

Technical Memorandum

Title	Flagstone Coles RFI Response		
Client	Coles Group Property Development	Project No	CEB06761
Date	20 July 2018	Status	Final
Author	Alex De La Flor	Discipline	Traffic and Transport
Reviewer	Daniel Suman	Office	Brisbane

Cardno has previously provided traffic and transport advice for the proposed service station with associated retail and supermarket uses. The development is proposed to comprise a supermarket, commercial and retail activities.

A submission has been lodged to make minor amendments to the current Development Approval of the Coles Flagstone approval package issued by Economic Development of Queensland (EDQ) on 6 October 2016 (EDQ Reference DEV2016/776). Cardno has prepared responses to the information request provided by EDQ in relation to the traffic components on 4 July via email correspondence included at Appendix C.

Pedestrian

- a) Pedestrian Walkway proposed along the north-south through the car park should be maintained.

Cardno Response

The pedestrian walkway has been maintained and remains unchanged from previous plans.

- b) Consider reinstating two zebra crossings on the most eastern N-S parking aisle to allow footpath connection to Homestead Drive. The suitability of these crossings should be confirmed by an RPEQ.

Cardno Response

Generally in accordance with the approved plans, the pedestrian crossings along the N-S parking aisles have been provided. However, the pedestrian crossing closest to Homestead Drive has been relocated further south to facilitate connectivity with the pedestrian walkway. This is considered an appropriate arrangement with additional internal footpath provided that connect to a dedicated pedestrian route.

- c) Demonstrate safe and direct pedestrian paths between the proposed developments and the future tavern.

Cardno Response

A future crossing is proposed at the northern end of the north-south pedestrian spine through the car park which will provide direct connectivity to the future tavern. Safe pedestrian routes with crossings have also been included between the sales office, supermarket and small retail and the commercial building and future tavern as shown at Appendix A.

Bicycle

- a) Nominate the bicycle rack and its location on this plan.

Cardno Response

A bicycle rack has been provided at the main entrance to the supermarket.

Commercial car park

- a) Demonstrate a refuse collection vehicles (RCV) and SRV can manoeuvre within the commercial building car park.

Cardno Response

A swept path assessment demonstrating an SRV manoeuvring within the commercial building component has been included at Appendix B. The height of surrounding features including the commercial entrance will be designed to accommodate the SR swept path shown at Appendix B, at the detailed design stage. The SRV loading dock dimensions accord to AS2890.2. The servicing arrangements for the commercial tenant will utilise the small retail loading dock at the northern end of the supermarket.

The refuse collection is recommended to be undertaken outside operating hours given the size of an RCV and its limited manoeuvrability.

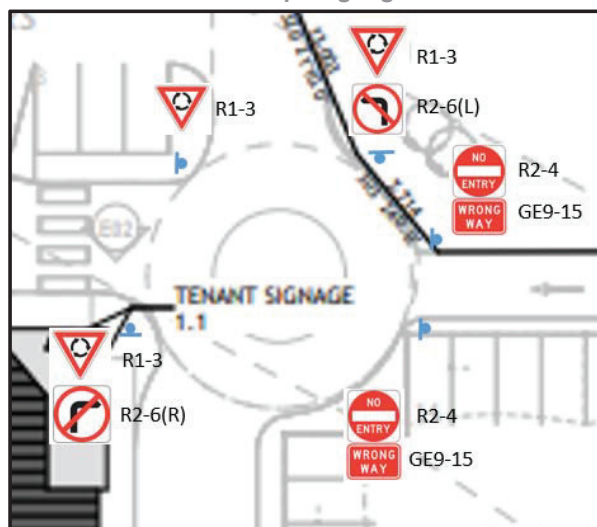
Internal roundabout

- a) The location of the eastern leg of the roundabout proposed as an approach to the roundabout can be confused by drivers using this as a departure leg. Consider review of the geometry in concept and detailed design;

Cardno Response

A one-way approach at the eastern leg of the roundabout is considered an acceptable arrangement. Suitable signage from the other approaches indicating one-way direction or no through access at the eastern approach should be installed. As shown in Figure 1, a concept plan has been provided to illustrate the signage arrangement. Figure 1 has been prepared generally in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) standards and requirements.

Figure 1 Roundabout Concept Signage Plan



- b) The width of the northern leg of the internal roundabout is not consistent.

Cardno Response

The northern leg width of the internal roundabout is 6.6m which is consistent with the two-way leg approaches at the roundabout. In the interim, the northern leg will swing directly into the commercial site and will be built accordingly. The northern leg will be reconfigured when the tavern is built.

Access easement

- a) The entrance to the existing Sales Office car park should line up with the parking aisle opposite.

Cardno Response

It is considered the proposed alignment of the Sales Office car park and parking aisle is acceptable from a traffic engineering and safety perspective. The entrance to the existing Sales Office car park and parking aisle have a minor offset of less than 1m, which is considered manageable from a user perspective particularly within a carpark environment.

Furthermore, the Sales Office lot has recently been sold and along with the existing access easement restricts ability to make the requested changes (i.e. car space removal within the Sales Office premise). The internal operations based on the proposed arrangement will impose negligible impact from a safety and traffic perspective. As a result, this minor offset is considered acceptable.

Car park

- a) Land use and its GFA has changed, therefore, applicant should demonstrate sufficient parking or provide reason(s) for the reduction.

Cardno Response

The proposed development is generally in accordance with the approved Coles Flagstone masterplan development. A comparison of the development yields is provided in Table 1.

Table 1 Development Summary Comparison

Land Use	Approved Development Plan (m ² GFA)	Proposed Development (m ² GFA)	Difference (+/-) (m ² GFA)
Service Station	142	0	-142
Supermarket	4,000	3,910	-90
Retail inc amenities	594	647	+53
Liquor Store	150	150	0
Commercial	0	300	+300
Total	4,886	5,007	+121

The comparison in Table 1 shows that the overall development yield has an increase of 121m² GFA. While, the tenancy mix has been amended to include a commercial component (300m² GFA) this does not cause a significant change to the parking requirements as per the previous approval.

The parking rates associated with the land uses, as specified in the Beaudesert Shire Planning Scheme Part 3 Work Codes, Division 5 Parking and Servicing Code have been adopted. A summary of the approved and proposed development are shown in Table 2 and Table 3.

Table 2 Approved Development Parking Provisions

Stage	Land Use	Yield (m ² GFA)	Parking Rate	Parking Requirement (spaces)
1	Supermarket	3,200	1 space per 16 m ² GFA	200
	Service Station	142	1 space per 2 employees; plus 1 space per 20 m ² of retail space	8
2	Supermarket (expansion)	800	1 space per 16 m ² GFA	50
3	Retail inc. amenities	594	1 space per 16 m ² GFA	37
	Liquor Store	150	1 space per 16 m ² GFA	9
	Total	4,886	-	305

Table 3 Proposed Development Parking Provisions

Stage	Land Use	Yield (m ² GFA)	Parking Rate	Parking Requirement (spaces)
1	Supermarket	3,542	1 space per 16 m ² GFA	221
	Liquor	150	1 space per 16 m ² GFA	9
	Retail inc amenities	647	1 space per 16 m ² GFA	40
2	Commercial	300	1 space per 30 m ² GFA	10
3	Supermarket (expansion)	368	1 space per 16 m ² GFA	23
	Total	5,007	-	304

In accordance with the Beaudesert Shire Planning Scheme, the proposed development results in a net reduction in the parking requirement of 1 space.

The difference between the approved development parking (i.e. 244 spaces) and the proposed development parking requirements (i.e. 243 spaces) equates to 1 space. That is, the increase in the parking requirement equates to 0.4% and is therefore considered insignificant and will have no bearing on the parking operation of the development.

- b) Circulation aisle and parking spaces must be in designed in accordance with AS2890.
Cardno Response

Table 4 provides a summary of the design requirements versus the proposed design and demonstrates that the changes to the car park are in accordance with AS2890.

Table 4 Parking Design Compliance

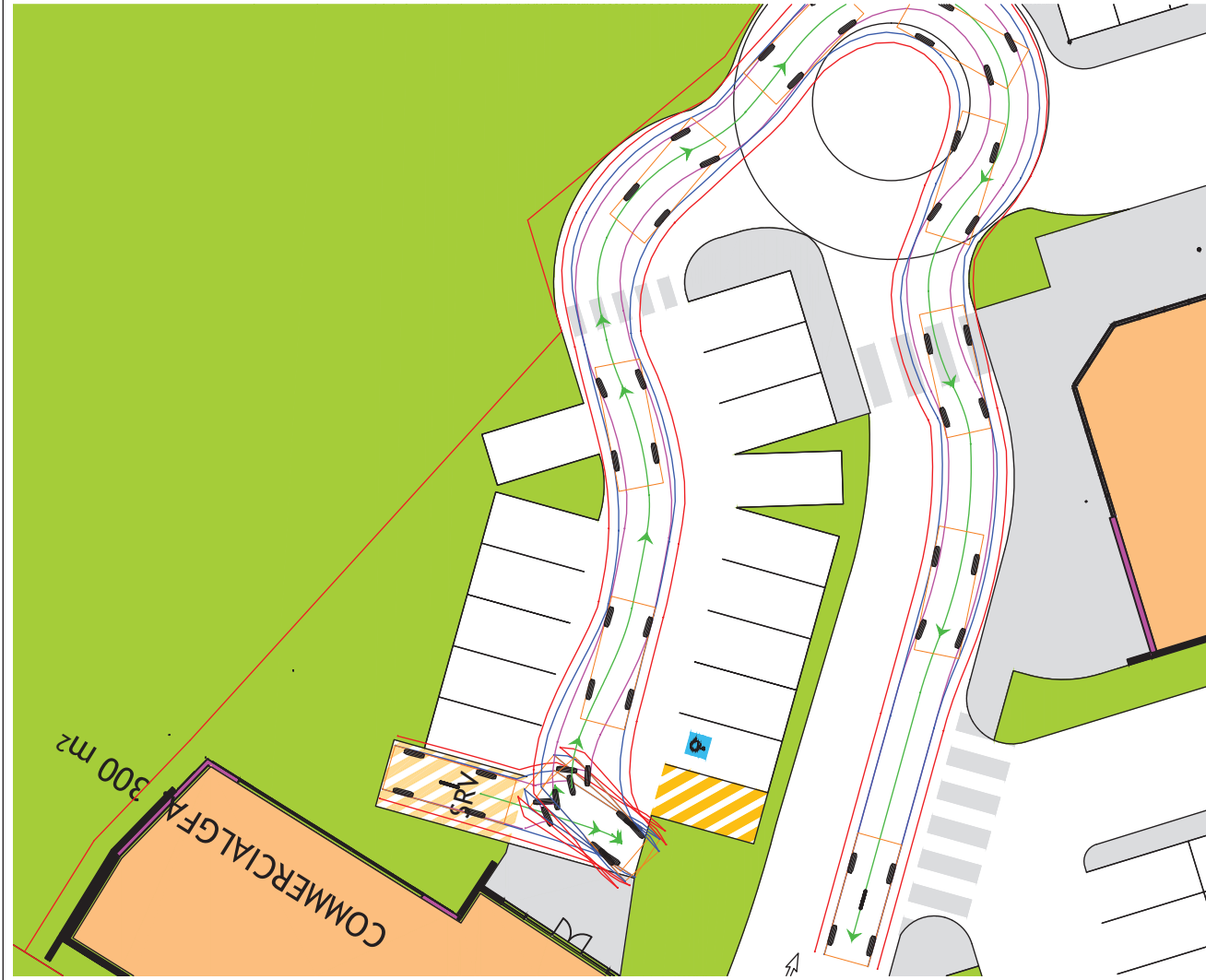
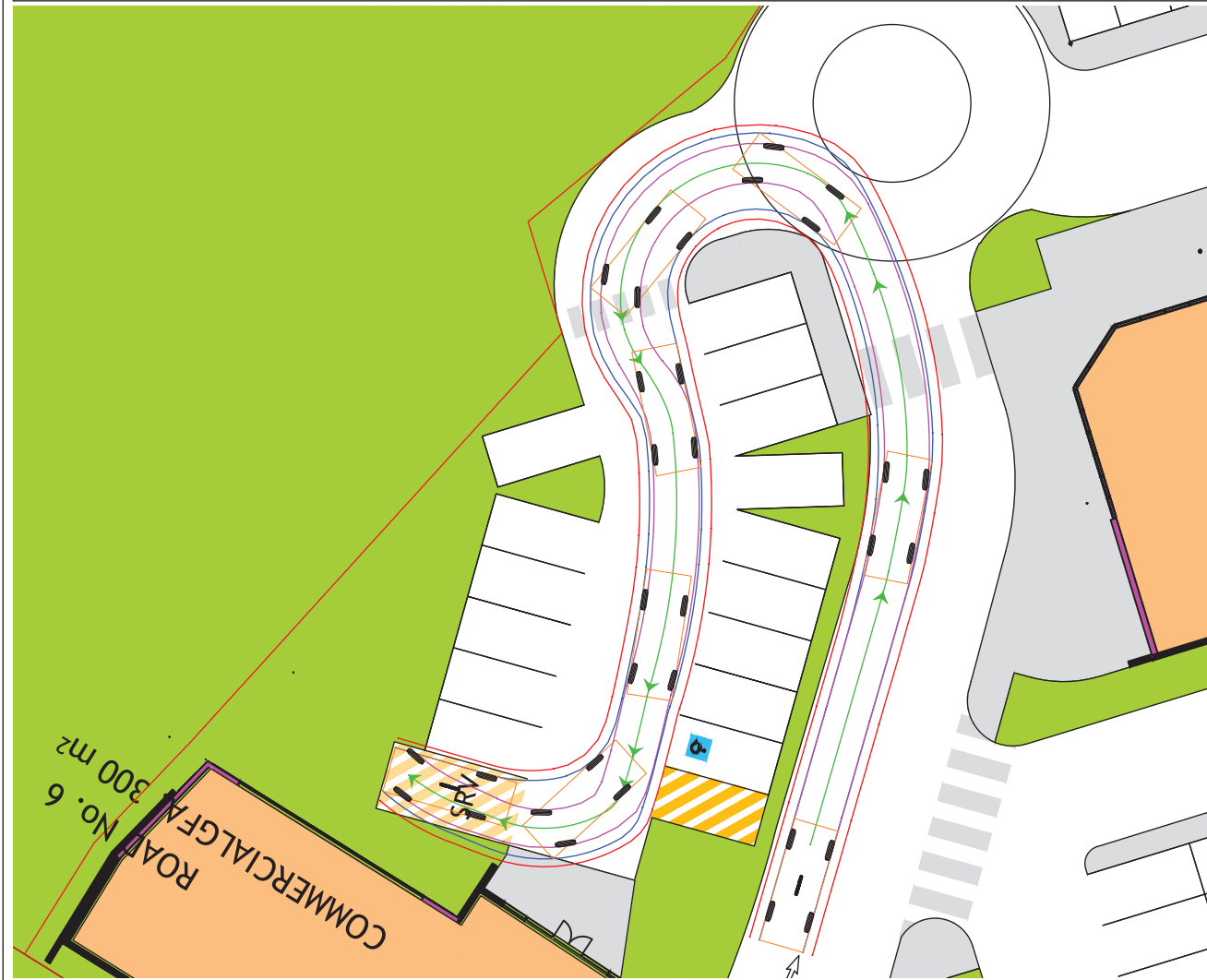
Car Park Component	AS2890.1 min requirement	Proposed Design	Complies (Y/N)
Car Space Width	2.6m	2.6m	Y
Car Space Length	5.4m	5.4m	Y
Parking Aisle Width	6.6m	6.6m	Y
SRV Bay Width	3.5m	3.5m	Y
Dead Aisle Extension	1m	1m	Y

APPENDIX A

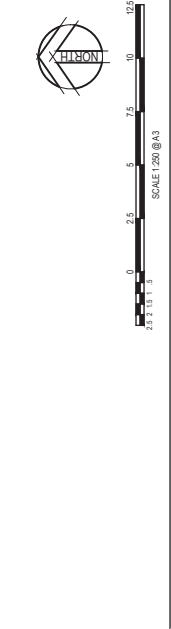
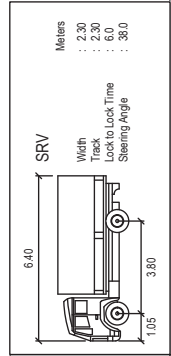
DEVELOPMENT PLANS

APPENDIX B

SWEPT PATHS



SWEEP PATH LEGEND	
VEHICLE BODY	—
FRONT TIRES	—
VEHICLE PATH	—
VEHICLE CLEARANCE (500mm)	—
VEHICLE	—



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Cardno
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Cardno (Qld) Pty Ltd | ABN 57 051 074 992
Level 11, 515 St Pauls Terrace
Fortitude Valley, QLD 4006
Tel: 07 3369 9822 Fax: 07 3369 9722
Web: www.cardno.com.au

Coles Group Property Developments Ltd
Coles Flagstone
6.4m Small Rigid Vehicle
Swept Path

Drawn	JMM	Date	18/07/2018	Scale	1:250	Size	A3
Drawing Number		Revision					

CEB06761 - SK01

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APPENDIX C

EDQ REQUEST FOR INFORMATION

From: Darren Cooper <darren.cooper@dsdmip.qld.gov.au>
Sent: Wednesday, July 4, 2018 8:46 am
To: Sophie Williams
Subject: [EXT] DEV2016/776 Change Application - Further Details Request

Hi Sophie

Apologies for the delay here. I ended up a few days off unfortunately.

Our Engineers provided comments on Friday. We kindly seek the submission of a traffic addendum report addressing the following:

Pedestrian

- Pedestrian Walkway proposed along the north-south through the car park should be maintained.
- Consider reinstating two zebra crossings on the most eastern N-S parking aisle to allow footpath connection to Homestead Drive. The suitability of these crossings should be confirmed by a RPEQ.
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Bicycle

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- Demonstrate a refuse collection vehicles (RCV) and SRV can manoeuvre within the commercial building car park.

Internal roundabout

- The location of the eastern leg of the roundabout proposed as an approach to the roundabout can be confused by drivers using this as a departure leg. Consider review of the geometry in concept and detailed design;
- The width of the northern leg of the internal roundabout is not consistent.

Access easement

- The entrance to the existing Sales Office Car Park should line up with the parking aisle opposite.

Car park

- Land use and its GFA has changed, therefore, applicant should demonstrate sufficient parking or provide reason(s) for the reduction.
- Circulation aisle and parking spaces must be in designed in accordance with AS2890.

Traffic matters are the only items, EDQ requires further details on.

If you have any questions please free to contact Robert Kwok (Engineer), directly on 3452 7638 or myself.

Many thanks

Darren



Darren Cooper
Principal Planner
Economic Development Queensland
Department of State Development,
Manufacturing, Infrastructure and Planning

P. 07 3452
7587E. Darren.Cooper@dsdmip.qld.gov.au
Level 14, 1 William Street, Brisbane QLD 4000
PO Box 15009, City East QLD 4002
www.dsdmip.qld.gov.au