

REF: Q189650

DATE: 28 April 2021

Chiodo Corporation Pty Ltd
c/- Pure Projects
102 Adelaide Street
BRISBANE QLD 4000

Attention: Mr. David Williams (Director)

Dear David,

SARA ADVICE NOTICE RESPONSE – 71-85 PORT DOUGLAS ROAD, PORT DOUGLAS

A Development Application has been lodged (reference MCUI2020_3711/1) with Douglas Shire Council for the proposed Fairmont Resort (herein referred to as the 'Resort') located at 71 – 85 Port Douglas Road, Port Douglas. The submission included a Transport Impact Assessment (TIA) report (issue A, dated 3 September 2020) prepared by GTA, now Stantec.

The State Assessment and Referral Agency (SARA) reviewed the submission and issued an Advice Notice (dated 2 February 2021) which included a number of traffic and transport related items. Following our response (dated 11 March 2021), SARA issued a subsequent Advice Notice (dated 19 March 2021) pertaining to public passenger transport (Item 1).

A meeting was held with SARA and Department of Transport and Main Roads (TMR) representatives on 22 April 2021 in which issues raised within the latest Advice Notice (dated 19 March 2021) and acceptable responses discussed. This letter has been prepared to outline the details of these items and provide a response in line with relevant standards, guidelines and good engineering practice. For reference, the SARA advice (where applicable) is reproduced below in italics, followed by GTA's response.

The responses are in line with relevant standards, guidelines and good traffic and transport engineering practice. For reference, the SARA advice (where applicable) is reproduced below in italics, followed by GTA, now Stantec's response.

Item 1 – Public Passenger Transport

“(i) Private Bus Setdown:

- *Revise the design of the bus setdown to accommodate the maximum design vehicle for a private coach/bus which would be a single unit rigid bus of 14.5m in length parallel to the kerb.*
- *Demonstrate through a RPEQ certified swept path analysis that the maximum design vehicle (single unit rigid bus of 14.5m) will be able to manoeuvre into and out of the bus setdown, including independent operation, for the parking of multiple buses, and into and out of the site. Guidance on suitable dimensions can be obtained from Chapter 5 – Bus Stop Infrastructure of the Public Transport Infrastructure Manual 2015.*
- *Demonstrate through a RPEQ certified swept path analysis that the minibuses can recirculate around to the porte cochere / bus setdown facility from the layby bays.*

- *Demonstrate that vehicular circulation through the port cochere area by a car and bus will be clear of other parked buses, taxis and cars in the porte cochere.*

Porte Cochere Benchmarking

In determining suitable passenger vehicle and large bus setdown provisions, our team sought information from Accor to inform a benchmarking exercise of other 5-star Accor resorts within Port Douglas and Palm Cove having regard for the following:

1. The approximate number of set-down spaces for passenger vehicles
2. The estimated number of large buses / coaches during 2019 (pre-COVID).

The results of this benchmarking exercise are shown in Table 1.

Table 1: Porte Cochere Benchmarking Exercise

Resorts	Approximate number of setdown spaces	Estimated number of large buses (2019)
Pullman Sea Temple Port Douglas	6 spaces	30 buses per year
Peppers Beach Club Port Douglas	3 spaces	- [1]
Pullman Sea Temple Palm Cove	6 spaces	5 buses per year
Pullman Beach Club Palm Cove	2 spaces	30 buses per year

[1] Bus setdown provisions not provided on-site at this location.

The benchmarking exercise identified the following key outcomes:

- Access to existing resorts by large buses (including Coaches) is very infrequent, with shuttles typically used by Resorts and external tourism operators
- A 14.5m long Coach is not typically used as the design vehicle and minimal signage and line marking is typically present on-site (i.e. no dedicated bus stopping areas are typically marked on-site)
- Up to 6 set-down spaces are provided within the porte cocheres reviewed, noting that information provided by Accor indicates that the observed demand is comfortable less during typical operations.

This information has been used to further refine the proposed porte cochere design for the proposed Fairmont Resort.

Coach Set-Down Provisions

Notwithstanding the benchmarking exercise and the expected low frequency of coach access (i.e. less than one per week), a 14.5m long coach has been adopted as the design vehicle for the proposed Fairmont Resort porte cochere as requested by TMR. Allowance has been made for a 14.5m long coach to enter, exit and traverse through the porte cochere even with up to 6 passenger vehicles parked within the set-down facilities (i.e. the maximum number of spaces identified within the existing Accor porte cocheres). This is demonstrated within the swept path assessment provided in Attachment 1.

We also note that the proposed porte cochere is to be design with a flush kerb to provide a high-quality user experience and accommodate person with a disability design requirements. Bollards are to be used to provide adequate separation between the trafficable area and the pedestrian waiting area.

These arrangements are considered to be acceptable, with the proposed bus and passenger set-down provisions highly conservative, both in terms of assessed demands and swept path accommodation.

Shuttle Bus Recirculation

We have undertaken a swept path assessment which indicates that a 7.0m long shuttle bus is able to comfortably circulate around the porte cochere from the identified short-term layby bays, even if there is a coach parked to completed pick-up or drop-off activity. These arrangements are considered to be acceptable.

“(ii) Taxis and Rideshare:

- *The passenger loading zone for taxis and rideshare should be separate from the bus setdown facility to avoid conflict between vehicle types.”*

The design of the porte cochere is proposed to be generally consistent with facilities of existing 5-star Accor resorts, including pavement treatments and subtle wayfinding signage to allocate space for users. An example of the existing pavement treatments at the Pullman Sea Temple Resort Port Douglas is provided in Figure 1. These design elements are to be further refined at subsequent phases of design.

These arrangements, along with the scheduling of buses (as per current practice) and the provision of a 24/7 valet service to ensure that this space is available for buses, are considered to be adequate to provide a bus set-down provision which avoids conflict between other porte cochere users.

Figure 1: Pullman Sea Temple Resort Port Douglas – Setdown Facilities



Conclusions

Based on the information presented within this letter, the following conclusions are provided:

- A benchmarking exercise of other 5-star Accor resorts within Port Douglas and Palm Cove has been undertaken with regard to passenger vehicle set-down capacity and bus demands.
- The proposed porte cochere design has been updated and allowance made for a 14.5m long coach to enter, exit and traverse through the porte cochere even with up to 6 passenger vehicles parked within the set-down facilities.
- A swept path assessment has been completed which indicates that a 7.0m long shuttle bus is able to comfortably circulate around the porte cochere from the identified short-term layby bays even if there is a coach parked to completed pick-up or drop-off activity.

- The design of the porte cochere is proposed to be generally consistent with facilities of existing 5-star Accor resorts, including pavement treatments and subtle wayfinding signage to allocate space for users.
- The scheduling of buses (as per current practice) and the provision of a 24/7 valet service to ensure that this space is available for buses, are considered to be adequate to provide a bus set-down provision which avoids conflict between other porte cochere users.

The information contained within this letter is consistent with that presented to SARA and TMR representatives at the recent meeting (22 April 2021), with the presentation provided at Attachment 2 for completeness. Feedback from TMR representatives during the meeting was that the proposed arrangements were now considered to be suitable to address the requirements of State Code 6.

On this basis of the information provided within this SARA Advice Notice response letter and previous investigations and analysis, we see no reasonable traffic and transport related grounds as to why this proposal should not be approved.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (07) 3113 5000.

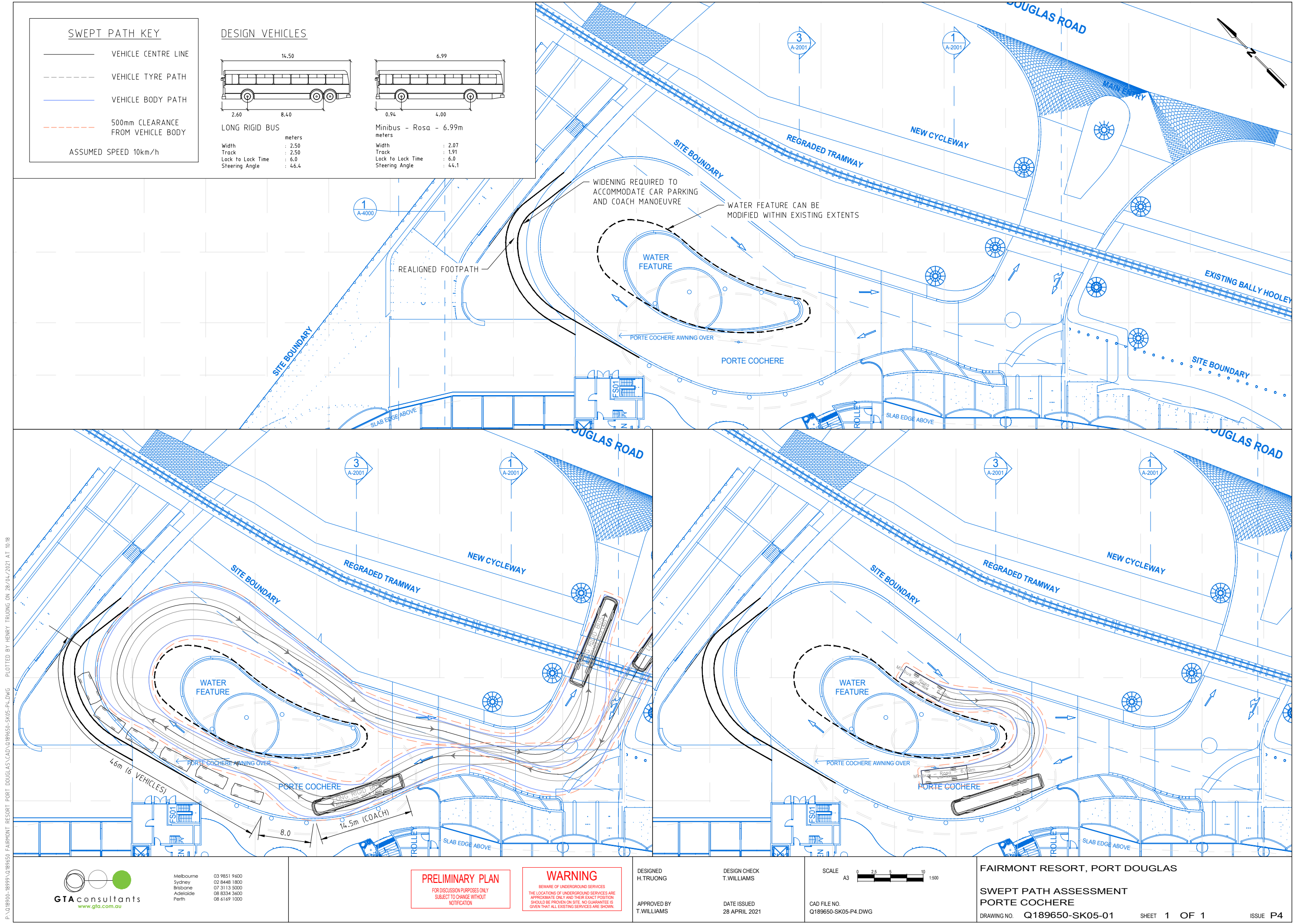
Yours sincerely

GTA, NOW STANTEC



Trent Williams
Associate Director (RPEQ #20703) – Transport Engineering

Attachment 1 – Swept Path Analysis



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 10km/h

DESIGN VEHICLES

LONG RIGID BUS		Minibus - Rosa - 6.99m	
meters		meters	
Width	: 2.50	Width	: 2.07
Track	: 2.50	Track	: 1.91
Lock to Lock Time	: 6.0	Lock to Lock Time	: 6.0
Steering Angle	: 44.4	Steering Angle	: 44.1

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PRELIMINARY PLAN

FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT
NOTIFICATION

WARNING

BWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
H.TRUONG

APPROVED BY
T.WILLIAMS

DESIGN CHECK
T.WILLIAMS

DATE ISSUED
28 APRIL 2021

SCALE

A3 0 2.5 5 10 1:500

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Q189650-SK05-P4.DWG

FAIRMONT RESORT, PORT DOUGLAS

**SWEPT PATH ASSESSMENT
PORTE COCHERE**

DRAWING NO. Q189650-SK05-01 SHEET 1 OF 1 ISSUE P4

Attachment 2 – SARA Meeting Presentation



Fairmont Port Douglas

SARA ADVICE NOTICE RESPONSE

Date : 22/04/2021

Revision : 1



SARA ADVICE NOTICE RESPONSE – ITEM 1

Public Passenger Transport – Private Bus Set-Down

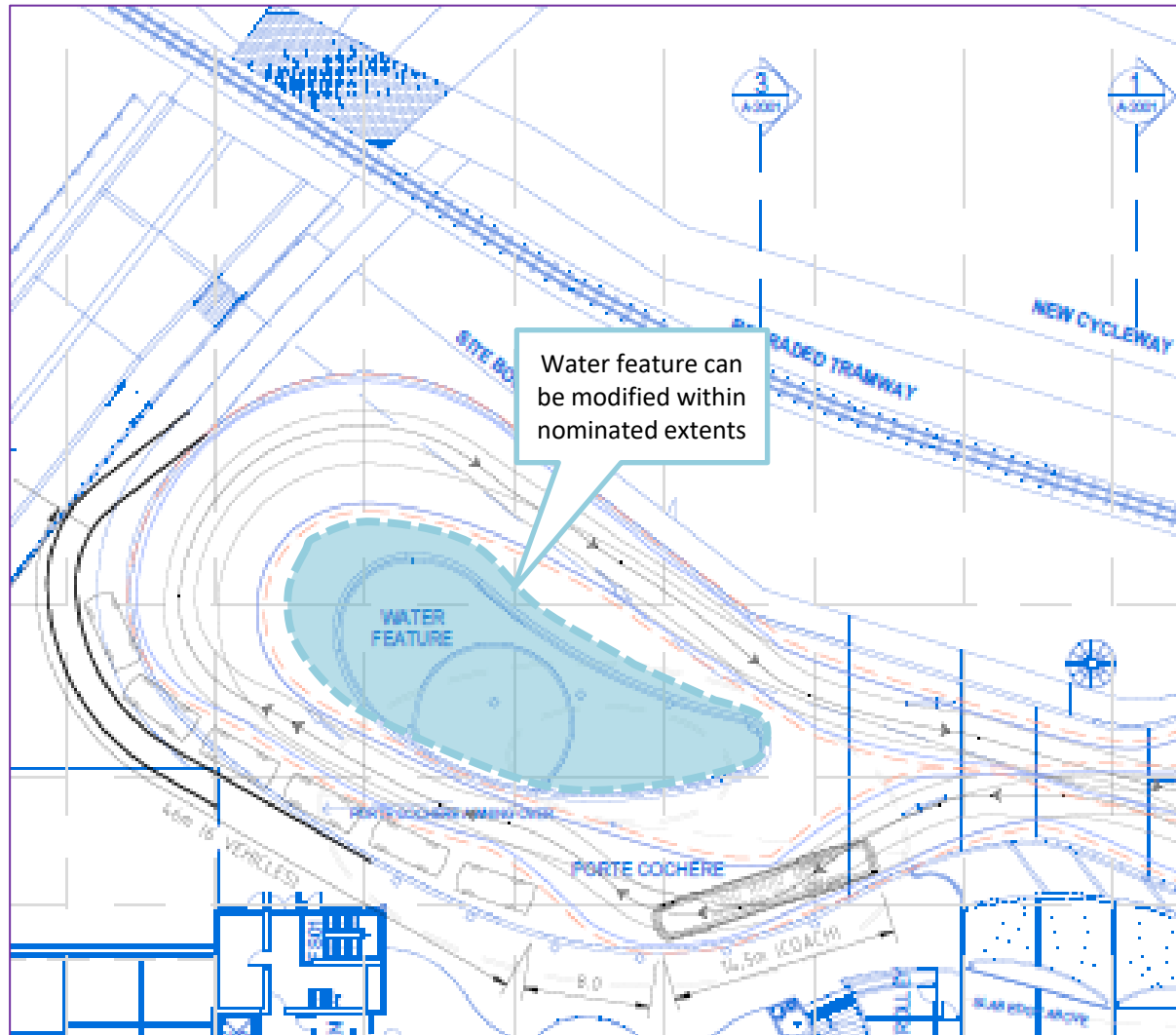
Further information with respect to porte cochere operations has been sought from Accor and is summarised in the table below.

Resort	Approx. Number of Set-Down Spaces	Estimated Number of Large Buses – 2019 (pre-COVID)
Pullman Sea Temple – Port Douglas	6 spaces	30 buses per year
Peppers Beach Club – Port Douglas	3 spaces	-
Pullman Sea Temple – Palm Cove	6 spaces	5 buses per year
Peppers Beach Club – Palm Cove	2 spaces	30 buses per year

Key findings of this benchmarking exercise are summarised as follows:

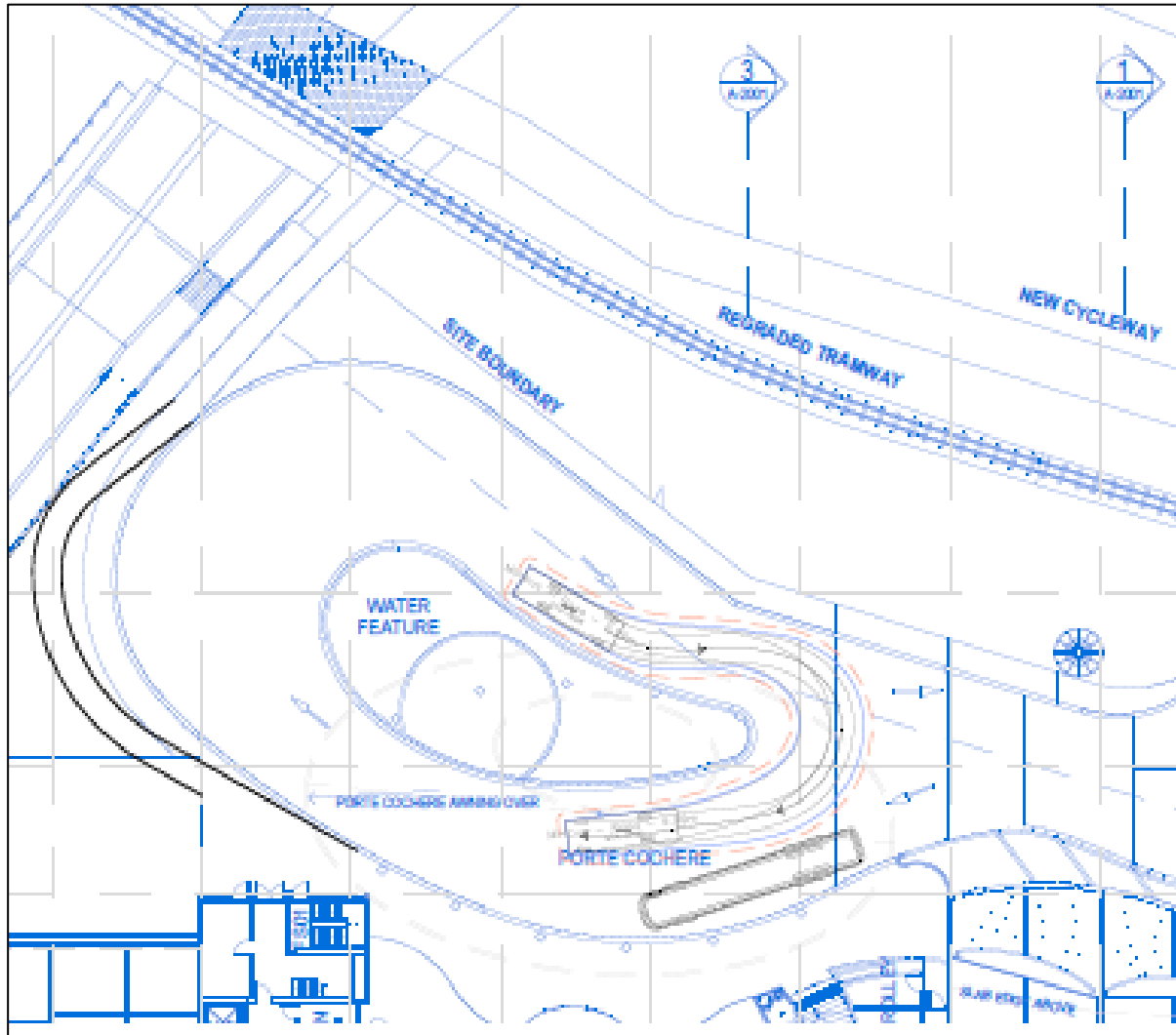
1. Access to existing resorts by large buses (including Coaches) is **very infrequent**, with shuttles typically used by Resorts and external tourism operators
2. 14.5m long Coach not typically used as the design vehicle and minimal signage and line marking (i.e. no dedicated bus stopping areas marked on-site)

Public Passenger Transport – Private Bus Set-Down



- Porte cochere design updated to accommodate a 14.5m long Coach as the design vehicle
- Swept paths updated to demonstrate independent Coach access, even with up to 6 vehicles parked to complete set-down activity
- External tourism operators typically scheduled and utilise shuttle buses
- Buses, taxi and rideshare will not be parked on-site (on-demand)
- 24/7 valet to manage set-down activity

Public Passenger Transport – Private Bus Set-Down



- Shuttle buses able to recirculate around to the porte cochere from the nominated layby bays
- Wayfinding signage and pavement treatments can be used to delineate set-down as design develops, consistent with existing Pullmans and Peppers Resorts

