

Our Ref: 24004 OW Resubmission 2 12 and 14 Murphy Street

Thursday, 29 January 2026

The Chief Executive Officer

Douglas Shire Council
PO Box 723
MOSSMAN QLD 4873

Attention: Daniel Lamond

Dear Daniel,

OPERATIONAL WORKS RESUBMISSION (OP 2024_5601/1) – CHANGE APPLICATION

12 and 14 MURPHY STREET, PORT DOUGLAS (L113 PTD2094 & L114 PTD2094)

We refer to Douglas Shire Council's (Council) Change Application to Development Approval for Operational Works OP 2025_5601/1 (OW) dated 31 October 2025 and provide updated plans and reports as required by the new conditions:

- 9 Landscaping Plan
- 10 Access Crossover
- 11 Road Safety Audit.

Attached for your information and action are the following:

- Site Access Road Safety Assessment by Burchills dated 15 January 2026
- Civil Construction Drawings: 1 x A3 PDF plan: 24004-C012(C) and 24004 SK003(A)
- Landscape plan by Hortulus

Applin Consulting has been engaged to prepare and compile a response to council's extra conditions, listed above and repeated below in the order in which it appeared in the Change Approval.

9. Landscaping Plan

Provide a detailed landscaping plan which addresses all cuts and batters associated with the secondary driveway. The plan must;

- include native species only;*
- be in accordance with Planning Scheme policy SC6.7- landscaping;*
- include species with high screening qualities.*

The plan must be endorsed by the Chief Executive Officer prior to works acceptance for the donated assets.

Refer landscaping plan by Hortulus Landscape.

10. Access Crossover

Provide a detailed design of the access crossover where the secondary driveway meets the pavement adjoining Murphy Street.

The detailed design must;

- a. include concrete batters tying the headwalls in;
- b. include a sewer manhole riser inhibiting stormwater from flowing into the manhole lid;
- c. be designed in accordance with the generic design standards of the FNQROC Development Manual standard drawing S1105G;

The detailed design plan must be submitted for endorsement by the Chief Executive Officer prior to the prestart meeting.

Please find attached plan 24002 C012(C) which has been amended to include items a, b and c above.

11. Road Safety Audit

Provide a road safety audit by an independent RPEQ who is not the designer of the secondary driveway. The independent road safety audit must consider and make recommendations for safety barriers, mirrors, signage, line marking or the like, for the secondary driveway. In particular, focus must be on the intersection with the existing driveway at the point of intersection where the keypad is proposed on road. The audit must be provided to the Chief Executive Officer prior to the prestart meeting.

Please find attached the Site Assess Road Safety Assessment by Burchills and please note the recommendations have been incorporated into the OPW plan 24004 C012(C). Refer table below for compliance confirmation.

| Item | Issue Description | Recommendation | Compliance |
|------|--|---|--|
| 1 | A review of aerial imagery and street view indicates that a crest is located to the north-west of the site access point which may result in incidents between vehicles on Murphy Street and vehicles exiting the site. | Install driveways beyond crest signage on Murphy Street to advise drivers travelling eastbound on Murphy Street of the approaching driveways (existing and proposed). | Complies. Concealed Driveways advisory sign added as recommended. |
| 2 | A crest is located on Murphy Street to the north-west of the site. Vehicles travelling over the crest may not expect a vehicle to slow down to turn left into the site access which may result in rear end type incidents. | Install driveways beyond crest signage on Murphy Street to advise drivers travelling eastbound on Murphy Street of the approaching driveways (existing and proposed). | Complies. Concealed Driveways advisory sign added as recommended. |
| 3 | It is unclear from the development plans if a swept path assessment was undertaken at the site access intersection with Murphy Street as part of the approved construction access. The proposed alignment may impact on usability of the proposed private connection | Undertake a swept path assessment to confirm accessibility in accordance with AS2890.1. Confirm how vehicles will exit the driveway if they cannot open the security gate. | Complies. Swept path review undertaken. Signage added with call point at entrance to allow easy exit maneuver. |

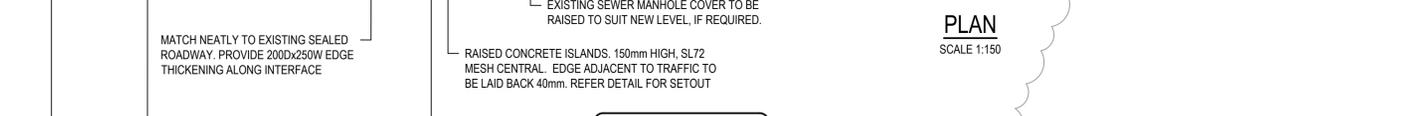
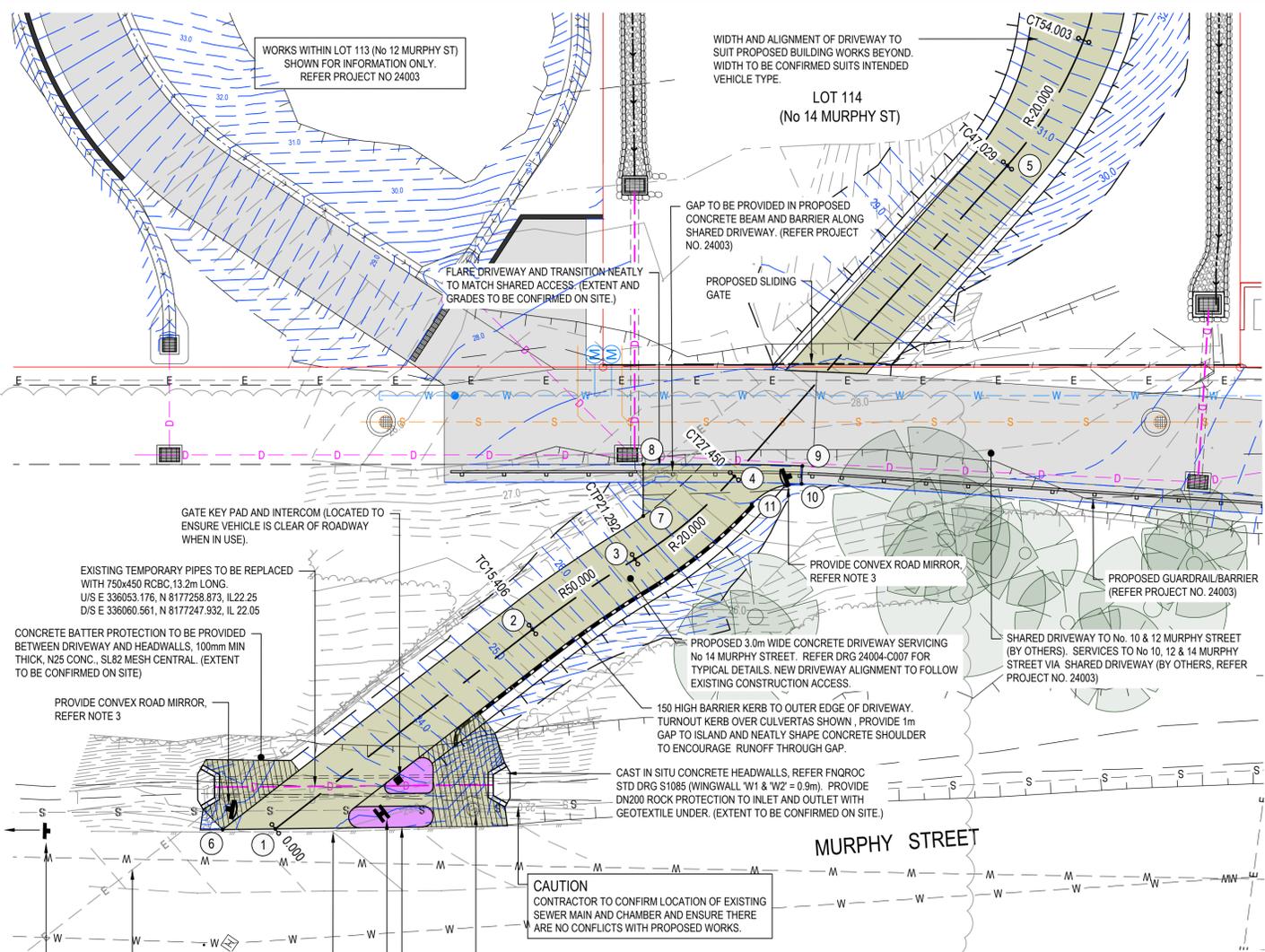
| | | | |
|---|--|---|---|
| 4 | It is unclear from development plans how pedestrian access is provided to the subject site with the approved construction access and/or the proposed residential access. | Clarify how pedestrians will access the site. Ensure that pedestrian access arrangements accord with Council's Planning Scheme or appropriate design guidelines as required. | Complies. Pedestrians can easily access the site by either driveway. |
| 5 | The batter slope grades adjacent to the new access are unclear. The potential exists for errant vehicles to leave the driveway. | Confirm the batter slopes accord with Austroads Guide to Road design or similar. Where necessary, install a barrier or kerb to prevent errant vehicles from leaving the driveway. | Complies. Batters are 1:2 max with planting for stability and erosion control. Kerb also included to demarcate edge and direct flows to concreted batter. |
| 5 | It is unclear if appropriate sight distances are provided at the access point to Murphy Street. This issue may be worsened during dark conditions. | Confirm that sight distances accord with Austroads Guide to Road Design and/or the Australian Standards (2890.1). Where possible, maintain planting located within the verge to increase sight distances. Where sight distances can't be achieved, provide advanced warning signage of approaching property access points. | Complies. Sight distances checked. 24004 SK003(A) shows line of sight compliance Concealed Driveways advisory sign also added. |
| 6 | It is unclear if appropriate sight distances are provided at the driveway intersection between 12 and 14 Murphy Street. While traffic volumes are likely to be less when the access operates as a private driveway compared to the approved construction issue, the issue maybe worsened during dark conditions. | Provide appropriate signage advising residents approaching the driveway of the conflict point. Provide signage requiring vehicles entering and exiting 12 Murphy Street to Stop or Give way to vehicles approaching or departing 14 Murphy Street. Ensure that sight distances at the intersection enable approaching vehicles to see each other in accordance with AS2890.1. Where possible, maintain planting located within the verge to increase sight distances. Where sight distances can't be achieved, provide convex mirrors to increase driveway awareness of approaching vehicles. | Complies. Private driveway sign added to detract non-resident use. Left tun only exit sign added. Convex mirrors added to provide line of sight for 12 Murphy Street driveway and also at Murphy Street exit. Note: Sight distance is adequate at Murphy Street exit but the angle (over the shoulder) is too steep – the convex mirror overcomes this issue. |
| 7 | Development plans include an intercom for vehicles entering the new connection to 14 Murphy Street. However, the gradients on the new driveway are steep which may be safety hazard for drivers approaching the intercom, including visitors. | Utilise remote control access for the security gate. Investigate the potential to locate the intercom on the flat section of the access to ensure that queueing and control point gradients accord with AS2890.1 requirements. This may require relocation of the security gate. Confirm how vehicles will exit the driveway if they cannot open the security gate. | Complies. Remote access provided and located at entrance off Murphy Street to allow easy exiting if required. Access point placed sufficiently forward to ensure B99 vehicle clears Murphy Street pavement. |

We trust the above and attached is sufficient for Council's purposes and be included in the approved plans for Works Acceptance.

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

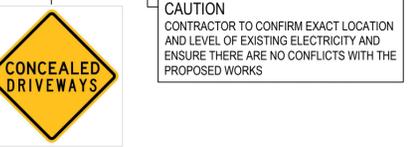
Yours faithfully
APPLIN CONSULTING

GREG APPLIN
B Eng (Civil) RPEQ 6073



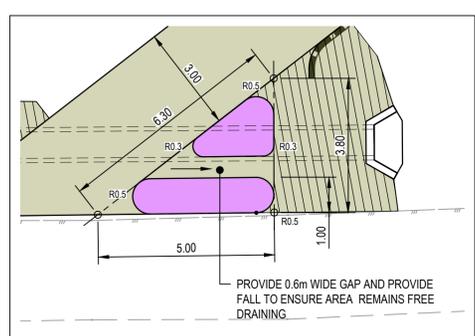
| LEVEL DIFFERENCE CUT - / FILL + | DESIGN SURFACE LEVEL | EXISTING SURFACE LEVEL | CHAINAGE |
|---------------------------------|----------------------|------------------------|----------|
| 0.049 | 23.140 | 23.091 | 0.000 |
| -0.030 | 23.101 | 23.131 | 0.954 |
| -0.087 | 23.150 | 23.237 | 3.454 |
| -0.066 | 23.498 | 23.564 | 5.954 |
| 0.170 | 25.383 | 25.213 | 15.406 |
| 0.187 | 25.601 | 25.414 | 16.500 |
| 0.223 | 26.023 | 25.800 | 18.500 |
| 0.290 | 26.371 | 26.081 | 20.000 |
| 0.319 | 26.493 | 26.174 | 20.500 |
| 0.367 | 26.688 | 26.321 | 21.292 |
| 0.470 | 27.108 | 26.638 | 23.000 |
| 0.470 | 27.488 | 27.017 | 25.000 |
| 0.237 | 27.641 | 27.404 | 27.000 |
| 0.192 | 27.650 | 27.459 | 27.450 |
| -0.471 | 27.794 | 28.265 | 34.650 |
| -0.751 | 27.994 | 28.746 | 37.150 |
| -0.783 | 28.496 | 29.279 | 39.650 |
| -0.766 | 28.557 | 29.323 | 40.000 |
| -0.612 | 30.419 | 31.031 | 47.029 |
| -0.384 | 32.237 | 32.631 | 54.003 |
| -0.017 | 33.800 | 33.817 | 60.000 |

LONGITUDINAL SECTION - LOT114 LOWER DRIVEWAY
HORZ 1:200 VERT 1:100

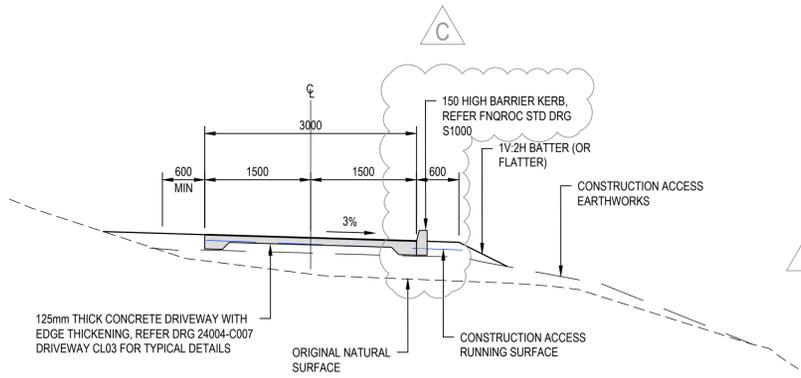


CAUTION CONTRACTOR TO CONFIRM EXACT LOCATION AND LEVEL OF EXISTING ELECTRICITY AND ENSURE THERE ARE NO CONFLICTS WITH THE PROPOSED WORKS

| POINT | EASTING | NORTHING | LEVEL | DESCRIPTION |
|-------|------------|-------------|--------|-------------------|
| 1 | 336053.183 | 8177255.383 | 23.140 | START 0.000 |
| 2 | 336067.863 | 8177250.711 | 25.383 | TC 15.406 |
| 3 | 336073.354 | 8177248.599 | 26.688 | CTP 21.292 |
| 4 | 336079.262 | 8177246.952 | 27.650 | CT 27.450 |
| 5 | 336098.705 | 8177244.647 | 30.419 | TC 47.029 |
| 6 | 336051.742 | 8177257.416 | 23.220 | EDGE OF CONC |
| 7 | 336075.260 | 8177249.439 | 27.103 | EDGE OF CONC |
| 8 | 336077.273 | 8177250.827 | 27.688 | EDGE OF CONC |
| 9 | 336081.494 | 8177244.577 | 27.650 | EDGE OF CONC |
| 10 | 336080.776 | 8177244.122 | 27.633 | EDGE OF CONC (TP) |
| 11 | 336078.636 | 8177245.520 | 27.597 | EDGE OF CONC (TP) |



ISLAND SETOUT NTS



DRIVEWAY TYPE SECTION SCALE 1:50

LEGEND

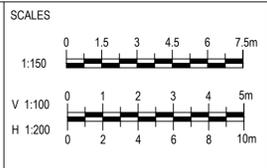
- SHARED DRIVEWAY (BY OTHERS)
- CONCRETE DRIVEWAY
- CONCRETE INFILL/BATTER PROTECTION
- RAISED CONCRETE ISLAND
- NEW BARRIER KERB
- NEW SURFACE CONTOURS (0.25m INTERVAL, 1.0m INDEXED)
- EXISTING CONSTRUCTION ACCESS SURFACE CONTOURS (0.25m INTERVAL, 1.0m INDEXED)
- NEW TOP OF BATTER
- NEW DRAINAGE LINE
- SETOUT POINT
- CONVEX MIRROR
- TRAFFIC SIGN
- DRAINAGE LINE (BY OTHERS)
- WATER MAIN (BY OTHERS)
- SEWER MAIN (BY OTHERS)
- EXISTING TOP OF BANK
- EXISTING ROAD SHOULDER
- EXISTING DRAINAGE LINE
- EXISTING ELECTRICITY (U/G)
- EXISTING SEWER MAIN

- NOTES**
- THE CONTRACTOR IS TO CONFIRM THE LOCATION OF ALL EXISTING SERVICES PRIOR TO COMMENCING WORKS.
 - ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF FNQROC.
 - MIRRORS WHERE SHOWN ON PLAN SHALL BE 600mm DIAMETER, POST MOUNTED AND SUITABLE FOR OUTDOORS. EXACT LOCATION TO BE CONFIRMED ON SITE TO ENSURE SIGHT LINES ARE ACHIEVED.



| REV | DESCRIPTION | DRN | APP | DATE |
|-----|---|-----|-----|----------|
| C | KERB, SIGNS AND MIRRORS ADDED, ISLAND AMENDED | GB | GA | 21/01/25 |
| B | RAISED CONCRETE ISLAND AND SIGNS ADDED | GB | GA | 05/12/25 |
| A | ISSUED FOR CONSTRUCTION | GB | GA | 26/11/25 |

APPLIN CONSULTING
M 0414 768 109 | E greg@applinconsulting.com.au



CLIENT: **GEORGE ARGYROU**

DESIGNED: G. BROWNING
DRAWN: G. BROWNING
CHECKED: G. APPLIN

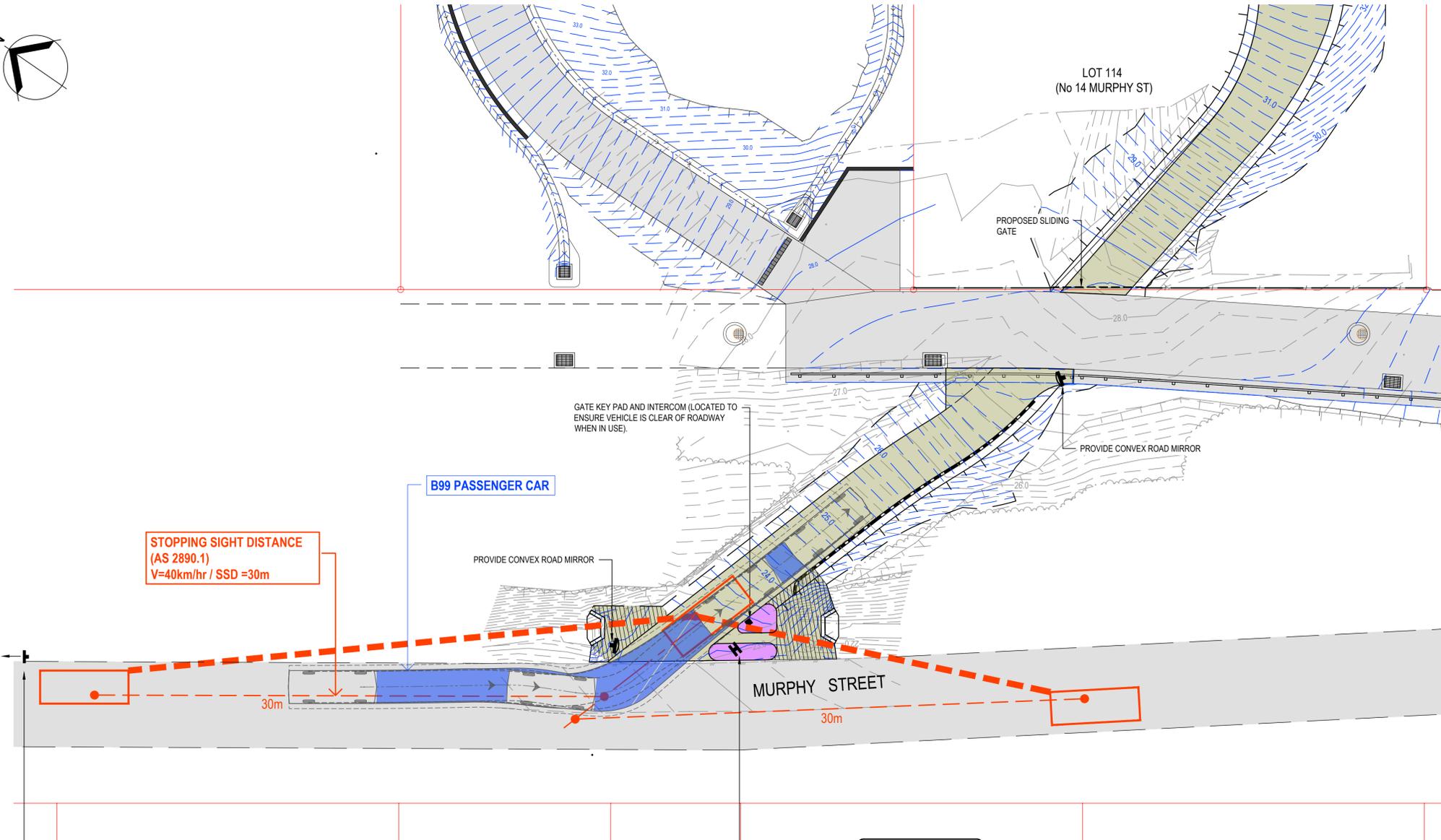
PROJECT: **KYRENIA RESIDENCE**
14 MURPHY STREET (LOT 114 PTD2094)

TITLE: **LOWER DRIVEWAY**

STATUS: **FOR CONSTRUCTION**

SCALE (AT FULL SIZE): AS SHOWN SIZE: **A1**

DRAWING NUMBER: **24004-C012** REVISION: **C**



'CONCEALED DRIVEWAYS' SIGN TO BE LOCATED WITHIN MURPHY STREET VERGE IMMEDIATELY TO THE WEST OF ISLAND POINT ROAD INTERSECTION. EXACT LOCATION TO BE CONFIRMED WITH COUNCIL ON SITE.

B99 PASSENGER CAR

STOPPING SIGHT DISTANCE
(AS 2890.1)
V=40km/hr / SSD =30m

PROVIDE CONVEX ROAD MIRROR

GATE KEY PAD AND INTERCOM (LOCATED TO ENSURE VEHICLE IS CLEAR OF ROADWAY WHEN IN USE)

PROVIDE CONVEX ROAD MIRROR

MURPHY STREET

PLAN
SCALE 1:150



PRIVATE DRIVEWAY
14 MURPHY ST
FOR ENTRY PRESS
BUTTON ON INTERCOM

SIGNS TO BE MOUNTED ON SAME POLE
RIGHT TURN ONLY SIGN TO BE FACING EXITING TRAFFIC.
PRIVATE DRIVEWAY SIGN (INDICATIVE DETAILS SHOWN)
TO BE FACING ENTERING TRAFFIC.

| REV | DESCRIPTION | DRN | APP | DATE |
|-----|------------------------|-----|-----|----------|
| A | ISSUED FOR INFORMATION | GB | GA | 28/01/26 |
| | | | | |
| | | | | |
| | | | | |

| | | | |
|--|--|---------------|-------|
| THIS DRAWING IS COPYRIGHT AND THE PROPERTY OF APPLIN CONSULTING. IT MUST ONLY BE USED BY THE NOMINATED CLIENT AND BY ANY PERSON WHO HAS BEEN AGREED TO BY APPLIN CONSULTING FOR THE PURPOSE FOR WHICH IT WAS PREPARED FOR. | | CERTIFICATION | RPEQ |
| | | G. APPLIN | 06073 |

APPLIN — CONSULTING
M 0414 768 109 | E greg@applinconsulting.com.au



CLIENT
GEORGE ARGYROU

DESIGNED
G. BROWNING
DRAWN
G. BROWNING
CHECKED
G. APPLIN

PROJECT
KYRENIA RESIDENCE
14 MURPHY STREET (LOT 114 PTD2094)
TITLE
LOWER DRIVEWAY
SIGHT LINES AND SWEEP PATH

STATUS
FOR INFORMATION
SCALE (AT FULL SIZE)
1:150
DRAWING NUMBER
24004-SK003
SIZE
A1
REVISION
A

Our Ref: BE250851-RS-TM-01.docx
Enquiries to: Angela Wood

TECHNICAL MEMORANDUM

| | |
|--------------------|------------------------------------|
| Date | 15 January 2026 |
| Client | George Argyrou |
| Prepared by | Angela Wood |
| Reviewed by | John Peace |
| Project | 14 Murphy Street, Port Douglas |
| Subject | Site Access Road Safety Assessment |

1. INTRODUCTION

1.1 Overview

Burchills Engineering Solutions have been engaged by George Argyrou to undertake a site access safety assessment for a new driveway proposed at 14 Murphy Street in Port Douglas within the Port Douglas Shire Council area. The proposed development layout is shown in Figure 1.1.

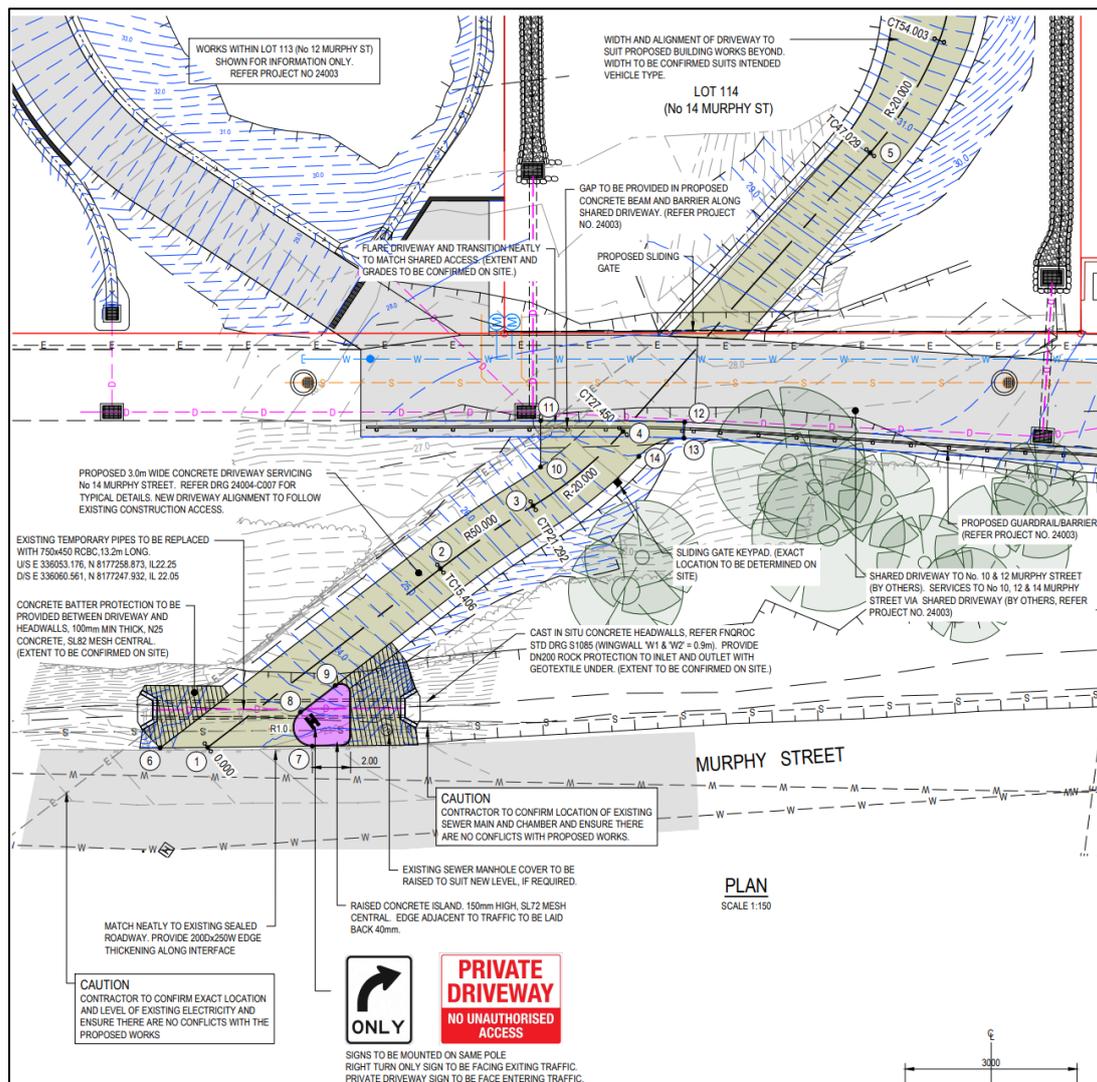


Figure 1.1 Proposed Site Access Layout

It is understood that the access has already been partially constructed and is currently being utilised by construction vehicles for 14 Murphy Street. However, as the connection is already established, the site owner wishes to retain the access as the sole vehicle access point for the 14 Murphy Street site.

In response to the application, it's understood the Port Douglas Shire Council issued an information request which required the following:

Provide a road safety audit by an independent RPEQ who is not the designer of the secondary driveway. The independent road safety audit must consider and make recommendations for safety barriers, mirrors, signage, line marking or the like, for the secondary driveway. In particular, focus must be on the intersection with the existing driveway at the point of intersection where the keypad is proposed on the road. The audit must be provided to the Chief Executive Officer prior to the prestart meeting.

This Technical Memorandum has been prepared to assess the suitability of the proposed new site access from a road safety perspective, particularly at the intersections with Murphy Street and the existing 12 Murphy Street driveway. It is noted that the following review has focused on the road safety associated with the potential conflict points and does not include a formal design review of the RPEQ certified driveway.

A copy of the proposed development plans has been provided at **Appendix A**.





1.2 Road Safety Assessment Scope

The Burchills Road Safety team has been commissioned by George Argyrou to undertake a Road Safety Assessment of the proposed new site access, particularly at the intersections with Murphy Street and the existing 12 Murphy Street driveway. The assessment will be completed in accordance with current guidelines to identify existing traffic safety risks, consider additional issues introduced as a result of the proposed driveway (and formalisation of the existing construction driveway) and propose mitigation measures necessary to offset development impacts.

A road safety assessment is a formal, systematic assessment of the potential road safety risks associated with, in this case, proposed development, conducted by a registered Senior Road Safety Auditor, registered RPEQ engineer.

This road safety assessment considers all road users and suggests measures to eliminate or mitigate any risks identified by the assessment.

The Road Safety Assessment has been undertaken in accordance with the guidelines provided in:

- Department of Transport and Main Roads (DTMR) Guide to Traffic Impact Assessment (December 2018); and
- Austroads' Guide to Road Safety Part 6 (2022).

In order to be considered for approval, the proposed development 'should ensure that a road's safety is not significantly worsened as a result of the development and that any pre-existing or development-introduced unacceptable safety risk is addressed. 'Significantly worsened' is defined in terms of the change in the safety risk rating'.

All the findings described in Section 2 of this report are considered by the investigation team to require action in order to improve the safety of the proposed project and to minimise the risk of crash occurrence and reduce potential crash severity.

The assessment team has examined and reported only on the road safety implications of the project as proposed development and has not examined or verified the compliance of the design to any other criteria.

1.3 References

Burchills has referenced the following documents and guidelines in this report:

- Austroads Guide to Road Safety;
- TMR's Guide to Traffic Generating Developments; and
- Development plans prepared by Applin Consulting provided at Appendix A.

1.4 Report constraints

This site access road safety assessment comprised examination of aerial imagery, crash data and proposed development plans. It has been carried out following the procedures set out in Austroads Guide to Road Safety Part 6: Road Safety Audit (2022) and TMR's Guide to Traffic Impact Assessments. The site access road safety assessment covers physical features of the project which may affect road user safety, and it has sought to identify potential safety hazards. However, the auditors point out that no guarantee is made that every deficiency has been identified. Further, if all the recommendations in this report were to be followed, this would not guarantee that the site is safe; rather, adoption of the recommendations should improve the level of safety.





1.5 The Safety Assessment Team

The road safety assessment team comprises the following members:

- Angela Wood Senior Road Safety Auditor (Qld), RPEQ – Burchills
- John Peace Senior Road Safety Auditor (Qld), Traffic Team Leader - Burchills

This site access road safety assessment has been carried out by the investigation team based in Brisbane. the team members responsible for the Assessment will not be involved with the design component, therefore impartiality (integrity) of the risk assessment will be maintained



2. SITE ACCESS ROAD SAFETY ASSESSMENT

2.1 Risk Assessment

Road safety assessment findings were established, and comments are provided based a desktop investigation using Metro Map views and drone footage of the site. The findings focus on road safety for all road users, from a road use and network issues perspective, investigating the road safety elements as set out in Austroads Guide to Road Safety Part 6 (2022) and Department of Transport and Main Roads (DTMR) Guide to Traffic Impact Assessment (December 2018).

The findings are presented by general location; hence the findings are not presented in order of relative safety importance or priority for treatment.

2.1.1 Risk Assessment Criteria

For each identifies issue, a risk rating has been determined. This has been based on the Guide to Traffic Impact Assessment, Transport and Main Roads, December 2018, as shown in Table 2.1.

Table 2.1 Safety Risk Score Matrix

Figure 9.3.2(a) – Safety risk score matrix

| | | Potential consequence | | | | |
|----------------------|--------------------|-----------------------|------------------|-----------------------|---------------------|--------------|
| | | Property only (1) | Minor injury (2) | Medical treatment (3) | Hospitalisation (4) | Fatality (5) |
| Potential likelihood | Almost certain (5) | M | M | H | H | H |
| | Likely (4) | M | M | M | H | H |
| | Moderate (3) | L | M | M | M | H |
| | Unlikely (2) | L | L | M | M | M |
| | Rare (1) | L | L | L | M | M |

L: Low risk
M: Medium risk
H: High risk

The risk rating descriptors and the respective treatment approaches are defined as per Table 2.2.



Table 2.2 Risk Rating Descriptors

| Rating Measure | Descriptor |
|--|--|
| Potential Likelihood of Incident Occurring | |
| Almost Certain (5) | One per quarter |
| Likely (4) | Quarter to 1 year |
| Moderate (3) | 1 to 3 years |
| Unlikely (2) | 3 to 7 years |
| Rare (1) | 7 years + |
| Potential Consequence of Incident Occurring | |
| Fatality (5) | Death within 30 days of the crash |
| Hospitalisation (4) | Admitted to Hospital |
| Medical Treatment (3) | Minor First aid and/or presents to hospital but not admitted |
| Minor Injury (2) | Minor First Aid |
| Property only (1) | Property Damage |
| Treatment approach | |
| High | Must be corrected |
| Medium | Should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high |
| Low | Should be corrected or the risk reduced, if the treatment cost is low |

2.2 Specific Issues and Recommendations

The Site Access Road Safety Assessment has documented its findings by numbered issues referenced to locations within the study area. Recommendations for potential remedial treatments have been identified and each issue is allocated with a priority, as shown in Table 2.3.

Noting that the construction access is already in place, the without development scenario represents the existing situation with the construction access in place and assuming access for construction vehicles including trucks.

The with development scenario assumes that the access will be formalised for private vehicle use.



Table 2.3 Road Safety Risk Assessment

| Item | Issue Description | Without Development (Approved Construction Access only) | | | With Development (private driveway) | | | Recommendation | Residual Risk | | |
|------|--|---|---|------|-------------------------------------|---|------|---|---------------|---|------|
| | | L | C | Risk | L | C | Risk | | L | C | Risk |
| 1 | A review of aerial imagery and street view indicates that a crest is located to the north-west of the site access point which may result in incidents between vehicles on Murphy Street and vehicles exiting the site. | 2 | 3 | M | 2 | 3 | M | <ul style="list-style-type: none"> ➤ Install driveways beyond crest signage on Murphy Street to advise drivers travelling eastbound on Murphy Street of the approaching driveways (existing and proposed). | 1 | 3 | L |
| 2 | A crest is located on Murphy Street to the north-west of the site. Vehicles travelling over the crest may not expect a vehicle to slow down to turn left into the site access which may result in rear end type incidents. | 2 | 3 | M | 2 | 3 | M | <ul style="list-style-type: none"> ➤ Install driveways beyond crest signage on Murphy Street to advise drivers travelling eastbound on Murphy Street of the approaching driveways (existing and proposed). | 1 | 3 | L |
| 3 | It is unclear from the development plans if a swept path assessment was undertaken at the site access intersection with Murphy Street as part of the approved construction access. The proposed alignment may impact on usability of the proposed private connection | 1 | 3 | L | 1 | 3 | L | <ul style="list-style-type: none"> ➤ Undertake a swept path assessment to confirm accessibility in accordance with AS2890.1. ➤ Confirm how vehicles will exit the driveway if they can not open the security gate. | 1 | 2 | L |
| 4 | It is unclear from development plans how pedestrian access is provided to the subject site with the approved construction access and/or the proposed residential access. | 1 | 4 | M | 1 | 4 | M | <ul style="list-style-type: none"> ➤ Clarify how pedestrians will access the site. ➤ Ensure that pedestrian access arrangements accord with Council's Planning Scheme or appropriate design guidelines as required. | 1 | 3 | L |



| Item | Issue Description | Without Development (Approved Construction Access only) | | | With Development (private driveway) | | | Recommendation | Residual Risk | | |
|------|---|---|---|------|-------------------------------------|---|------|---|---------------|---|------|
| | | L | C | Risk | L | C | Risk | | L | C | Risk |
| 5 | The batter slope grades adjacent to the new access are unclear. The potential exists for errant vehicles to leave the driveway. | 1 | 3 | L | 2 | 3 | M | <ul style="list-style-type: none"> ➤ Confirm the batter slopes accord with Austroads Guide to Road design or similar. ➤ Where necessary install a barrier or kerb to prevent errant vehicles from leaving the driveway. | 1 | 3 | L |
| 5 | It is unclear if appropriate sight distances are provided at the access point to Murphy Street. This issue may be worsened during dark conditions. | 1 | 3 | L | 2 | 3 | M | <ul style="list-style-type: none"> ➤ Confirm that sight distances accord with Austroads Guide to Road Design and/or the Australian Standards (2890.1). ➤ Where possible, maintain planting located within the verge to increase sight distances. ➤ Where sight distances can't be achieved, provide advanced warning signage of approaching property access points. | 1 | 2 | L |
| 6 | It is unclear if appropriate sight distances are provided at the driveway intersection between 12 and 14 Murphy Street. While traffic volumes are likely to be less when the access operates as a private driveway compared to the approved construction issue, the issue may be worsened during dark conditions. | 2 | 3 | M | 2 | 3 | M | <ul style="list-style-type: none"> ➤ Provide appropriate signage advising residents approaching the driveway of the conflict point. ➤ Provide signage requiring vehicles entering and exiting 12 Murphy Street to Stop or Give way to vehicles approaching or departing 14 Murphy Street. ➤ Ensure that sight distances at the intersection enable approaching vehicles to see each other in accordance with AS2890.1. ➤ Where possible, maintain planting located within the verge to increase sight distances. ➤ Where sight distances can't be achieved, provide convex mirrors to increase driveway awareness of approaching vehicles. | 1 | 3 | L |



| Item | Issue Description | Without Development (Approved Construction Access only) | | | With Development (private driveway) | | | Recommendation | Residual Risk | | |
|------|---|---|----|------|-------------------------------------|---|------|---|---------------|---|------|
| | | L | C | Risk | L | C | Risk | | L | C | Risk |
| 7 | Development plans include an intercom for vehicles entering the new connection to 14 Murphy Street. However, the gradients on the new driveway are steep which may be safety hazard for drivers approaching the intercom, including visitors. | NA | NA | NA | 2 | 4 | M | <ul style="list-style-type: none"> ➤ Utilise remote control access for the security gate. ➤ Investigate the potential to locate the intercom on the flat section of the access to ensure that queueing and control point gradients accord with AS2890.1 requirements. This may require relocation of the security gate. ➤ Confirm how vehicles will exit the driveway if they cannot open the security gate. | 1 | 4 | M |



3. CONCLUSION AND RECOMMENDATIONS

In summary, it is recommended that minor amendments be made at the conflict points of the driveway to reduce the potential for conflict. It is noted that this assessment has investigated the potential road safety items associated with the new conflict points created by the proposed formalisation access and does not include a formal review of the plans against AS2890.

Should there be any issue with the above, please contact the undersigned.

Yours sincerely,

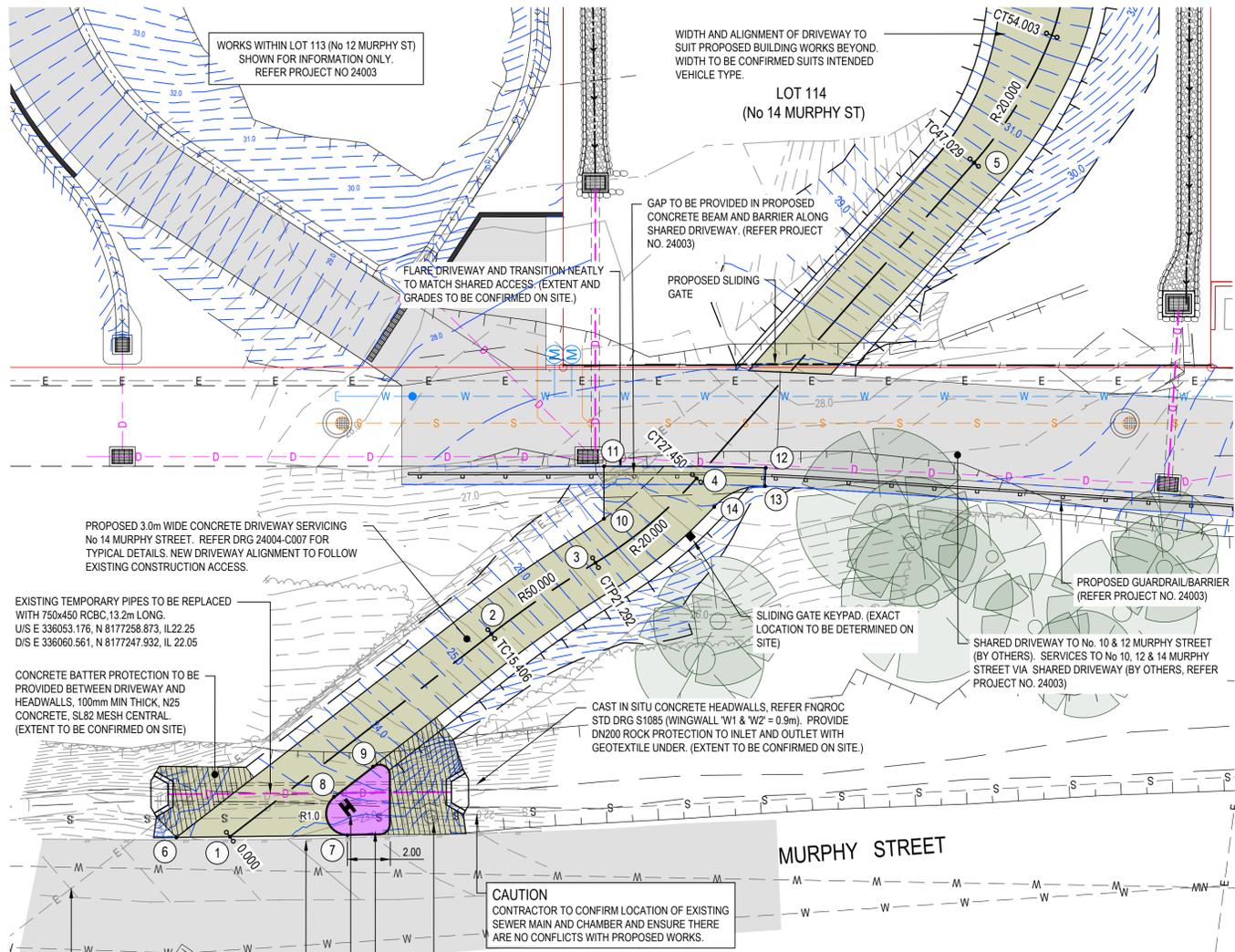
ANGELA WOOD
Principal Traffic Engineer
(RPEQ)

Enc: Appendix A – Proposed Development Plans



Appendix A – Proposed Development Plans





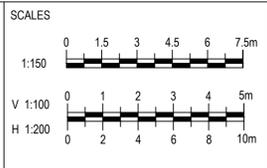
SETOUT POINTS

| POINT | EASTING | NORTHING | LEVEL | DESCRIPTION |
|-------|------------|-------------|--------|----------------------------------|
| 1 | 336053.183 | 8177255.383 | 23.140 | START 0.00 |
| 2 | 336067.863 | 8177250.711 | 25.383 | TC 15.406 |
| 3 | 336073.354 | 8177248.599 | 26.688 | CTP 21.292 |
| 4 | 336079.262 | 8177246.952 | 27.650 | CT 27.450 |
| 5 | 336098.705 | 8177244.647 | 30.419 | TC 47.029 |
| 6 | 336051.742 | 8177257.416 | 23.220 | EDGE OF CONC |
| 7 | 336056.352 | 8177250.913 | 22.872 | EDGE OF CONC/FACE OF ISLAND (TP) |
| 8 | 336057.471 | 8177252.444 | 23.155 | EDGE OF CONC/FACE OF ISLAND (TP) |
| 9 | 336059.663 | 8177251.747 | 23.646 | EDGE OF CONC/FACE OF ISLAND (TP) |
| 10 | 336075.260 | 8177249.439 | 27.103 | EDGE OF CONC |
| 11 | 336077.273 | 8177250.827 | 27.688 | EDGE OF CONC |
| 12 | 336081.494 | 8177244.577 | 27.650 | EDGE OF CONC |
| 13 | 336080.776 | 8177244.122 | 27.633 | EDGE OF CONC (TP) |
| 14 | 336078.636 | 8177245.520 | 27.597 | EDGE OF CONC (TP) |

| REV | DESCRIPTION | DRN | APP | DATE |
|-----|--|-----|-----|----------|
| B | RAISED CONCRETE ISLAND AND SIGNS ADDED | GB | GA | 05/12/25 |
| A | ISSUED FOR CONSTRUCTION | GB | GA | 26/11/25 |

CERTIFICATION RPEQ
G.APPLIN 06073

APPLIN CONSULTING
M 0414 768 109 | E greg@applinconsulting.com.au



CLIENT
GEORGE ARGYROU

DESIGNED
G. BROWNING

DRAWN
G. BROWNING

CHECKED
G. APPLIN

PROJECT
KYRENIA RESIDENCE
14 MURPHY STREET (LOT 114 PTD2094)

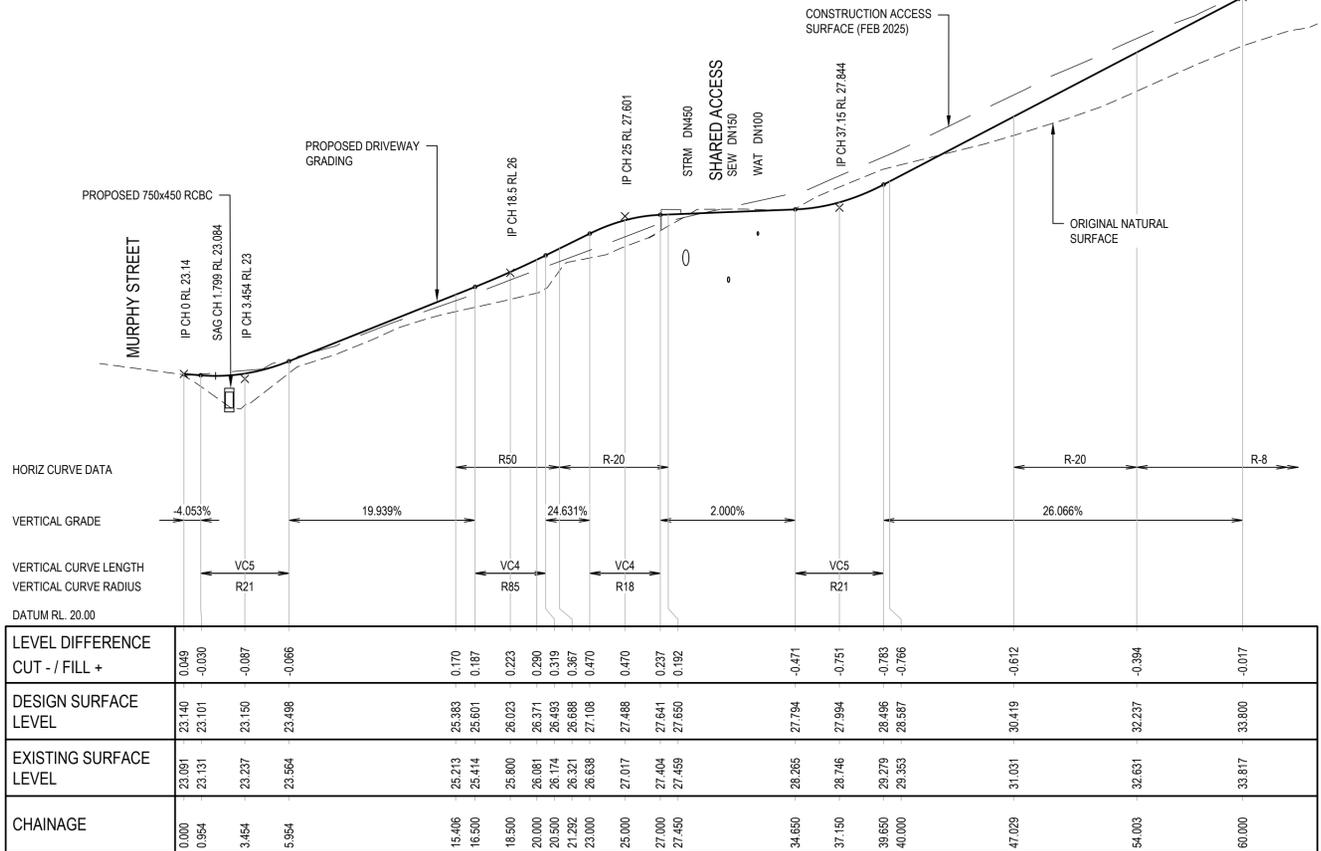
TITLE
LOWER DRIVEWAY

STATUS
FOR CONSTRUCTION

SCALE (AT FULL SIZE)
AS SHOWN

DRAWING NUMBER
24004-C012

REVISION
B



LONGITUDINAL SECTION - LOT114 LOWER DRIVEWAY
HORZ 1:200 VERT 1:100

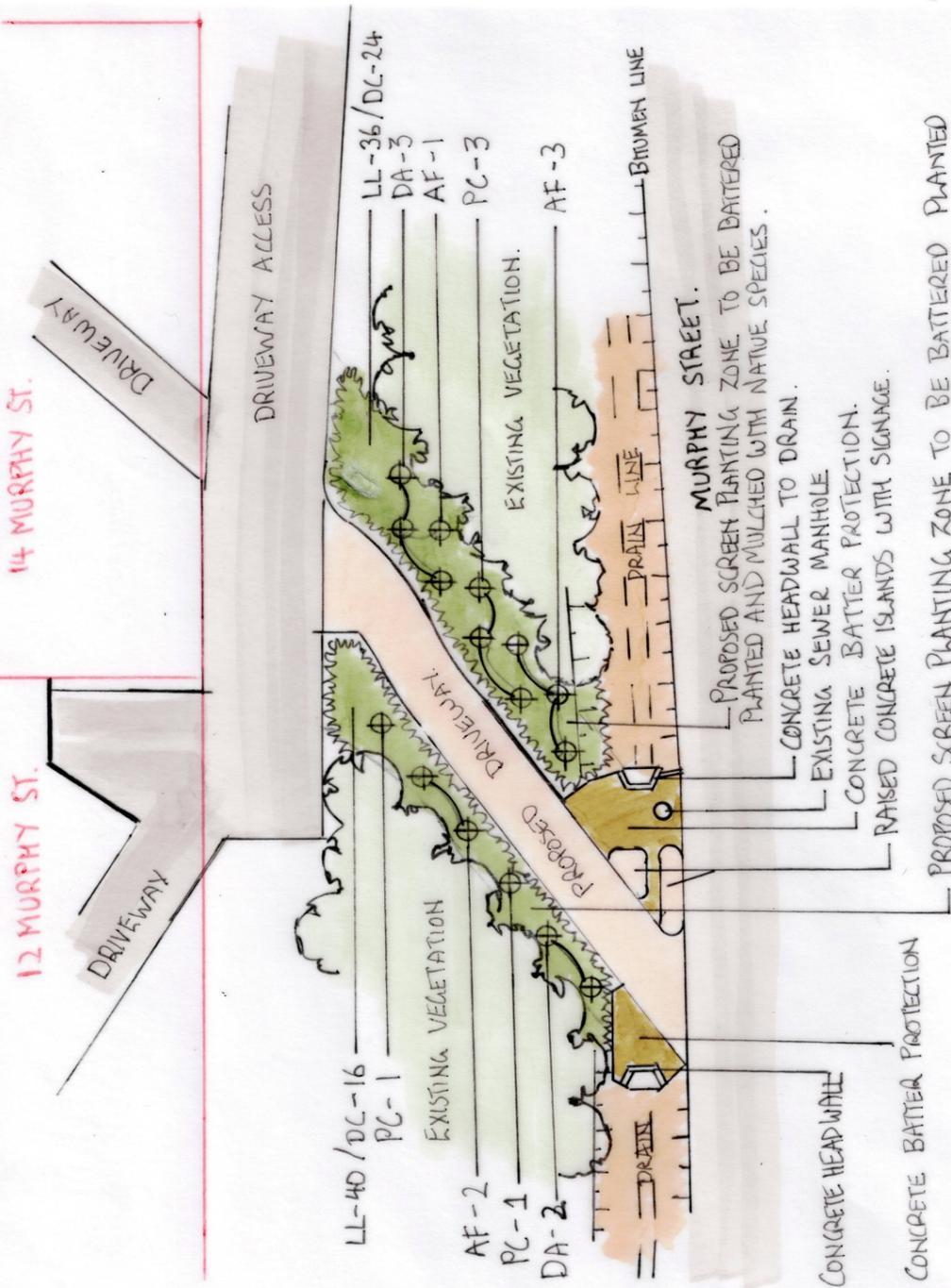
LEGEND

- SHARED DRIVEWAY (BY OTHERS)
- CONCRETE DRIVEWAY
- CONCRETE INFILL/BATTER PROTECTION
- RAISED CONCRETE ISLAND
- NEW SURFACE CONTOURS (0.25m INTERVAL, 1.0m INDEXED)
- EXISTING CONSTRUCTION ACCESS SURFACE CONTOURS (0.25m INTERVAL, 1.0m INDEXED)
- NEW TOP OF BATTER
- NEW DRAINAGE LINE
- SETOUT POINT
- DRAINAGE LINE (BY OTHERS)
- WATER MAIN (BY OTHERS)
- SEWER MAIN (BY OTHERS)
- EXISTING TOP OF BANK
- EXISTING ROAD SHOULDER
- EXISTING DRAINAGE LINE
- EXISTING ELECTRICITY (U/G)
- EXISTING SEWER MAIN

NOTES

- THE CONTRACTOR IS TO CONFIRM THE LOCATION OF ALL EXISTING SERVICES PRIOR TO COMMENCING WORKS.
- ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF FNQROC.





LANDSCAPE SKETCH
PLAN - 1:300 (A3)

PLANT SCHEDULE; 14 Murphy Street road reserve access driveway.

| CODE | BOTANICAL NAME | COMMON NAME | NO. | POT SIZE | TYPE | H&W. |
|--------|----------------------------------|------------------|-----|----------|------|------|
| TREES | | | | | | |
| AF* | <i>Atractocarpus fitzalanii</i> | Brown Gardenia | 6 | 300mm | T | 8x4 |
| DA* | <i>Dillenia alata</i> | Red Beach Tree | 5 | 300mm | T | 6x4 |
| PC* | <i>Phyllanthus cuscutiflorus</i> | Pink Phyllanthus | 5 | 300mm | T | 6x3 |
| SHRUBS | | | | | | |
| DC* | <i>Dianella caerulea</i> | Native Flax Lily | 40 | 100mm | S | 1x1 |
| LD* | <i>Lomandra longifolia</i> | Mat Rush | 76 | 100mm | S | 1x1 |
| KEY; | * NOTES NATIVE PLANTS | | | | | |
| | S = Shrub | | | | | |
| | T = Tree | | | | | |

LANDSCAPE SPECIFICATIONS:

DESIGN: The landscape design is in accordance with the Douglas Shire Council's Planning Scheme for Special Area Flagstaff Hill. Tree species are suitable for screening whilst the shrubs have been chosen for their erosion control qualities on slopes, dry tolerance, and biodiversity potential. All finished soil levels will drain away from road surfaces and be directed to appropriate pits & drains.

DRAINAGE: Rake batters & planting areas to remove debris and achieve correct levels before planting.

SOIL PREPARATION: Fertilise using a pelletised organic fertilizer, at a rate of 250g/m². Add water crystals at planting if in the Dry Season.

FERTILISER: Mulch all planting areas to a depth of 75mm with aged organic matter or on steep batters use Jutemaster woven geofabric pinned to soil, to reduce erosion & control weeds.

MULCH: Plant all plants to correct depth, no deeper than the existing top of soil on the pot in suitably large holes. Water in all plants twice on completion.

PROJECT: 14 Murphy Street, Port Douglas.
TITLE: Landscape Design Murphy Street road reserve access driveway
CLIENT: George Argyrou
DATE: 29/01/26
DRAWN: Hortulus Australia P/L, John Sullivan Bach.App.Sc.Hort.
SCALE: 1 : 300 ON A3

