

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV-2025-CAS-4043

Date: 15 December 2025



Attachment E Traffic Engineering Advice

Statement of Advice

Aura Town Centre - Stage 1

Amendment Application – Transport Assessment

CLIENT: Stockland Development Pty Ltd

DATE: 21 November 2025

SLR PROJECT No: 620.041622

REVISION: v1.0

AUTHOR: Brendyn Rheinberger

REVIEWER: Jeffrey Baczynski

1.0 Introduction

SLR Consulting (Australia) Pty Ltd (**SLR**) has been engaged by Stockland Development Pty Limited (**Stockland**) to provide transport engineering input to the planning and design of Aura Town Centre.

Stockland are proposing modification of the already approved Aura Town Centre - Stage 1 development to facilitate a minor increase in the approved floor area and to also capture design refinements that have occurred as project planning has further advanced towards construction.

As such, this Statement of Advice documents an assessment of the transport related elements including the revised parking provision and traffic generation in addition to the modified design to confirm consistency with the Plan of Development.

The amended plans are reproduced at **Appendix A**.

2.0 Approved Development

On 18 June 2025, EDQ granted a PDA Development Permit for a Material Change of Use (**MCU**) relating to Stage 1 of the Aura Town Centre development. This approval consisted of an overall GLA of 15,935m² and a total parking provision of 671 spaces. The previously approved parking provision is equivalent to 4.21 parking spaces per 100m² GLA.

3.0 Proposed Development

The Amendment Application seeks to increase the already approved 15,935m² GLA by 325m² to 16,260m² GLA. To accommodate the additional parking demands generated by the increase a further 16 parking spaces are proposed increasing the total supply to 687 spaces and achieving the previously conditioned parking rate of 4.21 parking spaces per 100m² GLA.

4.0 Parking Quantum Assessment

The Amendment Application seeks to increase the already approved 15,935m² GLA by 325m² to 16,260m² GLA representing a modest 2.0% increase in the approved GLA.

As previously identified to accommodate the additional parking demands generated by the increase a further 16 parking spaces are proposed increasing the total supply to 687 spaces and achieving the previously conditioned parking rate of 4.21 parking spaces per 100m² GLA.

The suitability of the previously conditioned rate was established by an earlier technical assessment documented in the *Statement of Advice Aura Town Centre – Stage 1 Sub-precinct 8.1 Design Standards – Parking and Access* dated 19 December 2024 (Section 2.2) prepared by SLR that demonstrated this conditioned rate would:

- meet the practical requirements of the Town Centre development
- support the broader development principles relating to sustainability and accessibility (particularly the intent to provide a “15-minute community”).
- exceed Sunshine Coast Council’s minimum parking requirements for shopping centre developments located within a centre zone where the centre is not located within the jurisdiction of a Priority Development Area.
- be consistent with the supply median provided at other similarly sized shopping centres across New South Wales, Victoria and Queensland.

For the reasons set out in the previous technical assessment supporting the original approval SLR believes that adoption of the previously approved parking rate of 4.21 parking spaces per 100m² GLA for the expansion will meet the outcomes sought by the POD.

SLR therefore believes that it would be appropriate to condition a further 16 spaces (i.e. total of 687 spaces) to be provided to accommodate the parking demands generated by the marginal increase in GLA.

5.0 Parking Geometric Assessment

The nature of the changes to the car parking and circulation arrangements are relatively minor and conventional in nature. The design of the proposed car parking and circulation amendments has been assessed against the requirements of the AS2890 suite of Australian Standards.

The changes include:

- modification of the temporary western car park to incorporate additional bays and enhancement of circulation within the car park by regularising the arrangement such that the southern-western corner is no longer truncated.
- slight refinement of the design of the roundabout facilitating access to the temporary western car park and the under-croft car park reflecting improvements arising from the detailed design currently occurring.
- refinement of the back of house arrangements within the eastern service areas to better align with the specific needs of the individual tenants.

6.0 Traffic Generation

The increase in GLA of 325m², or 2.0% from what is currently approved, has the potential to attract a minor number of additional trips to the development. Despite this, the total Gross Floor Area (GFA) does not exceed the development controls and yield thresholds established



by the Plan of Development (**PoD**) for Precinct 8.1. As such, it is SLR's view that this will not significantly impact on traffic flow and the transport network.

7.0 Closure

Should you have any further queries in relation to these clarifications, please do not hesitate to contact the undersigned.



Jeffrey Baczynski, RPEQ: 23611
Technical Director – Transport Advisory

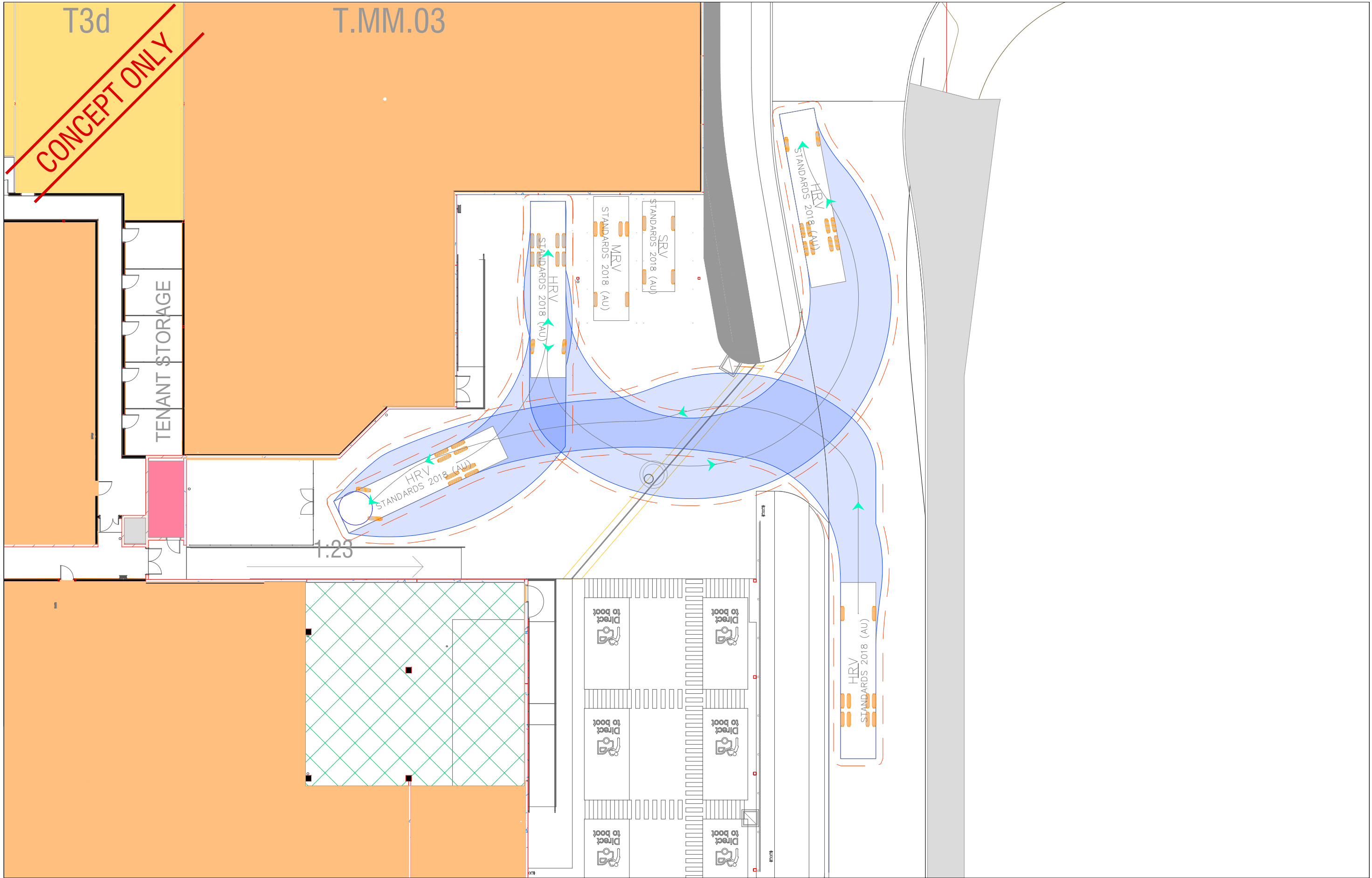
Basis of Statement of Advice

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 Amended Development Plans & Swept Paths





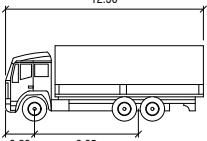
LEVEL 16, 175 EAGLE ST
BRISBANE
QUEENSLAND 4000
AUSTRALIA
T: 61 7 3858 4800
www.slrconsulting.com

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Project No:	620.041622
Date:	21-11-2025
Drawn by:	JH
Certified by:	-
Sheet Size:	A3
Projection:	-

SWEPT PATH LEGEND

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



HRV

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7



N



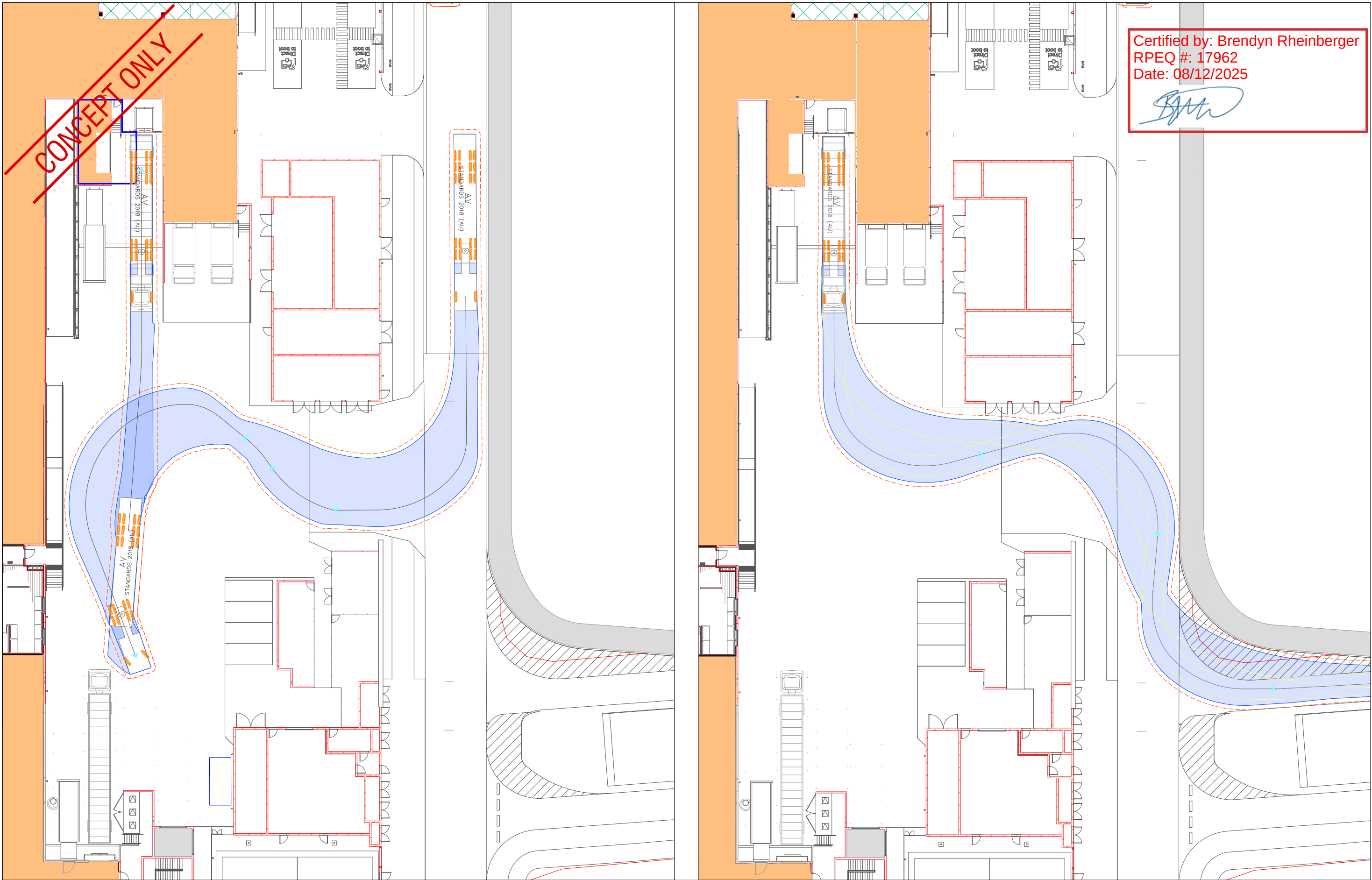
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Stockland

Aura Town Centre

**Northern Loading Dock
Swept Path Assessments - HRV**

FIGURE SK01



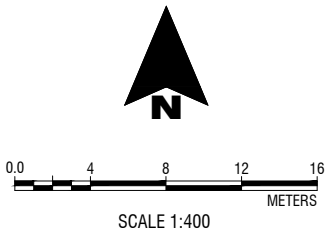
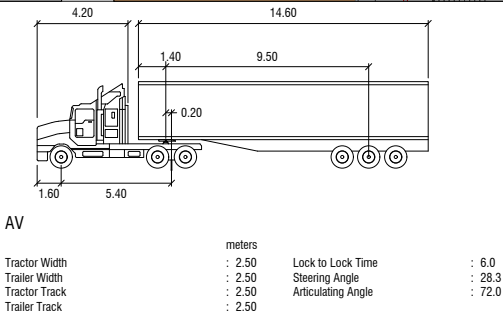


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Drawn by:	JH
Certified by:	BR
Sheet Size:	A3
Projection:	-

- SWEPT PATH LEGEND
- Vehicle Path
 - Vehicle Body
 - Body Clearance
 - Front Wheels

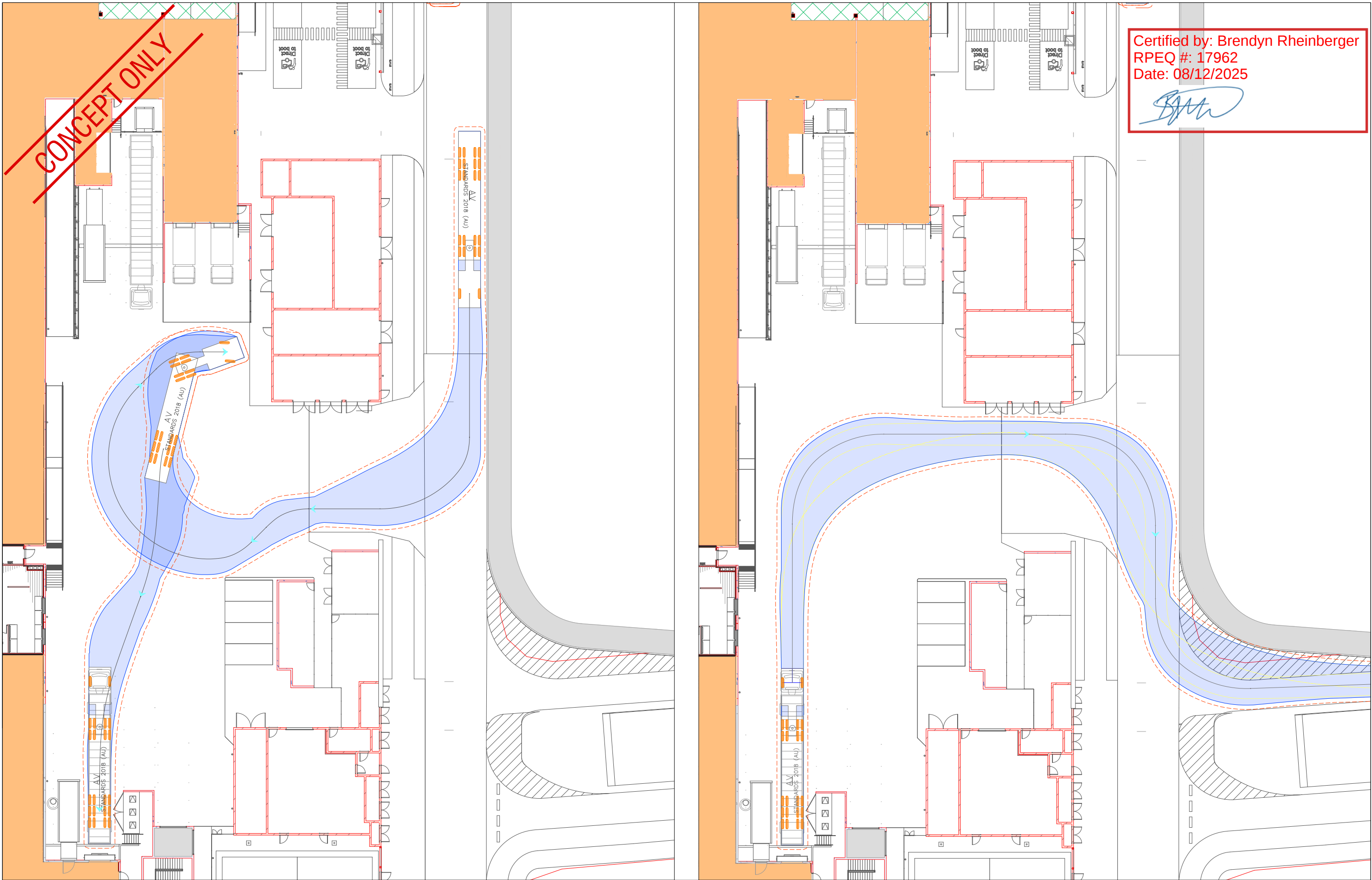


Stockland

Aura Town Centre

Southern Loading Dock
Swept Path Assessments - AV

FIGURE SK02



Certified by: Brendyn Rheinberger
RPEQ #: 17962
Date: 08/12/2025


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

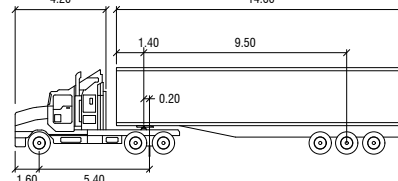
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Certified by:	BR
Sheet Size:	A3
Projection:	-

SWEPT PATH LEGEND

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

AV



Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		


N

0.0 4 8 12 16
METERS
SCALE 1:400

Stockland
Aura Town Centre

**Southern Loading Dock
Swept Path Assessments - AV**

FIGURE SK03