

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2018/960

Date: 20 November 2018



Traffic Report

Stage 1: Large Format Retail Development
Dalton Drive, Maroochydore

QTT17006

Stage 1: Large Format Retail Development



30 August 2018

Prepared for
Blueprint Australia

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Document Information

Prepared for

Blueprint Australia

Project Name

Stage 1: Large Format Retail
Development Dalton Drive,
Maroochydore

File Reference

QTT17006-03-TIA- 21 11 14

Job Reference

QTT17006

Date

Version Number

DA Stage 01

Author(s):

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2018/960

Date: 20 November 2018



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Graduate Traffic Engineer

Effective Date

30/08/2018

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Date Approved

30/08/2018

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
01	15/11/2017	Draft for Review	Jai Patel	Dianne Hayes
02	24/11/2017	Client Issue	Dianne Hayes	Alice Shi
03	29/08/2018	Draft for Review	Jai Patel	Dianne Hayes
04	30/08/2018	Final Stage 1	Jai Patel	Dianne Hayes

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1 Introduction

1.1 Overview

Cardno Qld Pty Ltd (Cardno) has been engaged by Blueprint Australia to provide traffic and transport engineering advice in relation to the proposed large format development, located at Dalton Drive, Maroochydore City Centre.

The purpose of this report is to assess the traffic and transport components of the first stage of the sites proposed development against the requirements of the Maroochydore City Centre Priority Development Area Development Scheme and the Sunshine Coast Planning Scheme 2014.

1.2 Background

The proposed development site falls within the Maroochydore City Centre Priority Development Area. Ongoing discussions have been held with Economic Development Queensland, Sunshine Coast Council and SunCentral Maroochydore Pty Ltd regarding the potential development of the site. The integration of planning with the MCC PDA is important to ensure consistency in the application of assumptions for base models and for the configuration of intersections and active transport connections.

1.3 Scopes of Work

Cardno has undertaken the following tasks to complete this traffic report:

- > External traffic impacts
- > Internal traffic arrangements, including:
 - Car park design compliance
 - Parking provisions
 - Access driveway design
 - Servicing provisions
- > Active and public transport connections

1.4 References

The following resources were referred to in the preparation of the report:

- > Maroochydore City Centre Priority Development Area Development Scheme, 2016
- > Sunshine Coast Planning Scheme, 2014
- > Australian Standards, *AS2890.1:2004 Parking Facilities Part 1: Off-street Car Parking*, 2004
- > Queensland Department of Transport and Main Roads (TMR), *Guide to Traffic Impact Assessments (GTIA)*, 2017

1.5 Limitations

Cardno has completed this traffic report in accordance with the usual care and thoroughness of the consulting profession. The assessment is based on accepted traffic engineering practises and standards applicable at the time of undertaking the assessment. The assessment was completed in late 2017, and is based upon the conditions encountered and project information available at the time. Cardno disclaims responsibility for any changes to project planning or road conditions that may occur after completion of the assessment.

2 Existing Conditions

2.1 Site Location

The development site is located at 53-91 Dalton Drive, Maroochydore. The site is bound to the west and south by Dalton Drive. This link is constructed as a high standard two-lane, two-way median divided road with on-street cycle lanes and parking lanes either side. Shared pathways are provided to accommodate pedestrian and bicycle movements. To the immediate north of the site is the Maroochydore City Centre, which is currently under construction. The site is also referred to as Precinct 8 within the MCC PDA. The location is illustrated on Figure 2-1.

Figure 2-1 Site Location

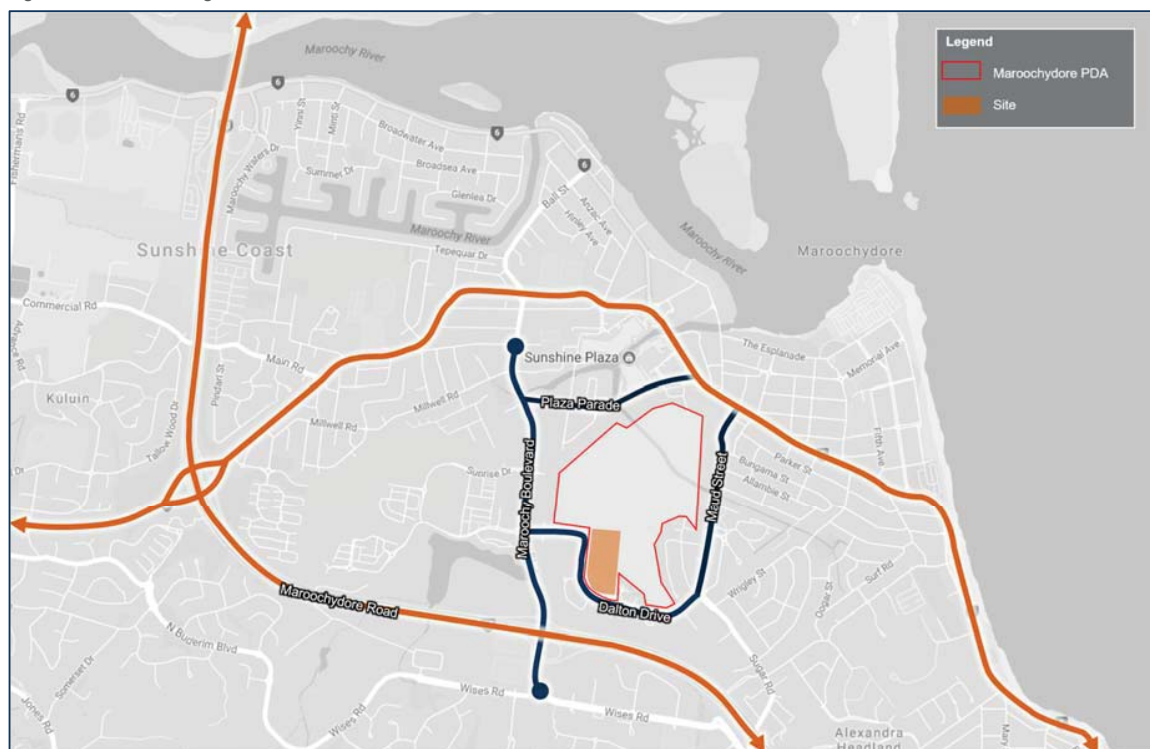


Source: NearMap

2.2 Local Road Network

The site has frontage along Dalton Drive to the south and west. The key roads related to the development are illustrated on Figure 2-2 with the key characteristics of these roads summarised in Table 2-1.

Figure 2-2 Existing Road Network



Source: Google Maps

Table 2-1 Local Road Network

Road	Authority	Classification	Posted Speed Limit	Typical Form
Dalton Drive	SCC	Major Boulevard Road	60km/h	Two lane divided
Maroochy Boulevard	SCC	Arterial Road	60km/h	Four lane divided
Sunshine Motorway	TMR	Motorway	100km/h	Four lane divided
Plaza Parade	SCC	Controlled Distributor	50km/h	Two lane undivided

2.3 Public and Active Transport Provision

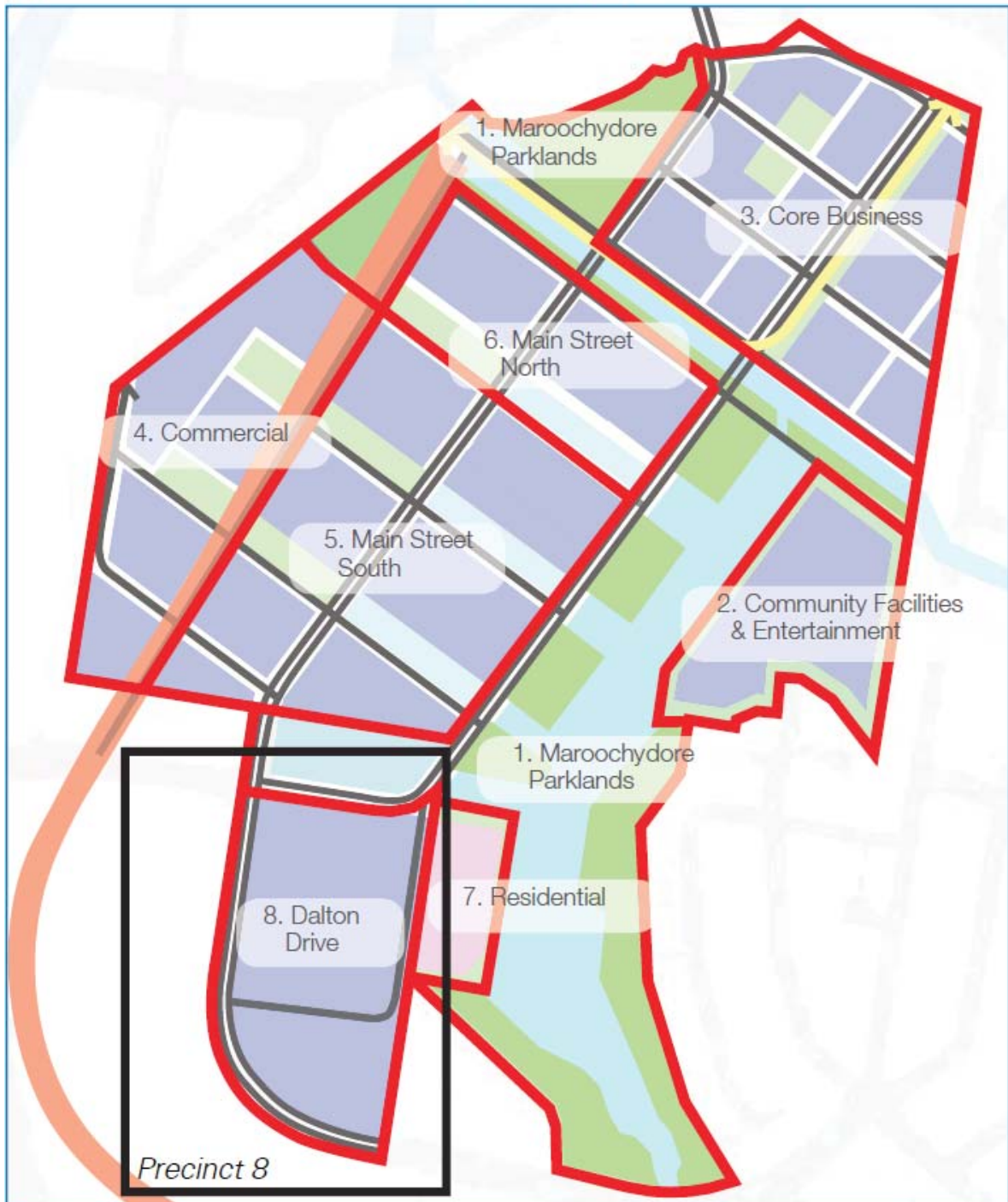
The proposed development is well located within close proximity to public and active transport facilities, offering alternative transport choice for employees and customers. The proposed development site is located within close proximity to the City Centre and Sunshine Plaza. Pedestrian paths are provided on all adjacent road frontages. Public transport services are provided on Maroochy Boulevard and Maud Street with bus stops available within 800m of the site.

2.4 Future Road Network

The future road network as shown in the MCC PDA Development Scheme is illustrated in Figure 2-3. Dalton Drive will eventually form a four-way signalised intersection with Park Esplanade and Main Street Boulevard.

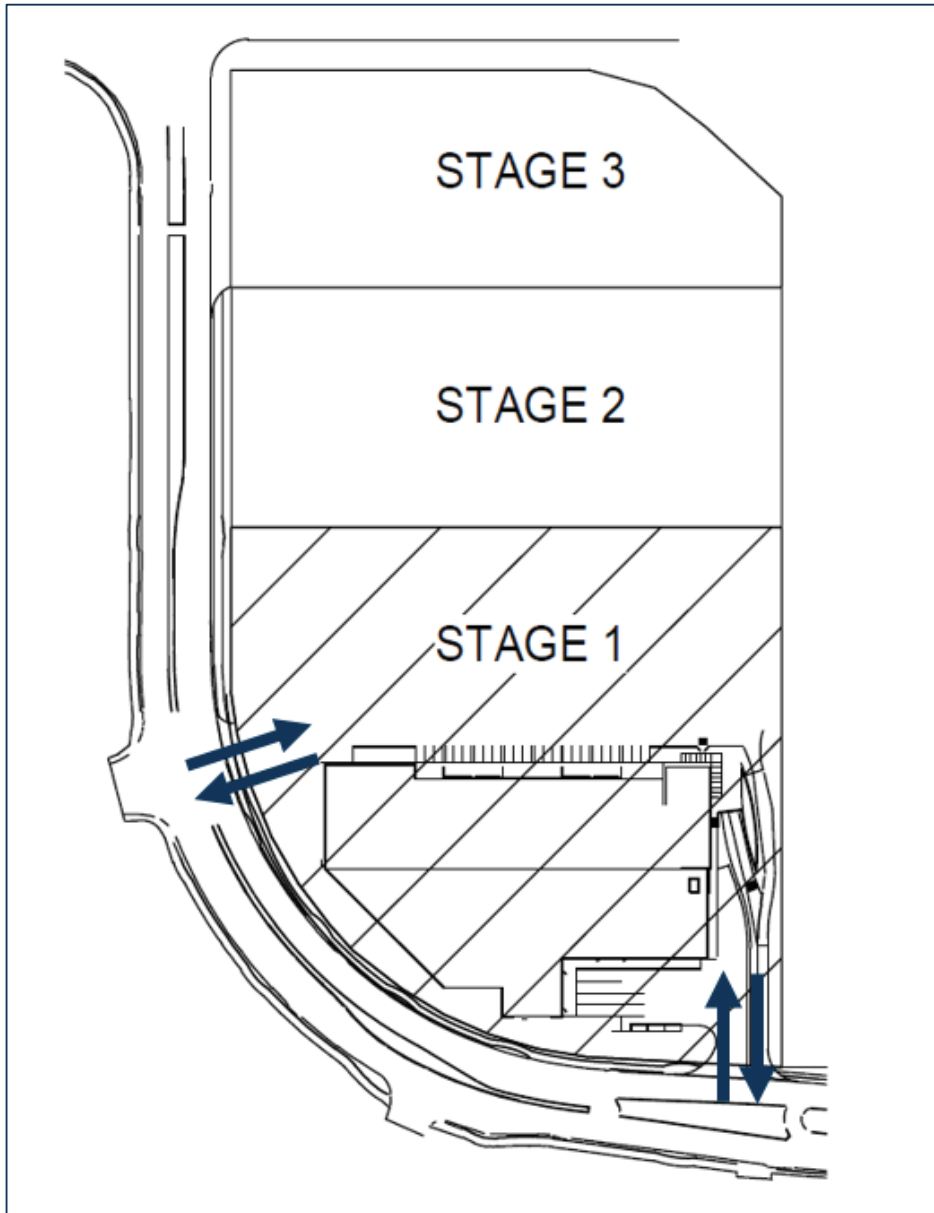
Figure 2-3 Road Hierarchy Plan

Figure 3 - Zones and Precinct Plan (PDS DS, Map 4) EXTRACT



Source: MCC PDA

Figure 2-4 Precinct 8 – Subject Site Access Locations for Stage 1



Source: Buchan

3 Proposed Development

3.1 Land Uses

The proposed development consists of showroom uses with four tenancies at ground floor and one large format retail at level 1. The proposed development layout has been provided by The Buchan Group and shown in Appendix A. The development proposes stage 1 only, with the vacant lots to the north as future stages of the site as illustrated in Figure 3-1. A summary of the development yield is provided in Table 3-1

Table 3-1 Development Yield (Excluding loading areas and back of house)

Land Use	Yield (m ²)
Four Tenants Showroom (ground)	5,250
Showroom (level 1)	5,410
TOTAL	10,660

3.2 Access

3.2.1 Pedestrian Access

Pedestrian access to the site is provided from a footpath along the Dalton Drive frontage. Crossing facilities are provided at the signalised crossing to provide connectivity to the Bunnings site to the west of the development.

3.2.2 Vehicular Access

Vehicle access to the site is proposed via three locations from Dalton Drive as part of Stage 1 of the development.

1. A new approach to the existing signalised intersection is proposed as the major access to the site.
2. An access will also be provided at the south eastern boundary of the site allowing left-in and left-out movements to and from the site via Dalton Drive.
3. Access for service vehicles direct from Dalton Drive allowing left-in and left-out movements only.

Figure 3-1 Site Plans and Access Locations



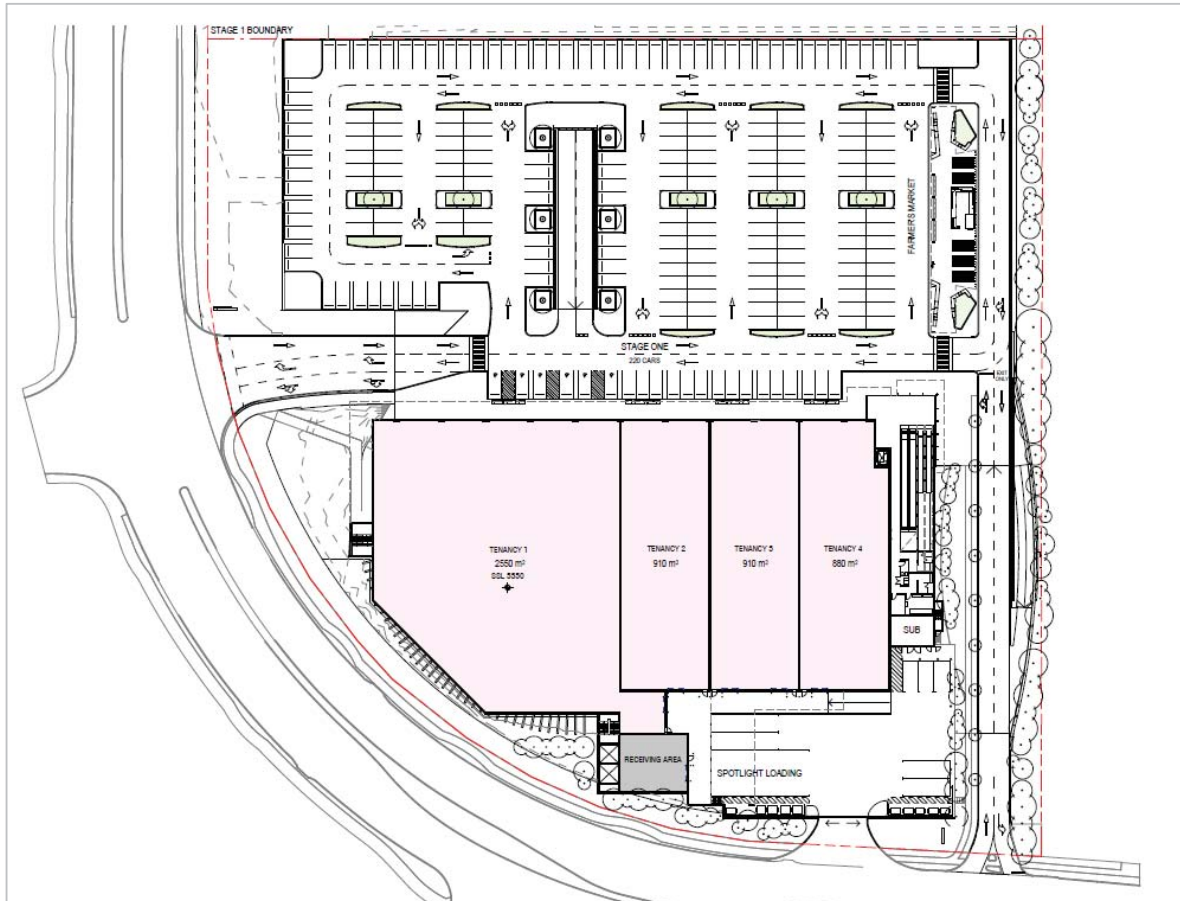
Source: Nearmap, Buchan Project 717006 DWG A-DA-0101

3.3 Car Parking Arrangement

A total of 597 car parking spaces are proposed to be provided on-site. The suitability of the proposed car parking provision is discussed in greater detail at Section 5.

Service bay facilities are proposed on the southern approach to Dalton Drive.

Figure 3-2 Proposed Ground Floor Car Parking Layout for Stage 1



Source: Buchan Project A-DA-0001

4 Traffic Impacts

The proposed development of Stage 1 is located within Precinct 8 of the MCC PDA. As part of the planning for the MCC development, detailed traffic modelling was undertaken by Council to provide guidance on the yields and the implications of traffic flows. A comparison of projected Precinct 8 traffic generation and the proposed Stage 1 development traffic generation has been undertaken to determine if any further traffic analysis is required.

4.1 Strategic Traffic Generation

As part of the original MCC PDA documentation the maximum development yields for this precinct (Precinct 8) included the following:

- > Retail – 10,000m² GFA with a trip rate of 8 per hour per (vph) /100m² GFA
- > Commercial – 15,000m² GFA with a trip rate of 2vph/100m² GFA
- > 50 medium density residential dwellings with a trip rate of 0.5 vph per dwelling

The estimated traffic generation from the strategic traffic model prepared from the PDA for the subject site (including Lots 1 and 2), was based on the envisaged land use at the time. The traffic model generation used is outlined in Table 4-1 below along with the traffic generation from the assumed yields as indicated in the PDA.

Table 4-1 Strategic Model Estimated Traffic Generation from Precinct 8

Peak Period	Peak Hour Trip Generation from model in Masters TIA Report	Maximum Yield for Precinct 8 as indicated in PDA
Weekday AM	1,307 vehicles per hour	1,125 vehicles per hour
Weekday PM	1,450 vehicles per hour	1,125 vehicles per hour

It should be noted that the traffic model and the proposed land uses for the PDA are constantly being reviewed as part of the City Centre development.

4.2 Development Traffic Generation

4.2.1 Traffic Generation

As part of the assessment, traffic generation rates were based on current MCC PDA guidelines and included the following rates for various uses:

- > Showroom (Proposed GFA 10,660m²)
 - 3.9 trips per hour per 100m² GFA during Saturday peak; and
 - 2.7 trips per hour per 100m² GFA during the afternoon weekday peak

The estimated traffic generation for the subject site based on this land use (GFA excluding service and loading areas) is outlined in Table 4-2 below.

Table 4-2 Peak Hour Flows

Land Use	GFA (m ²)	Trip Rate /100m ² GFA	Peak Hour Trip Generation (vehicle per hour)
Showroom	10,660m ²	3.9 (Saturday)	415 vph
Showroom	10,660m ²	2.7 (Afternoon)	288 vph

The resultant traffic generation for the Stage 1 Development is summarised in Table 4-34.

Table 4-3 Proposed Traffic Generation from Stage 1 of Development

Peak Period	Peak Hour trip Generation
Saturday	415 vehicles per hour
Weekday PM	288 vehicles per hour

As shown in Table 4-3, the proposed development is anticipated to generate in the order of 415vph during the Saturday peak period and 288vpd during the weekday afternoon peak period.

It should be noted that the peak hour trip generation for the site is based on a conservative GFA area for each land use as shown in the conceptual plans. As the proposal progresses toward detailed design, the GFA of specific tenancies will be more accurately defined and as a result, it is anticipated the trip generation will be less than originally estimated.

In addition to the above, further reductions to trip generation will apply for multi-purpose trips. Not all trips generated from the proposed development will be new trips on the network with a large percentage being diverted and undiverted trips.

4.3 Comparative Traffic Impacts

The traffic generated from Stage 1 of the proposal is significantly less than the traffic estimated as part of Precinct 8 of the strategic model. The configurations for the external intersections and access arrangements will be analysed and confirmed with the ultimate yield for the site.

It is not considered necessary to undertake the external traffic modelling for Stage 1 as the road network will continue to operate at an acceptable level of service.

5 Parking Provision

5.1 Planning Scheme Acceptable Solution

A summary of Council's acceptable solution for development car parking has been calculated in accordance with the Maroochydore City Centre Priority Development Area Development Scheme (2016). A summary of the recommended rates is provided in Table 5-1.

Table 5-1 Maroochydore City Centre PDA Acceptable Solution Car Parking Provision

Land Use	Yield (m ²)	Acceptable Solution Rate	Acceptable Solution (spaces)
Showroom (ground floor)	5,250	1 space per 50m ² GFA	105
Showroom (level 1)	5,410	1 space per 50m ² GFA	108
Total			213

As outlined in Table 5-1, the development is required to provide a total of 213 car parking spaces to accord with the acceptable outcome of the Maroochydore City Centre Priority Development Area Development Scheme.

5.2 Adequacy of Car Parking

Development plans indicate that a total of 597 car parking spaces are to be provided on-site. This provision is considered to be appropriate and provides a surplus of 384 spaces. This allows for the successful operation of stage 1 and provides potential for repurposing parking spaces dependent on the tenancy mix for future development of stages within the site.

5.3 Parking for People with Disabilities

The development plan indicates that 14 spaces are provided for people with disabilities (PWD). Australian Standards AS2890.6 provides guidance on the number of PWD spaces required per parking space for developments with retail uses. The number of PWD spaces is considered appropriate for the development and are conveniently located close to building entrances and pathways.

5.4 Bicycle Parking

5.4.1 Bicycle Parking Requirement

The Sunshine Coast Council Planning Scheme Part 9.4.8 Transport and Parking Code, identifies the following bicycle parking rates for the proposed land uses:

- Showroom – 1 employee space per 100m² GFA, 1 customer space per 100m² GFA
- Shop - 1 employee space per 100m² GFA, 1 customer space per 100m² GFA

Based on the proposed yield, the minimum parking requirements are outlined in Table 5-2.

Table 5-2 Minimum Bicycle Parking Requirement

Land Use	Yield (m ²)	Acceptable Solution Rate (Employee)	Acceptable Solution Rate (Customer)	Acceptable Solution (spaces)
Showroom (ground)	5,250	1 per 100m ²	1 per 100m ²	105
Showroom (level 1)	5,390	1 per 100m ²	1 per 100m ²	108
Total				213

5.4.2 Bicycle Parking Provision

Part 9 of the Sunshine Coast Planning Scheme requires 213 bicycle spaces (split evenly employee and visitor).

Due to the nature of the proposed development being for showrooms and sale of bulky goods, end of trip facilities for pedestrians and cyclists are not proposed. The nature of the proposal requires car usage for conveyance of large items. The proposal will not unreasonably constrain future provision of public transport infrastructure and will not adversely impact on existing or future public transport corridors.

However, in order to promote active transport and align with Council's Sustainable Transport Policy and Active Transport Plan, it is recommended that some bicycle facilities be installed in the site to encourage alternative modes of transport into the site for staff trips. There is an existing pathway network surrounding the site, connecting to the residential catchment to the south and east providing a safe and suitable alternative to access the site.

5.5 Service Vehicle Bays

In accordance with the provision for service vehicle access outlined in the Sunshine Coast Planning Scheme Table 9.4.8.3.4 of the Transport and Parking Code, for a showroom of total area of 10,640m² the required service vehicles are:

- 4 Van
- 3 SRV
- 2 MRV
- 1 HRV
- 1 AV
- 1 WCV

Provision for servicing the site has been consolidated to an area adjacent to the southern wall of the building to allow access to all five tenancies. Swept path analysis for the development site has been provided in Appendix B.

6 Design Considerations

6.1 Overview

A detailed review of the proposed site layout has been undertaken to ensure compliance with relevant standards and guidelines, including:

- > Sunshine Coast Council Planning Scheme Policy Transport and Parking Code (SC6.17) 2014.
- > Australian Standards: Parking Facilities Part 1 - Off-street Car Parking (AS2890.1) 2004.

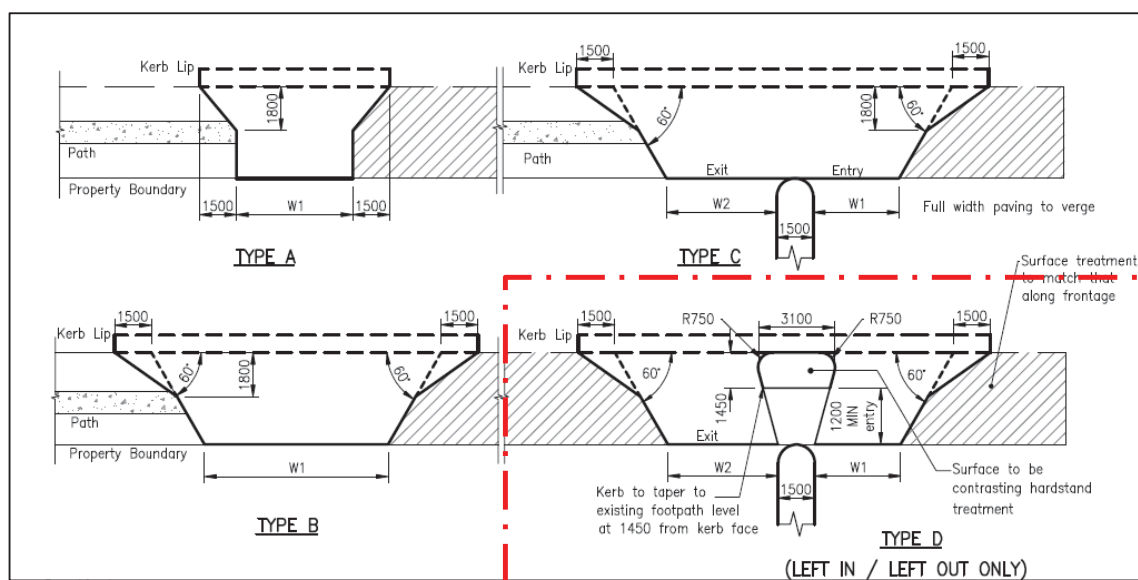
The review focussed on site access, servicing arrangement, off-street parking and geometric design. Each of the abovementioned design aspects is discussed in detail below.

6.2 Car Park Access Driveway Design

6.2.1 Access Crossover Design

The accesses located to the south of the signalised intersection on Dalton Drive provide entry and exit movement to and from the site. The access driveways will be a Type D crossover with left-in and left-out movements only as per Councils Standard Commercial Driveways standard drawing R-051 as indicated in Figure 6-1.

Figure 6-1 Standard Driveway Crossover Drawings

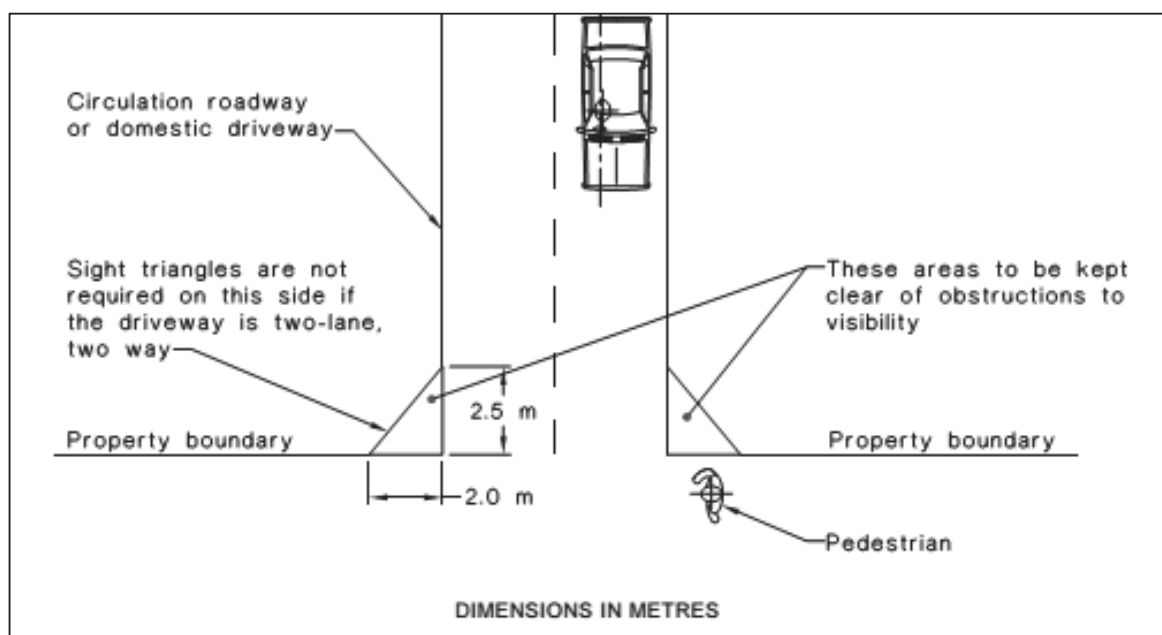


Source: Extract from Council Standard Commercial Driveways Standard Drawing R-051

6.2.2 Sight Lines

The minimum sight lines for pedestrian safety at driveway accesses require a clear sight triangle from the property, as per the requirements set out in AS2890.1 Figure 3.3 are shown in Figure 6-2. These criteria must be achieved for the access to Dalton Drive and **it is recommended that landscape treatments must be low planting and less than 1.0m in height.**

Figure 6-2 Sight Lines at Driveway Accesses



Source: Extract from Australian Standard AS2890.1

6.2.3 Queueing Provision

In accordance with Table SC6.17M of the Sunshine Coast Planning Scheme, Transport and Parking Code, queues at driveways for car parks with greater than 300 spaces, requires provision for 2.25% of capacity or in this instance queueing of 12 vehicles between the property boundary and the first car park.

The proposal has provided two major access locations into the site from Dalton Drive and therefore the queueing requirement is split to provide for 6 cars per access. Provision for queueing for 18m is to be clear of parking manoeuvres measured from the inside the frontage property boundary into the site. The proposal complies with this requirement.

6.3 Car Park Design

The proposed development car park design must comply with Council's Traffic and Access Code and AS2890.1:2004. Table 6-1 outlines the requirements.

Table 6-1 Parking Design Requirements

Design Criteria		AS2890.1
Parking Bays	Bay length	5.4m
	Bay width – customer	2.7m
	Bay width – people with disabilities	2.4m wide with 2.4m shared zone
Aisles	Aisle – length	Max. 80m
	Aisle – width	6.2m
	Terminated Aisle	NA
Access	Driveway Design	Type D crossover

6.4 Servicing

Servicing will occur within the site from the designated service area, with access gained from the signalised intersection with Dalton Drive. Swept paths have been analysed and are provided in Appendix B.

7 Summary and Conclusions

Cardno was commissioned by Blueprint Australia to provide traffic and transport engineering related advice for a development application for a proposed showroom development located in Maroochydore.

The purpose of this report was to assess the traffic and transport components of the proposed development against the requirements of the Sunshine Coast Planning Scheme, Maroochydore PDA and the Transport and Parking Code.

The following points summarise the key findings from the assessment undertaken herein:

- > The site is reasonably connected with pedestrian access that enable safe and efficient walking trips to nearby residential and retail catchments and public transport facilities.
- > The car park provision accords with the requirements of the Transport and Parking Code and is considered to provide adequate supply for the proposed development.
- > The access driveways from Dalton Drive have been designed for left-in / left-out only movements, in accordance with a R-051 Type D crossover.
- > The proposed development is estimated to generate 288vpd during the afternoon weekday peak period and 415vph during the Saturday peak period, which is not anticipated to have a significant traffic impact on the surrounding road network and is lower than the anticipated traffic generation from Council's Strategic Model for this precinct.

Overall, the proposed development is not anticipated to have significant traffic impacts on the external road network. As such, the development is considered satisfactory from a traffic engineering perspective.

APPENDIX A

PROPOSED DEVELOPMENT PLANS

DEVELOPMENT SCHEDULE

AREA & CARPARKING

NET LETTABLE AREA*	AREA m²
CAFE	32 m²
TENANCY 01	2550m²
TENANCY 02	910 m²
TENANCY 03	910 m²
TENANCY 04	880 m²
ANCHOR	5410 m²
TOTAL NLA	10692 m²

SITE AREA	AREA m²
STAGE 1 SITE	22457 m²

CARPARKING PROVIDED	CARS
BASEMENT	377 CARS
GROUND	220 CARS
TOTAL PROVIDED**	597 CARS

REQUIRED	
SCC PLANNING (2:100)	214 CARS
SPG REQUIREMENT (5:100)	535 CARS

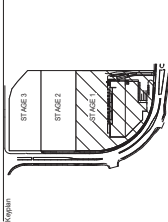
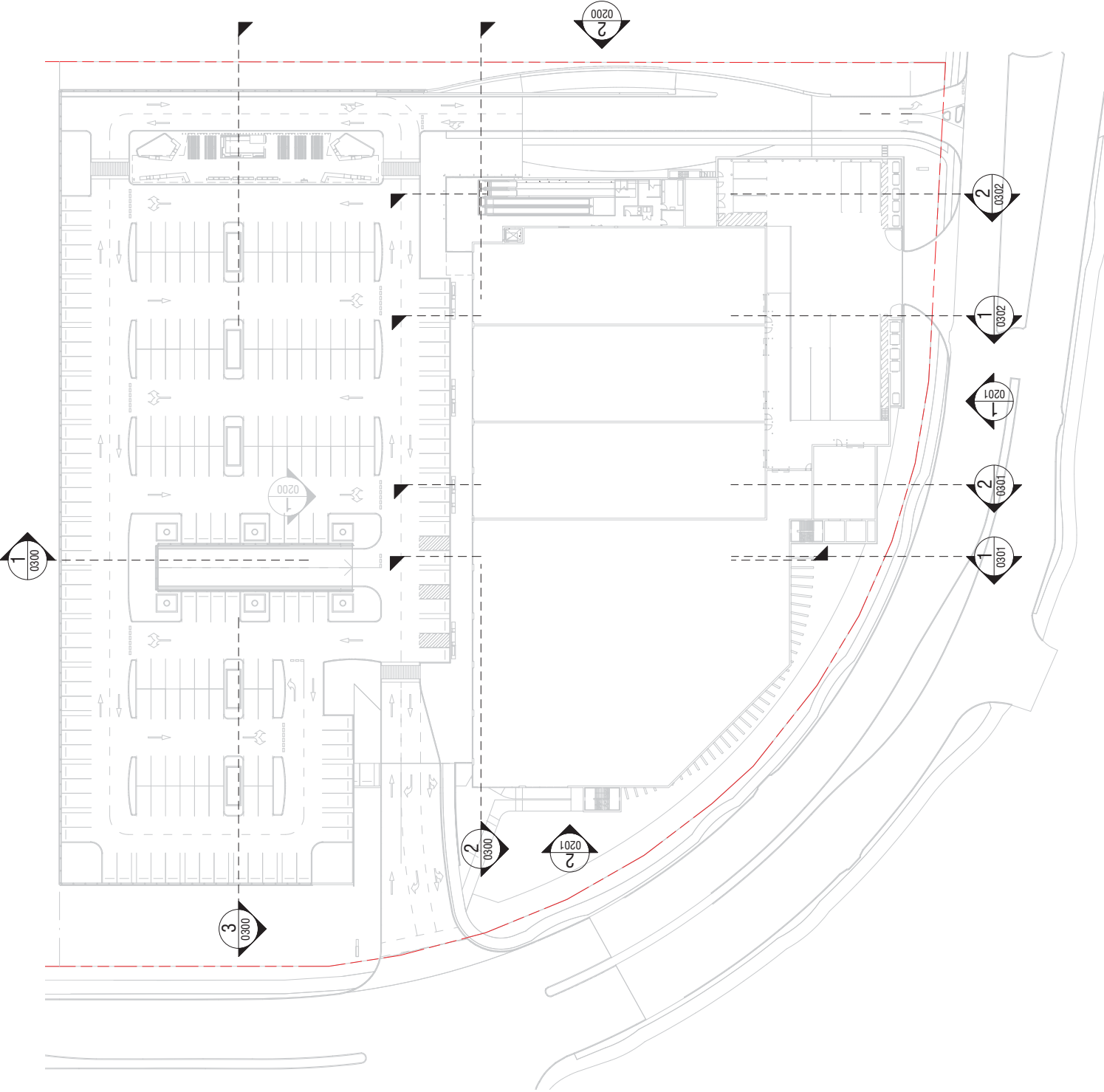
SURPLUS / DEFICIT	
SCC PLANNING (2:100)	+ 383 CARS
SPG REQUIREMENT (5:100)	+62 CARS

RATIO PROVIDED	5.5 : 100
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53-91 Dalton Drive, Maroochydore

Project Number: 717006

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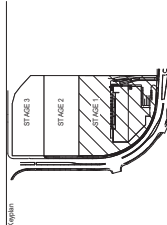
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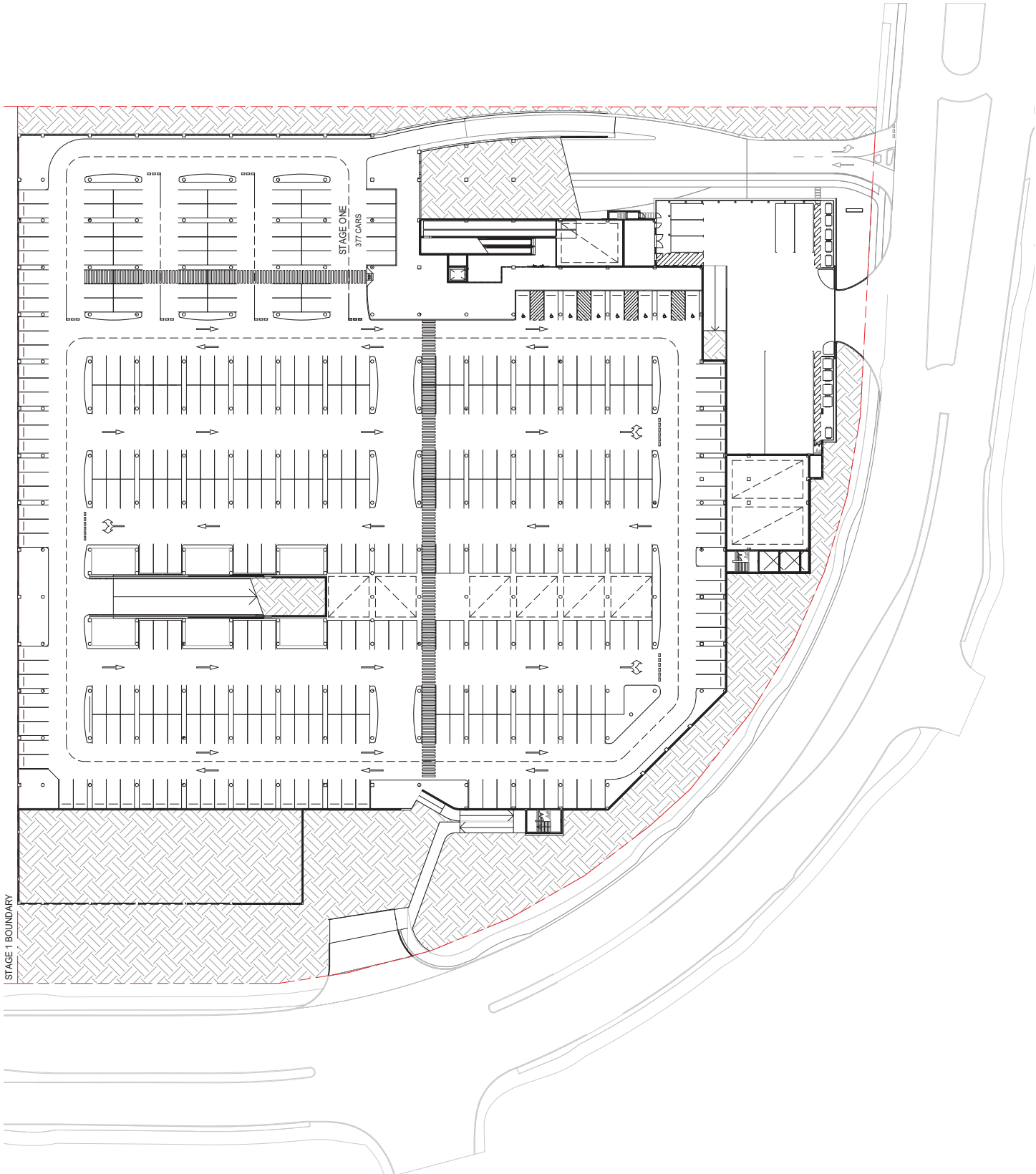
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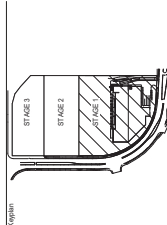
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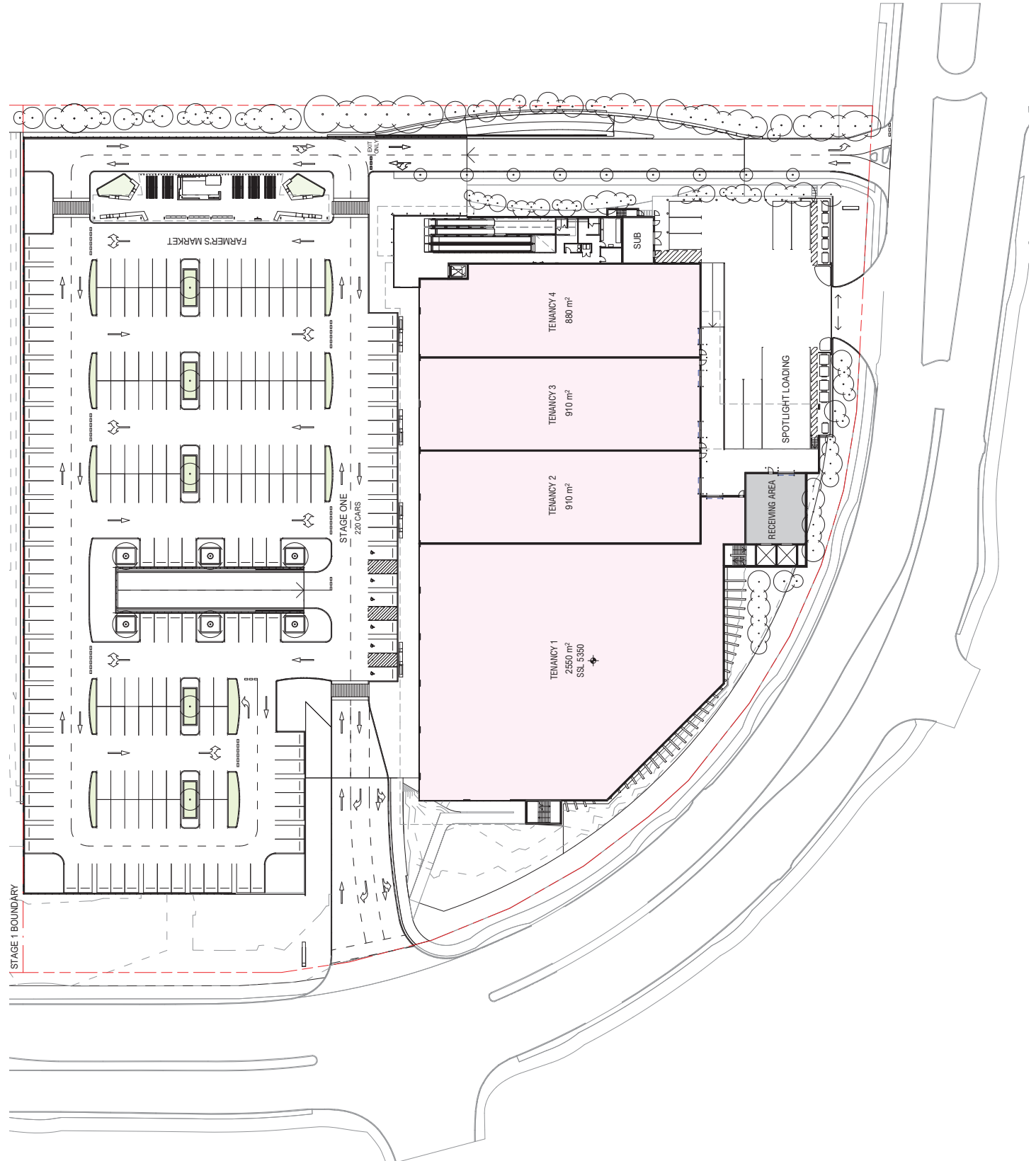
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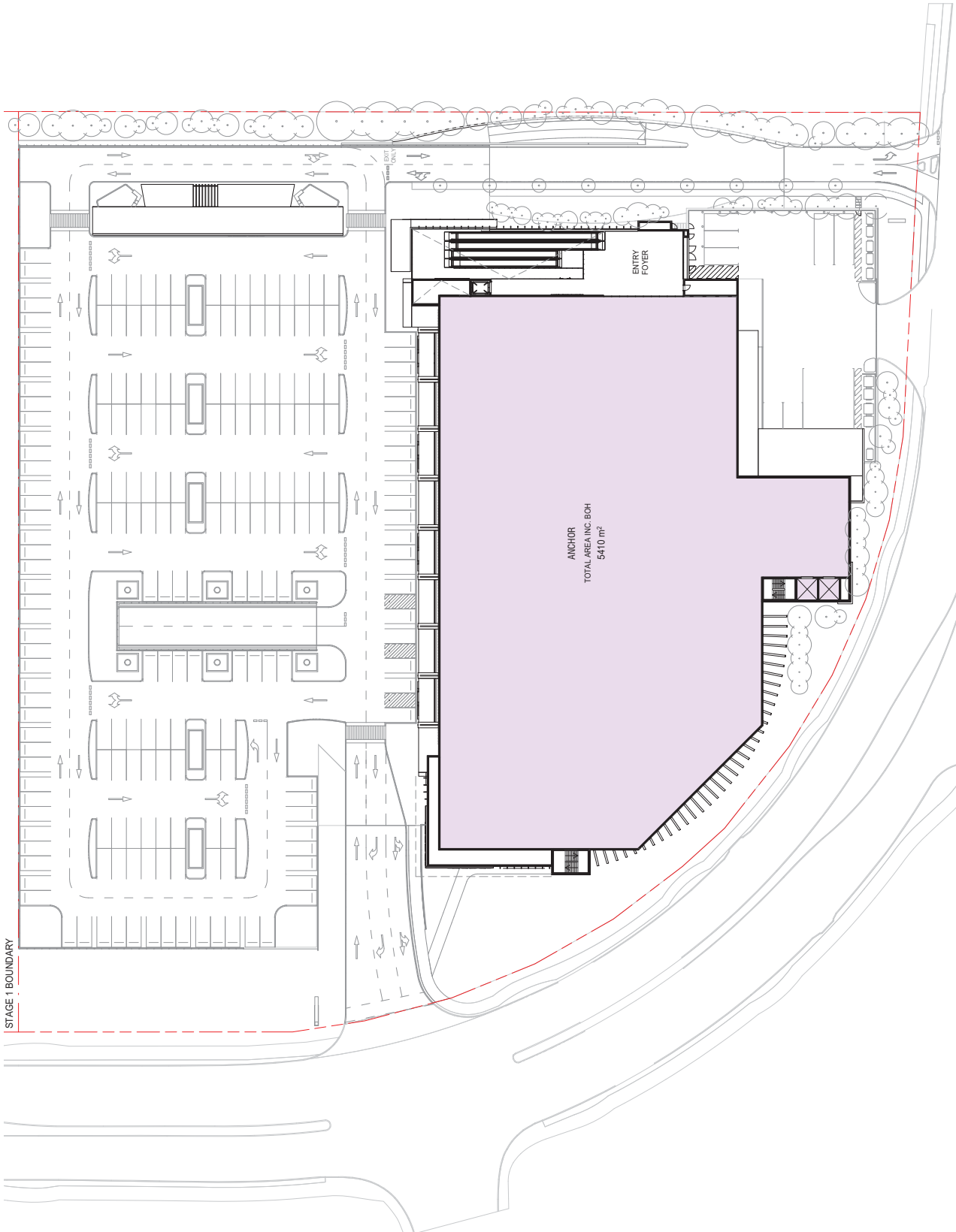
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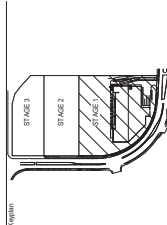
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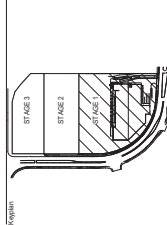
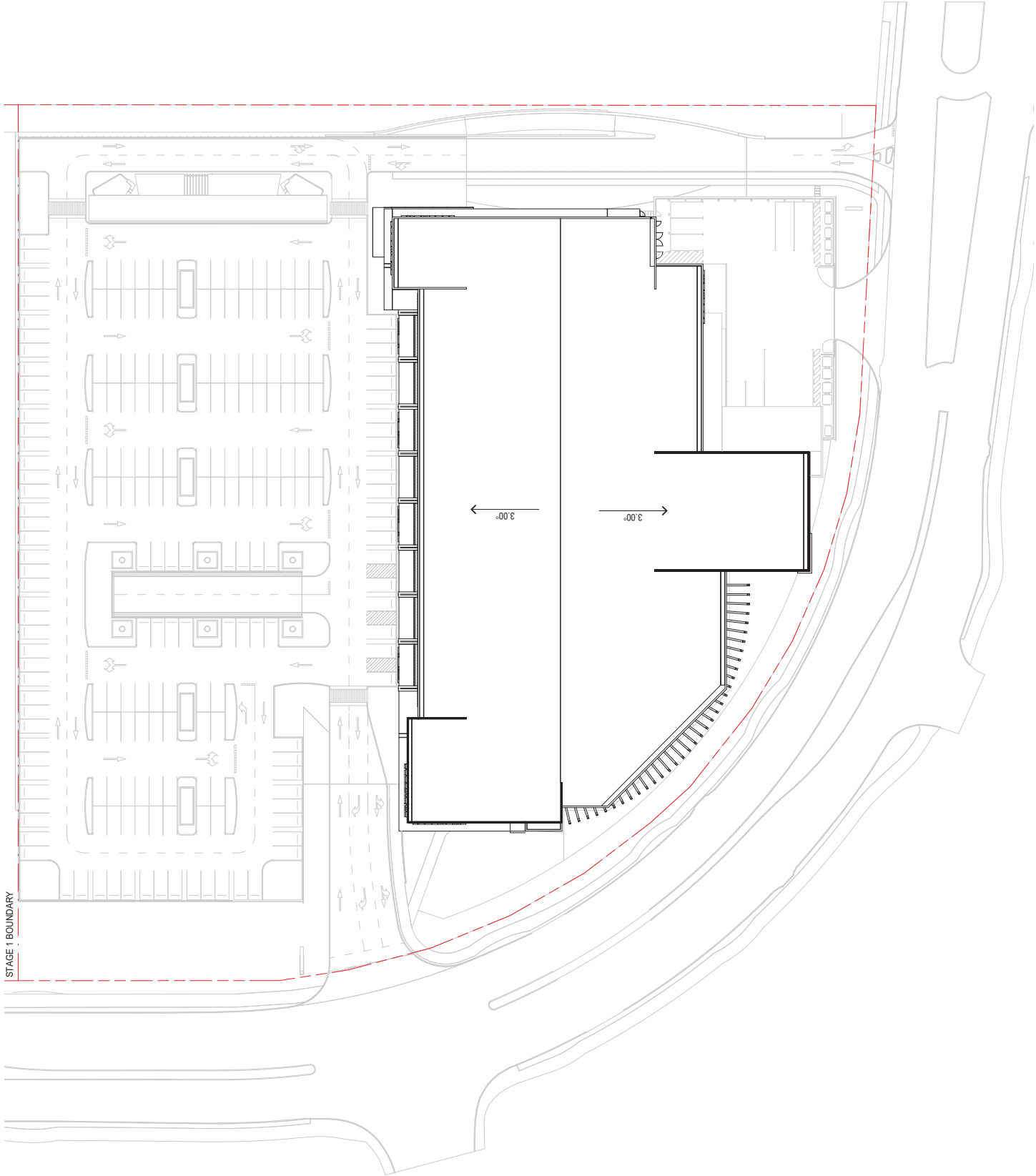
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FOR INFORMATION ONLY
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Scale: 1:500 @ A2
Drawing Title: FLOOR PLAN
LEVEL 1

Drawing Number: A-DA-0102
Revision: E

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STAGE 1 BOUNDARY



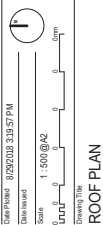
Do not scale this drawing. Verify all dimensions on site before commencing.
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Project
**MAROCHYDORE
STAGE ONE**
53-91 Dalton Drive, Marochydore

Project Number
717006
Status
FOR INFORMATION ONLY
Date Plotted
8/20/2018 3:18:57 PM
Date Issued
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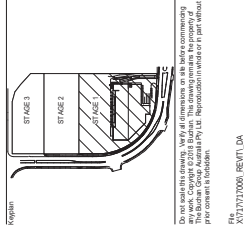


Drawing Title
ROOF PLAN

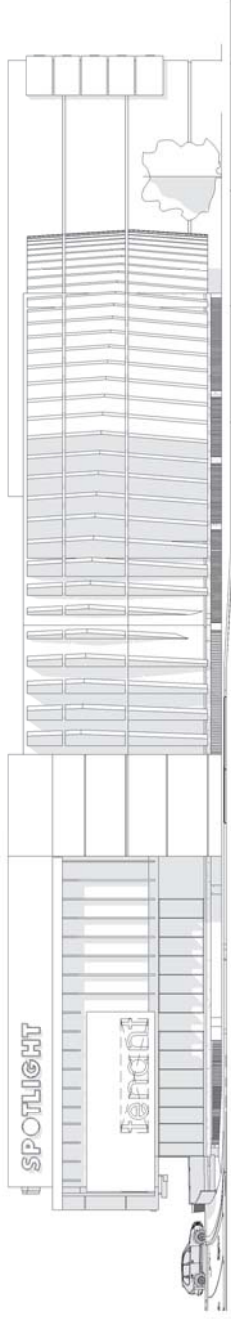
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Revision
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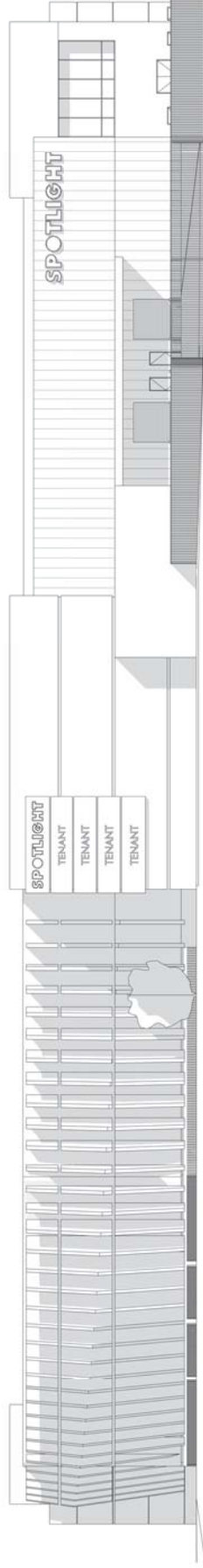
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File
X:\717\717006\REVMT\DA



2 WEST ELEVATION
0001 1 : 250



1 SOUTH ELEVATION
0001 1 : 250

Project **MAROCHYDRE**
STAGE ONE
53-91 Dalton Drive, Maroochydore

Project Number
717006

Status

FOR INFORMATION ONLY

Date Plotted 8/29/2018 3:18:35 PM

Date issued _____

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Drawing Title

ELEVATIONS

Drawing Number
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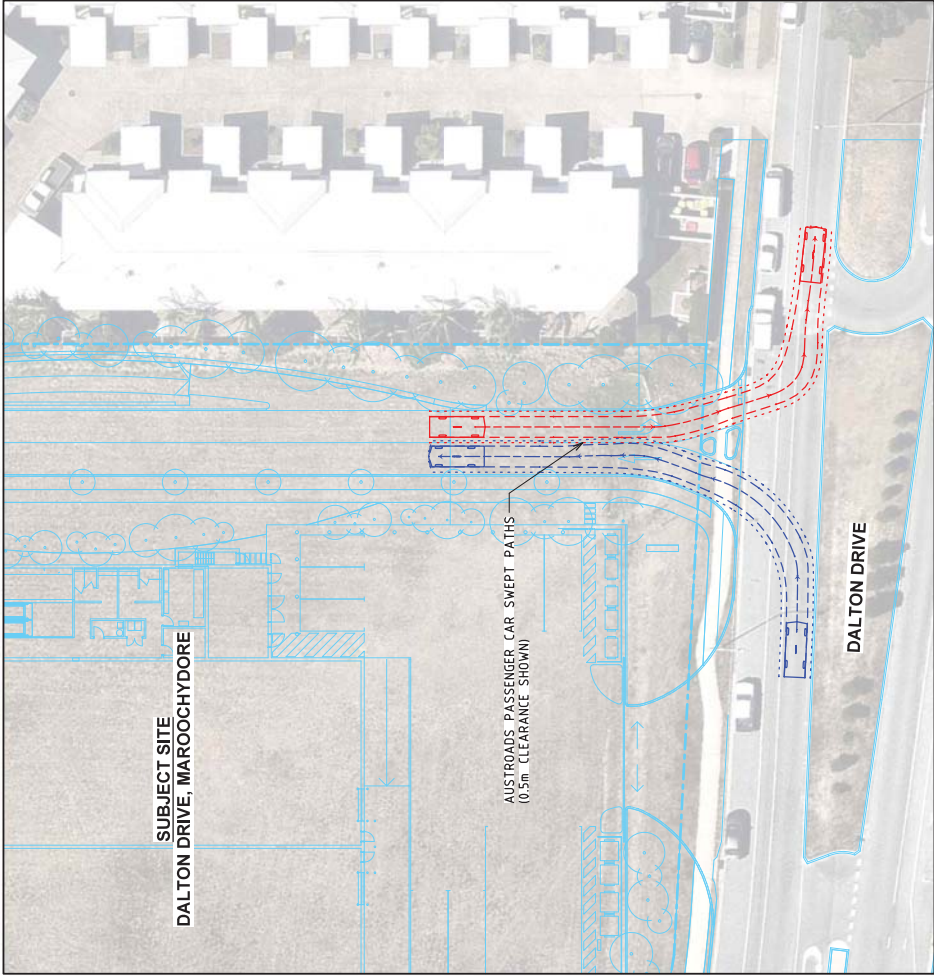
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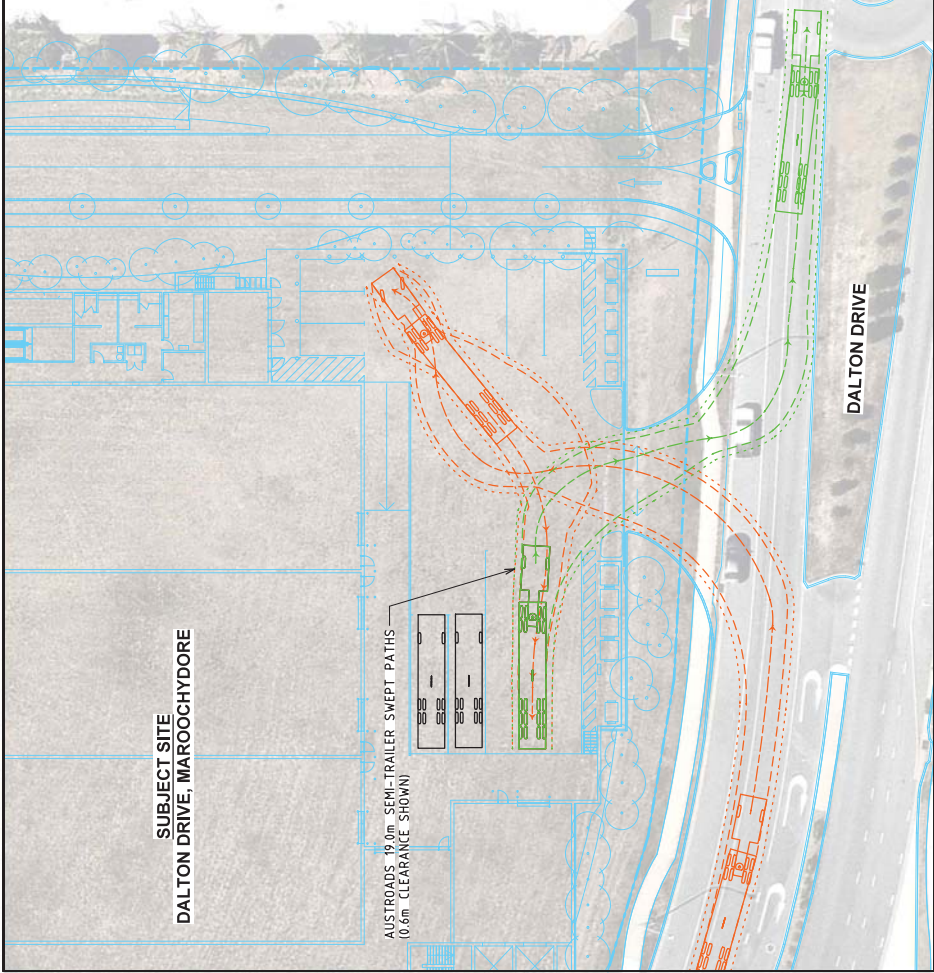
APPENDIX B

SERVICE VEHICLE SWEPT PATHS

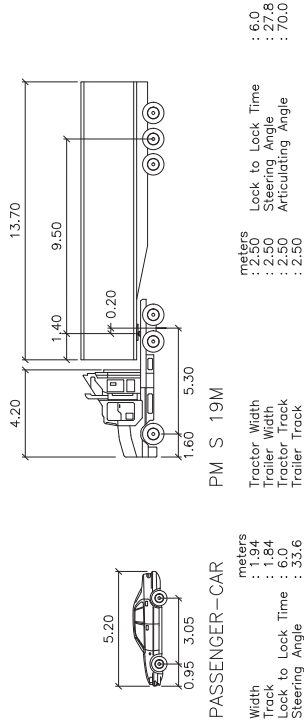
B99 CAR CIRCULATION



19.0m SEMI-TRAILER LOADING ACCESS



DESIGN VEHICLES

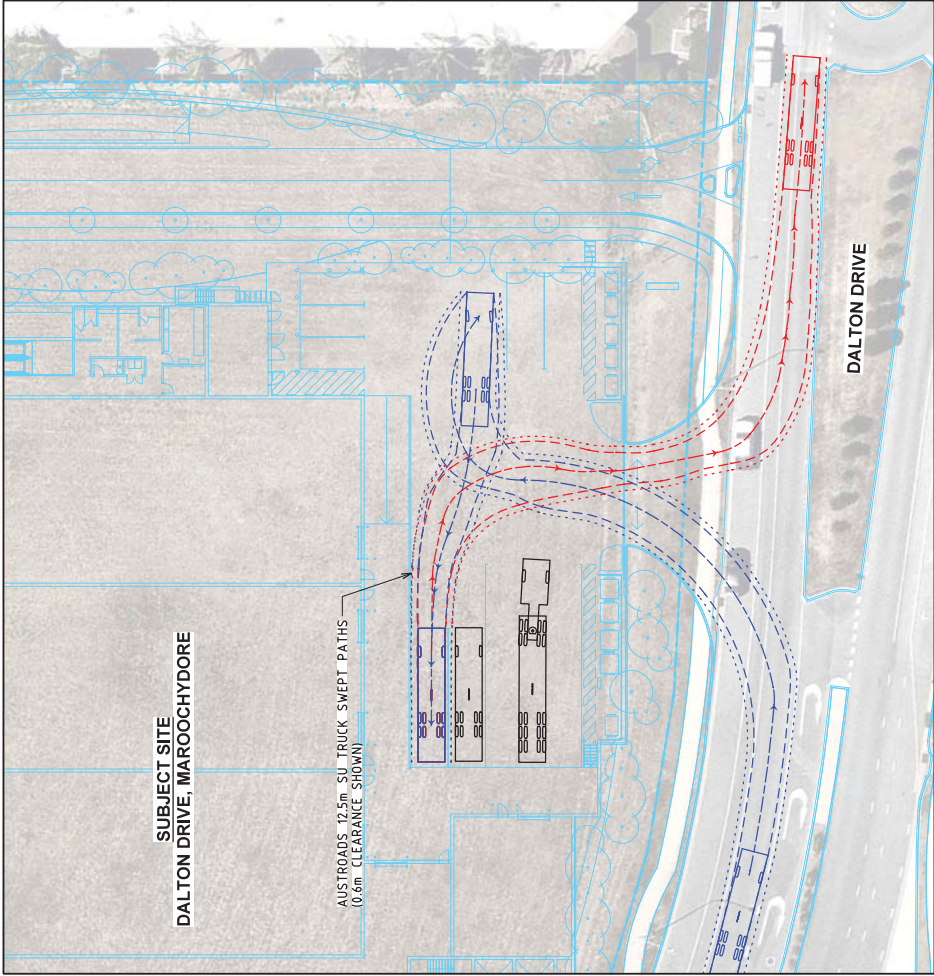


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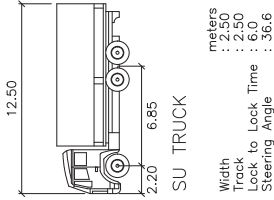


UBD BRISBANE MAP REF 69 G15
MAROOCHYDORE SPOTLIGHT PROPERTY 2
DALTON DRIVE, MAROOCHYDORE
SUNSHINE COAST COUNCIL
LOADING BAY AND SITE ACCESS
B99 CAR AND 19.0m SEMI-TRAILER SWEEP PATHS
Drawn/Check Date Scale Size
LS / SGM 01.08.2018 1:500 A3
Drawing Number
V171339-TR-SK-0007
Revisior
3

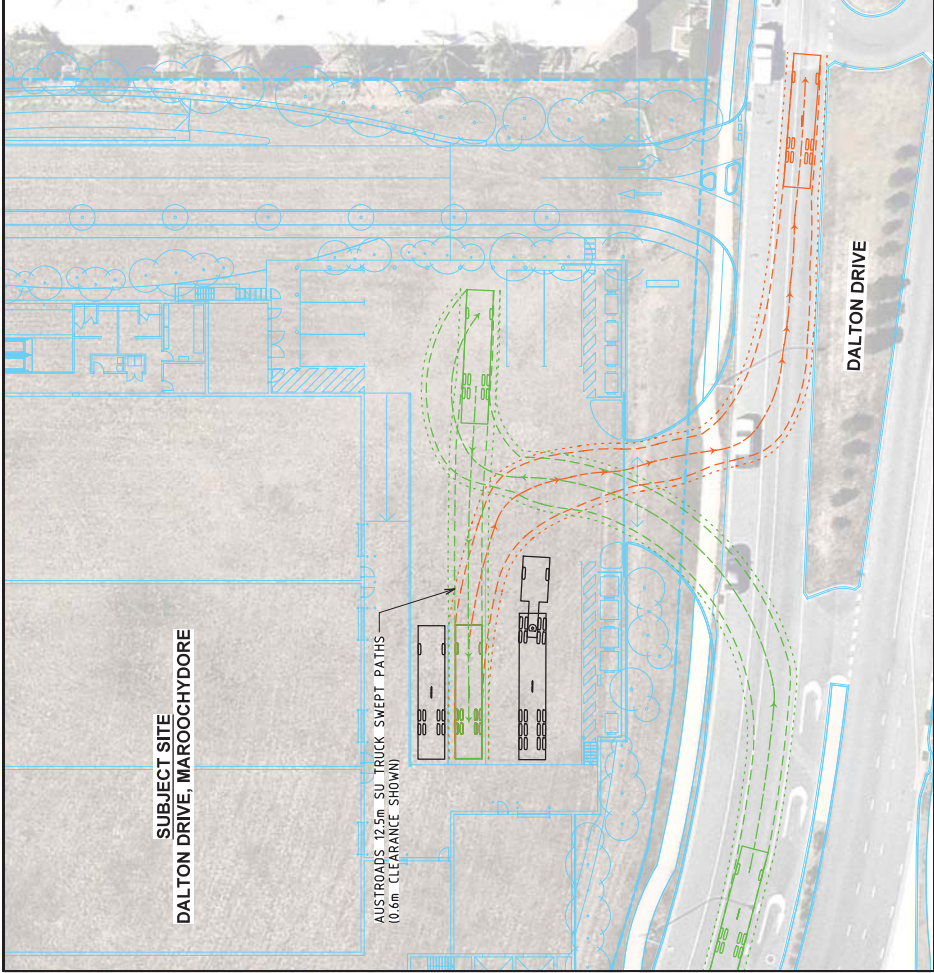
12.5m SU TRUCK LOADING ACCESS



DESIGN VEHICLES



12.5m SU TRUCK LOADING ACCESS



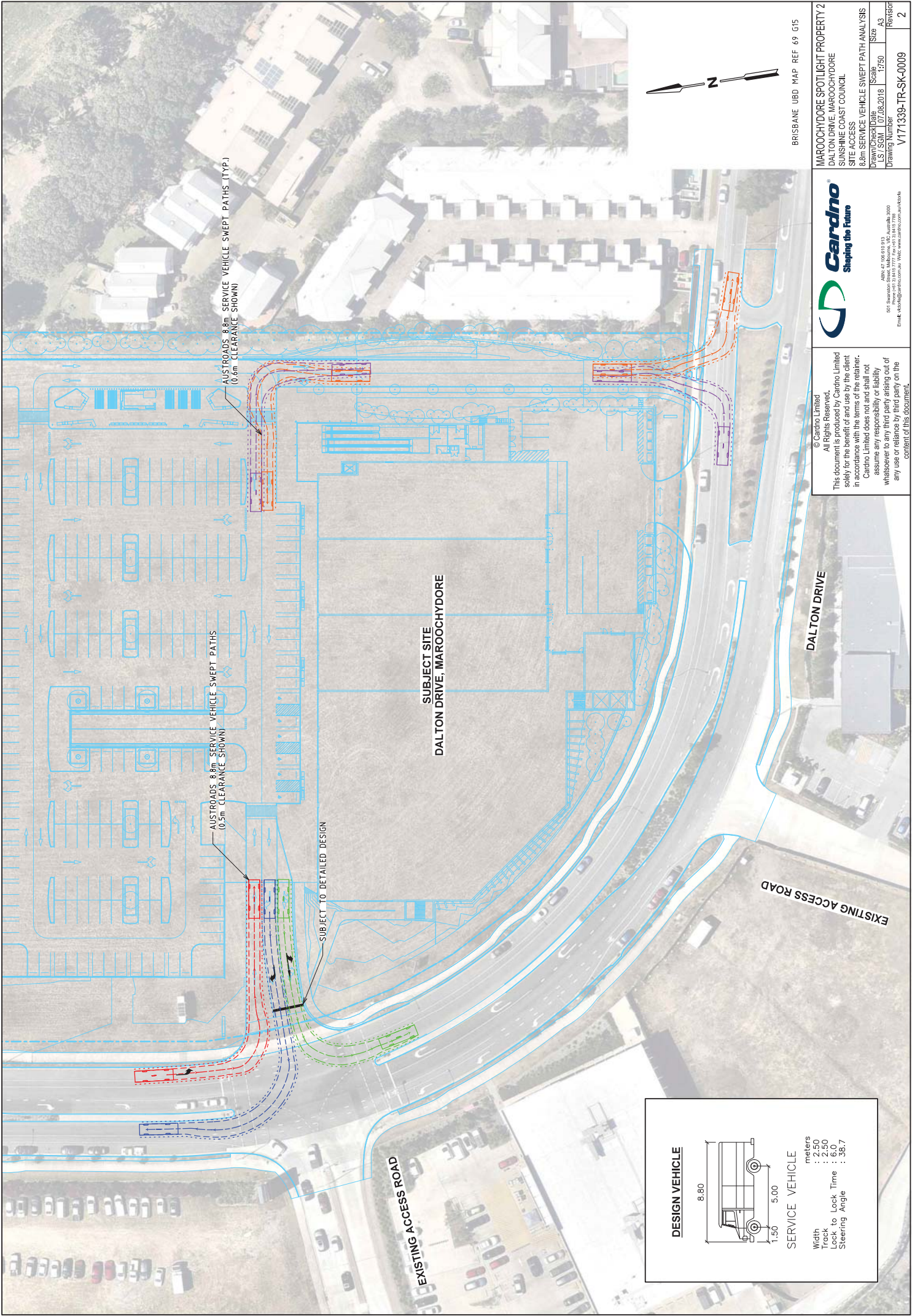
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MAROOCHYDORE SPOTLIGHT PROPERTY 2			
DALTON DRIVE, MAROOCHYDORE			
SUNSHINE COAST COUNCIL			
LOADING BAY AND SITE ACCESS			
12.5m SU TRUCK SWEEP PATHS			
Drawn/Check/Date	Scale	Size	A3
LS / SGM	1:500	1500	
Drawing Number			Revisior
V171339-TR-SK-0008			3

UBD BRISBANE MAP REF 69 G15





MAROOCHYDORE SPOTLIGHT PROPERTY 2	
DALTON DRIVE, MAROOCHYDORE	
SUNSHINE COAST COUNCIL	
SITE ACCESS	
8.8m SERVICE VEHICLE SWEEP PATH ANALYSIS	
Drawn/Check/Date	Scale
LS / SGM 07.08.2018	1:750
Drawing Number	Size
V171339-TR-SK-0009	A3
Revisior	2

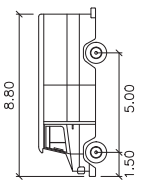


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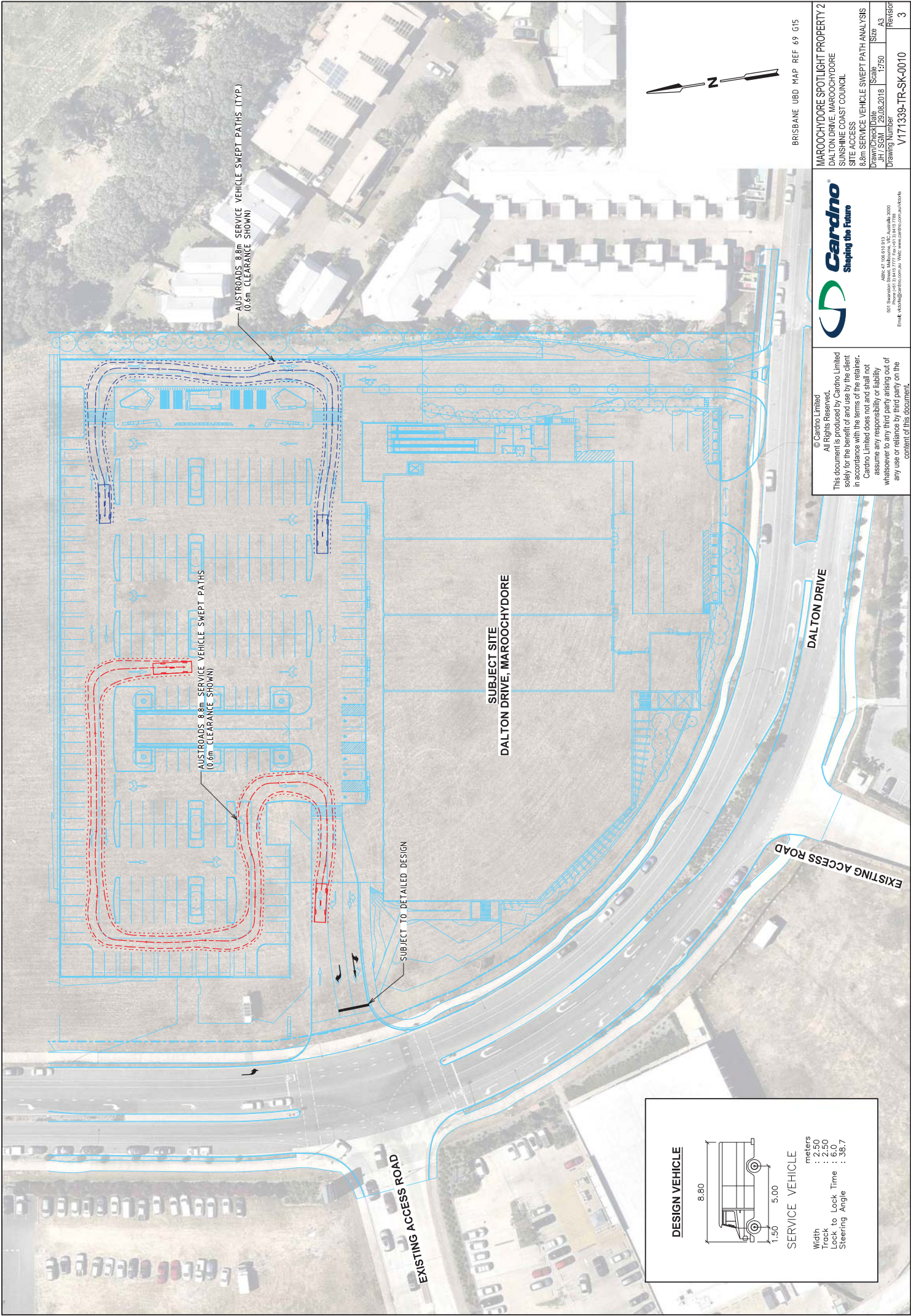
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DESIGN VEHICLE



SERVICE VEHICLE

Width	metres
Track	: 2.50
Lock to Lock	: 2.50
Steering Angle	: 38.7



AUSTROADS 8.8m SERVICE VEHICLE SWEEP PATHS (TYP.)
(0.6m CLEARANCE SHOWN)

AUSTROADS 8.8m SERVICE VEHICLE SWEEP PATHS
(0.6m CLEARANCE SHOWN)

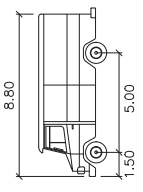
SUBJECT TO DETAILED DESIGN

SUBJECT SITE
DALTON DRIVE, MAROOCHYDORE

DALTON DRIVE

EXISTING ACCESS ROAD

DESIGN VEHICLE



SERVICE VEHICLE

Width	2.50
Track	2.50
Lock to Lock Time	6.0
Steering Angle	38.7

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BRISBANE UBD MAP REF 69 G15

MAROOCHYDORE SPOTLIGHT PROPERTY 2			
DALTON DRIVE, MAROOCHYDORE			
SUNSHINE COAST COUNCIL			
SITE ACCESS			
8.8m SERVICE VEHICLE SWEEP PATH ANALYSIS			
Drawn/Check/Date	Scale	Size	Revised
JH / SGM / 28.08.2018	1:750	A3	
Drawing Number	V171339-TR-SK-0010		
	3		