

PLANNING REPORT

Aura Town Centre (Retail)

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EXECUTIVE SUMMARY

Urbis Ltd has been commissioned by *Stockland Development Pty Limited* (the 'Applicant') to prepare this Planning Report to accompany a Priority Development Area ('PDA') development application over land located at Aura Boulevard, Bells Creek, QLD also described as Lot 11 on SP333898. The site is located within the Caloundra South PDA.

This PDA Development Application seeks the Minister for Economic Development Queensland's ('MEDQ') approval for the following:

- Development Permit for Reconfiguring a Lot (1 Lot into 2 Lots).
- Development Permit for a Material Change of Use for Food Premises, Market, Shop, Shopping Centre, Business, Health Care Services, Indoor Entertainment, and Indoor Sport and Recreation.

The proposal forms part of a broader master planned community, described as Aura by Stockland. An existing approval for a Plan of Development (including the site) identifies specific development outcomes for the site (further detailed in this Planning Report). This application seeks to deliver Stage 1 of the Aura Town Centre retail development, further described as part of Sub-Precinct 8.1 (Town Centre Core). Since the Plan of Development was issued, the retail component of the Town Centre Core has undergone refinements in response to market, developer and construction requirements. As such, this application is sought as a new development application (as opposed to an application pursuant to the Plan of Development).

This report addresses the merits of the development with regard to the provisions of the *Caloundra South PDA Development Scheme* ('Development Scheme') and the relevant sections of the *Economic Development Act 2012* (the 'ED Act'). Whilst this application is not sought pursuant to the Plan of Development over the site, the relevant provisions of the Plan of Development are considered relevant as they set out relevant authority and community expectations for Aura. As such, this approval also provides an assessment against relevant provisions of the Plan of Development for the Aura Town Centre Core.

This application seeks the following development approvals:

ASPECT OF DEVELOPMENT	DEVELOPMENT APPROVAL SOUGHT	CATEGORY OF ASSESSMENT
Aspect 1:		
Reconfiguring a Lot (1 Lot into 2 Lots)	Development Permit	Permissible Development
Aspect 2:		
Material Change of Use for Food Premises, Market, Shop, Shopping Centre, Business, Health Care Services, Indoor Entertainment, and Indoor Sport and Recreation.	Development Permit	Permissible Development

KEY DETAILS

KEY DETAILS	PROPOSAL DETAILS
Site Address	Aura Boulevard, Bells Creek QLD 4551
Real Property Description	Lot 11 on SP333898
Priority Development Area	Caloundra South Priority Development Area
Caloundra South PDA Development Scheme Zone	Major Centre Zone (Core)
General Description of Proposal	<ul style="list-style-type: none"> Management subdivision to create separate title for the proposed development Stage 1 of the Aura Town Centre retail development
Aura Precinct	Precinct 8 – Sub-Precinct 8.1 (Town Centre Core)
Building Height	<ul style="list-style-type: none"> Storeys: Two (2) storeys Overall height: 10.8 metres above ground floor
Gross Floor Area	17,250m ² of GFA, comprising: <ul style="list-style-type: none"> Ground Floor: 15,470m² Level 1: 1,780m²
Landscaping	1,811m ² (4.7%)
Car Parking	668 car parking spaces, comprising: <ul style="list-style-type: none"> Basement: 403 spaces Ground: 265 spaces

REASONS FOR APPROVAL

Overall, this report demonstrates that the proposed development should be approved for the following reasons:

- The proposed development complies with the relevant assessment benchmarks prescribed in the higher-order planning framework and development approvals, being the Development Scheme, Caloundra South Master Plan and Aura Town Centre PoD.
- The development is consistent with the site's intent pursuant to the Caloundra South Master Plan and Aura Town Centre PoD by providing employment generating uses supported by complementary services and amenities to mark the site as the core of the Aura Town Centre.
- The proposed Stage 1 retail development will deliver the initial phases of the broader shopping centre within the Town Centre Core sub-precinct. Upon completion of the broader retail development, the sub-precinct will offer retail, entertainment, commercial and health care services, as well as employment opportunities for the wider Aura community.
- The proposed development is consistent with community expectations for the site, as established by existing development approvals within Aura.
- The proposed development is staged to ensure construction of retail components is supported by sufficient infrastructure, including vehicular car parking and access.

The MEDQ's approval of the application is therefore sought, subject to relevant and reasonable conditions.

1. THE SITE

1.1. SITE DETAILS

CATEGORY	DESCRIPTION
Site Address	Aura Boulevard, Bells Creek QLD 4551
Real Property Description	Lot 11 on SP333898
Site Area	<ul style="list-style-type: none">Lot 11 on SP333898: 1,064,600m² (106.46 hectares)MCU Component: 38,700m² (3.87 hectares)
Land Owner	Stockland Development Pty Ltd
Contaminated Land	The site is <u>not</u> included on the Environmental Management Register or Contaminated Land Register.
Easements	Lot FY on SP349940 Lot Q on SP303531 Lot DW on SP336555 <i>Further detail on the easements is provided in Section 1.2.</i>
Existing Land Use	Vacant Land

For further detail, please refer to the Property Searches provided in **Appendix B**.



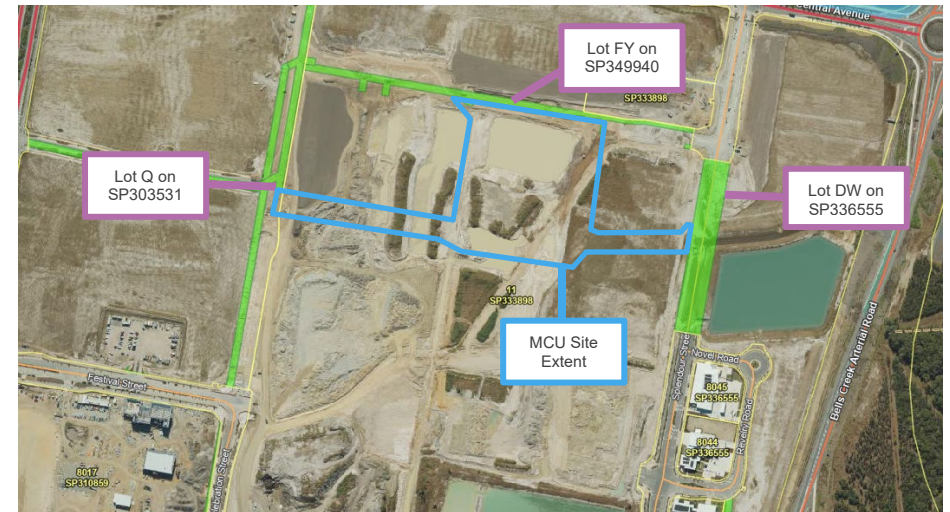
1.2. EASEMENTS

A total of three (3) easements are currently registered on and encumber the site extent of the MCU component (refer to **Figure 1**). The details and purpose of each easement is summarised below in **Table 1**.

Table 1 – Easement Details

EASEMENT PARCEL	LAND BURDENED	LAND/PARTY BENEFITTED	PURPOSE
Lot FY on SP349940	Lot 11 on SP333898	Unitywater	Sewerage/water infrastructure
Lot Q on SP303531	Lot 11 on SP333898	Unitywater	Sewerage/water infrastructure
Lot DW on SP336555	Lot 11 on SP333898	Lots 8043 – 8045 on SP336555	Access (road)

Figure 1 – Easement Locations



Source: Queensland Globe

1.3. IMMEDIATE SURROUNDS

The following images correspond to the aerial imagery on **Page 1** above.

North



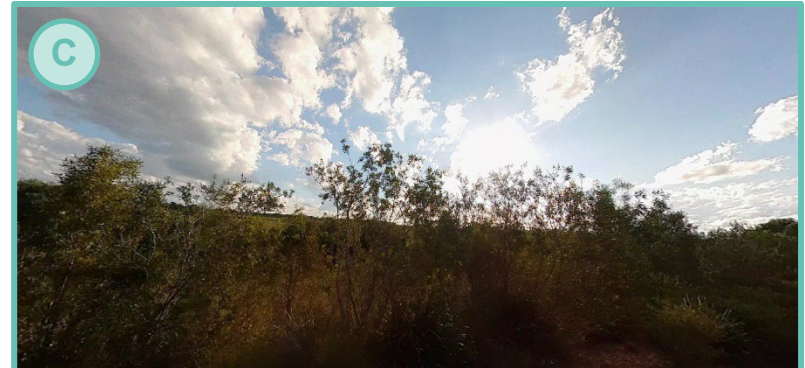
Source: Google Maps

South



Source: Google Maps

East



Source: Google Maps

West



Source: Google Maps

2. RELEVANT APPROVAL HISTORY

2.1. CALOUNDRA SOUTH MASTER PLAN

The site is part of the broader Aura development, which is guided by the overarching Caloundra South Master Plan approved on 15 June 2012 (EDQ Ref: DEV2011/200). The Caloundra South Master Plan establishes envisaged land uses, yield, manages environmental matters and provides for development certainty with regard to infrastructure provisioning.

The Caloundra South Master Plan provides for the following development yield:

- 19,600 dwellings;
- 181,000m² retail & commercial GFA;
- 650,000m² industrial and business GFA; and
- 572,750m² community facilities GFA.

Under the Caloundra South Master Plan, the broader area is divided into 19 separate precincts, which enables the guiding principles and outcomes to be appropriately, logically, and functionally balanced across the site. The subject site is located within the Town Centre locality, and further identified within the core retail and employment centre (refer to **Figure 2**).

Since the original June 2012 approval, the Caloundra South Master Plan has been modified seven (7) times by way of Change Applications. The most recent change was approved on 11 September 2024, representing the current Caloundra South Master Plan approval.

Figure 2 – Caloundra South Master Plan Area



Picture 1 – Aura Town Centre Locality Outlined in Blue

Source: Caloundra South Master Plan

2.2. AURA TOWN CENTRE POD

On 9 November 2016, the MEDQ approved the Aura Town Centre PoD (EDQ Reference: DEV2013/469). The Aura Town Centre PoD provides a framework to guide development within the Aura Town Centre locality. The PoD establishes the key city centre of Aura and introduces a range of both residential and retail land uses across the sub-precincts.

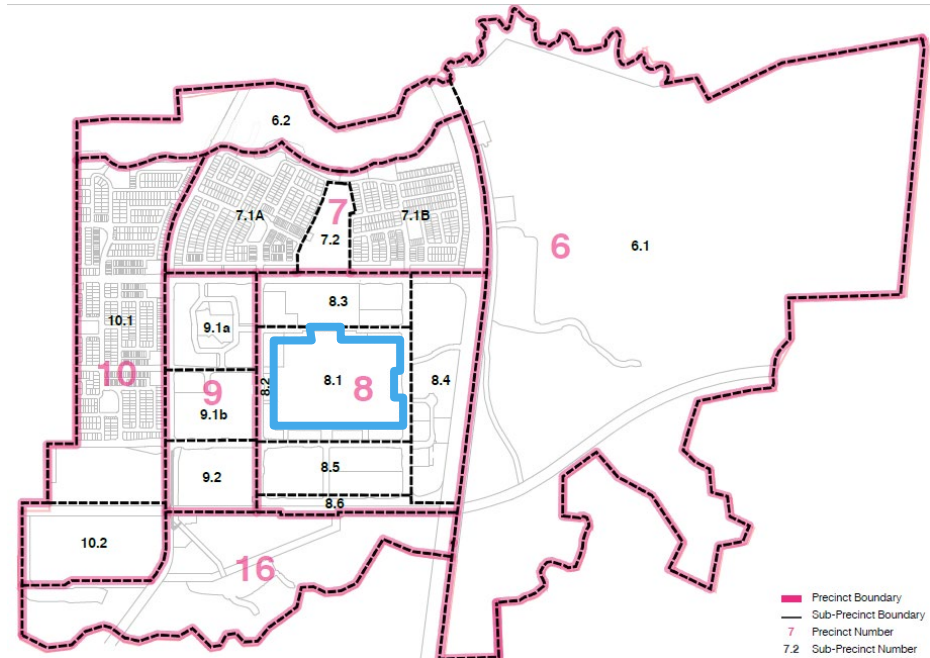
Development within the Aura Town Centre involves:

- 90,000m² retail GFA;
- 45,000m² commercial GFA;
- Potential future university;
- Retirement Living site for up to 250 dwellings;
- Approximately 2,700 standard residential dwellings;
- Educational Establishment;
- Up to 10 storeys of permitted building heights in key areas; and
- Approximately 310 hectares of conservation land.

Of note, the subject site is located within Sub-Precinct 8.1 of the Aura Town Centre PoD (refer to **Figure 3**).

The original November 2016 approval has been modified by way of twelve (12) separate Change Applications. The most recent change was approved on 9 December 2024, representing the current Aura Town Centre PoD approval.

Figure 3 – Town Centre Locality Precincts and Sub-Precincts



Picture 2 – Sub-Precinct 8.1 Outlined in Blue

Source: Aura Town Centre PoD

2.2.1. Compliance Assessment – Conditions 23 & 67

On 12 January 2023, the MEDQ granted approval for Compliance Assessment in accordance with Conditions 23 and 67 of the Aura Town Centre PoD approval DEV2013/469 (EDQ Ref: DEV2013/469/79).

The approval provided for Stage 1 of the retail development within Sub-Precinct 8.1 of the Aura Town Centre PoD. Specifically, the approval relates to the detailed design of the basement parking, ground level and level 1 areas associated with the Stage 1 retail development.

It is noted that the proposed development subject to this development application relates to the Stage 1 retail development. Following approval of the January 2023 Compliance Assessment, Stockland have undertaken further detailed design that necessitates changes to the approved Stage 1 retail development. However, given the revised scheme seeks a minor departure from the provisions of the Aura Town Centre PoD, the proposed development is unable to be assessed under the standard Compliance Assessment pathway.

Please note, construction of the abovementioned development approval has not commenced. The proposal subject to this development application seeks to supersede the abovementioned compliance assessment.



3. PRE-LODGEEMENT ENGAGEMENT

The Applicant has undertaken pre-lodgement engagement with EDQ representatives through a series of pre-lodgement meetings. By way of overview, the key items discussed during both formal and informal pre-lodgement engagement were as follows:

- **Development Pathway** – EDQ provided confirmation the most suitable development pathway to facilitate the proposal is to submit a PDA development application for a new material change of use (as opposed to a change to the overarching Plan of Development and/or a Compliance Application).
- **Plan of Development Relevance:** Whilst the application is not lodged pursuant to the Plan of Development Approval which exists over the site, EDQ confirmed that key elements (including the design standards) of the Plan of Development Approval are relevant for assessment of the proposed development (alongside the Caloundra South PDA Development Scheme).
- **Temporary Development Aspects** – The applicant detailed the aspects of development which would be temporary in nature, including car parking, access, pedestrian connections (inter alia); as well as the ultimate scenario. EDQ suggested the development application provide substantial detail within the development application to demonstrate suitability of both temporary and ultimate aspects of the development.
- **Car Parking Strategy** – EDQ acknowledged the proposal may accommodate an alternative arrangement to car parking locations and rates, where supported by engineering rationale.
- **Road Hierarchy** – EDQ advised that a development application must demonstrate a clear and safe delineation between vehicle and pedestrian movements.
- **ESG Strategy** – The high-level strategy for delivery of ESG principles within Aura was presented to EDQ to demonstrate the proposal does not compromise any of the overarching strategies.

This development application, including the Planning Report and accompanying appendices, substantially addresses all items discussed as part of the pre-lodgement engagement phases.



4. PROPOSAL

The proposed development seeks to facilitate Stage 1 of the Town Centre development within Aura. This application relates to part of Sub-Precinct 8.1 of the Aura Town Centre PoD, and provides for the initial stage, being the retail component.

Specifically, the development application seeks approval for the following two (2) aspects of development:

- **Aspect 1:** Development Permit for Reconfiguring a Lot (1 Lot into 2 Lots).
- **Aspect 2:** Development Permit for a Material Change of Use for Food Premises, Market, Shop, Shopping Centre, Business, Health Care Services, Indoor Entertainment, and Indoor Sport and Recreation.

The development will facilitate a high quality retail outcome for Aura, providing a key destination for community gathering, services and facilities. This will be achieved by providing a mix of land uses within a retail and commercial context, located and designed to integrate with the surrounding residential and community land uses within Aura.

Further details of the proposed development are provided in the following sections of the report.



4.1. ASPECT 1: RECONFIGURING A LOT

The proposal involves subdivision of land to create a separate landholding for the land area forming part of the Material Change of Use aspect of development, being Stage 1 of the Aura Town Centre. In particular, this involves subdivision of existing Lot 11 on SP333898 to create two (2) new lots, as described in the below table.

Table 2 – Proposed Reconfiguring a Lot

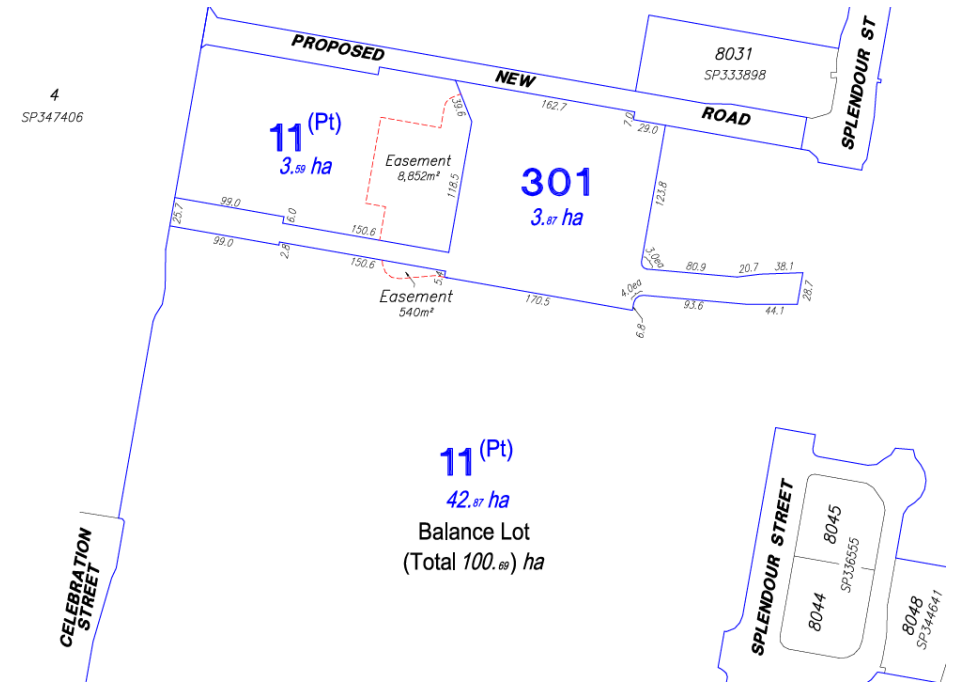
PROPOSED LOT/EASEMENT	LOT/EASEMENT SIZE
Proposed Lot 301	3.87 hectares
Balance Lot	100.69 hectares
Easement Lot	9,392m ²

The subdivision is designed to align with the boundaries of the material change of use component (detailed below), to ensure the 'ultimate' components of Stage 1 of the Aura Town Centre is contained within proposed Lot 1.

It is also noted that an easement lot is proposed with an area of 9,392m². The proposed easement lot is to facilitate the use of the temporary car parking area to the west of Main Street, as well as the western basement access.

The proposed lot layouts are shown in **Figure 4** and **Appendix E**.

Figure 4 – Proposed ROL Plan



Source: RPS

4.2. ASPECT 2: MATERIAL CHANGE OF USE

The Aura Town Centre, a key component of the master planned Aura development by Stockland, is set to deliver an engaging and thriving retail environment as part of its first stage.

Architecturally designed to foster a vibrant community atmosphere, this pedestrianised space has a strong emphasis on creating a welcoming and dynamic environment for residents and visitors. The design incorporates a variety of tenancy and commercial offerings, ensuring a diverse mix of shops, services, and dining options that cater to a wide range of needs and preferences.

The Aura Town Centre is strategically integrated with the broader areas of the development, including People's Place to the north. This integration ensures seamless connectivity and flow between different parts of the community, creating a cohesive and well-connected urban fabric. The People's Place, envisioned as a central gathering spot, will complement the retail offerings of the town centre, providing additional recreational and social opportunities for residents.

A summary of the key development parameters is provided in the table below. Further details of the proposal are provided in **Sections 4.3.1 – 4.3.12** of this Planning Report.

Table 3 – Key Development Details

PARAMETER	PROPOSAL
Building Height	Two (2) storeys (10.8 metres above ground floor)
Land Use	<ul style="list-style-type: none">Food PremisesMarketShopShopping CentreBusinessHealth Care Services

PARAMETER	PROPOSAL
	<ul style="list-style-type: none">Indoor EntertainmentIndoor Sport and Recreation
Gross Floor Area	Total: 17,250m ² <ul style="list-style-type: none">Ground Floor: 15,470m²Level 1: 1,780m²
Landscaping	4.7% (1,811m ²)
Car Parking	668 car parking spaces, comprising: <ul style="list-style-type: none">Basement: 403 spacesGround: 265 spaces
Motorcycle Parking	16 spaces
Bicycle Parking	120 bicycle spaces, comprising: <ul style="list-style-type: none">26 employee spaces94 visitor spaces
End of Trip Facilities	Lockers: 26 Showers: 5 total <ul style="list-style-type: none">2 female showers2 male showers1 unisex PWD

The proposed uses, whilst defined as separate uses, will fall under the proposed retail shopping centre. It is also noted that the location of the proposed uses is not nominated on the plans. Rather, the uses have been included to provide future tenant flexibility in response to market demands. The specific location of the proposed uses will be resolved as part of detailed design phases.

4.2.1. Staging

The proposed Stage 1 retail development will be delivered in two (2) sub-stages, being Stages 1A and 1B, with interim works involved in both. The components involved within each sub-stage is described below and shown in Figure 5.

STAGE 1A

Proposed Stage 1A works involve:

- Main Street, including provision of 10 car parking spaces;
- Basement car park, comprising 403 car spaces; and
- Ground level retail tenancies, including provision of 15 car parking spaces.

Proposed Stage 1A interim works involve:

- 198 car parking spaces at the temporary car park at the ground level.

STAGE 1B

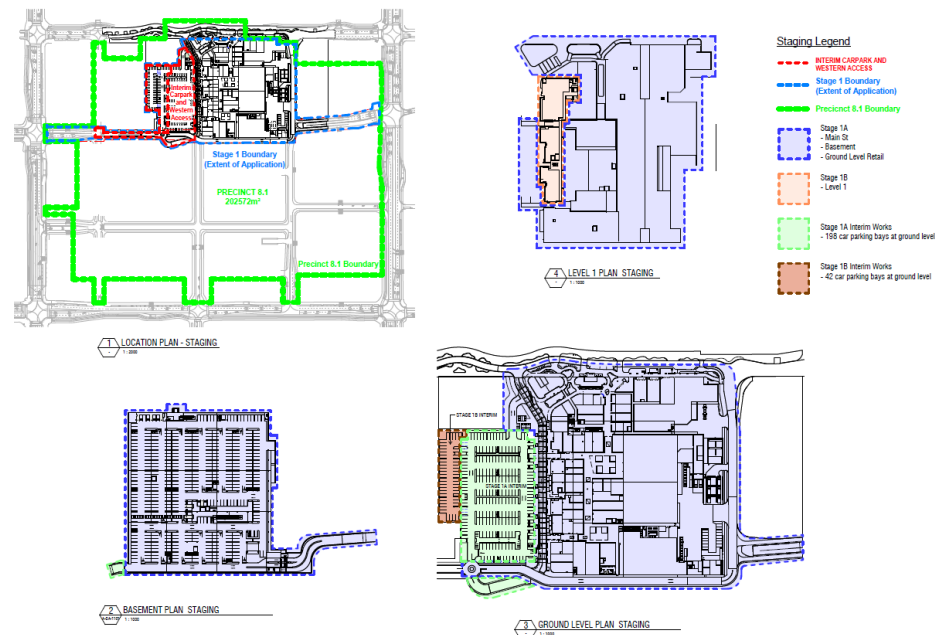
Proposed Stage 1B works involve:

- Level 1 tenancies.

Proposed Stage 1B interim works involve:

- 42 car parking spaces at the temporary car park at the ground level.

Figure 5 – Proposed Staging Plan



Source: Buchan

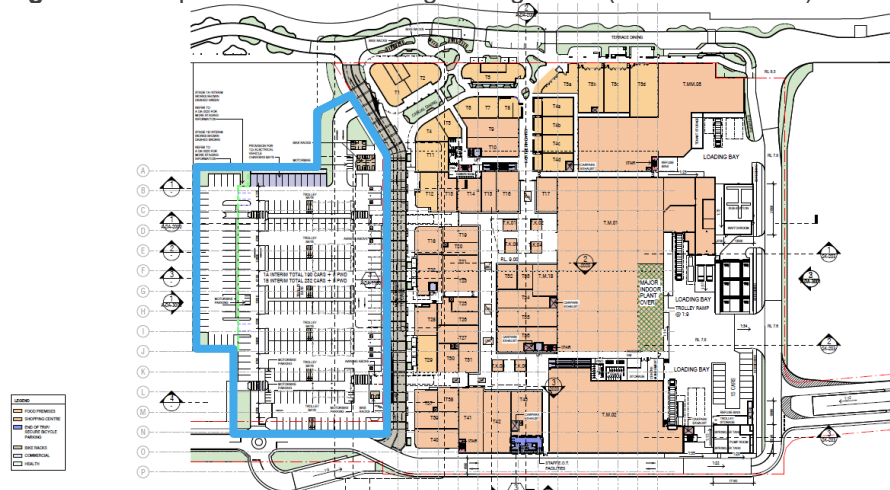
4.2.2. Parking

The proposed car parking associated with the development will involve an interim and ultimate solution. By way of overview:

- The interim arrangement will comprise a temporary at-grade car parking area to accommodate the anticipated parking spaces required for Stage 1 of the retail development. This arrangement also involves a basement level (which will be retained in perpetuity).
- It is intended that the temporary car parking area at ground level (identified in blue in **Figure 6**) will cease use and be demolished at the time that future stages are advanced. To provide EDQ with certainty, the Applicant accepts the imposition of a condition of approval requiring the temporary car park to be removed upon commencement of construction of a future stage that includes built form along the western side of Main Street adjacent to the proposed Stage 1 retail lot.
- Future stages will incorporate carparking which services the broader scale of development for the Aura Town Centre.

Further detail of the proposed interim and ultimate arrangements is provided below.

Figure 6 – Proposed Interim Parking Arrangement (Outlined in Blue)



Picture 3 – Ground Floor Plan

Source: Buchan

INTERIM ARRANGEMENT

The interim parking arrangement involves:

- 403 spaces within the basement level; and
- 265 spaces at the ground level (240 spaces within the temporary car parking area).

The proposed temporary car parking area is located to the west of Main Street and is required to support the proposed retail uses within Stage 1 of the development. The temporary parking area is identified as Stage 1A interim and Stage 1B interim, which will be delivered as part of the interim works. The intent of identifying the temporary car park as an interim sub-stage is to enable the temporary arrangement to be referenced under the conditions of approval in relation to operation timing.

Of note, the proposed Stage 1A will be supported by 626 car parking spaces, which equates to a parking rate of 4.23 spaces per 100m² gross leasable area (GLA) associated with the ground floor retail. The additional provision of 42 car parking spaces proposed in Stage 1B represents a parking rate of 4.25 spaces per 100m² GLA for the 984m² of the Health Care Services use at Level 1.

ULTIMATE ARRANGEMENT

As part of future stages of the broader retail development, the temporary car parking area will be replaced with built form comprising additional retail uses. The basement level parking area will be subsequently expanded to service the expansion of the retail development. Details of the ultimate parking arrangements will be addressed as part of future development applications.

For further detail on the parking arrangements, please refer to **Appendix D – Architectural Plans** and **Appendix G – Traffic Engineering Advice**.

4.2.3. Access

The proposed development represents Stage 1 of the broader retail development. As such, interim access arrangements are proposed until future phases of the broader development occur.

The interim arrangements (identified in blue in **Figure 7**) provide access to the temporary at-grade and basement car parking areas. The proposed access arrangements are designed and located to enhance the pedestrian environment, by reducing traffic flow on the main street; and are strategically located for clear visibility to vehicles.

INTERIM ARRANGEMENT

The interim access arrangement involves:

- Temporary access via Main Street into the temporary at-grade car parking area; and
- Temporary western basement access provided via the Southern Road.

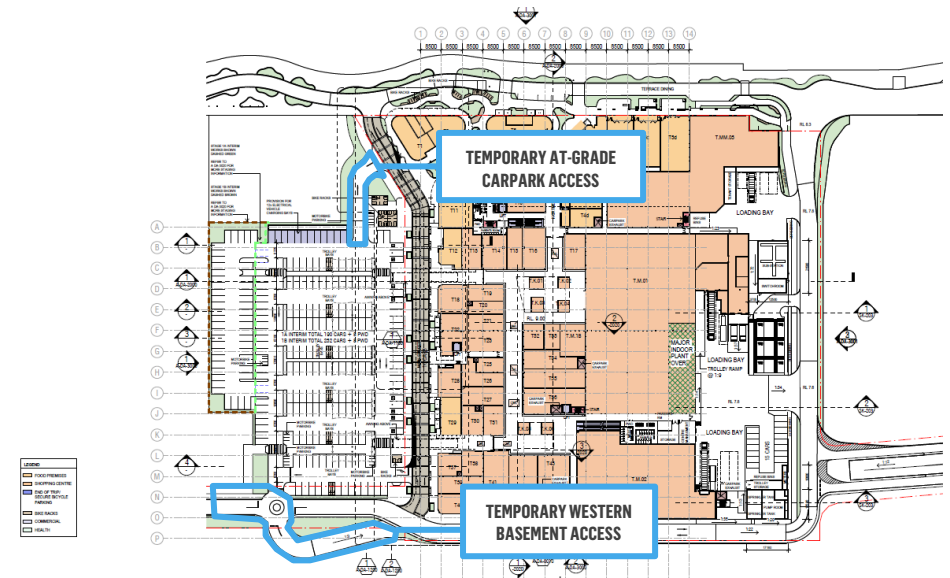
The interim access arrangements proposed will facilitate access to the temporary at-grade and basement parking areas, whilst discouraging vehicular movements on Main Street to ensure it remains pedestrian-oriented.

ULTIMATE ARRANGEMENT

As part of future stages of the broader retail development, the interim access arrangements into the temporary at-grade parking area will be removed and replaced with built form as part of the ultimate arrangement.

Further, the temporary western basement access will be removed, with a permanent access location to be provided elsewhere on the site as part of future stages of the development. The location of the ultimate access location will be determined and assessed as part of a future application.

Figure 7 – Proposed Interim Access Arrangements (Outlined in Blue)



Picture 4 – Ground Floor Plan

Source: Buchan

4.2.4. Movement

The proposed development will provide interim movement arrangements to facilitate connectivity through Stage 1 of the retail development and from surrounding areas.

It is intended that the interim movement arrangements will evolve into ultimate arrangements, which will be delivered via subsequent stages of the broader retail development. The ultimate arrangements will involve connectivity on a broader scale, to facilitate seamless pedestrian and bicycle movement throughout the broader Aura Town Centre and surrounding precincts.

INTERIM ARRANGEMENT

The interim access arrangement provides pedestrian connectivity around and through the site, offering connections to the Stage 1 retail precinct, Main Street and the temporary at-grade car park to the west of Main Street. The pedestrian movement provides north-south and east-west linkages to the future surrounding uses such as People's Place and Comiskey Tavern.

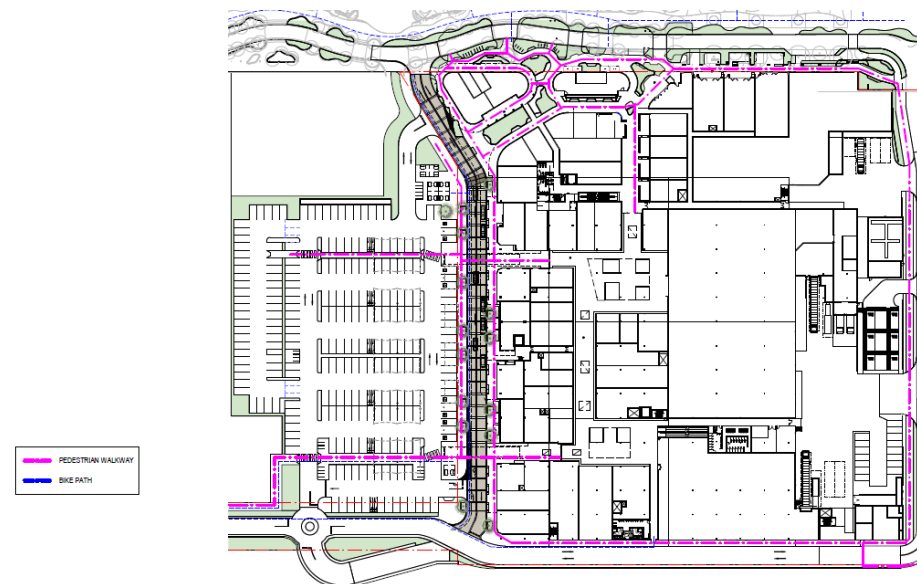
The interim pedestrian movement has been carefully considered to ensure it delivers a pedestrian-focused environment, particularly along Main Street and the Seamless Connector Road opposite People's Place.

A bike path is also proposed along Main Street, offering north-south connection for cyclists to travel to and from the Stage 1 retail precinct.

ULTIMATE ARRANGEMENT

As part of future stages of the broader retail development, the interim movement arrangements will evolve to be consistent with the connectivity plan prescribed under the higher-order approved PoD. The ultimate movement arrangement will be established as part of future detailed design.

Figure 8 – Proposed Interim Movement Plan



Source: Buchan

4.2.5. Main Street

The development is intentionally designed to provide an active frontage along the Main Street, creating a vibrant and engaging streetscape that enhances the overall pedestrian experience. This active street is a crucial connector, seamlessly linking the key elements of Aura Town Centre with its surrounding areas, fostering a sense of community and accessibility.

Main Street will be a privately owned and managed north-south corridor, meticulously designed to balance the needs of both pedestrians and vehicles. By implementing a low-speed environment, the street prioritises pedestrian safety, encouraging foot traffic and facilitating safe crossings. This thoughtful design not only promotes a walkable and lively urban space but also supports the broader vision of a connected and cohesive town centre.

INTERIM ARRANGEMENT

The proposed Stage 1 retail development will deliver an interim arrangement for Main Street as follows:

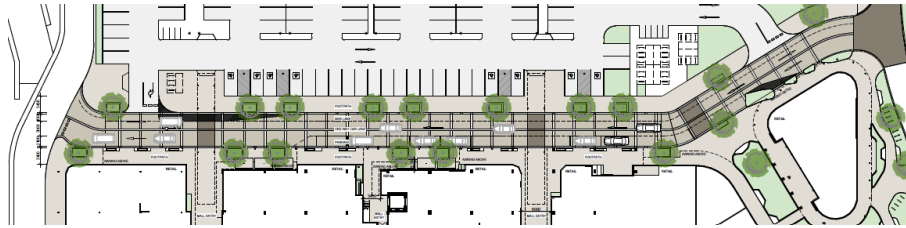
- One-way arrangement, with access via the Seamless Connector Road.
- Provision of two (2) x temporary access points into the temporary at-grade car park via Main street:
 - **Northern access:** Right-in only and all movements out to retain the one-way arrangement along Main Street.
 - **Southern access:** Left-in and right-out arrangements to and from the temporary car park to maintain the one-way movement along Main Street.
- The interim Main Street road typology provides a 3m wide one-way car lane with 2.1m wide parking bays to the east, a 1.5m wide bike lane to the west and 3.4m wide pedestrian paths on either side. The parking bays are strategically located along the retail interface to enhance accessibility to the shops, whilst the bike lane to the west minimises disruption to pedestrians along the retail frontage and allows for two-way cycle movements along Main Street.
- Generous landscaping opportunities are located along the streetscape to provide buffers, which enhance pedestrian safety whilst ensuring a visually attractive thoroughfare is achieved.

ULTIMATE ARRANGEMENT

As part of future development stages of the broader retail precinct, an ultimate arrangement for Main Street will be delivered as follows:

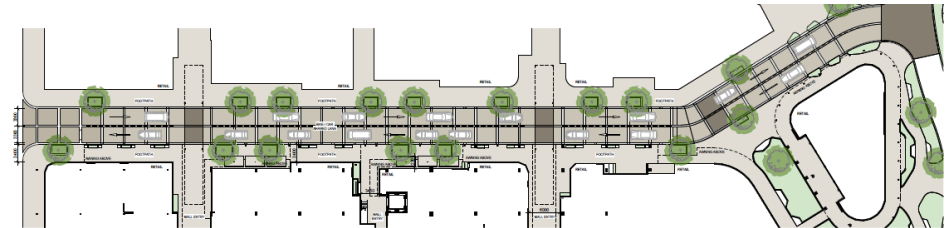
- Two-way access via Seamless Connector Road and the Southern Road.
- Removal of temporary access points into the temporary at-grade car park.
- The ultimate Main Street road typology provides a 6.6m wide two way shared bike and car lane, with 3.4m wide pedestrian footpaths on either side.
- Landscaped edges to maximise pedestrian safety and maintain a visually attractive pedestrian-oriented thoroughfare.

Figure 9 – Interim and Ultimate Main Street Arrangements



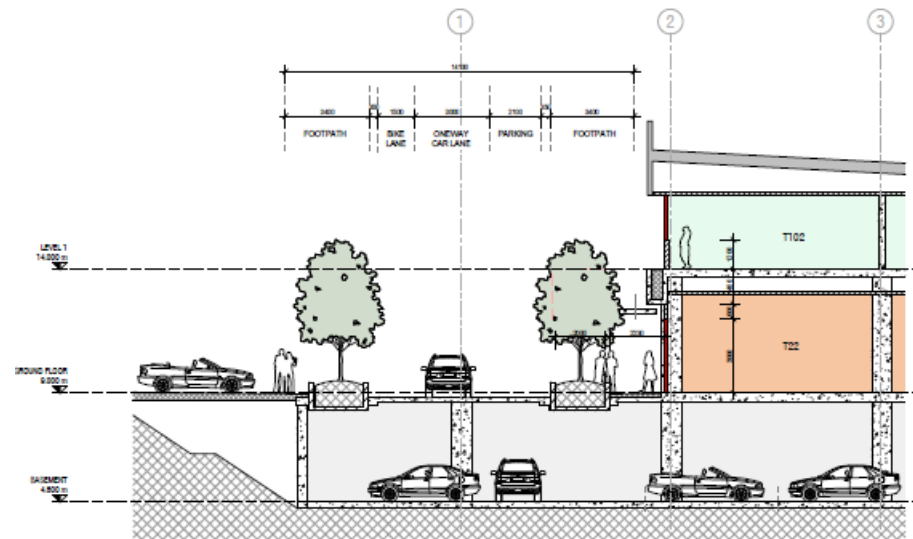
Picture 5 – Main Street: Interim Typology Plan

Source: Buchan



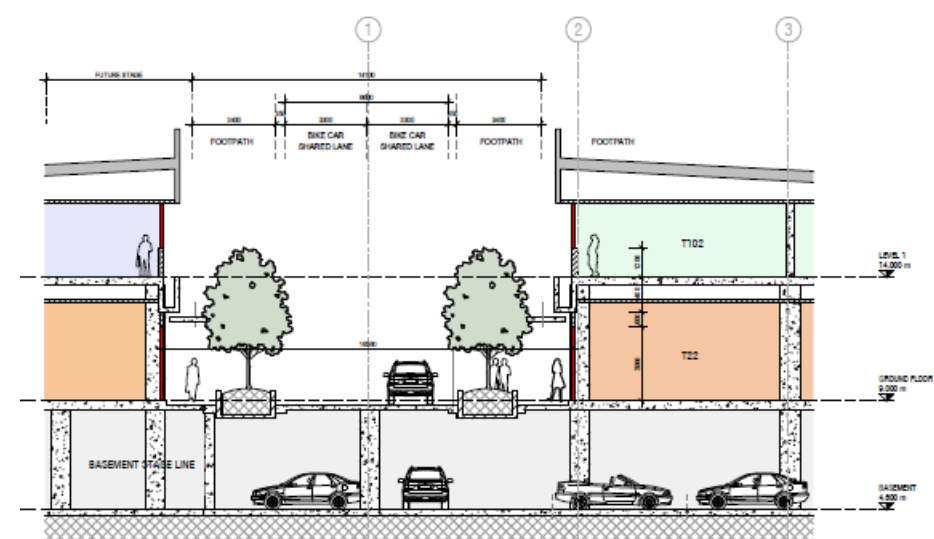
Picture 6 – Main Street: Ultimate Typology Plan

Source: Buchan



Picture 7 – Main Street: Interim Detail Section

Source: Buchan



Picture 8 – Main Street: Ultimate Detail Section

Source: Buchan

4.2.6. Southern Façade

As part of the Stage 1 retail development, interim façade treatments are proposed to the southern elevation of the building fronting the Southern Road. The interim treatments will be replaced with ultimate treatments when future stages of the retail development to the south occur.

INTERIM ARRANGEMENT

The interim arrangement to the southern façade treatment will provide pre-cast panels along a majority building (refer to **Figures 10 and 12**). This arrangement is temporary and has been strategically designed to offer flexibility to alter the façade based on the needs of future tenants.

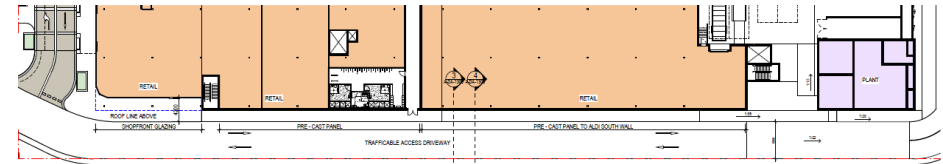
ULTIMATE ARRANGEMENT

Upon development of subsequent stages to the south, the southern façade of the Stage 1 building fronting Southern Road will provide active frontage treatments and awnings to enhance the user experience.

Specifically, the ultimate southern façade treatment will offer opportunities for future retrofitting of the tenancies, which seeks to replace the pre-cast panels with openings and glazing (refer to **Figure 11**). Additionally, 2.5m wide awnings will be located on either side of the Southern Road to maximise pedestrian comfort along the East-West Pedestrian Link (refer to **Figure 12**).

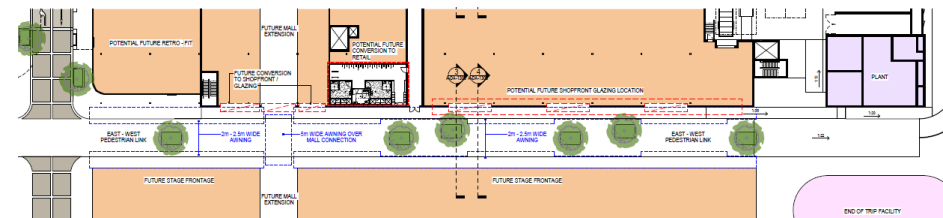
For further detail on the southern façade treatment, please refer to **Appendix D – Architectural Plans**.

Figure 10 – Interim Southern Façade Treatment



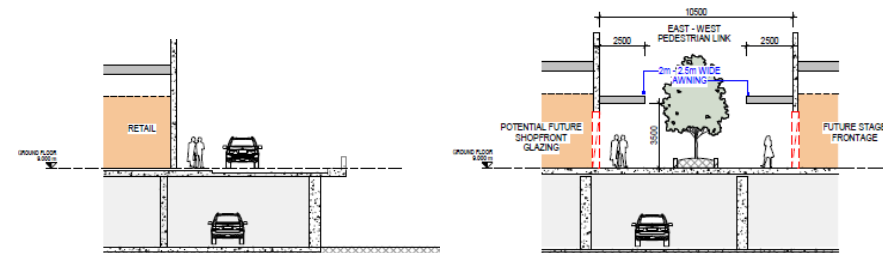
Source: Buchan

Figure 11 – Ultimate Southern Façade Treatment



Source: Buchan

Figure 12 – Comparison of Interim and Ultimate Southern Façade Treatment



Picture 9 – Interim Detail Section

Source: Buchan

Picture 10 – Ultimate Detail Section

Source: Buchan

4.2.7. Relationship and Context to People's Place

People's Place (including the recently approved Comiskey Tavern), located directly north of the proposed development, is envisioned to accommodate a diverse array of recreational opportunities, encompassing gardens, major community facilities, aquatic amenities, and event spaces. The proposal acknowledges the significance of establishing a harmonious connection between the precincts.

Architecturally, the development is meticulously designed to establish a positive visual interface with People's Place. This includes tenancies featuring openings and dining areas that provide vistas of People's Place, integrating greening elements, and employing high-quality materials to elevate the architectural design (refer to **Figures 13** and **14**).

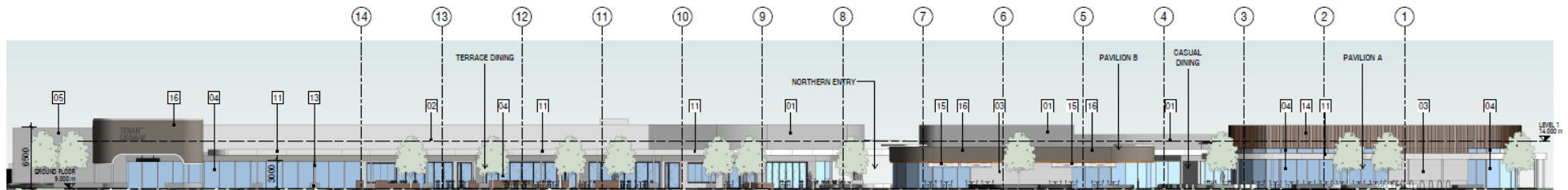
Notwithstanding the positive nexus and connectivity between the precincts, the development is designed to ensure that each precinct is equipped with suitable operational components to adequately service the facilities. This includes elements such as car parking and end-of-trip facilities, ensuring each precinct contains adequate infrastructure to cater for peak demands and requirements.

Figure 13 – Perspective of Interface to People's Place



Source: Buchan

Figure 14 – Northern Elevation (Interface to People's Place)



Source: Buchan

4.2.8. Landscaping

The Stage 1 retail development will incorporate significant landscape design opportunities to contribute to the broader landscape vision of the Aura Town Centre. Specifically, the landscape design for the Town Centre Core will deliver a natural setting to offer a place of relaxation for the community. The incorporation of landscaping will provide a subtropical oasis for workers, visitors and residents between the bush to beaches. The landscape design draws from the indigenous ecologies in the surrounding area to support healthy living in the thriving core of the Aura Town Centre.

Landscaping is incorporated within four (4) key public realm areas of the Stage 1 retail development, which are described below and shown in **Figure 15**.

FOOD AND BEVERAGE PRECINCT

- Nature play zone with a mixture of trees and boulders integrated into planting.
- Performance space with a timber platform connected to planters.
- Relax grass zone comprising of raised turf.
- Street buffer treatments with lush subtropical planting and street trees.
- Dining areas with in-ground planting zones and feature pavements.
- Seating nodes with timber seating integrated into planting zones.
- Water feature integrated with seating and subtropical planting.

MAIN STREET

- Street buffer treatments with lush subtropical planting and street trees.
- Dining areas with podium planters and feature pavements.
- Seating nodes with timber seating integrated into podium planting.
- Cascading planter edges along the Level 1 tenancies fronting Main Street.

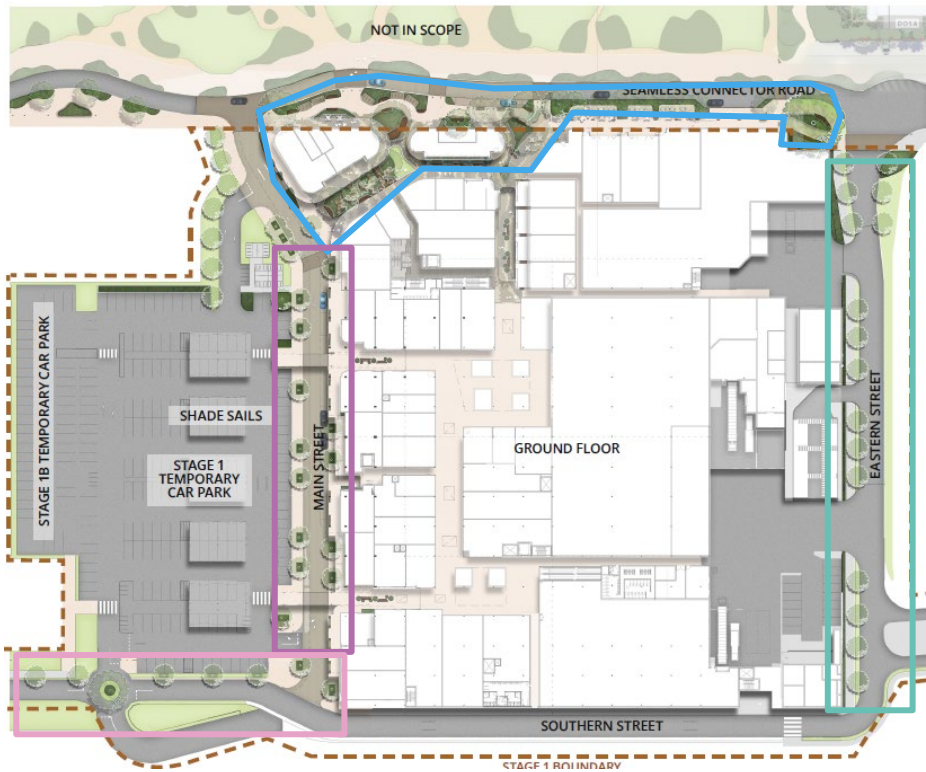
SOUTHERN STREET

- Street buffer treatments with turf strips and street trees.

EASTERN ROAD

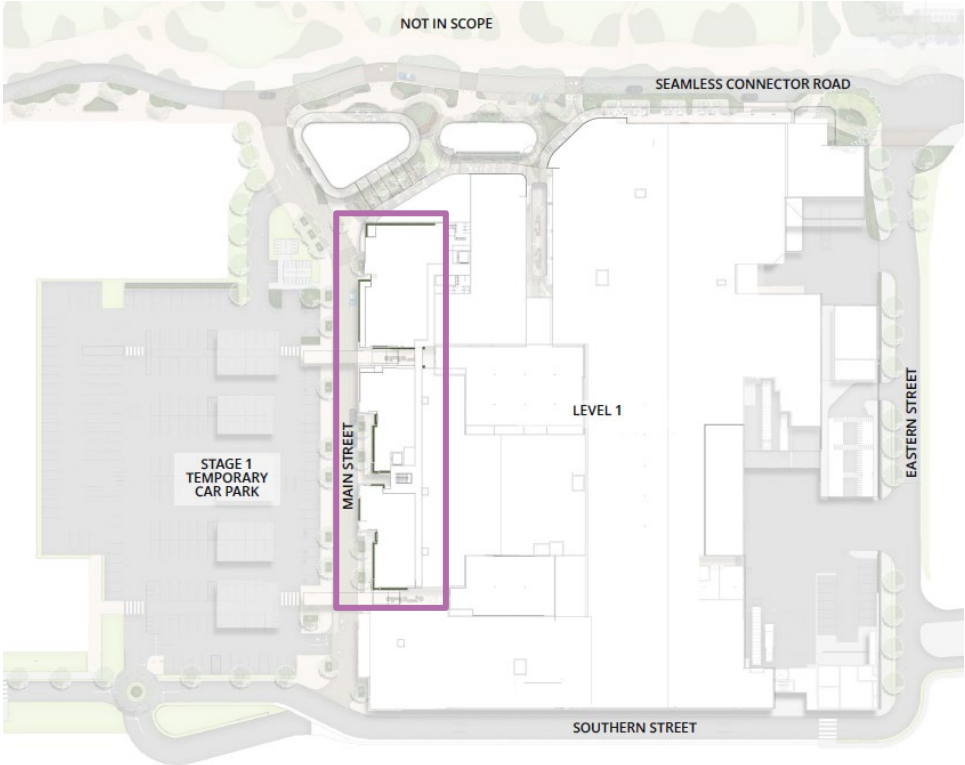
- Street buffer treatments with turf strips, street trees and subtropical planting.
- Incorporation of landscaping to building facades and screening fences to enhance visual amenity.

Figure 15 – Landscape Masterplan



- Food and Beverage Precinct
- Main Street
- Southern Street
- Eastern Road

Picture 11 – Ground Floor
Source: Arcadia



Main Street
Picture 12 – Level 1
Source: Arcadia

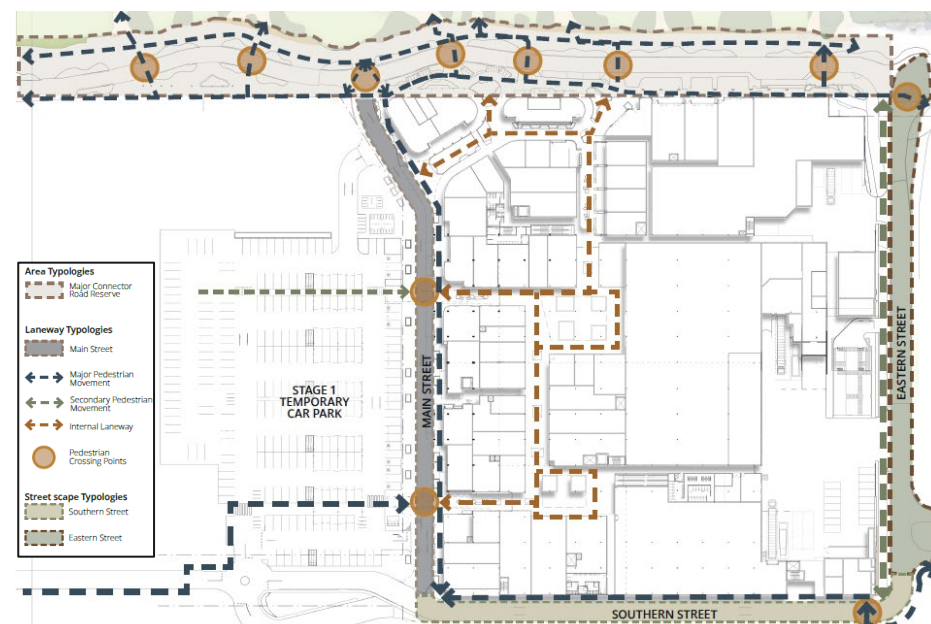
4.2.9. Pedestrian Movements

Pedestrian movement through the Stage 1 retail precinct is classified into three (3) categories as follows (refer to **Figure 16**):

- Major pedestrian movement: facilitates movement through Main Street.
- Secondary pedestrian movement: facilitates movement around the periphery of the Stage 1 retail development along the Southern and Eastern Streets, as well as through the temporary car park area.
- Internal laneway: facilitates movement within the retail precinct.

It is noted the pedestrian movement through the car park has been carefully considered to align directly with pedestrian crossing points and the internal laneways to the east to avoid conflicts with vehicles and maximise pedestrian safety. This design establishes a straighter pedestrian alignment east to west, whilst avoiding the round-about located south of the temporary car park.

Figure 16 – Landscape Masterplan – Pedestrian Movement



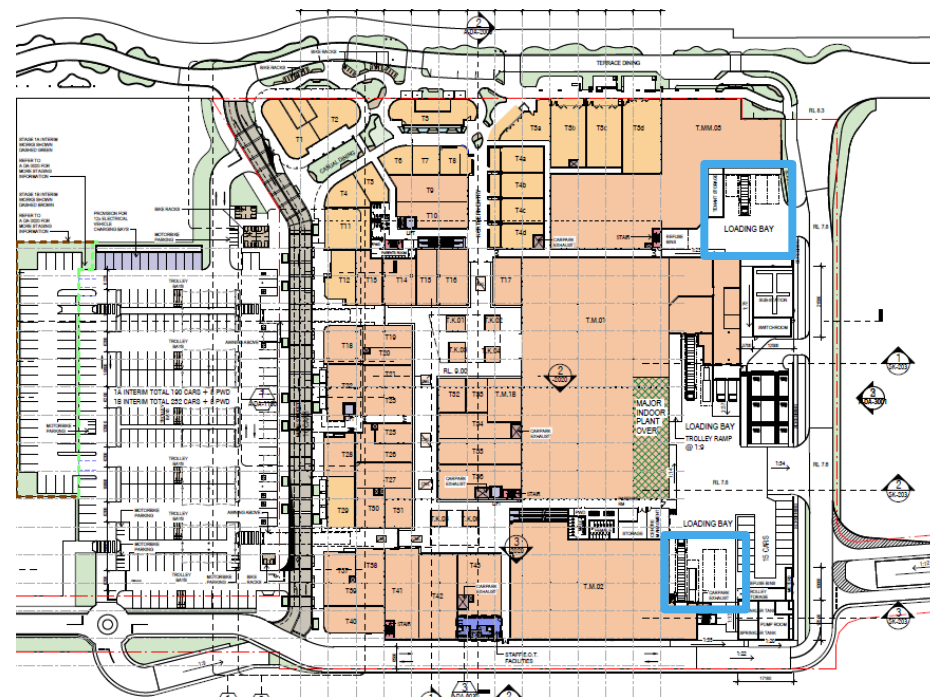
Source: Arcadia

4.2.10. Waste Collection

On-site waste collection areas are proposed within the northern and southern loading docks located at the eastern portion of the development (refer to **Figure 17**). The waste collection area has been designed to suitably accommodate relevant waste collection vehicles (WCVs).

For further information on the waste collection and swept paths, please refer to **Appendix G – Traffic Engineering Advice**.

Figure 17 – Proposed Waste Collection Areas (Outlined in Blue)



Source: Buchan

4.2.11. ESG Strategy

Stockland is committed to incorporating Environmental, Social, and Government (ESG) considerations as part of the broader master planned community. Stockland's ESG approach provides an integrated approach underpinned by four (4) pillars:

- **Decarbonisation:** A practical, 1.5 degree aligned pathway to zero emissions.
- **Circulatory:** Principles to make resources stay useful, longer.
- **Social Impact:** Enhancing our social impact by design.
- **Resilience:** Adapt and regenerate for community resilience.

Table 4 below provides a summary of Stockland's approach in achieving the ESG pillars.

Table 4 – Indicative ESG Initiatives

PILLAR	APPROACH
Decarbonisation	<i>Materials:</i> Targeting a carbon reduction of 34.4% against Stockland's 2021 reference building via the use of low embodied carbon materials such as low carbon concrete, and recycled steel, and generally through de-materialisation of the built form.
	<i>Fuel:</i> All electric plant and equipment
	<i>Solar:</i> Maximising rooftop solar PV system
Circularity	<i>Materials:</i> use of recycled steel, piling platform reusing rock overspill from within the Aura project and recycled waste crushed concrete from demolition of temporary works within the Aura project, exploring use of reconophalt for roads.

PILLAR

APPROACH

Energy: Rainwater harvesting & re-use and large solar PV installation

Waste: 80-90% diversion of construction waste from landfill, Various waste streams in operation (incl. worm farm system for organic waste)

Social Impact

First Nations: Alignment with our Reconciliation Australia endorsed Stretch RAP 2023-2026, targeting a minimum of 3% of all persons engaged/employed to work on the project identify as an Indigenous person, a minimum of 3% of the total contract price procured directly via indigenous owned subcontractor or supplied businesses (min. 50% owned by an Indigenous person), and engaging with the Kabi Kabi to embed Designing with Country approach into the project from concept stage

Supply Chain: Addressing modern slavery risk through our supply chain, including procurement pre-qualification and third-party audits

Resilience

Extreme Weather Events Mitigation: oversized downpipes to take increased rainfall volumes over time, oversized mechanical units to accommodate increasing temperatures, generator plug-in point to enable centre to be used as an emergency refuge

Heat Resilience: Light coloured roof sheeting, light coloured road (main street & seamless connector) and footpaths, mature shade trees throughout dining precinct, main street and seamless

PILLAR

APPROACH

connector, localised podium planting along main street

These initiatives are indicative of the approach Stockland will be adopting to ensure an environmentally sustainable design is achieved. Final details of the various initiatives will be developed and confirmed through the detailed design phase of the project.

In addition to Stockland's ESG approach, the proposed development will incorporate provisions (electrical, capacity, distribution board, conduits and wiring) to enable future installation of electric vehicle (EV) charges with an electrical capacity of up to 600kW. This strategy will contribute to achieving the decarbonisation pillar of the broader ESG approach.

4.2.12. Future Development Area

The areas to the east, south and west of the proposed Stage 1 retail development are identified as future development areas of the broader Town Centre precinct. These future development areas will be subject to separate development applications (and/or facilitated in accordance with the Plan of Development in effect over the site).

Appropriate treatment such as turfed areas will be provided along the peripheries of the Stage 1 retail development to ensure a positive outcome is achieved during the interim phases with respect to visual amenity and interest.

5. SPECIALIST INFORMATION

The following technical and specialist assessments have been undertaken to accompany this development application, and are documented in the following appendices:

- Architectural Plans prepared by Buchan (**Appendix D**)
- Plan of Reconfiguration prepared by RPS Group ('RPS') (**Appendix E**)
- Landscape Concept Plans prepared by Arcadia (**Appendix F**)
- Traffic Engineering Advice prepared by SLR Consulting (Australia) Pty Ltd ('SLR') (**Appendix G**)
- Civil Engineering Report prepared by MPN Consulting (**Appendix H**)
- Noise Management Strategies Memorandum prepared by SLR (**Appendix I**)

The following subsections provide an overview of the technical and specialist assessments. For further detail on the specialist information, please refer to the relevant appendix.

5.1. ARCHITECTURAL PLANS

Buchan have prepared Architectural Plans, which provide perspectives, a development summary, site plan, floor plans, sections and elevations of the proposed development.

5.2. PLAN OF RECONFIGURATION

RPS have prepared a Plan of Reconfiguration in support of the Reconfiguring a Lot component of the development. The Plan of Reconfiguration details the proposed subdivision layout to facilitate the development of the Stage 1 retail precinct.

5.3. LANDSCAPE CONCEPT PLANS

Arcadia have prepared a Landscape Concept Plan, which details the landscaping elements proposed as part of the Stage 1 retail development. The Landscape Concept Plan outlines the landscaping vision, public realm

treatments, and proposed landscaping design incorporated in the key public realm areas.

Further, the Landscape Concept Plans provide details on the pedestrian movement and plant schedule detailing the plant types.

5.4. TRAFFIC ENGINEERING ADVICE

SLR have prepared Traffic Engineering Advice that provides an assessment of traffic components associated with the proposed development. The Traffic Engineering Advice provides an assessment on the proposed on-site parking, access and service arrangements, including swept path movements of cars and service vehicles. The advice also includes a detailed assessment of the relevant Sub-Precinct 8.1 Parking and Access Design Standards prescribed in the Aura Town Centre PoD.

The outcomes of the assessment prepared by SLR demonstrate the proposal is consistent with the relevant planning and engineering outcomes as intended in the Aura Town Centre PoD.

5.5. CIVIL ENGINEERING REPORT

A Civil Engineering Report has been prepared by MPN Consulting, which addresses engineering matters associated with the site design and services connections.

The key outcomes of the civil Engineering Report conclude the site will be suitably serviced for water and sewer via the existing and proposed connections to the infrastructure mains, and electricity and telecommunications will be provided to the site with connections undertaken in accordance with the requirements of the relevant authorities. Further, access to the site will be provided by the roads currently in design and under construction surrounding the development site.

5.6. NOISE MANAGEMENT STRATEGIES MEMORANDUM

SLR have prepared a Noise Management Strategies Memorandum, which outlines recommended noise mitigation strategies to be incorporated into the detailed design of the Town Centre Core to reduce noise emissions.

The memorandum concludes that the proposed Stage 1 retail development will be developed to manage noise impacts on the community, whilst meeting reasonable noise goals that are relevant to the future urban environment of the Town Centre Core. This will be achieved through acoustic considerations during detailed design phase. Therefore, it is further suggested a noise impact assessment should be conducted during the detailed design stage to inform the design process.



6. PLANNING FRAMEWORK

The site is located within Precinct 8 at Aura, specifically Sub-Precinct 8.1. The below table summarises the higher-order planning framework and development approvals that are relevant to the assessment of the proposal.

Table 5 – Planning Framework

PLANNING FRAMEWORK	SUMMARY OF ASSESSMENT
<i>Economic Development Act 2012</i> (‘ED Act’)	<p>Overview</p> <p>The ED Act provides for parts of the State to be declared as Priority Development Areas (‘PDA’). The ED Act facilitates economic development, and development for community purposes in the State. The main purpose of the ED Act is to:</p> <p><i>“...facilitate economic development, and development for community purposes, in the State”</i></p> <p>The ED Act constitutes a statutory instrument to guide assessment of development within PDAs.</p> <p>MEDQ Delegate</p> <p>Given the site is contained within the declared Caloundra South PDA, the MEDQ is the Assessment Manager for this application.</p> <p>Notification Requirements</p> <p>The Development Scheme does not require public notification of the application. However, under Section 84(c) of the ED Act, the MEDQ may, within 20 business days after the properly made date for the application, issue a notice that the Applicant must undertake public notification.</p>
Caloundra South Development Scheme (‘Development Scheme’)	<p>Overview</p> <p>The ED Act establishes that applications within a PDA are to be assessed under the provisions of a Development Scheme for that area. For the Caloundra South PDA, the relevant development scheme is the Caloundra South PDA Development Scheme, last amended 2 March 2023.</p> <p>Level of Assessment</p> <p>Under <i>Table 2 – Levels of Assessment</i> of the Development Scheme, a Material Change of Use for Food Premises, Market, Shop, Shopping Centre, Business, Health Care Services, Indoor Entertainment, and Indoor Sport and Recreation, where not complying with an approved PoD or the parking rates in the planning scheme, are categorised as PDA Assessable Development – Permissible Development. Similarly, a Reconfiguring a Lot that is not outlined in Schedule 1 of the Development Scheme is PDA Assessable Development – Permissible Development. Permissible Development is PDA assessable development and requires a development approval prior to the development commencing.</p>

Consistency with Development Scheme

The site is located within the Major Centre Zone under the Development Scheme, and more specifically within the core area. The core area of the Major Centre Zone accommodates the highest order mixed use centre activities to provide a mix of commercial, business, professional, community, entertainment, retail and high density residential activities. The proposed use is consistent with the intent of the Major Centre Zone (Core) by providing a range of retail, commercial and entertainment uses.

This development application forms part of a broader master planned area subject to previous development approval history (as outlined in **Section 2.1.1**), which is relevant to the assessment of this application. Specifically, the existing approved Caloundra South Master Plan provides a thorough assessment against all components of the Development Scheme (EDQ Ref: DEV2011/200). The assessment determined the Caloundra South Master Plan substantially complies with the Caloundra South PDA Development Scheme Land Use Plan.

The site continues to advance the outcomes of the Caloundra South Master Plan, and by extension, complies with the Caloundra South PDA Development Scheme Land Use Plan. Therefore, where the proposed development complies with the Caloundra South Master Plan, it complies with the Development Scheme.

Caloundra South Master Plan

Overview

The approved Caloundra South Master Plan (EDQ Ref: DEV2011/200) provides further guidance on how the development at Aura is to occur and allocates approved land uses and yields to each Precinct. The site is located within the Major Centre Zone Intent land use area and the Town Centre locality, and more specifically within the Town Centre Core. The 'core' comprises the highest density retail, commercial and residential development.

Consistency with Master Plan

The proposed development complies with the outcomes of the Town Centre Core area of the Town Centre Locality as set out in the higher-order approved Caloundra South Master Plan for the following reasons:

- The proposed Food Premises, Market, Shop, Shopping Centre, Business, Health Care Services, Indoor Entertainment, and Indoor Sport and Recreation land uses constitute approved uses within the Town Centre Core Land Use Area of the Major Centre Zone Intent.
- The proposed development achieves the development outcomes of the Town Centre Core by delivering a retail and commercial hub upon completion of the broader retail development. The proposed retail development will offer a range of employment and business opportunities.
- The development will deliver a 'Main Street' with activated frontages, offering a north-south connection from People's Place to the southern periphery of the Town Centre Core area.

PLANNING FRAMEWORK

Aura Town Centre Plan of Development ('PoD')

SUMMARY OF ASSESSMENT

Overview

The site comprises part of Lot 11 on SP333898, which falls within the approved higher-order Aura Town Centre PoD (EDQ Ref: DEV2013/469). The Aura Town Centre PoD provides a framework to guide development within the Aura Town Centre locality. Specifically, the site falls within Sub-Precinct 8.1 (Town Centre Core) of the PoD.

Under the approved PoD, the proposed uses (Food Premises, Market, Shop, Shopping Centre, Business, Health Care Services, Indoor Entertainment, and Indoor Sport and Recreation) are subject to Compliance Assessment in Sub-Precinct 8.1. The approval framework of the PoD enables a Compliance Assessment process to be undertaken by the MEDQ to assess the detailed design of pre-approved land uses. However, the proposal must comply with all the Compliance Assessable criteria prescribed within the PoD to be endorsed by the MEDQ. Given the proposed development does not strictly adhere to the car parking requirements outlined in the PoD, a PDA Development Application for a Material Change of Use is therefore lodged to enable the assessment and approval of the proposal.

The Aura Town Centre PoD provides a more detailed framework for development within the Aura Town Centre locality, and is guided by the higher-order approved Caloundra South Master Plan, and by extension the Caloundra South PDA Development Scheme. As such, the PoD represents the key document outlining expectations for development within Sub-Precinct 8.1 (Town Centre Core). The provisions under the PoD are therefore the most relevant for the assessment of the proposed development.

Consistency with PoD

The following sections below provide a detailed assessment of the proposed development against the relevant provisions of the PoD. Specifically, assessment has been undertaken against the following PoD controls:

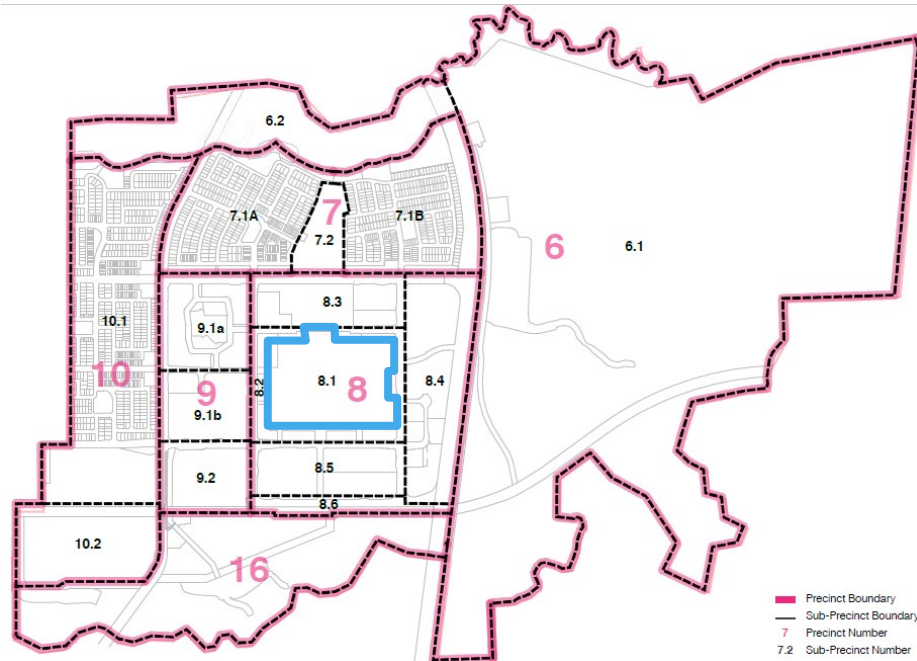
- Section 3.6: Sub-Precinct 8.1 Design Standards; and
- Section 3.17: Specific Use Criteria.

The proposal generally complies with the controls and standards prescribed under the PoD, providing a major retail destination within the broader Aura area with a mix of retail, commercial, entertainment and community uses. Where the proposal does not strictly comply with the PoD provisions, alternative solutions are proposed that comply with the higher-order framework and approvals, being the Development Scheme and Master Plan.

6.1. AURA TOWN CENTRE PLAN OF DEVELOPMENT

As abovementioned, the proposed development is located within Sub-Precinct 8.1 of the Aura Town Centre PoD (refer to **Figure 18**).

Figure 18 – Town Centre Locality Precincts and Sub-Precincts



Picture 13 – Sub-Precinct 8.1 Outlined in Blue

Source: Aura Town Centre PoD

The intent of Sub-Precinct 8.1 is provided below:

This Sub-Precinct will be developed as a major retail destination within the region. The core will be supported by a central 'Main Street' to encourage a mix of land uses including retail, commercial, residential, entertainment and community uses.

The built form of the Sub-Precinct achieves a vibrant urban Town Centre. An urban outcome is delivered through the scale of development with a potential for tower development that defines the

street. Building height reflects the primacy of the Town Centre. Development provides an active frontage to the Main Street, Square and to the common boundary with the People's Place.

The public realm within this Sub-Precinct is defined by key elements which include:

- *Main Street – This Active street connects the key elements of this Sub-Precinct and its surrounds. The Main Street provides a privately owned and managed north-south connection with opportunities to cover the connection in response to climatic conditions. The Main Street or parts of it may also be closed for temporary periods where used for events or to improve pedestrian safety.*

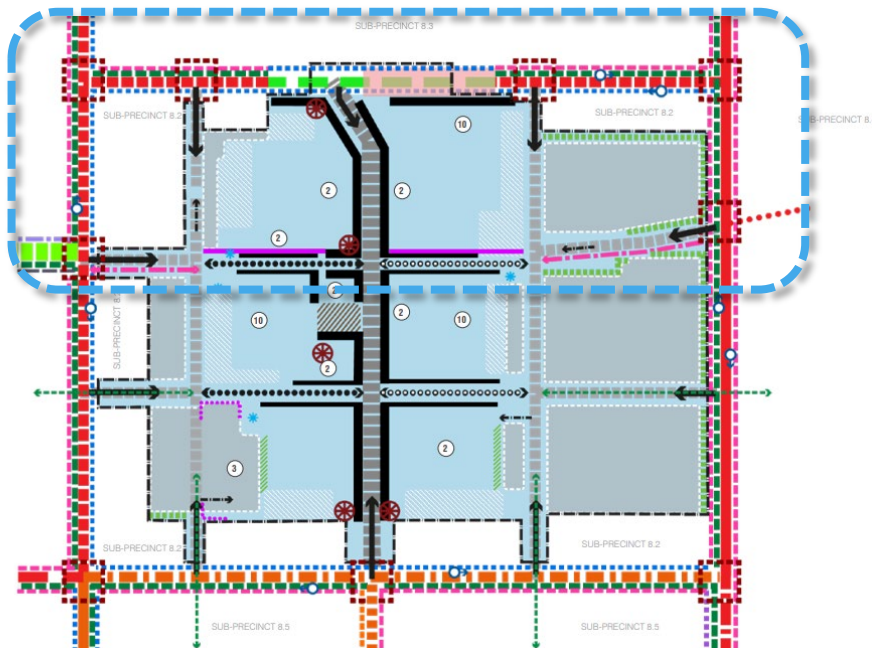
Vehicle access to the retail core is gained from the surrounding street network and focused on several locations around the Sub-Precinct to consolidate access points. Rear access is encouraged for development fronting the 'Main Street'. A car park area is provided for the retail core in a basement, to be delivered as the centre expands whilst allowing allows for expansion of initial ground level car parking areas into a multideck car park which will ultimately be screened from external streets via landscaping and built form.

The development forming part of this development application will be assessed against the relevant design standards applicable to this sub-precinct and will be further discussed in the following sections of the report.

The proposed development includes the first phases of a sub-regional shopping centre that is directly consistent with the land use intent of the PoD. In particular, the proposal seeks to establish retail and commercial uses over the site, which accords with community expectations for the site.

An extract of the Sub-Precinct 8.1 Fixed Elements Plan from the approved Aura Town Centre PoD is included in **Figure 19** below, which represents a more defined development intent. The area subject to this development application is outlined in blue.

Figure 19 – Sub-Precinct 8.1 Fixed Elements Plan



Source: Aura Town Centre PoD

The proposed development achieves the intent of Sub-Precinct 8.1 as follows:

- The proposed development facilitates the delivery of the Stage 1 retail development within the Town Centre Core, which contributes to the Sub-Precinct's vision of becoming a major retail destination within the region.
- The proposal delivers a portion of the central Main Street within the heart of the Sub-Precinct, which will provide an active edge with a mix of land uses including retail, commercial, entertainment and community uses upon completion of the broader retail development.
- The proposed low-scale built form comprises high quality architectural design and landscaped features to define the street and identify the site as a key retail destination within the Town Centre Core of Aura.
- The proposed Stage 1 retail development facilitates a pedestrian-oriented environment by focussing vehicular movement around the periphery of the

area. Additionally, traffic calming techniques are provide on Main Street to prioritise pedestrians and enhance pedestrian safety.

Overall, the development generally accords with the land use intent and built form envisioned within the Sub-Precinct 8.1. Therefore, the proposal complies with the development components of the PoD approval, which have been appropriately modelled and planned for as a key point of activity for Aura. The development has also been assessed against the Design Standards within Sub-Precinct 8.1 and specific use criteria contained within Section 3.17 of the approved Aura Town Centre PoD, A detailed assessment of the PoD is provided in **Appendix C** of this report.

6.2. ASSESSMENT SUMMARY

A comprehensive assessment of the proposed development against the relevant development controls of the PoD is included in **Appendix C**. This assessment demonstrates that the proposed development complies with, or can be conditioned to comply with, the relevant assessment benchmarks. A summary of this assessment is provided in the table below.

KEY PLANNING MATTERS	PRESCRIBED OUTCOME	PROPOSAL	COMPLIANCE
Building Height	2-10 storeys	2 storeys	Complies
GFA	Retail: 85,000m ²	Retail: 15,470m ²	Complies
	Commercial: 5,000m ²	Commercial: 1,780m ²	
Landscape Planting	Minimum 10%	4.7%	Performance Outcome – refer to Appendix C – Aura Town Centre PoD Assessment Benchmarks .
Car Parking	863 spaces	668 spaces	Performance Outcome – refer to Section 7
Bicycle Parking	26 employee spaces	26 employee spaces	Complies
	94 visitor spaces	94 visitor spaces	
End of Trip Facilities	<ul style="list-style-type: none"> Lockers: 26 Change rooms: 1 female; 1 male Showers: 3.5 female; 3.5 male Sanitary Compartments: 2 female; 2 male Wash Basins: 1 female; 1 male 	<ul style="list-style-type: none"> Lockers: 26 Change rooms: 1 female; 1 male; 1 unisex PWD Showers: 2 female; 2 male; 1 unisex PWD Sanitary Compartments: 1 female; 1 male; 1 unisex PWD Wash Basins: 1 female; 1 male; 1 unisex PWD 	Performance Outcome – refer to Appendix C – Aura Town Centre PoD Assessment Benchmarks and Appendix G – Traffic Engineering Advice

Additional information regarding the key planning matters requiring further discussion is provided in **Section 7**.

7. KEY PLANNING MATTERS

The following sections of this report provide further discussion about the key planning considerations for the proposed development. This is to assist EDQ and the community to understand and assess the merits of the proposed development.

The Key Planning matters include the proposed temporary at-grade car park, which is discussed in the following section of the report.





TEMPORARY AT-GRADE CAR PARK

The proposed temporary at-grade car park located to the west of Main Street is not an anticipated land use over the site under the higher-order approved Aura Town Centre PoD (EDQ Ref: DEV2013/469). However, it is relevant to note the car parking area is temporary and represents an interim arrangement to service the Stage 1 retail development. As part of future development stages of the broader retail precinct, the temporary at-grade car park will be replaced with built form and remain consistent with the anticipated land uses for Sub-Precinct 8.1 prescribed under the PoD approval.

It is further noted the car parking rates prescribed for each proposed use in Appendix I of the PoD approval is as follows:

Table 6 – Required Car Parking Rates

LAND USE	CAR PARKING RATE
Business	1 space / 30m ² GFA
Food Premises	1 space / 15m ² GFA
Health Care Services	1 space / 20m ² GFA
Indoor Sport and Recreation	Sufficient spaces to accommodate the number of vehicles likely to be parked at any one time
Shop	1 space / 20m ² GFA
Shopping Centre	1 space / 20m ² GFA or alternative rate where demonstrated in a Parking Assessment Report

Given the proposed Stage 1 retail development represents a shopping centre, the car parking rate for a Shopping Centre use is the relevant rate to determine the car parking requirements. Based on a total proposed gross floor area of 17,250m², the development requires 863 car parking spaces.

A total of 668 parking spaces are proposed, with 626 spaces delivered in Stage 1A and 42 spaces delivered in Stage 1B. The car parking spaces proposed within each sub-stage represents a rate of 4.23 spaces per 100m² of retail GLA for Stage 1A and 4.25 spaces per 100m² of Health Care Service GLA for Stage 1B. Therefore, an alternative solution is sought with respect to the car parking rate.

Importantly, the provisions of the PoD approval allow for alternative car parking rates for Shopping Centre use where demonstrated in a Parking Assessment Report.

SLR has prepared a Traffic Engineering Advice contained at **Appendix G** that provides an assessment of the proposed alternative parking rate. The key outcomes of the Traffic Engineering Report demonstrate the proposed parking rate of 4.23 spaces per 100m² GLA in Stage 1A and 4.25 spaces per 100m² GLA in Stage 1B is acceptable for the following reasons:

- The ultimate tailored rate will support the achievement of both EDQ's objectives and the overall principles guiding development of the Aura Town Centre and Caloundra South PDA more broadly.
- The proposed car parking provision is greater than that prescribed under the *Sunshine Coast Planning Scheme 2014* for similar town centre type developments outside the subject PDA.
- The proposed rate of 4.23 spaces per 100m² GLA in Stage 1A and 4.25 spaces per 100m² GLA in Stage 1B falls within the benchmark parking provision range at other comparable developments within the broader east coast.
- The nature of the proposed parking supply is predominantly located within a consolidated arrangement supported by appropriate management strategies to ensure that the parking supply proposed can function efficiently.
- Leasable area is better associated with parking demands, as opposed to gross floor area. Accordingly, the proposed parking rate adopts an approach using the leasable area.

For further information, please refer to **Appendix G – Traffic Engineering Advice**.



EV CHARGING SOLUTION

The requirement of EV charging is not a specific provision prescribed under the higher-order planning framework and approvals, being the Development Scheme, Caloundra South Master Plan and Aura Town Centre PoD.

However, it is understood that more recently, EDQ have established a policy regarding the inclusion of EV site capacity for short-term parking associated with retail uses. The requirements of the policy are as follows:

- 10% provisioning for electrical capacity and installation of conduits, cable trays and/or wiring from car park distribution boards to individual parking spaces; plus
- 2% installation of EVSE chargers within provisioned bays.

Having regard to the proposed 668 parking spaces, this would equate to 67 spaces provisioned for EV charging, which has a minimum capacity of 7kW each and totals to a charging capacity of 434kW. Of these 67 spaces, 2 spaces would require installation, totalling to a 14kW capacity.

Due to Stockland's national commercial arrangements and contractual agreements in place, EDQ's EV charging policy cannot be met. However, Stockland is committed to delivering substantial provisions through alternative solutions to contribute towards the EV charging policy.

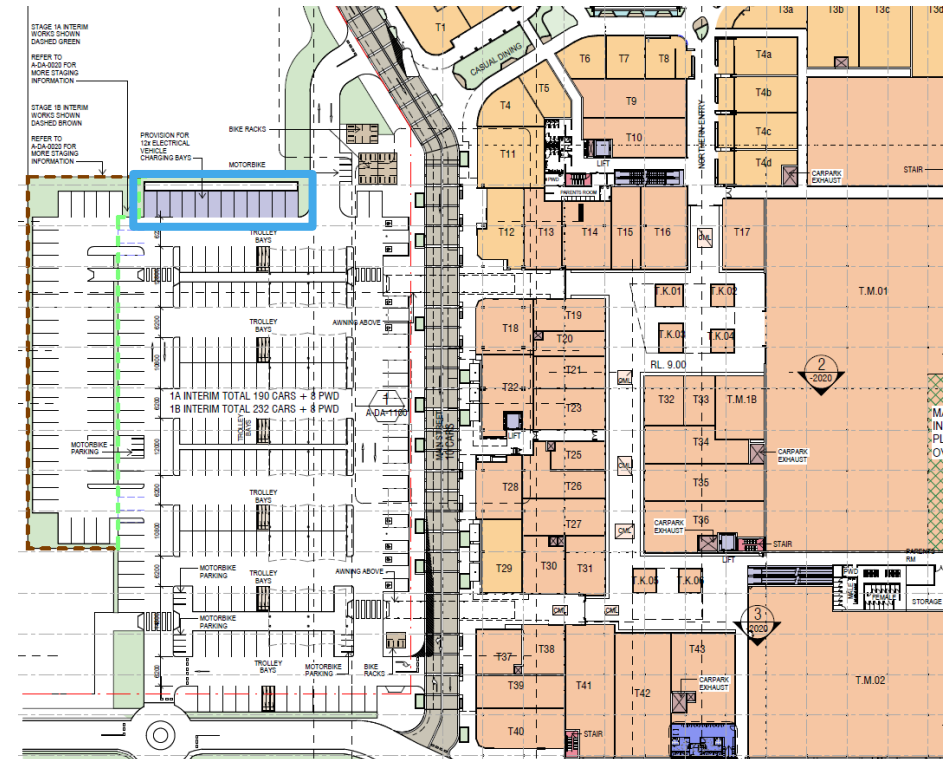
Specifically, Stockland is willing to commit to a total charging capacity, as opposed to a percentage of the total parking bays. This involves proposing a higher provision of 600kW of EV charging capacity. This is intended to facilitate the future installation of fast chargers with a capacity of 150kW each, which services 2 bays. Therefore, delivering a total of 600kW EV charging capacity would service 8 bays.

In addition to Stockland's commitment of delivering 600kW electrical capacity dedicated to EV charging, distribution boards, conduits and wiring to 12 bays are proposed to enable future installations, which provides flexibility to deliver a mix of fast and slow charges, subject to commercial arrangements with third parties. The location of the 12 provisioned bays for EV charging is shown in **Figure 20**. The type of charges and timing for installation will be resolved in

consultation with the relevant technical specialist at a later date during detailed design.

Whilst it is acknowledged the EV policy is a new informal requirement, the number of EV charging bays able to be delivered should be balanced with commercial factors. On this basis, the proposed EV charging solution represents a reasonable and appropriate outcome for the site.

Figure 20 – Proposed Provisioning of EV Charging Bays (Outlined in Blue)



8. CONCLUSION

This report and associated appendices provide a detailed assessment of the proposed development against the relevant assessment benchmarks.

The following reasons for approval are highlighted in support of the proposed development:

- The proposal provides for the delivery of Stage 1 of the broader retail precinct located within the Town Centre Core (Sub-Precinct 8.1) of Aura. Upon completion of the broader retail precinct, the development will deliver a major retail destination within the broader Aura area with a mix of retail, commercial, entertainment and community uses.
- The proposal aligns with the outcomes of the higher-order planning framework and development approvals, being the Caloundra South PDA Development Scheme, approved Caloundra South Master Plan, and approved Aura Town Centre PoD.
- The proposal complies with the relevant Sub-Precinct 8.1 Design Standards and Specific Use Criteria prescribed under the approved Aura Town Centre PoD.

Overall, the proposal adheres to the overall intent and outcomes of the higher-order planning framework and approvals. On the basis of the assessment contained within this report, the MEDQ is requested to favourably consider the development proposal, subject to reasonable and relevant conditions.



9. DISCLAIMER

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