

Statement of Advice

Aura, Large Format Retail Development

Minor Change Application

CLIENT: CT Investments Pty Ltd

DATE: 28 November 2024

SLR PROJECT No: 620.041326

REVISION: v1.0

AUTHOR: Alexandra Moxon

REVIEWER: Brendyn Rheinberger

1.0 Introduction

SLR Consulting (Australia) Ltd (**SLR**) has been engaged by CT Investments Pty Ltd (**CTI**) to provide traffic engineering advice in relation to the proposed minor change to the previously approved Aura Large Format Retail Development located at Lot 345 on SP305382 (Proposed Lot 9000) of the Corner of Graf Drive and Aura Boulevard, Baringa. The details of the previously approved scheme can be found at **Appendix A**.

After reviewing the approved plans, CTI has sought to increase the gross floor area (**GFA**) and modify the layout of the previously agreed-upon development to improve the commercial offerings of the site. Changes to the layout are intended to enhance the overall profitability and long-term value of the site and provide improved facilities to the public, see **Appendix B**. As such, a minor change application is required.

The aim of this memorandum is to inform EDQ's decision as to whether the proposal would result in substantially different development under the minor change test. Specifically, the reporting and analysis documented herein seeks to inform EDQ's consideration of whether the changes "introduce new impacts or increase the severity of known impacts" or if the changes "significantly impact on traffic flow and the transport network, such as increasing traffic to the site".

2.0 Approved Development

The Large Format Retail Development (Reference number DEV2023/1389) was approved 1 September 2023. The approval specified the provision of:

- 16,428m² GFA encompassing 15,916m² gross leasable floor area (GLAR) across showroom, indoor sport and recreation and food premises tenancies;
- 400 car parking spaces;
- 12 motorcycle spaces; and
- 32 customer and 8 secured staff bicycle parking spaces.

Refer to **Appendix A** for the EDQ-approved development plans.

3.0 Proposed Changes

Plans showing the proposed amendments are provided at **Appendix B** for reference. Based on these plans and the information provided, the changes to the most recent approval can be summarised as:

- Overall increase in car parking supply from 400 to 435 spaces in response to the increase in overall GFA;
- Increase in GFA from the approved 16,428m² to 20,451m²;
- Reduction in food and beverage GFA of 47m²; the facilities have been consolidated into one tenancy with the provision of a larger covered outdoor seating area;
- Amendments to the rear loading zone adjacent to Packer Road; 20m AV loading/unloading will now occur via side loading rather than rear loading;
- Reduction in motorcycle parking spaces from 12 to six (6);
- Increase in bicycle parking spaces from 40 to 46 with the addition of four (4) customer and two (2) staff spaces.
- The addition of 4 x EV charger spaces.

The proposed plans consider two options for land use yields. Option 1 excludes the provision of an Indoor Sport and Recreation use (likely to be a Gym), whereas Option 2 includes this. The proposed yields for each option are as follows:

Option 1 (no Gym use):

- Showroom Use = 20,240m² GFA;
- Food Premises = 211m² GFA;
- Total GFA = 20,451m² GFA.

Option 2 (incl. Gym use):

- Showroom Use = 18,240m² GFA;
- Potential Gym use = 2,000m² GFA;
- Food Premises = 211m² GFA;
- Total GFA = 20,451m² GFA.

These two options will be described as Option 1 and Option 2 within the subsequent sections of this memorandum.

4.0 Consideration of Change

A summary of the transport-related changes is provided within **Table 1**, which includes consideration as to whether the proposed alterations would result in substantially different development to that previously approved.



Table 1 Traffic and Transport Considerations of Proposed Changes

Design Element	Approved	Proposed	Comment	Impact on Traffic and Transport
Yield (GFA)	Showroom, Indoor Sport and Recreation: 16,170m ² Food Premises: 258 m ² Total: 16,428 m²	Showroom, Indoor Sport and Recreation: 20,240 m ² Food premises: 211 m ² Total: 20,451 m²	Increase in GFA by 4,023 m² . This has been achieved via minor reconfigurations of tenancy buildings on the ground level, including consolidating the F&B use into one tenancy on the western side of the site. Additionally, a second level of GFA is now provided at the site's southwest corner.	The increase in GFA will potentially result in an increase in traffic generation and parking demand. As such, the potential impacts of this are discussed in the subsequent sections.
Site Access	Site access provided via adjoining easement.	Site access provided via adjoining easement.	No changes to the approved site access arrangements are proposed.	As there is no change, there is no impact.
Car Park Access and Circulation	Car park access via two crossovers from Aura Boulevard and Graf Drive.	Car park access via two crossovers from Aura Boulevard and Graf Drive.	No changes are proposed to the car park access and circulation arrangements.	As there is no change to the nature of the approved access and circulation, there is no impact.
Servicing	Rear loading dock areas provide for 20m AV access. Eastern tenancies serviced via 2 x SRV and 1 MRV bays.	Rear loading dock areas provide for 20m AV access. Eastern tenancy serviced via 1 x MRV bay.	For the western loading dock, loading operations will occur differently as the recessed dock has been removed in favour of side loading operations. This change allows for additional SRV, MRV and HRV servicing opportunities demarcated by painted chevron zones. The eastern tenancy no longer proposes F&B, hence the removal of 2 x SRV bays from this side of the site.	Despite the relocation of SRV bays from the eastern side of the site, there is ultimately no change to the quantum of servicing bays provided and, therefore, does not introduce new impacts. The changes to loading operations occurring internally to the site will not impact the external road network, nor will they increase the severity of known impacts. Refer to Appendix C for swept path sketches demonstrating 20m AV manoeuvring throughout the revised western loading dock.
Car Parking Supply	400 car parking spaces & 12 motorcycle parking spaces	435 car parking spaces & 6 motorcycle parking spaces	Increase of 35 car parking spaces. These changes are a result of: • Introduction of four (4) EV bays; • Removal of existing bioretention basins within car park;	The proposed amendments will increase parking supply by 35 car parking spaces, or 8.75% of the currently approved supply. This change may increase traffic generated by the site. As such, this is addressed in the subsequent sections. The reduction in motorcycle spaces is unlikely to impact the surrounding transport



Design Element	Approved	Proposed	Comment	Impact on Traffic and Transport
			- Reconciling placement of PWD spaces for more efficient use of shared areas; - Removal of six (6) motorcycle parking spaces.	network. Nevertheless, further commentary is provided below regarding what this change may mean for the development.
Bicycle Parking	40 bicycle parking spaces	46 bicycle parking spaces	Increase of 6 bicycle parking spaces with the addition of 4 customer spaces and 2 secured staff bicycle parking spaces.	The proposed amendments increase bicycle parking supply by 6 spaces or 15% of the existing supply. This is unlikely to represent any impacts on the surrounding transport network and better aligns the development scheme with providing active transport opportunities, encouraging a mode shift from private vehicle use.
End-of-trip Facilities	Separate male and female change rooms: 1 changing room with minimum of 1 shower, 1 WC, 1 wash basin with associated socket outlet and mirror. - Capacity for 10 persons each change room. - Shower/s, sanitary devices and taps to be water efficient. - Shower/s to include bench seating and hook provision. - Lockers at 1.6 x bicycle parking space. - Lockers to have a minimum dimension – 900mm (H) x 300 (W) x 450mm (D). - Sufficient secure bike parking spaces for each change room to meet the intended capacity.	Separate male and female change rooms: 1 changing room with minimum of 1 shower, 1 WC, 1 wash basin with associated socket outlet and mirror. - Capacity for 10 persons each change room. - Shower/s, sanitary devices and taps to be water efficient. - Shower/s to include bench seating and hook provision. - Lockers at 1.6 x bicycle parking space. - Lockers to have a minimum dimension – 900mm (H) x 300 (W) x 450mm (D). - Sufficient secure bike parking spaces for each change room to meet the intended capacity.	No changes to the approved End of Trip facilities.	As there is no change, there is no impact.



5.0 Change in Yield Assessment

To inform EDQ's consideration of the minor change nature of the increase in overall GFA, the following commentary is provided:

Summary of Current Approved GFA

The approved development GFA is divided between the following uses:

- Showroom Use – 14,170 m²
- Indoor Sport and Recreation Use – 2,000 m²
- Food Premises - 258 m²

Proposed Change to GFA

The development GFA has been amended to provide the following GFA:

Option 1:

- Showroom Use – 20,240 m²
- Food Premises - 211 m²

Option 2:

- Showroom Use – 18,240 m²
- Indoor Sport and Recreation Use – 2,000 m²
- Food Premises - 211 m²

Table 2 below demonstrates the proportional changes to the proposed land uses to provide an understanding of the scale of these changes. For the proposed development, the comparison provided below relates to Option 2, including the gym use. This is because this option is likely to generate greater traffic and parking demands than Option 1.

Table 2 Comparison of GFA by land use for the approved and proposed plans

Details	Approved Development	Proposed Provision	Net change	Net change
Showroom	14,170 m ²	18,240 m ²	+4,070 m ²	+28.7%
Indoor Sport and Recreation	2,000 m ²	2,000 m ²	No change	No change
Food Premises	258 m ²	211 m ²	-47 m ²	-18.2%
Total			+4,023 m²	+24.4%

The increase in GFA of 4,023m² or 24.4% has the potential to attract additional trips to the development. Despite this, the total GFA does not exceed the development controls and yield thresholds established by the Plan of Development (POD) for Precinct 5. As such, it is SLR's view that this will not significantly impact on traffic flow and the transport network. This is because the surrounding road network has been designed to accommodate ultimate development traffic volumes for the precinct, informed by mesoscopic modelling (by PWC) and intersection-specific SIDRA analysis (by SMEC).



6.0 Change in Parking Assessment

6.1 Car Parking

As discussed herein, the proposed site plans introduce an increase in total development yield. As such, an assessment of parking supply in accordance with the approved POD has been undertaken and is provided in **Table 3**.

Table 3 POD Parking Requirements

Land Use	GFA	Parking Supply Rate	Minimum Requirement	Proposed Supply
Option 1				
Showroom	20,240 m ²	1 space / 20m ² GFA (where ≤ 100m ² GFA) + 1 space / 50m ² GFA (for component > 100m ² GFA)	408 spaces	435 spaces (incl. 9 PWD spaces)
Food & Drink Premises	211 m ²	1 space / 15m ² GFA where in all other sub-precinct/s	15 spaces	
Total			423	435
Option 2				
Showroom	18,240 m ²	1 space / 20m ² GFA (where ≤ 100m ² GFA) + 1 space / 50m ² GFA (for component > 100m ² GFA)	368 spaces	435 spaces (incl. 9 PWD spaces)
Indoor Sport and Recreation	2,000 m ²	1 space / 20m ² GFA	100 spaces	
Food & Drink Premises	211 m ²	1 space / 15m ² GFA where in all other sub-precinct/s	15 spaces	
Total			483	435

As presented in **Table 3**, the proposed parking supply for the development exceeds the generic car parking requirements outlined in the POD by 12 spaces for Option 1. Regarding Option 2, with the inclusion of a gym use, the proposed parking supply is less than the generic car parking requirement by 48 spaces. However, the relevant DS3.1 allows for up to a 20% relaxation where parking is provided in a shared format, enabling greater efficiency in parking utilisation. SLR considers that given the existing and proposed uses, the peak parking demand periods are anticipated to vary between showroom, gymnasium and food premises. A 10% relaxation is therefore proposed and given the modest scale of this relaxation, detailed technical analysis is not considered to be warranted beyond a high-level identification of the different peak periods for the individual tenancies proposed.

Another factor worth considering for Option 2, made possible by the varying peak periods of tenancies proposed, is the potential for cross-utilisation of parking spaces effectively reducing overall demands further.

Finally, SLR has been advised that Option 2 in totality is unlikely to eventuate with the client favouring the tenancy mix Option 1 provides or a gym use that may be ~850m². Option 2 is still considered herein as a gym use is not ultimately precluded in the future but a “worse case” scenario.

6.2 Motorcycle Parking

As mentioned in **Table 1**, a loss of six (6) motorcycle parking spaces is proposed. This is the equivalent of 1.4% of the total supply of car parking spaces proposed. To justify this



reduction in motorcycle parking, a parking demand assessment based on evidence-supported first principles is subsequently provided:

- The Queensland Household Travel Survey Series (2020-2024) identified that motorcycling has on average a mode share of 2.3% (compared to other transport modes). This is commensurate with ABS motorcycle ownership rates for other areas of the Sunshine Coast (acknowledging that this data would not currently be available for the Aura precinct as it is still being established). In addition, there is limited evidence that retail environments would generate motorcycle activity in excess of that observed in general travel patterns.
- Austroads Guide to Traffic Management Part 11 states that *"parking spaces for motorcycles, scooters and mopeds will be required as calculated based on 2% of the total number of car parking spaces required"*.
- Further to this and for comparison, it is more common for motorcycle parking to be 2% of the overall parking provision, such as that specified within the Moreton Bay Regional Council's Planning Scheme 2015 and Brisbane City Council's City Plan 2014.
- Tenancy types such as large format retail often necessitate visitors arriving via passenger car when considering the bulky nature of the retail products on offer at these businesses.

On this basis, the provision of six (6) motorcycle parking spaces, or 1.4% of the total supply of car parking spaces, is considered sufficient to accommodate the motorcycle parking demands anticipated for the development.



7.0 Summary

A minor change application is being made to accommodate an incremental increase in GFA and parking provision for the currently approved large format retail development located on the Corner of Graf Drive and Aura Boulevard, Baringa.

The aim of this statement of advice is to inform EDQ's decision as to whether the proposal would result in substantially different development under the minor change test. Specifically, the reporting and analysis documented herein seeks to inform EDQ's consideration of whether the changes "introduce new impacts or increase the severity of known impacts" or if the changes "significantly impact on traffic flow and the transport network, such as increasing traffic to the site".

As identified in **Table 1**, minor increases are proposed for GFA, car parking and bicycle parking from the approved plans. There are also minor amendments to the western loading dock and a reduction in motorcycle parking spaces. As supported by the commentary provided herein, it is SLR's view that the proposed changes will not result in a substantially different development to that previously approved from a traffic engineering perspective.

Basis of Statement of Advice

This report has been prepared with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with the Client. Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid. This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR. SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.





Appendix A EDQ Approved Development Plans

Building 1 End of trip facilities (EOT) to provide:

- Separate male and female change rooms
 - 1 changing room with minimum of 1 shower, 1 WC, 1 wash basin with associated socket outlet and mirror
 - Capacity for 10 persons each change room
 - Shower/s, sanitary devices and taps to be water efficient
 - Shower/s to include bench seating and hook provision
- Lockers at 1.6 x bicycle parking space
- Lockers to have a minimum dimension - 900mm (H) X 300(w) x 450m (D)
- Sufficient secure bike parking spaces for each change room to meet the intended capacity

PARKING REQUIREMENT

SHOWROOM USE
(1 BAY / 20m² GFA (WHERE ≤ 100 m² GFA) + 1 BAY / 50m² GFA (FOR COMPONENT > 100 m² GFA)
GFA = 14308m²
PARKING BAYS REQUIRED = 289

GYM USE
2,000m² POTENTIAL GYM (1BAY / 20m²)
PARKING BAYS REQUIRED = 100

FOOD PREMISES
(1 SPACE / 15m² GFA)
GFA = 258 m²
PARKING BAYS REQUIRED = 18

TOTAL PARKING BAY REQUIRED = 407 BAYS

PARKING SCHEDULE	
Type	Count
STANDARD - DISABLED	15
STANDARD	350
EXISTING - PARALLEL	7
EXISTING	28
Total: 400	

MCDONALD'S CARPARK NOT INCLUDED IN PARKING SCHEDULE

BICYCLE SCHEDULE

32 CUSTOMER BICYCLE PARKS
8 SECURED STAFF BICYCLE PARKS

AURA BOULEVARD SITE FRONTAGE: 173m
AURA BOULEVARD BUILDING FRONTAGE: 92m
PERCENTAGE OF BUILDING FRONTAGE: 53%

TOTAL SITE AREA: 38,079.34 m²
TOTAL LANDSCAPED AREA: 4816 m²
PERCENTAGE OF LANDSCAPED AREA: 12.65%

GFA SCHEDULE	
Name	Area
AMENITIES	59 m ²
BOH	86 m ²
EOT	39 m ²
F & B	258 m ²
MAJOR	2999 m ²
STORE	47 m ²
TENANCIES	12928 m ²
WC	12 m ²
Total	16428 m ²

GLAR SCHEDULE	
Name	Area
TENANCY	12720 m ²
MAJOR	2951 m ²
F & B	245 m ²
TOTAL	15916 m ²

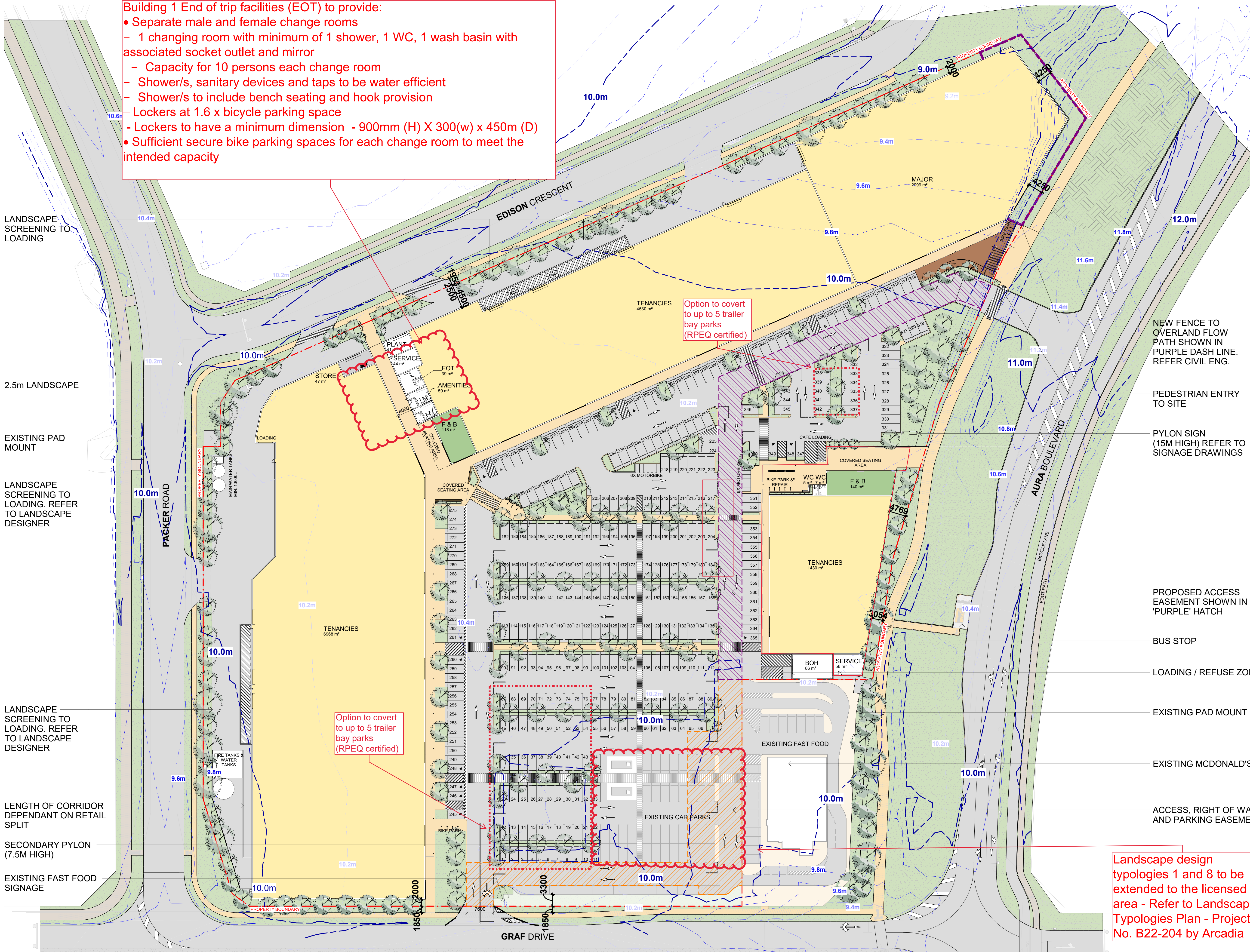
APPROVED LAND USES

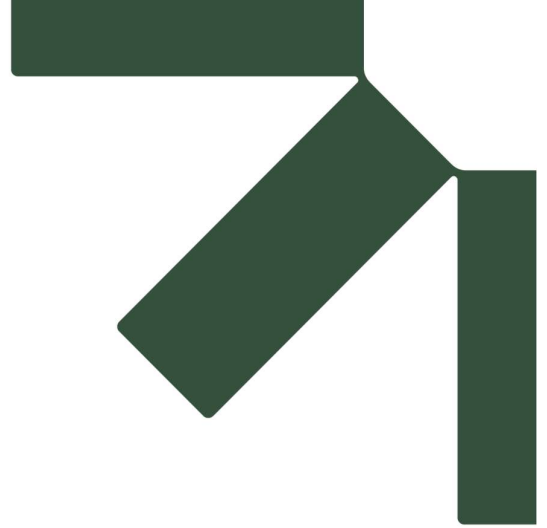
	SHOWROOM INDOOR SPORT & RECREATION (MAXIMUM 2,000sqm)
	FOOD PREMISES (MAXIMUM 200sqm)
	FOOD PREMISES

Landscape design typologies 1 and 8 to be extended to the licensed area - Refer to Landscape Typologies Plan - Project No. B22-204 by Arcadia

PLANS AND DOCUMENTS referred to in the PDA
DEVELOPMENT APPROVAL
Approval no: DEV2023/1379
Date: 1 September 2023

AMENDED IN RED
By: Andrew McKnight
Date: 11 August 2023





Appendix B Proposed Development Plans



CONTOURS SHOW
EXISTING LEVELS

LANDSCAPE
SCREENING TO
LOADING

2.5m LANDSCAPE

EXISTING PAD
MOUNT
NEW PAD
MOUNT

LANDSCAPE
SCREENING TO
LOADING. REFER
TO LANDSCAPE
DESIGNER

LANDSCAPE
SCREENING TO
LOADING. REFER
TO LANDSCAPE
DESIGNER

SECONDARY PYLON
(7.5M HIGH)

EXISTING FAST FOOD
SIGNAGE

GRAF DRIVE

EDISON CRESCENT

TENANCY WALLS AND LAYOUT, INCLUDING
LOCATION AND NUMBER OF PWD
BATHROOMS, ARE SUBJECT TO CHANGE FROM
ONGOING TENANCY AGREEMENTS

TENANCY WALLS AND LAYOUT,
INCLUDING LOCATION AND
NUMBER OF PWD BATHROOMS,
ARE SUBJECT TO CHANGE FROM
ONGOING TENANCY AGREEMENTS

NEW FENCE TO
OVERLAND FLOW
PATH SHOWN IN
PURPLE DASH
LINE. REFER
CIVIL ENG.

PEDESTRIAN ENTRY
TO SITE

PYLON SIGN
(15M HIGH) REFER TO
SIGNAGE DRAWINGS

PROPOSED ACCESS
EASEMENT SHOWN IN
'PURPLE' HATCH

BUS STOP

LOADING / REFUSE
ZONE

EXISTING PAD MOUNT

EXISTING MCDONALD'S

ACCESS, RIGHT OF
WAY AND PARKING
EASEMENT

**PARKING REQUIREMENT
(SHOWROOM AND FOOD PREMISES ONLY)**

SHOWROOM USE
(1 BAY / 20m² GFA (WHERE ≤ 100 m² GFA) + 1 BAY /
50m² GFA (FOR COMPONENT > 100 m² GFA)
GFA = 20240 m²
PARKING BAYS REQUIRED = 408

FOOD PREMISES
(1 BAY / 15m² GFA)
GFA = 211 m²
PARKING BAYS REQUIRED = 15

TOTAL PARKING BAY REQUIRED = 423 BAYS

**PARKING REQUIREMENT
(POTENTIAL GYM, SHOWROOM, FOOD PREMISES)**

SHOWROOM USE
(1 BAY / 20m² GFA (WHERE ≤ 100 m² GFA)
+ 1 BAY / 50m² GFA (FOR COMPONENT > 100 m² GFA)
GFA = 18240m²
PARKING BAYS REQUIRED = 368

FOOD PREMISES
(1 BAY / 15m² GFA)
GFA = 211 m²
PARKING BAYS REQUIRED = 15

POTENTIAL GYM USE
2000m² POTENTIAL GYM (1 BAY / 20m²)
PARKING BAYS REQUIRED = 100

TOTAL PARKING BAY REQUIRED = 483 BAYS

PARKING SCHEDULE	
Type	Count
STANDARD - DISABLED	9
STANDARD	422
EV BAYS	4
Total	435

MCDONALD'S CARPARK NOT INCLUDED IN
PARKING SCHEDULE

BICYCLE SCHEDULE

36 CUSTOMER BICYCLE PARKS
10 SECURED STAFF BICYCLE PARKS

AURA BOULEVARD SITE FRONTAGE: 173m
AURA BOULEVARD BUILDING FRONTAGE: 92m
PERCENTAGE OF BUILDING FRONTAGE: 53%

TOTAL SITE AREA: 38,079.34 m²

TOTAL LANDSCAPED AREA: 2843 m²

PERCENTAGE OF LANDSCAPED AREA: 7.46%

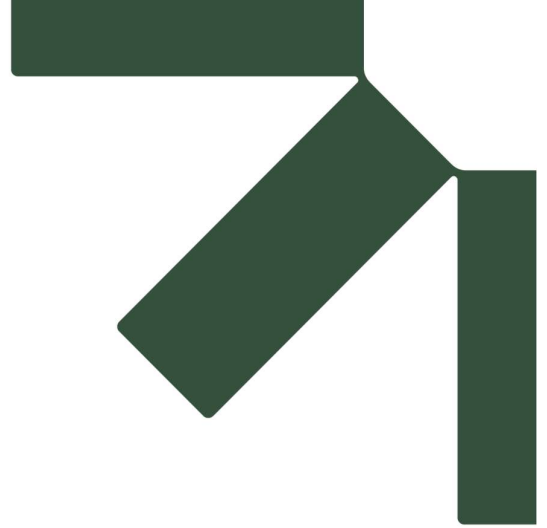
GFA SCHEDULE	
Name	Area
AMENITIES	59 m ²
EOT	64 m ²
F & B	211 m ²
MAJOR	9266 m ²
SERVICES	58 m ²
TENANCY	10793 m ²
TOTAL	20451 m ²

GLAR SCHEDULE - GROUND LEVEL	
Name	Area
TENANCY	9920 m ²
MAJOR	5177 m ²
F & B	160 m ²
TOTAL	15257 m ²

GLAR SCHEDULE - LEVEL 1	
Name	Area
MAJOR	4091 m ²
TOTAL GLAR (GF+L1)	19348 m ²

APPROVED LAND USES

	SHOWROOM INDOOR SPORT & RECREATION (MAXIMUM 2,000sqm)
	FOOD PREMISES (MAXIMUM 200sqm)
	FOOD PREMISES
	MAJOR SHOWROOM (OVER 2,000sqm)



Appendix C Western Loading Dock Swept Paths





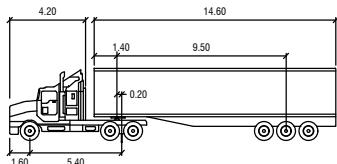
LEVEL 16, 175 EAGLE ST
BRISBANE
QUEENSLAND 4000
AUSTRALIA
T: 61 7 3858 4800
www.slrconsulting.com

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Project No:	620.041326
Date:	28/11/2024
Drawn by:	AM
Certified by:	-
Sheet Size:	A3
Projection:	-

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



AV

Tractor Width	4.20	metres
Trailer Width	1.40	
Tractor Track	1.60	
Trailer Track	5.40	
Lock to Lock Time	2.50	: 6.0
Steering Angle	2.50	: 28.3
Articulating Angle	2.50	: 72.0

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL

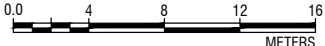
Approval no: DEV2023/1389/2

Date: 26 February 2025





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SCALE 1:400

CT Investments Pty Ltd

Aura Large Format Retail

Western Loading Dock

20m AV Swept Paths

FIGURE SK01