

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2018/960

Date: 11th July 2019



Traffic Impact Assessment

Stage 1: Large Format Retail Development
Dalton Drive, Maroochydore

V171339



Prepared for
Blueprint Australia

29 March 2019

Contact Information

Cardno (Qld) Pty Ltd

ABN 57 051 074 992

Level 11

515 St Paul's Terrace

Fortitude Valley QLD 4006

Australia

www.cardno.com

Phone +61 7 3369 9822

Fax +61 7 3369 9722

Author(s):

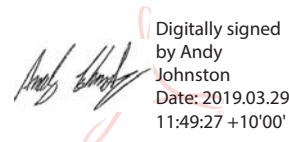


Digitally signed by
Christina Johansson
Date: 2019.03.29
11:35:42 +10'00'

Christina Johansson

Traffic Engineer

Approved By:



Digitally signed
by Andy
Johnston
Date: 2019.03.29
11:49:27 +10'00'

Andy Johnston

Senior Principal – Traffic and Transport

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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 Stage 1 of 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 (MCC) Priority Development Area (PDA) Development Scheme and the Sunshine Coast Planning Scheme 2014.

1.2 Background

The proposed development site falls within the MCC PDA. Ongoing discussions have been held with Economic Development Queensland, and Sunshine Coast Council, including SunCentral Maroochydore Pty Ltd, which is owned by Council and has been established to oversee all project work within the Maroochydore City Centre.

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.

In 2018, Cardno was engaged to undertake a traffic impact assessment for Stage 1 of the proposed development, to form part of the PDA development application. Following submission, EDQ approved the PDA development application (reference no. DEV2018/960), dated 21 November 2018, subject to the development conditions.

However most recently, Cardno has been advised that the client intends to amend Stage 1. As such, this report has been prepared to investigate the potential traffic impact associated with the proposed changes to Stage 1 of the development.

1.3 References

The following resources have been referenced in the preparation of the report:

- > Maroochydore City Centre (MCC) Priority Development Area (PDA) 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

1.4 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 March 2019, 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 MCC, 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



Source: Figure 3 Zones and Precinct Plan (PSD DS, Map 4, MCC PDA)

3 Proposed Development

3.1 Land Uses

Stage 1 comprises of showroom uses, gymnasium, and a food and drink outlet, with the corresponding yields as summarised in Table 3-1.

The proposed development plans can be found at Appendix A.

Table 3-1 Proposed Development Yield

Land Use	Yield (Net lettable area)
Showroom (ground)	4,902sq.m
Gymnasium (ground)	537sq.m
Café (ground)	163sq.m
Showroom (level 1)	5,462sq.m
TOTAL	11,064sq.m

3.2 Access

3.2.1 Pedestrian Access

Pedestrian access to the site is provided via 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.

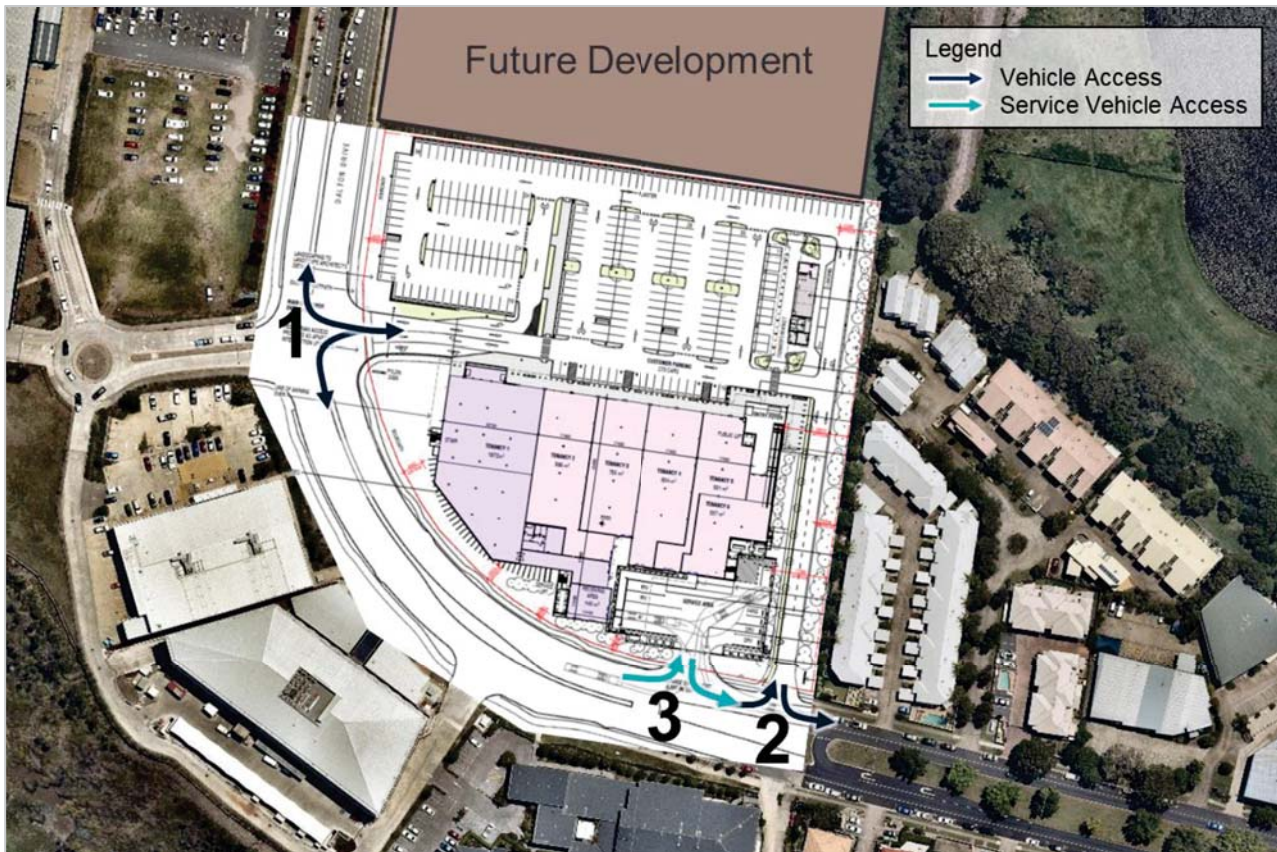
3.2.2 Vehicular Access

The proposed development will gain vehicular access via Dalton Drive, as follows:

1. Signalised all-movements access via existing signals on western frontage.
2. Priority controlled left-in / left-out access via new intersection on southern frontage.
3. Priority controlled left-in / left-out access via new intersection on southern frontage (adjacent to customer access).

Figure 3-1 illustrates the above access points.

Figure 3-1 Site Plans and Access Locations



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

3.3 Parking Arrangement

A total of 270 car parking spaces are proposed to be provided on-site, plus service bays located within the designated servicing areas.

The suitability of the proposed car parking provision is discussed in greater detail at Section 5.

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 Model Traffic Generation

As part of the original MCC PDA documentation, the maximum development yields for Precinct 8 included the following:

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

Whereas the strategic traffic model for the subject site was prepared from the PDA (including Lots 1 and 2), based on the envisaged land use at the time.

Table 4-1 summarises the estimated peak generation, corresponding to the strategic modelling, and Precinct 8 maximum yield.

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

Peak Period	Peak Generation – Strategic Modelling	Peak Generation – Precinct 8 Maximum Yield
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 Stage 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 (10,364sq.m GFA)
 - 3.9 trips per hour per 100sq.m GFA during Saturday peak; and
 - 2.7 trips per hour per 100sq.m GFA during the afternoon weekday peak
- > Gymnasium (537sq.m GFA)
 - 9 trips per hour per 100sq.m GFA during Saturday and afternoon weekday peak
- > Café (163sq.m GFA)
 - 5 trips per hour per 100sq.m GFA during Saturday and afternoon weekday peak

The estimated traffic generation for Stage 1 of the proposed development has been outlined in Table 4-2.

Table 4-2 Peak Generation – Stage 1

Land Use	GFA	Saturday Trip Rate	Weekday PM Trip Rate	Saturday Trip Generation	Weekday PM Trip Generation
Showroom	10,364sq.m	3.9 trips per 100sq.m GFA	2.7 trips per 100sq.m GFA	404 vph	280 vph
Gymnasium [^]	537 sq.m	9 trips per 100sq.m GFA	9 trips per 100sq.m GFA	48 vph	48 vph
Cafe	163 sq.m	5 trips per 100sq.m GFA	5 trips per 100sq.m GFA	8 vph	8 vph
Total	11,064sq.m	-	-	460 vph	336 vph

[^] Adopted Gymnasium (Metropolitan Sub Regional) evening peak rate, RTA Guide to Traffic Generating Development, October 2002.

As shown in Table 4-2, the proposed development is anticipated to generate in the order of 460vph during the Saturday peak period and 336vph 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 proposed development 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 Proportional Traffic Impact

Table 4-3 summarises the estimated peak trip generation associated with Stage 1, compared to that estimated for the maximum yield of Precinct 8.

Table 4-3 Proportional Impact – Stage 1

Scenario	Saturday Trip Generation	Weekday PM Trip Generation
Stage 1	460 vph	336 vph
Precinct 8 Maximum Yield	1,125 vph	1,125 vph
Difference	-665 vph	-789 vph

As shown in Table 4-3, the estimated traffic generated by Stage 1 is considered to be minor in comparison to the traffic generated by the overall Precinct 8 site.

As such, a detailed intersection assessment is not considered to be necessary for Stage 1, and is suggested to be assessed as part of the ultimate development.

5 Parking Provision

5.1 Car Parking

5.1.1 Car Parking Requirement

In accordance with the MCC PDA Development Scheme, a summary of the minimum car parking rates have been summarised in Table 5-1.

Table 5-1 Maroochydore City Centre PDA Car Parking Rates

Land Use	Yield (GFA)	Car Parking Rate	Car Parking Requirement
Showroom (ground floor)	4,902sq.m	1 space per 50sq.m GFA	98 spaces
Gymnasium (ground)^	537sq.m	1 space per 20sq.m GFA	27 spaces
Showroom (level 1)	5,462sq.m	1 space per 50sq.m GFA	110 spaces
Café^	163sq.m	1 space per 20sq.m GFA	9 spaces
Total	11,064sq.m	-	244 spaces

^ Parking rate adopted for 'Services, Community and Other Services', as per MCC PDA Development Scheme Table 1.

As outlined in Table 5-1, Stage 1 has a car parking requirement of 244 parking spaces.

5.1.2 Adequacy of Car Parking

A total of 270 parking spaces are to be provided by the development, with indicates a surplus of 26 parking spaces. As such, Stage 1 satisfies the minimum car parking rates.

5.1.3 Parking for People with Disabilities

The parking requirement for people with disabilities has referenced the Sunshine Coast Council Planning Scheme Transport and Parking Code, which indicates parking for PWD should accord with the National Construction Code (previously known as Building Code of Australia). As such, based on a building Class 6 (for showroom and café), one PWD space should be provided for every 50 parking spaces.

Application of the above rate indicates Stage 1 requires a minimum of 5 PWD parking spaces, and the proposed development provides 6 PWD spaces, which satisfies the minimum requirements.

5.2 Bicycle Parking

5.2.1 Bicycle Parking Requirement

The bicycle parking requirement has referenced the Sunshine Coast Council Planning Scheme Transport and Parking Code, which indicates the following bicycle parking rates for Stage 1:

- Showroom – 1 employee space per 100sq.m GFA, plus 1 customer space per 100sq.m GFA
- Indoor sport and recreation – *sufficient spaces to accommodate number of bicycles likely to be parked at any one time.*
- Cafe - 1 employee space per 100sq.m GFA, plus 1 customer space per 100sq.m GFA

Given a bicycle parking rate is not specified for the gymnasium, Cardno has applied the same rates as other proposed land uses, as a conservative approach.

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

Table 5-2 Minimum Bicycle Parking Requirement

Land Use	Yield (GFA)	Bicycle Parking Rate (Employee)	Bicycle Parking Rate (Customer)	Bicycle Parking Requirement
Showroom (ground floor)	4,902sq.m	1 per 100sq.m	1 per 100sq.m	98 spaces
Gymnasium (ground)	537sq.m	1 per 100sq.m	1 per 100sq.m	8 spaces
Showroom (level 1)	5,462sq.m	1 per 100sq.m	1 per 100sq.m	110 spaces
Cafe	163sq.m	1 per 100sq.m	1 per 100sq.m	4 spaces
Total	11,064sq.m	-	-	220 spaces

5.2.2 Adequacy of Bicycle Parking

As shown in Table 5-2, Stage 1 requires 220 bicycle spaces (split evenly between employee and visitor). However given the nature of the proposed development (i.e. showrooms), car usage for conveyance of large items is more likely, as such bicycle facilities is not considered to be necessary.

Nonetheless, the proposal will not unreasonably constrain future provision of public transport infrastructure and will not adversely impact on existing or future public transport corridors.

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.

5.3 Service Vehicle Bays

In accordance with the provision for service vehicles outlined in the Sunshine Coast Planning Scheme Transport and Parking Code, the proposed 10,364sq.m GFA showroom use requires the following service bays:

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

Additionally, the proposed 163sq.m GFA café requires servicing provision for 1 SRV, and the proposed 537sq.m GFA gymnasium requires a minimum servicing provision for a 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 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.

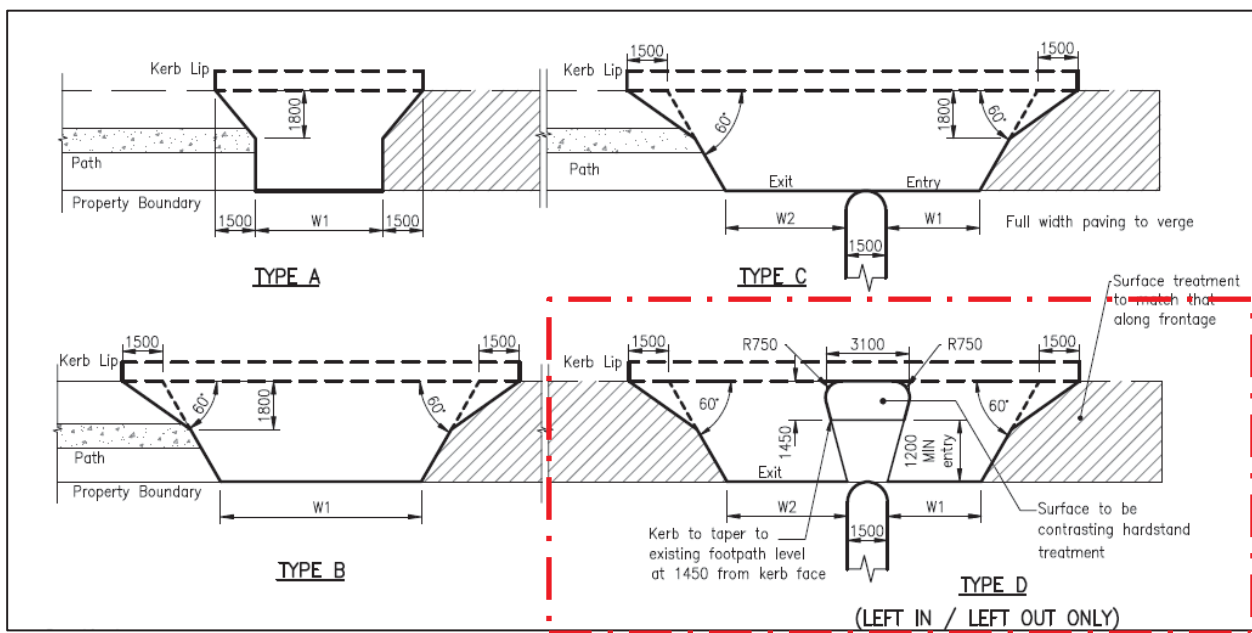
The review focussed on site access, servicing arrangement, off-street parking and geometric design. Each of the abovementioned design aspects is discussed in detail below.

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

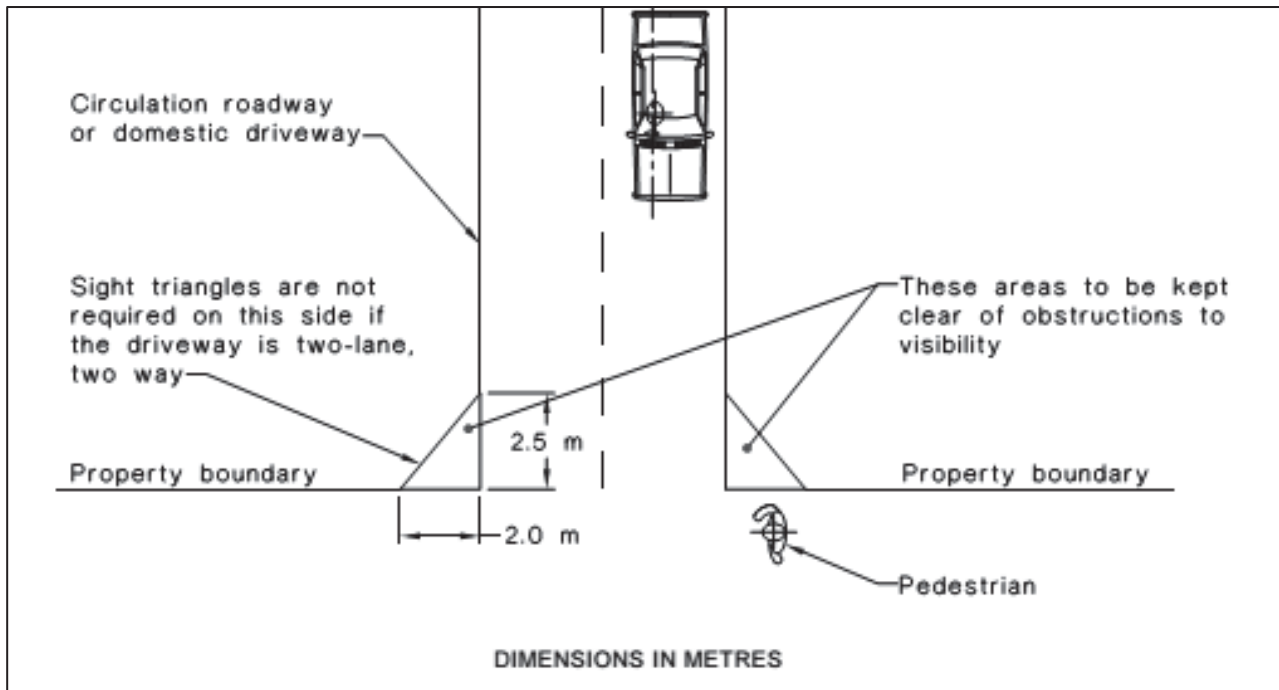


Source: Extract from Council Standard Commercial Driveways Standard Drawing R-051

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 the Sunshine Coast Planning Scheme Policy for the Transport and Parking Code, based on a vehicle length of 6m and car park capacity of 270 spaces, a design queue length of 7 vehicles (or 42m) is required for Stage 1.

Stage 1 has two access points, which provide a queue storage for 8 vehicles (western access) and 15 vehicles (southern/eastern access) measured between the property boundary and the first point of conflict on-site. Overall, the proposed Stage 1 provides sufficient queueing.

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 areas, with access gained via left-in / left-out intersection on 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 advice in relation to Stage 1 of the proposed large format development, located at Dalton Drive, Maroochydore City Centre.

The following summarises 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 proposed development is estimated to generate 460vph during the Saturday peak period, and 336vph during the weekday PM peak period, which is less than the estimated total traffic generated for the overall Precinct 8. As such, Stage 1 is not anticipated to have a significant traffic impact on the surrounding road network.
- > A total of 270 parking spaces, including 6 PWD spaces, are to be provided by the development, which satisfies the minimum requirements.
- > The swept path assessment indicates the proposed development provides safe and efficient access for servicing operations.

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

Stage 1: Large Format Retail
Development Dalton Drive,
Maroochydore

APPENDIX

A

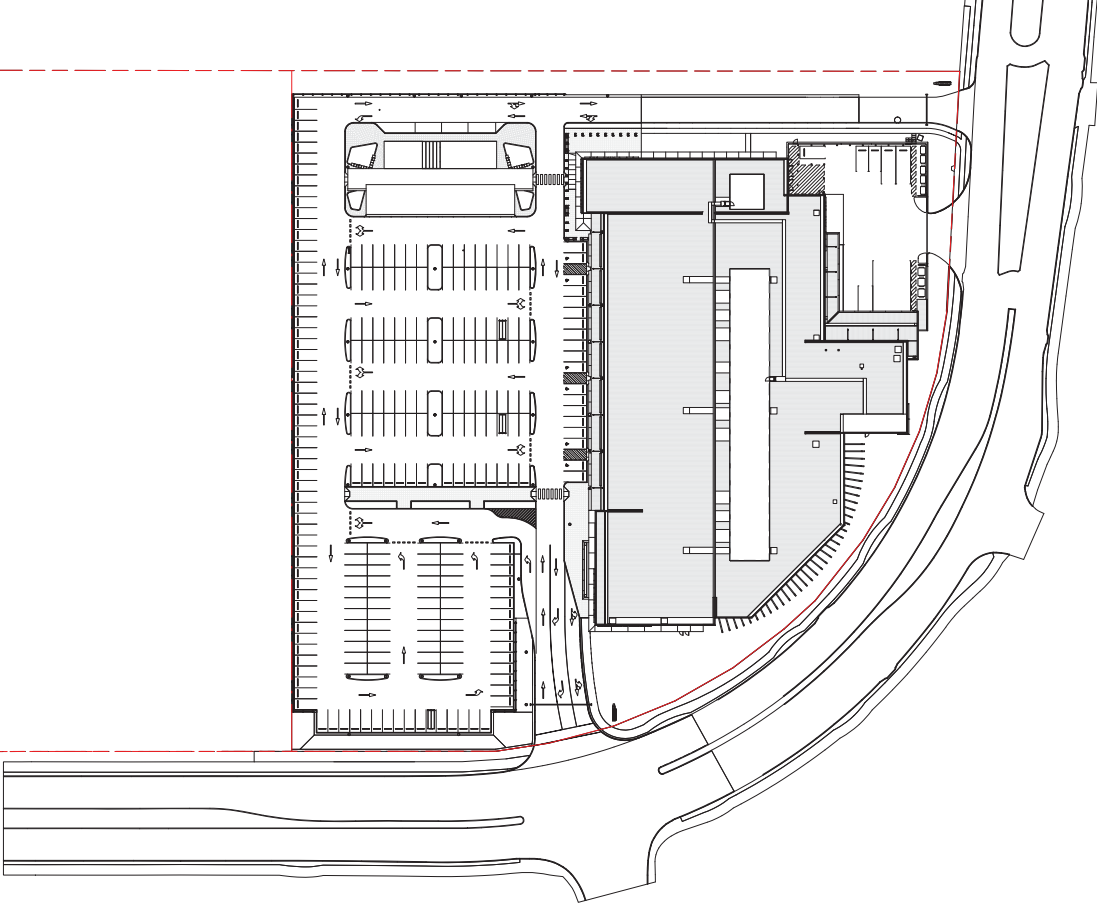
PROPOSED DEVELOPMENT PLANS

Maroochydore Large Format Retail Precinct

Development Application

DRAWING LIST

A-DA- 0000	TITLE SHEET
A-DA- 0001	KEY PLAN
A-DA- 0002	MASTERPLAN
A-DA- 0100	BASEMENT PLAN
A-DA- 0101	GROUND PLAN
A-DA- 0102	LEVEL 1 PLAN
A-DA- 0120	ROOF PLAN
A-DA- 0130	FARMERS MARKET
A-DA- 0200	ELEVATIONS
A-DA- 0201	ELEVATIONS
A-DA- 0300	SECTIONS
A-DA- 0301	SECTIONS
A-DA- 0302	SECTIONS
A-DA- 0305	EASTERN BOUNDARY INTERFACE
A-DA- 0700	PERSPECTIVE
A-DA- 0701	PERSPECTIVE
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A-DA- 0801	REFERENCE 02
A-DA- 0802	REFERENCE 03



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Project Name
MAROCHYDRE
STAGE 1 DA
53-79 DALTON DRIVE

Project Number
717006

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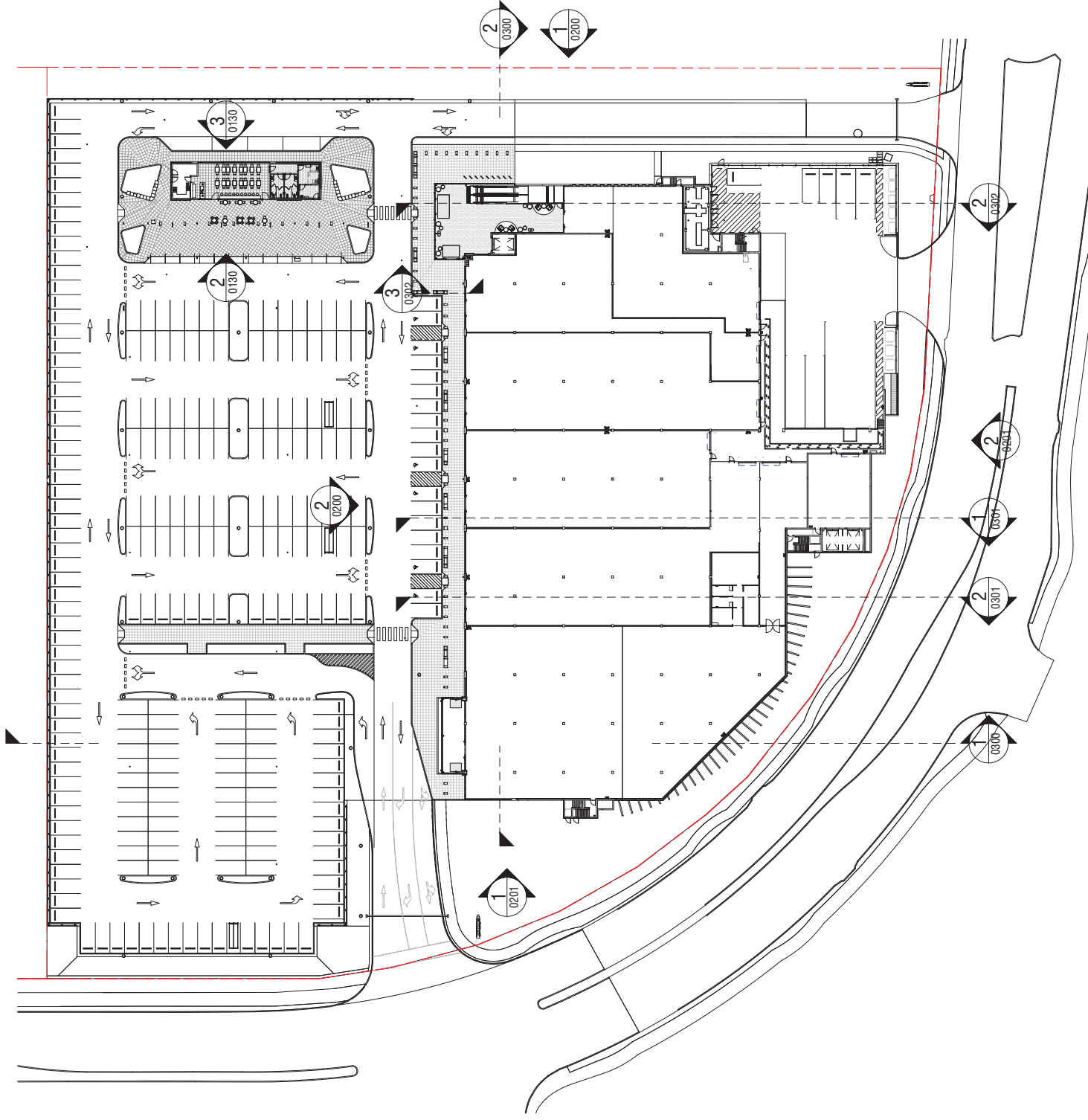
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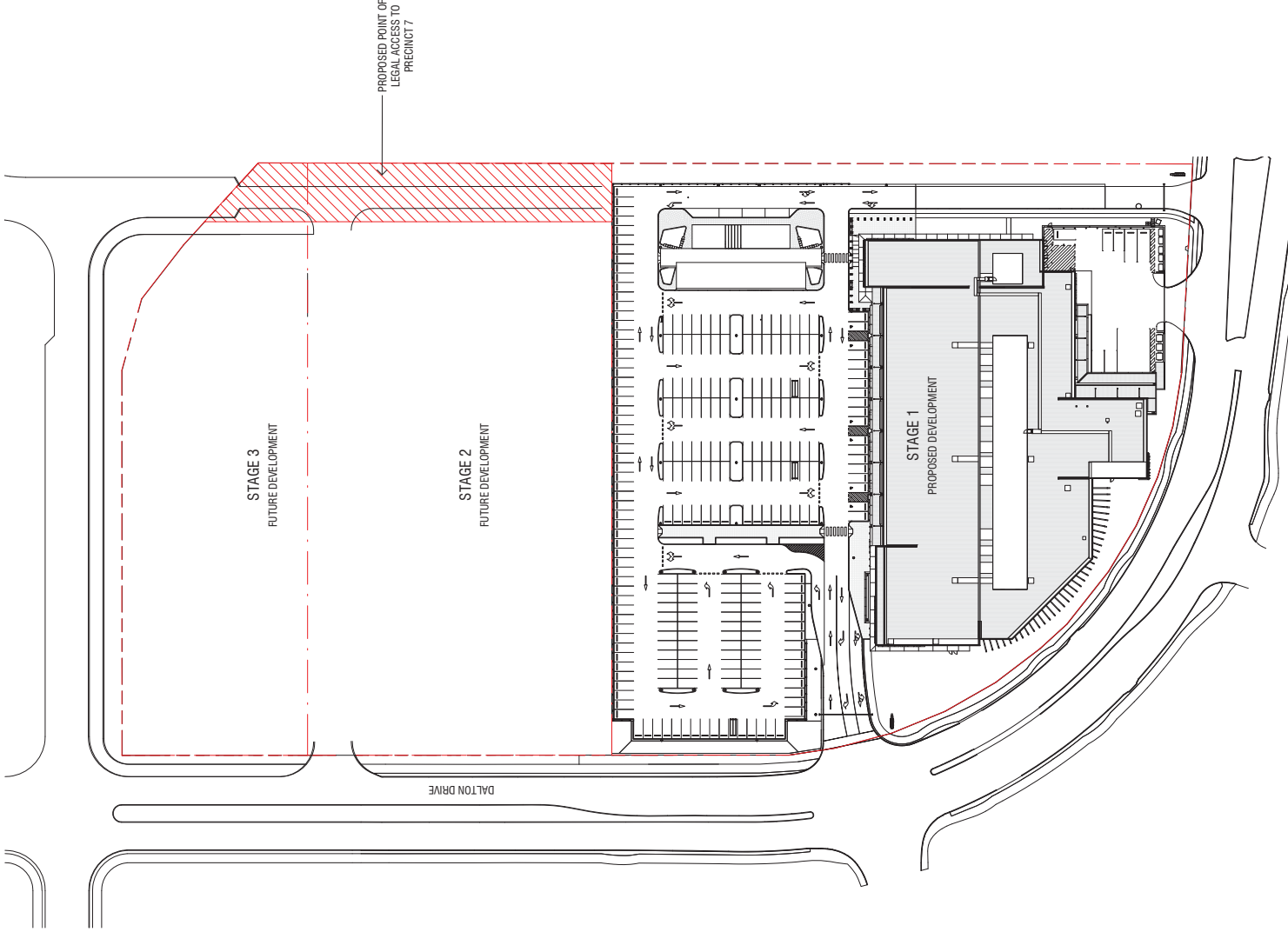


DEVELOPMENT SCHEDULE	
AREA & CARPARKING	
NET LETTABLE AREA*	AREA m ²
CAFE	163 m ²
TENANCY 01	1872 m ²
TENANCY 02	886 m ²
TENANCY 03	739 m ²
TENANCY 04	834 m ²
TENANCY 05	551 m ²
TENANCY 06	537 m ²
ANCHOR	5482 m ²
TOTAL NLA	11064 m ²
SITE AREA	
STAGE 1 SITE	22457 m ²
CARPARKING	
PROVIDED	CARS
GROUND	270 CARS
TOTAL PROVIDED	270 CARS
REQUIRED	
PDA PLANNING / SHOWROOM (2:100)	207 CARS
PDA PLANNING / F&B (5:100)	8 CARS
PDA PLANNING / GYM (5:100)	26 CARS
TOTAL REQUIRED	241 CARS
SURPLUS / DEFICIT	
PDA PLANNING	+ 29 CARS
RATIO PROVIDED	
	2.4 : 100

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STAGE 1 DA
53-79 DALTON DRIVE

Project Number
717006
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FOR INFORMATION
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Date Plotted 28.03.2019
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MASTERPLAN

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A-DA-0002
Revision
B

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MAROOCHYDORE
STAGE 1 DA
53-79 DALTON DRIVE

Project Number
717006

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Date Issued 28.03.2019

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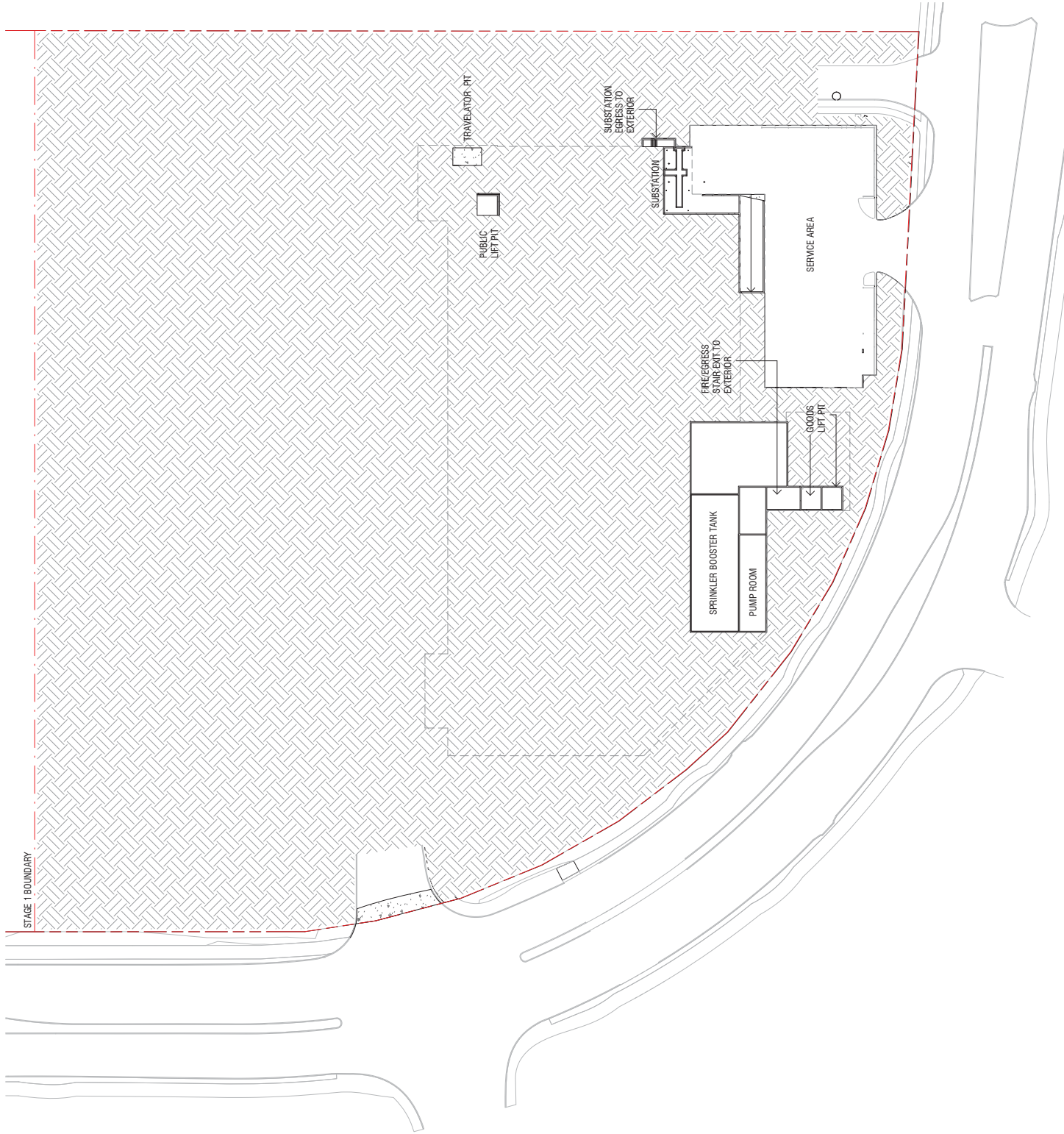
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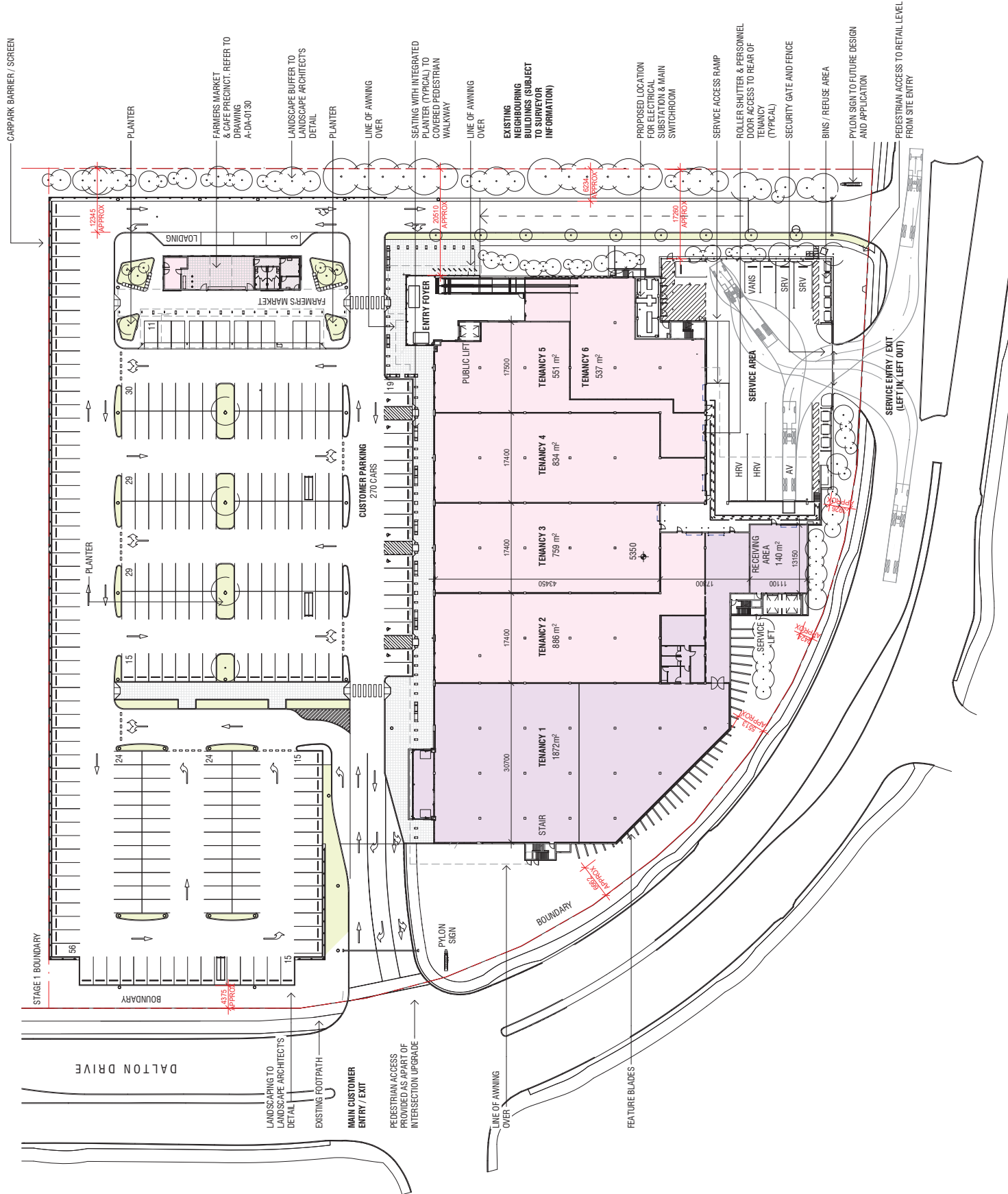
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Revision
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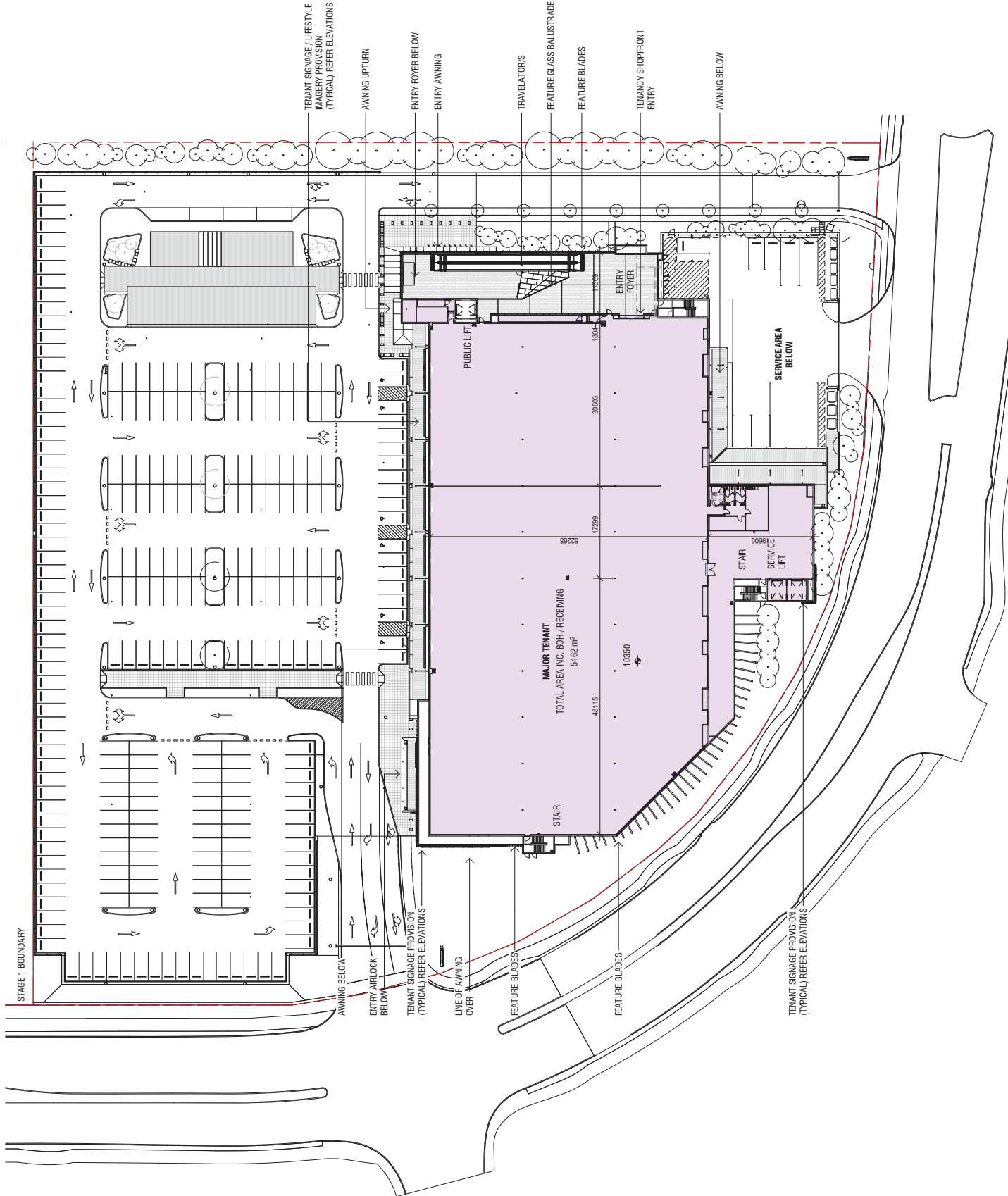
MAROCHYDRE
STAGE 1 DA
53-79 DALTON DRIVE

Project Number
717006
Status
DEVELOPMENT APPLICATION
Date Received 28 Mar 2019 10:53:24 AM
Date Issued 28 Mar 2019
Scale 1:500 @ A2
Drawing Title
LEVEL 1 PLAN

Drawing Number
A-DA-0102
Revision
B

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File: A3173737006_280711.DA

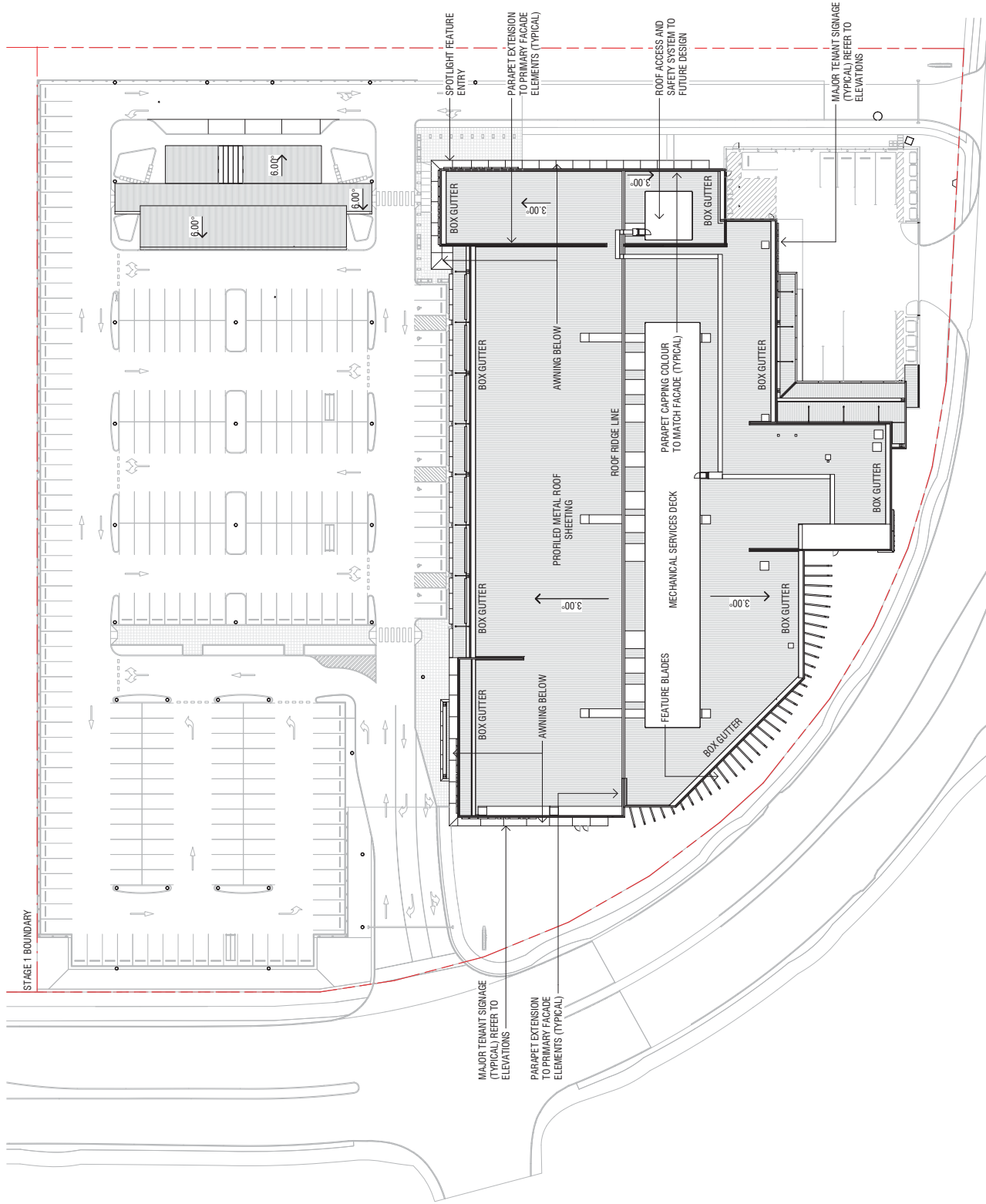
PROJECT
MAROCHYDORE
STAGE 1 DA
53-79 DALTON DRIVE

Project Number
717006
Status
DEVELOPMENT APPLICATION
Date Prepared: 28-Mar-19 10:15:53 AM
Date Issued: 28.03.2019
Scale: 1:500 @ A2
Drawing Title
ROOF PLAN

Drawing Number
A-DA-0120
Revision
B

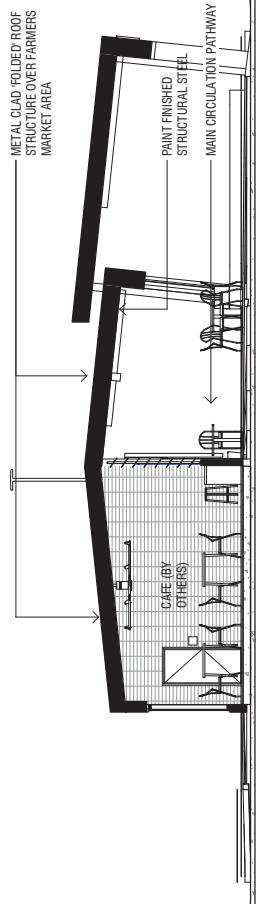
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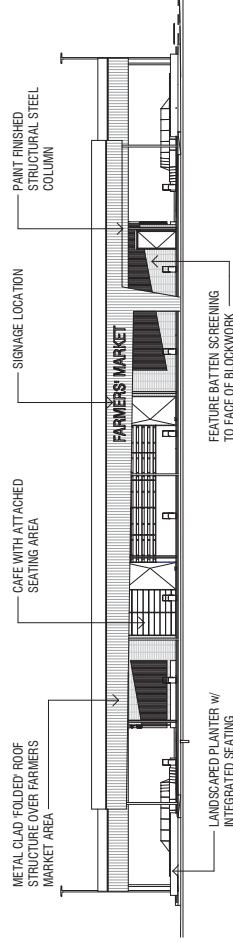


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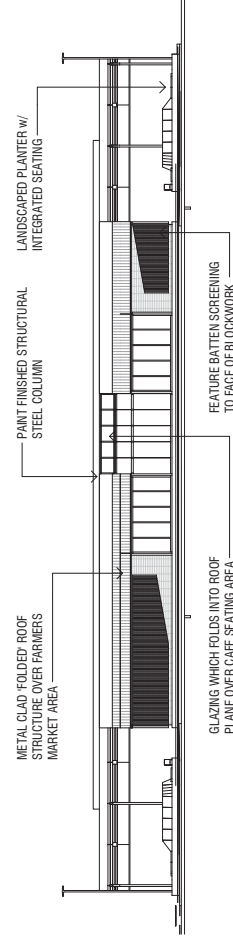
File A3179731006_202011_04



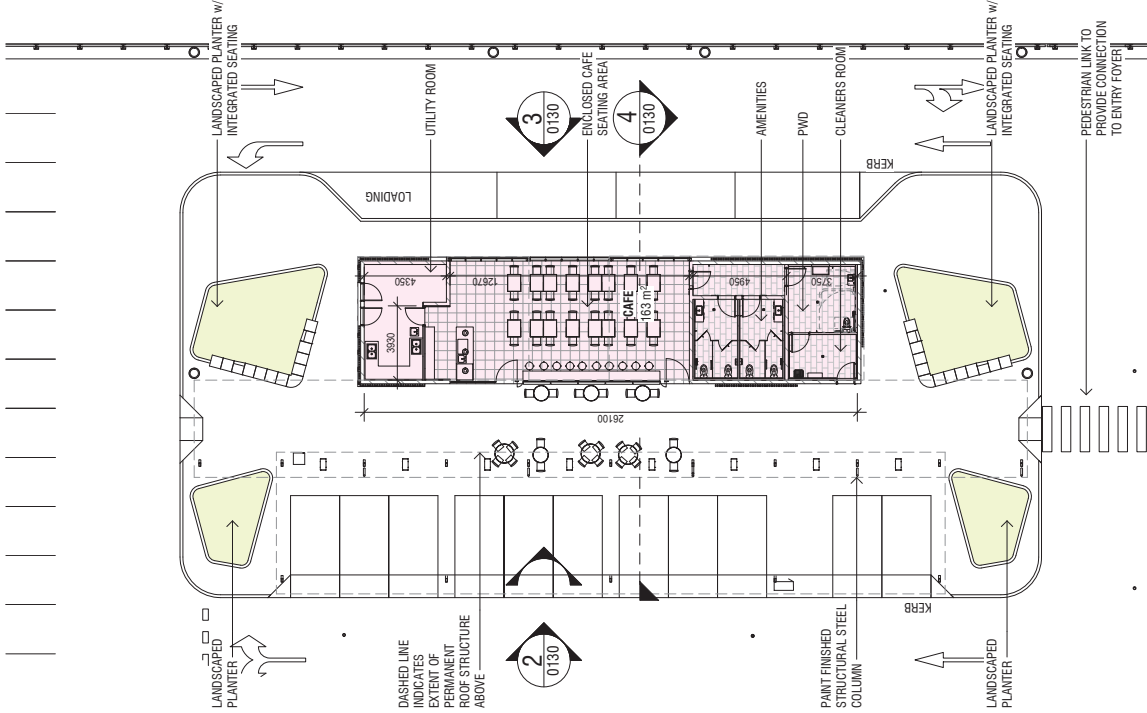
4 FARMERS MARKET SECTION
0130 1:100



2 FARMERS MARKET WEST ELEVATION
0001 1:200



3 FARMERS MARKET EAST ELEVATION
0001 1:200



1 FARMERS MARKET PLAN
0000 1:200

PROJECT
MAROOCHYDORE
STAGE 1 DA
53-79 DALTON DRIVE

Project Number
717006
Status
DEVELOPMENT APPLICATION
Date Issued: 29 May 19 10:30:22 AM
Date Issued: 28.03.2019
Scale: As Indicated
Drawing Title
FARMERS MARKET

Drawing Number
A-DA-0130
Revision
B

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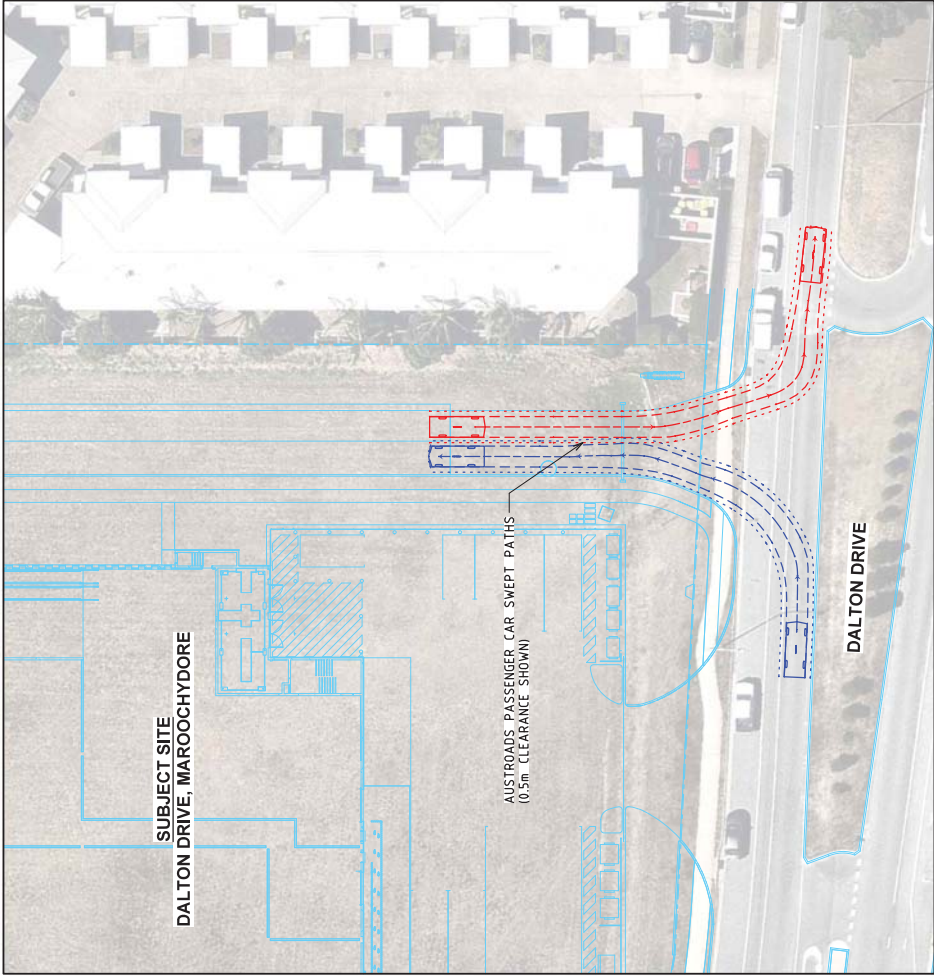
Stage 1: Large Format Retail
Development Dalton Drive,
Maroochydore

APPENDIX

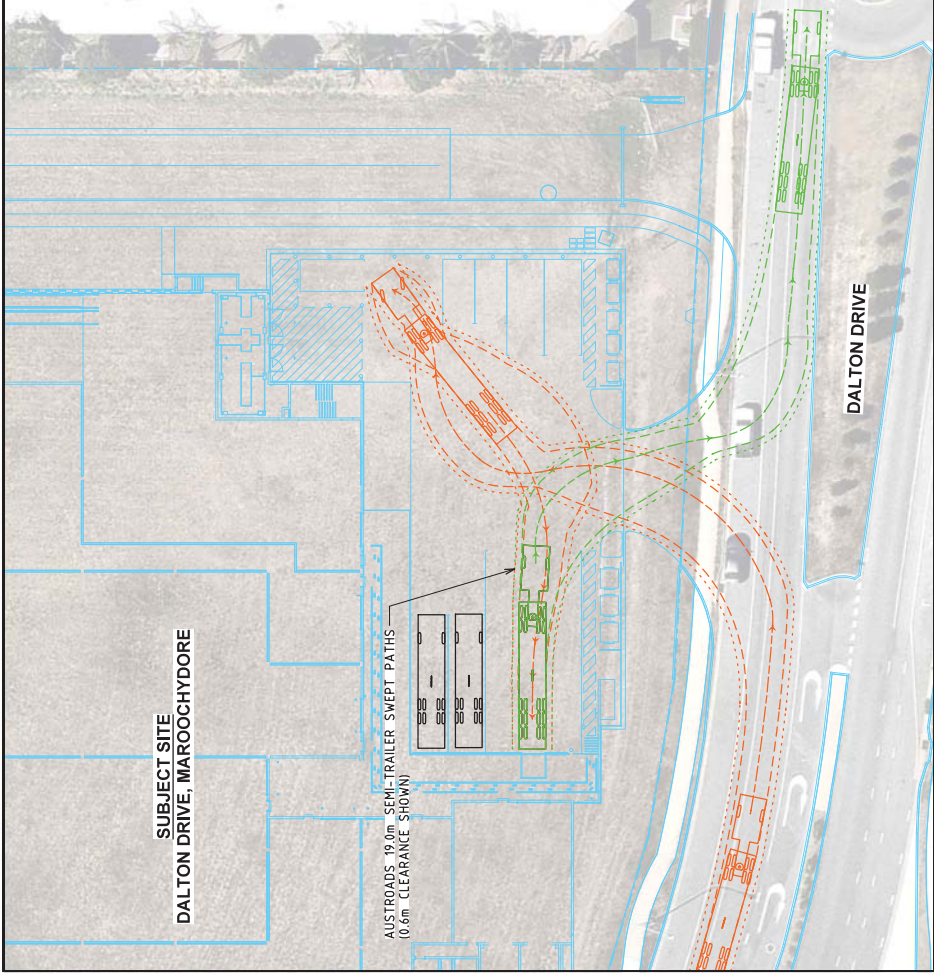
B

SERVICE VEHICLE SWEEP PATHS

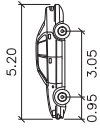
B99 CAR CIRCULATION



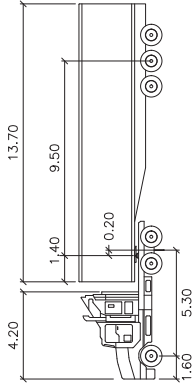
19.0m SEMI-TRAILER LOADING ACCESS



DESIGN VEHICLES



PASSENGER-CAR	
Width	1.94 meters
Track	1.84 meters
Lock to Lock Time	3.0s
Steering Angle	35.6 degrees



PM S 19M	
Tractor Width	1.40 meters
Tractor Track	1.60 meters
Trailer Width	5.30 meters
Trailer Track	1.40 meters
Lock to Lock Time	27.8s
Steering Angle	27.8 degrees
Articulating Angle	70.0 degrees

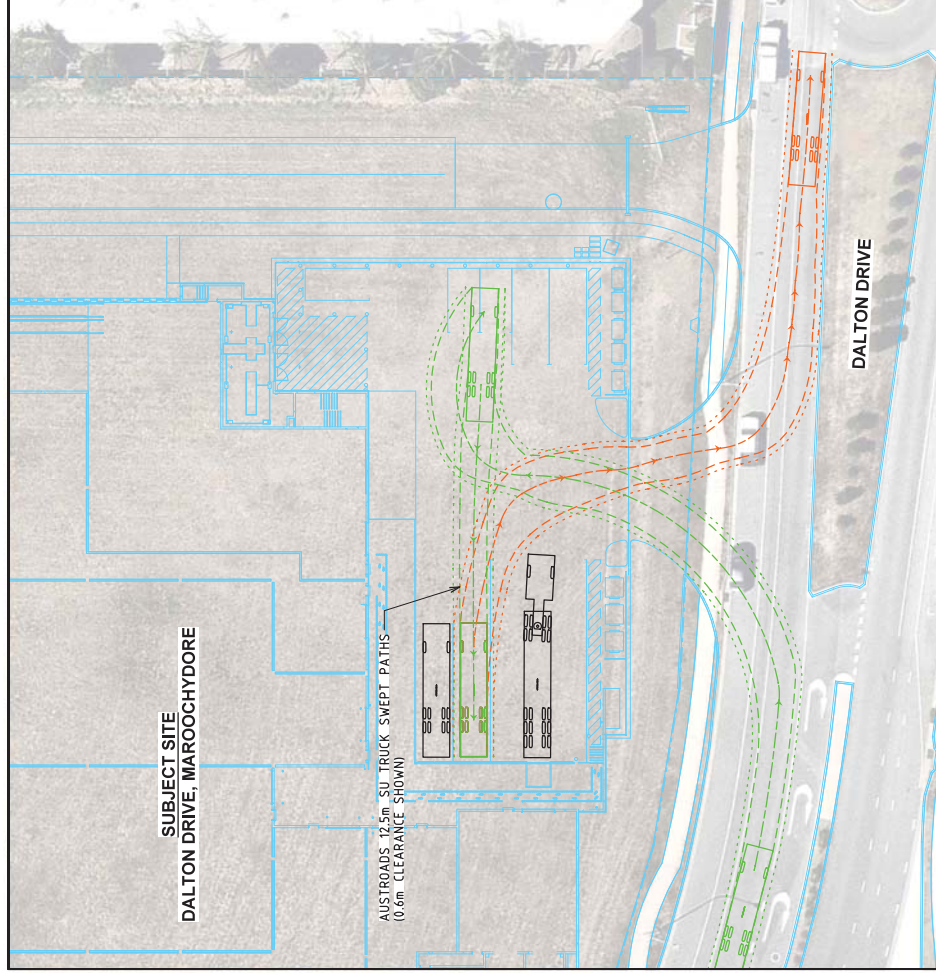
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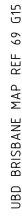
ABN: 47 100 610 913
501 Bessenden Street, Melbourne, VIC 3000 Australia 2002
Email: info@cardno.com.au Web: www.cardno.com.au

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
LS / SGM	1:500
Size	A3
Drawing Number	V171339-TR-SK-0007
Revisior	5

12.5m SU TRUCK LOADING ACCESS



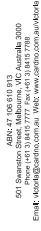
Width	
Track	
Lock to Lock	Time
Steering Angle	
	meters
	: 2.50
	: 2.50
	: 6.0
	: 36.6



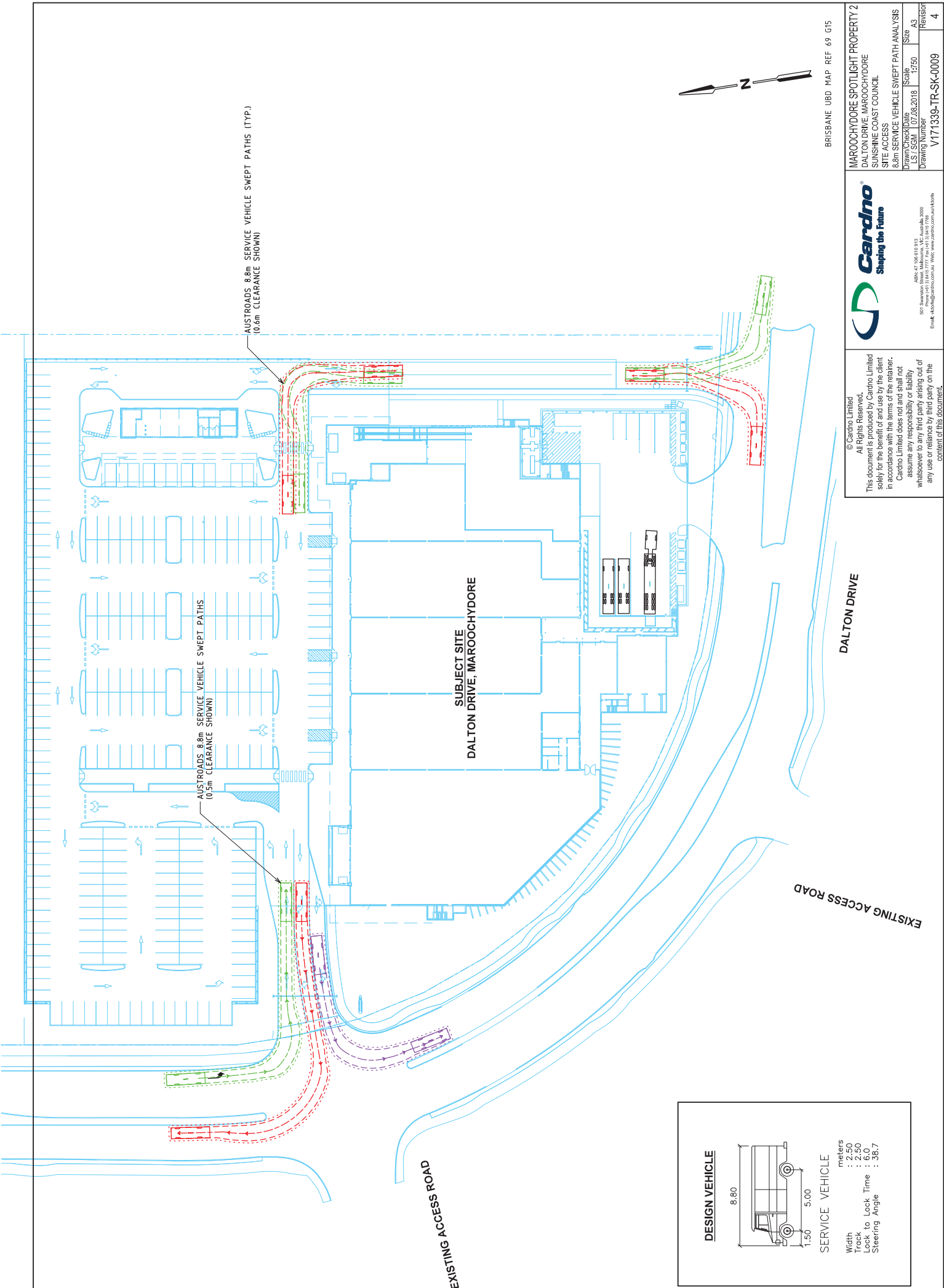
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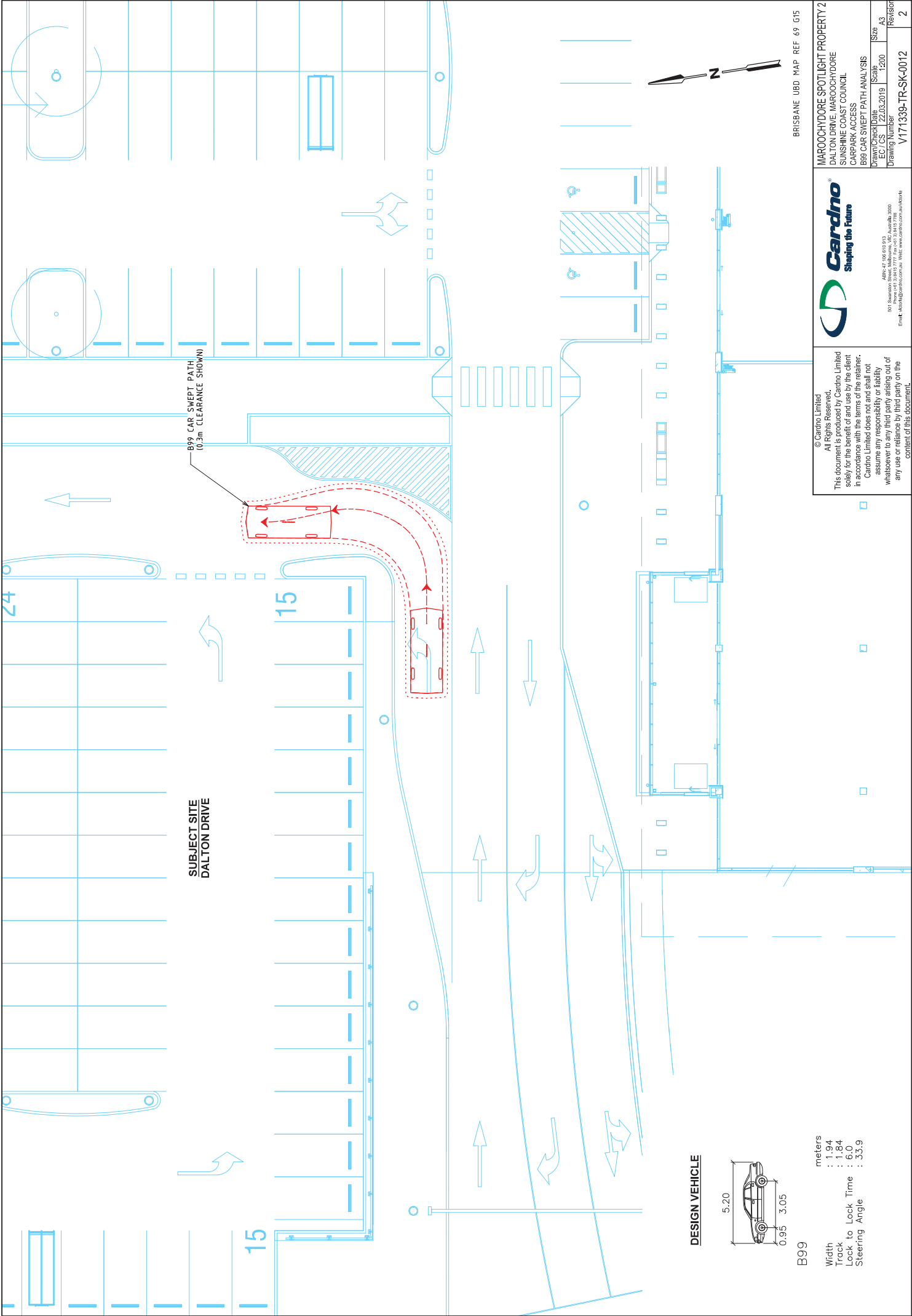
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MAROOCHYDORE SPOTLIGHT PROPERTY 2		Revision	
DALTON DRIVE, MAROOCHYDORE SUNSHINE COAST COUNCIL LOADING BAY AND SITE ACCESS 12.5m SU TRUCK SWEPT PATHS		Size	A3
Drawn/Check Date	Scale	Revision	
LS / SGM 01.08.2018	1:500	5	
Drawing Number		V171339-TR-SK-0008	

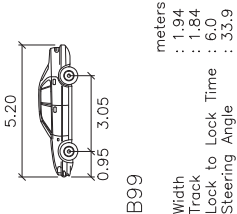




SUBJECT SITE
DALTON DRIVE

B99 CAR SWEEP PATH
(0.3m CLEARANCE SHOWN)

DESIGN VEHICLE



B99
meters
Width : 1.94
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9

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MAROOCHYDORE SPOTLIGHT PROPERTY 2		
DALTON DRIVE, MAROOCHYDORE		
SUNSHINE COAST COUNCIL		
CARPARK ACCESS		
B99 CAR SWEEP PATH ANALYSIS		
Drawn/Check Date	Scale	Size
EC / CS : 12.03.2019	1:200	A3
Drawing Number	Revison	
V171339-TR-SK-0012	2	

BRISBANE UBD MAP REF 69 G15