

AURA PRECINCT 13 – INDUSTRY AND BUSINESS SUBDIVISION AND PLAN OF DEVELOPMENT

Town Planning Report



P167100 - Precinct 13
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4 September 2026

REPORT

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SUMMARY

Table 1: Summary

Details			
Site Address:	Bruce Highway and Bells Creek Road, Bells Creek, QLD 4551		
Real Property Description:	Part Lot 505 on SP357764 and Part Lot 5 on SP353735		
Application/Development Area:	86.689ha		
Regional Plan Land Use Designation:	Urban Footprint		
Priority Development Area (PDA):	Caloundra South		
PDA Zone:	Industry and Business		
Master Plan Approval:	DEV2011/200/31 (Caloundra South master plan):		
Master Plan Land Use Areas:	• Industry and business • Showroom • Highway buffer • Sport and recreation • Open space buffer		
Master Plan Locality:	Central Locality		
Master Plan Precinct:	Precinct 13		
Owner(s):	Stockland Development Pty Ltd		
Proposal			
Brief Description Proposal	The proposal seeks to subdivide the subject site to enable the development of Precinct 13 for industrial, business and retail purposes. The proposal includes a plan of development document, which will establish the framework for subsequent development on the approved lots.		
Application Details			
Aspect of Development			
Reconfiguration of a Lot	PDA development permit for reconfiguring a lot for 2 into 52 lots, plus 1 x highway buffer lot, 2 x drainage lots, 1 x linear park lot, 2 x conservation lot, 1 x telecommunications lot and balance lot/s and new road		
Material change of use	PDA development permit for material change of use to enable development in accordance with a plan of development		
Assessment Category	Assessable Development - Permissible		
Pre-lodgement / Consultation			
Entity		Date	Contact Name
Economic Development Queensland (EDQ)	☒ Yes ☐ No	2 June 2026	Kate Wilson

1 INTRODUCTION

RPS has been engaged by Stockland Development Pty Ltd to seek development approval for the subdivision of land identified as Precinct 13 in the Aura master planned community. Consistent with the *Caloundra South Urban Development Area Development Scheme* and the approved Caloundra South Master Plan, Precinct 13 is intended for industry and business uses.

The subject site is more properly described as consisting of part of Lot 505 on SP357764 and part of Lot 5 on SP353735. It is located in the north-west of the Caloundra South PDA.

This development application seeks:

- **PDA Development Permit** for reconfiguring a lot for 2 into 52 lots, plus 1 x highway buffer lot, 2 x drainage lots, 1 x linear park lot, 2 x conservation lots, 1 x telecommunications lot, balance lot/s, and new road
- **PDA Development Permit** for a material change of use to enable development in accordance with a plan of development.

The proposal includes creation of 52 lots for development, including one lot intended for retail/commercial uses (including showroom/bulky goods retail, fast food premises and/or service station) and 51 lots intended for industrial/commercial uses. Road reserve will be dedicated to facilitate a new trunk connector road. Partial construction of the trunk connector road will occur as part of the proposal in accordance with the *Caloundra South Priority Development Area Infrastructure Agreement (Local Government Infrastructure)*.

The proposal preserves land required for construction of the adjoining Bruce Highway interchange, and includes allowance for a highway buffer, which will be landscaped, to ensure attractive interface with the highway.

A plan of development (PoD) has been prepared to provide the framework for subsequent development of uses and built form on approved lots. The PoD identifies sub-precinct intents, levels of assessment, and design criteria for future development.

The proposal is subject to assessment against both the *Caloundra South Urban Development Area Development Scheme* and the approved Master Plan (DEV2011/200/31) for the PDA. Under the *Caloundra South Urban Development Area Development Scheme*, the subject site is located within the Industry and Business Zone (and Environmental Protection Zone). The proposed subdivision is permissible development.

The subject site is also within the Central Locality and Precinct 13 of the Caloundra South Master Plan. The proposal is consistent with the master plan intents.

This report provides an assessment of the consistency of the proposed development with the applicable assessment benchmarks of the Development Scheme and Master Plan approval, including the EDQ PDA Industry and Business areas guidelines (10 May 2015).

Whether public notification is required is at the discretion of EDQ who advised at the pre-lodgement stage that public notification need not be required as the proposal aligns with the approved Master Plan.

Based on the assessments provided, approval is sought subject to reasonable and relevant conditions.

2 SITE DETAILS

2.1 Site Particulars

Key details of the subject site are as follows:

Table 2: Site Particulars

Site Particulars	
Site Address	167 Bells Creek Road, Bells Creek, QLD 4551
Real Property Description	Lot 505 on SP357764 and Lot 5 on SP353735
Site Area	Lots 505 and 5 are large balance lots that have resulted from earlier stages of Aura development. Overall total lot areas are: Lot 505 on SP357764: 528.87ha Lot 5 on SP353735: 20.4285ha TOTAL: 549.2985ha
Application Area	Area of land over which the proposed Plan of Development applies: PoD extent: 86.646 ha
Landowner(s)	Stockland Development Pty Ltd

The location of the proposed lots and of the land subject to the proposed Plan of Development is shown in **Figure 1**. Survey plans showing the full extents of lot 505 on SP357764 and lot 5 on SP353735 are at Appendix B.

The site is located in the north-western part of Aura, adjoining the Bruce Highway. The proposal is over parts of two existing lots. Lot 505 on SP357764 is in two parts across each side of the Bruce Highway. Lot 5 on SP353735 is a smaller parcel also in two parts. Both are balance lots that have resulted from earlier stages of development at Aura.

Certificate/s of title and survey plans are included at **Appendix B**.



Figure 1 Site Location

Source: Image taken from Nearmap 22.05.2026.

2.2 Site Characteristics

Site inspection and searches of local and state government records indicate that key site characteristics (for the parts of lots 505 on SP357764 and Lot 5 on SP353735 of the site subject to the proposed Plan of Development) include:

Table 3: Site Characteristics

Site Features	Details
Existing use of site	The site is vacant. It is balance land that has resulted from earlier stages of development of Aura. The site is predominantly clear of any significant native vegetation, with the exception of riparian vegetation adjoining Bells Creek North in the very north. The site has been subject to areas of earthworks over time and is interspersed with constructed drainage channels and gravel access tracks.
Surrounding land uses	To its south and south-east, the site is contiguous with earlier stages of development at Aura, predominantly developed for residential purposes. The Bruce Highway adjoins to the west. Beerwah State Forest is located beyond the western balance part of lot 505 on SP357764. The subject site adjoins a vegetated area to the north which forms part of the Mooloolah River National Park (Meridan Hill Section). To the east of the site is a mix of land designated for conservation purposes and residential development. A public park is being constructed immediately adjoining the southern portion of the site with residential uses dominating the wider area to the south-east. Directly south of the site is currently a construction site, but will ultimately comprise a 12.5ha Major Sports Park.
Site history	The site has historically been vacant and cleared former pine plantation.
Topography	The subject site is predominantly flat aside from the drainage channels and stockpiles for earthworks.
Vegetation	The majority of the site has been historically cleared for agriculture and forestry uses. There are some pine trees and other mature trees located sporadically throughout the site and there is established vegetation at the northern boundary of the site in the vicinity of Bells Creek North.
Road Frontages and Length	The subject site has frontage to the Bruce Highway to the west along the full western boundary. Lot 5 on SP353735 has frontage to Central Avenue where it currently ends to the west of Hawksbury Drive. Central Avenue is to be extended west to the Bruce Highway in due course, which will facilitate connection to Precinct 13. A new Bruce Highway interchange is to be constructed in the vicinity of the southwest corner of the site.
Services	The subject site comprises balance lots that have resulted from earlier stage of development in Aura. While the site does not have any property services connections, all civil services are available.
Waterways	There are several constructed drains that run through the site. Bells Creek North, located near the northern boundary, is identified on Queensland waterways for waterway barrier works mapping as "High" risk of impact waterway. Two lesser "low" risk of impact waterways are also mapped over the northern part of the site and have already been subject to prior approvals to approve the filling of them (2404-39802 SPD). The same approval requires the provision of compensatory fish habitat in Precinct 13.
Heritage Values	The site is not affected by heritage overlays and is not mapped as containing any matters of heritage significance.

2.3 Planning context

2.3.1 Overview

An overview for the planning context of the site includes the following:

Table 4: Planning Context

Instrument	Designation
Shaping SEQ 2023	
Regional Plan designation	Urban Footprint
PDA Development Scheme - The Caloundra South Urban Development Area Development Scheme (approved October 2011)	
Zoning	Industrial and business
Overlays/features	Community facilities - District centre Community greenspace network - Green space - Riparian Corridor Natural Values - Wetland and remnant vegetation Centres and transport network - Indicative local bus services Development constraints - Land affected by Q100 - Highway visual and acoustic buffer
Caloundra South Master Plan	
Application number	DEV2011/200/31 (Caloundra South Master Plan)
Land use areas	Land use areas: - Industry and business - Showroom - Highway buffer - Sport and recreation - Open space buffer
Locality	Central Locality
Precinct	Precinct 13

2.3.2 Caloundra South Priority Development area

The subject site is located within the Caloundra South Priority Development Area (PDA). The subject site is located within the northwestern corner of the PDA area, as demonstrated in the figure below.

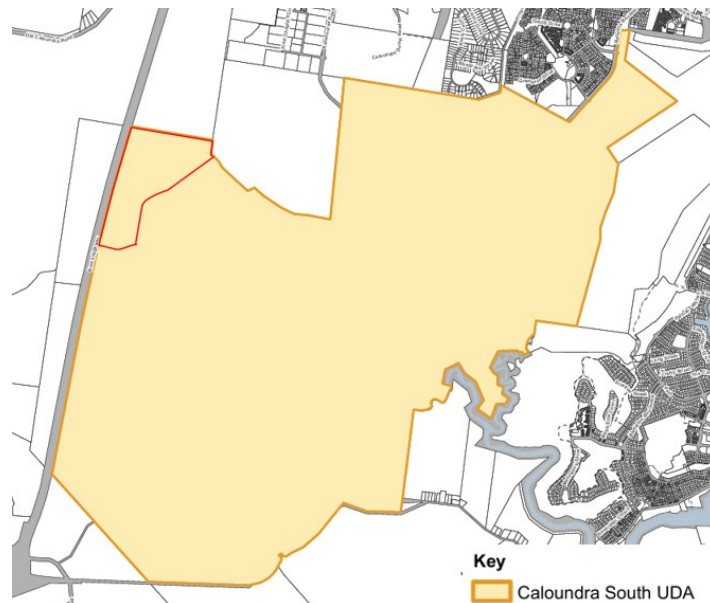
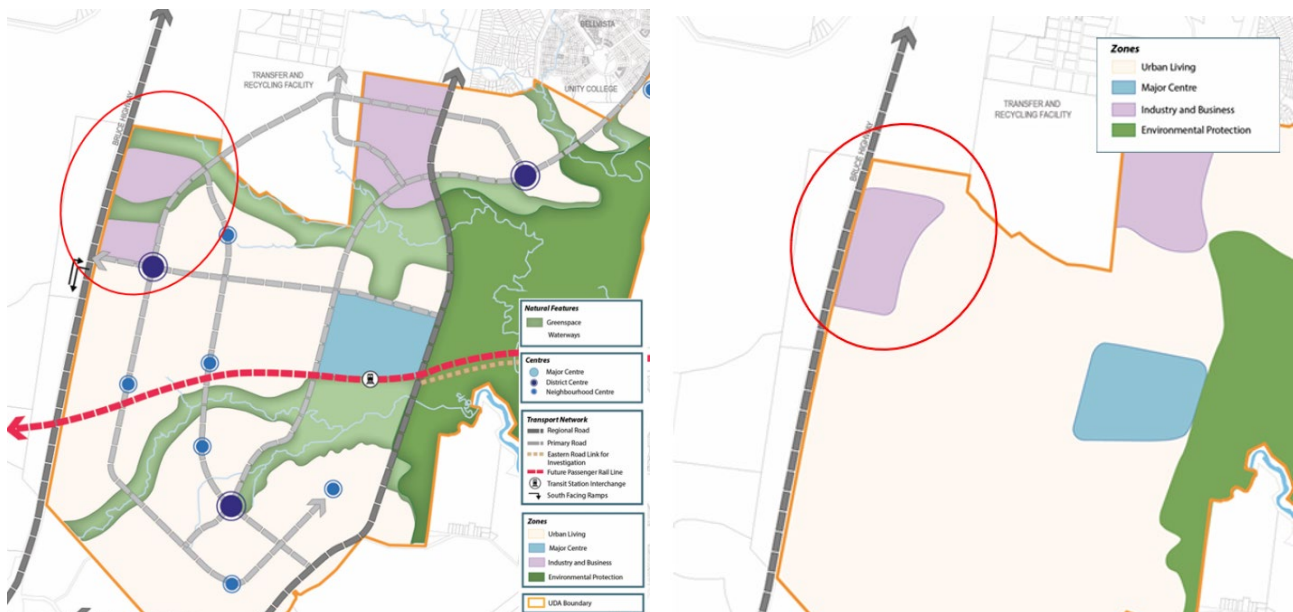


Figure 2 Caloundra South PDA (as declared by Regulation on: 02/03/2023)

The *Caloundra South Urban Development Area Development Scheme* (the Development Scheme) includes a land use plan which establishes the framework for subsequent development approvals over the land.

The zoning of the subject site and vision for the wider area under the Development Scheme is shown below.



Figures 3 and 4 PDA Vision and Development Scheme Zoning

2.3.3 Caloundra South Master Plan (DEV2011/200)

Pursuant to the Development Scheme, a Master Plan approval has effect for the full PDA (DEV2011/200). The Master Plan has been refined over time with the most recent and current change approval in 2024 (DEV2011/200/31).

The Master Plan establishes a greater level of detail for the PDA. It establishes an approved network of spatially allocated land uses, development entitlements and obligations, and provides guidance for the preparation, approval and implementation of development applications.

The Master Plan sets out the allocation of approved land uses and the development obligations for specific precincts including yields and GFAs. The obligations and entitlements for Precinct 13 are outlined below and are generally complied with, as discussed in detail in **Appendix L**.

Table 19
Development Obligations and Entitlements for Precincts 11-14

Precinct	Dwelling Yield ²⁵	Centres (GFA)	Industry and Business (GFA)	Community Facilities (maximum ha)	Open Space and Parks (maximum ha or metres)	Infrastructure other than stipulated in the IA's (maximum ha)
13	Nil	Nil	180,000 m ² Industry and Commercial Uses 20,000 m ² Showroom	Nil	Refer to LGIA	Nil

Figure 5 Master Plan development obligations and entitlements for Precinct 13

The Caloundra South Master Plan was approved having incorporated a thorough assessment of all components of the Caloundra South PDA Development Scheme. As such, development that is consistent with the Master Plan, can reasonably be considered to comply with the PDA Development Scheme and land use plan.

The Master Plan refined the mapping for the subject site, where the green networks bisecting the subject site were removed, a showroom land use was introduced along the southern extent, and the greenspace along Bells Creek North was maintained. The Master Plan land use areas plan is displayed in **Figure 6**.

The Master Plan also introduced localities and precincts which added further levels of refinement to the PDA in accordance with the overall planning intent.

As per the below, the subject site is identified within the Central Locality and Precinct 13. A thorough assessment of the proposal against the Master Plan content is provided within **Appendix L** and Section 7.3 of this report.

Map 25

Caloundra South Precincts



Figures 6 and 7 Master Plan Precincts and Land Uses; and Central locality – Master Plan

3 PRE-LODGEEMENT HISTORY

3.1 EDQ Pre-Lodgement Meeting

A pre-lodgement meeting with Economic Development Queensland (EDQ) was held on 02 June 2026. The key outcomes of this meeting were:

Planning matters:

- EDQ conceptually support the proposal.
- EDQ were accepting of the PoD approach and assessment levels.
- EDQ raised connectivity concerns regarding the truncation of the trunk connector road. Whilst the truncation was supported, it was sought that a road be continued from the point of truncation to allow for two-way instead of the two cul-de-sac heads initially proposed.
- EDQ were accepting of the inclusion of car wash definition and references to data centre uses within appropriately sized and located lots within the PoD document.
- It was discussed that the 3m shared path along the Bruce Highway could result in safety and security issues and CPTED will need to be considered. EDQ notes suggested flipping the road to the western side of Lots 3-10.
- EDQ noted that a 1.5m shared pathway should run along the ultimate road alignment for the trunk connector road.
- Public notification would not be required given the proposal will be in accordance with the Master Plan.
- EDQ will be the assessment manager and the application would be referred to the Sunshine Coast Council for comments and conditions.

Engineering matters:

- EDQ requested that a SIDRA assessment be provided in relation to the trunk connector/Central Ave intersection.
- Traffic modelling was discussed where it was requested that the relevant reporting corresponds with PoD limits and to specific uses on each site rather than the overarching use category for the area.
- The location of bus stops that will be provided on Central Avenue immediately to the south of Precinct 13 was discussed.
- Requirements regarding pedestrian crossings and cycle paths were discussed along the trunk connector.
- It was noted by EDQ that the drainage corridor adjoining the Bruce Highway may need to be discussed with Council.
- Flood modelling and phasing was also discussed.

Since the pre-lodgement meeting, the design concepts have been refined to address the matters above and appropriate reporting has been provided to inform the application, including:

- The extension of a temporary road solution providing road access along the truncated connector road to the second intersection. This avoids the need for one of the two turning heads initially proposed.
- Relocation of the shared path along the Bruce Highway boundary to the internal road. Only a maintenance track will remain adjoining the Bruce Highway.
- Continuation of the 1.5m footpath along the trunk connector road on the western side.
- Continuation of a 3m shared path along the unformed portion of the trunk connector road from the veloway.
- Designation of lots appropriate to contain a data centre.
- Location of designated crossing points along the trunk connector

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- The addition of left turn in and out arrows to clarify access egress from the large format retail site onto the trunk connector road
- The location of bus stops in close proximity to Precinct 13 (i.e., on Western Drive to the south of the site) have been shown on the overall Reconfiguring a Lot plan in **Appendix C**.
- A Traffic modelling update and Flood Risk Management Report have been provided including the specific detail requested.

4 PROPOSAL

4.1 Overview

Stockland seeks approval for the subdivision of the subject site at Precinct 13 in the Caloundra South PDA (Aura). The approval is sought to enable development of Precinct 13 in accordance with the intended use of the area. A Material Change of Use is also sought to enable development in accordance with a Plan of Development (PoD). The plans demonstrating the proposed subdivision are attached as **Appendix C** and the PoD is attached as **Appendix D**.

Approval is specifically sought for the reconfiguring of 2 part lots into 53 development lots including 51 light industry/ commercial sites, 1 retail/commercial site, and 1 x telecommunications lot. The application will also involve the creation of 1 x highway buffer lot, 2 x drainage lots, 1 x linear park lot, 2 x conservation lots, balance lot/s, and new roads.

The light industry/commercial and retail/commercial lots will occupy the central and southern portion of the site. These lots are buffered to the east, north and west where the site adjoins identified open space/conservation areas and the Bruce Highway buffer.

The southernmost portion of the site will contain the retail/commercial lot also referred to as the Bulky goods/retail lot and the large format retail lot. It is intended this lot include a left in/left out access/egress to the trunk connector road.

The western portion of the site adjoining the highway will contain the highway buffer lot and the large northern portion of the site will consist of conservation area. Between the conservation area to the north and the light industry/commercial lots, there will also be a local linear park and two drainage reserves.

The southwestern corner of the site is to be dedicated for road widening of the Bruce Highway to facilitate a new interchange.

The subdivision overview is visible in the excerpt below:

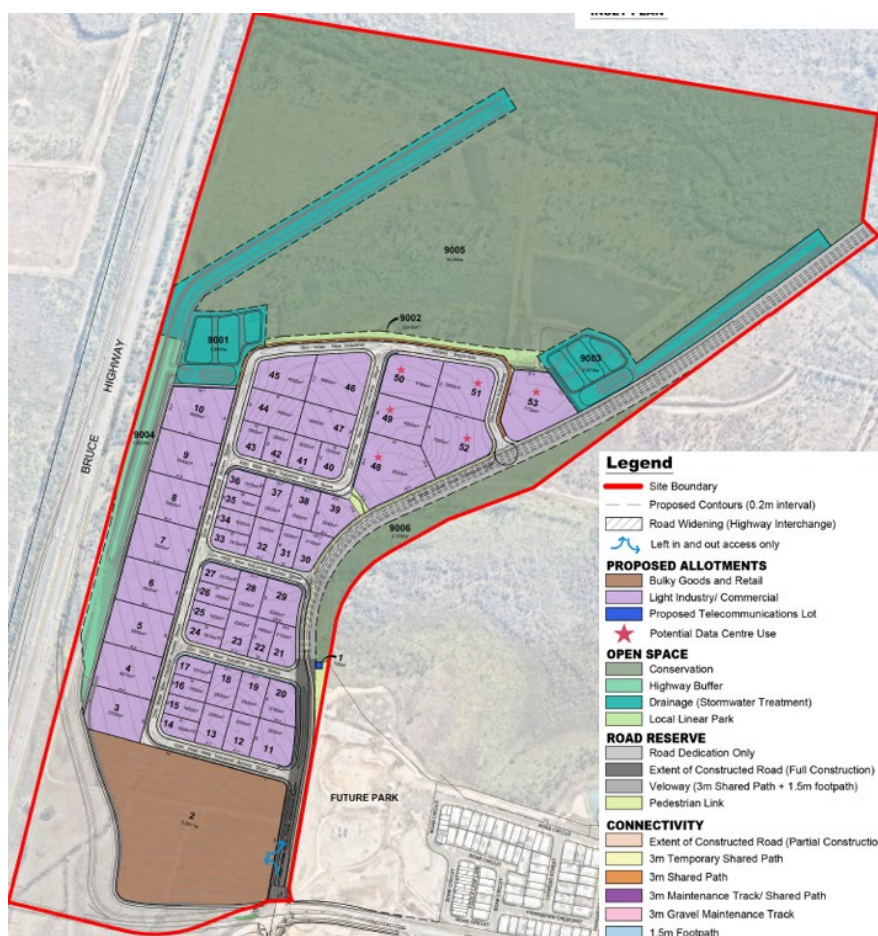


Figure 8 Proposed subdivision layout

4.2 Reconfiguration of a lot

4.2.1 Lot mix and yield

The proposed Precinct 13 subdivision involves creation of 53 lots for development, including one lot at the southern end of the Precinct (adjoining the future highway interchange) intended for retail/commercial purposes (such as showrooms, hardware store, service station and/or food and drink outlets), 51 lots intended for business/industrial purposes, and 1 lot for telecommunication purposes. Lots are also proposed for stormwater drainage purposes, the highway buffer, and balance land.

Lot mix is summarised in the table below.

Table 5: Development Summary

Lot	Intended land use	Yield	Land area	Percentage of PoD
Lot 1	Telecommunications	1 Lot	0.001ha	-
Lot 2	Retail/commercial (bulky goods/retail)	1 lot	5.281ha	6.5%
Lot 3 to 53	Light industry/commercial	51 Lots	17.716 ha	22.0%
Lot 9001 and 9003	Drainage	2 lots	5.533 ha	6.9%
Lot 9002	Linear park	1 Lot	0.552 ha	0.7%
Lot 9004	Highway buffer	1 Lot	1.904 ha	2.4%
Lot 9005 and 9006	Conservation	2 Lots	36.538 ha	45.3%

The proposed subdivision layout is shown on RPS dwg. no. 17546-12 rev L appended to this report.

4.2.2 Staging

The project will be undertaken in stages to enable the release of lots in line with market demand and with the timing of construction completion. The proposed staging boundaries are shown on RPS dwg. no. 17546-11 rev J appended to this report. An extract of this plan is shown in **Figure 9** Proposed lot layout and staging.

Components such as the connector road, the highway buffer, and the detention basin lots are intended as separate stages to enable flexibility as to when dedication occurs.

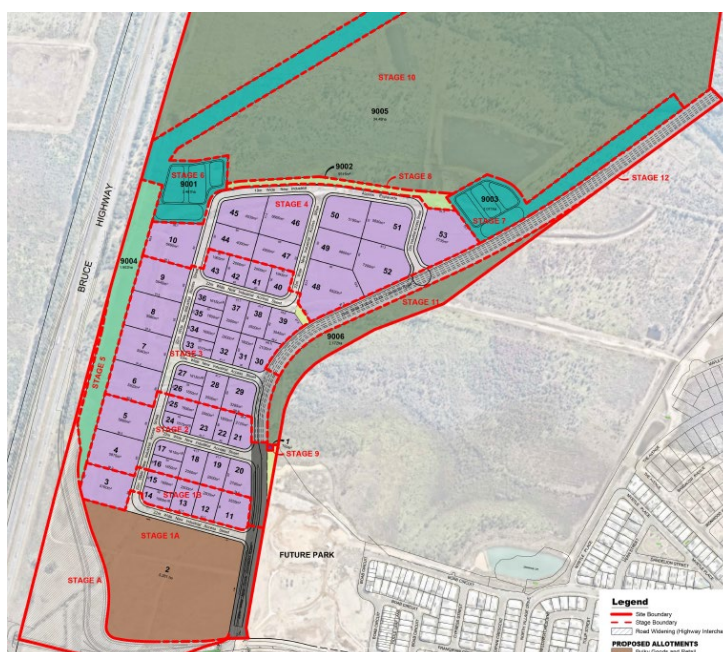


Figure 9 Proposed lot layout and staging plan extract

4.2.3 Road hierarchy

The proposed road network will consist of a trunk connector road and a series of industrial access streets to be constructed progressively in line with the proposed staging.

It is proposed to construct the carriageway of the trunk connector road in part only, to the extent sufficient to enable access to the proposed development. It is proposed that the connector road will be constructed to the full standard in Stages 1A and 2, and will be partially constructed to an interim standard/width to allow for an interim access solution as part of Stage 3. This partial extension into Stage 3 is over and above the requirements of the Caloundra South PDA Local Government Infrastructure Agreement (LGIA).

The provision of this road is consistent with (and in fact exceeds the minimum requirements of) the LGIA, where the ultimate construction of the extension beyond Stages 1A and 2 is provided for by others. A detailed assessment of the development against the mapping, land, and works contribution requirements of the LGIA provided in Section 7.4 of this report.

This extent of partial provision of the trunk connector road carriageway will ensure the three southernmost industrial access streets will have direct connection to the trunk connector road. A temporary turn-around head will be provided to the fourth (northern most) industrial access street, as an interim solution until the ultimate road carriageway construction occurs by others. This represents a reasonable outcome in terms of balancing access and permeability for the precinct, recognising that construction of the full trunk connector is not required of the applicant under the infrastructure agreement for the PDA.

It is noted that the portion of Central Ave that will provide a connection to Precinct 13 (the stretch to the southeast of the site) is not being provided through this application but through DEV- 2026-CAS-4997.

The proposed road network is shown within the figure below:



Figure 10 Proposed road network

4.2.4 Active transport

With regard to alternative modes of transport, it is proposed to construct a network of footpaths and shared paths throughout the development. A 2.5 metre wide shared path is proposed through the development

running from Central Ave up the trunk connector and then through the internal layout to the north before connecting with the 3 metre wide shared path that runs along the frontage of the linear park. 1.5 metre wide footpaths also run throughout the internal road layout of the development providing footpaths on at least one side of every road.

As a temporary solution, a 3 metre shared path will run along the portion of the unformed trunk connector, providing shared access to the north of the development in advance of the final road formation. 3 metre wide maintenance track will also run along the southern and western outskirts of the development area adjoining the Bruce highway and interchange.

Where the trunk connector is being constructed to its full extent, a 1.5 metre footpath and 3 metre wide veloway will be constructed. Along this portion of road two crossing points are located prior to each intersection.

The connectivity plan is visible below:



Figure 11 Proposed connectivity network

4.2.5 Public transport

Approved development on the southern side of Central Avenue will include provision of bus stops (northbound and southbound) on the trunk connector road on the southern approach and departure from the Central Avenue intersection.

These existing bus stops are in close proximity to the Central Ave/Trunk Connector intersection and will provide public transport stops within close proximity to the retail/commercial site at the southern end of Precinct 13.

4.2.6 Landscaping / Open Space

A Landscape Master Plan has been prepared for the precinct. This includes street cross sections identifying the nature of landscape treatments that will be provided to streetscapes, and includes details of landscape planting proposed to open space areas including a highway buffer, stormwater drainage infrastructure, and interfaces with the balance land conservation areas. Key aspects of the landscape master are summarised below.

4.2.6.1 Highway buffer

The proposal includes a highway buffer in the west of the site along the Bruce Highway boundary. The highway buffer will have a width of 40m within the site.

The buffer will be consistent with the requirements of the LGIA. The definition for a Highway Buffer in the LGIA acknowledges the need for a visual and acoustic buffer to the Bruce Highway. Regarding acoustic buffering, an acoustic barrier (i.e. acoustic mound or acoustic fence) is **not** necessary, given the proposed uses are industrial/commercial and not sensitive to highway noise. This has already established in the Noise Assessment approved as part of the P11-14 PDA Development Approval (DEV2018/987).

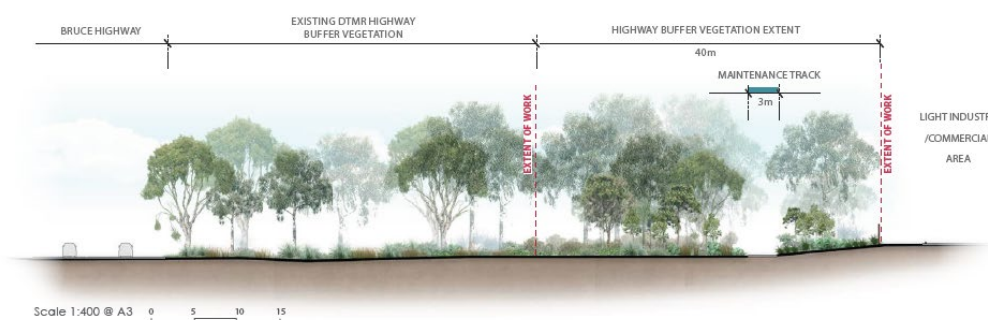
With regard to visual mitigation, the landscape planting proposed will include species specifically selected to create an effective visual buffer to screen Precinct 13 from view of the Bruce Highway. The buffer will be provided in addition to the existing planted DTMR buffer. Refer to **Appendix E** for cross sections and species selection for the buffer and to Section 7.4 of this report for a detailed assessment against the LGIA.

The highway buffer cross section includes a vegetated swale, which is necessary to satisfy fish passage and compensatory habitat requirements under Department of Primary Industries (DPI) (formerly Department of Agriculture and Fisheries (DAF)) permit conditions (ref: 2404-39802 SPD) for the site. Under the permit, Stockland is required to provide compensatory fish habitat. The width of the swale channel has been determined based on fish passage requirements.

A 3 metre wide gravel maintenance track will be provided along the eastern edge of the highway buffer to provide for ongoing maintenance.

Cross sections through the highway buffer are provided below. Refer to the appended Landscape Master Plan of **Appendix E** for greater detail.

TYPICAL SECTION A - HIGHWAY BUFFER TYPE A



TYPICAL SECTION A - HIGHWAY BUFFER TYPE B

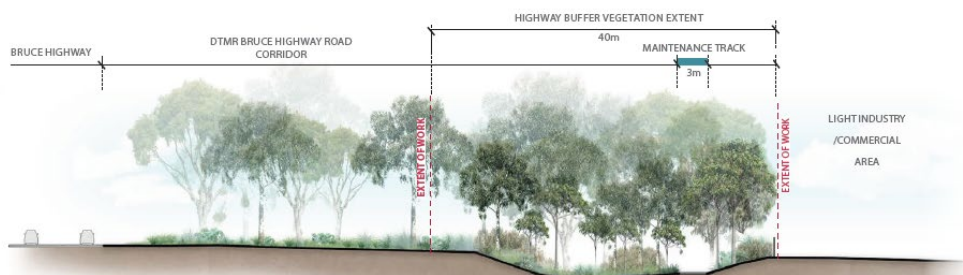


Figure 12 Highway buffer cross sections

4.2.6.2 Streetscapes

The landscape master plan includes cross sections for the trunk connector road, typical internal roads and the northern esplanade road. Provision for verge planting will ensure attractive streetscape outcomes as shown in the figure below (showing the trunk connector). The landscape master plan includes a typical planting palette. Refer to the appended Landscape Master Plan for greater detail.

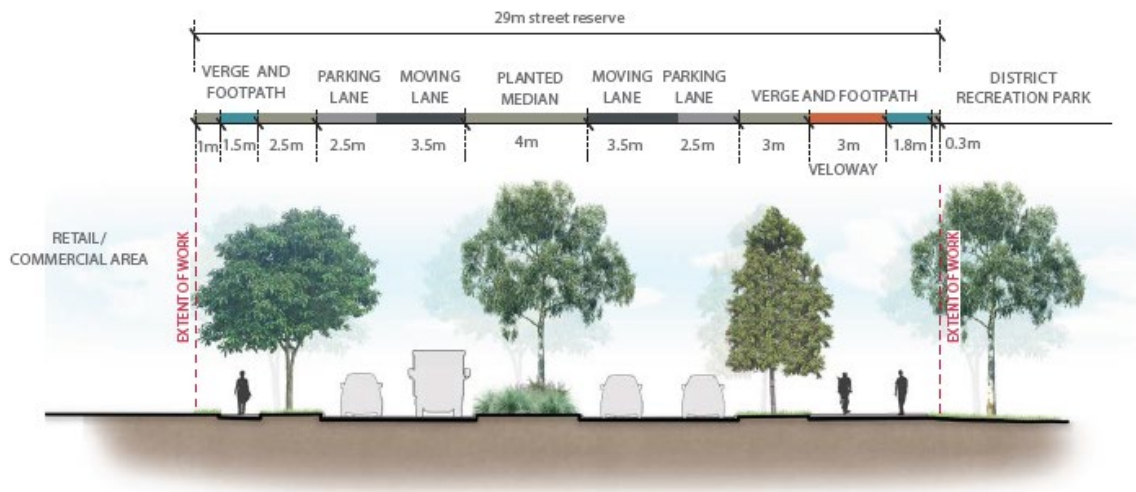


Figure 13 Trunk connector cross section

4.2.6.3 Linear park

Open space provision as part of Precinct 13 primarily comprises dedication of balance conservation lands as open space. The proposal plans identify provision of a small area of local linear park at the interface between the northern esplanade road and lot 9005 conservation area. This is provided in order to ensure an attractive interface to the conservation land. The Local Linear Park proposed has an approximate area of 5,515m². This park is appropriately sized for the industrial/commercial context particularly given that it provides the interface to and is contiguous with the adjoining conservation area to the north.

A detailed assessment of the Linear Park provision within Precinct 13 is provided within Section 7.4.1.

4.3 Plan of Development (PoD)

4.3.1 Overview

To facilitate development of the proposed Precinct 13 lots, a Plan of Development (PoD) has been prepared in accordance with the requirements of the approved Caloundra South Master Plan (DEV2011/200/31). The PoD identifies sub-precinct intents, describes the development that may occur and provides the assessment criteria that development must meet in any future assessment process. It presents another layer of refinement to assist in achieving the planning intents for the area.

The PoD forms one element of the overall approval framework relevant to Precinct 13. The PoD provides for development to occur through:

1. **Approved Development (No Further Assessment):** development in accordance with Plans and Development Controls comprising Exempt development, which may proceed to operational works and building works approvals;
2. **Approved Development (Compliance Assessment):** development in accordance with the PoD subject to Approved Compliance Assessment Process; and
3. **Certification of Operational Works:** certification of operational works is undertaken in accordance with the Certification Procedures Manual.

The structure of the PoD and approval pathways align with what has previously been approved in Aura previously through for example through Stage 22A in Precinct 4.

4.3.2 Sub-precincts

The land within the subject site will be split between 3 sub-precincts with Sub-precinct 13.1 relating to the retail/commercial lots in the southern portion of the site, Sub-precinct 13.2 relating to the business/industrial sites, and Sub-precinct 13.3 relating to the land outside of the primary urban development area including highway road widening, highway buffer, drainage, linear park, Telecommunications lot and conservation lots.

The lot layout and sub-precincts are visible in the sub-precinct plan excerpt below and in **Appendix C**.

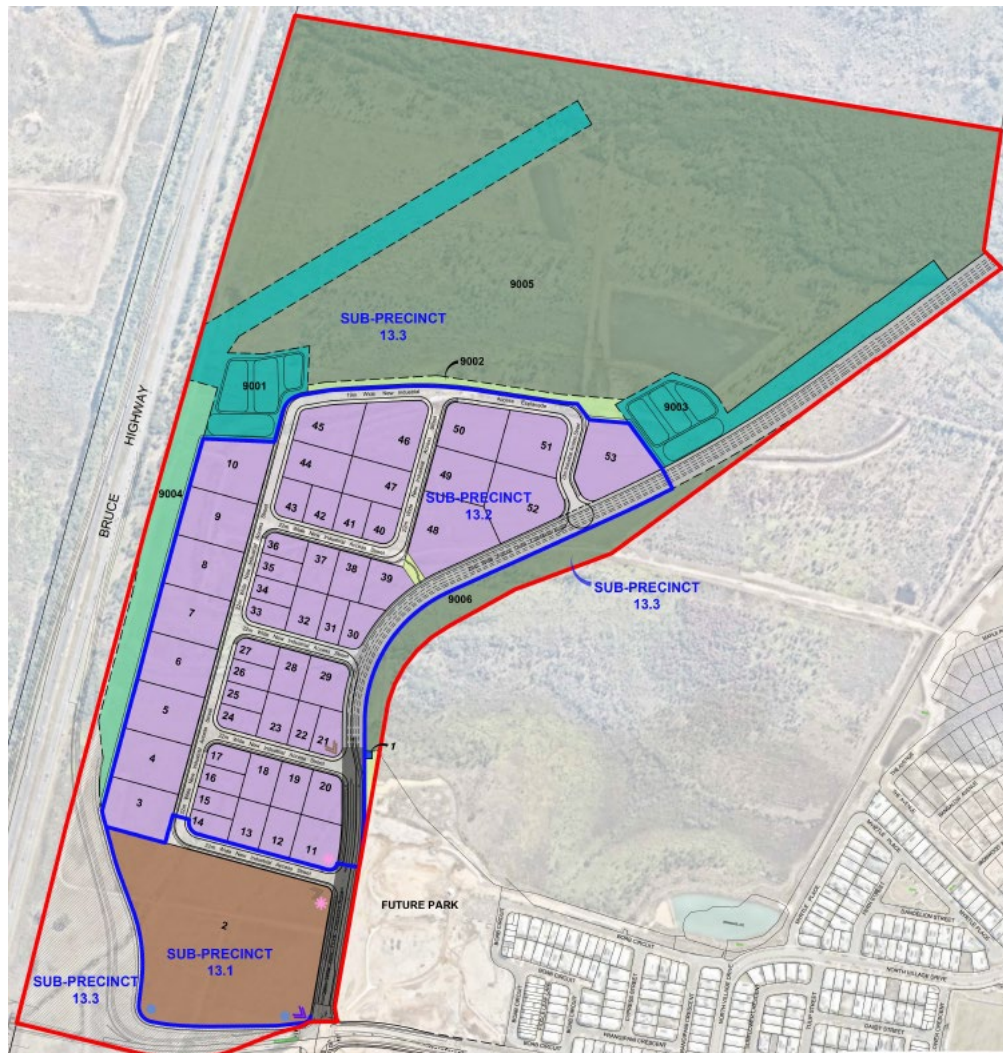


Figure 14 Proposed lot layout and sub-precincts

Precinct intents include:

4.3.2.1 Sub-Precinct 13.1

Sub-Precinct 13.1 seeks to deliver a range of commercial development including hardware centres, bulky goods centres and/or ancillary and incidental uses, retail related uses and a service station. Located in the proximity of the Bruce Highway interchange, the intention is that this portion of the development provide an attractive road edge as a gateway to Aura.

The sub-precinct provides for fast food and food premises, service station, car washes, and for a wider range of commercial, industrial and retail uses across this lot.

4.3.2.2 Sub-Precinct 13.2

Sub-precinct 13.2 provides for the light industry and commercial uses which is the predominant use of the area that aligns with the underlying zoning and Master Plan land use areas. It comprises a range of

industrial, business and training uses with limited non-industrial and community use where provided within the thresholds of the PoD.

Specific provision has been provided in the PoD for a data centre in this sub-precinct across the larger lots in the north-east corner.

The intention is that design and building orientation positively contribute to the visual amenity of the surrounding landscape and achieve a high standard of industrial urban design.

4.3.2.3 Sub-Precinct 13.3

Precinct 13.3 predominantly provides for the open space areas of the development with some provision for recreation and leisure activities but with no provision for development activities (outside of the telecommunication lot) within the PoD. The primary means for this precinct is for parks, buffer areas conservation and stormwater management.

4.3.3 Design criteria

The PoD includes design criteria, which will be applicable to proposals that require compliance assessment. The design criteria include provisions covering:

- Cumulative **gross floor area limits** (as set out in the approved Master Plan) including:
 - Industrial and commercial uses (excluding Showroom) – maximum 180,000m²
 - Showroom use – maximum 20,000m²
- **Building height** limits (typically 15 metres, except for some particular locations identified as potential data centre sites where building height of up to 30 metres is proposed on the sites furthest from the Bruce Highway)
- **Site cover** limits (of 70% in sub-precinct 13.2)
- **Setback** requirements to front, side, rear boundaries and secondary frontages
- **Built form design**, including requirements to address street frontages, to provide variation and articulation in façade designs, screen loading areas, etc.
- **Parking and access** requirements (including rates for carparking provision)
- **Land uses** permitted (including provision for associated or ancillary uses up to 25% of building GFA)
- **Environmental** parameters (such as regarding noise generation, air quality emissions, light spill, and rainwater capture)
- Design controls, for including for sites with interface to the highway interchange, and for specific uses.

4.3.4 Frontage classifications

The PoD provisions place significant emphasis on ensuring appropriate amenity and visual appearance outcomes, particularly for development visible from higher order roads. The PoD includes classification of the various street frontages throughout the development area, including: Interchange Frontages, Trunk Connector Frontages, Highway Buffer Frontages and Open space frontages.

The PoD has incorporated standards associated with each frontage to be assessed through the compliance assessment process to ensure that building and site design appropriately addresses each frontage. Such measures include, setback requirements, landscaping requirements (i.e., for parking areas), architectural articulation, material and facade variations, direction on window placements and direction on signage.

Frontage classifications are shown on the PoD plan extract below.

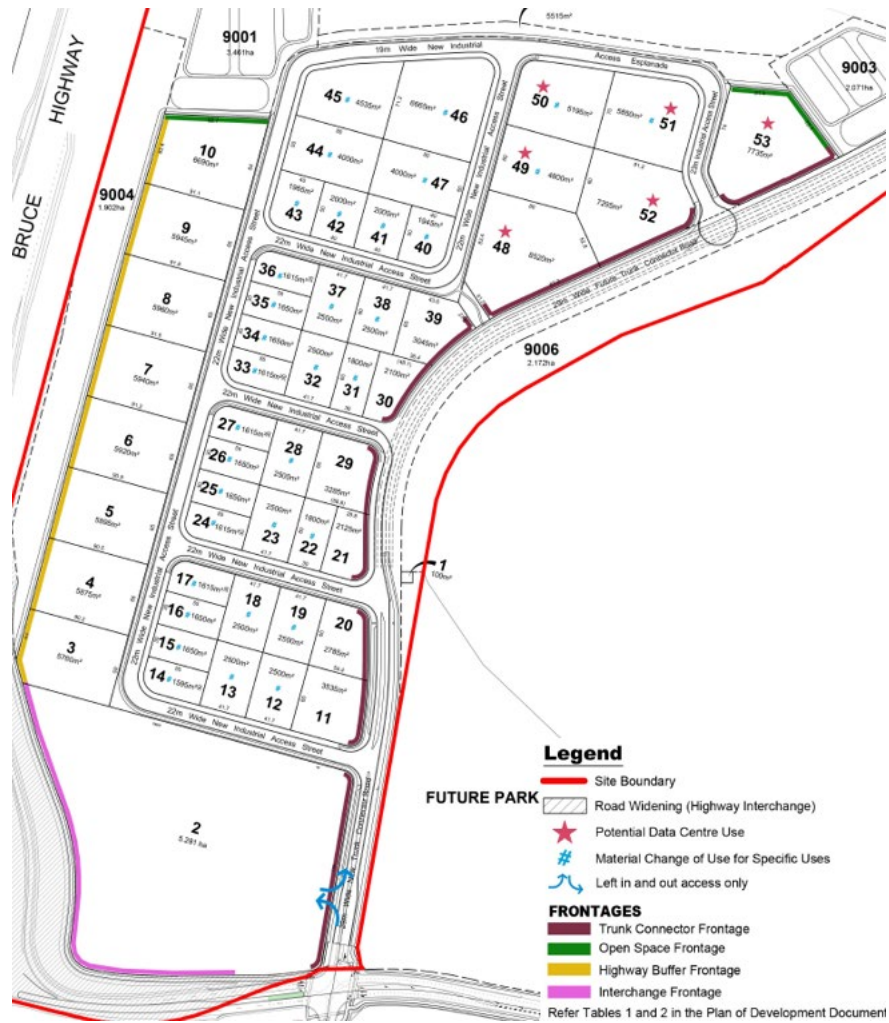


Figure 15 Proposed PoD frontages

5 TECHNICAL AND SPECIALIST ASSESSMENT

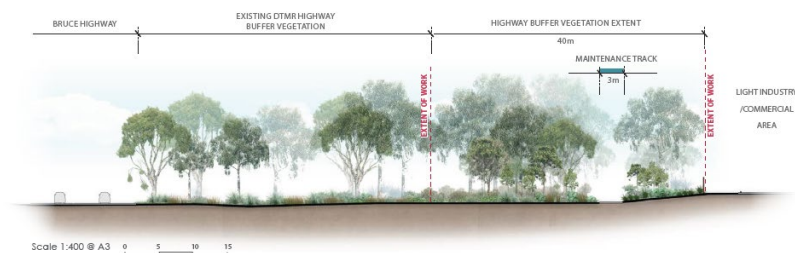
5.1 Landscape master plan

The Aura Precinct 13 Landscape Masterplan has been prepared by CUSP and is attached as **Appendix E**. It details the provision of landscaping across public land within the subject site.

The landscaping plan provides cross sections for each type of road, the highway buffer (including the vegetated swale), and includes the local linear park. The document includes a planting palette for street trees and the swales. The planting palette has been designed to include vegetation that reflects the broad vegetation groups of the area as well as other bioretention appropriate plants for the swales.

Excerpts from the cross sections for the swale and buffer adjoining the highway are displayed below for reference along with excerpts from the typical road sections.

TYPICAL SECTION A - HIGHWAY BUFFER TYPE A



TYPICAL SECTION A - HIGHWAY BUFFER TYPE B

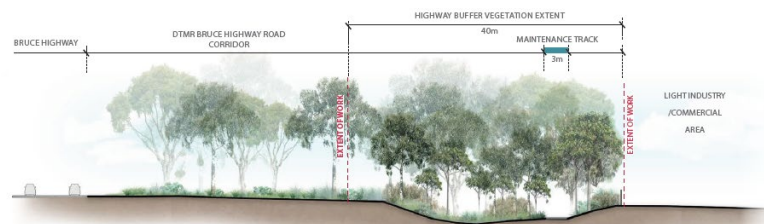
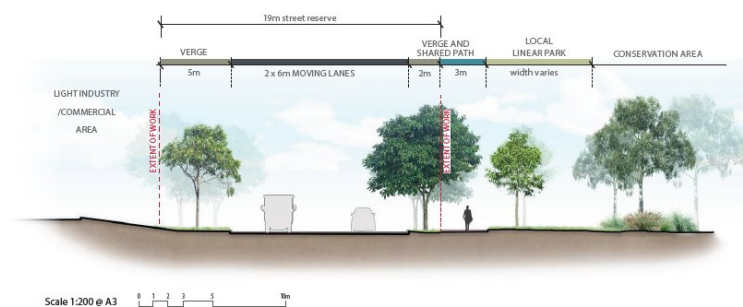


Figure 16 Highway Buffer sections

TYPICAL ROAD SECTION C - INDUSTRIAL ACCESS ESPLANADE



TYPICAL ROAD SECTION D - INDUSTRIAL CONNECTOR ROAD



Figure 17 Road sections

Refer to the Landscape master plan prepared by Cusp at **Appendix E**.

5.2 Engineering services report

An engineering services report, prepared by Egis is included at **Appendix F**. The report includes bulk earthworks concept design, road network design concepts, and identifies stormwater management and water and wastewater servicing strategies for the Precinct 13 development. The report provides design solutions to confirm that the development can be serviced in line with the relevant engineering servicing guidelines.

A Final Precinct Network Plan (FPNP) has been provided as **Appendix G**; however, this is intended for information purposes only and is not intended for assessment through this process. Rather, the FPNP is to be assessed by Unitywater as part of a post approval process.

Key aspects of the engineering services report are summarised below.

5.2.1 Bulk earthworks

The report includes concept earthworks plans. The earthworks plans reflect key requirements including:

Flood immunity

The earthworks concepts ensure that the minimum finished earthwork levels for allotments will achieve 500mm freeboard to the 1% AEP (100 year ARI) peak flood level. The levels consider increased rainfall intensity and sea levels for climate change to a planning horizon of the year 2100.

The lots and roads are designed for immunity to the 1% AEP (100 year ARI) peak flood level with climate change.

Geotechnical

Regarding geotechnical matters, the reporting notes that subsurface conditions include topsoil to 150mm to 250mm overlying silty and clayey sands. Some extremely weathered sandstone of very low strength was encountered at 5.5m to 8m depth and groundwater seepage was encountered between 1m and 5m depth.

The reporting also notes that the majority of material won from excavations will generally be suitable for reuse in bulk filling in a controlled manner. The site classification for the site was noted to be Class S under normal soil conditions.

More information is available in **Appendix F**.

Frog habitat

There are a number of Wallum Sedge Frog habitats to be retained across all the Precincts of Aura, including along the northern and eastern boundary of Precinct 13, where Wallum Sedge Frog habitat traverses the riparian zones of Bells Creek North.

The report notes that the proposed earthwork concept designs are consistent with the phasing and construction requirements of the existing *Wallum Sedge Frog Management Plan – May 2020 (Stockland)* for the site (submitted previously to the Department of Environment and Energy). Where recreated habitat is delivered prior to the removal of existing habitat zones the discharge of stormwater (both construction and developed) will be managed to ensure that runoff does not compromise Wallum Sedge Frog habitat.

Fish passage

The report notes that compensatory fish habitat is required in accordance with State Approval 2404-39802 SPD. This is to be provided via the meandering low flow channel as per the approved Aura Brook Design. The proposed engineering plans accommodate the fish passage requirements.

5.2.2 Road network design

The engineering services reporting notes that Precinct 13 will contain trunk industrial connectors, industrial access esplanades and industrial access streets. With the Precinct also fully serviced with pedestrian and off-road bicycle networks to generally comply with the LGIA.

The report notes that access is provided to Precinct 13 via a new Industrial Collector Street that will connect to Central Avenue. Three connections will be made off this road along with a pedestrian access. The report

notes that it is anticipated that an additional connection will be provided off this an extension will be provided to this road in the future.

Further details regarding the road network and traffic impacts are discussed in section 4.2.3 and 5.5 of this report.

5.2.3 Wastewater and water

Water and Wastewater have been modelled and the estimated population is noted to be less than assumed in the Infrastructure Master Plan.

With regard to water, a DN200 water main is proposed to be situated in the Industrial connector road with a dual DN150 water reticulation network proposed throughout the rest of the precinct.

With regard to wastewater, a DN250 gravity sewer extending from Precinct 13 and connecting into the existing DN355 stub immediately to the east in Precinct 12 (MH5365191). DN160 internal gravity sewer mains are then proposed internal to the development.

More detail is available in the Engineering services report prepared by Egis at **Appendix F**.

5.2.4 Utilities

As per previous precinct developments within Aura, electricity and telecommunication services are proposed to be co-located on a standard alignment within a road corridor 0-900mm from the property boundary, subject to detailed design and conditions of approval.

5.3 Stormwater Management

Egis Consulting Pty Ltd has prepared this Stormwater Management Plan (SMP) in support of the proposal. It is included at **Appendix H**.

The site currently drains to the north towards Bells Creek North and Bruce Highway flows also enter the site. There is an interim decanting/peak flow mitigation basin within the site. Which will be replaced by the proposed development with revised conveyance measures.

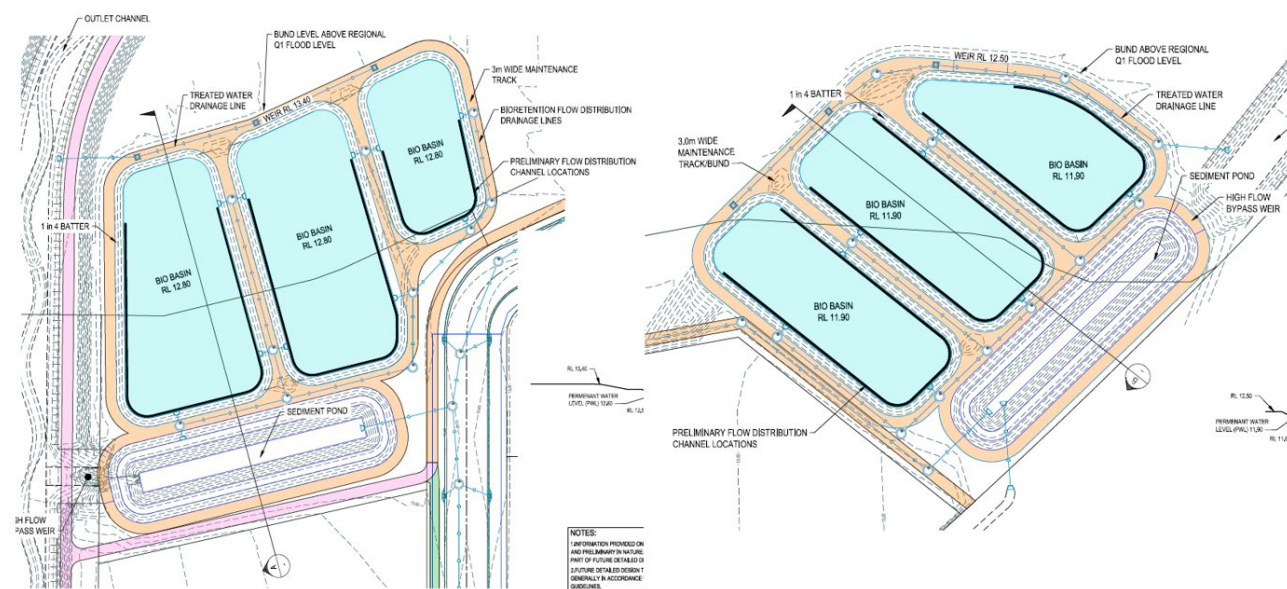


Figure 18 Conceptual Stormwater WSUD Design (Egis)

The WSUDs then discharge via swale to through the conservation area to the north and directly into Bells Creek North.

The proposed WSUDs are to be located to the north of the development area between the light industry/commercial land and the conservation area adjoining Bells Creek North. The locations have been determined to avoid the Wallum Sedge Frog Habitat to the east of the development. Flows from the Bruce Highway are proposed to be diverted north via the western channel. This western channel will also provide for the compensatory fish habitat.

The strategy also includes the use of rainwater tanks and litter baskets as initial treatments applicable to future commercial and industrial development within Precinct 13 in accordance with the Aura Development Stormwater Management Plan.

The stormwater management strategy includes a proposed stormwater quality management strategy utilising sediment basins and end-of-line bioretention systems to treat runoff prior to discharge into Bells Creek North. The sediment basins and end-of-line bioretention systems (or WSUDs) are located to the north of the development area on either side of the proposed linear park as displayed below:

The outcome of MUSIC modelling noted that the proposed strategy met or exceeded the requirements for stormwater treatment and the management of pollutants.

Further detail regarding the stormwater strategy is provided within **Appendix H**.

Overall, the report and associated plans demonstrate that the proposed stormwater quality management strategy adequately mitigates potential adverse impacts in relation to stormwater runoff and achieves the adopted stormwater quality objectives applicable to the Bells Creek catchment.

5.4 Flood Risk Management Report

BMT has prepared flood reporting and modelling for the Aura PDA over the past 15 years. This Flood Risk Management Report is an update to acknowledge several upcoming developments: Precinct 13, the Western Detention Basin and the Bruce Highway Interchange. The report includes a Hydrologic model and a Hydraulic model.

In accordance with the hydraulic model results, the development area of Precinct 13 is essentially free of flooding. Some flooding is noted to affected the low-lying areas within conservation land adjoining Beels Creek North. The report specifically notes that flood impacts from the revised design are generally minimal with most exceedances within drainage corridors.

The flood mitigation strategy includes dedicated flood detention storage to be provided via the Western Detention Basin to the western side of the Bruce Highway, flood conveyance measures, and the finished ground level within the PDA area will also be raised above the 1% AEP to achieve flood immunity.

The reporting notes that the recent investigations with the revised design elements have not led to notable changes in flood impacts from previous reporting, and that the updated designs have led to improvements in flood impacts external to the PDA. Overall, the report concludes that flood risk is manageable and that the design provides acceptable flood performance for the proposed development. Refer to the Flood risk Management Report, prepared by BMT at **Appendix I**.

5.5 Traffic Impact Assessment

The Traffic Impact Assessment (TIA) prepared by Egis (**Appendix J**) examines the proposed subdivision layout, traffic generation, intersection performance, and the proposed mitigation measures. The report utilises a 2032 base year and a 2042 horizon year for performance testing of intersections.

The assessment relating to the intersections included an investigation for the need of turning treatments and intersection controls for Intersection 87 and the internal road network intersections with the North South Industrial Connector. For the internal road network, the assessment found no need for additional turning treatments at this stage and the intersection proposed with Central Ave was found to perform within EDQ and SCC requirements.

The report notes several recommendations in relation to road safety including the provision of:

- Footpaths on at least one side of the roads
- The installation of appropriate signage
- Pedestrian crossing infrastructure (subject to detailed design)
- Compliant kerb ramps with tactile ground surface indicators
- No-standing zones near intersections
- Turning radius minimisation where appropriate to help reduce vehicle speeds
- Turning and U-turn radii suitable for large vehicles, including B-doubles

The key findings were that the access network appears to be able to function under the tested future scenario (with the recommendations noted) and that the proposed land uses are supported from a transportation perspective.

5.6 Environmental Assessment Report

This report discusses the approvals and permits that are required to facilitate the proposed development. It focuses on Precinct 12 and 13.

The assessment includes a review of existing plans, documents and approvals applicable to the subject site.

The site is noted to be affected by several environmental constraints including mapped vegetation, waterways, frog habitat, bushfire hazard and acid sulfate soils; however, the site, and the wider PDA area, have been subject to extensive investigations, reporting and approvals prior to this application being submitted.

The report provides a detailed summary of the constraints and existing approvals. Notably, an EPBC Approval has been obtained for the Master Plan area (2011/5987), and management plans, such as the Wallum Sedge Frog Management Plan, have been established under this approval. Any proposed works must be undertaken in accordance with this approval and the consequential management plans. It is understood the proposed development complies with the Wallum Sedge Frog Management Plan.

In particular, it is noted that a Protected Plant Clearing Permit would not be required (although except notification would be required), and waterway barrier works approvals would not be required (due to the previous approval covering this area - 2404-39802 SPD). It is noted that compensatory fish habitat is required to be provided in accordance with this same approval. The design of this compensatory fish habitat and the stormwater management (WSUD) outlet are expected to meet the requirements of the relevant conditions within 2404-39802 SPD. The approval for 2404-39802 SPD and the associated approved plans are also included in **Appendix K**.

The report notes that the bulk of environmental approvals have already been obtained for the subject site as part of wider master plan approvals and investigations. The works proposed through this application will be required to adhere to these requirements and a review of final designs will be required in several circumstances to ensure compliance.

There are several actions required to ensure the requirements from underlying approvals are met; however, these matters can be undertaken in the next steps in the process as part of the forthcoming construction design phases. The key actions include: A Frog Compliance Team will need to provide a formal review and signoff of the construction designs; a review will be required of the final design of the compensatory fish habitat and works will need to be inspected during construction; and an exempt clearing notification will need to be submitted under the Nature Conservation Act 1992. An expanded list and other relevant detail is available in the Environmental assessment, prepared by SMEC is included at **Appendix K**.

6 LEGISLATIVE REQUIREMENTS

6.1 Landowner's consent

Owner's consent to the making of this application is provided at **Appendix B**. The consent relates to the current land parcels properly described as part of Lot 505 on SP357764 and part of Lot 5 on SP353735.

6.2 Assessment manager

Development applications for PDAs are assessed by EDQ DA on behalf of the Minister for Economic Development Qld (MEDQ).

In accordance with Chapter 3, Part 4, Division 3 of the *Economic Development Act 2012*, this PDA development application is made to the MEDQ.

6.3 Planning framework and assessment overview

Section 87 of the *Economic Development Act 2012* identifies the matters that MEDQ is to consider in making a decision on any development application. These are outlined and addressed below:

- **Main purpose of the Act** – the proposed development is consistent with the purpose of the Act to 'facilitate economic development, facilitate development for community purposes, and the provision of premises for commercial or industrial uses, in the state'. This proposal facilitates the development and delivery of a commercial and light industrial precinct, providing significant economic development within the region and the State.
- **Any relevant state interest** – the state interests the MEDQ can consider are very broad and are adequately addressed in the Development Scheme and previous master plan approvals that relate to the site. Notwithstanding this, a suite of reporting has been prepared to accompany the application and to inform the underlying Master Plan and it is considered that all relevant matters have been addressed.
- **Any submissions made about the application during the submission period** – whether public notification is required is at the discretion of EDQ. It is anticipated that public notification will not be required.
- **The Development Scheme** – compliance with the Development Scheme has been achieved and demonstrated in **Section 7.2** below.
- **Any PDA preliminary approval in force for the relevant land** – the proposed development has taken into account the approved Master Plan (DEV2011/200/31). Compliance with the Master Plan is demonstrated in **Section 7.3** below.
- **Any preliminary approval under the Planning Act in force for the relevant land** – no preliminary approval under the Planning Act is in force for the land.

6.4 Level of assessment

The subject site is located within the Industrial and Business Zone under the *Caloundra South Urban Development Area Development Scheme*. In accordance with Table 2 of the development scheme the proposal is **Column 3A Permissible Development**.

The proposal does **not** include any Column 3B uses that would constitute prohibited development.

6.5 Public notification

The *Caloundra South Urban Development Area Development Scheme* (section 3.2.10 Notification requirements) outlines that public notification is required if the application:

- includes a proposal for development which does not comply with the zone intents;
- is accompanied by a context plan required under section 3.2.8;
- is for development which, in the opinion of the ULDA, may have undue impacts on the amenity or development potential of adjoining land under separate ownership, including development for a non

residential use adjacent to land approved for or accommodating a residential use in the urban living zone; or

- if the development application is for a use, a size or nature which, in the opinion of the ULDA, warrants public notification.

The proposed development aligns with the underlying zone intent and proposes development that is in accordance with the underlying PDA Master Plan. As such, we anticipate that public notification need not be required. This was confirmed at the pre-lodgement meeting with EDQ.

7 STATUTORY PLANNING ASSESSMENT

7.1 Overview

This section assesses the application against relevant assessment benchmarks. The assessment follows the framework including the *Caloundra South Urban Development Area Development Scheme*, the overarching Master Plan that covers the full site (DEV2011/200/31), the relevant infrastructure plans and infrastructure agreements that are relevant to the site, and the applicable PDA Guidelines.

The Caloundra South Master Plan was approved following a thorough assessment against the *Caloundra South Urban Development Area Development Scheme* and was approved on this basis. As such, where the proposal complies with the Master Plan, it is considered to comply with the Development Scheme. In any case confirmation of compliance with the Development Scheme is provided below.

Consistency with all relevant documents is addressed in further detail below.

7.2 Caloundra South Urban Development Area Development Scheme

7.2.1 Vision

The vision statement for the Caloundra South Development Scheme (the Development Scheme) is split into 6 key themes supported by a map. The map is pictured below. An assessment against the 6 key themes is provided in **Appendix M**.

Map 2 - Vision

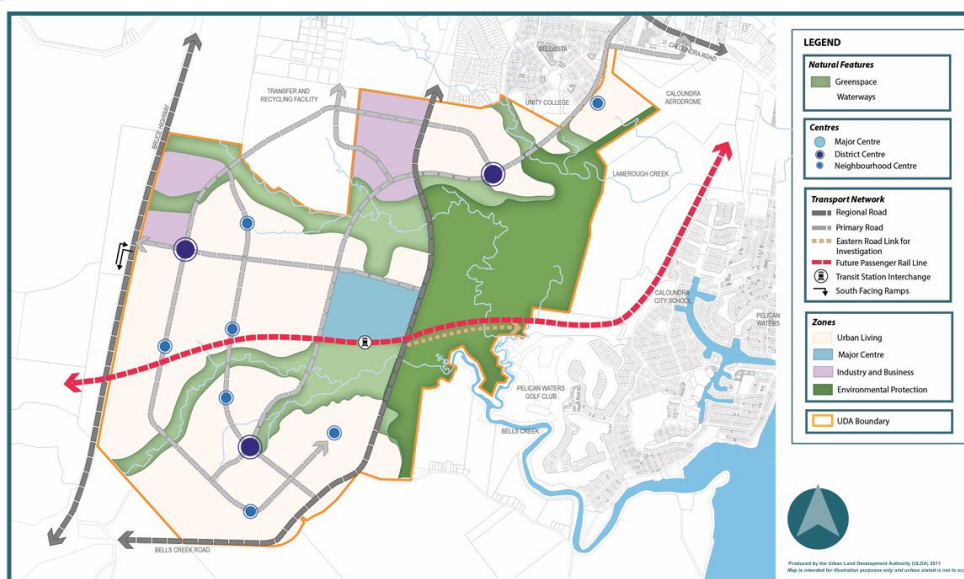


Figure 19: Map 2 – Vision (Caloundra South Development Scheme)

As per the assessments provided, whilst much of these matters have been refined through the Master Plan, the proposed development generally aligns with the vision for the PDA area.

7.2.2 UDA wide criteria – Table 1 parameters

The UDA wide criteria include Table 1 which identifies key parameters for height, gross floor area and density across the zones. Provisions applicable to the Industry and Business Zone are addressed below.

Table 6: Assessment against Table 1 of the Caloundra South PDA Development Scheme

Aspect	Criteria	Response
Maximum building height (storeys)	Area adjacent to Bruce Hwy - 15m	Complies: Under the proposed PoD all lots adjoining the Bruce Highway are to have a maximum building height limit of 15 metres.

		Some lots in the site's north-east have been identified on the PoD as potential locations for data centres. For these particular lots the PoD proposes a maximum building height of 30 metres. It is reasonable and appropriate that greater building height occur on these lots to enable data centres including that: • these lots do not adjoin the Bruce Highway; • the nearest lot is located approximately 350 metres setback from the site's frontage with the Bruce Highway; • the highway buffer proposed along the site's western edge will include landscape planting, including tree species that will grow to maturity to screen views to Precinct 13 from the Bruce Highway; and • data centres are an increasing common and necessary requirement in urban areas and provision needs to be made for their development; • as a business and industry precinct, and separated from nearby residential precincts by the conservation land, Precinct 13 represents an optimal location for such uses.
Minimum net residential density	n/a	n/a
Gross floor area • Retail and indoor entertainment use categories • Commercial use categories	650,000m ² in total	Complies: The PoD provisions are for gross floor area limits of: • For industrial and commercial uses (excluding Showroom) – maximum 180,000m² • Showroom use – maximum 20,000m² This is consistent with gross floor area entitlements under the approved Master Plan.
Gross floor area • Community services	No figure specified	n/a

In consideration of the above, the proposal aligns with the relevant parameters of Table 1 in the PDA Development Scheme.

The relevant UDA-wide criteria, zone provisions, and ULDA guidelines are discussed in the following sections.

7.2.3 UDA-wide criteria - other

The UDA-wide criteria are set out in Section 3.3 of the Development Scheme. Demonstration of the proposal's compliance with the UDA wide criteria is provided in **Appendix M**.

In line with this assessment, whilst much of this detail has been refined by the Master Plan, the proposal is consistent with the relevant provisions of the UDA-wide Criteria.

7.2.4 Zone provisions

The zone provisions are set out in Section 3.4 of the Development Scheme. A demonstration of the proposal's compliance with the zone provisions is provided in **Appendix M**.

In line with this assessment, whilst much of this detail has been refined by the Master Plan, the proposal is generally consistent with the relevant zone provisions.

7.2.5 Infrastructure Plan

The proposed development will implement road network and civil services provision throughout the proposed development area. Sub-regional infrastructure identified within the Infrastructure Plan is required as part of

this proposal. Provision is made in the subdivision to allow the dedication of land facilitate construction of the new interchange with the Bruce Highway.

It is noted that several infrastructure agreements are in effect for the PDA area. Relevant aspects of these Infrastructure Agreements are discussed in section 7.4 below.

7.3 Caloundra South Master Plan (DEV2011/200/31)

A Master Plan for the Caloundra South PDA has effect under EDQ development approval DEV2011/200/31 and refines the provisions and controls for development within the PDA.

The approved Master Plan classifies the subject site as Precinct 13 with the land uses of Industry and Business, Showroom, Highway buffer, Sport and recreation, Open space buffer associated with the site.

7.3.1 Land use areas

The Master Plan refines the overarching zoning of the site into land use areas including for sport and recreation, industry and business, showroom, open space, and highway buffer. As per the proposed plans provided within **Appendix C** and the PoD of **Appendix D** the proposed layout generally aligns with these requirements but with some minor refinements as can be expected from detailed design and reporting, and to align with current planning needs for the area.

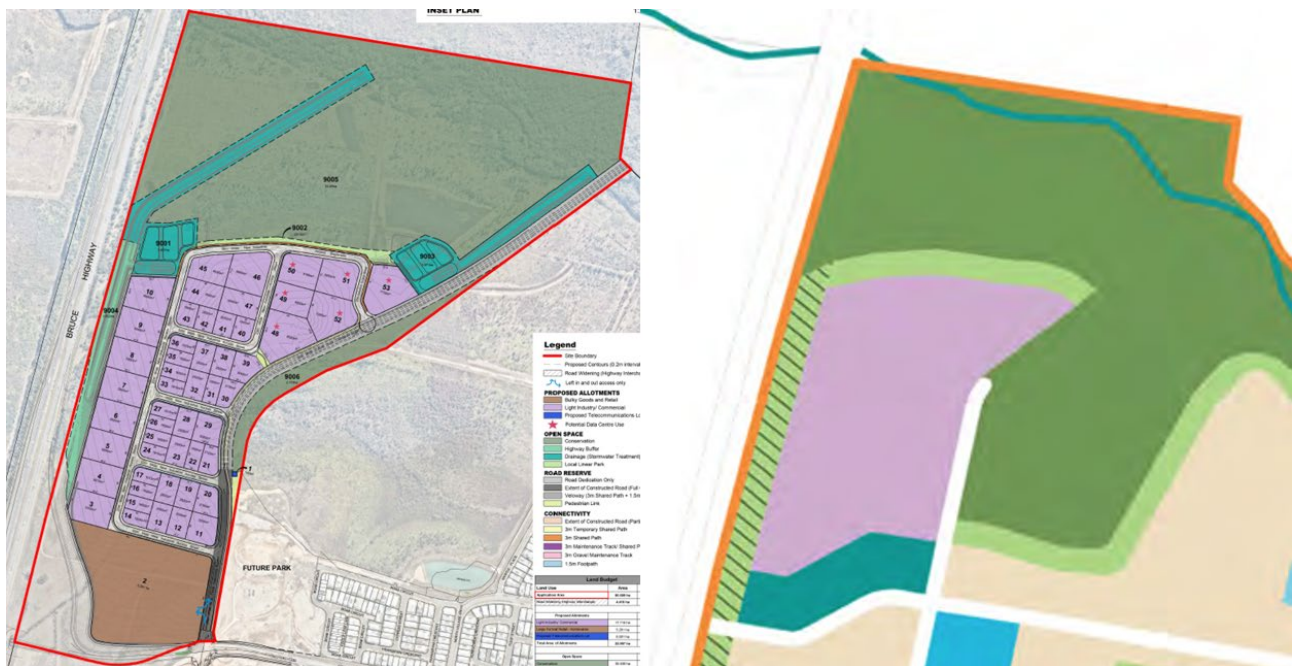


Figure 20: Comparison between proposed lot arrangement and MCU land use areas

Business and industry land use area

In this regard, almost the full extent of the identified business and industry land use area is occupied by lots that are light industry/commercial in nature.

Showroom land use area

The showroom land use area has also been further refined with regard to the land uses and sizes of potential uses that can establish here; however, the proposal is consistent with the intentions for the land use. It is noted that a portion of this area also required for road widening to service the highway interchange construction.

Open space buffer land use area

The full northern part of the site will be reserved for conservation in line with the open space buffer including to contain and preserve Bells Creek North and existing riparian vegetation.

Sport and recreation land use area

The full western aspect of the site in the vicinity of the proposed development will also be reserved for a highway buffer.

A local linear park and stormwater management devices also run along the northern perimeter of the light industry/commercial area which generally aligns with the sports and recreation land use area location.

7.3.2 Precincts

The subject site is located within the Central Locality under the PDA Master Plan and within Precinct 13 within the Central Locality. Under Table 19 within the Master Plan the obligations and entitlements include 180,000m² Industry and commercial uses and 20,000m² show room.

Provisions have been included in the proposed PoD, reflecting these GFA limits, to ensure that further development in Precinct 13 adheres to these limits.

Additionally, Table 19 refers to Open space and parks obligations and entitlements; however, it refers to the LGIA. An assessment of the Infrastructure Agreement applicable to the site is provided below.

7.4 Caloundra South PDA Infrastructure agreement (Local Government)

The subject site is subject to the Caloundra South PDA Local Government Infrastructure Agreement (LGIA). This agreement establishes the framework for the provision and delivering of infrastructure in the PDA area.

The infrastructure agreement includes infrastructure and network schedules relating to the following:

- Open Space Infrastructure
- Community facilities infrastructure
- Conservation infrastructure
- Stormwater infrastructure
- Local transport infrastructure

Each includes an Infrastructure Contribution Schedule detailing the description and timing of infrastructure contributions. Corresponding mapping is also provided as part of schedule 2 of the agreement in relation to the relevant infrastructure.

Each of the relevant infrastructure networks are discussed in the following sections.

For reference, the precinct map from the agreement is provided below which identifies the subject site as forming part of Precinct 13 and Precinct 6.



Figure 21: Precinct map - Caloundra South PDA infrastructure agreement (local government infrastructure)

7.4.1 Open Space Infrastructure

Infrastructure network 1 relates to Open Space Infrastructure. The associated mapping is provided below:

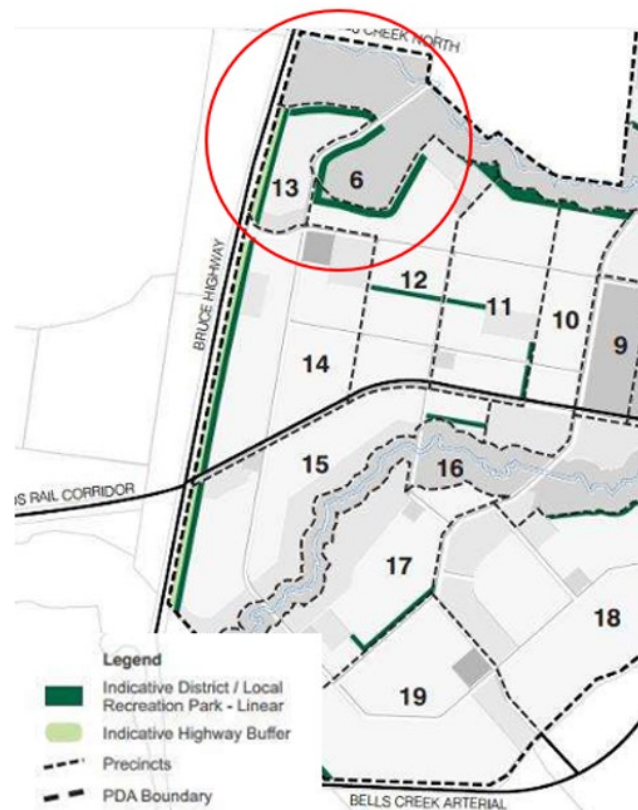


Figure 22: LGIA Map 4 - District Linear Network and site layout comparison

Linear Parks

As shown in the mapping extracts, the Infrastructure Agreement identifies **indicative** linear parks along the northern edge of Precinct 13 adjoining the conservation area and along the western boundary adjoining the Highway Buffer.

A 10-15 m wide Local Linear Park (Lot 9002) is proposed along the northern alignment of the subject site. The park will create a buffer between the industrial lots and the adjoining conservation area and will be bounded by stormwater infrastructure to the east and west.

Along the western boundary, an extensive 40 m wide landscaped Highway Buffer is proposed (Lot 9004), which will screen and buffer development on the site from the Bruce Highway. Map 4 of the LGIA identifies a Linear Park along this alignment as "**indicative**". It is therefore appropriate that the detailed subdivision and open space response have regard to the practical function and context of the land, rather than requiring the indicative Linear Park to be provided irrespective of its utility or suitability.

In this instance, the proposed **40 m wide planted Highway Buffer** provides a substantial landscaped corridor between the development and the highway. The buffer will deliver significant visual screening, landscape amenity and separation from the highway, thereby achieving the principal planning outcomes that would otherwise be supported by the additional Linear Park.

The provision of a further public park and pedestrian path immediately behind industrial development is unlikely to create a meaningful or well-utilised recreational or pedestrian space. Its location, function and limited connectivity are not expected to encourage regular pedestrian use and may instead result in an isolated strip of public open space with limited passive surveillance. In this regard, the arrangement also presents potential CPTED concerns, particularly where a pedestrian corridor is located behind industrial lots and separated from the primary road environment by a substantial landscape buffer.

From a land use and urban design perspective, it is considered preferable to provide **one substantial, cohesive and appropriately landscaped Highway Buffer**, while locating pedestrian connections within the public street network running parallel to the Highway Buffer at the frontage of the industrial lots, rather than fragmenting the corridor through the introduction of an additional Linear Park that would provide limited additional amenity or functionality. The proposed 40 m Highway Buffer can therefore accommodate the

necessary landscape and visual screening outcomes while avoiding the creation of an underutilised pedestrian corridor with limited passive surveillance.

On this basis, the proposed layout is considered to represent a **superior planning and urban design outcome**, while remaining consistent with the underlying intent of the Infrastructure Agreement and the broader objectives relating to landscape treatment, visual amenity, separation and connectivity.

Stockland has substantially fulfilled its District Park obligations by providing 22.49 ha of district parkland against a required 23 ha across Aura, with additional land still to be developed. The remaining 0.51 ha of district parkland can readily be accommodated within future development stages.

Local Park obligations are only triggered by residential lots or dwellings, neither of which are proposed within this precinct. Accordingly, there is no Infrastructure Agreement requirement to provide Local Parks within Precinct 13. The provision of the northern park therefore represents an "above and beyond" outcome when compared with the minimum requirements of the LGIA. The relevant calculations are provided in **Appendix P** to this report.

An assessment against the Local Linear Park Profile requirements and Rate of Provision requirements is provided in **Appendix O**, which demonstrates that the proposed Local Linear Park is consistent with each applicable performance outcome, notwithstanding the adoption of an alternative design approach in relation to certain matters.

Overall, having regard to the assessment above and the analysis contained within **Appendix O**, it is considered that the proposed provision of linear parks within the development is appropriate to the site's context and achieves the intent of the relevant planning framework.

Highway Buffer

As per the mapping excerpts, the infrastructure agreement designates an indicative highway buffer along the western boundary of the precinct. The Highway buffer is defined as 'a visual and acoustic buffer to the Bruce Highway'. As noted in Section 4.2.6.1 of this report, an acoustic barrier is not required as part of this application (as industrial uses are not noise sensitive) and the planting proposed (as displayed through the Landscape Master Plan of **Appendix E**) will provide a sufficient visual barrier when viewed with the existing planted buffer within DTMR land.

Within the contributions schedule of the infrastructure agreement, row 1.1.33 notes the following:

Column 1 Item number	Column 2 Infrastructure Contribution	Column 3 Description of Infrastructure Contribution	Column 4 Timing of provision of Infrastructure Contribution	Column 5 Provider of Infrastructure Contribution	Column 6 Infrastructure Provider receiving Contribution
1.1.33.	Land Contribution and Works Contribution for Highway Buffer <i>Precincts 13, 14 and 15</i>	Provision of Land Contribution and Works Contribution: (a) minimum of 40 metres and maximum of 80 metres in width as required by the UDA Approval; (b) generally located within the areas identified as "Indicative Highway Buffer" on Map 4; and (c) works in accordance with the Highway Buffer Plan.	The Land Contribution and Works Contribution must be provided: (a) prior to the earlier of: (i) the commencement of the first use on a Lot adjoining the Land Contribution; or (ii) the timing stated in an applicable approval; or (b) as agreed by the parties.	Developer	Council

Figure 23: LGIA Infrastructure Contribution Schedule – land contribution text excerpt (highway buffer)

As per the plans of **Appendix C** and the landscaping Master Plan of **Appendix E** the highway buffer will satisfy the minimum 40m width within the subject site and will follow the alignment as portrayed on the Infrastructure Agreement mapping (Map 4).

7.4.2 Community facilities infrastructure

In relation to the Community facilities infrastructure network, no community facilities are required within Precinct 13 or within Precinct 6 in the vicinity of the subject site.

7.4.3 Conservation infrastructure

Conservation infrastructure is noted to be present on Precinct 6 to the north and east of Precinct 13 as per the map below:



Figure 24: LGIA Map 6 - conservation infrastructure network.

The mapping identifies a conservation frog zone and a conservation frog buffer as well as a riparian corridor along Bells Creek North.

The Infrastructure Contribution Schedule requires land to be provided by the developer for the Bells Creek North Conservation buffer in accordance generally with Map 6.

As per the proposed plans of **Appendix C**, substantial land area in the vicinity of Bells Creek North will be provided as part of the proposal and preserved for conservation purposes.

7.4.4 Stormwater infrastructure

As per the image below, the subject site is affected by indicative location for swales and drains on Map 8 from the LGIA.

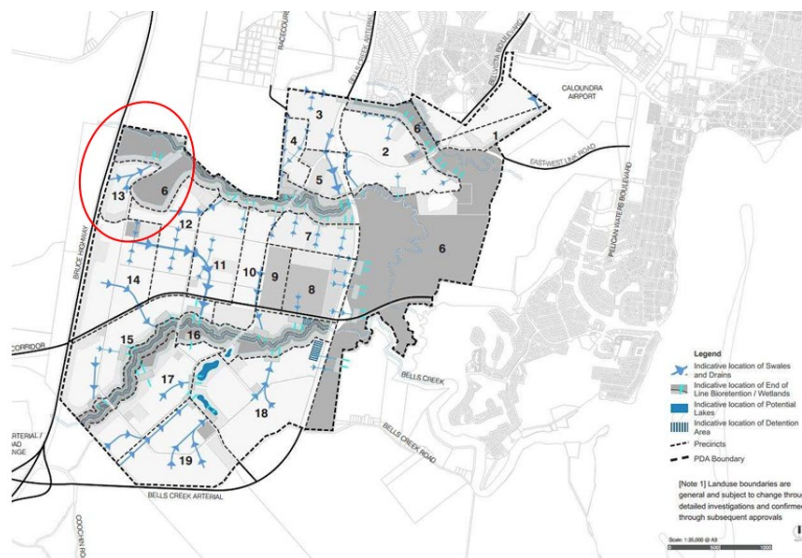


Figure 25: CSIA Map 8 - stormwater infrastructure network.

Appropriate provision has been made, as outlined in the appended stormwater management plan of **Appendix H**, for conveyance of stormwater, including external flows received from under the Bruce Highway. The conveyance of stormwater through the site generally aligns with the mapping above but with an additional bioretention device and a swale alignment following the Bruce Highway.

It is acknowledged that extensive reporting and approvals are relevant to the subject site, as noted in the Environmental Assessment report of **Appendix K**. These approvals have assessed various components of the wider drainage solution for the area.

7.4.5 Local transport infrastructure

The local transport infrastructure mapping within the infrastructure agreement (Map 9) identifies a truncated road connection within the subject site between points 32 and 39 and to point 97 as per the image below:

The connection between point 32 and 39 is identified as an 'Industrial Connector – 2 Lane + Median' while the connection through to point 97 does not have a road hierarchy designation or formation standard other than being required to be 29m wide.

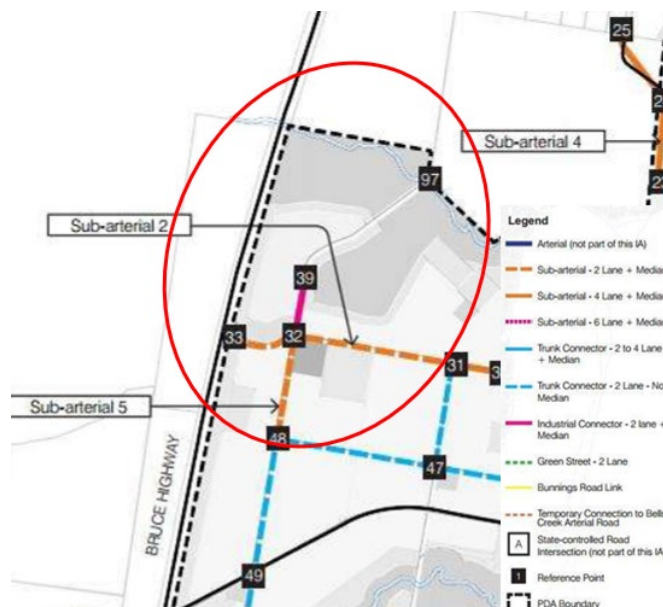


Figure 26: CSIA Map 9 - Local transport infrastructure

The Infrastructure Contribution Schedule (5.1.2) identifies the land contributions required in relation to local transport infrastructure for the Precinct 13 area:

Column 1 Item number	Column 2 Infrastructure Contribution	Column 3 Description of Infrastructure Contribution	Column 4 Timing of provision of Infrastructure Contribution	Column 5 Provider of Infrastructure Contribution	Column 6 Infrastructure Provider receiving Infrastructure Contribution
5.1.2.	Land Contribution for Industrial Connector (Profile IC1) from Point 32 to Point 39 to Point 97 (Master Plan boundary)	Provision of a Land Contribution: (a) at no cost to the Council or MEDQ; (b) located generally on Map 9 from Point 32 to Point 39 to Point 97 (Master Plan boundary) as indicated in white on Map 9; and (c) to a width of 29.0 m.	The Land Contribution must be provided: (a) at the time that the Works Contribution between Point 32 and Point 39 (see item 5.2.35) is provided to the Council; or (b) as agreed by the parties.	Developer	Dedicated as road

Figure 27: CSIA Infrastructure Contribution Schedule – land contribution text excerpt

The land contribution is to be provided at the time that the Works Contribution between Point 32 and Point 39 is provided to the Council (as discussed in 5.2.35. of the Infrastructure Contribution Schedule):

Column 1 Item number	Column 2 Infrastructure Contribution	Column 3 Description of Infrastructure Contribution	Column 4 Timing of provision of Infrastructure Contribution	Column 5 Provider of Infrastructure Contribution	Column 6 Infrastructure Provider receiving Infrastructure Contribution
5.2.35.	Works Contribution for Industrial Connector (Profile IC1) between Point 32 and Point 39	Provision of a Works Contribution: (a) at no cost to the Council or MEDQ; (b) progressively in Stages located generally between Point 32 and Point 39 on Map 9; (c) comprising the following for each Stage: (i) the design and construction of an Industrial Connector (Profile IC1) generally in accordance with Profile IC1; and (ii) any other works necessary for the provision of the Works Contribution, including any necessary Intersection works.	The Works Contribution must be provided: (a) in accordance with the staging or timing approved in the ROL Approval in which the Works Contribution is located or for which the Works Contribution is required; or (b) as agreed by the parties.	Developer	Council

Figure 28: CSIA Infrastructure Contribution Schedule – works contribution text excerpt

In light of the above requirements, the trunk connector road between points 32 and 39 is to be constructed through this reconfiguration of a lot process and the remainder of the land required for the connection to point 97 is to be vested with Council with the ultimate construction undertaken by others.

There is no requirement in the LGIA for the portion of road from Point 39 to Point 97 to be constructed by Stockland. Rather, the road reserve will be dedicated to Council in its unconstructed form, with only a shared

path and a partial road connection through to Stage 3 provided within it, in the interim. This partial construction through to Stage 3 goes above and beyond the requirements of this LGIA.

In relation to 5.2.35, compliance with the road reserve width is visible in the proposal plans of **Appendix C** and in the Landscaping Concept Master Plan of **Appendix E**. The proposal does not substantially align with the profile IC1 of the IA, as road cycle lanes have not been specifically designated. Rather, an off-road veloway is proposed along the street to provide for bicycle movement in-line with the balance of Aura.

Detailed design and assessment regarding the road provision is also in the TIA of **Appendix J** and additional road profiles are provided within **Appendix E**.

Pedestrian / Bicycle network

The LGIA includes requirements relating to Pedestrian and Bicycle networks. As displayed in the image below, a 2.5m shared path is shown along the Bruce Highway Boundary, a 3m off-road shared path is shown along the outskirts of the conservation areas to the north and east of the site, and an on-road (both sides) path is shown along the trunk connector road.



Figure 29: CSIA Map 11 – Pedestrian/bicycle network

With regard to the location of these paths, as per the plans of **Appendix C**, the development proposes a maintenance path along the Bruce Highway Boundary of 3m with a 2.5m shared footpath running internally through the site. This presents an alternative solution which will provide for shared access through the site whilst mitigating CPTED risk associated with providing a shared path along the highway to the rear of proposed lots.

A 3m shared path along the edge of the conservation area to the north through the linear park will also be provided along with 1.5m footpaths on each side of the trunk connector. Both align with the mapping above.

Additional to the LGIA mapping, a veloway will also be established on the eastern side of the trunk connector that will convert to a 3m temporary shared path along the unformed section of road until the remainder of the trunk connector is completed. This solution goes beyond the LGIA and will enable connectivity for both pedestrians and cyclists throughout the development area.

Overall, it is considered the proposed development presents a connectivity solution that achieves the connectivity outcomes sought through Map 11.

It is noted that the Infrastructure Contribution Schedule under 5.2.41 also states the following:

Column 1 Item number	Column 2 Infrastructure Contribution	Column 3 Description of Infrastructure Contribution	Column 4 Timing of provision of Infrastructure Contribution	Column 5 Provider of Infrastructure Contribution	Column 6 Infrastructure Provider receiving Infrastructure Contribution
5.2.42.	Works Contribution for Shared Pathway (Profile SP(A) or SP(B))	Provision of a Works Contribution: (a) at no cost to the Council or MEDQ; (b) generally as required and located as shown on Map 11; (c) comprising the following: (i) the design and construction of a Shared Pathway <u>Profile SP(A)</u> or <u>Profile SP(B)</u> progressively in Stages and generally in accordance with <u>Profile SP(A)</u> or <u>Profile SP(B)</u> as determined by the ROL Approval; (ii) the design and construction of path lighting for shared pathways as shown on Map 14 in accordance with Austroads Guide to Road Design Part 6A; and (iii) any other works necessary for the provision of the Works Contribution.	The Works Contribution must be provided: (a) in accordance with the staging or timing approved in the ROL Approval in which the Works Contribution is located or for which the Works Contribution is required; or (b) as agreed by the parties.	Developer	Council

Figure 30: CSIA Infrastructure Contribution Schedule – shared pathway text excerpt

The profiles referenced refer to the profiles below for 2.5m and 3m shared paths.

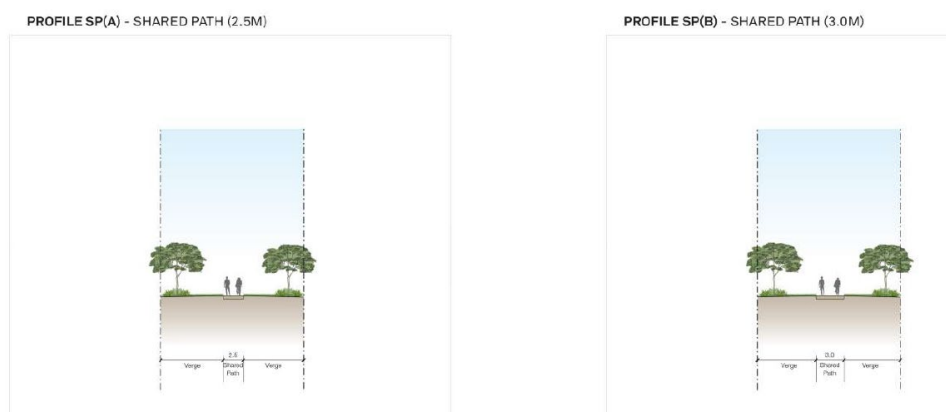


Figure 31: CSIA Infrastructure Contribution Schedule – shared pathway profiles excerpt

With regard to the paths provided throughout the development, both the proposed 2.5m and 3m shared paths generally align with the above, as they provide the required path size and are provided with a verge either side of the paths. Refer to the Landscaping Master Plan of **Appendix E** for further detail on path design and locations.

7.4.6 Caloundra South Infrastructure Agreement (Water and Wastewater)

The Infrastructure Agreement (Water and Wastewater) (IA) is between Stockland, Minister for Economic Development Queensland (MEDQ) and Unitywater and was executed on 20 March 2017 for the development of water supply and sewerage infrastructure within the entire Aura development. This IA requires the submission of a Final Precinct Network Plan (FPNP) as stipulated in Clause W2.3; however, this is typically provided as part of a post approval process (i.e., Operational Works). This report has been attached as **Appendix G** to this application for information purposes only, with the report ultimately to be reviewed by Unitywater through the operational works process.

The IA also includes a number of land and works contributions to be made by the developer. These are included in Part C, Part D, Schedule 3 and Schedule 4 of the Infrastructure Agreement. It is anticipated that the development will align with the IA, as noted in the FPNP (which addresses the relevant items and requirements of this IA) but that they will be assessed outside of this process. The applicant is happy for a condition to be imposed to provide this as part of the operational works package.

7.4.7 Infrastructure Agreement (State Transport Infrastructure)

The Infrastructure Agreement (State Transport Infrastructure) is between Stockland Development Pty Ltd, MEDQ and the State of Queensland (acting through the Department of Transport and Main Roads) and was executed on 28 September 2015.

This infrastructure agreement identifies an intersection node adjoining the subject site as per the image below:

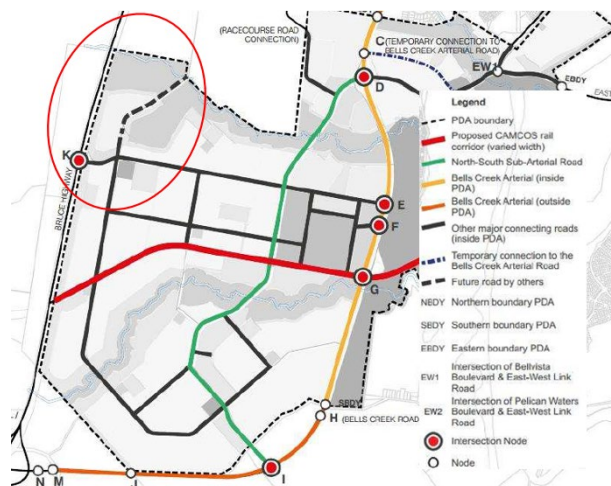


Figure 32: State Transport Infrastructure Agreement Map ICM 01

The Infrastructure Contributions table from the same document identifies the following land contribution and works contribution obligations for the developer:

Column 1 Item number	Column 2 Infrastructure Contribution	Column 3 Description of Infrastructure Contribution	Column 4 Timing of provision of Infrastructure Contribution	Column 5 Provider of Infrastructure Contribution	Column 6 Recipient of Infrastructure Contribution
1.	State road infrastructure – Developer contributions				
1.1.	Bruce Highway Interchange (Point K)				
1.1.1.	Land Contribution for an interchange on the Bruce Highway	Provision of land that is owned by the Developer as dedicated road reserve: (a) at no cost to DTMR or MEDQ; (b) generally in the location identified at Point K on ICM01 ; and (c) the land area required for the full intersection configuration shown generally on ICP27A .	The Land Contribution is to be provided: (a) prior to the earlier of: (i) the lodgement of the first Plan of Subdivision for Approval for Precinct 13 ; or (ii) the registration of a Plan of Subdivision that creates the 14,000 th Residential Lot in the Development; or (b) as agreed by the parties.	Developer	DTMR
1.1.2.	Works Contribution for the provision of an interchange on the Bruce Highway	Provision of an interchange on the Bruce Highway: (a) at no cost to DTMR or MEDQ; (b) generally in the location identified at Point K on ICM01 ; (c) generally in accordance with ICP27B , but limited to the following: (i) single south bound entrance lane and ramp onto the Bruce Highway; (ii) one lane multi-span bridge allowing for a future lane across the bridge (with median pier and spill through abutments or reinforced earth walls); and (iii) single northbound exit lane and ramp off the Bruce Highway; and (d) that includes only one maintenance access to the land containing the Western Detention Basin which access is generally shown on ICP27B , until an alternative lawful means of access to that land of a similar standard as the maintenance access becomes available.	The Works Contribution is to be provided: (a) prior to the earlier of: (i) the lodgement of the first Plan of Subdivision for Approval for Precinct 13 ; or (ii) the registration of a Plan of Subdivision that creates the 14,000 th Residential Lot in the Development; or (b) as agreed by the parties.	Developer	DTMR

Figure 33: State Transport Infrastructure agreement - infrastructure contribution schedule excerpt

Land required for the interchange access and the formation of the interchange is required to be provided by the developer. As visible within the plans of **Appendix C**, land is being dedicated through this application as road to address this requirement.

The interchange works will be approved through a separate process. Any departure from the current approved IA excerpt above, will align with a draft Deed of Variation which is expected soon to be finalised between all parties of this IA.

Stockland acknowledge that the interchange works are to be provided prior to any plan sealing for the Precinct 13 approval.

7.5 EDQ PDA Guidelines

The relevant guideline for the proposal is the Economic Development Queensland - PDA Guideline no. 10 May 2015 - Industry and Business areas. An assessment of the proposal has been undertaken within **Appendix N**. As per this assessment, the subdivision alignment is in accordance with the guidelines and the PoD requirements will achieve a development outcome that is consistent with outcomes sought through this document.

8 CONCLUSION

This town planning report supports a development application made on behalf of Stockland to Economic Development Queensland for PDA Development Permit for reconfiguring a lot and Development Permit for a Material Change of Use to enable development in accordance with a plan of development (PoD).

The development permits seek to facilitate the development of Precinct 13 into a light industry and commercial park with associated conservation components as intended by the overarching planning documents that guide development in the Caloundra South PDA.

This development application, and supporting documents, have demonstrated the proposal is generally consistent with all relevant aspects required for an assessment under the *Economic Development Act 2012*, including the *Caloundra South Urban Development Area Development Scheme*, and the Master Plan approved through DEV2011/200/31 and all relevant Infrastructure Agreements.

Based on the assessments provided, the proposal is recommended for approval subject to reasonable and relevant conditions.

Appendix A

Forms

Appendix B

Certificates of Title, Consent Letters and Contaminated Land Search

Appendix C

Proposal Plans

Appendix D

Plan of Development

Appendix E

Landscape Master Plan - CUSP

Appendix F

Engineering Services Report - Egis

Appendix G

Final Precinct Network Plan (FPNP) – Egis (*for information purposes only*)

Appendix H

Stormwater Management Plan - Egis

Appendix I

Flood Risk Management Report 2026 - BMT

Appendix J

Traffic Impact Assessment - Egis

Appendix K

Environmental Assessment Report - SMEC

Appendix L

Caloundra South Master Plan (DEV2011/200/31) Assessment

Appendix M

Caloundra South Urban Development Area Development Scheme Assessment

Appendix N

Economic Development Queensland (EDQ) Guidelines Assessment – Industry and Business

Appendix O

Caloundra South PDA infrastructure agreement (local government infrastructure) Linear Park Profile and Rate of Provision assessment

Appendix P

Stockland - Open Space Obligations Register