FLAGSTONE DISTRICT COMMUNITY CENTRE

TRAFFIC IMPACT ASSESSMENT

27 JUNE 2024

PREPARED FOR
FULTON TROTTER ARCHITECTS

PTT TRAFFIC & TRANSPORT ENGINEERING

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2024/1523

Date: 25 September 2024

Queensland Government

ECAAS ISO 9001 CERTIFIED QUALITY MANAGEMENT

DOCUMENT CONTROL RECORD

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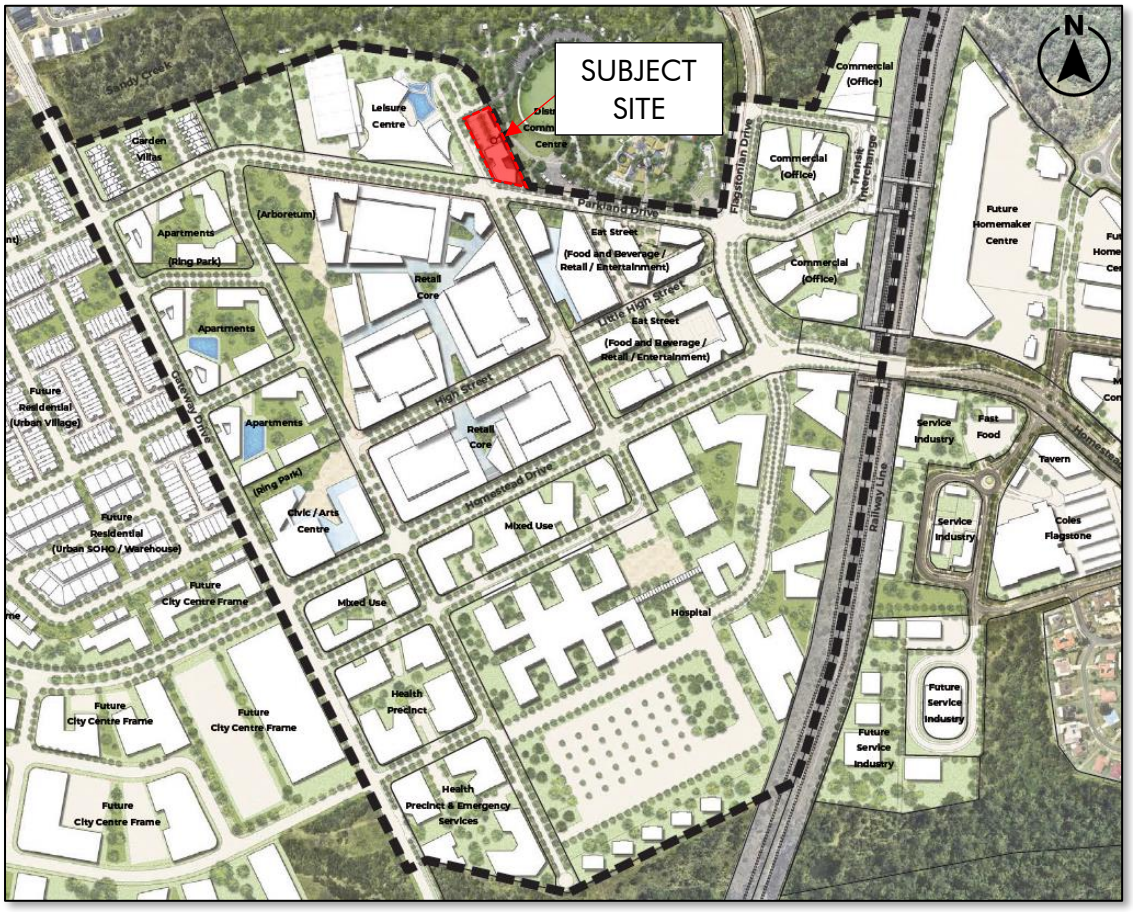
CONTENTS

1.0 INTRODUCTION

1.1 BACKGROUND

In May 2023, Pekol Traffic and Transport (PTT) was commissioned by Fulton Trotter Architects to undertake a traffic impact assessment for a proposed district community centre in Flagstone. The site is located on Lot 30013 Parklands Drive, Flagstone and is within the City Centre Precinct of the Flagstone Priority Development Area (PDA), as shown in Figure 1.1.

Figure 1.1: SITE LOCALITY



1.2 AIM

The aim of this assessment is to evaluate the proposed development in terms of its access arrangements, parking provision and design, servicing arrangements, pedestrian / cyclist facilities, likely peak hour traffic generation and impact on the surrounding road network.

1.3 SCOPE OF REPORT

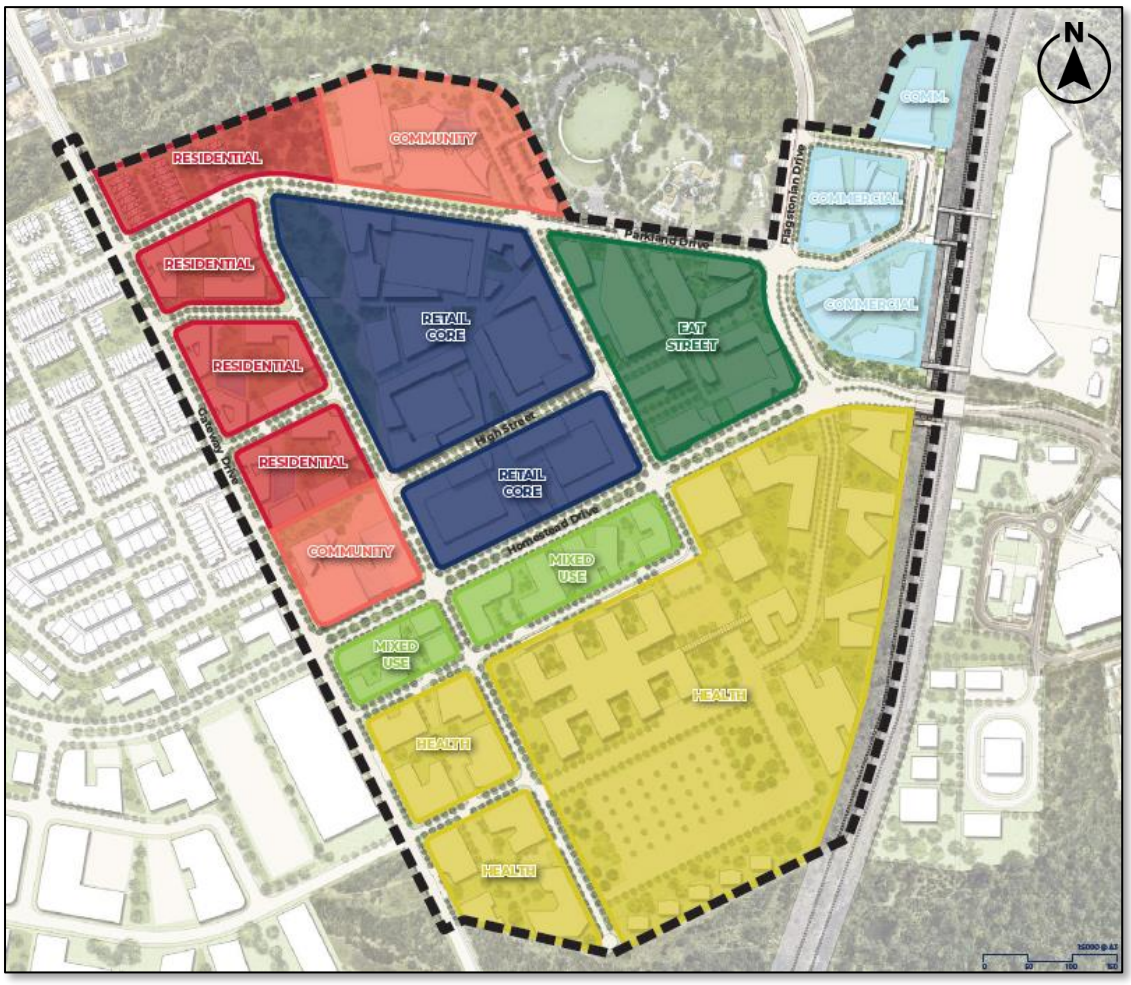
This report begins by summarising the characteristics of the existing road network (Chapter 2), followed by a description of the scope and scale of the proposed development, including the access, parking and servicing arrangements (Chapter 3). The predicted peak hour traffic generation of the development is estimated along with a consideration of its likely traffic impact on the surrounding road network (Chapter 4). The report concludes with a summary of key findings and recommendations (Chapter 5).

2.0 EXISTING CONDITIONS

2.1 PLANNING OVERVIEW

Greater Flagstone has been identified as a PDA by Economic Development Queensland (EDQ). The Flagstone City Centre is located within Context Area 1 of the Greater Flagstone master plan, as shown in Figure 2.1.

Figure 2.1: FLAGSTONE CITY CENTRE ZONING



2.2 SUBJECT SITE

The subject site is located on Lot 30013 Parklands Drive, Flagstone. The site is located within the Flagstone City Centre of the PDA and falls within the community precinct. The site is currently vacant as shown in Figure 2.2.

Figure 2.2: SUBJECT SITE

2.3 SURROUNDING AREA

As shown in Figure 2.2, the subject site is bounded by vacant land to the north, east and west and Parklands Drive to the south.

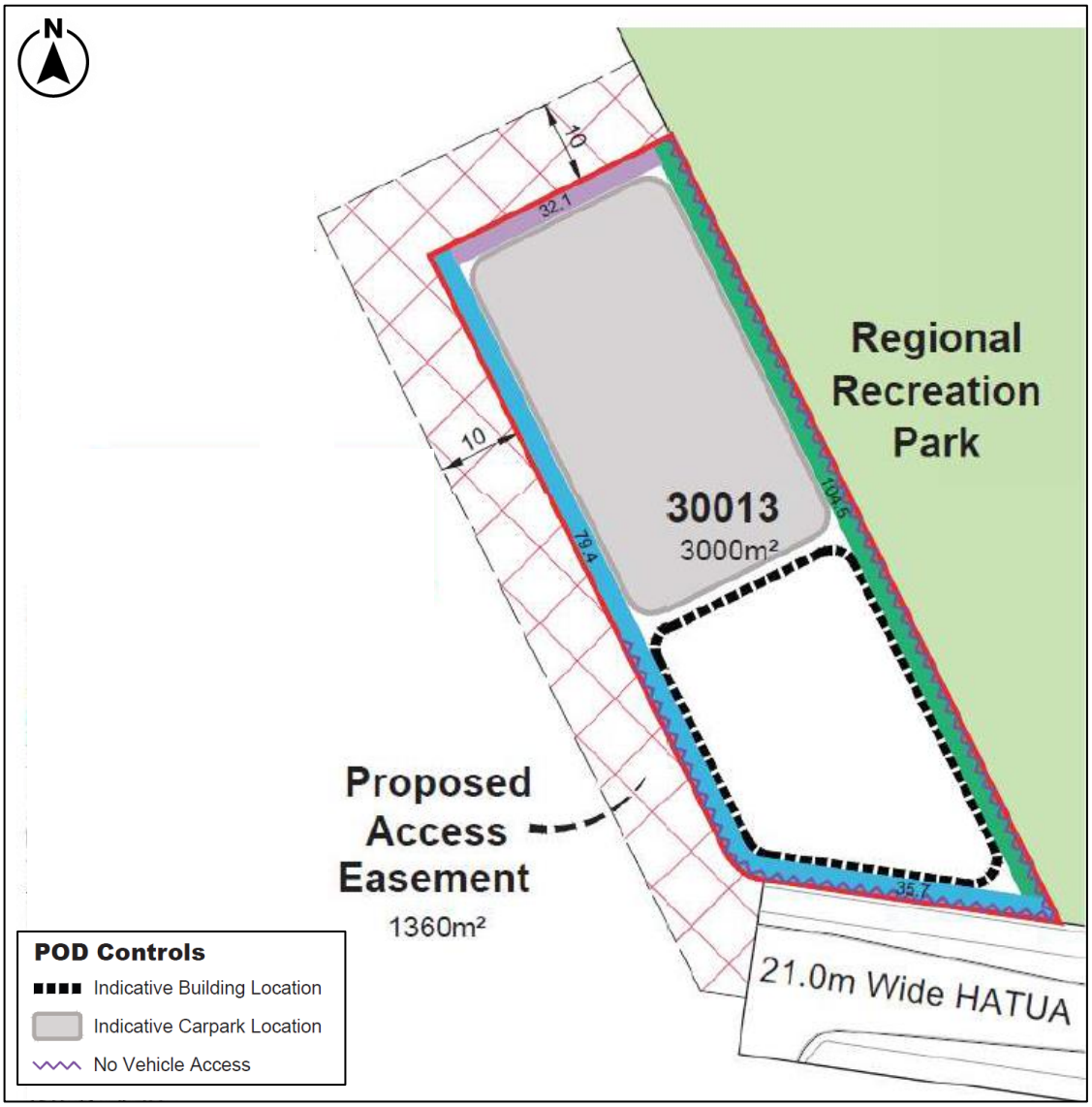
The surrounding area is predominantly undeveloped, although planning zones indicate the area will comprise a mix of retail, health care, community, commercial and residential uses.

2.4 ACCESS

No formal vehicular access is currently provided to the site.

Figure 2.3 shows the approved plan of development (POD) for the site and the locations where access is not preferred.

Figure 2.3: SUBJECT SITE APPROVED POD

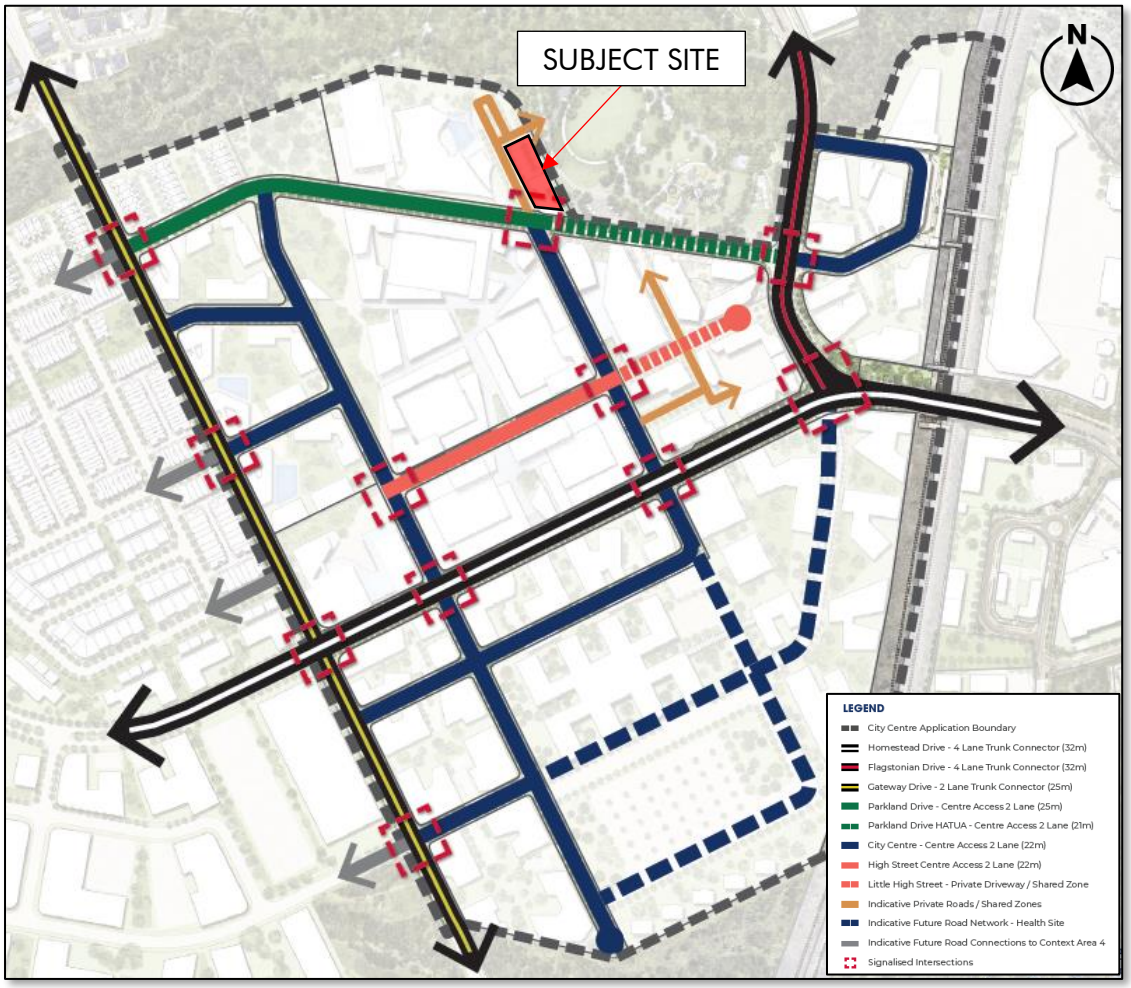


2.5 SURROUNDING ROAD NETWORK

The proposed road hierarchy within the Flagstone City Centre is indicated in Figure 2.4. As demonstrated, Parklands Drive is designated as a High Active Transport User Area (HATUA) road. Considering the nature of a HATUA, it is expected that Parklands Drive would have a low speed limit of around 40km/h.

A future private road / shared zone is indicated along the western boundary of the site, as shown in Figure 2.4.

Figure 2.4: PROPOSED CITY CENTRE ROAD HIERARCHY



2.6 ACTIVE AND PUBLIC TRANSPORT

The active and public transport networks for the Flagstone City Centre are shown in Figures 2.5 to 2.6. In the vicinity of the site, Parklands Drive is expected to accommodate a 3.0m wide shared pathway on the northern side, with a footpath comprising the full verge width on the southern side.

A number of public and private bus stops are proposed in close proximity to the subject site (ie within 400m walking distance). These stops would be service by routes providing connectivity to the transit interchange and train station proposed to the east of the subject site.

Figure 2.5: PEDESTRIAN MOVEMENT NETWORK

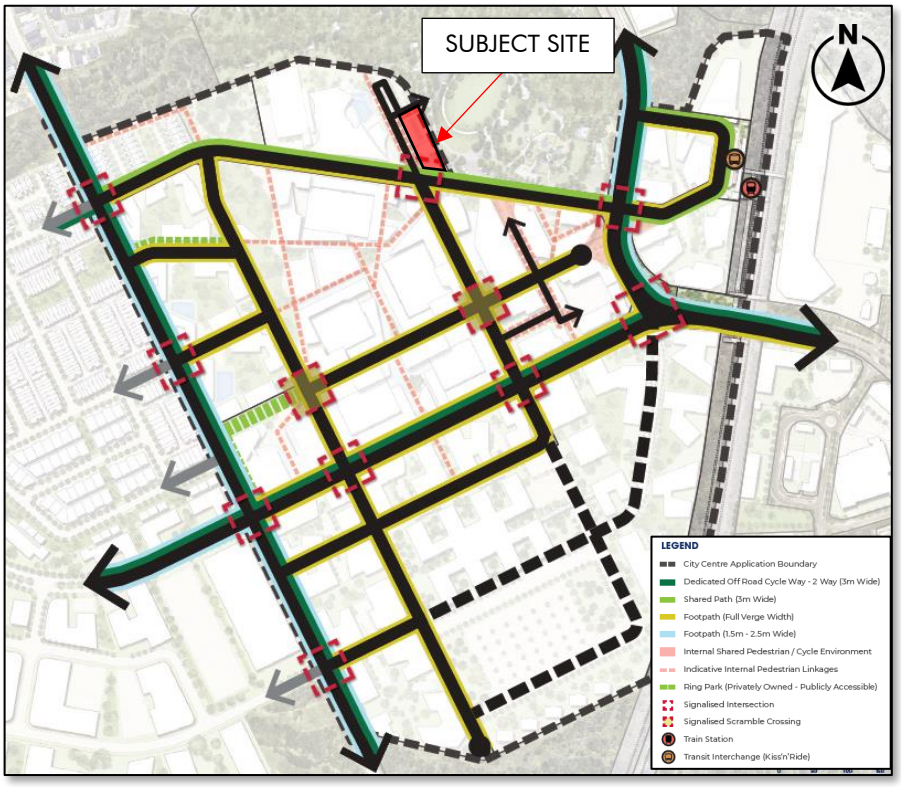
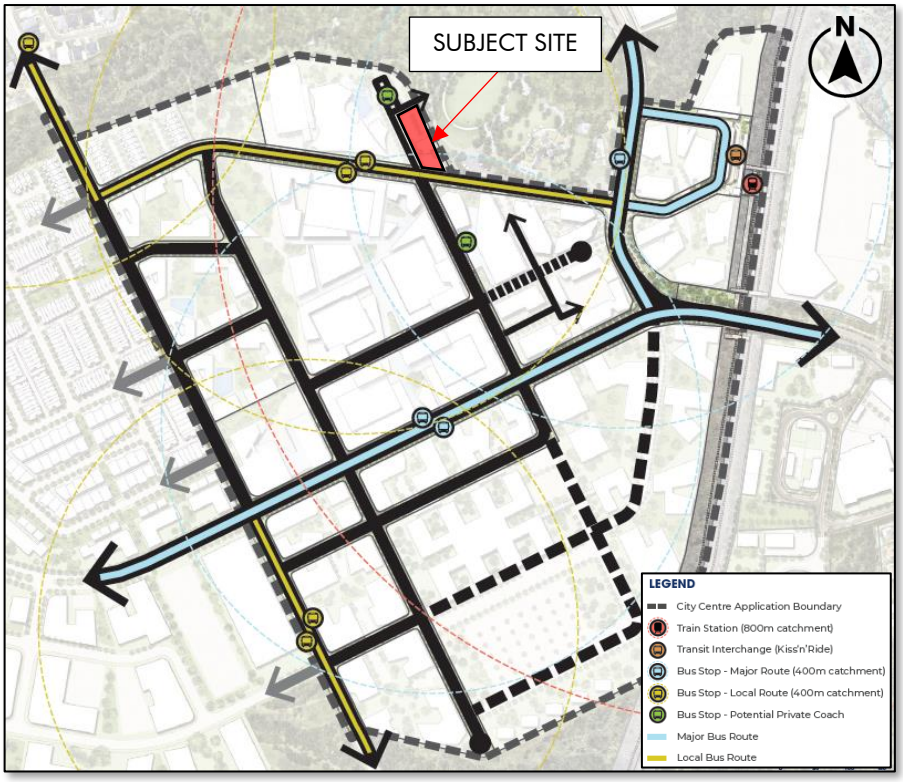


Figure 2.6: PUBLIC TRANSPORT NETWORK



3.0 PROPOSED DEVELOPMENT

3.1 SITE LAYOUT

The proposal involves the development of a district community centre in Flagstone with approximate Gross Floor Area (GFA) of 690m^2. The proposed development plan is shown in Figure 3.1 and attached in Appendix A.

Figure 3.1: PROPOSED DEVELOPMENT LAYOUT

3.2 ACCESS

3.2.1 Access Arrangements

Two separate vehicular access arrangements are proposed as follows and shown in Figure 3.2:

- an all-movements crossover on Parklands Drive (proposed)
- an all-movements crossover on Road 1 (future)

It is understood that access to the site would be facilitated via Parklands Drive until the construction of Road 1. Once Road 1 is constructed, the crossover on Parklands Drive would be removed and access would be facilitated via an all-movements crossover on Road 1.

Figure 3.2: ACCESS ARRANGEMENTS

3.2.2 *Location*

Australian Standards AS2890.1:2004 Parking Facilities Part 1: Off-Street Car Parking (AS2890.1) requires that access driveways be located a minimum 6.0m from the tangent point of an adjacent intersection.

Proposed Arrangement

The access crossover on Parklands Drive is not located in the vicinity of any nearby intersections and complies with AS2890.1 requirements. Whilst the proposed location is inconsistent with the permitted vehicle access locations identified on the approved POD, access to the site could only

be facilitated via Parklands Drive until the construction of Road 1 is complete. Therefore, the proposed access location is considered adequate.

Future Arrangement

The access crossover on Road 1 is located at least 6.0m from the Parklands Drive / Road 1 intersection, as indicated in Figure 3.2. While not strictly in accordance with the vehicle access requirements of the approved POD (refer to Figure 2.3), the future crossover location complies with AS2890.1 requirements and on this basis, is considered adequate.

3.2.3 Design

Each access arrangement comprises a 6.2m wide all-movements crossover. The proposed and future crossovers have been designed in accordance with the Institute of Public Works Engineering Australasia (IPWEA) Standard Drawing RS-051 for a 'General Wide Flared' and 'General Wide' crossover, respectively.

3.2.4 Sight Distance

Based on the HATUA nature of Parklands Drive in the vicinity of the site, the sight distance requirements at the proposed access driveways have been determined based on AS2890.1 requirements for a 40km/h speed limit environment.

For a 40km/h speed environment, AS2890.1 specifies a minimum sight distance requirement of 35m and a desirable sight distance requirement of 55m.

Proposed Arrangement

It is estimated that there is approximately 240m sight distance to the east (ie to the end of Parklands Drive) of the proposed access location. There is sufficient sight distance to the west of the access location on Parklands Drive to view a driver performing a u-turn at the end of the road. Therefore, the proposed access location complies with AS2890.1 requirements for sight distance.

Future Arrangement

It is estimated that there would be at least 55m sight distance to the north of the future access location and approximately 30m sight distance to the south to view a vehicle turning left into Road 1. Given the close proximity of the site to the future Parklands Drive / Road 1 intersection, vehicles turning left into Road 1 are likely to be travelling slower than 40km/h (ie around 20 – 30km/h). For a 20km – 30km/h speed environment, extrapolation of the minimum sight distance requirements outlined in AS2890.1 indicates a minimum sight distance requirement of approximately 15 – 25m. Therefore, the reduced sight distance to the south is considered adequate, given that vehicles are likely to be travelling slower than 40km/h when turning left onto Road 1 from Parklands Drive.

3.3 PARKING

3.3.1 Requirement

Council's Planning Scheme does not specify a minimum parking rate for a community centre. However, the EDQ approved POD for the subject site (ie within the Flagstone City Centre) specifies a car parking rate of 10 spaces per 100m^2 GFA. The application of this rate equates to a car parking requirement of 69 spaces based on the proposed GFA of 690m^2.

However, the subject site would be located within the Flagstone City Centre (ie a centre zone). Accordingly, the parking requirement has also be calculated based on the rates outlined for community centres located within centre zones in various local government areas. As outlined in Table 3.1, between four and 14 parking spaces would be required for a community centre located within a centre zone.

Furthermore, a community centre was recently constructed in Yarrabilba (ie within the Logan Local Government Area (LGA)). EDQ's approved POD for this site specifies a rate of five spaces plus one space per 30m^2 GFA for a community facility. The application of this rate equates to a car parking requirement of 28 spaces.

Table 3.1: LOCAL PLANNING SCHEME REQUIREMENTS

SOURCE	CAR PARKING RATE	REQUIRED
Transport, Access, Parking and Servicing Planning Scheme Policy *(Brisbane City Council)*	1 per 200m^2 GFA (maximum for city core)	4
	1 per 100m^2 GFA (maximum for city frame)	7
Transport Code *(City of Gold Coast Council)*	1 per 100m^2 TUA (within 400m of light rail station)	7
	1 per 75m^2 TUA (within 800m of light rail station)	10
Centre Zone Code (City of Moreton Bay Council)	1 per 50m^2 GFA (minimum for district centre)	14

3.3.2 Provision

The proposed car parking arrangements provide 31 on-site parking spaces (including six electric vehicle (EV) spaces), while the future arrangements provide 30 on-site parking spaces (including six EV spaces), three on-street parking spaces and three drop-off / pick-up bays along the site frontage. Accordingly, the proposed parking provision is less than the EDQ POD parking requirement for the site.

However, the proposed development easily satisfies the minimum parking requirements for a community centre located in a centre zone, based on the requirements specified in various local planning schemes. Additionally, the proposed parking provision results in at least three additional parking spaces compared to EDQ's requirements for the Yarrabilba Community Centre. Therefore, the parking provision if expected to be sufficient for the proposed development.

3.3.3 Persons With Disabilities (PWD) Parking

The Building Code of Australia (BCA) National Construction Code (NCC) requires PWD parking to be provided at a rate of one space per 50 car parking spaces for a Class 9 building (ie the subject proposal). The proposal provides one PWD parking space and complies with the NCC requirements based on a car parking provision of less than 50 spaces.

3.3.4 Design

The on-site parking layout has been designed in accordance with AS2890.1 requirements and is typified by:

- parking spaces dimensioned 2.5m wide by 4.8m long with 600m overhang at the closed end of the space (User Class 2)
- parking spaces dimensioned 2.5m wide by 5.4m long (User Class 2)
- PWD parking space dimensioned 2.5m wide by 5.4m long with an adjacent 2.5m wide shared area
- 6.2m wide parking aisles

3.3.5 Queuing

Requirement

AS2890.1 recommends that sufficient on-site queuing be provided to allow a free influx of traffic which will not adversely affect traffic or pedestrian flows on the frontage road (ie Parklands Drive and Road 1).

The 95th percentile queue at the site access is considered to be an adequate measure of an acceptable queuing provision. The predicted 95th percentile queue has been calculated using the queuing theory in the PTT Queuing Practice Note attached in Appendix B. This assessment was based on 30 – 31 vehicles (ie the capacity of the proposed and future car parks) arriving in the peak hour, which is considered highly conservative.

The results of the analysis indicate a 95th percentile queue of 0.43 – 0.45 vehicles (ie 2.6 – 2.7m) at the site access.

Proposed Arrangement

The proposed arrangement provides approximately 8.6m queuing space between the property boundary and the first internal conflict point (ie the first parking space). Therefore, sufficient storage would be provided at the site access to cater for the predicted 95th percentile queue (ie 2.7m)

Future Arrangement

The future arrangement provides approximately 6.9m queuing space between the property boundary and the first internal conflict point (ie the internal intersection). Therefore, sufficient storage would be provided at the site access to cater for the predicted 95th percentile queue (ie 2.6m)

3.4 SERVICING

3.4.1 Refuse Collection

A refuse store is located in the south-east corner of the site, as indicated in Figure 3.1. Swept path analyses of a Refuse Collection Vehicle (RCV) manoeuvring throughout the site have been undertaken and are shown in Figure 3.3 to 3.4 and attached in Appendix C. As demonstrated, the site layout can accommodate an RCV on-site, with entry and exit in a forward gear.

It is understood that a waste management strategy will be prepared for the site.

Figure 3.3: RCV SERVICING – PROPOSED ARRANGEMENT

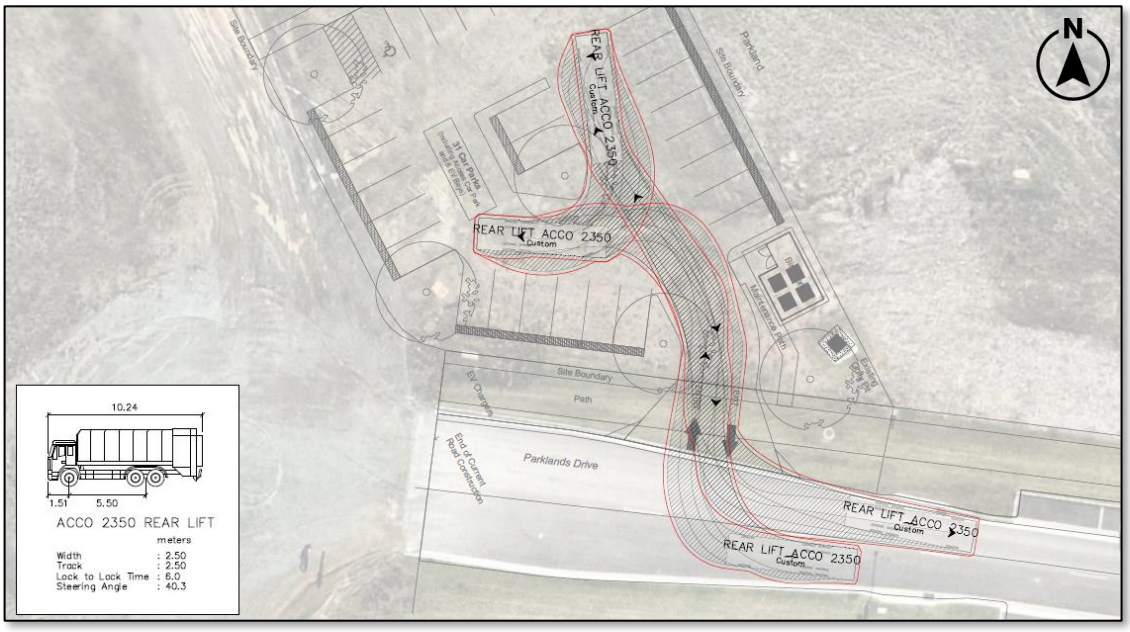
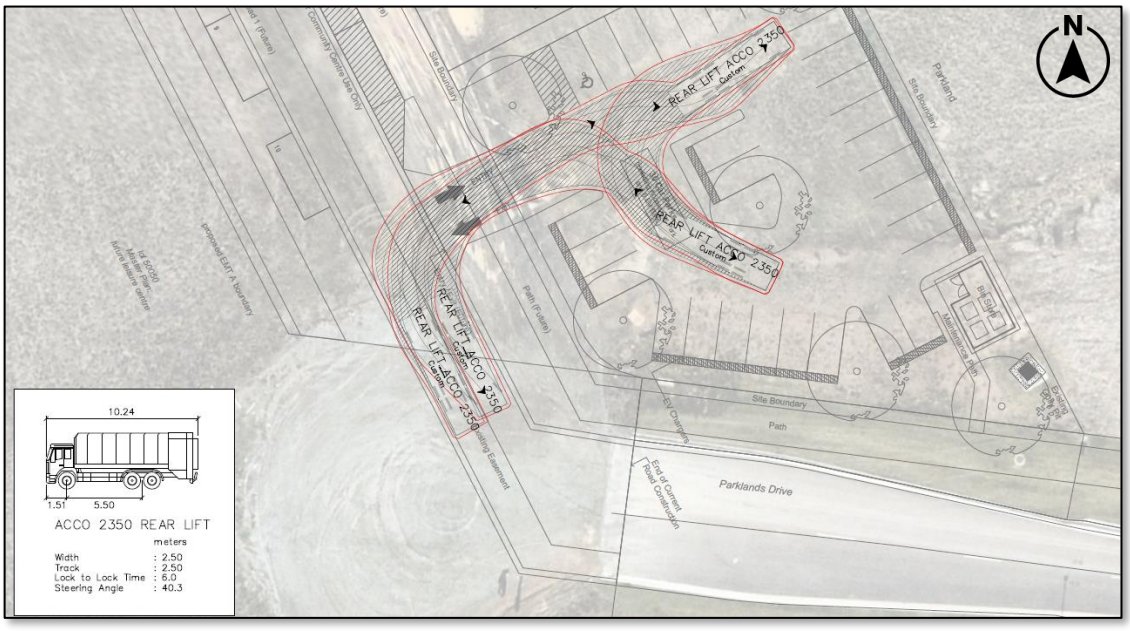


Figure 3.4: RCV SERVICING – FUTURE ARRANGEMENT



3.4.2 *Deliveries*

With the exception of the RCV, it is expected that the largest vehicle to visit the site would be a Medium Rigid Vehicle (MRV) for occasional deliveries. Swept path analyses of an MRV manoeuvring throughout the site have been undertaken and are shown in Figure 3.5 to 3.6 and attached in Appendix C. As demonstrated, the site layout can accommodate an MRV on-site, with entry and exit in a forward gear.

Whilst parked on-site, an MRV would block access to approximately four parking spaces. This equates to less than 15% of the total on-site parking provision and is not expected to adversely impact internal parking operations. Furthermore, an MRV is only expected to visit the site occasionally and would only be expected on-site for a short period of time. These impacted parking spaces could be designated as 'staff only' to reduce the likelihood of a vehicle entering / exiting each space during delivery times.

Figure 3.5: MRV SERVICING – PROPOSED ARRANGEMENT

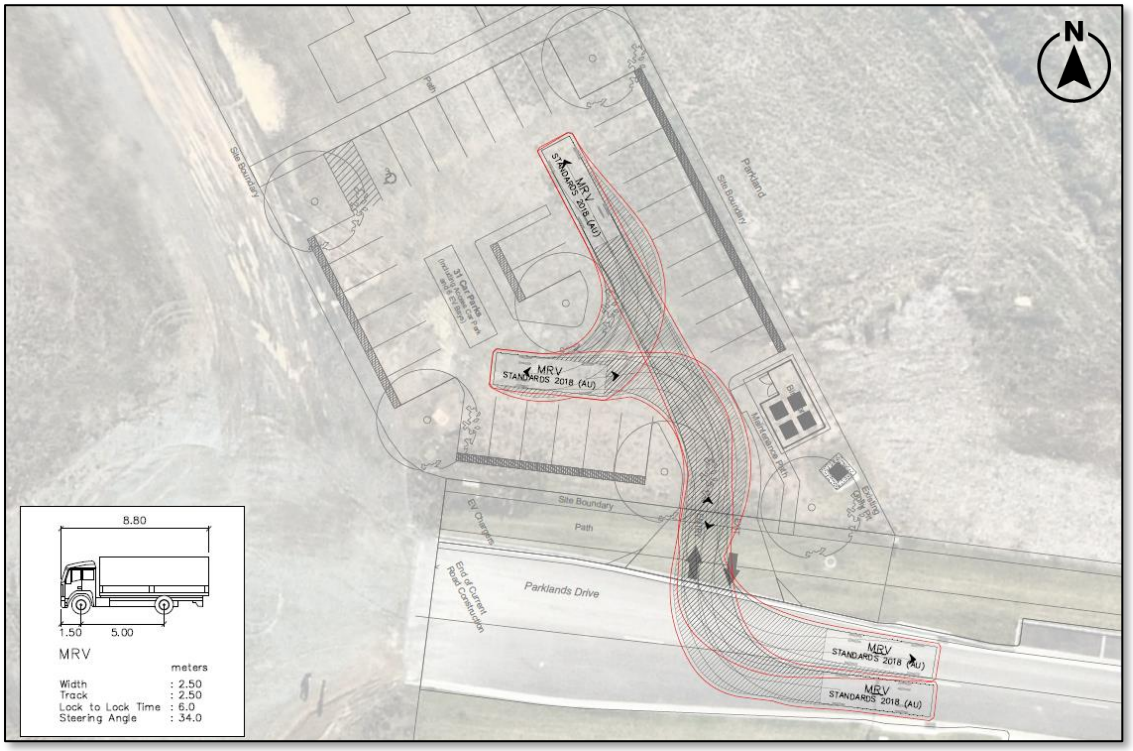
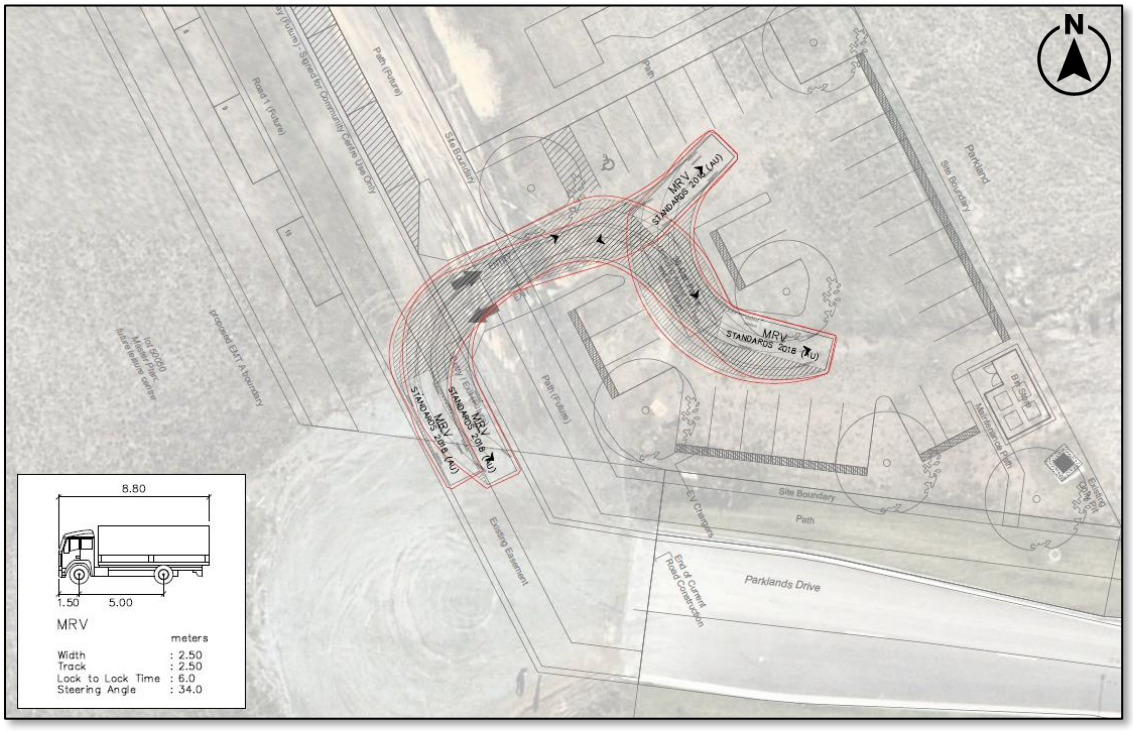


Figure 3.6: MRV SERVICING – FUTURE ARRANGEMENT



3.5 ACTIVE AND PUBLIC TRANSPORT

3.5.1 Pedestrians

Three pedestrian access points are proposed to the site, as indicated in Figure 3.1. One access point would be located at the entrance to the centre and would serve as the main point of entry, while the remaining two would facilitate service and fire access.

3.5.2 Cyclists

Council's Planning Scheme does not specify a bicycle parking rate for a community centre. Therefore, the bicycle parking requirement for the site has been determined based on the following rates specified in Austroads' Guide to Traffic Management Part 11: Parking Management Techniques:

- one space per 1,500m^2 GFA (for employees)
- two spaces plus one space per 1,500m^2 GFA (for visitors)

The application of the above rates equates to a bicycle parking requirement of four spaces. Therefore, it is recommended that around four bicycle parking spaces be provided on-site and designed in accordance with Australian Standard AS2890.3:2015 Parking Facilities Part 3: Bicycle Parking (AS2890.3).

4.0 TRAFFIC OPERATIONS

4.1 TRAFFIC GENERATION

The peak hour traffic generation for the proposed community centre has been estimated based on published trip generation rates in the Institute of Transportation Engineers (ITE) Trip Generation Manual 8th edition. It is noted that this manual is based on data collected in the United States and may not be reflective of Australian conditions. However, there is no defined, published traffic generation rate for a community centre in Australian based literature.

The estimated traffic generation of the proposed development is outlined in Table 4.1. As demonstrated, the proposed development is expected to generate one trip during the weekday morning and evening peak hours, based on the ITE trip generation rates.

Table 4.1: PEAK HOUR TRAFFIC GENERATION

PEAK HOUR	GFA	TRIP RATE	TRIPS (VEH/HR)
Weekday Morning	690m^2	0.16 trips per 100m^2	1
Weekday Evening		0.15 trips per 100m^2	1

The peak hour traffic generation has also been estimated based on a first principles approach. This approach assumes that 85% of the parking spaces arrive or depart in the peak hour, which is considered conservative. As demonstrated in Table 4.2, the proposed development is expected to generate 26 trips (13 in and 13 out) during the weekday morning and evening peak hours, based on a first principles approach.

Table 4.1: PEAK HOUR TRAFFIC GENERATION

PEAK HOUR	CAR PARK CAPACITY	RATE	TRIPS (VEH/HR)	IN : OUT SPLIT	IN : OUT SPLIT (VEH)
Weekday Morning	31	85% of parking	26	50 : 50	13 : 13
Weekday Evening	31	85% of parking	26	50 : 50	13 : 13

4.2 TRAFFIC IMPACT

Considering the low predicted traffic generation (ie between 1vph to 26vph), the proposed development is not expected to have a significant impact on the operation of the surrounding road network.

5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 CONCLUSIONS

The proposed development has been evaluated in terms of the site access arrangements, parking provision and design, servicing arrangements, pedestrian / cyclist facilities and likely traffic impact. The main points to note are:

- the proposal involves the development of a district community centre in the Flagstone City Centre
- an all-movements crossover is proposed on Parklands Drive prior to the construction of Road 1
- the crossover on Parklands Drive would be removed and a new crossover located on Road 1 once construction of the road is complete
- each access arrangement complies with AS2890.1 requirements for location
- the proposed access location on Parkland Drive complies with AS2890.1 requirements for sight distance
- the future access location generally complies with AS2890.1 requirements for sight distance, with the reduced sight distance to the south considered adequate given the slower vehicle speeds expected whilst negotiating the corner
- the proposed development easily satisfies the minimum parking requirements for a community centre located in a centre zone, based on the requirements specified in various local planning schemes and comparable uses
- the on-site parking layout has been designed in accordance with AS2890.1 requirements
- sufficient storage would be provided at each site access to cater the predicted 95th percentile queue
- the on-site layout can accommodate an RCV and MRV on-site, with entry and exit in a forward gear
- the proposed development is expected to generate between one to 26 trips during the weekday morning and evening peak hours, which is not expected to have a significant impact on the operation of the surrounding road network

5.2 RECOMMENDATIONS

Based on the above, it is recommended that around four bicycle parking spaces be provided on-site and designed in accordance with AS2890.3.

APPENDIX A
PLANS OF DEVELOPMENT

PROPOSED SITE PLAN

DA101 Date: 27/06/2024

Not to Scale

fulton trotter ARCHITECTS

APPENDIX B
PTT QUEUING PRACTICE NOTE

PRACTICE NOTE

QUEUING CHARACTERISTICS AT SITE ACCESSES

BACKGROUND

On-site queuing areas are required at site access locations to ensure that vehicles do not queue across pedestrian paths or back onto the frontage road.

However, with queuing requirements in planning scheme policies becoming increasingly onerous, the usage of these figures can result in excessive queuing areas which can unnecessarily have an adverse effect construction costs and development yields.

This practice note demonstrates how conventional queuing theory can be used in traffic engineering to determine the anticipated queue length at access locations as a function of local conditions.

QUEUING THEORY

To calculate the amount of queuing space required, we must estimate the probability of a number of vehicles in a queue (n) exceeding a specified number of vehicles (N) at any instant. This is calculated using the following formula:

$$Pr\ (n>N) = \rho^{N+1} \leq \alpha$$

Where:

- ρ is the queue utilisation factor
- α is the probability of a queue of N vehicles being exceeded

Rearranging this formula enables the calculation of the design queue length in terms of the number of vehicles as follows:

$$N = \frac{\log(\alpha)}{\log(\rho)} - 1$$

The **minimum** design queue would be calculated as N vehicles, which may include a fraction of a vehicle (eg 1.2 vehicles). This design queue could be applied subject to engineering judgment.

The **desirable** design queue would be the smallest integer which contains the value, N (ie rounded up to the nearest integer).

Application of a standard vehicle length of 6m per vehicle results in a design queue length in metres.

QUEUE UTILISATION FACTOR

The utilisation factor, ρ, is the ratio of the mean arrival rate (r) and the mean service rate (s), ie:

$$\rho = \frac{r}{s}$$

The mean arrival rate (veh/hr) varies for each situation. It is calculated using the peak hour trip generation for the facility. This is expressed in vehicles per hour.

The mean service rate (veh/hr) is determined by observing the operations of similar facilities.

PTT has calculated the mean service rate for a non-controlled (ie no boom gate) parking facility by surveying the average time taken for cars to enter and leave from visitor parks in a residential development.

This survey was undertaken at a recently approved and constructed mixed use commercial/residential development at Nundah on a Wednesday in July 2014 between 4:30-6:00pm. A minimum of 30 observations were made for both "parking" and "unparking" manoeuvres The results of this analysis are shown in Table 1.

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PRACTICE NOTE

QUEUING CHARACTERISTICS AT SITE ACCESSES

Table 1: MEAN VEHICLE MANOEUVRING TIME (seconds/vehicle)

MANOEUVRE	MEAN TIME	STD DEV	MIN	MAX
Parking	12.2	13.8	1.1	69.5
Unparking	14.7	7.1	2.1	37.2

The application of the mean "unparking" value from Table 1 assumes that each vehicle which enters the access will be waiting for a car to "unpark" from the space nearest to the access. This is an extremely conservative assumption, which will result in an over-estimate of queue lengths.

The mean service time for car parks with entrance controls such as boom gates, ticket dispensing machines, car stackers and mechanical parking installations can usually be provided by the supplier of the product.

PROBABILITY OF EXCEEDANCE

The queuing formula is used to calculate the queue length given a specified probability (α).

Generally, the 95th percentile queue is considered an adequate measure of an acceptable queue at access driveways. This infers that there is a 5% probability that the queue length will be exceeded (ie α=0.05).

Australian Standards, AS2890.1, outlines the requirement to provide a 98th percentile queue for situations where mechanical parking installations such as car stackers are used (ie α=0.02).

EXAMPLE

A development with a mean peak hour trip generation of 100 veh/hr and a 80:20 in:out split results in a vehicle arrival rate of 80 veh/hr.

The service rates from Table 1 can be applied to calculate the queue utilisation factor. However common units are required to find a ratio.

Therefore, the service rate, s, is:

$$\frac{vehicle}{hour} = 3{,}600\left(\frac{seconds}{vehicle}\right)^{-1}$$

$$s = \frac{3{,}600}{14.7} = 244.9 \text{ vehicles per hour}$$

The queue utilisation factor is:

$$\rho = \frac{r}{s} = \frac{80}{244.9} = 0.327$$

The 95th percentile design queue:

$$N = \frac{\log(\alpha)}{\log(\rho)} - 1$$

$$N = \frac{\log(0.05)}{\log(0.327)} - 1$$

$$N = 1.68 \text{ vehicles}$$

Therefore, desirably, the development should be designed to allow for an entrance queue of two vehicles (ie 12m). However, an available queuing distance of 1.68 vehicles (ie 10.1m) would be considered acceptable to cater for the 95th percentile queue, subject to engineering judgment.

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PRACTICE NOTE

QUEUING CHARACTERISTICS AT SITE ACCESSES

CONCLUSION

Conventional traffic engineering queuing theory can be used to determine the anticipated queue length at access locations. This ensures that queuing does not adversely impact on nearby traffic or pedestrian flows whilst ensuring that the queuing area is not excessive.

REFERENCES

Bennett, DW and Rose, G (1988), *Unsignalised Intersection Analysis,* University of Melbourne

Institute of Transport Studies Monash University (2003), *Traffic Engineering and Management,* Volume 2, Caufield East

Standards Australia (2004), *AS2890.1:2004 Parking facilities Part 1: Off-street car parking,* Sydney

DISCLAIMER

The material contained in this practice note is of a general nature, for information only. Pekol Traffic and Transport accepts no liability for any damage caused by any error or omission contained herein.

APPENDIX C
SWEPT PATH DRAWINGS

N

Site Boundary
Path
31 Car Parks
(Including Access Car Park and 6 EV Bays)
REAR LIFT ACCO 2350
Custom
REAR LIFT ACCO 2350
Custom
Parkland
Site Boundary
Maintenance Path
Existing Gully Pit
Site Boundary
Path
EV Chargers
End of Current Road Construction
Parklands Drive
REAR LIFT ACCO 2350
Custom
REAR LIFT ACCO 2350
Custom

10.24

1.51 5.50

ACCO 2350 REAR LIFT

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 40.3

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REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE: FLAGSTONE COMMUNITY CENTRE

DRAWING TITLE: RCV MANOEUVRING - PROPOSED LAYOUT

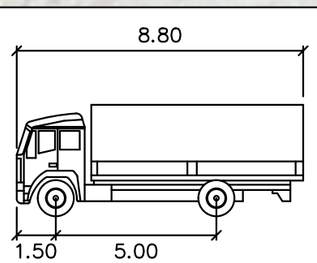
CLIENT: FULTON TROTTER ARCHITECTS

DATE:	SCALE:	DRAWN:	APPROVED:
25/06/2024	1:250@A3	NH	RL

DRAWING NO.	REV	JOB NO.
23-460-001		23-460

N

Site Boundary
Path
31 Car Parks
(Including Access Car Park and 6 EV Bays)
MRV
STANDARDS 2018 (AU)
Parkland
Site Boundary
Maintenance Path
Existing Bore Pit
Site Boundary
Path
EV Chargers
End of Current Road Construction
Parklands Drive
MRV
STANDARDS 2018 (AU)
MRV
STANDARDS 2018 (AU)



MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

PTT
TRAFFIC & TRANSPORT ENGINEERING
PTT
ABN 96 067 593 962
P 07 3839 6771 WWW.PTT.COM.AU
Level 2, 62 Astor Tce, Spring Hill QLD 4000

REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE: FLAGSTONE COMMUNITY CENTRE

DRAWING TITLE: MRV MANOEUVRING - PROPOSED LAYOUT

CLIENT: FULTON TROTTER ARCHITECTS

DATE:	SCALE:	DRAWN:	APPROVED:
25/06/2024	1:250@A3	NH	RL

DRAWING NO.	REV	JOB NO.
23-460-002		23-460

N

Drop Off Bay (Future) - Signed for Community Centre Use Only

Path (Future)

Road 1 (Future)

Site Boundary

Path

Parkland

Site Boundary

REAR LIFT ACCO 2350 Custom

REAR LIFT ACCO 2350 Custom

REAR LIFT ACCO 2350 Custom

REAR LIFT ACCO 2350 Custom

Path (Future)

Existing Easement

proposed EMT A boundary

lot 50050
Master Plan:
future leisure centre

Bin Store

Maintenance Path

Existing BBQ Pit

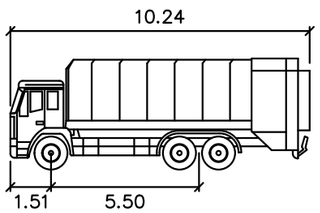
EV Chargers

Site Boundary

Path

End of Current Road Construction

Parklands Drive



ACCO 2350 REAR LIFT

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 40.3

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Level 2, 62 Astor Tce, Spring Hill QLD 4000

REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE: FLAGSTONE COMMUNITY CENTRE

DRAWING TITLE: RCV MANOEUVRING - FUTURE LAYOUT

CLIENT: FULTON TROTTER ARCHITECTS

DATE:	SCALE:	DRAWN:	APPROVED:
25/06/2024	1:250@A3	NH	RL

DRAWING NO.	REV	JOB NO.
23-460-003		23-460

N

Drop Off Bay (Future) - Signed for Community Centre Use Only

Path (Future)

Site Boundary

Path

Parkland

Site Boundary

Road 1 (Future)

7

8

9

10

proposed EMT A boundary

lot 50050
Master Plan:
future leisure centre

MRV
STANDARDS 2018 (AU)

MRV
STANDARDS 2018 (AU)

MRV
STANDARDS 2018 (AU)

MRV
STANDARDS 2018 (AU)

Path (Future)

Existing Easement

Bin Store

Maintenance Path

Existing Bin Store

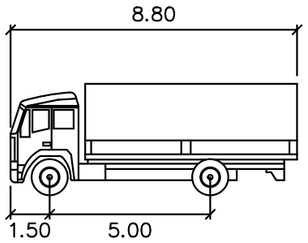
Site Boundary

Path

EV Chargers

End of Current Road Construction

Parklands Drive



MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

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REV.	AMENDMENTS	DRN	DATE

PROJECT TITLE: FLAGSTONE COMMUNITY CENTRE

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DRAWING NO.	REV	JOB NO.
23-460-003		23-460