

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2019/1047

Date: 21st December 2020



Holiday Inn Express Hotel Maroochydore

Traffic Report

Prepared for: Pro-Invest Group

Prepared by: MRCagney Pty Ltd, Brisbane, Australia

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Quality Assurance Register

Issue	Description	Prepared by	Reviewed by	Authorised by	Date
a	Draft Report	RB	DW		30 October 2020
1	Final Report	DW	DW	 Darryl Watkins RPEQ 23854	3 November 2020

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Appendix A – Architectural Plans

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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 181 hotel rooms and ancillary retail component on the ground level:

- Suite: 44 rooms;
- Standard: 80 rooms;
- King Split: 26 rooms
- King: 8 rooms;
- 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 2(1) and includes updates based on comments provided by EDQ following their review of Report Version 1(5). The following updates have been made from Version 1(5):

- Section 3.2: Pedestrian sight splay information added.
- Section 3.3: Parking supply has been updated to 30 total spaces, with 2 spaces for people with a disability (PWD), from 54 total spaces with 1 PWD space (removal of Level 1 car park).
- Section 3.4: Minor changes to car parking aisle width, additional information included regarding the car park security controls – change to a sliding security gate.
- Section 3.5: Fire truck / booster pump assessment has been added.
- Section 5: Report Summary updated to reflect the above changes.
- Appendix A: Amended Architectural Plans.
- Appendix B: Updated MRCagney Figures.

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.

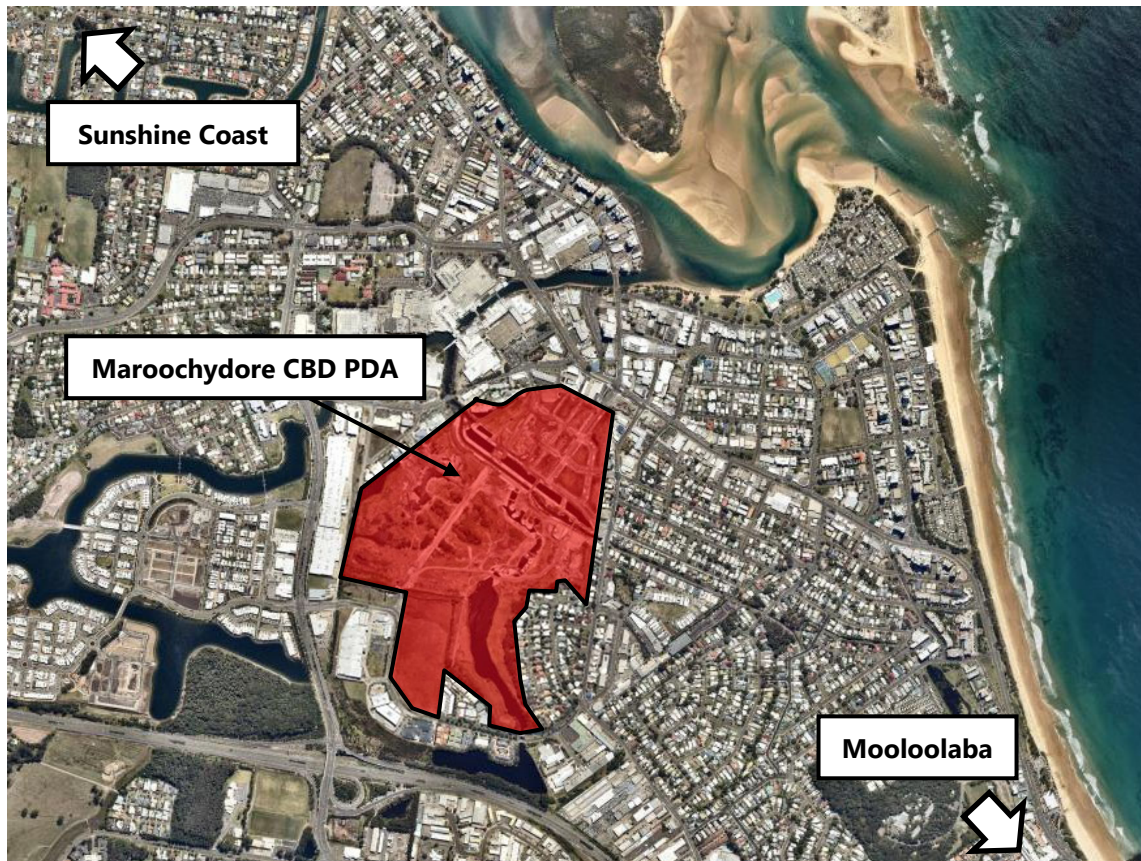


Figure 2-1: Locality Plan

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 lists¹ 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 the 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.

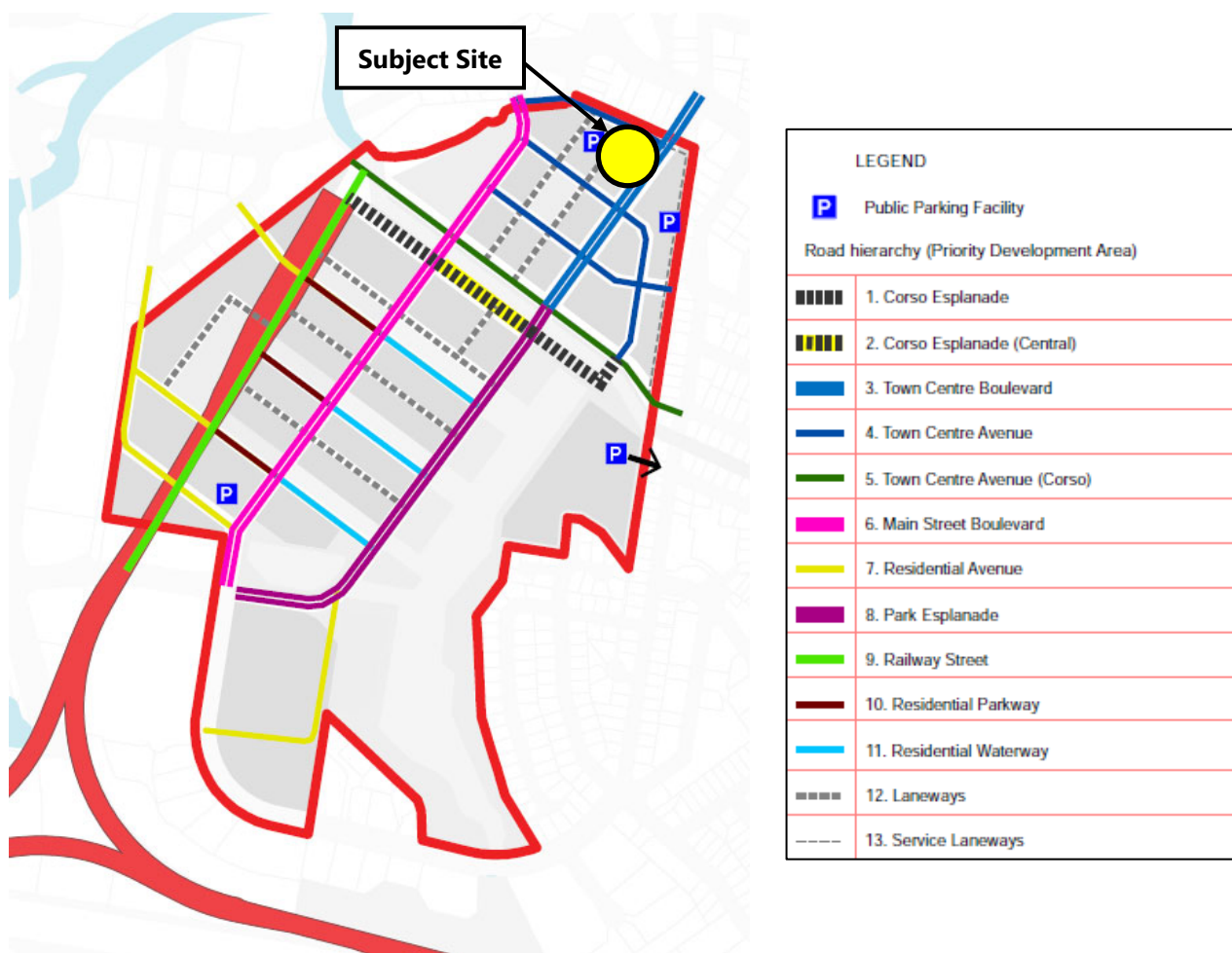


Figure 2-3: PDA Road Hierarchy Plan

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 Scheme² did outline profiles. Typical cross-sections of these three road types are illustrated in Figure 2-4 below.

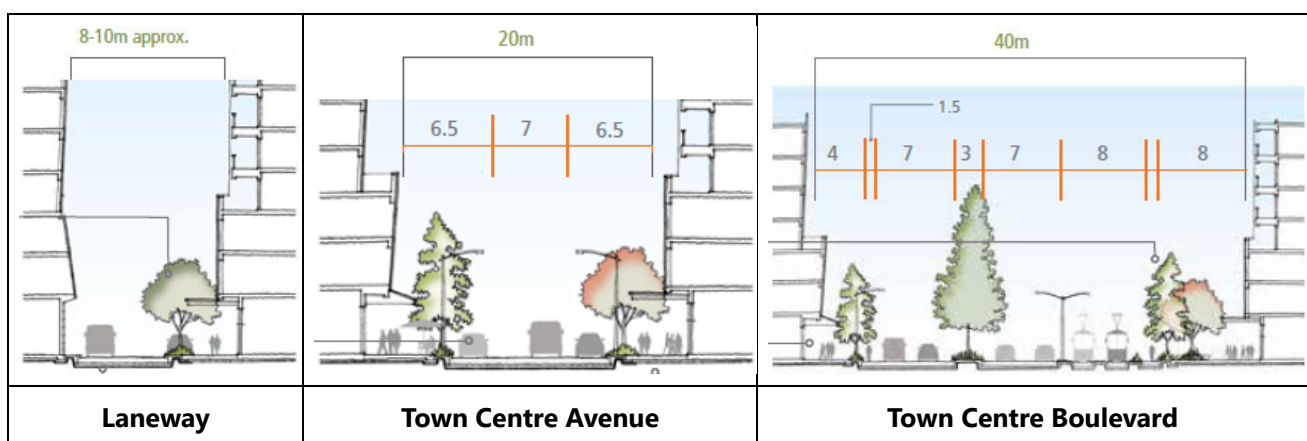


Figure 2-4: Road Hierarchy Profiles

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 overleaf.

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.

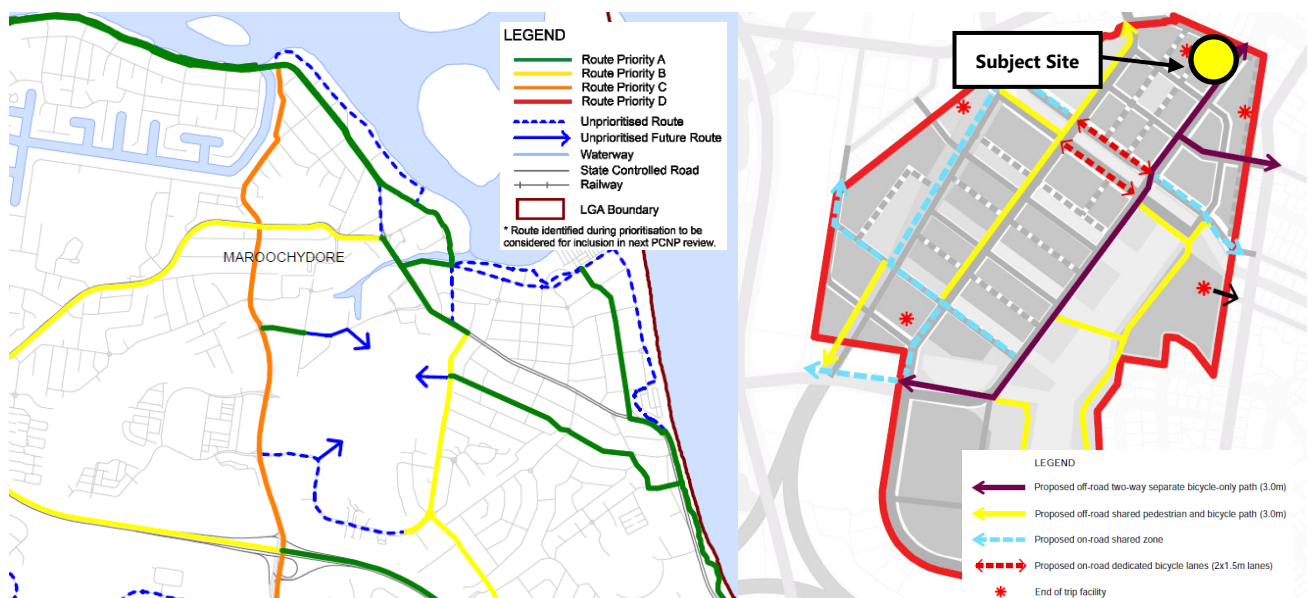


Figure 2-6: Principal Cycle Network Surrounding the Subject Site

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 181 hotel rooms, broken into the following types:

- Suite: 44 rooms;
- King: 34 rooms;
- Standard: 80 rooms; and
- Double Queen: 16 rooms; and
- Accessible: 7 rooms.

The development will also incorporate 185m² 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 with the egress manoeuvres of service vehicles (due to the narrow road reserve width available).

Based on the access design assessment conducted above as well as the 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 of 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 AS/NZ2890.1:2004 (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 two (2) queue spaces to be provided between the gate and property boundary for a car park with 21 to 50 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; and

- MRCagney Figure RD 1-2 within Appendix B identifies pedestrian sight splays of 2.5m by 2.0m, as defined by AS/NZ2890.1:2004, for both the entry and exit sides of the access.

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 30 car parking spaces across the Ground Level.

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 60m² GFA, up to 20,000m² GFA).

Applying both of these rates to the development schedule (181 hotel rooms or 6,521m² GFA – including 185m² GFA of retail space) yields the following **maximum** parking requirements:

- Residential: 185 car spaces (181 hotel and 4 retail); and
- Non-residential: 109 spaces.

The proposed development parking provision of 30 car spaces (~1 space per 6 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 181 hotel rooms will be accessible, approximately 4% of the hotel car parking provision should be provided as PWD spaces (equivalent to 2 spaces). It is noted that the current layouts provided in Appendix A indicate provision of two (2) PWD spaces.

3.4 Internal Layout

It is noted that hotel car parking spaces were assessed as User Class 2 (AS/NZ2890.1:2004 - Table 1.1 identifies hotels as an example land use for this user class).

In conjunction with AS/NZ2890.1:2004, 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 overleaf and illustrated by MRCagney Figures RD 1-1 and RD 1-2 within Appendix B.

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

Design Element		AS/NZ2890.1 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	6.45m - 8.35m	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	Compliant
Parking Envelope Clearance	Column Placement	AS2/NZ890.1 envelope	AS/NZ2890.1 envelope	Compliant
	Adjacent Walls	Additional 0.3m width provided against walls	Additional 0.3m width provided against walls	Compliant

AS/NZ2890.6:2009 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 at least 8.0m for the aisle adjacent to the PWD bays is considered compliant.

MRCagney Figures RD 5-1 within Appendix B illustrate a 5.2m (B99) large car manoeuvring through the Ground Level car park as well as two-way passing with another large car, exceeding the minimum requirements of AS/NZ2890.1:2004.

As noted previously, queuing space has been provided on-site for two (2) vehicles at egress and four (4) vehicles at ingress. The width of the entry and exit lanes through the car park access controls (boom gates) are noted as 3.5m and 3.35m respectively, which meet and exceed the minimum of 3.0m identified in AS/NZ2890.1:2004 – sufficient space for large car (B99) is shown in MRCagney Figure 5-1. Two (2) visitor spaces, including a single PWD bay, will be provided outside the boom gate control.

MRCagney Figure RD 1-2 within Appendix B identifies the dimensions of the proposed security gate (dual sliding). The following is noted with respect to these dimensions, location and operation of the security gate:

- The clear width of the door frame is 6.9m, which meets and exceeds with the minimum requirements of AS/NZ2890.1:2004 (6.1m minimum clearance between obstructions with a height greater than 150mm) and AS/NZ2890.2:2018 (6.5m clear for service vehicle access);
- MRCagney Figures RD 2-1 and RD 2-2 within Appendix B demonstrate that the secure sliding security gate width provides adequate space for an 8.8m Medium Rigid Vehicle (MRV) to enter and exit the Ground Level loading area;
- MRCagney Figures RD 5-1 within Appendix B demonstrate that the sliding security gate width provides adequate space for two (B99) large cars to pass each other at the sliding security gate;
- The sliding security gate is set back 6.8m from the property boundary / footpath and 11.3m from the kerb line of Lightning Lane. This provides adequate queuing space for one (1) car queuing within the site, as well as sufficient space for an MRV turning into the site to stand on the access cross-over, clear of the Lightning Lane roadway; and
- The design envelope (open / closed) of the sliding gate will provide a minimum clearance of 300mm to vehicle movement paths and mechanical elements that protrude over parking spaces or car circulation areas will maintain the required 2.3m height clearance.

In terms of operational parameters, it is understood that the security gate would only be closed overnight (i.e. between 9:00pm and 6:00am). Traffic volumes using the site access during this time are expected to be relatively low and therefore door queuing impacts to the Lightning Lane footpath would be infrequent. It is understood that ingressing traffic would activate the security gate by intercom / swipe card facility and that egressing traffic would activate the door via a loop detector or proximity sensor.

Without a central separation island (which is not practical given the available width and required design vehicle swept paths), the intercom / swipe card facility would need to be located on the western (exit) side of the access. This will require vehicles to enter on the opposite (wrong) side of the driveway to access the facilities and, while irregular, this arrangement is not uncommon.

MRCagney Figure RD 5-3 within Appendix B illustrates that motorists will be able to turn and positioning large cars such that they can reach the intercom / swipe card facility from their vehicle – achieving 0.5m separation (arm reach) is considered appropriate. Service vehicles, while generally having entry swept paths towards the fire pump room, will likely not be able to reach the facility from the driver's window, requiring drivers to exit their vehicle to activate the security gate.

In the rare instance that there are vehicles entering and exiting the development at the same time (after hours), the security gate will be closed to start with and therefore vehicles would be able to see each other, allowing the opportunity for the entering vehicle to manoeuvre around the exiting vehicle and access the guest parking area through the boom gate controls.

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 an SRV and are therefore 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 a malfunction requires direct servicing of the site, access for a Medium Rigid Truck (Austroads MRV 8.8m length body, with a reduced 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 below summarises the required service bay dimensions and height clearance requirements. It is understood that the awning over the building entrances will provide 3.5m height clearance (to the underside), which will eliminate any potential conflicts with truck manoeuvres.

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	3.7m x 8.8m effective space	Compliant
	SRV Bay Dimensions	7.0m length x 3.5m width	Sufficient space for an MRV to manoeuvre and stop on-site to service the proposed development	Compliant
	Vertical Height Clearance	3.5m	Open to sky Awning over hotel guest / employee entries will maintain 3.5m vertical clearance	Compliant

MRCagney Figure RD 2-1, RD 2-2 and RD 4-1 within Appendix B demonstrates the manoeuvring requirements for an 8.8m MRV and 6.4m SRV to access the site and allocated loading area, approaching the vehicle access crossover on Lightning Lane via Fairway Drive and egressing via the one-way Lightning Lane. These figures demonstrate that there is sufficient space for service vehicles up to an MRV to manoeuvre and stop on-site to service the proposed development.

3.6 Fire Service Access

MRCagney Figure RD 3-1 within Appendix B demonstrates a 9.757m Standard Urban Tanker turning left from Fairway Drive into Lightning Lane, due to dual-turning front axles that assist with manoeuvring. The fire truck will require access to the pump outlet, which will be located on the eastern side of the proposed development. It is understood that typically a standard pumping appliance would be required to be positioned on hardstand, not more than 4.5m from a suction connection, as illustrated by Figure 3-1 below.

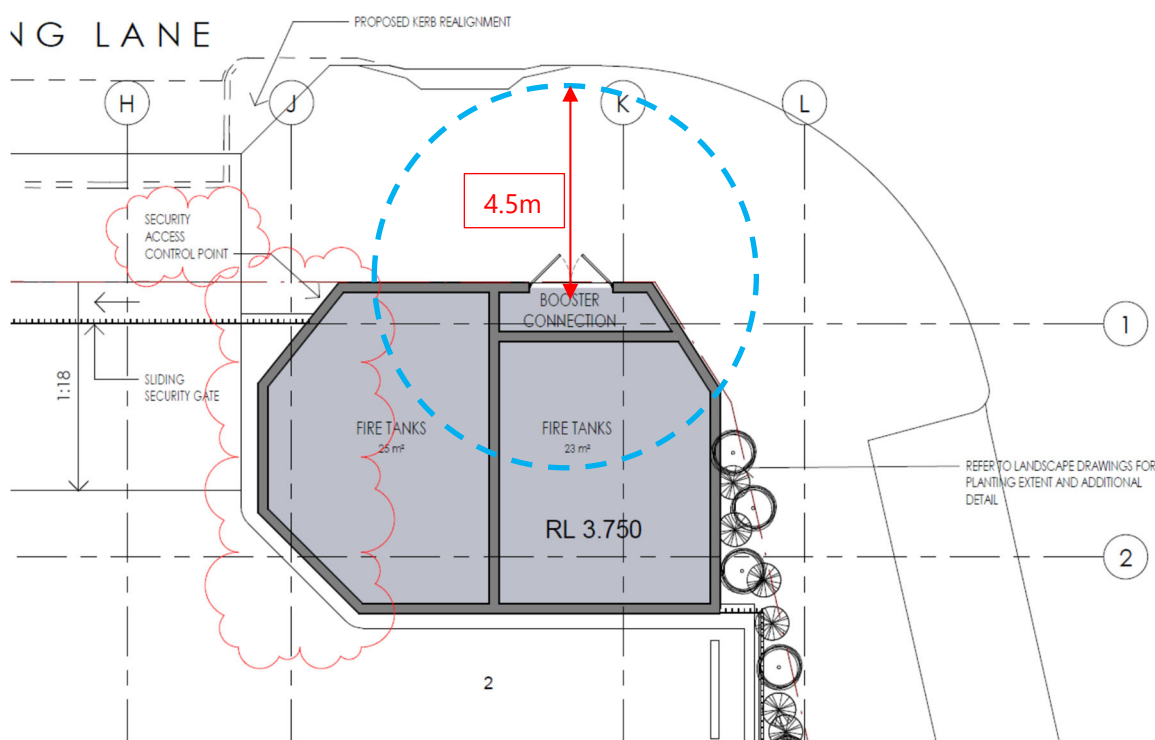


Figure 3-1: Booster Location showing ~4.5m distance from suction connection

As shown in Figure 3-1, due to the wide verges, the fire truck will not be able to be positioned on the road and within 4.5m of the booster connection location. It is understood that alternative strategies for providing this connectivity (through use of extension pipes) will need to be deployed and these have been discussed and agreed with Queensland Fire and Emergency Services (QFES). Technical non-compliance is included in the existing Fire Engineering Report (FER).

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 assessment³ 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 181 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), the C1c zone would generate approximately 1,720 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 (acknowledging that some of this traffic demand will be applied to the adjacent car parking station site) and noting the future availability of numerous public transport options within the PDA.

The traffic generation identified above for the C1c zone (1,720 vpd) is approximately 19% 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.

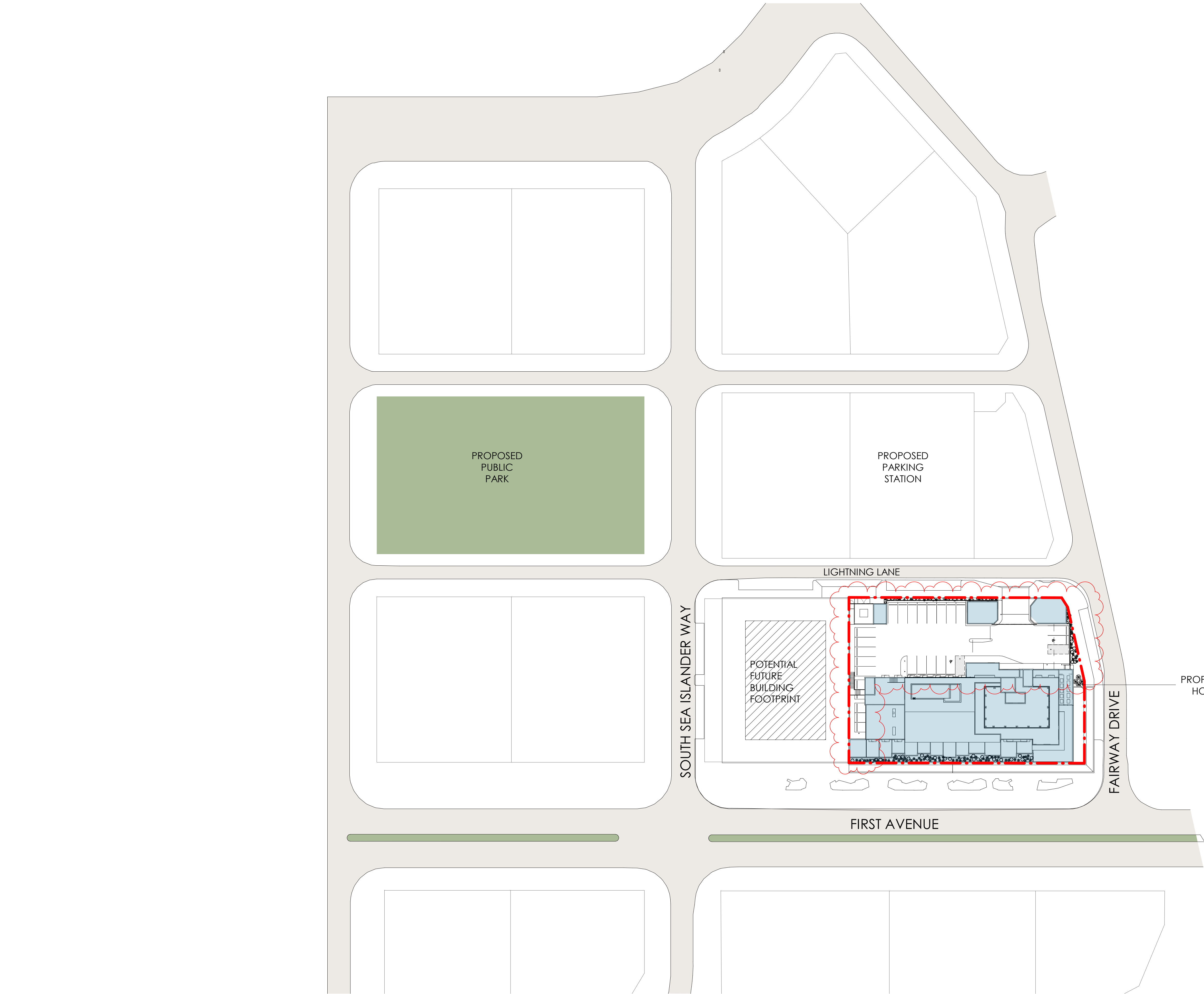
The assessment findings, as outlined within this report, are summarised as:

- 1) The proposed hotel development will contain a total of 181 rooms: 44 suite, 80 standard, 34 king, 16 double queen and 7 accessible;
- 2) The access crossover will be 6.9m General Wide (modified IPEWA arrangement) configuration, and as Lightning Lane is one-way only, egressing vehicles will be constrained to left-out movements only;
- 3) The proposed development will provide 30 car spaces on the Ground Level. A public car park (to service the surrounding precinct) 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 109 or 185 spaces total for the hotel and retail land uses, depending on the rate adopted;
- 5) Of the on-site car parking supply, a total of two (2) PWD spaces (one publicly accessible and one within the controlled parking supply) will be provided on the Ground Level, meets the requirements of the *BCA Disability (Access to Premises - Buildings) Standards 2010*;
- 6) The proposed car park layout was assessed against AS/NZ2890.1:2004, with space widths, aisles and gradients generally compliant with the required standards;
- 7) The development will typically be serviced by small trucks (Austroads SRV, 6.4m length) and VANS, and the proposed Ground Level arrangements achieve this, along with provision for access by a Refuse Collection Vehicle - Medium Rigid Vehicle (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.

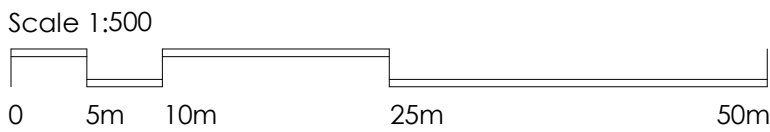
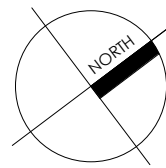
Appendix A

Architectural Plans



O	Amended DA Package	30.10.2020
N	Amended DA Package	21.10.2020
M	Modified DA Submission	2019.07.10
L	DA Submission Endorsement	2019.06.03
Rev.	Revision Description	Chk. Date
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



Project
HI EX HOTEL DEVELOPMENT
Lot 74 SUN CENTRAL
MAROOCHYDORE

KANNFINCH
Kann Finch Group Pty Ltd 50 Carrington St Sydney NSW 2000
ACN 139 614 798 Tel +61 2 9299 4111 www.kannfinch.com
Nominated Architect: Stephen Jamison NSW ARB Reg No 5108

Drawing
SITE PLAN

Scales
1 : 500 @ A1

Drawn
RF
Checked
SJ

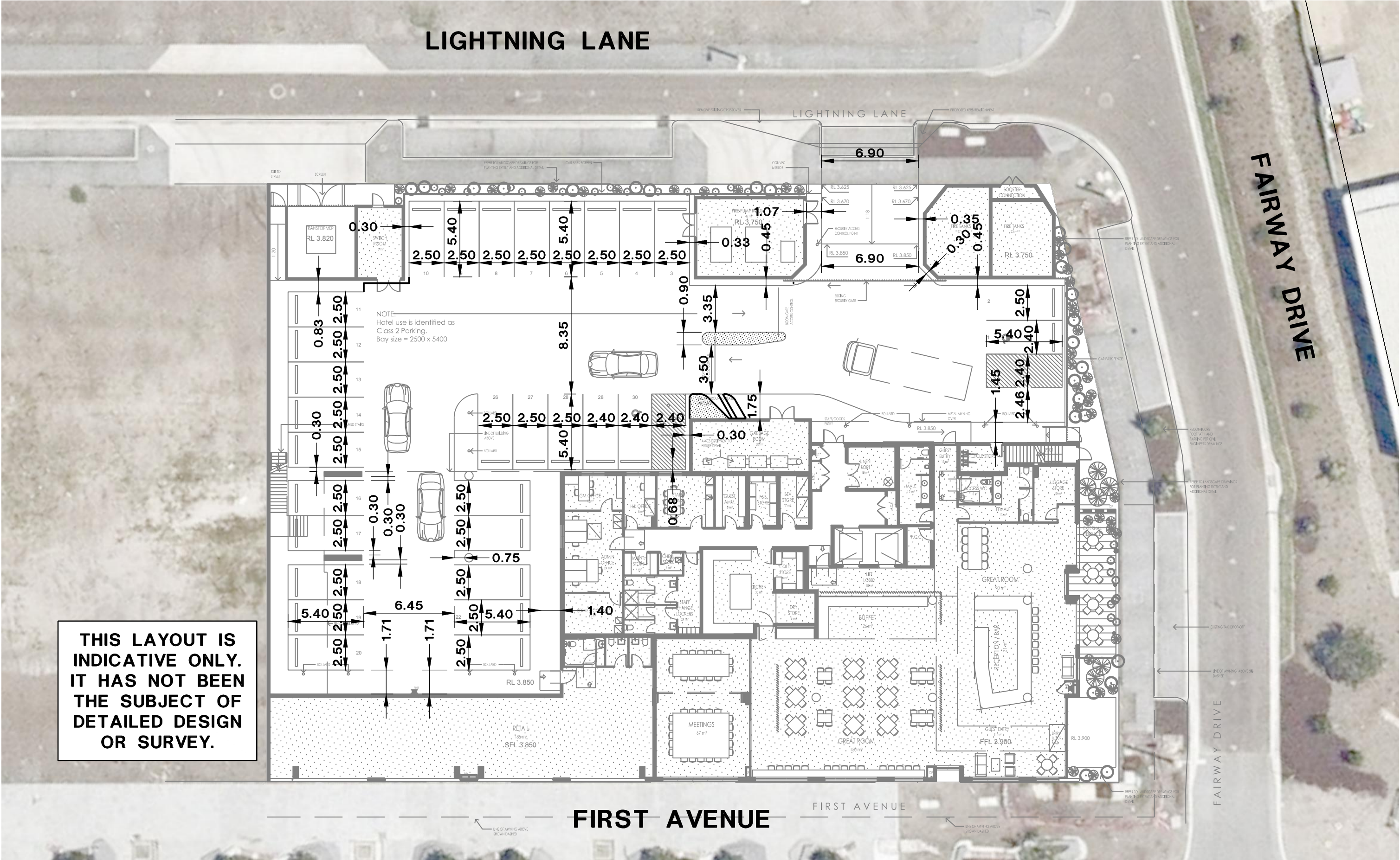
Drawing No.
DA.01.01
Revision
O
Project No.
6668

30/10/2020 4:57:48 PM: Plot Date

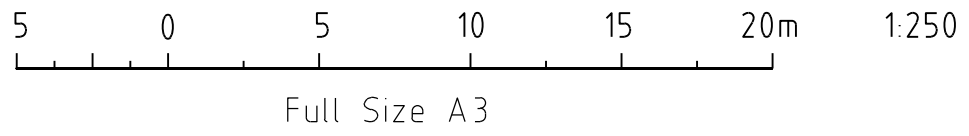
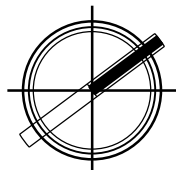
AMENDED DA PACKAGE

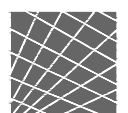
Appendix B

MRCagney Figures



THIS LAYOUT IS
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THE SUBJECT OF
DETAILED DESIGN
OR SURVEY.

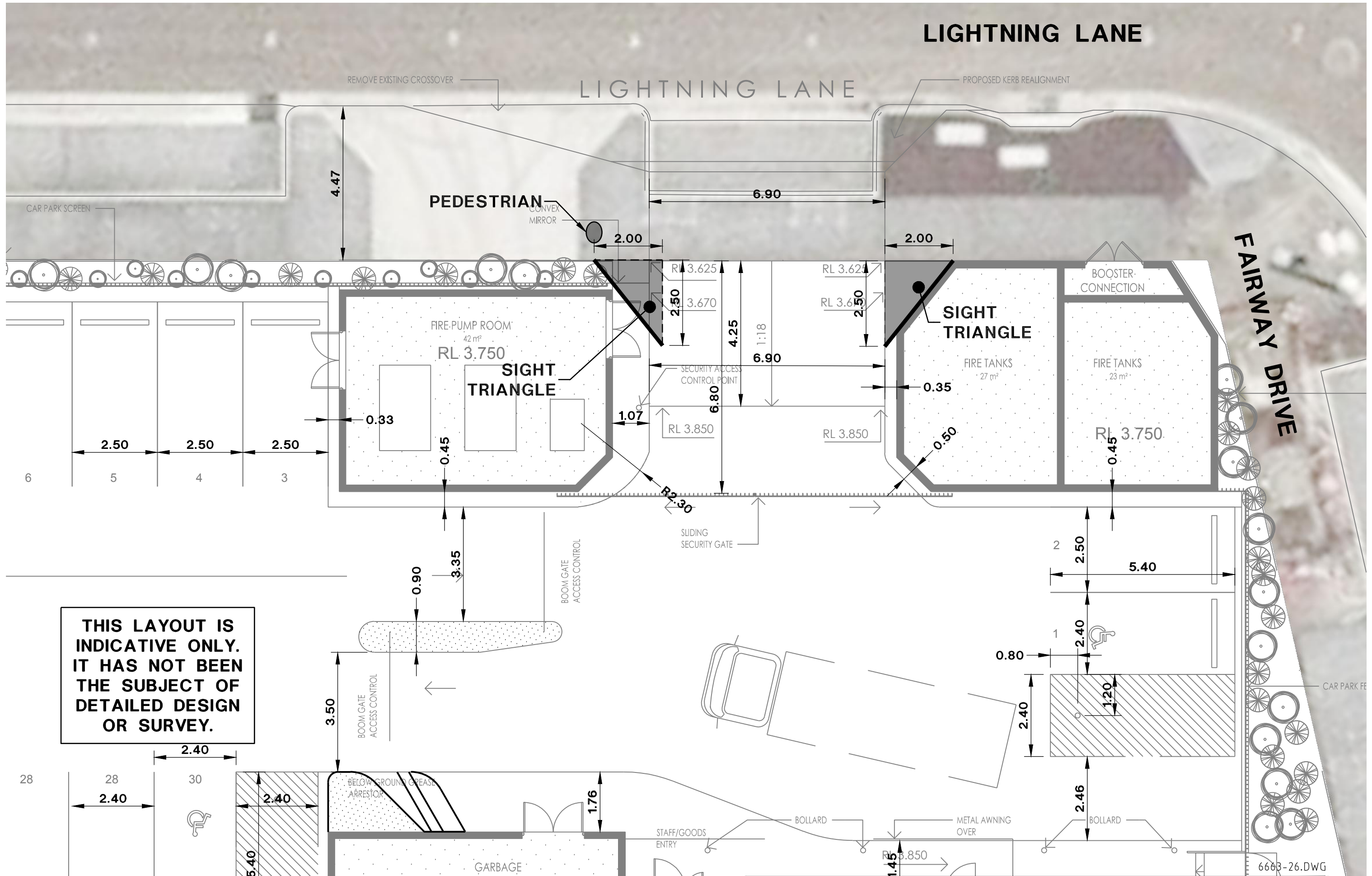


**MRCagney**

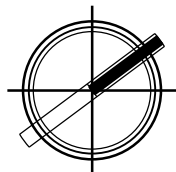
DIMENSIONS AND PROPOSED MODIFICATIONS
FOR GROUND LEVEL LAYOUT

HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

6663-26.DWG
IT-12 3rd NOVEMBER 2020
FIG RD 1-1

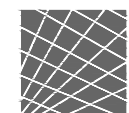


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OR SURVEY.



2 1 0 2 4 6 8m 1:100

Full Size A3



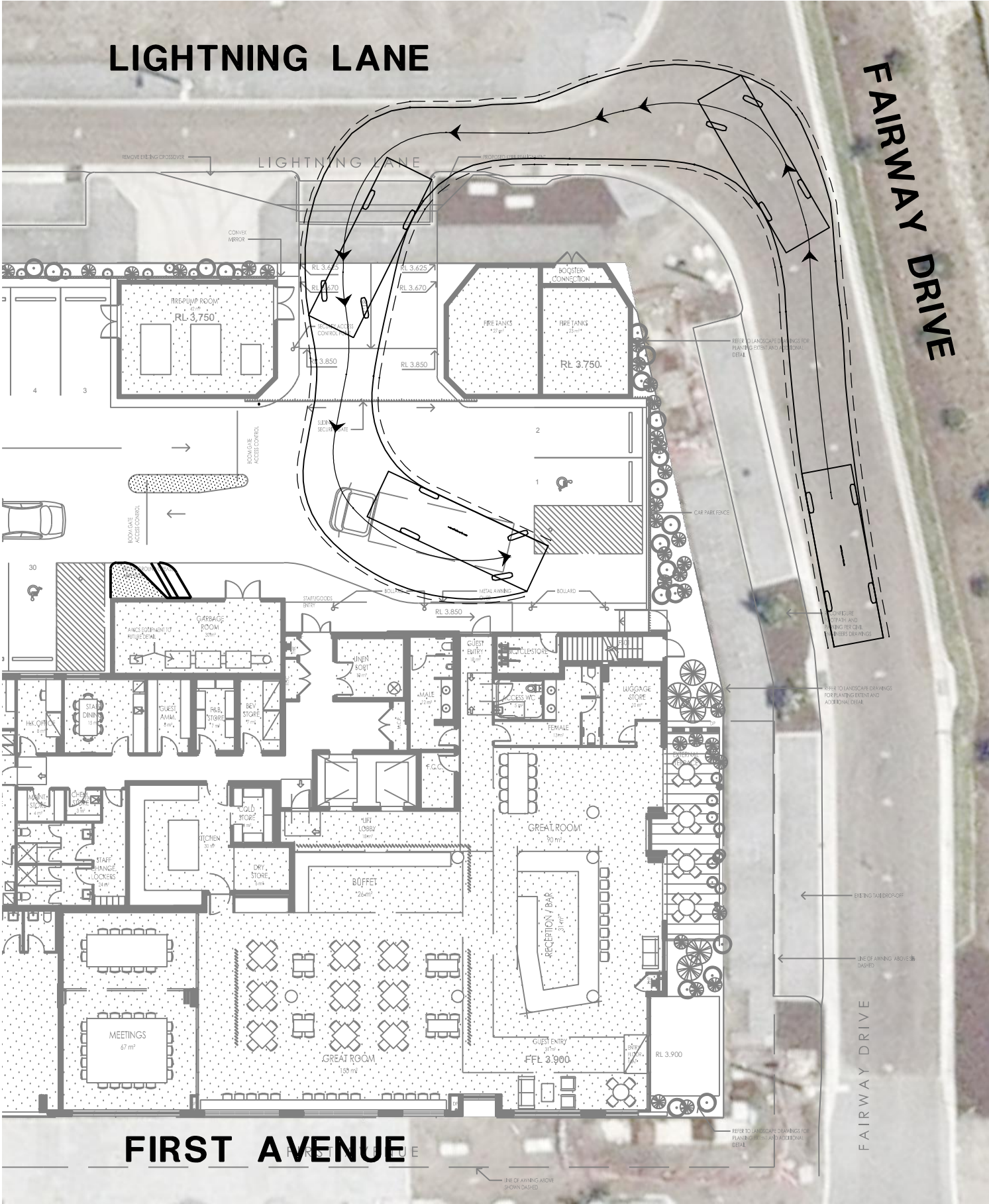
MRCagney

REVERSING VEHICLE PEDESTRIAN SIGHT TRIANGLE AT
LIGHTNING LANE DRIVEWAY ACCESS (5.2m (B99) LARGE CAR)

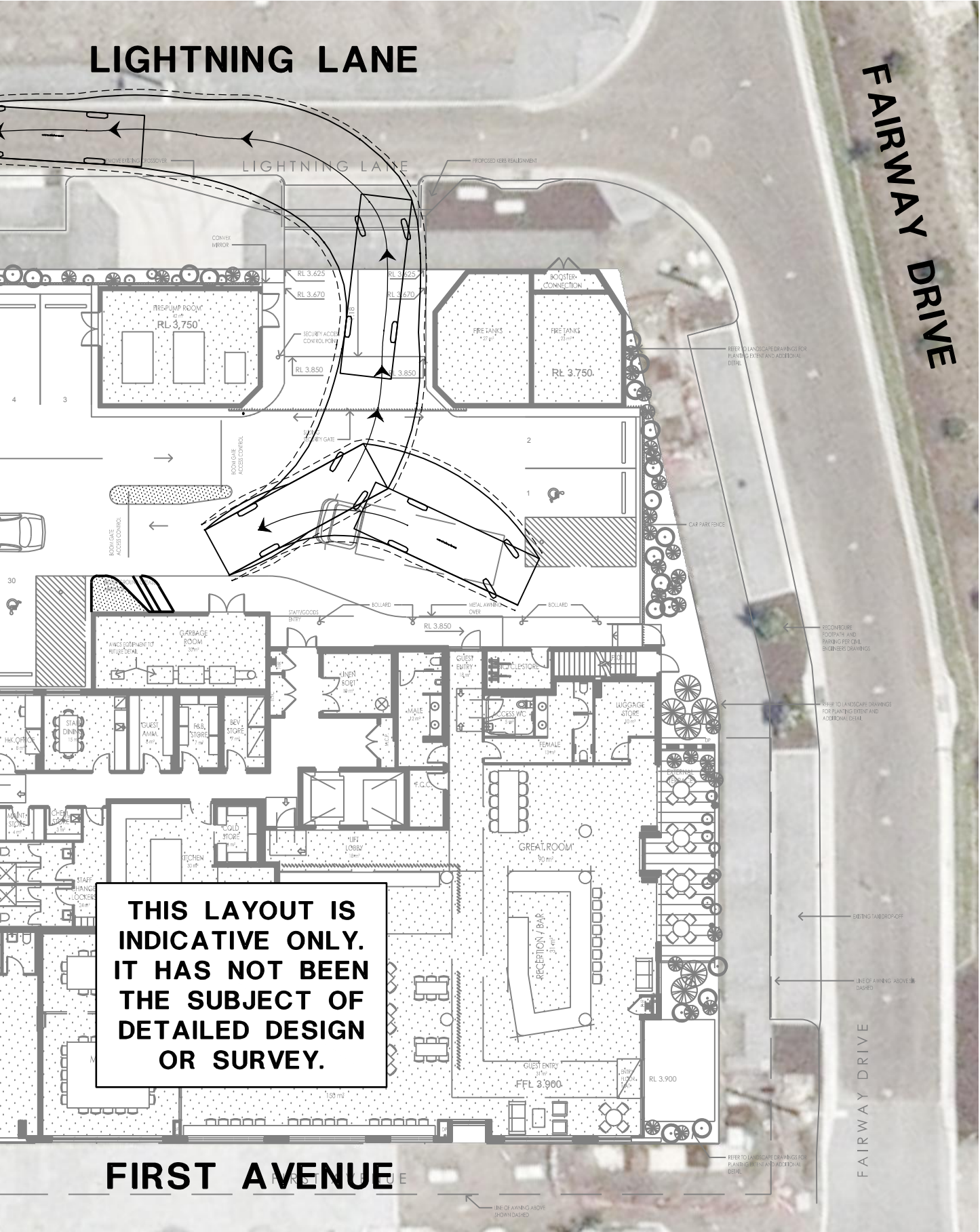
HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

IT-12 3rd NOVEMBER 2020

FIG RD 1-2

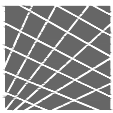


INGRESS MANOEUVRE



EGRESS MANOEUVRE

6663-26.DWG



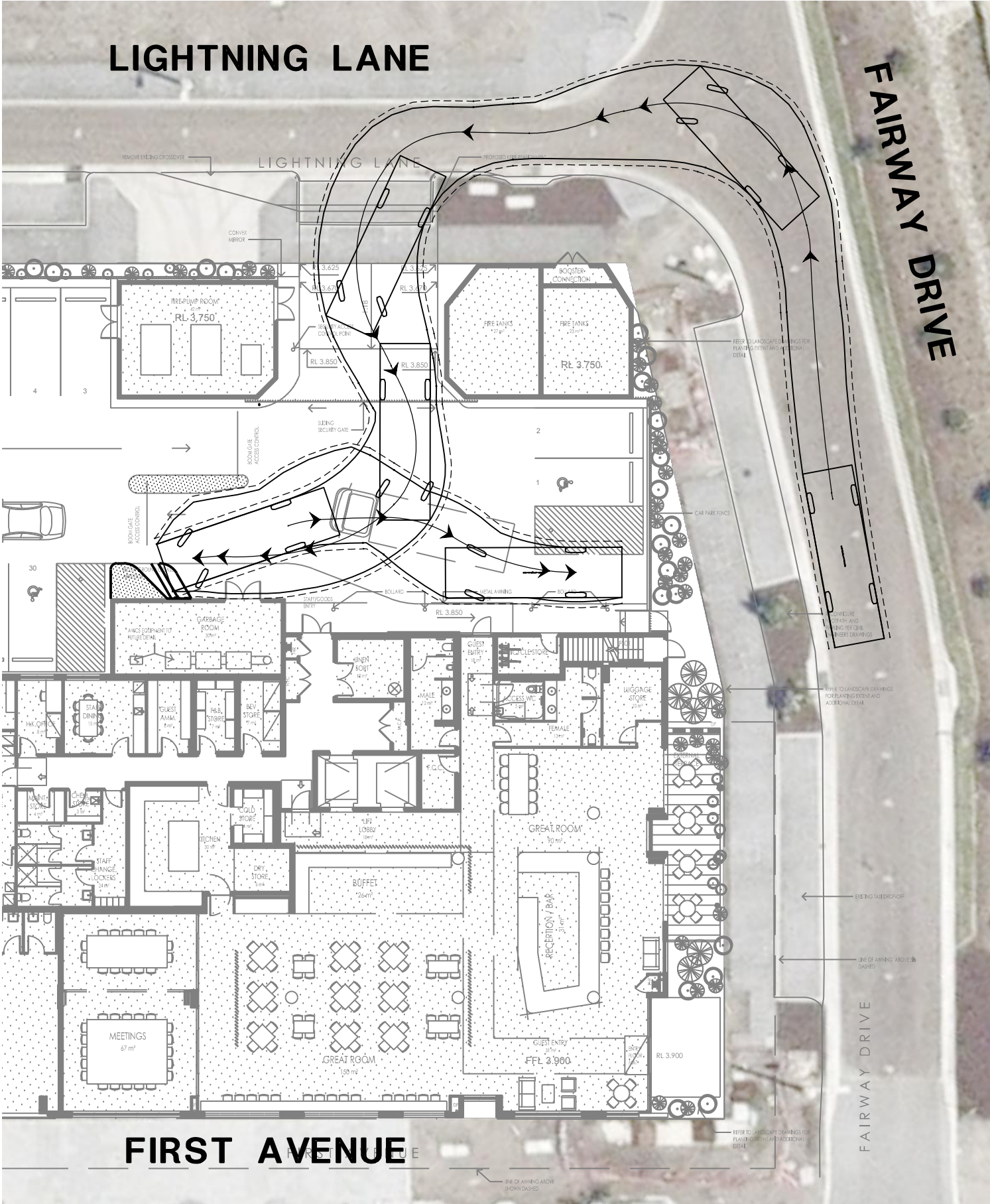
MRCagney

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

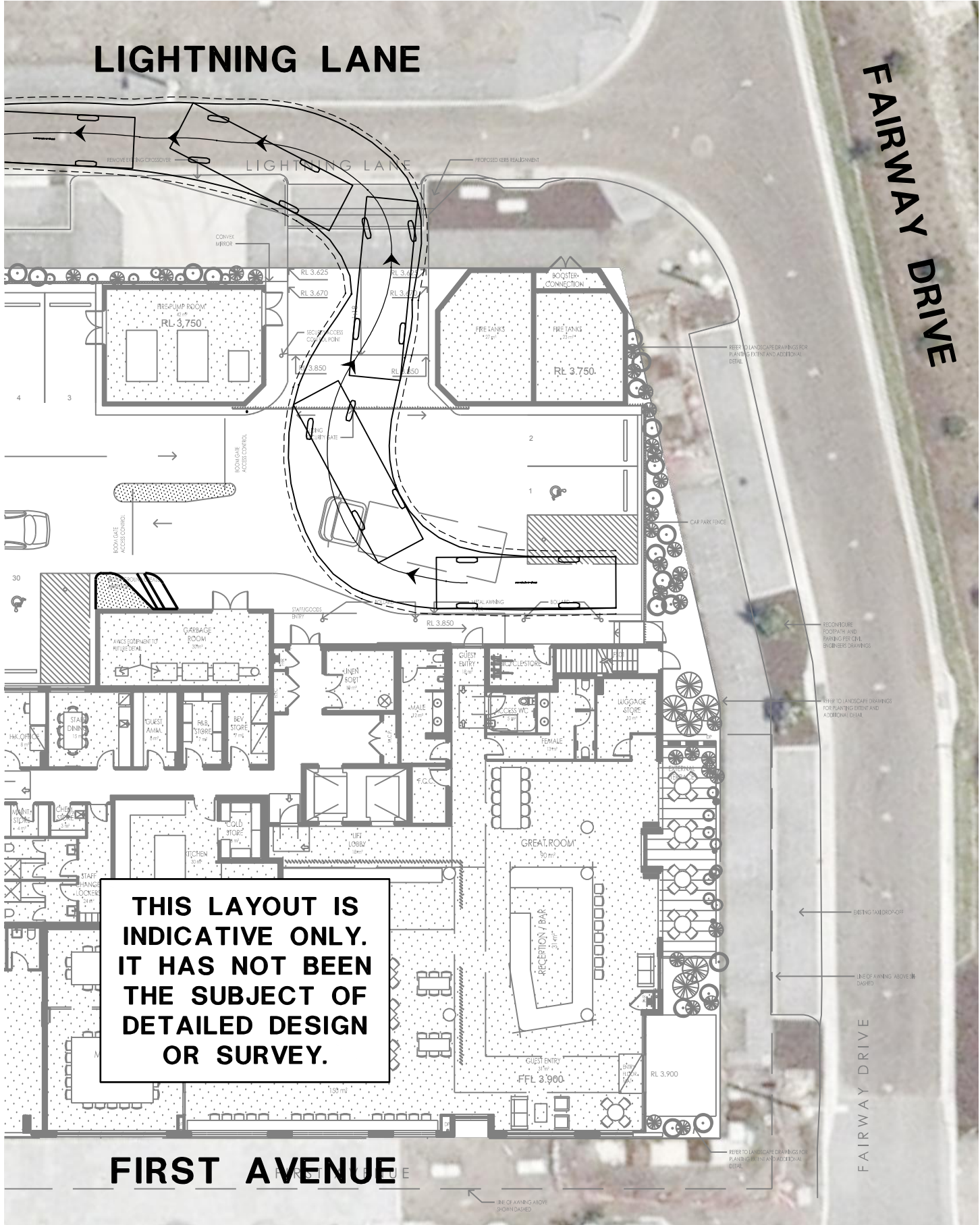
HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

IT-12 3rd NOVEMBER 2020

FIG RD 2-1

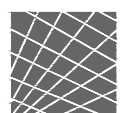


INGRESS MANOEUVRE



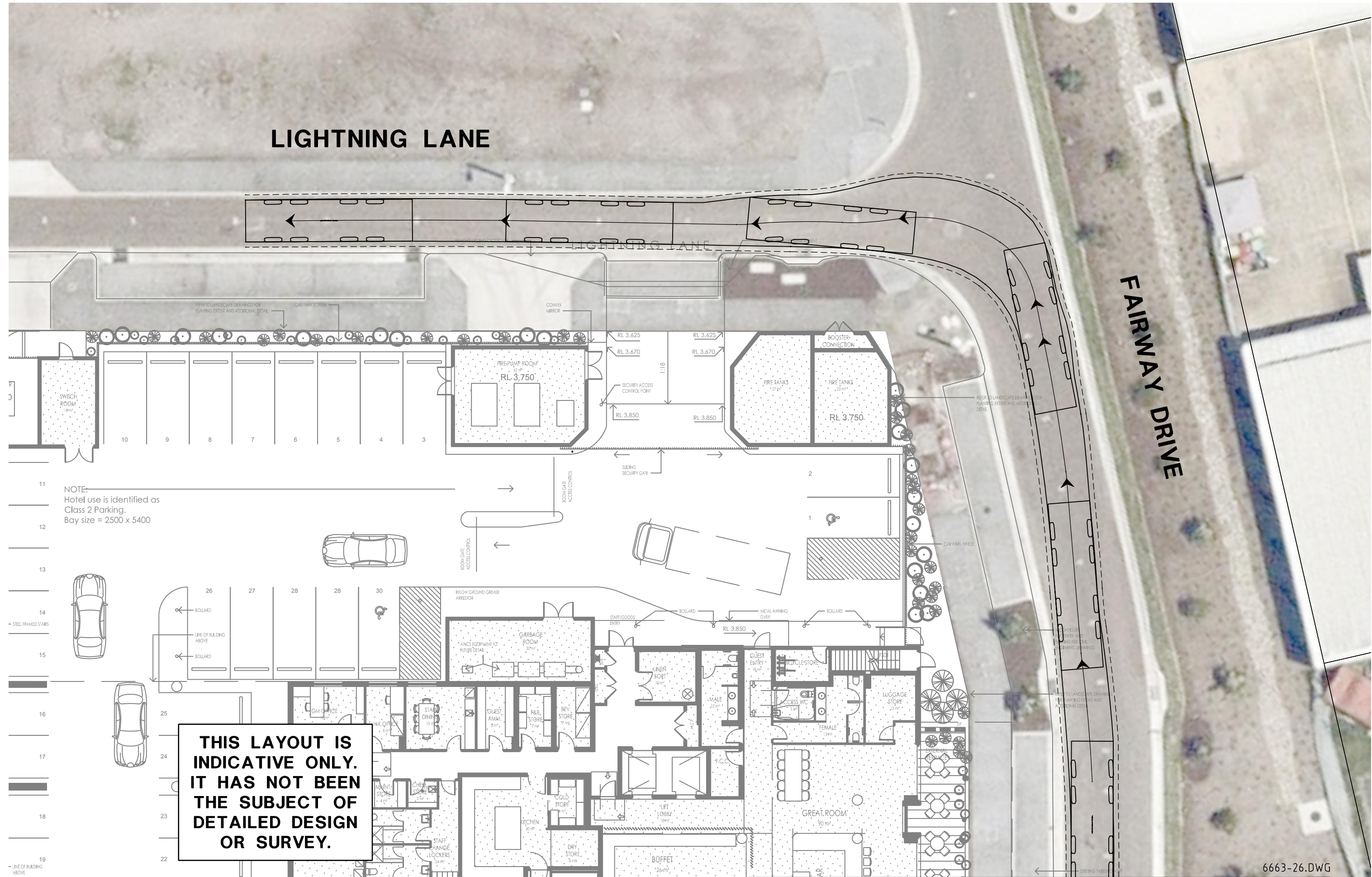
EGRESS MANOEUVRE

6663-26.DWG

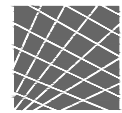
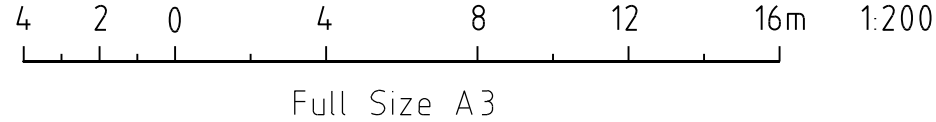
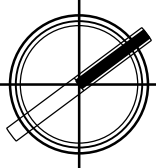
 MRCagney	8.8m (AUSTRROADS) MEDIUM RIGID VEHICLE MANOEUVRING REQUIREMENT TO ACCESS LOADING AREA	
	HOLIDAY INN EXPRESS HOTEL GROUND FLOOR PLAN	IT-12 3rd NOVEMBER 2020 FIG RD 2-2

LIGHTNING LANE

FAIRWAY DRIVE



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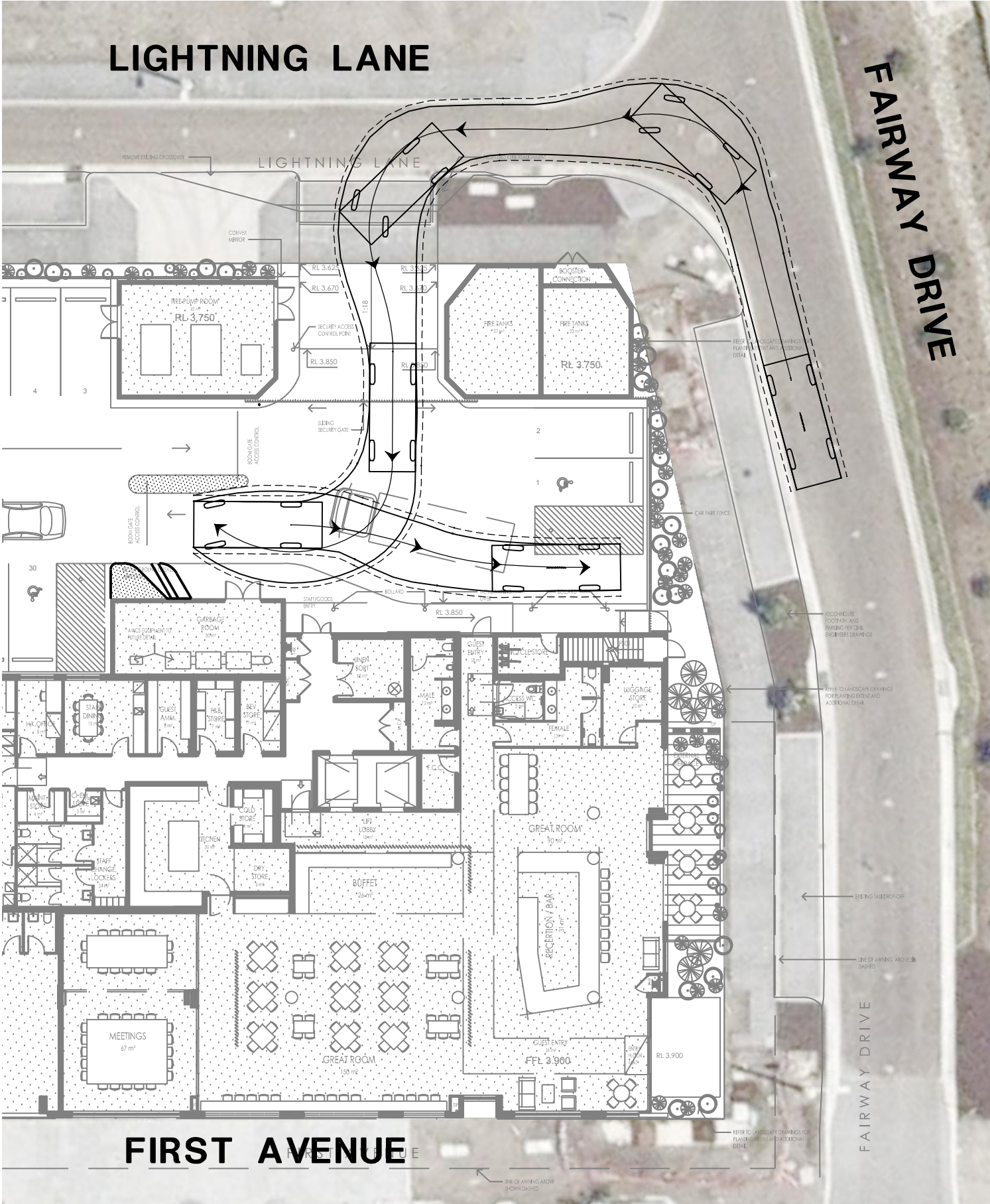


MRCagney

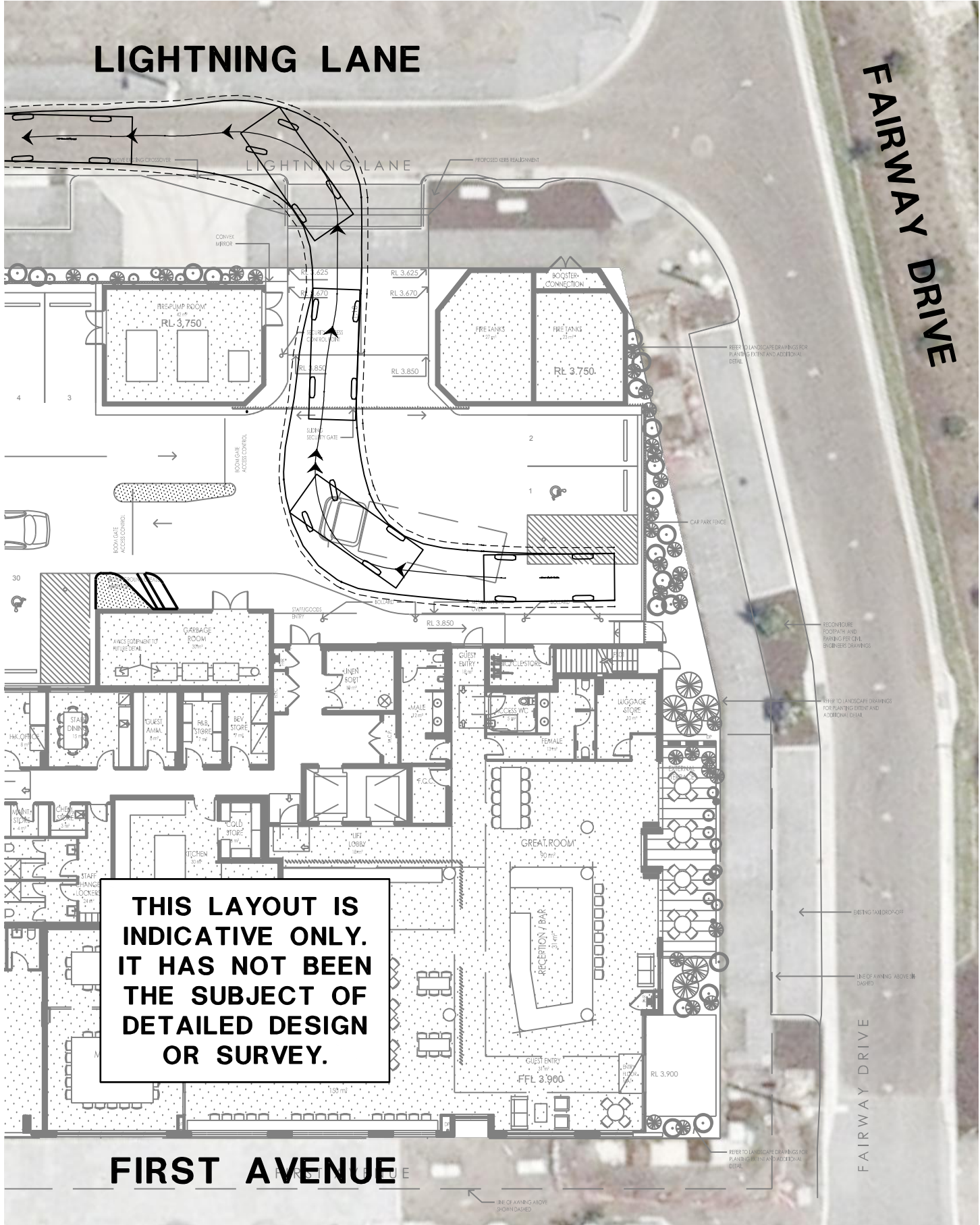
9.757 URBAN TANKER MANOEUVRING REQUIREMENT
TO ACCESS LIGHTNING LANE

HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

IT-12 3rd NOVEMBER 2020
FIG RD 3-1

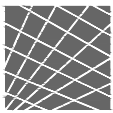
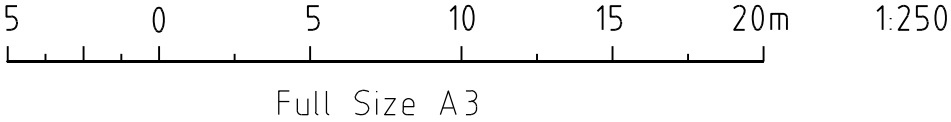
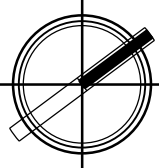


INGRESS MANOEUVRE



EGRESS MANOEUVRE

6663-26.DWG



MRCagney

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

HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

IT-12 3rd NOVEMBER 2020

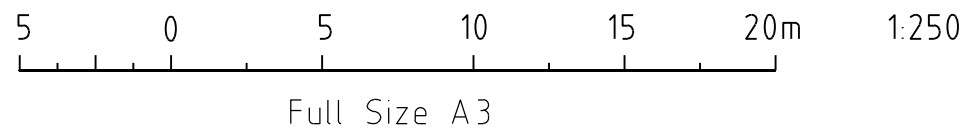
FIG RD 4-1

[illegible]

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FAIRWAY DRIVE

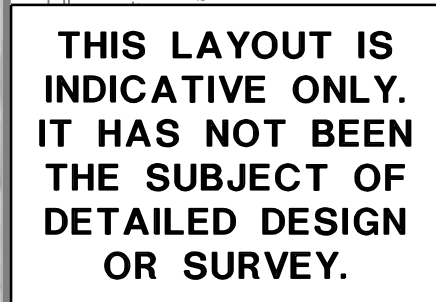
FIRST AVENUE



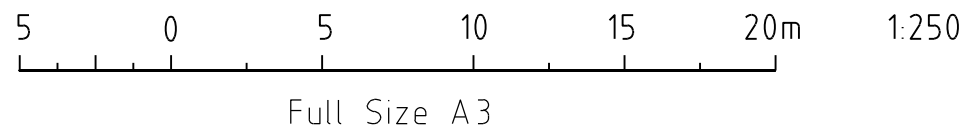
HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

FIG RD 5-1)

LIGHTNING LANE



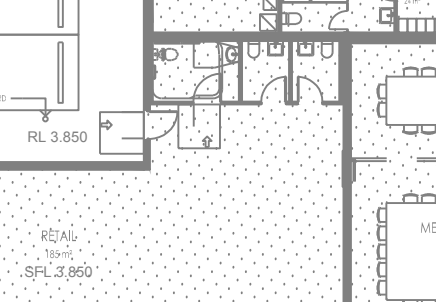
FORWARDS BAY 11 ACCESS



Full Size A3

1:250

LIGHTNING LANE



REVERSE BAY 11 ACCESS

6663-26.DWG

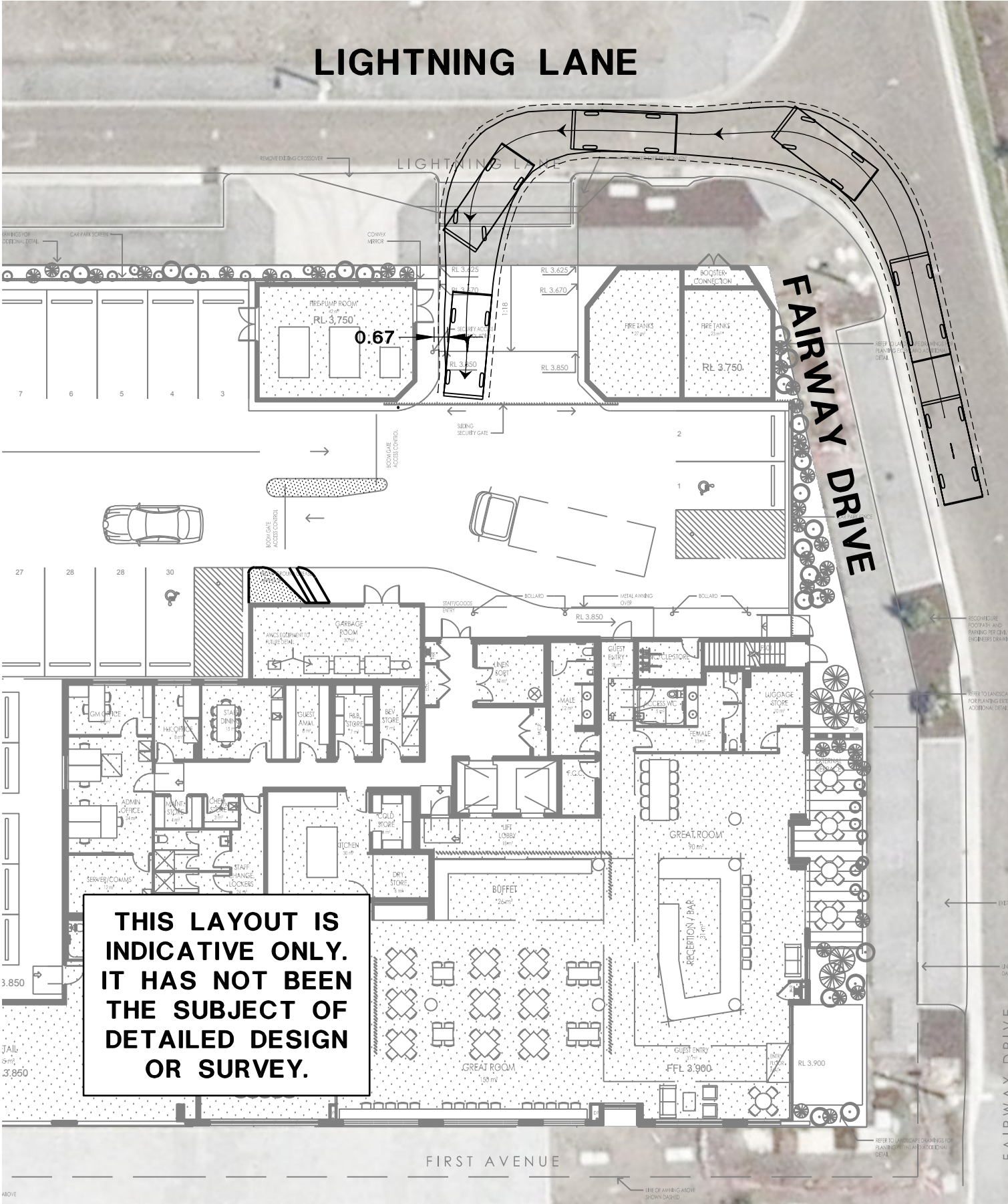


5.2m (B99) LARGE CAR MANOEUVRING
REQUIREMENT TO ACCESS BAY 11

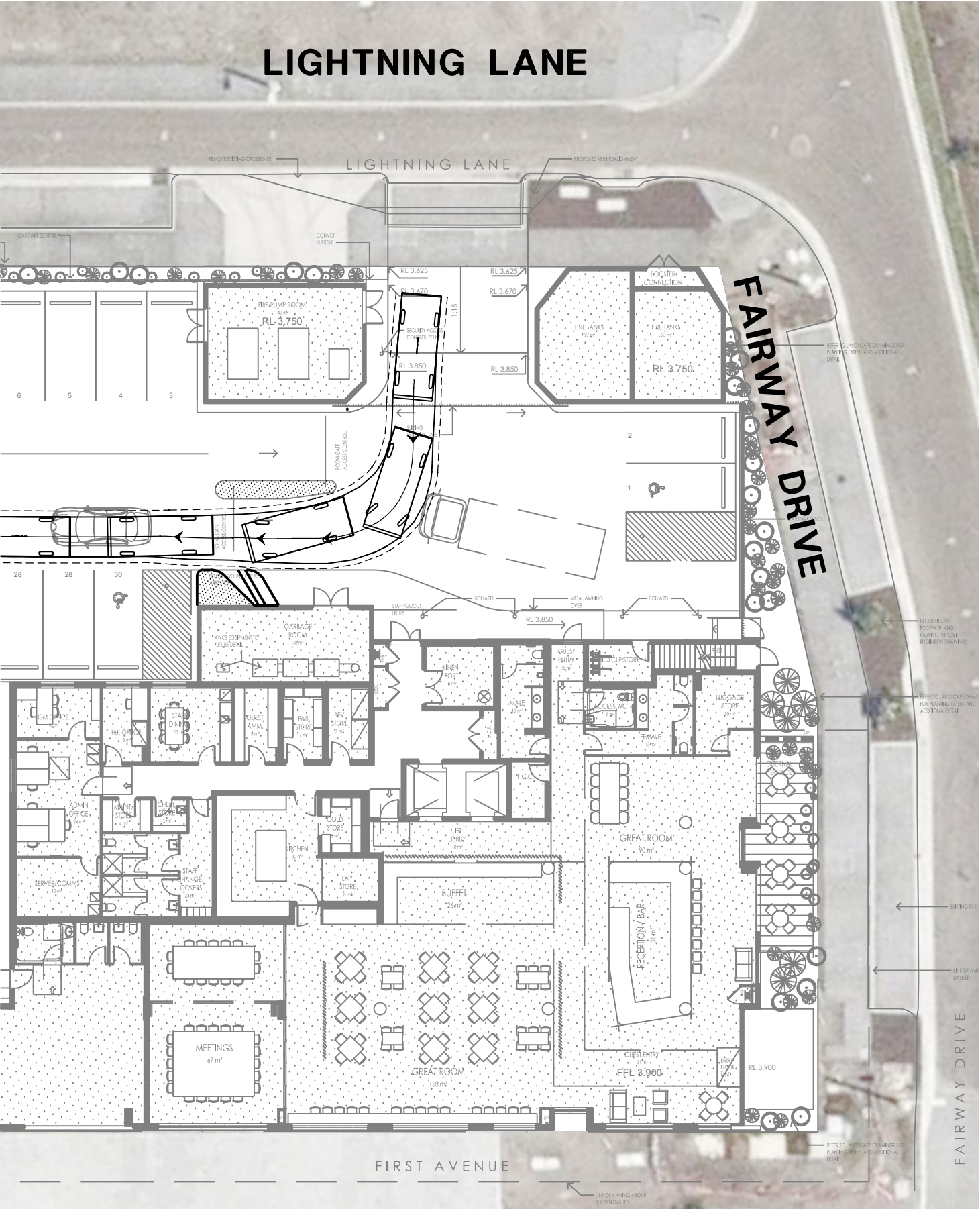
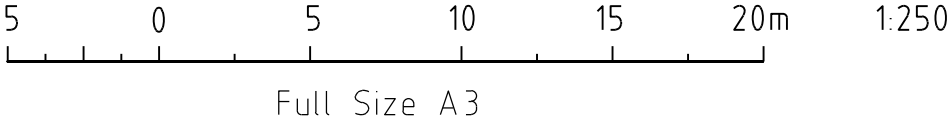
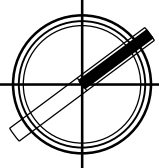
HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

T-12 3rd NOVEMBER 2020

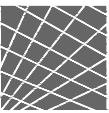
FIG RD 5-2)



INGRESS MANOEUVRE TO SECURITY GATE



INGRESS MANOEUVRE FROM SECURITY GATE



MRCagney

5.2m (B99) LARGE CAR MANOEUVRING REQUIREMENT TO INGRESS USING ROLLER DOOR SWIPE CARD / INTERCOM

HOLIDAY INN EXPRESS HOTEL
GROUND FLOOR PLAN

6663-26.DWG

IT-12 3rd NOVEMBER 2020

FIG RD 5-3