PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2018/987/305

Date: 25 May 2026

Queensland Government

AURA INNOVATION PRECINCT

Traffic Impact Assessment

Prepared for Stockland
March 2026

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

DEVELOPMENT PROFILE

Proposed development is a residential community, neighbourhood centre, recreation parks and more.

CYCLE NETWORK

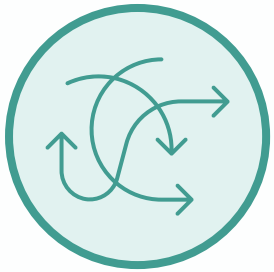
Wider contraflow network provides easy connections between precincts and to the wider Caloundra South PDA.

WALKING NETWORK

Active Transport network provides extensive connections from major attractors to internal and external precincts.

PUBLIC TRANSPORT

Future bus and rail networks will provide equitable opportunity for public transport connectivity to all residents.



ROAD NETWORK

Internal road network and nominated typologies are suitable for expected traffic volumes

ON-STREET PARKING

Parking provision in-line with existing Aura urban form demands

01

INTRODUCTION

1.1 – INTRODUCTION

BACKGROUND

Urbis' Transport Advisory team has been engaged by **Stockland** to provide **traffic and transport engineering advice** in relation to the proposed **Aura** development**.** The purpose of this report is to assess the traffic and transport impacts of the Aura 'Innovation Precinct of the wider Caloundra South PDA.

SCOPE OF WORKS

The report considers the following:

- Existing road and transport network conditions
- Active Transport connections and design typologies
- Opportunities for Public Transport connectivity and infrastructure to support this
- Assessment of the proposed road typologies within the precinct
- Review of internal movement network layout and suitability for the proposed scheme
- Assessment of on-street parking provisions

REFERENCES

The following resources were referred to in the preparation of the report:

- Caloundra South Urban Development Area Development Scheme (EDQ, 2023)
- Caloundra South Priority Development Area – Infrastructure Agreement (Local Government Infrastructure)
- Street and Movement Network – PDA Guideline No. 06 (EDQ, 2019)
- Guide to Traffic Impact Assessment (Department of Transport and Main Roads, 2018)
- Street Design Manual – Walkable Neighbourhoods (Institute of Public Works Engineering Australasia, 2020)
- Austroads Guide to Road Design Part 3 – Geometric Design (Austroads, 2021)
- Austroads Guide to Road Design Part 6A – Paths for Walking and Cycling (Austroads, 2021)
- Cycling Aspects of Austroads Guides (Austroads, 2017)
- Selection and Design of Cycle Tracks Guideline (Department of Transport and Main Roads, 2019)
- Aura North-Central Locality Plan of Development (Urbis, 2025)

02

PROPOSED DEVELOPMENT

2.1 – SITE LOCATION

The Innovation Precinct development is located approximately 7.6km south-west of central Caloundra.

The development is located within the Caloundra South Priority Development Area (PDA), which covers 2,323 hectares. The PDA sits between the Bruce Highway to the west, and Bells Creek Arterial Road to the south and is south of the existing Caloundra urban area, the Aerodrome and Sunshine Coast Regional Business and Industry Park. Once fully developed, the PDA will provide approximately 20,000 dwellings and create 15,000 jobs.

The proposed Innovation precinct has a total area of approximately 16.3 hectares.

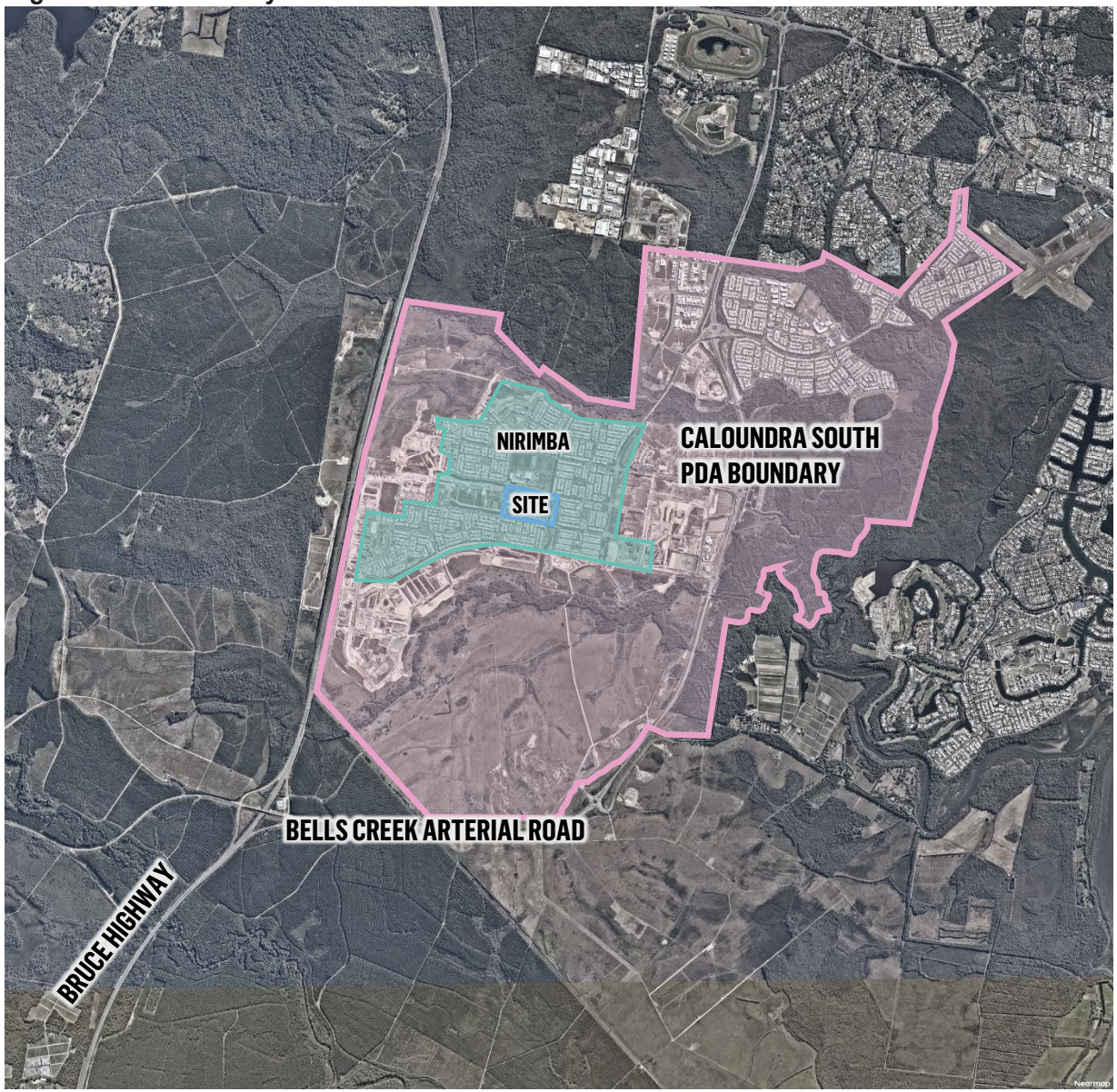
The development is bound by the existing Nirimba community. The wider Caloundra South PDA development has been progressing in stages and precincts since construction started in 2014.

Historically, the site has predominately been vacant freehold land.

The spatial extent of the site in relation to the Caloundra South PDA boundary and the existing and committed Innovation Precinct developments is shown in Figure 1.

The development sits to the south of Caloundra, and approximately 70km north of Brisbane CBD.

Figure 2-1: Site Locality



2.2 – PROPOSED DEVELOPMENT: ULTIMATE LAND USES AND YIELDS

The proposed precinct will ultimately tie into the existing urban form in all directions.

The proposed Innovation precinct will accommodate majority terrace dwellings, and include a neighbourhood centre, childcare centre and a recreation park.

The proposed development masterplan is provided in Appendix A, and shown in Figure 2-2.

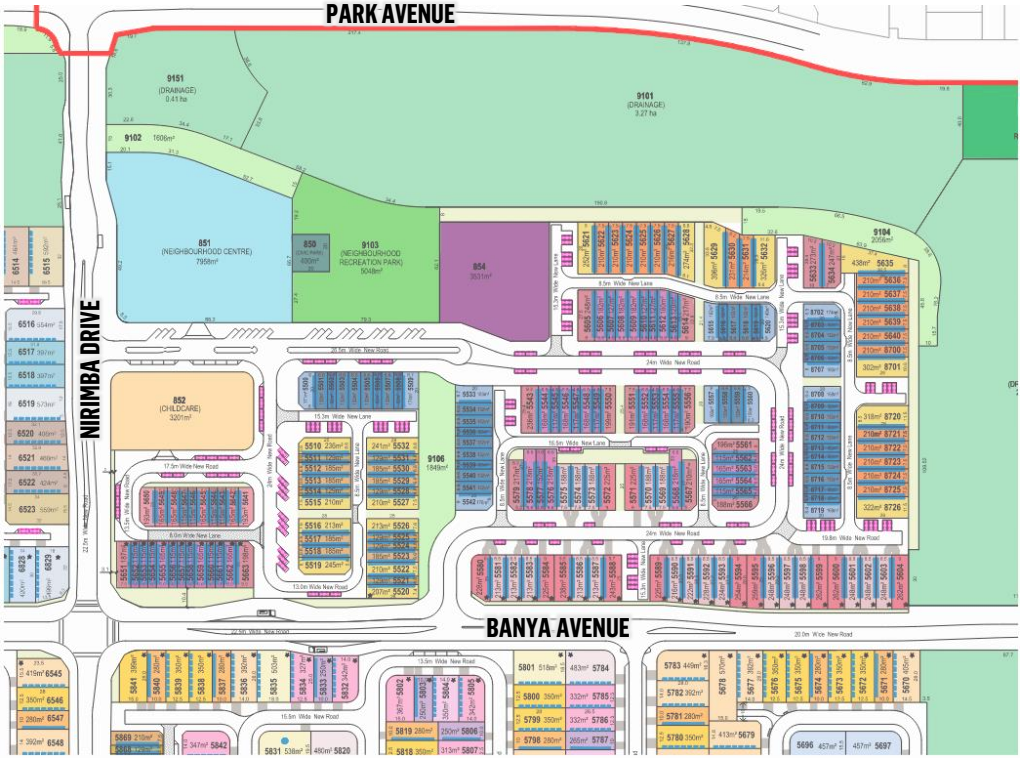
The mix of residential, commercial, educational and recreational land uses will contribute to self containment within the wider Caloundra South PDA. This containment will result in increased ability for Active Transport trips and reduce overall traffic volumes.

The proposed uses and their yields are lifted from the Aura Innovation Precinct Concept Plan, as per Urbis. A summary of the proposed yields is shown in Table 2-2.

Table 2-2: Proposed Development Yields

Land Use	Yield (unit rate)
Residential Dwellings (Freehold)	190 dwellings
Residential Dwellings (Medium Density)	19 dwellings
Neighbourhood Centre	7,864m^2
Childcare Centre	3,201m^2

Figure 2-2: Proposed Development Neighbourhoods



03

TRANSPORT NETWORK

3.1 – AURA PRECINCT-WIDE MOVEMENT NETWORK

Within the wider Caloundra South PDA, Aura Boulevard functions as a central spine road, connecting the northern and southern precincts. This allows traffic to distribute from the northern and southern catchments, as needed.

As part of this application, a single external connection will be provided to the existing road network. These are shown in Figure 3-1, and summarised as:

- An extension of Nirimba Drive between Park Avenue and Banya Avenue

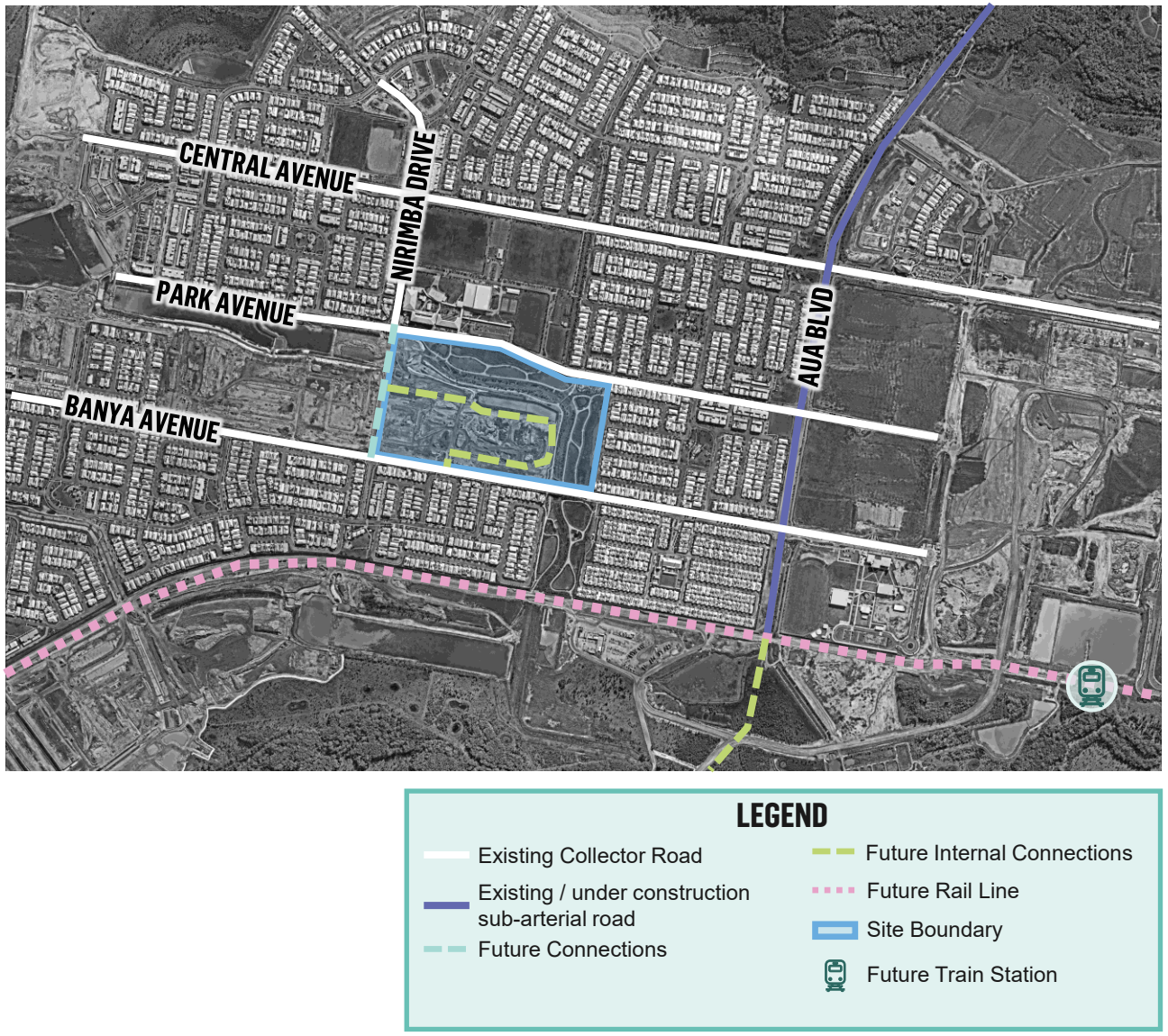
A single major spine road (neighbourhood connector) is proposed through the precinct, connecting Nirimba Drive and Banya Avenue.

Overall, the proposed access arrangements facilitate the efficient movement of vehicles from the Innovation precinct to the wider external road network.

The future Direct Sunshine Coast Rail line will provide key public transport infrastructure for the Caloundra South PDA. The Nirimba Station is proposed east of the Innovation Precinct site, as shown in Figure 3-1.

Detailed review of the internal movement network is provided in the following sections.

Figure 3-1: Existing and Future Movement Network



3.2 – ACTIVE TRANSPORT NETWORK

3.2.1 – PEDESTRIAN AND SHARED PATH NETWORK

As per the Caloundra South PDA development scheme, any development is to provide a connected community. This is to be achieved through providing a community that "*…serviced by an integrated transport infrastructure network which supports transit oriented development, which promotes pedestrian, bicycle and public transport modes over private vehicle use*".

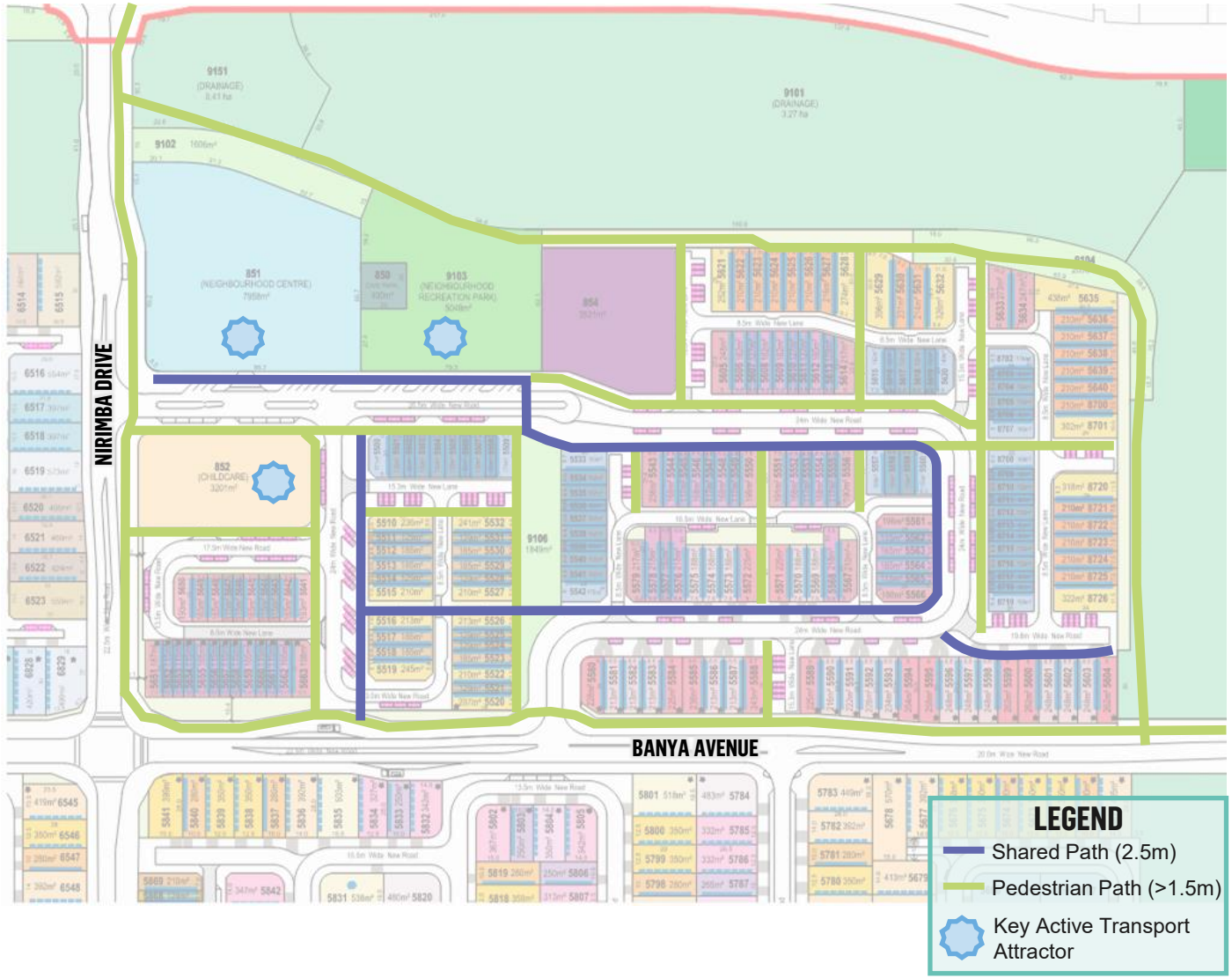
The constructed Caloundra South PDA precinct prioritises active transport connectivity through the site. This is achieved through the design of separated cycle paths at critical intersections and pedestrian paths on at least one side of most road typologies. This version is continued within the proposed development (i.e. Innovation precinct) through the continuation of separated cycle ways and the prioritised pedestrian network.

Figure 3-2.2 shows the key active transport routes within the Innovation Precinct, and includes:

- A continuation of the separated cycle tracks on Nirimba Drive, connecting to the existing separated cycle track network on Banya Avenue and beyond.
- Neighbourhood Connectors have a shared path on at least one side of the road, with a secondary pedestrian path on the

Connections between high pedestrian / active transport uses (such as schools and parks) have been prioritised within the precinct. This ensures that genuine alternate modes of travel can be supported, not only reducing reliance on private vehicles but also supporting an effective, efficient and integrated movement network.

Figure 3-2.2: Key Pedestrian Path Network



3.3 – PUBLIC TRANSPORT NETWORK

A key vision of the Caloundra South PDA Development Scheme is to ensure the PDA is services by an integrated public transport system that connects neighbourhoods and centres, providing good access to work, education and other opportunities elsewhere in the region.

An indented bus bay pair is located on Bunya Avenue on the southern boundary of the proposed development, as shown in Figure 3-3. A further indented bus bay is proposed on Nirimba Avenue on the western boundary, located adjacent to the proposed neighbourhood centre.

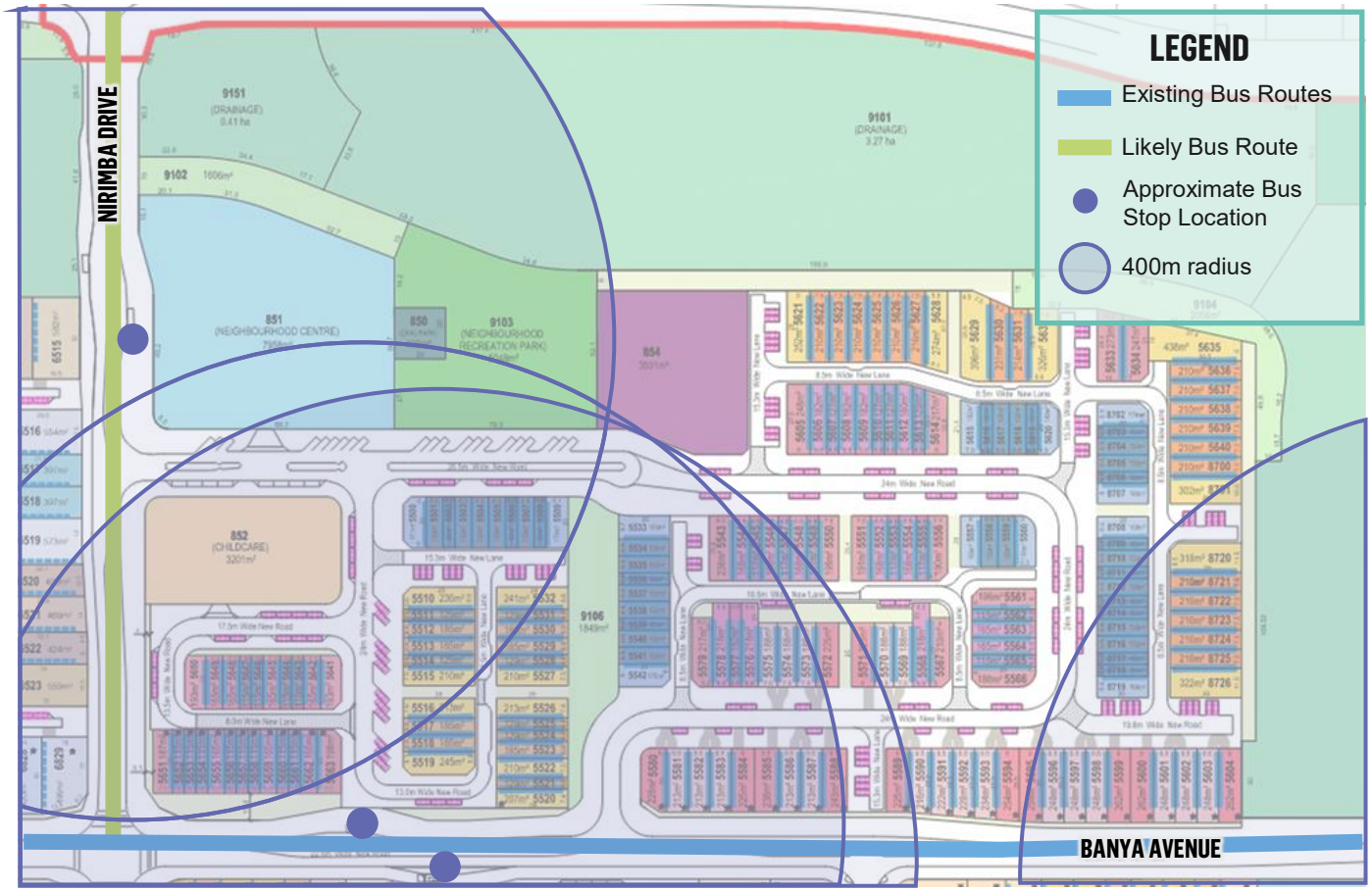
Future bus routes will utilise the higher order external roads of Bunya Avenue and Nirimba Avenue (trunk connectors). This will service both the residential and community catchments (such as the neighbourhood centre and childcare centre).

Figure 3-3 illustrates the existing and likely bus routes in proximity to the development.

The existing and proposed bus stop locations provide equitable opportunity for public transport connectivity to all residents. The proposed layout and infrastructure will provide direct and efficient public transport networks in the Caloundra South PDA.

The proposed bus stop infrastructure will be designed in accordance with TransLink's Public Transport Infrastructure Manual (PTIM) during the detailed design phase. The design of bus routes in proximity to the development will be undertaken in collaboration with TransLink and any relevant authorities.

Figure 3-3: Key Public Transport Network



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MOVEMENT NETWORK

4.1 – EXTERNAL CONNECTIONS

The precinct is served by two existing vehicular access points, as shown in Figure 4-1. The access on Banya Avenue has already been constructed as part of existing works within the Caloundra South PDA. The access point includes dedicated crossings for both pedestrians and the separated cycle track paths, giving priority to pedestrians, shown in Figure 4-1.1. It is noted that currently, the crossing markings are provided but the crossing is not raised for construction purposes. As part of the ultimate works, the crossing for both pedestrians and the separated cycle track will upgraded to raised crossings. The future access on Nirimba Drive will be constructed as part of this application, and similarly will include dedicated priority crossings for pedestrians and the separated cycle track network. The southern access primarily serves the residential dwellings, while the western access provides access to the residential dwellings as well as to the neighbourhood centre and childcare centre. Both accesses allow for all movement access.

The proposed accesses to the neighbourhood centre and childcare centre are indicative only and will be subject to detailed design and approval through future development applications, based on confirmed land uses.

Figure 4-1.1: External Connections

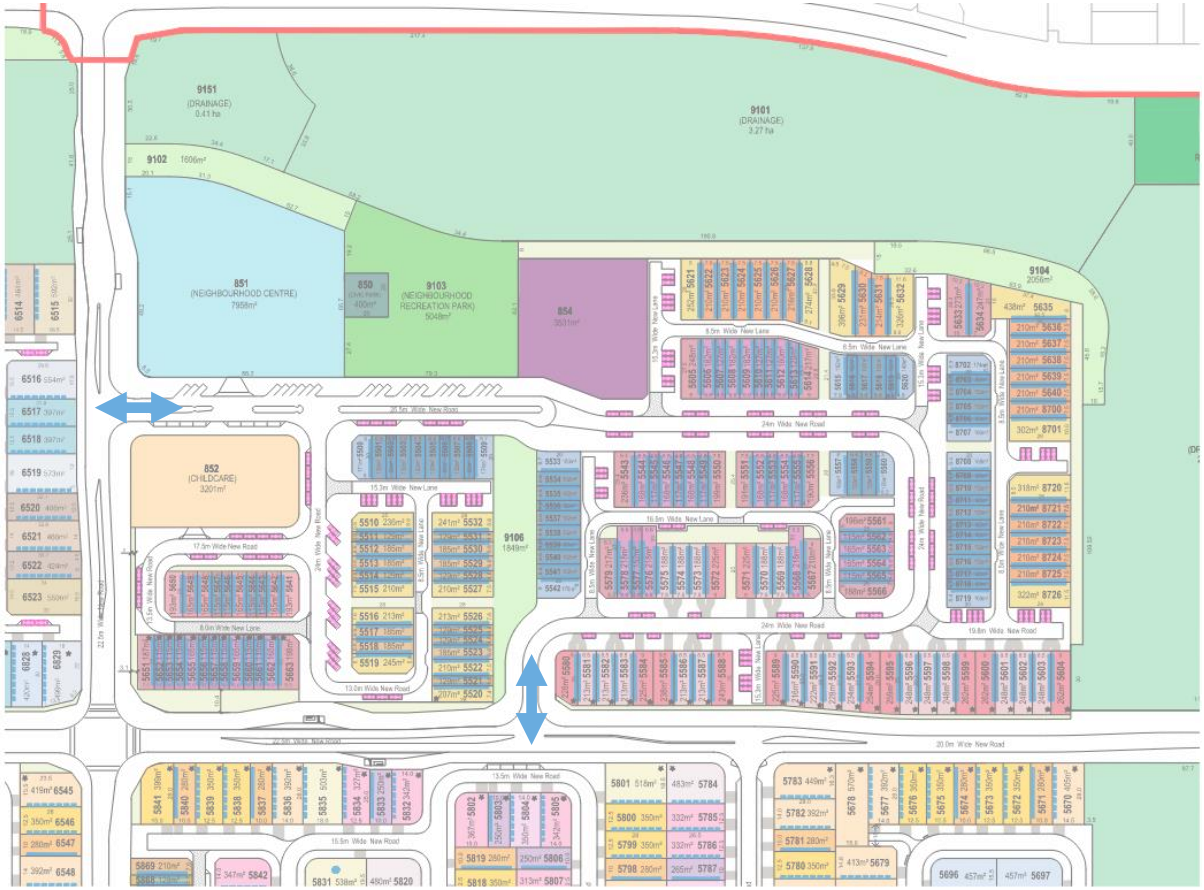


Figure 4-1.2: Banya Avenue Access

4.2 – ROAD TYPOLOGIES

Within the precinct, there are 8 road types proposed. Each of these road types has been identified as a neighbourhood connector, access road or laneway. The internal road network of the precinct can be seen below in Figure 4-2.

Figure 4-2: Internal Road Network

4.1– ROAD TYPOLOGIES

To determine the suitability of the proposed road typologies as compared to the standard road typologies, consideration must be given to the function of each of these specific road types. Table 4-1 summarises the intended operation of the relevant road types. This summary is based on definitions within both EDQ's "Street and Movement Network – PDA Guideline No. 06" and IPWEAQ's Street Design Manual. For reference, the EDQ road typologies are included in Appendix B. The proposed road typologies and cross sections are included in Appendix C.

Although there are several road types proposed within the precinct, each road typology has been designed to align with the intent of the nominated road classification – e.g. a neighbourhood street has a lower nominated speed, and typically provides for residential lot access. This is detailed further in the following sections.

Table 4-1: Road Typology Function

	Neighbourhood Connector / Collector	Neighbourhood Access Street / Access Streets	Neighbourhood Lane / Laneway
Function	Collectors provide linkage within and between neighbourhoods and connect local access streets to the external road network. They are encouraged to provide direct vehicular access to individual properties and parking due to relatively low traffic volumes. Collectors should make specific provision for cycle movements and include pedestrian pathways.	Access streets provide direct access to residential properties, primarily serving local traffic. They accommodate low traffic volumes and operate at low speeds. They prioritise facilitating movement by pedestrians and cyclists, without significant constraint by motor vehicle traffic needs. Access streets typically connect to other access streets or collector roads, but they may also link to major collectors.	Laneways are narrow passageways that typically provide rear or side lot access individual properties. They accommodate only motor vehicle traffic for that street, typically serving only very low traffic volumes at low speeds. Laneways provide shared zones for walking, cycling, and vehicle movements.

The majority of road types are consistent with approval DEV2017/906 for the surrounding P11-P14 development. For completeness, Urbis has completed a review of the entire movement network, which considers variations of EDQ's standard road typology requirements and the Caloundra South Priority Development Area – Infrastructure Agreement (Local Government Infrastructure) (LGIA) requirements. This is expanded upon in the following sections.

4.2 – ROAD CROSS SECTION REVIEW

4.2.2–NEIGHBOURHOOD CONNECTORS

For the purposes of this assessment, Neighbourhood Connectors are assumed to be Neighbourhood Connector N1, N2 and L.

Table 4-2.2a provides a comparison of the design of the proposed connector roads to the standard EDQ requirement. **Where variations are proposed, further information is provided on the following page (variations are denoted with *).**

Table 4-2.2a: EDQ and Proposed Neighbourhood Connector Characteristics

Characteristic	Neighbourhood Connector	Neighbourhood Connector (26.5m)	Neighbourhood Connector (24.0m)
Function	Connect neighbourhood destinations including shops and parks, provide access to the surrounding road network and can include a bus and a safe family friendly cycling route.		
Traffic Volume	3,000 – 7,499vpd	-	-
Road Reserve	22m	26.5m*4.2.2.1	24m*4.2.2.1
Median (width)	No	Yes (3m) *4.2.2.2	No
Trafficable lanes	1x 3.3m lane in each direction	1x 3.5m lane in each direction*4.2.2.3	1x 3.5m lane in each direction*4.2.2.3
Parking	2.3 minimum indented where practicable on both sides	2.3m indented on one side and 5.7m angled parking bays on other side where practicable*4.2.2.4	2.3m indented on both sides where practicable
Footpath	1.5 minimum on one side	Both sides, 1.5m one side and 2.5m on other side	Both sides, 1.5m on one side and 2.5m shared path on other
Bus Route	Where required as part of overall network	Not required	Not required
Cycle track	-	-	-
Property Access	Direct access	Not required	Direct access
Traffic calming	No	Complies	Complies
Intersection Spacing	120m minimum	93m minimum*4.2.2.5	30m minimum*4.2.2.5

4.2 – ROAD CROSS SECTION REVIEW

4.2.2–NEIGHBOURHOOD CONNECTORS

Table 4-2.2b provides a comparison of the design of the proposed connector roads to the standard LGIA requirement. Unlike the EDQ standard, LGIA does not make reference to traffic volume, bus route, property access, traffic calming, or intersection spacing requirements. Consequently, these elements have been excluded from this comparison. **Where variations are proposed, further information is provided on the following page (variations are denoted with *).**

Table 4-2.2b: LGIA and Proposed Neighbourhood Connector Characteristics

Characteristic	Neighbourhood Connector	Neighbourhood Connector (26.5m)	Neighbourhood Connector (24.0m)
Road Reserve	20m minimum	26.5m*4.2.2.1	24m*4.2.2.1
Median (width)	No	Yes (3m) *4.2.2.2	No
Trafficable lanes	1 x 3.5m wide lane in each direction	1x 3.5m lane in each direction*4.2.2.3	1x 3.5m lane in each direction*4.2.2.3
Parking	2.3m indented on both sides	2.3m indented on one side and 5.7m angled parking bays on other side where practicable*4.2.2.4	2.3m indented on both sides where practicable
Footpath	Both sides, minimum 1.5m on one side and minimum 2.0m on other side	Both sides, 1.5m one side and 2.5m on other side	Both sides, 1.5m on one side and 2.5m shared path on other on most sections*4.2.2.6
Bus Route	Where required as part of overall network	Not required	Not required

4.2 – ROAD CROSS SECTION REVIEW

4.2.2–NEIGHBOURHOOD CONNECTORS

As noted above, a neighbourhood connector provides links between minor roads to the external road network. Direct lot access can be provided due to relatively low traffic volumes along the road. Specific provision for active transport should be included.

Both proposed Neighbourhood Connector road types align with the intent and function of EDQ's standard neighbourhood connector and is generally designed in accordance with the LGIA neighbourhood connector road profile. Where variation from the standards are proposed, further detail is provided under the respective heading below.

4.2.2.1 - Road Reserve

Consistent with the Trunk Collector, road reserve comprises all aspects of the road typology and is subject to the widths of each design aspect. Variations in road reserve across the proposed road types is due to differing verge and lane widths. Where medians are proposed, this also increases the road reserve width.

4.2.2.2 - Median Width

The 26.5m Neighbourhood Connector proposes a 3m median. This Neighbourhood Connector is located adjacent to the neighbourhood centre, childcare and park. The separation of the traffic lanes in this area slows traffic which enhances road safety for pedestrians accessing these areas. The wider medians allow for enhanced tree planting in the neighbourhood centre area.

4.2.2.3 - Traffic Lane Width

The precinct provides 3.5m lane widths, exceeding the EDQ minimum requirement of 3.3m and aligning with the 3.5m requirement in the LGIA. The provision of 3.5m lanes is also consistent with the Austroads Guide to Road Design Part 3 – Geometric Design.

4.2.2.4 - Parking Lane Width

Both EDQ and the LGIA specify that 2.3 m wide indented parking lanes be provided on both sides of the street. The proposed 24.0 m Neighbourhood Connector complies with this requirement. The 26.5 m Neighbourhood Connector provides a 2.3 m indented parking lane on one side and 5.7 m wide angled parking bays on the other. Angled parking has been adopted in lieu of parallel parking on one side to address the increased parking demand associated with the precinct's higher-density developments, as it is not feasible to accommodate all on-street parking through parallel parking alone.

4.2.2.5 – Intersection Spacing

EDQ nominates that intersections be spaced at 120m intervals. Within the precinct, intersection spacing is typically provided as 60m (min), with two instances of 30m spacing. The reduced intersection spacings occur with the intersection of laneways. Through the design, the laneways act closer to driveways than formal road intersections.

4.2 – ROAD CROSS SECTION REVIEW

4.2.3–NEIGHBOURHOOD ACCESS STREETS

Table 4-2.3a provides a comparison of the design of the proposed Access Streets to the standard EDQ requirement. **Where variations are proposed, further information is provided on the following page (variations are denoted with *).**

Table 4-2.3a: EDQ and Proposed Access Street Characteristics

Characteristic	Neighbourhood Access Streets (7.5m)	Neighbourhood Access Street (6m)	Access Road (24.5m)	Access Road (17.5m)	Access Road – Esplanade	Access Street J
Function	Provide direct residential property access. Allows for vehicle, pedestrian and cyclist connectivity.					
Traffic Volume	< 3,000vpd		-	-	-	-
Road Reserve	16m (7.5m carriageway)	15.5m (6m carriageway)	24.5m (16m carriageway)*4.2.3.1	17.5m (11.6m carriageway)*4.2.3.1	13.5m (6.5m wide carriageway)*4.2.3.1	19.3m (7.0m wide carriageway))*4.2.3.1
Median (width)	No		No	No	No	No
Trafficable lanes	Varies, minimum one lane with passing opportunities		1x 3.5m lane in each direction	1x 3.5m lane in each direction	1x 3.25m lane in each direction	1x 3.5m lane in each direction
Parking	Kerbside	2.3m minimum indented on one side	2.3m indented on one side and 5.7m angled parking bays on other side where practicable*4.2.3.2	2.3m indented on both sides*4.2.3.2	2.3m indented on one side	5.4m 90-degree perpendicular on one side*4.2.3.2
Footpath	1.5m minimum on one side		1.5m on one side and 2.5m on other side*4.2.3.3	1.5m on both sides	1.5m on one side	2.5m on one side*4.2.3.3
Bus Route	No		Complies	Complies	Complies	Complies
Cycle track	No		Complies	Complies	Complies	Complies
Property Access	Direct Access	Direct except via indented parking bays	Complies	Complies	Complies	Complies
Traffic calming	Generally not supported		Complies	Complies	Complies	Complies
Intersection Spacing	N/A		-	-	-	-

4.2 – ROAD CROSS SECTION REVIEW

4.2.3–NEIGHBOURHOOD ACCESS STREETS

Table 4-2.3b provides a comparison of the design of the proposed Access Streets to the standard LGIA requirement. Unlike the EDQ standard, LGIA does not make reference to traffic volume, bus route, property access, traffic calming, or intersection spacing requirements. Consequently, these elements have been excluded from this comparison. **Where variations are proposed, further information is provided on the following page (variations are denoted with *).**

Table 4-2.3b: LGIA and Proposed Access Street Characteristics

Characteristic	Neighbourhood Access Streets (7.5m)	Neighbourhood Access Street (5.5m)	Access Road (24.5m)	Access Road (17.5m)	Access Road – Esplanade	Access Street J
Road Reserve	15m minimum (7.5m carriageway)	13m minimum (5.5m carriageway)	24.5m (16m carriageway)*4.2.3.1	17.5m (11.6m carriageway)*4.2.3.1	13.5m (6.5m carriageway)*4.2.3.1	19.3m (7.0m wide carriageway))*4.2.3.1
Median (width)	No		No	No	No	No
Trafficable lanes	Minimum one lane with passing opportunities		1x 3.5m lane in each direction	1x 3.5m lane in each direction	1x 3.25m lane in each direction	1x 3.5m lane in each direction
Parking	Kerbside on both sides	Kerbside on one side	2.3m indented on one side and 5.7m angled parking bays on other side where practicable*4.2.3.2	2.3m indented on both sides*4.2.3.2	2.3m on one side	5.4m 90-degree perpendicular on one side*4.2.3.2
Footpath	1.5m minimum on one side		1.5m on one side and 2.5m on other side*4.2.3.3	1.5m on both sides	1.5m on one side	2.5m on one side*4.2.3.3
Cycle track	No		Complies	Complies	Complies	Complies

4.2 – ROAD CROSS SECTION REVIEW

4.2.3–NEIGHBOURHOOD ACCESS STREETS

As noted above, access streets primarily serve local traffic and provide direct lot access. These streets have low traffic volumes and operational speeds. Consideration is given to the active transport network, without significant constraint to motor vehicle needs.

Each of the proposed access street road types aligns with the intent and function of EDQ's standard neighbourhood access street (6m – 7.5m) and are generally designed in accordance with the LGIA neighbourhood access road profiles (5.5m - 7.5m). Where variation from the standards are proposed, further detail is provided under the respective heading below.

4.2.3.1 - Road Reserve

EDQ's road reserve for an access street varies between 15.5m – 16m whilst in the LGIA it is between 13m – 15m. Three of the proposed access roads have road reserve widths that exceed the typical minimum. The increased with in road reserve is due to the indented parking provided on one or both sides of the street.

4.2.3.2 - Carriageway Width

EDQ nominates a minimum carriageway widths between 6m – 7.5m and the LGIA a minimum between 5.5m – 7.5m. The proposed carriageway way widths are 11.6m and 16.0m. These wider carriageway widths are due to the inclusion of indented on-street parking bays and perpendicular parking bays where practicable . Perpendicular parking has been provided in the 24.5m and 19.3m neighbourhood access roads as for higher density developments it is not feasible to provide all required on-street parking capacity in the form of parallel kerbside parking.

4.2.3.3 - Footpath Path Widths

All footpath widths comply with or exceed the minimum requirements set by EDQ and the LGIA. This improves the operation of the active transport network.

4.2 – ROAD CROSS SECTION REVIEW

4.2.4–NEIGHBOURHOOD LANES

For the purposes of this assessment, a Neighbourhood Lane is assumed to be a laneway (8.5m – 17.8m) and a shared access street.

Table 4-2.4a provides a comparison of the design of the proposed neighbourhood lanes to the standard EDQ requirement. **Where variations are proposed, further information is provided on the following page (variations are denoted with *).**

Table 4-2.4a: EDQ and Proposed Neighbourhood Connector Characteristics

Characteristic	Neighbourhood Lane	Laneway Link B (13.0m)	Laneway Link D (15.3m)	Laneway (8.5m)	Laneway (8.0m)
Function	Lanes provide direct access to properties including for refuse collection and other service vehicles. Lanes typically provide rear access to garages but can also provide “front door” access to loft apartments and other small dwellings.				
Traffic Volume	< 500vpd	-	-	-	-
Road Reserve	6.5m (5.5m carriageway)	13.0m (5.5m carriageway)*4.2.4.1	15.3m (5.5m carriageway)*4.2.4.1	8.5m (5.5m carriageway)*4.2.4.1	8.0m (5.5m carriageway)*4.2.4.1
Median (width)	No	No	No	No	No
Trafficable lanes	One in each direction	2 lanes	2 lanes	2 lanes	2 lanes
Parking	No	Complies	Perpendicular parking*4.2.4.2	Complies	Complies
Footpath	No	Yes (1.5m on one side)*4.2.4.3	Yes (1.5m on one side)*4.2.4.3	Complies	Complies
Bus Route	No	Complies	Complies	Complies	Complies
Cycle track	No	Complies	Complies	Complies	Complies
Property Access	Direct access	Direct access	Direct access	Direct access	Direct access
Traffic calming	No	Complies	Complies	Complies	Complies
Intersection Spacing	-	-	-	-	-

4.2 – ROAD CROSS SECTION REVIEW

4.2.4–NEIGHBOURHOOD LANES

Table 4-2.4b provides a comparison of the design of the proposed neighbourhood lanes to the standard EDQ requirement. Unlike the EDQ standard, LGIA does not make reference to traffic volume, bus route, property access, traffic calming, or intersection spacing requirements. Consequently, these elements have been excluded from this comparison. **Where variations are proposed, further information is provided on the following page (variations are denoted with *).**

Table 4-2.4b: LGIA and Proposed Neighbourhood Connector Characteristics

Characteristic	Neighbourhood Lane	Laneway Link B (13.0m)	Laneway Link D (15.3m)	Laneway (8.5m)	Laneway (8.0m)
Road Reserve	6.5m (5.5m carriageway)	13.0 (5.5m carriageway)*4.2.4.1	15.3m (5.5m carriageway)*4.2.4.1	8.5m (5.5m carriageway)*4.2.4.1	8.0m (5.5m carriageway)*4.2.4.1
Median (width)	No	Complies	Complies	Complies	Complies
Trafficable lanes	1 lane	2 lanes	2 lanes	2 lanes	2 lanes
Parking	No	Complies	Perpendicular parking*4.2.4.2	Complies	Complies
Footpath	No	Yes (1.5m on one side)*4.2.4.3	Yes (1.5m on one side)*4.2.4.3	Complies	Complies
Cycle track	No	Complies	Complies	Complies	Complies

4.2 – ROAD CROSS SECTION REVIEW

4.2.4–NEIGHBOURHOOD LANES REVIEW

As noted above, lanes provide direct access (typically rear or side) to properties including for refuse collection and other service vehicles. The streets have low traffic volumes and operational speeds, with pedestrians and active transport shared on-street.

Each of the proposed access street road types aligns with the intent and function of EDQ's standard neighbourhood laneway are generally designed in accordance with the LGIA neighbourhood lanes road profiles . Where variation from the standard is proposed, further detail is provided under the respective heading below.

4.2.4.1 - Road Reserve

The road reserve for neighbourhood laneways, as specified by EDQ and the LGIA, is 6.5m and includes a 5.5m carriageway. All the proposed carriageway widths for the laneways are 5.5m (compliant). However, due to the inclusion of on-street parking and dedicate verges, the proposed road reserve widths exceed standard. The increased road reserve does not change the function of the laneways. This is due to laneways being provided at locations where access is limited to a small number of dwellings and will have lower operating speeds.

4.2.4.2 – Parking

EDQ and LGIA do not require on-street parking within neighbourhood lanes. The proposed 15.3 m laneways incorporate 90-degree perpendicular parking bays on one side, where practicable, to meet the required on-street parking provision. Given the higher-density nature of the development, it is not feasible to accommodate the necessary parking entirely through parallel kerbside bays. As a result, perpendicular parking has been adopted to optimise capacity. Additionally, due to the low traffic volumes and reduced design speeds typically associated with laneways, perpendicular parking is considered an appropriate and efficient solution that supports innovative design outcomes.

4.2.4.3 - Footpath Path

Unlike a standard laneway, footpaths are provided separate to the carriageway.

4.3– LINK VOLUMES

Urbis have undertaken a review of the proposed internal road hierarchy. The purpose of this review is to demonstrate that each of the proposed road typographies is suitable for the expected traffic volumes on each link. Ten key link locations throughout the internal network have been assessed to ensure review of each different road typology. Link volumes have been calculated for each land use as summarised in Table 4-3.1.

The estimated daily trips have been distributed according to road hierarchy and anticipated travel routes through the precinct and to the external road network. As demonstrated in Table 4-3.2, the environmental road capacity of each link as per EDQ guidelines is not exceeded by the anticipated link volumes. As such, the proposed road network is sufficient to cater for the development traffic volumes.

Table 4-3.1: Daily Trip Generation

Land Use	Yield	Daily Trip Generation Rate	Source	Total Daily Volumes
Neighbourhood Centre	7,964m^2 (Assumed 40% GFA)	80.8 per 100m^2	RTA GTGD 2013 Update	2,560vpd
Child Care Centre	120 enrolments	4 trips per enrolment	RTA GTGD 2002	480vpd
Medium Density Dwellings	19 units	7.4 trips per unit	RTA GTGD 2013 Update	141vpd
Dwellings	190 dwellings	7.4 trips per dwelling	RTA GTGD 2013 Update	1,417vpd

Table 4-3.2: Internal Traffic and Road Hierarchy Suitability

Analysis Point	Proposed Road Type	Environmental Capacity	Approx Max Traffic Volumes	Suitability
A	Neighbourhood connector	3,000 – 7,499vpd	4,100vpd	✓
B	Access road	< 3,000vpd	900vpd	✓
C	Access road	< 3,000vpd	700vpd	✓
D	Neighbourhood connector	3,000 – 7,499vpd	650vpd	✓
E	Laneway	< 500vpd	250vpd	✓
F	Laneway	< 500vpd	500vpd	✓
G	Laneway	< 500vpd	300vpd	✓
H	Neighbourhood connector	3,000 – 7,499vpd	400vpd	✓
I	Laneway	< 500vpd	350vpd	✓
J	Neighbourhood Connector	3,000 – 7,499vpd	800vpd	✓

Figure 5-1: Assessment Locations

4.4 –SERVICING

4.4.1–DRIVEWAYS AND SERVICING TREATMENTS

The majority of dwellings within the precinct will be serviced by on-street refuse collection where practical.

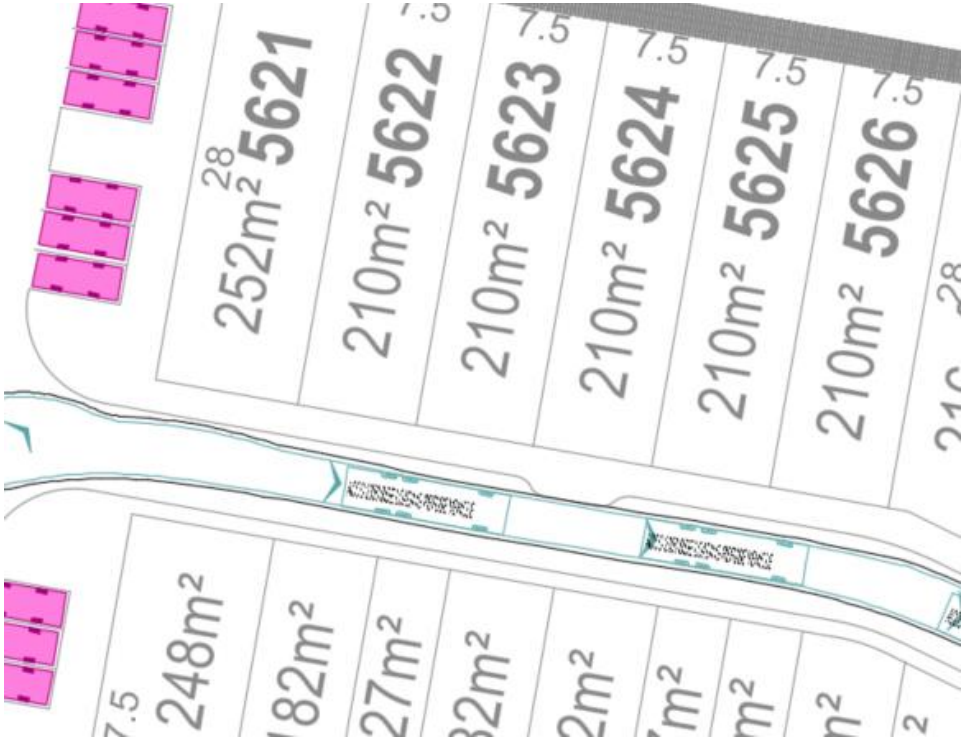
Where Laneways are proposed, bin pads will be required. To service the bin pads, the refuse vehicle will reverse from the fronting street and stand within the laneway. This is expanded upon further in Section 4.4.2.

For rear access terraces, the street network has been designed to accommodate driveways, bin stores and traffic calming to ensure the safety and convenience of all road users.

Typical swept paths showing the RCV movement is shown in Figure 4-4.1.

Further swept path assessment is provided in Appendix D. The assessment swept paths illustrate typical B99 swept paths into driveways, including into shared driveways and along roads with traffic calming.

Figure 4-4.1: Typical On-street servicing



4.4 –SERVICING

4.4.1–BIN PAD LOCATIONS

For shared driveways throughout the development, bin pads will be provided. Where practical, bin pads will be located adjacent to the higher order road to minimise refuse vehicle manoeuvring.

These bin pad locations are consistent with locations in the wider Aura development.

Examples of the bin pad locations for the laneway terrace lots are shown in Figure 4.4.2. The bin pads use locations adjacent or opposite the laneways to reduce the need for reverse manoeuvres by the refuse collection vehicles.

Figure 4-4.1: Typical Bin Pad Locations

05

ON-STREET PARKING

5.1 – ON-STREET PARKING PROVISION

The Innovation Precinct presents a unique opportunity to pilot forward-thinking design initiatives that challenge conventional standards and established norms. Rather than relying solely on compliance-based frameworks, the precinct adopts a first-principles approach to achieve context-specific, outcome-driven design solutions.

In line with this approach, on-street parking has been provided at a reduced rate of 0.82 spaces per terrace, compared to the standard 1.0 space per terrace. This reduction reflects the intent to minimise resident reliance on on-street parking, reserving on-street spaces for visitor use only. This supports the broader objective of encouraging active transport and reducing dependence on private vehicle travel per the Caloundra South PDA Development Scheme. The scheme aims to create a connected community that is "…*serviced by an integrated transport infrastructure network which supports transit oriented development, which promotes pedestrian, bicycle and public transport modes over private vehicle use*." By limiting on-street parking, additional street space can be allocated to active transport infrastructure, such as shared paths and pedestrian connections, encouraging active transport.

The reduced parking rate is made possible due to the compact urban form of the precinct, with residential dwellings located within 400 m of the neighbourhood centre, local park, and childcare facility, and within 500 m of the nearby school. This proximity to key amenities reduces the need for daily car travel, reinforcing the rationale for a lower on-street parking provision.

A review of the 2021 ABS Census data was undertaken to understand vehicle ownership in the existing Aura urban form. The breakdown of vehicle ownership is shown below, with an average vehicle ownership of 1.75 vehicles per dwelling.

- 0 vehicles – 93 dwellings
- 1 vehicle – 1,744 dwellings
- 2 vehicles – 2,434 dwellings
- 3 vehicles – 1,050 dwellings

Five different terrace styles are proposed for the development, with lot widths ranging from 4.6m to above 9.0m. The number of garage parking spaces for the different terrace types are shown in Table 5-1.2. As shown, the total number of off-street parking spaces is 143. Combining with the on-street bays, a total of 500 spaces (263 per dwelling) is provided for the Precinct. This rate sufficiently caters for the anticipated parking demand based on the surrounding ABS data.

The on-street parking provision is sufficient for the proposed development.

Table 5-1: On-Street Car Parking Provision

Land Use	Yield	Standard Rate	Applied Reduced Rate	Provision
Terrace Allocation	190 lots	1 car parks per terrace	0.82 car parks per terrace	143 car parks

Table 5-1: Off-Street Car Parking Provision

Terrace Width	Garage Spaces per Terrace	Yield	Total Off-Street Parking Bays
4.6m	1.5 spaces	46	69 bays
6.6m	2 spaces	49	98 bays
7.5m	2 spaces	19	38 bays
>7.5m	2 spaces	64	128 bays
>9.0m	2 spaces	12	24 bays
	TOTAL	190 terraces	357 bays

06

SUMMARY

5.1 - SUMMARY

Findings

Urbis' Transport Advisory team has been engaged by Stockland to provide traffic and transport engineering advice in relation to the proposed Aura innovation precinct:

- The development is located within P11 of the wider Caloundra South PDA.
- Across the Precinct, the development is proposed to include 190 terrace dwellings, a 19 unit medium density lot, a District Centre and a Childcare Centre.
- A review of the movement network found that the development will cater for all movement types.
    - The active transport network both through and circulating the precinct provides extensive connections from major attractors to the internal precinct and to the wider development catchment. This will increase the likelihood of reduced traffic on the internal roads, and to help self-containment within the development.
    - The internal road network and nominated road typologies are suitable for the expected traffic volumes of the precinct.
- The proposed active transport network includes shared paths, dedicated off-road cycle paths and pedestrian paths along the majority of roads through the precinct.
- The precinct includes 143 on-street parking spaces to cater for the residential land uses. A review of the ABS data found that the combined on-street and off-street parking provision will be in-line with the existing Aura urban form.

08

APPENDICES

APPENDIX A - MASTERPLAN

LEGEND

GENERAL

- Neighbourhood Boundary
- 60% maximum site cover area (refer to Appendix G, only for House and Multiple Dwelling allotments controlled by Section 1.1.1)

LAND USE

- Multiple Residential Sites

OPEN SPACE

- Landscape Buffer (Road Reserve)
- Local Linear Park
- Drainage

RESIDENTIAL

28 Deep Lots
- 4.6m - Terrace
- 6.6m - Terrace
- 7.5m - Terrace
- 7.5m+ End Terrace

25 Deep Lots
- 4.6m - Terrace
- 6.6m - Terrace
- 7.5m+ End Terrace
- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terrace

21 Deep Lots
- 4.6m Terrace
- 6.6m Terrace
- 7.5m+ End Terrace

20 Deep Lots
- 4.6m - Terrace
- 6.6m - Terrace
- 7.5m+ End Terrace

REFERENCE PLAN

Note:
On lots marked on plan as potentially impacted by road traffic noise:
- Dwellings must be designed such that interna noise levels comply with AS/ NZS2107-2016 'Acoustics - Recommended design sound levels and reverberation times for building interiors' or MP4.4 as relevant; and
- Dwellings must be designed as recommended in the 'Traffic Noise Impact Assessment' document by Trinity Consultants (latest approved report version).

DEVELOPMENT CONTROLS

- ★ Lots Potentially Impacted By Road Traffic Noise
- Recommended Built to Boundary Wall
- Indicative Location of Driveways
- Indicative Car Park Location *(Parking Bay Dimensions = 5.4m x 2.1m)*

PARKING

Total Visitor Parking Spaces	143
Total Lots	190

URBIS

AURA - Precinct 11, 12 & 14 (Parts)

Plan of Development - Neighbourhood 3.1

1:1500 @ A3

0 20 40 60 80

DATE: 25.03.26
JOB NO: P0004909
DWG NO: POD-01

APPENDIX B – EDQ ROAD TYPOLOGIES

Street types and specifications

The PDA street types fall into four categories, as outlined in Table 1 and listed below:

- Trunk connector
- Neighbourhood
  - Connector street
  - Access streets
  - Lane
- Centre
  - Connector street
  - Access street
  - Lane
- Industrial
  - Connector street
  - Access street.

The following sections provide street characteristics and demonstration examples for all the streets listed above.

Trunk connector

Trunk connectors play an important role in the overall street network and carry relatively high traffic volumes. They provide the link between the arterial road network and the lower-order streets (connector and access streets). Trunk connectors can include a bus and a safe family friendly cycling route. Typically, trunk connectors have few driveways serving larger consolidated development parcels.

Table 2 Trunk connector characteristics

Street type	Trunk connector (Figs 5A, 5B & 5C)
Function	Distributes traffic volumes from the arterial network to the connector network. Pedestrian, cycle and bus transport modes are supported.
Traffic volume	7,500 – 18,000 vpd (2 lane) 18,001 – 30,000 vpd (4 lane)
Reservation	22 – 24 m (2 lane); 33 m (4 lane no parking)
Median (width)	» 2 lane: optional » 4 lane: 6 m
Trafficable lanes	3.5 m wide
Parking	» Posted speed – 60 kph or less: 2.4 m indented where practicable » Posted speed > 60 kph: no parking
Footpath	» 1.5m minimum width on both sides
Bus route	Yes
Cycle track	» 2m wide one-way separated cycle tracks on each verge » 3m wide two way cycle track in one verge acceptable for interim 2 lane configurations
Property access	no direct access for traffic volumes > 10,000 vpd or posted speed > 60 kph
Traffic calming	No
Kerb type	Upright
Posted speed	50 – 70 km/h
Intersection spacing	300 metres minimum

Figure 5A: Demonstration example - trunk connector (2 lane - no parking)

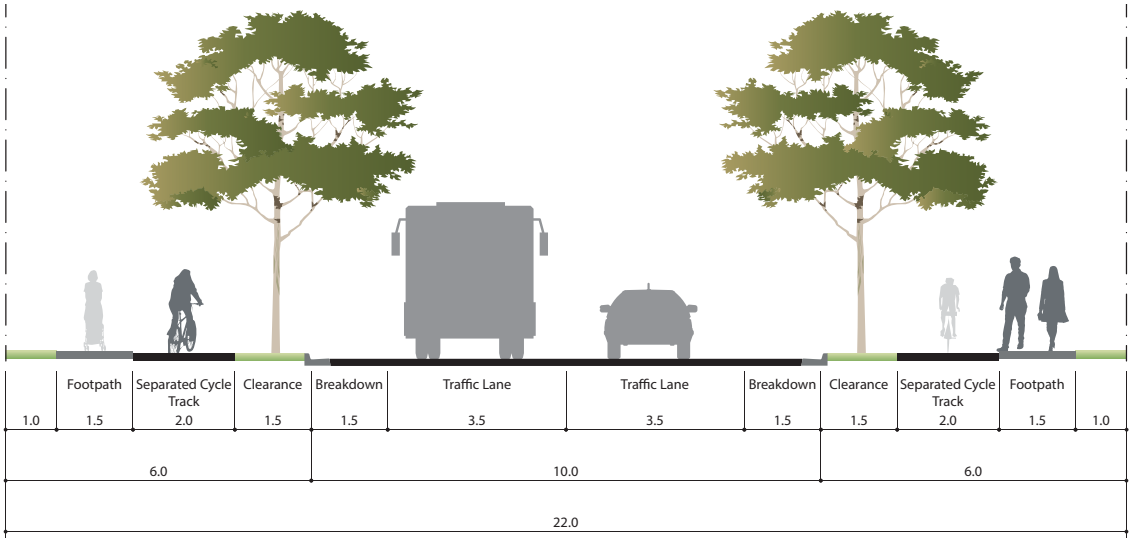


Figure 5B Demonstration example - trunk connector (2 lane - parking)

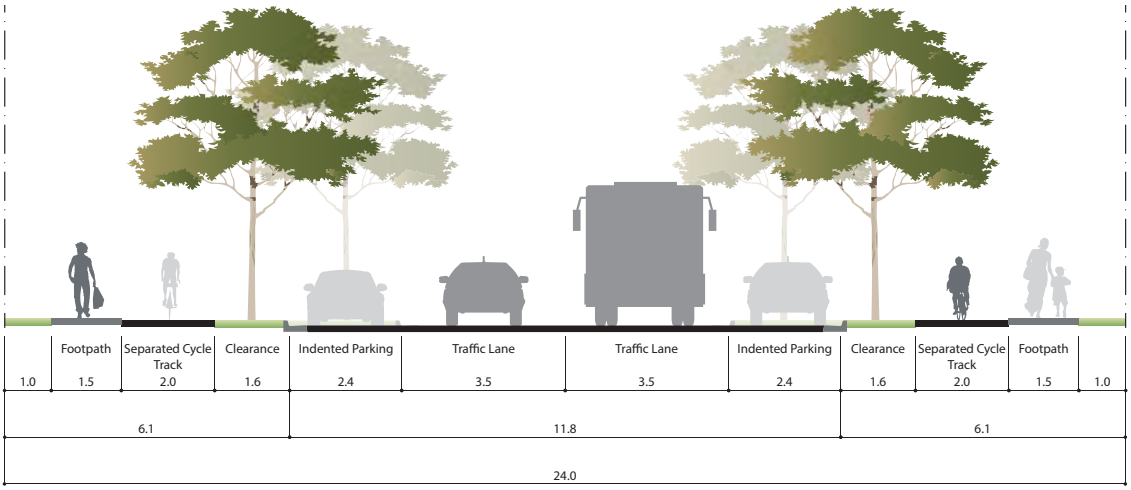
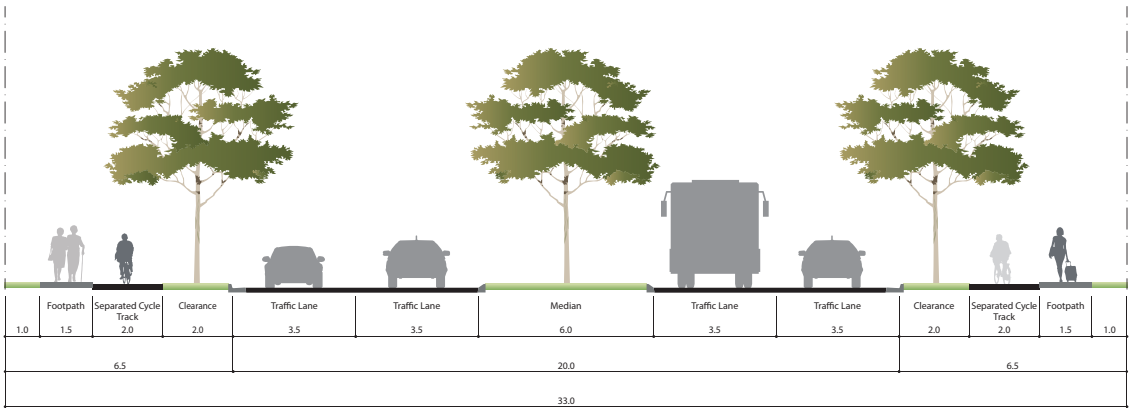


Figure 5C: Demonstration example - trunk collector (4 lane - no parking)



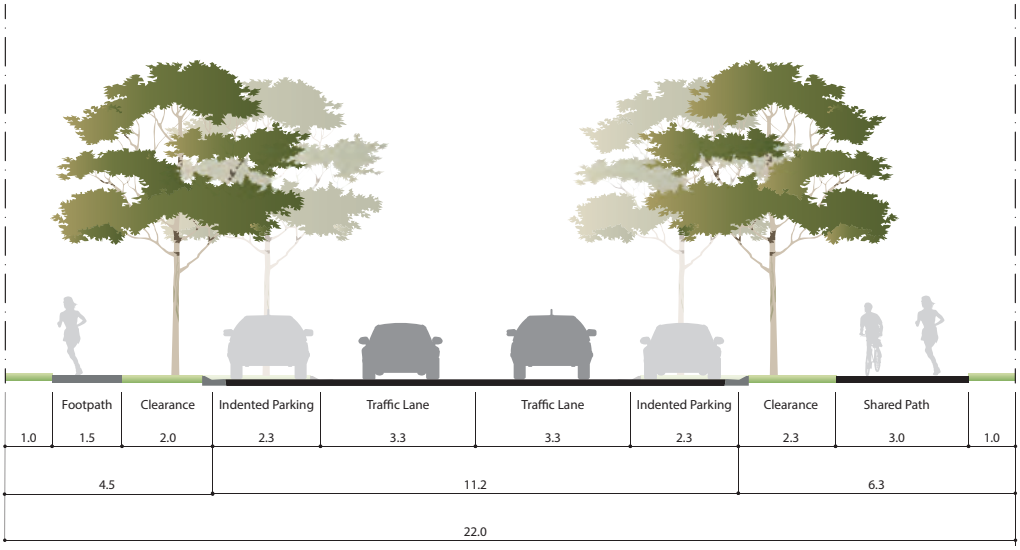
Neighbourhood street network

Neighbourhood connector

Table 3 Neighbourhood connector street characteristics

Street type	Neighbourhood connector street (Fig 6)
Function	Neighbourhood connector streets connect neighbourhood destinations including shops and parks, provide access to the surrounding road network and can include a bus and a safe family friendly cycling route.
Traffic volume	3000 - 7499 vpd
Reserve width	22 m
Median	No
Trafficable lanes	1 x 3.3 m lane in each direction
Parking	2.3 m minimum indented where practicable on both sides
Footpath	1.5 m minimum on one side
Shared path	3 m wide on one side
Bus route	Where required as part of overall network
Property access	Direct
Traffic calming	No
Kerb type	Upright/ rollover
Posted speed	Default 50 km/h
Intersection spacing	120 metres

Figure 6: Demonstration example - neighbourhood connector



Neighbourhood access streets

Neighbourhood access streets provide high levels of connectivity throughout the neighbourhood, are of an appropriate length and have carriageways with sufficient width to enable safe and efficient through vehicle movement in association with on-street parking and passing opportunities. Streets and driveways are designed to ensure motorists are able to enter on-site parking space/s in one movement in a forward gear.

Table 4 Neighbourhood access streets characteristics

Street type	Neighbourhood access street	
	7.5 m (Fig 7A)	6 m[1] (Fig 7B)
Function	Provide direct residential property access. Also allow for vehicle, pedestrian and cyclist connectivity.	
Traffic volume	< 3000 vpd	< 3000 vpd
Reserve width	16 m[2]	15.5 m
Carriageway width	7.5 m	6 m
Maximum block length	200 m	200 m
Median	No	No
Trafficable lanes	Varies, minimum one traffic lane with passing opportunities	Varies, minimum one traffic lanes with passing opportunities
Parking[3]	kerbside	2.3 m minimum indented on one side
Footpath	1.5 m minimum on one side[4]	1.5 m minimum on one side[4]
Bus route	No	No
Cycle track	No	No
Property access	Direct	Direct except via indented parking bays
Traffic calming	Generally not supported	Generally not supported
Kerb type	Roll Over	Roll Over
Posted speed	Default 50 km/h	Default 50 km/h
Intersection spacing	na	na

1 A preferred alternative profile where no access driveways are requried via the indented parking bays eg. where rear lane product is porposed.
2 Verge widths must be increased appropriately to accommodate any proposed WSUD devices
3 A parking analysis plan* is required to demonstrate compliance with the above standards if the proposed neighbourhood access street will provide access to:

- lots less than 12.5m wide, or
- a multiple residential development including up to 6 dwellings.

Refer to the PDA practice note for more information on parking analysis plans.
4 For additional information see PDA practice note on footpath provision in residential subdivisions.

Figure 7A: Demonstration example - neighbourhood access street - 7.5 m

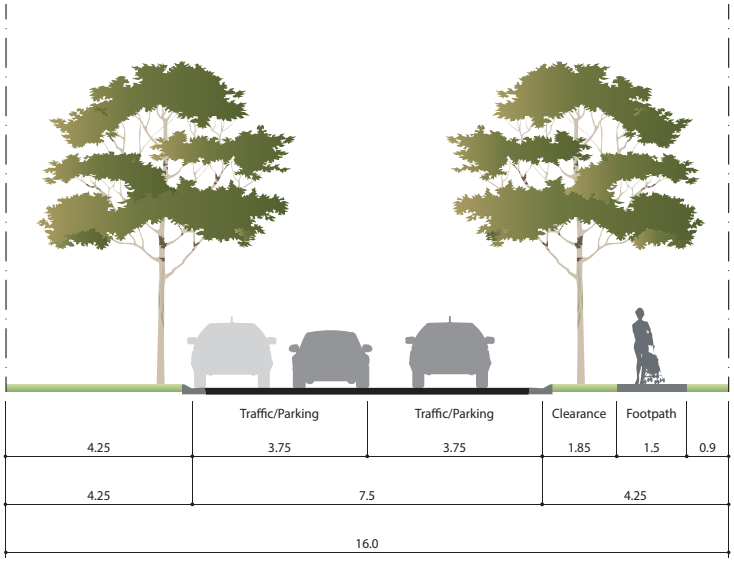
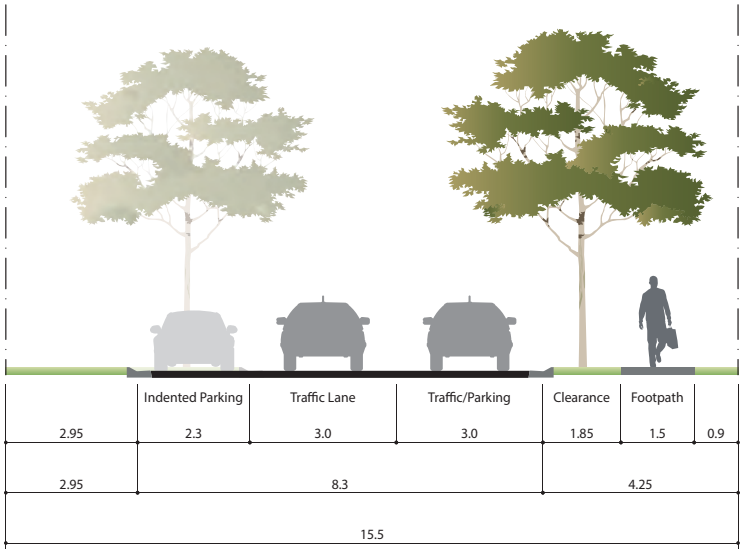


Figure 7B: Demonstration example - neighbourhood access street - 6 m



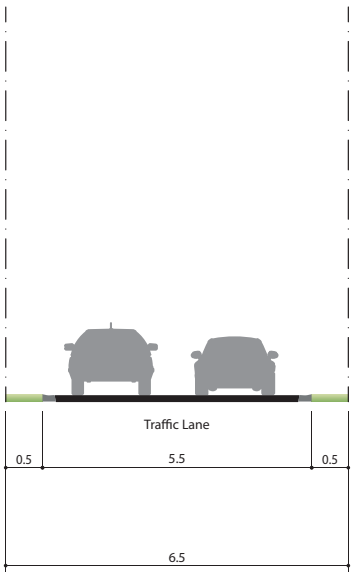
Neighbourhood lane

(refer to PDA Practice Note no.12 Rear lanes: design and development for detailed design guidance)

Table 5 Neighbourhood lane characteristics

Street type	Neighbourhood lane (Fig 8)
Function	Lanes provide direct access to properties including for refuse collection and other service vehicles. Lanes typically provide rear access to garages but can also provide "front door" access to loft apartments and other small dwellings.
Traffic volume	‹ 500 vpd
Reserve width	6.5 m
Carriageway width	5.5 m
Median	No
Trafficable lanes	1 in each direction
Parking	No
Services	Yes
Footpath	No
Bus route	No
Cycle track	No
Property access	Direct property access
Traffic calming	No
Kerb type	Flush
Posted speed	Default 50 km/h, unless signed otherwise.
Intersection spacing	na

Figure 8: Demonstration example - neighbourhood lane



Centre street network

Centre connector street

Table 6 Centre connector street characteristics

Street type	Centre connector street	
	Fig 9A (parking)	Fig 9B (no parking)
Function	Centre connector streets provide limited property access and provide routes via access streets to centre destinations. They also accommodate a high level of pedestrian and cycle activity.	
Traffic volume	7,500 – 15,000 vpd	
Reservation	38 m	34 m
Carriageway width	19 m	15 m
Median	6 m	6 m
Lanes	2 x 3.5 m in each direction	2 x 3.5 m in each direction
Parking	2.5 m minimum on both sides	No
Footpath	3 m both sides	3 m both sides
Bus route	Yes, allowed for in parking lane, separate lane marking.	Yes, provision for indented bus bays where required
Cycle track	2 m one -way separated cycle track in each verge	2 m one-way cycle track on road separated from travel lane by 2m median
Property access	Limited direct access	Limited direct access
Traffic calming	No	No
Kerb type	Upright	Upright
Posted speed	60 km/h	50 - 60 km/h
Intersection spacing	100 metres minimum	100 metres minimum

Figure 9A: Demonstration example - centre connector (parking)

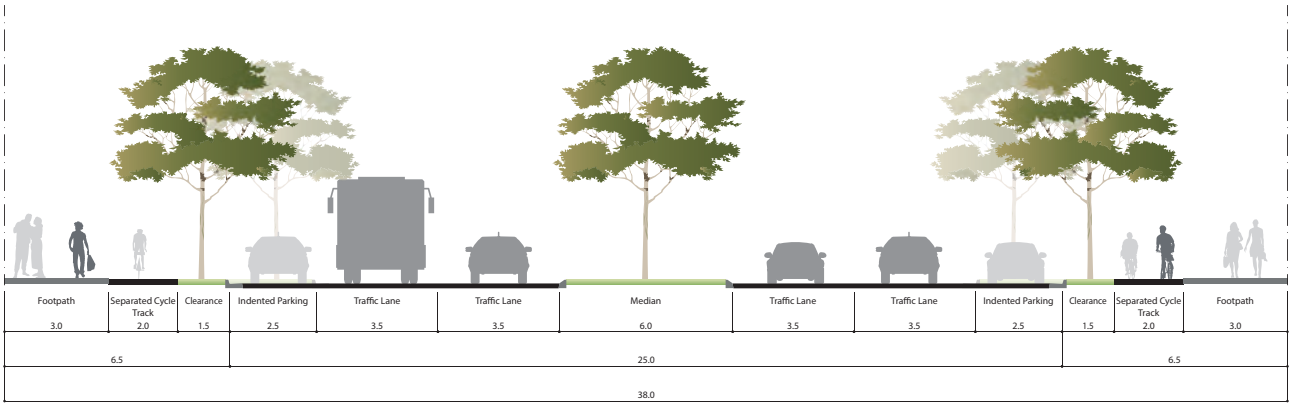
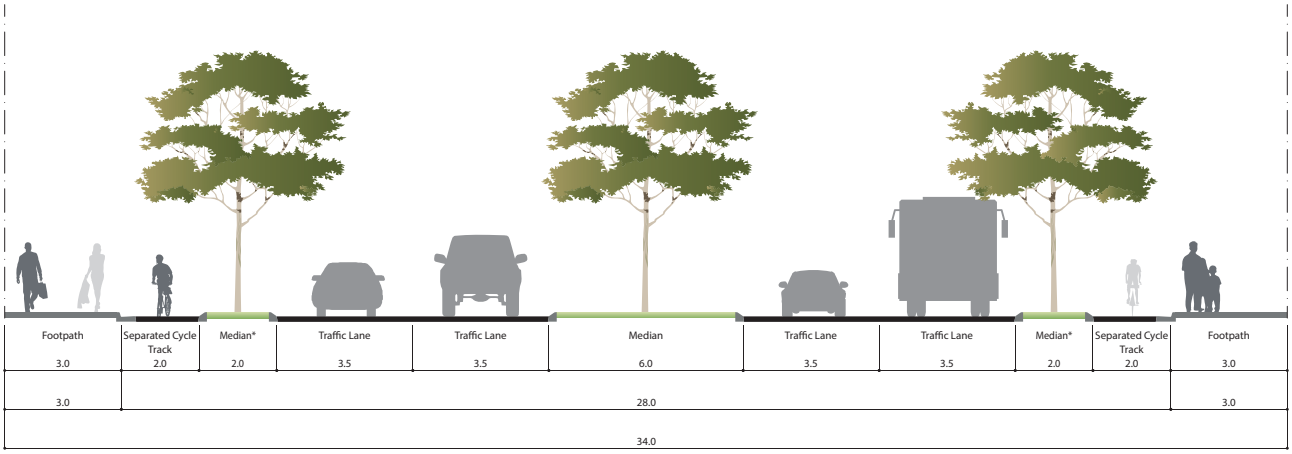


Figure 9B: Demonstration example - centre connector (no parking)

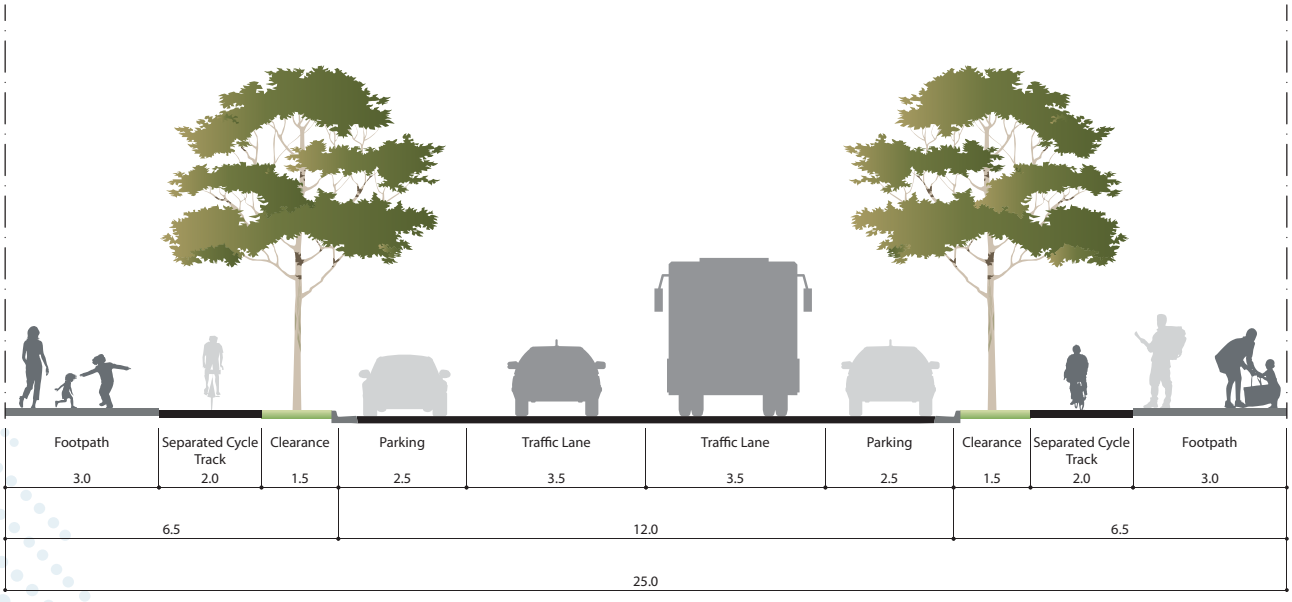


Centre access street

Table 7 Centre access street characteristics

Street type	Centre access street (Fig 10)
Function	Centre access streets provide direct property access to commercial centre activities, and support a high level of pedestrian and cycle activity.
Traffic volume	‹ 7,500 vpd
Reservation	25 m
Median	No
Trafficable lanes	3.5 m in each direction
Parking	2.5 m minimum on both sides
Footpath	3 m both sides
Bus route	Not usually permitted
Cycleway	2 m one-way separated cycle track in each verge
Property access	Direct property access
Traffic calming	No
Kerb type	Upright
Posted speed	Default 50 km/h, unless signed otherwise
Intersection spacing	100 metres minimum

Figure 10: Demonstration example - centre access street

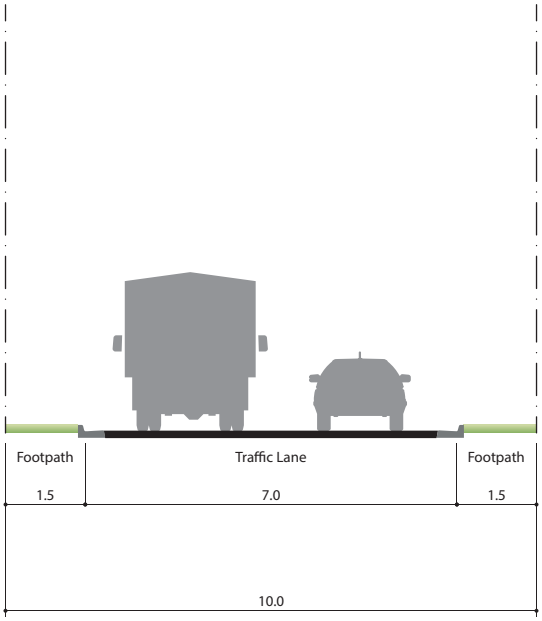


Centre lane

Table 8 Centre lane characteristics

Street type	Centre lane (Fig 11)
Function	Centre lanes provide access to the rear of buildings, including access for loading and delivery vehicles. Centre lanes are not intended as an alternative route option for through traffic, and should not be designed as such.
Traffic volume	‹ 1,000 vpd
Reservation	10 m
Median	No
Trafficable lanes	3.5 m in each direction
Parking	No, short-term loading/unloading excepted
Footpath	1.5 m both sides
Bus route	No
Cycleway	No
Property access	Direct property access
Traffic calming	No
Kerb type	Flush
Posted speed	Default 50 km/h, unless signed otherwise.
Intersection spacing	50 metres minimum

Figure 11: Demonstration example - Centre lane



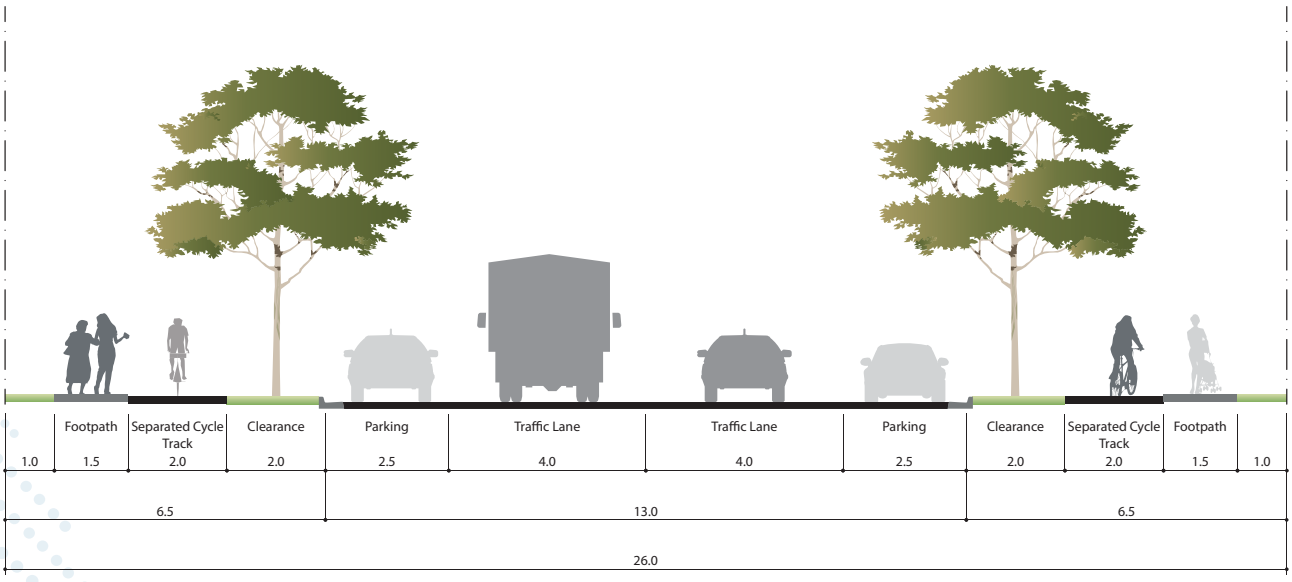
Industrial street network

Industrial connector street

Table 9 Industrial connector street characteristics

Street type	Industrial connector street (Fig 12)
Function	Provide routes via access streets to industrial destinations. Low requirement for cyclists and pedestrians accessibility.
Traffic volume	‹ 7,500 vpd
Reservation	26 m
Median	No
Trafficable lanes	4 m in each direction
Parking	2.5 m parking lane both sides
Footpath	1.5 m on both sides
Bus route	No
Cycleway	No
Property access	Limited direct access
Traffic calming	No
Kerb type	Upright
Posted speed	60 km/h
Intersection spacing	150 metres minimum

Figure 12: Demonstration example - industrial connector

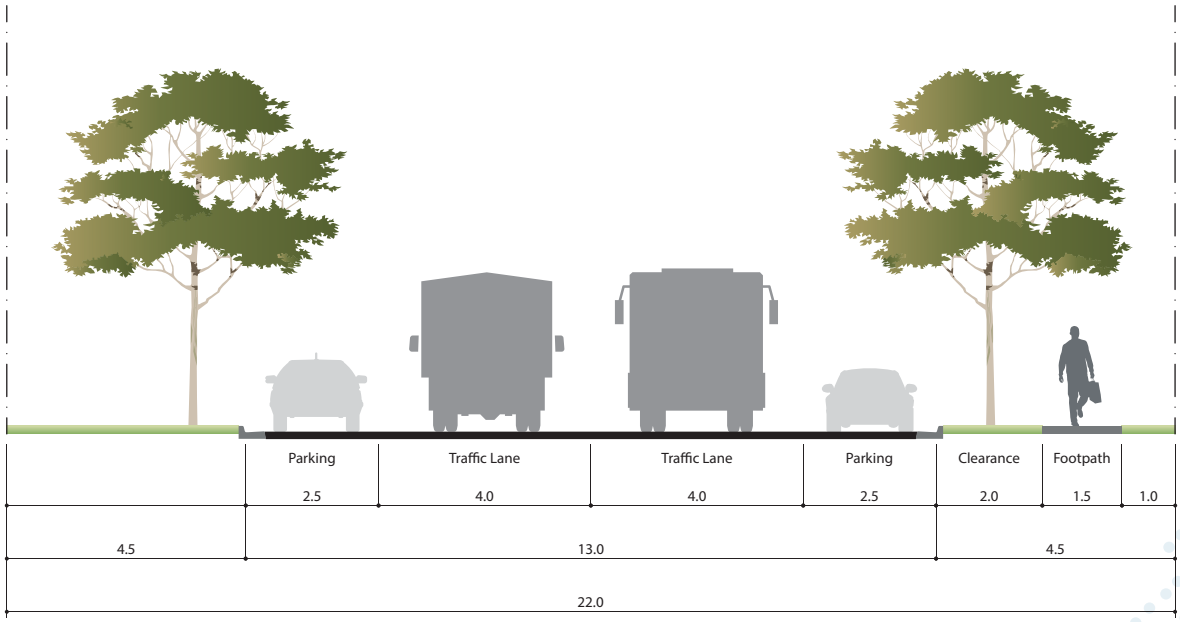


Industrial access street

Table 10 Industrial access street characteristics

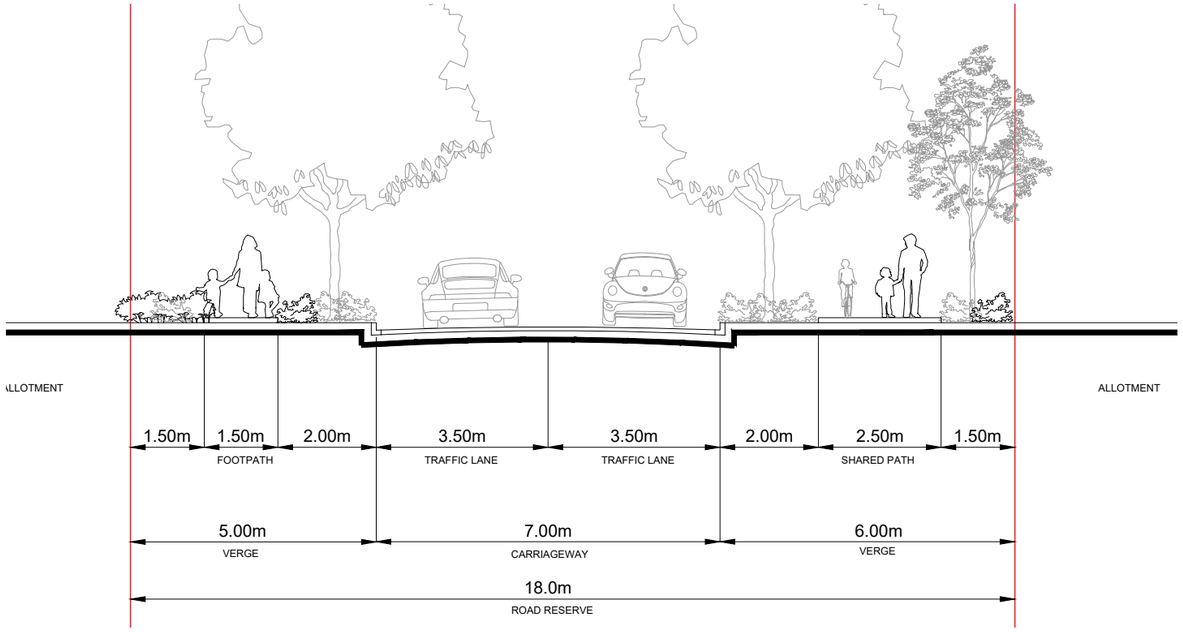
Street type	Industrial Access Street (Fig 13)
Function	Industrial access streets provide direct access to properties. Parking lanes are to be provided on both sides to cater for employees and a footpath on one side of the street.
Traffic volume	‹ 3,000 vpd
Reservation	22 m
Median	No
Trafficable lanes	4.0 m in each direction
Parking	2.5 m parking lane both sides
Footpath	1.5 m minimum on one side
Bus route	No
Cycleway	No
Property access	Direct property access
Traffic calming	No
Kerb type	Upright
Posted speed	Default 50 km/h, unless signed otherwise
Intersection spacing	100 metres minimum

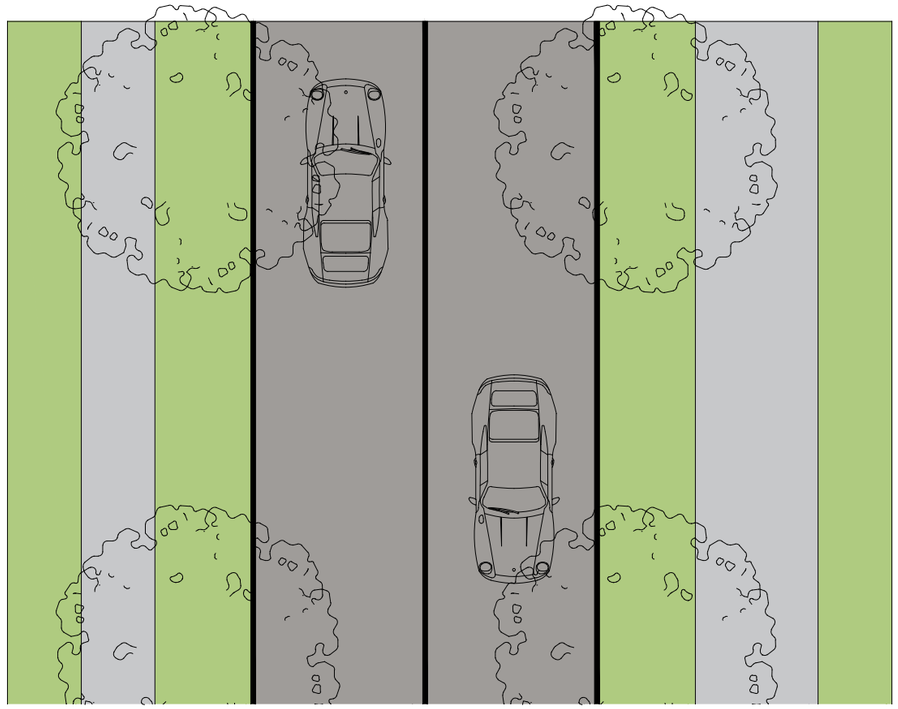
Figure 13: Demonstration example - industrial access street



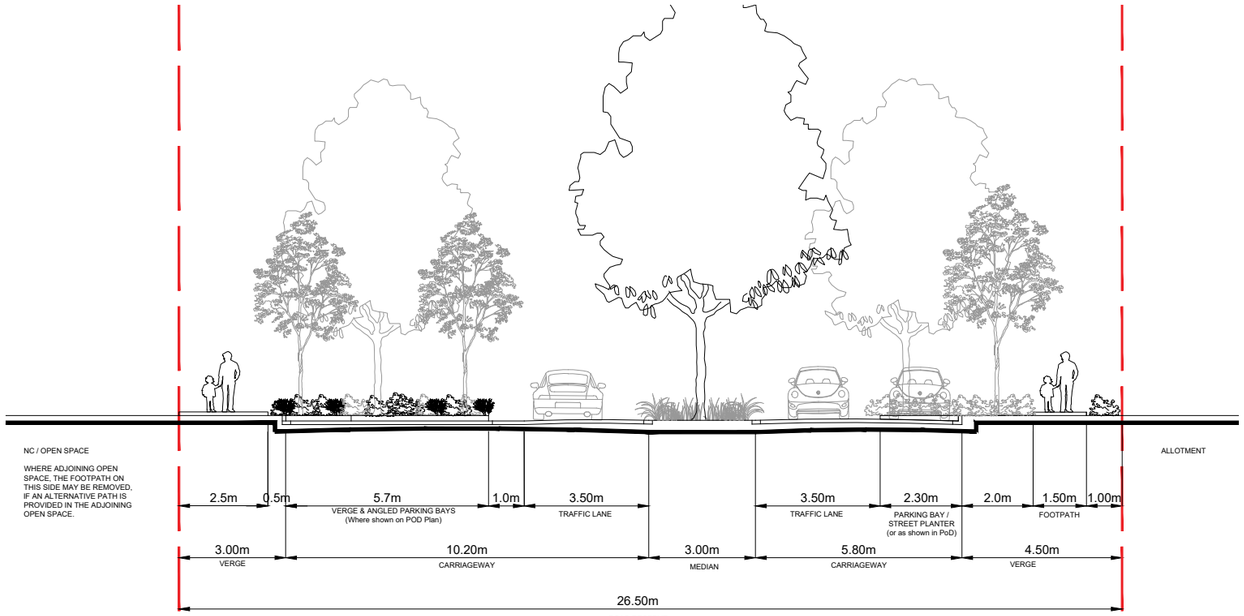
APPENDIX C – PROPOSED ROAD CROSS SECTIONS

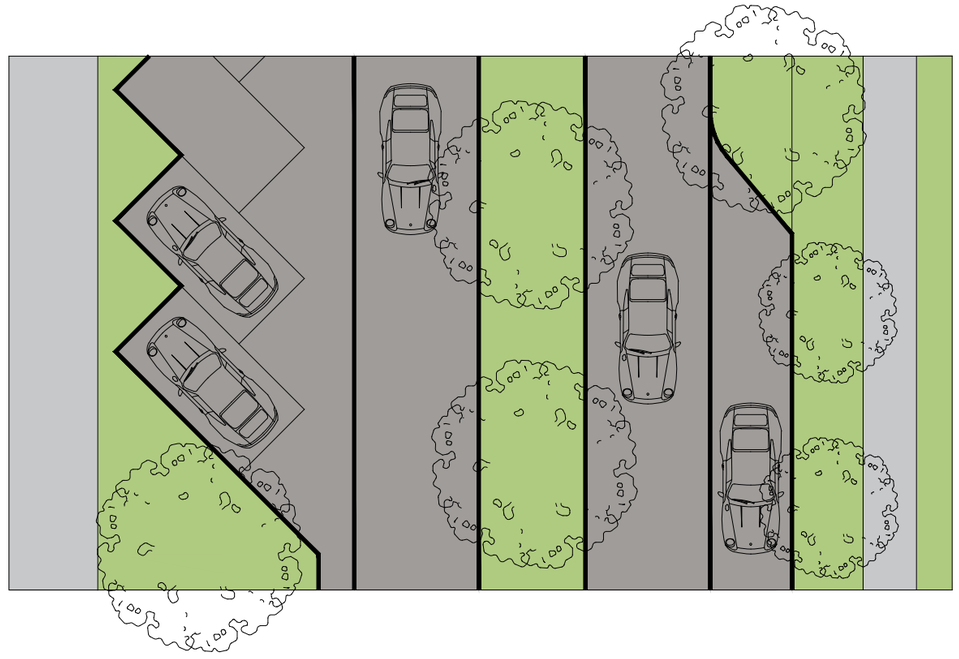
NEIGHBOURHOOD CONNECTOR C
18.0M





NEIGHBOURHOOD CONNECTOR D
26.5M



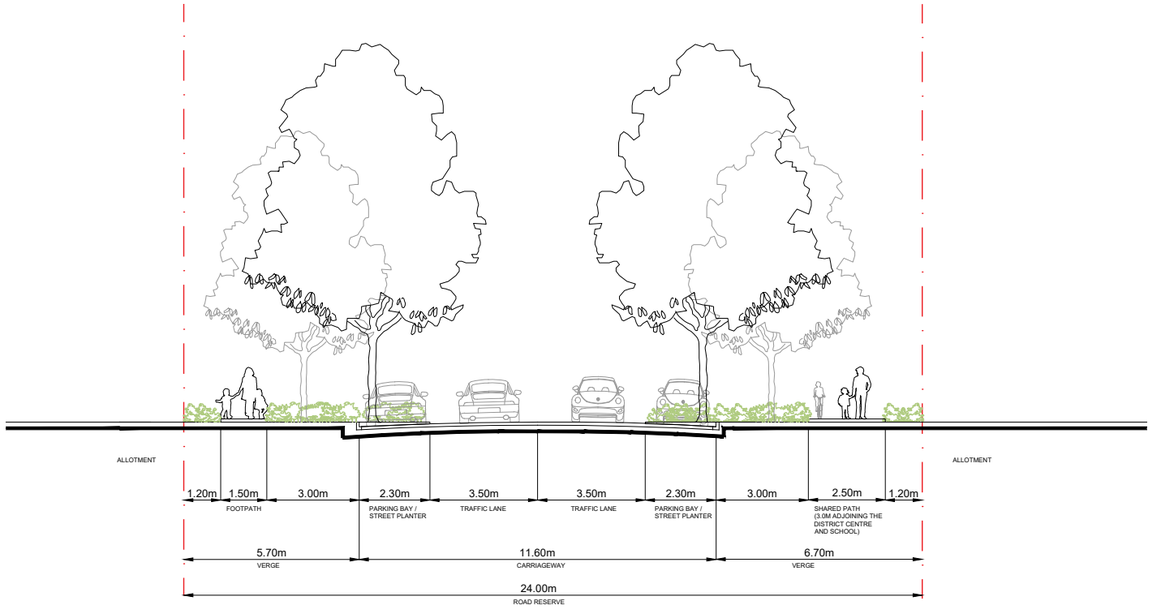


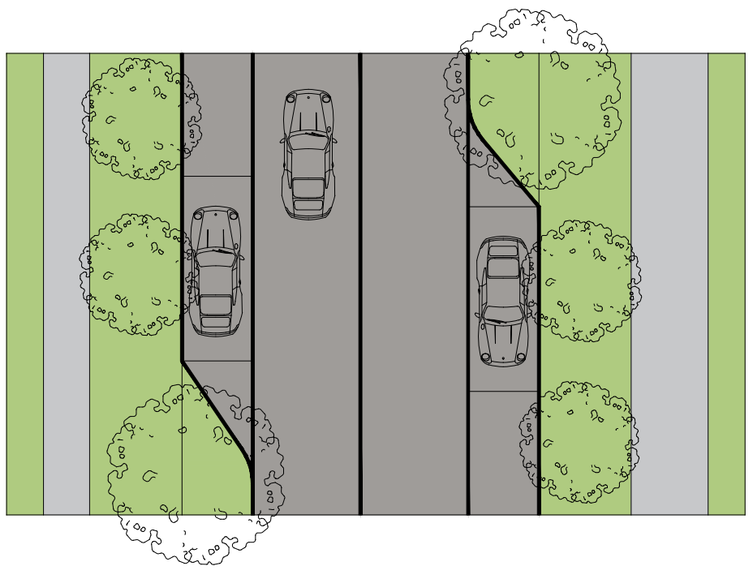
URBIS

AURA - Precinct 11, 12 & 14 (Parts)
SECTIONS

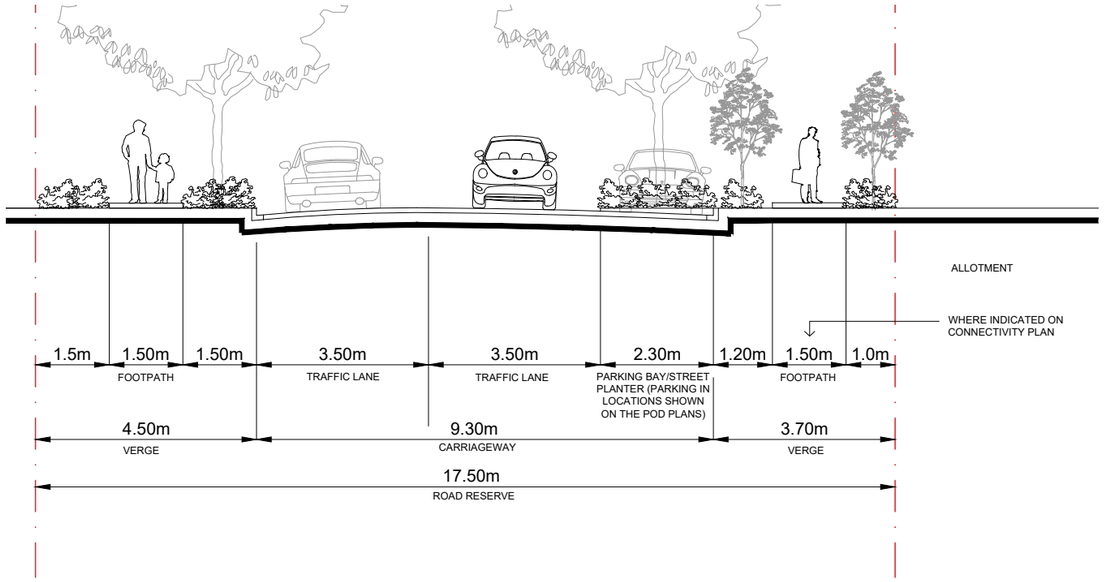
DATE: 25.03.26
JOB NO: P0004909
DWG NO: SEC-07

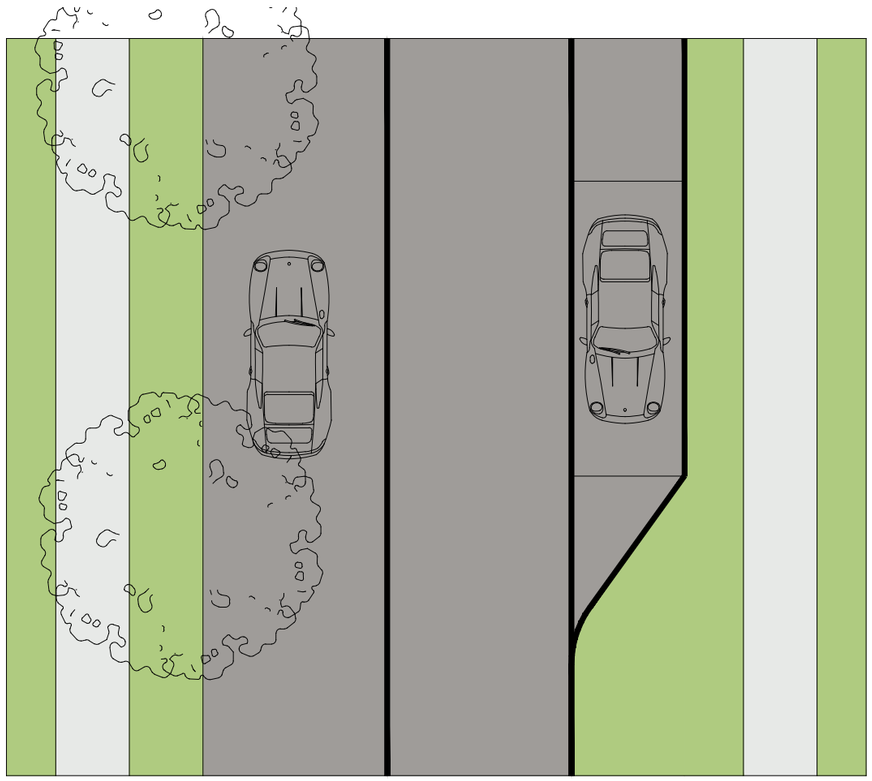
NEIGHBOURHOOD CONNECTOR E
24.0M





ACCESS STREET A
17.5M



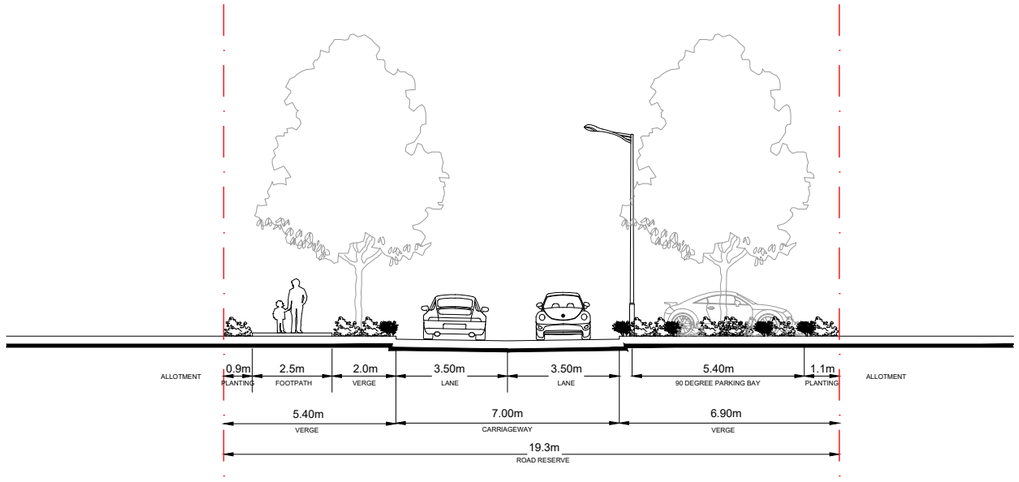


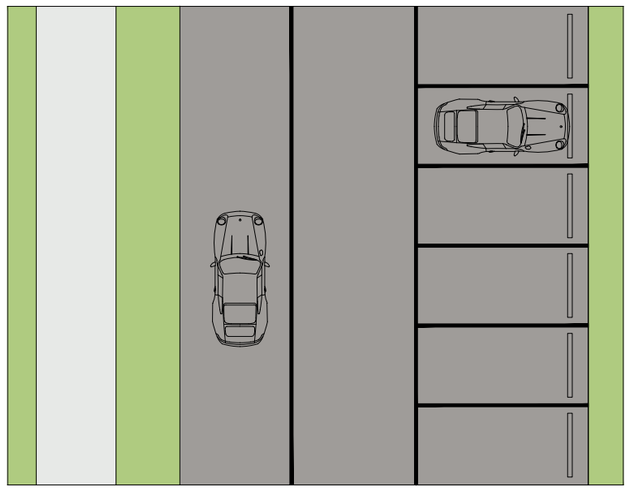
URBIS

AURA - Precinct 11, 12 & 14 (Parts)
SECTIONS

DATE: 25.03.26
JOB NO: P0004909
DWG NO: SEC-08

ACCESS STREET J
19.3M



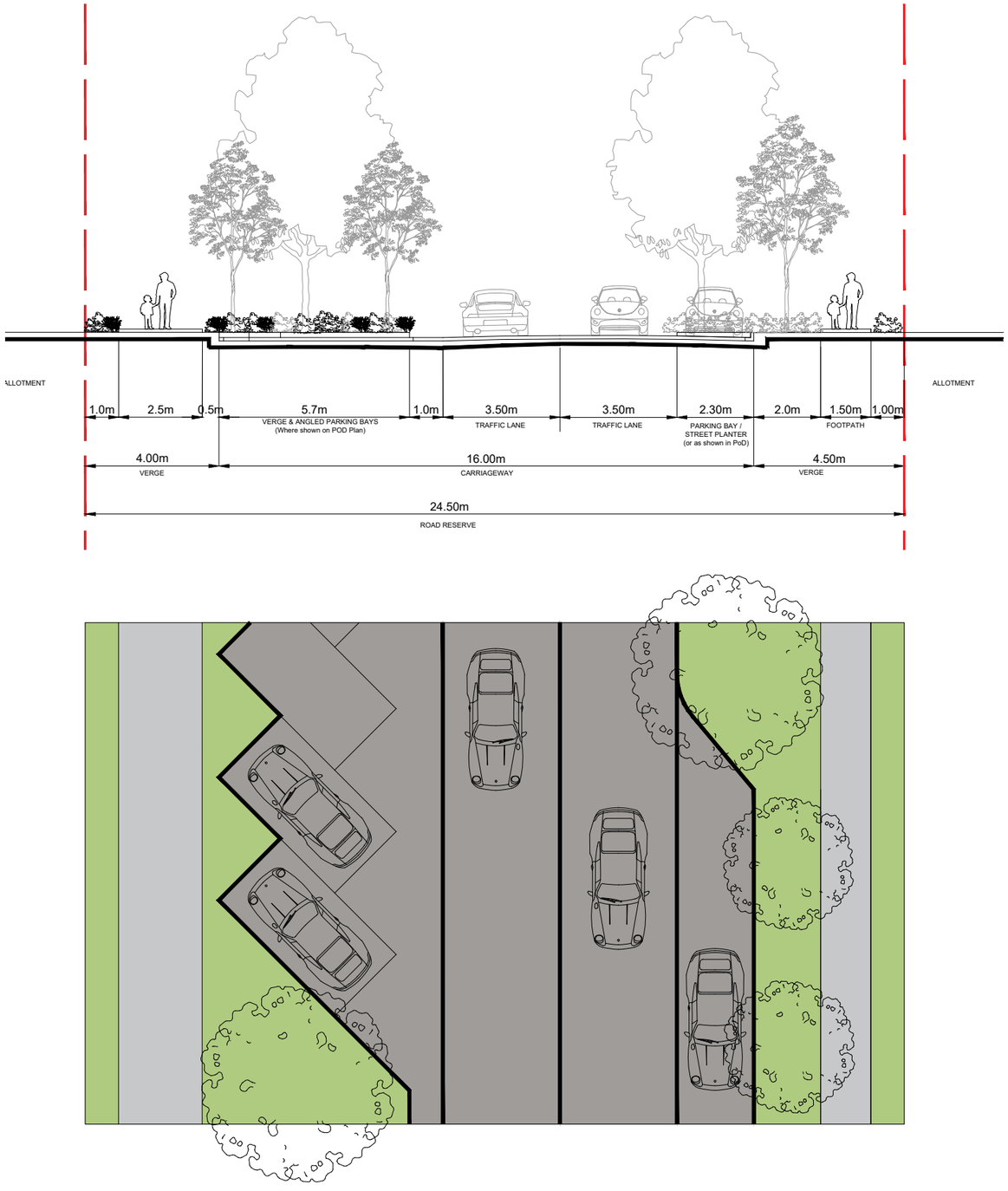


URBIS

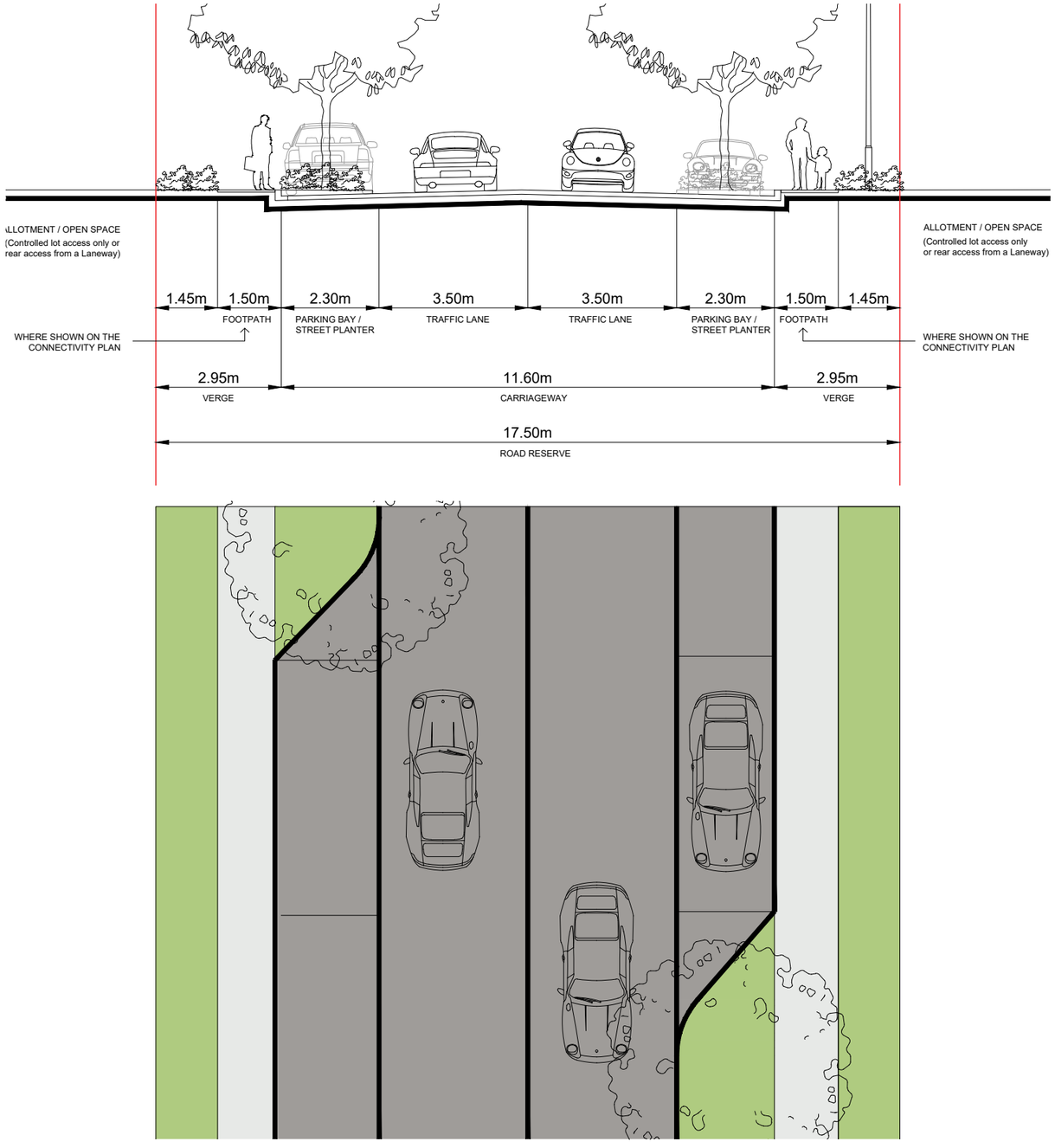
AURA - Precinct 11, 12 & 14 (Parts)
SECTIONS

DATE: 25.03.26
JOB NO: P0004909

ACCESS STREET I
24.5M



ACCESS STREET - URBAN A
17.5M

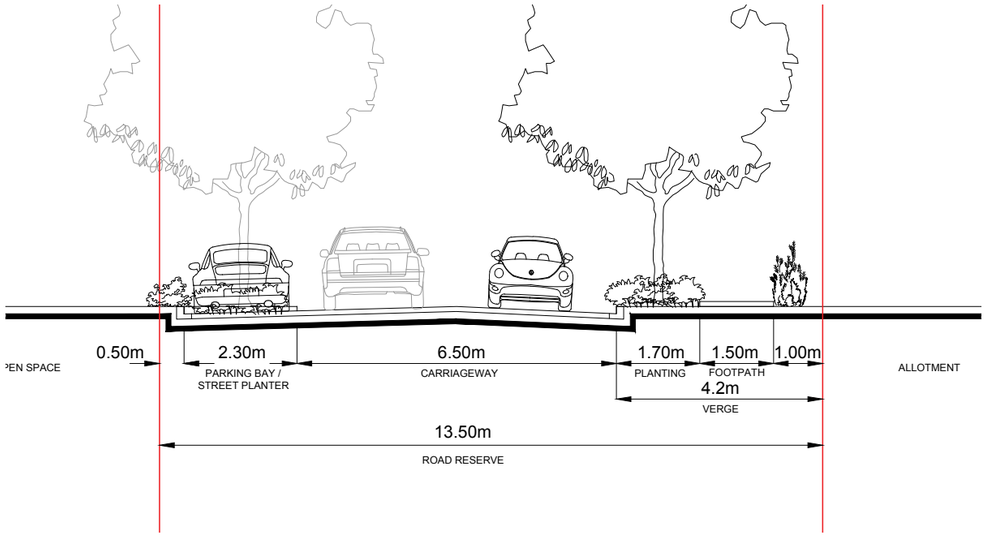


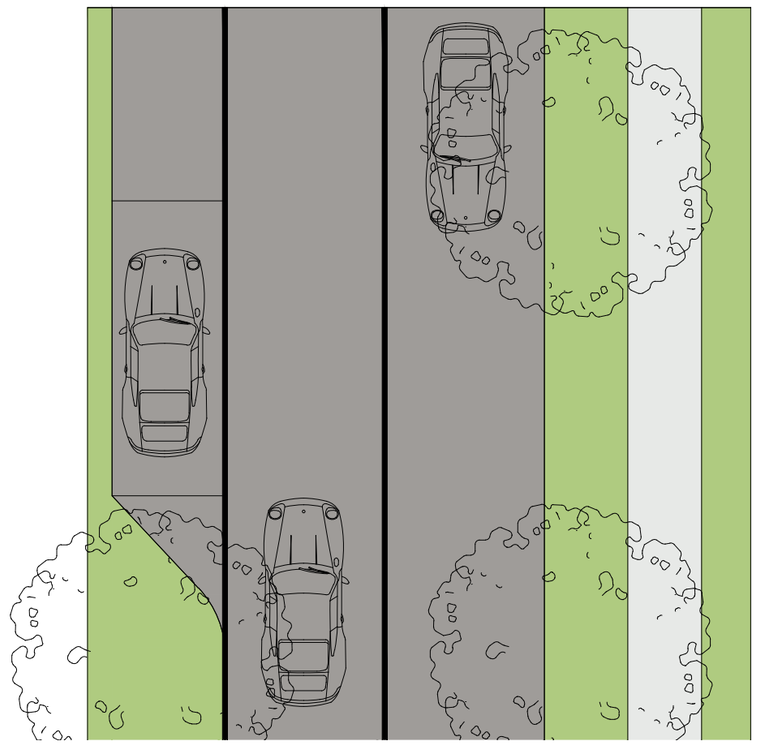
URBIS

AURA - Precinct 11, 12 & 14 (Parts)
SECTIONS

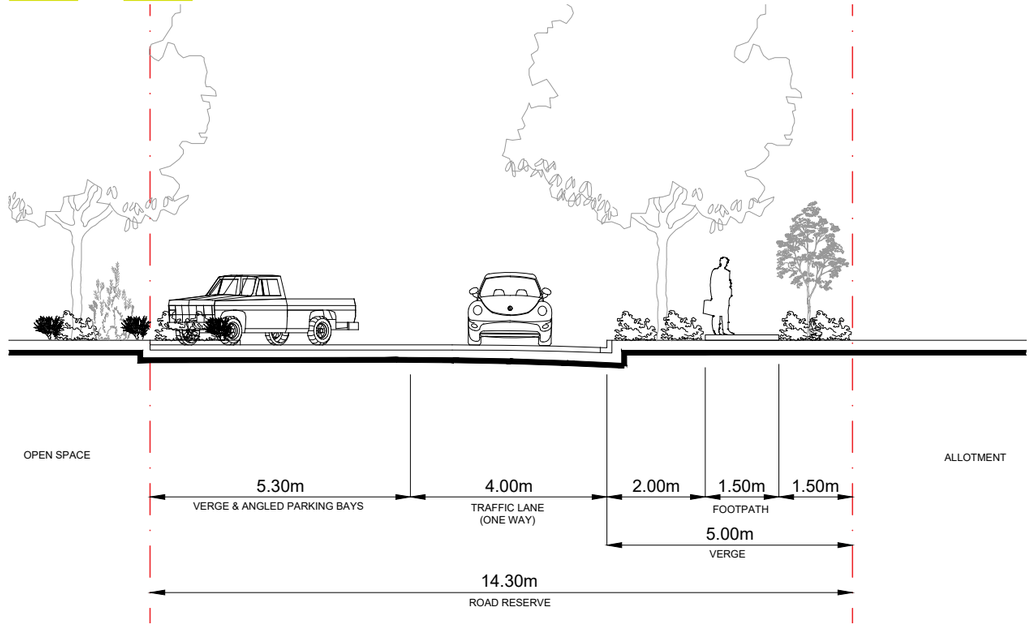
DATE: 25.03.26
JOB NO: P0004909
DWG NO: SEC-11

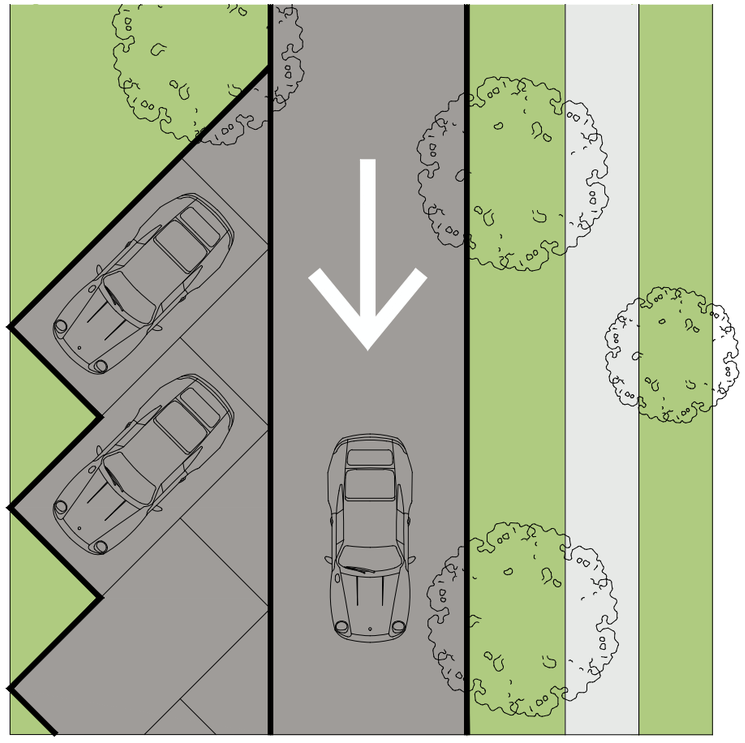
ACCESS STREET - ESPLANADE 13.5M





ACCESS STREET - URBAN ESPLANADE 14.3M





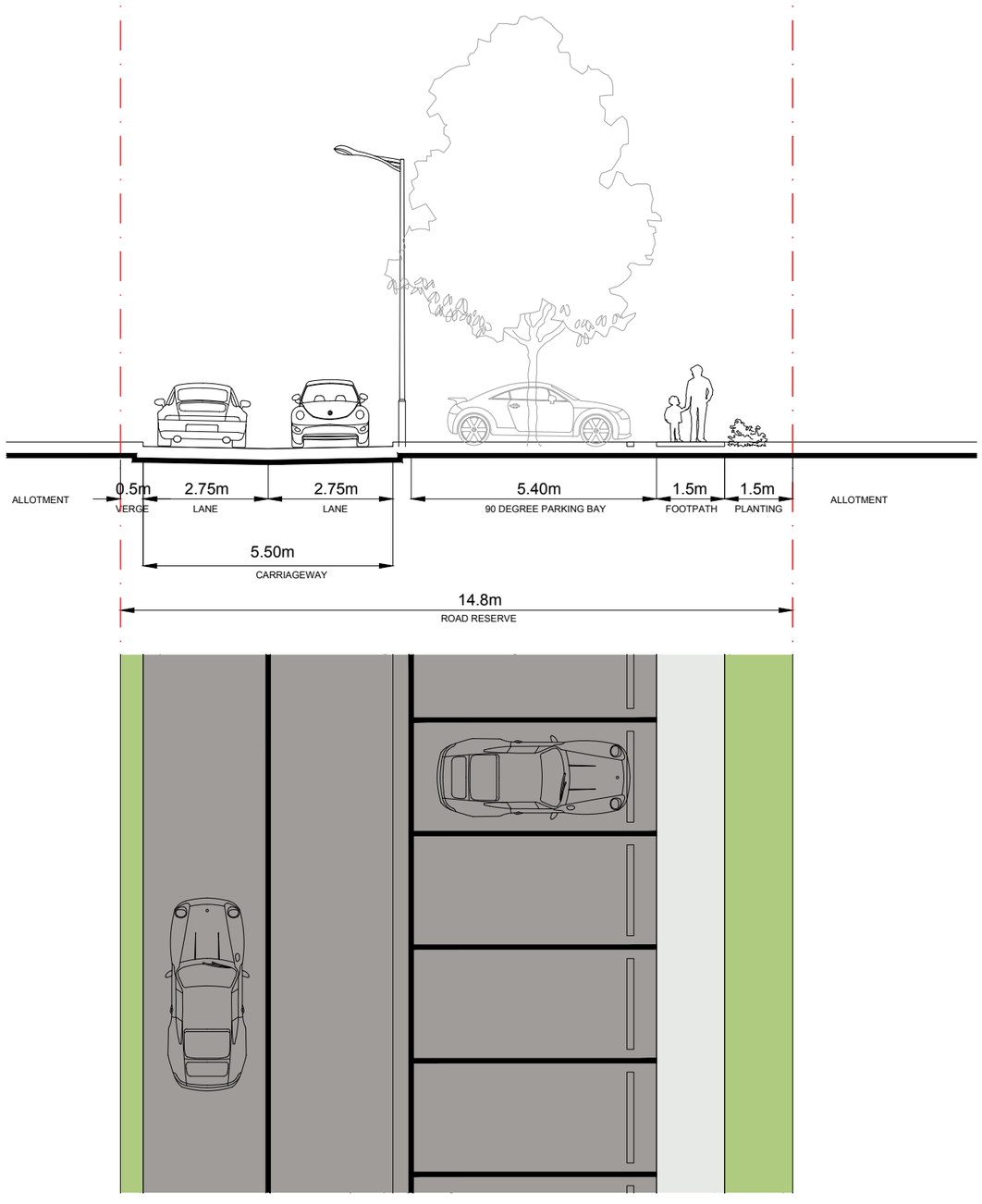
URBIS

rps MAKING COMPLEX EASY

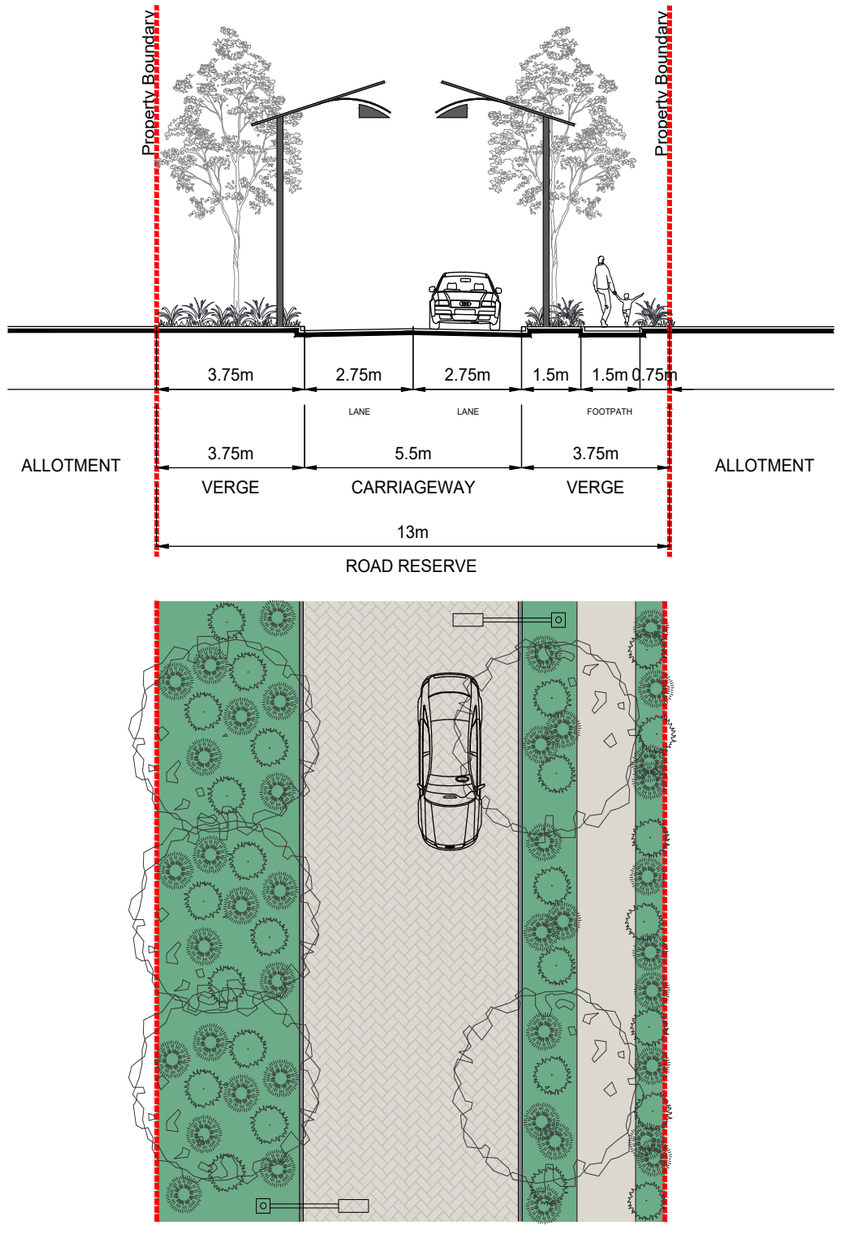
AURA - Precinct 11, 12 & 14 (Parts)
SECTIONS

DATE: 25.03.26
JOB NO: P0004909
DWG NO: SEC-13

LANEWAY LINK
14.8M



LANEWAY LINK B
13.0M



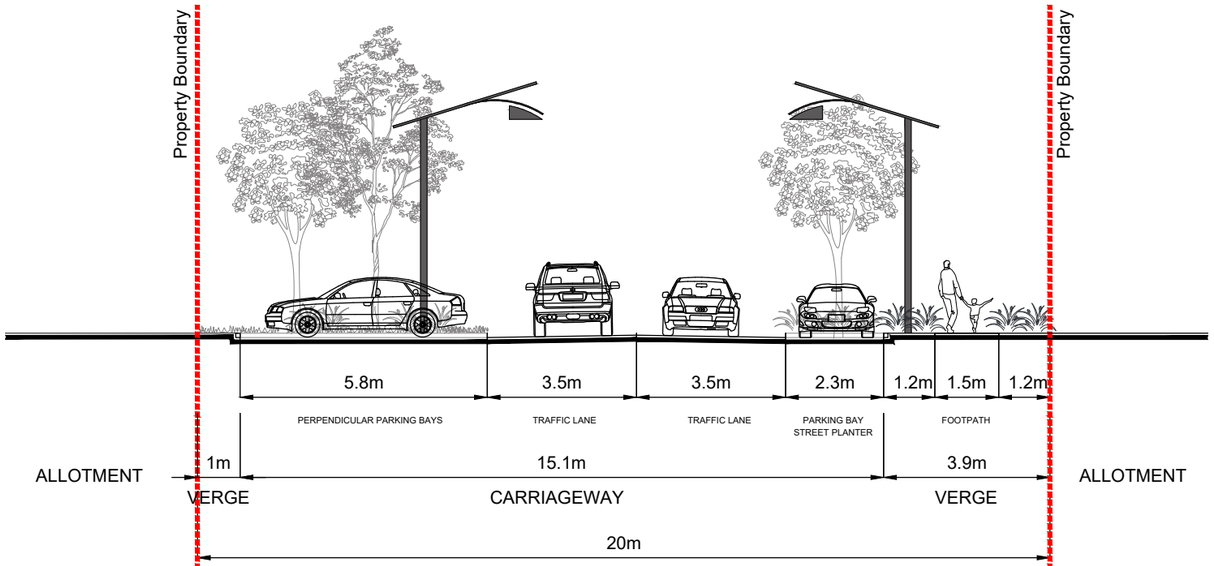
URBIS

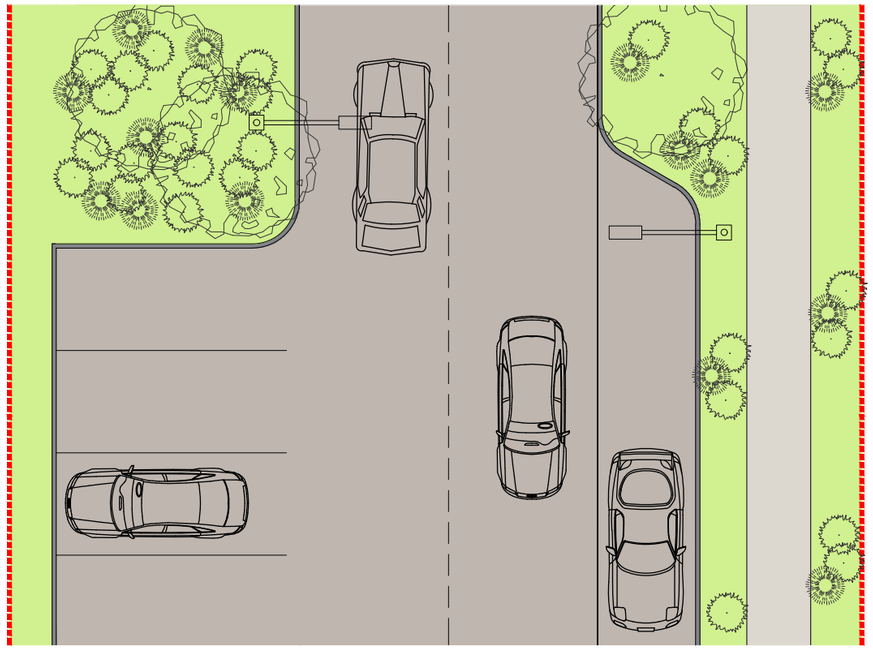
rps MAKING COMPLEX EASY

AURA - Precinct 11, 12 & 14 (Parts)
SECTIONS

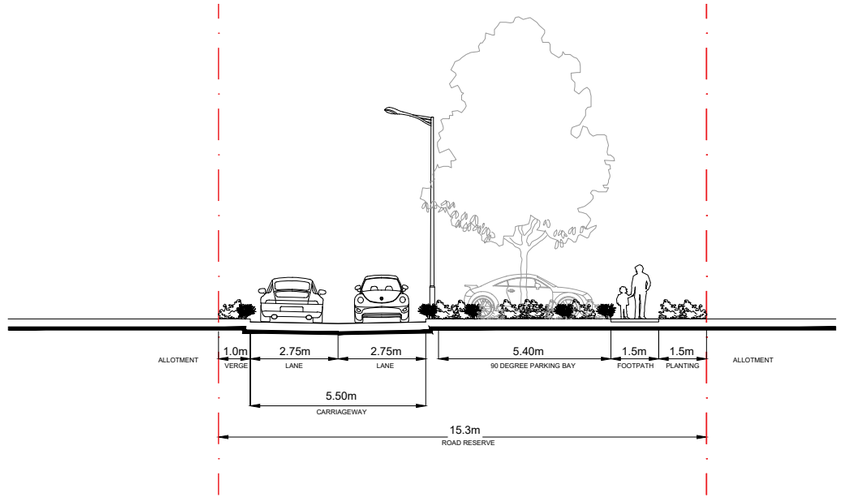
DATE: 25.03.26
JOB NO: P0004909
DWG NO: SEC-16

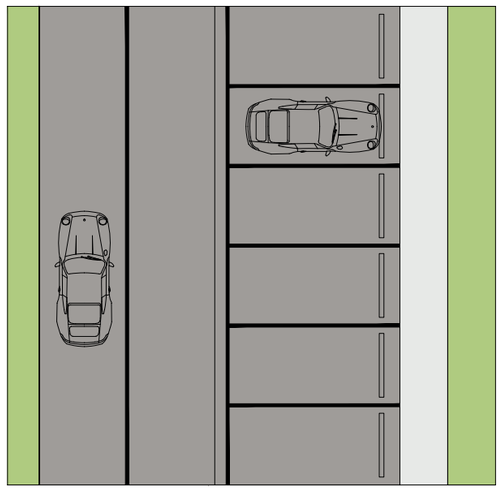
LANEWAY LINK - C
20.0M





LANEWAY LINK - D
15.3M



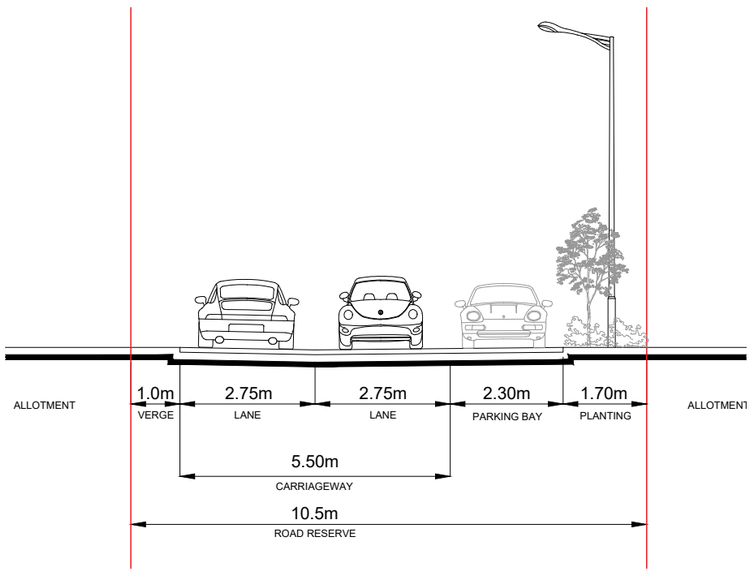


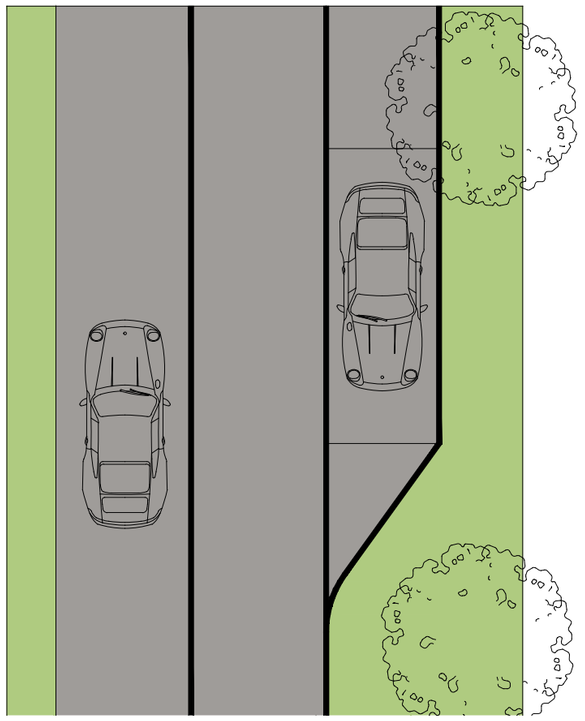
URBIS

AURA - Precinct 11, 12 & 14 (Parts)
SECTIONS

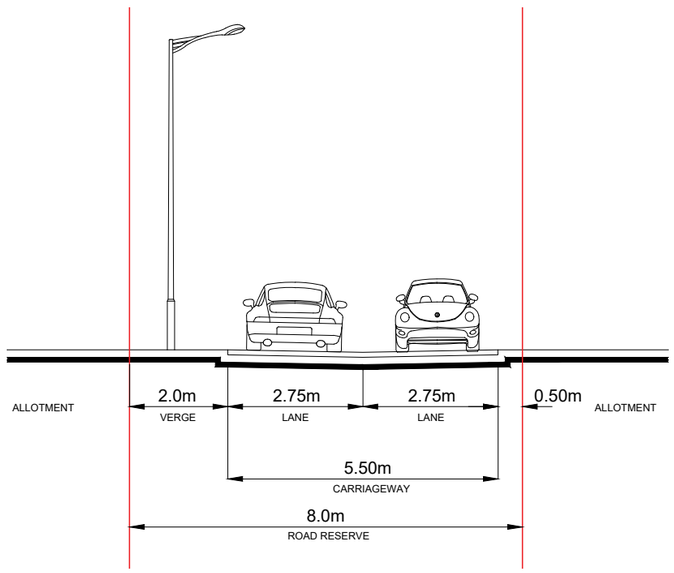
DATE: 25.03.26
JOB NO: P0004909
DWG NO: SEC-17

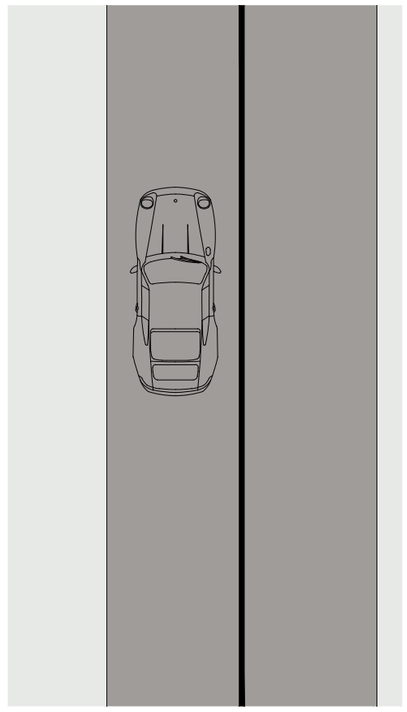
LANEWAY
10.5M



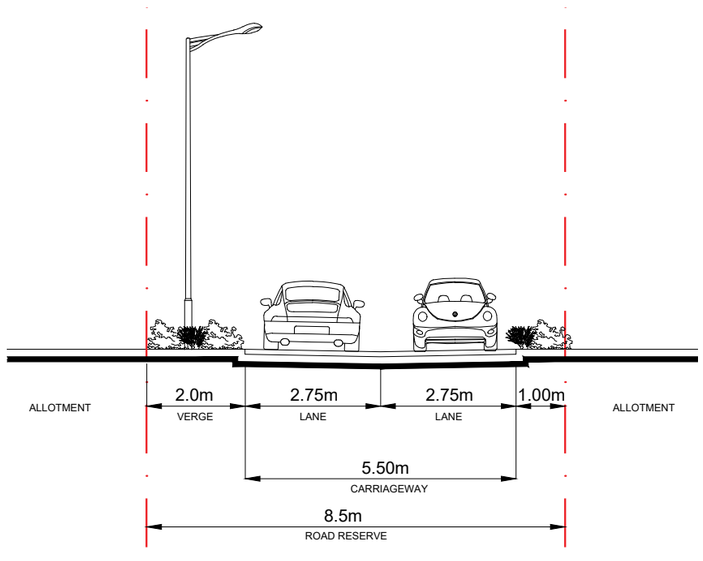


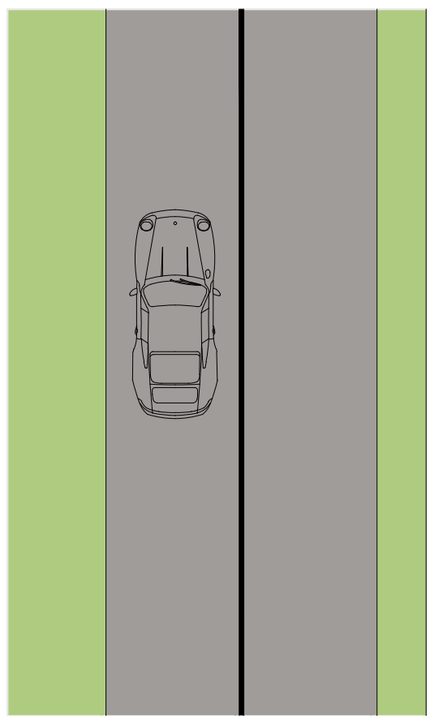
LANEWAY
8.0M





LANEWAY
8.5M





URBIS

AURA - Precinct 11, 12 & 14 (Parts)
SECTIONS

DATE: 25.03.26
JOB NO: P0004909

APPENDIX D – SWEPT PATH ASSESSMENT

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION
20/08/2025

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE

URBIS

AURA INNOVATION PRECINCT

SOUTHERN SHARED CROSSOVERS - SWEPT PATH ANALYSIS

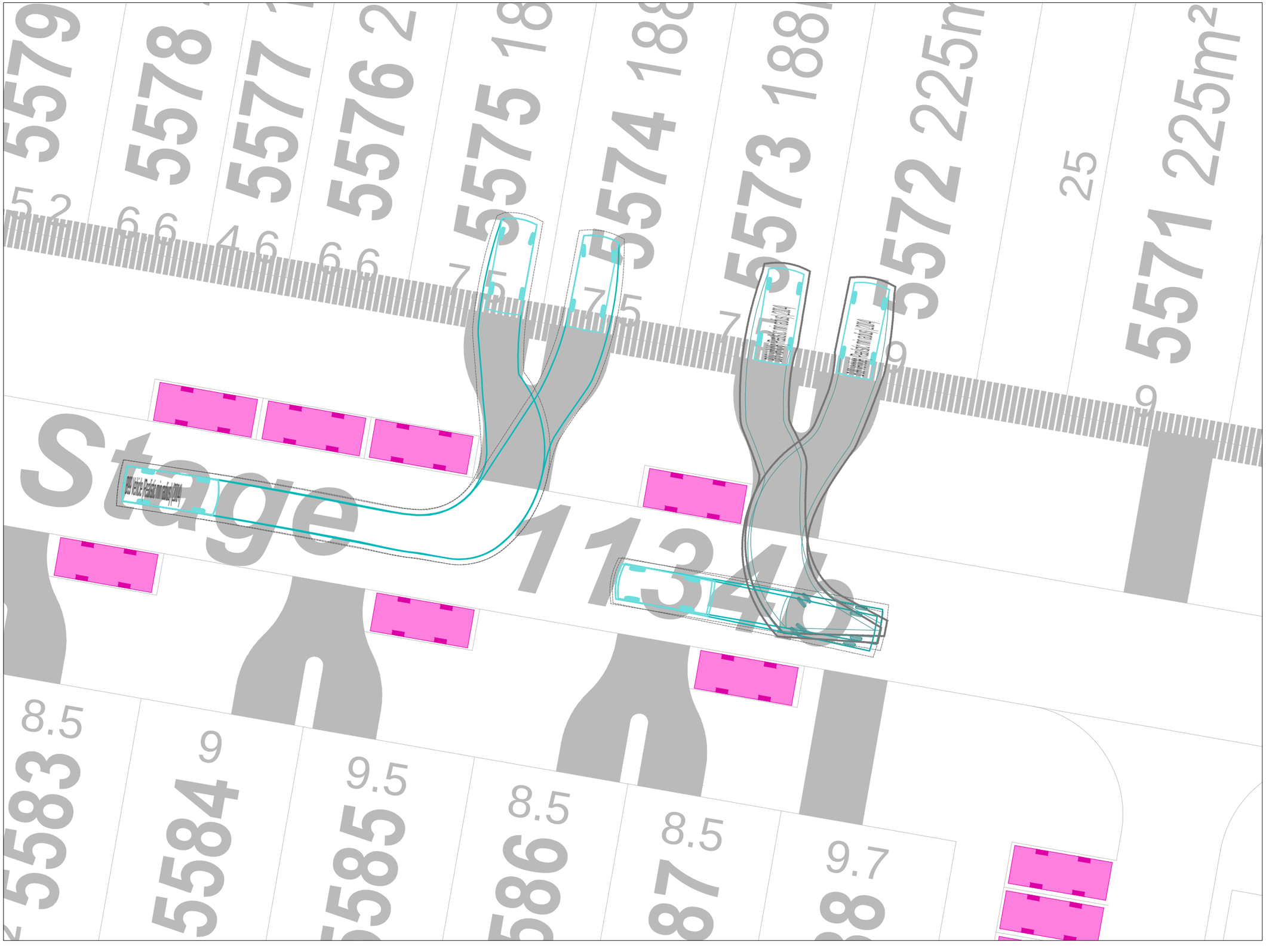
Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

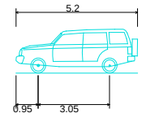
REV	DESCRIPTION	DWN	CHK	DATE
B	UPDATED PLANS	R.P.	A.J.	20.08.2025
A	ORIGINAL ISSUE	R.P.	A.J.	13.05.2025

CLIENT
STOCKLAND

1:100 @ A3
0 1 2m

PROJECT NO. P0053074
DATE 20.08.2025
DRAWING NO. SK07
REVISION B





B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION
20/08/2025

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IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE

URBIS

AURA INNOVATION PRECINCT

NORTHERN SHARED CROSSOVERS - SWEPT PATH ANALYSIS

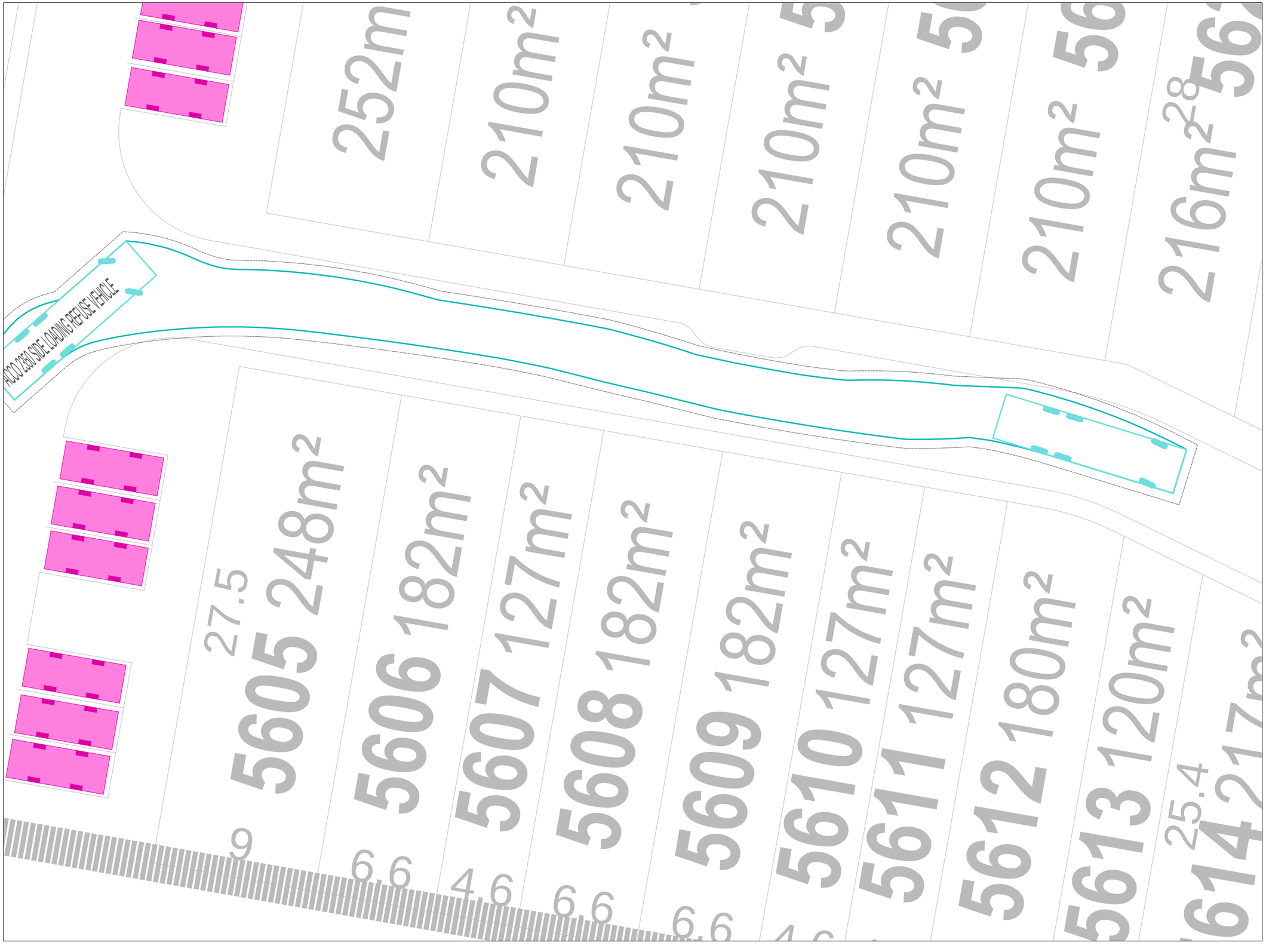
Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

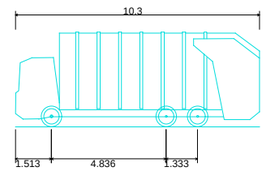
REV	DESCRIPTION	DWN	CHK	DATE
B	UPDATED PLANS	R.P.	A.J.	20.08.2025
A	ORIGINAL ISSUE	R.P.	A.J.	13.05.2025

CLIENT
STOCKLAND

1:200 @ A3
0 1 2 3 4 5m

PROJECT NO. P0053074
DATE 20.08.2025
DRAWING NO. SK08
REVISION B





ACCO 2350 SIDE LOADING REFUSE VEHICLE

Overall Length	10.300m
Overall Width	2.500m
Overall Body Height	4.000m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.000m

PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION
26/11/2025

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IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE

URBIS

AURA INNOVATION PRECINCT

TYPICAL ON-STREET REFUSE COLLECTION - SWEPT PATH ANALYSIS

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
A	ORIGINAL ISSUE	R.P.	A.J.	26.11.2025

CLIENT

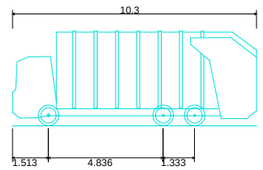
STOCKLAND

1:200 @ A3

0 1 2 3 4 5m

PROJECT NO.	DATE
P0053074	26.11.2025

DRAWING NO.	REVISION
SK09	A



ACCO 2350 SIDE LOADING REFUSE VEHICLE

Overall Length	10.300m
Overall Width	2.500m
Overall Body Height	4.000m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.000m

PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION
21/01/2026

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE

URBIS

AURA INNOVATION PRECINCT

TYPICAL ON-STREET REFUSE COLLECTION - SWEPT PATH ANALYSIS

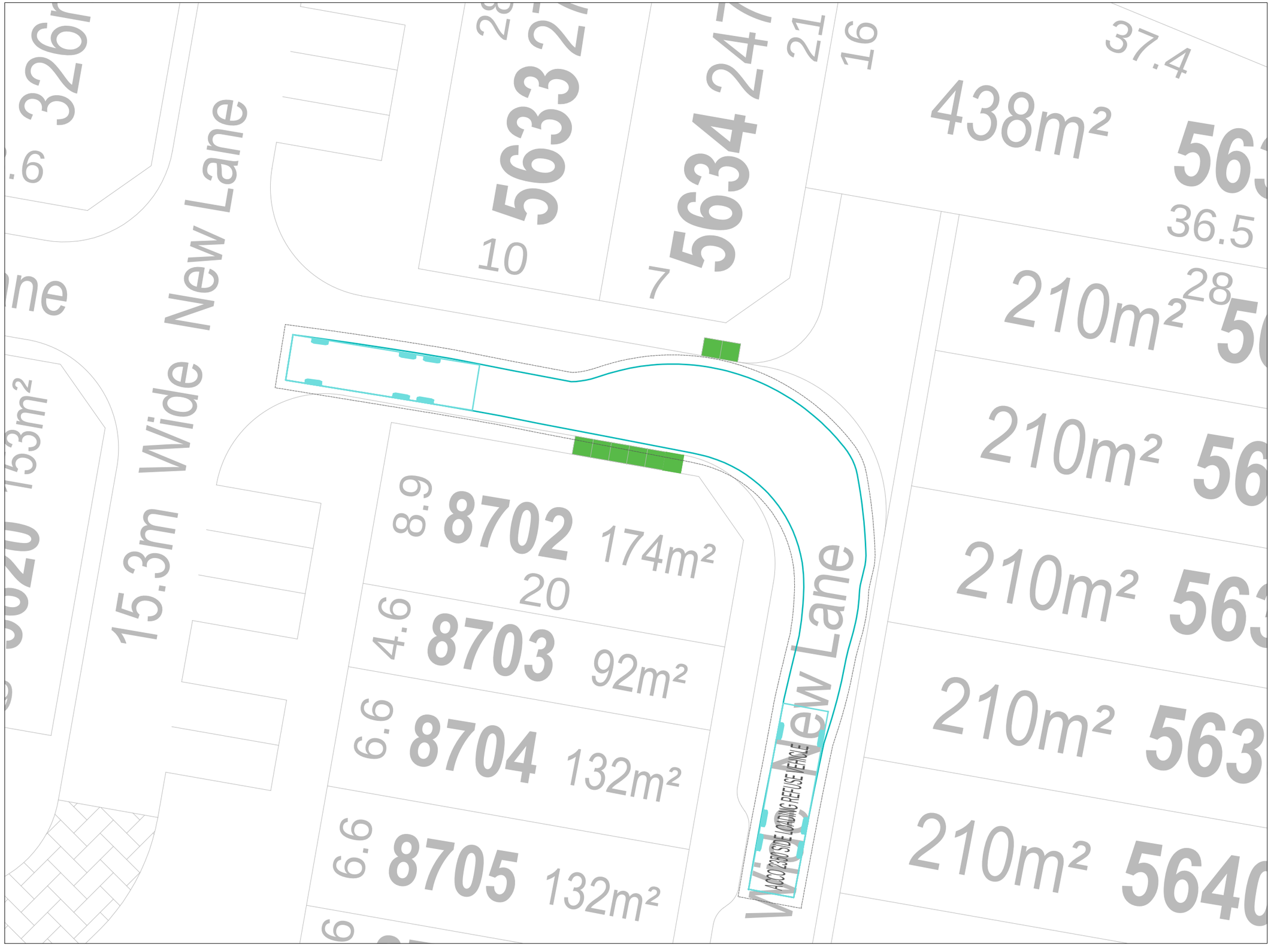
Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

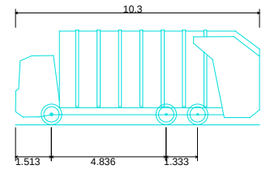
REV	DESCRIPTION	DWN	CHK	DATE
B	IR RESPONSE	R.P.	A.J.	21.01.2026
A	ORIGINAL ISSUE	R.P.	A.J.	26.11.2025

CLIENT
STOCKLAND

1:200 @ A3
0 1 2 3 4 5m

PROJECT NO. P0053074
DATE 21.01.2026
DRAWING NO. SK09
REVISION B





ACCO 2350 SIDE LOADING REFUSE VEHICLE

Overall Length	10.300m
Overall Width	2.500m
Overall Body Height	4.000m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.000m

PRELIMINARY ADVICE ONLY
NOT FOR CONSTRUCTION
21/01/2026

ALL DRAWINGS ARE DESIGNED TO BE PRINTED AND READ IN COLOUR

IT IS THE CONTRACTORS' RESPONSIBILITY TO PRINT DRAWINGS IN COLOUR TO AVOID ANY POTENTIAL DISCREPANCIES IF DRAWINGS ARE PRINTED IN BLACK AND WHITE

URBIS

AURA INNOVATION PRECINCT

TYPICAL ON-STREET REFUSE COLLECTION - SWEPT PATH ANALYSIS

Level 32, 300 George Street | Brisbane QLD 4000 Australia | +61 7 3007 3800 | URBIS Pty Ltd | ABN 50 105 256 228

REV	DESCRIPTION	DWN	CHK	DATE
A	ORIGINAL ISSUE	R.P.	A.J.	21.01.2026

CLIENT
STOCKLAND

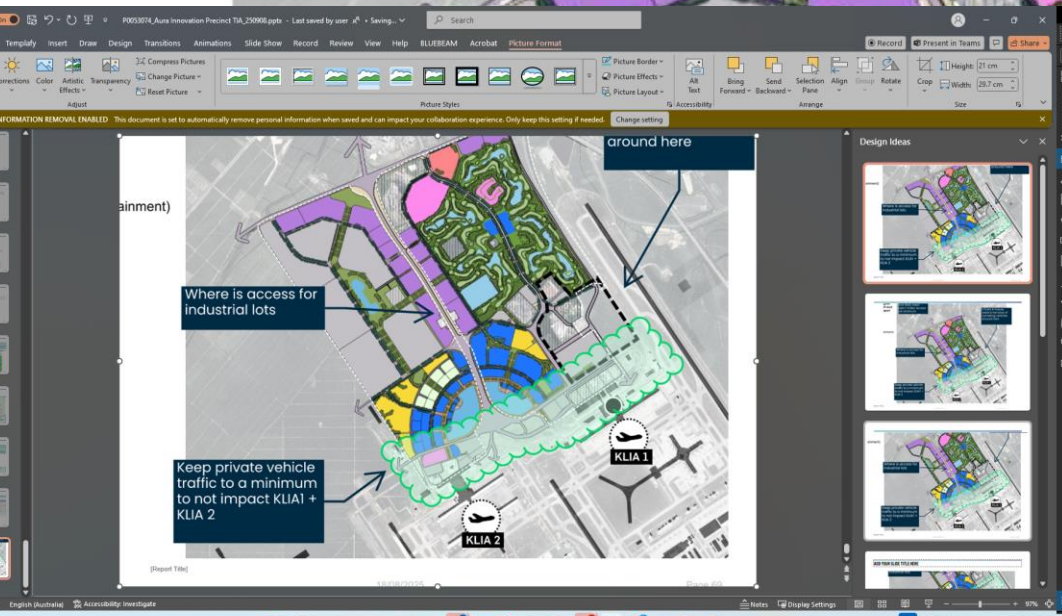
1:200 @ A3
0 1 2 3 4 5m

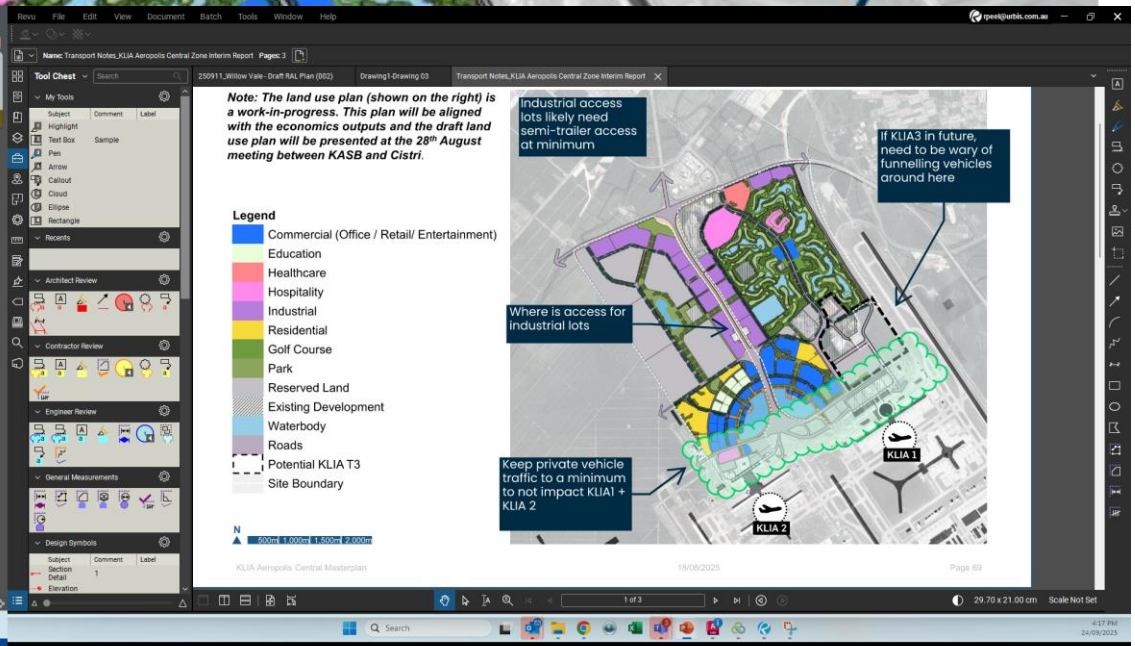
PROJECT NO. P0053074
DATE 21.01.2026
DRAWING NO. SK10
REVISION A

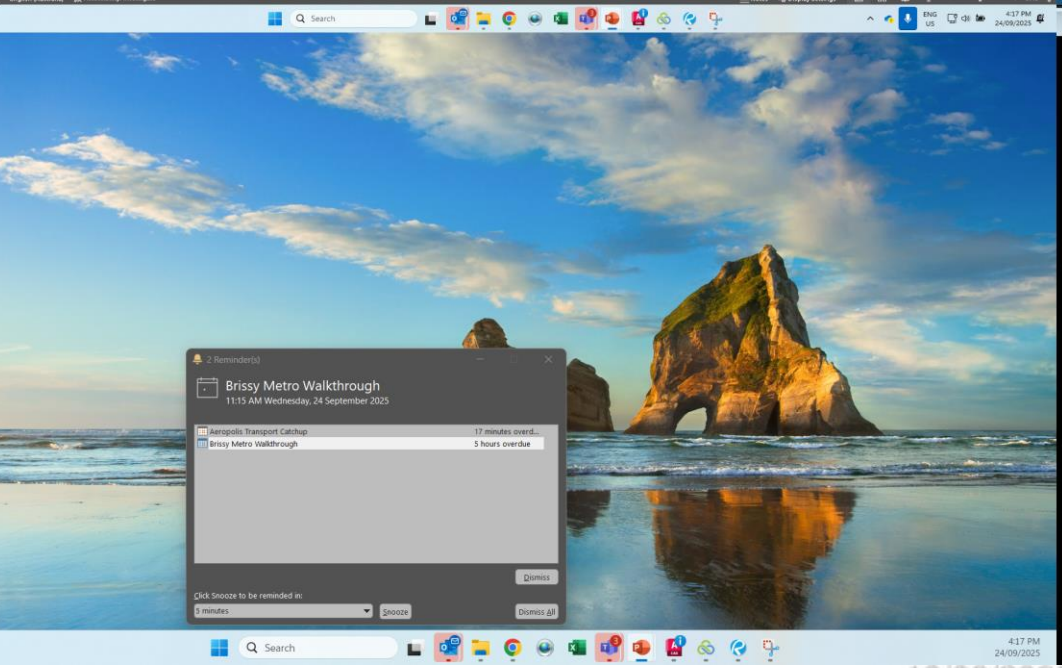
URBIS

URBIS.COM.AU


around here
ainment)


around here
ainment)
Where is access for industrial lots
Keep private vehicle traffic to a minimum to not impact KLIA1 + KLIA 2
KLIA 1
KLIA 2
Design Ideas


Note: The land use plan (shown on the right) is a work-in-progress. This plan will be aligned with the economics outputs and the draft land use plan will be presented at the 28th August meeting between KASB and Cistri.
Industrial access lots likely need semi-trailer access at minimum
If KLIA3 in future, need to be wary of funnelling vehicles around here
Legend
Commercial (Office / Retail/ Entertainment)
Education
Healthcare
Hospitality
Industrial
Residential
Golf Course
Park
Reserved Land
Existing Development
Waterbody
Roads
Potential KLIA T3
Site Boundary
Where is access for industrial lots
Keep private vehicle traffic to a minimum to not impact KLIA1 + KLIA 2
KLIA 1
KLIA 2


2 Reminder(s)
Brissy Metro Walkthrough
11:15 AM Wednesday, 24 September 2025
Aeropolis Transport Catchup
17 minutes overd...
Brissy Metro Walkthrough
5 hours overdue
Dismiss
Click Snooze to be reminded in:
5 minutes
Snooze
Dismiss All