

**PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL**

Approval no: DEV2018/990

Date: 12 SEP 2019



13 June 2019

Our Ref: 18GCT0098

Your Ref:

Attention: Matilda Kaveney

Palm Lake Works Pty Ltd

By Email

Dear Matilda,

RE: 17 Weinam St & 52 Hamilton St, Redland Bay - Aged Care Facility

TTM Consulting Pty Ltd has been engaged by Palm Lake Works Pty Ltd to provide additional engineering services for the above-mentioned development.

The aim of this assessment is to provide a response to the Further Issues Letter (DEV2018/990) administered by the Economic Development Queensland (EDQ), dated 8th March 2019, addressing traffic Item 12. This letter forms part of the response to EDQ's Further Issues Letter.

Transport

Item 12 – Site Access (Pitt Street Access Driveway)

Council has raised concern with the proposed left in / left out access from Pitt Street. To assess if this proposed access point will result in a safe and functional access driveway that meets accepted standards, provide the following information:

a. the frequency of service vehicle/s entering and exiting the site via Pitt Street;

Response

Based on advice provided by the team at Palm Lake, it is expected that service vehicle frequency will be quite moderate. According to the information provided by Palm Lake, a maximum of 30 trucks will attend the site during a week. This includes both general servicing and waste collection. A maximum of 30 vehicles per week is equivalent to a maximum of six (6) vehicles through the dedicated Pitt Street access per day.

This frequency equates to roughly one (1) service vehicle every two (2) hours assuming that it is done over a 12 hour period and the service bay is only for one (1) vehicle. Given the type of land use, TTM consider this frequency acceptable as the on-site traffic during the day will be minimal.

b. based on the above information from item 12.a, demonstrate the queue distance for service vehicles from the first internal conflict point to the road boundary is sufficient to prevent queues extending; and

Response

Given the low turnover of service vehicles on-site, it is expected that queuing will be limited to one (1) vehicle. General servicing and waste collection will occur at different periods during the day, so it is unlikely that both vehicles will be entering the development at the same time. In the event that both vehicles are on-site, sufficient space is provided for one vehicle to sit within the aisle (past the building edge) and wait for the other service vehicle to complete its procedure. Once completed, the first service vehicle can exit and allow the other to then utilise the space.

It should be noted that if the service vehicle must wait within the parking aisle, there is sufficient space for other vehicles to pass if needed. TTM consider this aspect of the proposed development to be acceptable given the likelihood of the event occurring is very low.

c. Include details of proposed vehicle movement restrictions to prevent right turn movements to and from the proposed access driveway on Pitt Street.

Response

Currently, Pitt Street has a right turn lane that facilitates turns west onto Salisbury Street. This right turn slip lane sits partially in front of the proposed service vehicle access and includes a chevron hatching taper.

The Pitt Street access will be restricted to service vehicles only and will be signed as such. It is important to make sure that only left-in-left-out movements are conducted.

Due to the location of the proposed service vehicle access, there are options to physically prevent right turn movements out of the site. Options include adding in a kerbed median strip within the existing hatched area which would restrict vehicles from turning right into and out of the development. This island would include the appropriate signage to give notice to drivers travelling through the area. Signage would also need to be located on-site to guide vehicles who are exiting to the correct route.

Given the above process is quite costly, another option is to install flexible bollards that would sit within the chevron area. This would evidently act as a barrier between the Pitt Street access and the far side of the carriageway. This option is demonstrated in Figure 1.



Figure 1: Flexible Bollards

By implementing TTM's suggestion, this will help prevent any type of vehicle from entering the Pitt Street access via a right turn manoeuvre.

Yours sincerely,

Kaiden Parsons

Consultant

TTM Consulting Pty Ltd