MRCagney

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PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2019/1047

Date: 29th August 2019

Queensland Government

AMENDED IN RED

By: Leila Torrens

Date: 15th August 2019

Queensland Government

Holiday Inn Express Hotel Maroochydore

Traffic Report

Prepared for: Pro-Invest Group

Prepared by: MRCagney Pty Ltd, Brisbane, Australia

Document Information

Project Name	Holiday Inn Express Hotel, Maroochydore
Status	Traffic Report
Client	Pro-Invest Group
Client Reference	
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Quality Assurance Register

Issue	Description	Prepared by	Reviewed by	Authorised by	Date
a	Draft Report	RB / DW			5 June 2019
1	Final Report	RB / DW	GR	 Gerard Reardon RPEQ 17765	12 June 2019
2	Final Report	RB	KW	 Ken Wimble RPEQ 20969	10 July 2019
3	Final Report	KW		 Ken Wimble RPEQ 20969	12 July 2019
4	Final Report	KW		 Ken Wimble RPEQ 20969	19 July 2019
5	Final Report	KW		 Ken Wimble RPEQ 20969	23 July 2019

Contents

1 Introduction

MRCagney has been commissioned by Pro-Invest Group to provide traffic engineering advice relating to the proposed Holiday Inn Express Hotel, Maroochydore. The development will be located within the Maroochydore CBD Priority Development Area (PDA) and will be assessed by SunCentral and Economic Development Queensland (EDQ).

Architectural plans for the proposed development, prepared by KANNFINCH, are provided within Appendix A of this report.

The proposed development will provide the following 167 hotel rooms and ancillary retail component on the ground level:

- Suite: 44 rooms;
- Standard: 100 rooms; and
- Double Queen: 16 rooms; and
- Accessible: 7 rooms.

The following traffic and parking related issues have been assessed and are addressed within this report:

- Vehicle access arrangements;
- Car parking supply and layout;
- Service vehicle arrangements; and
- High-level discussion on traffic impacts.

A summary of the findings of this report is included within Section 5 of this report.

This is Report Version 5 and includes updates based on comments provided by EDQ following their review of Report Version 1. The following updates have been made in Version 5 from Version 1:

- Section 3.2: Assessment of the boom gate ingress queue has been added.
- Section 3.3: Parking supply has been updated to 55 total spaces and 3 spaces for people with a disability (PWD) from 54 total spaces and 1 PWD space.
- Section 3.4: PWD space aisle width is now 8.0m and 13.34m, and the number of visitor car parking spaces outside of the boom gate has increased from one (1) to two (2).
- Section 3.5: Loading bay size has changed to 8.8m x 3.5m from 9.06m x 6.45m.
- Section 5: Report Summary updated to reflect the above changes.
- Appendix A: Architectural Plans have been updated as noted by revision clouds.
- Appendix B: MRCagney Figures have been updated as noted by revision clouds.

2 Background

2.1 Maroochydore CBD PDA (SunCentral)

The locality plan provided in Figure 2-1 below illustrates the location of the Priority Development Area (PDA), also identified as SunCentral, in the context of Maroochydore and surrounds.

Figure 2-1: Locality Plan

The PDA is approximately 62 hectares in size, located within the Maroochydore CBD. The proposed development is located within Precinct 3 (Core Business), the PDA's primary mixed-use hub. The latest Development Scheme lists[1] a range of preferred uses for development, which include shop, shopping centre, office, **hotel**, multiple dwelling, market, indoor sport and recreation, food and drink outlet, theatre, short-term accommodation, place of worship and educational establishment land uses.

The latest Development Scheme defines a vision for the PDA and its individual precincts. These have been summarised in Table 2-1 overleaf.

[1] *Proposed Maroochydore City Centre Priority Development Area Development Scheme Amendment (no.2)*, Sunshine Coast Council (2018).

Table 2-1: PDA and Core Business Precinct Outcomes

PDA	Core Business Precinct
• Create a city heart for Maroochydore and the Sunshine Coast; • Deliver fully approved and serviced land for commercial, retail, residential, civic, cultural and community uses; • Build publicly accessible waterways as a defining feature; • Facilitate rail based public transport via CAMCOS and possibly future light rail; • Create a multi-modal public transport system; • Deliver a new road network to provide additional capacity to the existing road network within Maroochydore; • Create urban environments that support opportunities for art, culture and innovation; • Provide interconnected public open space; and • Establish a central Sunshine Coast location for regional convention facilities.	• A high intensity mixed-use business core that accommodates the highest concentration of retail and office floor space within the PDA; • Short term or permanent residential accommodation or office uses as part of mixed-use buildings located on floor levels above any retain floors; • Lots that are a type and scale consistent with the desired built form outcomes of the precinct; • Primarily transit orientated development optimising access to public transit convenience (CAMCOS, light rail, cycle ways etc); • Active retail frontages; • High quality, sub-tropical landscape design; • Public art and gateway elements; • Car parking sleeved or screened from street view; and • Quality public spaces and streets with a high level of pedestrian and cyclist accessibility, and connection to surrounding precincts.

2.2 Subject Site Location

The proposed hotel development is located within the Precinct 3 of SunCentral Maroochydore PDA area. The location of the subject site, in the context of the PDA area and surrounding road network, is illustrated in Figure 2-2 below.

Figure 2-2: Subject Site Location

2.3 Existing Road Network

The characteristics of the existing roads in the immediate vicinity of the subject site are summarised in Table 2-2 below. While Aerodrome Road is a State-Controlled Road, both Plaza Parade and Maud Street are under the jurisdiction of the Sunshine Coast Council (SCC).

Table 2-2: Characteristics of Surrounding Road Network (Existing)

Road	Type	Carriageway Width (Approximate)	Properties	Sign Posted Speed
Aerodrome Road	Arterial	20m	Two-way, four-lane, divided	60km/h
Plaza Parade	Controlled Distributor	13m	Two-way, two-lane, divided	50km/h
Maud Street	Arterial	12m	Two-way, two-lane, divided	60km/h

2.4 Proposed Road Network

The latest Development Scheme for the PDA area contains a road hierarchy plan, along with the characteristics for all road types. Figure 2-3 below illustrates the internal road network, noting the location of the subject site.

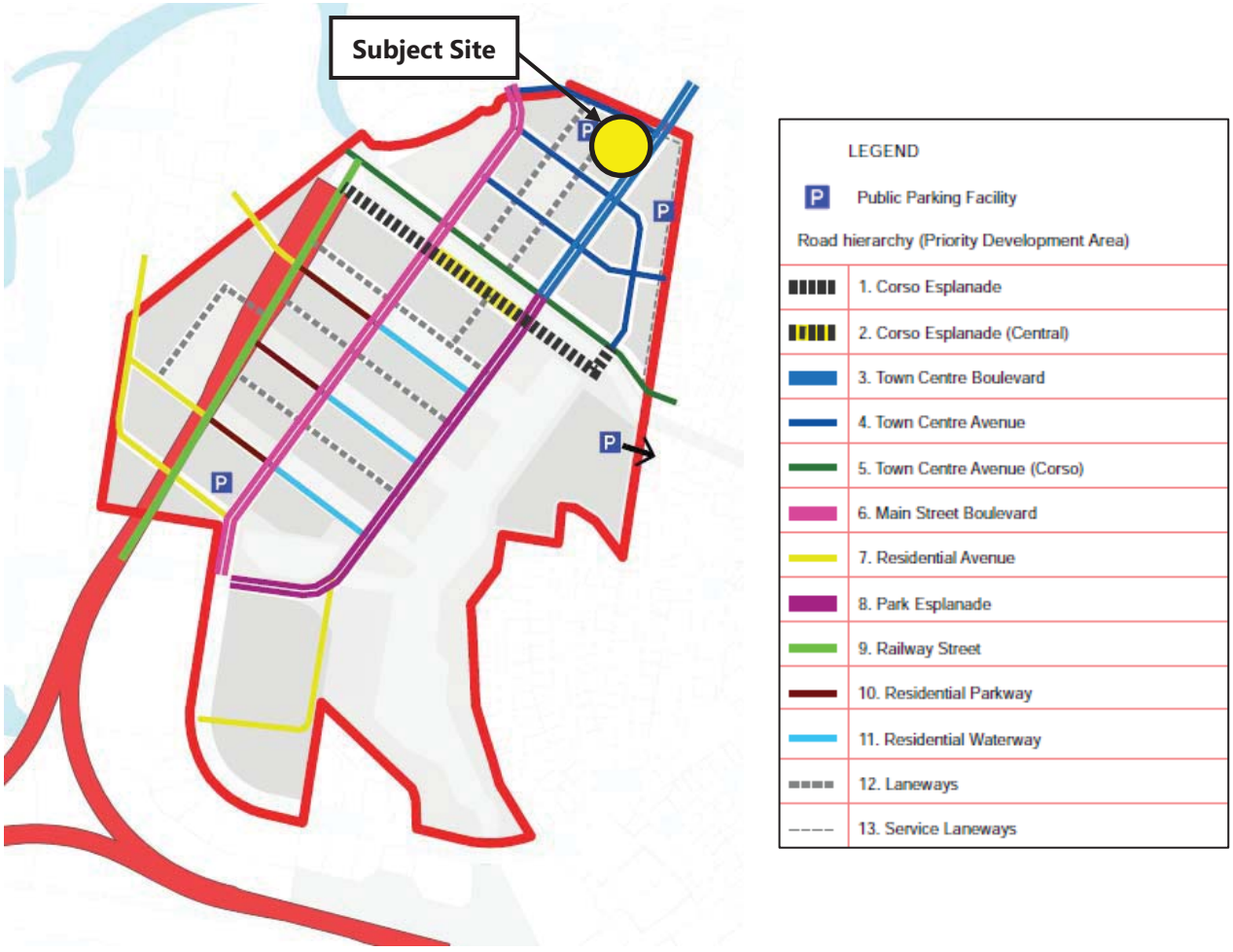


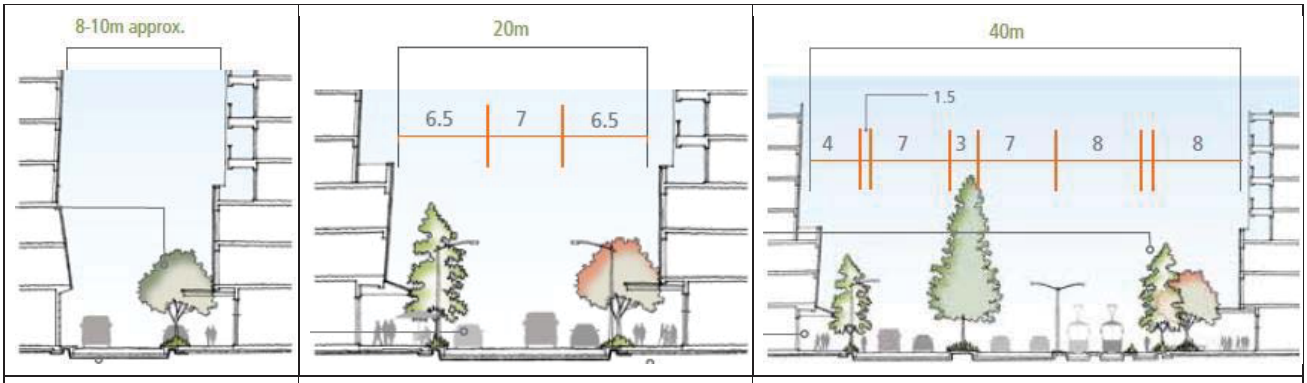
Figure 2-3: PDA Road Hierarchy Plan

There are three road types immediately surrounding the subject site. Table 2-3 below summarises the key characteristics for each of these road types,

Table 2-3: Characteristics of Proposed Adjacent Road Network

Road	Road Reserve Width	Hierarchy	Properties	Facilities	Line Type
Lightning Lane (north)	8m	Laneway	One-way, one-lane	• Car parking	
Fairway Drive (east)	19m	Town Centre Avenue	Two-way, two-lane, undivided	• Car parking • Cycle lane	
First Avenue (south)	40m	Town Centre Boulevard	Two-way, four-lane, divided	• Cycle lane	

While the latest Development Scheme does not contain details regarding the cross-sections for these road types, the first Development Scheme[2] did outline profiles. Typical cross-sections of these three road types are illustrated in Figure 2-4 below.



Laneway	Town Centre Avenue	Town Centre Boulevard

Figure 2-4: Road Hierarchy Profiles

It is also noted that the preferred light rail alignment is positioned within the median of First Avenue along the proposed development's eastern frontage.

2.5 Public Transport

The overall development of the PDA *"presents a unique opportunity to capitalise on what the site can offer the Maroochydore PRAC as a whole including an ability to … provide the critical mass of residents and workers to create a transit orientated precinct to anchor public transport networks including CAMCOS and light rail."*

A brief description of the existing (bus) services and further discussion on proposed public transport projects such as the Sunshine Coast Light Rail Project and the real infrastructure as proposed in the Caboolture to Maroochydore Corridor Study (CAMCOS) are discussed below.

[2] *Maroochydore City Centre Priority Development Area Development Scheme*, Sunshine Coast Council (2016).

2.5.1 Existing Services

Maroochydore is serviced by several TransLink services, the majority of which travel close to the PDA area. Table 2-4 below lists the bus services that currently travel (a) along Aerodrome Road and (b) in the vicinity of the subject site, with route destinations noted for each.

Table 2-4: TransLink Bus Services in Vicinity of Subject Site

Route	Origin-Destinations	Service Alignment
600	Caloundra to Maroochydore via Kawana and Mooloolaba	Aerodrome Road <-> First Avenue <-> The Esplanade
611	Maroochydore to SCUH via Mooloolaba and Kawana	Aerodrome Road <-> Alexandra Parade
614	Kawana to Maroochydore via Mountain Creek	Aerodrome Road <-> Maud Street
615	Maroochydore to Landsborough via University	Aerodrome Road <-> Alexandra Parade
616	Maroochydore to University via Alexandra Headland	Aerodrome Road <-> Alexandra Parade
619	Kawana to Maroochydore via Alexandra Headland	Aerodrome Road <-> Second Avenue

2.5.2 Sunshine Coast Light Rail Project

Feasibility studies have been conducted for a Sunshine Coast Light Rail system, with design and construction slated for the medium-term (subject to funding). Running between Maroochydore and Caloundra, several route options were investigated for each major section of the route (Maroochydore, Mooloolaba, Kawana and Caloundra). The three options for the Maroochydore section are illustrated below by Figure 2-5.

Figure 2-5: Sunshine Coast Light Rail Alignment Options - Maroochydore

It is noted that while Option A was ultimately selected as the preferred route, irrespective of the route selected, the light rail route will run through and service the PDA area. The service will be aligned along the Town Centre Boulevard to the east of the subject site. It is our understanding that stop locations are yet to be discussed / finalised.

2.5.3 CAMCOS

There are currently no rail options in the vicinity of the site. The Sunshine Coast rail line is located some distance from the coast and, while a commitment has been given to a future extension from the line to Maroochydore (CAMCOS), no timeframe or funding sources have been specified.

2.6 Active Transport

While the Sunshine Coast Council does not have a bicycle network overlay, the Department of Transport and Main Roads *Principal Cycle Network Plan (2016)* and *Priority Route Maps (2017)* illustrate existing and future cycle routes surrounding the subject site. Figure 2-6 below demonstrates these routes as well as the PDA's Active Transport Plan.

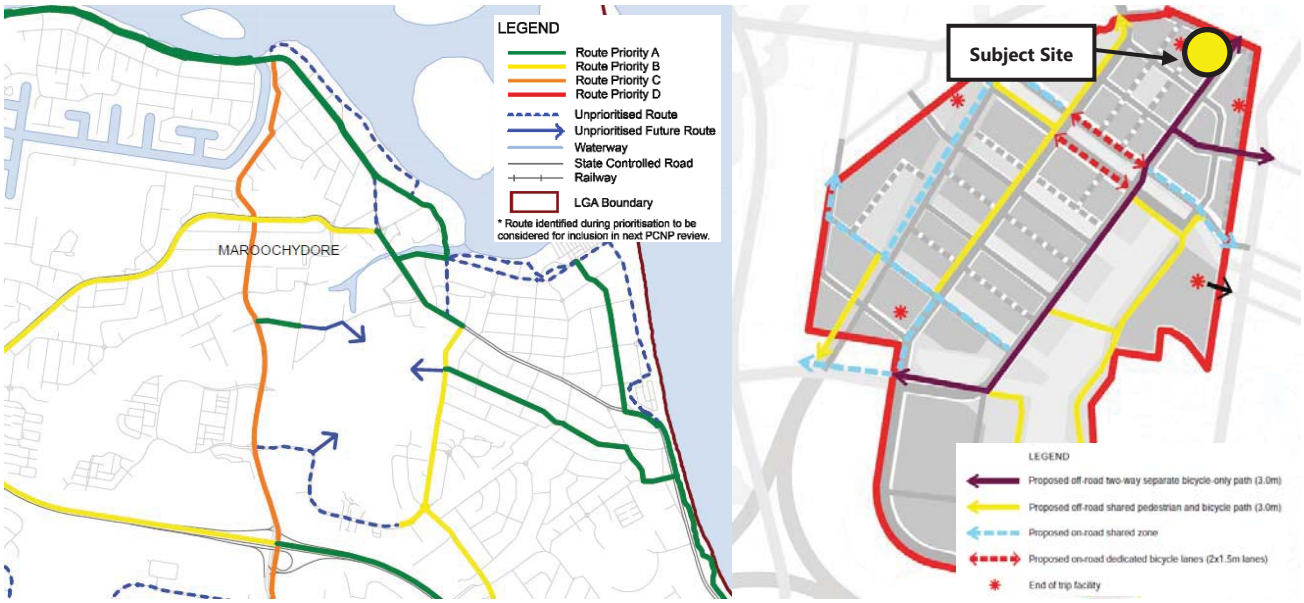


Figure 2-6: Principal Cycle Network Surrounding the Subject Site

There are currently several high-priority routes surrounding the subject site, with "unprioritised future routes" planned to connect the PDA to the surrounding road network. The latest Development Scheme provides an Active Transport Plan (shown above), including end-of-trip facilities, which will connect to the principal cycle network at several points along the PDA boundary.

As illustrated by the plan, a two-way off-road bicycle-only path will be situated along the subject site's southern frontage, with end-of-trip facilities located within the public car park immediately to the north.

3 Proposed Development

3.1 Description

The proposed development will provide 167 hotel rooms, broken into the following types:

- Suite: 44 rooms;
- Standard: 100 rooms; and
- Double Queen: 16 rooms; and
- Accessible: 7 rooms.

The development will also incorporate 183m^2 GFA of retail space provided on the Ground Level.

3.2 Access Arrangements

The Development Scheme only permits vehicle access to the subject site via Lightning Lane to the north in the location identified within road network mapping. Lightning Lane has been designed and constructed as one-way, with one traffic lane and indented parking bays on the southern edge. While an access crossover has already been constructed for the vacant lots, the proposed development would require this to be relocated, with the new crossover located closer to Fairway Drive.

As with the existing crossover for the subject site, the proposed crossover has been designed in accordance with Institute of Public Works Engineering Australasia (IPWEA) Standard Drawing RS-051 - Vehicle Crossings Heavy Duty. While the proposed crossover has been based on the "General Wide" type, this has been modified with an extended flare on the western side to assist egress manoeuvres of service vehicles (due to the narrow road reserve width available).

Based on the access design assessment conducted above and proposed controlled car park access (i.e. boom gates), the following notes are provided in relation to the proposed development access:

- The provided egress queuing length for two (2) vehicles is considered adequate given egress is limited to left-out only, with sufficient space in the verge for an additional vehicle to stand;
- The provided boom gate ingress queuing length for four (4) vehicles is considered adequate given:
  - *Australian Standard AS2890.1:2004 (Table 3.3)* specifies the minimum queuing length at a car park with control points at entrances (i.e. boom gates) as two (2) vehicles based on the size and expected inflow rate of the subject car park; and
  - *Sunshine Coast Regional Planning Scheme 2014 (Table SC6.17M)* specifies three (3) queue spaces to be provided between the gate and property boundary for a car park with 51 to 100 spaces.
- The area outside the boom gate allows for light vehicles to perform a turnaround in the event they are denied entry. This is a requirement of *Sunshine Coast Regional Planning Scheme 2014 (Table SC6.17M)*.
- While the proposed crossover does not comply with the required 10m separation to a minor intersection, it is noted that Lightning Lane will be a one-way, low-speed environment. The crossover will also replace an existing indented car space.

3.3 Parking Supply

Car parking within the Core Business precinct will contain a mixture of on-site development parking, off-street consolidated parking and kerbside parking. The proposed development will provide a total of 55 car parking spaces within the following parking areas:

- Ground level: 19 spaces; and
- Level 1: 36 spaces.

It is also noted that a parking station is proposed adjacent to the subject site (Lots H1, H2 and H3) which will provide consolidated parking capacity for uses within the precinct.

3.3.1 Car Parking Requirements

While the initial Development Scheme states car parking rates for various land uses, the latest Development Scheme specifies *maximum* car parking rates for the PDA. Noting the proposed development would be in Precinct 3 - Core Business, the following maximum rates were identified:

- Residential: 1 space per unit; and
- Non-residential: 1 space per 60m^2 GFA, up to 20,000m^2 GFA).

Applying both of these rates to the development schedule (167 hotel rooms or 7,278m^2 GFA) yields the following **maximum** parking requirements:

- Residential: 171 car spaces (167 hotel and 4 retail); and
- Non-residential: 121 spaces.

The proposed development parking provision of 55 car spaces (~1 space per 3 rooms) does not exceed either maximum identified above and, therefore, the proposed development's car parking provision is compliant with the latest Development Scheme.

The Building Code of Australia (BCA) *Disability (Access to Premises - Buildings) Standards 2010* outlines the following requirements for people with a disability (PWD) parking for Class 3 buildings to be calculated by multiplying the total number of carparking spaces by the percentage of accessible sole-occupancy units to the total number of sole-occupancy units.

As 7 of the 167 hotel rooms will be accessible, approximately 4% of the hotel car parking provision should be provided as PWD spaces (equivalent to 3 car spaces). It is noted that the current layouts provided in Appendix A indicate provision of 3 PWD spaces.

3.4 Internal Layout

In conjunction with AS2890.1:2004, the dimensions of the proposed car park layout were verified to generally be compliant with Australian Standards. Car park dimensions are summarised in Table 3-1 below and illustrated by MRCagney Figures 1 and 2 within Appendix B.

It is noted that hotel car parking spaces were assessed as User Class 2 (AS2890.1:2004 - Table 1.1 identifies hotels as an example land use for this user class).

Table 3-1: Dimension / Layout Check of Proposed Car Parking

Design Element		AS2890.1 Requirement	Proposed Layout	Compliance
Hotel Parking Spaces	Dimensions	5.4m length x 2.5m width	5.4m length x 2.5m width	Compliant
	Aisle Width	5.8m	6.0m - 8.0m	Compliant
PWD Parking Spaces	Dimensions	Accessible: 5.4m length x 2.4m width Shared: 5.4m length x 2.4m width	Accessible: 5.4m length x 2.4m width Shared: 5.4m length x 2.4m width	Compliant
	Aisle Width	5.8m	8.0m - 13.34m	Compliant
Parking Envelope Clearance	Column Placement	AS2890.1 envelope	AS2890.1 envelope	Compliant
	Adjacent Walls	Additional 0.3m width provided against walls	Additional 0.3m width provided against walls	Compliant
Ramp Gradients	Transitions / Gradients	Maximum 1:8 transition Maximum 1:5 gradient	Transitions at 1:10 Ramp gradient at 1:5	Compliant

AS2890.6:2009 states that *"aisle widths shall be the same as applicable to adjacent other-user spaces or in the absence of such spaces, 5.8m minimum"*. Therefore, as the aisle width for the PWD spaces and shared bays is at least that provided for the neighbouring hotel car spaces, the proposed dimensions of 8.0m and 13.34m provided for the ground level bays is considered compliant.

MRCagney Figures 5 to 8 within Appendix B illustrate a 5.2m (B99) large car manoeuvring through both car park levels as well as two-way passing with a 4.91m (B85) medium car.

MRCagney Figure 9 illustrates a B85 vehicle accessing the car spaces closest to the boom gate control. Queuing space has been provided on-site for 2 vehicles at egress and 4 vehicles at ingress. Two visitor spaces, in addition to a PWD bay, will be provided outside the boom gate control.

MRCagney Figures 10 and 11 indicate that a B85 vehicle has sufficient vertical height and ground clearance for the entirety of the ramp connecting the two car park levels. Level 1 is open air with no obstacles for height clearance. It should be ensured that any awnings provide at least 2.3m in height clearance to adequately accommodate private vehicles.

3.5 Servicing Arrangements

In discussions with the operators of the development, the design service vehicle was identified as being a small rigid vehicle (Austroads' SRV, 6.4m). While it is likely that vans will also require access to service the development, these are smaller than the SRV and therefore are not the critical design vehicle.

The Maroochydore City Centre PDA area will employ an automated waste collection system (AWCS), which transports waste and recycling using underground vacuum pipes, eliminating the requirement for typical on-site refuse collection. In the event that system maintenance or malfunction requires servicing of the site, access for a medium rigid truck (Austroads MRV 8.8m length body, with a reduce height clearance requirement of 3.5m) would need to be catered for as per the requirements of the Sunshine Coast Regional Council *Prescribed Waste Infrastructure Standards (No 3) 2019*.

Table 3-2 overleaf summarises the required service bay dimensions and height clearance requirements.

Table 3-2: Dimension / Layout Check of Proposed Servicing Areas

Design Element		PSP Requirement	Proposed Layout	Compliance
Loading Dock	VAN Bay Dimensions	5.4m length x 3.0m width	8.8m length x 3.5m width	Compliant
	SRV Bay Dimensions	7.0m length x 3.5m width		Compliant
	Vertical Height Clearance	3.5m	3.64m to 4.00m (nominal 0.5m slab thickness)	Compliant

MRCagney Figures 3 and 4 within Appendix B demonstrate the manoeuvring requirements for an 8.8m MRV and 6.4m Small Rigid Vehicle (SRV) to access the site and allocated loading dock, approaching via Fairway Drive and egressing via the one-way Lightning Lane.

As illustrated by the proposed development's architectural plans, an extended flare will be provided at the western side of the crossover to cater for the egress manoeuvres of service vehicles. A review of service vehicle ingress movements indicated that the narrow road reserve would not allow reverse-in manoeuvring of service vehicles.

4 Traffic Impacts

The Maroochydore PDA area will be accessible from several points in the surrounding road network: Dalton Drive, Plaza Parade, Aerodrome Road and Maud Street. This will involve the introduction of several new intersections. The existing and proposed road network were outlined earlier in this report (sections 2.3 and 2.4).

4.1 Traffic Impact Assessment

As part of the traffic assessment[3] for the Maroochydore City Centre Proposed Development Scheme, existing Council traffic models were utilised to assess the traffic impacts on the Maroochydore area, associated with the future development of the PDA. The traffic assessment indicated that the C1 zone had a total daily traffic generation of 9,048 vehicles per day (vpd).

The proposed development contains 167 hotel rooms; and applying conservative daily traffic generation rates (Institute of Transportation Engineers *Trip Generation Manual (2017)* maximum rate of 9.5 vpd per room for a "hotel" use therefore), the C1c zone would generate approximately 1,587 vpd.

It is noted that this volume is anticipated to be conservative, as the actual site generation is expected to be significantly lower given that there is a reduced parking supply and noting the future availability of numerous public transport options within the PDA.

The traffic generation identified above for the C1c zone (1,587 vpd) is approximately 18% of the total for the entire C1 zone. Given the proposed development occupies the entire C1c zone, and the zone accounts for 28% of the C1 zone's GFA, the traffic generation of the proposed development is substantially less than previously modelled.

Therefore, the traffic impacts determined by the previous Master Plan traffic modelling were higher (therefore conservative) when compared with those likely to be experienced with the proposed development. As such, further traffic analysis is not considered warranted.

Construction traffic movements and access are not currently defined. However, it is expected that strategies will be developed to mitigate any potential disruptions to traffic flows surrounding the PDA area.

[3] Traffic Assessment: Maroochydore City Centre Proposed Development Scheme – Cardno (2014)

5 Summary of Findings

MRCagney has been commissioned by Pro-Invest Group to provide traffic engineering advice relating to the proposed Holiday Inn Express Hotel, Maroochydore. The development will be located within the Maroochydore CBD PDA.

Architectural plans of the proposed development, prepared by KANNFINCH, are provided within Appendix A of this report.

The assessment findings, as outlined within this report, are summarised as:

1) The proposed hotel development will contain a total of 167 rooms: 44 suite, 100 standard, 16 double queen and 7 accessible;

2) The access crossover will be 6.9m General Wide (modified IPEWA arrangement), and as Lightning Lane is one-way only, egressing vehicles will be constrained to left-out movements only;

3) The proposed development will provide 55 car spaces, with 19 and 36 on the Ground and Level 1 respectively. A precinct carpark in Lightning Lane opposite the development will provide consolidated parking to supplement this supply, if needed;

4) The proposed development's car parking provision is compliant with the requirements of the Development Scheme - maximum car parking supply of either 121 or 171 spaces total for the hotel and retail land uses, depending on the rate selected;

5) Of the on-site car parking supply, a total of three (3) PWD spaces will be provided on the Ground Level, in line with the requirements of the BCA *Disability (Access to Premises - Buildings) Standards 2010*;

6) The proposed car park layout was assessed against AS2890.1:2004, with space widths, aisles and ramp gradients generally compliant;

7) The development will typically be serviced by small trucks (Austroads SRV, 6.4m length) and vans, and the proposed ground floor arrangements achieve this, along with provision for access by a refuse collection vehicle - medium rigid truck (Austroads MRV 8.8m length body, with a reduced height clearance requirement of 3.5m as per the requirements of the Sunshine Coast Regional Council *Prescribed Waste Infrastructure Standards (No 3) 2019*) – if required due to maintenance / malfunction of the AWCS; and

8) The traffic impacts determined by the previous Master Plan traffic modelling were higher (therefore conservative) when compared with those likely to be experienced with the proposed development.

Provided the recommendations of this report are adopted, there appears no traffic engineering reason to preclude approval of the proposed development.

Appendix A

Architectural Plans

PARKING SCHEDULE

Ground	19
L1	36
TOTAL	55

PRELIMINARY ISSUE

Rev.	Revision Description	Chk.	Date
R	Updated Fire Tanks + Egress		2019.07.22
Q	Modified DA Submission		2019.07.10
P	DA Submission Endorsement		2019.06.03
O	Revised Typ. Floor; General Update		2019.04.03

DO NOT SCALE from this drawing. Use given dimensions only. Check all dimensions on the job prior to commencement of shop drawings or fabrication. Any discrepancies are to be referred to the Architect/Engineer/Designer prior to commencement of work

Client
PRO-INVEST GROUP

Scale 1:100
0 1m 2m 5m 10m

Project
HI EX HOTEL DEVELOPMENT
G2+G3 SUN CENTRAL
MAROOCHYDORE

KANNFINCH
Kann Finch Group Pty Ltd 50 Carrington St Sydney NSW 2000
ACN 139 614 788 Tel +61 2 9299 4111 www.kannfinch.com
Nominated Architect: Stephen Jamieson NSW ARB Reg No 5208

Drawing
GROUND FLOOR PLAN

Drawing No.
DA.02.01
Revision
R

Scales
1 : 100 @ A1

Drawn
Author

Checked
Checker

Project No.
6668

22/07/2019 11:42:34 AM - Plot Date

PARKING SCHEDULE

Ground	19
L1	36
TOTAL	55

ROOM SCHEDULE MATRIX

Level	Room Type	Keys
L1	Suite	6
L1	Standard	14
L1	Double Queen	2
L1	Accessible RH	1
		23
L2	Suite	6
L2	Standard	14
L2	Double Queen	2
L2	Accessible LH	1
		23
L3	Suite	6
L3	Standard	14
L3	Double Queen	2
L3	Accessible RH	1
		23
L4	Suite	6
L4	Standard	14
L4	Double Queen	2
L4	Accessible LH	1
		23
L5	Suite	6
L5	Standard	14
L5	Double Queen	2
L5	Accessible RH	1
		23
L6	Suite	6
L6	Standard	14
L6	Double Queen	2
L6	Accessible LH	1
		23
L7	Suite	6
L7	Standard	14
L7	Double Queen	2
L7	Accessible RH	1
		23
L8 Pool	Suite	2
L8 Pool	Standard	2
L8 Pool	Double Queen	2
		6
Grand total		167

Rev.	Revision Description	Chk.	Date
R	Updated Fire Tanks + Egress		2019.07.22
Q	Modified DA Submission		2019.07.10
P	DA Submission Endorsement		2019.06.03
O	Revised Typ. Floor; General Update		2019.04.03

DO NOT SCALE from this drawing. Use given dimensions only. Check all dimensions on the job prior to commencement of shop drawings or fabrication. Any discrepancies are to be referred to the Architect/Engineer/Designer prior to commencement of work

Client
PRO-INVEST GROUP

Scale 1:100
0 1m 2m 5m 10m

Project
HI EX HOTEL DEVELOPMENT
G2+G3 SUN CENTRAL
MAROOCHYDORE

KANNFINCH
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ACN 139 614 788 Tel +61 2 9299 4111 www.kannfinch.com
Nominated Architect: Stephen Jamieson NSW ARB Reg No 5208

Drawing
LEVEL 1 PLAN

Drawing No.
DA.02.03
Revision
R

Scales
1 : 100 @ A1

Drawn
Author

Checked
Checker

Project No.
6668

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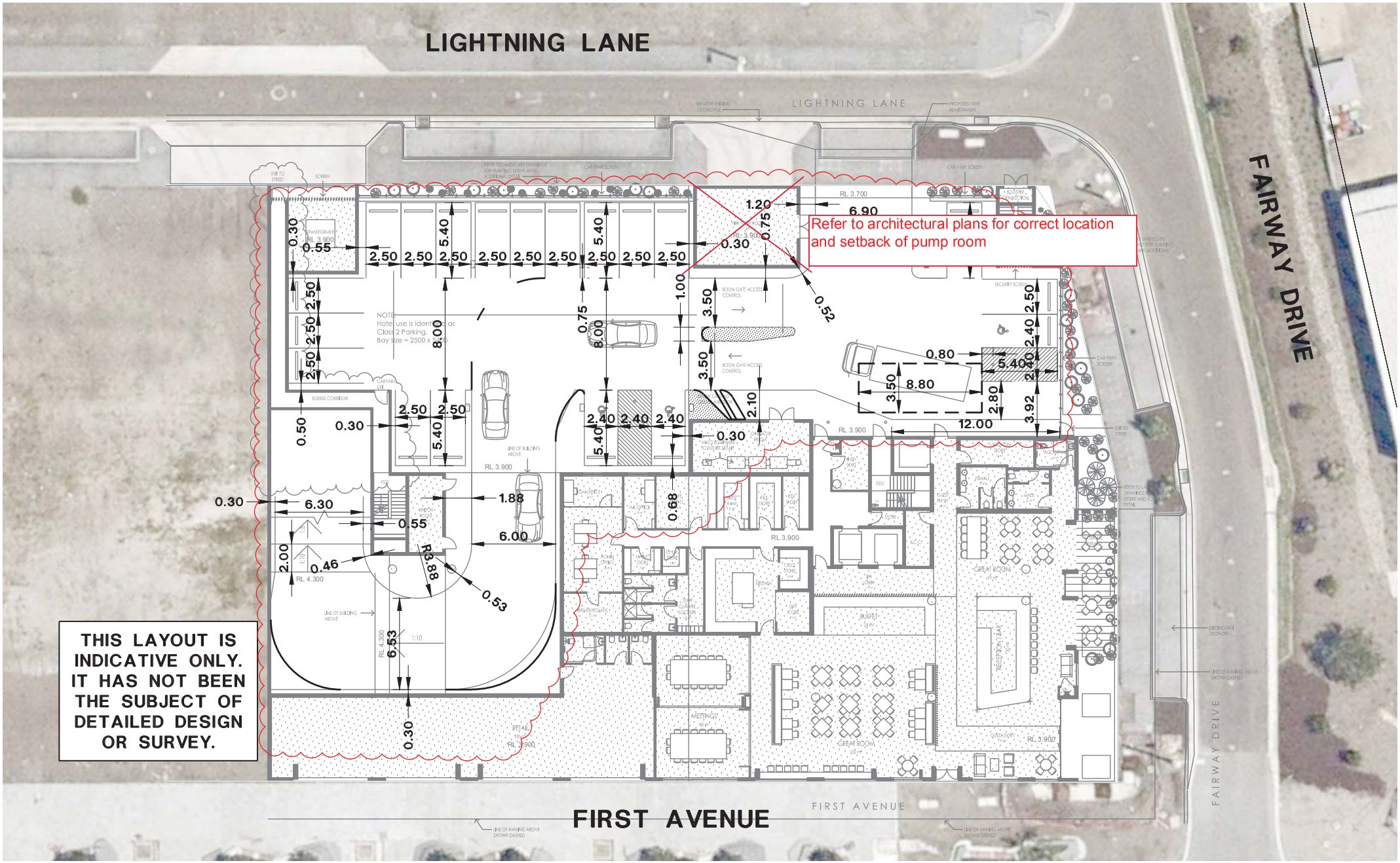
Appendix B

MRCagney Figures



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Full Size A3

MRCagney

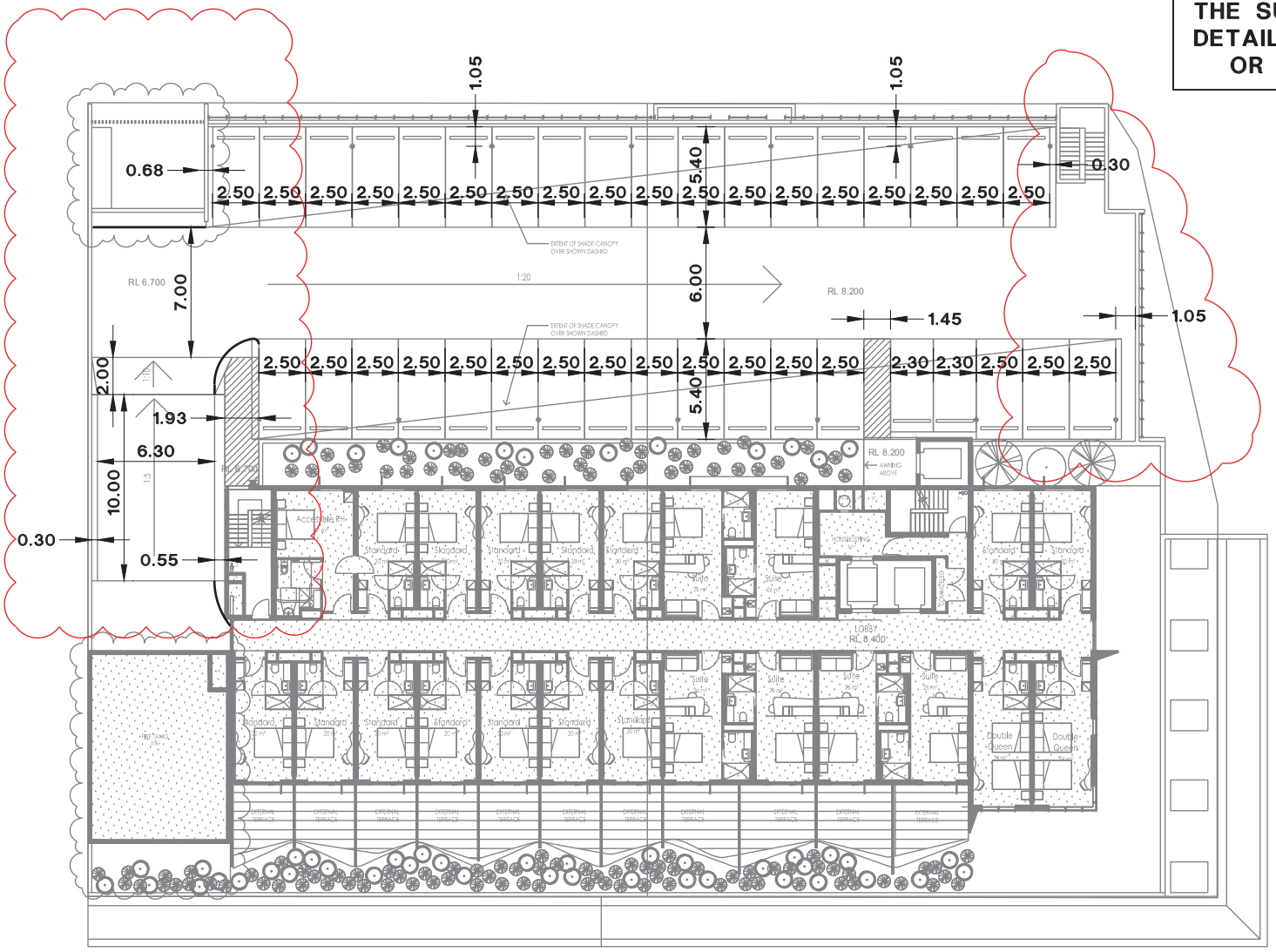
DIMENSIONS AND PROPOSED MODIFICATIONS FOR GROUND LEVEL LAYOUT

HOLIDAY INN EXPRESS HOTEL GROUND FLOOR PLAN

IT-4 | 22nd JULY 2019

FIGURE 1

THIS LAYOUT IS INDICATIVE ONLY. IT HAS NOT BEEN THE SUBJECT OF DETAILED DESIGN OR SURVEY.



6663-14.DWG

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Full Size A3

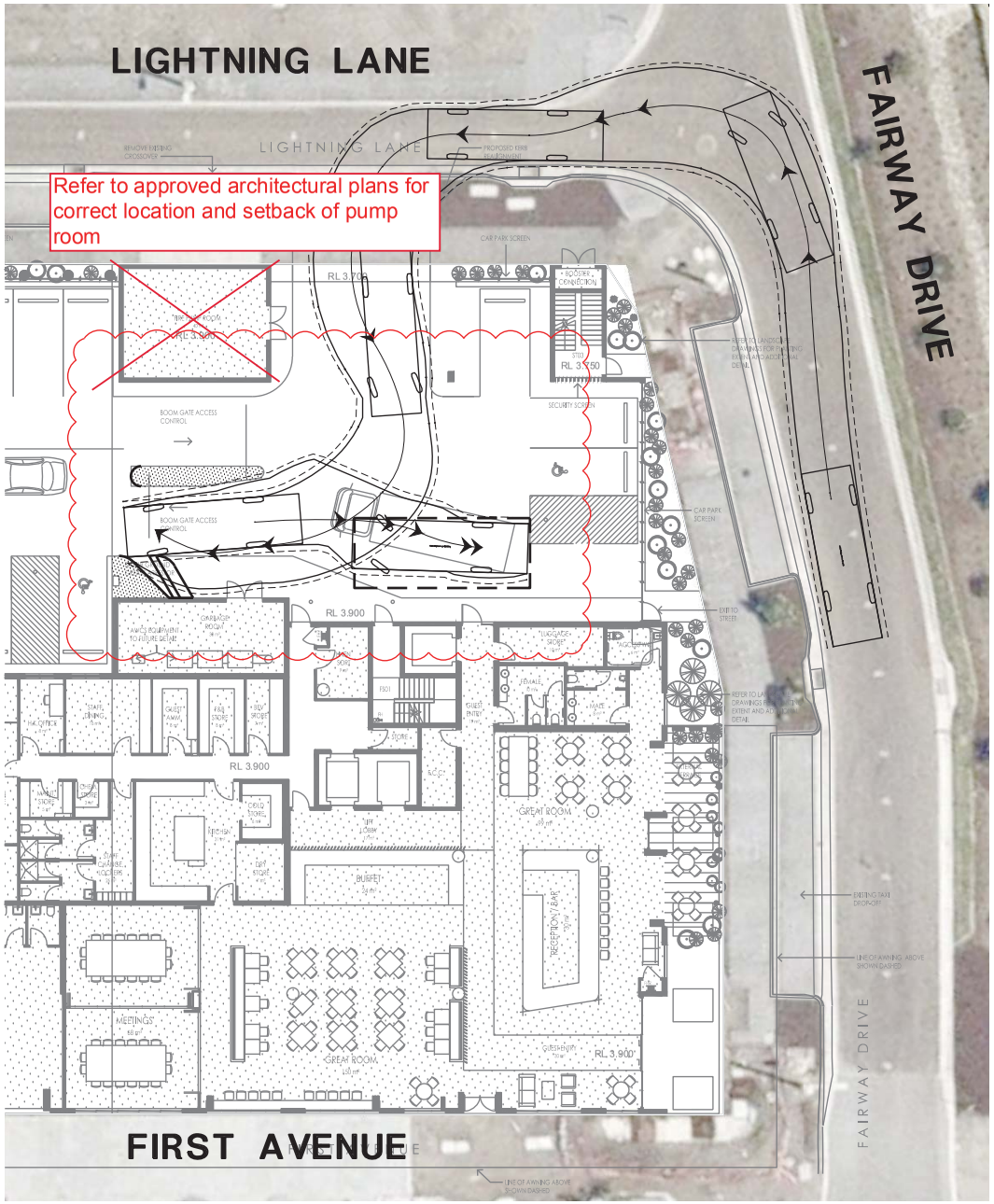
MRCagney

DIMENSIONS AND PROPOSED MODIFICATIONS FOR LEVEL 1 LAYOUT

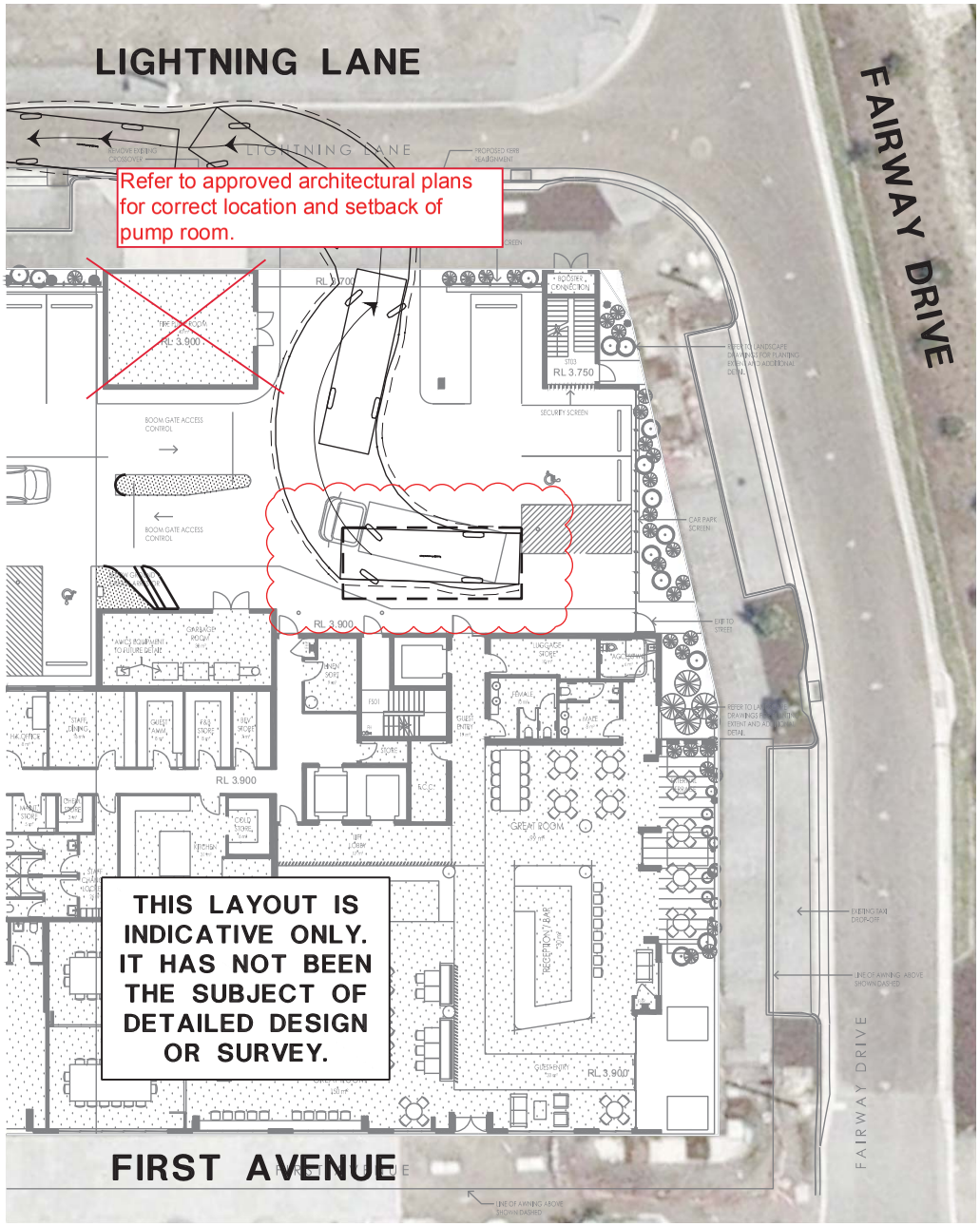
HOLIDAY INN EXPRESS HOTEL GROUND FLOOR PLAN

IT-4 | 22nd JULY 2019

FIGURE 2



INGRESS MANOEUVRE



EGRESS MANOEUVRE

5 0 5 10 15 20m 1:250

Full Size A3

6663-10.DWG

MRCagney

8.8m (AUSTROADS) MEDIUM RIGID VEHICLE MANOEUVRING REQUIREMENT TO ACCESS LOADING AREA

HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

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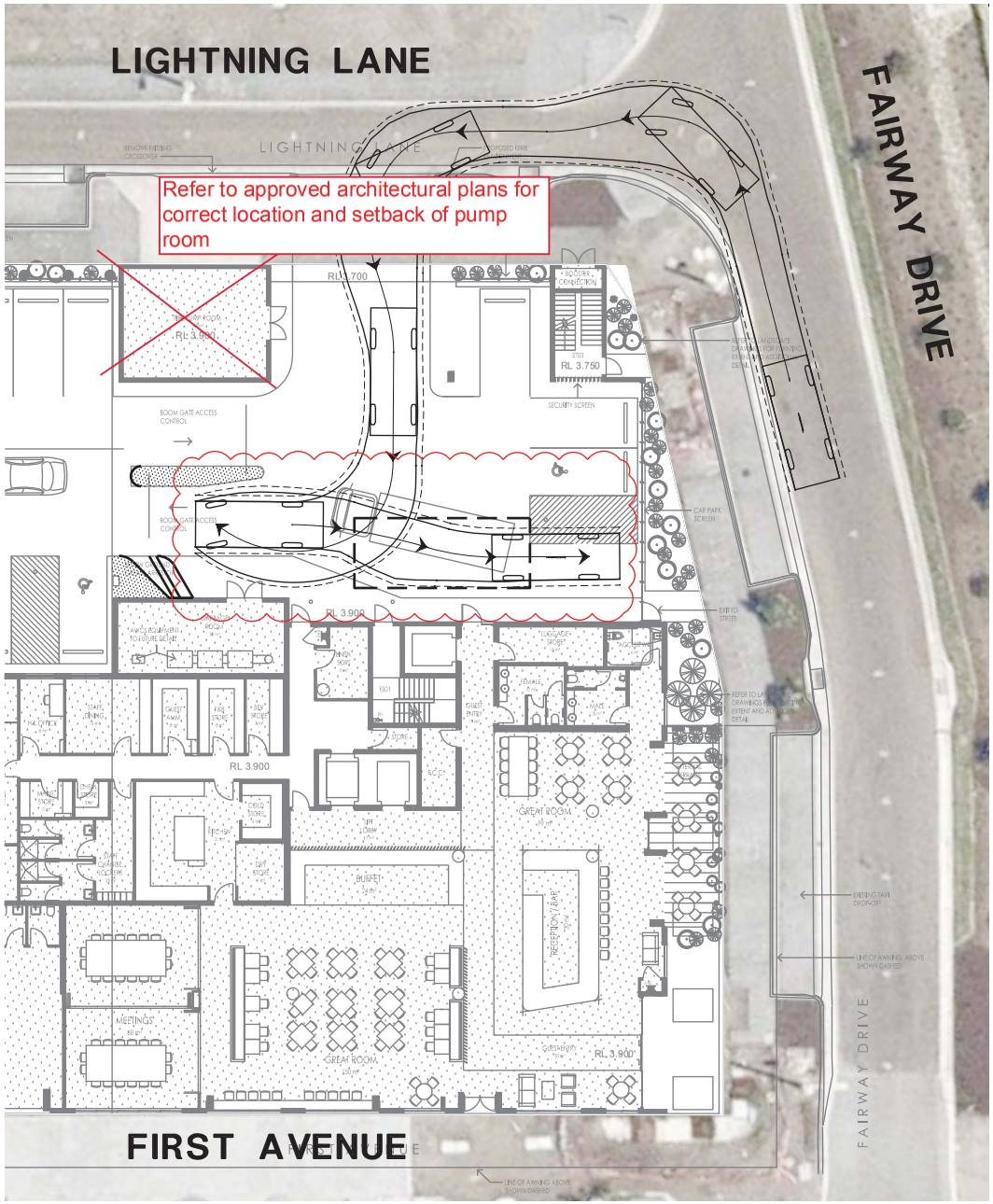
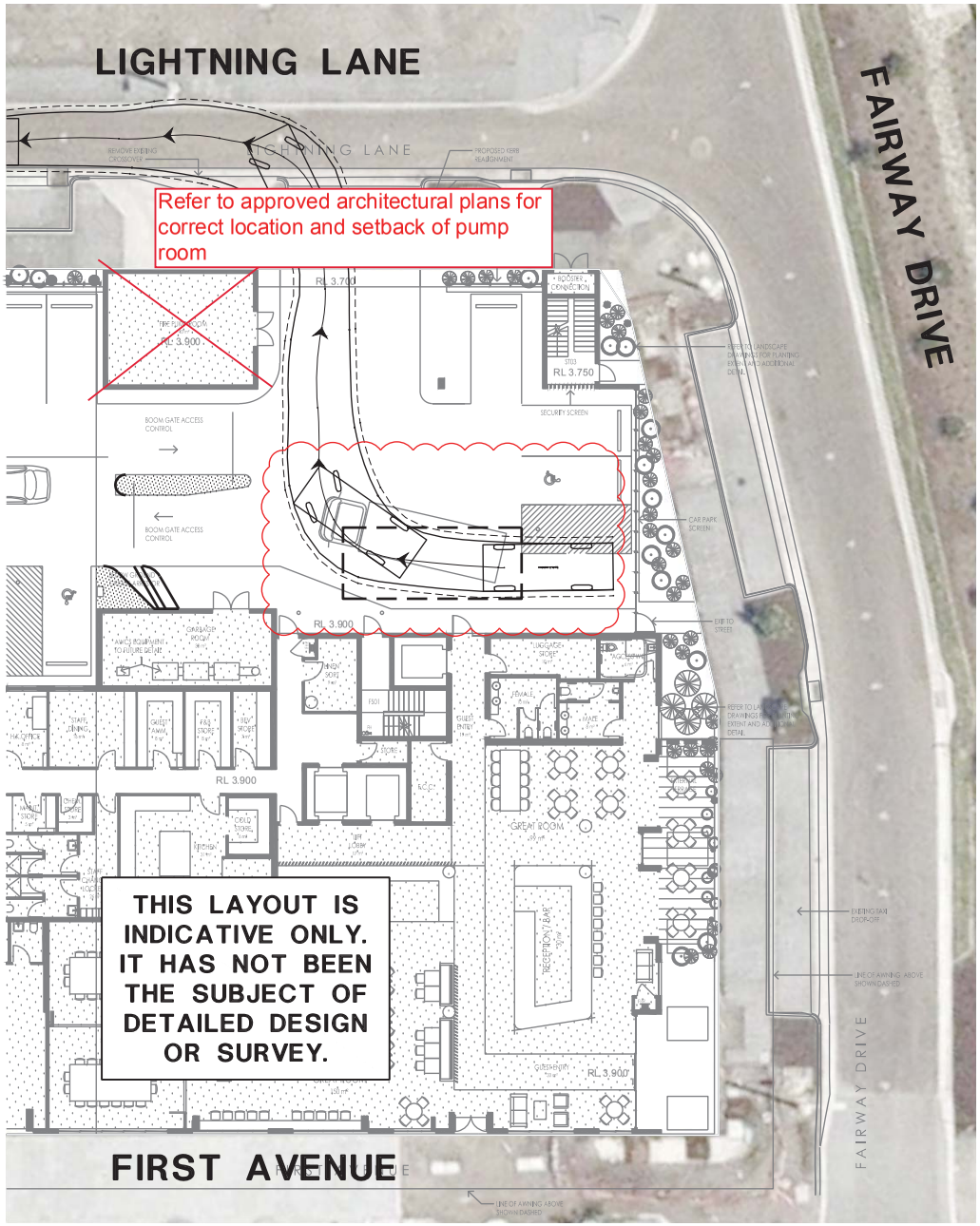
FIGURE 3



INGRESS MANOEUVRE



EGRESS MANOEUVRE

5 0 5 10 15 20m 1:250

Full Size A3

6663-14.DWG

MRCagney

6.4m (AUSTROADS) SMALL RIGID VEHICLE MANOEUVRING REQUIREMENT TO ACCESS LOADING AREA

HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

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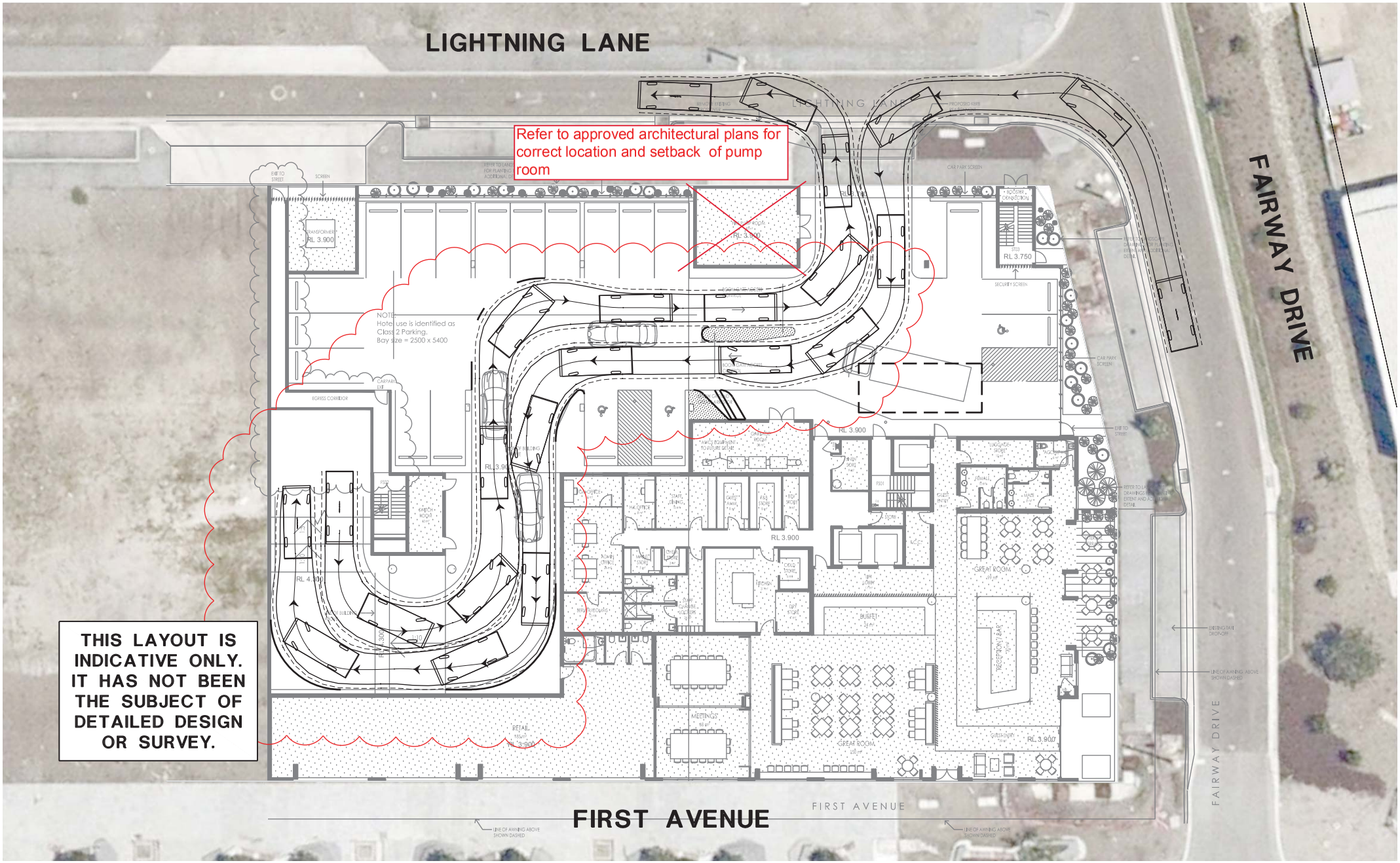
FIGURE 4



6663-14.DWG

5 0 5 10 15 20m 1:250

Full Size A3

MRCagney

5.2m (B99) LARGE CAR MANOEUVRING REQUIREMENT TO CIRCULATE GROUND LEVEL LAYOUT

HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

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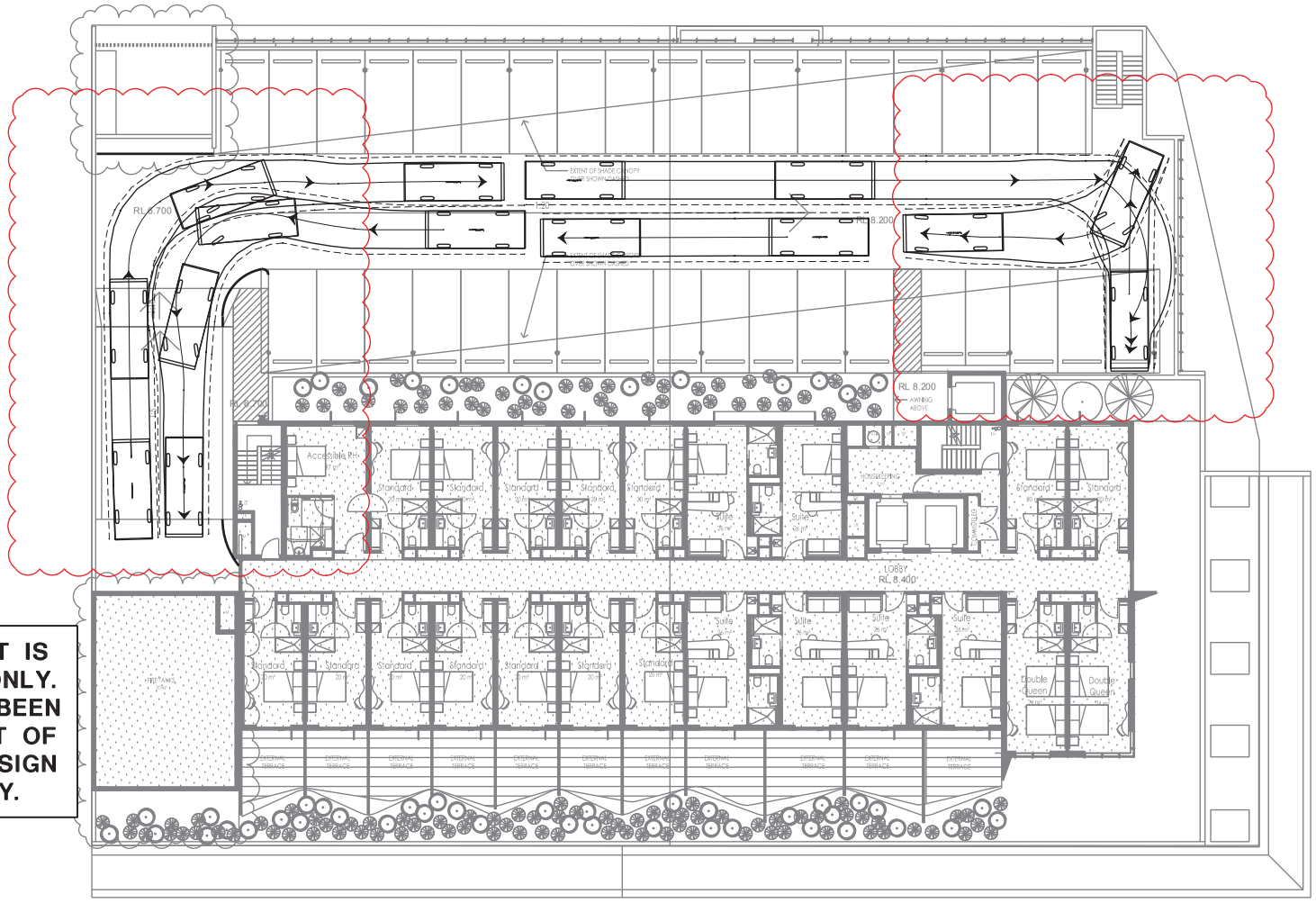
FIGURE 5



THIS LAYOUT IS INDICATIVE ONLY. IT HAS NOT BEEN THE SUBJECT OF DETAILED DESIGN OR SURVEY.

6663-14.DWG

5 0 5 10 15 20m 1:250

Full Size A3

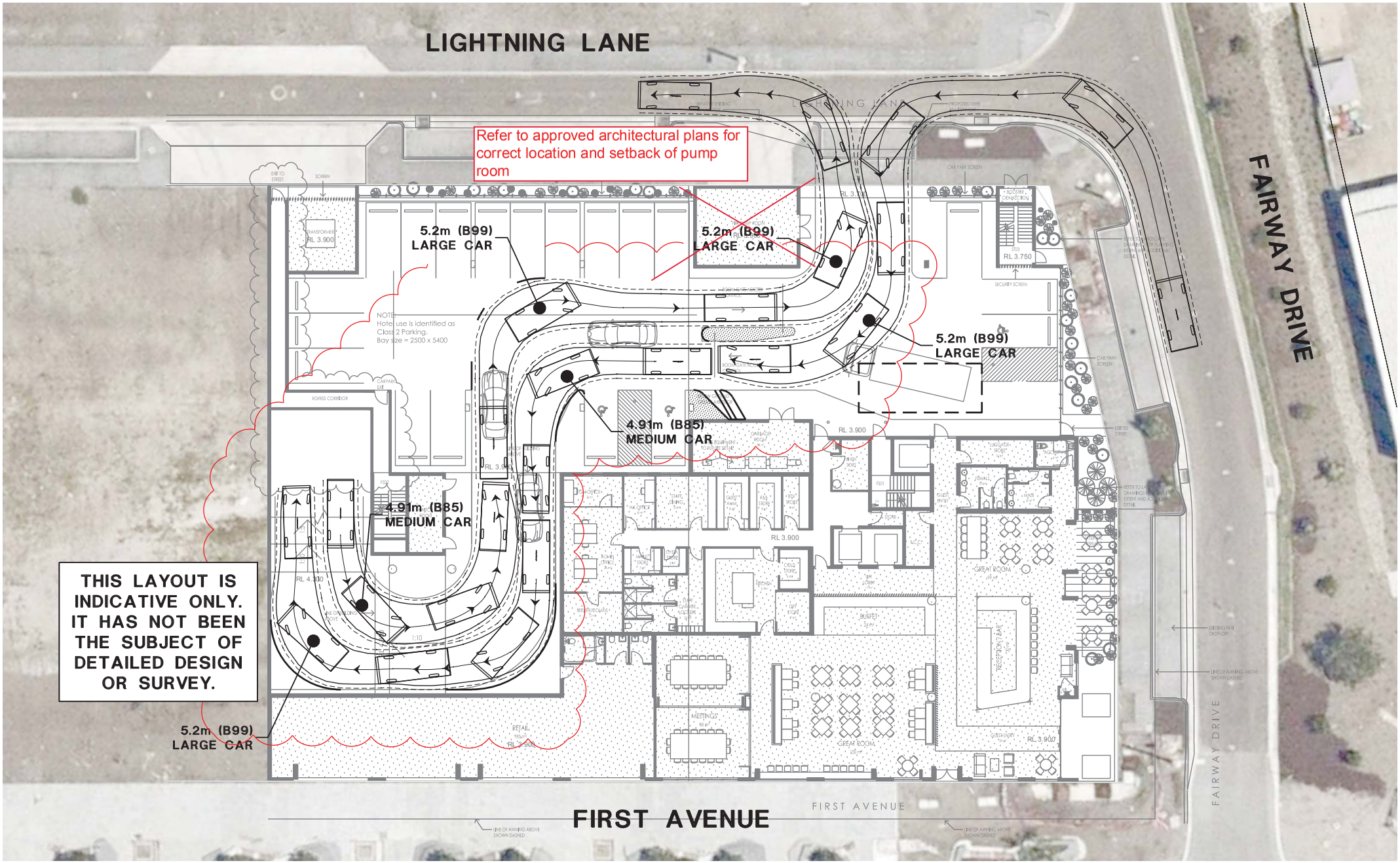
MRCagney

5.2m (B99) LARGE CAR MANOEUVRING REQUIREMENT TO CIRCULATE LEVEL 1 LAYOUT

HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

IT-4 | 22nd JULY 2019

FIGURE 6



6663-14.DWG

5 0 5 10 15 20m 1:250

Full Size A3

MRCagney

5.2m (B99) LARGE CAR MANOEUVRING REQUIREMENT TO PASS 4.91m (B85) MEDIUM CAR ON CIRCULATING GROUND LEVEL LAYOUT

HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

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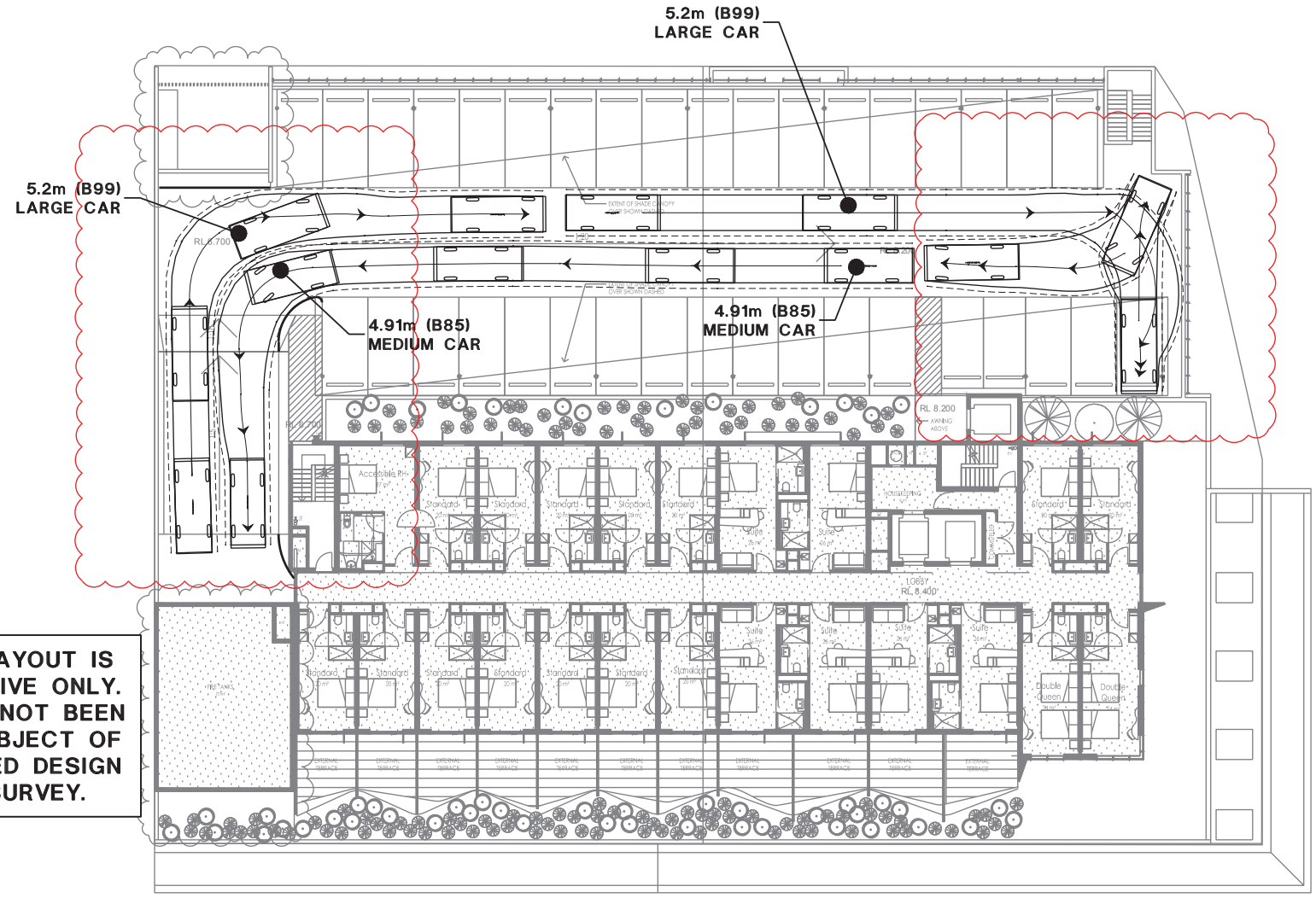
FIGURE 7



THIS LAYOUT IS INDICATIVE ONLY. IT HAS NOT BEEN THE SUBJECT OF DETAILED DESIGN OR SURVEY.

6663-14.DWG

5 0 5 10 15 20m 1:250

Full Size A3

MRCagney

5.2m (B99) LARGE CAR MANOEUVRING REQUIREMENT TO PASS 4.91m (B85) MEDIUM CAR ON CIRCULATING LEVEL 1 LAYOUT

HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

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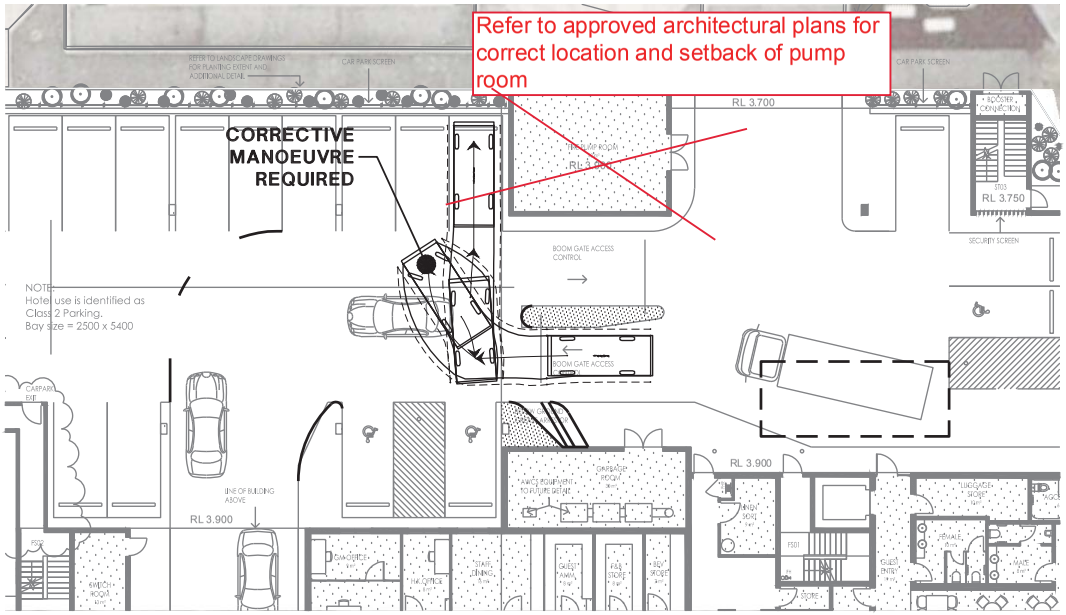
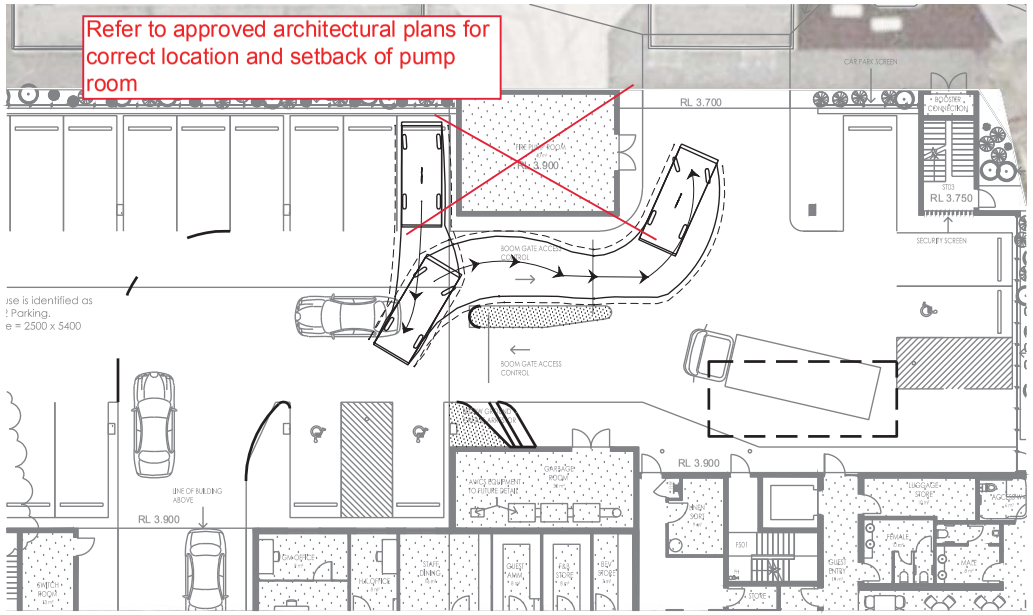
FIGURE 8

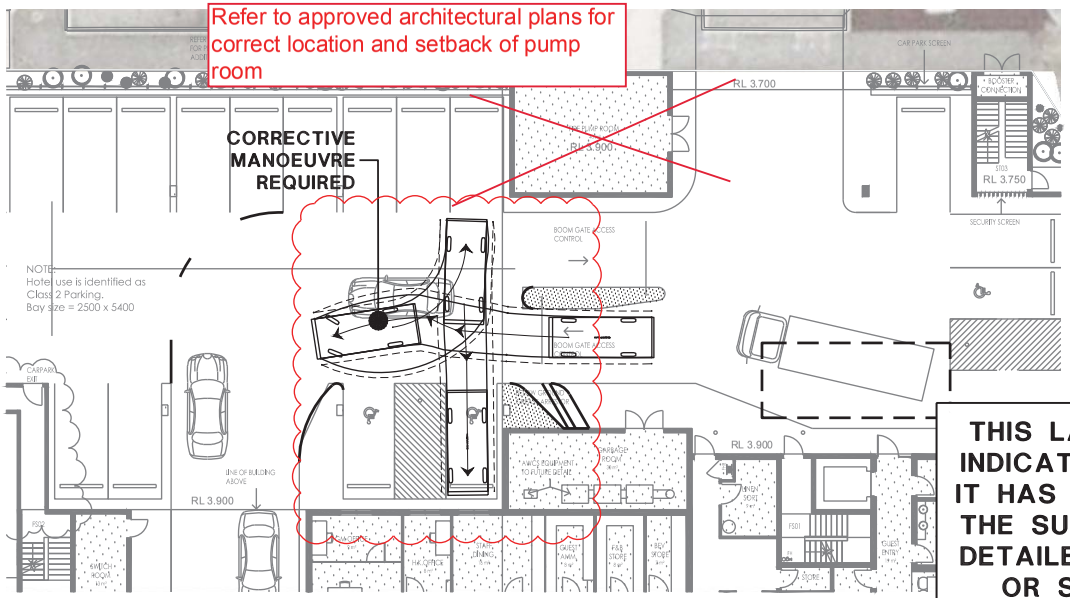


INGRESS MANOEUVRE

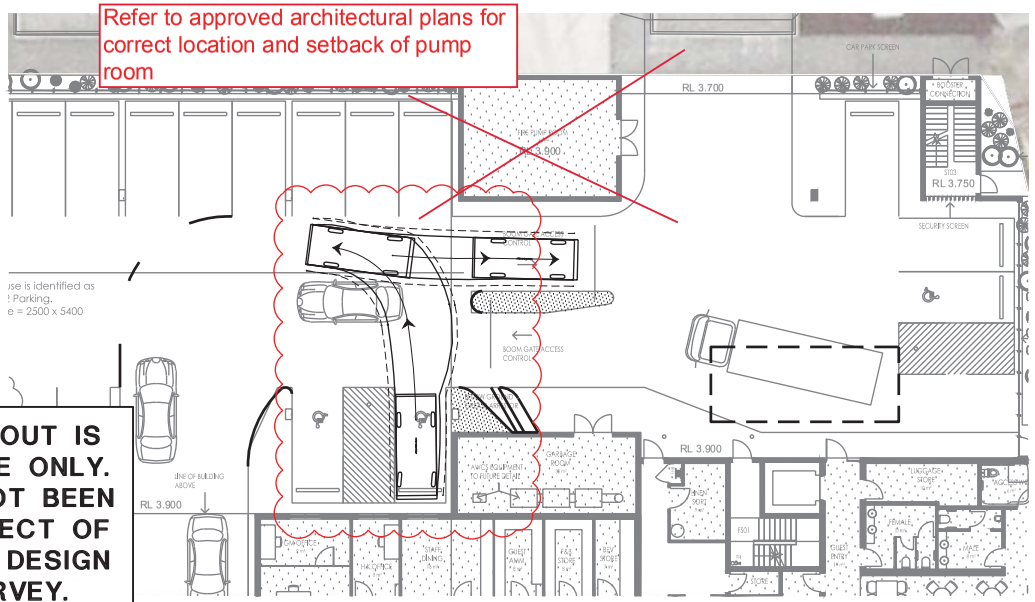


EGRESS MANOEUVRE

NORTHWESTERN BAY ACCESS



INGRESS MANOEUVRE



EGRESS MANOEUVRE

THIS LAYOUT IS INDICATIVE ONLY. IT HAS NOT BEEN THE SUBJECT OF DETAILED DESIGN OR SURVEY.

SOUTHWESTERN BAY ACCESS

6663-14.DWG

5 0 5 10 15 20m 1:250

Full Size A3

MRCagney

4.91m (B85) MEDIUM CAR MANOEUVRING
REQUIREMENT TO ACCESS PARKING BAYS AGAINST BOOM GATE

HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

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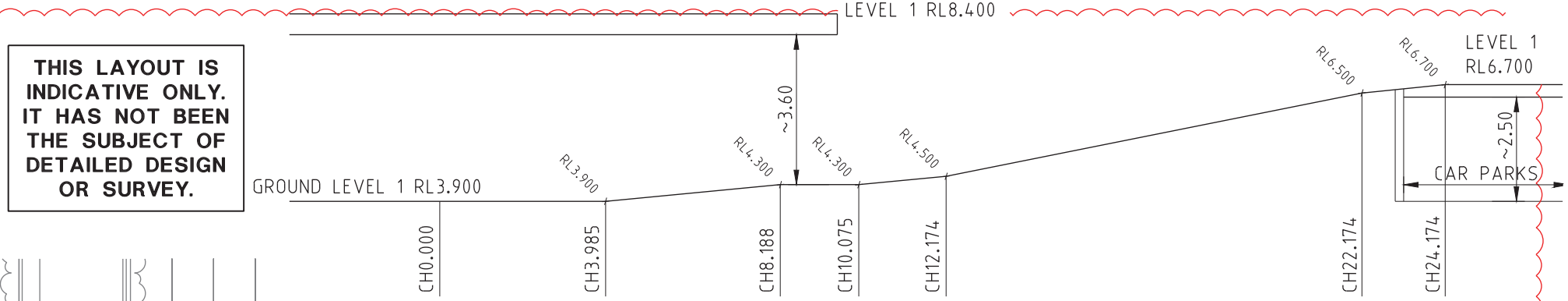
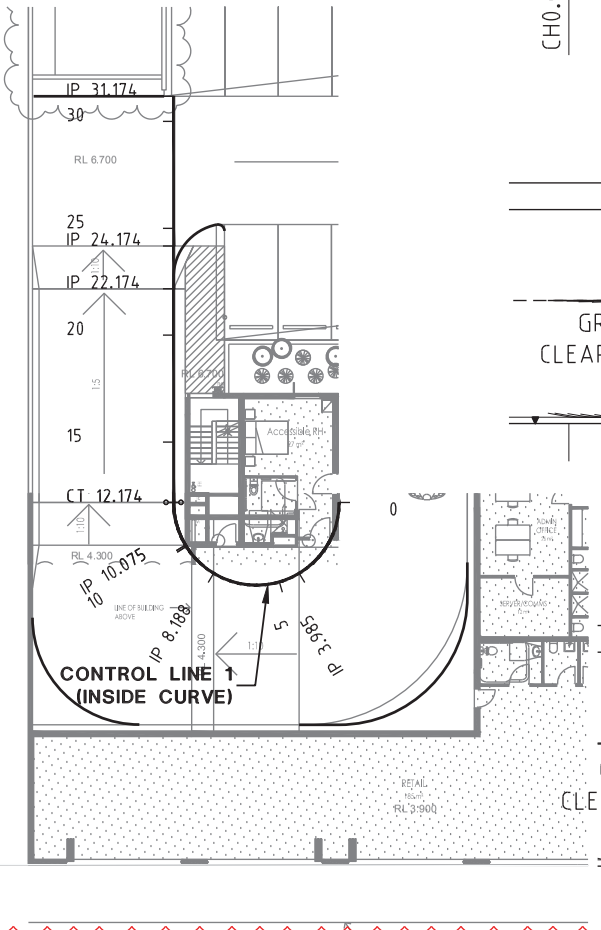
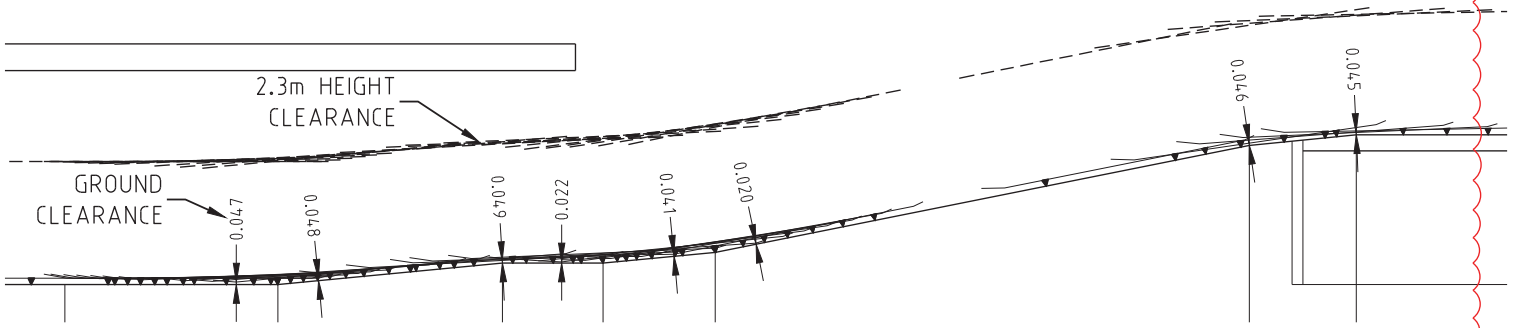
FIGURE 9

THIS LAYOUT IS INDICATIVE ONLY. IT HAS NOT BEEN THE SUBJECT OF DETAILED DESIGN OR SURVEY.

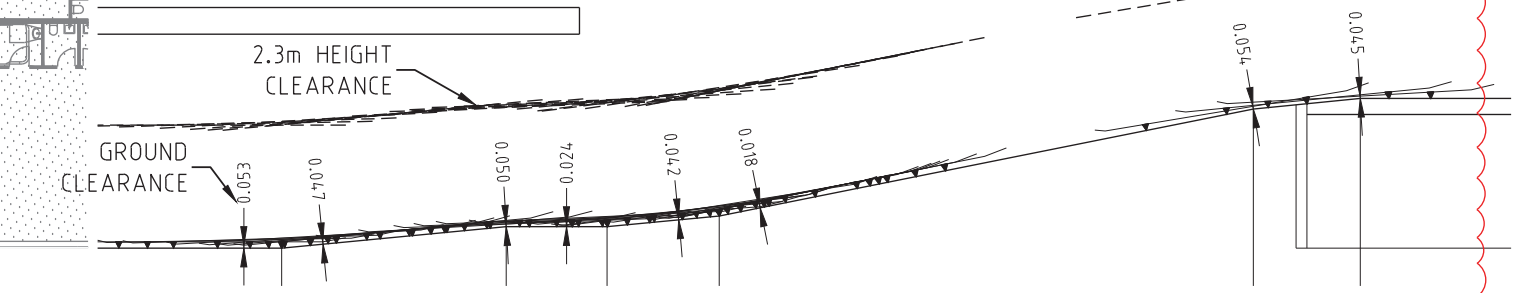


LONG. SECTION (CONTROL LINE 1)
SCALE 1 : 100





INGRESS PROFILE
SCALE 1 : 100



EGRESS PROFILE
SCALE 1 : 100

LAYOUT PLAN
SCALE 1 : 250

2 1 0 2 4 6 8m 1:100
Full Size A3

5 0 5 10 15 20m 1:250
Full Size A3

6663-14.DWG

MRCagney

GROUND CLEARANCE TEMPLATE OVERLAY REVIEW (INSIDE CURVE)
AS2890.1:2004 FIGURE C1(a) B99 LARGE CAR

HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

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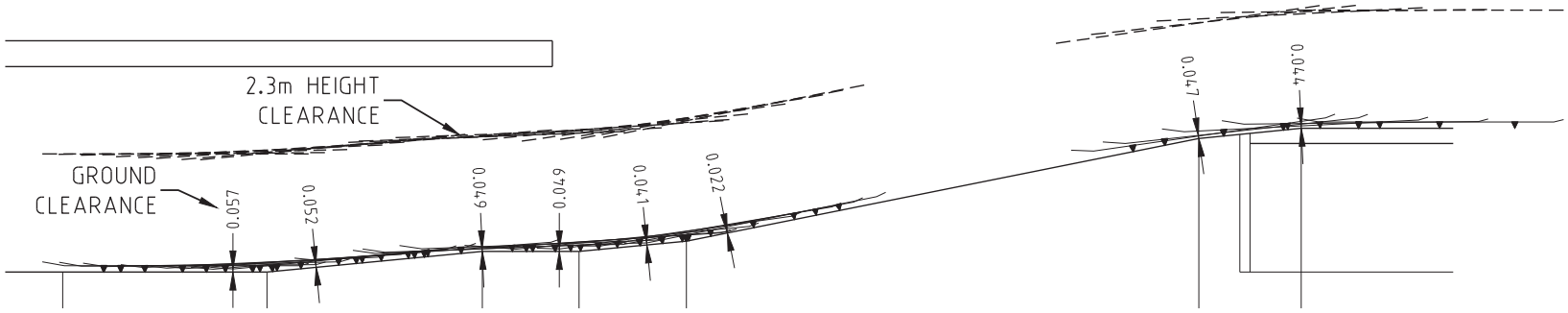
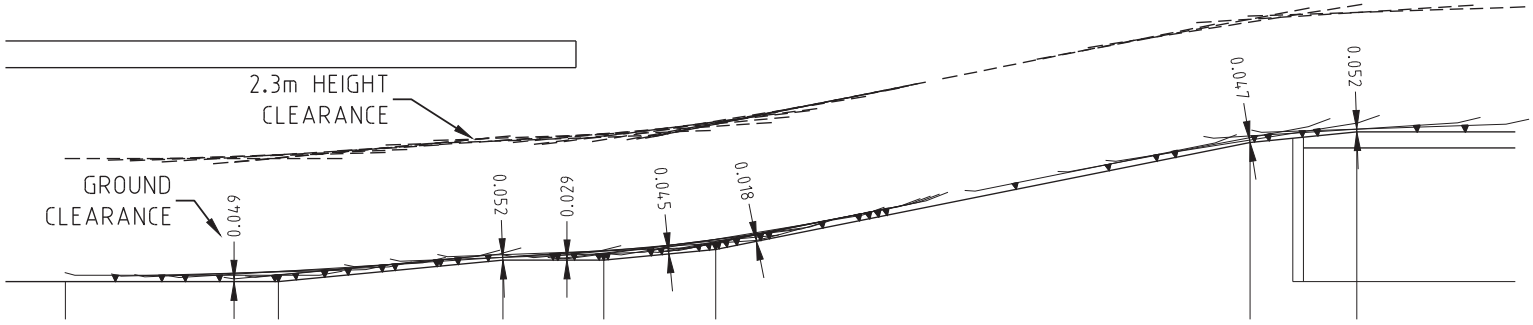
FIGURE 10

THIS LAYOUT IS INDICATIVE ONLY. IT HAS NOT BEEN THE SUBJECT OF DETAILED DESIGN OR SURVEY.



INGRESS PROFILE
SCALE 1 : 100



EGRESS PROFILE
SCALE 1 : 100

6663-14.DWG

2 1 0 2 4 6 8m 1:100

Full Size A3

MRCagney

GROUND CLEARANCE TEMPLATE OVERLAY REVIEW (INSIDE CURVE)
AS2890.1:2004 FIGURE C1(b) B85 MEDIUM CAR

HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

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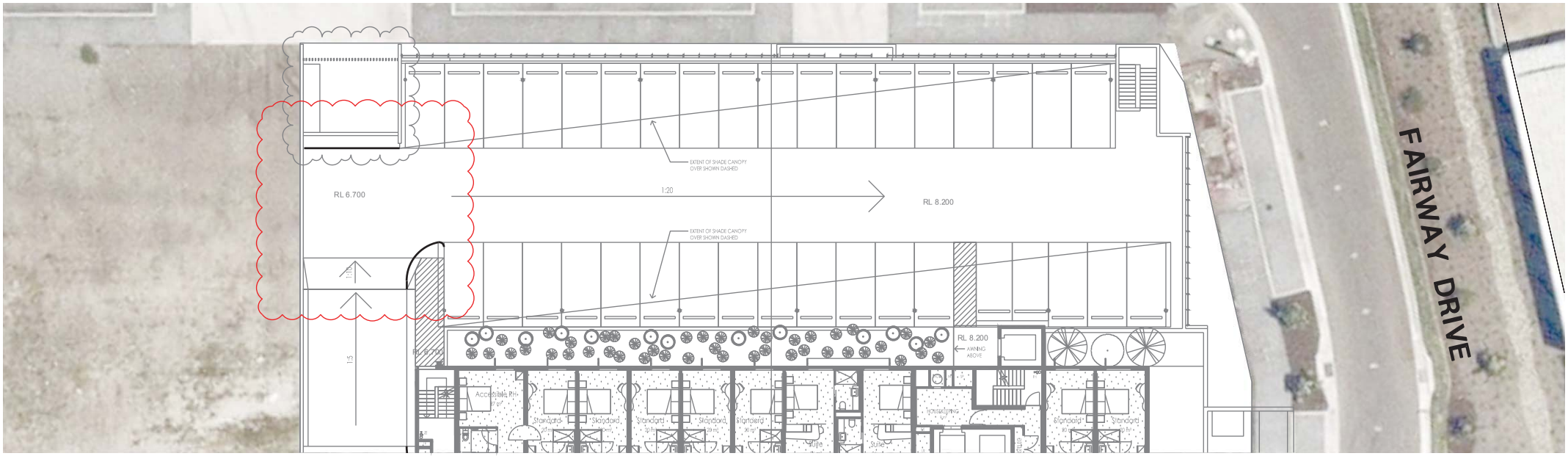
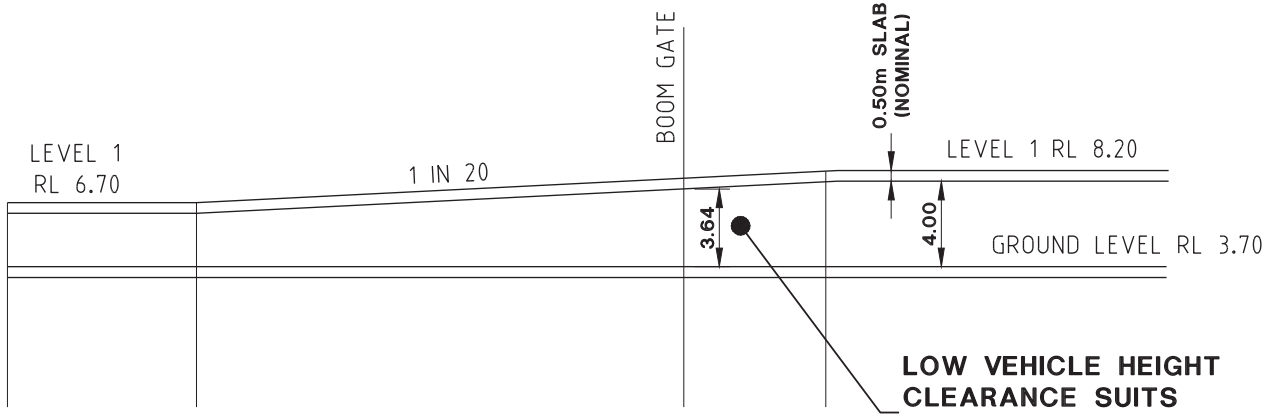
FIGURE 11



LAYOUT PLAN

THIS LAYOUT IS INDICATIVE ONLY. IT HAS NOT BEEN THE SUBJECT OF DETAILED DESIGN OR SURVEY.



LONG. SECTION

6663-14.DWG

5 0 5 10 15 20m 1:250

Full Size A3

MRCagney

LOADING AREA
HEIGHT CLEARANCE AT BOOM GATES

HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

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FIGURE 12