

ATTACHMENT 6

Active Transport Response

Prepared by:

TTM Consulting

Information Request Response

To	Kwikbridge Pty Ltd	Date	4 December 2023
Prepared by	Giada Rendina, Modus Graduate Traffic Engineer	Approved by	Tetteh Anang, Modus Senior Traffic Engineer (RPEQ 28656)
Location	81 Savage Street, Cooktown		
Subject	Proposed Shopping Centre Development - Traffic Engineering IR Response		
Status	Final	Attachments	Appendix A: Council Information Request Appendix B: Proposed Development Plans Appendix C: Existing Active Transport Network Appendix D: Pedestrian Crossing Facility Results Appendix E: Proposed Active Transport Network

1 Introduction

Modus has been commissioned by Kwikbridge Pty Ltd, to provide traffic and transport advice in response to the Cook Shire Council (CSC) Information Request (IR) regarding the proposed development located at 81 Savage Street, Cooktown.

Following the submission of the development application, the CSC raised an IR (Ref: J001675) dated the 19th of September 2023, requesting further information regarding the traffic and transport components of the proposed development. A copy of the CSC IR has been provided at **Appendix A**.

This technical memorandum has been produced by Modus in response to the IR items relating to the traffic and transport components in support of the proposed development. For ease of reference, the Council IR items have been reproduced on the subsequent pages, with Modus' response immediately following each item.

Furthermore, the proposed development plans have been attached at **Appendix B**.

2 Council Information Request

PEDESTRIAN ACCESS

Drawing DA03 shows pedestrian access to Harrigan Street however no further information regarding pedestrian access is provided.

The site is well removed from the Cooktown town centre (approximately 700m) and it is important that the development achieves a high level of pedestrian, cycle and mobility scooter connectivity to the town centre and its residential catchment area. Any gaps in infrastructure should be identified and mitigation measures proposed to address active transport connectivity issues. Infrastructure that is of an insufficient width should also be identified and any proposed improvements to the infrastructure identified.

It should be noted that when preparing the draft Cook Shire Active Transport Plan consideration was not given to a shopping centre being located on the site and therefore this development is out of sequence for the active transport planning that has been undertaken for Cooktown.

Item 8:

Engage a suitably qualified active transport planner to confirm the nature and extent of works required to connect the site to the Cooktown town centre and surrounding residential areas. The proposed development will result in a change to desire lines for active transport planning and it is likely that existing active transport infrastructure will require upgrading.

Modus Response

Modus has reviewed the existing active transport facilities within a 700m radius from the proposed development site to identify inconsistencies in the provision of transport routes for pedestrians, cyclists, and mobility scooter users. The existing active transport facilities are provided at **Appendix C**.

In line with Council's request, the existing active transport network is required to be upgraded to ensure that the proposed development provides sufficient connectivity to the Cooktown town centre, as well as the surrounding residential catchment. Therefore, Modus has proposed upgrades to the existing active transport infrastructure in accordance with the following standards:

- ▶ *Austrroads Guide to Road Design Part 3: Geometric Design Edition 3.4 (AGRD Part 3), 2021*
- ▶ *Austrroads Guide to Road Design Part 6: Paths for Walking and Cycling (AGRD Part 6), 2021*

The proposed upgrades to the existing active transport infrastructure and connectivity are summarised in the following sections of this document.

Proposed Infrastructure Upgrades

The proposed upgrades to the existing active transport infrastructure comprise of the provision of additional pedestrian footpaths, transition ramps and pedestrian crossings.

In accordance with Clause 5.1.4 of the *AGRD Part 6*, the proposed pedestrian footpaths are to provide a minimum width of 2.5m to accommodate shared pedestrian and cycle movements. Furthermore, in accordance with Clause 4.9.7 of the *AGRD Part 3*, pedestrian footpaths are required to provide ramps linking the road carriageway to adjacent footpaths.

Additionally, to assess the suitable crossing type for the proposed crossings on the external road network, the Australasian Pedestrian Crossing Facility Selection Tool was reviewed. This tool indicates what crossing type should be adopted based on the traffic environment and anticipated pedestrian and vehicular volumes. The results of the tool indicated that a Zebra crossing was a suitable crossing type for the traffic environments. The results of the Australasian Pedestrian Crossing Facility Selection Tool are provided at **Appendix D**.

On this basis, the proposed active transport infrastructure upgrades are summarised below in Table 2-1 and illustrated on aerial imagery, provided at **Appendix E**.

Table 2-1 Recommendations

ID	Comment	Page Reference (Appendix E)
Pedestrian Crossing		
1	Provide a pedestrian crossing along Harrigan Street which connects to the proposed pedestrian access of the development.	1
2	Provide a pedestrian crossing along Hope Street which connects the proposed footpath to the existing footpath along Hope Street.	1
Shared Footpaths		
1	Provide a 2.5m wide footpath along the eastern verge of Harrigan Street which extends along Hope Street.	1
2	Provide a 2.5m wide footpath along the western verge of Harrigan Street which connects to the proposed pedestrian access of the development and the	1 & 2
3	Provide a 2.5m wide footpath along the northern verge of Hogg Street to provide connection between Charlotte Street and Hope Street.	3
4	Provide a 2.5m wide footpath to form connection between the existing footpath along the eastern verge of Hope Street and the existing footpath along the southern verge of Charles Street.	4
Transition Ramps		
1	Provide a ramp for transition onto the pedestrian crossing.	1

2	Provide a ramp for transition onto the pedestrian crossing from the western verge of Hope Street.	1
3	Provide a ramp for transition onto the pedestrian crossing from the eastern verge of Hope Street.	1
4	Provide a ramp at the existing southern footpath to form connection between the southern and northern verge of Ida Street.	1
5	Provide a ramp at the existing northern footpath to form connection between the southern and northern verge of Ida Street.	1
6	Provide a ramp to connect the northern and southern footpaths along Charlotte Street.	2
7	Provide a ramp at the existing western footpath to form connection between the western and eastern verge of Charlotte Street.	3
8	Provide a ramp at the existing eastern footpath to form connection between the western and eastern verge of Charlotte Street.	3
9	Provide a ramp to connect the northern footpath along Hogg Street to the eastern footpath along Charlotte Street.	3
10	Provide a ramp at the existing western footpath to form connection between the existing and proposed footpaths along Hogg Street.	3
11	Provide a ramp at the proposed footpath to form connection between the existing and proposed footpaths along Hogg Street.	3
12	Provide a ramp at the proposed footpath to form connection between the proposed footpath along Hogg Street to the existing footpath along Hope Street.	3
13	Provide a ramp at the existing footpath to form connection between the proposed footpath along Hogg Street to the existing footpath along Hope Street.	3
14	Provide a ramp at the proposed footpath to form connection between the proposed and existing footpath along Charles Street.	4

Item 9:

Confirm the location and design of a pedestrian crossing in Harrigan Street and connecting footpath works to ensure that pedestrian can safely access the proposed development.

Modus Response

As mentioned in the **Item 8** response, Modus has utilised the Australasian Pedestrian Crossing Facility Selection Tool to determine the most suitable type of pedestrian crossing which was determined to be a Zebra Only crossing facility.

Furthermore, the location of the pedestrian crossing facilities are provided at **Appendix E**.

Item 10:

Address pedestrian connectivity between the school and the proposed development to ensure that safe and direct access is provided.

Modus Response

As part of the active transport infrastructure upgrades, a footpath is proposed along the eastern verge of Harrigan Street as well as one (1) pedestrian crossing located along Hope Street. The facilities are proposed to provide connection to the existing footpath along the eastern verge of Hope Street which extends along the frontage of Holy Spirit College.

Furthermore, a footpath has been proposed to form connection between the existing footpath along the eastern verge of Hope Street and the existing footpath along the southern verge of Charles Street. The footpath has been proposed to provide pedestrian and cycle connection between the proposed development and the Cooktown State School.

The proposed connection between the proposed development site and Holy Spirit College, as well as the Cooktown State School is illustrated below in Figure 2-1.

Figure 2-1 Proposed Connectivity – School



Source: NearMap

On this basis, the proposed active transport infrastructure upgrades provide safe and direct pedestrian connectivity between the proposed development and the school. The proposed active transport infrastructure upgrades are summarised in Table 2-1 and provided at **Appendix E**.

PARKING

The Planning Scheme requires one car parking space / 50 m² of gross floor area (GFA) for the shopping centre component of the development and one space / 20 m² for the liquor store and laundry. This results in a total of 53 car parking spaces being required on site and the proposed development provides 83 spaces. The proposed development achieves the minimum car parking rates specified by the Planning Scheme.

There are concerns that the car parking rates specified by the Planning Scheme may not reflect demand for the car parking given the location of the site outside the Cooktown town centre. In the town centre there is ample angled kerbside parking available as well as the opportunity for multi-purpose trips in the town centre, that is, people parking and walking to different retail and business outlets.

Item 12:

Please provide an analysis of car parking demand likely to be generated by the proposed development. This should consider the car parking numbers at the existing shopping centre and if parking demand is being sufficiently met by the existing development. The analysis should also identify that the proposed development will generate a higher car parking rate due to its location outside the Cooktown town centre.

Modus Response

In line with the previous Engineering Services Report completed by Neon Consulting dated the 24th of August 2023, the car parking requirements of the proposed development have been estimated in accordance with Schedule 1 of the CSC Planning Scheme. The car parking provision compliance of the proposed development is summarised below in Table 2-2.

Table 2-2 Car Parking Requirements – CSC Planning Scheme

Land Use	Yield	Car Parking Rate	Car Parking Requirement	Car Parking Provision	Compliance
Supermarket	2,028 sq.m	1 space / 50 sq.m	41 spaces	85 spaces	✓
Liquor Store	150 sq.m	1 space / 20 sq.m	8 spaces		
Laundry	83 sq.m	1 space / 20 sq.m	4 spaces		
TOTAL	2,261 sq.m	-	53 spaces	85 spaces	✓

It is noted that the proposed car parking provision of the development exceeds the requirements of the CSC Planning Scheme. However, Council has raised concerns regarding the car parking rates specified by the Planning Scheme as they may not accurately reflect the car parking demand of the proposed development as the site is located outside of the Cooktown town centre.

Car Parking Assessment – Existing Shopping Centre

Modus has reviewed the car parking arrangements of the existing shopping centre (Supermarket and Liquor Store), located at the corner of Hogg Street and Helen Street, and generated a car parking rate based on the yield and car parking provision of the development. The yield and car parking provision of the existing shopping centre considered for this assessment has been illustrated below in Figure 2-2.

Figure 2-2 Existing Shopping Centre Development



Source: NearMap

The generated car parking rate for the existing Shopping Centre has been summarised below in Table 2-3.

Table 2-3 Car Parking Rate - Existing Supermarket and Liquor Store

Land Use	Yield	Car Parking Provision	Car Parking Rate
Supermarket	1,400 sq.m*	43 spaces	1.54 space / 50 sq.m
Liquor Store			

*Estimated on NearMap imagery.

Therefore, the car parking rate adopted for the car parking assessment of the proposed Shopping Centre development results as 1.54 spaces / 50 sq.m.

Furthermore, in accordance with aerial imagery, the car parking demand of the existing Shopping Centre development is typically below the maximum capacity and therefore indicates that the generated car parking rate presents a conservative assessment.

Car Parking Assessment – Proposed Shopping Centre

The car parking requirements of the proposed Shopping Centre development have been estimated utilising the generated car parking rate of 1.54 spaces / 50 sq.m and the compliance has summarised below in Table 2-4.

It is noted that the existing shopping centre is solely comprised of a Supermarket and Liquor Store component and thus the generated car parking rate will not encompass the car parking demand for the Laundry land use. Therefore, the CSC Planning Scheme rate has been applied for the car parking requirement of the Laundry component of the proposed Shopping Centre.

Table 2-4 Car Parking Requirements – Proposed

Land Use	Yield	Car Parking Rate	Car Parking Requirement	Car Parking Provision	Compliance
Supermarket	2,028 sq.m	1.54 space / 50 sq.m	63 spaces	85 spaces	✓
Liquor Store	150 sq.m	1.54 space / 50 sq.m	5 spaces		
Laundry	83 sq.m	1 space / 20 sq.m	4 spaces		
TOTAL	2,261 sq.m	-	72 spaces	85 spaces	✓

Therefore, the car parking provision of the proposed Shopping Centre development exceeds the requirements estimated against the car parking provision of the existing Shopping Centre development. On this basis, the proposed car parking provision of 85 spaces is considered sufficient for the proposed operations of the development.

Further Considerations

It is acknowledged that Council is of the opinion that the proposed development will generate a higher car parking rate due to its location outside of the Cooktown town centre area. However, Modus notes the following:

- ▶ The active transport network in the surrounding area of the development site is proposed to be upgraded and therefore encouraging movement to and from the site via the improved pedestrians and cyclist facilities.
- ▶ The proposed development site is located approximately 700m from the Cooktown town centre area (less than a 10-minute walk) and therefore reducing the requirement of travelling by car as it is in close proximity to adjacent key attractors.
- ▶ The proposed development is anticipated to service the surrounding residential catchments within the Cooktown area, indicating that it will not generate new vehicle trips outside of the existing trips on the external road network.
- ▶ The proposed development is anticipated to generate cross-utilisation between each land use and therefore the car parking requirement estimated for each component of the development is considered conservative.

On the basis of the above, the proposed car parking provision of 85 spaces is considered conservative when considering the proposed operations of the development and proposed active transport upgrades.

Summary

Therefore, Modus is of the opinion that the CSC IR items have been sufficiently addressed from a traffic engineering perspective, and there are no outstanding concerns relating to the traffic and transport components of the proposed development at 81 Savage Street, Cooktown.

Should there be any issue with the above, please contact the undersigned.

Yours sincerely,



MODUS TRANSPORT AND TRAFFIC ENGINEERING

Tetteh Anang
Senior Traffic Engineer

RPEQ 28656

APPENDIX A

Council Information Request

Our Ref: LM:Imc DA/4677:AD2023/0004947

Your Ref: J001675

19 September 2023

Kwikbridge Pty Ltd ACN 010 595 801
c/- Property Projects Australia Pty Ltd
PO Box 1264
NEW FARM QLD 4051
E-mail: alan@propertyprojectsaustralia.com.au
marcus@propertyprojectsaustralia.com.au

Attention: Alan Irvin & Marcus McNee

Dear Mr Irvin and Mr McNee

Information Request

Given under section 12 of the Development Assessment Rules

Cook Shire Council has carried out a further review of your development application for the following premises.

Location Details

Street Address: 81 Savage Street Cooktown 4895

Real Property Description: Lot 212 C17915

Local Government Area: Cook Shire Council

Application Details

Application Number: DA/4677

Approval Sought: Development Permit for Material Change of Use

Description of Proposal: Shopping Centre

Category of Development: Assessable Development

Category of Assessment: Impact Assessment

Information Requested

Cook Shire Council has determined that the following additional information is needed to assess the application:

STRATEGIC FRAMEWORK

The development application is impact assessable and the strategic framework plays an important role in assessing the development application.

The strategic framework sets the policy position for planning within Cook Shire and forms the basis for ensuring appropriate development occurs. The planning scheme is clear in its intent to consolidate the Cooktown town centre and achieve important economic and community benefits as an outcome. The location of the proposed shopping centre is likely to undermine the town centre, creating a catalyst for retail and commercial development that is well removed from the main street.

The proposed development is inconsistent and in direct conflict with various specific outcomes of the strategic framework particularly relating to economic wellbeing and land use pattern including:

- 3.3.1.1(1)(a) - Cooktown's role as the major township and population centre is protected and enhanced through efficient use of commercial land in the business centre maximizing infill development opportunities that exist.
- 3.4.1.1 (7) – Establishing and expanding businesses in the Centre, Mixed Use and Township Zones is supported. Small-business and niche markets may be supported outside of these centres only where amenity impacts can be managed and the role of the centre is not undermined. The proliferation of commercial and industrial uses in residential areas is discouraged.
- 3.4.1.1 (9) – Development inconsistent with the planned location, intensity or type of land use must demonstrate there is a community need for such development, no adverse amenity or environmental impact and adequate access to infrastructure or orderly extension of infrastructure, including community infrastructure.

The planning report submitted with the application identifies that the '*proposed development is consistent with the strategic framework*'. Further information is required to demonstrate this position. The application material does not accurately address the strategic framework. For instance, Appendix G identifies that specific outcome 3.4.1.1(7) is not applicable to the proposed development.

Information required:

- 1. The proposed development does not meet a number of strategic outcomes and has the potential to significantly undermine the economic viability of the Cooktown town centre and result in adverse amenity and environmental impacts. Provide a detailed assessment of the development against the strategic outcomes of the planning scheme and demonstrate how the development is suitably located in the context of the strategic framework.**

MEDIUM DENSITY RESIDENTIAL ZONE

The site is included in the medium density residential zone. The purpose of the medium density residential zone is to provide for medium density multiple dwellings, community uses and small scale services, facilities and infrastructure to support local residents. The proposed development is for a large scale shopping centre development and this use is not consistent within the intent of the medium density residential zone. The proposed development does not comply with numerous performance outcomes of the medium density residential zone including:

- PO1 - The scale and height of buildings is consistent with medium density residential built form.
- PO2 – Buildings are sited to allow privacy and ventilation to adjoining properties and contribute to a pleasant streetscape by providing sufficient area for landscaping.
- PO3 – The design of buildings is in keeping with the intended character of the area.

The scale of non-residential land uses anticipated in the Medium density residential zone are those that are small scale. Given the size of the proposed building and the extent of car parking area, the development is not considered to be a small scale non-residential land use.

The planning report submitted with the application identifies that *'the proposed development is compatible with the relevant outcomes for the site under the Medium Density Residential Zone Code'*. Additionally, the assessment against the Medium density residential zone in Appendix G includes various inaccuracies including:

- The statement is made that the proposed development provides for 'community uses'. This is an inaccurate description of the development as a community use is the use of premises for providing artistic, social or cultural facilities or community services to the public. The proposed development is not a community use.
- The consideration of overall outcome 2(a) is inaccurate as this outcome relates to 'providing a pleasant living environment'. No consideration has been given to the potential amenity impacts on adjoining residential uses.

- Overall outcome 2(b) identifies the type of uses that are intended for the Medium density residential zone. A response of 'not applicable' has been provided in Appendix G, however this overall outcome is of relevance in assessing the suitability of the proposed development.
- The application material identifies that the proposed development complies with overall outcome 2(d). A response of 'complies' with this outcome is manifestly inaccurate as the proposed development does not reflect the residential built form and maintain residential amenity.

Information required:

2. Provide a detailed and accurate assessment of the development against the intent and performance outcomes of the Medium density residential zone of the Planning Scheme.
3. The proposed development exceeds the maximum height requirement of 8.5m (PO1 – Medium density residential zone code) and involves large expanses of built form with an extensive car parking area. Further information is required to demonstrate that the scale and height of buildings is consistent with a residential built form. It is noted that Appendix G identifies that the development complies with PO1 however this has been insufficiently justified.
4. The proposed development does not comply with the side setback requirement of 2.5 metres (PO2 – Medium density residential zone code) and insufficient justification has been provided to support a reduced setback. Of particular concern is the setback of the building is 0.25m to the western boundary and the car parking and driveway will require a vertical wall to interface with the existing surface. This is not a suitable setback to provide a buffer area between the site and the adjoining residential zoned land and existing dwelling. Provide additional details to demonstrate the impact of this reduced setback and the extensive retaining walls on the amenity of the adjoining property including visual amenity and micro-climate (breeze, shading and reduction to solar access and urban heat).
5. Provide detailed plans that confirm the transition details between existing surface levels and proposed design levels including the interface with the gully profile. The proposed plans should clearly demonstrate the interface with the adjoining land including site lines to the site.

NEED

It is acknowledged that the current shopping centre in Cooktown is no longer meeting the needs of the community and a new shopping centre will improve the shopping options available to the community.

However, it must be demonstrated that there is a need to locate the shopping centre in a location that does not accord with the Planning Scheme. Cook Shire Council has previously identified that there is vacant land that is appropriately located within the Centre zone that has the potential to be developed for a shopping centre and align with the strategic framework and zoning provisions of the Planning Scheme.

The development application material does not adequately demonstrate that existing Centre zoned land is not suitable and that there is a need to develop land that is inconsistent with the Planning Scheme and anticipated land use pattern.

It is noted that the submitted planning report provides a basic consideration of alternative sites, however this does not include the required level of detail to demonstrate that alternative sites more suitably located are not viable options for the development of a shopping centre. The report also identifies that *'there is a shortage of appropriately zoned land within the central business district'*. Insufficient information has been provided to support this statement.

Information required:

- 6. A detailed assessment of economic and planning need is required to be prepared by a suitably qualified person. The assessment is also required to consider the economic impacts of the proposed development in its location outside of the Cooktown town centre on the economic vitality of the Cooktown town centre.**

BIODIVERSITY

The site is mapped as containing essential habitat for endangered and vulnerable species including the Eastern Curlew, Western Alaskan Godwit and Great Sand Plover. Whilst it is noted that a portion of the site has already been cleared, there still remains some mapped essential habitat on the site.

The development application material does not sufficiently confirm the biodiversity and ecological values of the site nor does it identify any practices or procedures to be followed if endangered and vulnerable species are found during construction works. Insufficient information has been provided to demonstrate compliance of the proposed development with the Biodiversity overlay of the Planning Scheme and the state interest of biodiversity.

Information required:

- 7. Please provide an ecological assessment prepared by a suitably qualified person to establish the biodiversity and ecological values of the site and confirm the impacts of the proposed**

development on the identified values. Development is to be located in areas that avoid adverse impacts and where adverse impacts cannot be reasonably avoided, mitigation measures are required. The assessment should also include management techniques to ensure that the construction phase does not detrimentally impact endangered and vulnerable species.

PEDESTRIAN ACCESS

Drawing DA03 shows pedestrian access to Harrigan Street however no further information regarding pedestrian access is provided.

The site is well removed from the Cooktown town centre (approximately 700m) and it is important that the development achieves a high level of pedestrian, cycle and mobility scooter connectivity to the town centre and its residential catchment area. Any gaps in infrastructure should be identified and mitigation measures proposed to address active transport connectivity issues. Infrastructure that is of an insufficient width should also be identified and any proposed improvements to the infrastructure identified.

It should be noted that when preparing the draft Cook Shire Active Transport Plan consideration was not given to a shopping centre being located on the site and therefore this development is out of sequence for active transport planning that has been undertaken for Cooktown.

Information required:

- 8. Engage a suitably qualified active transport planner to confirm the nature and extent of works required to connect the site to the Cooktown town centre and surrounding residential areas. The proposed development will result in a change to desire lines for active transport planning and it is likely that existing active transport infrastructure will require upgrading.**
- 9. Confirm the location and design of a pedestrian crossing in Harrigan Street and connecting footpath works to ensure that pedestrians can safely access the proposed development.**
- 10. Address pedestrian connectivity between the school and the proposed development to ensure that safe and direct access is provided.**

ACOUSTIC IMPACTS

The site directly adjoins Low density residential zoned land on its western boundary. There are significant interface issues between the proposed shopping centre and the adjoining residential property relating to potential impacts on amenity. It is noted that the loading area and plant room

directly adjoin the western boundary of the site. The application material identifies that an acoustic barrier is proposed to be constructed, however the design of the proposed acoustic barrier is not supported by an acoustic report.

Information required:

11. Given the proximity of the site to noise-sensitive development (residential uses), an acoustic report prepared by a suitably qualified person is required to address potential noise impacts on residential amenity.

PARKING

The Planning Scheme requires one car parking space/50m² of gross floor area (GFA) for the shopping centre component of the development and one space/20m² for the liquor store and laundry. This results in a total of 53 car parking spaces being required on site and the proposed development provides 83 spaces. The proposed development achieves the minimum car parking rates specified by the Planning Scheme.

There are concerns that the car parking rates specified by the Planning Scheme may not reflect demand for car parking given the location of the site outside the Cooktown town centre. In the town centre there is ample angled kerbside parking available as well as the opportunity for multi-purpose trips in the town centre, that is, people parking and walking to different retail and business outlets.

Information required:

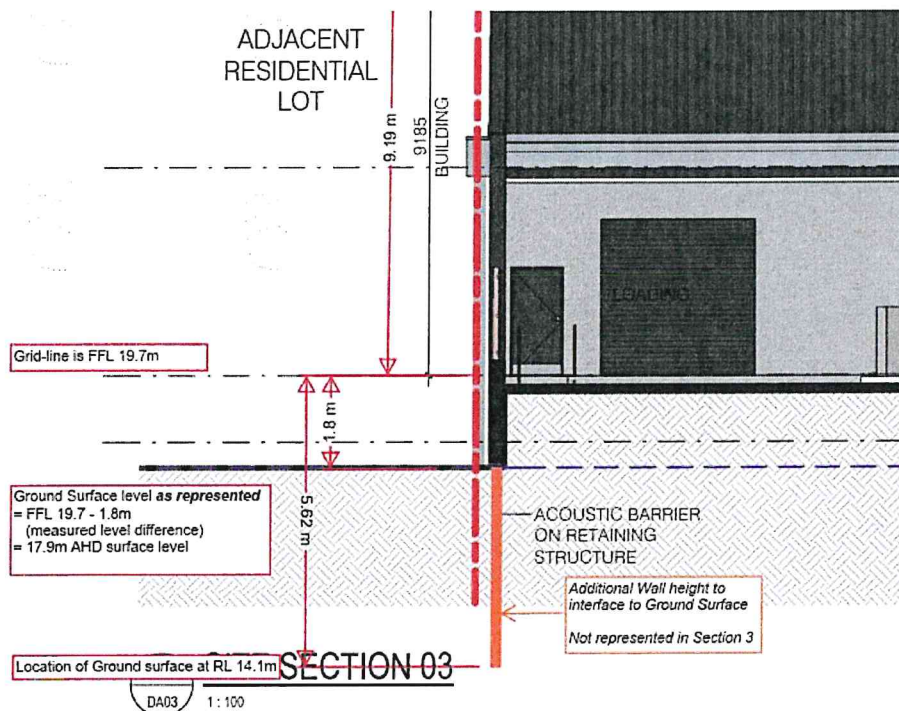
12. Please provide an analysis of car parking demand likely to be generated by the proposed development. This should consider the car parking numbers at the existing shopping centre and if parking demand is being sufficiently met by the existing development. The analysis should also identify that the proposed development will generate a higher car parking rate due to its location outside the Cooktown town centre.

PLANS

Concern is raised with the apparent discrepancies in the representation of the existing surface profile on the Architectural elevations and cross sections.

(a) Example A, Western Boundary on Section 3, Drawing DA08.

Section 3 on Drawing DA08 does not appear to represent the natural surface and resulting level difference correctly (refer extract below).



The existing surface is represented as being only 1.8m below the FFL line of 19.7m. That is, the natural surface level at the Lot boundary on drawing DA08 Section 3 is measured as approximately RL17.9m.

However, the spot level shown on drawing DA03 near Section 3 is nominated as RL14.1. This represents a difference of approximately 2.8m between the represented surface and the actual surface.

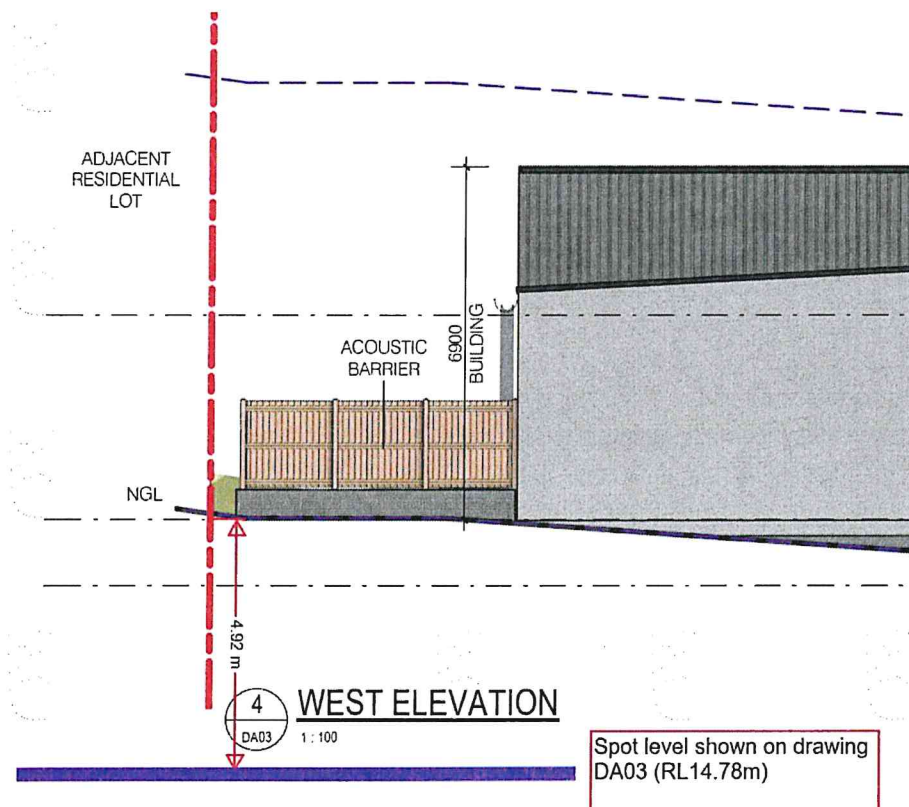
(b) Example B, Northwest Corner of Site.

The spot level shown on drawing DA03 at the corner of northern and western Lot boundaries is RL14.78. This level has been verified against the site contours in the Bulk Earthworks design.

However, there is an inconsistency between this level and the existing surface level (and profile) represented in the West Elevation shown on drawing DA07.

The existing surface level at the Lot boundary on drawing DA07 West Elevation section is shown to be coincident with or above the level of the FFL for the building, RL19.7m.

Given the building has minimal setback to the western boundary, the west elevation should reflect the levels along the western boundary. The spot level of RL14.78, verified from the Bulk Earthworks design, represents a difference of almost 5m from the existing ground level shown.



It appears that the long sections on drawing DA08 and DA07 do not present the natural surfaces at the western Lot boundary and the interface between design levels and natural surface levels correctly.

(c) Other locations.

In addition, the existing levels at western boundary of Section 2 and 3 on drawing DA08 are inconsistent with the levels shown on the Bulk Earthwork drawing (Neon Engineering Drawing 0006) that forms part of the application material for a separate development application for Operational Works (DA/4629).

The significant level differences (up to approximately 6m between gully invert on western Lot boundary and building ground FFL) result in potential for significant interface issues and indicate the apparent need for a high, vertical retaining wall.

The retaining wall heights/interface presented in Architect's section view drawings are not considered representative of the wall heights and level differences that will result from the proposed design for the development.

It is noted that the inconsistency/inaccuracy of natural surface levels presented in Architect's drawings also affects the representation of the allowable building height line.

Information required:

- 13. Provide revised drawings that address the apparent discrepancies with the existing ground surface level shown on the elevations and sections. The updated detail must also correct the building height line shown and ensure that the plans accurately represent the height above the existing ground level.**
- 14. A plan is required that clearly and accurately depicts the works required at the interface of the western boundary. Provide dimensioned plans including the offsets between Lot boundaries and proposed retaining walls, and the top and bottom wall heights proposed for retaining walls. This is a key consideration in determining the potential impacts of the development on the adjoining residential amenity.**
- 15. Provide revised drawings to eliminate the apparent encroachment across the Lot boundary as currently depicted in the Northern Elevation and Southern Elevation views shown on drawing DA06. All buildings and infrastructure must be located within the property boundary.**
- 16. The application is subject to public notification and it is important that the community has a good understanding of the impacts of the proposed development. A plan and images are required that depicts the completed IGA development in the context of adjoining land uses, preferably by the use of photo montages.**

EARTHWORKS

The proposed development will require extensive earthworks. It is noted that a separate application for Operational Works (DA/4629) has been lodged for the site, however it is necessary that the assessment of the Material Change of Use application also considers the nature and extent of earthworks that will be required to facilitate the proposed development. This is a key consideration in determining the suitability of the site for the proposed development.

Information required:

- 17. Confirm the earthworks volumes required to reshape the site to the proposed design levels and if the earthworks required achieve a balanced cut to fill operation within the site or whether material is required to be imported/exported. The estimated number of truck movements to undertake the earthworks also requires confirmation.**
- 18. Provide sections through the Harrigan Street and Savage Street Road verges and into the site and demonstrate the existing and proposed batters between the carpark and driveway levels and the existing road carriageway. Consideration is required of how the pedestrian corridors and accessibility to the site will be managed.**
- 19. The design information must be revised to show the existing site levels along the northern boundary and include all batters or retaining walls required to manage the large level differences to the adjoining lot to the north.**

TRAFFIC

The proposed development has the potential to generate a significant amount of traffic that has not been considered in road planning and design as the proposed development is not consistent with the planning intent for the site.

Information required:

- 20. Please revise the Engineering Services report and review the calculations and recommendation as Table 2 of the Engineering services report incorrectly states the posted speed limit of Harrigan Street is 60km/h.**
- 21. An analysis of the changed operation and increased traffic at the Hope/Harrigan/Savage Street intersection must be completed to verify safe operation of the intersection following development.**
- 22. The applicant is to provide an intersection layout on Harrigan Street that facilitates auxiliary lanes from left and right turning traffic entering and exiting the development. In particular, a Channelised Right Turn and an Auxiliary Left Turn must be provided for vehicular traffic entering the site from Harrigan Street. A dedicated left turn exit must also be provided from the main exit onto Harrigan Street.**

STORMWATER AND DRAINAGE

The application material contains limited information on stormwater and drainage and how run-off is intended to be conveyed through the site including runoff from the external catchment (s) and runoff from the development site with the large impervious areas.

Specifically, concern is raised in regard to the stormwater outlet into the existing gully at the western Lot boundary considering the large level difference between the design level and gully invert level. It is unclear how normal flow regimes can be achieved at the boundary without any transition drainage segment.

Information required:

- 23. Prepare a stormwater plan that considers how stormwater flows will be managed through the re-profiled site to the outlet to the gully at the western lot boundary. The design needs to address the significant level difference between the gully invert and the ground FFL. Runoff capture and conveyance will need to be for the 1%AEP event as discharging surface flows over the boundary retaining walls will not be acceptable. Drainage calculations should provide advice on the velocity at the discharge point and impacts on the downstream drainage path.**
- 24. A concept engineering services plan by Neon Engineering (022-2201-00-SK-0001) is included in the Engineering Report and shows a schematic drainage network. This plan requires additional detail including invert levels, pipe/pit sizes, pipe grade. Information must also be provided on the intended depth, volume, batter slopes associated with detention basin.**
- 25. Clarify the inconsistency between the detention basin footprint and shape presented in the concept engineering services plan (022-2201-00-SK-0001) compared with the development layout shown on Architect's drawing DA03.**
- 26. Provide drainage calculations (hydrology and hydraulics) in relation to pre and post development runoff and information on how the post development runoff will be collected and treated by the detention basin.**
- 27. The applicant is to advise how treatment for stormwater quality for the internal site areas will be achieved.**

WATER AND SEWER

The application material contains limited information on water supply and sewer infrastructure.

Consideration has not been given to potential firefighting storage supply on site. The engineering report indicates that water supply for on-site firefighting will be designed as part of the hydraulic design in a subsequent application. However, further information on water supply for firefighting must be provided as part of the Material Change of Use application to confirm whether additional site storage capacity is required and where this will be located within the development footprint. Firefighting tanks may require a substantial area and the location of this infrastructure requires consideration at the Material Change of Use stage to ensure appropriately integration within the site.

Information required:

- 28. Confirm the impact of the proposed development including the provision of waters supply for firefighting purposes on the Council water supply network.**
- 29. Further information is required to address the firefighting needs for a commercial development including the requirements to provide 30L/s firefighting flows for 4 hours. Council does not warrant the networks ability to provide sufficient pressure for commercial firefighting and therefore additional on-site infrastructure may be required.**
- 30. Provide additional information on the proposed sewer connection including but not limited to peak flows and daily volumes. It is noted that to connect to the Council gravity manhole on the north side of Harrigan Street, trenching or under-boring of Harrigan Street will be required. An assessment of the capacity of the existing sewerage system to accommodate additional flows must be undertaken and the upgrades necessary to allow connection identified. The connection point to Council's sewerage system may need to be located further down the gravity pipe network to avoid costly sewerage replacement. The assessment must also identify the location and capacity of any downstream pump stations that may be impacted by additional sewerage loads.**

Further details

The due date for providing the requested information is **three (3) months** from the date of this request, therefore you are required to respond no later than **19 December 2023**.

In accordance with section 13.2 of the Development Assessment Rules, you may respond by giving:

- (a) all of the information requested; or
- (b) part of the information requested; or

(c) a notice that none of the information will be provided.

As Cook Shire Council's assessment of your application will be based on the information provided, it is recommended that you provide all the information requested. In accordance with section 14.2 of the Development Assessment Rules, if you do not provide a response before the above due date (or a further agreed period), it will be taken as if you have decided not to respond to the information request and Cook Shire Council will continue the assessment of your application without the information requested.

Please note that Council may request further advice any time before the application is decided if other matters arise as a result of public notification or further assessment of the application.

For further information, if you have a query, or to seek clarification about any of these details, please contact Council's Planning and Environment Department on (07) 4082 0500 or E-mail: mail@cook.qld.gov.au.

Yours sincerely



Lisa Miller

Manager Planning and Environment
Cook Shire Council

APPENDIX B

Proposed Development Plans

2022-072 COOKTOWN - CORNETTS SUPERMARKET

81 SAVAGE ST, COOKTOWN, QLD , 4895





THE SITE IS STRATEGICALLY SITUATED AT THE ENTRY OF COOKTOWN ON THE FRINGE OF THE ESTABLISHED ACTIVITY CENTRE. THE PROPOSED DEVELOPMENT FEATURES A SUPERMARKET (IGA) THAT IS COMPLIMENTED BY A RANGE OF SPECIALTY SHOPS INCLUDING A LIQUOR STORE AND LAUNDROMAT. KEY FEATURES OF THE SITE INCLUDE CONVENIENT LOCATION AND ACCESSIBILITY.

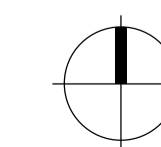
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TP1	11/08/23	PRELIMINARY TOWN PLANNING	MHa
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D1	24/04/23	PRELIMINARY	PCH
2	21/04/23	UPDATED	PCH
1	09/04/23	PRELIMINARY	PCH
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LOCALITY PLAN

PRELIMINARY ISSUE

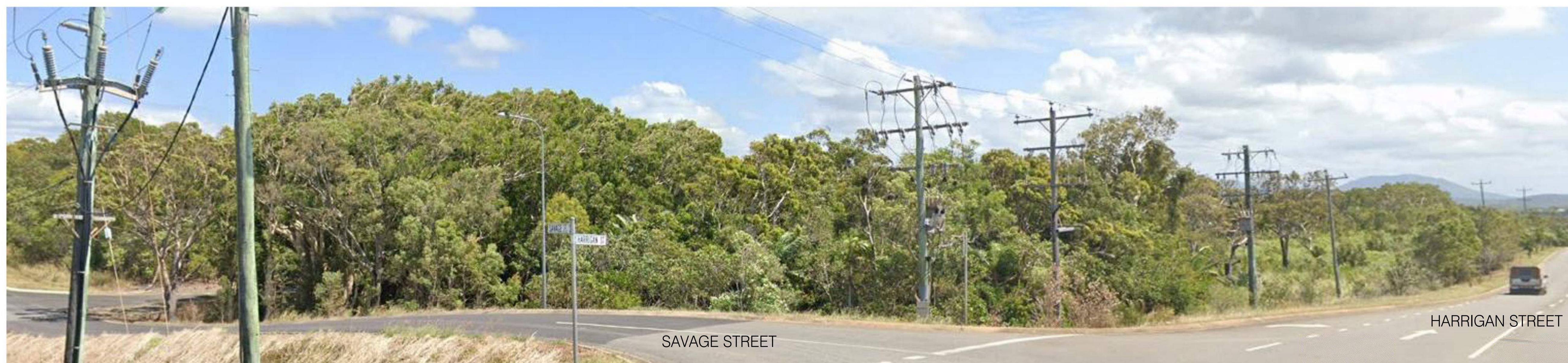
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project	2022-072	drawing no.	DA01	issue	TP3
scale @ A1	1 : 2000	designed	MHa	checked	RRo

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EXISTING SITE PLAN



STREET VIEW FROM LOCATION A

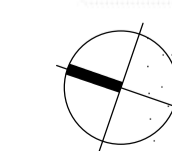
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TP3	25/09/23	MINOR UPDATE	MHa
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TP1	11/08/23	PRELIMINARY TOWN PLANNING	MHa
A	21/02/22	CONCEPT	

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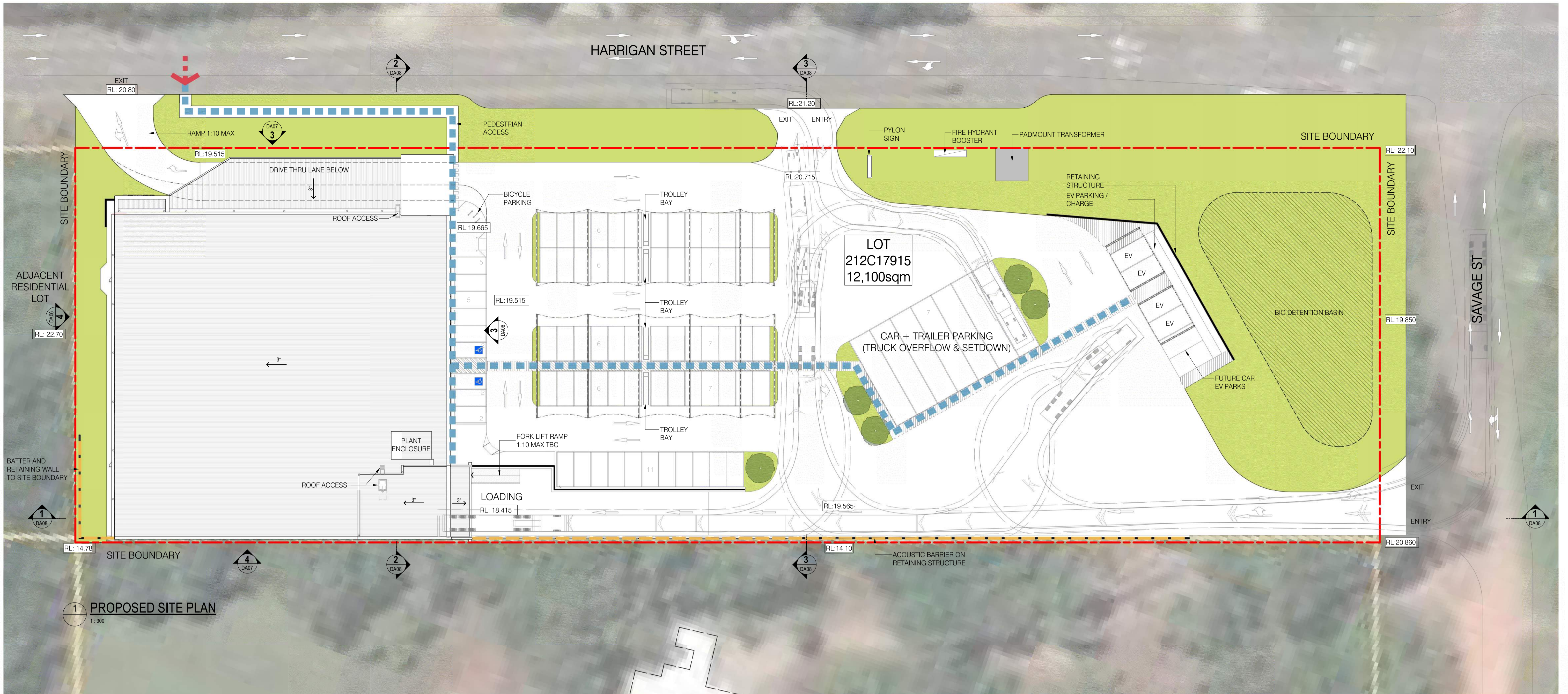
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EXISTING SITE PLAN
 DEVELOPMENT APPLICATION

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2022-072	DA02	TP3
scale @ A1	designed	checked
AS	MHa	RRo
indicated		



COOK SHIRE COUNCIL - PLANNING SCHEME

SC1.2 ADMINISTRATIVE TERMS AND DEFINITIONS

GROSS FLOOR AREA

GROSS FLOOR AREA, FOR A BUILDING, MEANS THE TOTAL FLOOR AREA OF ALL STOREYS OF THE BUILDING, MEASURED FROM THE OUTSIDE OF THE EXTERNAL WALLS AND THE CENTRE OF ANY COMMON WALLS OF THE BUILDING, OTHER THAN AREAS USED FOR—
 (A) BUILDING SERVICES, PLANT OR EQUIPMENT; OR
 (B) ACCESS BETWEEN LEVELS; OR
 (C) A GROUND FLOOR PUBLIC LOBBY; OR
 (D) A MALL; OR
 (E) PARKING, LOADING OR MANOEUVRING VEHICLES; OR
 (F) UNENCLOSED PRIVATE BALCONIES, WHETHER ROOFED OR NOT.

NOTE:
ALL PROPOSED RETAINING STRUCTURES AND CIVIL LEVELS SUBJECT TO FUTURE DETAIL DEVELOPMENT

NOTE:
REFER TO ACOUSTIC REPORT FOR ALL ACOUSTIC DETAILS

9.4.2 PARKING AND ACCESS CODE

SCHEDULE 1 - VEHICLE PARKING AND SERVICE VEHICLE REQUIREMENTS

USE	MINIMUM NUMBER OF CAR PARKING SPACES
SHOP	
(A) WHERE LESS THAN 200M ² GFA	(A) 1 SPACE PER 20M ² GFA
(B) OTHERWISE	(B) 1 SPACE PER 50M ² GFA

SCHEDULE 2 - VEHICLE PARKING AND SERVICE VEHICLE REQUIREMENTS

MINIMUM SERVICE PROVISIONS	WIDTH	LENGTH	VEHICLE CLEARANCE
SMALL RIGID VEHICLE	3.5m	7.0m	3.5m
HEAVY RIGID VEHICLE	3.5m	11.5m	4.5m

PARKING RATES

GFA SCHEDULE & REQUIRED PARKING

	SHOP (GFA)	RATE	REQUIRED	PROVIDED
SUPERMARKET (BOH, ONLINE COLLECT, OFFICE)	2038m ²	1/50m ²	40.7	
LAUNDRY	84m ²	1/20m ²	4.2	
LIQUOR STORE	150m ²	1/20m ²	7.5	
BICYCLE			TBC	6
TOTAL	2272m²		53	83 INCLUDING: • 2 ACCESSIBLE PARKING • 7 TRAILER TRUCK PARKING • 4 EV PARKING

LAND USE

- LANDSCAPE AREA REFER TO L/ARCH. FOR FURTHER DETAIL incl SPECIFIC SHADE TREES
- SPECIALITY (LAUNDRY SHOP)
- RETAIL(SUPERMARKET)
- LIQUOR
- PLANT / LOBBY

KEY

- PEDESTRIAN ROUTES
- PEDESTRIAN SITE ACCESS
- ACOUSTIC BARRIER
- RETAINING STRUCTURE

COVERAGE:

- SITE COVER (ROOFED AREA) = 2,977sqm (25%)
- IMPERVIOUS AREA (ROOFED AREA + HARDSTAND) = 2,977+ 6,320sqm (77%)
- LANDSCAPE AREA = 2,657 (22%)

EXISTING INFORMATION:

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SWEEP PATHS:

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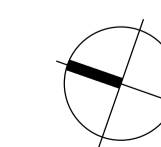
no.	date	ISSUE / revision	by
TP3	25/08/23	MINOR UPDATE	Mha
TP2	21/08/23	DEVELOPMENT APPLICATION	Mha
TP1	11/08/23	PRELIMINARY TOWN PLANNING	Mha
D3	12/07/23	PRELIMINARY	PKI
D2	27/04/23	UPDATED	PCH
D1	24/04/23	PRELIMINARY	PCH
1	24/04/23	UPDATED	PCH

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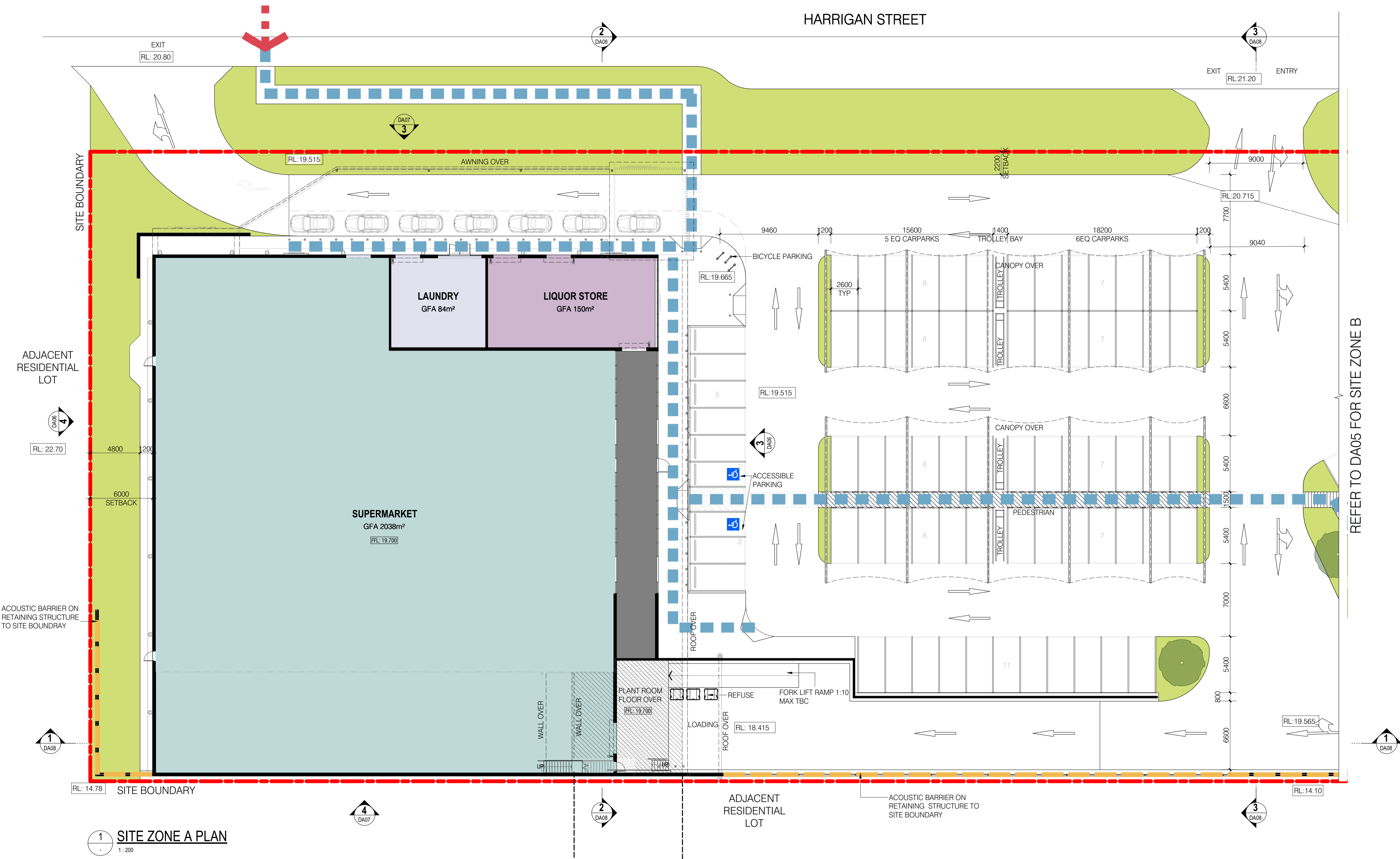


PROPOSED SITE PLAN

PRELIMINARY ISSUE

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2022-072	DA03	TP3
AS	designed	checked
indicated	PCH	Checker



- LAND USE**
- LANDSCAPE AREA REFER TO L/ARCH. FOR FURTHER DETAIL incl SPECIFIC SHADE TREES
 - SPECIALITY (LAUNDRY SHOP)
 - RETAIL(SUPERMARKET)
 - LIQUOR
 - PLANT / LOBBY (NOT incl IN GFA)

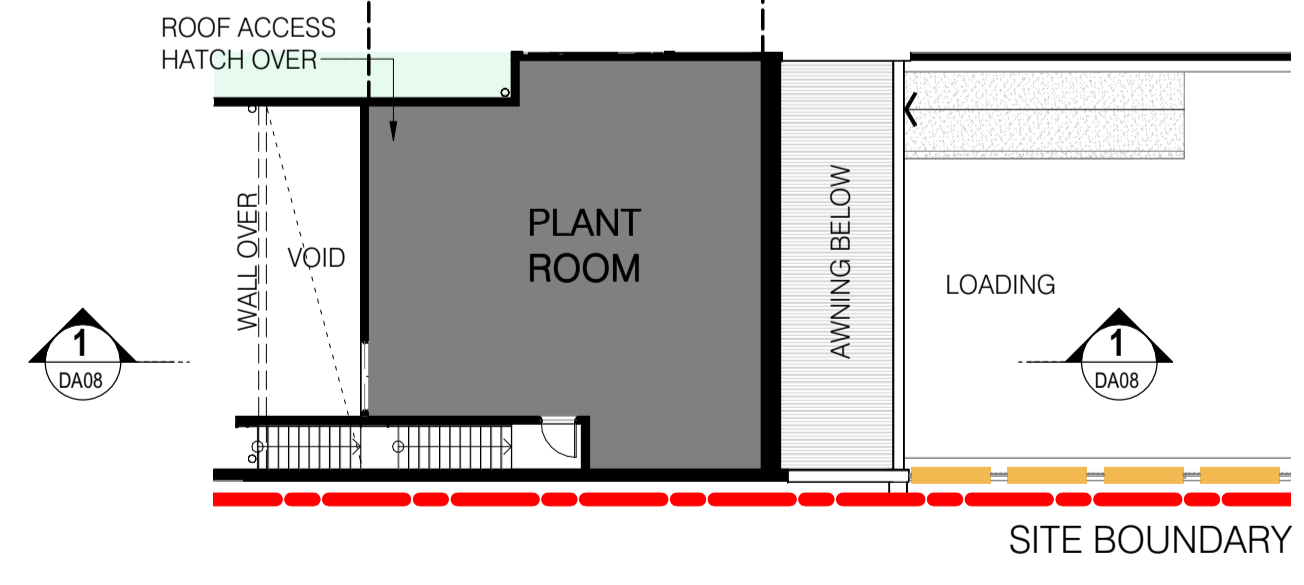
- KEY**
- PEDESTRIAN ROUTE
 - PEDESTRIAN SITE ACCESS
 - ACOUSTIC BARRIER
 - RETAINING STRUCTURE

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NOTE:
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NOTE:
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PARKING RATES

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D3	12/07/23	PRELIMINARY	PJG
D2	27/04/23	UPDATED	PCH
D1	24/04/23	PRELIMINARY	PCH
3	24/04/23	UPDATED	PCH
2	21/04/23	UPDATED	PCH

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2022-072	DA04	TP3
AS indicated	JHa	PCh



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 - SPECIALITY (LAUNDRY SHOP)
 - RETAIL (SUPERMARKET)
 - LIQUOR
 - PLANT / LOBBY (NOT incl IN GFA)

- KEY**
- PEDESTRIAN ROUTE
 - PEDESTRIAN SITE ACCESS
 - ACOUSTIC BARRIER
 - RETAINING STRUCTURE

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NOTE:
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NOTE:
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REFER TO DA04 FOR SITE ZONE A

1 SITE ZONE B PLAN
 DA06 1:200

no.	date	ISSUE / revision	by
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TP2	21/09/23	DEVELOPMENT APPLICATION	MHs
TP1	11/09/23	PRELIMINARY TOWN PLANNING	MHs
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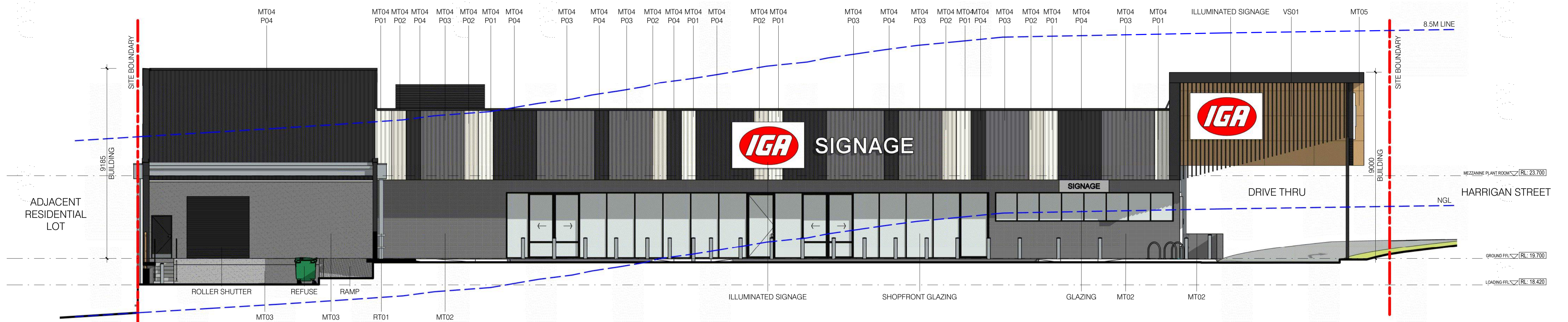
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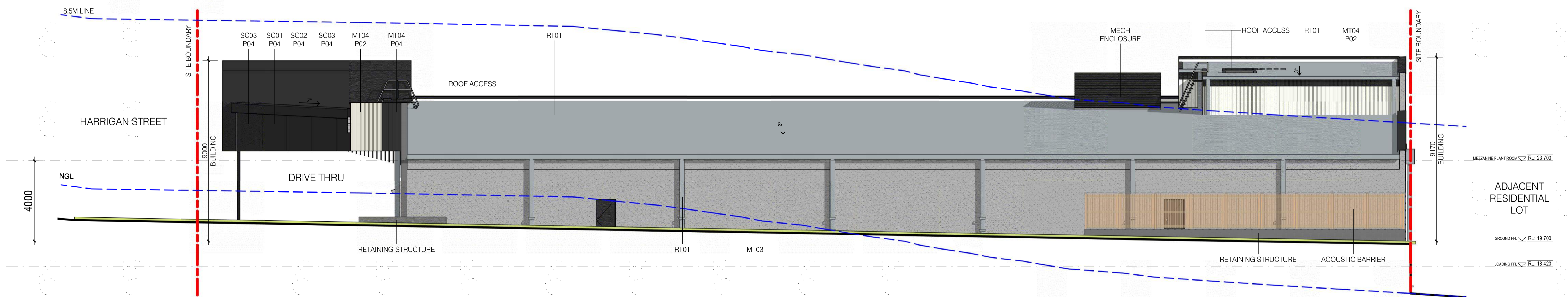
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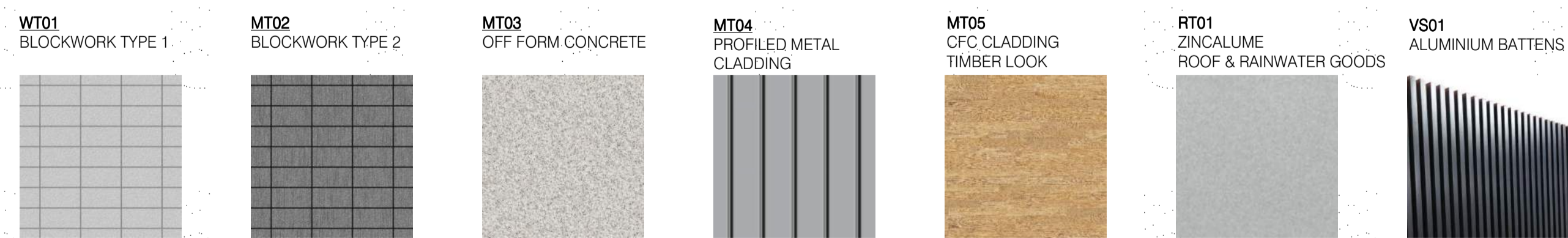


3 SOUTH ELEVATION
DA03 1:100

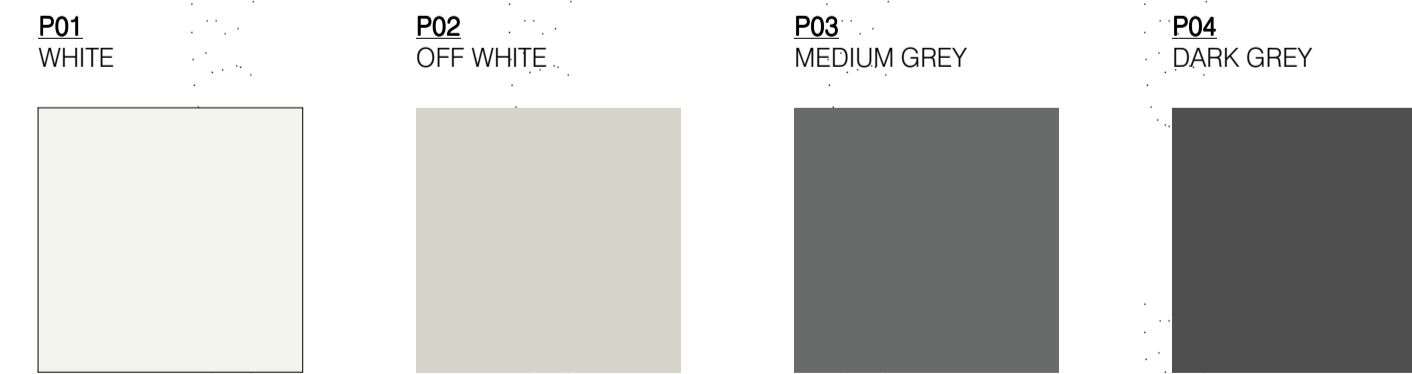


4 NORTH ELEVATION
DA03 1:100

MATERIAL PALLETTE



COLOUR PALLETTE



TP3	25/08/23	MINOR UPDATE	Mha
TP2	21/08/23	DEVELOPMENT APPLICATION	Mha
TP1	11/08/23	PRELIMINARY TOWN PLANNING	Mha
D3	27/04/23	UPDATED	PCH
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1	19/04/23	PRELIMINARY	PCH
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PROPOSED ELEVATIONS

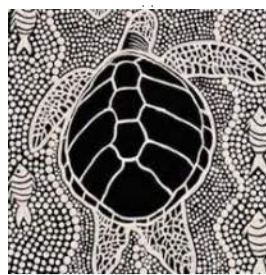
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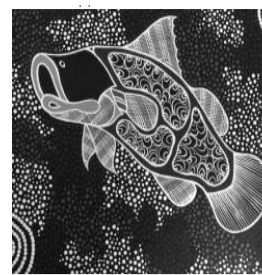
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scale @ A1	1:100	designed	MHa	checked	RRo

CUSTOM SCREEN

SC01
PERFORATED METAL
SCREEN TYPE 1



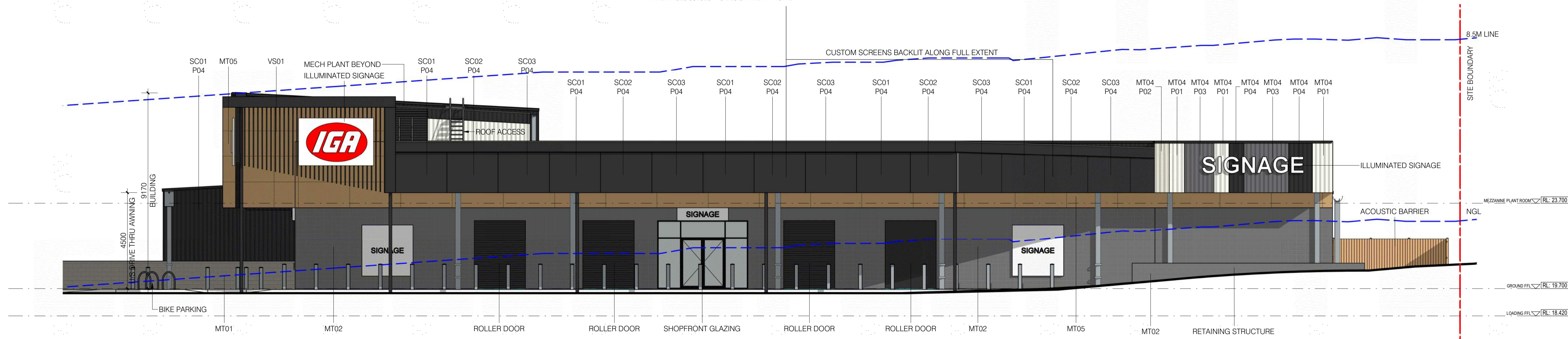
SC02
PERFORATED METAL
SCREEN TYPE 2



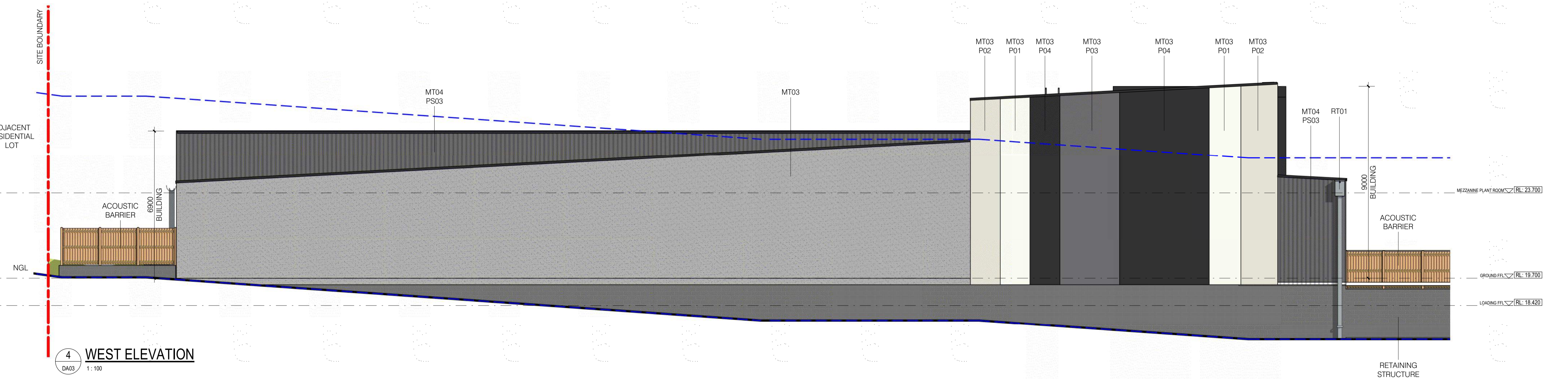
SC03
PERFORATED METAL
SCREEN TYPE 3



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3 EAST ELEVATION
DA03 1:100



4 WEST ELEVATION
DA03 1:100

MATERIAL PALLETTE

WT01 BLOCKWORK TYPE 1	MT02 BLOCKWORK TYPE 2	MT03 OFF FORM CONCRETE	MT04 PROFILED METAL CLADDING	MT05 CFC CLADDING TIMBER LOOK	RT01 ZINCALUME ROOF & RAINWATER GOODS	VS01 ALUMINIUM BATTENS

COLOUR PALLETTE

P01 WHITE	P02 OFF WHITE	P03 MEDIUM GREY	P04 DARK GREY

TP3	25/09/23	MINOR UPDATE	MHa
TP2	21/09/23	DEVELOPMENT APPLICATION	MHa
TP1	11/09/23	PRELIMINARY TOWN PLANNING	MHa
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2	21/04/23	UPDATED	PCH
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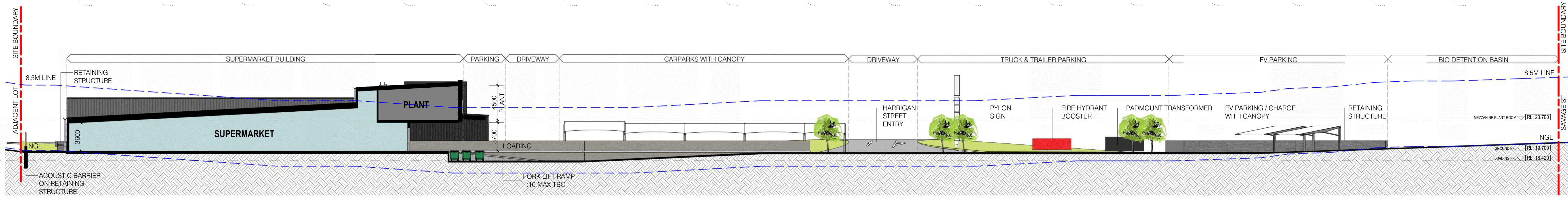
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PROPOSED ELEVATIONS

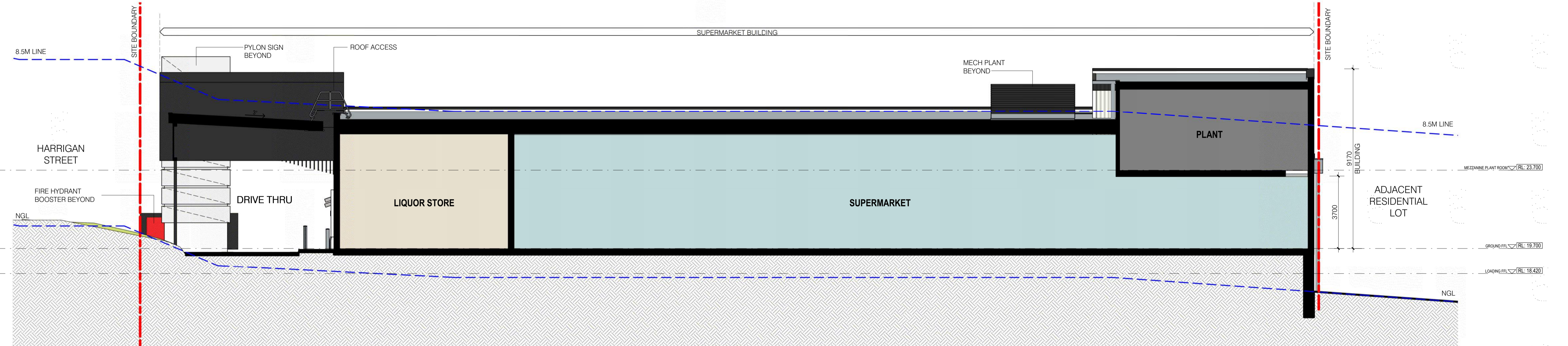
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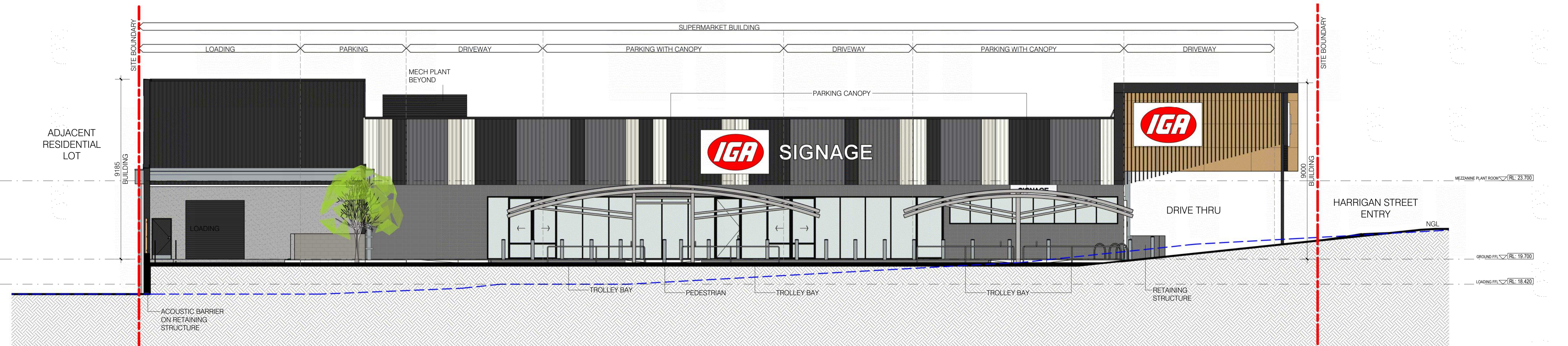
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scale @ A1 1:100	designed MHa	checked RRo



1 SITE SECTION 01
DA03 1:250



2 SITE SECTION 02
DA03 1:100



3 SITE SECTION 03
DA03 1:100

no.	date	ISSUE / revision	by
TP3	25/08/23	MINOR UPDATE	MHh
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TP1	11/08/23	PRELIMINARY TOWN PLANNING	MHh

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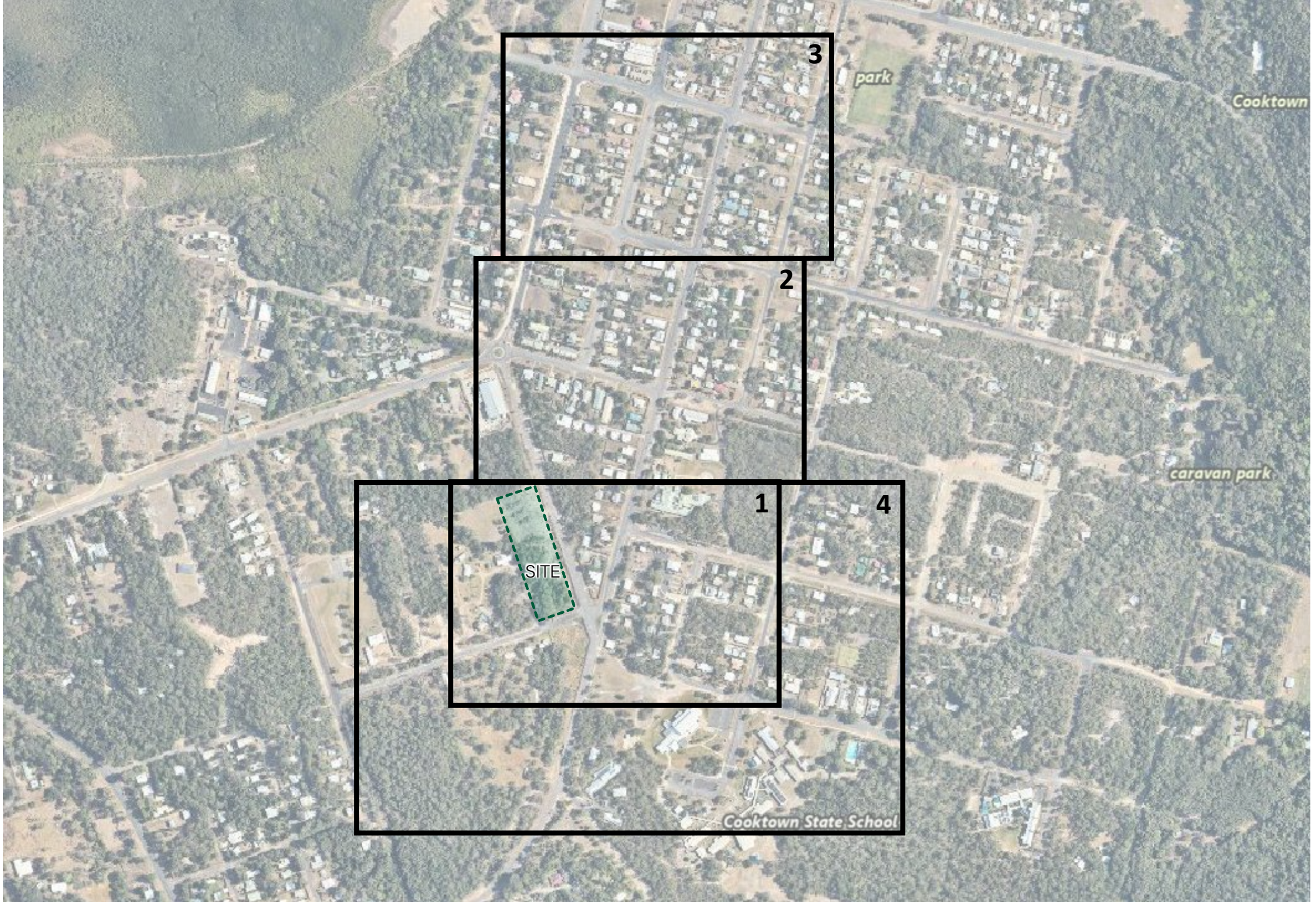
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PROPOSED SECTIONS
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project	drawing no.	issue
2022-072	DA08	TP3
AS	TTI	checked
indicated		checked

APPENDIX C

Existing Active Transport Network



3

park

Cooktown

2

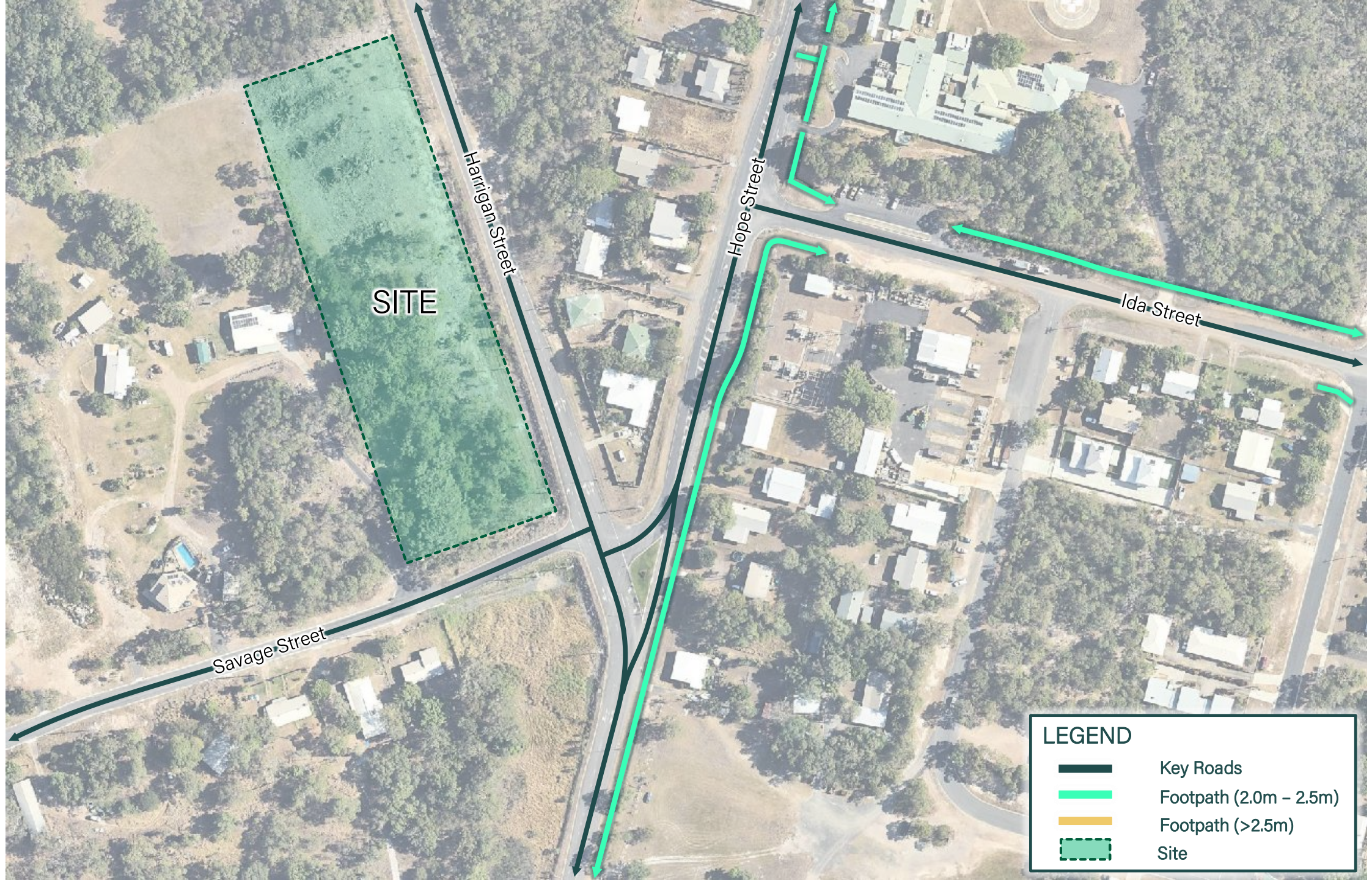
caravan park

1

4

SITE

Cooktown State School



SITE

Harrigan Street

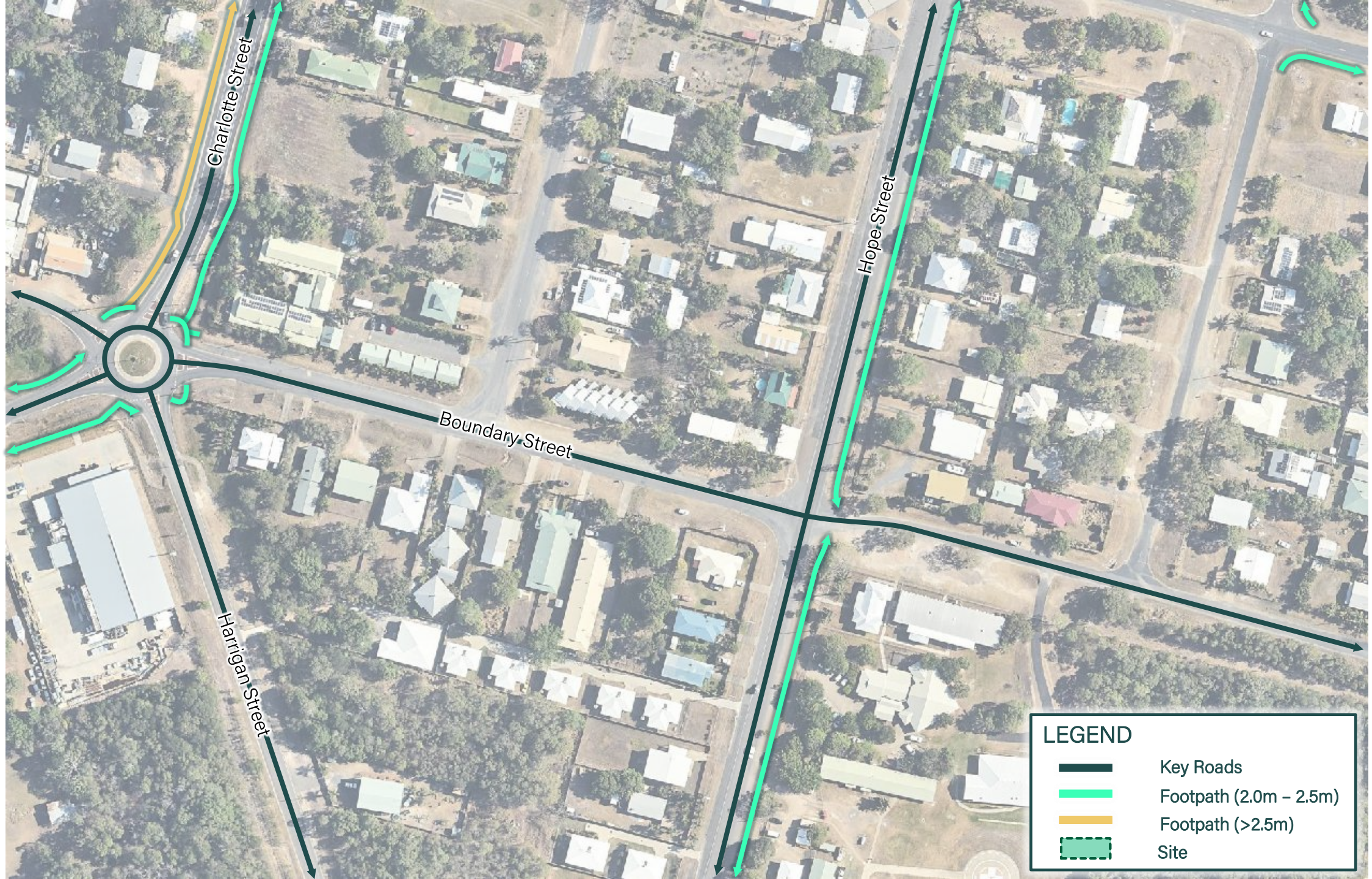
Hope Street

Ida Street

Savage Street

LEGEND

- Key Roads
- Footpath (2.0m - 2.5m)
- Footpath (>2.5m)
- Site



Charlotte Street

Hope Street

Boundary Street

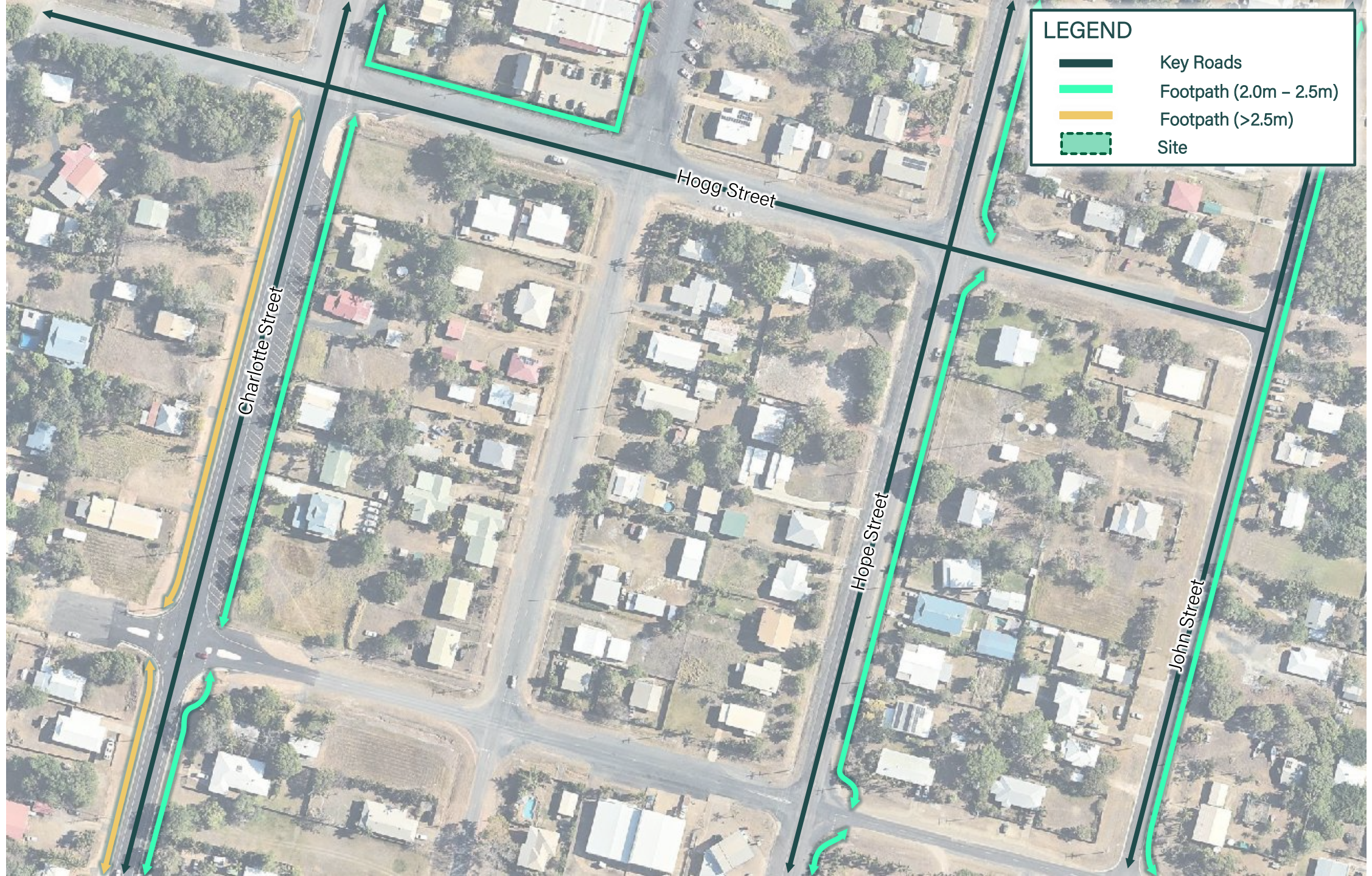
Harrigan Street

LEGEND

- Key Roads
- Footpath (2.0m - 2.5m)
- Footpath (>2.5m)
- Site

LEGEND

- Key Roads
- Footpath (2.0m - 2.5m)
- Footpath (>2.5m)
- Site





APPENDIX D

Pedestrian Crossing Facility Results



Australasian Pedestrian Crossing Facility Selection Tool [2.2.2]



Choose File No file chosen

Load a CSV File OR fill in the form below

Project details

Project name:

Project location:

Option/assessment number:

Date of assessment:

Site information

Jurisdiction:

Midblock or intersection?:

Existing facility:

Crash information

Use crash model or crash history?:

Years of crash history:

Number of pedestrian injury crashes:

Wombat crossings

The tool can be used to assess Wombat crossings. A Wombat crossing is functionally similar to a "Zebra with platform" or "Zebra with platform and kerb extensions" (if the crossing includes kerb extensions). To assess a Wombat crossing please select the appropriate crossing type in the Feasible facilities table and continue with the assessment as normal.

Australian Transport Assessment and Planning (ATAP) procedures

It is recommended that practitioners follow the three tiered 'Options generation and assessment' process outlined at <https://www.atap.gov.au/framework/options-generation-assessment/3-options-assessment>, of which the Cost Benefit Assessment is only one consideration.

Physical/environmental/Operational variables

Number of traffic directions:

Centre treatment:

Parking/shoulder:

Pedestrian visibility:

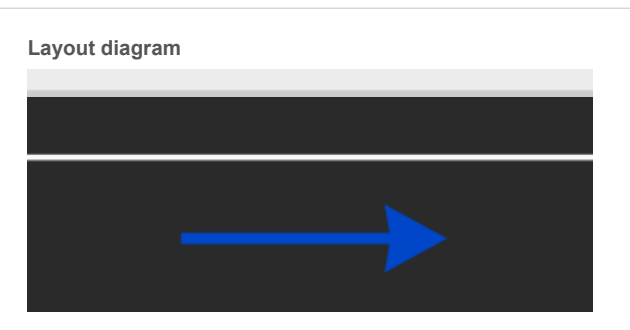
Direction 1

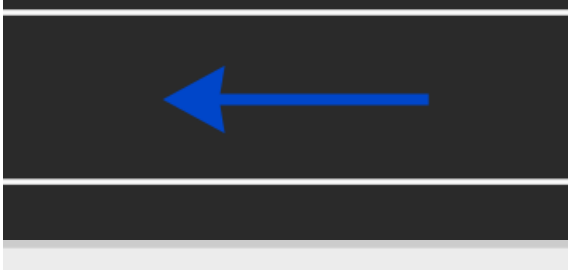
Flow:

Flow type:

Peak vehicle volume:

Traffic lanes:



Posted speed limit:	<input type="text" value="60 km/h"/>	Crossing distance:	<input type="text" value="4 metres"/>	
Approach speed (85 th percentile):	<input type="text" value="60 km/h"/>	Direction 2		
Traffic volume (AADT):	<input type="text" value="2124 veh/day"/>	Flow:	<input type="text" value="Right to Left"/>	
Peak sensitive pedestrian volume:	<input type="text" value="25 ped/hr"/>	Flow type:	<input type="text" value="Uninterrupted"/>	
Peak non-sensitive pedestrian volume:	<input type="text" value="25 ped/hr"/>	Peak vehicle volume:	<input type="text" value="213 veh/hr"/>	
Estimated daily pedestrian volume:	<input type="text" value="200 ped/day"/>	Traffic lanes:	<input type="text" value="1"/>	
Average vehicle occupancy:	<input type="text" value="1.3 pers/veh"/>	Crossing distance:	<input type="text" value="4 metres"/>	

Site characteristics	
Exposed crossing distance:	4 + 4 = 8 metres
Est. pedestrian crossing time (exposed):	7.3 seconds
Total peak hourly vehicle flow:	213 + 213 = 426 veh/hr

Model parameters Show/Hide	Economic assessment parameters	Economic update factors ?			
Walk speed of average sensitive pedestrians:	<input type="text" value="1"/> m/s	Evaluation days per annum:	<input type="text" value="250"/>	Base date	Update factor to current date
Walk speed of average non-sensitive pedestrians:	<input type="text" value="1.2"/> m/s	Project lifetime:	<input type="text" value="30"/> years	Travel time costs/savings	<input type="text" value="June 2010"/> <input type="text" value="1"/>
Average cost of pedestrian crashes:	<input type="text" value="\$ 23015€"/>	Discount rate:	<input type="text" value="7"/> %	Vehicle operating costs/savings	<input type="text" value="June 2010"/> <input type="text" value="1"/>
Pedestrian value of delay:	<input type="text" value="\$ 14.99 /hr"/>			Crash costs/savings	<input type="text" value="June 2010"/> <input type="text" value="1"/>
Vehicle value of delay:	<input type="text" value="\$ 31.34 /hr"/>				
Pedestrian conversion factor:	<input type="text" value="0.6"/>				
Vehicle conversion factor:	<input type="text" value="0.4"/>				

Expected crash reduction factors [?](#)

Platform	Kerb extensions	Median refuge	Kerb extensions	Zebra only ?	Zebra with platform	Zebra with kerb extensions	Zebra with platform and	Zebra with median refuge	Zebra with kerb extensions	Signals	Signals with kerb extensions	Grade separation
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			with median refuge				kerb extensions		and median refuge			
47 %	35 %	56 %	56 %	0 %	63 %	35 %	63 %	56 %	56 %	45 %	45 %	86 %

Calculate feasibility

[View the facility feasibility process \(PDF\) here](#)

Automatically calculate when inputs are updated? [?](#)

Feasible facilities

	Suitable for site?	Built parameters	Construction cost	Annual maintenance cost	Show in final output? Select all/none/feasible
No facility	N/a	No parameters	\$ 0	\$ 0	<input checked="" type="checkbox"/>
Platform	No Posted speed > 50km/h	Vehicle negotiation speed: <input type="text" value="Please select"/>	\$	\$ 0	<input checked="" type="checkbox"/>
Kerb extensions	Yes	Total crossing distance: <input type="text"/> metres ?	\$	\$ 0	<input checked="" type="checkbox"/>
Median refuge	Yes	Direction 1 crossing distance: <input type="text"/> metres ? Median refuge width: <input type="text"/> metres ? Direction 2 crossing distance: <input type="text"/> metres ?	\$	\$ 0	<input checked="" type="checkbox"/>
Kerb extensions with median refuge	Yes	Direction 1 crossing distance: <input type="text"/> metres ?	\$	\$ 0	<input checked="" type="checkbox"/>

		Median refuge width: <input type="text" value="metres"/> ? Direction 2 crossing distance: <input type="text" value="metres"/> ?			
Zebra only	⚠ May require approval High posted speed	<i>No parameters</i>	\$ <input type="text"/>	\$ <input type="text" value="0"/>	<input checked="" type="checkbox"/>
Zebra with platform ?	❌ No Zebra may not be suitable Platform not suitable	<i>Applies vehicle negotiation speed from Platform above</i>	\$ <input type="text"/>	\$ <input type="text" value="0"/>	<input checked="" type="checkbox"/>
Zebra with kerb extensions	⚠ May require approval Zebra may not be suitable	<i>Applies total crossing distance from Kerb extensions above</i>	\$ <input type="text"/>	\$ <input type="text" value="0"/>	<input checked="" type="checkbox"/>
Zebra with platform and kerb extensions ?	❌ No Zebra may not be suitable Platform not suitable	<i>Applies vehicle negotiation speed from Platform and total crossing distance from Kerb extensions above</i>	\$ <input type="text"/>	\$ <input type="text" value="0"/>	<input checked="" type="checkbox"/>
Zebra with median refuge	⚠ May require approval Zebra may not be suitable	<i>Applies distances and refuge width from Median refuge above</i>	\$ <input type="text"/>	\$ <input type="text" value="0"/>	<input checked="" type="checkbox"/>
Zebra with kerb extensions and median refuge	⚠ May require approval Zebra may not be suitable	<i>Applies distances and refuge width from Kerb extensions with median refuge above</i>	\$ <input type="text"/>	\$ <input type="text" value="0"/>	<input checked="" type="checkbox"/>
Signals	✅ Yes	Signals activated by pedestrian call button? <input type="text" value="Please select"/> ? Cycle time: <input type="text"/> seconds Percent of time in green pedestrian phase: <input type="text"/> %	\$ <input type="text"/>	\$ <input type="text" value="0"/>	<input checked="" type="checkbox"/>
Signals with kerb extensions	✅ Yes	<i>Applies parameters from Signals above, plus:</i> Total crossing distance: <input type="text"/> metres ?	\$ <input type="text"/>	\$ <input type="text" value="0"/>	<input checked="" type="checkbox"/>


Grade separation	ⓘ Maybe Max. of approach/posted speed < 75km/h	No parameters	\$ <input type="text"/>	\$ <input type="text" value="0"/>	<input checked="" type="checkbox"/>
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Calculate assessment

 **Reset all Fields**

Cooktown Shopping Centre_01_01-12-2023 .csv

 **Export CSV File**


Back to top

Disclaimer

The Australasian Pedestrian Crossing Facility Selection Web Tool ("the tool") is freely provided by [Austroads](#) and is intended to help practitioners select an appropriate pedestrian crossing facility for a particular location. The tool is based on literature, and analytical and behavioural research coupled with a number of mathematical models. Its development is detailed in the Austroads report [Development of the Australasian Pedestrian Facility Selection Tool](#).

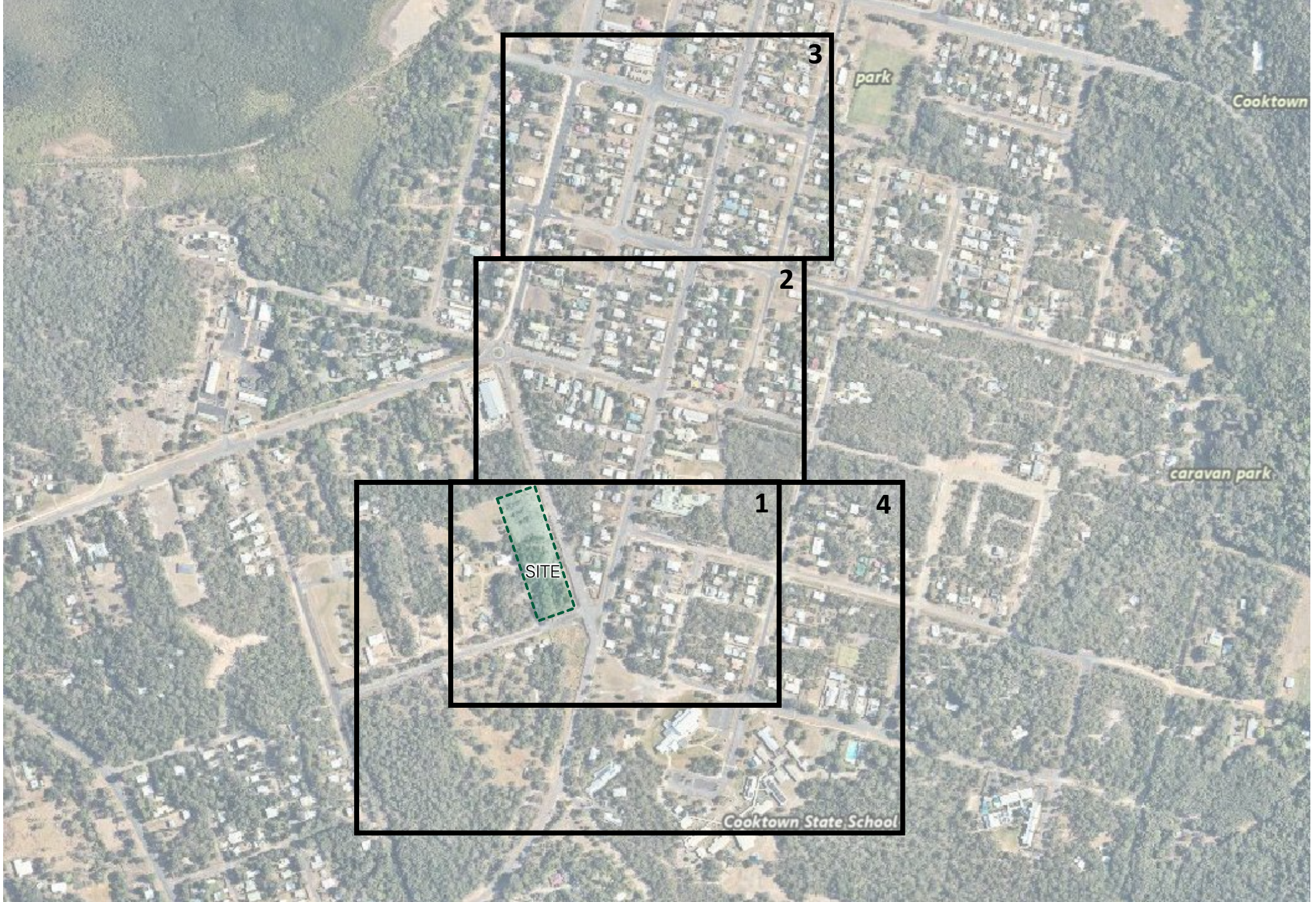
As with all mathematical models care must be taken to understand input limitations and background assumptions when interpreting the outputs. The tool does not replace professional engineering or planning advice and Austroads does not accept any responsibility regarding the tool. While we have endeavoured to ensure the information output by the tool is appropriate, we make no representations or warranties of any kind about the completeness, accuracy, reliability, suitability or availability with respect to the outputs. Any reliance you place on such information is strictly at your own risk and it is your responsibility to check all information output by the tool.

The tool should not be used to inform decision making in isolation when considering the form and location of pedestrian crossing facilities. Engineering judgement is required to consider the economic and other outputs produced by the tool alongside safety, mobility, social and environmental factors that are considered appropriate by the practitioner.

Version: [2.2.2](#)

APPENDIX E

Proposed Active Transport Network



3

park

Cooktown

2

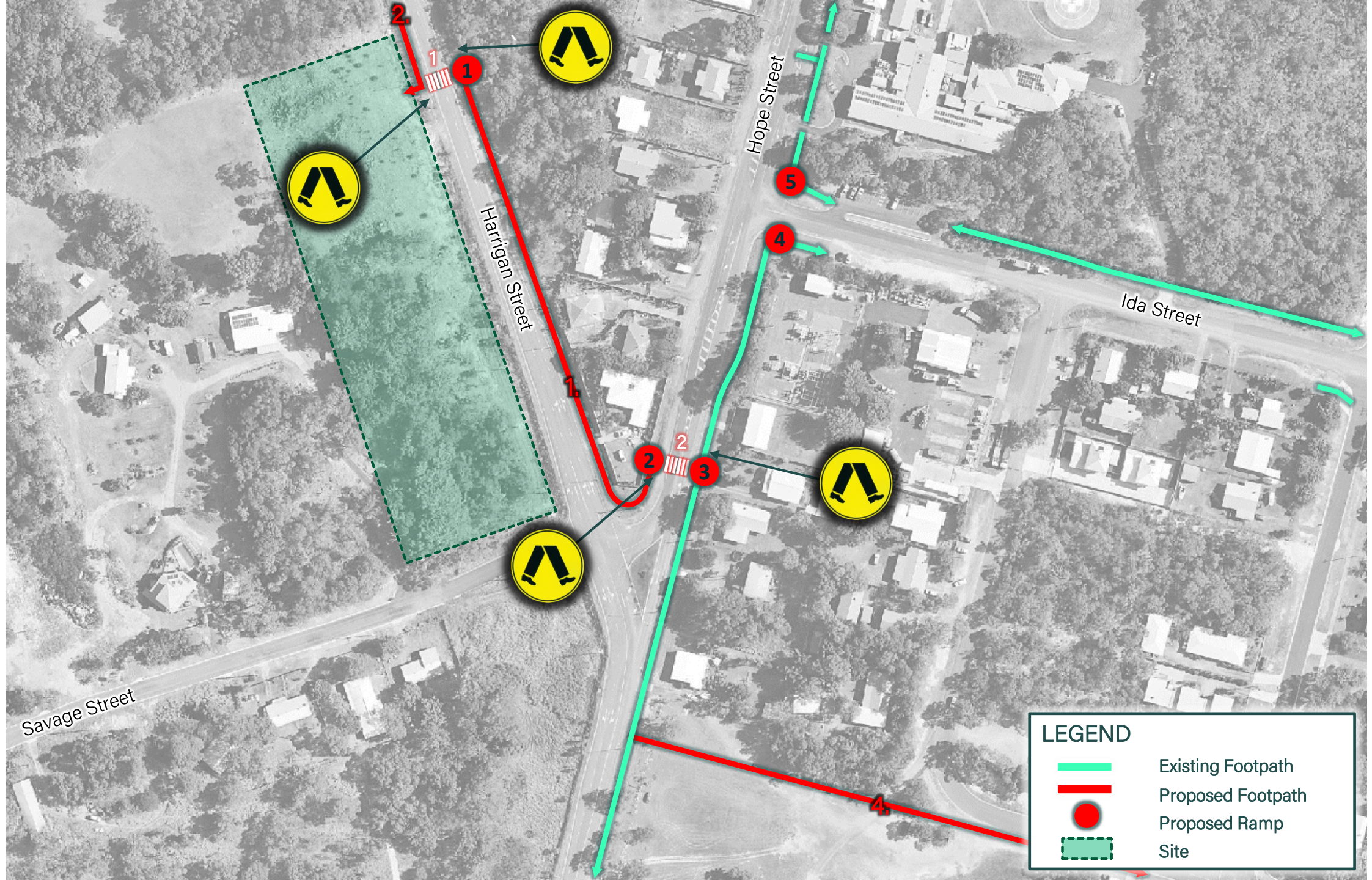
caravan park

1

4

SITE

Cooktown State School





6

2

Charlotte Street

Boundary Street

Hope Street

Harrigan Street

LEGEND

- Existing Footpath
- Proposed Footpath
- Proposed Ramp
- Site



LEGEND



Existing Footpath



Proposed Footpath



Proposed Ramp



Site

