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10 March 2025

Development Assessment
Economic Development Queensland
PO Box 15009
City East QLD 4002

Via Email: pdadevelopmentassessment@dsdmip.qld.gov.au

Dear Sir/Madam,

**CHANGE APPLICATION TO PDA DEVELOPMENT APPROVAL FOR PRECINCT
15 (PART) OF AURA AT LOT 10 BELLS CREEK ROAD, BANYA (EDQ
REFERENCE: DEV2023/1445)**

1. INTRODUCTION

In accordance with Section 99 of the *Economic Development Act 2012* ('ED Act') and on behalf of *Stockland Development Pty Ltd*, we hereby wish to change the Priority Development Area ('PDA') Development Approval for Precinct 15 (Part) of Aura at Lot 10 Bells Creek Road, Banya also described as Lot 10 on SP333886 (MEDQ Ref: DEV2023/1445).

The proposal seeks approval for minor changes which are in response to construction and detailed design requirements. This includes amendments to the staging and Stormwater Bio Basins as well as various other minor and incidental changes.

The following information is provided to accompany this change application:

- **Attachment A** – Consent of Owner and Title Search;
- **Attachment B** – PDA Development Application Form;
- **Attachment C** – Amended Plan of Development, prepared by Urbis;
- **Attachment D** – Amended Stormwater Management Plan, prepared by Egis;

2. BACKGROUND

On June 2012, the MEDQ granted development approval for the Caloundra South Master Plan (MEDQ Ref: DEV2011/200). The Master Plan was granted pursuant to and has been guided by the Caloundra South PDA Development Scheme. This context has allowed the development of the Aura master planned community, and guides development of the site.

The site relating to this application is subject to a subsequent approval granted by MEDQ which approved a Plan of Development over land within the Aura masterplan area, referred to as Precinct 15 (Part) (MEDQ Ref: DEV2023/1445).

The Currency Period for the approval is 6 years from the original decision date of 17 September 2024, being 17 September 2030. Therefore, the Development Approval has not lapsed.

3. OVERVIEW OF PROPOSED CHANGES

The proposal seeks to accommodate minor changes, which are summarised as follows:

- Change to the Stormwater Quality Management Plan;
- Removal and relocation of various bio-basins;
- Connectivity plan amendments
- Removal and relocation of car parks;
- Creation of new lot for Billboard on Acoustic Mound;
- Neighbourhood Centre access;
- Civic park staging;
- Width of linear parks and facilitation of new linear park lot;
- Removal of green space;
- Lane relocations; and
- Duplex changes.

Further details of these changes are outlined below.

3.1.1. Stormwater Quality Management Plan

The Stormwater Quality Management Plan has been updated to reflect the latest changes in the development layout. This update will ensure compliance with current environmental regulations and standards and alignment with detailed design requirements. Please refer to the amended Stormwater Quality Management Plan in **Attachment D**.

3.1.2. Bio-basins Adjustments

Based on a detailed analysis of the current bio-basin performance and the potential impact on the surrounding environment, a number of at-source bio-basins that are no longer necessary or effective have been removed. A number of other bio-basins have been relocated to prevent them from straddling stage boundaries, streamlining construction phases and reducing potential conflicts during development. Specific locations are detailed in the amended PoD documentation in **Attachment C**.

The stage boundary for the bio-basin located north of the open drainage channel has been modified to ensure proper integration and effective functioning within its designated stage. This adjustment will involve reconfiguring the boundary lines and ensuring that the bio-basin is adequately supported by the surrounding infrastructure. Refer to **Figure 1** below for context on the bio-basin adjustments.

Figure 1 – Bio-basin Adjustments



Picture 1 – Existing

Source: Urbis



Picture 2 – Proposed

Source: Urbis

3.1.3. Connectivity Plan Adjustments

The pedestrian path adjacent Lot 2153 and 2166 will be relocated to the opposite side of the road to avoid crossing or interfering with the bio-basin. This change will enhance safety and accessibility for pedestrians while maintaining the integrity of the stormwater management system. The amended pedestrian path location is shown in **Figure 2** below.

Figure 2 – Pedestrian pathway



Picture 3 – Existing

Source: Urbis



Picture 4 – Proposed

Source: Urbis

The connectivity plan will be amended to align with the intended footpath width. This adjustment will improve pedestrian flow and connectivity throughout the development, making it more user-friendly and accessible. The revised plan will include detailed specifications for footpath construction, ensuring that they are wide enough to accommodate various user groups, including pedestrians, cyclists, and individuals with disabilities.

Further, the Applicant is willing to accept a condition confirming that the pedestrian path bridge over the drainage outlet, as shown in **Figure 3**, will only be required once the adjoining linear parks are completed. Constructing this path over the drainage channel ahead of the delivery of the linear parks is entirely redundant. The pathway's primary purpose is to provide connectivity and access to the linear parks, which will not be functional or necessary until the park is completed.

Therefore, we propose that the conditions allow for this pathway to be delivered in Stages 67 and 68, aligning with the completion of the linear parks, rather than prematurely in Stage 62, which is designated for the drainage channel delivery. This approach ensures a logical and efficient sequence of development, avoiding unnecessary construction and optimising resource allocation.

Figure 3 – Ped Bridge

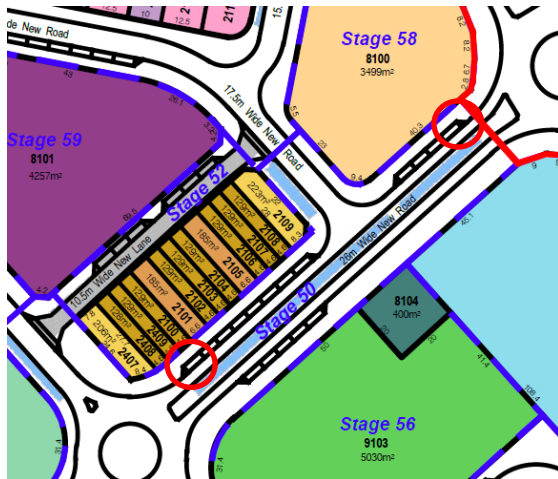


Source: Urbis

3.1.4. Car Parks

The end car park adjacent Lot 2409 and 2100 will be removed and relocated on the opposite verge to optimise space utilisation and improve traffic flow. The northern end car park adjacent Lot 8100 has been removed and will not be replaced. The new parking design will consider factors such as proximity to key amenities, ease of access, and safety, ensuring that the car parks are ultimately both functional and convenient. This is shown in **Figure 4** below.

Figure 4 – Car Parks



Picture 5 – Existing

Source: Urbis



Picture 6 – Proposed

Source: Urbis

3.1.5. Billboard Lot Creation

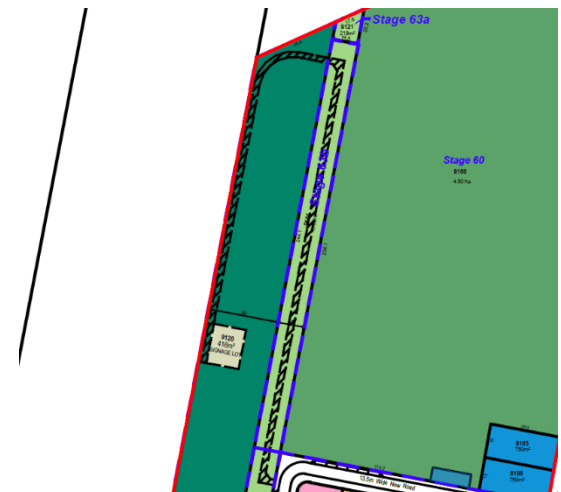
As the intention is for the acoustic mound to be eventually transferred to Council, a new 416m² lot (9120) will be created for the existing billboard on the Acoustic Mound and will remain in ownership of Stockland. Therefore, Council access for landscaping maintenance purposes will be facilitated through a reciprocal access easement which will exist in perpetuity. This is shown in **Figure 5** below.

Figure 5 – Billboard lot



Picture 7 – Existing

Source: Urbis



Picture 8 – Proposed

Source: Urbis

3.1.6. Neighbourhood Centre Access

A left-in only access point from the Neighbourhood Connector will be implemented for the neighbourhood centre site (lot 8102) at the northern boundary. As a result of this change, traffic will be

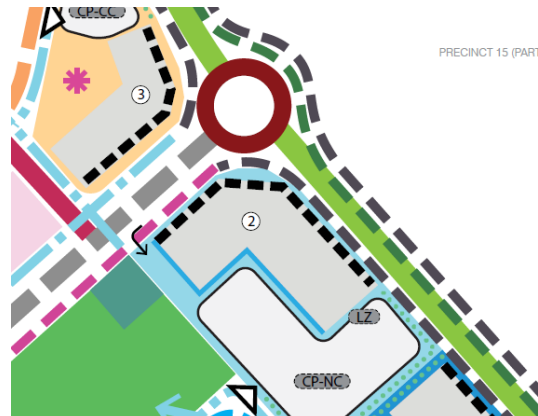
directed out the centre through the urban village. This traffic management measure will help control ingress and egress, reducing congestion and improving safety for both vehicles and pedestrians. This revised access is shown in **Figure 6** below.

Figure 6 – Neighbourhood Centre Access



Picture 9 – Existing

Source: Urbis



Picture 10 – Proposed

Source: Urbis

3.1.7. Lot 8104 – Civic Park Staging

A new stage, being stage 56b, will be created for the development of the civic park on Lot 8104. This is shown in **Figure 7** below.

Figure 7 – Civic Park Staging



Picture 11 – Existing

Source: Urbis



Picture 12 – Proposed

Source: Urbis

3.1.8. Lot 9104 – Linear Park

The width of the linear park (lot 9104) will be reduced to 15m where possible and where adjacent to the sports park. This adjustment will help offset potential PMT locations, ensuring the park remains functional and accessible while accommodating necessary infrastructure. A new lot has also been

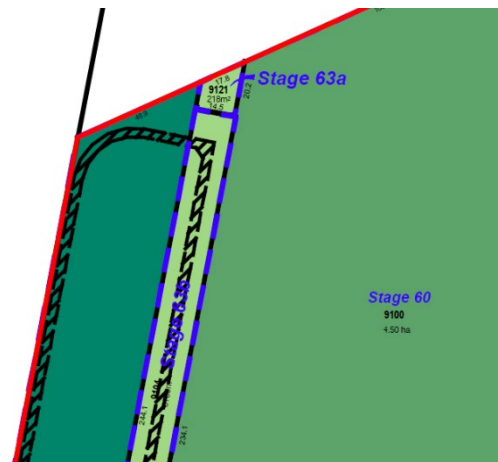
created (lot 9121) at the northern end of the linear park where achieving a minimum width of 15m is not possible. This will ensure the bulk of the linear park (lot 9104) will remain creditable. While this small lot will not technically be considered a District Linear Park given it does not achieve a 15m minimum width, it will look and feel like a continuous linear park in this location and have no impact on the function of facilitating access through this portion of the site. This is particularly relevant noting it adjoins the District Sports Park and the delineation between these lots will be indistinguishable. The introduction of this lot is simply to ensure that minimum lot sizes can be achieved for the Sports Park once the PMT is installed. These changes are shown in **Figure 8** below.

Figure 8 – Lot 9104 – Linear Park



Picture 13 – Existing

Source: Urbis



Picture 14 – Proposed

Source: Urbis

3.1.9. Green Space and Laneway

The green space at the rear of lots 2201-2204 & 2408 will be removed, and these lots will be extended to the road reserve. This change will increase the lot sizes, providing more usable space. The extension will be designed to integrate seamlessly with the existing road network, ensuring that the new lot boundaries are clearly defined and accessible. This extension is shown in **Figure 8** below.

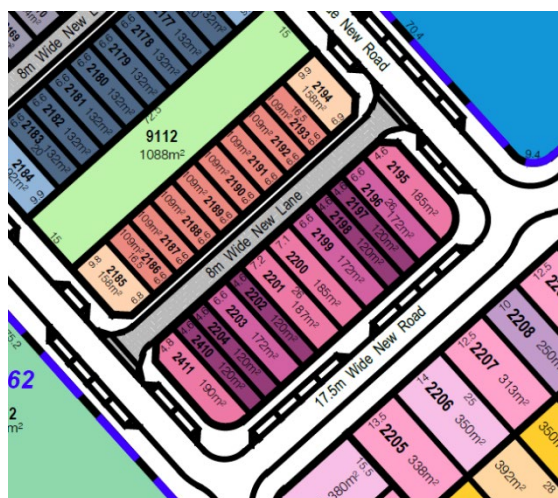
The lane will be shifted closer to lots 2195-2204 to facilitate servicing to lots 2185-2194. The new lane alignment will be designed to minimise disruption to residents while providing adequate space for service operations. This alignment is shown in **Figure 9** below.

Figure 9 – Laneway Position



Picture 15 – Existing

Source: Urbis



Picture 16 – Proposed

Source: Urbis

3.1.10. Duplex changes

The duplex on Lot 2136 will be amended to a single occupancy, and the southern driveway will be removed to allow for greater flow through of traffic.

4. APPROVAL PACKAGE AMENDMENTS

The following section provides a summary of amendments which are required to the approval package to reflect the proposed changes.

4.1. APPROVED PLANS AND DOCUMENTS

It is requested the table of Approved Plans and Documents is updated in accordance with the below table. For ease of reference, all proposed changes are ~~struck out~~ or in **blue**.

Table 1: Proposed Changes to Approved Plans and Documents

Approved Plans and Documents		Number	Date
1.	Plan of Development (Parts 1 and 2) – Aura Southern Locality Precinct 15 + 16 (Part), prepared by Urbis (Parts 1 and 2)	N/A	September 2024 February 2025
2.	Engineering Services Report, prepared by Egis	Version D Version E	July 2024 December 2024
3.	Landscape Masterplan Report, prepared by Urbis	Rev 5	January 2024

Approved Plans and Documents		Number	Date
4.	Road Traffic Noise Report, prepared by Trinity	Version 5	July 2024

4.2. PDA DEVELOPMENT CONDITIONS

To reflect the abovementioned changes detailed in Section 3 of this letter, it is recommended the following conditions are amended to reference the amended version of the Plan of Development (dated September 2024). Section 3.1 above provides further information on the rationale for the proposed changes to the following conditions. For ease of reference, all proposed changes are ~~struck out~~ or in **blue**.

Table 2: Proposed Changes to Conditions 13 and 15

No.	Condition	Timing
13	<p>Earthworks</p> <p>(a) Submit to EDQ IS detailed earthworks plans, certified by a RPEQ, and designed generally in accordance with:</p> <ul style="list-style-type: none"> (i) Australian Standard AS3798 – 2007 Guidelines on Earthworks for Commercial and Residential Developments; and (ii) the approved Engineering Services Report prepared by Egis and dated 24/07/2024 18/12/2024 <p>The certified earthworks plans are to:</p> <ul style="list-style-type: none"> (i) Include, where relevant, those works within the subject site identified in overarching flood report, that are required to be undertaken to manage stormwater within and around the site without worsening flooding on adjacent property or the Bruce Highway corridor; (ii) include a geotechnical soils assessment of the site; (iii) accord with the Erosion and Sediment Control Plans, as required by condition 14 – erosion and sediment management; (iv) include the location and finished surface levels of any cut and/or fill; (v) detail areas where dispersive soils will be disturbed, treatment of dispersive soils and their rehabilitation; (vi) provide details of any areas where surplus soils are to be stockpiled; (vii) detail protection measures to: <ul style="list-style-type: none"> 1. ensure adjoining properties and roads are not impacted by ponding or nuisance stormwater resulting from earthworks associated with the approved development; 2. preserve all drainage structures from structural loading impacts resulting from earthworks associated with the approved development; 	a) Prior to commencing earthworks for the relevant stage.

No.	Condition	Timing
15	Retaining Walls (a) Submit to EDQ IS detailed engineering plans, certified by a RPEQ, of all retaining walls 1m or greater in height. Retaining walls must be: <ul style="list-style-type: none"> (i) certified to achieve a minimum 50-year design life; (ii) designed generally in accordance with Australian Standard AS4678 – Earth Retaining Structures and relevant material standards (e.g. AS3600 – Concrete Structures); (iii) located and designed generally in accordance with the approved Engineering Services Report prepared by Egis dated 24/07/2024 18/12/2024. (b) Construct retaining walls generally in accordance with the certified plans required under part a) of this condition. (c) Submit to EDQ IS certification from an RPEQ that all retaining wall works 1.0m or greater in height have been constructed generally in accordance with the certified plans submitted under part a) of this condition.	a) Prior to commencing work for the relevant stage. b) Prior to survey plan endorsement for the relevant stage. c) Prior to survey plan endorsement for the relevant stage.

5. ASSESSMENT OF MINOR CHANGE

As the ED Act does not define ‘substantially different’, it is considered relevant to adopt the definition of ‘substantially different development’ as defined in Schedule 1 of the *Development Assessment Rules* (‘DA Rules’). Relevantly, this definition is utilised as a benchmark to determine whether a proposed change (under *the Planning Act 2016*) can be defined as a ‘minor change’.

The below table provides an assessment of the proposed development against ‘substantially different development’ criteria of the DA Rules. The assessment demonstrates the proposed development does not result in ‘substantially different’ development and can be approved by MEDQ.

Table 3: Assessment Against Substantially Different Development Criteria

Guideline Criteria	Response
Involves a new use	The proposal does not seek to include any new land uses. All future land uses are subject to the provisions of the PoD.
Results in the application applying to a new parcel of land	The application is over the existing parcel of land being Lot 10 on SP333886. No new parcel of land is involved in this application.

Dramatically changes the built form in terms of scale, bulk or appearance	The proposal does not involve changes to the built form. Of note, the proposal does not seek any changes to the 'Built form' design controls, as stipulated in the PoD.
Changes the ability of the proposed development to operate as intended	The proposal does not change the ability of the approved development to operate as intended, being for a residential community.
Removes a component that is integral to the operation of the development	The proposal does not involve removal of any components which are integral to the operation of the development. Car parks and bio-basins have been proposed to be removed as a result of further detailed design and will allow the development to be delivered and operate more efficiently. The removal of these components has been appropriately mitigated.
Significantly impacts on traffic flow and the transport network, such as increasing traffic to the site	The proposal does not result in any significant impacts on traffic flow and the transport network. Changes relating to traffic flow are limited to a left in only access arrangement for the Neighbourhood Centre which will be negligible in the context of the broader area.
Introduces new impacts or increase the severity of known impacts	The proposal does not introduce any new impacts and does not increase the severity of known impacts.
Removes an incentive or offset component that would have balanced a negative impact of the development	The proposal does not remove an incentive or offset component.
Impacts on infrastructure provisions	The proposed changes ensure the development is consistent with intended infrastructure provision, location and/or demand. Only minor adjustments to the open space network have been proposed, and have been appropriately mitigated.

6. CONCLUSION

In summary, the assessment outlined in this letter demonstrates the proposed changes to the PDA development approval are not 'substantially different'. It is therefore recommended the proposed changes are endorsed by MEDQ.

We trust the information supplied to accompany this change application is sufficient in order for MEDQ to undertake an assessment of this request. If you require any further information, please don't hesitate to contact the undersigned or **Beth Foley (Senior Consultant)** on (07) 3007 3529.

Kind regards,

A handwritten signature in black ink, appearing to read "D Jones", written over a light grey rectangular background.

Dean Jones
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