

ROCKHAMPTON REGIONAL COUNCIL

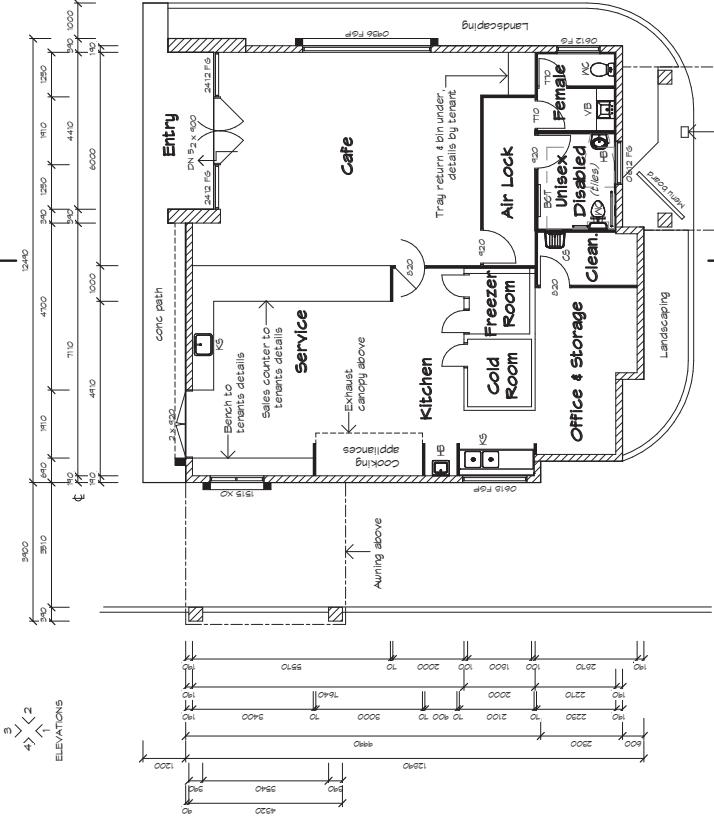
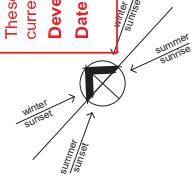
APPROVED PLANS

These plans are approved subject to the current conditions of approval associated with Development Permit No.: D24-2018
Dated: 01 June 2018

PRELIM 07

DATE: 28/03/18

NOT FOR CONSTRUCTION



Plan Legend	
ACU	Air Conditioner Unit
ECT	Wall mounted folding baby change table
CC	Ceiling Cassette
CF	Ceiling Fan
CS	Sister Cleaner's sink with grate over
DP	Down Pipe
FW	Fiber Nettle
HB	Hand Basin
HC	Hose Cock
KS	Kitchen Sink
MH	Man Hole
VB	Vanity Basin
VWC	Toilet

1 Floor Plan

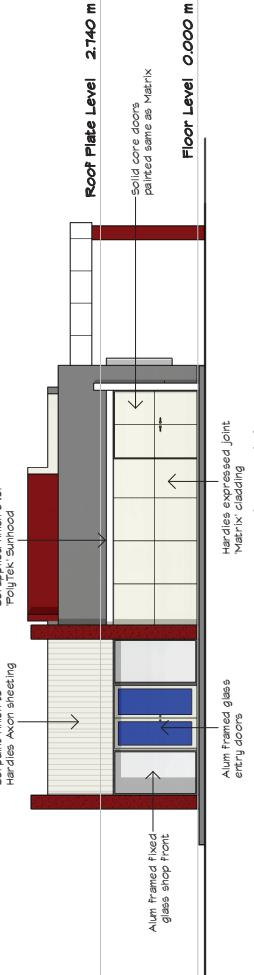
5 Elevation 4

Floor Level 0.000 m ▽



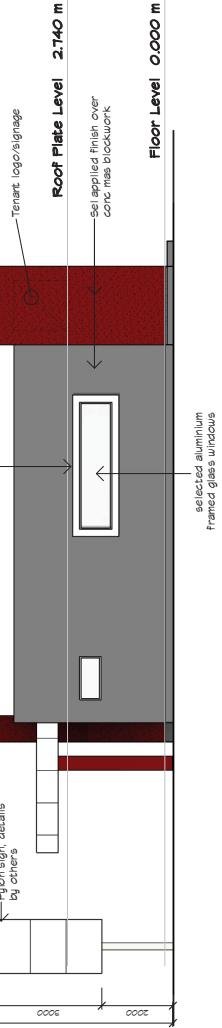
4 Elevation 3

Floor Level 0.000 m ▽



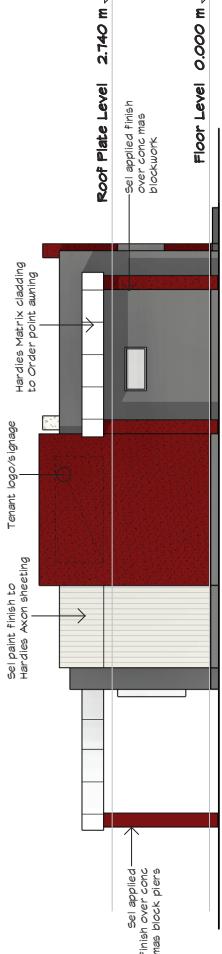
3 Elevation 2

Floor Level 0.000 m ▽



2 Elevation 1

Floor Level 0.000 m ▽



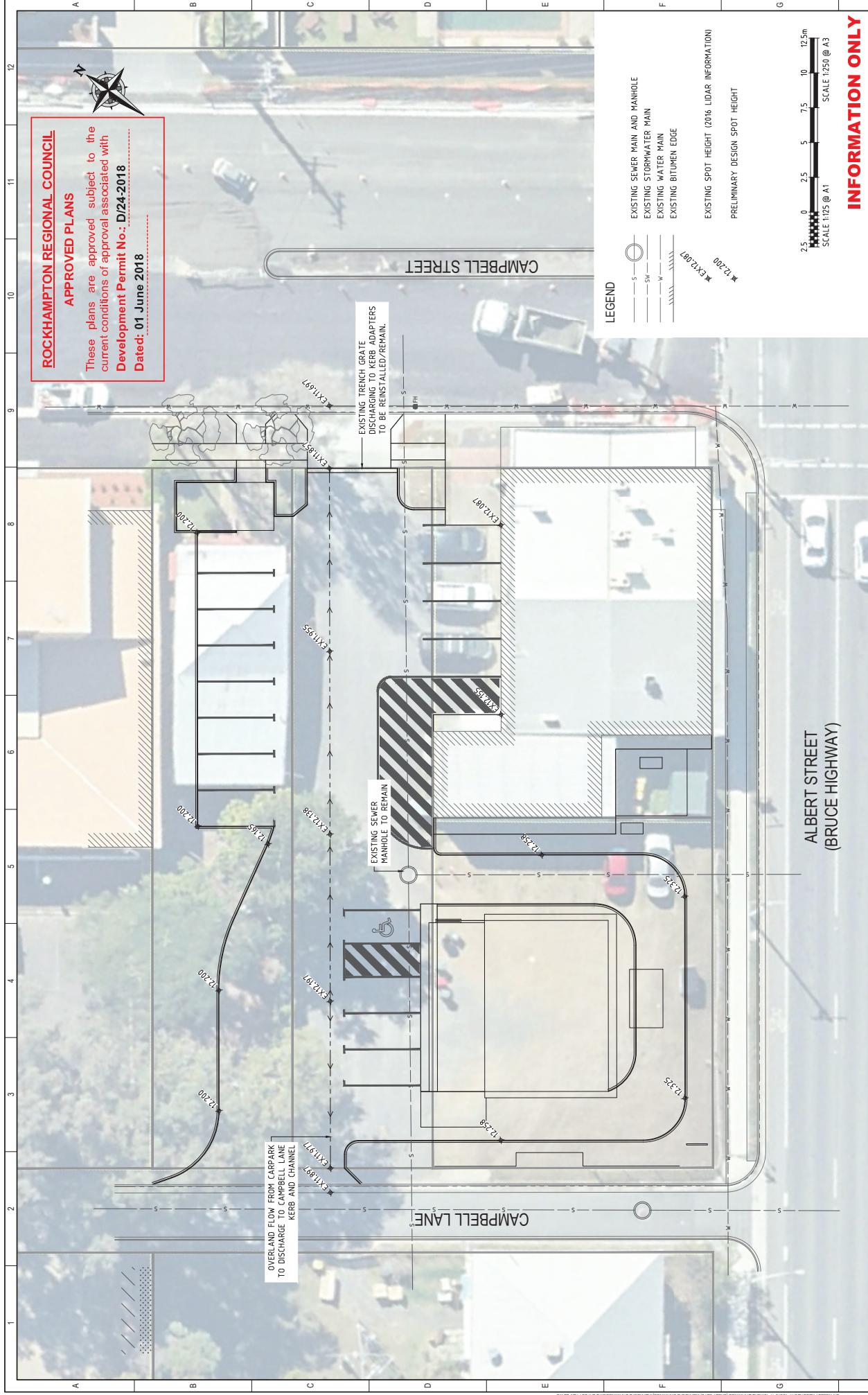
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ASST OF COUNCIL	BUILDING DESIGNERS	MEMBER	Licensed under the ODSA Act	ASSOC OF COUNCIL	ASST OF COUNCIL	BUILDING DESIGNERS	MEMBER	ASSOC OF COUNCIL
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E-mail mailbox@ufuledesigngroup.com	STYLING & ILLUSTRATION	E-mail mailbox@ufuledesigngroup.com	E-mail mailbox@ufuledesigngroup.com	E-mail mailbox@ufuledesigngroup.com	E-mail mailbox@ufuledesigngroup.com	STYLING & ILLUSTRATION	E-mail mailbox@ufuledesigngroup.com	STYLING & ILLUSTRATION
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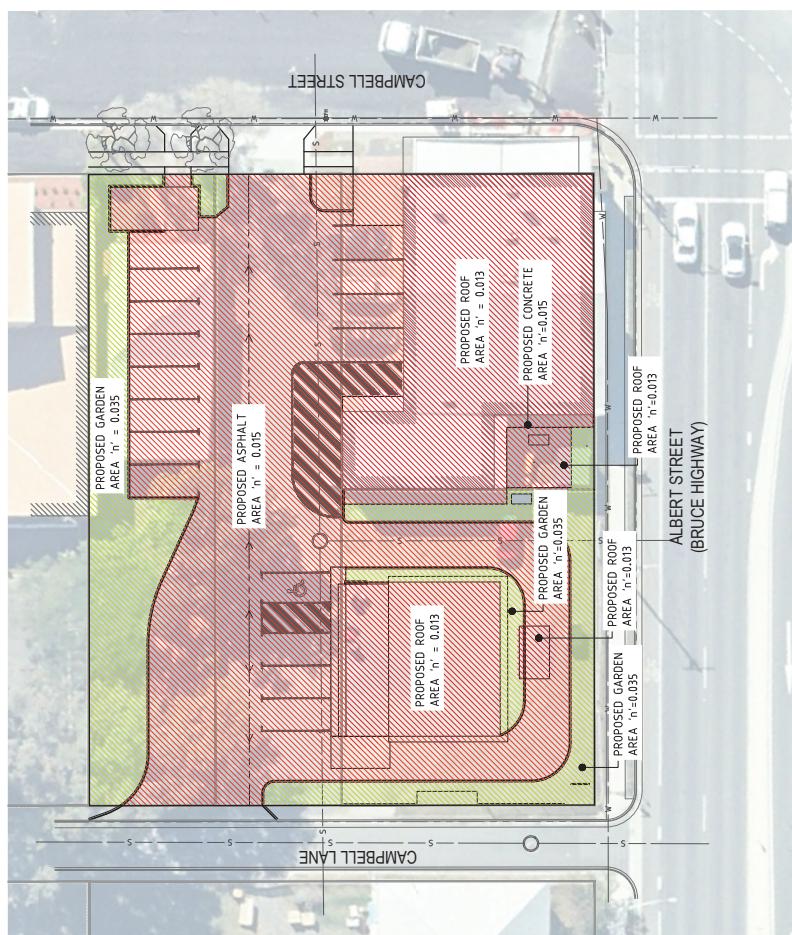


ROCKHAMPTON REGIONAL COUNCIL

APPROVED PLANS
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Dated: 01 June 2018



INFORMATION ONLY



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BOCKHAMPTON REGIONAL COUNCIL

APPROVED PLANS

These plans are approved subject to the current conditions of approval associated with
Development Permit No.: D124-2018
Dated: 01 June 2018

SURVEYOR		CLIENT		DATE		DRAWING NUMBER		REVISION	
ADDRESS		ASX BUILDERS COMMERCIAL DRIVE THRU DEVELOPMENT PROJECT STORMWATER PLAN		07/17/18		A1 07571718-P-0002		A	
COORDINATE DATUM		mc murrie CONSULTING ENGINEERS		07/17/18		07/17/18		07/17/18	
HEIGHT DATUM		63 Church Street, MOTUEKA 7010, NEW ZEALAND		Phone: 03 467 1700 0800 467 1700 Mobile: 021 133 166 Fax: 03 467 1700		07/17/18		07/17/18	
DRAWING NO.		Address:		REF ID: A1		Postbox:		Email:	
DRAWING NO.		SUBMITTED FOR INFORMATION		SCALE: NTS		REF ID: A1		mail@mcmurrie.com	
DRAWING NO.		REV	DATE	5	DFT	DRF	CHEK	DIS	DES
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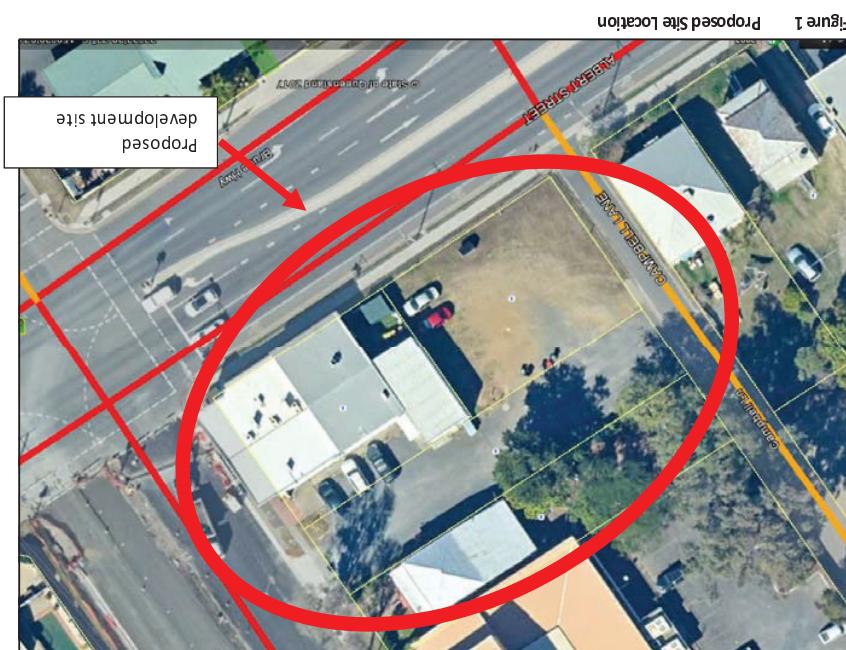
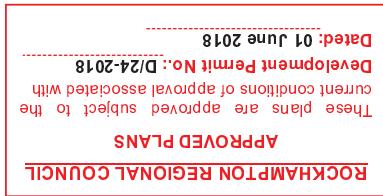


Figure 1 shows the proposed development site location.

(RRC). Albert Street is part of the National Highway and is under the jurisdiction of Transport and Main Roads (TMR) and Campbell Street is also under the control of TMR and Campbell Lane is under the control of the Rockhampton Regional Council.

The proposed new use for the site is for a Drive Thru Coffee tenancy.

The site is located at the north-western corner of the Bruce Highway (Albert Street)/Campbell Street intersection.

1. TRAFFIC

McMurtrie Consulting Engineers (MCE) has been engaged by ASM Builders to undertake a preliminary investigation of traffic and stormwater impacts related to the proposed development on the corner of Campbell and Albert Streets being Lots 1 & 2 on RP605803 and Lots 1 & 2 on RP60713.

Preliminary Traffic and Stormwater Advice REV B

Re:

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c/o ASM Builders

g@geonetownplanning.com.au

Gideon Town Planning

Gideon Genade

Operations Manager

Lachlan McMurtrie

From:

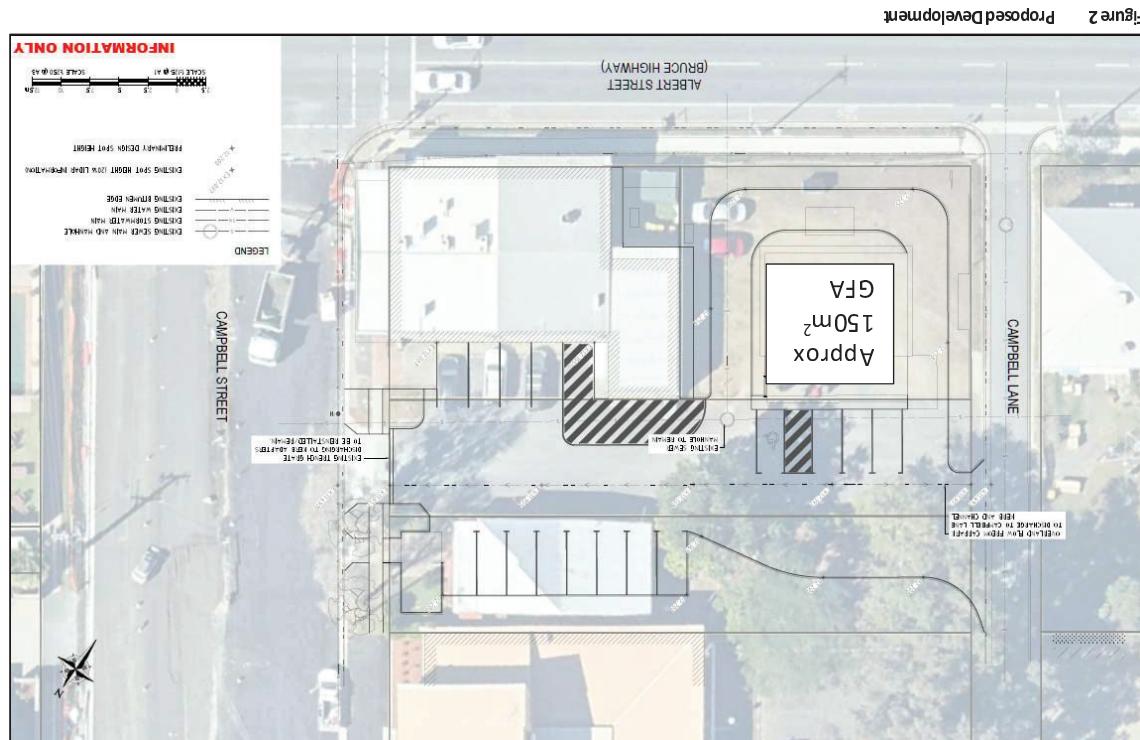
Date: 29/03/2017

Project No. 0751718

TECHNICAL MEMORANDUM

The Institution of Transportation Engineers Engineers' Common Trip Generation Rates Manual recommends a peak hour generation of 42.8 trips/1000SF for a coffee/donut shop with drive thru. It also states that a passby trip reduction of 60% is attributable to this rate. This equates to a peak rate of 28 vehicles/100m² GFA, which is considered quite a high rate.

Drive through coffee is not comprehensively covered in terms of traffic generation rates in either the DTM/R Road Planning and Design Manual (RPDM) or the Roads and Traffic Authority (RTA) document guide to Traffic Generating Developments.



Campbell Lane is a northbound directional service lane that provides direct access to a number of residential and commercial uses.

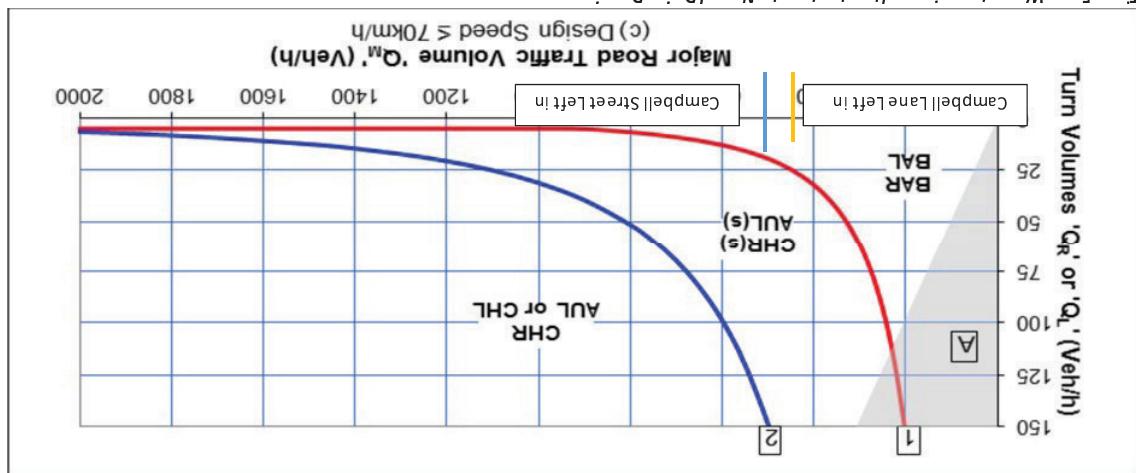
The proposed development layout is as per Figure 2 below with all proposed access via Campbell Lane and Campbell Street.

Traffic growth rates in the vicinity of the site have shown negative growth for some time therefore the 2012 figures are considered a conservative estimate of traffic volumes past the site.

Albert Street/Campbell Street is a signalised intersection under the control of DTM/R and the latest traffic counts provided by DTM/R are from 2012. These counts have been included as Attachment 2.



Figure 5 Warants - major road turn treatments - Normal Design Domain



For left in access from Campbell Street a peak north west bound through volume of 500 vph has been adopted which represents a conservative estimate of the throughput volume on Campbell Street. In accordance with Figure 5 below this volume the left in access could cater for 20vph which is at least double the proposed development traffic using the access.

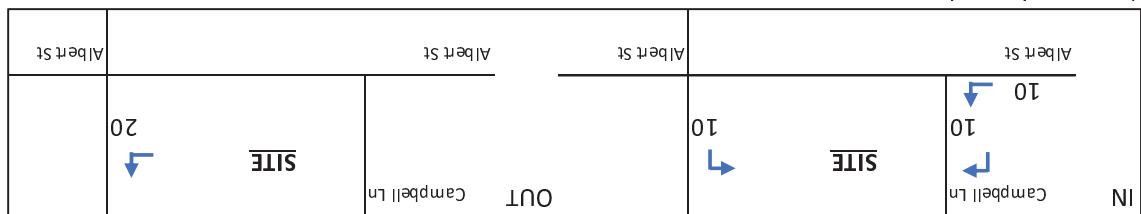
Based on Figure 5 as a BAL treatment exists a turn volume of 25 vph is sustainable before any upgrading is required. Noting that peak development turn volumes are less than half this figure it is considered that the current intersection arrangement is suitable to deal with the peak development traffic.

Based on Figure 5 below to remain as a BAL treatment exists a turn volume of 25 vph is sustainable before any upgrading is required since at 2013 on this section of the Bruce Highway and peak hour through volumes today would be less than rates have been negative since 2013 on this section of the Bruce Highway count in attachment 1 (bearing in mind growth in land lane in the vicinity of Campbell Lane is in the order of 450 vph from the DTMR count in attachment 1).

For access via Campbell Lane i.e. left off into Campbell Lane from Albert Street, the peak through volume on Albert Street in the left land lane in the vicinity of Campbell Lane is in the order of 450 vph from the DTMR count in attachment 1 (bearing in mind growth in land lane in the vicinity of Campbell Lane is in the order of 450 vph from the DTMR count in attachment 1).

At these volumes there will be no likely impact upon the existing signallingised intersection at Albert and Campbell Streets.

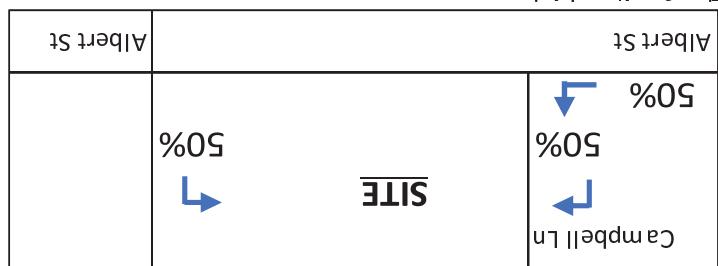
Figure 4 Peak Hour Volumes



Traffic will predominantly access the site from the Bruce Highway and thus turn left into Campbell Lane and left off Campbell Street with the majority of traffic exiting left out onto Campbell Street.

With am and pm peak volumes in and out of site as per Figure 4 i.e. 50% in and 50% in the peak hours.

Figure 3 Network Assignment



Network assignment of development traffic will be as per Figure 3:



The accesses to Campbell Lane and Campbell Street will need to be designed in accordance with CMiDG requirements at the Operational Works Stage.

A left out only manoeuvre is proposed for the egress onto Campbell Street and access visibility meets the minimum requirements of 30m for SSD and 13m for SSD for a left turning vehicle from Albert Street at 20kph.

For right turning vehicles from Albert Street access visibility meets the minimum requirements of 67m for SSD and 34m for SSD for a turning vehicle at 40kph and for through traffic from the southern side of Campbell Street for 60kph can comfortably achieved.

Refer to Figure 6 for access visibility.

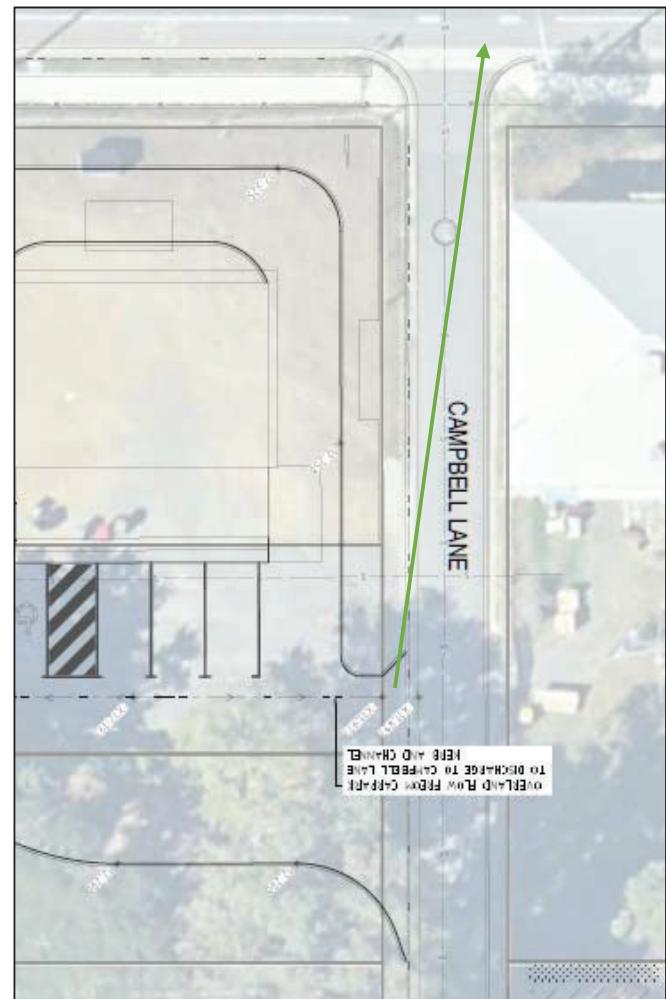


Figure 6 Campbell St Visibility towards Albert St



A swept path assessment has also been attached showing access and egress for the largest site vehicle a 12.5m rigid truck. Sufficient queuing length is also provided for the drive through facility and onsite servicing for deliveries can be catered for.

Figure 7 Access Visibility from Carpark onto Campbell Lane



The proposed development seeks to convert the pre-development condition of existing allotments to the post development condition as shown on 07517-18-SK-0001 (Appendix A). Findings of the assessment of each site is presented below:

A preliminary stormwater quantity assessment has been undertaken to evaluate the effects of the proposed development on the existing stormwater condition.

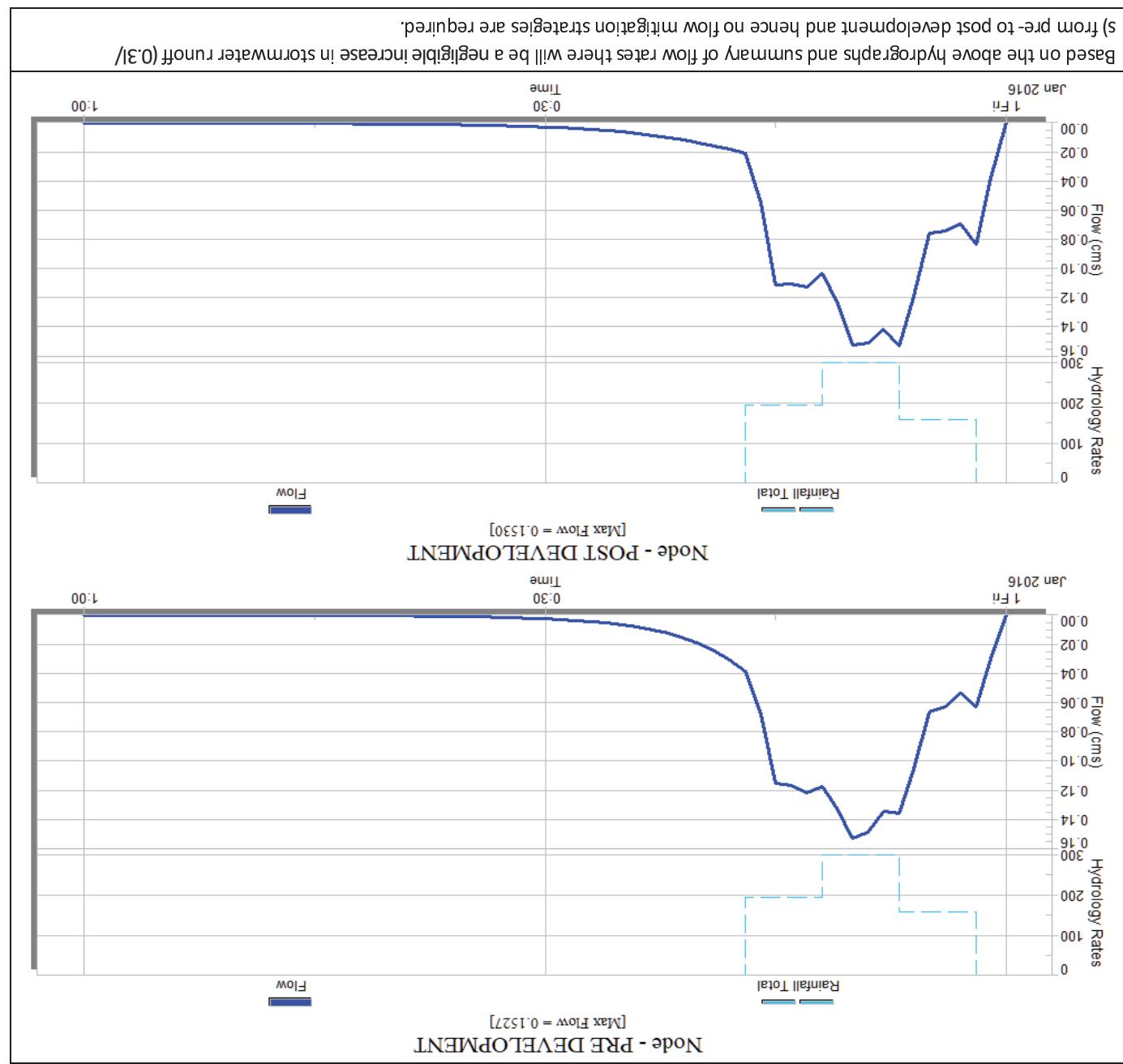
2. STORMWATER

Post Development	Description	Development	Previous / Impervious Area / Slope	Sub-Catchment 1 - roof areas	Sub-Catchment 2 - concrete / asphalt	Sub-Catchment 3 - Gardens	Sub-Catchments	Area	Imp. (%)	Width	Slope	Initial Losses	Infiltration / Losses	Continuing Loss	0.0m/hr (previous) & 1.7 mm hr (previous)	0.0m/hr (previous) & 0.13 roof & concrete, 0.015 asphalt	Imp previous areas manning's "n"	Previous areas manning's "n"	0.4 hedge and shrubbery	Flow rates (m³/s)	Total Q100 Pre-Development	Total Q100 Post Development	
Developed food and drink outlet with gardens and driveways	Developed food and drink outlet with gardens and driveways																				0.1527	0.1530	0.1527

Attachments:
Attachment 1 – 0751718-P-0001 to 0751718-P-0003
Attachment 2 – Traffic Data

Lachlan McMurtrie
Operations Manager RPEQ 15243

Kind regards,



DATE 29.03.18 OUR REF. 0751718

PROJECT Traffic & Stormwater - Campbell & Albret
ATTACHMENT