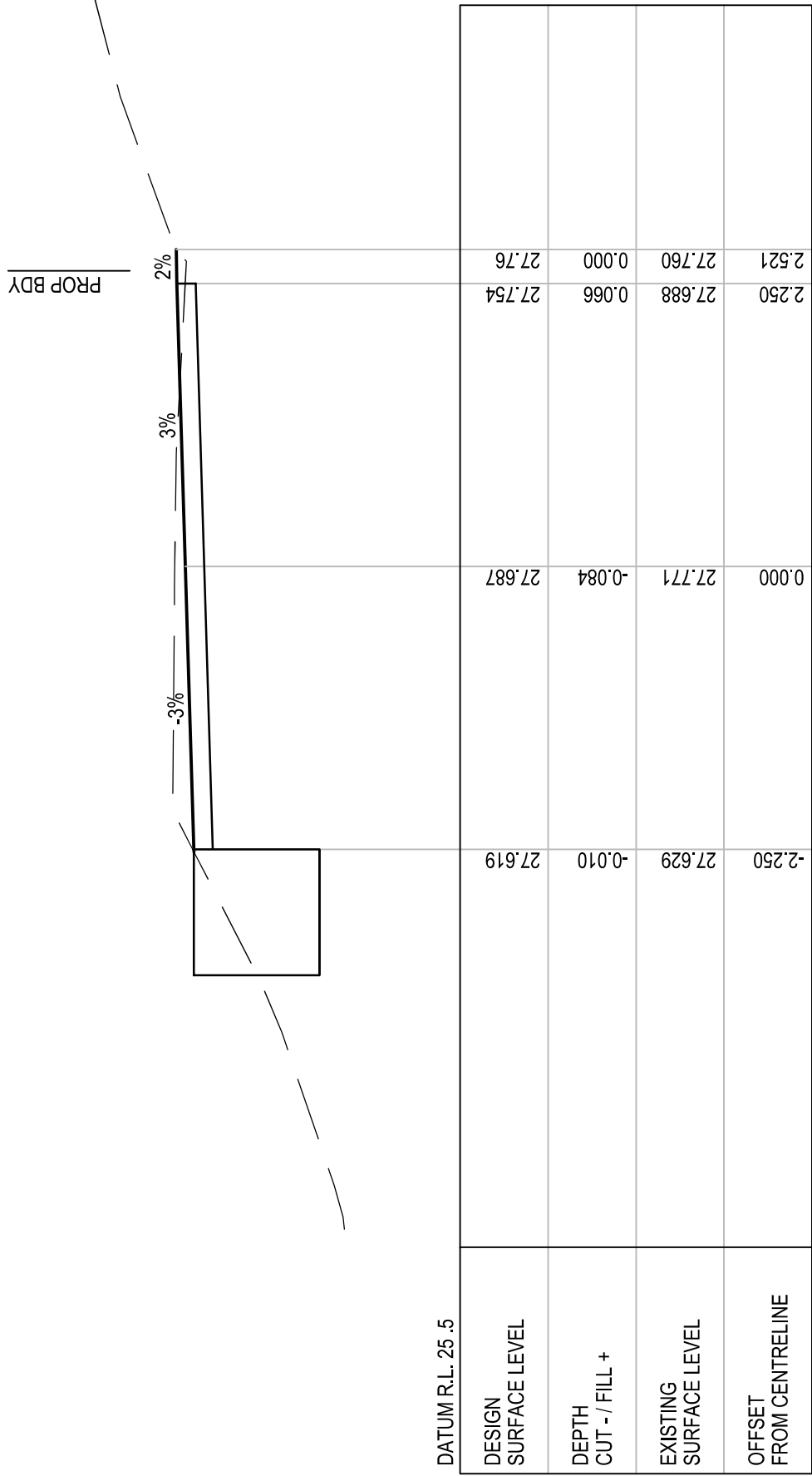
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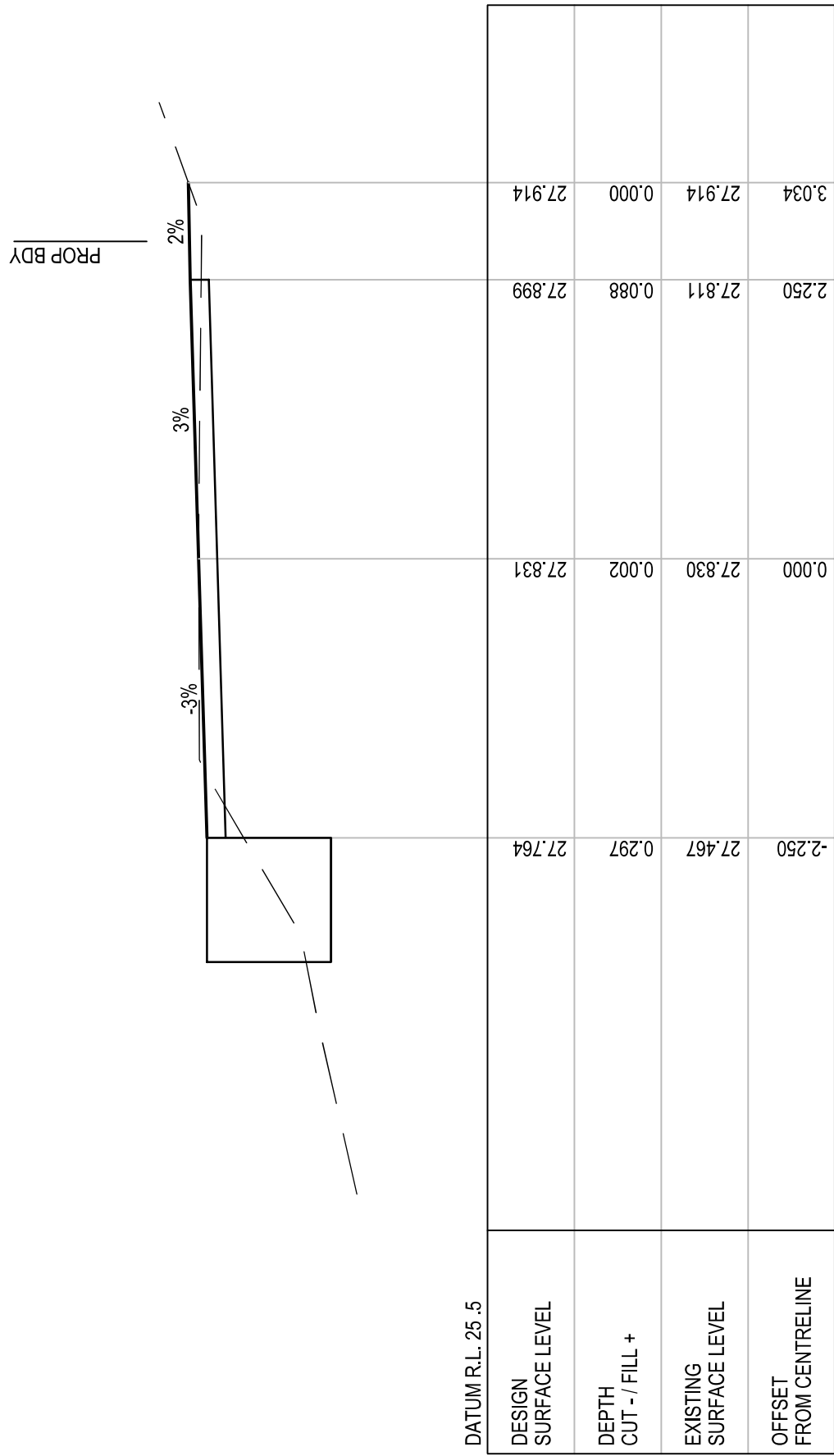
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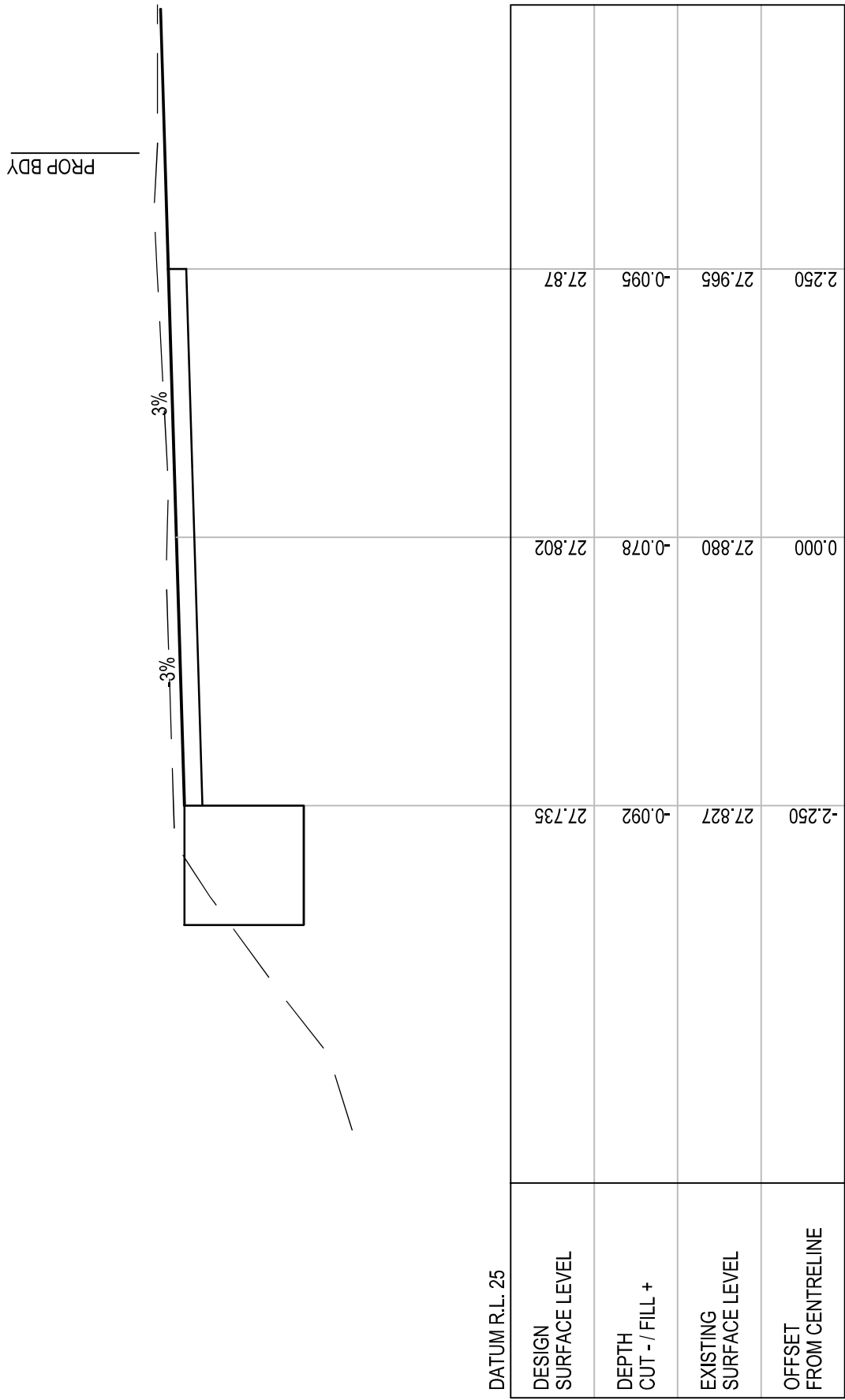
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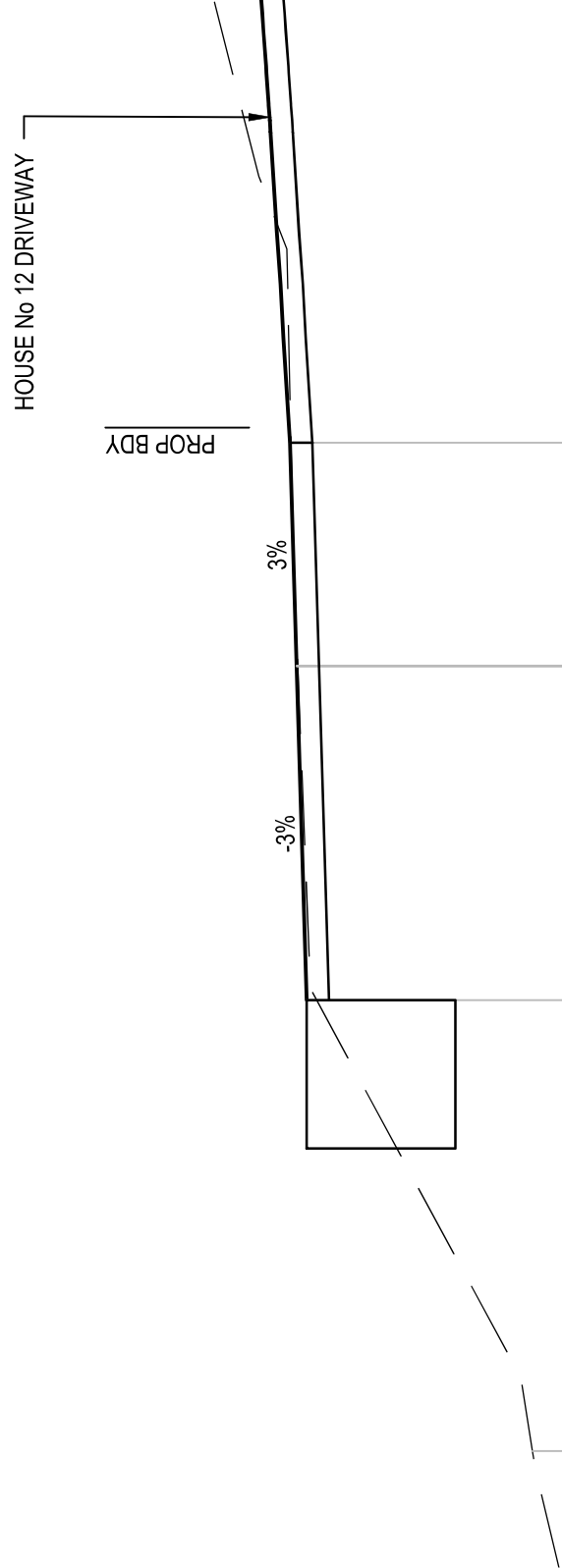
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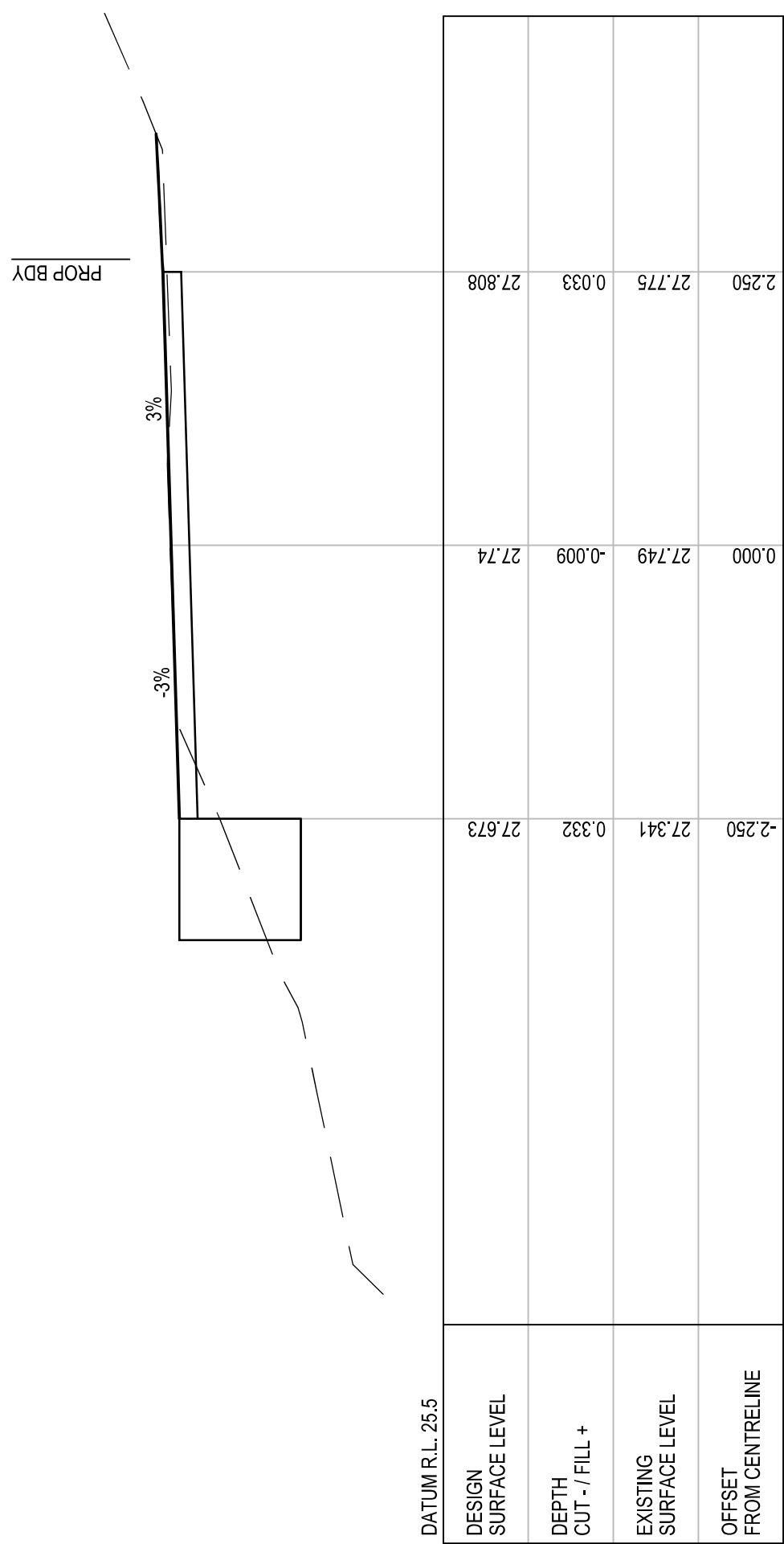
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CH 40



CH 69.478



CH 63.986

APPLIN — CONSULTING										KIM CULLEN & NEIL BIDDLE										PROJECT 12 MURPHY STREET RESIDENCE LOT 113 PTD2094 MURPHY STREET TITLE DRIVEWAY CL01 - CROSS SECTIONS										STATUS PRELIMINARY									
M 0414 768 109 E greg@applinconsulting.com.au																				DESIGNED G. BROWNING										SCALE (AT FULL SIZE) 1:50 A1									
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REV / DESCRIPTION										CERTIFICATION										RPEC																			
A PRELIMINARY ISSUE										GB DRN										GA APP										27/02/24 DATE									