MURRAY & ASSOCIATES
SURVEYORS & TOWN PLANNERS

PLANNING REPORT

No. 101201

PDA Application for a Development Permit for Material Change of Use to establish Multiple Residential (Other than Duplex), Food Premises (Café), Business, and Shop, and Reconfiguring a Lot by Community Title Scheme Subdivision, involving land described as Lot 8001 on SP344660, situated at 1 Lukin Terrace, Baringa QLD 4551.



Prepared on Behalf of Stingray Developments Pty Ltd

September 26

Executive Summary

Murray & Associates (QLD) Pty Ltd were commissioned to prepare this Planning Report on behalf of Stingray Developments Pty Ltd in support of a PDA Development Application seeking a Development Permit for a Material Change of Use to establish Multiple Residential (Other than Duplex), Food Premises (Café), Business and Shop uses, together with Reconfiguring a Lot by Community Title Scheme Subdivision, involving land described as Lot 8001 on SP344660, situated at 1 Lukin Terrace, Baringa QLD 4551.

The Applicant has undertaken a Pre-Lodgement Discussion/Meeting (PLM) with Economic Development Queensland (EDQ) regarding the proposed development. This Report, together with the accompanying specialist reporting provided at **Appendices C–K**, directly responds to the matters and outcomes identified through the PLM process (refer **PRE-2026-CAS-4575**).

The revised development approach for Lot 8001 has arisen in response to concerns regarding the current market demand for, and commercial viability of, delivering a vertical retirement village at this location in accordance with the existing development approval **(DEV2024/1547)**. Accordingly, the proposal seeks to facilitate an alternative mixed-use residential outcome that responds to current market conditions while continuing to achieve the broader planning and development intent for the site.

As demonstrated throughout this Report, the proposed development is justified having regard to the relevant planning controls established by the higher-order approved Development Scheme, the Caloundra South Plan of Development (POD), and the applicable PDA Guidelines. On this basis, the proposal represents an appropriate development outcome for the site and warrants approval by EDQ, subject to reasonable and relevant conditions.

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1.0 Summary

SITE DETAILS	
Address	1 Lukin Terrace, Baringa QLD 4551
Real Property Description	Lot 8001 on SP344660
Subject Land Area	7,720m^2 (see **Appendix B** for dimensions)
EDQ Area	Caloundra South Priority Development Area
Site Designation	Urban Living (Precinct 2 – Community Hub) – Sub Precinct 2.8 District Centre
SEQ Land Use Category	Urban Footprint
Current Registered Landowner	Plantation Baringa Pty Ltd TTE (see **Appendix A** for Current Titles Search)
Easements, Interests & Encumbrances	3 (see **Appendix A & N**)
APPLICATION DETAILS	
Applicant	Stingray Developments Pty Ltd C/- Murray & Associates (QLD) Pty Ltd
Proposal	Material Change of Use to Establish Multiple Residential (Other than Duplex), Food Premises (Café), Business, and Shop, and Reconfiguring a Lot by Community Title Scheme Subdivision
Application Type	Development Permit
Level of Assessment	Code Assessment
Assessment Manager	Economic Development Queensland
Referral Agencies	None
Related Applications	**DEV2024/1547 –** Approved Material Change of Use - Other Residential (Retirement Village - 74 units), Food Premises and Business Use (Office); Reconfiguring a Lot - 1 Lot into 2 Lots and Access Easement; and Operational Works - Advertising Devices on the site
PLM Reference	**PRE-2026-CAS-4575**
ECONOMIC DEVELOPMENT ACT 2012 ASSESSMENT BENCHMARKS	
Planning Scheme	Caloundra South Development Scheme (February 2025) Caloundra South POD (Precinct 2)

2.0 Site Overview



Figure 1 - NearMap Imagery

The subject site is irregular in shape and comprises a total area of approximately **7,720m² (0.772 ha)**. The site is characterised by relatively level topography (refer **Appendix B – Survey Plan & SmartMap** for site dimensions and cadastral details). The site is currently occupied by the Aura Visitor Centre, together with its associated car parking areas and established streetscape landscaping.

Vehicular access to the site is currently provided from Baringa Drive and Lukin Terrace. Importantly, pedestrian footpaths are provided along all site boundaries, providing a high level of pedestrian connectivity and accessibility to the surrounding street and movement network. This represents a significant benefit for the proposed mixed-use development and supports convenient pedestrian access to and from the site.

The site is not subject to any further constraints arising from applicable development overlays.

2.1 Surrounding Land Uses

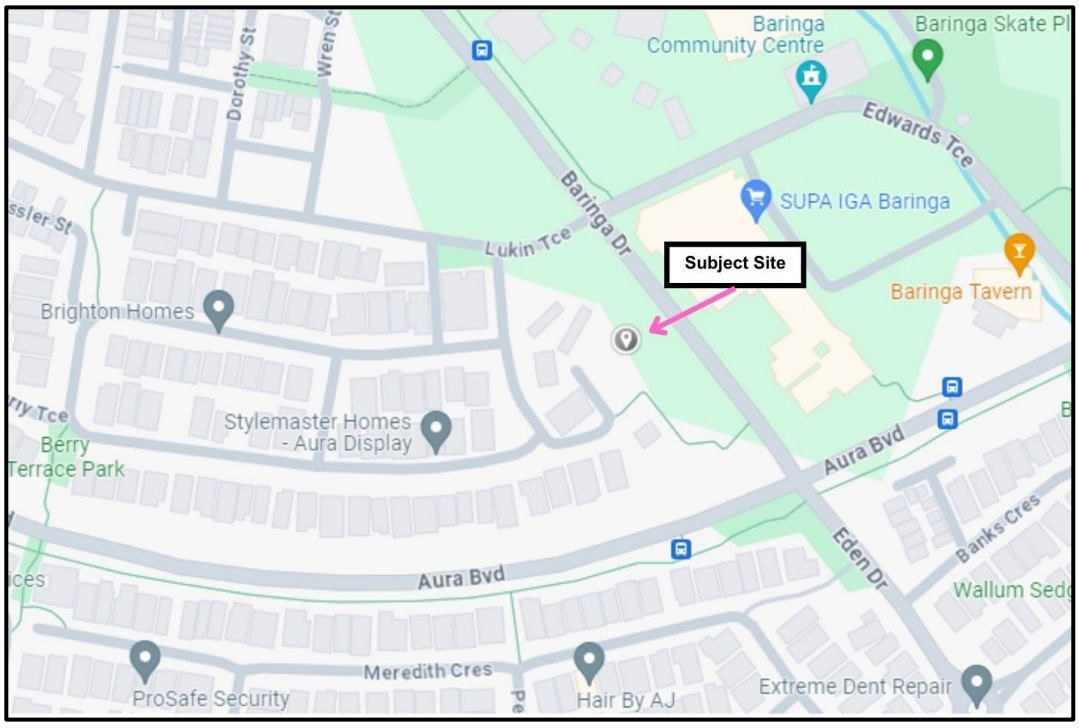


Figure 2 - Locality Map

The subject site is surrounded by the following land uses:

Table 1 - Surrounding Land Uses

Direction	Land Use
North	➢ Lukin Tce; and ➢ The recently approved / constructed multi-storey unit complex **(DEV-2026-CAS-4784)**;
East	➢ Baringa Dr; and ➢ Baringa Business Centre
South	➢ Aura Boulevard and linear park; and ➢ Low/medium density residential dwellings (1-2 Storeys)
West	➢ Patricia Lane; and ➢ Further low/medium density residential dwellings (1-2 Storeys).

As evident by the surrounding land uses, the subject site is ideally positioned for the proposed use and will blend well with the existing land use environment.

3.0 Proposal Overview

The proposed development comprises a Material Change of Use to Establish Multiple Residential (Other than Duplex), Food Premises (Café), Business and Shop, and Reconfiguring a Lot by Community Title Scheme Subdivision.

In accordance with Schedule 2 – Definitions of the Caloundra South Development Scheme the proposed uses are defined as follows:

Multiple Residential: Means the use of premises for residential purposes if there are two or more dwelling units on any one lot. Multiple residential dwelling units may be contained on one lot, or each dwelling unit may be contained on its own lot subject to community title schemes. The term multiple residential does not include House.

Food Premises: Means the use of premises for the preparation and sale of food and drink to the public for consumption on or off the site. The term includes a cafe, restaurant, coffee shop, bistro, tearoom, milk bar, snack bar, kiosk, take-away, but does not include fast food premises as separately defined.

Business: Means the use of premises for administration, clerical, technical, professional or veterinarian clinic or other business activity where any goods or materials made, sold, or hired on the premises are ancillary.

Shop: Means the use of premises for the display, sale or hire of goods or the provision of personal services or betting to the public.

It should be noted that the proposed Business and Shop uses are intended to operate interchangeably from the same mixed-use tenancies. The inclusion of both land uses within the application is intended to provide flexibility for the future occupation and operation of these tenancies in response to market demand, consistent with the outcomes sought by EDQ through the Pre-Lodgement Meeting process **(PRE-2026-CAS-4575)**.

Similarly, the Applicant seeks flexibility for the proposed Food Premises (Café) tenancy to transition to a Business or Shop use in the future should market demand or operational circumstances warrant such a change. This approach provides for an adaptable mixed-use development that can respond to changing commercial needs over time without altering the overall built form, scale or intended mixed-use character of the development.

3.1 Reconfiguring a Lot & Staging

The purpose of the proposed Community Title Scheme subdivision is to establish the internal access and circulation areas as common property, with the balance of the development established as individual lots under private ownership (see **Appendix C & D**). This arrangement limits the extent of common property, and therefore the ongoing responsibilities of the body corporate, primarily to the internal road and shared access areas. In turn, this provides greater autonomy and flexibility for individual lot owners, which is considered a highly desirable outcome for prospective purchasers. Importantly, this approach is consistent with the Community Title Scheme arrangement previously approved by EDQ for Lot 8014 **(DEV2025/1640)**, which has subsequently been well received by the market and end purchasers.

The development is proposed to be delivered over three stages. Stage 1 will comprise the southern portion of the residential development, Stage 2 will comprise the northern portion, and Stage 3 will comprise the remaining dwellings and associated development (see **Appendix C & D**). This staging arrangement provides for the orderly and coordinated delivery of the development while maintaining appropriate access, servicing and functionality throughout each stage.

3.2 Multiple Residential Dwellings

The proposal involves the establishment of 54 dwellings (see **Appendix C**). While the development is technically characterised as Multiple Residential, the proposed dwellings have been deliberately designed to function and present more akin to individual dwellings within a traditional residential subdivision, with each dwelling occupying its own privately owned lot.

When combined with the proposed Community Title Scheme subdivision, this arrangement provides future purchasers with a greater sense of individual ownership and autonomy, while limiting common property and body corporate responsibilities primarily to the internal access and circulation areas. This represents a more attractive and commercially viable product for the market and responds directly to the Applicant's experience regarding purchaser preferences.

The purpose of the Material Change of Use component of the application is therefore principally to establish and secure approval for the proposed built form, including the siting, design and overall development outcome for the 54 dwellings.

The development is proposed as a fenced residential community, designed in accordance with Crime Prevention Through Environmental Design (CPTED) principles. The controlled access arrangement, combined with appropriate passive surveillance, lighting, landscaping and clearly defined public and private spaces, will provide future residents with a high level of security, safety and peace of mind while maintaining an attractive and well-connected residential environment.

3.3 Residential Built Form

The layout for the proposed Multiple Residential use is designed to function similarly to a traditional small-lot subdivision. The development will consist of 54 fully self-contained detached dwellings. The proposed dwelling types are broken down as follows **(Appendix C)**:

Table 2 - Dwelling Type Design Overview

Unit Types	Total Area	Features
Type A1	142.58m^2	➢ Double Storey / 3 Bedroom / 2.5 bathroom
Type A2	142.58m^2	➢ Double Storey / 3 Bedroom / 2.5 bathroom
Type B1	123.38m^2	➢ Double Storey / 2 Bedroom / 2.5 bathroom
Type B2	122.04m^2	➢ Double Storey / 2 Bedroom / 2.5 bathroom
Type C1	159.89m^2 Res	➢ Mixed Use / Double Storey / 3 Bedroom / 2 bathroom
	70.89m^2 Retail	➢ 1 PWD bathroom / kitchenette
Type C2	166.16m^2 Res	➢ Mixed Use / Double Storey / 3 Bedroom / 2 bathroom
	125.42m^2 Retail	➢ 1 PWD bathroom / kitchenette
Type D	123.83m^2	➢ Double Storey / 2 Bedroom / 2.5 bathroom

The scale, design and external finishes of the proposed dwellings provide for an attractive, contemporary and well-articulated built form, with a high level of architectural interest incorporated into the individual façades, as illustrated in **Appendix C**.

The proposed building size, scale and density are considered appropriate having regard to the nature and character of infill development envisaged within the Urban Living (Precinct 2 – Community Hub) – Sub-Precinct 2.8 District Centre. In particular, the proposal provides an efficient residential use of a well-located site while maintaining an appropriate built form, scale and streetscape presentation that responds positively to its surrounding urban context.

Further details regarding the proposed building layout, composition, architectural treatment and external finishes are provided in **Appendix C & E**.

3.4 Residential Density

The proposal comprises 54 dwellings across the 7,720m² development site, equating to a residential density of approximately 69.95 dwellings per hectare. This comfortably exceeds the minimum residential density requirement of 35 dwellings per hectare applicable to the site (see **Appendix B & C**).

It is acknowledged, however, that the density provisions for the Baringa District Centre (District Centre North) under the Caloundra South PDA Development Scheme, specifically Land Use Plan Table 23, Design Standard DS2.3, nominate a maximum residential yield of 130 dwellings collectively across the Mixed-Use site (Lot 8002) and District Centre sites (Lot 8000 and Lot 4000).

Lot 8000 currently benefits from an approval for 96 dwellings (DEV2024/1474). Accordingly, when the proposed 54 dwellings associated with the subject development are considered in conjunction with this approval, the combined residential yield exceeds the 130-dwelling allocation identified under Design Standard DS2.3.

Notwithstanding the above, there is a clear planning basis to support the proposed additional residential yield.

Stockland Development Pty Ltd has obtained approval for a change to the Caloundra South Masterplan (**DEV2011/200**) which, amongst other matters, sought to redistribute residential yield from other precincts within Caloundra South to the subject precinct. The approved redistribution provides additional residential capacity within the Baringa District Centre, recognising its suitability to accommodate a greater proportion of residential development within an established and highly accessible centre environment.

Accordingly, the 130-dwelling figure identified under Design Standard DS2.3 should not be considered in isolation from the subsequently approved redistribution of residential yield under the Caloundra South Masterplan. The proposed 54 dwellings represent an appropriate utilisation of this additional

residential capacity and contribute to the efficient use of land and existing infrastructure within the Baringa District Centre.

3.5 Sustainability & Accessibility

The proposed development incorporates a range of important design initiatives and innovations aimed at achieving the sustainability outcomes sought for the precinct. These measures have been integrated into the overall design and will contribute to improved environmental performance, resource efficiency and long-term sustainability of the development.

Further details regarding the proposed sustainability initiatives and their integration into the development are provided in the Sustainability Report prepared by Vantage Building Group (see **Appendix E**).

3.6 Setbacks & Site Coverage

The proposal provides the following building setbacks having regard to Design Standard DS5.1.

A built-to-boundary outcome is proposed along the nominated required building frontages identified within the POD, appropriately defining and framing the corner of Lukin Terrace and Baringa Drive. While the terrace dwellings incorporate a minor setback from Baringa Drive and Aura Boulevard, design elements including pedestrian entries and upper-level projections have been incorporated to provide a strong relationship with the street and more closely reflect the intended 0m setback outcome.

The site does not directly adjoin any residential development to the west. While the frontage identified as a landscaped setback within the POD does not achieve the nominated 3m setback, the design has been amended in direct response to the outcomes of the PLM with EDQ. In particular, the terrace dwellings fronting Patricia Lane have been re-orientated to provide direct vehicle access to Patricia Lane, improving their relationship and interaction with the street and its function as a laneway for domestic access purposes. Having regard to

the low-rise, two-storey built form and the absence of directly adjoining residential development to the west, the proposed setback arrangement represents a reasonable and appropriate outcome for the site.

Additionally, a network of pedestrian connections has been incorporated throughout the development, providing direct connections to Lukin Terrace, Baringa Boulevard and Aura Boulevard and supporting a highly connected and pedestrian-friendly development outcome.

Overall, the proposed setbacks are generally consistent with the intent of the Caloundra South PDA and facilitate a well-considered built form that positively contributes to the surrounding urban fabric without adversely impacting the amenity of the surrounding area (see **Appendix C & E**).

The proposal provides a total site cover of 53.04% (4,094.71m²), which is comfortably below the maximum site cover of 80% applicable to Sub-Precinct 2.8 in accordance with Design Standard DS22.1 (see **Appendix C**).

3.7 Landscaping Intent

The landscape design for the proposed development has been carefully considered to complement the built form while providing a high level of visual amenity for residents, visitors and the surrounding streetscape.

The proposed landscaping will be attractive, functional and responsive to the architectural design of the development, while incorporating low-maintenance planting that enhances the comfort, safety and amenity of the site. Strategically located landscaped areas, including feature trees and planting at prominent corner nodes, will assist in defining the streetscape, softening the built form and providing appropriate screening of car parking and internal circulation areas.

Overall, the landscape design will contribute to an attractive and cohesive development outcome and reinforce the quality of the public realm and pedestrian environment surrounding the site (see **Appendix C & F**).

3.8 Access & Parking

During Stage 1, vehicular access to the development will be provided via a temporary driveway crossover from Patricia Lane. This temporary access arrangement will facilitate the orderly construction and occupation of the initial stage of the development.

Upon completion of Stage 3, the temporary Patricia Lane access will be removed and the ultimate vehicular access arrangement established via a permanent sealed driveway crossover from Leslie Crescent.

Rytenskild Traffic Engineering has prepared a Traffic Impact Assessment for the proposed development, which comprehensively assesses the proposed access arrangements, internal circulation, car parking and associated traffic considerations (see **Appendix H**).

The following **Table** provides a breakdown of Parking Statistics **(Appendix C)**:

Table 3 - Parking Statistics

Use	Required	Proposed
Multiple Residential (other than duplex)	1 Car space/dwelling = 54	62
	1 Car visitor space/4 dwellings = 14	14
	1 Resident bicycle / dwelling = 54	54
	1 Visitor bicycle / 4 dwellings = 14	0
Food Premises	1 Car/20m^2 GFA = 125.42m^2 = 6	2 + 1 resident
	Where < 200m^2 GFA – SRV	SRV space provided
	1 Bicycle/190m^2 GFA + 3 Customer spaces = 4	4
Business	1 Car/40m^2 GFA = 70.89m^2 x 4 = 2 per tenancy = 8	2 + 1 resident per tenancy = 8 + 4 resident (shared)
	Where < 200m^2 GFA – SRV	1 SRV space per tenancy
	1 Bicycle/190m^2 GFA + 1 Customer/700m^2 GFA = 2	2 per tenancy
Shop	1 Car/20m^2 GFA = 70.89m^2 x 4 = 4 per tenancy = 16	2 + 1 resident per tenancy = 8 + 4 resident (shared)
	Where < 200m^2 GFA – SRV	1 SRV space per tenancy
	1 Bicycle/190m^2 GFA + 1 Customer/475m^2 GFA = 2	2 per tenancy

It is acknowledged that the proposal results in a minor shortfall in car parking associated with the Business uses.

With respect to the minor car parking shortfall, Rytenskild Traffic Engineering has identified that the proposed commercial tenancies are small, neighbourhood-scale uses integrated within the broader residential development. Importantly, the proposal provides a total of 86 on-site car parking spaces, which exceeds the overall residential parking requirement. This surplus residential parking capacity can accommodate the occasional parking demand generated by the commercial tenancies, particularly having regard to the complementary nature of the residential and commercial parking demands.

On this basis, Rytenskild Traffic Engineering concludes that the overall parking provision is satisfactory and capable of appropriately accommodating the anticipated parking demand generated by the development.

Having regard to the findings and recommendations of the Traffic Impact Assessment prepared by Rytenskild Traffic Engineering, together with the Additional Turn Paths prepared by Empire Engineering, the proposal provides suitable and functional access, circulation and parking arrangements (see **Appendix H & I**).

3.9 Engineering Considerations

The subject site will be serviced via the following infrastructure services (refer to Engineering Services Report attached in **Appendix E**):

- Reticulated electricity (underground);
- Reticulated telecommunications;
- Reticulated sewerage;
- Reticulated water; and
- Stormwater Infrastructure.

Trinity Consultants Australia have prepared a Preliminary Acoustic Report to assess the local noise environment to assist in informing the built form (see **Appendix J**).

Stormwater for the proposed development will be appropriately managed in accordance with the Stormwater Management Plan prepared by Empire Engineering (see **Appendix K**).

This Report outlines the stormwater management strategies to be adopted in the construction and operational works phase of the development. A lawful point of discharge exists to the corner of Lukin Terrace and Baringa Drive drainage network.

3.10 Other Relevant Matters

Waste will be managed in accordance with the Waste Management Plan prepared by Murray & Associates (QLD) Pty Ltd (see **Appendix L**).

A contaminated Land Search was conducted for the subject site. This search showed that the site is not included in the Environmental Management Register or Contaminated Land Register (see **Appendix M**).

An Easement Document Search was conducted for the subject site. This search provides the details for the existing easements for the site (see **Appendix N**).

4.0 Pre-Lodgement Meeting Outcomes

The revised plans have been prepared in direct response to the outcomes of the PLM. It is noted that the PLM notes contain a discrepancy regarding the proposed access arrangements. While the notes refer to a left-in/left-out vehicular access to Baringa Drive, it was confirmed during the PLM that EDQ's requirement was for a pedestrian connection only to Baringa Drive, with vehicular access relocated from Patricia Lane to Leslie Crescent. The revised plans have therefore been prepared on this basis (refer **Appendix C** and **PRE-2026-CAS-4575**).

In summary, the key design amendments and responses arising from the PLM include:

- The proposed commercial component comprises Business, Shop and Food Premises uses, as requested by EDQ, and continues to appropriately frame and activate the prominent corner of Baringa Drive and Lukin Terrace. The commercial component has been limited to five tenancies having regard to the anticipated demand within the local area, with awnings extending over the verge to further enhance the streetscape and pedestrian environment.
- The terrace dwellings fronting Patricia Lane have been re-orientated to provide direct vehicular access from Patricia Lane, as requested by EDQ, thereby improving their relationship with and activation of the street and its function as a laneway for domestic access.
- A comprehensive network of pedestrian connections has been incorporated throughout the site, providing direct connections to Lukin Terrace, Baringa Drive and Aura Boulevard and enhancing overall pedestrian permeability and connectivity.
- Key corner nodes have been reinforced and appropriately addressed through the proposed built form and architectural treatment, providing a strong and legible response to the surrounding street network.

- Resident, visitor and commercial car parking has been appropriately accommodated within the development, with the overall parking provision considered satisfactory having regard to the supporting traffic assessment.

Overall, the revised proposal has responded positively to the matters raised through the PLM and represents a well-considered design outcome for the site (see **Appendix C & PRE-2026-CAS-4575**).

5.0 Compliance with Planning Controls

The site is in the Northern Locality – Baringa (Precinct 2 – Community Hub). Baringa is an established residential community located in the north-eastern corner of Aura and provides a diverse housing mix, including various retail and community facilities, as well as both a State Primary and Secondary School.

The Community Hub creates a signature gateway experience from the extension of Bellvista Boulevard. Community facilities such as schools and land for local and district community facilities provide opportunities for a library and meeting spaces/facilities and are clustered with the hub to maximise social infrastructure.

The proposal is consistent with the intent and character of the Baringa Precinct and Community Hub and notably the specific provisions relating to Sub-Precinct 2.8 described below.

5.1 Plan of Development – District Centre

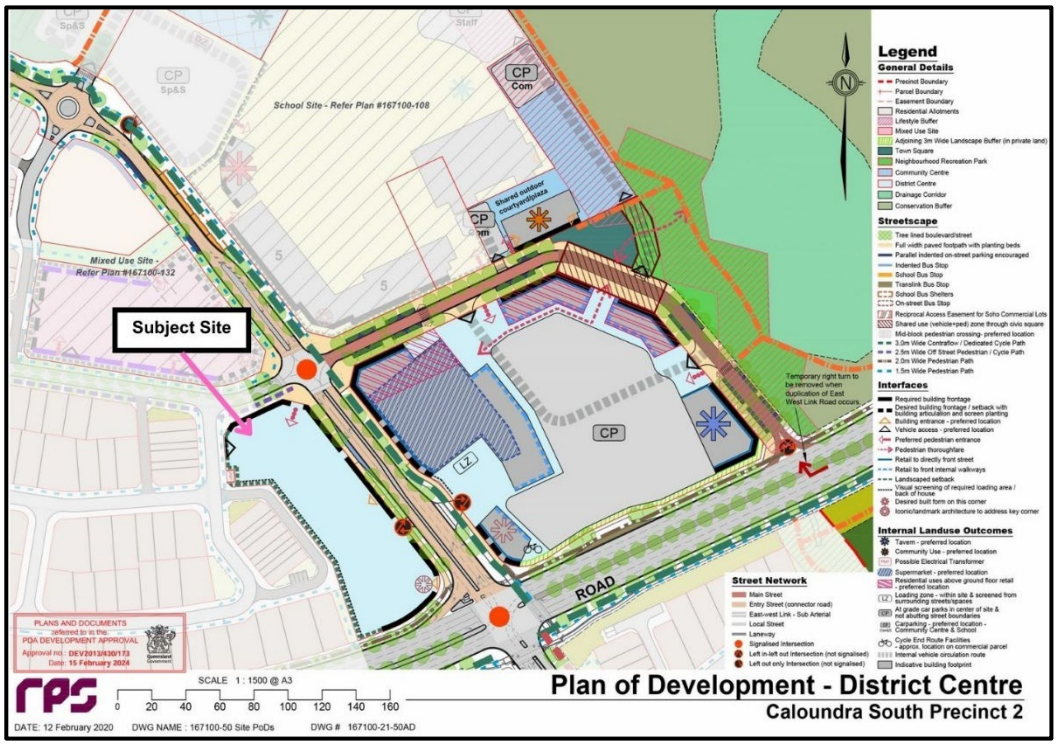


Figure 3 - POD - Appendix I – District Centre

In accordance with Appendix I of the POD there are designated locations for pedestrian and vehicular access points. The proposed Design Plans adopt a number of these access point opportunities. The site layout and built form design also has a strong emphasis on establishing activation and a greater street level relationship noting the iconic landmark / key corner node component of the POD at the Baringa Drive / Lukin Terrace and Baringa Drive / Aura Boulevard intersections (see **Appendix C**, **E & F**).

5.2 POD Assessment

An assessment against all relevant outcomes of the Approved Plan of Development for *Precinct 2 – Sub-Precinct 2.8* is provided below:

Table 4 - Relevant Caloundra South POD Assessment

POD Requirements		Comment
DS1.1	Land uses comprise the uses specified for the sub-precinct in **Table 22**.	Whilst it is acknowledged that Food Premises is not identified as a compliance assessment land use for Lot 8001 under Table 22, the proposed use is considered appropriate having regard to the location, scale and mixed-use intent of the Baringa District Centre. The proposed Food Premises will serve both the future residents of the development and the broader District Centre, providing a convenient neighbourhood café offering within an accessible and highly connected location. The use will complement the proposed residential and commercial components of the development and encourage greater activity, pedestrian movement and interaction within the locality. Importantly, the Food Premises represents a small-scale and complementary use rather than a destination-scale commercial offering. Its inclusion will contribute to a more diverse and functional mix of uses and services within the District Centre while supporting the day-to-day needs of residents and the surrounding community. Accordingly, notwithstanding that Food Premises is not specifically identified as a compliance assessment land use for Lot 8001 under Table 22, the proposed use is compatible with the intended mixed-use character and function of the Baringa District Centre and represents an appropriate land use outcome for the site.
DS1.2	In addition to the following Sub-precinct design standards, the use is in accordance with the relevant provisions of **Section 3.9 Specific Use Criteria**.	An assessment of the proposal against **Section 3.9** is provided at **Table 4** below.
DS2.1	The gross floor area (GFA) of retail uses does not exceed 8,000m^2 with	The proposed retail uses do not exceed 8,000m^2 GFA (see **Appendix C**).

	only one (1) Supermarket intended to be provided within the District Centre.	
DS2.2	The GFA of commercial uses does not exceed 4,000m^2.	The proposed commercial uses do not exceed 4,000m^2 GFA (see **Appendix C**).
DS2.3	Residential Development does not exceed 130 dwellings across the Mixed Use site, and two District Centre Commercial Lots.	A performance solution has been provided in **Section 3.4** of This Report.
DS3.1	For all development, building height does not exceed 5 storeys.	Built form proposed does not exceed the 5-storey height limit (see **Appendix C**).
DS4.1	Development is generally in accordance with the approved PoD as contained within **Appendix I**, and meets the following: (a) site cover for commercial and retail uses is to be dictated by compliance with setbacks, landscaping and parking requirements of this PoD. Delivery facilities are also to be provided which may be a shared arrangement between uses; and (b) the District Centre provides an area suitable to accommodate public event spaces which cater to a variety of audiences.	As stated above under **Section 5.1**, the proposed development / site layout complies with the POD intent.
DS5.1	Built form setbacks are generally in accordance with the following:- (a) Maximum podium height – 2 storeys; (b) Street setbacks (minimum):- i. Required building frontage where nominated on the district centre sites on the approved PoD at Appendix I – 0 metres, except where also nominated on the approved PoD as Visual screening of required loading area / back of house; ii. Required building frontage where nominated on the mixed use site on the approved PoD at Appendix I – 0 to 3 metres, except where also nominated on the approved PoD as a Landscape setback; iii. Desired building frontage where nominated on the approved PoD at Appendix I – 0 to 1.5 metres for non-	The proposal provides the following building setbacks having regard to Design Standard DS5.1. A built-to-boundary outcome is proposed along the nominated required building frontages identified within the POD, appropriately defining and framing the corner of Lukin Terrace and Baringa Drive. While the terrace dwellings incorporate a minor setback from Baringa Drive and Aura Boulevard, design elements including pedestrian entries and upper-level projections have been incorporated to provide a strong relationship with the street and more closely reflect the intended 0m setback outcome. The site does not directly adjoin any residential development to the west. While the frontage identified as a landscaped setback within the POD does not achieve the nominated 3m setback, the design has been amended in direct response to the outcomes of the PLM with EDQ. In particular, the terrace dwellings fronting Patricia Lane have been re-orientated to provide direct vehicle access to Patricia Lane, improving their relationship and interaction with the street and its function

	residential elements and 1.5 to 3.0 metres for residential elements, except where:- a. also nominated on the approved PoD as Visual screening of required loading area / back of house, in which case a minimum setback of 1.5 metres applies; iv. Landscape setback where nominated on the approved PoD at Appendix I – 3 metres with building articulation. (c) Side setbacks (minimum):- (i) Levels 1–3 – 0 metres where adjoining a non-residential use or the minimum setback on the adjoining boundary is 0 metres, otherwise:- a. 1.5m for a wall up to 4.5m high; b. 2.0m for a wall up to 7.5m high; c. 2m plus 0.5m for every 3m (or part thereof) over 7.5m high for a wall over 7.5m high, except that a wall may be built to a side boundary where the wall has a maximum height of 3m and a maximum length of 15m, unless it abuts a higher or longer existing or simultaneously constructed wall. (ii) Levels 4–5 – 3 metres. (d) Rear setbacks:- (i) Levels 1–3 – 0 metres where adjoining a non-residential use or the minimum setback on the adjoining boundary is 0 metres, otherwise 3m; (ii) Levels 4–5 – 6 metres.	as a laneway for domestic access purposes. Having regard to the low-rise, two-storey built form and the absence of directly adjoining residential development to the west, the proposed setback arrangement represents a reasonable and appropriate outcome for the site. Additionally, a network of pedestrian connections has been incorporated throughout the development, providing direct connections to Lukin Terrace, Baringa Boulevard and Aura Boulevard and supporting a highly connected and pedestrian-friendly development outcome. Overall, the proposed setbacks are generally consistent with the intent of the Caloundra South PDA and facilitate a well-considered built form that positively contributes to the surrounding urban fabric without adversely impacting the amenity of the surrounding area (refer **Appendices C & E**).
D6.1	Sub-tropical design elements	A response to Sub-tropical design elements has been provided by Vantage Building Group in their Sustainability Report attached in **Appendix E** to be read in conjunction with their Design Plans (see **Appendix C**)

DS9.1	Where Residential uses are proposed on the district centre commercial Lot, they are located generally in accordance with the approved PoD as contained within Appendix I.	The proposal is generally in accordance with the approved PoD and will be symbiotic to the residential development within the site (see **Appendix C**).
DS10.1	Development provides for a minimum area of landscaping and recreation space generally in accordance with the following:- (a) For Residential elements – a minimum of 30% of the site area including 5% of site area as deep planting; (b) For Non-Residential elements – 20% of the site area including 5% of site area as deep planting.	The proposal provides 910.04m^2 (11.79%) landscaping. While this is below the required 30% it is consistent with the existing approval and comparative sites in the area (see **Appendix A**).
DS10.2, DS10.3 & DS12.1	Landscaping and Lighting Elements	The landscaping intent generally complies with the POD by framing the site particularly at the important corner nodes with exception to the important built to boundary outcomes described above, vehicle & pedestrian access points and services (see **Appendix C, E & F**). With respect to lighting design, this will form part of the conditions of approval to protect surrounding premises from inappropriate light spill from the development site.
DS14.1 – DS14.5	Parking and Access Elements (POD)	The site comprises the following elements in accordance with **Appendix I** (see **Section 5.1**): **Vehicle Access – Preferred Location:** Although the proposed vehicle access does not align with the preferred access location, the proposed access off Leslie Crescent represents an appropriate and suitable traffic engineering outcome to maximise on-site car parking spaces for the commercial use component (see **Appendix C**). **Building Entrance – Preferred Location:** The proposed residential use will provide private pedestrian access to individual dwellings. Public entry is not provided in the designated locations due to the nature of the use. However, pedestrian entry is

		provided via the key corner node of Lukin Terrace and Baringa Drive. **Preferred Pedestrian Entrance:** The proposed pedestrian entry location aligns with the preferred location (see **Appendix C**). **Possible Electrical Transformer:** A designated area has been reserved in the identified location (see **Appendix C**). **Left In-Left Out Intersection:** Although the proposed vehicle access does not align with the preferred access location, the scale and nature of the low-rise, two-storey terrace dwelling development does not warrant a left-in/left-out access to the higher-order Baringa Drive. In this context, the proposed access from Leslie Crescent represents an appropriate and suitable traffic engineering outcome (see **Appendix C & H**). **Iconic/Landmark Architecture to Address Key Corner:** The development incorporates a well-considered built form and complementary landscape treatments that respond to and frame the corner, resulting in the activation of this key corner node (see **Appendix C**). Rytenskild Traffic Engineering have prepared a Traffic Impact Assessment **(Appendix H)** for the proposed development which comprehensively analyses all access and parking components of the development. This should be read in combination with the Additional Turn Path Plans prepared by Empire Engineering (see **Appendix I**).
DS15.1	Shade trees shall be planted in on-site car parks at a rate of one (1) tree per six (6) car parking spaces.	A compliant quantity of shade trees for exposed car parking spaces will be provided (see **Appendix C & F**).
DS16.1 to DS16.3	Bicycle parking and end of trip facilities.	Suitable bicycle parking facilities will be provided via wall hangers and visitor hoops within the communal open space area (see **Appendix C**).

DS17.1	On site vehicle parking is provided at the rates outlined in **Appendix H**. In circumstances where a Traffic Assessment Report is provided that clearly demonstrates a reduced parking demand is expected to be generated by the development or in instances where shared parking arrangements enable greater efficiency in parking utilisation, the applicable parking rates outlined within Appendix H may be reduced. Any reduction that may be applied is limited to a maximum of 15% variation to the total parking demand.	Suitable on-site vehicle parking provided (see **Section 3.7 & Appendix H**).
Multiple Residential (Other Than Duplex)		
DS17.1	For Multiple Residential uses involving more than two units, density is to be a minimum of 35 dwellings/ha, calculated over the site on which it is located.	The proposal comprises 54 dwellings across the 7,720m² development site, equating to a residential density of approximately 69.95 dwellings per hectare. This comfortably exceeds the minimum residential density requirement of 35 dwellings per hectare applicable to the site (refer **Appendices B & C**). It is acknowledged, however, that the density provisions for the Baringa District Centre (District Centre North) under the Caloundra South PDA Development Scheme, specifically Land Use Plan Table 23, Design Standard DS2.3, nominate a maximum residential yield of 130 dwellings collectively across the Mixed-Use site (Lot 8002) and District Centre sites (Lot 8000 and Lot 4000). Lot 8000 currently benefits from an approval for 96 dwellings **(DEV2024/1474)**. Accordingly, when the proposed 54 dwellings associated with the subject development are considered in conjunction with this approval, the combined residential yield exceeds the 130-dwelling allocation identified under Design Standard DS2.3. Notwithstanding the above, there is a clear planning basis to support the proposed additional residential yield. Stockland Development Pty Ltd has obtained approval for a change to the Caloundra South Masterplan **(DEV2011/200)** which, amongst other matters, sought to redistribute residential yield from other precincts within Caloundra South to the subject precinct. The

		approved redistribution provides additional residential capacity within the Baringa District Centre, recognising its suitability to accommodate a greater proportion of residential development within an established and highly accessible centre environment. Accordingly, the 130-dwelling figure identified under Design Standard DS2.3 should not be considered in isolation from the subsequently approved redistribution of residential yield under the Caloundra South Masterplan. The proposed 54 dwellings represent an appropriate utilisation of this additional residential capacity and contribute to the efficient use of land and existing infrastructure within the Baringa District Centre.
DS18.1	Where possible, development provides for shared or multiple use of car parking areas, particularly large car parking areas:- (a) at times when car parking areas would otherwise not be occupied (e.g. weekends); and (b) when car parking spaces service two or more land uses with varying peak usage times (e.g. restaurants and entertainment uses which generate peak parking demands in periods when retail or office uses are relatively inactive).	Where possible car parking areas will be shared or will be multi use (see **Appendix C & H**).
DS19.1	The internal carpark required by the approved PoD Plans in **Appendix I** is landscaped with shade trees and planting beds and edges.	A compliant quantity of shade trees for exposed car parking spaces will be provided (see **Appendix C & F**).
DS20.1 – DS20.4	Stormwater Elements	Refer to the Stormwater Management Plan prepared by Empire Engineering attached in **Appendix K**.
DS21.1	Development achieves the air quality objectives set out in the Environmental Protection (Air) Policy 2008, as amended.	Complies (to be conditioned in approval)
DS21.2	Light emanating from any source complies with Australian Standard AS4282 Control of the Obtrusive Effects of Outdoor Lighting, as amended.	Complies (to be conditioned in approval)
DS22.1	The site cover of Multiple Residential buildings does not exceed: (a) 60% if within Sub-precincts 2.1, 2.2, 2.3, 2.4, 2.5, 2.6 and 2.7;	The proposal achieves compliance with the 80% maximum site cover requirement (see **Appendix C**).

	(b) 80% within Sub-precinct 2.8.	
DS21.3	Development does not include the storage of dangerous goods as defined by the Work Health and Safety Act 2011, as amended.	Not applicable. The development does not include the storage of dangerous goods.
DS22.1	All development is connected to the reticulated water supply, sewerage, stormwater drainage and telecommunications infrastructure networks and has an electricity supply.	Complies. Please refer to the Engineering Services Report attached in **Appendix G.**
DS23.1	Except where specified otherwise in a Sub-precinct specific Plan of Development: (a) A 2 metre wide landscaped buffer strip is provided along the full frontage of the site; (b) At least 10% of the site area is provided as communal open space exclusive of required buffer strips and clothes drying areas; (c) A minimum 1.8 metre high solid screen fence is provided and maintained along the full length of any side or rear boundary;	(a) Strategic landscaped areas are provided along the entire frontage, excluding the built to boundary requirements. The site does not directly adjoin any residential development to the west. While the nominated *landscaped setback* frontage does not achieve a 3m setback, as requested by EDQ in the outcomes of the PLM, the terrace dwellings fronting Patricia Lane have been re-orientated to provide direct access from Patricia Lane. Having regard to the low-rise, two-storey built form, the proposed setbacks and dwelling orientation represents a reasonable and acceptable outcome for the site. (b) Communal open space exceeds 10% of the site area (see **Appendix C**); and (c) Fencing will comply where applicable.
DS23.2	For all Multiple Residential uses involving more than two units:- (a) Each ground floor dwelling has a courtyard or similar private open space of not less than 15m² with a minimum dimension of 3 metres directly accessible from the main living area; (b) Each dwelling above ground level has a balcony or similar private open space area of not less than 9m² with a minimum dimension of 3 metres directly accessible from the living area of the dwelling or rooming unit.	Suitable private open space is provided with consideration to the District Centre designation and mixed-use arrangement compliant with these outcomes (see **Appendix C**).
DS24.1 to DS26.1	Design elements for Multiple Residential	Development complies or will comply (see **Appendix C**).

The following Table provides an assessment of the Specific Use Criteria for Shop, Business and Food Premises in accordance with **DS1.2** of the Design Standards for Sub Precinct 2.8:

Table 5 - Shop, Business & Food Premises POD Assessment

POD Requirements		Comment
DS44.1	Shops, Businesses and Food Premises within Sub-precincts 2.1, 2.2, 2.3, 2.4, 2.5, 2.6 and 2.7 are to be located generally as shown on the approved PoD plan/s as contained within **Appendix E** and are to meet the following: (a) are located on a corner lot where at least one of the intersection roads is a Connector Road; (b) are no more than 250m² GFA; (c) do not to exceed a maximum building height of 11 metres and 3 storeys; (d) do not extend an existing centre, approved Shop, Business or Food Premises.	Not applicable. The site is located within Sub-precinct 2.8.
DS45.1	Buildings setbacks for Shops, Businesses and Food Premises within Sub-precincts 2.1, 2.2, 2.3, 2.4, 2.5, 2.6 and 2.7 comply with those shown for the relevant allotment width as included in **Appendix F**.	Not applicable. The site is located within Sub-precinct 2.8.
DS46.1	Where a building exceeds 2 storeys in height, the building is designed so as to avoid the creation of adverse micro-climatic impacts on any nearby public space by way of overshadowing, wind tunnelling or reflective glare.	Not applicable. The proposed built form does not exceed 2 storeys (see **Appendix C**).
DS46.2	Building materials and hard surfaces used in landscape works are not highly reflective, or likely to create glare, slippery or otherwise hazardous conditions.	Non reflective materials will be used in landscape works (see **Appendix C & F**).
DS46.3	Any outdoor public or semi-public open space has a minimum of 50% of its area covered or shaded.	Complies (see **Appendix C**).
DS46.4	Development provides for a minimum of 65% of the building frontage to a public street, or other public or semi-public space, to present with clear or relatively clear windows and glazed doors.	Over 65% of the commercial use frontages comprise clear or relatively clear windows and glazed doors (see **Appendix C**).
DS47.1	The site cover of a Shop, Business or Food Premises within Sub-precincts 2.1, 2.2, 2.3, 2.4, 2.5, 2.6 and 2.7 does not exceed:- (a) 70% for that part of a building up to 2 storeys in height; and (b) 50% for that part of a building exceeding 2 storeys in height.	Not applicable. The site is located within Sub-precinct 2.8.
DS48.1	The building has articulated and textured facades that incorporate some or all of the following design features to create a high level	The building design for the Commercial tenancies comprises all

	of openness and visual interest, and provide shading to walls and windows:- (a) wide colonnades, verandahs, awnings, balconies and eaves; (b) recesses, screens and shutters; and (c) windows that are protected from excessive direct sunlight during warmer months.	the elements outlined in DS48.1 (see **Appendix C**).
DS48.2	To assist in creating or maintaining a coherent streetscape, the building is articulated and finished in ways that respond to attractive and notable elements of adjacent buildings, such as continuity of colonnades, verandahs, balconies, eaves, parapet lines and roof forms.	The proposed buildings have been designed to incorporate / complement its mixed use setting (see **Appendix C**).
DS48.3	The building incorporates vertical and horizontal articulation such that no blank wall is longer than 15 metres.	Substantial vertical and horizontal articulation is provided (see **Appendix C** for details).
DS49.1	A building having a height of more than 2 storeys incorporates variations in materials, colours, textures or other built form elements that help to differential between the podium and other building levels.	Not applicable. Built form does not exceed 2 storeys.
DS50.1	For a Shop, Business or Food Premises within Sub-precincts 2.1, 2.2, 2.3, 2.4, 2.5, 2.6 and 2.7 a minimum of 10% of the site is comprised of deep planted landscapes.	Not applicable. The site is located within Sub-precinct 2.8.
DS50.2	Landscapes are provided on-site in accordance with the following:- (a) shade trees, low planting and hard landscapes are provided along street frontages not occupied by buildings or driveways; (b) shade trees are provided in car parks; (c) a landscape strip is provided between the business use and any adjacent residential use which:- (i) is planted with a variety of screening trees and shrubs; and (ii) incorporates a minimum 1.8 metre high solid screen fence where acoustic attenuation is required; and (d) planting is provided on top of podium levels.	Complies. Refer to **Appendix C, E & F** for the landscaping coverage and design intent.
DS51.1	Undesirable visual, noise and odour impacts on public spaces and residential uses are avoided or minimised by:- (a) where appropriate, limiting the hours of operation of the business use to maintain acceptable levels of residential amenity relative to the site's context and setting; (b) providing vehicle loading / unloading and refuse storage / collection facilities within enclosed serviced yards or courtyards;	Complies. All refuse and service areas are screened from the street, and deliveries will be within normal business hours.

	(c) locating site service facilities and areas such that they are not adjacent to the frontage of a street or public space.	
DS51.2	Glare conditions or excessive 'light spill' on to adjacent sites and public spaces are avoided or minimised through measures such as:- (a) careful selection and location of light fixtures; (b) use of building design / architectural elements or landscape treatments to block ore reduce excessive light spill to locations where it would cause a nuisance to residents or the general public; and (c) alignment of streets, driveways and servicing areas to minimise vehicle headlight impacts on adjacent residential accommodation.	Complies. The proposed commercial site layout frames Baringa Drive and Lukin Terrace with built form. Car parking is set in behind the buildings, and the road frontages comprise deep landscaping areas around the commercial component. The above design elements minimise obtrusive light spill.

6.0 Conclusion & Recommendations

This Report provides planning justification in support of a Development Permit for Material Change of Use to establish Multiple Residential (Other than Duplex), Food Premises (Café), Business and Shop uses, together with Reconfiguring a Lot by Community Title Scheme Subdivision, involving land described as Lot 8001 on SP344660, situated at 1 Lukin Terrace, Baringa.

The proposed development warrants approval on the following grounds:

- The proposal delivers a practical and well-designed residential and mixed-use development comprising 54 terrace dwellings and a complementary range of small-scale commercial uses within the Baringa District Centre;
- The development provides an efficient residential outcome for a well-located and fully serviced urban site, with the proposed density appropriately responding to the intended role and function of the District Centre;
- The proposed built form has been attractively designed with a strong focus on street activation, architectural presentation, key corner nodes and pedestrian connectivity;
- The development has been revised in direct response to the outcomes of the PLM with EDQ, including the re-orientation of dwellings towards Patricia Lane, enhanced pedestrian connections and refinement of the commercial component;
- The proposed Community Title Scheme subdivision provides a practical titling arrangement that limits common property primarily to the internal access and circulation areas while providing greater autonomy for future lot owners;

- Safe and convenient vehicular access and internal circulation are provided, together with an appropriate level of on-site resident, visitor and commercial car parking;
- A comprehensive pedestrian network provides convenient connections to Lukin Terrace, Baringa Drive and Aura Boulevard, supporting a highly connected and pedestrian-friendly development;
- Stormwater will be appropriately managed on-site to achieve a lawful point of discharge and a non-worsening outcome;
- The proposed landscaping will complement and soften the built form, enhance the surrounding streetscape and contribute to the amenity of residents, visitors and the broader public realm;
- The site has efficient access to all necessary urban infrastructure and services;
- The proposal incorporates appropriate sustainability initiatives and innovations consistent with the outcomes sought for the precinct; and
- The proposed development is generally consistent with the relevant planning controls and development intent established by the higher-order Caloundra South PDA Development Scheme, Caloundra South Plan of Development and applicable PDA Guidelines.

Having regard to the matters addressed throughout this Report and the accompanying specialist assessments, the proposal represents an appropriate and well-considered development outcome for the site. Accordingly, it is recommended that EDQ approve the development application subject to reasonable and relevant conditions.

Appendix A

Current Titles Search

Survey Plan and SmartMap

Design Plans

Prepared by Vantage Building Group

Plan of Subdivision

Prepared by Murray & Associates (QLD) Pty Ltd

Appendix E

Sustainability Report

Prepared by Vantage Building Group

Landscape Plans

Prepared by Element Design

Appendix G

Engineering Services Report

Prepared by Empire Engineering

Appendix H

Traffic Impact Assessment

Prepared by Rytenskild Traffic Engineering

Appendix I

Additional Turn Path Plans

Prepared by Empire Engineering

Preliminary Acoustic Report

Prepared by Trinity Consultants Australia

Stormwater Management Plan

Prepared by Empire Engineering

Waste Management Plan

Prepared by Murray & Associates (QLD) Pty Ltd

Contaminated Land Search

Appendix N

Easement Document Search