

Transport Impact Assessment

Proposed Mixed-Use Development

Aura Business Park, Baringa - Lot 10

ratio:

Project
Aura Business Park, Baringa – Lot 10

Prepared for
Griffith Group

Our reference
24474T

Directory path	https://ratioconsultants1.sharepoint.com/sites/24474T/Shared Documents/Work/Reports/24474T-REP01-F01.docx
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Version	Date	Issue	Prepared by	Checked by
F01	02/07/2026	Final	K. Bullock	C. Greenland (RPEQ: 28299)

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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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1. Introduction

1.1. Overview

Ratio Consultants has been engaged by Griffith Group to assess and prepare a Transport Impact Assessment for the proposed mixed-use development on land designated as Lot 10 within the Aura Business Park in Baringa.

The proposed development is to comprise the following key items:

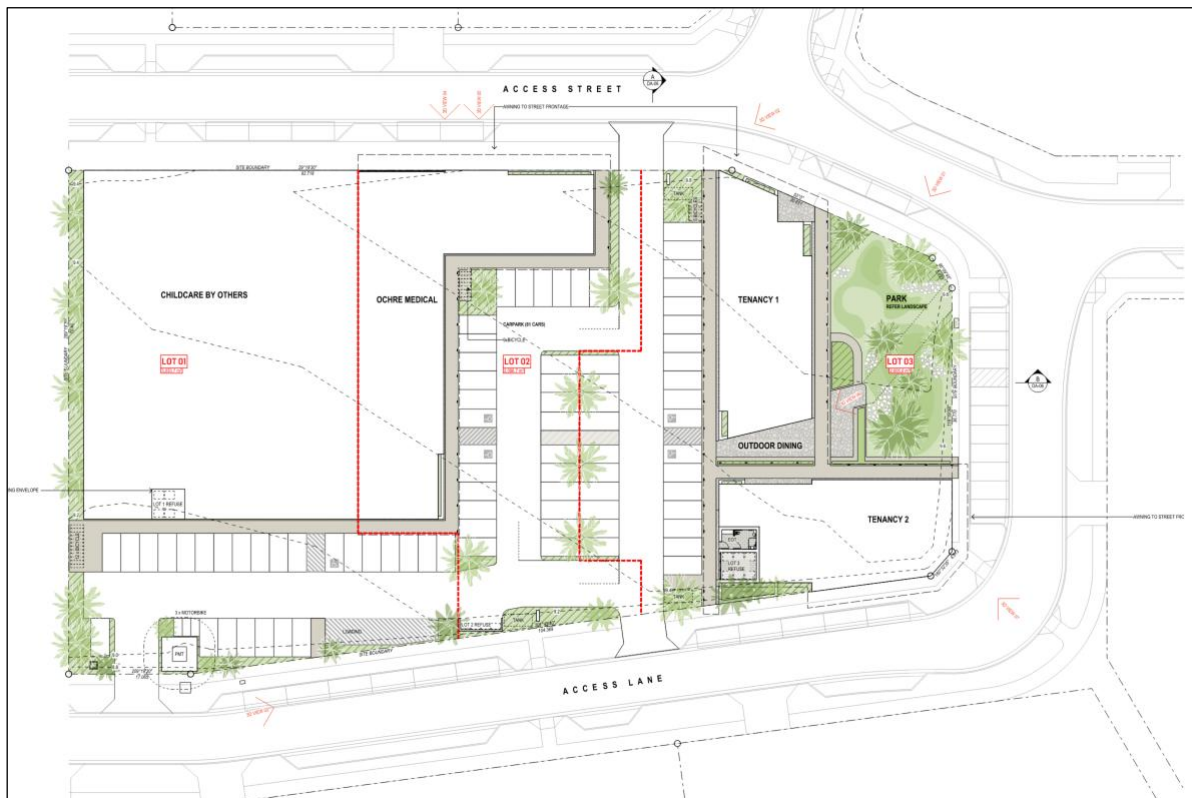
- A 1,008 sqm child care centre accommodating 111 places;
- An 813 sqm medical centre;
- A 417 sqm retail shop; and
- A 410 sqm food premises.

The proposed development will provide a total of 81 car parking spaces on the site.

Vehicle access for the proposed development will include three connections to the external road network.

An excerpt of the proposed site plan is provided at Figure 1-1.

Figure 1-1: Proposed Site Layout



1.2. Contents of this Report

This report has been prepared to address the following key issues pertaining to traffic and transport:

- Vehicle access and circulation throughout the site;
- The adequacy of the proposed on-site car parking provision;
- Internal parking layout and access design;
- Loading provisions and accessibility;
- Pedestrian connectivity throughout the site;
- Bicycle parking requirements and provisions;
- Anticipated traffic generation and impacts.

1.3. References

In preparing this document, reference has been made to the following:

- Plans for the proposed development, prepared by Red Dog Architects (Revision A, dated 01/07/26) and attached at Appendix A.
- Australian / New Zealand Standards AS/NZS2890.1:2004, AS2890.2:2018, and AS2890.6:2022.
- Sunshine Coast Planning Scheme.
- Aura Business Park Stage 22A Plan of Development, prepared by RPS Australia.
- A desktop inspection of the site and surrounds.
- Other documents as nominated.

2. Existing Conditions

2.1. Site Location

The subject site is located in a larger parcel of land, designated as Stage 22A – Phase 1 within Precinct 4 of the Aura Business Park in Baringa. The overall land parcel is generally bound by Aura Boulevard to the east and Graf Drive to the north, with the subject site located towards the south side of Stage 22A – Phase 1.

The subject site is irregular in shape and is currently free from structures.

An informal connection is currently provided to the broader land parcel via Graf Drive, which will form the future 'Packer Road'.

An aerial photograph of the subject site in context of the surrounding road network is presented at Figure 2-1.

Figure 2-1: Aerial Photograph



Source: Nearmap (December 2025)

The subject site is located within the Caloundra South Priority Development Area (PDA), which covers 2,324 ha of land that sits between the Bruce Highway and Bells Creek Arterial.

An excerpt of the Caloundra South PDA centres and transport network plan is presented at Figure 2-2, which identifies that there will be urban bus link services ultimately provided along Aura Boulevard and Graf Drive past the overall site. It is noted that the services on Aura

Boulevard are already provided, with stops located immediately east of the site (southbound direction) and 300m north of the site (northbound direction).

Figure 2-2: Caloundra South PDA – Centres and Transport Network Plan



Source: Caloundra South Urban Development Area Development Scheme (2025)

2.2. Road Network

Whilst the surrounding road network is continuing to develop, a summary of key roads that have been constructed in the vicinity of the site is provided in Table 2-1.

Table 2-1: Existing Road Network Summary

Road Name	Authority	Road Reservation Width	No. of Traffic Lanes	Pedestrian and Bicycle Infrastructure	Parking	Speed Limit
Aura Boulevard	Council	43m	2 lanes each direction	Off-road bicycle lane on east side	N/A	60km/hr
Graf Drive	Council	30m	2 lanes each direction	Off-road bicycle lane and pedestrian path on south side. Pedestrian path on north side	N/A	50km/hr

3. Proposal

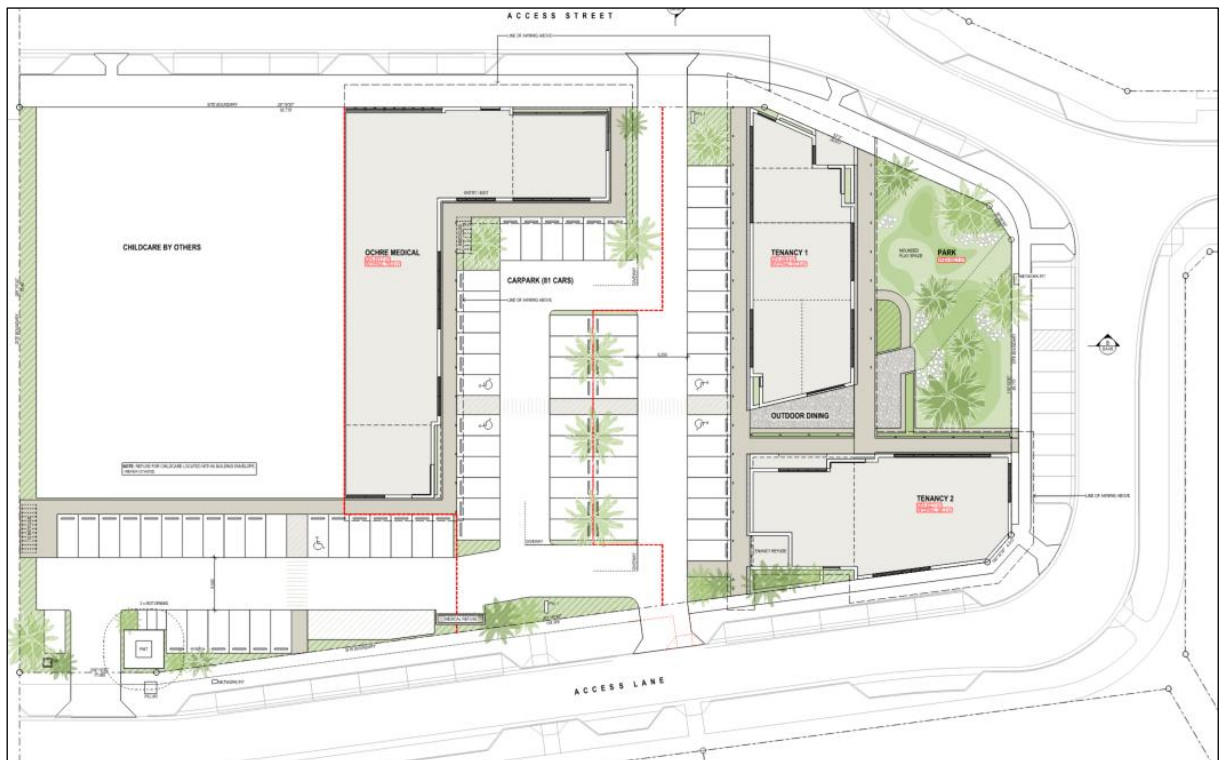
3.1. Overview

The proposal is for the development of the land designated as 'Lot 10' within Stage 22A of the Aura Business Park, Baringa for the purpose of a mixed-use development, comprising a child care centre, health care services, a shop and food premises tenancy.

The overall land parcel will be subdivided into three separate allotments. Easements are proposed within the car parking areas of each allotment in favour of the other allotments within the overall land parcel to provide shared parking and servicing resources. Further discussion regarding the shared car parking arrangement is provided in Section 4.

For reference, a copy of the proposed site plan is provided in Figure 3-1, with the full set of architectural plans attached at Appendix A of this report.

Figure 3-1: Proposed Site Plan



A summary of the proposed development and associated transport infrastructure is detailed at Table 3-1.

Table 3-1: Proposed Development Summary

Proposed Development Summary		
Description	Size / Number	
Child Care Centre	111 places	1,008 sqm
Health Care Services	813 sqm	
Shop	417 sqm	
Food Premises	410 sqm	
Proposed Transport Infrastructure		
Parking	Car Parking	81 spaces
	Motorcycle Parking	3 spaces
	Bicycle Parking	26 spaces
Vehicle Access	Future Access Street	A new all movements connection which will provide access to the car park.
	Future Access Lane	Two new all movements connection which will provide access to the car park, as well as provide entry and exit movements for servicing and refuse collection vehicles.
	External Facilities	Pedestrian paths will ultimately be provided along each street frontage.
Pedestrian Facilities	Internal Facilities	Extensive pedestrian provisions throughout the site, including crossing locations within the car park and connections to the external path network.
	A formal loading bay is provided towards the east side of the site which will be capable of accommodating refuse collection vehicles and larger loading vehicles.	
Loading Facilities	Smaller delivery trucks and vans would satisfactorily be able to utilise on-site car parking spaces for delivery activities.	

3.2. Key Transport Components

A summary of the key transport components of the proposal is provided following.

Car Parking

It is proposed to provide a total of 81 car parking spaces on the site, including 5 spaces for persons with a disability.

Whilst the site will be subdivided into three allotments, the provision of easements within each car parking area will allow a portion of on-site car parking to function as a communal resource.

Further discussion regarding the car parking provision is provided in Section 4 of this report.

Vehicle Access Arrangements

Vehicle access to/from the subject site is proposed as follows:

- A new all movements connection to the future access street that will be constructed along the western boundary of the site.
- Two new all movements connections to the future access lane that will be constructed along the eastern boundary of the site.

Bicycle Parking

A total of 26 bicycle parking spaces will be provided throughout the on-site car parking areas to service any staff or customer bicycle parking demands.

Two showers and changeroom facilities will be provided on the site, including one shower and changeroom within the child care centre building for use by child care centre staff, and one shower and changeroom that can be accessed from the on-site car park for use by staff of all other tenancies.

Pedestrian Access

Pedestrian access will be available via two connections to the east of the site, three connections to the west of the site and one connection to the north of the site.

Loading

A formal loading bay will be provided at the eastern boundary of the site, capable of accommodating vehicles up to a 10.2m long refuse collection vehicle (RCV).

The majority of delivery activities are expected to occur via smaller trucks or vans, which could utilise the formal loading bay or alternatively car parking spaces, subject to availability.

4. Car Parking Assessment

4.1. Car Parking Requirements

Minimum car parking rates for the proposed development are provided within the approved Plan of Development. It is noted that this document overrules the Sunshine Coast Planning Scheme given the site's location within a Priority Development Area.

A summary of the minimum on-site parking requirements for the proposed development is provided in Table 4-1 below.

Table 4-1: Minimum Car Parking Requirement

Use	Size	Minimum Car Parking Rate	Requirement
Child Care Centre	23 employees [1]	1 employee space per employee	23 spaces
	111 children	1 customer space per 5 children	22 spaces
Health Care Services	813 sqm	1 space per 20sqm GFA	39 spaces
Shop	417 sqm	1 space per 20sqm GFA	21 spaces
Food Premises	410 sqm	1 space per 15sqm GFA	27 spaces
			Total 132 spaces

[1] Indicative number of employees based on 1 employee per 5 children

[2] Parking requirements rounded to the nearest whole number, as required under the Sunshine Coast Planning Scheme

Based on the above, the proposed development is required to provide a minimum of 132 car parking spaces. The proposed provision of 81 on-site car parking spaces results in a shortfall of 51 spaces.

An assessment of the adequacy of the proposed car parking provision is provided in the section following.

4.2. Car Parking Demand Assessment

The following section provides an assessment of the likely peak car parking demand that is anticipated to be generated by each use.

Child Care Centre

The car parking demand generated by child care centres is subject to a range of factors, including the proximity of the centre to nearby residential catchments or commercial areas,

availability of nearby public transport services, and flexibility in pick-up and drop-off times provided by the operator.

The site is located within a developing area which currently provides limited access to residential and commercial uses within a reasonable walking distance. Notwithstanding, as the area continues to develop, opportunities would become available to encourage trips via walking or public transport that would reduce the reliance on private motor vehicles. This would particularly be the case for staff of nearby commercial offices who would likely already be parked in the area in association with their employment, and therefore not generate a separate parking demand for the proposed child care centre.

It is noted that the child care centre car parking rate under the approved Plan of Development effectively assumes that all staff would drive to the site within a private motor vehicle, in addition to 20% of parents being on-site at one time. This assumption is not only highly conservative but also unrealistic given the typical staggered shift times of staff of child care centres and extended duration of drop-off and pick-up activities.

Reference is made to the approved child care centre located within Lot 8 of Nirimba Drive, Nirimba, which is also located within the Caloundra West PDA. The Nirimba child care centre has an approved peak car parking rate of **1 car parking space per 3.74 places** (under DEV2024/1571). This rate is consistent with case study data held by Ratio which indicates an 85th percentile peak parking demand of 1 space per 3.70 children (inclusive of staff demands) for 19 sites located throughout Australia.

As a separate reference point, Brisbane City Council applies a child care centre car parking rate of 1 space per 5 children (inclusive of staff parking demands).

On the basis of the above, a child care centre peak parking rate of 1 space per 3.74 places is considered appropriate for this development. This equates to a peak car parking demand of **30 spaces**.

Health Services, Shop and Food Premises

For the purposes of this assessment, it is assumed that each of the remaining uses would generate a peak car parking demand as per the minimum requirement set out in the Plan of Development. This equates to a peak car parking demand of **117 spaces** for the remaining uses on the site.

It is noted that this approach is conservative, with the introduction of multi-purpose trips for nearby commercial uses likely to result in a reduced car parking demand for the food premises on the site (i.e. staff already parked on the site or on surrounding sites would choose to walk to the food premises rather than drive).

4.3. Temporal Car Parking Assessment

The demand for each of the proposed uses on the site is expected to vary throughout the week and over the course of a typical day.

For example, child care centres typically do not operate on weekends when each of the other uses would be expected to peak. Conversely, a child care centre would typically experience a peak parking demand during the morning drop-off and afternoon pick-up periods, where commercial uses would have limited operations.

Table 4-2 provides a summary of the anticipated temporal variation in the maximum parking demands for each of the proposed uses at the peak weekday and weekend periods.

Table 4-2: Temporal Profile of Car Parking Demand

Use	Weekday Morning	Weekday Lunchtime	Weekday Evening	Weekend Lunchtime
Child Care Centre	100%	50%	100%	0%
Health Services	25%	100%	50%	100%
Shop	25%	100%	25%	100%
Food Premises	50%	100%	50%	100%

Application of the peak car parking demand expected for each use to the temporal variations presented above provides a profile of the car parking variation for the development, as summarised in Table 4-3.

Table 4-3: Temporal Variation of Peak Car Parking

Use	Weekday Morning	Weekday Lunchtime	Weekday Evening	Weekend Lunchtime
Child Care Centre	30	15	30	0
Health Services	10	41	20	41
Shop	5	21	5	21
Food Premises	14	27	14	27
Total	59	104	69	89

Based on the above, the proposed development is expected to generate a peak car parking requirement of 104 spaces during the weekday lunchtime period. Lower car parking demands are expected for all other periods.

4.4. Adequacy of Proposed Car Parking Provision

The proposed development provides 81 car parking spaces within the on-site car park, with a further 28 car parking spaces provided along each frontage of the site. Accordingly, a total of 109 car parking spaces would be available either on-site or in the immediate vicinity of the site.

Having consideration for the above on-site and abutting on-street car parking supply, adequate car parking would be provided to service the peak car parking demands conservatively derived in Section 4.3.

Whilst it is acknowledged that the availability on-street car parking is subject to external factors, given it is a public resource, Council would be able to implement short-term restrictions along the frontage of the site to moderate its usage. This approach is commonly adopted throughout activity centres to manage the supply of on-site car parking.

It would also be reasonable to assume that the spaces along the frontage of the development would primarily be used by visitors of the development. It is not uncommon for high turnover commercial uses to have a reliance on the on-street parking supply, particularly for locations that provide convenient pedestrian access such as the proposed development.

4.5. Motorcycle Parking

The approved Plan of Development does not specify a motorcycle parking requirement. Instead, guidance is provided within the Sunshine Coast Planning Scheme, with a summary provided in Table 4-4.

Table 4-4: Motorcycle Parking Requirement (Sunshine Coast Planning Scheme)

Use	Size	Minimum Car Parking Rate	Requirement
Child Care Centre	850 sq.m	1 space per 100sq.m GFA	9 spaces
Health Care Services	813 sq.m	1 space per 100sq.m GFA	8 spaces
Shop	423 sq.m	1 space per 100sq.m GFA	4 spaces
Food Premises	409 sq.m	1 space per 100sq.m GFA	4 spaces
			Total 25 spaces
[1] Parking requirements rounded to the nearest whole number, as required under the Sunshine Coast Planning Scheme			

Based on the above, the proposed development would be required to provide 25 motorcycle parking spaces if it was located outside of the PDA.

The proposed development will provide 3 motorcycle parking spaces within the on-site car park. This provision is considered to be more than appropriate, representing a rate of approximately 4% of the total car parking spaces. It is considered highly unrealistic for a motorcycle parking demand of 25 spaces to be generated, further noting that no rate is specified within the approved Plan of Development.

In this regard, adequate motorcycle parking is proposed for the development.

5. Access and Parking Layout

5.1. Car Parking Layout

The design and layout of on-site car parking has been assessed under the relevant requirements of AS/NZS2890.1-2004 and AS2890.6-2022.

The relevant requirements have been assessed against the proposed in Table 5-1.

Table 5-1: Car Parking Layout Assessment

Design Aspect		Requirement	Proposed Provision	Compliance
Parking Space Length		5.4 metres	5.4 metres	Compliant
Parking Space Width	Standard Spaces	2.6 metres	2.6 metres	Compliant
	PWD Spaces	2.4 metres	2.6 metres	Compliant
Aisle Width		Min. 6.2 metres	Min 6.2 metres	Compliant
Height Clearance	Standard Spaces	2.2 metres	Open Air	Compliant
	PWD Spaces	2.5 metres	Open Air	Compliant
Clearance Envelope	0.3 metres clear, with exceptions in accordance with the clearance envelope diagram		Clearance envelope provided in all cases	Compliant

5.2. Site Access Arrangements

The proposed development will provide three dual-width access connections to the external road network, including two connections to the future access lane to the east of the site and one connection to the future access street to the west of the site. It is noted that the locations of the proposed site access connections are generally consistent with the approved plan of development for Stage 22A, and are considered to provide appropriate sight lines in each direction.

The location of the proposed western crossover is spaced approximately 17.5m (centre to centre) from a future local street intersection to the northwest of the site. This stagger exceeds the minimum desirable requirement of 15m and is considered appropriate.

All crossovers shall be constructed in accordance with the IPWEA RSD-102 crossover. Appropriate pedestrian sight triangles are also proposed on each side of the proposed crossovers.

6. Service Vehicles, Loading Access & Design

6.1. Service Vehicle Requirements

Service vehicle requirements for the proposed development are summarised within Appendix I of the approved Plan of Development.

A summary of the relevant service vehicle requirements is provided in Table 6-1.

Table 6-1: Service Vehicle Requirements (Approved Plan of Development)

Use	Service Vehicle Requirement	Proposed Provision
Child Care Centre	Van + WCV	1x On-site Loading bay capable of accommodating vehicles up to a typical WCV
Food Premises	Van + MRV	
Health Care Services	MRV [1]	
Shop	Van + MRV	

[1] Required to confirm site access only.

The proposed development will provide a service bay towards the eastern boundary of the site that provides a minimum envelope that is 10.2m long and 3.5m wide, suitable for accommodating a typical waste collection vehicle.

The refuse collection vehicle is anticipated to be the largest vehicle required on the site, with the majority of deliveries for all uses expected to occur via smaller trucks or vans. These vehicles could appropriately be accommodated within on-site or on-street car parking.

6.2. Loading Bay Access

A swept path diagram is attached at Appendix B of this report which demonstrates access to the service bay using a 10.2m waste collection vehicle. The vehicle is required to enter the site via the southeast crossover, circulate towards the loading bay, then exit the site via the northeast crossover.

Based on the above, appropriate access is provided for the on-site loading bay.

7. Active Transport Considerations

7.1. Pedestrian Connectivity

The proposed internal pedestrian network provides a safe connection between the future pedestrian facilities that will ultimately be constructed in the vicinity of the site and the proposed development.

This includes generous pedestrian areas along the frontage of all buildings and safe crossing points throughout the on-site car park.

It is noted that a pedestrian crossing of the future access lane to the east of the site will be relocated approximately 18m to the south of the location shown on the civil drawings for the broader site due to the location of the proposed crossover for the on-site car park. This modification is unlikely to have any material impact on pedestrian access for the site and is considered appropriate.

In consideration of the above, the proposed pedestrian facilities are considered to be satisfactory.

7.2. Bicycle Parking Requirement

Bicycle parking requirements for the proposed development are summarised within Appendix I of the approved Plan of Development.

A summary of the relevant bicycle parking requirements is provided in Table 7-1.

Table 7-1: Bicycle Parking Requirement (Plan of Development)

Use	Measure	Bicycle Parking Rate	Requirement
Child Care Centre	1,008 sqm	1 employee space per 100sqm	10 employee spaces
Food Premises	410 sqm	1 employee space per 100sqm	4 employee spaces
		1 customer space per 100sqm	4 customer spaces
Health Care Services	813 sqm	1 employee space per 200sqm	4 employee spaces
		1 customer space per 500sqm	2 customer spaces
Shop	417 sqm	1 employee space per 200sqm	2 employee spaces
		1 customer space per 500sqm	1 customer space
Total			20 employee spaces 7 customer spaces

Based on the above assessment, the proposed development is required to provide a total of 27 bicycle parking spaces, including 20 employee spaces and 7 customer spaces.

The Plan of Development also specifies end of trip facility requirements based on the number of bicycle parking spaces required. Whilst there is no specific distinction in the Plan of Development between staff and customer bicycle parking spaces for end of trip facilities, it would be inappropriate to provide end of trip facilities for visitors, and it is considered appropriate to apply this requirement to staff spaces only.

Accordingly, the requirement to provide 20 employee bicycle parking spaces introduces a requirement to provide 1 male and 1 female changeroom that each include 2 showers, toilets and a wash basin.

7.3. Bicycle Parking Provision

The proposed development will provide 26 bicycle parking spaces throughout the site. Whilst there is a minor shortfall in the bicycle parking provision compared to the Plan of Development requirement, the proposed provision is considered to be ample to meet the likely demands that would be generated by the proposed development. Notably, the child care centre bicycle parking rate effectively assumes that approximately 43% of employees would travel to the site via a bicycle, which in our view is an unrealistic mode of travel expectation.

The proposed development will provide 2 unisex changeroom and shower facilities, including 1 facility within the child care centre that will be restricted for use by child care staff only and 1 facility within the Tenancy 2 building which can be accessed by staff of all uses.

The proposed end of trip facility arrangement provides a practical allocation of resources when having regard to the employee bicycle parking requirements generated by each component of the development. It is further noted that if each lot was assessed separately, the child care centre would be the only use that would generate an end of trip facility requirement.

Based on the above, the proposed bicycle parking provisions are appropriate.

8. Traffic Impact

The proposed development is consistent with what is envisaged in the approved Plan of Development. Appropriate traffic modelling would have already been undertaken at the time of the preparation of the master plan for the overall site that would have already considered traffic generated by the land uses proposed on the site, as well as traffic generated by the full buildout of the surrounding area.

In this regard, no unreasonable traffic impacts would be expected to be generated by the proposed development, with the surrounding road network and intersections satisfactorily designed to accommodate the full buildout of the surrounding area.

9. Conclusion

Based on the preceding discussions and analysis, the following is concluded:

- The proposal is to develop the subject site to provide a child care centre, health services, a shop and a food premises.
- The proposed car parking provision results in a shortfall of 51 car parking spaces compared to the minimum requirement under the Plan of Development.
- There is sufficient car parking located on the site and abutting the frontage of the site to accommodate the peak car parking demand, based on the temporal variation of peak car parking demand.
- Sufficient motorcycle parking is provided on the site.
- The proposed car parking layout and access arrangements are satisfactory and in accordance with the requirements of relevant Australian Standards.
- The proposed loading and refuse collection arrangements are appropriate.
- Satisfactory bicycle parking provisions are provided on the site.
- The level of traffic expected to be generated by the proposed development is generally consistent with what was already modelled as part of the preparation of the overall master plan for the site.

Based on the above, in our view there are no traffic engineering reasons why the proposal should be refused.

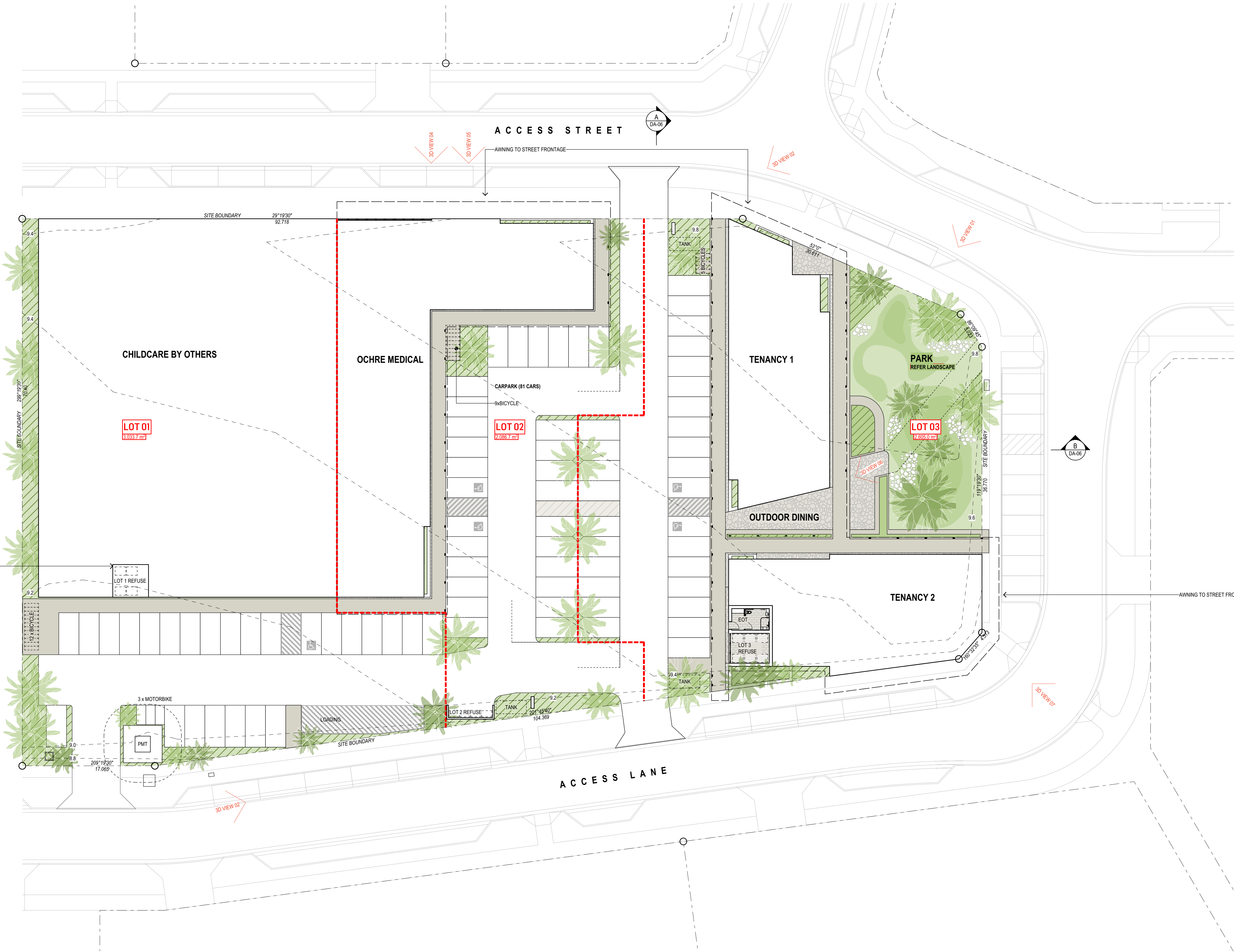
Appendix A – Plans

DEVELOPMENT DATA	
SITE ADDRESS	
BARINGA BUSINESS VILLAGE LOT 10	
RPD	
LOT 01, 02 AND 03	
LOCAL COUNCIL	
SUNSHINE COAST COUNCIL	
SITE AREA	
7,731m ²	
SITE COVER	
2648.7m ² (34.26%)	
GFA	
CHILDCARE	1008m ²
111 PLACES	
OCHRE MEDICAL	813.2m ²
TENANCY 01	410.1m ²
TENANCY 02	417.4m ²
TOTAL PROPOSED GFA	2648.7m²
CARPARKING	
PROVIDED	81
ADJACENT STREET CARPARKS	28
BICYCLES	
PROVIDED	26 (19 EMPLOYEE + 7 CUSTOMER)
LANDSCAPING	
CHILDCARE OUTDOOR PLAY	920m ²
PARK	662.3m ²
OTHER LANDSCAPING	439.2m ²
TOTAL LANDSCAPING	2021.5 (26%)

LEGEND	
BOL	BOLLARD
COL	COLUMN
EG	EAVES GUTTER
FFL	FINISHED FLOOR LEVEL
FL	FLOOR LEVEL
GD	GRADED DRAIN
GFA	GROSS FLOOR AREA
MRS-1	METAL ROOF SHEETING
MRS-2	METAL ROOF SHEETING
MSN-1	MASONRY FINISH
MSN-2	MASONRY FINISH
MWS-1	METAL WALL SHEETING
PMT	PAD MOUNT TRANSFORMER
PYL-1	PYLON SIGN - 6.0m x 1.5m
RL	REDUCED LEVEL
S-1	TENANT SIGNAGE
SCR-1	BATTEN SCREEN
SW	STORMWATER PIT
VG	VALLEY GUTTER
WH	WATER HEATER
WS	WHEEL STOP

DRAWING SCHEDULE	
DA-00	COVERPAGE
DA-01	SITE PLAN
DA-02	FLOOR PLAN
DA-03	ROOF PLAN
DA-04	ROL PLAN
DA-05	ELEVATIONS & SITE SECTIONS - SHEET 1
DA-06	ELEVATIONS & SITE SECTIONS - SHEET 2
DA-07	3D VIEW 01
DA-08	3D VIEW 02
DA-09	3D VIEW 03
DA-10	3D VIEW 04
DA-11	3D VIEW 05
DA-12	3D VIEW 06
DA-13	3D VIEW 07
DA-14	SIGNAGE

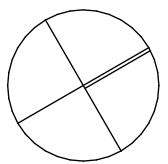
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ISSUE	DATE	BY	DESCRIPTION	CHKD
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Aura Baringa

DRAWING

SITE PLAN

PROJECT NO.

2955-437

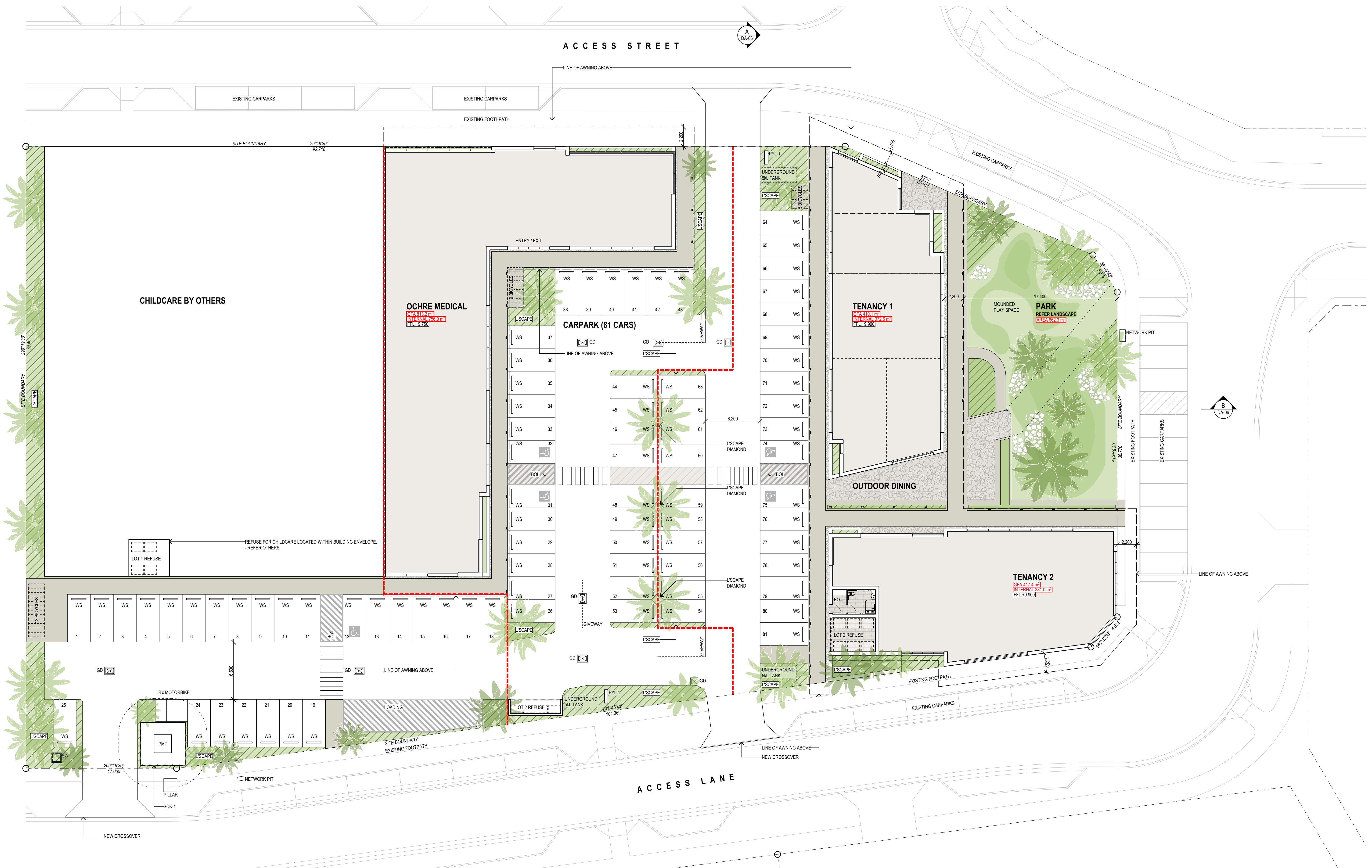
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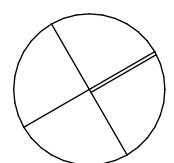
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ISSUE	DATE	BY	DESCRIPTION	CHKD
A	01.07.2026	CL	DEVELOPMENT APPLICATION	GT

Aura Baringa

DRAWING

FLOOR PLAN

PROJECT NO.

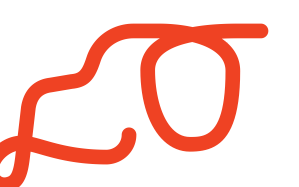
2955-437

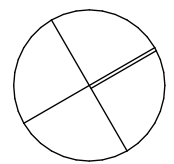
DRAWING NO.

DA-02

ISSUE

A





ISSUE	DATE	BY	DESCRIPTION	CHKD
A	01.07.2026	CL	DEVELOPMENT APPLICATION	GT

Aura Baringa

DRAWING

ROOF PLAN

PROJECT NO.

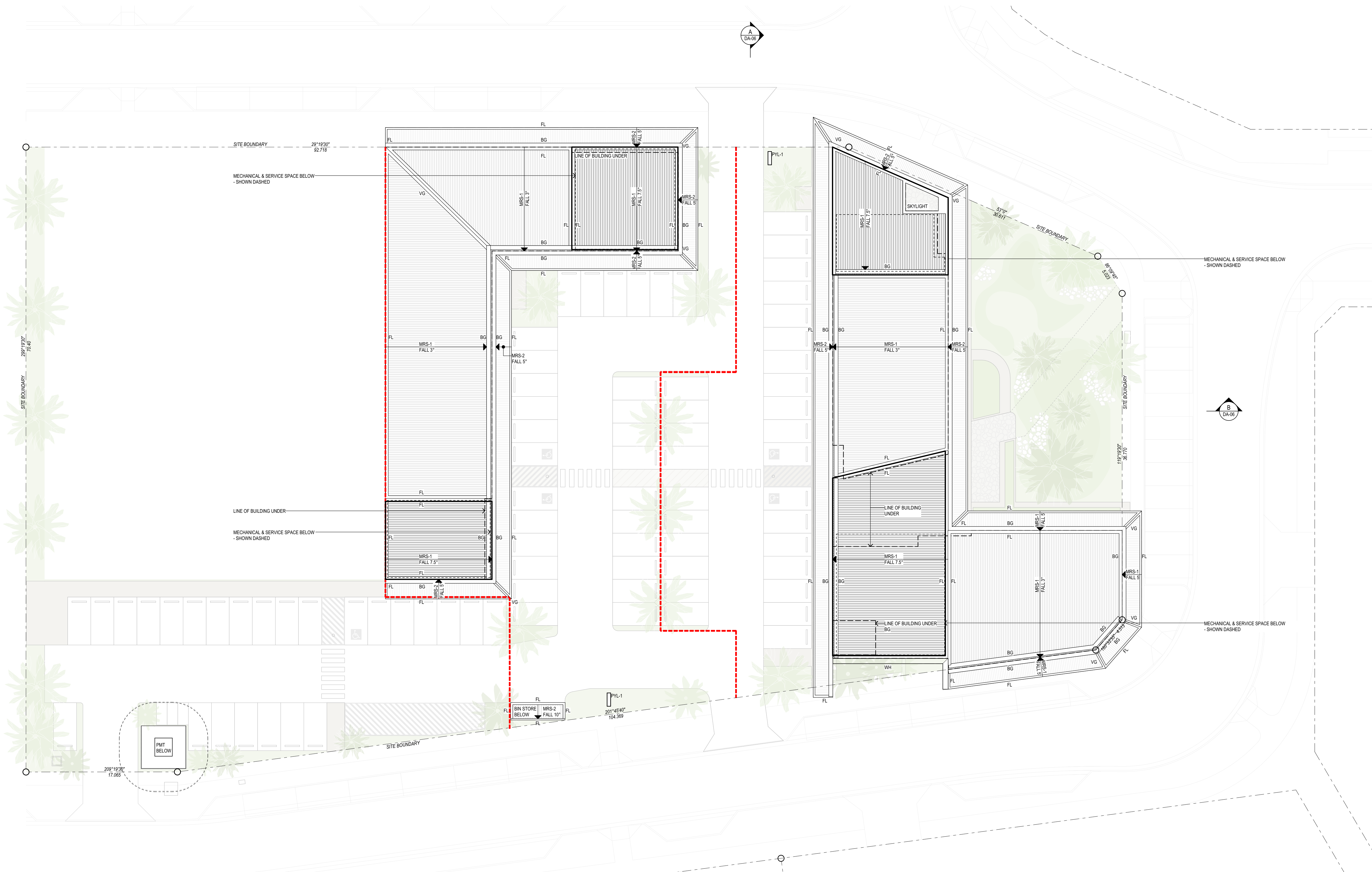
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DRAWING NO.

DA-03

ISSUE

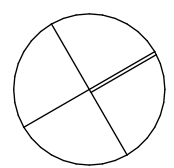
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A	01.07.2026	CL	DEVELOPMENT APPLICATION	GT

Aura Baringa

DRAWING

ROL PLAN

PROJECT NO.

2955-437

DRAWING NO.

DA-04

ISSUE

A



Appendix B – Swept Path Diagrams

C:\USERS\KANE.BULLOCK\ONE DRIVE - RATIO CONSULTANTS\24474T - DOCUMENTS\DESIGN SKETCH\SK01\24474T-SK01E.DWG

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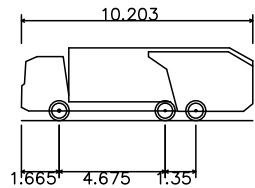


RATIO CONSULTANTS PTY LTD

MELBOURNE SYDNEY HOBART
GEELONG BRISBANE ADELAIDE

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Rear Loading Refuse Truck



Overall Length 10.203m
Overall Width 2.500m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock-to-lock time 6.00s
Wall to Wall Turning Radius 9.450m

VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Proposed Mixed-Use Development Lot 10, Baringa Village 10.2m RCV Swept Path Diagrams

NOTE:
1) Base Plan Supplied By Red Dog Architects (Version A)
2) Maximum Design Speed 5km/h

RATIO REFERENCE
24474T-SK01E

SHEET No.
1 of 1

PREPARED BY
K. Bullock

SCALE
Custom@A3

DATE
02/07/26

