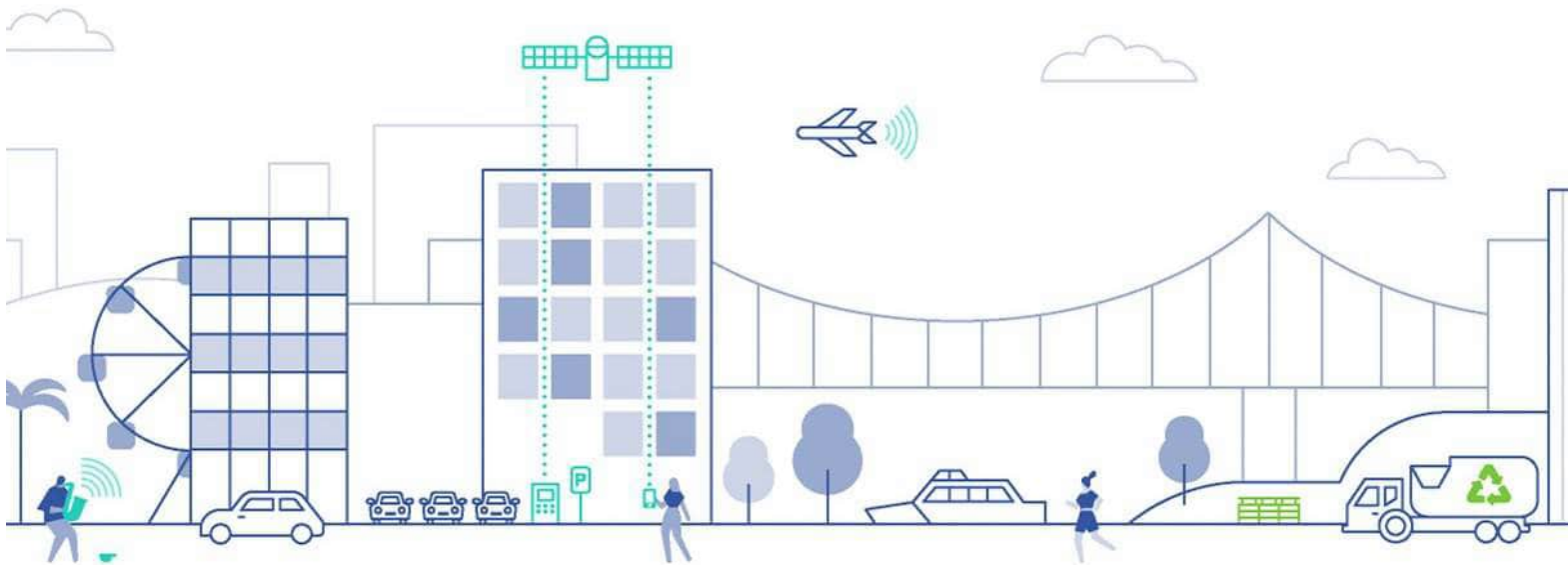


Transport Engineering Report

Lot 30, 51 First Avenue, Maroochydore

Multiple Unit Dwelling (MUD)

for Walker Corporation



Disclaimer

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Revision Record

No.	Author	Reviewed/Approved	Description	Date
A.	A. Schalken	D.Watkins	DA Report (DRAFT)	20/03/2026
B.	A.Schalken	D.Watkins	Revised DA Scheme (DRAFT)	10/06/2026
1.	A.Schalken	D.Watkins RPEQ # 23854 	Revised DA Scheme (FINAL)	24/06/2026

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1. Introduction

1.1. Purpose

Colliers International Engineering and Design (TTMC) Pty Ltd has been engaged by Walker Corporation to prepare a Development Application (DA) investigating a proposed Multiple Unit Dwelling (MUD) and small Retail development at Lot 30, 51 First Avenue, Maroochydore (subject site). It is understood this report will accompany a Development Application to be lodged to Economic Development Queensland (EDQ) with referral to Sunshine Coast Regional Council ('Council'), as the subject site resides within the Maroochydore City Centre Priority Development Area (PDA).

1.2. Scope

The scope of the transport aspects investigated includes:

- Reviewing the prevailing traffic and transport conditions surrounding the site.
- Identifying parking supply required to cater for development demands.
- Assessing the parking layout to provide efficient and safe internal circulation and manoeuvring.
- Assessing the access configuration to provide efficient and safe manoeuvring between the site and the public road network for cars, service vehicles, cyclists and pedestrians.
- Identifying the service vehicle needs for the site
- Assessing the internal service vehicle layouts to provide efficiency and safety for on-site service vehicle operation
- Reviewing access to a suitable level of public and active transport provisions.
- Identification of likely traffic volumes and traffic distribution from the development.
- Identification of likely traffic impacts of development on the surrounding road network.

The development plans have been assessed against the following guidelines and planning documents:

- Maroochydore City Centre Priority Development Area Development Scheme March 2024
- Sunshine Coast Planning Scheme (2014), specifically:
 - 9.4.8 Transport and Parking Code
 - Schedule 6.17 Transport, Access, Parking and Servicing Planning Scheme Policy (TAPS PSP)
 - Road Hierarchy Overlay Code
- Australian Standards for Parking Facilities, specifically:
 - Part 1: Off-street car parking (AS2890.1:2004)
 - Part 2: Off-street commercial vehicle facilities (AS2890.2:2018)
 - Part 6: Off-street parking for people with disabilities (AS2890.6:2009).

2. Site Location

The subject site is located at Lot 30, 51 First Avenue, Maroochydore near the intersections of First Avenue / Future Way and First Avenue / Sunshine Coast Parade, as shown in Figure 2-1 and Figure 2-2 overleaf. The subject site has road frontages to Future Way, First Avenue and Sunshine Coast Parade. The real property description is Lot 30 on SP305312.

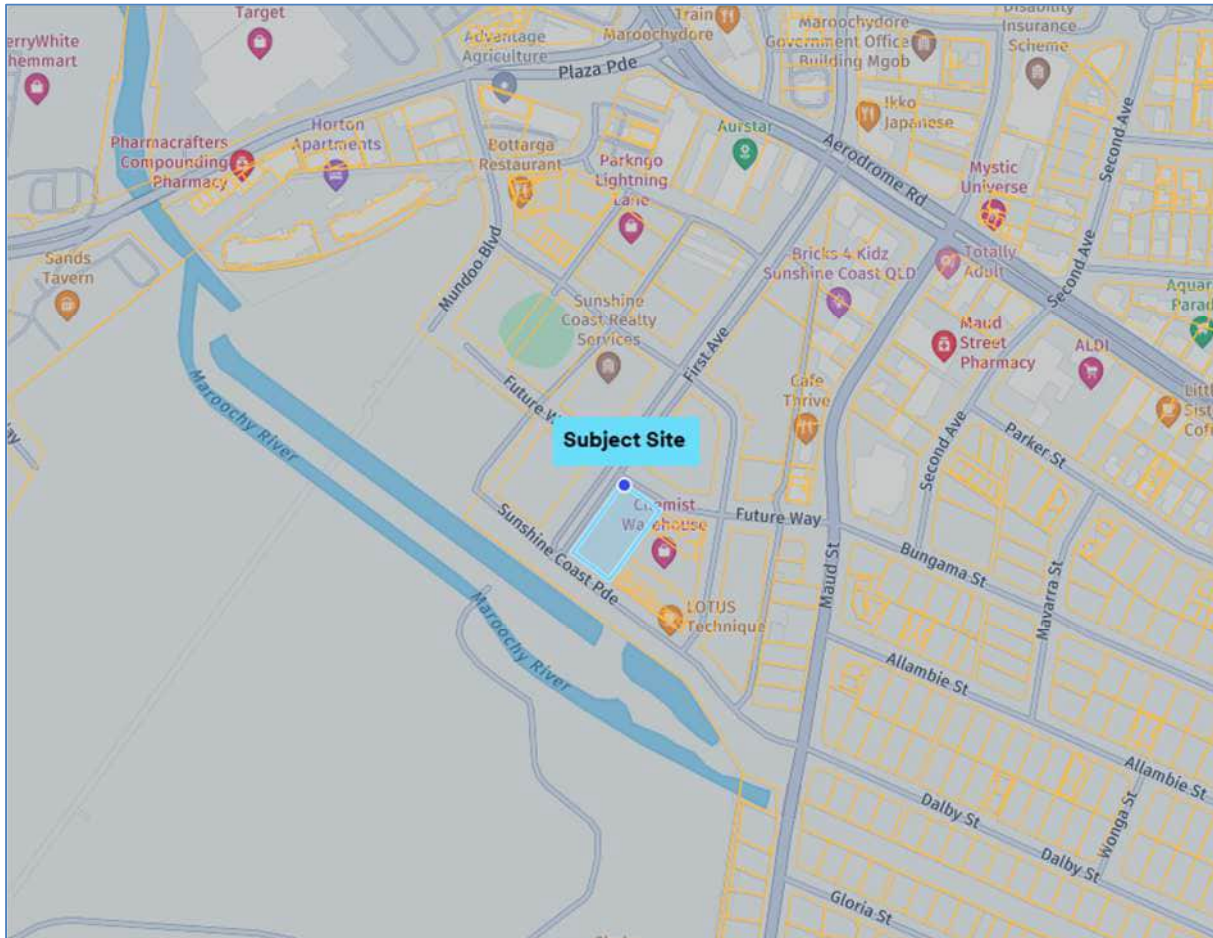


Figure 2-1: Site location (Surrounding Context)

Source: NearMap Aerial Imagery

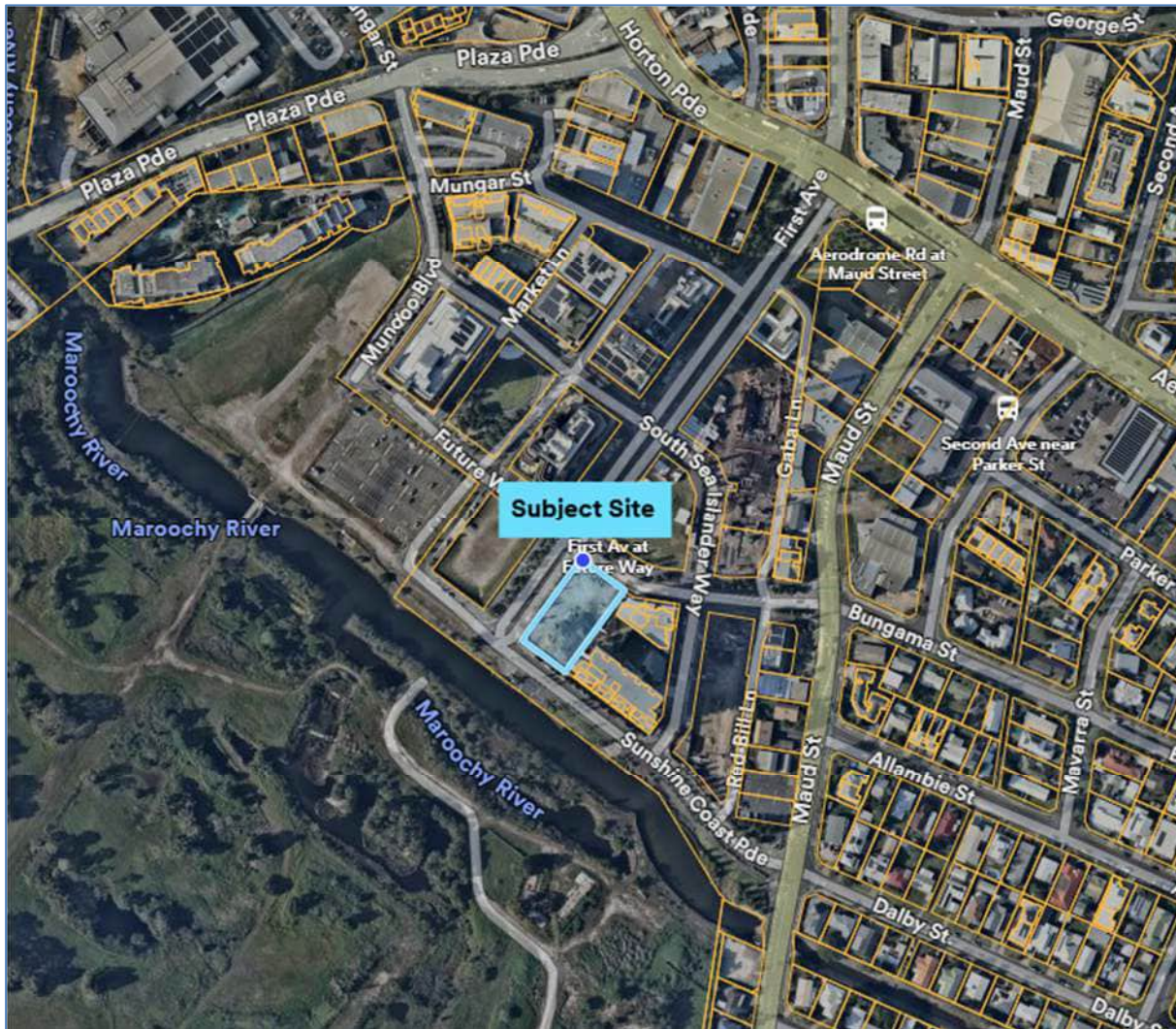


Figure 2-2: Site Location (Immediate Context)

Source: NearMap Aerial Imagery

The subject site is currently un-occupied. Key site characteristics from a planning perspective include:

- 2,383m² site area
- Maroochydore City Centre zoning – Precinct 3 (Core Business) of the PDA

Major attractors to / from the subject site are:

- Sunshine Plaza Shopping Centre
- Maroochydore Station (Bus Interchange)
- Future Maroochydore Metro (The Wave – Stage 3)

Site: Lot 30, 51 First Avenue, Maroochydore

Reference: 25BRT0574

3. The Proposed Development

3.1. Development Profile

The proposed development is for a 29-storey Multiple Unit Dwelling (MUD) development with a small retail component which has a single Basement, Ground and three (3) Podium Levels available for car parking. The proposed land uses for this development are summarised in Table 3-1.

Table 3-1: Proposed Land Uses

Land Use	Qty
Multiple Dwellings:	
• 1-bedroom	36
• 2-bedroom	120
• 3 -bedroom	48
• 4-bedroom	4
Retail	241.2m ²
Total	208 Units + 241m² GFA

A copy of the proposed development plans, prepared by Plus Studio, is included in Appendix A.

3.2. Parking

The development plan includes the following parking supply:

- 260 resident spaces across Basement 1 up to Podium Level 03
- 142 bicycle spaces in total located on Podium Levels 1 - 3 as well Basement 01 and Ground Floor.

Further details regarding the proposed car and bicycle parking provisions is included in Section 5.

3.3. Access

The development plan includes the following access arrangements:

- 6.5m Type RS-051 access from Future Way on the north-east side of the frontage. This access will accommodate all vehicles with all movements permitted.
- Pedestrian access to the Sunshine Coast Parade and First Avenue frontages via footpath linkages.
- Cyclist access to the First Avenue and Future Way frontages via footpaths and vehicular driveway.

Further details regarding the proposed access arrangements is included in Section 6.

3.4. Servicing

The proposed development scheme plans allow regular and occasional access, as well as formal on-site loading provisions, for design service vehicles up to an MRV (Austroads 8.8m length) design service vehicle.

Further details regarding the proposed servicing arrangements is included in Section 7.

4. Site Travel Environment

4.1. Public Transport Facilities and Services

4.1.1. Train Services

There are no train stations within proximity to the subject site and would not be a viable mode of transport.

4.1.2. Bus Services

The subject site is located in close proximity to the Maroochydore Station on Aerodrome Road less than 600m walk (9min) from the subject site to the north-west. These bus stops services TransLink Routes 600, 602, 610, 611, 612, 614, 615, 616, 617, 619, 620 and 622.

This bus stop is within the centre of Maroochydore, and the high number / frequent services enable public transport connections to the wider network. This is expected to be enhanced by the future delivery of the proposed Maroochydore Metro (The Wave – Stage 3) mass rapid transit system.

4.2. Active Transport Facilities

4.2.1. Bicycles

The subject site is located close to Maud Street to the east which is identified as a 'Primary Cycle Route' under the Queensland Globe Bicycle Network Overlay Code. The surrounding bicycle provisions are shown in Figure 4-1.

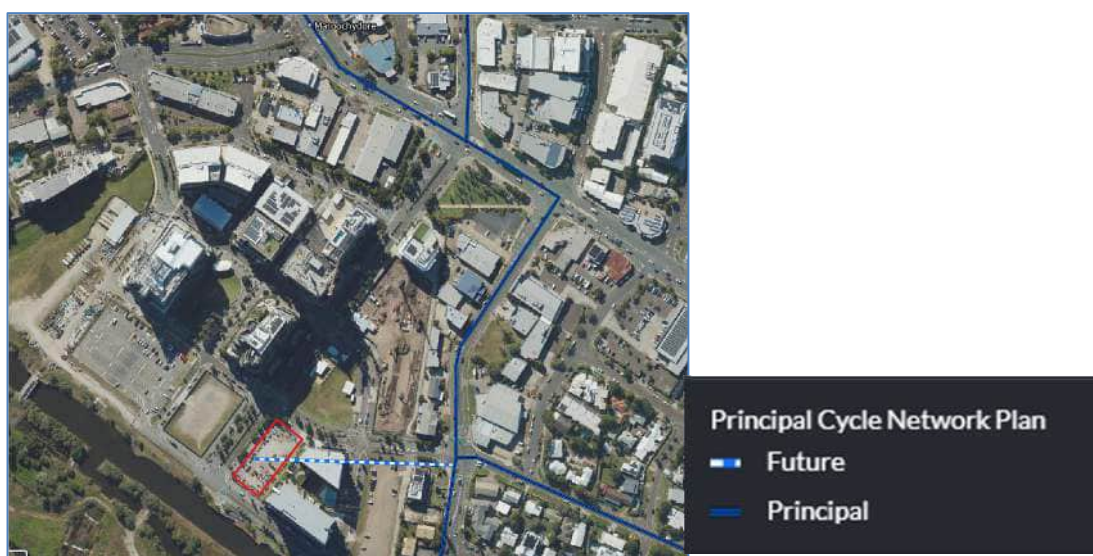


Figure 4-1: Surrounding Bicycle Provisions

Source: QLD Globe

The overlay identifies a potential 'Future' connection along Future Way directly towards the subject site which appears to have been built in latest aerals as two-way bike lanes - see Figure 4-2.

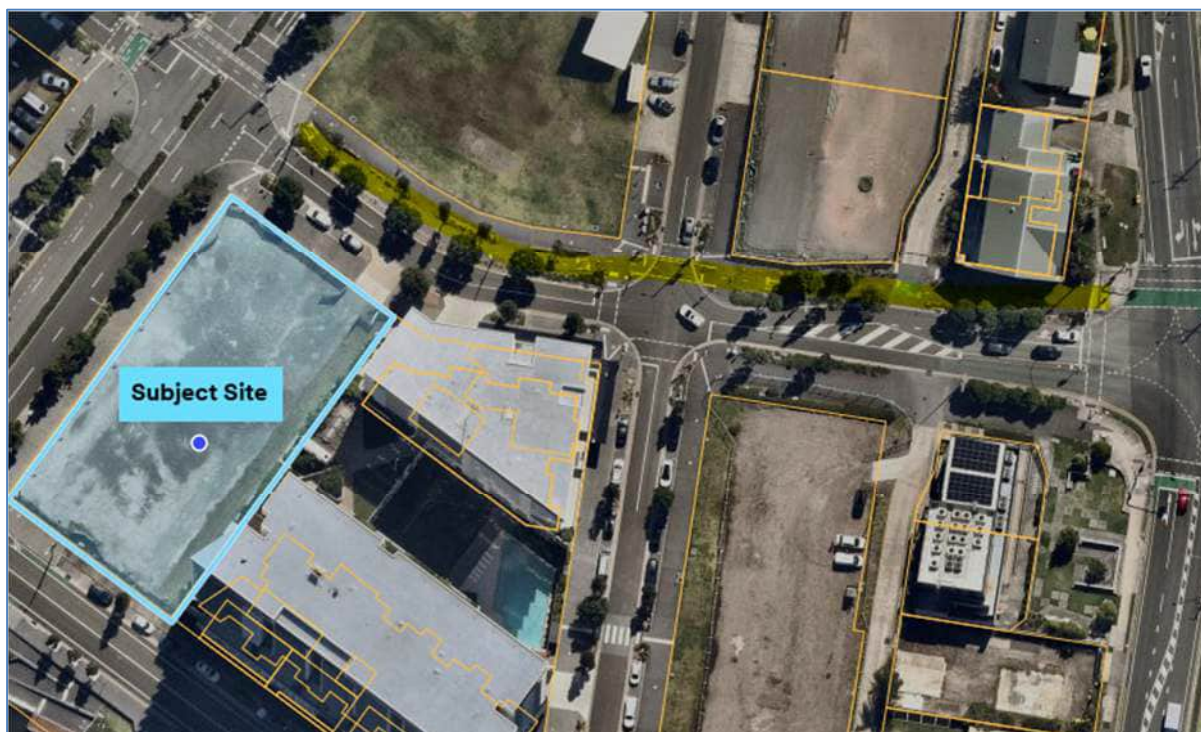


Figure 4-2: Future Way Two-way Bike Lanes

4.2.2. Pedestrians

Formal pedestrian footpaths are located on all frontages. There are two formal pedestrian crossings at the signalised intersection of First Avenue / Future Way and First Avenue / Sunshine Coast Parade. The primary pedestrian access will be via the central non-vehicular access on First Avenue.

4.3. The Road Network

4.3.1. Road Hierarchy

The hierarchy and characteristics of roads in the immediate vicinity of the subject site are shown in Table 4-1.

Table 4-1: Surrounding Road Hierarchy

Road	Speed Limit	Road Configuration			Classification	Authority
		Reserve Width	Carriageway Width	Lane Configuration		
Future Way	40 km/h	22.5m	5.5m	2 traffic lanes plus turn lanes. Separated Two-way bike lanes. No standing on either side of road	Town Centre Avenue	Council
First Avenue	50 km/h	33m	14m	4 traffic lanes. Median separated. No standing on either side of road	Town Centre Boulevard	Council
Sunshine Coast Parade	40 km/h	29m	10m	2 traffic lanes plus parking on northern side.	Town Centre Avenue (The Corso)	Council

¹Default speed limit on unsigned roads in built up areas in Queensland.

The intersection of Aerodrome Road / First Avenue, which is the primary access to the PDA precinct from the wider road network, is a signalised intersection.

4.3.2. Approved Traffic Volumes

Colliers' review of the Maroochydore City Centre Priority Development Area (PDA) indicate that the subject site resides within Precinct 3 or 'Core Business District'. More specifically as detailed in Map 5 of the Development Scheme, the subject site is flagged as a 'Landmark' Site for a building up to 100m in height.

It is understood that the proposed residential development is in keeping with the scheme and is designed to the maximum height limit and intended land use within the PDA. Therefore, the expected traffic generation has already been taken into consideration and has been designed accordingly within the network of the Maroochydore City Centre.

On this basis, further assessment of specific road network outcomes is not considered to be required, and no further external works / road upgrades.

5. Parking Arrangements

5.1. Parking Supply

5.1.1. Car parking

The car parking supply requirements for the proposed development land uses have been determined in line with Table 2 – *On-site car parking rates* of the Maroochydore City Centre PDA Development Scheme. It is worth noting that the parking supply rate provision are maximums and the subject site resides within Precinct 3 of the PDA.

Table 5-1 provides a summary of the parking supply requirements in line with the PDA, and the proposed parking supply provisions, for the development scheme.

Table 5-1: Maroochydore City Centre PDA Development Scheme Car Parking Supply Requirement

Land Use / Component	PDA Requirement	Extent	Requirement	Provision
Multiple Dwelling (Residents):		208 units (total)	260 spaces (sub total)	261 spaces (sub total)
• 1 -bedroom	1.0 space / unit	36 units	36 spaces	
• 2-bedrooms	1.0 spaces / unit	120 units	120 spaces	
• 3-bedrooms	2.0 spaces / unit	48 units	96 spaces	
• 4-bedrooms	2.0 spaces / unit	4 units	8 spaces	
Shop (Retail)*	1 space per 60m ²	241 m ²	5 spaces (sub total)	0 spaces (sub total)
		TOTAL	265 spaces	261 spaces

*For non-residential land uses within Precinct 3 with a GFA less than <20,000m²

As seen in Table 5-1, the development scheme proposes a total of 261 car parking spaces which is just below the maximum allowable required under the PDA Scheme of 265 car parking spaces. On this basis, the overall car parking supply is considered acceptable.

5.1.2. PWD Parking

With regards to resident parking, the National Construction Code (NCC) does not nominate any PWD requirements for Class 2 (residential) buildings and therefore no PWD resident car parking spaces are required or have subsequently been provisioned within the proposed development layout.

5.1.3. Motorcycle Parking

The Maroochydore City Centre PDA does not specify requirements for motorcycles and therefore Sunshine Coast Regional Council (SCRC / 'Council') Transport and parking (TAP) Code take precedence. Details of the following parking provision rates for motorcycle spaces are summarised in Table 5-2 overleaf.

Table 5-2: SCRC TAP Code Motorcycle Parking Supply Requirement

Land Use / Component	SCRC PSP Requirement	Extent	Requirement	Provision
Multiple Dwelling	1 space per 10 dwellings	208 units	21 spaces	2 spaces
Shop (Retail)	1 space per 100m ² GFA	241m ² GFA	3 spaces	0 spaces
		TOTAL	24 spaces	2 spaces

As identified in Table 5-2, the development scheme does not provide any motorcycle spaces. While this does not meet the SCRC TAP Code motorcycle parking provisions, this is generally considered acceptable given the compliant car parking supply is based on maximum parking rates, and the proposed carparking supply provisions have generally met the maximum threshold.

5.1.4. Bicycle Parking

The Maroochydore City Centre PDA does not specify requirements for bicycle parking. Therefore, the bicycle parking supply requirements for the proposed development land uses have been assessed in line with Table 9.4.8.3.3 of the SCRC TAP Code. Table 5-3 provides a summary of the bicycle parking supply requirements against the rates within the SCRC TAP Code, and the proposed provisions for the development scheme.

Table 5-3: SCRC TAP Code Bicycle Parking Supply Requirement

Land Use / Component	SCRC PSP Requirement	Extent	Requirement	Provision
Multiple Dwelling (Residents)	1 space per unit	208 units	208 spaces	114 spaces
Multiple Dwelling (Visitors)	1 space per 4 unit	208 units	52 spaces	28 spaces
Shop (Retail)	1 employee space per 100m ² GFA + 1 customer space per 100m ² GFA	241m ² GFA	6 spaces	0 spaces
Total		TOTAL	260 spaces	142 spaces

As seen in Table 5-3, the development scheme proposes a total of 142 bicycle parking spaces which is below the required SCRC TAP Code provision of 260 spaces.

It is also noted that consideration of bicycle parking provision rates (minimums) from Austroads *Cycling Aspects of Austroads Guides* – resident spaces (1 space per 4 bedrooms) and visitor spaces (1 space per 16 bedrooms) – total of 436 bedrooms in development proposal. This would be the equivalent of 109 resident bicycle parking spaces and 28 visitor bicycle parking spaces. The proposed bicycle parking supply meets the rates from Austroads for both residents and visitors.

Overall, the provided bicycle parking supply is considered acceptable for the proposed development.

5.2. Parking Layout

Parking spaces are generally provided across three (3) Podium Levels and one (1) Basement Level, with some parking spaces provided on Ground Level. Table 5-4 overleaf identifies the characteristics of the proposed parking layouts with respect to the Australian Standards (AS)2890.1:2004 design parameters.

Table 5-4: AS2890.1:2004 Parking Design Requirements

Design Aspect	AS2890.1 Provision	Proposed Provision	Compliance
Car Parking			
Parking space length: - Tandem spaces - Resident spaces (Class 1/1A) 'Small Car' space	10.8m (min) 5.4m (min) 5.0m (min)	10.4m 5.4m 5.4m	Performance Solution Compliant Compliant
Parking space width: - Resident spaces (Class 1/1A) 'Small Car' spaces	2.4m (min) 2.3m (min)	2.4m 2.4m	Compliant Compliant
Aisle Width: - Parking aisle (Class 1/1A) - Circulation road / ramp (one-way, <20m) - Circulation road / ramp (two-way, 25-100 vph)	5.8m (min) 3.0m (min) + clearance to walls 6.1m (min) + clearance to walls	6.0m - 6.1m 4.5m 6.1m	Compliant Compliant – see Notes Compliant
Parking envelope clearance	Located as per Figure 5.2 of AS2890.1	As per Figure 5.2 of AS2890.1	Compliant
Maximum Gradient: - Parking aisle - Ramp	1:16 (6.25%) 1:4 (25.0%)	1:16 (6.3%) - Flat 1:4 (25.0%)	Compliant Compliant – see Notes
Maximum Gradient Transitions	1:8 (12.5%) summit ¹ 1:6.67 (15.0%) sag ¹	1:8(12.5%) 1:8(12.5%)	Compliant Compliant
Blind Aisle Extension	1.0m or 8.0m extension to aisle width beyond final space	1.2m	Compliant
Height Clearance: - General Minimum - Absolute Minimum~	2.3m 2.1m	2.3m 2.3m	Compliant Compliant
Bicycle Parking²			
Vertical Racks Length	1.2m (min)	1.2m (min)	Compliant
Horizontal Rack length	1.8m (min)	1.8m (min)	Compliant
Double Tier Length	2.0m (min)	2.0m (min)	Compliant
Rack spacing ³	0.5m (min)	0.5m (min)	Compliant
Manoeuvring / Access Paths	1.5m (min)	1.5m (min)	Compliant
Double Tier Manoeuvring / Access Paths	2.0m (min)	2.0m (min)	Compliant
Double Tier Height	2.7m (min)	-	Design Parameter

¹ SCRC PSP is silent with regards to this matter, so revert to AS2890.1

² SCRC PSP is silent with regards to this matter, so revert to AS2890.3

³ Presuming full handlebar stagger.

The proposed development's parking layouts are generally consistent with the design provisions of the AS2890.1:2004 – as required under the Maroochydore City Centre PDA.

Further details in relation to deemed compliance of required provisions, or justification for design aspects resolved with performance solutions, is provided following.

Design Aspect 1 – Tandem Spaces

It is noted that, the proposed scheme proposes two tandem spaces that are 10.4m in length – representing a standard car space (5.4m length) at the open (aisle end) and a ‘Small Car’ space (5.0m length) at the closed end. This is considered acceptable as the tandem spaces will be allocated to a single unit, either a 3-bedroom or 4-bedroom unit which can have up to two (2) spaces. Overall, this arrangement is considered acceptable.

Design Aspect 2 - Internal Signal System

It is noted that within the Basement and Podium parking levels that a single lane aisle is provided at the end of each level. Given that car circulation (in opposing directions) between the adjacent parking aisles on each level will overlap in these one-lane end aisles, an internal signal control system will be required to manage these vehicle movements.

A review of the car circulation on each level has been undertaken with approximate locations of control (‘Stop’) lines within each parking level – see Colliers’ Diagrams provided in Appendix B. Further design work will be undertaken at the (later) detailed design of the development, to confirm these locations and provide specifics of the internal signal system and associated signage.

Overall, incorporation of an internal signal system within the parking levels is considered appropriate in consideration of the overall design carparking levels, access, circulation and development uses.

Design Aspect 3 – Maximum Ramp Gradient

First and foremost, it is important to note that there are no commercial / residential visitor spaces provided which would otherwise require a grade no steeper than 1:5 for publicly accessible parking spaces in accordance with AS2890.1:2004.

For residents, under Clause 2.5.3 (b) of Australian Standards (AS)2890.1:2004 identifies that the maximum grade for ramps up to 20m in length servicing residential parking areas is 1:4 (25%). Therefore, the proposed gradient of the ramps between the Ground and Podium Levels for resident parking area of 1:4 (25%) is 18.95m in length – 2x 2.0m transitions (1:8) and 14.85m main grade (1:4) and is therefore acceptable given it is in compliance with AS2890.1:2004.

For the vehicle ramp from Ground Level to Basement Level, the proposed gradient of the ramp between floors is 18.65m in length – 2x 2.0m transitions (1:8) and 14.65m main grade (1:4.3) and is therefore acceptable given it is in compliance with AS2890.1:2004. Review of these grades and transitions, for both vehicle (car) height clearance and ground clearance, through the detailed design process is recommended.

Overall, the proposed grades are acceptable for the proposed development.

Summary

Overall, the proposed car parking layout is designed generally in accordance with the Maroochydore City Centre PDA / AS2890.1:2004 design parameters, noting the design performance solutions which are deemed fit-for-purpose.

6. Access Arrangements

6.1. Future Way Access

As part of early works for the Maroochydore PDA area, the road network surrounding the subject site have been constructed to their final configurations. Additionally, the pre-determined vehicle access to the subject site off Future Way was also constructed at 6.2m wide as illustrated in Figure 6-1.

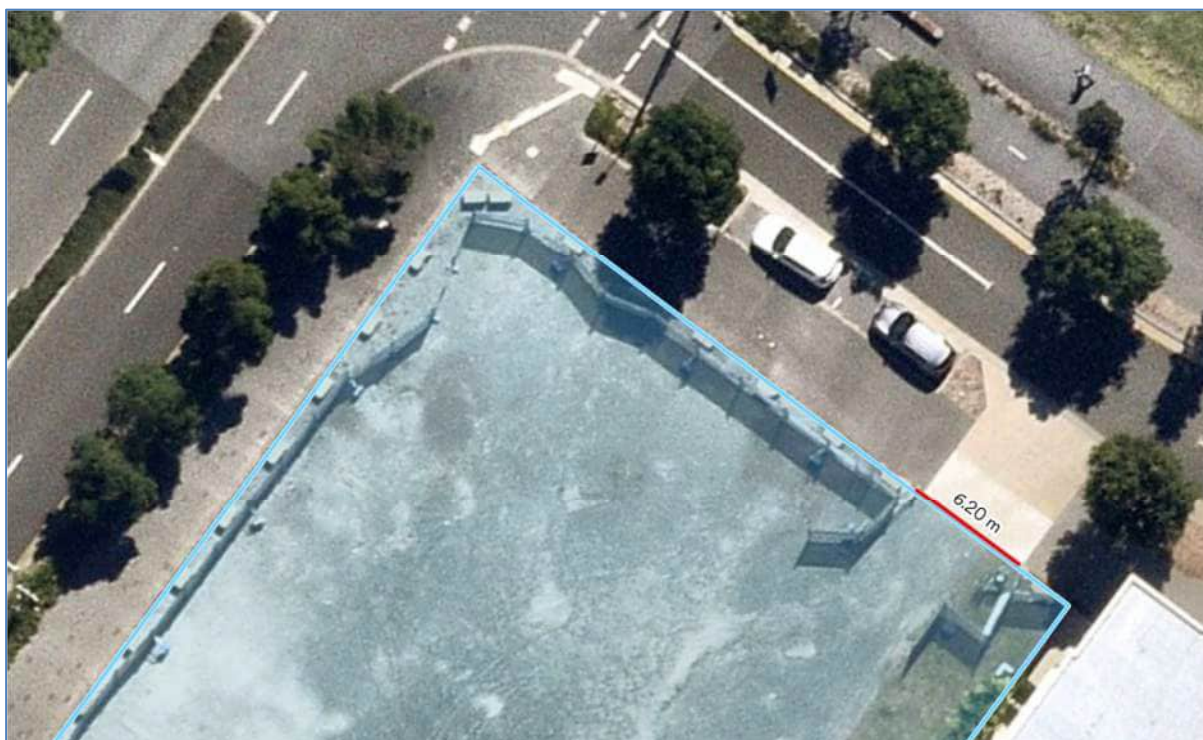


Figure 6-1: Existing Vehicle Crossover Configuration

Upon design review, the crossover width will need to be widened on the northern edge by 0.3m to accommodate for two-way passing at the access to a total width of 6.5m. All other design provisions of the Future Way access will remain unchanged and with all movements allowed. No further assessment or changes will be undertaken.

7. Service Vehicle Arrangements

7.1. Council Requirements

The Maroochydore City Centre PDA does not specify requirements for servicing / design service vehicles. The requirements for the proposed development have been determined in line with Table 9.4.8.3.3 of the SCRC Transport, Access, Parking and Servicing (TAPS) TAPS Planning Scheme Policy (PSP) which for a Multiple Unit Dwelling (MUD) use the proposed development require a Medium Rigid Vehicle (MRV), Refuse Collection Vehicle (RCV) and VAN design service vehicles. The retail tenancies (combined) will require a Medium Rigid Vehicle (MRV) and VAN based on the GFA of 241m² GFA (200 - 599m² GFA).

7.2. Proposed Loading Provisions

7.2.1. Design Vehicles

RCV access to the subject site / proposed development will not be required as waste collection will be provided via the precinct-wide Automatic Waste Collection System (AWCS) which has already been pre-constructed through-out the precinct. Further information regarding the AWCS is provided within the Operational Waste Management Plan (OWMP) prepared for the proposed development.

The development scheme proposes to adopt a Medium Rigid Vehicle (MRV) design service vehicle as the Occasional Access vehicle – for deliveries. It is expected that vehicles no greater than an 8.8m MRV design service vehicle will be required for deliveries, particularly given that the majority (75%) of units are 1- or 2-bedroom units, which would typically only require a Small Rigid Vehicle (6.4m length) design service vehicle.

7.2.2. Loading Bay Provisions

As identified in Section 7.1 Council Requirements, the development scheme includes the following loading bay provisions which will be shared between the land uses:

- 1x shared MRV / VAN bay

This loading bay provision generally meet the requirements of the SCRC TAPS PSP and are therefore considered acceptable.

7.3. Proposed Service Vehicle Design Provisions

Access to the loading area is via the Future Way access crossover and driveway and facilitates service vehicles entering and exiting the subject site / proposed development in a forward gear.

Table 7-1 overleaf identifies the characteristics of the proposed servicing arrangements / layouts with respect to the Australian Standards (AS)2890.2:2018 design provisions.

Table 7-1: AS2890.2:2018 Service Vehicle Design Requirements

Design Aspect	AS2890.2 Provision	Proposed Provision	Compliance
Loading bay length: • MRV bay	9.0m (min)	9.0m	Compliant
Loading bay width: • MRV bay	3.5m (min)	3.5m	Compliant
Service aisle width (two-way) ¹	6.5m (min)	6.5m	Compliant
Loading bay grades ¹	1:25 (4%) max	Flat	Compliant
Roadway/ramp grades: • Grade transitions	1:16 (5%) max ¹	Flat	Compliant
Height Clearance: • MRV/RCV	4.5m (min)	4.5m	Compliant
Vehicle Manoeuvring	Regular access vehicles required to turn around fully on-site Demonstrate access to all loading bays for the design vehicle, whilst maintaining minimum 0.5m maneuvering clearances to all obstructions	Colliers have undertaken a swept path analysis demonstrating a service vehicle can enter/ exit in forward gear – see Appendix B – Colliers Drawings	Compliant

¹Based on worst case provisions for LRV design vehicle.

²Based on a rear-loading RCV.

In general, the service vehicle design provisions are generally consistent with the SCRC TAPS PSP. Swept paths for the largest design service vehicle – being the 8.8m length MRV – are provided in Colliers Diagrams in Appendix B of this report.

Overall, the proposed service vehicles arrangements are generally in accordance with the SCRC TAPS PSP and are considered acceptable.

8. Summary and Conclusions

8.1. Proposed Development

The proposed development is for a 29-storey residential tower with a small retail component and provides a single Basement Level of carparking, three (3) Podium Levels of carparking and parking spaces on the Ground Level. A total of 208 units will be provided (mix of 1-bed, 2-bed, 3-bed and 4-bed), as well as with three (3) retail tenancies on the Ground Level with a total area of 241m² GFA.

8.2. Parking Arrangements

The proposed car parking provision of 261 spaces is less than the maximum parking requirement threshold of 265 spaces as indicated in the Maroochydore City Centre Priority Development Area (PDA) and is therefore considered compliant. No PWD parking is required (or provided) as per NCC requirements. While motorcycle parking does not meet SCRC rates, this is considered acceptable as the overall parking supply is near maximum.

142 bicycle parking spaces are provided, which meets the Austroads *Cycling Aspects of Austroads Guides* for both residents and visitors, and is considered acceptable.

Overall, the proposed car parking layout is designed generally in accordance with the Maroochydore City Centre PDA / AS2890.1:2004 design parameters, noting the design performance solutions – for ‘Small Car’ bays in tandem, internal signal controls and maximum car ramp gradients) which are deemed fit-for-purpose.

8.3. Access Arrangements

The access width will be widened slightly from 6.2m to 6.5m. All other design aspects for the vehicle crossover, including its location on Future Way, will remain unchanged as part of this development application as it is a pre-existing approved and constructed arrangement in keeping with the Maroochydore City Centre Priority Development Area (PDA).

8.4. Service Vehicle Arrangements

The service vehicle arrangement is in keeping with the requirements of SCRC TAPS PSP. The waste collection vehicle is expected to be no greater than a MRV used specifically for compacted waste and therefore a shared loading bay in line with the AS2890.2:2018 requirements for a MRV design service vehicle are deemed to be suitable. A VAN design service vehicle can also utilise the MRV bay if required. The MRV loading bay will be shared between the residential and retail land uses.

Overall, the servicing arrangement for the proposed development are considered acceptable.

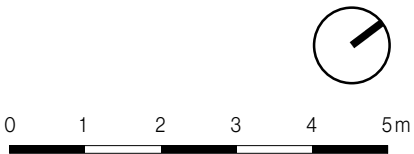
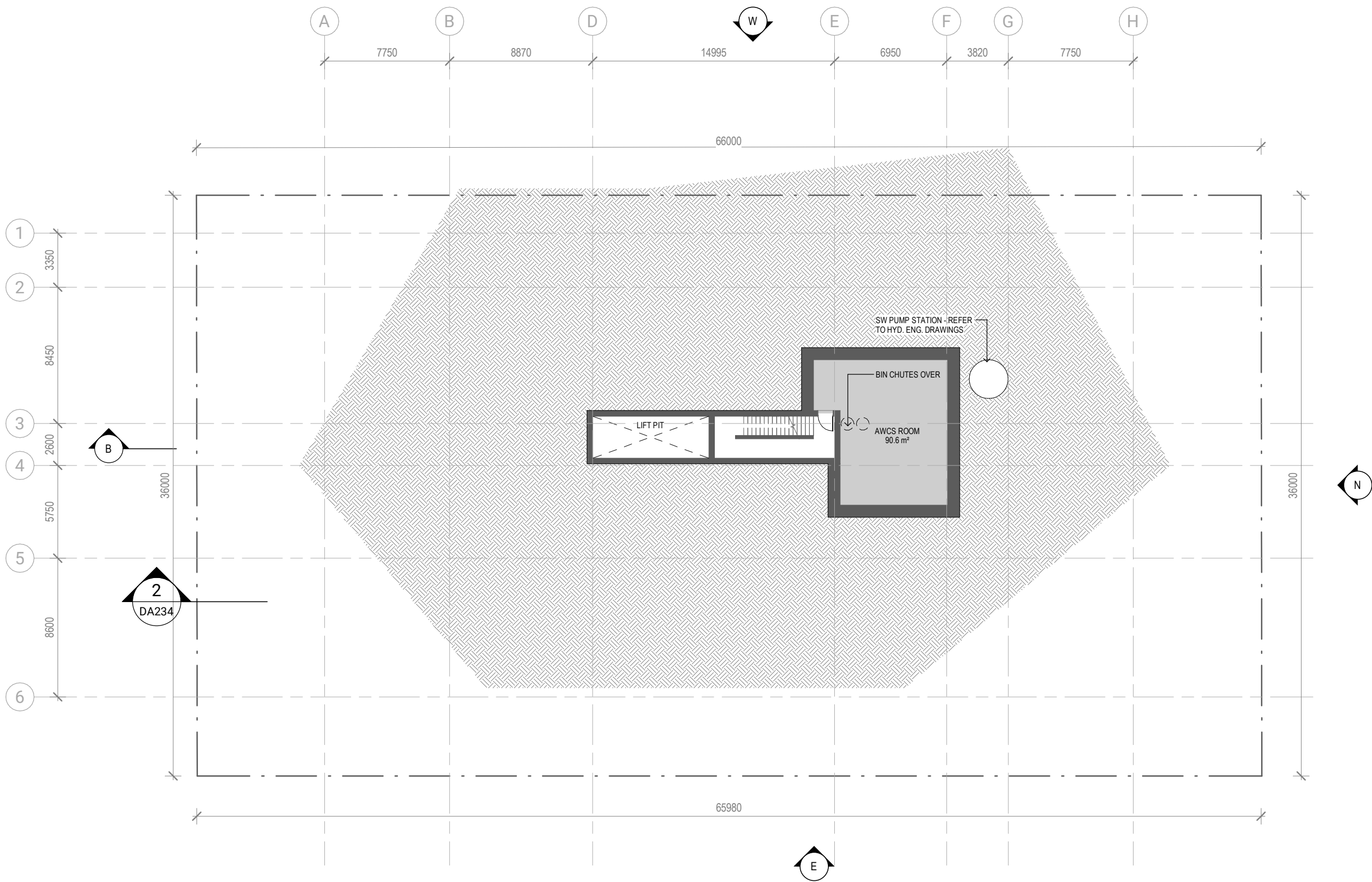
8.5. Conclusion

Based on the assessment contained within this report, Colliers see no traffic engineering reason why the relevant approvals should not be granted.

Appendix A Development Plans

Our Solution

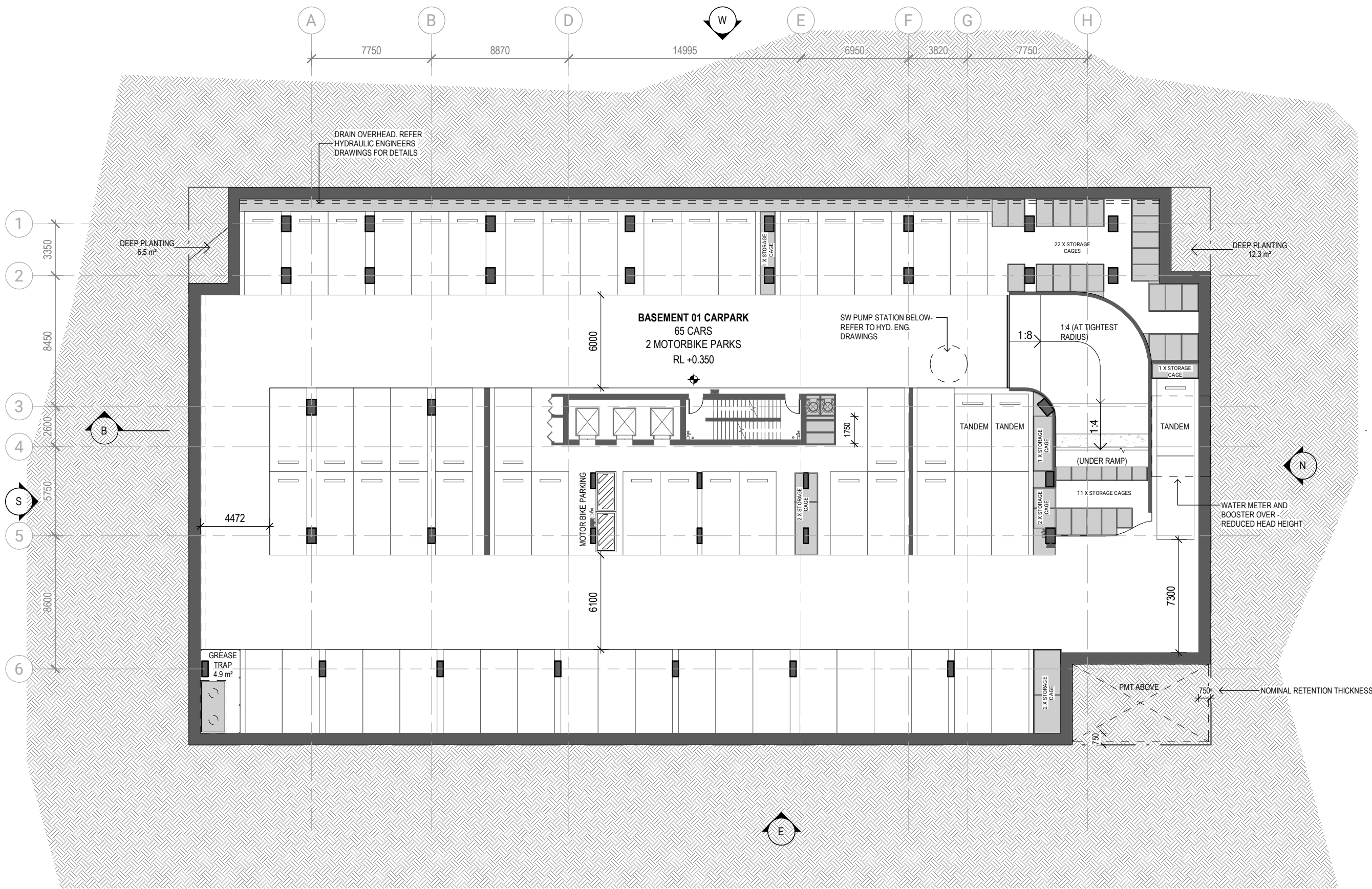
CONCEPT PLAN - BASEMENT 02



SCALE 1:250 @ A3 SIZE

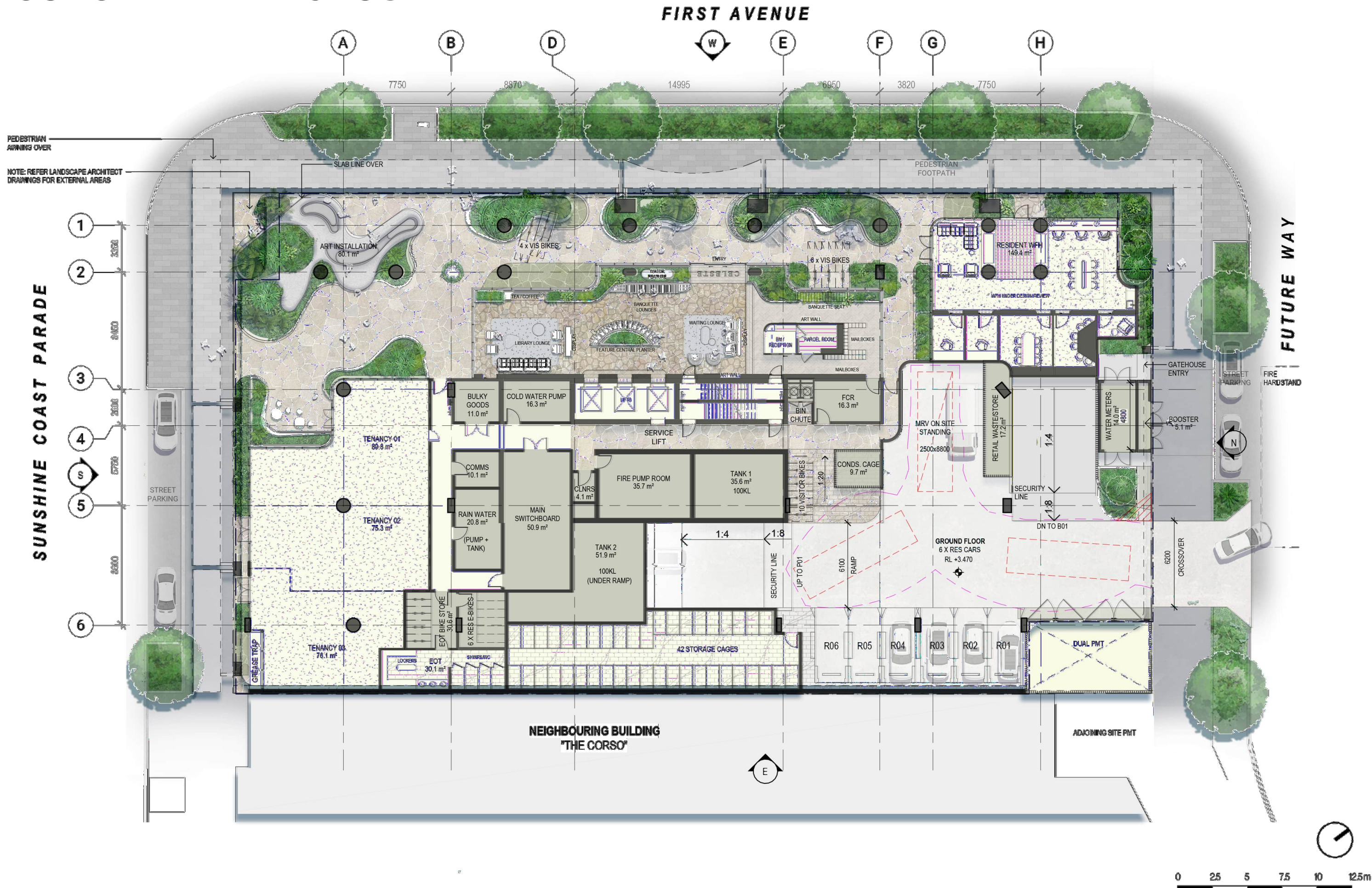
Our Solution

CONCEPT PLAN - BASEMENT 01



Our Solution

CONCEPT PLAN - GROUND



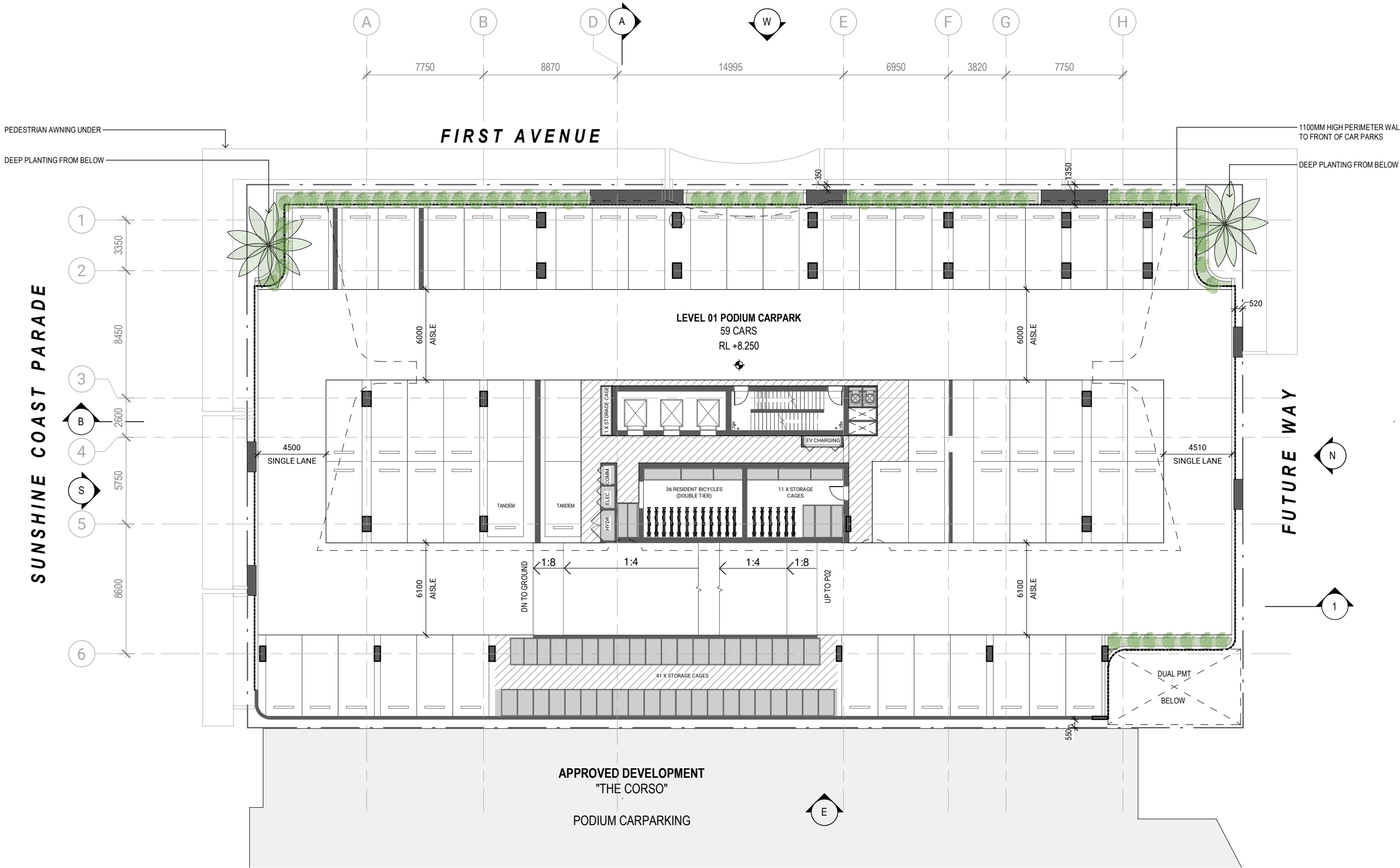
50 THE PLANS

PLUS STUDIO

SCALE 1:250 @ A3 SIZE

Our Solution

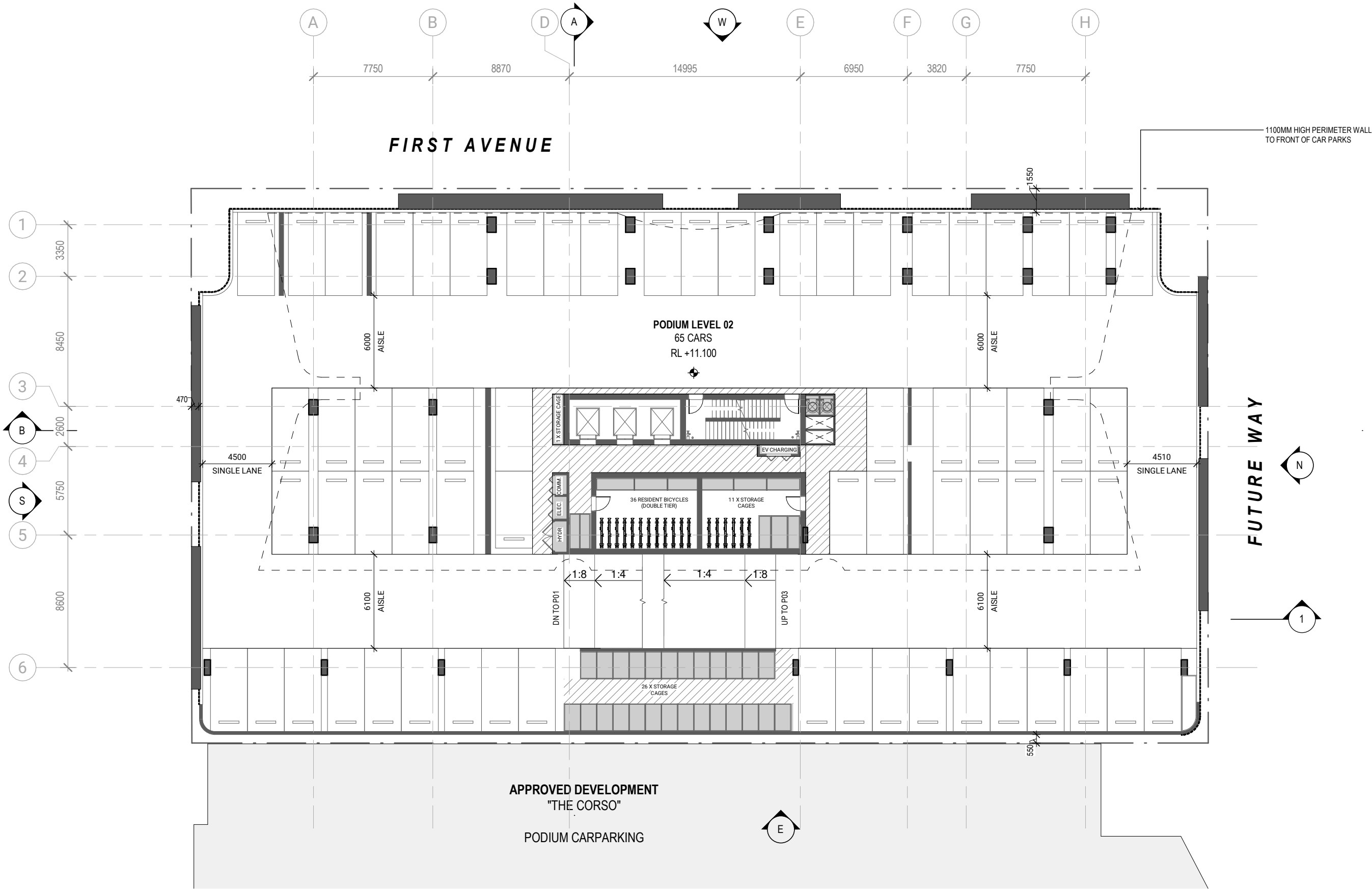
CONCEPT PLAN - PODIUM LEVEL 01



Our Solution

CONCEPT PLAN - PODIUM LEVEL 02

SUNSHINE COAST PARADE



0 2.5 5 7.5 10 12.5m

SCALE 1:250 @ A3 SIZE

Our Solution

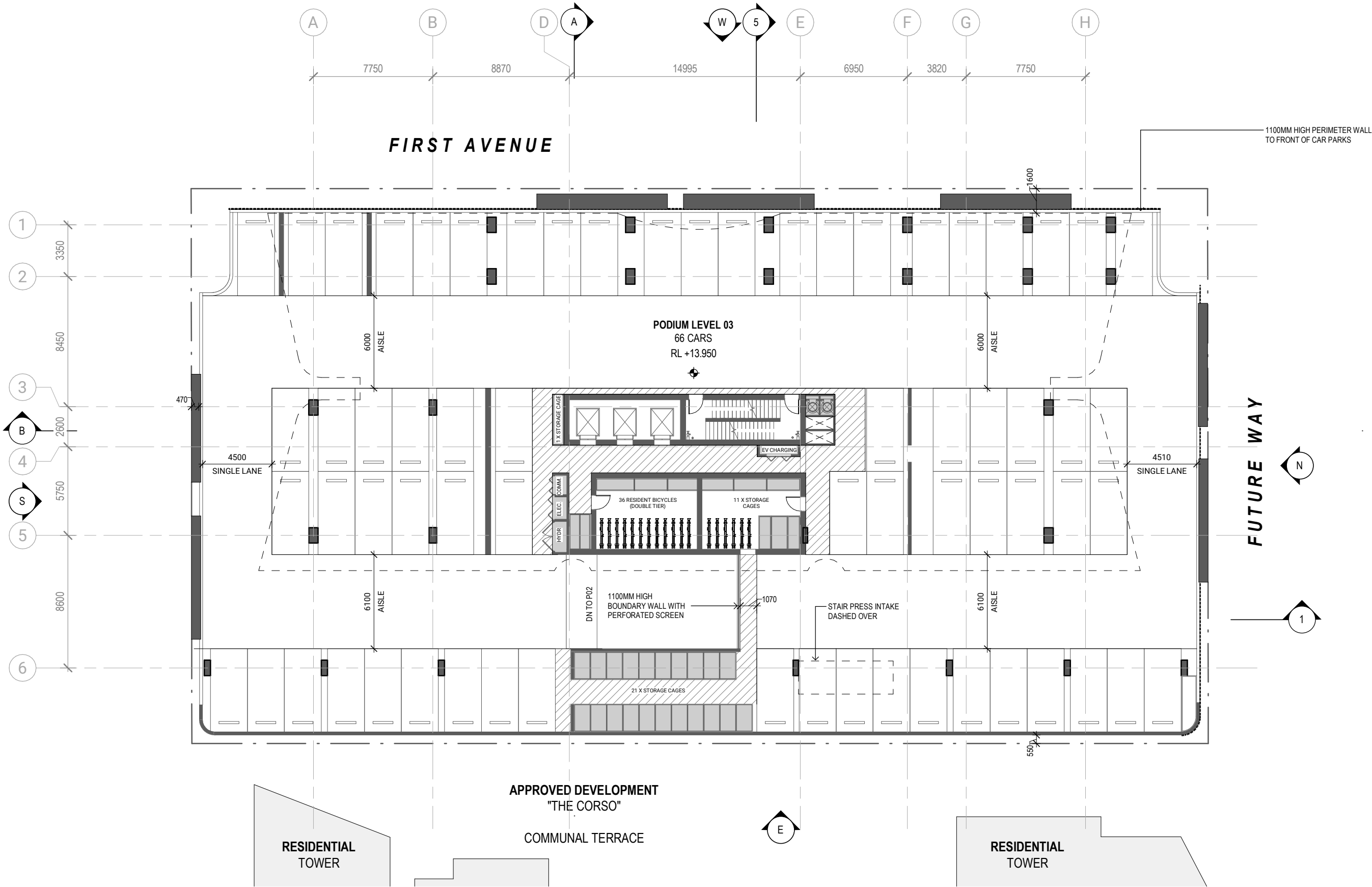
CONCEPT PLAN - PODIUM LEVEL 03

53

THE PLANS

PLUSSTUDIO

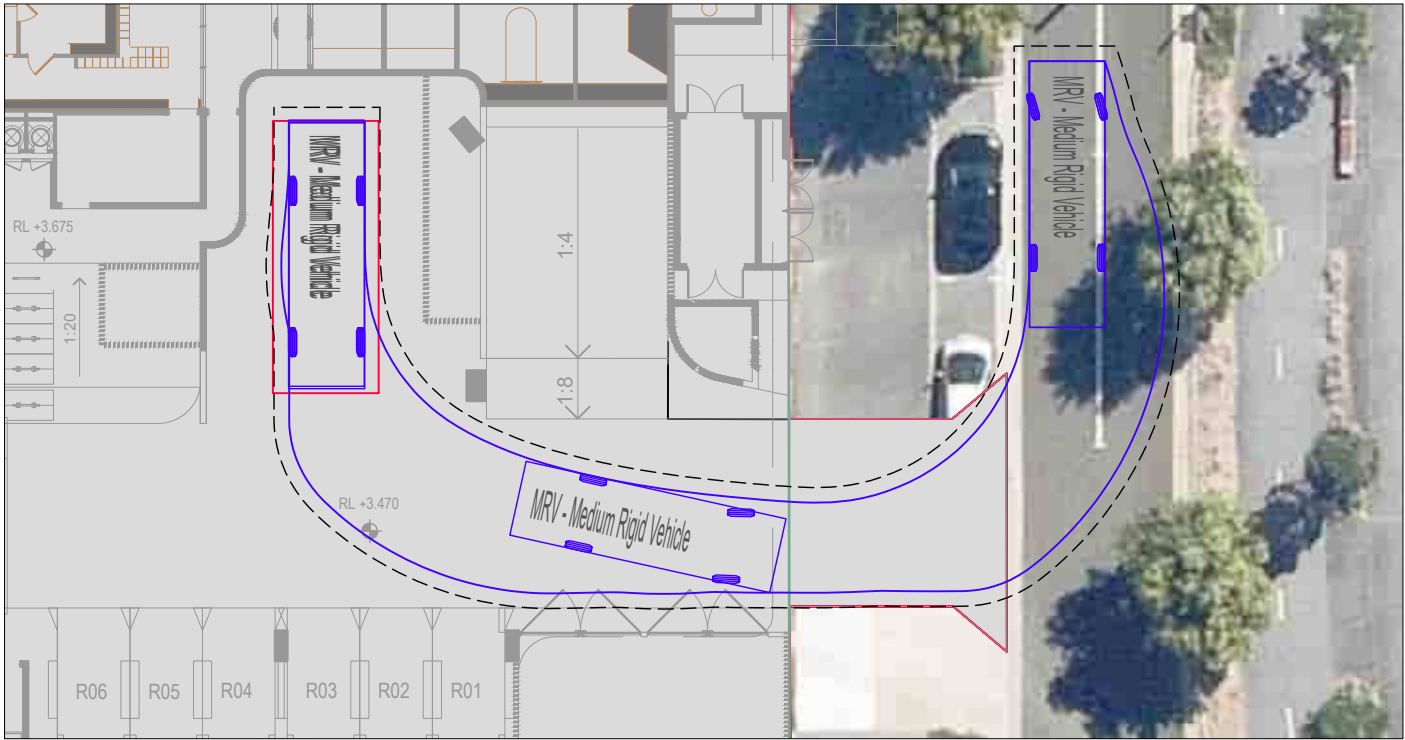
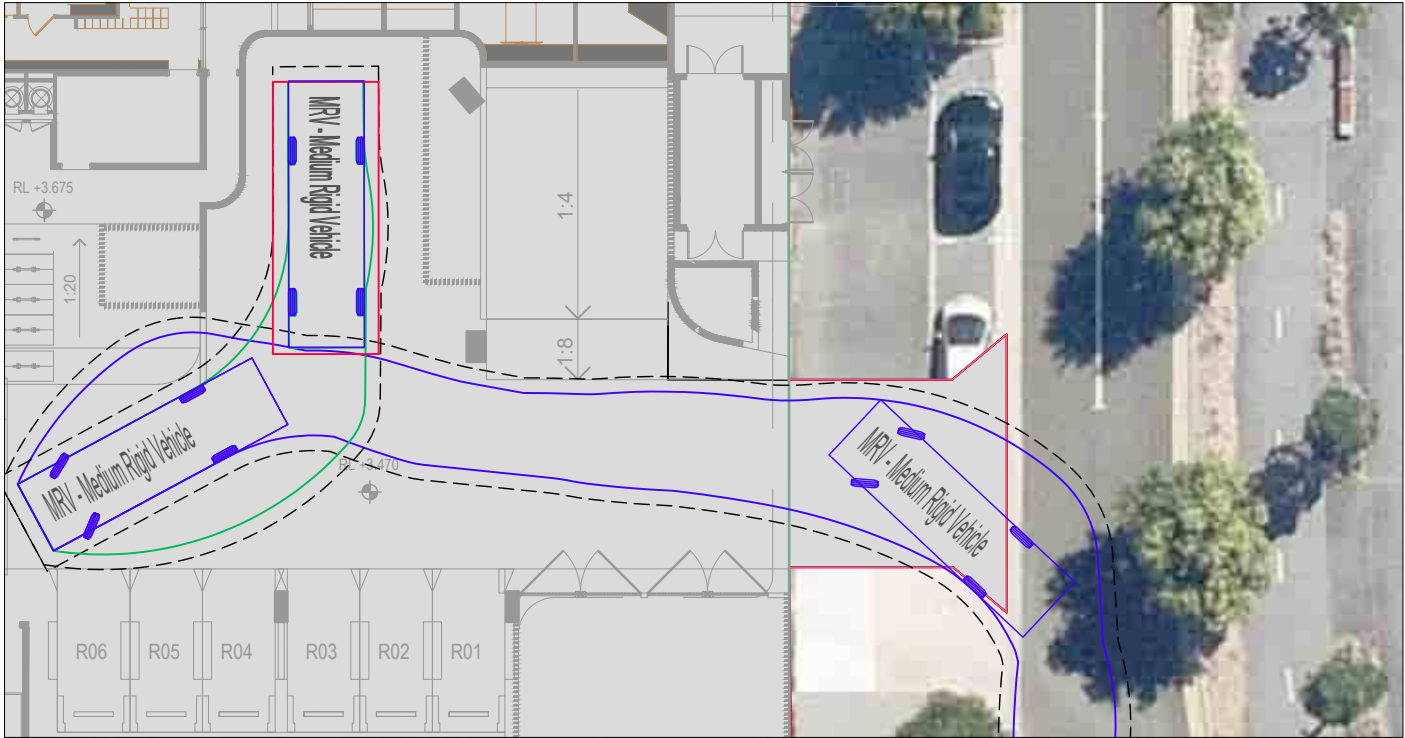
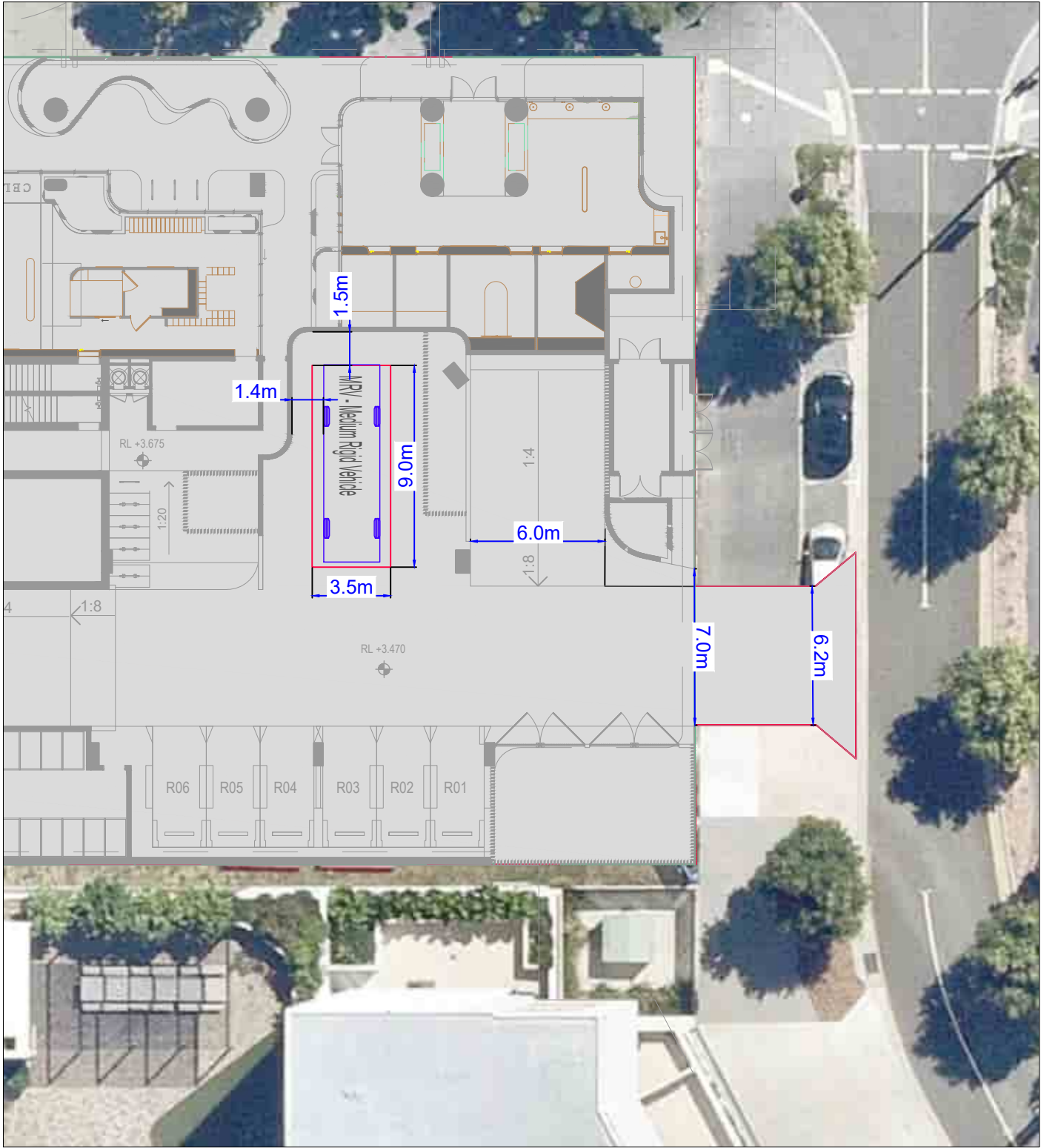
SUNSHINE COAST PARADE



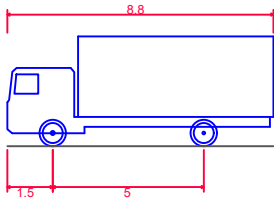
SCALE 1:250 @ A3 SIZE



Appendix B Colliers Drawings



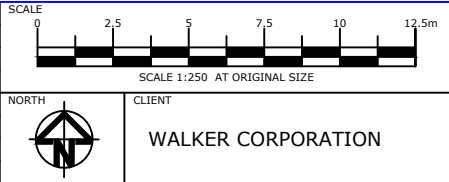
VEHICLE PROFILES



MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.000m
Design Speed Forward 5.0km/h
Clearance Envelope 0.5m

**PRELIMINARY
ADVICE ONLY**
24 June 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	24-06-26	ORIGINAL ISSUE	Ash	DW	DW

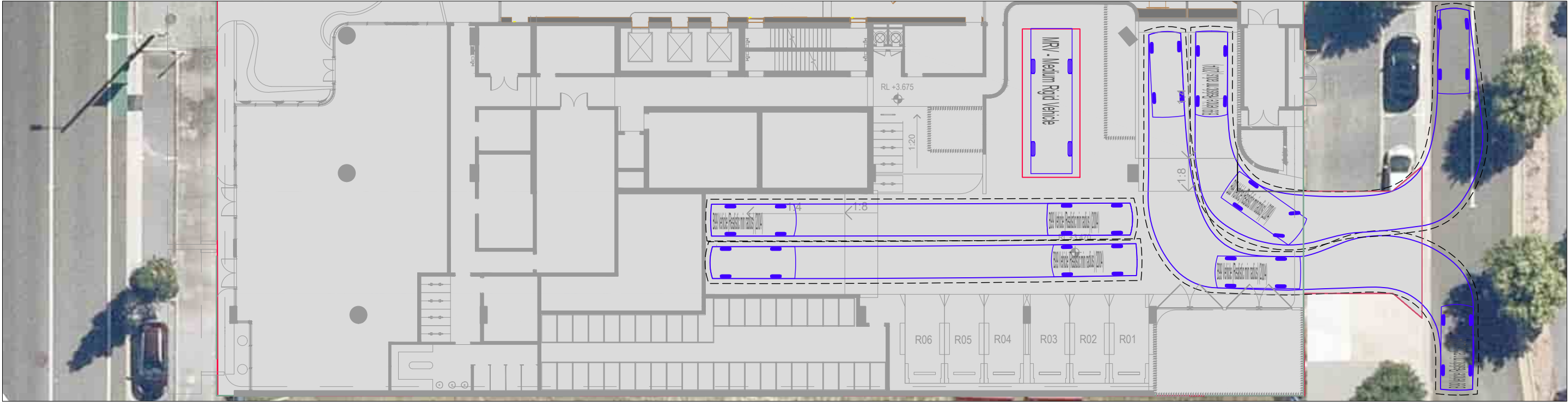
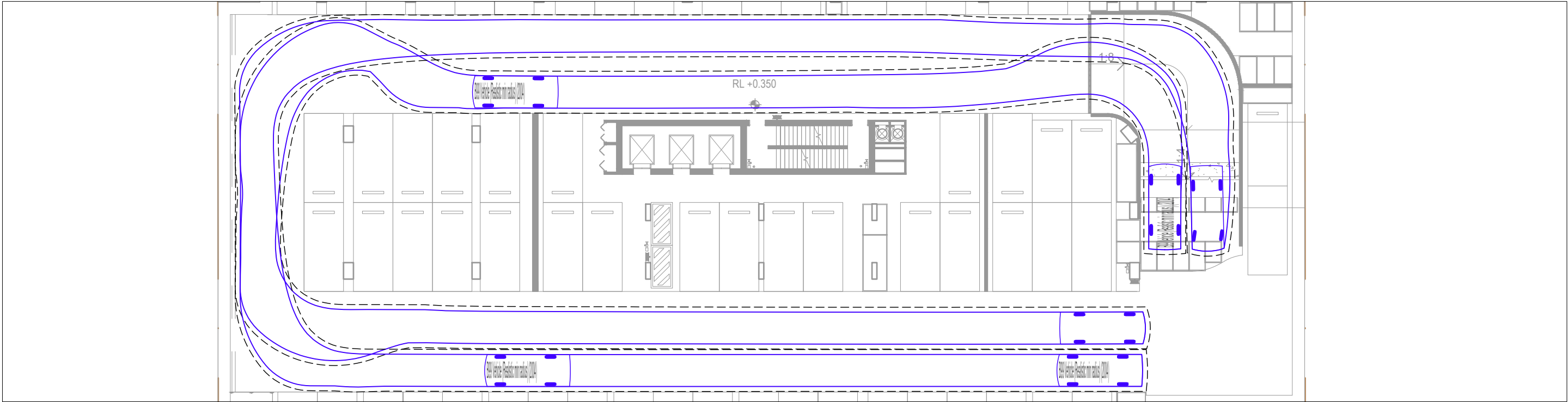




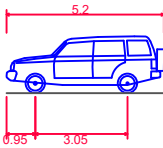
**Colliers International Engineering
& Design (TTMC) Pty Ltd**
ABN 65 010 868 621
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
P.O. BOX 12015, BRISBANE QLD 4003
T: (07) 3327 9500 F: (07) 3327 9501
E: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

CLIENT
WALKER CORPORATION

PROJECT 30 FIRST AVENUE, MAROOCHYDORE	PROJECT NUMBER 25BRT0574	ORIGINAL SIZE A3
DRAWING TITLE SWEPT PATH ANALYSIS 8.8m Medium Rigid Vehicle / WCV Equivalent	DRAWING NUMBER 25BRT0574-01	REVISION A
	DATE 24 Jun 2026	SHEET 1 OF 1



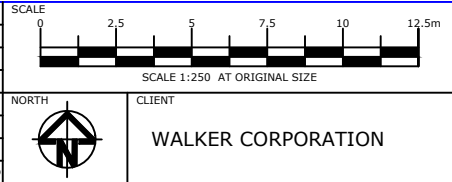
VEHICLE PROFILES



B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m
Design Speed Forward 5.0km/h
Clearance Envelope 0.300m

**PRELIMINARY
ADVICE ONLY**
24 June 2026

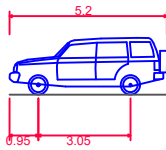
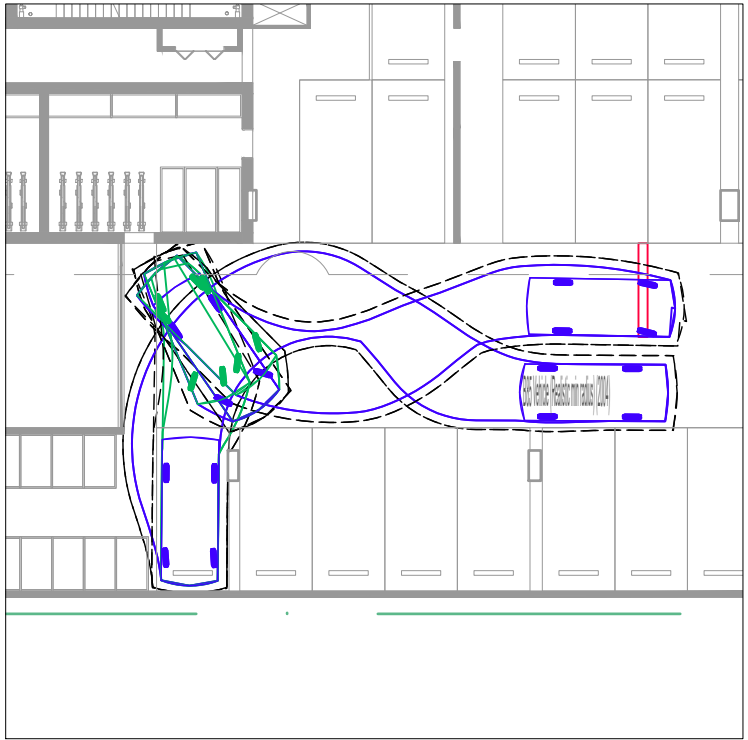
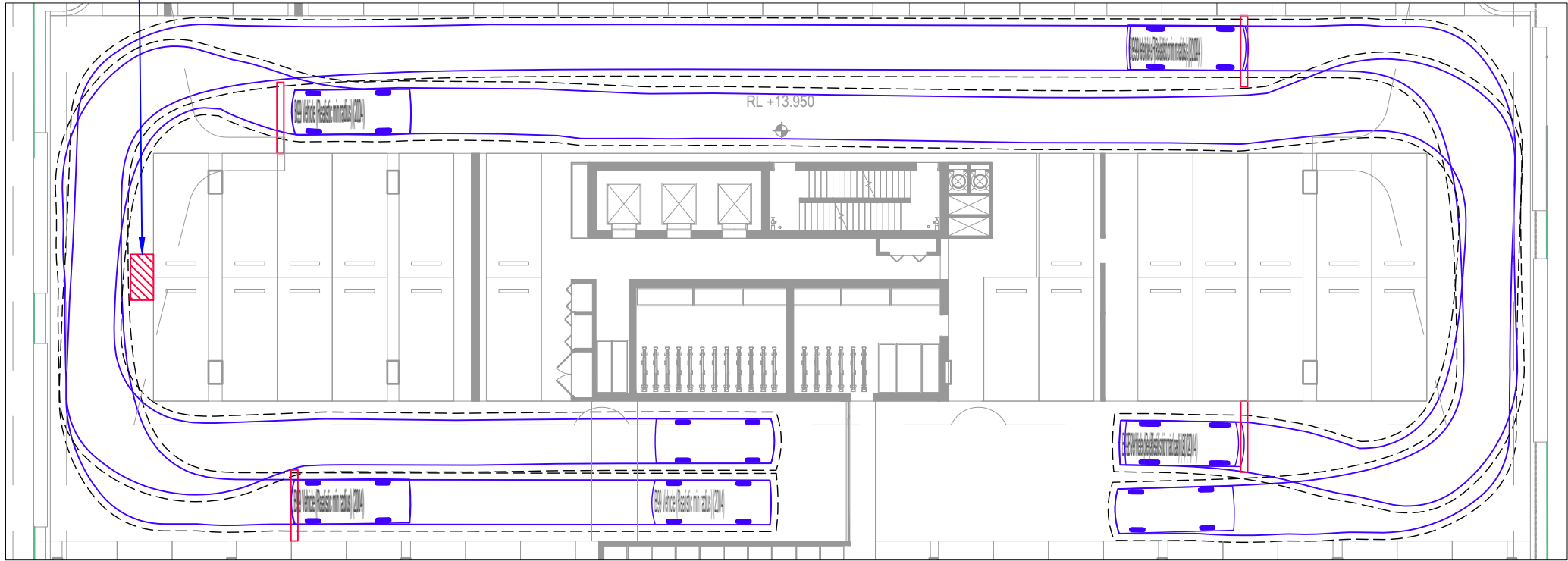
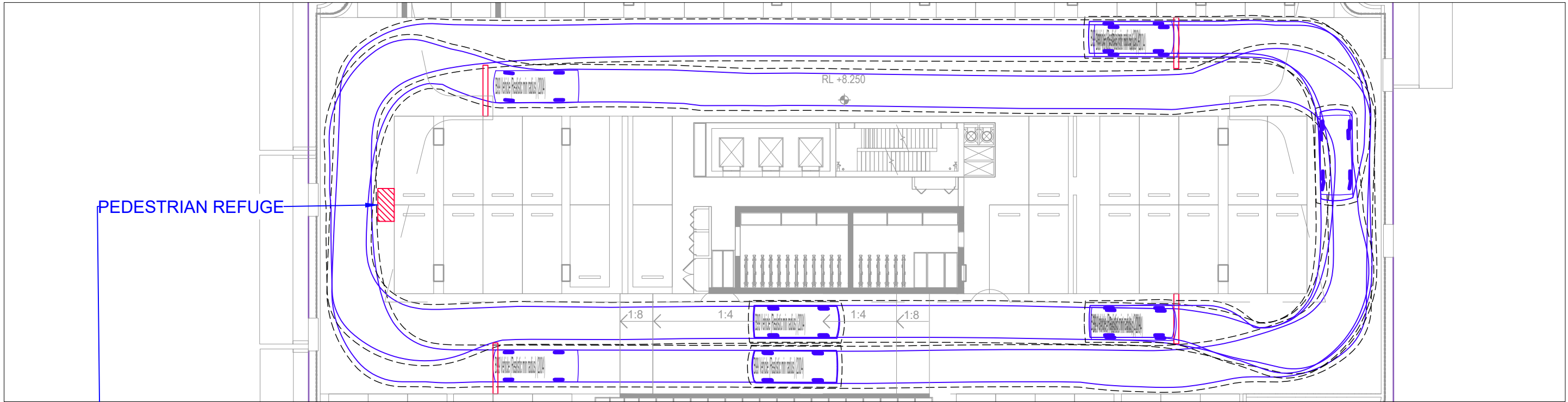
REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	24-06-26	ORIGINAL ISSUE	ASH	DW	DW





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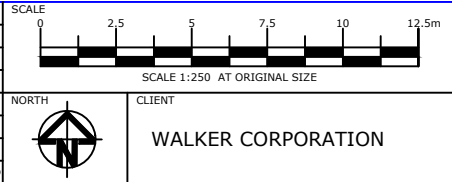
PROJECT 30 FIRST AVENUE, MAROOCHYDORE	PROJECT NUMBER 25BRT0574	ORIGINAL SIZE A3
DRAWING TITLE SWEPT PATH ANALYSIS B99 CIRCULATION	DRAWING NUMBER 25BRT0574-02	REVISION A
	DATE 24 Jun 2026	SHEET 1 OF 1



VEHICLE PROFILES
B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m
Design Speed Forward 5.0km/h
Clearance Envelope 0.300m

**PRELIMINARY
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24 June 2026

REV.	DATE	AMENDMENT DESCRIPTION	DRAWN	CHECKED	APPROVED
A	24-06-26	ORIGINAL ISSUE	ASH	DW	DW



Colliers
Colliers International Engineering & Design (TTMC) Pty Ltd
ABN 65 010 868 621
LEVEL 8, 369 Ann Street, BRISBANE QLD 4000
P.O. BOX 12015, BRISBANE QLD 4003
T: (07) 3327 9500 F: (07) 3327 9501
E: ttmbri@ttmgroup.com.au W: www.ttmgroup.com.au

PROJECT 30 FIRST AVENUE, MAROOCHYDORE	PROJECT NUMBER 25BRT0574	ORIGINAL SIZE A3
DRAWING TITLE SWEPT PATH ANALYSIS B99 CIRCULATION + END BAY MANOEUVRING	DRAWING NUMBER 25BRT0574-03	REVISION A
	DATE 24 Jun 2026	SHEET 1 OF 1