Technical Memorandum

Aura P15 West – Centre Access

Date	28/10/2025	**Project Number**	P0053364
Client	Stockland	**Prepared By**	Ryan Peel
Project	Aura P15 West	**Reviewed By**	Andy Johnston RPEQ: 24764

1. Introduction

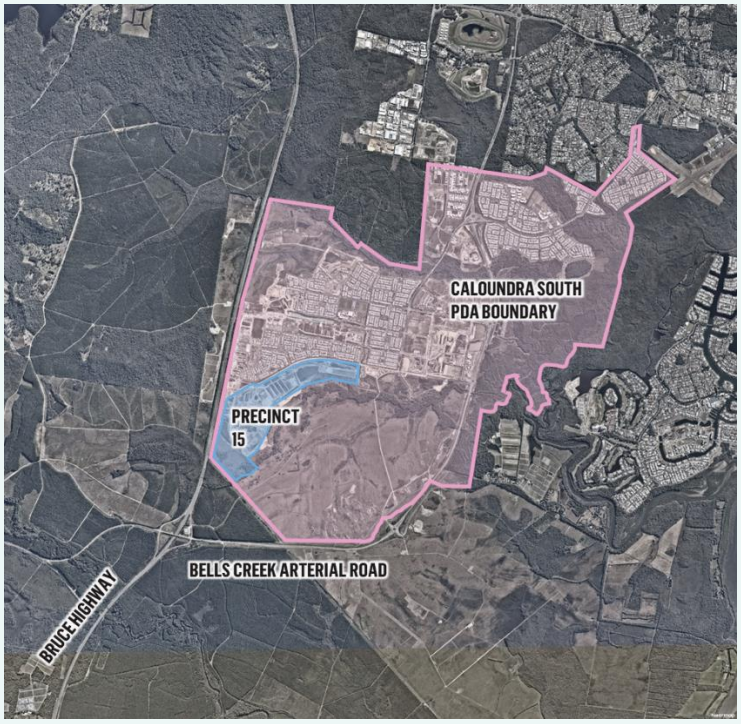
1.1 Background

Urbis has been engaged by Stockland to provide traffic and transport advice relating to the proposed Aura Neighbourhood Centre located in Aura Precinct 15 West. In particular, this technical memo will focus on the access for the Neighbourhood Centre development.

1.2 Proposed Development

The approved Precinct 15 West forms part of the wider Aura masterplan development, located within the Caloundra South Priority Development Area (PDA), as shown in Figure 1. Precinct 15 was approved in 2022 (Application DEV2021/1235), with further changes and endorsed context plans following in 2023 and 2024. The most current context plans for Precinct 15 (including both east and west sub-precincts are included in Appendix A.

Figure 1: Precinct 15 Locality Plan



1.3 Neighbourhood Centre

As part of the approved context plan for Precinct 15, the access for the Neighbourhood Centre is located at the rear of the site, as shown in Figure 3. Vehicles accessing the site would be required to circulate to the lower order roads.

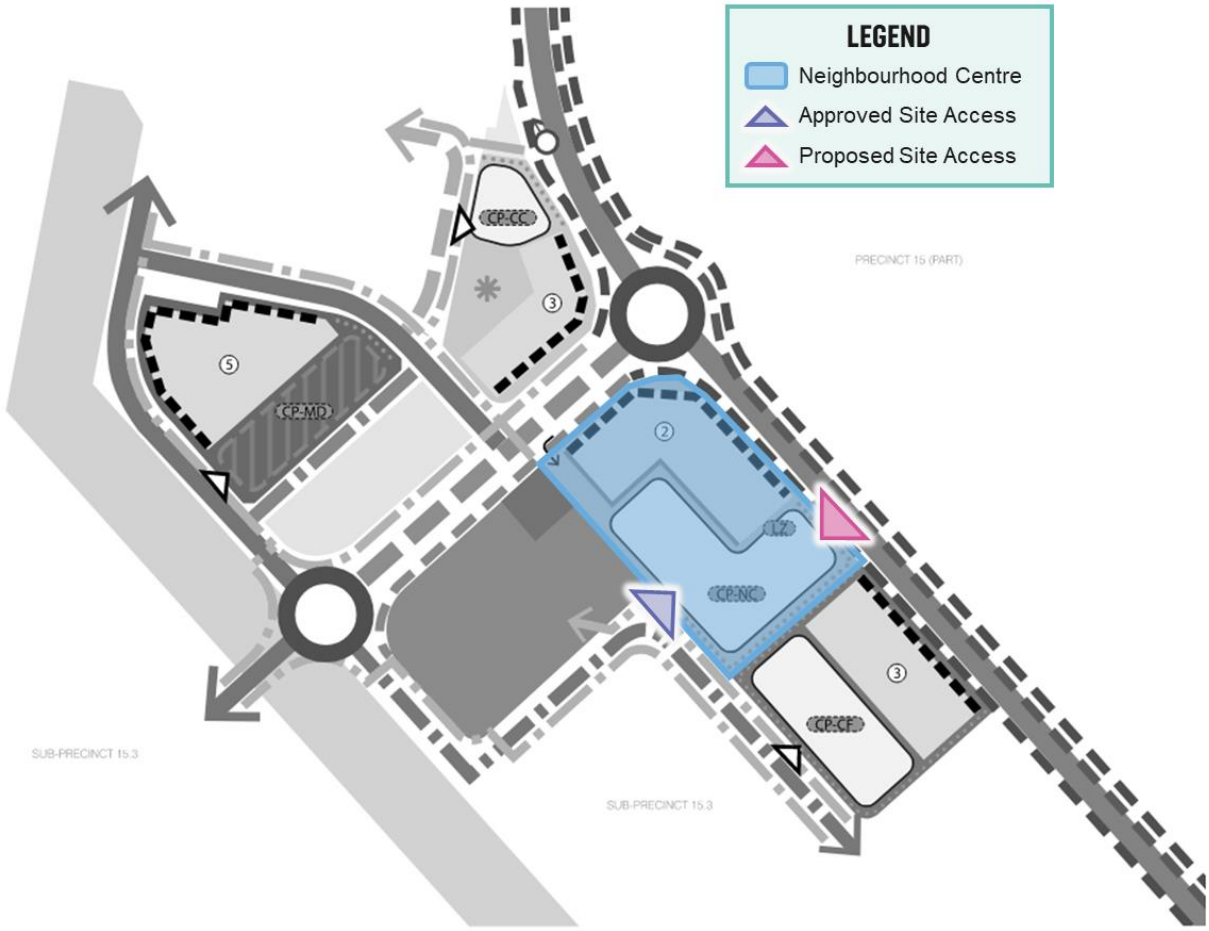
Figure 2: Precinct 15 Approved Road Hierarchy

The approved location of the Neighbourhood Centre all movements access results in several issues from a traffic perspective. These issues are as follows:

- Legibility - as shown from the road hierarchy in Figure 2, the approved neighbourhood centre access is located on the lowest order road. While typically this is the recommended strategy when assigning access locations for low traffic generating uses, this is a high traffic generating use. The access will be located in a predominately residential street and would be confusing for users.
- Amenity – As identified in the legibility item, all private vehicle trips to and from the centre, as well as all service vehicles (likely Heavy and Medium Rigid Vehicles) will be required to navigate through the residential road network. The increased light and heavy vehicle movements through the internal residential network will significantly impact on resident amenity. This drags high vehicle movements and large vehicles through the lowest order residential streets unnecessarily.
- Safety – The increase in traffic through these streets will impact the most vulnerable road users bringing them in contact with unnecessarily high traffic volumes. The convoluted and circuitous access proposals will increase driver frustration which can lead to unsafe driver practices which disproportionately impact on pedestrians and cyclists.
- Construction and Design Impacts - The requirement for vehicles to access from the rear of the site will require heavy vehicles to undertake right-turns at both roundabouts (one inbound movement and one outbound movement). The two roundabouts will need to be designed with widened carriageways and reduced islands to accommodate the likely retail heavy vehicles. This results in significantly inconvenient manoeuvring for service vehicles.

These combined issues have made for the approved location of the Neighbourhood Centre access to be reconsidered. As part of this change, the access is proposed to be relocated to the Trunk Connector in Aura P15 West, as shown in Figure 3. To determine the feasibility of the access relocation, a detailed traffic assessment has been undertaken, providing in the following sections.

Figure 3: P15 Neighbourhood Centre

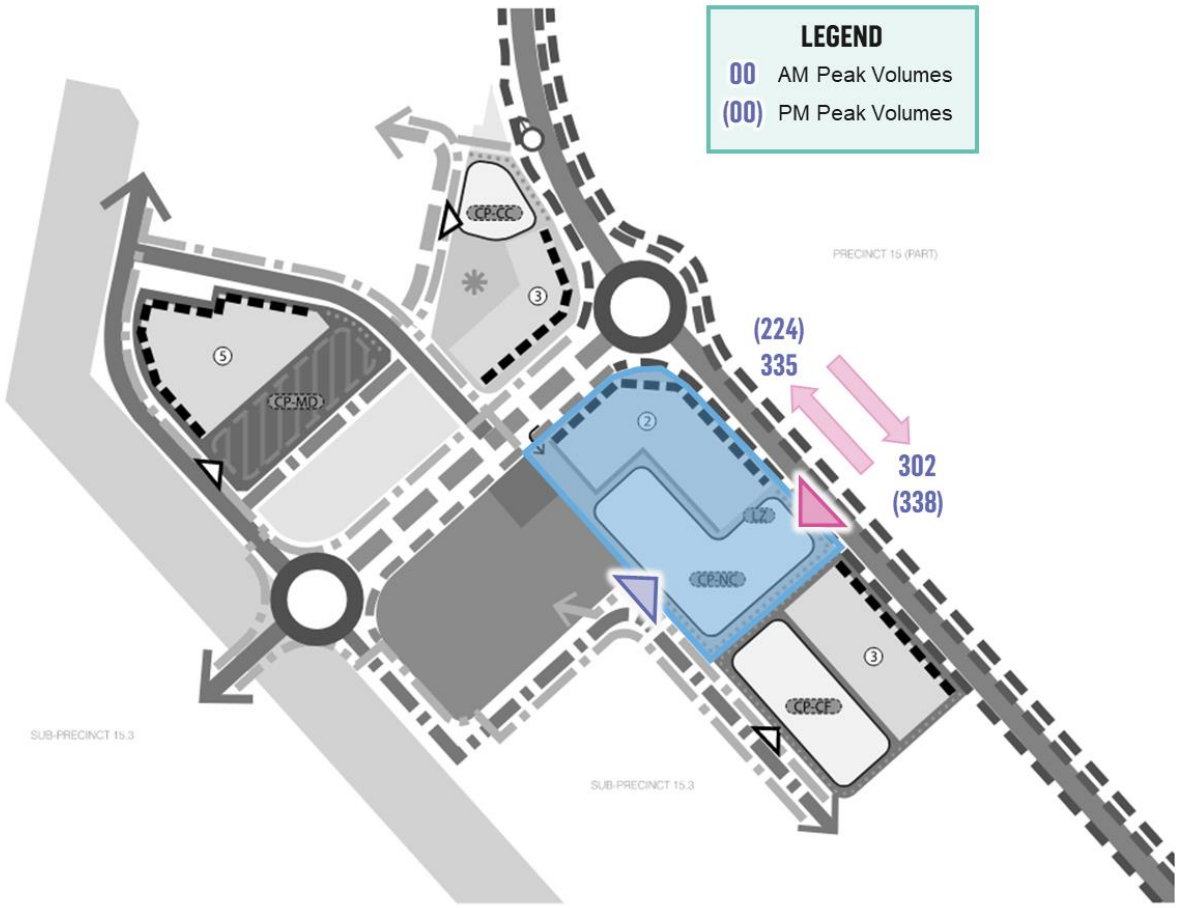


2. Traffic Assessment

2.1 Approved Modelling

Modelling for Precinct 15 and the wider Aura catchment has been undertaken by PwC as part of the approved masterplan. The *Aura Precinct 15 Traffic Modelling Report* was published in October 2021 and approved by EDQ in December 2022. The through volumes on the Trunk Connector fronting the Neighbourhood Centre site for both the AM and PM peak hours are shown in Figure 4.

Figure 4: Approved Modelling Volumes



As the detailed turning volumes and minor road traffic volumes are not available from the approved models due to the scale of the model zones, a first principles traffic assessment has been undertaken in the following sections.

2.2 Traffic Generation

To ensure a thorough traffic assessment, trip generation was estimated for the total Aura Precinct 15 catchment. These included the approved dwelling catchments of Aura P15 West, Aura P15 East, and the Land Lease Community (LLC). A summary of the trip generation rates utilised in this assessment are shown in Table 1.

Table 1: Trip Generation Rates

Land Use	Peak Hour Trip Generation Rate		Source
	AM Peak Hour	PM Peak Hour	
Residential Dwellings	0.65 trips per dwelling	0.65 trips per dwelling	Roads and Maritime Services (RMS) NSW, 2013
Land Lease Community (Retirement)	0.32 trips per dwelling	0.32 trips per dwelling	TMR Traffic Generation Datasheet 2006-2019
Neighbourhood Centre* (Shopping Centre)	3.69 trips per 100m^2	12.3 trips per 100m^2	RTA Guide to Traffic Generating Developments, 2002

**The AM Peak Hour trip generation of the Neighbourhood Centre has been assumed to be 30% of the PM peak hour to reflect the likely store openings during the network peak time.*

Traffic generation for the catchment has been calculated utilising the trip generation rates outlined in Table 1 to determine the number of vehicles generated by the catchment on the internal road network during the AM and PM peak hours. Although the peak hours for the residential catchment, the land lease community and the neighbourhood centre may differ, for a conservative assessment it has been assumed that the peak trip generation for all land uses occurs concurrently.

Table 2 shows the calculation of the catchment traffic generation.

Table 2: Catchment Traffic Generation

Land Use	Yield	AM Peak Hour Trip Generation	PM Peak Hour Trip Generation
P15 West Dwellings	310 dwellings	202 trips	202 trips
P15 East Dwellings	1,047 dwellings	681 trips	681 trips
Land Lease Community	Maximum 500 units	160 trips	160 trips
Neighbourhood Centre	2,500m^2	101 trips	337 trips
Total	**-**	**1,143 trips**	**1,379 trips**

2.3 Trip Distribution

In assigning the catchment generated traffic to the road network, the following assumptions were made:

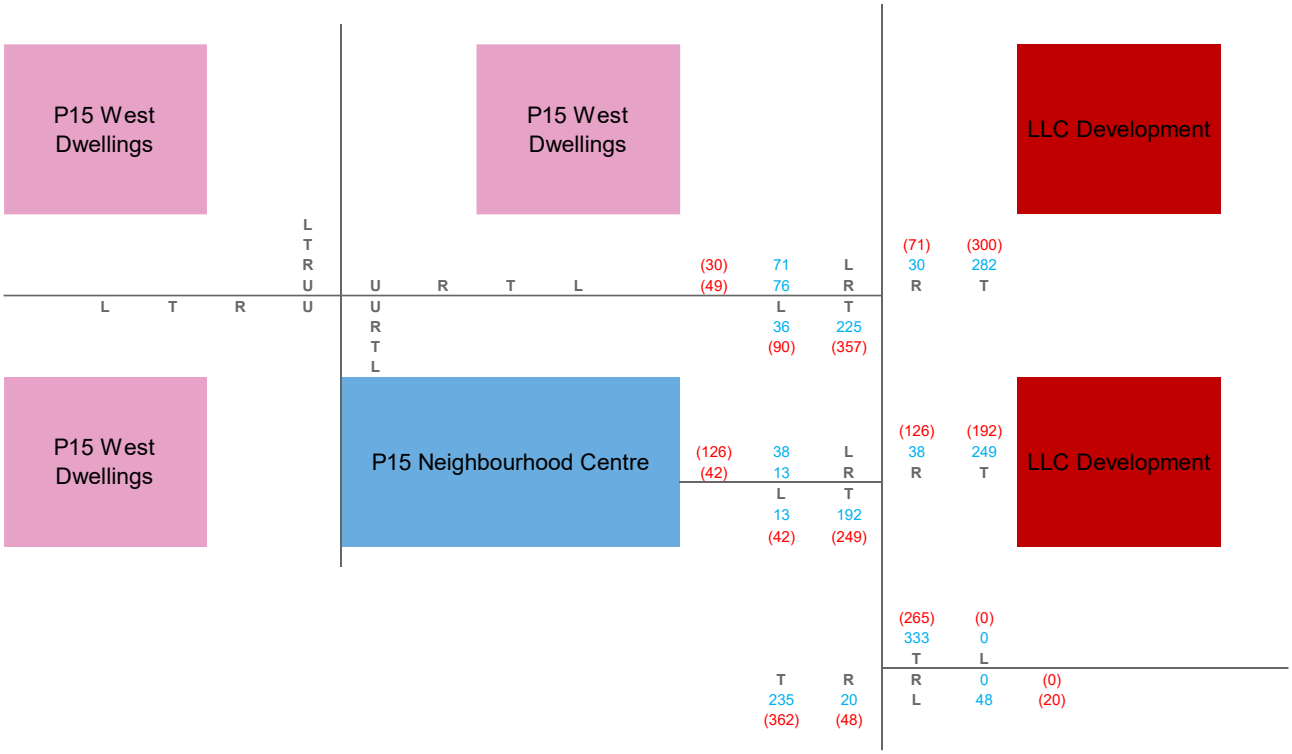
- During the peak hours, the following directional distributions were assumed:
  - Dwellings: 70% of trips are outbound and 30% of trips are inbound in the AM peak. 30% of trips are outbound and 70% of trips are inbound in the PM peak.
  - Neighbourhood Centre: 50% of trips are inbound and 50% of trips are outbound in both the AM and PM peaks.

  - Land Lease Community: 70% of trips are outbound and 30% of trips are inbound in the AM peak. 30% of trips are outbound and 70% of trips are inbound in the PM peak.

- It has been assumed that 50% of all residential trips will occur within the Aura P15 catchment. 50% of trips are assumed to flow to/from the external catchment, with the following distribution:
  - South towards the Gagalba development: 50%
  - North towards the existing Aura development: 50%
- To account for additional volumes from the surrounding Aura catchment that may utilise the Trunk Connection of Precinct 15, an additional 150 through volumes have been assumed for both directions of traffic for the AM and PM peak hours.

The ultimate traffic volumes along the Trunk Connector from the first principles assessment are shown in Figure 5. As shown, these provide a more conservative assessment than using only the modelled through traffic volumes. As outlined above, the peak hours of the different land uses are unlikely to overlap (ie peaks hour of Land Lease Community will not match the peak hours of the Neighbourhood Centre).

Figure 5: Ultimate Traffic Volumes



2.4 Intersection Assessment

As the study intersections are all within the Caloundra South PDA, the assessment complies with the requirements outlined within the Caloundra South Infrastructure Agreement. The SIDRA assessment utilises the traffic volumes and assumptions outlined in Appendix B, corresponding to the ultimate development scenarios.

Modelling Parameters

A summary of the SIDRA Modelling parameters adopted for this assessment are summarised below:

- Peak Flow Factor – 0.95 (30min/60min)
- Basic Saturation Flow – 1,950tcu/hr

Assessment Criteria

The performance of the study intersections has been analysed using SIDRA Intersection 9.1 (SIDRA). SIDRA is an industry recognised analysis tool that estimates the capacity and performance of intersections based on input parameters, including geometry and traffic volumes, and provides estimates of an intersection's Degree of Saturation (DOS), queues and delays.

Intersection Delay

The TMR Guide to Traffic Impact Assessments (GTIA) recognises the intersection delay as a greater indicator of intersection performance in comparison to the previous TMR Guidelines for Assessment of Road Impacts of Development (GARID) significance on the degree of saturation (DOS). The TMR GTIA appreciates that in urban networks, the DOS of an intersection may not be the most accurate representation of the intersection operation as it is expected that existing intersections are approaching capacity with the growth of our cities.

For priority-controlled intersections, where the average peak hour delays for any movement exceeds 42 seconds, as outlined in the GTIA, the intersection should be upgraded for safety reasons.

Intersection Degree of Saturation

While the movement delay is considered to provide a better indication of intersection performance and safety for priority-controlled intersections and roundabouts, the DOS should still be considered when assessing the performance of the intersection.

Table 3 provides the DOS thresholds adopted for the assessment. The results of the detailed intersection analysis are discussed in Section 6.

Table 3: Degree of Saturation Thresholds

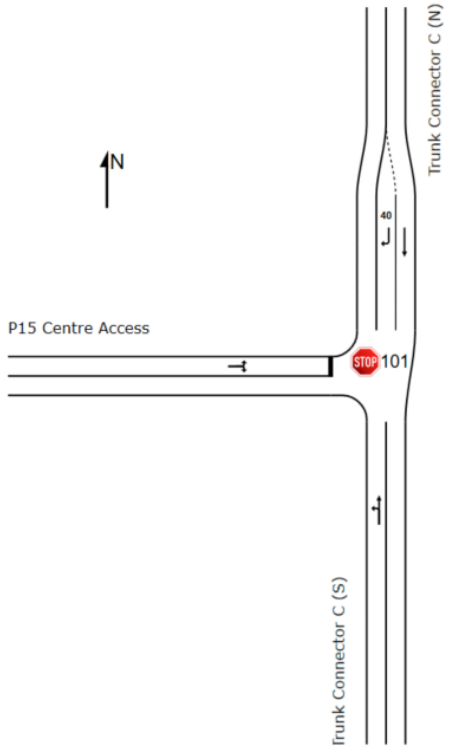
Intersection Treatment	DOS Threshold
Signalised Intersections	Less than or equal to 0.90
Roundabouts	Less than or equal to 0.85
Priority-controlled Intersections	Less than or equal to 0.80

2.5 SIDRA Assessment

Trunk Connector / Neighbourhood Centre Access

The proposed access intersection layout was assessed for the ultimate traffic scenario. The modelled intersection layout is shown in Figure 6. To assist with catering for through traffic, the northern approach has been modelled with an additional right-turn short lane.

Figure 6: Trunk Connector / Neighbourhood Centre Access - Intersection Layout



As demonstrated by the results in Table 4, the maximum queues of the intersection occur internally on the western access. Queues on the Trunk Connector were shown to be a maximum of 12.5m on the northern approach in the PM peak. The intersection remains below practical capacity in the ultimate scenarios. As such, the proposed location for the Neighbourhood Centre on the Trunk Connector will not result in negative impacts to the P15 traffic network.

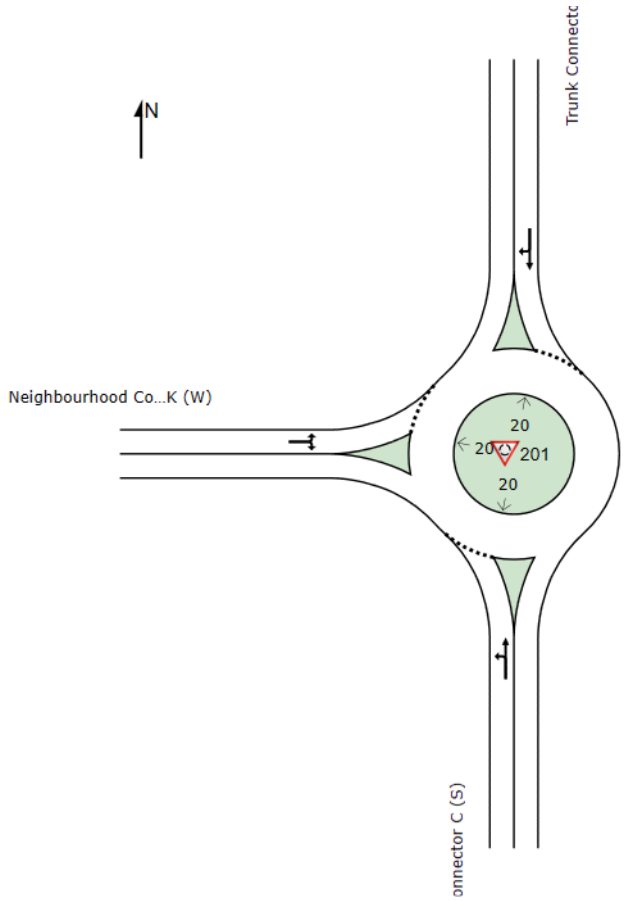
Table 4: SIDRA Intersection Results

Scenario *DoS - Degree of Saturation (%)* *Delay of Critical Approach Movement (s)* *95th Percentile Queue Length (m)* *Critical Movement of Approach*	Northern Approach				Southern Approach				Western Approach				Total Int			
	DoS	Delay (s)	95th Queue (m)	Crit Movement	DoS	Delay (s)	95th Queue (m)	Crit Movement	DoS	Delay (s)	95th Queue (m)	Crit Movement	DoS	Delay (s)	95th Queue (m)	Crit Movement
AM Peak - Ultimate	0.24	9.1	10.3	N-R	0.18	4.2	7.2	S-T	0.14	9.9	4.9	W-R	0.24	5.2	10.3	W-R
PM Peak - Ultimate	0.27	8.9	12.5	N-R	0.33	4.5	15.1	S-T	0.08	10.5	3	W-R	0.33	5.1	15.1	W-R

Trunk Connector / Neighbourhood Connector

To understand the potential impact from queues of the adjacent intersection, the approved Trunk Connector / Neighbourhood Connector roundabout was assessed for the ultimate traffic scenario. The modelled intersection layout is shown in Figure 7.

Figure 7: Trunk Connector / Neighbourhood Connector - Intersection Layout



As demonstrated by the results in Table 5, the intersection remains below practical capacity in the ultimate scenarios. In particular, the queue on the northern approach was shown to be a maximum of 3.1m. As such, the relocation of the Neighbourhood Centre access to the Trunk Connector will not be impacted by queues from the adjacent intersection.

Table 5: SIDRA Intersection Results

Scenario *DoS - Degree of Saturation (%)* *Delay of Critical Approach Movement (s)* *95th Percentile Queue Length (m)* *Critical Movement of Approach*	Northern Approach				Southern Approach				Western Approach				Total Int			
	DoS	Delay (s)	95th Queue (m)	Crit Movement	DoS	Delay (s)	95th Queue (m)	Crit Movement	DoS	Delay (s)	95th Queue (m)	Crit Movement	DoS	Delay (s)	95th Queue (m)	Crit Movement
AM Peak - Ultimate	0.13	6.1	0.8	N-R	0.11	5.6	0	S-L	0.06	11.8	1.6	W-R	0.13	1.5	1.6	W-R
PM Peak - Ultimate	0.10	6.5	3.1	N-R	0.16	5.6	0	S-L	0.21	14.1	6.2	W-R	0.21	3.6	6.2	W-R

2.6 Design Recommendations

As demonstrated above in the SIDRA assessment, the anticipated queue distance to cater for the development traffic is 13m. It is recommended that the Neighbourhood Centre Access is located at least 68m from the adjacent roundabout, to cater for 55m deceleration length and 13m of storage). This would facilitate safe speed deceleration on the trunk connector and maximise the spacing between intersections and conflict points.

The design of the all movements access is shown in Figure 8.

Figure 8: Proposed Access Design

3. Conclusion

Based on the assessment within this letter, Urbis supports the proposal from a traffic engineering perspective.

Kind regards,

Andy Johnston
Director
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ajohnston@urbis.com.au

Appendix A – Plan of Development

LEGEND

GENERAL
- Application Boundary
- Stage Boundary

LAND USE
- Multiple Residential Sites
- Centres
- Community
- Childcare Centre
- Indicative Bio Basin Location

OPEN SPACE
- Neighbourhood Sports Park
- Neighbourhood Recreation Park
- Civic Park
- District Linear Park
- Local Linear Park
- Landscape Buffer (Road Reserve)
- Drainage
- Conservation
- Highway Buffer
- Drainage (WSUD)
- Signage Lot
- Indicative Signage Easement

YIELD SUMMARY

28 Deep Lots
- 4.6m - Terrace
- 6.6m - Terrace
- 7.6m+ - End Terrace
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

25 Deep Lots
- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terrace
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Traditional

21 Deep Lots
- 6.6m - Terrace
- 7.8m+ - End Terrace

16.5 Deep Lots
- 6.6m - Terrace
- 9.0m+ - End Terrace

Urban Lots
- Urban Loft - Type H
- Urban Loft - Type G

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AURA - Precinct 15
Reconfiguring of a Lot - Overall

1:6000 @ A3

0 50 100 150 200 250 300

DATE: 25.02.2025
JOB NO: P0037213
DWG NO: ROL-00

LEGEND

GENERAL
- Application Boundary
- Stage Boundary

LAND USE
- Multiple Residential Sites
- Centres
- Community
- Childcare Centre
- Indicative Bio Basin Location

OPEN SPACE
- Neighbourhood Sports Park
- Neighbourhood Recreation Park
- Civic Park
- District Linear Park
- Local Linear Park
- Landscape Buffer (Road Reserve)
- Drainage
- Conservation
- Highway Buffer
- Drainage (WSUD)
- Signage Lot
- Indicative Signage Easement

YIELD SUMMARY

28 Deep Lots
- 4.6m - Terrace
- 6.6m - Terrace
- 7.6m+ - End Terrace
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

25 Deep Lots
- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terrace
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Traditional

21 Deep Lots
- 6.6m - Terrace
- 7.8m+ - End Terrace

16.5 Deep Lots
- 6.6m - Terrace
- 9.0m+ - End Terrace

Urban Lots
- Urban Loft - Type H
- Urban Loft - Type G

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Reconfiguring of a Lot - Overall

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DATE: 25.02.2025
JOB NO: P0037213
DWG NO: ROL-01

LEGEND

GENERAL
- Application Boundary
- Stage Boundary

LAND USE
- Community
- Indicative Bio Basin Location

OPEN SPACE
- Neighbourhood Sports Park
- District Linear Park
- Landscape Buffer (Road Reserve)
- Drainage
- Highway Buffer
- Signage Lot
- Indicative Signage Easement

YIELD SUMMARY

28 Deep Lots
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

25 Deep Lots
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional

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Reconfiguring of a Lot - SHEET 01

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DATE: 25.02.2025
JOB NO: P0037213
DWG NO: ROL - 02

LEGEND

GENERAL

- Application Boundary
- Stage Boundary

LAND USE

- Multiple Residential Sites
- Centres
- Community
- Childcare Centre
- Indicative Bio Basin Location

OPEN SPACE

- Neighbourhood Recreation Park
- Civic Park
- District Linear Park
- Local Linear Park
- Landscape Buffer (Road Reserve)
- Drainage
- Conservation
- Highway Buffer

YIELD SUMMARY

28 Deep Lots

- 4.6m - Terrace
- 6.6m - Terrace
- 7.6m+ - End Terrace
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

25 Deep Lots

- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terrace
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Traditional

21 Deep Lots

- 6.6m - Terrace
- 7.8m+ - End Terrace

16.5 Deep Lots

- 6.6m - Terrace
- 9.0m+ - End Terrace

Urban Lots

- Urban Loft - Type H
- Urban Loft - Type G

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Reconfiguring of a Lot - SHEET 02

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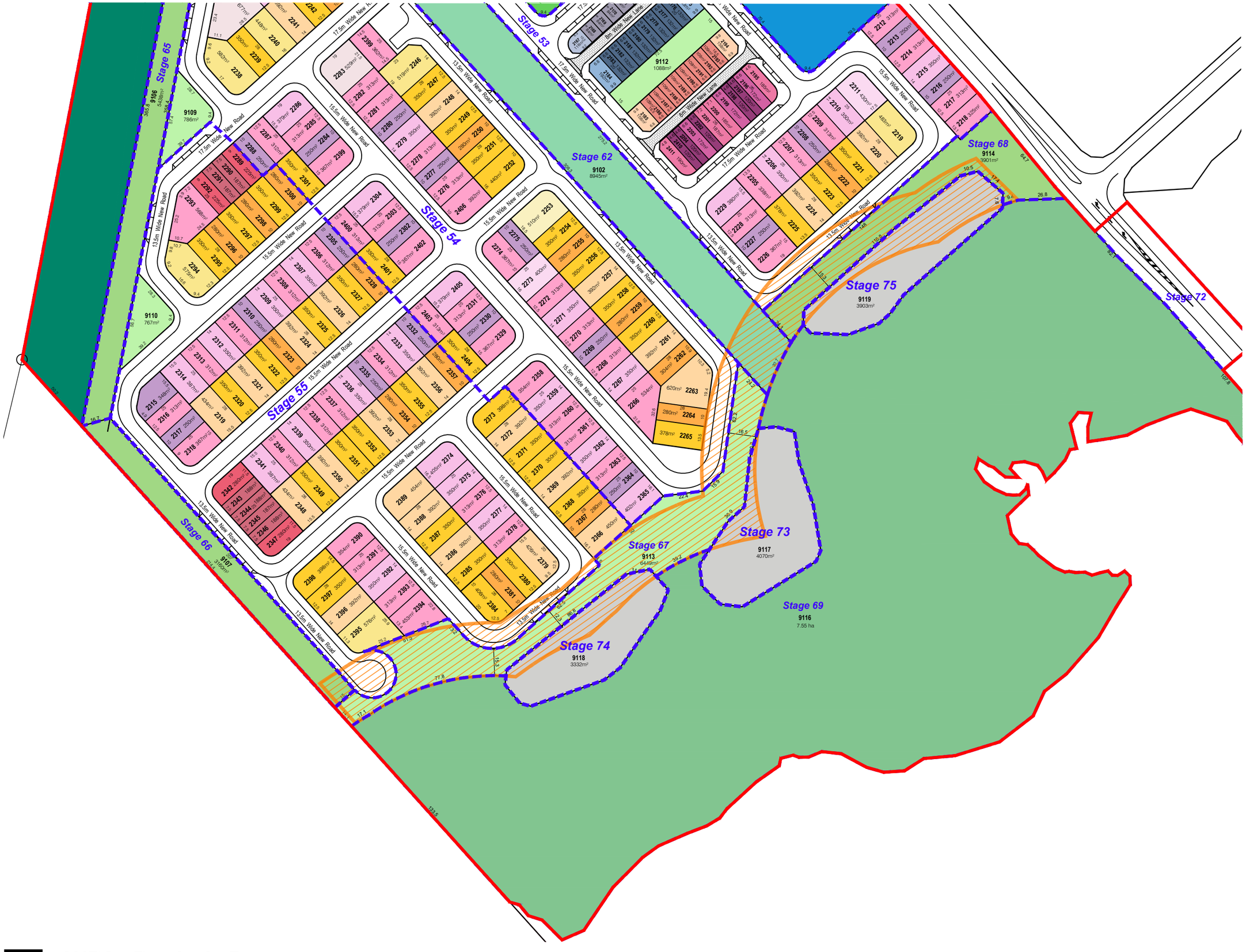
DWG NO: ROL-03



LEGEND

GENERAL
- Application Boundary
- Stage Boundary

LAND USE
- Community
- Indicative Bio Basin Location

OPEN SPACE
- District Linear Park
- Local Linear Park
- Landscape Buffer (Road Reserve)
- Drainage
- Conservation
- Highway Buffer
- Drainage (WSUD)

YIELD SUMMARY

28 Deep Lots
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

25 Deep Lots
- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terrace
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Traditional

21 Deep Lots
- 6.6m - Terrace
- 7.8m+ - End Terrace

16.5 Deep Lots
- 6.6m - Terrace
- 9.0m+ - End Terrace

Urban Lots
- Urban Loft - Type H
- Urban Loft - Type G

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Reconfiguring of a Lot - SHEET 03

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DATE: 25.02.2025
JOB NO: P0037213
DWG NO: ROL-04

ROL 01

ROL 02

ROL 03

ROL 04

ROL 05

ROL 06

LEGEND

GENERAL
- Precinct Boundary
- Application Boundary
- Stage Boundary

LAND USE
- Multiple Residential Sites

OPEN SPACE
- District Sports Park
- Neighbourhood Recreation Park
- Local Recreation Park
- District Linear Park
- Local Linear Park
- Landscape Buffer (Road Reserve)
- Drainage
- Drainage (WSUD)
- Conservation

YIELD SUMMARY

32 Deep Lots
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m-14.5m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

30 Deep Lots
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m-14.5m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

28 Deep Lots
- 4.6m - Terrace
- 6.6m - Terrace
- 7.6m - End Terrace
- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terrace
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

25 Deep Lots
- 4.6m - Terrace
- 6.6m - Terrace
- 7.6m - End Terrace
- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terrace
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

21 Deep Lots
- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terrace
- 10.0m - Urban Villa Type A
- 12.5m - Urban Villa Type B

Urban Lots
- Urban Lot Type A
- Urban Lot Type B
- Urban Lot Type C
- Urban Lot Type E
- Urban Lot Type F
- Urban Loft Type A
- Urban Loft Type B
- Urban Loft Type C
- Urban Warehouse A
- Urban Warehouse B

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Reconfiguring of a Lot - Overall

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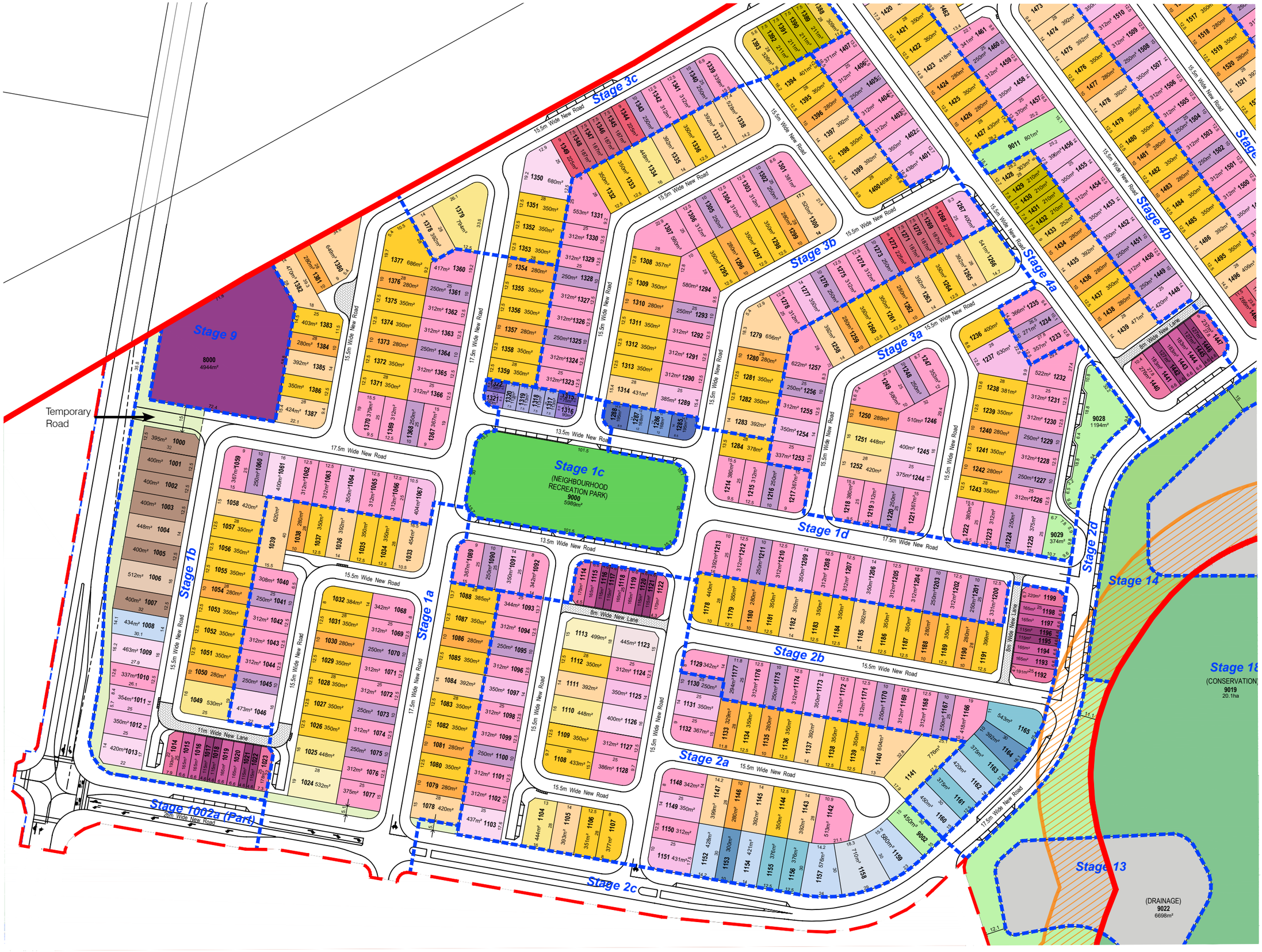
JOB NO: P0037213
DWG NO: ROL-00



LEGEND

GENERAL

- Precinct Boundary
- Application Boundary
- Stage Boundary

LAND USE

- Multiple Residential Sites

OPEN SPACE

- Neighbourhood Recreation Park
- Local Recreation Park
- District Linear Park
- Local Linear Park
- Landscape Buffer (Road Reserve)
- Drainage (WSUD)
- Conservation

YIELD SUMMARY

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- 12.5m - Premium Villa
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- 16.0m - Traditional
- 18.0m - Premium Traditional

30 Deep Lots

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- 16.0m - Traditional
- 18.0m - Premium Traditional

28 Deep Lots

- 4.6m - Terrace
- **6.6m - Terrace**
- **7.6m - End Terrace**
- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terrace
- 10.0m - Villa
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25 Deep Lots

- 4.6m - Terrace
- 6.6m - Terrace
- 7.6m - End Terrace
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- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

21 Deep Lots

- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terrace

Urban Lots

- Urban Lot Type A
- Urban Lot Type B
- Urban Lot Type C
- Urban Warehouse A
- Urban Warehouse B

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AURA - Precinct 15

Reconfiguring of a Lot - SHEET 01

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DATE: 12.11.2024

JOB NO: P0037213

DWG NO: ROL - 01

LEGEND

GENERAL

- Precinct Boundary
- Application Boundary
- Stage Boundary

OPEN SPACE

- Neighbourhood Recreation Park
- Local Recreation Park
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- Conservation

YIELD SUMMARY

32 Deep Lots
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- 16.0m - Traditional
- 18.0m - Premium Traditional

21 Deep Lots
- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terrace

Urban Lots
- Urban Lot Type A
- Urban Lot Type B
- Urban Lot Type C
- Urban Lot Type E
- Urban Lot Type F

AURA - Precinct 15

Reconfiguring of a Lot - SHEET 02

URBIS

1:2000 @ A3

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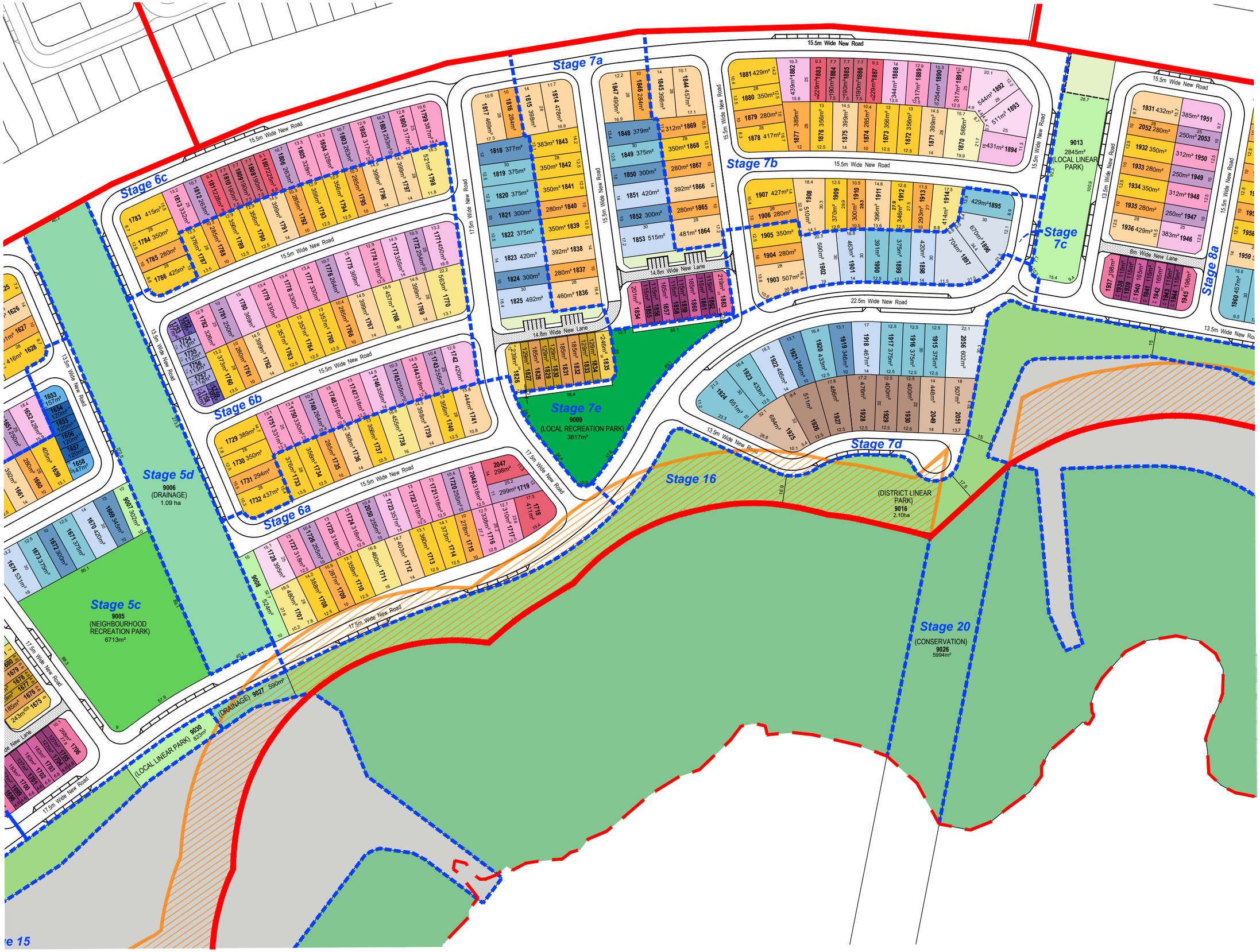
DATE: 12.11.2024

JOB NO: P0037213

DWG NO: ROL-02



LEGEND

GENERAL

- Precinct Boundary
- Application Boundary
- Stage Boundary

OPEN SPACE

- Neighbourhood Recreation Park
- Local Recreation Park
- Local Linear Park
- District Linear Park
- Drainage
- Drainage (WSUD)
- Conservation

YIELD SUMMARY

32 Deep Lots
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m-14.5m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

30 Deep Lots
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m-14.5m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

28 Deep Lots
- 4.6m - Terrace
- 6.6m - Terrace
- 7.6m - End Terrace
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

25 Deep Lots
- 4.6m - Terrace
- 6.6m - Terrace
- 7.6m - End Terrace
- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terra
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

21 Deep Lots
- 12.5m - Urban Villa Type B

Urban Lots
- Urban Lot Type A
- Urban Lot Type B
- Urban Lot Type C
- Urban Lot Type E
- Urban Lot Type F

URBIS

AURA - Precinct 15

Reconfiguring of a Lot - SHEET 03

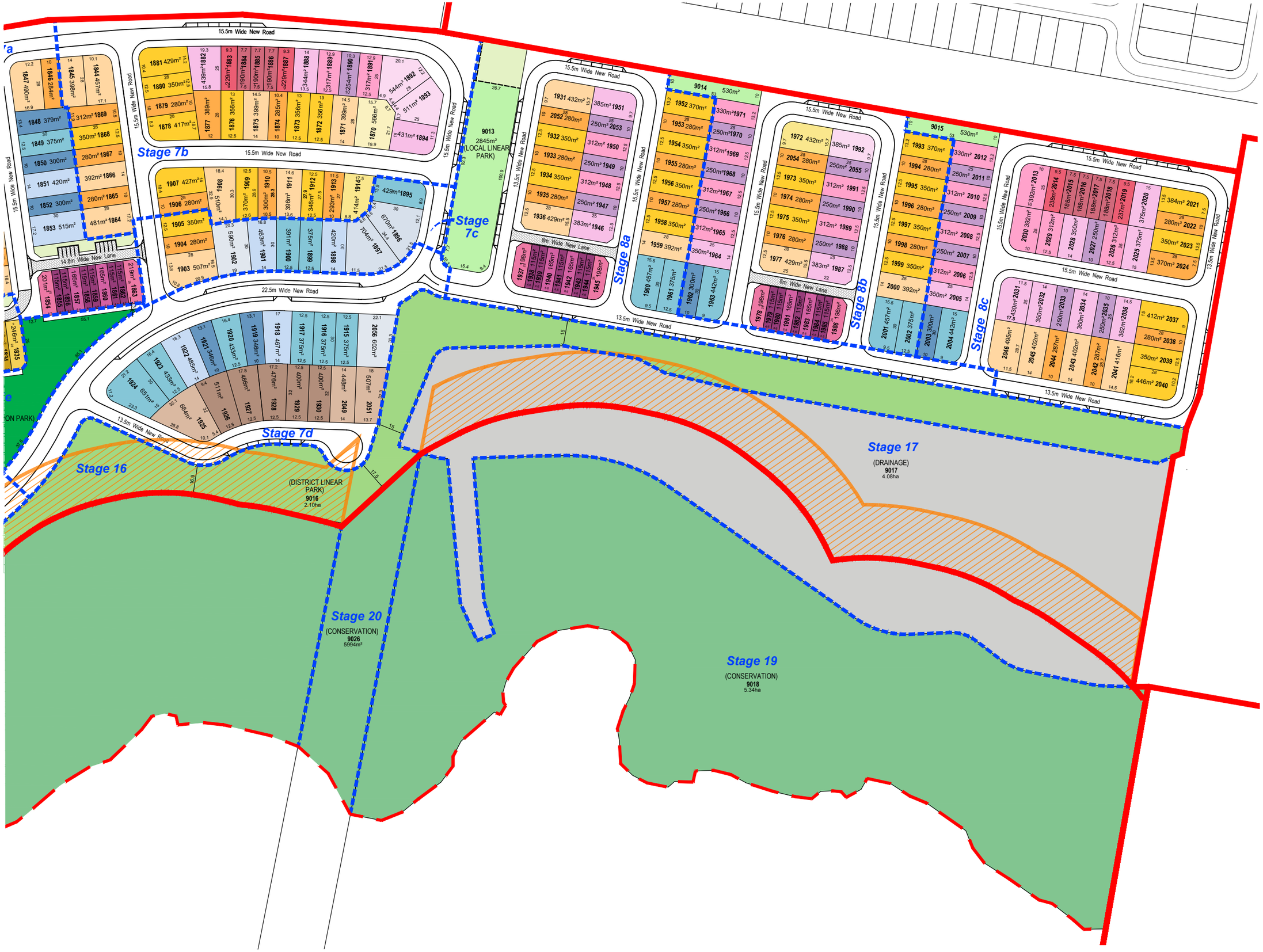
1:2000 @ A3

0 20 40 60 80 100

DATE: 12.11.2024

JOB NO: P0037213

DWG NO: ROL - 03



LEGEND

GENERAL

- Precinct Boundary
- Application Boundary
- Stage Boundary

OPEN SPACE

- Neighbourhood Recreation Park
- Local Recreation Park
- Local Linear Park
- District Linear Park
- Drainage
- Drainage (WSUD)
- Conservation

YIELD SUMMARY

32 Deep Lots
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m-14.5m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

30 Deep Lots
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m-14.5m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

28 Deep Lots
- 4.6m - Terrace
- 6.6m - Terrace
- 7.6m - End Terrace
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

25 Deep Lots
- 4.6m - Terrace
- 6.6m - Terrace
- 7.6m - End Terrace
- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terrace
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

URBIS

AURA - Precinct 15

Reconfiguring of a Lot - SHEET 04

1:2000 @ A3

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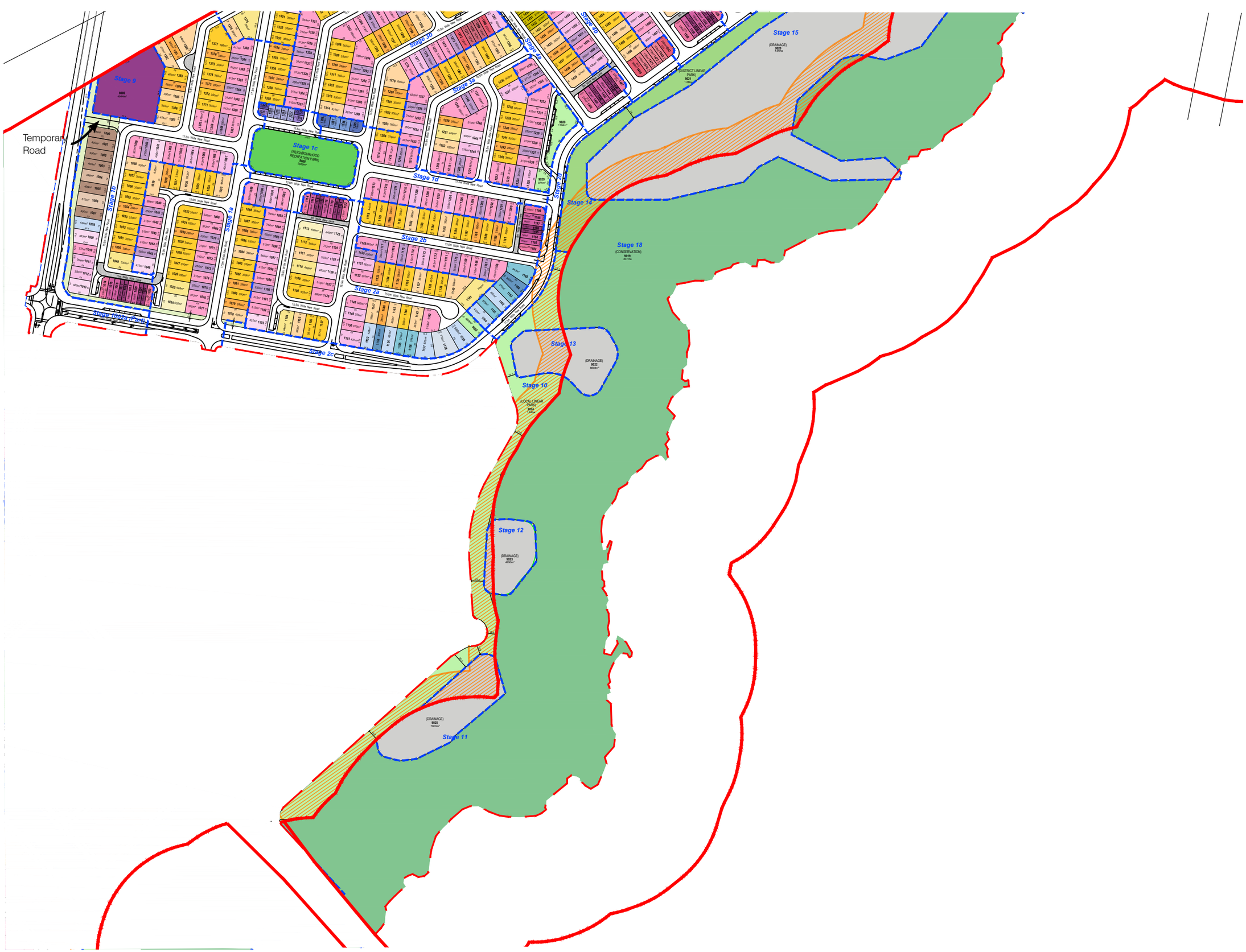
DATE: 12.11.2024
JOB NO: P0037213
DWG NO: ROL-04



LEGEND

GENERAL
- Precinct Boundary
- Application Boundary
- Stage Boundary

LAND USE
- Multiple Residential Sites

OPEN SPACE
- District Sports Park
- Neighbourhood Recreation Park
- Local Recreation Park
- Local Linear Park
- Landscape Buffer (Road Reserve
- Drainage (WSUD)
- Conservation

YIELD SUMMARY

32 Deep Lots
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m-14.5m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

30 Deep Lots
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m-14.5m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

28 Deep Lots
- 4.6m - Terrace
- 6.6m - Terrace
- 7.6m - End Terrace
- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terra
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

25 Deep Lots
- 4.6m - Terrace
- 6.6m - Terrace
- 7.6m - End Terrace
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

21 Deep Lots
- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terra

Urban Lots
- Urban Lot Type A
- Urban Lot Type B
- Urban Lot Type C
- Urban Warehouse A
- Urban Warehouse B

URBIS

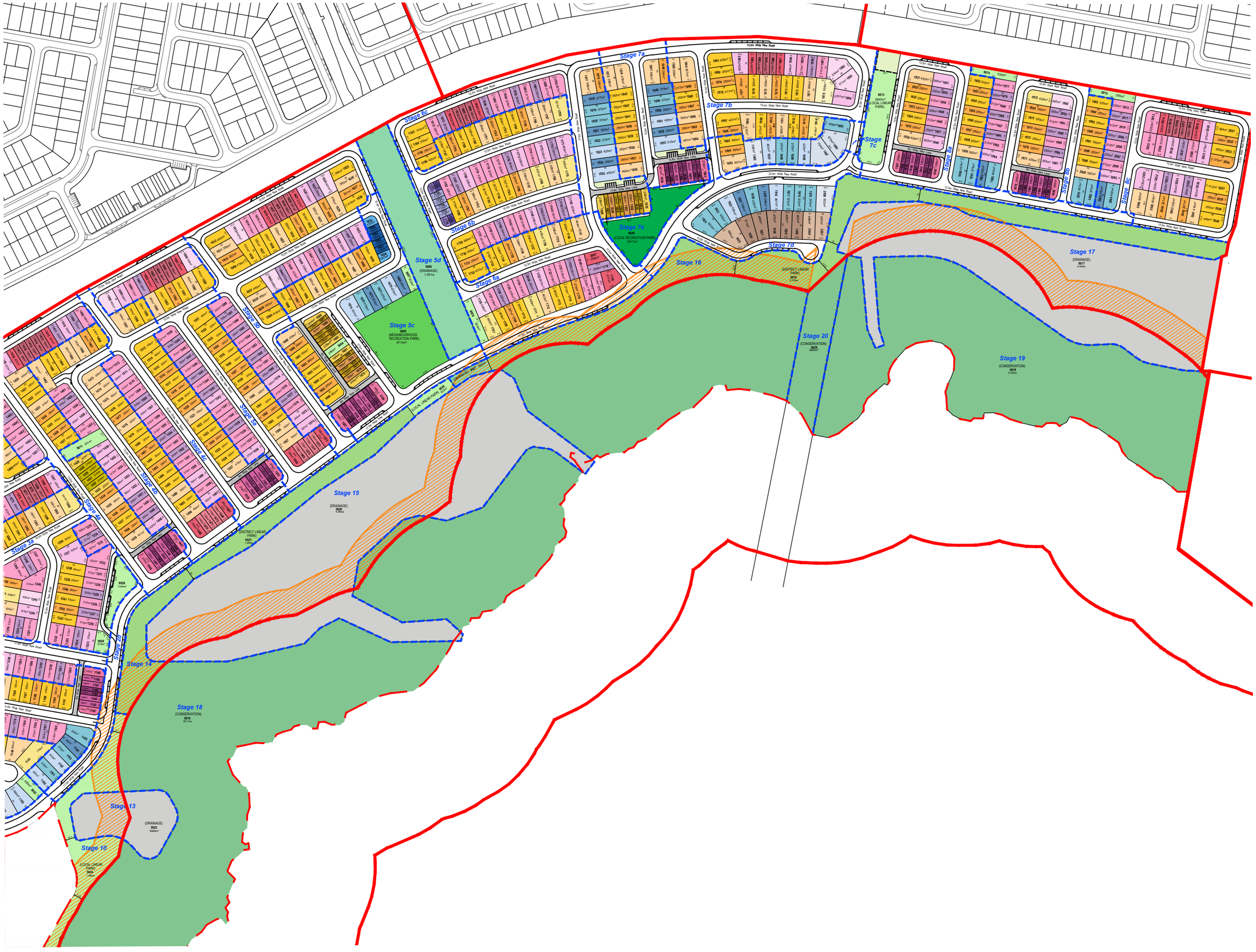
AURA - Precinct 15

Reconfiguring of a Lot - SHEET 05

1:4000 @ A3

0 50 100 150 200

DATE: 12.11.2024
JOB NO: P0037213
DWG NO: ROL - 05



LEGEND

GENERAL

- Precinct Boundary
- Application Boundary
- Stage Boundary

OPEN SPACE

- Neighbourhood Recreation Park
- Local Recreation Park
- District Linear Park
- Local Linear Park
- Landscape Buffer (Road Reserve)
- Drainage
- Drainage (WSUD)
- Conservation

YIELD SUMMARY

32 Deep Lots

- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m-14.5m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

30 Deep Lots

- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m-14.5m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

28 Deep Lots

- 4.6m - Terrace
- 6.6m - Terrace
- 7.6m - End Terrace
- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terrace
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

25 Deep Lots

- 4.6m - Terrace
- 6.6m - Terrace
- 7.6m - End Terrace
- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terrace
- 10.0m - Villa
- 12.5m - Premium Villa
- 14.0m - Courtyard
- 16.0m - Traditional
- 18.0m - Premium Traditional

21 Deep Lots

- 7.5m - Front Loaded Terrace
- 9.0m+ - Front Loaded End Terrace
- 10.0m - Urban Villa Type A
- 12.5m - Urban Villa Type B

Urban Lots

- Urban Lot Type A
- Urban Lot Type B
- Urban Lot Type C
- Urban Lot Type E
- Urban Lot Type F

URBIS

AURA - Precinct 15

Reconfiguring of a Lot - SHEET 06

1:4000 @ A3

0 50 100 150 200

DATE: 12.11.2024

JOB NO: P0037213

DWG NO: ROL-06