

## Traffic Engineering Report

<b>To</b>	Asset Rich Finance Pty Ltd	<b>Date</b>	15 May 2026
<b>Prepared by</b>	Afaf El Harda, Modus Traffic and Transport Engineer	<b>Approved by</b>	Harj Singh, Modus Executive Director (RPEQ 22364)
<b>Location</b>	492 Vulture Street and 85 Linton Street, Kangaroo Point		
<b>Subject</b>	Proposed Development - Traffic Engineering Report		
<b>Status</b>	Final	<b>Attachments</b>	<b>Appendix A:</b> Development Plans <b>Appendix B:</b> Modus Traffic Plan <b>Appendix C:</b> Swept Path Assessment

## 1 Introduction

### 1.1 Overview

Modus has been commissioned by Asset Rich Finance Pty Ltd to provide traffic and transport advice in relation to the proposed development located at 492 Vulture Street and 85 Linton Street, Kangaroo Point.

This Traffic Engineering Report has been produced by Modus to assess the traffic and transport engineering items in support of the proposed development. A copy of the proposed development plans are provided at **Appendix A**.

Modus has completed this Traffic Engineering Report in accordance with the usual care and thoroughness of the consulting profession. The assessment is based on accepted traffic engineering practices and standards applicable at the time of undertaking the assessment. Modus disclaims responsibility for any changes to project planning or road conditions that may occur after completion of the assessment.

## 2 Existing Conditions

### 2.1 Site Location

The development site is located at 492 Vulture Street and 85 Linton Street, Kangaroo Point and is bounded by Linton Street to the north, Residential uses to the east, Vulture Street to the south and Residential / Commercial uses to the west.

Furthermore, the development site is currently zoned High Density Residential within the Brisbane City Council (BCC) Local Government Area and is also situated within the City Core.

Additionally, the development site currently accommodates a car parking lot with two (2) crossovers provided onto Linton Street and Vulture Street.

Figure 2-1 illustrates the development site location.

Figure 2-1 Development Site Location



## 2.2 Existing Road Network

Table 2-1 outlines characteristics of the existing road network in proximity to the development site.

Table 2-1 Key Road Characteristics

Road	Authority	Hierarchy	Speed Limit	Typical Form
Linton Street	Council	Neighbourhood Road	50 km/hr	Two lanes, undivided
Vulture Street	Council	Arterial Road	60 km/hr	Four lanes, undivided

## 2.3 Active and Public Transport Facilities

A dedicated pedestrian footpath is provided along the frontage of the site to connect to the wider pedestrian network. Additionally, there are no dedicated bicycle lanes provided along the frontage of the site.

Furthermore, there are nine (9) bus stops within a 400m radius (a comfortable 5-minute walk) of the development site. The nearest bus stop is located along Wellington Road approximately 106.3m east of the site.

## 3 Proposed Development

### 3.1 Overview

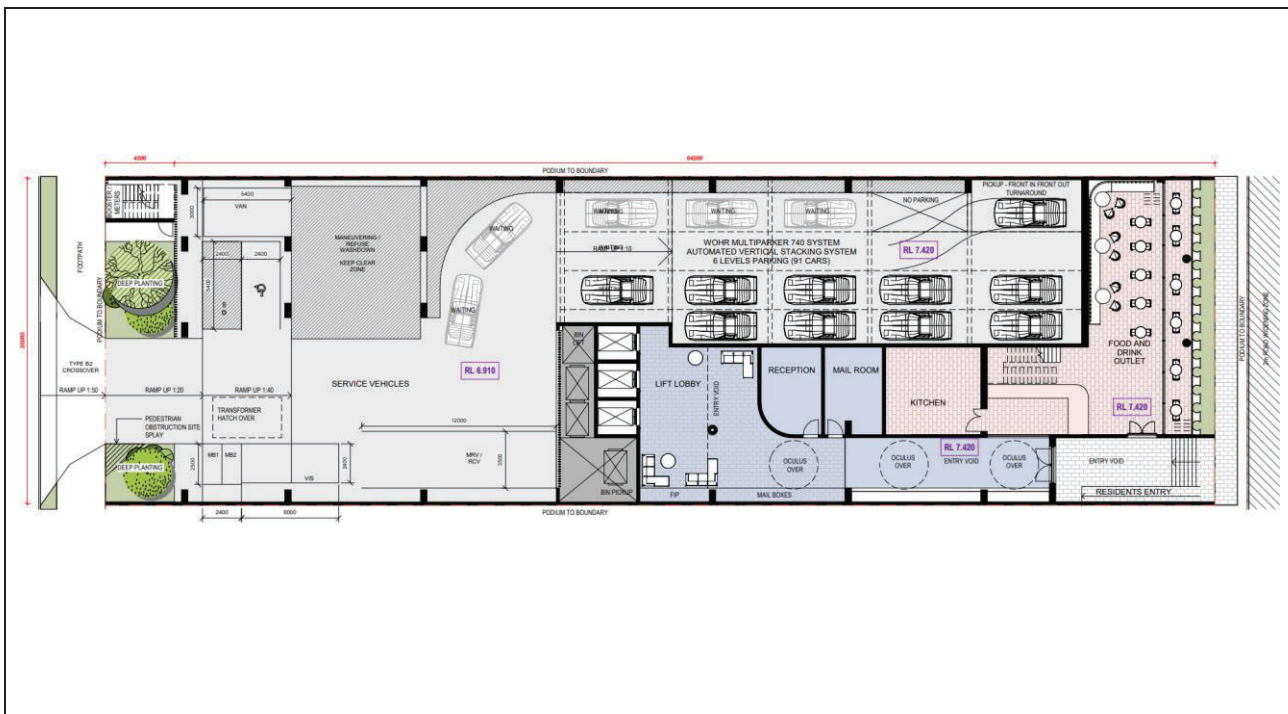
The proposed development will comprise a Mixed-Use development accommodating the following:

- ▶ 90 x 1-bedroom Units,
- ▶ 15 x 2-bedroom Units,
- ▶ 1 x Penthouse Unit,
- ▶ 300 sq.m GFA of Food and Drink Outlet use,
- ▶ 1,225 sq.m GFA of Indoor Sports and Recreation use.

As part of the proposed development, vehicular access will be provided via a 6.5m wide access onto Linton Street.

Figure 3-1 illustrates the proposed development layout. A copy of the development plans is provided at Appendix A.

Figure 3-1 Proposed Development Layout



## 4 Traffic and Transport Review

### 4.1 Access Design

#### 4.1.1 Driveway Design

In accordance with Australian Standards 2890.1, the minimum driveway requirements for the proposed development are outlined in Table 4-1.

Table 4-1 Driveway Design Compliance

Road Frontage	AS2890.1 Driveway Design Compliance	Access Conditions
Linton Street	Site Conditions	Minor Road Frontage User Class 2 25 - 100 Spaces
	Access Facility Category	2
	Required Driveway Widths	Minimum 6.0m – 9.0m
	<b>Proposed Driveway Width</b>	<b>6.5m</b>

Therefore, the proposed driveway width complies with Australian Standards 2890.1.

#### 4.1.2 Crossover Design

The development crossover accommodates crossover designs in accordance with the Council Standard Drawings and IPWEA Standard Drawings package and hence are considered acceptable.

#### 4.1.3 Driveway Location

In accordance with Australian Standards 2890.1, development accesses with a Class 2 Access Facility Category are to achieve a 6.0m separation to any formal intersections. Provided that the proposed access location is not located within a 6.0m distance to any formal intersections, the proposed access location is considered acceptable.

Additionally, the driveway location accommodates the following separation requirements as per the BCC TAPS PSP:

- ▶ A minimum 20.0m separation to any road intersection,
- ▶ A minimum 10.0m separation to any median break,
- ▶ A minimum 3.0m separation to any adjacent driveway.

Therefore, the proposed driveway location is considered acceptable.

#### 4.1.4 Pedestrian Sight Splays

In accordance with Australian Standards 2890.1, a pedestrian sight splay is provided at the egress point of a driveway and measure 2.5m in depth and 2.0m in width from the property boundary.

Therefore, the proposed pedestrian sight provisions are considered acceptable.

#### 4.1.5 Vehicle Sight Distance

In accordance with Australian Standards 2890.1, the minimum vehicle sight distance for an access driveway fronting a 50 km/hr road is 45.0m. The straight horizontal and vertical road alignment of Linton Street allows a minimum vehicle sight distance of 45.0m to be accommodated.

Therefore, the minimum vehicle sight distance provisions are considered acceptable.

### 4.2 Car Parking Provisions

#### 4.2.1 Car Parking Overview

The proposed development accommodates car parking on the following basis:

- ▶ A car stacker system with capability to cater for 91 car parking spaces,
- ▶ 1 x PWD car parking space,
- ▶ 1 x Visitor car parking space,
- ▶ 2 x Motorbike parking spaces.

#### 4.2.2 Woolloongabba PDA Development Scheme Requirements

In accordance with the Woolloongabba PDA Development Scheme, the minimum car parking requirements are outlined in Table 4-2.

Table 4-2 Minimum Car Parking Requirements - Woolloongabba PDA Development Scheme

Land Use	Car Parking Rate	Yield	Car Parking Required
<b>Multiple Dwelling</b>	Max 0.5 spaces per 1 bedroom Unit Max 1 spaces per 2 bedroom Unit Max 2 spaces per 4 bedroom Unit Min 0.15 visitor spaces per Unit	90 x 1 bedroom Unit 15 x 2 bedroom Unit 1 x Penthouse Unit 106 Units Total	Max 62 Resident Spaces  16 Visitor spaces
<b>Food &amp; Drink Outlet &amp; Indoor Sports and Recreation Uses</b>	Max 1 space per 300 sq.m GFA	1,525 sq.m GFA	Max 5 spaces

### 4.2.3 BCC TAPS PSP Parking Requirements

In accordance with the BCC TAPS PSP, the minimum car parking requirements are outlined in Table 4-3.

Table 4-3 Minimum Car Parking Requirements – BCC TAPS PSP

Land Use	Car Parking Rate	Yield	Car Parking Required
Multiple Dwelling	Max 0.5 spaces per 1 bedroom Unit Max 1 spaces per 2 bedroom Unit Max 2 spaces per 4 bedroom Unit 1 visitor space per 20 Units	90 x 1 bedroom Unit 15 x 2 bedroom Unit 1 x Penthouse Unit 106 Units Total	Max 62 Resident Spaces  6 Visitor spaces
Food & Drink Outlet & Indoor Sports and Recreation Uses	Max 1 space per 200 sq.m GFA	1,525 sq.m GFA	Max 7 spaces

### 4.2.4 Car Parking Suitability

As such, the proposed development provides a car parking supply in excess of the prescribed maximum car parking rates.

The proposed visitor parking supply is below the numerical PDA visitor parking benchmark. This reduced provision is considered appropriate having regard to the site's City Core location, proximity to high-frequency public transport, constrained on-street environment and the proposed high level of bicycle parking. Visitor parking demand will be managed through building management controls and visitor travel information

While this is noted, it is reasoned that the practical Resident car parking demand of the proposed use may exceed the prescribed maximum car parking rates (for instance, should there be two vehicles for a two bedroom Unit).

On this basis, and noting the development accommodates the minimum car parking supply, the parking provisions are considered acceptable.

## 4.3 Bicycle Parking Provisions

In accordance with the BCC TAPS PSP, the minimum bicycle parking requirements are outlined in Table 4-4.

Table 4-4 Minimum Bicycle Parking Requirements

Land Use	Bicycle Parking Rate	Yield	Bicycle Parking Required	Bicycle Parking Provided
Multiple Dwelling	1 Resident space per unit, 1 visitor bicycle parking space per 4 units or part thereof	106 units	106 Resident spaces, 27 Visitor spaces	220 spaces

Therefore, the proposed bicycle parking provisions are in accordance with the BCC TAPS PSP.

## 4.4 Car Parking Design

### 4.4.1 Car Parking Layout

Modus has conducted a design review of the car parking layout against the design guidelines within Australian Standards 2890.1 and Australian Standards 2890.2, of which is summarised below in Table 4-5.

Table 4-5 Car Parking Layout Design Review

Design Criteria	AS2890 Requirement	Proposed Design	Compliant
<b>Parking Spaces</b>			
Car Space Length - PWD Space	Min 5.4m	Min 5.4m	✓
Parallel Space Length – Obstructed End	Min 6.4m	Min 6.4m	✓
Motorbike Space Length - General	Min 2.5m	Min 2.5m	✓
Car Space Width - PWD Space	Min 2.4m plus adjacent 2.4m shared zone	Min 2.4m plus adjacent 2.4m shared zone	✓
Parallel Space Width - General	Min 2.1m plus 0.3m door opening clearance	Min 2.1m plus 0.3m door opening clearance	✓
Motorbike Space Length - General	Min 1.2m	Min 1.2m	✓
Car Parking Door Opening Clearances	Min 0.3m	Min 0.3m	✓
Car Parking Manoeuvring Clearances	Min 0.3m measured 0.75m back from car space entry	Min 0.3m measured 0.75m back from car space entry	✓
<b>Roadways and Parking Aisles</b>			
Minimum Two-Way Ramp Width	Min 6.1m	Min 6.1m	✓
Minimum Car Parking Aisle Width	Min 5.8m	Min 5.8m	✓
Termination Aisle Extension	Min 1.0m	Min 1.0m	✓

#### 4.4.2 Car Stacker System

The proposed development will accommodate a Wöhr Multiparker 740 fully automatic car stacker system, with capacity for 91 car parking spaces. The system operates by users driving onto the transfer cabin/lift pad, exiting the vehicle, and allowing the automated system to store or retrieve the vehicle within the stacker arrangement.

The car stacker system is proposed to operate such that vehicles can enter and exit the stacker transfer area in a forward gear arrangement, minimizing reversing movements within the internal circulation area and improving overall safety and efficiency. The swept path assessment and traffic plan demonstrate that passenger vehicles can access the stacker transfer cabin and that the internal driveway area can accommodate vehicle movements associated with the stacker operation.

To support safe and efficient operation, the internal circulation area has been designed to accommodate queueing for up to five inbound vehicles prior to the stacker transfer cabin. This queueing area is contained wholly within the site and clear of the Linton Street road reserve, reducing the risk of vehicle queues extending onto the external road network during typical operating conditions. The five-vehicle queueing arrangement is shown on the Modus Traffic Plan and B99 swept path assessment.

A clear pedestrian access path is to be maintained between the car stacker transfer area and the building entry/lift core. This path is to be kept unobstructed at all times and should be supported by appropriate line marking, signage and lighting to minimize conflict between pedestrians and vehicles using the stacker transfer cabin. The Modus Traffic Plan identifies a clear pedestrian zone for access to and from the car drop-off / pick-up area.

The car stacker system is to be managed by the building operator or body corporate. Residents and authorised users should be inducted into the operation of the system, including the correct arrival, drop-off, retrieval and departure procedures. Visitor and commercial parking access, where accommodated within the stacker system, should be controlled through the building management system to avoid uncontrolled vehicle circulation within the basement.

The following operational measures are recommended:

- ▶ The stacker transfer area is to remain clear of parked vehicles and storage at all times;
- ▶ The internal queueing area is to be line marked and signed to discourage vehicles from stopping within circulation paths;
- ▶ Residents and authorised users are to be provided with clear instructions for vehicle storage and retrieval;
- ▶ Pedestrian paths to and from the transfer cabin are to remain unobstructed;
- ▶ The body corporate/building manager is to maintain procedures for managing temporary stacker outages, maintenance periods or abnormal peak demand;

- ▶ Service vehicle movements and refuse collection are to be managed so they do not conflict with peak stacker usage or block access to the transfer cabin.

On this basis, the proposed car stacker arrangement is considered acceptable, subject to implementation of the above operational management measures. The system provides an efficient on-site parking solution while maintaining forward vehicle movements, internal queueing capacity and pedestrian access provisions within the site.

To ensure that safe and efficient pedestrian movements to and from the car collection bay are accommodated, it is recommended that an unimpeded 1.0m wide pedestrian pathway be accommodated as demonstrated on the Modus Traffic Plan provided at **Appendix B**.

Furthermore, the Modus Traffic Plan provided at **Appendix B** demonstrates that up to five (5) inbound vehicles can queue prior to the stacker transfer cabin.

## 4.5 Servicing Requirements

In accordance with the BCC TAPS PSP, the minimum service vehicle requirements for the proposed development are as follows:

- ▶ Multiple Dwelling: Large Rigid Vehicle (LRV),
- ▶ Food & Drink Outlet: Medium Rigid Vehicle (MRV) and VAN,
- ▶ Indoor Sports and Recreation: Refuse Collection Vehicle (RCV).

The proposed development accommodates servicing on the following basis:

- ▶ 1 x VAN service bay,
- ▶ 1 x Shared LRV and RCV service bay.

Given the small scale of the Food & Drink Outlet / Indoor Sports and Recreation uses, the typical service vehicle required for these uses is a VAN, which can be accommodated via the dedicated VAN bay.

The shared LRV / RCV service bay will accommodate refuse collection as well as infrequent large delivery servicing, typically associated with moving in / moving out practises.

To ensure that the shared LRV / RCV service bay can cater for all uses, it is recommended that a service management booking system be implemented, in which all tenancies and Residents are required to book the use of the service bay. This service management booking system is to ensure that servicing does not coincide with typical refuse collection hours across the week.

Furthermore, Modus has undertaken a swept path assessment (provided at **Appendix C**) which confirms the following:

- ▶ A VAN is able to safely and efficiently manoeuvre to, within and from the site ensuring a minimum 0.3m to any permanent obstructions, ensuring a forward-in / forward-out arrangement occurs,
- ▶ A LRV is able to safely and efficiently manoeuvre to, within and from the site ensuring a minimum 0.3m to any permanent obstructions, ensuring a forward-in / forward-out arrangement occurs,
- ▶ A RCV is able to safely and efficiently manoeuvre to, within and from the site ensuring a minimum 0.5m to any permanent obstructions, ensuring a forward-in / forward-out arrangement occurs,

Therefore, the proposed development servicing arrangements are considered acceptable.

## 4.6 Development Traffic Generation

As previously outlined, the development site is located within the BCC City Core, and hence is associated with high pedestrian volumes, high use of on-street parking spaces / loading bays and lower vehicle speeds.

Furthermore, the development site is within a 400m radius (comfortable 5-minute walk) of nine (9) TransLink bus stops. These TransLink bus stops service a variety of bus routes to connect to the wider surrounding suburbs.

Therefore, it is expected that a reasonable portion of employees and visitors will journey to and from the site via non-vehicular modes of transport, given that there are considerable public and active transport provisions near the development site.

This in principle also suggests that anticipated development traffic generation is also within reasonable expectations for a site within the BCC City Core, and hence indicates that the development traffic generation will not compromise the safety nor efficiency of the external road network.

## 5 Summary

Therefore, Modus is of the opinion that the proposed development is acceptable from a traffic engineering perspective and will not have a substantial impact on the safety or efficiency of the external road network.

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

Yours sincerely,

*HSingh*

**MODUS TRANSPORT AND TRAFFIC ENGINEERING**

Harj Singh  
Executive Director (RPEQ 22364)

# APPENDIX A

## Development Plans

# 492 VULTURE ST KANGAROO POINT DEVELOPMENT APPLICATION SUBMISSION

## MAY 2026

DRAWING	DRAWING LIST	DRAWING NAME
A-000		COVER PAGE
A-001		ARCHITECTURAL IMPACT STATEMENT
A-002		SITE CAMERA VIEWS
A-003		SITE CAMERA VIEWS
A-005		SITE PLAN
B-001		BASEMENT 01 GENERAL ARRANGEMENT PLAN
B-L00		LEVEL 00 GROUND GENERAL ARRANGEMENT PLAN
B-L01		LEVEL 01 GENERAL ARRANGEMENT PLAN
B-L02		LEVEL 02 GENERAL ARRANGEMENT PLAN
B-L03		LEVEL 03 GENERAL ARRANGEMENT PLAN
B-L04		LEVEL 04 GENERAL ARRANGEMENT PLAN
B-L05-19		LEVEL 05-19 GENERAL ARRANGEMENT PLAN
B-L20		LEVEL 20 GENERAL ARRANGEMENT PLAN
B-L21		LEVEL 21 GENERAL ARRANGEMENT PLAN
B-L22		ROOF GENERAL ARRANGEMENT PLAN
BB-01		UNIT PLANS
E-X01		ELEVATIONS
E-X02		ELEVATIONS
E-X03		MATERIALISED ELEVATIONS
E-X04		MATERIALISED ELEVATIONS
F-X01		SITE SECTIONS
F-X02		SITE SECTIONS
S-X01		SUN STUDY COMPARISON 3PM SUMMER
S-X02		SUN STUDY COMPARISON 3PM WINTER
S-X03		SUN STUDY COMPARISON 9AM SUMMER
S-X04		SUN STUDY COMPARISON 9AM WINTER
S-X05		SUN STUDY COMPARISON 12PM SUMMER
S-X06		SUN STUDY COMPARISON 12PM WINTER



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DTE 30/04/20 07/05/20  
DES PLANNING SUB REVIEW PLANNING SUB REVIEW

PROJECT NUMBER  
**250207**  
492 VULTURE ST KANGAROO POINT

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DRAWING NUMBER  
**A-000**  
NAME  
**COVER PAGE**

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# ARCHITECTURAL IMPACT STATEMENT

492 VULTURE STREET,  
KANGAROO POINT / WOOLLOONGABBA PRIORITY DEVELOPMENT AREA

**PROJECT SUMMARY**  
The proposed development consists of a 29 level, 105 apartment residential building at 492 Vulture Street, Kangaroo Point. The project delivers a sculpted podium to Vulture Street, a slender articulated tower, and a terraced crown canopy integrating indigenous artwork that signals the building's role within the emerging Woolloongabba skyline. Every residential floor is paired with a dedicated internal communal lounge to the eastern interface. An 850m<sup>2</sup> landscaped public podium addresses Vulture Street, and a 460m<sup>2</sup> communal rooftop anchors level 20. The scheme is a considered recalibration of an earlier 40 level proposal. The revised massing sits comfortably below the PDA height maximum for this sub-area, responds with precision to the long, narrow site geometry, and repositions the project as a design-led, neighbourhood-scale contribution to precinct 1 of the Woolloongabba PDA.

**DESIGN VISION**  
The building is conceived as a vertical neighbourhood within a landscape armature, three horizontal strata - the activated podium, the articulated residential midsection, and the fritted artwork articulated, and the crown to carry a public-facing cultural gesture visible from south Brisbane, the Gabba precinct and the river corridor. The architectural ambition is restrained at the tower and generosity at the ground, a disciplined concrete frame permits the podium to be carved, planted and activated, the tower to be quietly articulated, and the crown to carry a public-facing cultural gesture visible from south Brisbane, the Gabba precinct and the river corridor.

**URBAN CONTEXT & PDA ALIGNMENT**  
An 850m<sup>2</sup> landscaped public podium addresses Vulture Street, and a 460m<sup>2</sup> communal rooftop anchors level 20. The scheme is a considered recalibration of an earlier 40 level proposal. The revised massing sits comfortably below the PDA height maximum for this sub-area, responds with precision to the long, narrow site geometry, and repositions the project as a design-led, neighbourhood-scale contribution to precinct 1 of the Woolloongabba PDA.

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DRAWING NUMBER  
**A-001**

NAME  
**ARCHITECTURAL IMPACT STATEMENT**

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PROJECT NUMBER  
**250207**

**492 VULTURE ST KANGAROO POINT**

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A	30/04/20	PLANNING SUB REVIEW
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**ACTIVATED GROUND & PUBLIC REALM**  
 A TRANSPARENT MIX OF LOBBY, LOUNGE, AND RETAIL ACTIVATES TO THE STREET EDGE AND LANDSCAPED PODIUM STENDS CULTURE'S STREET PLANTING DEEP OVERHANGS PROVIDE SHADED PEDESTRIAN AMENITY, AND A SCULPTED ARCHED ENTRY DEFINES A CLEAR ARRIVAL.



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D	20/02/20	PLANNING SUBMISSION
E	30/04/20	PLANNING SUB REVIEW
F	07/05/20	PLANNING SUB REVIEW

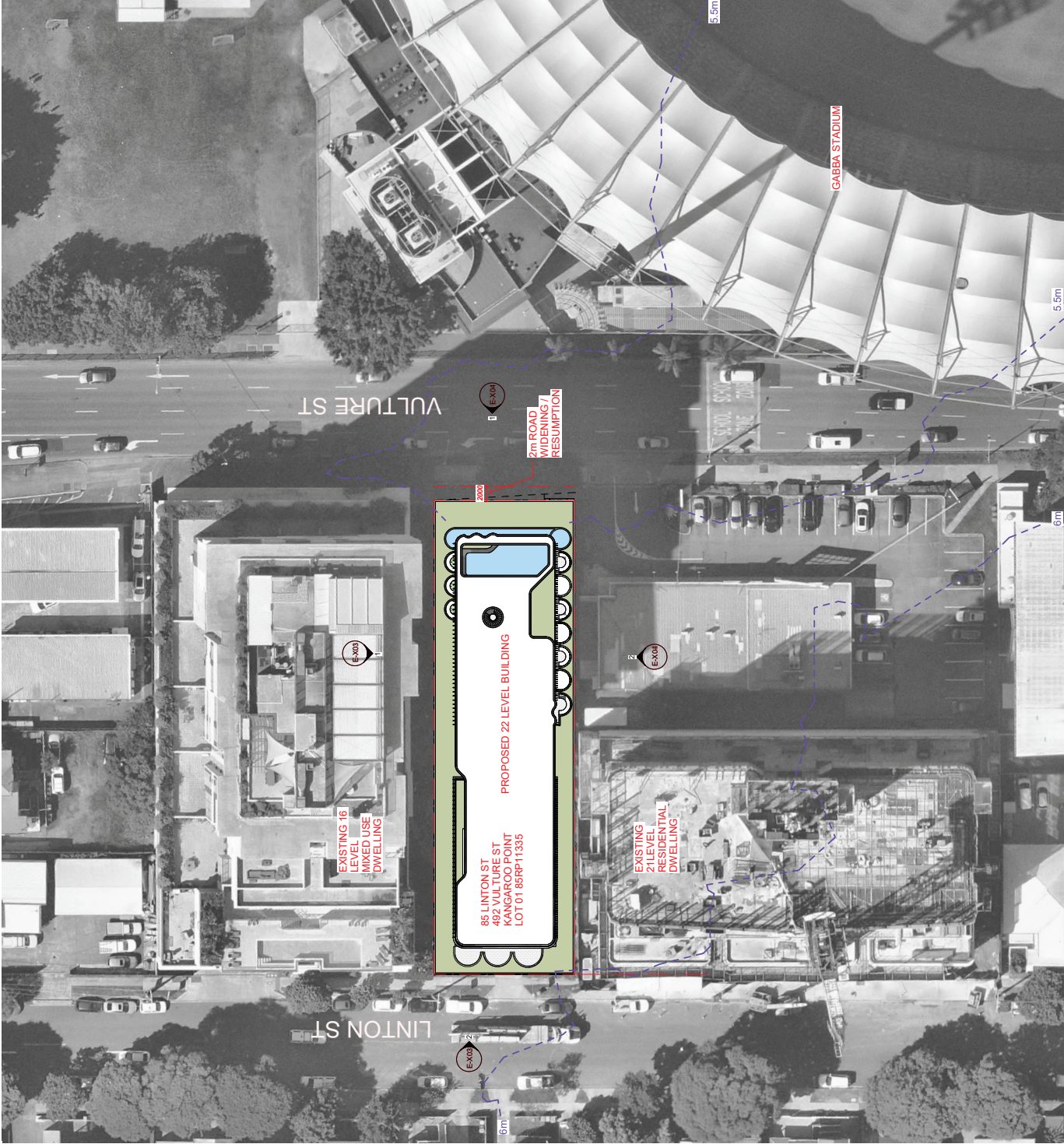
PROJECT NUMBER  
**250207**  
**492 VULTURE ST KANGAROO POINT**

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DRAWING NUMBER  
**A-003**  
 NAME  
**SITE CAMERA VIEWS**

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# SITE DEVELOPMENT

**SITE AREA**  
 492 VULTURE ST  
 LOT 1 - 85RP11335  
 SUBJECT TO FINAL SURVEY

**NO OF LEVEL TOTAL** 22  
**TOTAL SITE AREA** 1,385m<sup>2</sup>  
**TOWER SITE COVER** 855m<sup>2</sup>  
**TOWER SITE COVER %** 60%

**GFA**  
**PODIUM TOWER 01** 2,400m<sup>2</sup>  
**TOTAL GFA** 7,500m<sup>2</sup>  
**TOTAL GFA** 9,900m<sup>2</sup>

**COMMUNAL / LANDSCAPE AREA**  
 L00 LANDSCAPE 30m<sup>2</sup>  
 L01 LANDSCAPE 30m<sup>2</sup>  
 L02 LANDSCAPE 30m<sup>2</sup>  
 L03 LANDSCAPE 30m<sup>2</sup>  
 L04 PODIUM COMMUNAL 800m<sup>2</sup>  
 L05-19 ON FLOOR COMMUNAL 900m<sup>2</sup>  
 L20 ROOF TOP COMMUNAL 400m<sup>2</sup>  
**TOTAL AREA** 2,220m<sup>2</sup>  
**% TO SITE AREA** 160%

**PARKING PROVISION**  
 PODIUM AUTOMATED STACKING SYSTEM 91  
 DDA VISITOR 1

**TOTAL PARKS** 92

**SERVICE VEHICLES**  
 L00 GROUND LEVEL 1 SPACE  
 W/IN PARKING 1 SPACE  
 W/IN PARKING 1 SPACE  
 VISITORS 1 SPACE

**END OF TRIP FACILITIES**  
 L01 PODIUM (VULTURE ST PEDESTRIAN ACCESS)  
 220 SECURE BICYCLE PARK CENTRE

**RESIDENTIAL UNITS**  
 1 BED + STUDY 90 UNITS  
 2 BED + MPR 15 UNITS  
 PENTHOUSE L20/21 1 UNIT  
**TOTAL** 106 UNITS TOTAL



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No.	DTE	DES
E	20/02/20	PLANNING SUBMISSION
F	30/04/20	PLANNING SUB REVIEW
G	07/05/20	PLANNING SUB REVIEW
	26	

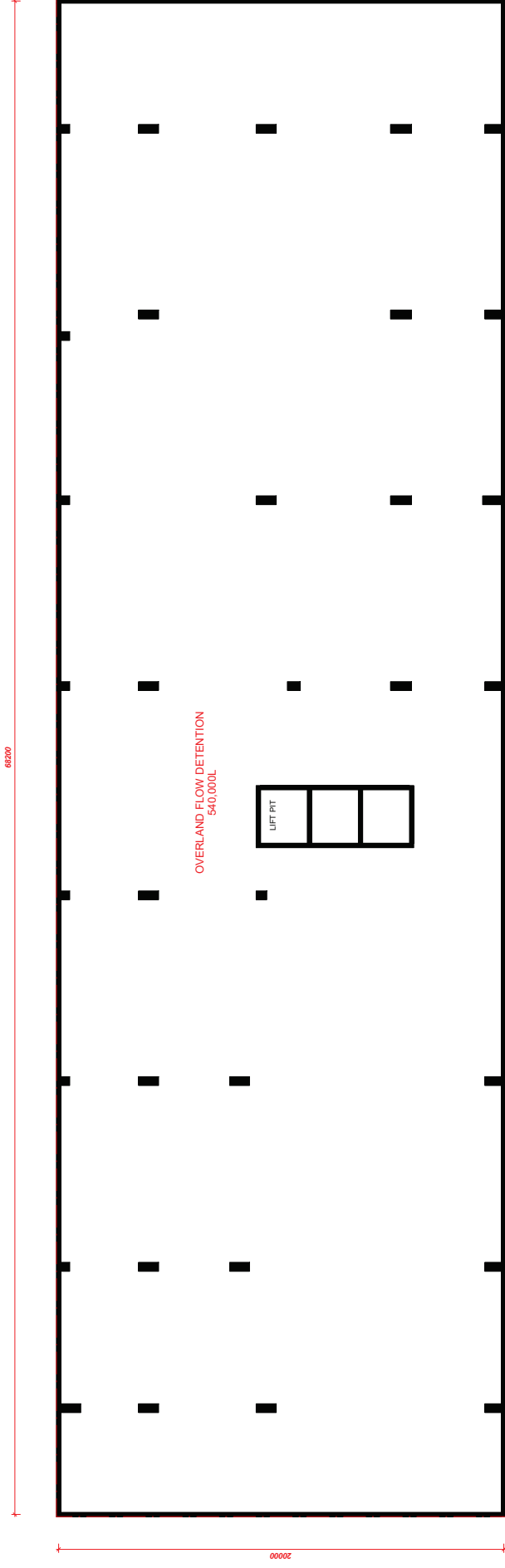
PROJECT NUMBER  
**250207**  
**492 VULTURE ST KANGAROO POINT**

FOR APPROVAL ONLY -  
 NOT FOR CONSTRUCTION

DRAWING NUMBER  
**A-005**  
 NAME  
**SITE PLAN**

CHECKED  
 GB  
 APPROVED  
 GB  
 SCALE(A1)  
**1:300**  
 ISSUE  
**G**





No.	DTE	DES
C	20/02/20	PLANNING SUBMISSION
D	30/04/20	PLANNING SUB REVIEW
E	07/05/20	PLANNING SUB REVIEW

PROJECT NUMBER  
**250207**  
**492 VULTURE ST KANGAROO POINT**

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DRAWING NUMBER  
**B-B01**  
NAME  
**BASEMENT 01 GENERAL ARRANGEMENT PLAN**

CHECKED  
GB

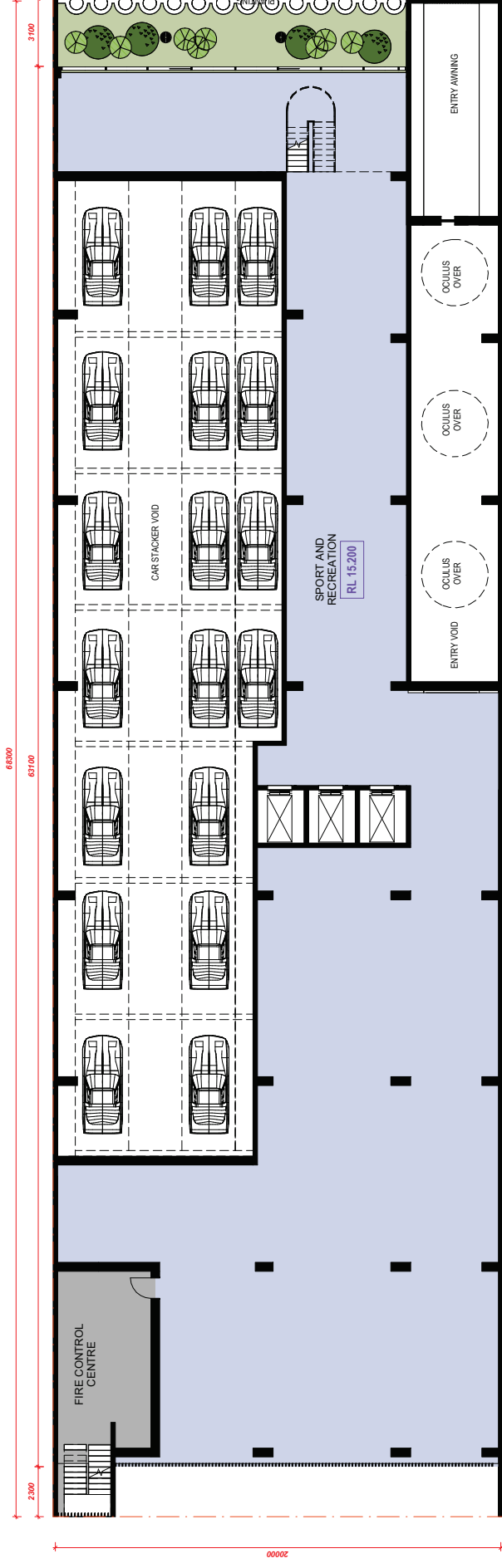
APPROVED  
GB

SCALE(A1)  
**1:100**  
ISSUE  
**E**









No.	DTE	DES
C	20/02/20	PLANNING SUBMISSION
D	30/04/20	PLANNING SUB REVIEW
E	07/05/20	PLANNING SUB REVIEW

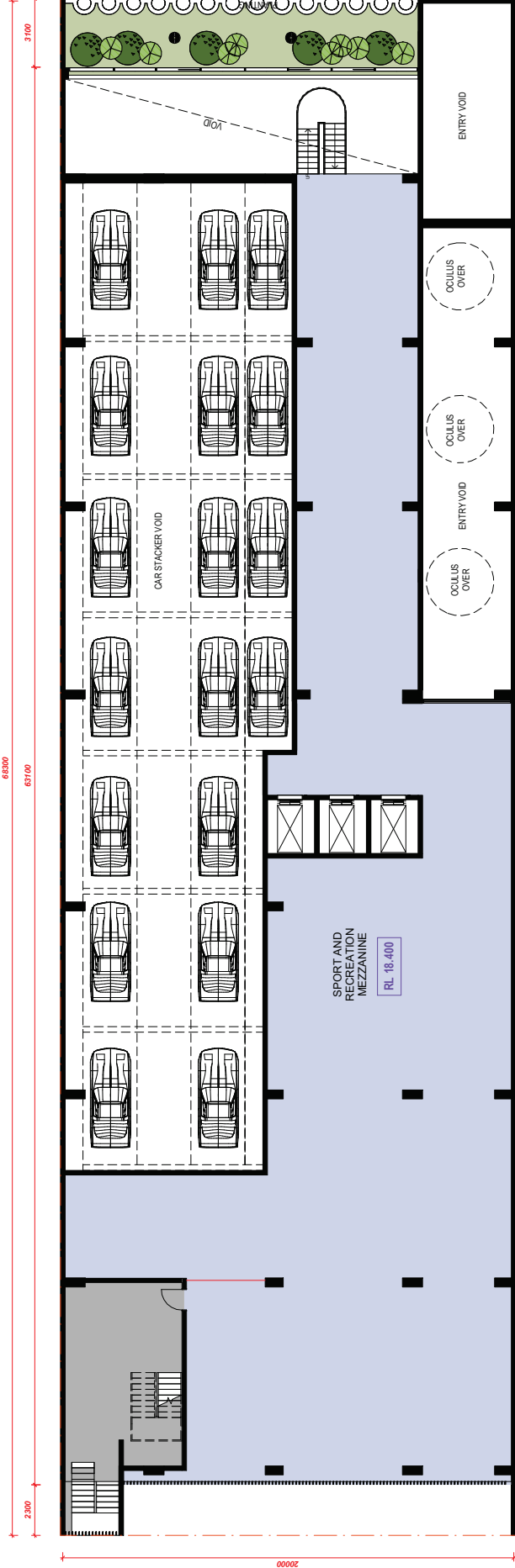
PROJECT NUMBER  
**250207**  
492 VULTURE ST KANGAROO POINT

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NOT FOR CONSTRUCTION

DRAWING NUMBER  
**B-L02**  
NAME  
**LEVEL 02 GENERAL ARRANGEMENT PLAN**

CHECKED  
GB  
APPROVED  
GB  
SCALE(A1)  
**1:100**  
ISSUE  
**E**





DTE	DES
20/02/20	26
30/04/20	26
07/05/20	26

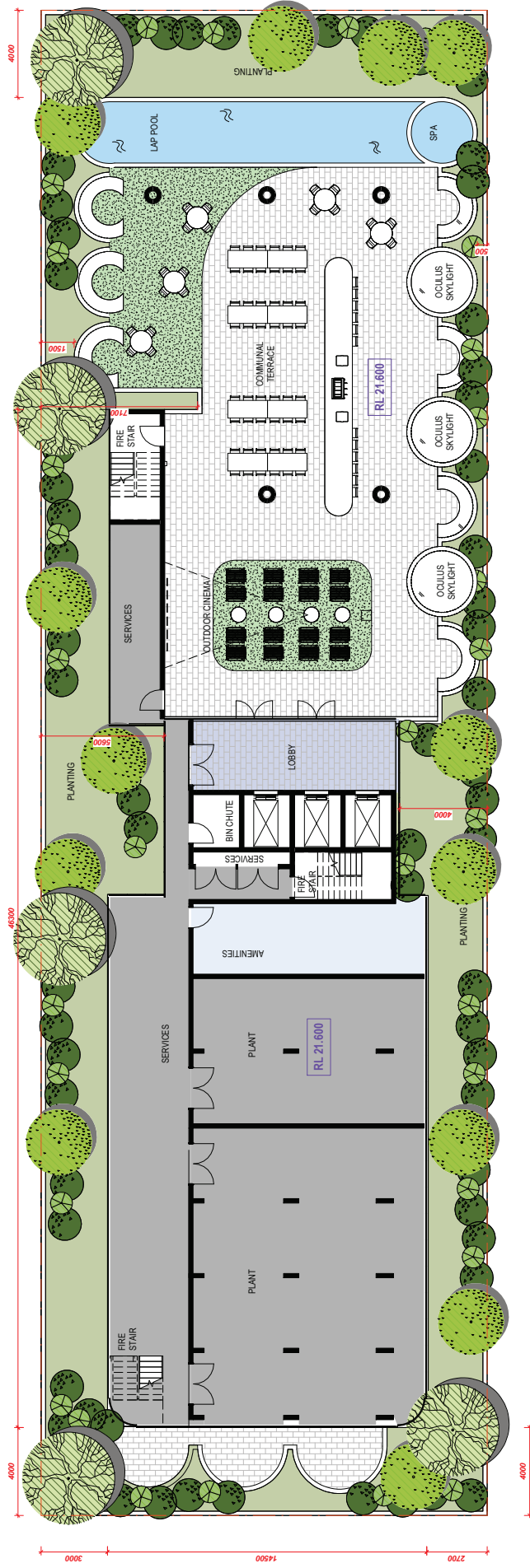
PLANNING SUBMISSION  
 PLANNING SUB REVIEW  
 PLANNING SUB REVIEW

PROJECT NUMBER  
**250207**  
**492 VULTURE ST KANGAROO POINT**

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DRAWING NUMBER  
**B-L03**  
 NAME  
**LEVEL 03 GENERAL ARRANGEMENT PLAN**

CHECKED  
 GB  
 APPROVED  
 GB  
 SCALE(A1)  
**1:100**  
 ISSUE  
**E**



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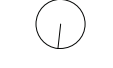
No.	DTE	DES
C	20/02/20	PLANNING SUBMISSION
D	30/04/20	PLANNING SUB REVIEW
E	07/05/20	PLANNING SUB REVIEW

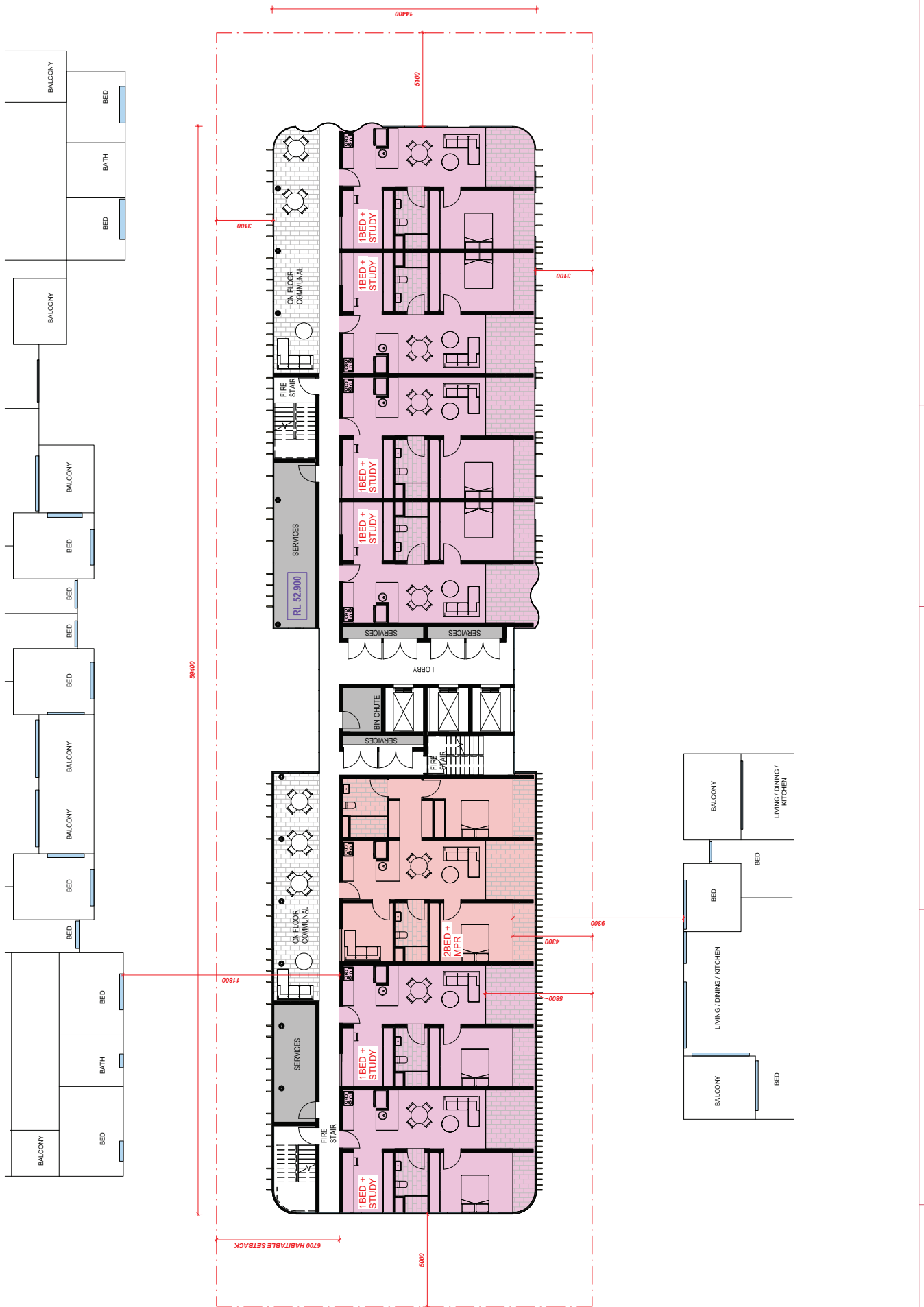
PROJECT NUMBER  
**250207**  
 492 VULTURE ST KANGAROO POINT  
 PLAN

FOR APPROVAL ONLY -  
 NOT FOR CONSTRUCTION

DRAWING NUMBER  
**B-L04**  
 NAME  
**LEVEL 04 GENERAL ARRANGEMENT**  
 PLAN

CHECKED  
 GB  
 APPROVED  
 GB  
 SCALE(A1)  
**1:100**  
 ISSUE  
**E**





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SCALE(A1)  
**1:100**

CHECKED  
GB

APPROVED  
GB

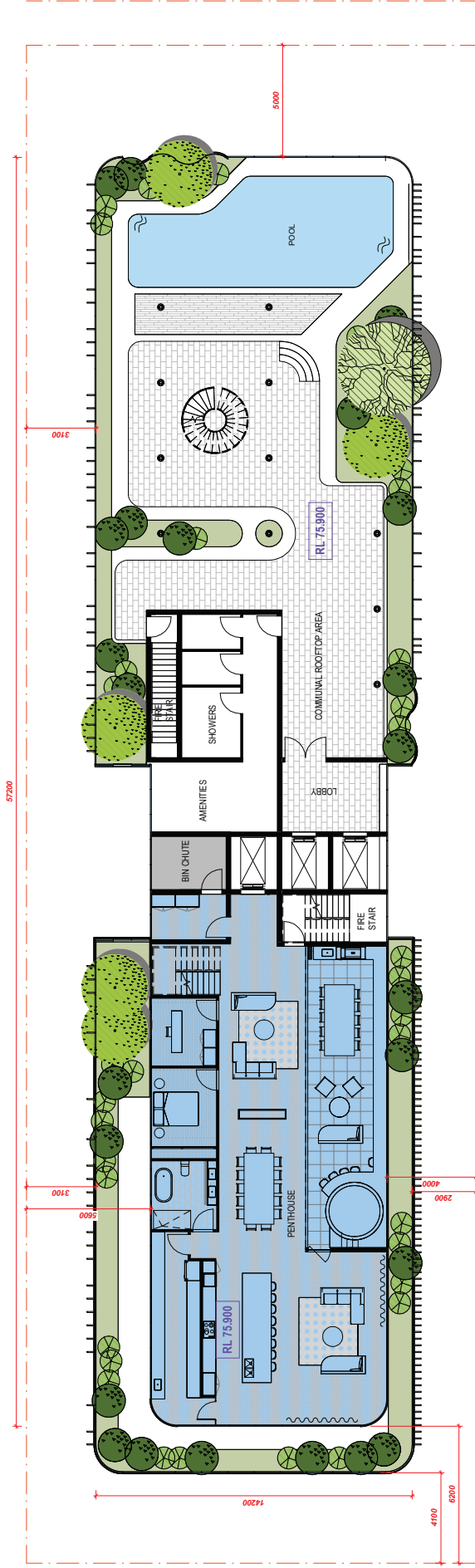
ISSUE  
**E**

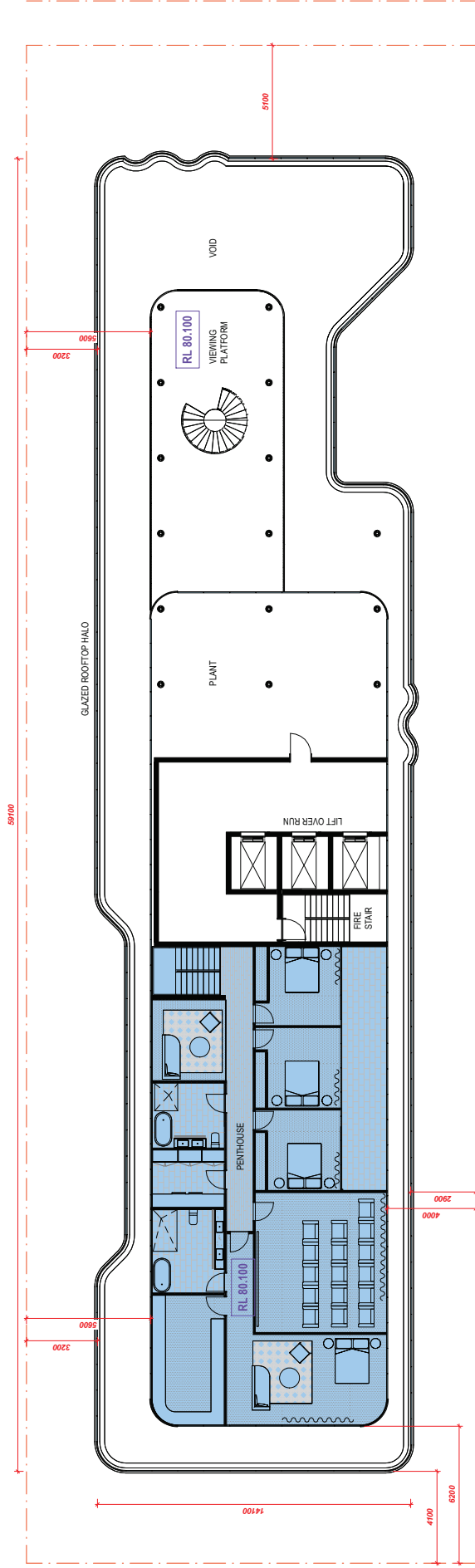
PROJECT NUMBER  
**250207**

**492 VULTURE ST KANGAROO POINT**

No.	DTE	DES
C	20/02/20	PLANNING SUBMISSION
D	30/04/20	PLANNING SUB REVIEW
E	07/05/20	PLANNING SUB REVIEW







DTE	DES
20/02/20	PLANNING SUBMISSION
26	
30/04/20	PLANNING SUB REVIEW
26	
07/05/20	PLANNING SUB REVIEW
26	

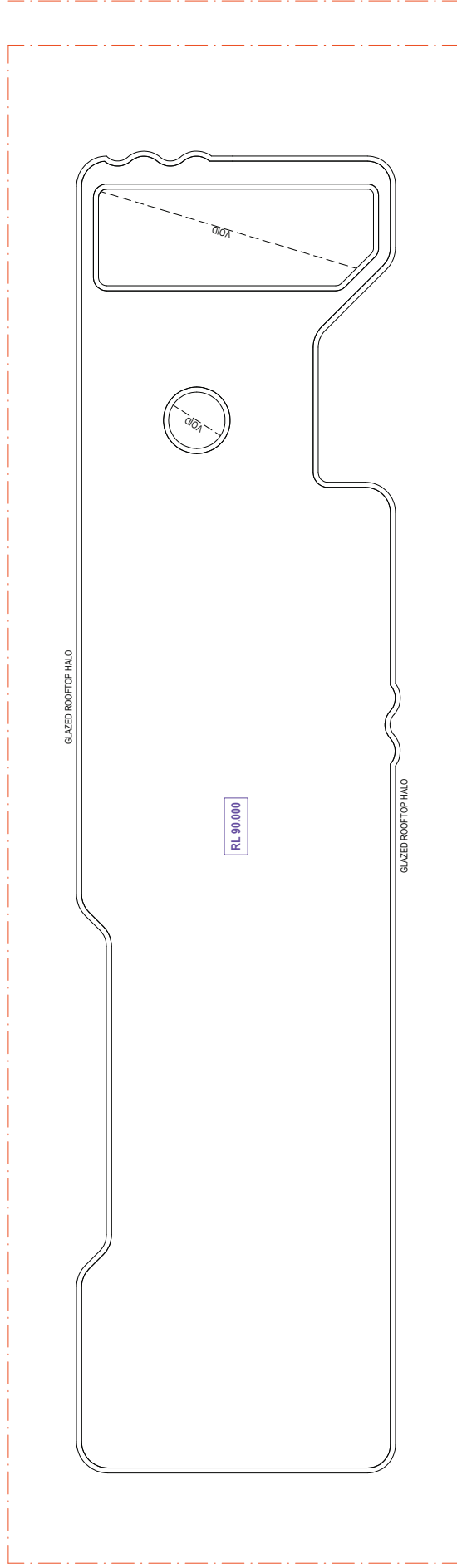
PROJECT NUMBER  
**250207**  
**492 VULTURE ST KANGAROO POINT**

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 NOT FOR CONSTRUCTION

DRAWING NUMBER  
**B-121**  
 NAME  
**LEVEL 21 GENERAL ARRANGEMENT PLAN**

CHECKED  
 GB  
 APPROVED  
 GB  
 SCALE(A1)  
**1:100**  
 ISSUE  
**E**





No.	DTE	DES
C	20/02/20	PLANNING SUBMISSION
D	30/04/20	PLANNING SUB REVIEW
E	07/05/20	PLANNING SUB REVIEW

PROJECT NUMBER  
**250207**  
**492 VULTURE ST KANGAROO POINT**

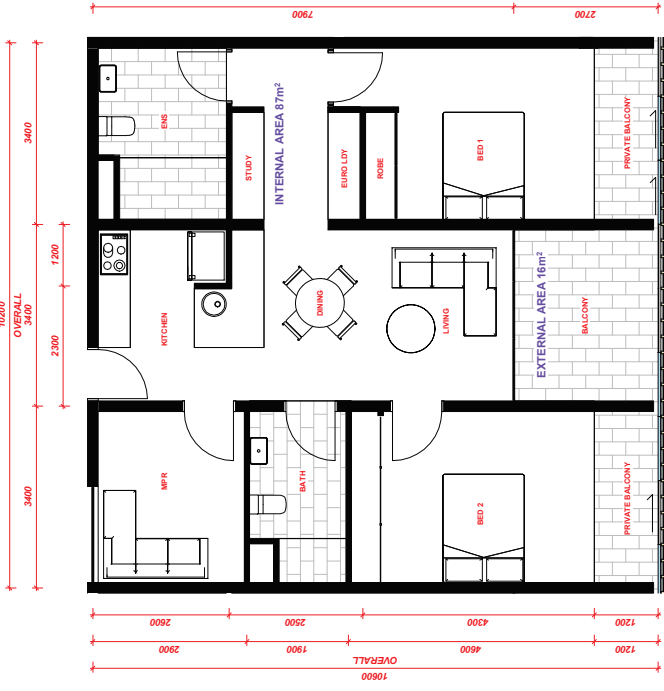
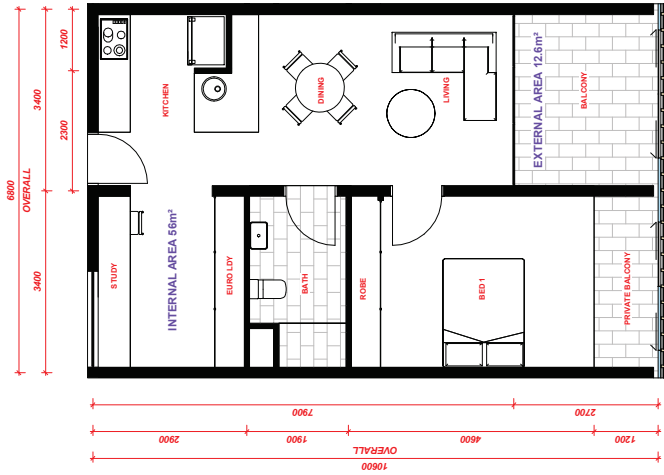
FOR APPROVAL ONLY -  
 NOT FOR CONSTRUCTION

DRAWING NUMBER  
**B-122**  
 NAME  
**ROOF GENERAL ARRANGEMENT PLAN**

CHECKED  
 GB  
 APPROVED  
 GB

SCALE(A1)  
**1:100**  
 ISSUE  
**E**





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C	20/02/20	PLANNING SUBMISSION
D	30/04/20	PLANNING SUB REVIEW
E	07/05/20	PLANNING SUB REVIEW

PROJECT NUMBER  
**250207**  
**492 VULTURE ST KANGAROO POINT**

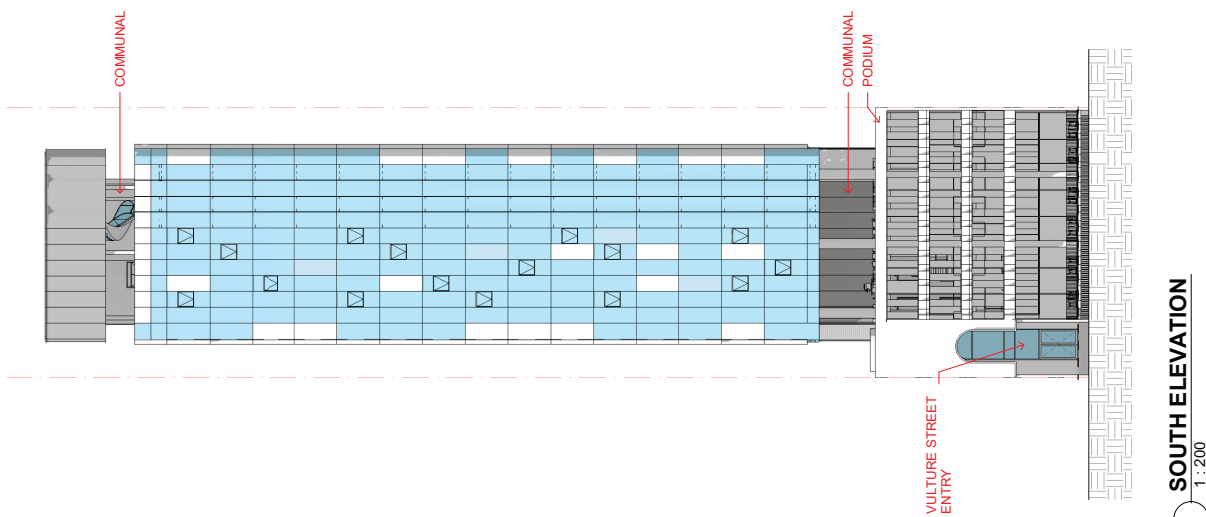
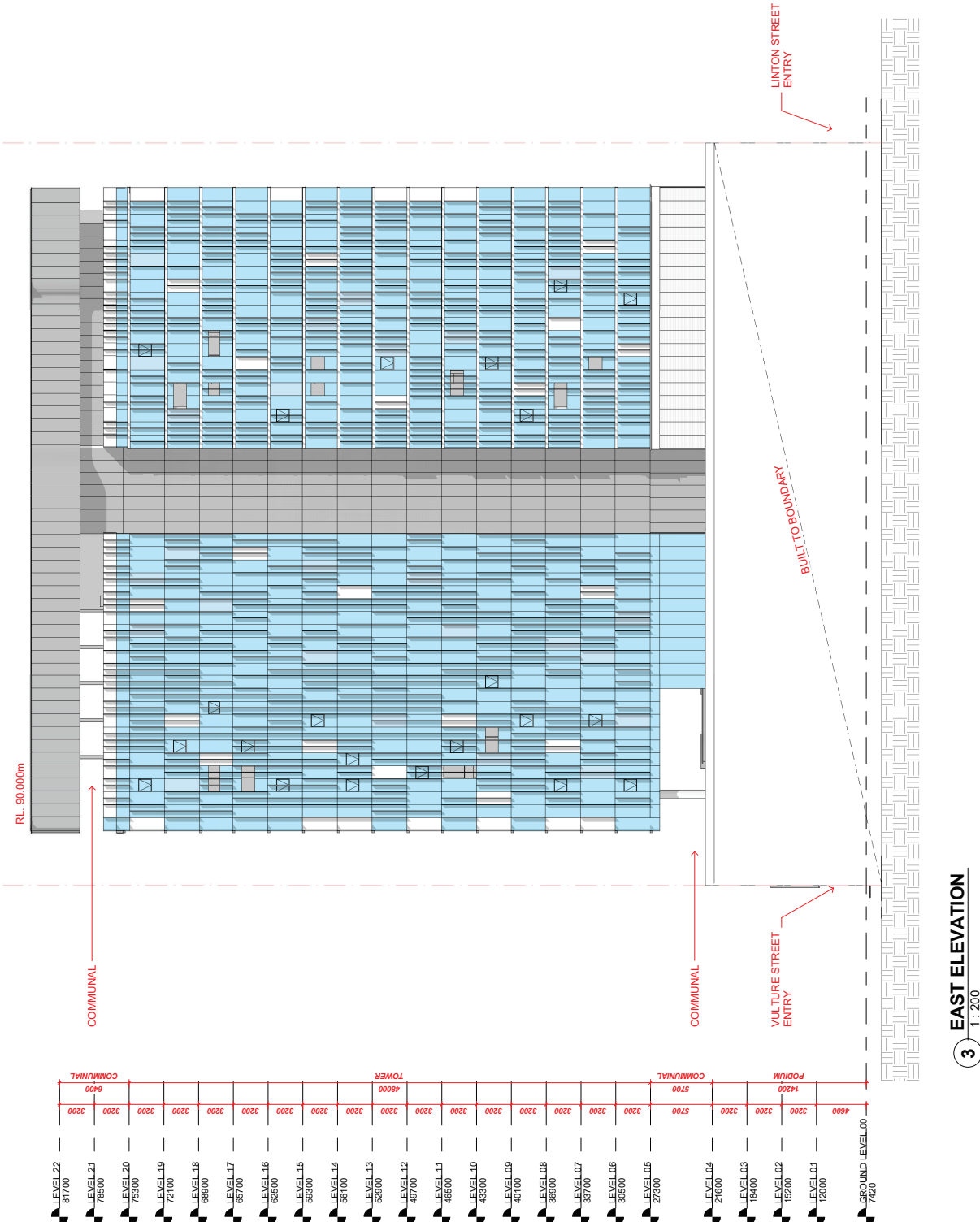
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DRAWING NUMBER  
**BB-01**  
NAME  
**UNIT PLANS**

CHECKED  
GB  
APPROVED  
GB

SCALE(A1)  
**1:50**  
ISSUE  
**E**





LEVEL 22	81700	COMMUNAL	6500
LEVEL 21	78500	COMMUNAL	3200
LEVEL 20	75300	COMMUNAL	3200
LEVEL 19	72100	COMMUNAL	3200
LEVEL 18	68900	COMMUNAL	3200
LEVEL 17	65700	COMMUNAL	3200
LEVEL 16	62500	COMMUNAL	3200
LEVEL 15	59300	COMMUNAL	3200
LEVEL 14	56100	COMMUNAL	3200
LEVEL 13	52900	COMMUNAL	3200
LEVEL 12	49700	COMMUNAL	3200
LEVEL 11	46500	COMMUNAL	3200
LEVEL 10	43300	COMMUNAL	3200
LEVEL 09	40100	COMMUNAL	3200
LEVEL 08	36900	COMMUNAL	3200
LEVEL 07	33700	COMMUNAL	3200
LEVEL 06	30500	COMMUNAL	3200
LEVEL 05	27300	COMMUNAL	3200
LEVEL 04	21600	COMMUNAL	5700
LEVEL 03	18400	COMMUNAL	3200
LEVEL 02	15200	PODIUM	14200
LEVEL 01	12000	PODIUM	3200
GROUND LEVEL	7420	PODIUM	4600

**3 EAST ELEVATION**  
1:200

**1 SOUTH ELEVATION**  
1:200

SCALE(A1) **1:200**  
 CHECKED GB  
 DRAWING NUMBER **E-X01**  
 NAME **ELEVATIONS**  
 APPROVED GB  
 ISSUE **F**

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NOT FOR CONSTRUCTION

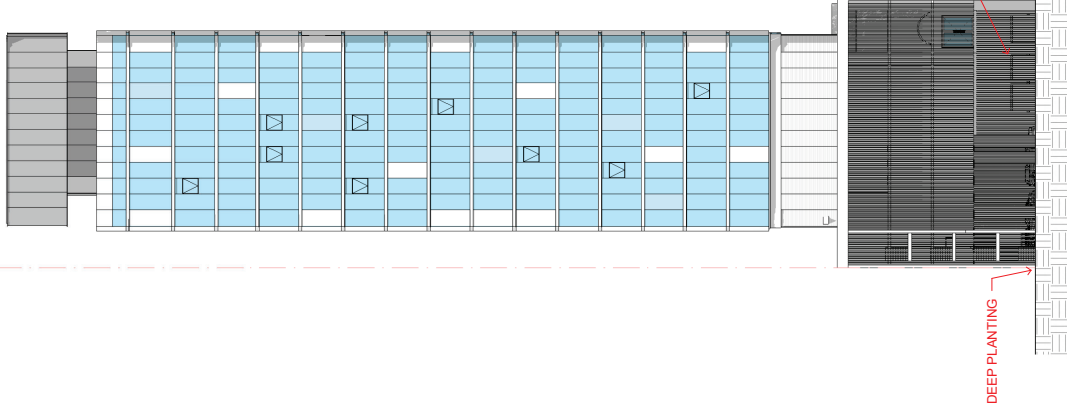
PROJECT NUMBER **250207**  
**492 VULTURE ST KANGAROO POINT**

DTE	DES
20/02/20	PLANNING SUBMISSION
26	
30/04/20	PLANNING SUB REVIEW
26	
07/05/20	PLANNING SUB REVIEW
26	

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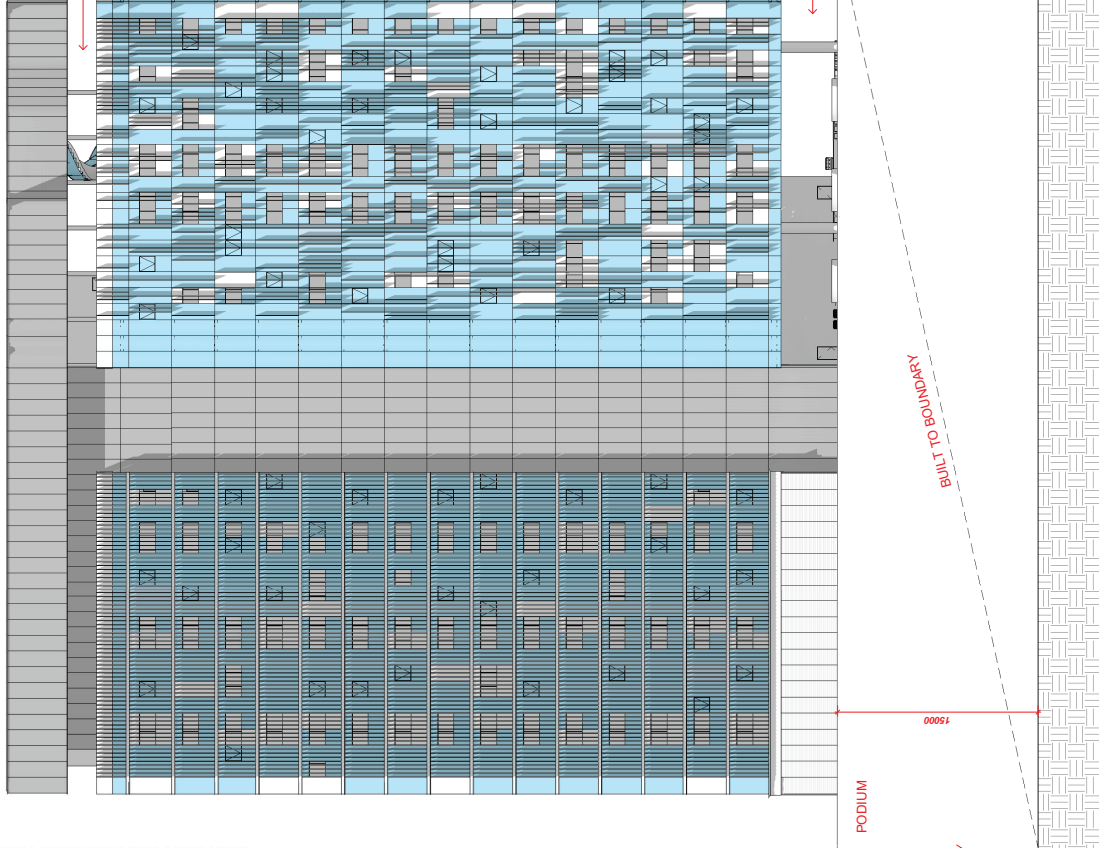


RL50.000m



1 NORTH ELEVATION  
1: 200

LEVEL 22	81700	COMMUNAL	6400
LEVEL 21	78500		3200
LEVEL 20	75300		3200
LEVEL 19	72100		3200
LEVEL 18	68900		3200
LEVEL 17	65700		3200
LEVEL 16	62500		3200
LEVEL 15	59300		3200
LEVEL 14	56100		3200
LEVEL 13	52900	TOWER	4800
LEVEL 12	49700		3200
LEVEL 11	46500		3200
LEVEL 10	43300		3200
LEVEL 09	40100		3200
LEVEL 08	36900		3200
LEVEL 07	33700		3200
LEVEL 06	30500		3200
LEVEL 05	27300		3200
LEVEL 04	24100	PLANT	5700
LEVEL 03	18400		3000
LEVEL 02	15200	PODIUM	14200
LEVEL 01	12000		3200
GROUND LEVEL 00	7420		4600



2 WEST ELEVATION  
1: 200

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 26  
 30/04/20 PLANNING SUB REVIEW  
 26  
 07/05/20 PLANNING SUB REVIEW  
 26

PROJECT NUMBER  
**250207**

**492 VULTURE ST KANGAROO POINT**

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DRAWING NUMBER  
**E-X02**  
 NAME  
**ELEVATIONS**

CHECKED  
 GB  
 APPROVED  
 GB

SCALE(A)  
**1: 200**  
 ISSUE  
**F**

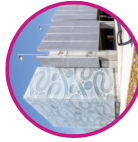




1.0 ALUMINIUM SUNSHADE COPPER ANODIZED



2.0 CONCRETE PLANTERS



3.0 FRITTED GLAZING INDIGENOUS MOTIF



4.0 ALUMINIUM CLADDING COPPER ANODIZED



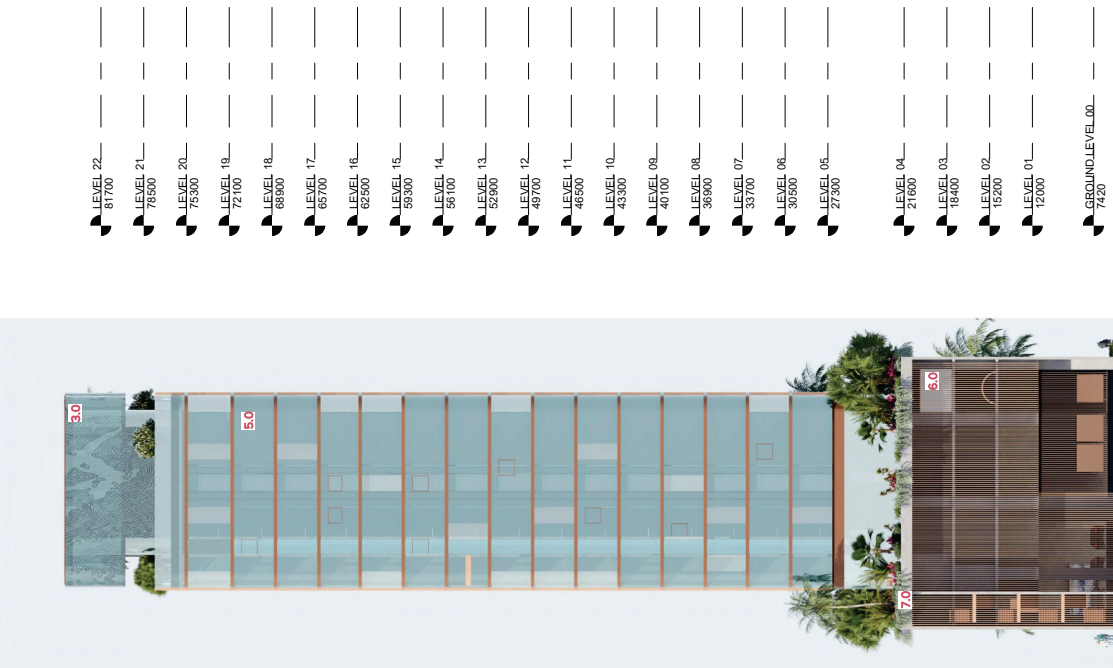
5.0 CURTAIN WALL GLASS WITH OPERABLE WINDOWS



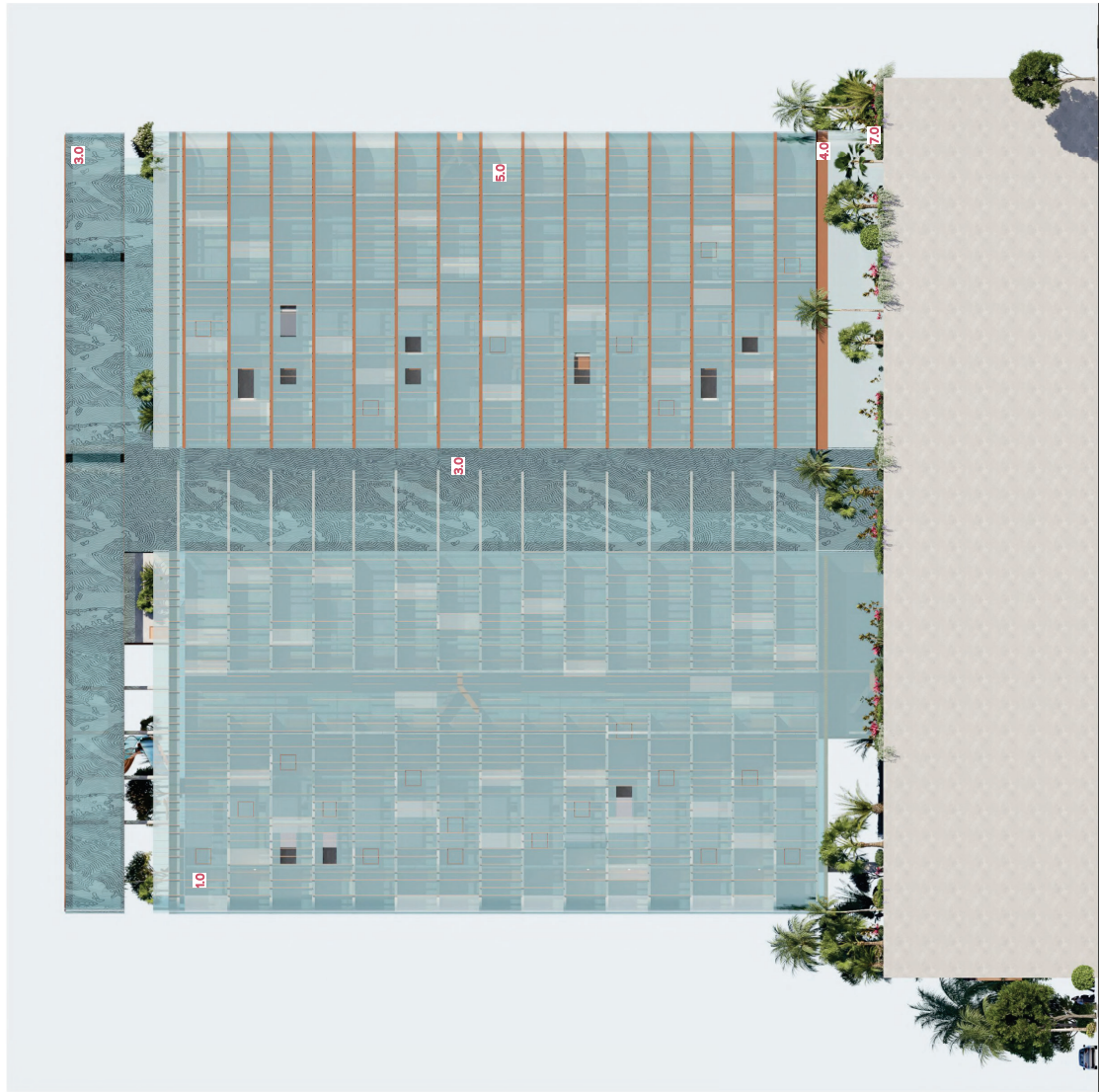
6.0 ALUMINIUM BATTEN SCREENING COPPER ANODIZED



7.0 COMMUNAL LANDSCAPES



2 NORTH MATERIALISED  
1:200



1 EAST MATERIALISED  
1:200

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DTE DES  
30/04/20 PLANNING SUB REVIEW  
26 A  
07/05/20 PLANNING SUB REVIEW  
26 B

PROJECT NUMBER  
250207  
492 VULTURE ST KANGAROO POINT

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DRAWING NUMBER  
E-X03  
NAME  
MATERIALIZED ELEVATIONS

CHECKED  
GB  
APPROVED  
GB

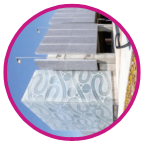
SCALE(A)  
1:200  
ISSUE  
B



**1.0** ALUMINIUM SUNSHADE  
COPPER ANODIZED



**2.0** CONCRETE PLANTERS



**3.0** FRITTED GLAZING  
INDIGENOUS MOTIF



**4.0** ALUMINIUM CLADDING  
COPPER ANODIZED



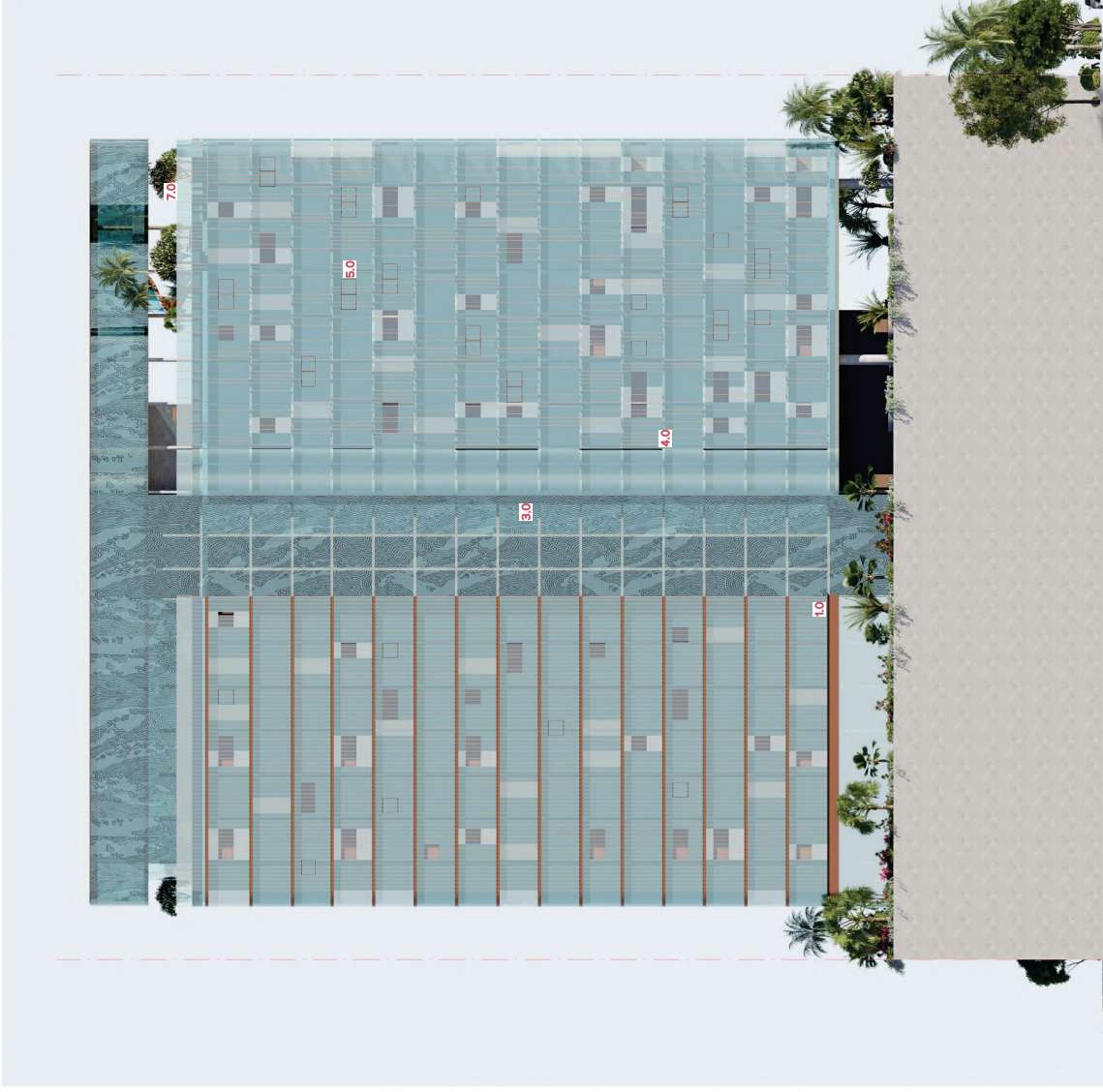
**5.0** CURTAIN WALL GLASS  
WITH OPERABLE WINDOWS



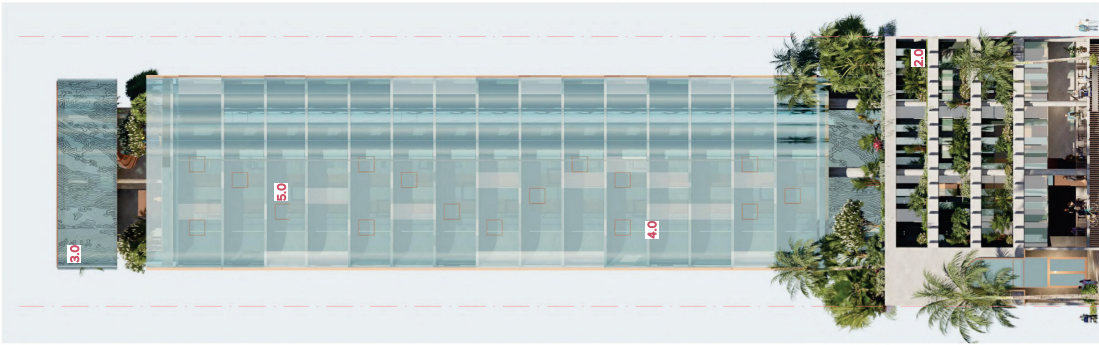
**6.0** ALUMINIUM BATTEN  
SCREENING  
COPPERANODIZED



**7.0** COMMUNAL  
LANDSCAPES



**2** WEST MATERIALISED  
1:200

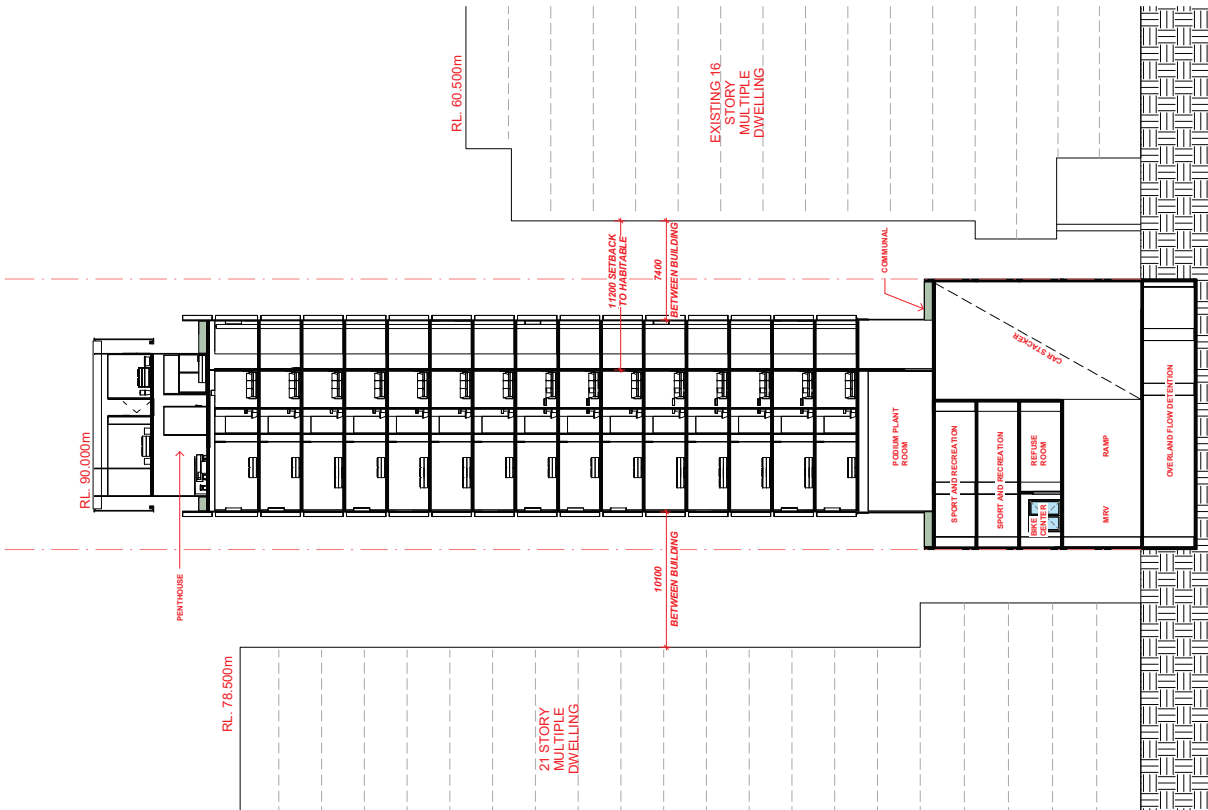


**1** SOUTH MATERIALISED  
1:200

LEVEL 22	81700
LEVEL 21	78500
LEVEL 20	75300
LEVEL 19	72100
LEVEL 18	68900
LEVEL 17	65700
LEVEL 16	62500
LEVEL 15	59300
LEVEL 14	56100
LEVEL 13	52900
LEVEL 12	49700
LEVEL 11	46500
LEVEL 10	43300
LEVEL 09	40100
LEVEL 08	36900
LEVEL 07	33700
LEVEL 06	30500
LEVEL 05	27300
LEVEL 04	24100
LEVEL 03	20900
LEVEL 02	17700
LEVEL 01	14500
GROUND LEVEL 00	11300







CHECKED  
GB

SCALE(A1)  
**1:200**

ISSUE  
GB

APPROVED  
GB

ISSUE  
**B**

DRAWING NUMBER  
**F-X02**

NAME  
**SITE SECTIONS**

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PROJECT NUMBER  
**250207**

**492 VULTURE ST KANGAROO POINT**

DTE  
30/04/20

DES  
PLANNING SUB REVIEW

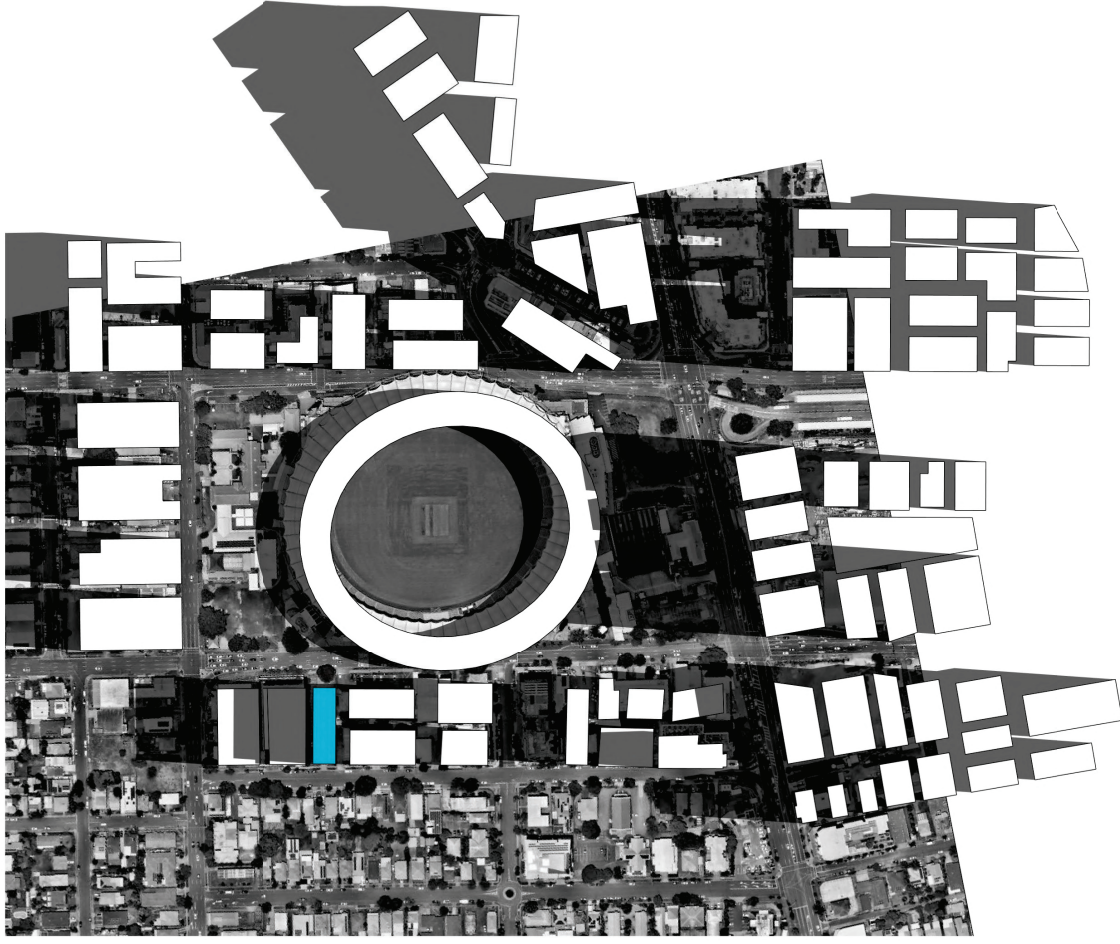
DTE  
07/05/20

DES  
PLANNING SUB REVIEW

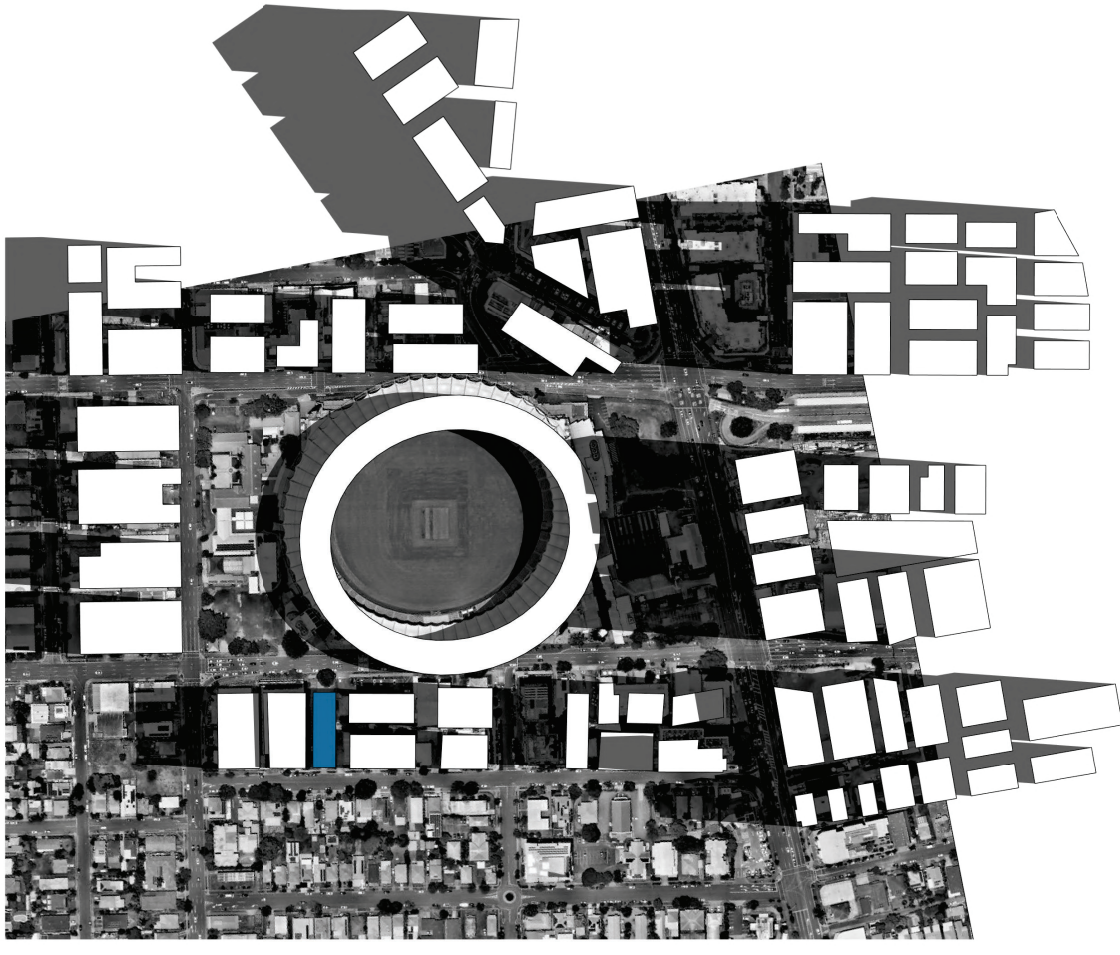
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WOOLONGABBA PDA  
 MAXIMUM BUILDING  
 HEIGHTS SHOWN



3 3PM SUMMER - PROPOSED HEIGHT  
 1:2000



1 3PM SUMMER - PDA HEIGHT  
 1:2000



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PROJECT NUMBER  
**250207**  
**492 VULTURE ST KANGAROO POINT**

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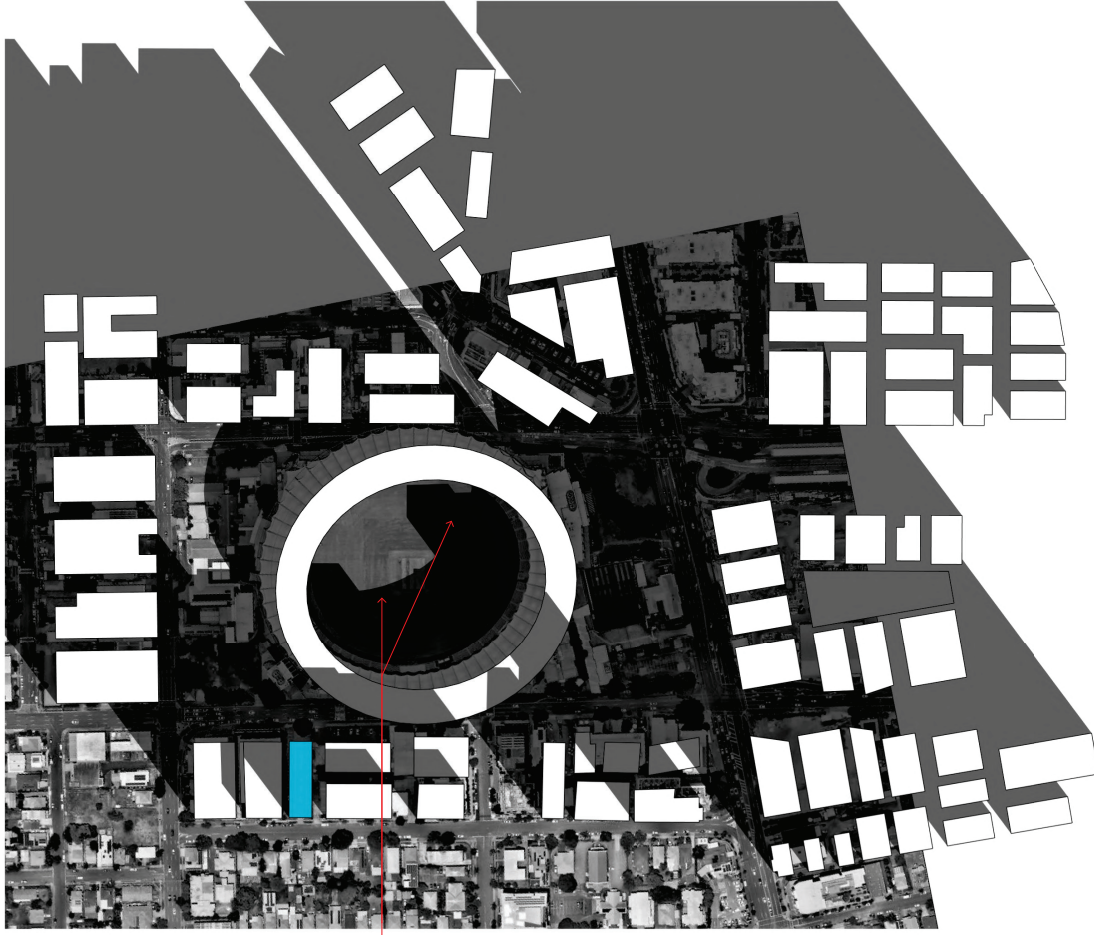
DRAWING NUMBER  
**S-X01**  
 NAME  
**SUN STUDY COMPARISON 3PM SUMMER**

CHECKED  
 GB  
 APPROVED  
 GB

SCALE(A1)  
**1:2000**  
 ISSUE  
**F**

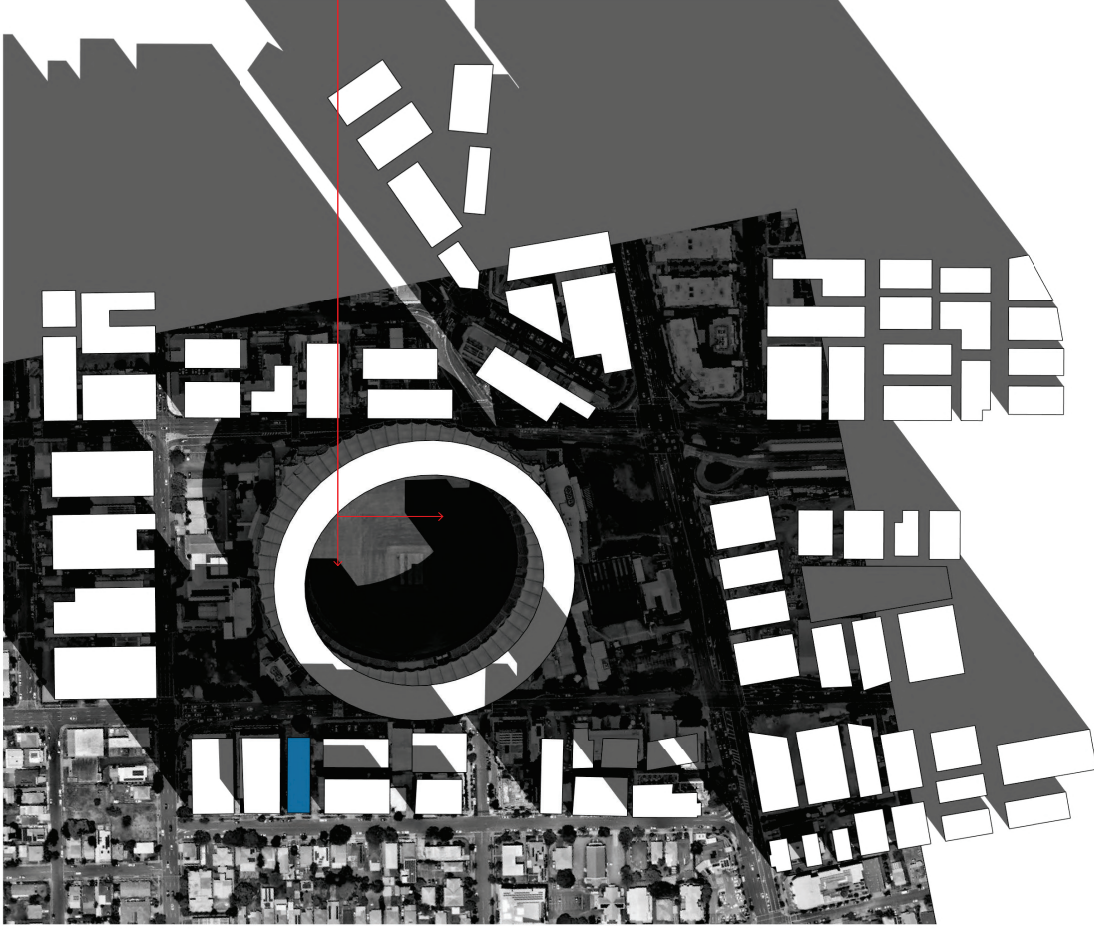


**WOOLONGABBA PDA  
MAXIMUM BUILDING  
HEIGHTS SHOWN**



GABBA STADIUM  
IMPACTED BY  
NEIGHBORING  
BUILDINGS

**1** 3PM WINTER - PROPOSED HEIGHT  
1:2000



GABBA STADIUM  
IMPACTED BY  
NEIGHBORING  
BUILDINGS

**2** 3PM WINTER - PDA HEIGHT  
1:2000



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C	20/02/20	PLANNING SUBMISSION
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PROJECT NUMBER  
**250207**  
**492 VULTURE ST KANGAROO POINT**

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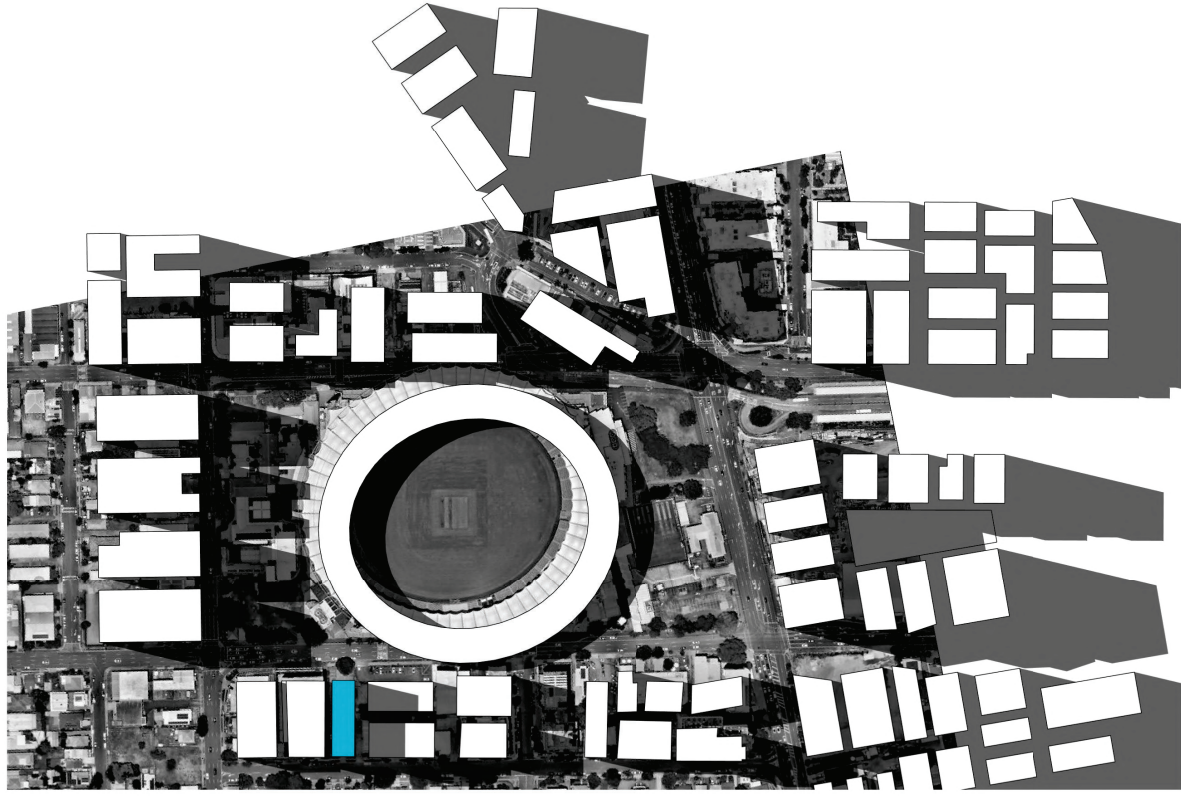
DRAWING NUMBER  
**S-X02**  
NAME  
**SUN STUDY COMPARISON 3PM WINTER**

CHECKED  
GB  
APPROVED  
GB

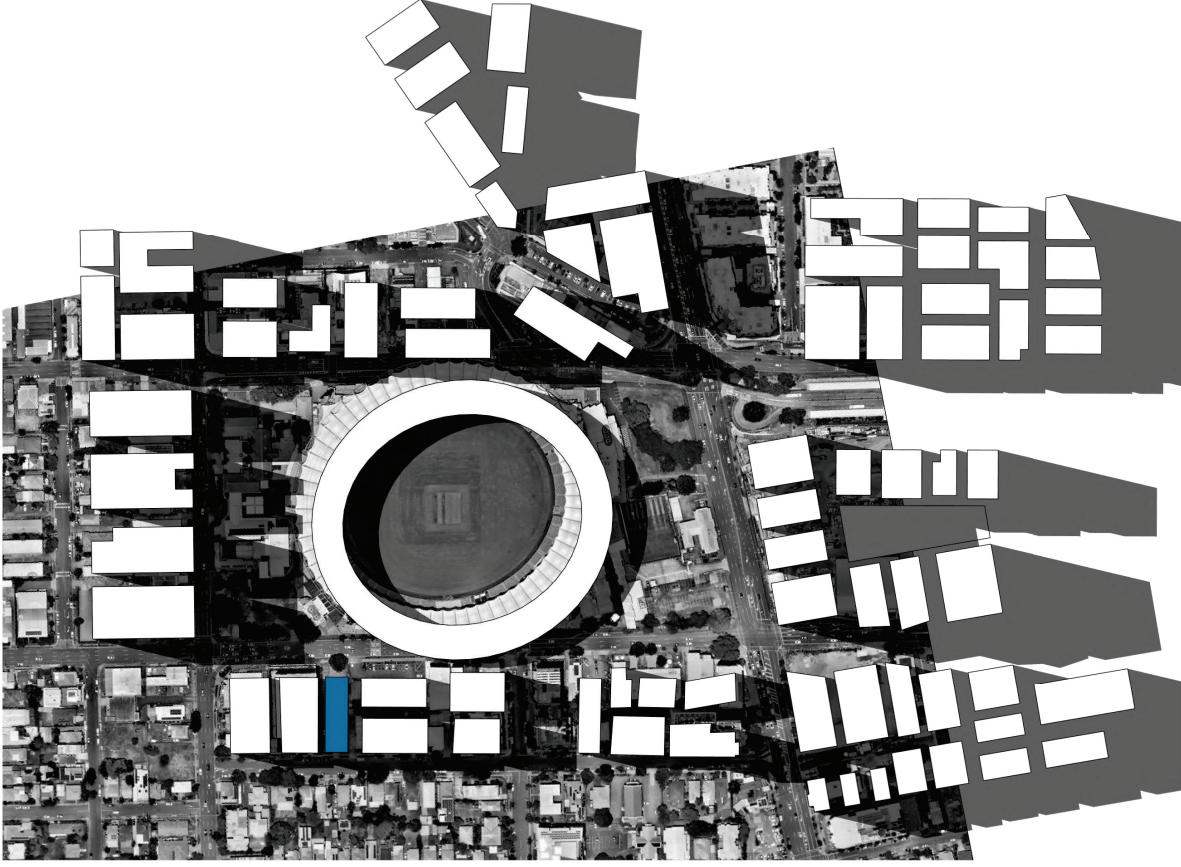
SCALE(A1)  
**1:2000**  
ISSUE  
**E**



WOOLLOONGABBA PDA  
 MAXIMUM BUILDING  
 HEIGHTS SHOWN



1 9AM SUMMER - PROPOSED HEIGHT  
 1 : 2000



2 9AM SUMMER - PDA HEIGHT  
 1 : 2000

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No. C D E

DTE DES  
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 26  
 07/05/20 PLANNING SUB REVIEW  
 26

PROJECT NUMBER  
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492 VULTURE ST KANGAROO POINT

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DRAWING NUMBER  
 S-X03

NAME  
 SUN STUDY COMPARISON 9AM  
 SUMMER

CHECKED  
 GB

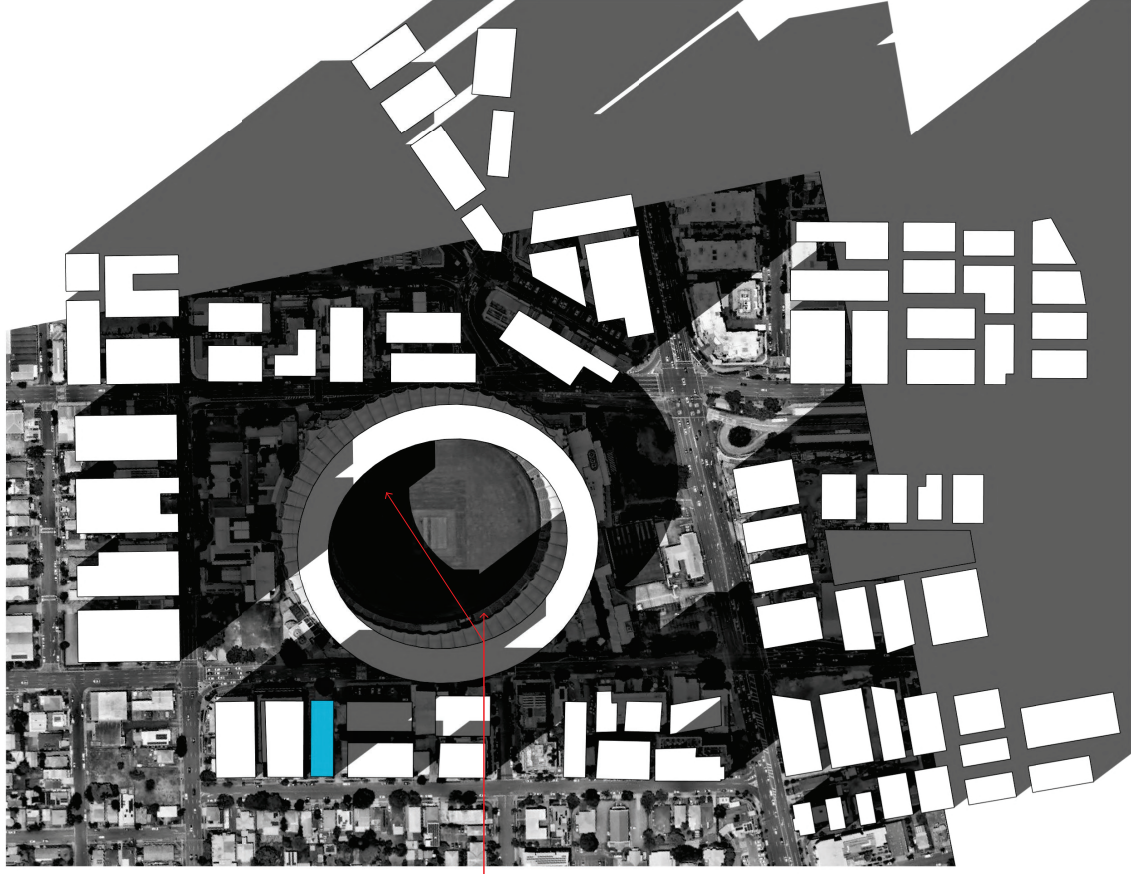
APPROVED  
 GB

SCALE(A1)  
 1 : 2000

ISSUE  
 E

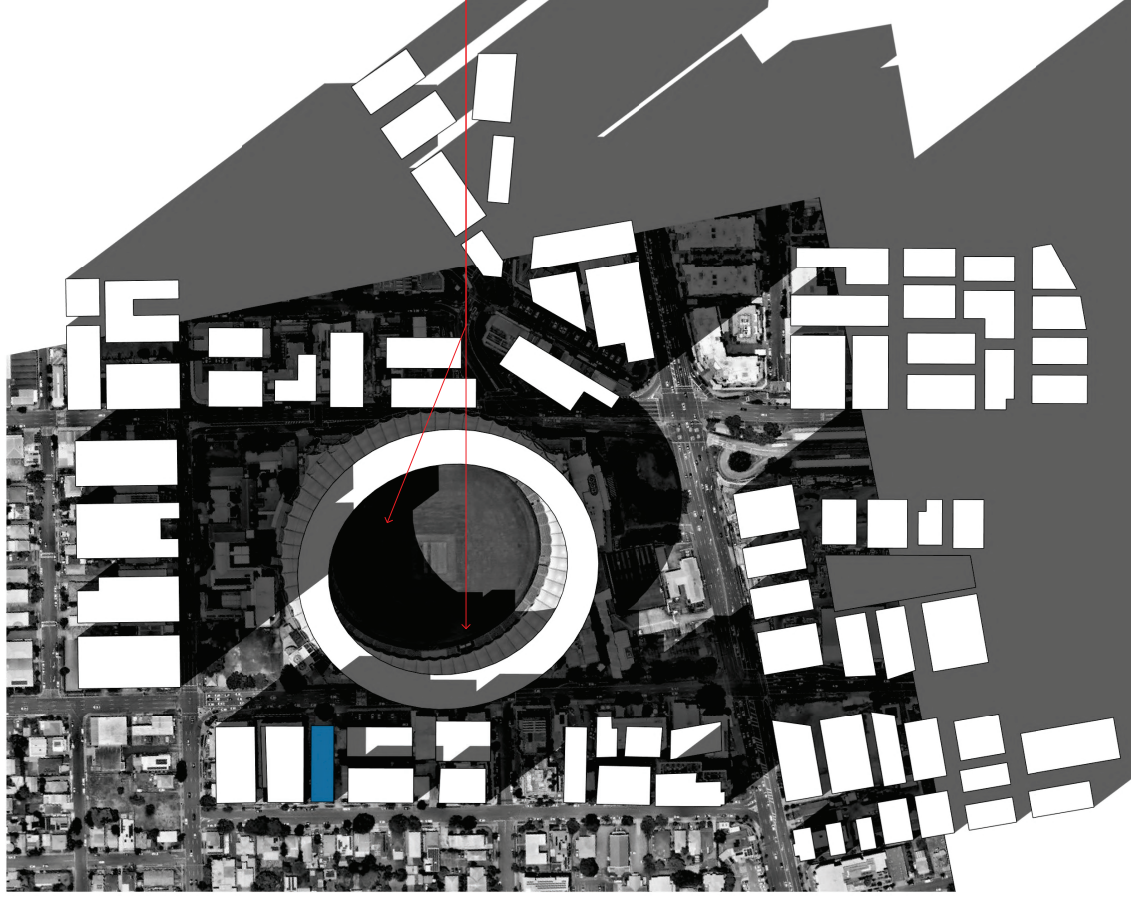


**WOOLONGABBA PDA  
MAXIMUM BUILDING  
HEIGHTS SHOWN**



GABBA STADIUM  
IMPACTED BY  
NEIGHBORING  
BUILDINGS

**1** 9AM WINTER - PROPOSED HEIGHT  
1:2000



GABBA STADIUM  
IMPACTED BY  
NEIGHBORING  
BUILDINGS

**2** 9AM WINTER - PDA HEIGHT  
1:2000



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No.	DTE	DES
C	20/02/20	PLANNING SUBMISSION
D	30/04/20	PLANNING SUB REVIEW
E	07/05/20	PLANNING SUB REVIEW

PROJECT NUMBER  
**250207**  
492 VULTURE ST KANGAROO POINT

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NOT FOR CONSTRUCTION

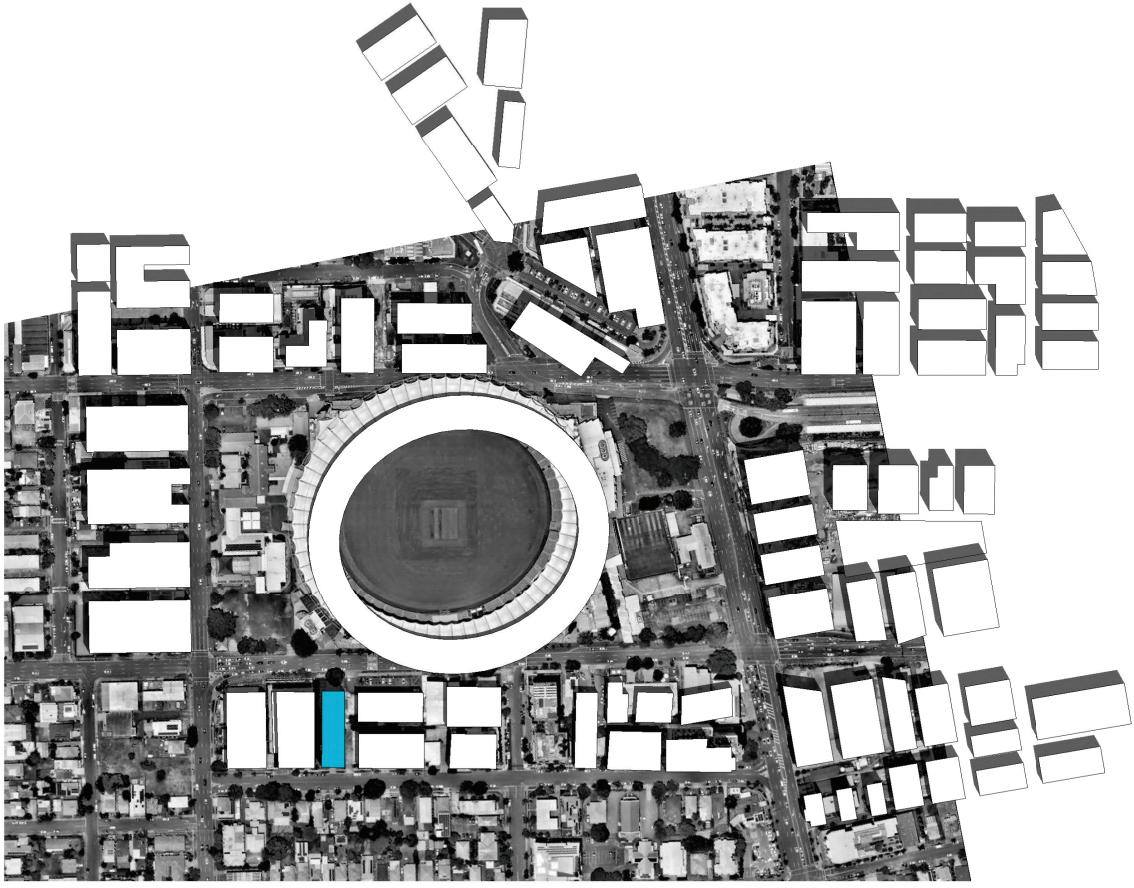
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NAME  
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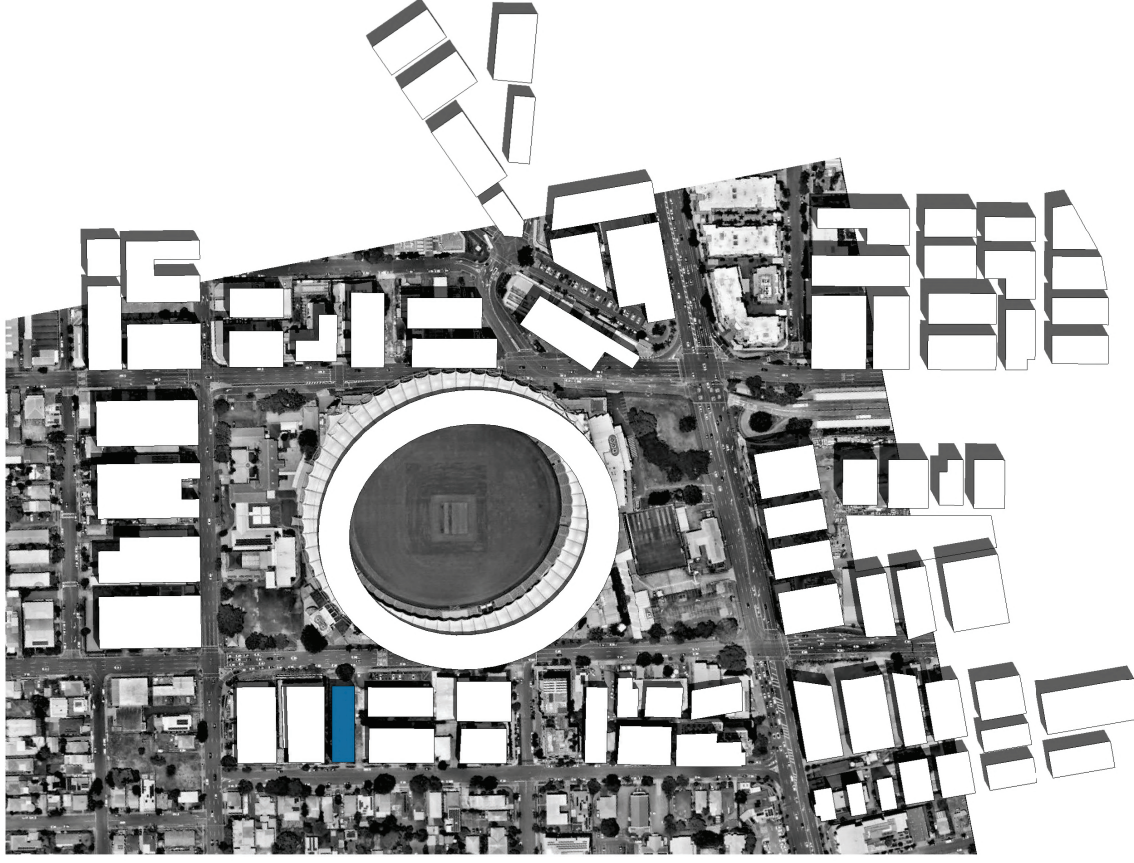
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ISSUE  
**E**



**WOOLLOONGABBA PDA  
MAXIMUM BUILDING  
HEIGHTS SHOWN**



**1** 12 NOON SUMMER - PROPOSED HEIGHT  
1 : 2000



**2** 12 NOON SUMMER - PDA HEIGHT  
1 : 2000



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20 RAINBOW ST SANDGATE,  
QLD 4017, AUSTRALIA  
ADMIN@SHELTACO.COM.AU  
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D	30/04/20	PLANNING SUB REVIEW
E	07/05/20	PLANNING SUB REVIEW

PROJECT NUMBER  
**250207**  
492 VULTURE ST KANGAROO POINT

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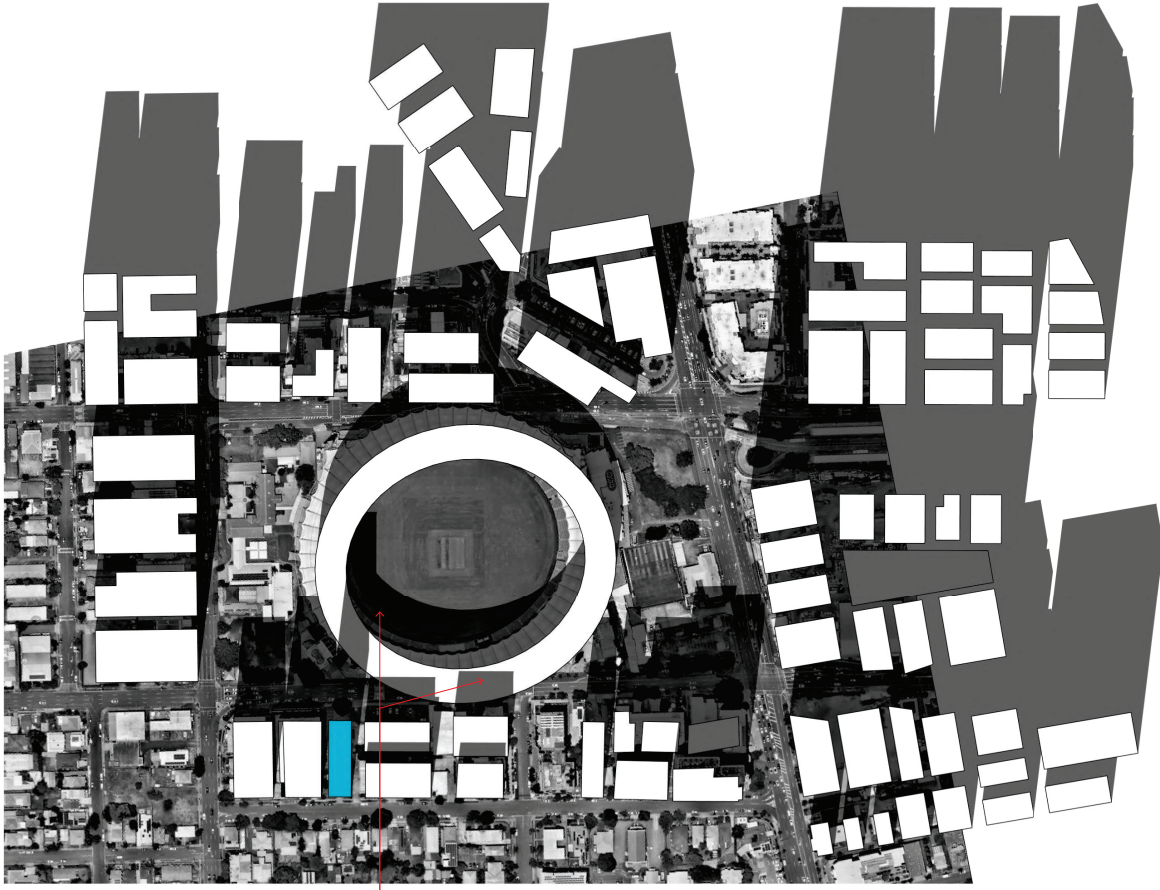
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NAME  
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SUMMER**

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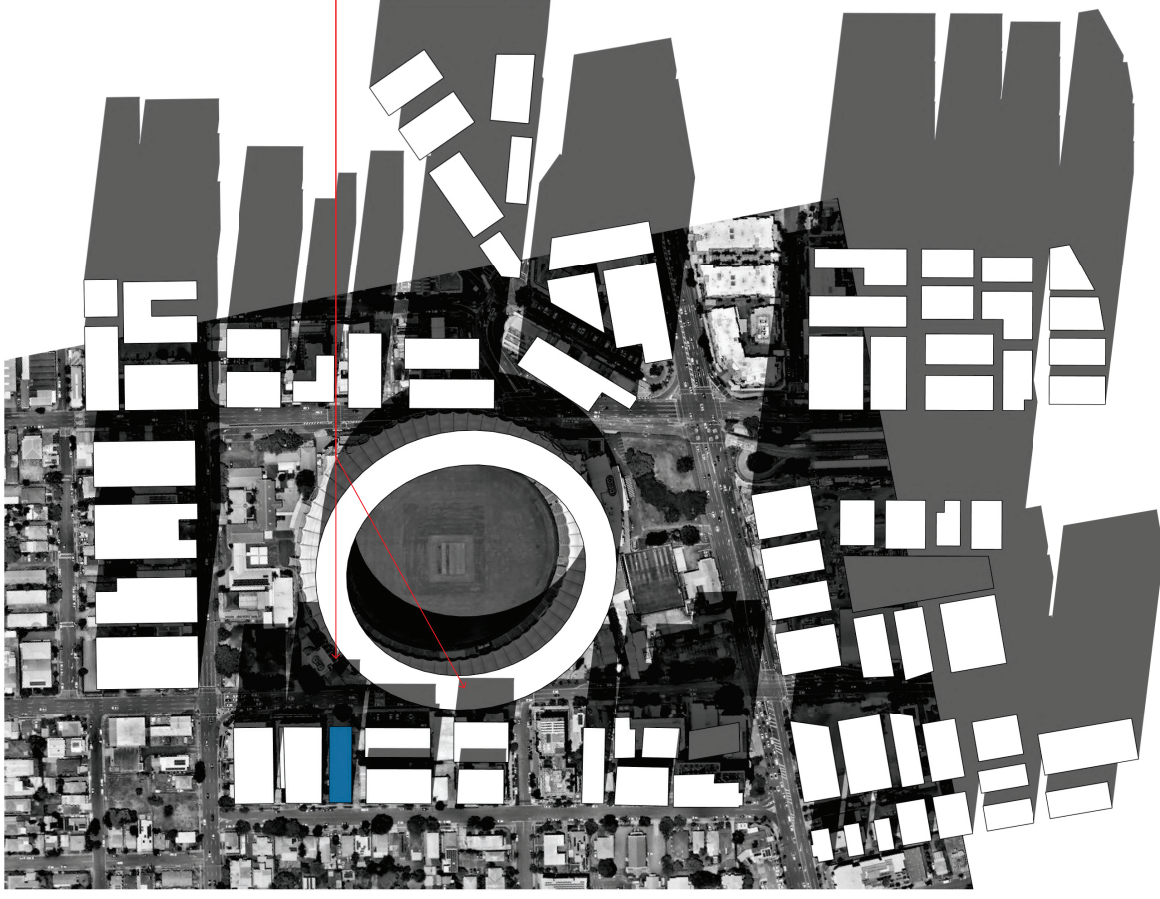
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ISSUE  
**E**



**WOOLONGABBA PDA  
MAXIMUM BUILDING  
HEIGHTS SHOWN**



GABBA STADIUM  
HEIGHT COMPARED TO  
NEIGHBORING  
BUILDINGS



GABBA STADIUM  
HEIGHT COMPARED TO  
NEIGHBORING  
BUILDINGS

**1 12 NOON WINTER - PROPOSED HEIGHT**

Scale: 1:2000  
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No.	DTE	DES
C	20/02/20	PLANNING SUBMISSION
D	30/04/20	PLANNING SUB REVIEW
E	07/05/20	PLANNING SUB REVIEW

PROJECT NUMBER  
**250207**

**492 VULTURE ST KANGAROO POINT**

**2 12 NOON WINTER - PDA HEIGHT**

Scale: 1:2000

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DRAWING NUMBER  
**S-X06**

NAME  
**SUN STUDY COMPARISON 12PM  
WINTER**

CHECKED  
GB

APPROVED  
GB

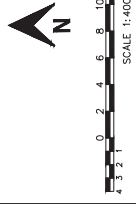
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ISSUE  
**E**



# APPENDIX B

## Modus Traffic Plan



**PROJECT**  
**492 VULTURE STREET AND 85 LINTON STREET**

**CLIENT**  
**ASSET RICH FINANCE PTY LTD**

**DRAWING TITLE**  
**MODUS TRAFFIC PLAN**

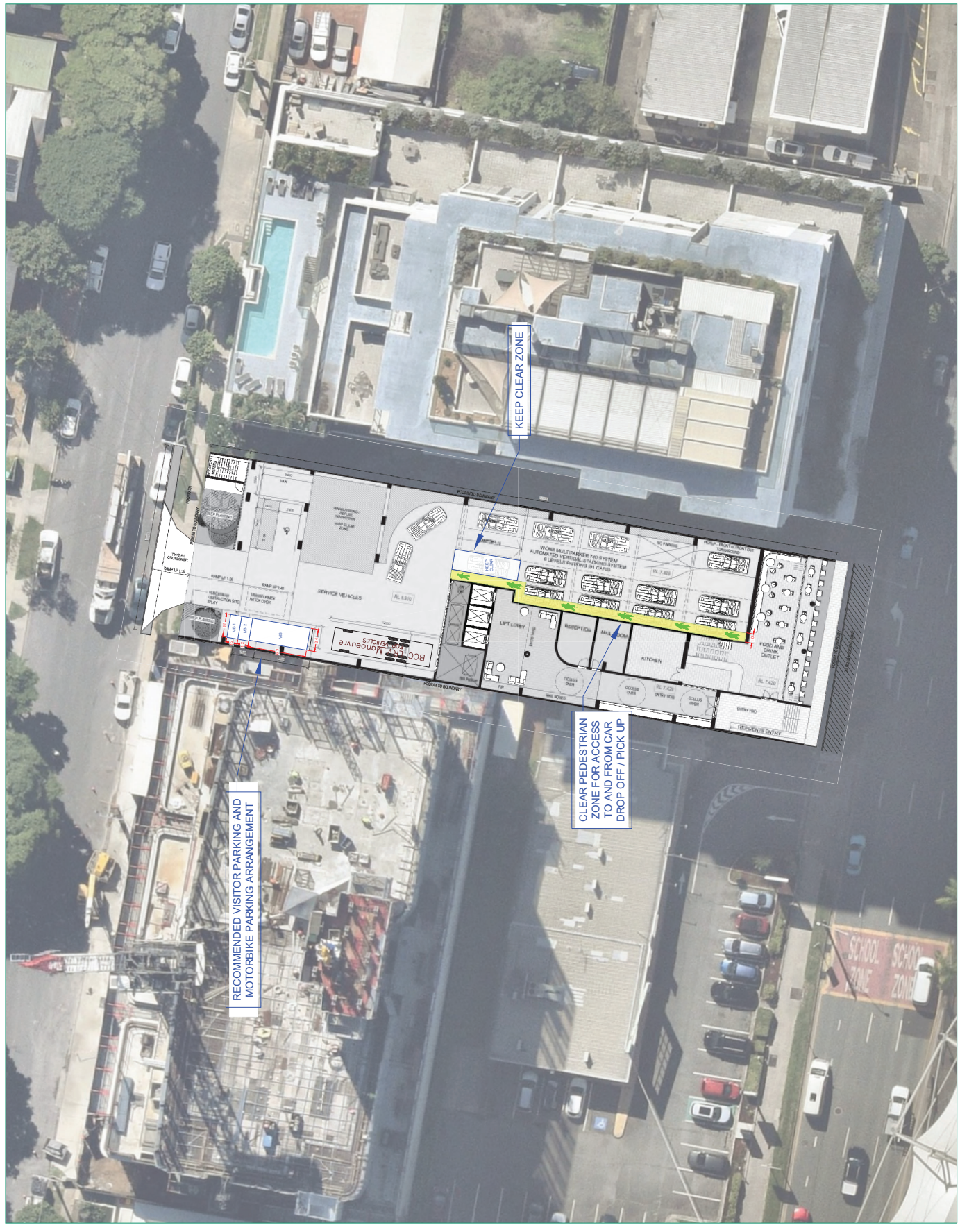
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**MOD25724QLD - SK10**

DATE	REVISION
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REV	DATE	DESIGNER	APPROVED BY

**MODUS**  
 Transport and Traffic Engineering

ABN 49 668 863 269  
 310 Edward Street, BRISBANE CITY QLD 4000



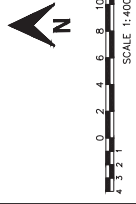
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# APPENDIX C

## Swept Path Assessment



**PROJECT**  
**492 VULTURE STREET AND 85 LINTON STREET**

**CLIENT**  
**ASSET RICH FINANCE PTY LTD**

**DRAWING TITLE**  
**B99 SWEEPED PATH ASSESSMENT**

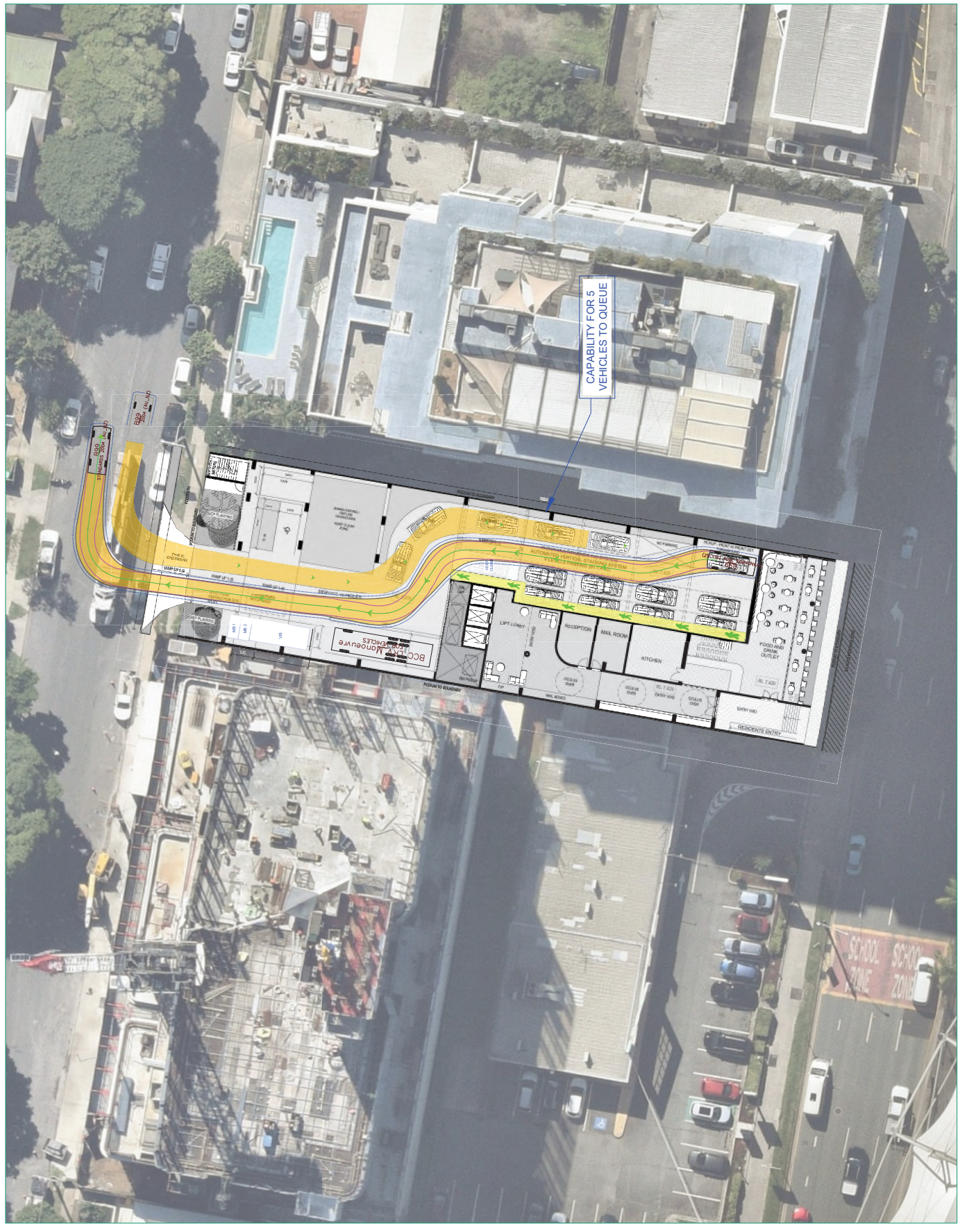
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**MOD25724QLD - SK11**

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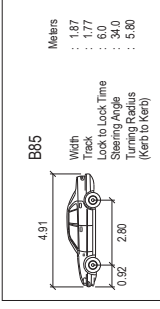


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**DESIGN VEHICLE ADOPTED**



**SWEEP PATH LEGEND**

	VEHICLE BODY
	FRONT TIRES
	VEHICLE PATH
	VEHICLE CLEARANCE (300mm)
	VEHICLE CLEARANCE (600mm)
	5KM/H DESIGN SPEED
	10KM/H DESIGN SPEED



**PROJECT**  
**492 VULTURE STREET AND 85 LINTON STREET**

**CLIENT**  
**ASSET RICH FINANCE PTY LTD**

**DRAWING TITLE**  
**B85 SWEEP PATH ASSESSMENT**

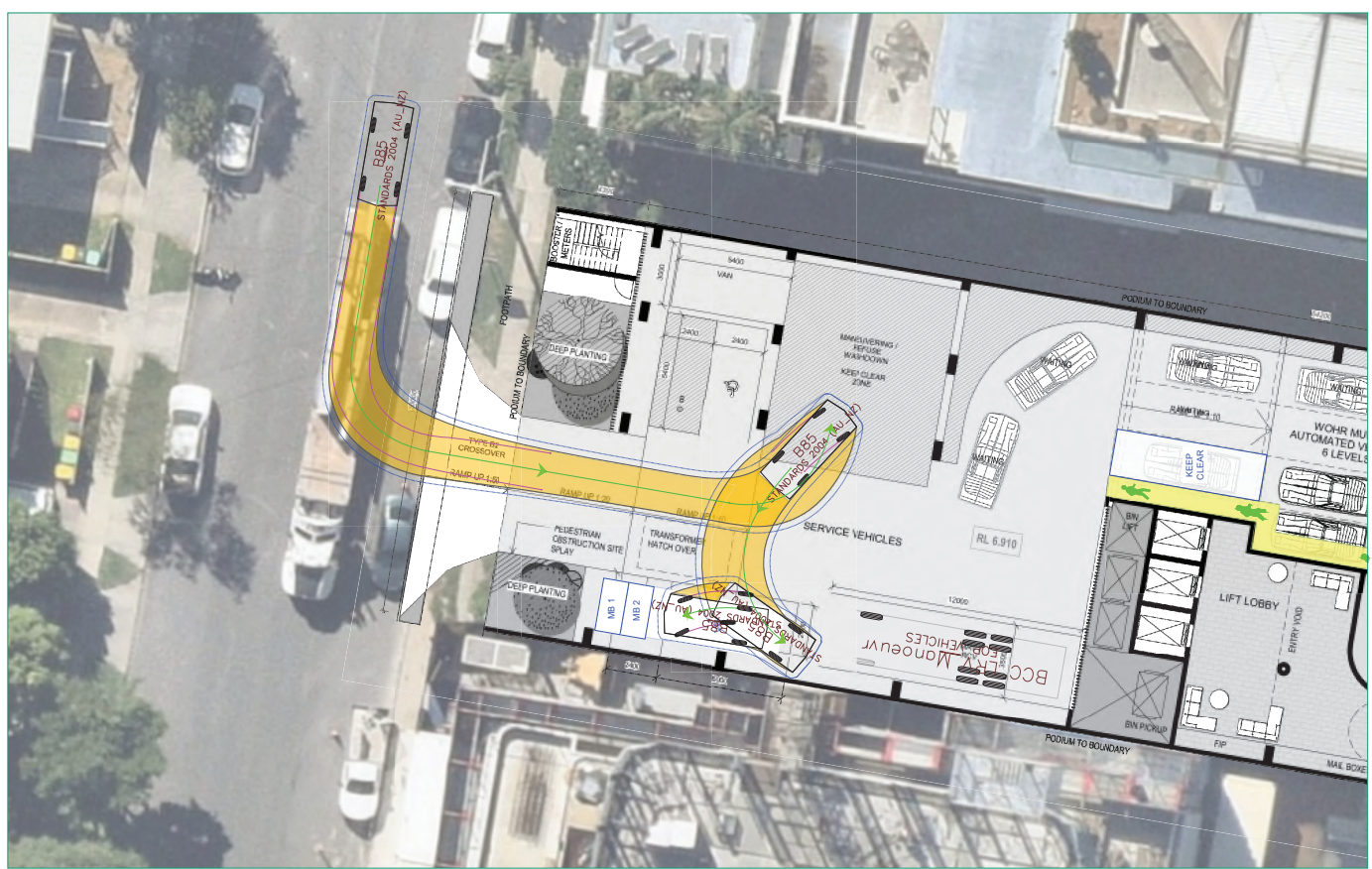
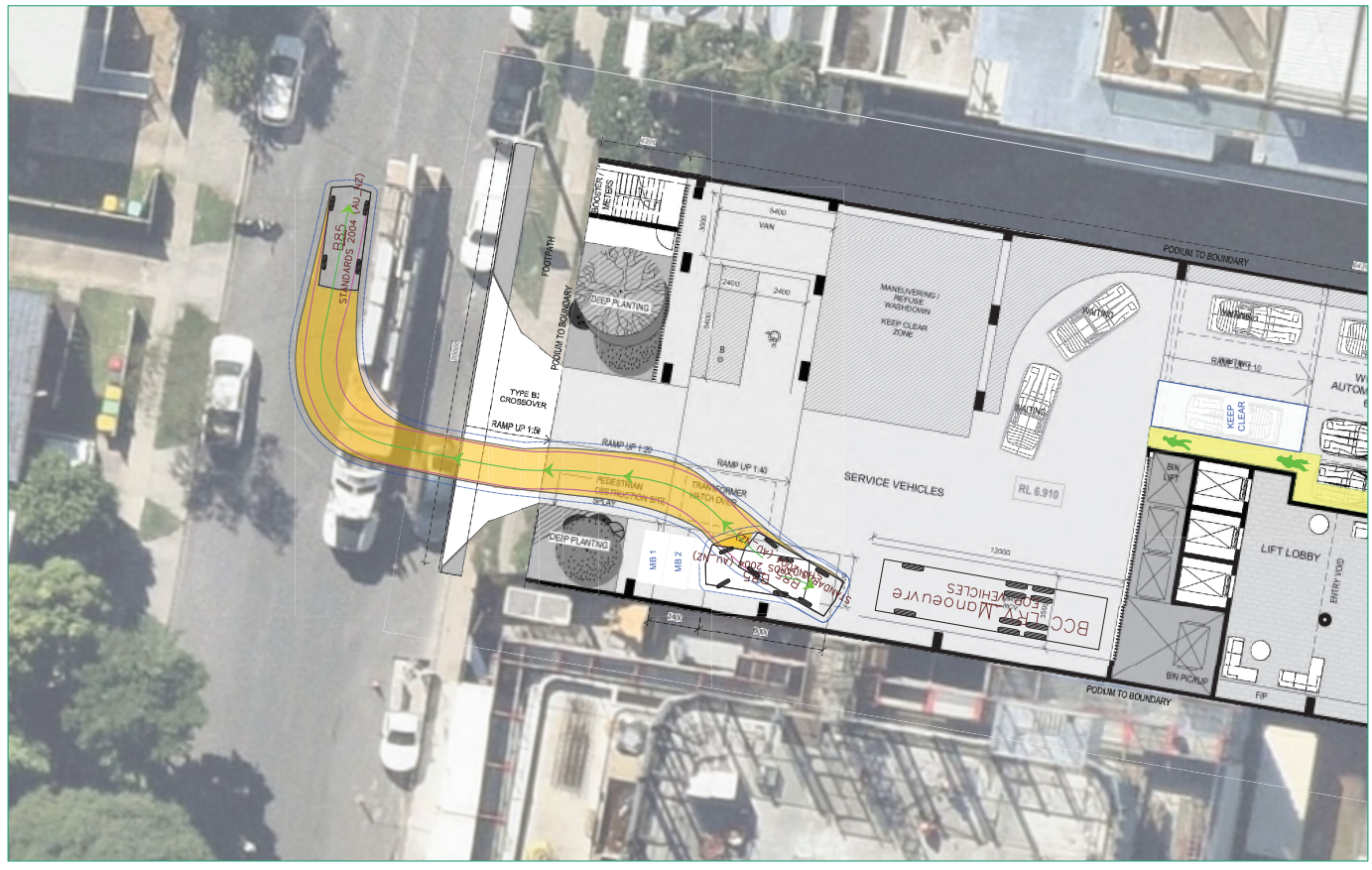
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**MOD25724QLD - SK12**

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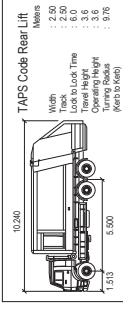
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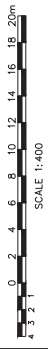


**DESIGN VEHICLE ADOPTED**



**SWEPT PATH LEGEND**

	VEHICLE BODY
	FRONT TIRES
	VEHICLE PATH
	VEHICLE CLEARANCE (300mm)
	VEHICLE CLEARANCE (600mm)
	VEHICLE
	5KM/H DESIGN SPEED
	10KM/H DESIGN SPEED



**PROJECT**  
**492 VULTURE STREET AND 85 LINTON STREET**

**CLIENT**  
**ASSET RICH FINANCE PTY LTD**

**DRAWING TITLE**  
**RCV SWEPT PATH ASSESSMENT**

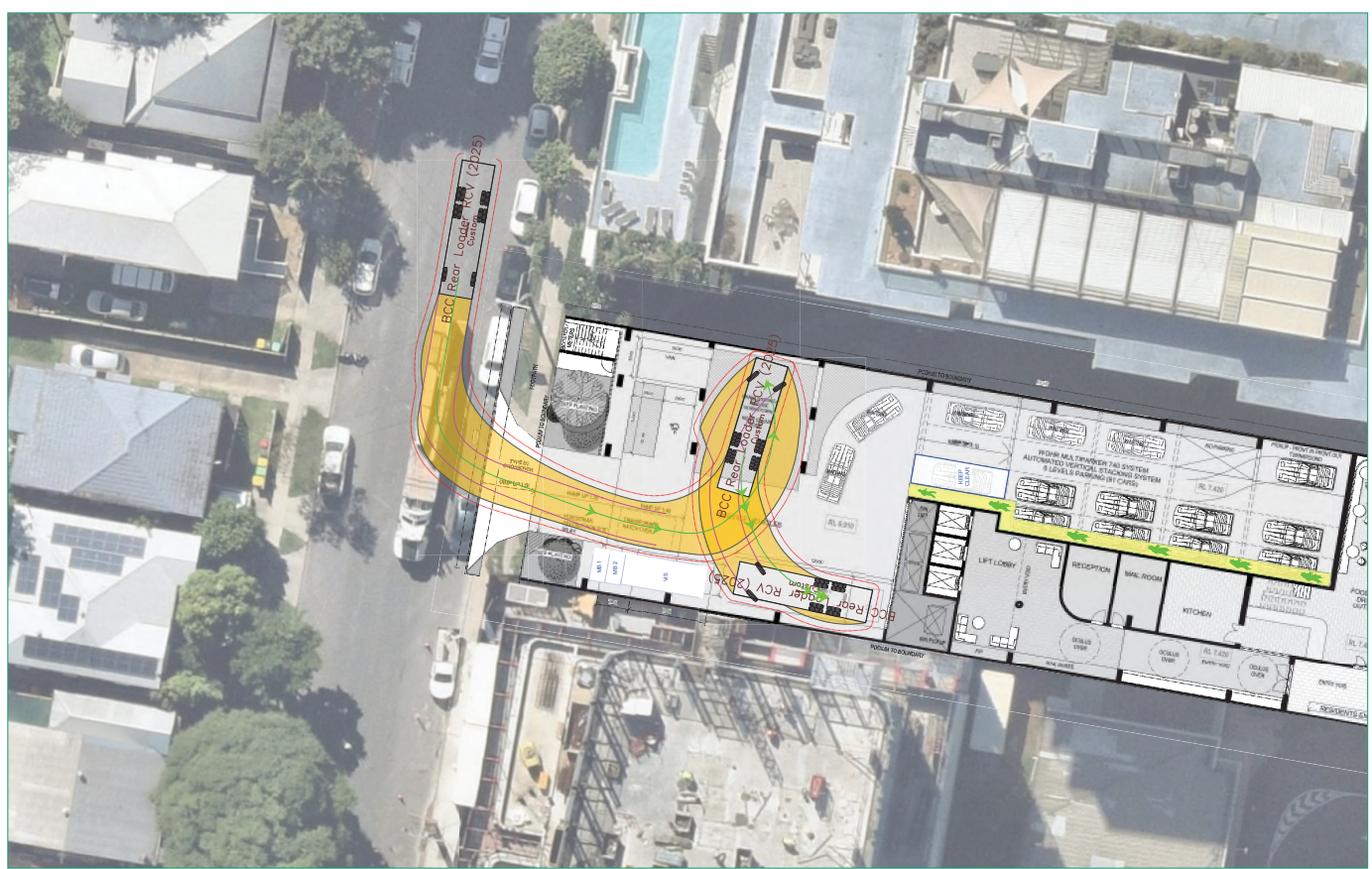
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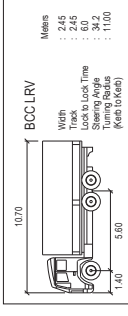


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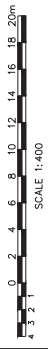
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**DESIGN VEHICLE ADOPTED**



**SWEPT PATH LEGEND**

	VEHICLE BODY
	FRONT TIRES
	VEHICLE PATH
	VEHICLE CLEARANCE (300mm)
	VEHICLE CLEARANCE (600mm)
	5KM/H DESIGN SPEED
	10KM/H DESIGN SPEED



**PROJECT**  
492 VULTURE STREET AND 85 LINTON STREET

**CLIENT**  
ASSET RICH FINANCE PTY LTD

**DRAWING TITLE**  
LRV SWEEP PATH ASSESSMENT

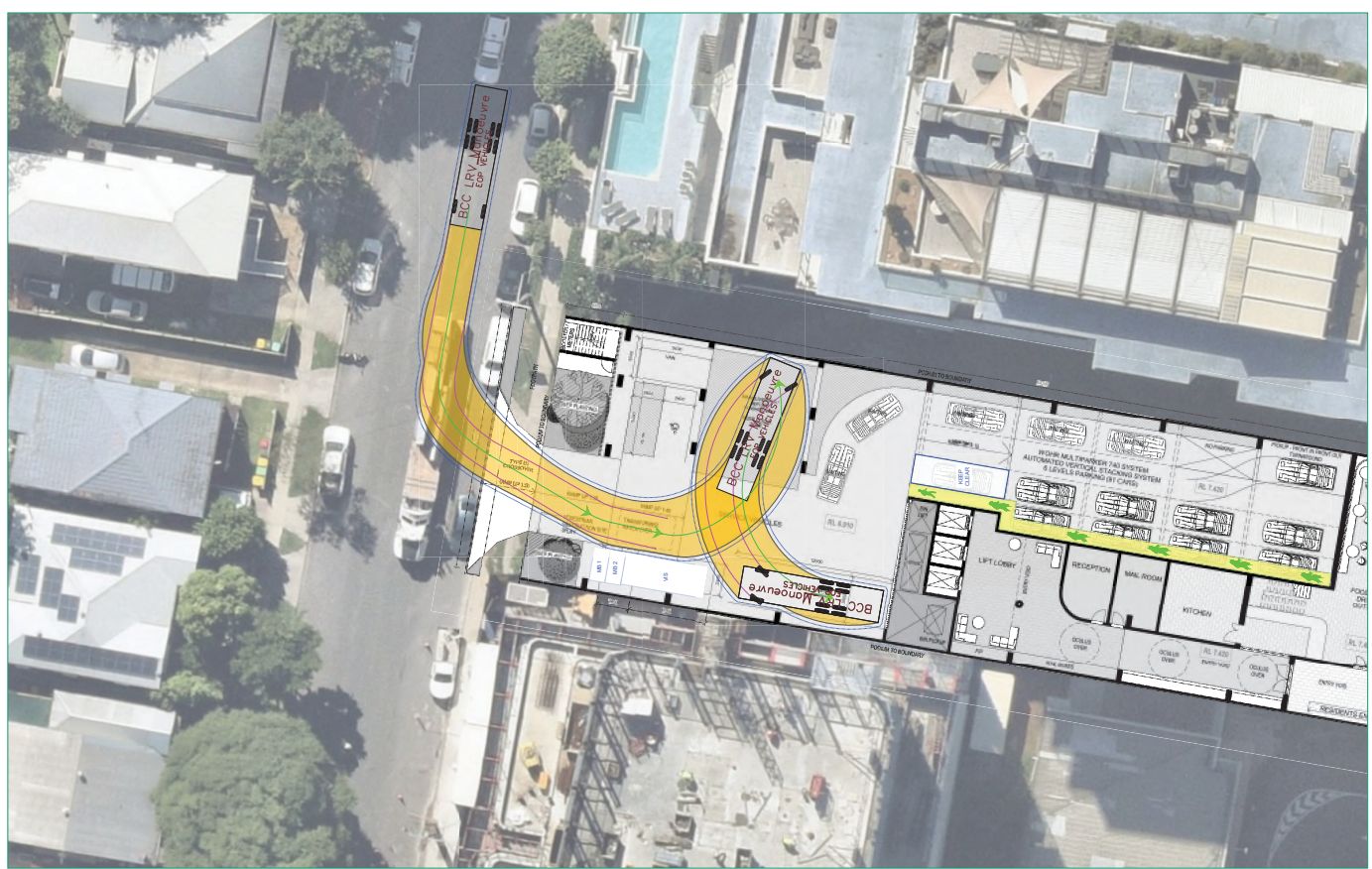
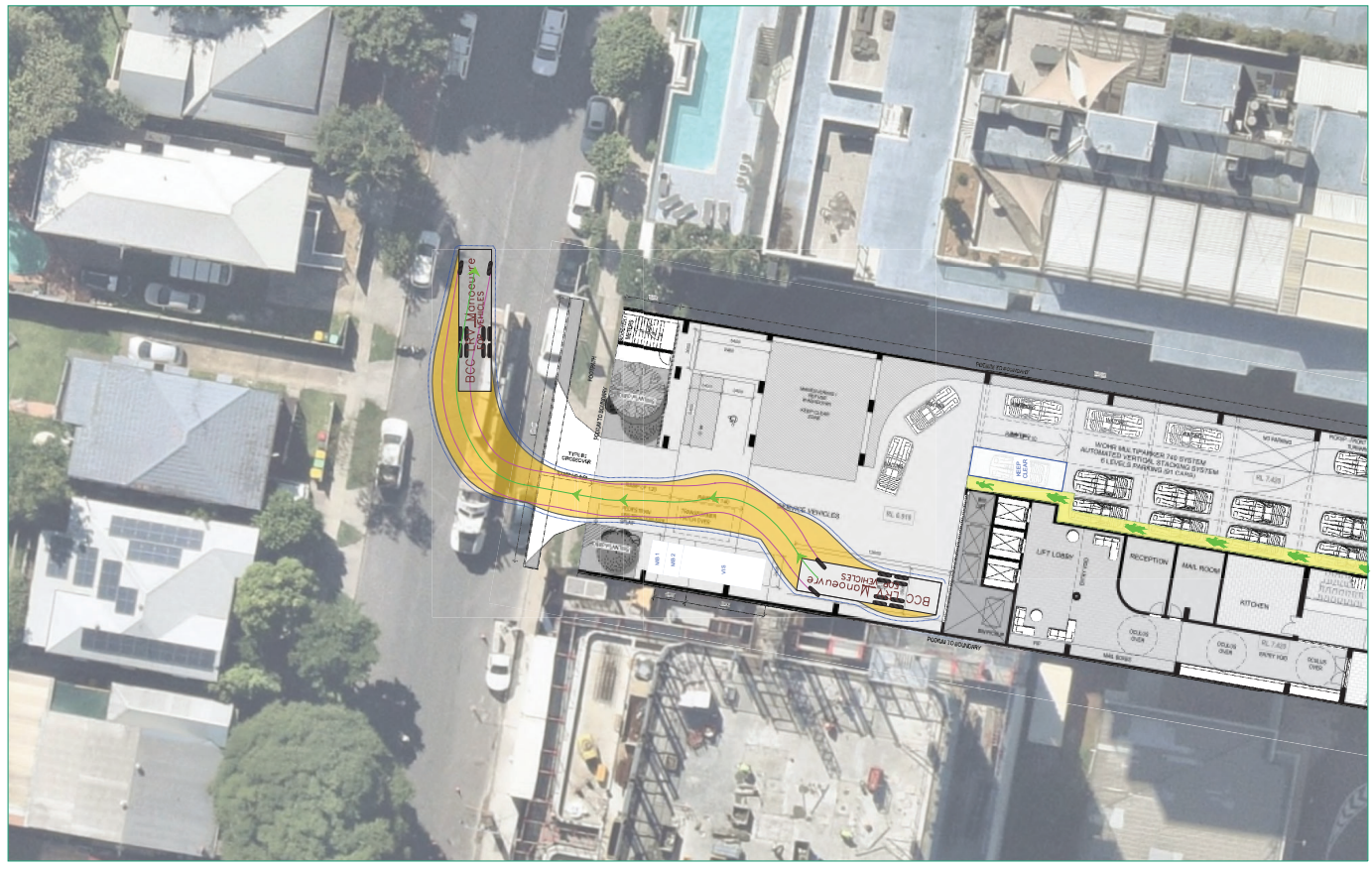
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