

NOOSA CIVIC STAGE 3  
LANDSCAPE MANAGEMENT PLAN

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Appendix I

CONTENTS		
1.0	INTRODUCTION	1
2.0	BACKGROUND	1
3.0	OBJECTIVES OF THE PLAN	1
4.0	DESIGN INTENT	1
5.0	PERCENTAGE OF LANDSCAPE	1
6.0	LANDSCAPE DESIGN	2
6.1	ENTRY	3
6.2	CIVIC SPACE	4
6.3	PATHWAY LINK	4
6.3	CARPARK	5
6.4	MALL	5
6.5	FUTURE DEVELOPMENT	6
7.0	PLANT SPECIES	7
8.0	NOOSA PLAN	9
9.0	IMPLEMENTATION	14
9.1	STANDARDS	14
9.2	SAMPLES	14
9.3	INSPECTIONS	14
9.4	EARTHWORKS	14
9.5	DRAINAGE	15
9.6	TOPSOIL AND MULCHING	15
9.7	PLANTING	16
9.8	EDGING	16
9.9	RETAINING WALLS	16
9.10	PAVING	16
9.11	GRASSING	16
9.13	IRRIGATION	17
9.14	ESTABLISHMENT AND MAINTENANCE	17
10.0	WEED SPECIES	18

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## 1.0 INTRODUCTION

The purpose of the Landscape Management Plan is to support a development application for Noosa Civic Stage 3.

## 2.0 BACKGROUND

Noosa Civic is situated between Eenie Creek Road and Eenie Creek in Noosaville, and occupies approximately 35 hectares. Within this site Stage 3 of Noosa Civic will provide additional Retail, Civic, Transport and Commercial uses.

The overall site has a range of significant ecological values including:

- Providing habitat for endemic species;
- Forming part of the hydrological system of the Noosa River;
- Containing plant communities of conservatory significance:
  - Tall mixed Open Sclerophyll Forest; and
  - Paperbark Wetlands and Fringing Swamp.
- Containing wildlife species of conservatory significance:
  - Elf Skink;
  - Sylvia's Blind Snake;
  - Wallum Froglet; and
  - Koala.

## 3.0 OBJECTIVES OF THE PLAN

The primary objective of this Landscape Management Plan is to show how the development will provide sufficient landscaped area to enhance the visual amenity and natural landscape character of the area.

Secondary objectives are to ensure that the landscape complies with the relevant provisions of the Noosa Planning Scheme (Noosa Plan 2006):

- Landscaping Code; and
- Planning Scheme Policy Three, Landscaping Plants and Guidelines (PSP 3).

## 4.0 DESIGN INTENT

The Noosa Civic Stage 3 landscape design divides the site into 5 areas. The intent of the design of each area is to best integrate it with its immediate context. Planting for each area employs a single dominant canopy with accompanying understorey planting. The planting themes are based on the two plant communities of the site; Tall Mixed Open Sclerophyll Forest and Paperbark Wetlands and Fringing Swamp.

Generally the landscaping has been designed with the following principles:

- Retention of existing vegetation where possible;
- Use of endemic plant species. At least 85% of the species and 85% of the quantity of plants used in landscaping shall be endemic to the site. In addition all 'signature species' (eg. street trees, shade trees in car parks and feature plantings) shall be endemic to the site;
- Informal planting arrangements, consisting of clumping of trees and massing of understorey planting. To reflect the surrounding vegetation and merge the proposed new development with existing retained vegetation;
- A minimum landscaped area of 10% for any development site and 15% within each precinct.

## 5.0 PERCENTAGE OF LANDSCAPE

The total site area of Precinct E1/ E6 is 98,640m<sup>2</sup>. Of this 34,786m<sup>2</sup> is landscaping. This amounts to 35% of the site. The area of landscape includes planting and lawn areas in addition to areas of decorative paving and raised planters. Breakup of landscape areas is as follows:

Soft Landscaping = 23,943m<sup>2</sup>  
Hard Landscaping = 6,130 m<sup>2</sup>  
OS3 = 4,713m<sup>2</sup> (approx)

This area excludes E7 which is a future development site; 100% of which will be landscape.  
22-050



6.0 LANDSCAPE DESIGN

The 5 areas within the Noosa Civic Stage 3 site are as follows:

- 1. ENTRY
- 2. CIVIC SPACE
- 3. PATHWAY LINK
- 4. CARPARK
- 5. MALL
- 6. FUTURE DEVELOPMENT



PLAN 1: 2500

N1

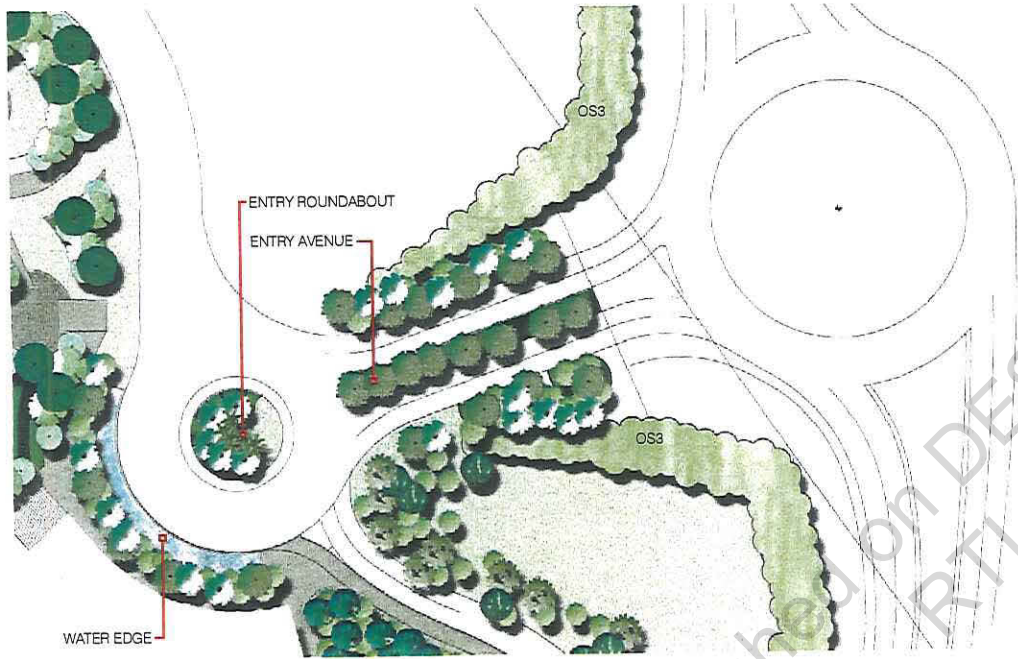


6.1 ENTRY

In keeping with Stage One of the development the entry from Walter Hay Drive Road will be lined with informal clumps of *Allocasuarina littoralis* and *Melaleuca quinquenervia* underplanted with swathes of native grasses including *Themeda triandra*. The median will be planted with *Lophostemon confertus* in an informal arrangement to create an avenue effect.

The entry roundabout provides an opportunity to provide feature planting as a focal point into the development site. These will be mounded with contrasting clumps of *Livistona australis* and *Melaleuca quinquenervia* and underplanted with contrasting bands of different textural groundcovers and clumping plants.

Placement of plant species takes into account sight lines for pedestrians, cyclists and vehicular circulation.

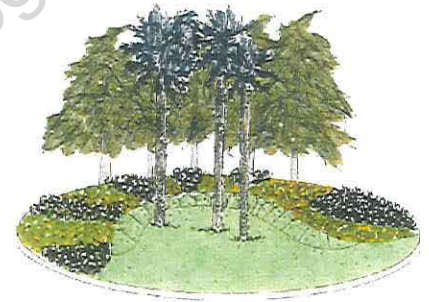


PLAN 1: 1000

N1



ENTRY ROUNDABOUT



ENTRY AVENUE



*Allocasuarina littoralis*

*Melaleuca quinquenervia*

*Livistona australis*

*Themeda triandra*

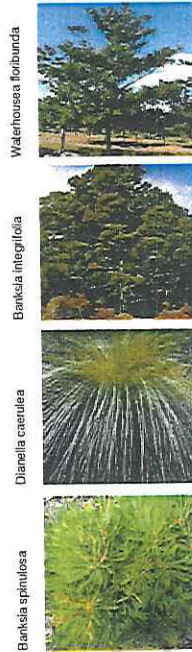


6.2 CIVIC SPACE

The external landscape treatment of Stage 3 development is focussed around a flexible Civic Space located adjacent to OS7. Large bright signature species trees in addition to clumped plantings provide shade and softening to enhance useability.

The Civic Space consists of native gardens, a landscaped court, a water edge, pedestrian pathways and trellised arbour. In addition to terraced gardens and civic promenade.

The landscape theme of this area is based around *Elaeocarpus grandis* as the signature tree species with *Callitris columellaris* as secondary. *Xanthorrhoea latifolia* is the dominant understorey.



*Walehousea floribunda*

*Banksia integrifolia*

*Dianella caerulea*

*Banksia spinulosa*

PLAN 1: 1000

N1

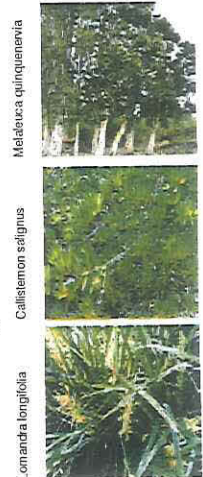
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6.3 PATHWAY LINK

A pedestrian and bicycle path adjacent to OS7 provides connections to the existing circulation network within Stage One and through to the Walter Hay Drive and Eenie Creek Road pathways. The link will also provide access to future connections to the presently undeveloped South West.

The landscape treatment will support the retained vegetation of OS7 to provide a complimentary landscape treatment, with the species mix representing an extension of this Environmental Protection Area. The Pathway Link will provide a comfortable and safe pedestrian and cyclist experience. Placement of plant species takes into account sight lines for pedestrians, cyclists and vehicular circulation.

The tree species to be planted adjacent to OS7 shall be selected from the major tree species growing in OS7. The dominant tree species is *Melaleuca quinquenervia* and secondary is *Callistemon salignus* with *Lomandra longifolia* the dominant understorey.



*Melaleuca quinquenervia*

*Callistemon salignus*

*Lomandra longifolia*

PLAN 1: 1000

File B<sub>N1</sub>

Page 6 of 274



6.4 CARPARK

Parking bays which are not located over the basement will be shaded by individual tree planting at a minimum of one tree per six carparking bays. The trees will provide shade, reduce reflected radiation, and soften the visual impact of large hardstand surfaces.

The trees will be planted and will be planted in 1200mm square tree pits. Trees will be staked during the establishment period. To ensure long term protection of the tree, pits will be surrounded by a raised concrete kerb. Trees will be a minimum 25L pot size to create an immediate impact. To ensure healthy tree growth, the tree shall be planted in minimum 400mm depth modified site soil.

The landscape theme of this area is based around *Lophostemon confertus* as the signature tree with *Melaleuca quinquenervia* as secondary and *Crinum pedunculatum* and *Dianella caerulea* as the dominant understoreys.



6.4 MALL

To soften and 'green' the internal Mall space, trees in large planters will be used to theme the street furniture. The trees will be underplanted with low groundcovers. Plant species have been selected for their ability to cope with low level light conditions and a hostile indoor environment. This is the one area of the project where exotic plant species have taken precedence for their ability to cope with an indoor space.

The Landscape theme of the internal mall area is based around the *Ficus hillii* 'exotica'. Understorey planting includes *Cordyline rubra*, *Doodia aspera*, *Spathiphyllum sensation* and Bromeliad species.

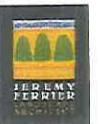


PLAN 1: 1000

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File B

22-050



6.5 FUTURE DEVELOPMENT

Areas located to the north east and south west of the building are to remain undeveloped at present pending Future Development opportunities. A low maintenance landscape treatment of turf and trees will be provided to minimise erosion and evaporation. Clearing of Future Development sites will be limited to the areas required for the ancillary construction facilities of the Stage 2 works.

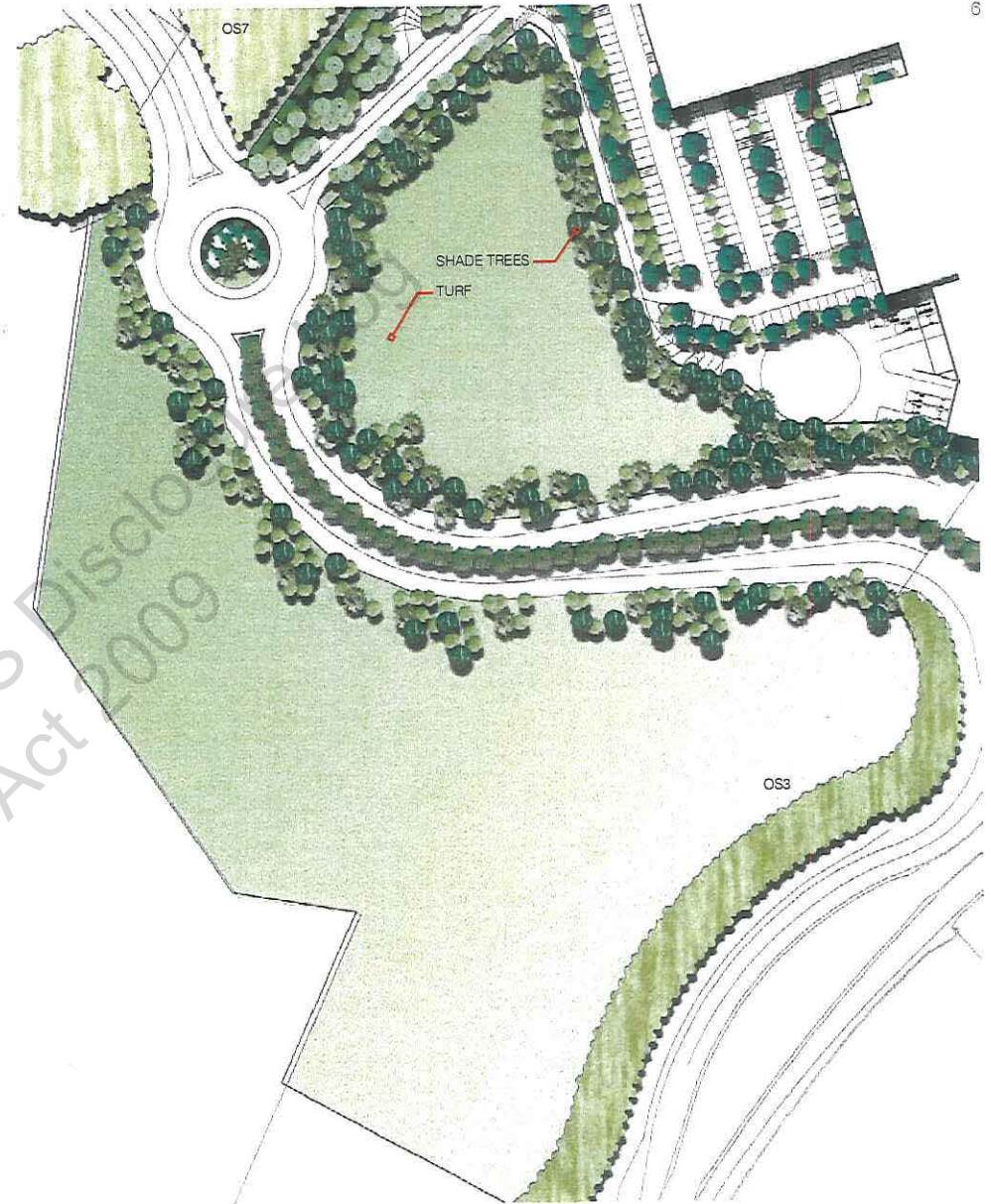
The verges will consist of informal groups of trees, species will include *Allocasuarina littoralis*, *Banksia robur* and *Eucalypt* species.



PLAN 1: 1500  
N1



*Corymbia integrifolia*  
*Allocasuarina littoralis*  
*Melaleuca quinquenervia*  
*Banksia robur*



PLAN 1: 1500  
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## 7.0 PLANT SPECIES

7

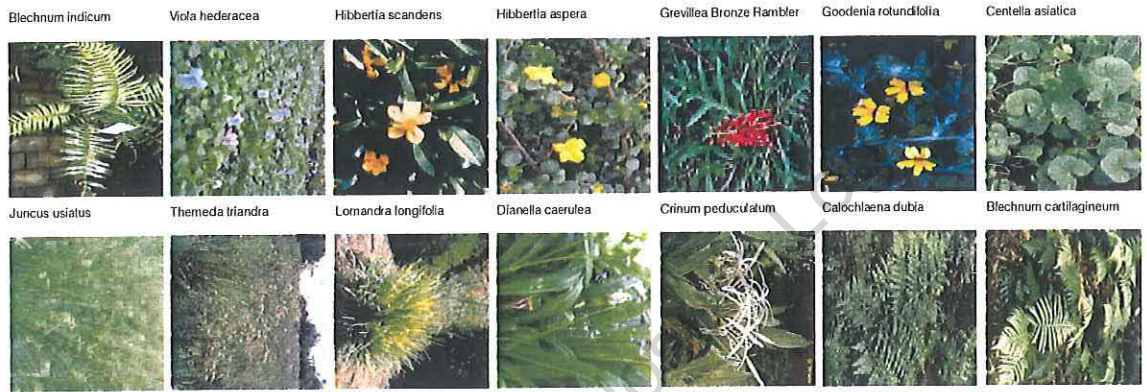
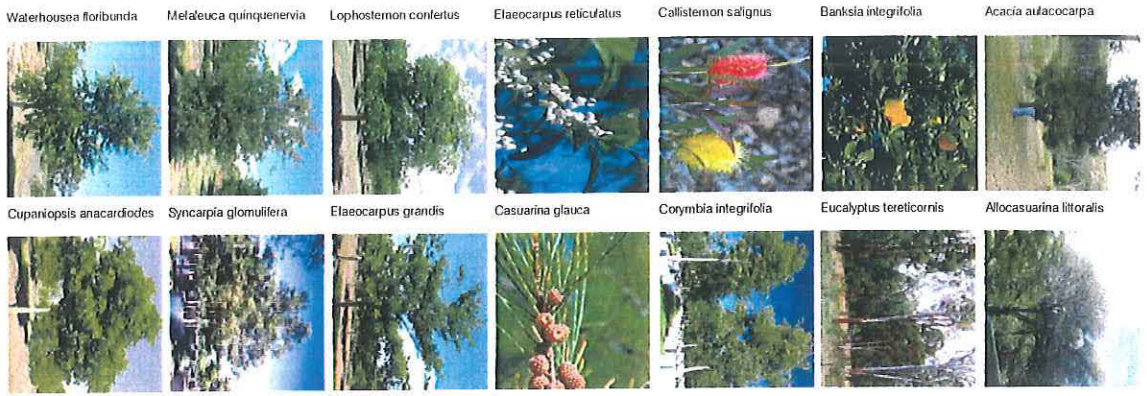
SPECIES	COMMON NAME	COLOUR SOURCE	KOALA HABITAT	BIRD HABITAT	ATTRACTS WILDLIFE
<b>GROUNDCOVERS</b>					
CENTELLA asiatica	Penny Wort				
GOODENIA rotundifolia	Common Goodenia	X			X
*GREVILLEA 'bronze rambler'	Grevillea	X			
HIBBERTIA aspera	Trailing Guinea Flower				
HIBBERTIA scandens	Twining Guinea Flower	X			X
HIBBERTIA vestita	Hairy Guinea Flower	X			X
VIOLA hederacea	Native Violet	X			
BLECHNUM cartilagineum	Gristle Fern				
BLECHNUM indicum	Swamp Fern				
CALOCHLAENA dubia	Common Ground Fern				
CRINUM pedunculatum	Swamp Lily	X			
DIANELLA species	Blueberry Lily	X			
LOMANDRA longifolia	Long-leaf Mat Rush				
LOMANDRA multiflora	Many Flowered Mat Rush				
*MYOPORUM acuminatum	Coastal Boobialla				
JUNCUS usitatus	Common Rush				
THEMEDA triandra	Kangaroo Grass				
IMPERATA cylindrica	Blady Grass				
<b>SHRUBS</b>					
ACACIA complanata	Flat Stemmed Wattle	XX			X
ACACIA hubbardiana	Wattle	XX			X
*ALPINIA caerulea	Native ginger				
AUSTROMYRTUS dulcis	Midyim/Midgin	X			
BAECKEA virgata	Twiggy Baeckea	X			X
BANKSIA robur	Swamp Banksia	X			X
BANKSIA spinulosa	Golden Candlesticks	X			X
CORDYLINE rubra	Red-Fruit Palm Lily	X			
DODONEA triquetra	Large Leaf Hop Bush				X
HOVEA acutifolia	Pointed-leaf Hovea	X			
LEPTOSPERMUM polygalifolium	Wild May, Yellow Teatree	X			X
MELASTOMA affine	Blue Tongue	X			
PULTENAEA villosa	Hairy Bush-pea	X			X
RICINOCARPOS pinifolius	Wedding Bush				

## TREES

ACACIA aulacocarpa	Hickory Wattle				
ACACIA melanoxylon	Blackwood	X	X		X
ACMENA smithii	Lilly-Pilly				
ALLOCASUARINA littoralis	Riverine She-oak				X
ALPHITONIA excelsa	Soap Tree / Red Ash				
*ARCHONTOPHOENIX cunninghamiana	Bangalow Palm				
*ARAUCARIA bidwillii	Bunya Pine				
BACKHOUSIA myrtifolia	Grey Myrtle				
BANKSIA integrifolia	Coastal Banksia	XX			X
CALLISTEMON salignus	Pink Tips, Willow Bottlebrush	X			X
CASUARINA glauca	Swamp She-oak				
COMMERSIONIA fraseri	Brush Kurrajong				
CORYMBIA gummifera	Red Bloodwood		X	X	X
CORYMBIA intermedia	Pink Bloodwood		X	X	X
*CUPANIOPSIS anacardiodes	Large Leaf Tuckeroo				
CYATHEA cooperi	Tree Fern				
ELAEOCARPUS reticulatus	Blue Berry Ash	X			X
EUCALYPTUS pilularis	Blackbutt		X		
EUCALYPTUS resinifera	Red Mahogany		X	X	X
EUCALYPTUS robusta	Swamp Mahogany				
EUCALYPTUS tereticornis	Forest Red Gum		X	X	X
GLOCHIDION sumatrum	Umbrella Cheese Tree				
*HARPULLIA pendula	Tupliwood				
JAGERA pseudorhus	Foam Tree				
LOPHOSTEMON confertus	Brush Box				
LOPHOSTEMON suaveolens	Swamp Box				
LIVISTONA australis	Cabbage Tree Palm	X			
MACARANGA tanarius	Macaranga				
MELALEUCA quinquinervia	Board Leaved Paperbark	X	X	X	X
MELIA azedarach	White Cedar	X			X
SYNCARPIA glomulifera	Turpentine			X	X
*SYZYGIUM australe	Brush Cherry				
*WATERHOUSIA floribunda	Weeping Lilly-Pilly				
XANTHORROEA johnsonii	Forest Grass-tree				X

\*Note: Plants with asterisk comprise 14 % of non-endemic species to the site.





NOOSA PLAN	RELEVANT PROVISION FROM NOOSA PLAN	STATEMENT OF COMPLIANCE
<b>14.150 OVERALL OUTCOMES FOR THE LANDSCAPING CODE</b>		
14.150.2 The overall outcome is the achievement of a high quality of landscape design that—	a) retains, reinforces and enhances the natural landscape character of the site, streetscape and locality;	Complies - The overall intent of the design is to best integrate it with its immediate contexts; in particular the natural environment and the adjacent Stage One development.
	b) retains existing vegetation and other natural features for their ecological, aesthetic and cultural values;	Complies - Existing vegetation within OS3 and OS7 is to be retained. Vegetation on future development sites is only to be removed as necessary to provide construction facilities for the Stage Two works.
	c) ensures the revegetation and rehabilitation of native wildlife habitat and riparian zones to protect and enhance ecological and biodiversity values;	Complies - Plant species are consistent with adjacent existing vegetation as continuation of habitat and riparian zones.
	d) facilitates water management including on-site detention and the efficient infiltration of stormwater;	Complies - The bio-retention system is integrated into the landscape.
	e) enables the establishment of appropriate plantings that are of a scale and density commensurate with building height, bulk and scale to buffer development and conflicting land uses;	Complies - Planting areas are of suitable size and screening buffers adjacent land uses.
	f) enhances privacy between dwelling units and accommodation units;	N/A Development is Commercial only.
	g) accommodates the outdoor recreation needs of dwelling occupants; and	Complies - Flexible outdoor civic space is provided.
	h) provides adequate vegetation treatment to steep slopes and unstable landforms.	N/A No steep slopes or unstable landforms.

SPECIFIC OUTCOMES	PROBABLE OUTCOMES	STATEMENT OF COMPLIANCE
<b>1.151 SPECIFIC OUTCOMES FOR LANDSCAPING</b>		
<b>14.152 GENERAL REQUIREMENTS</b>		
Streetscape and amenity O1 Sufficient landscaped areas are provided to— a) enhance the visual amenity and natural landscape character of the area, streetscape and local area; b) retain natural landscape features, such as rock outcrops and existing large trees; c) retain existing native vegetation and enhance buffer areas around property boundaries; d) suit the relative size and nature of the development and its setting; e) reduce the visual impact of large or bulky structures and fencing along waterways; and f) conceal service, carparking and loading areas of developments; g) screen incompatible land uses; and h) provide privacy between any dwelling units and accommodation units on and adjoining the site.	S1.1 Landscaped areas, not less than the minimum areas and dimensions specified in Tables 14-53 or 14-54, are provided and maintained.  S1.2 Landscaping is designed, planted and maintained in accordance with PSP3 Landscaping Plants and Guidelines.	Complies - Landscaped areas, not less than the minimum areas and dimensions specified are provided and maintained.  Landscaping is designed, planted and maintained in accordance with PSP3 Landscaping Plants and Guidelines.
Building and landscape design O2 Site layout and building and landscape design— a) provides for soft landscaping to be established in and around the development; b) maximises the retention of large canopy trees; c) within the Eastern Beaches Locality and Noosa Heads Locality, avoids the removal of heath vegetation, except where required for internal roads and service and infrastructure construction; d) minimises the extent of impervious paved areas; e) provides for suitable plant layouts and densities; and f) facilitates the adoption of appropriate planting techniques.	S2.1 Below ground components of buildings do not extend beyond the above ground footprint to allow for landscaping particularly within building setback areas; AND S2.2 Basement carparks do not encroach into building setback areas; AND S2.3 Plants are grouped in mulched beds rather than planted individually to provide for optimum growing conditions and less maintenance; AND S2.4 Landscaping is designed, planted and maintained in accordance with PSP3 Landscaping Plants and Guidelines	Whilst basements extend beyond the building footprint sufficient area remains for landscaping.  Complies - Planting is grouped into mulched beds and landscaping is designed, planted and maintained in accordance with PSP3 Landscaping Plants and Guidelines.



<p>Services and utilities O7 All landscaping works maintain adequate safe distance from services and utilities including substations, overhead powerlines, power poles and transformers, street lamps, stormwater catchment pits, and underground services and utilities.</p>	<p>S7.1 Plant species used in landscaping adjacent to substations, or adjacent to or on electricity transmission line easements, are less than 4m high at maturity and do not encroach within 3m of a substation boundary; OR S7.2 For trees higher than 4m, trees are planted at a distance from any part of an electricity transmission line at least equal to the expected height of the tree at maturity. S7.3 For power lines that connect to a premises, the height of plant species at maturity provides for a 2m clearance below the power line S7.4 Trees and large scrubs are located a minimum of— a) 5m from electricity poles and pillars; b) 4m from street lamps; c) 2m from stormwater catchment pits; and d) 2m from underground services and utilities; AND S7.5 Plants are located to enable tradespersons to access, view and inspect service meters, such as water and electricity meters. AND S7.6 Root barriers are installed around trees that are located within 3m of any infrastructures or that have potentially invasive roots.</p>	<p>Complies - Adequate distances are observed between landscaping, in particular trees, and services.</p>
<p>Entry statements O8 Tree and plant massing are the dominant features of entry statements to residential or commercial estates and are integrated with the landscape theme of the estate and the natural landscape character of the locality, rather than the entry being dominated by build elements such as masonry walls, waterfalls and assembled rock outcrops. (see Figure 14-20).</p>	<p>S8.1 No solution provided.</p>	<p>Complies - Tree and plant massing are the dominant features of entry statements.</p>

<p>O9 Entry statements are low maintenance.</p>	<p>S9.1 Entry statements are low maintenance and located entirely within privately owned land.</p>	<p>The entry is defined by a consistent roundabout treatment across all stages of the development.</p>
<p>14.154 SPECIFIC REQUIREMENTS FOR BUSINESS USES</p>		
<p>Design of commercial and retail spaces O19 Landscaping softens building bulk and creates pleasant settings for visitors and staff that function well in an intensively used environment by— a) providing canopy trees and shade structures; b) using shrubs and garden beds to clearly define public spaces and pedestrian walkways; c) providing areas for public art, where appropriate; d) providing outdoor areas with seating for staff and visitors; e) adopting landscape solutions that reduce the visual impact of building bulk (see Figure 14-24); f) using mounding and screen planting to conceal service and loading areas; g) making provision for outdoor dining areas where appropriate, that integrate well within the streetscape (see Figure 14-25); h) providing adequate screening along the perimeters of the development; i) avoiding the use of formal planting design for frontage works; and j) providing planting design and species selection that can endure an intensively used environment.</p>	<p>No solution provided</p>	<p>Complies - Landscaping softens building bulk and creates pleasant settings for visitors and staff that function well in an intensively used environment by: - providing canopy trees; - providing outdoor areas with seating for staff and visitors; - adopting landscape solutions that reduce the visual impact of building bulk - providing adequate screening along the perimeters of the development; - avoiding the use of formal planting design; and - providing planting design and species selection that can endure an intensively used environment.</p>

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14.155 OPEN SPACE AREAS AND ROAD RESERVES

<p>Active parkland O21 Landscaping in and around active parkland creates an environment that provides functional recreation areas and facilities in a landscaped setting that reflect the natural landscape character of the locality.</p>	<p>S21.1 Landscape works for active parkland include— a) formation of grassed and well-drained areas for recreation; b) retention of existing vegetation surrounding recreation facilities; c) the planting of shade trees around recreation facilities, including playfields and playgrounds; d) provision of landscaped buffer areas to adjacent residential development; and e) installation of recreational facilities that include the use of natural materials and finishes, where appropriate, and colours that blend with the natural environment.</p>	<p>N/A No Active Parkland component</p>
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<p>Passive parkland and reserves O22 Landscaping within passive parkland and adjacent to national parks and conservation reserves, provides for— a) the protection and enhancement of native wildlife habitat and corridors; b) the replanting of disturbed areas; c) the protection of riparian zones where the site adjoins or includes a waterway; d) a relaxed and pleasant environment for visitors, with low key, low impact recreation facilities; and e) linkages to other open space areas, where appropriate. S22.1 Landscape works within passive parkland and adjacent to national parks and conservation reserves, include— a) retention of existing vegetation of local origin, including understorey plants and surface mulch; b) revegetation of cleared and disturbed areas; c) planting food/habitat trees in areas supporting important fauna populations and including nest boxes where it has been necessary to clear habitat trees for development; d) removal of species identified as undesirable plant species in PSP3 Landscaping Plants and Guidelines; e) enhancement of the area through the provision of walking trails, picnic tables and bridges; f) the provision of linkages to the Noosa Trial Network as identified in Schedule 5 on Map 3, where appropriate; g) retention of natural ground levels and hydrology within and around these areas; and h) minimal grassed areas.</p>	<p>No solution provided.</p>	<p>N/A No Passive Parkland component</p>
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<p>Road reserves                  O23 Landscaping within road reserves—                  a) enhances the streetscape quality and natural landscape character of the area;                  b) provides buffering to adjoining uses;                  c) maintains the functionality of the road reserve for vehicles, pedestrian and bicycles, including providing adequate allowance for pedestrians to use the verge;                  d) provides for the retention of existing tall trees and remnant native vegetation;                  e) allows for the opening of car doors along urban streets;                  f) allows for maintenance or emergency access to service corridors and utilities;                  g) maintains site distances to and from corners, intersections, driveways and pedestrian crossing points; and                  h) maintains overland stormwater flow to avoid ponding on footpaths, nature strips or adjoining premises.</p>	<p>S23.1 A minimum of 1 street tree is provided per lot or every 8m of frontage, whichever is the greater;                  AND                  S23.2 Where vehicles are parked parallel to the kerb, landscaping is setback a minimum of 500mm from the back of the kerb to allow adequate access (see Figure 14-27);                  AND                  S23.3 Street trees are planted a minimum of 1m from the back of the kerb in the road reserve verge.</p>	<p>Complies -                  Externally OS3 is located adjacent to the Walter Hay Drive road frontage and provides extensive tree coverage.                  Internally roads will have 1 tree per lot located a minimum of 1m back from the kerb.                  The layout continues the treatment from stage 1 with informal clumps of trees underplanted with low native species.</p>
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14.156 ENVIRONMENT PROTECTION AND CONSERVATION

<p>Watercourses and drainage lines                  O24 Landscaping works along watercourses and drainage lines—                  a) retains and enhances the existing riparian vegetation including understorey; and                  b) rehabilitates and revegetates degraded riparian zones to filter stormwater run-off and provide for native wildlife habitat; and                  c) avoids slashing and turfing of waterway edges and drainage lines; and                  d) avoids engineering design solutions, such as concrete drains; and                  e) use natural materials in the construction of boardwalks, bridges and similar structures to blend with the natural environment.</p>		<p>N/A - The drainage line within the adjacent OS7 is retained and the edge rehabilitated.</p>
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## 9.0 IMPLEMENTATION

All landscape works to be implemented as per the following specification.

### 9.1 STANDARDS

Landscape works will be undertaken in compliance with the following Australian Standards:

- AS 1289 – Methods of Testing Soils for Engineering Purposes
- AS 4419 – Soils for Landscaping

### 9.2 SAMPLES

Representative samples of specified items will be as follows:

Item	Sample Size
Seed (each species)	0.5 kg
Fertiliser	1.0 kg
Planting Media	5.0 kg
Soil Additive	0.5 kg
Organic Mulch	2.0 kg
Inorganic Mulch	2.0 kg
Plant Ties	2
Weed Control Matting	1 m <sup>2</sup>
Tree Mat	1
Erosion Control Matting	1m <sup>2</sup>
Irrigation Components	1 of each component
Concrete Garden Edge	1linear metre

Each sample will be in the condition in which it is proposed to supply it to the site. Samples rendered unsuitable by the process of examination (e.g. plants examined for root condition) will be replaced, at no additional cost. In meeting the requirements of condition 64.6 all certificates mentioned in the specification to follow are to be obtained prior to the use of the material on-site and to be made available to council.

### 9.3 INSPECTIONS

No less than 48 hours notice will be given so that the following may be inspected, as applicable:

- Plant materials available at source of supply
- Plant materials delivered to site
- Clearing completed
- Sub-grades cultivated and/or prior to placing topsoil
- Plant materials set out before planting
- Planting completed
- At the beginning of each month during the maintenance period and the defects liability period
- Upon completion of establishment period
- Upon completion of defects liability period

## 9.4 EARTHWORKS

### 9.4.1 SITE CLEARING

TREES TO BE RETAINED are those shown on the drawings.

LIMITS OF CLEARING: Clear only those site areas shown on the drawings.

REMOVE trees, logs, stumps, roots, shrubs, scrub and boulders. Do not remove grass and topsoil unless otherwise specified.

GRUB OUT roots and stumps over 75 mm diameter to a minimum depth of 500 mm below subgrade in paved areas or below finished surface in unpaved areas. Backfill grub holes with suitable spoil from excavations compacted in layers to the density of the surrounding undisturbed soil.

BREAK UP and remove debris found on the surface, or within 200 mm of the base or finished surface in areas to be landscaped

STOCKPILE Cleared / felled vegetation to be stockpiled in designated areas in accordance with the approved site plans, until mulched. All topsoil in areas subject to earthworks is to be salvaged for reuse in landscaping works.

### 9.4.2 WEED REMOVAL

Weed removal is to occur prior to commencement of Landscape Works. Eradicate all existing weeds from the entire areas to be planted either manually or using a non residual glyphosate herbicide. Herbicide is to be applied as per manufacturer's instructions. Weed species shall be removed off site and disposed at a council refuse tip. The clearing supervisor shall be adequately skilled in weed identification. During the clearing phase, the clearing supervisor shall identify weeds ahead of clearing and instruct operators and other relevant personnel on the requirements to segregate the identified weeds. A dedicated area for temporary weed storage prior to disposal off-site shall be identified and shall not be located within 20m of protected vegetation. Existing plants to be retained shall not be poisoned. Any grass and weeds which can not be killed by herbicide shall be removed by physical methods. Physical methods include cutting, removal by machine and removal by hand. Herbicide applications are also to occur in week 8, 16, 24, 32, 40, and 48 of the Landscape Establishment period.

### 9.4.3 EXCAVATION + FILLING

EXCAVATION: Excavate over the site as required to conform to the subgrade levels. Remove all rocks and boulders protruding above the finished subgrade surface.

MAKE GOOD excavations below finished subgrade levels as specified below.

COMPACT loose surface material in excavated areas.

#### FILLING MATERIAL:

Source: Fill will be provided from spoil recovered from the excavations. Where this is not available provide filling free from perishable matter, imported onto the site from an approved source.

#### FILLING TYPES:

General Filling: Graded material, maximum particle size 75 mm.

FILLING PLACEMENT: Place and compact filling as required in uniform layers, each 150 mm maximum thickness. Compaction equipment shall be approved by the Superintendent. Fill material shall be compacted uniformly to 95% of maximum dry density as determined by test AS 1289 E.2.1.

In meeting condition 64.3 all imported fill, soil, gravel and other construction and landscaping materials shall be weed, pest and disease free and certified as such by the supplier.

### 9.4.4 FINISHING

Trim profiles to achieve smooth flowing even grades.

### 9.4.5 TREE PROTECTION

Any vegetation or individual trees to be retained within the development as part of the completed landscaping works shall be clearly marked and protected with a perimeter fence during construction. Construction personnel undertaking landscaping works shall be adequately trained on the Environmental Protection Area (ESA).

EXCAVATION: Excavation and filling is not permitted beneath the dripline of protected vegetation. Where plans show such earthworks are required, a design enquiry shall be referred back to the construction manager for clarification. Open up excavations under tree canopies for as short a period as possible. Do not place spoil from excavations against tree trunks, even for short periods. All care shall be taken to avoid damage to the bark of trees.

TREE ROOT TREATMENT: Do not cut tree roots exceeding 50 mm diameter unless permitted by the Superintendent. Where it is necessary to cut tree roots, use a chain saw or similar means such that the setting does not unduly disturb or rock the remaining root system. Immediately after cutting, apply an approved fungicidal sealant to the cut surface. All work is to be undertaken by a qualified and experienced arborist.

BACKFILL to excavation around tree roots with an imported topsoil mixture as specified. Add fertilizer at the rate of 0.5kg/m<sup>3</sup> as specified in PLANTING.

PLACE the backfill in layers, each of 150 mm maximum depth, solidly compacted to eliminate voids. Do not backfill around tree trunk to a height greater than 150 mm above the original ground surface.

WATERING: Immediately after backfilling, thoroughly water the root zone surrounding the tree.



**DECOMPACTION:** If the ground under the tree canopies has been unduly compacted during the work under the Contract, for example by the operations of heavy constructional plant, loosen the soil to a depth of 150 mm.

**STOCKPILES:** Do not stockpile materials near trees to be retained.

**DAMAGE TO EXISTING TREES:** Should any tree be damaged during the work under the Contract, and if the Superintendent permits repair work to be done, such repair work should be performed by an approved tree surgeon at no extra cost.

**REMOVAL:** If repair work is considered impracticable, or is attempted and fails, if so directed, remove the tree and root system, make good as necessary, and either replace the tree or pay damages, as determined by the Superintendent.

**REPLACEMENT:** Provide, plant and establish as part of the works, at no extra cost to the Principal, a replacement tree of the same species and similar size or as approved by the Superintendent.

**DAMAGE ASSESSMENT:** If replacement as part of the works is not approved, pay for any tree removed pursuant to the above, damages assessed by the Superintendent as the cost of replacement by others or to a maximum cost of \$3,000 unless otherwise specified.

#### 9.4.6 EROSION CONTROL

Take all proper precautions to prevent erosion, including, but not limited to, the following:

- Construction of temporary drains.
- Diversion of concentrated flows to points where they can pass through the site without damage.
- Construction of spreader banks or other structures to re-spread run-off which has been concentrated.
- Provision of "temporary grassing" or other treatments (e.g. contour ploughing) to disturbed areas.
- Construction of temporary fencing.
- Progressive restoration of disturbed areas during the Contract Period.
- Minimise water velocities by following contours and by the use of trapezoidal cross-sections. Where instructed, construct sandbag weirs or other structures in temporary drains to retard flows.
- Clear out silt traps before they reach 50% of storage capacity.

#### 9.4.7 DISPOSAL OF SPOIL

All debris resulting from site clearance, and excavated material, surplus to fill and topsoil requirements, is to be disposed of off site.

#### 9.4.8 CULTIVATION

PREPARE subgrade by cultivation to receive topsoil.

**CONTAMINATED MATERIAL:** If harmful materials, including diesel or engine oil, cement, or the like, has been spilt on the subgrade or topsoil, excavate and remove the contaminated material from the site and replace with topsoil at no extra cost.

**CULTIVATE** by ripping to the depths specified below, to loosen the compacted ground. Do not disturb services, tree roots.

**REMOVE** stones exceeding 50 mm diameter and any unwanted matter including roots, sticks and weeds brought to the surface during cultivation.

**MIX** in any materials, specified to be incorporated into the subgrade.

**TRIM SURFACES** to specified shape and levels after cultivation so that the minimum specified depth of topsoil remains on completion of preparation.

**GRASSED AREAS:** Cultivate to a minimum depth of 200 mm  
**PLANTING BEDS:** Cultivate to a minimum depth of 300 mm

## 9.5 DRAINAGE

### 9.5.1 SURFACE DRAINAGE

When setting out lines and levels of garden and grassed areas, ensure the accurate formation of grades and crossfalls leading to drains, enabling the areas to dry quickly and surplus water to reach the drainage system and in such a way that potential erosion channels are avoided.

Minimum crossfalls, unless otherwise stated shall be as follows:

- Grassed and mulched garden areas 1:50

### 9.5.2 SUBSOIL DRAINS

Lay subsoil drain pipes behind retaining walls and in planting beds in the positions as shown on the drawings or as detailed. Unless otherwise specified all subsoil drain pipes shall be corrugated, slotted PVC contour pipe, wrapped in filter cloth. Filter cloth to be Bidum V14 filter cloth or equivalent equal. Filter gravel to be 13 mm clean washed aggregate, unless otherwise specified. Lay drain pipe in continuous lengths where possible and with minimum 1:100 falls. Discharge pipes into stormwater system. Size of pipes shall be 90 mm unless otherwise specified.

## 9.6 TOPSOIL AND MULCHING

### 9.6.1 TOPSOIL SPREADING

**TYPE:** Topsoil to be modified site soil to conform to AS4419 for Organic soil.

**PLACE** topsoil in the locations indicated on the drawings and to the following depths:

**PLANTING BEDS:** 300 mm  
**TURFED AREAS:** 100 mm  
**VIRO TUBE PLANTING:** 100 mm  
**GRASS SEEDED AREAS:** 75 mm  
**HYDROMULCHED AREAS:** 100 mm

**LIGHTLY COMPACT** so that the finished surface is smooth, free from lumps of soil, ready for cultivation and planting at the required levels. Allow for the thickness of mulch where specified.

**FEATHER** topsoil edges into adjoining undisturbed ground. Finish flush with abutting kerbs, mower strips, and paved surfaces unless otherwise specified. Prevent excess compaction by construction plant of newly scarified or topsoiled areas.

**COMPLETE** the backfilling of service excavations, trenches, sand and the like in existing or new topsoiled areas with an equal depth of topsoil.

### 9.6.2 MULCHING

**TYPE:** Hoop Pine Fines at 150mm deep minimum

**MULCH** shall be free from soil, weed growth, and other green material or deleterious matter and be properly aged.

**SAMPLES:** Provide a sample of the mulches specified.

**SPREADING:** Spread mulches evenly and rake smooth to finish flush with surround levels. Do not place mulch in contact with stems of plants. Finished level of mulch shall be 25mm below adjacent finished levels.





## 9.7 PLANTING

### 9.7.1 PLANT MATERIAL

**GENERALLY:** Plants shall be vigorous, well established, hardened off, of good form consistent with species or variety, not soft or forced, free from disease and insect pests, with large healthy root systems and no evidence of having been restricted or damaged. Trees shall have a single leading shoot. Landscape plant and material supplier certificates confirming weed free status of plants and material shall be brought to site. Any plants or organic materials brought to site without weed-free certification shall be returned. Records shall be maintained of Landscaping plants and material supplier certificates confirming pest free status of plants and material brought to site. All nursery stock shall be weed, pest and disease free and certified as such by the supplier.

#### PLANT SIZES:

- Where a minimum plant height is specified in the PLANT SCHEDULE the height shall be the vertical distance between the top of the pot and the natural top of the plant whilst standing vertically in the pot.
- Where a minimum plant height is not specified in the PLANT SCHEDULE provide the plant of a height appropriate to the pot size.

**SUBSTITUTIONS:** Make no substitutions unless approved in writing by Noosa Shire Council after request received from the Landscape Architect. Substitutions will not be approved if plants have not been made available for inspection at the Nursery within 30 days of the Contract being awarded.

**LABELLING:** Label at least one plant of each species or variety in a planting area with a printed plastic tag.

**REPLACEMENTS:** Replace, with plants of the same specified type, quality and size, any plants which fail or are damaged during the work under the Contract.

**WARRANTY:** Furnish a warranty from the supplier attesting that the plants are true to the specified species and type, and free from diseases, pests, weeds and the like.

**STORAGE:** Wherever possible, plants shall be planted immediately after delivery to the site. If this is not possible, keep them in good condition by appropriate storage methods, or as may be directed. Prevent theft, drying out or damage from any cause including frost, wind, sun, vermin, animals and the like. Provide an on-site nursery for holding plant stock on site for more than 48 hours, of sufficient size, with provision for watering.

**POTTING ON:** If directed, pot plants into larger soil-filled containers to prevent them becoming root bound if there is an unforeseen delay. The Contractor shall bear the cost of potting on. Do not carry out potting on unless authorised.

**POT SIZES:** Supply plants in weed-free containers of the sizes specified in the PLANT SCHEDULE shown on the drawings.

### 9.7.3 PLANTING

**LOCATION:** Do not vary plant locations from those shown on the drawings unless otherwise directed. If it appears necessary to vary the locations and spacing to avoid service lines, or to cover the area uniformly, or for similar reasons, apply for directions.

**TIMING:** Do not plant in unsuitable weather conditions, such as extreme heat, cold, wind or rain.

**PLANTING HOLES, PLANTING BEDS:** Excavate planting holes to vertically to a width of twice the diameter of the rootball and a minimum depth of 150mm deeper than the height of the plant container. Ensure the bottom of the hole is broken up to 100mm.

**INSTALL STAKES,** if required, as specified.

**WATER** the plants and planting areas thoroughly before planting begins. Keep the areas moist during planting.

**REMOVE PLANTS** from containers carefully to ensure minimum soil loss and root disturbance. Root prune any root bound plants. Top prune only as directed.

**POSITION PLANTS** in the centre of the holes and set plumb at such a level that after trimming and settlement, a normal and natural relationship of the plant with the ground surface will be established.

PLANT DENSITIES will generally as follows:

- Grasses 3 - 6 per m<sup>2</sup>
- Clumping Plants 3 - 5 per m<sup>2</sup>
- Small Shrubs 2 - 3 per m<sup>2</sup>

PLANT SIZES will generally be as follows:

- Grasses Tubestock
- Clumping Plants 140 mm
- Small Shrubs 140 mm
- Medium Shrubs 140 mm + 200mm
- General Trees 300mm
- Feature Trees 100Lt
- Street Trees 45 Lt

Note: Sizes will vary depending on location. All visually dominant and feature planting will be of larger sizes.

**FERTILISER** shall be an approved prolonged release type having NPK ratio of 16:4:8:3. Place around plant approximately half depth of rootball, but not more than 250 mm and approximately 50 mm away from root tips. Place at time of planting at the rate recommended by the manufacturer.

**BACKFILL** with topsoil, as specified, and firm to avoid air pockets. Where a Topsoil Mixture containing superabsorbent is used, ensure mixture is used dry prior to backfilling.

**WATER** the plants immediately after planting and thereafter, as required to maintain growth rates free of stress.

### 9.7.4 SPRAYING

**REPORTING:** Report any evidence of insect attack or disease amongst plant material immediately it is noted.

**SPRAYING:** If so directed, spray with an insecticide and/or fungicide approved prior to use, in accordance with manufacturer's recommendations, and to comply with statutory requirements.

## 9.8 EDGING

### 9.8.1 CONCRETE EDGE

In the locations shown on the drawings supply and install 100 x 100mm in situ concrete edging. Install expansion joints every five linear metres. Ensure top of edging finishes flush with surrounding turf and mulch.

### 9.9 RETAINING WALLS

Refer Architect's Drawings.

### 9.10 PAVING

Refer Architect's Drawings.

### 9.11 GRASSING

#### 9.11.1 TURFING

**TURF TYPE:** "A" Grade Green Couch. Turf to have a minimum 25 mm thickness of soil. All turf will be weed, pest and disease free and certified as such by the supplier.

**CULTIVATION:** Cultivate surface soil for the whole area to a fine tilth for an even depth of 100 mm. Bring surface to smooth even grades, free from mounds and hollows such that the whole surface drains fully in accordance with the finished designed surface contours and levels. Ensure the specified depth of topsoil remains on the surface upon completion of surface preparation.

**FERTILIZER:** Apply an approved complete fertilizer having an NPK ratio of 14:15:10 at the rate of 100g/m<sup>2</sup> before turfing. Spread evenly over the ground and rake lightly into the surface.

**STORAGE:** Where turf is stored prior to laying, place in a cool shaded location or cover with hessian. Stack turf in rolls as delivered. Lay turf within 36 hours of being out. Where unexpected delays occur, roll out turf on flat surface with grass up and water as necessary, to maintain good condition.



LAY THE TURF of species specified along the land contours with staggered, close butted joints, and so that the finished turf surface is as shown on the drawings. As soon as practicable after laying, roll the turf with a roller weighing not more than 90 kg per metre of width for sandy or light soils. Water as necessary to keep the soil moist to a depth of 100 mm.

POST GRASSING FERTILIZER: Three weeks after turfing, broadcast evenly a minimum 10g/m<sup>2</sup> of sulphate of ammonia fertilizer over the whole of the area of turfing.

PROTECT newly turfed areas against traffic until grass is established. Lift failed turf and relay with a new turf.

REMOVE WEEDS that emerge in the turfed areas.

TOP DRESSING: When turf is established, light top dress to a depth of 10 mm with topsoil as specified. Rub the dressing well into the joints and correct any unevenness in the turf surface.

#### 9.11.2 GRASS SEEDING

PREPARATION: All existing grass and weeds shall be treated with herbicide according to manufacturer's instructions.

CULTIVATION: To a depth of 200mm

FERTILISE: Fertiliser shall be applied at the application rate of 400kg / ha. Ensure it is thoroughly mixed into the planting media.

WATERING: The area shall then be watered at a rate of 5 L / m<sup>2</sup>, not more than 24 hours before the application of the grass seed. It will then be watered immediately after the seed is sown at a rate of 5 L / m<sup>2</sup>.

APPLICATION: Grass seeding shall not be sown in extreme heat, cold, wet or windy conditions. Grass seed shall be sowed evenly and then lightly raked to cover the seed. At the end of the establishment period grass seeded areas shall be tested for acceptance. Areas which do not have a minimum vegetative cover of 90% strike of grass cover over the entire area shall be retreated. Areas that have been grass seeded shall be free from weeds, stones, roots, sticks, rubbish and other deleterious material.

SEED MIX: Sow the seed at the application rates and types as follows:

#### 9.13 IRRIGATION

Drip irrigation systems or systems with similar or better water and energy conservation qualities are to be used with small-scale solar photo voltaic powered pumps for irrigation systems. Full Irrigation Spec to be provided during detailed design.

#### 9.14 ESTABLISHMENT AND MAINTENANCE

Landscape areas shall be maintained by the Contractor from the time of installation until the end of the Landscape Establishment Period. The Landscape Establishment period commences at the date of practical completion and shall continue for a period of 12 months. Maintenance during the Landscape Establishment period includes but is not limited to watering, fertilizing, mowing, weeding, pruning, pest and disease management, site drainage and general tidying.

##### 9.14.1 WATERING

The watering program is as follows:

Week 1-2: 3 times per week  
 Week 3-6: 2 times per week  
 Week 7-12: 1 time per week  
 Week 8-52: as necessary to ensure healthy plant growth

One watering is defined as the application of:

- 25mm of water per m<sup>2</sup> of planting
- 10mm of water per m<sup>2</sup> of turf

Water shall have a pH between 5.5 and 7.0, have total soluble salts concentration less than 1000mg/l, and shall contain no chemicals or compounds toxic to plant growth.

Watering of plants shall be directed at the base of the plant to thoroughly water the root ball. Watering shall not cause erosion or displacement of treated areas. Runoff is not permitted. No water shall be allowed to spray onto, flow across or pond on paved areas including roadways, bikeways and footpaths.

##### 9.14.2 PLANTING BEDS

SPECIFIED LEVELS: Make good any specified levels by lifting mulch, removing or adding approved topsoil, and replacing mulch to the required level.

MULCH: Ensure mulch remains at the specified depth during the whole of the establishment period.

STAKES AND TIES: Adjust and/or replace as required.

WEEDS: Weeds shall be removed from all planting beds on a regular basis during the Landscape Establishment Period. Weeds shall not be allowed to grow for longer than 1 week.

PRUNING: Plants shall be pruned as necessary to promote vigorous new growth.

PEST AND DISEASES: Plants shall be monitored for pest and disease incidence on a weekly basis. Acceptable plant protection techniques shall be employed to manage any infestations. The use of horticultural diagnostic services (Queensland Department of Primary Industries – Crop Health Services) shall be employed where the Superintendent so directs to ensure a positive diagnosis of a pest or disease outbreak. The costs incurred shall be recovered from the Contractor.

REPLACEMENT: Replace at no extra cost, any plant which dies from any cause during the Establishment period. Plant replacements shall be of the same size and species as at the time of death.

##### 9.14.3 GRASSED AREAS

Water and weed as required to maintain healthy and weed free growth. Mow as required to maintain grass to a maximum height of 30 mm. Apply lawn fertilizer as specified at the completion of the first and last mowings, and at other times as necessary to maintain healthy grass cover. Carry out the last mowing and fertilization not less than 7 days before the end of the Planting Establishment Period. Remove grass clippings from the site. Replace any dead or dying areas of grass.

##### 9.14.4 TIDYING

All landscaped areas shall be kept in a neat and tidy condition during the Landscape Establishment Period. Tidying shall include but not be limited to:

- The collection and removal of litter, plant prunings and dead plants
- Removal of mulch from roads and pathways
- Checking and adjusting plant support stakes and ties and
- Making good any disturbance to the surface of mulches.



## 10.0 WEED SPECIES

SPECIES	COMMON NAME		
AGAVE spp		MURRAYA exotica	Mock Orange
ANREDERA cordifolia	Madiera Vine	NEPHROLEPIS cordifolia	Fishbone Fern
ARECASTRUM romanzoffianum	Cocos Palm	OCHNA serrulata	Ochna
ARISTOLOCHIA durior	Dutchman's Pipe	PASSIFLORA suberosa	Corky Passion Vine
ARISTOLOCHIA elegans		PINUS spp	Exotic pine trees
ARISTOLOCHIA macrophylla		PROTASPARAGUS aiticanus	Asparagus Fern
BAMBUSA spp	Bamboo all varieties	PROTASPARAGUS densiflorus	Asparagus Fern
BOUGAINVILLEA spp	Bougainvillea	PROTASPARAGUS plumosus	Asparagus Fern
BUDDLEJA madagascariensis	Buddleja	RADERMACHERA sinica	Asian Bell Tree
BRYOPHYLLUM spp	Mother of Millions	RHAPIOLEPIS indica	Indian Hawthorn
CALLISIA fragrans	Purple succulent	SANSEVIERIA triasciata	Mother in Laws Tongue
CANNA indica		SCHEFFLERA actinophylla	Umbrella Tree
CARDIOSPERMUM grandiflorum	Balloon Vine	SCHINUS molle	Pepper Tree
CASSIA obtusifolia	Sicklepod	SCHINUS terebinthifolia	Broad Leaf Pepper Tree
CELTIS sinensis	Chinese Elm	SENNA coluteoides	Easter Cassia
CINNAMOMUM camphora	Camphor Laurel	SENNA floribunda	Winter Cassia
CORTADERIA selloana	Pampas Grass	SPATHODEA campanulata	African Tulip Tree
CORYMBIA torelliana	Cadaghi Gum	TECOMA stans	Yellow Bells
DIOSPYROS kaki	Persimmon Tree	TITHONIA diversifolia	Japanese Sunflower
DURANTA repens	Butterfly Bush	THUNBERGIA alanta	Black-eyed Susan
EUPHORBIA cyathophora	Dwarf Poinsettia	TRADESCANTIA albiflora	Wandering Jew
FICUS elastica	Rubber Tree	WEDELIA trilobata	Singapore Daisy
FRAXINUS griffithii	Himalayan Ash	ZEBRINA pendula	Wandering Jew
GLORIOSA superba	Glory Lily		
IMPATIENS walleriana	Balsam		
IPOMOEA acuminata			
IPOMOEA cairica	Mile a Minute		
IPOMOEA indica	Morning Glory		
KOELREUTERIA elegans	Golden Rain Tree		
LANTANA camara	Lantana		
LANTANA montevidensis	Creeping Lantana		
LEUCAENA spp	Leucaena		
LIGUSTRUM lucidum	Broad Leaf Privet		
LIGUSTRUM sinense	Small Leaf Privet		
LONICERA japonica	Honeysuckle		
MACFADYENA unguis-cati	Cats Claw Creeper		
		And all declared noxious weeds	

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# ECONOMIC IMPACT ASSESSMENT

NOOSA CIVIC  
STAGE 3

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## CONTENTS

<b>SUMMARY</b>	<b>III</b>
<b>1 INTRODUCTION</b>	<b>1</b>
1.1 Background	1
1.2 Proposed development	1
1.3 Purpose of report	3
1.4 Methodology	3
<b>2 RETAIL NETWORK</b>	<b>9</b>
2.1 Northern Sunshine Coast centre hierarchy	9
2.1.1 South East Queensland Regional Plan 2005-2026	9
2.1.2 The Noosa Plan	12
2.1.3 Maroochy Plan 2000	13
2.2 Existing centres	14
2.2.1 Department and discount department store based centres	16
2.2.2 Major supermarket based centres	21
2.2.3 Neighbourhood and local centres	23
2.2.4 Tourist retail areas	24
2.3 Network performance	25
2.4 Proposed developments	25
2.4.1 Noosa Shire area	26
2.4.2 Maroochy Shire	26
2.4.3 Summary	28
<b>3 MARKET FUNDAMENTALS</b>	<b>29</b>
3.1 Regional population growth	29
3.2 Trade area defined	30
3.3 Population and households	32
3.3.1 Forecast population growth and household formation	37
3.4 Noosa Civic trade area socio-economic characteristics	40
3.4.1 Retail spending implications	45
3.5 Resident retail expenditure potential	45

3.5.1	Average household retail expenditure	45
3.5.2	Total household retail expenditure	47
<b>3.6</b>	<b>Visitor expenditure estimates</b>	<b>49</b>
3.6.1	Visitor accommodation	49
3.6.2	Visitor expenditure potential	51
<b>4</b>	<b>MARKET PROSPECTS, ECONOMIC IMPACT AND COMMUNITY NEED</b>	<b>54</b>
<b>4.1</b>	<b>Use of Noosa Civic shopping centre and other centres</b>	<b>54</b>
<b>4.2</b>	<b>Existing centre performance</b>	<b>56</b>
4.2.1	Noosa Civic retail tenancy mix	56
4.2.2	Current centre performance	57
<b>4.3</b>	<b>Performance of Noosa Civic Centre with Stage 3</b>	<b>58</b>
<b>4.4</b>	<b>Impact analysis</b>	<b>61</b>
4.4.1	Economic and community impact defined	61
4.4.2	Regional function implications	62
4.4.3	Distribution of potential network impacts	65
4.4.4	Amelioration of impacts	69
<b>4.5</b>	<b>Community need and demand</b>	<b>70</b>
4.5.1	Growth in market demand	70
4.5.2	Capacity to expand	71
4.5.3	Meet customer needs and desires	71
4.5.4	Support for non-retail SBC activity	74
<b>APPENDIX A</b>		<b>76</b>
<b>Noosa Civic Stage 3—Tenant Expressions of Interest</b>		<b>76</b>

#### Disclaimer

The sole purpose of this report is to provide W.A. Stockwell Pty Ltd (the Client) with information in accordance with Foresight Partners Pty Ltd's scope of services set out in its proposal to the Client.

Foresight Partners has relied upon information relevant to this report provided by government agencies, the Client and others. Except as otherwise stated in the report, Foresight Partners has not attempted to verify the accuracy or completeness of such information.

The assumptions underlying the findings, observations, forecasts and conclusions presented in this report are subject to significant uncertainties and contingencies. Therefore, actual results may differ significantly from forecast results. Foresight Partners do not make or imply any warranty or guarantee with respect to the data reported or to the findings, observations, forecasts and conclusions expressed in this report. Foresight Partners cannot confirm or guarantee achievement of any forecast growth or performance, as future events, by nature, are not amenable to independent confirmation or substantiation.

## Summary

The Noosa Shire Business Centre (SBC) comprises some 70.55 ha of land, of which Mirose Pty Ltd, a wholly owned subsidiary of W.A. Stockwell Pty Ltd (Stockwell), has 33.14 ha available for development.

The site is being developed in stages, with Stage 1 of Noosa Civic comprising a 18,670 m<sup>2</sup> shopping centre, 7,060 m<sup>2</sup> Emporium retail showrooms, a service station and 5,008 m<sup>2</sup> of commercial offices. Stage 1 opened in October 2006.

Stage 2 consists of a Business Park development of 7,000 m<sup>2</sup> (gross lettable floor area) and is expected to open in October 2008.

Stage 3, the subject of this report, proposes to expand Noosa Civic by 35,000 m<sup>2</sup> (gross lettable area) comprising, based upon written expressions of interest from prospective tenants:

- a small (10,000 m<sup>2</sup>) Myer department store;
- a 6,500 m<sup>2</sup> Target discount department store;
- a 3,500 m<sup>2</sup> Coles supermarket;
- 10,000 m<sup>2</sup> of mini-majors and specialty shops; and
- 5,000 m<sup>2</sup> (on two levels) of professional service and commercial office space.

The proposed Stage 3 development, which is planned to open in October 2012, will increase Noosa Civic's gross lettable floor space to approximately 53,670 m<sup>2</sup> (including the 7,060 m<sup>2</sup> Emporium showrooms). At grade and under cover parking for an additional 1,800 cars will be provided.

This Economic Impact Assessment examines the market prospects of the retail component of the proposed Stage 3 development and evaluates the community need and potential impacts upon the Sunshine Coast's retail network.

### RETAIL NETWORK

Maroochydore is the designated Principal Activity Centre within the hierarchy of regional activity centres serving the Sunshine Coast region under the *South East Queensland Regional Plan 2005-2006*, with six Major Activity Centres at Beerwah, Caloundra and Kawana Waters in Caloundra City, Sippy Downs and Nambour in Maroochy Shire, and Noosa in Noosa Shire. The Maroochydore CBD is a designated Major Development Area under the Regional Plan, which incorporates over 250 ha of land. Maroochy Plan 2000 similarly identifies the CBD as the Shire's Principal Activity Centre.

The Maroochydore CBD area is the largest retail and commercial centre serving the whole of the Sunshine Coast region and, at present, contains the region's only major national department store (Myer). It is dominated by the 59,054 m<sup>2</sup> Sunshine Plaza shopping centre, Plaza Parade, Big Top and other

retail shops and services totaling over 140,000 m<sup>2</sup>. Other key anchor tenants in the CBD include Kmart, Target, Coles and two Woolworths supermarkets.

Noosa Plan 2006 identifies the Shire Business Centre (SBC) as its designated principal retail, commercial and employment business centre and its Noosa Civic development is the largest retail and commercial centre serving the northern part of the Sunshine Coast. It consists of approximately 25,700 m<sup>2</sup>, including the Emporium retail showrooms, plus about 5,000 m<sup>2</sup> of commercial office space and a service station. It is anchored by a Woolworths supermarket and Big W discount department store.

Other centres serving the Noosa area include Noosa Fair-Noosa Junction Plaza (Coles, Supa IGA), Noosa Village (Woolworths) and Poinciana Place-Tewantin (Woolworths). Hastings Street, which is one of Australia's iconic and popular beach holiday destinations, caters to both visitors and residents.

A number of other centres anchored by major supermarkets serve the northern Sunshine Coast urban and hinterland areas at Coolumb Beach, Pacific Paradise and Gympie (which also has a Big W discount department store). Other smaller centres serve hinterland towns such as Cooroy, Eumundi, Pomona and Yandina.

#### **Network performance**

Low levels of shop vacancy observed in August 2007 indicate that the network of centres serving Noosa and the northern part of Maroochy Shire is healthy and performing well.

#### **Proposed development**

A number of centre extensions or new centres are approved or proposed for the central and northern part of the Sunshine Coast region. Most relevant to Noosa Civic are located in Maroochy Shire:

- a new supermarket based centre of 4,500 m<sup>2</sup> approved at Peregrine Springs;
- a 22,000 m<sup>2</sup> expansion of Sunshine Plaza (17,679 m<sup>2</sup> of which is retail) which will incorporate the adjoining Plaza Parade and add a third major discount department store;
- planned redevelopment of the Big Top centre as a major residential, commercial and retail mixed use development. Reed Property Group indicate that about 35,000 m<sup>2</sup> of retail, 20,000 m<sup>2</sup> of commercial office space and about 370 apartments and serviced units are proposed.

Recent population growth and prospects for future growth, a buoyant economy and a broadening and deepening of the region's economic base are a few of the drivers behind the strong interest in expanding the Sunshine Coast's retail and commercial centres infrastructure.



## MARKET FUNDAMENTALS

Primary, secondary and tertiary trade areas were defined for Noosa Civic centre, based upon the findings of two in-centre interview surveys of residents, visitors and workers in the centre, the proposed additions to Noosa Civic and the location, size and composition of competing centres. The surveys, undertaken in January and August 2007, obtained information on how residents and visitors use Noosa Civic and other centres in peak and non-peak seasons.

### Population growth

Noosa Civic's main trade area (primary and secondary west and south areas) at June 2007 is estimated at 61,551 people in 24,820 private dwellings, with a further 60,381 people in 23,134 private dwellings in its three tertiary trade areas (north, south and west). The tertiary areas are of only minor importance to Noosa Civic presently, but will become more important with the opening of the Stage 3 additions in 2012.

The total trade area population of 121,932 people at June 2007 is forecast to increase to 135,210 people by 2012 and 139,110 people by June 2014 (third year of trading) and 142,950 people by its fifth year of trading in 2017. Overall, the trade area is forecast to gain just over 21,000 people over the ten year period June 2007 to June 2017.

This represents about 22% of the Planning Information Forecasting Unit's projected increase of 93,340 people over the ten year period June 2006 to 2016 (about 18% excluding increases in the tertiary north area which is largely outside PIFU's Sunshine Coast projection area).

### Available retail spending

Trade area households currently generate about \$1.12 billion in retail sales potential. Between June 2007 and June 2013, the assumed first full year of trading for the Stage 3 additions, population growth will increase this pool of available retail spending by \$198.53 million. By 2017 (fifth year of trading) a further \$98.07 million will be available.

Visitor retail spending, currently estimated at about \$964.3 million for the whole of the Sunshine Coast, also contributes to Noosa's (and Noosa Civic's) retail sales. Based upon Noosa Shire's share of the Sunshine Coast tourism region's commercial accommodation rooms and units and room/unit nights, about \$289.3 million in domestic, international and day trip visitor spending is potentially available to Noosa area retailers. At a modest 1% per annum growth rate, potential visitor retail spending would increase to \$307.1 million by 2013 and \$319.6 million by 2017.

## MARKET PROSPECTS, ECONOMIC IMPACT AND COMMUNITY NEED

### Centre performance

Noosa Civic (including the Emporium) is achieving sales estimated at \$125.58 million for its first year of trading, which is the equivalent of a 9.7% share of

the available retail spend generated by trade area households, after allowing for visitor and external (sourced from households outside the trade area) sales of about \$17.61 million.

The proposed Stage 3 development, which is proposed to incorporate a small Myer department store, Target discount department store and Coles supermarket, mini-majors and additional specialty shops at 2012, is forecast to increase its overall market share to 18%, resulting in total centre sales of \$275.64 million by June 2013, its assumed first full year of trading. This includes \$38.94 million in visitor and external sales.

### **Economic impact**

The *net* impact of the Stage 3 additions is the difference between the forecast \$275.64 million *with* Stage 3 and a forecast centre sales of \$146.62 million *without* the additions at 2013. The difference, \$129.02 million, represents the dollar impact upon the retail network at 2013. The increase in sales to \$146.62 at 2013 is due to market growth, tempered by the impact of other approved (and proposed) retail development entering the market before the Stage 3 additions are in place.

About \$48.38 million or 37% of this \$129.02 million in sales transferred to Noosa Civic is expected to come from other Noosa centres. The single largest sales transfer to Noosa Civic (\$54.83 million or 42%) is forecast to come from the Maroochydore CBD area. The remaining \$25.81 million is expected to be transferred from other trade area centres, Gympie centres and other Sunshine Coast centres.

The forecast dollar impacts of the Stage 3 additions will not jeopardize the vitality or viability of impacted centres, or threaten their functional roles and levels of service they currently provide to the northern Sunshine Coast community. Most centres will recover sales transferred to Noosa Civic quickly due to continuing population growth.

### **Functional impact**

The proposed 35,000 m<sup>2</sup> Stage 3 retail and commercial additions will more than double the size of Noosa Civic's retail floor space (including the Emporium) to about 55,700 m<sup>2</sup> and introduce a small national department store, as well as a second discount department store. The proposed Myer store, at 10,000 m<sup>2</sup>, will be the second smallest major department store in Queensland at present, and Noosa Civic (including the Emporium) would rank as the sixth smallest Queensland centre with a major department store as an anchor tenant (out of 15 such centres).

These additions are not of a scale or composition to challenge or detract from Maroochydore's continuing development as the Sunshine Coast's Principal Activity Centre and its envisaged functions.

Approved and proposed expansion of Maroochydore's retail facilities (if all developments proceed) will offer over 200,000 m<sup>2</sup> of retail floor space. At over 250 ha, the Maroochydore Major Development Area (as designated by the

Office of Urban Management) is more than three times the land area of the Noosa Shire Business Centre.

#### **COMMUNITY NEED AND DEMAND**

Community need and demand for the Stage 3 additions at Noosa Civic are demonstrated and supported by:

- **A clear need for the Noosa Civic retail centre to grow in response to population growth.** Over the next ten years, Noosa Civic's trade area residents will expand the pool of available retail expenditure by \$152.33 million in its main trade area, or \$296.6 million including its tertiary trade areas. This is theoretically capable of sustaining an additional 49,400–59,300 m<sup>2</sup> of retail floor space by 2017 (at an overall average productivity level of \$5,000–\$6,000/m<sup>2</sup>).
- **The ability to accommodate new retailers and retail formats within the Noosa SBC in response to market demand.** Noosa Civic is the only centre capable of accommodating major new retailers, such as those who have expressed their interest and intent in establishing new stores (or sister stores) in Noosa. Noosa Plan 2006, while acknowledging the retail and commercial primacy of Maroochydore, intends that the SBC to also provide for the higher order retail needs and demands of the population it serves.
- **Meeting customer needs and desires, both now and in future years.** Shopper surveys undertaken at Noosa Civic asked for opinions on what additional shops and services are needed at Noosa Civic, with significant (unprompted) nominations of specific stores such as Target, Myer, Kmart, David Jones, and numerous additional specialty shops (especially women's apparel stores). The Stage 3 additions will also benefit the community by:
  - increasing the level of choice and the range and depth of goods and services available at a convenient and accessible location to most trade area households and visitors;
  - increased competition should help keep prices low and raise customer service as a point of competitive difference;
  - reducing travel time and costs for most main trade area (and tertiary north) residents as it will help reduce some trips to Maroochydore (which is about 70 kilometres round trip from Noosaville);
  - create further employment opportunities, with the additional 30,000 m<sup>2</sup> of retail floor space creating the equivalent of about 1,150 full-time and part-time positions. The 5,000 m<sup>2</sup> of commercial office space will also employ between 300 and 400 people in the SBC.
- **Use of retail to draw non-retail employment activities to the SBC.** A strong retail centre in the SBC also acts as a powerful attraction for

non-retail activities to establish in the commercial space. The retail and commercial space collectively should enhance the utility and community benefits of the whole of the SBC by:

- encouraging multi-purpose trips;
- making more efficient use of the substantial public and private sector infrastructure investment that has been made (and continues to be made) in establishing the SBC; and
- promoting a greater level of vitality an synergy among the various components of the SBC. It is the retail component of many business centres that drive the overall vitality and success of larger scale, mixed use developments such as the SBC.

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# 1 Introduction

Noosa Civic is the key component of the Noosa Shire Business Centre (SBC) and the largest centre serving the Noosa Shire region. The site is located on Lot 2 SP182880, 28 Eenie Creek Road, Noosaville. Stage 1 of Noosa Civic commenced trading in October 2006 and comprises a 18,670 m<sup>2</sup> enclosed retail centre anchored by a Big W and a Woolworths supermarket and offers approximately 80 specialty shops and services.

Other developed components of the Stage 1 development include the 7,060 m<sup>2</sup> Emporium retail showroom centre, a service station and 5,008 m<sup>2</sup> of commercial offices.

The SBC encompasses a total area of 70.55 ha and is comprised of a number of precincts under the Noosa Plan (2006). A map of the SBC's various business, employment and open space precincts is attached as Figure 1.1. The existing first stage of Noosa Civic occupies 15.47 ha across Business Precincts B1, B2 and B3.

## 1.1 BACKGROUND

Mirose Pty Ltd, a wholly owned subsidiary of W.A. Stockwell Pty Ltd (Stockwell), owns Noosa Civic. Approximately 33.14 ha are available for development by Stockwell. S & L Developments Pty Ltd owns approximately 20 ha, with the remainder of the SBC (about 17.4 ha) forming Environmental Parks and roads, and has been dedicated to Council. Figure 1.1 shows the various Business, Employment, Residential and Open Space Precincts comprising the SBC.

The SBC concept was jointly developed by Stockwell, Noosa Shire Council, State Government and the local community over a three year period, culminating in the 'Shire Business Centre: Master Plan Stage 2' which was adopted by Council in April 2003 and subsequently integrated into the Noosa Plan 2006.

The SBC concept arose from a number of planning scheme review projects<sup>1</sup> undertaken by Council over the 1994-2002 period which identified a need for a major multi-functional retail, business and employment centre to serve Noosa Shire residents, as well as the residents of northern Maroochy Shire.

## 1.2 PROPOSED DEVELOPMENT

Stage 1 of Noosa Civic has now traded a full year and is attracting an average of 70,000 customer visits a week, or over 3 million since opening in October

<sup>1</sup> E.g. *A Strategy to Assess Future Major Commercial Development in Noosa Shire*. Jackson Planning and Spectrum Group, January 1994. *Business and Retail Development in Noosa Shire*. Jackson Planning, February 1996. *Retail Development in Noosa Shire*. Noosa Shire Council (Paul Summers) and Urban Economics, June 2002.

2006. The well-patronised centre is now a major part of the Noosa community's essential retail and employment infrastructure.

Stockwell is planning for the expansion of the Noosa Civic centre to meet future community employment and retail needs. A Stage 2 Business Park comprising two, three storey buildings with a total gross floor area of 7,440 m<sup>2</sup> is due to open in October 2008.

Stage 3 is expected to meet current and future community needs, as well as accommodate strong demand from major national retailers. Stockwell has so far received written expressions of interest to establish a Myer department store (10,000 m<sup>2</sup>), Coles supermarket (3,500 m<sup>2</sup>), Target discount department store (6,500 m<sup>2</sup>), Best & Less (1,000 m<sup>2</sup>), Millers and Katies. Copies of these letters are attached at Appendix A.

The Stage 3 proposal, which totals 35,000 m<sup>2</sup> of lettable retail and commercial use area (or 41,050 m<sup>2</sup> of gross floor area), will introduce<sup>2</sup>:

- a two level department store;
- a second major supermarket;
- a second discount department store;
- a number of mini-majors;
- additional retail specialty shops (8,000 m<sup>2</sup>); and
- two levels of professional services and commercial office space (5,000 m<sup>2</sup>).

At grade and under cover parking will be provided for an additional 1,800 cars. The expanded centre is planned to open in October 2012.

Figures 1.2a, 1.2b and 1.2c show the master plan for the Noosa Civic incorporating Stage 3, together with more detailed floor plans for the proposed centre additions, which will cover approximately nine hectares of The Employment Precincts E1 and E6.

Table 1.1 summarises the total gross lettable area of Noosa Civic's existing Stage 1 retail and commercial uses, the Stage 2 Business Park and the proposed Stage 3 expansion by type of use, and the total centre gross lettable area of all three stages. Upon completion in 2012, Noosa Civic's total retail and commercial gross lettable floor space will increase to approximately 72,838 m<sup>2</sup>.

Of this, about 55,347 m<sup>2</sup> (76%) will consist of retail and 17,491 m<sup>2</sup> (24%) of commercial uses.

<sup>2</sup> For purposes of this report, floor space use areas are equivalent to gross lettable area (GLA), which is the more relevant measure for economic analysis.

**Table 1.1 Summary of proposed additions to the Noosa Civic by 2012, (gross lettable area)**

<i>Composition</i>	<i>Stage 1 Existing (m<sup>2</sup>)</i>	<i>Stage 2 Proposed (m<sup>2</sup>)</i>	<i>Stage 3 Proposed (m<sup>2</sup>)</i>	<i>Total (m<sup>2</sup>)</i>
Department store	–		10,000	10,000
Discount department store	6,850		6,500	13,350
Supermarkets	3,507		3,500	7,007
Mini-majors	–		2,000	2,000
Retail specialty stores	7,930		8,000	15,930
<b>Total retail</b>	<b>18,287</b>		<b>30,000</b>	<b>48,287</b>
Professional services	383*			383
<b>Total retail mall</b>	<b>18,670</b>		<b>30,000</b>	<b>48,670</b>
<b>Free-standing components</b>				
Service station	100			100
Emporium retail showrooms	7,060			7,060
Business and commercial buildings	5,008	7,000	5,000	17,008
<b>Total Noosa Civic</b>	<b>30,838</b>	<b>7,000</b>	<b>35,000</b>	<b>72,838</b>

\*Banks, travel agents, RACQ

Source: W.A. Stockwell Pty Ltd; Foresight Partners

### 1.3 PURPOSE OF REPORT

Foresight Partners Pty Ltd was commissioned by Stockwell to assess the market prospects and evaluate the potential impacts of Stage 3 upon the Noosa and the wider Sunshine Coast region's centres network. The two key objectives of this economic impact assessment and community needs assessment are to:

- establish that the proposed additions will have reasonable market prospects for successful trading at 2013 (the larger centre's assumed first full year of trading); and
- evaluate community need for additional major anchor tenants (department store, second discount department store and second supermarket) and specialty shops, and their potential impacts upon the region's centre network serving the northern Sunshine Coast region.

### 1.4 METHODOLOGY

Investigations were carried out in five main areas—the competitive environment, market fundamentals, shopper behaviour, centre performance and network impacts and community need.

#### Market fundamentals

These tasks included:

- A determination of Noosa Civic's current and likely future trade area based upon in-centre surveys undertaken in January and August 2007<sup>3</sup>.
- A review of population growth and household formation trends within this trade area. Forecasts of future population and households were produced based on small area dwelling approval trends, medium series population forecasts prepared by the Planning Information and Forecasting Unit (PIFU) of the Department of Local Government, Planning, Sport and Recreation and other sources. Forecasts were prepared for the centre's first, third and fifth years of trading with the proposed Stage 3 in place. Stage 3 is planned for completion in 2012, so that the first, full financial year of trading is assumed as the year ending June 2013.
- Compilation of socio-economic characteristics for the trade area's population from the preliminary 2006 Census results and interpreted in terms of retail demand and propensity to spend on various goods and services.
- Estimation of the pool of retail expenditure potential available from the trade area households at June 2007 (the base year for this analysis) and forecasts of how this pool will increase (in constant June 2007 dollars) over a ten year period to June 2017.

#### **Competitive environment**

An assessment of the competitive environment included a reconnaissance of the major retail centres between Maroochydore and Gympie, with more detailed inventories of centres within Noosa Civic's primary and secondary trade areas. The current and future role and function of Noosa Civic was also examined in context of a hierarchy of centres outlined in the *South East Queensland Regional Plan 2005–2026*, *Noosa Plan 2006* and *Maroochy Plan 2000*.

Recently approved and proposed centres and centre extensions are also noted, based upon publicly available application documents, discussions with Council officers, developers and other sources.

#### **Shopper behaviour**

The above noted January and August 2007 in-centre surveys of Noosa Civic shoppers was undertaken in peak (January) and non-peak (August) periods to determine how residents and visitors currently use the centre, where else they shop for convenience and comparison goods, what they like and dislike about the centre, and what shops and services they felt were missing or needed at Noosa Civic. These surveys were undertaken on behalf of the centre owners

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<sup>3</sup> 545 Noosa Civic shoppers were interviewed within the centre over a seven day period in the peak holiday period (8<sup>th</sup> to 14<sup>th</sup> of January), followed by a non-peak interview survey of 563 Noosa Civic shoppers undertaken over a seven day period from Saturday 25 to Friday August 2007.



and managers to provide primary information to assist in gauging the centre's market performance.

Findings of both surveys have been incorporated throughout this assessment.

### **Centre performance**

Noosa Civic's likely performance prospects (centre turnover) with the addition of a small national department store, second discount department store, second supermarket and additional shops and services proposed in the Stage 3 development were estimated through a market share analysis, with turnover forecasts prepared for its first, third and fifth years of operation. Our performance estimates at 2013 (with and without the proposed extensions) incorporate assumptions regarding population growth and household formation and significant additional retail floor space likely to be in place by then.

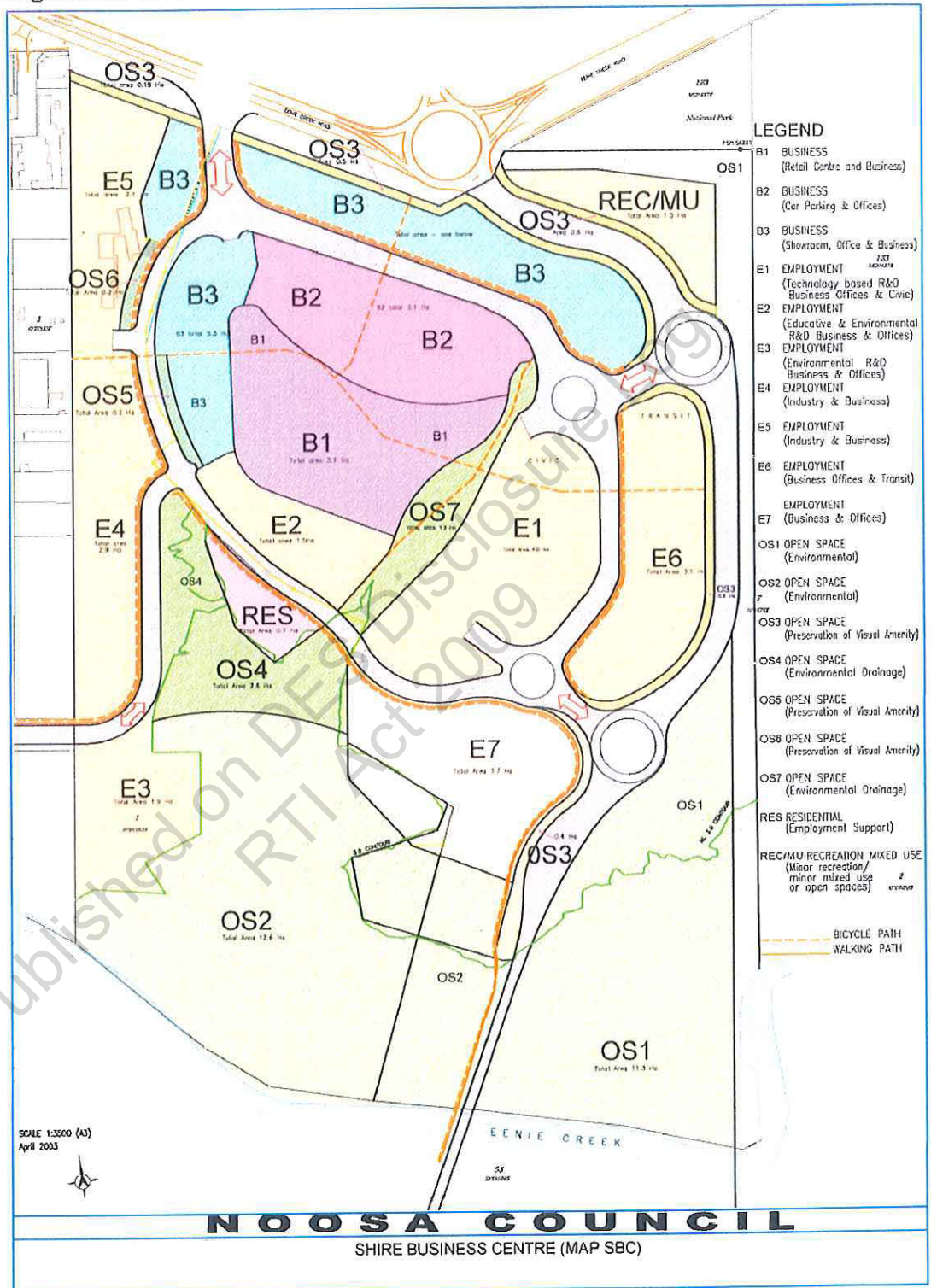
### **Economic impact and community need**

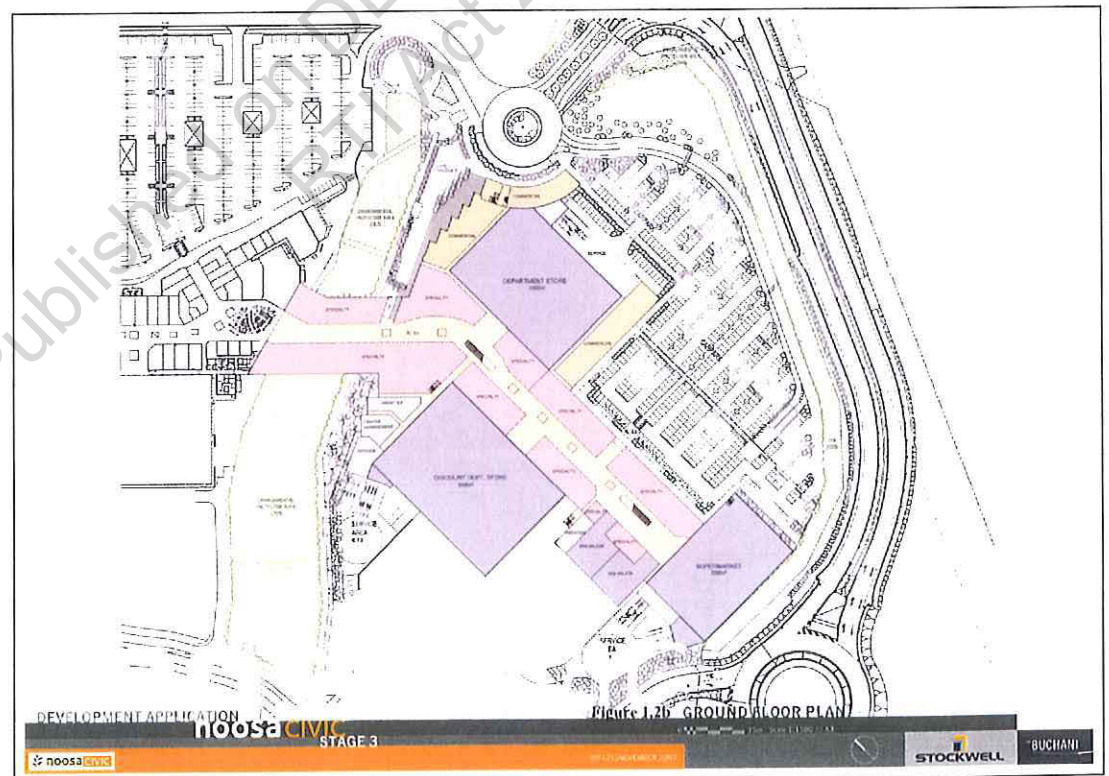
Implications of Noosa Civic's Stage 3 development's impacts upon existing centres are discussed, together with the prospects for the amelioration of these impacts over time. Community need and demand for a larger Noosa centre are then discussed.

The results of these investigations are presented in the following three sections:

- **Section 2**—describes the retail network and competitive environment within which Noosa Civic operates.
- **Section 3**—presents market fundamentals of population growth and household formation over the forecast period, socio-economic characteristics, and resident generated retail spending potential. Visitor spending is also estimated.
- **Section 4**—forecasts the extended Noosa Civic's performance and discusses the amount, distribution and implications of its impacts upon the viability, vitality and function of affected centres, together with the amelioration of those impacts. Community need and benefits are then presented.

**Figure 1.1: Noosa Shire Business Centre Precincts**







## 2 Retail network

This section describes the retail network currently serving the Noosa Shire and the northern section of the Maroochy Shire. It also describes the hierarchy of the relevant retail centres and the existing Noosa Civic's functional role within that hierarchy. A reconnaissance of the area was undertaken in August 2007 in order to examine the network's performance.

### 2.1 NORTHERN SUNSHINE COAST CENTRE HIERARCHY

The retail hierarchy of which the Noosa Civic centre is part, is influenced by three planning documents: *South East Queensland Regional Plan 2005-2026* produced by the Office of Urban Management, Queensland Government in 2005 and amended in 2006; *The Noosa Plan* produced by the Noosa Shire Council in 2006; and the *Maroochy Plan 2000* produced by the Maroochy Shire Council in 2000 and amended in 2005.

#### 2.1.1 South East Queensland Regional Plan 2005-2026

The *South East Queensland Regional Plan 2005-2026* (SEQRP) identifies a hierarchy of regional activity centres to serve the whole of South East Queensland. The Brisbane CBD is the Primary Regional Activity centre for the whole of the South East Queensland region. The SEQRP identifies six Major Activity Centres and the Maroochydoore Principal Activity Centre as serving the Sunshine Coast region. The six Major Activity Centres within the regional activity centres network include:

- Beerwah, Caloundra and Kawana Waters in Caloundra City;
- Sippy Downs and Nambour in Maroochy Shire; and
- Noosa in Noosa Shire.

Maroochydoore is designated as the Principal Activity Centre serving the Sunshine Coast. Noosa is designated as a Major Activity Centre within Noosa Civic's trade area.

Key characteristics of Principal and Major Activity Centres outlined in section 8.6 of the SEQRP include:

<b>Principal Activity Centre</b>	<b>Major Activity Centre</b>
<ul style="list-style-type: none"> <li>• Serves catchments of <i>regional</i> significance and accommodate key concentrations of employment.</li> <li>• Provides business, major comparison and convenience retail and service uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Serves catchments of <i>sub-regional</i> significance and accommodate key concentrations of employment.</li> <li>• Also provide business, service, limited comparison and major convenience retail functions.</li> </ul>

<b>Principal Activity Centre</b>	<b>Major Activity Centre</b>
<ul style="list-style-type: none"> <li>• Provides a secondary administrative focus, accommodating regional offices of government and regionally significant health, education, cultural and entertainment facilities.</li> <li>• Outside the Brisbane CBD, these centres provide the key focal points of regional employment and in-centre residential development, with residential development densities of between 40 and 120 dwellings per hectare (net) or greater achievable in proximity to Principal Activity Centres.</li> <li>• As major trip generators, these centres are typically served by multimodal public transport services and comprise key nodes in the regional public transport system.</li> </ul>	<ul style="list-style-type: none"> <li>• Provides a secondary sub-regional focus of administration, accommodating district or branch offices of government and cultural and entertainment facilities of regional significance.</li> <li>• Provides a focus for residential intensification, these centres should aim to achieve residential development densities of between 30 and 80 dwellings per hectare (net) or greater in proximity to Major Activity Centres.</li> <li>• These centres typically comprise key suburban or inter-regional nodes of the regional public transport system.</li> </ul>

Figure 2.1 shows the locations of the Principal Activity Centres and Major Activity Centres designated in the SEQRP. Also shown is the presence (or absence) of the major department stores (Myer, David Jones) and discount department stores (Kmart, Target, Big W) which constitute the key comparison retail anchor tenants within these centres.

Major department stores, which are generally indicative of a centre's higher order comparison shopping retail function, are present in both Principal and Major Activity Centres in southeast Queensland. As shown in Figure 2.1, only five of the 14 Principal Activity Centres feature a major department store and six of the 26 Major Activity Centres feature a major department store<sup>4</sup>. A 12,000 m<sup>2</sup> Myer department store is under construction as part of the continuing growth of the North Lakes Major Activity Centre. Myer recently (March 2007) closed its store at Strathpine.

<sup>4</sup> The Toowoomba city centre is not shown on Figure 2.1. It is also a Principal Activity Centre incorporating a major department store. Four Major Activity Centres (Ripley, Flagstone, Yarrabilba and Coomera) are future centres.

Figure 2.1: Principal and Major Activity Centres in South East Queensland



From a retail and commercial perspective, designated Major Activity Centres incorporate a considerable range in scale, composition and function, which reflects their differing locational circumstances and communities served.

For example, Beerwah and Broadbeach are both classified as Major Activity Centres but are quite different in size and function. Beerwah is a rural township along the Sunshine Coast's rail corridor with the Woolworths anchored Beerwah Marketplace as its highest order retail function. This neighbourhood level centre, together with its traditional town centre retail and commercial functions, is appropriate for the hinterland market it is intended to serve, both now and in the future.

Broadbeach, on the other hand, contains Pacific Fair which is one of Queensland's largest shopping centres (over 101,000 m<sup>2</sup> GLA), as well as The Oasis Shopping Centre (20,400 m<sup>2</sup>, including 5,200 m<sup>2</sup> of offices) and Niecon Plaza & Niecon Tower (9,665 m<sup>2</sup> of specialties and offices). These serve the whole of the Gold Coast region and beyond and Pacific Fair is a major visitor attraction in its own right.

The proposed Stage 3 development at Noosa Civic is not of a scale or composition that would elevate its functional role beyond that of a Major Activity Centre or challenge the role and function of Maroochydore as the Sunshine Coast's Principal Activity Centre. It reflects a normal progression in the development of Noosa's retail infrastructure needed to deliver greater choice and variety to the growing community it serves.

### 2.1.2 The Noosa Plan

The Noosa Plan (2006) identifies the SBC as the principle business centre for the Shire and designates its role as to serve the employment and business needs of the Noosa Shire including the retail, commercial, and administrative needs. The SBC is to act as a multi-function employment node, as well as provide active and passive open space and is to be developed in response to the needs of the community.

**Business centres** are designed to accommodate significant retail, commercial, entertainment, dining and community uses. It is designed to incorporate some higher order retail and other services; however the facilities and services offered through the business centres are not meant to detract from the SBC. The Planning Scheme identifies Business centres at Noosa Junction, Noosaville, Tewantin and Cooroy.

**Neighbourhood or Visitor Centres** form a place where the day-to-day retail needs of Noosa Shire residents and visitors can be met. They are found in the urban, developed pockets of the Shire at Peregian Beach, Sunrise Beach, Sunshine Beach, Noosa Heads, Noosaville and Tewantin. Rural Neighbourhood-visitor centres are designated at Cooroibah and Teewah.

The **Village Mixed Zone** includes a range of business and commercial uses to accommodate the immediate needs of residents and visitors to rural villages in the Shire.



The **Visitor Mixed Use Zone** is primarily comprised of small retail and business outlets rather than branded chain stores and includes a wide range of entertainment and dining, retail, and commercial services that are of interest to visitors. The primary Visitor Mixed Use Zone in the Shire is at Hastings Street with the Gympie Terrace area in Noosaville also recognised as part of this zone.

### 2.1.3 Maroochy Plan 2000

The Maroochy Plan 2000 has six levels of retail and commercial uses within its Retail and Commercial hierarchy designed to provide facilities to serve Shire residents, the wider Sunshine Coast community and tourists to the Sunshine Coast region.

**Principal Activity Centre**—Maroochy Plan 2000 identifies Maroochydoore as the predominant retail and commercial centre serving the wider Sunshine Coast region. Its centrality to the region, the presence of many state and regional public sector offices and the fact that it includes the Sunshine Plaza shopping centre which at present offers the only large national department store on the coast, together with commercial offices, high density residential and capacity for further development as a multi-function centre assure its role as the business centre of Maroochy Shire and of the sunshine Coast generally.

Higher order retailing, including national department stores, are encouraged in the Core area centred around the Ocean Street-Horton Parade intersection, together with commercial, service and administrative facilities. It encourages retail warehousing and other retail and commercial development which requires large display areas to locate on the periphery of the centre.

Mixed use development which increases accessibility between residential and commercial uses is encouraged, as are viable public transport nodes.

**Major Activity Centres**—Nambour and Sippy Downs are identified as Maroochy's Major Activity Centres, consistent with the SEQRP. These centres are intended to complement the Principal Activity Centre. Higher order retailing, commercial and service functions are encouraged to establish in these centres in preference to lower order centres in the hierarchy.

Council encourages the rural oriented sections of government and private enterprise to locate in Nambour. All development in the Town Centre Core is to contribute towards a continuous retail shop front at street level which maximizes pedestrian accessibility between premises.

The Sippy Downs Major Activity Centre consists of a Town Centre Core and Frame Precincts. The Core Precinct is intended to serve the Sippy Downs township as well as residents and workers in nearby areas south of Buderim. It is expected to develop the form, characteristics and qualities of main streets of traditional townships. The Town Centre Core and Frame Precincts are intended to provide the main retail, commercial, employment and civic uses characterised by a strong relationship with the University of the Sunshine Coast.

**District Centres**—development of district level centres may be allowed under the Plan if it can be demonstrated that such a centre is necessary to cater to unsatisfied demand or to allow the systematic development of a particular area. No district centres are identified in Maroochy Plan 2000, although an earlier version classified Sippy Downs as a District Centre.

**Village Centres**—These centres provide a range of retail and commercial facilities satisfying the needs of their host towns. Council's Strategy seeks to enhance the character of the towns and their centres with land uses generally expected to include small scale supermarkets that service the local community only, specialty shops, community services (library, health, education facilities) and small scale tourist facilities. The total gross floor area for commercial uses in Village centres may consist of no more than 1,000 m<sup>2</sup> on any single development site.

Examples of Village Centres include Palmwoods, Woombye, Yandina, Eumundi, Montville, Mapleton and Kenilworth in the hinterland areas and Perigian Springs, Coolum, Bli Bli, and Mooloolaba in the coastal urban areas.

Some Village centres provide the level of service or perform the role of Local centres.

**Local Centres**—local centres, which may consist of up to 1,000 m<sup>2</sup> gross floor area for commercial uses may comprise a small scale supermarket, convenience shops and some comparison shopping to satisfy the day-to-day needs of discrete residential areas. Local centres may also include, in addition to commercial facilities, other uses relevant to the local community, such as community services and recreational facilities. The total gross floor area of a Local centre which includes such facilities may be up to 3,000 m<sup>2</sup>, of which no more than 1,000 m<sup>2</sup> can consist of commercial uses. Local Centres are not shown on the Strategic Plan Map.

**Tourist Centres**—these centres are referred to Major Tourist Nodes on the Strategic Plan Map and include Coolum, Mooloolaba and Montville. These centres provide a range of tourist related facilities, including shops, take-away food shops, restaurants and cafes and a range of commercial facilities. Council encourages the concentration of tourist facilities in these three nodes.

## 2.2 EXISTING CENTRES

A number of retail centres and nodes currently serve the northern Sunshine Coast area. Figures 2.2a and 2.2b show the locations of the large and small centres in and near Noosa Civic's trade area and Table 2.1 summarises the size and composition characteristics of the more significant centres, including estimated floor area, major tenants and vacancy rates observed at August 2007. The centres are discussed in terms of their Shire Plan classifications rather than the SEQRP.

**Table 2.1: Retail network, Northern Sunshine Coast region**

Centre function/area	Estimated lettable area (M <sup>2</sup> )	Approx. Distance from Noosa Shire Business Centre (km)	Major tenants	Total shops* (No.)	Vacancies		
					Shops (No.)	Area (M <sup>2</sup> )	Vacancy rate (%)
<b>Department and Discount Department Store Based Centres / Areas</b>							
<i>Maroochydore Area</i>							
Sunshine Plaza	59,054	35	Myer, Target, Kmart, Coles	220	–	–	–
Big Top	11,942	35	Woolworths	51	4	–	–
Plaza Parade	4,838	35	Woolworths	12	1	~60	1.2
Sunshine Homemaker Centre	27,185	35	Bunnings, Coco's	33	–	–	–
Other Maroochydore	~37,000	35	–	NA	–	–	–
<i>Noosa Shire Business Centre</i>							
Noosa Civic	18,670	–	Big W, Woolworths	81	5 <sup>u</sup>	231	1.2
Emporium	7,060	–	BCF	16	1 <sup>u</sup>	398	5.6
<i>Gympie</i>							
Centro Gympie	~17,000	64	Big W, Woolworths	48	3 <sup>A</sup>	~650	3.8
Other Gympie	~12,000	65	Coles, Target Country	36	1	21	0.2
<i>Nambour</i>							
Nambour Plaza	11,315	34	Big W, Woolworths	53	–	–	–
Nambour Central/Coles	7,500	34	Coles, Supa IGA	~20	1	~100	1.3
Other Nambour city centre	~15,000	34	–	NA	–	–	–
<b>Major Supermarket Based Centres/Areas</b>							
<i>Noosa Junction area</i>							
Noosa Fair	7,979	6.2	Coles	28	3	~220	2.8
Noosa Junction Plaza	4,756	6.2	Supa IGA	31	6	430	9.0
Other Noosa Junction	24,400	6.4	Mitre 10	212	13	1,692	6.9
<i>Noosaville</i>							
Noosaville Showrooms	17,400	3.4	Warehouse, Retravisoin	24	–	–	–
Noosa Village	4,414	3.4	Woolworths	26	–	–	–
<i>Tewantin</i>							
Poinciana Place	2,874	4.1	Woolworths	11	6	424	14.8
Other Tewantin	9,000	4.1	–	87	4	200	2.2
<i>Coolum Beach</i>							
Coolum Park	3,992	20	Woolworths	16	–	–	–
Other Coolum Beach	6,700	21	Supa IGA, Foodworks	154	4	200	2.3
<i>Centro North Shore</i>	4,036	32	Bi-Lo	16	–	–	–
<i>Key tourist centres</i>							
Hastings Street	19,800	7	–	160	5	~200	1.0
Gympie Terrace	6,100	3	–	77	5	477	7.8

Centre function/area	Estimated lettable area (M <sup>2</sup> )	Approx. Distance from Noosa Shire Business Centre (km)	Major tenants	Total shops* (No.)	Vacancies		
					Shops (No.)	Area (M <sup>2</sup> )	Vacancy rate (%)
<b>Hinterland Areas</b>							
<i>Eumundi</i>	NA	14	–	43	1	~60	NA
<i>Cooroy</i>	NA	16	Supa IGA	93	–	–	–
<i>Pomona</i>	NA	26	IGA	30	7	NA	NA
<i>Yandina</i>	NA	26	IGA Everyday	57	5	NA	NA

\*Total includes anchor tenants. Areas for which floor space estimates are not available or collected are noted as NA.

∞ Vacancies due to plans to redevelop and expand Big Top.

α The Noosa Civic Centre and Emporium vacancies have leases starting late 2007/early 2008.

Δ Two of Centro Gympie's three vacancies have tenants which will open late 2007/early 2008.

Source: Queensland Shopping Centre Directory 2006, Property Council of Australia; Foresight Partners inspections August, 2007.

### 2.2.1 Department and discount department store based centres

Noosa Civic's likely *future* trade area will encompass urban and rural localities from stretching from Gympie in the north to just north of the Maroochy River and Nambour to the south.

Maroochydhore and Nambour are the largest retail, commercial and administrative centres most relevant to, but outside, Noosa Civic's trade area (refer to Figures 3.2a and 3.2b in next section for trade area boundaries). Gympie is located at the periphery of this area.

#### Maroochydhore

Maroochydhore's retail, commercial and residential activities reflect its role and function as the Sunshine Coast's Principal Activity Centre. It is the dominant retail destination, anchored by three major centres located within the CBD area:

- Sunshine Plaza—a 59,054 m<sup>2</sup> centre anchored by a 12,893 m<sup>2</sup> Myer department store, Target (6,900 m<sup>2</sup>), Kmart (6,585 m<sup>2</sup>) and Coles (5,631 m<sup>2</sup>), over 210 specialty shops and a 12 screen cinema.
- Plaza Parade—this 4,838 m<sup>2</sup> centre is anchored by a 3,881 m<sup>2</sup> Woolworths store and ten specialty shops. It adjoins Sunshine Plaza and is under the same management.
- Big Top Shopping Centre—an 11,942 m<sup>2</sup> centre anchored by a large (4,478 m<sup>2</sup> Woolworths supermarket.

With street front retail and smaller retail and mixed use developments in and near the Maroochydhore CBD, its estimated retail floor space would be

approximately 115,000 m<sup>2</sup>. About 56% of this floor space (about 63,900 m<sup>2</sup>) is contained in the Sunshine Plaza–Plaza Parade centres.

Located just outside the Maroochydore CBD area on Maroochydore Road, the 27,185 m<sup>2</sup> Sunshine Homemaker Centre (anchored by an 8,215 m<sup>2</sup> Bunnings) would increase Maroochydore area's retail supply to over 140,000 m<sup>2</sup> of floor space.

The Sunshine Plaza, Plaza Parade and the retail components of the Maroochydore CBD are performing well with a very low level of vacancies noted (Sunshine Plaza currently has no retail vacancies). The Big Top Shopping Centre has a number of vacancies as the centre is about to undergo a major redevelopment as part of the Reed Property Group's master planning of the whole of the Big Top site.

Maroochydore's CBD area supports the largest and most concentrated supply of commercial office space in the Sunshine Coast region, with an estimated 70,000–80,000 m<sup>2</sup> of office space provided in a number of multi-level buildings (two to six levels) as well as street front space. It is the administrative and community services focus for the whole of the Sunshine Coast region. Maroochy Shire's Council offices are located here (and in Nambour), as is the Maroochydore Courthouse, and a number of State and Commonwealth government regional offices and agencies.

High rise and medium rise residential units also form an integral part of the CBD's mix of centre activities and land uses.

The Maroochydore CBD area is designated as a 'Major Development Area' by the Office of Urban Management, in conjunction with Maroochy Shire Council, as a regionally significant development area. Council is currently finalising a Structure Plan which will form part of the SEQ Regional Plan and set out the broad principles and development intent for Maroochydore. The Structure Plan is intended to allow for optimal planning by both the State and local governments for delivery of key infrastructure. The Structure Plan is understood to identify a need for an additional 110,000 m<sup>2</sup> of retail space and an additional 130,000–200,000 m<sup>2</sup> of office space in the medium term<sup>5</sup>.

The Maroochydore MDA area incorporates over 250 ha of land and is more than three times the size of the Noosa SBC, which is about 70 ha (including more than 20 ha of open space).

The Maroochydore CBD area is located about 35 kms south of the Noosa Shire Business Centre.

### **Nambour**

The Nambour town centre area is classified as a Major Activity Centre, by both the Maroochy Shire Council and the SEQRP. It offers higher order retailing, commercial, administrative, cultural and community service functions but not

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<sup>5</sup> 'Maroochy set for \$5bn makeover'. Sunshine Coast Daily, 3 October 2007.

all at the same scale as at Maroochydore. The two main retail centres within the town centre area are:

- Nambour Plaza—an 11,315 m<sup>2</sup> centre anchored by a small (5,175 m<sup>2</sup>) Big W discount department store and a 3,395 m<sup>2</sup> Woolworths.
- Nambour Central Mall—a 2,370 m<sup>2</sup> centre anchored by a 1,301 m<sup>2</sup> Cornett's IGA supermarket. An additional 800 m<sup>2</sup> of office space is located above the retail level.

A Coles supermarket is also located within the Nambour town centre area together with a large number of traditional street front shops and services.

Council is also preparing a Structure Plan for the Nambour Major Development Area. Work undertaken as part of its preparation indicates that, between now and 2026, Nambour will need over 40,000 m<sup>2</sup> of retail floor space and over 40,000 m<sup>2</sup> of commercial activity to accommodate future growth<sup>6</sup>.

Nambour is about 33 kilometres south west of Noosa Civic.

### Noosa

Stage 1 of Noosa Civic, which opened in October 2006, is a 18,670 m<sup>2</sup> retail centre anchored by a 6,464 m<sup>2</sup> Big W discount department store and a 3,500 m<sup>2</sup> Woolworths supermarket, with approximately 80 specialty shops. It is the dominant feature of the SBC, which also includes (as noted earlier in Table 1.1), the 7,060 m<sup>2</sup> Emporium retail showroom centre and 5,008 m<sup>2</sup> of commercial office space.

### Gympie

Gympie is located about 65 kms north west of the Noosa SBC and is the major retail, commercial and administrative centre serving the Cooloola Shire area. Gympie incorporates three major retail facilities and strip retailing.

- Centro Gympie—a recently refurbished and extended shopping centre that is anchored by a Big W and a Woolworths. It has over 40 specialty stores which are currently all tenanted (the final two shops were still yet to open in August 2007). This centre offers direct access from the Bruce Highway.
- Gympie Marketplace—a small centre offering a large Supa IGA, seven specialty shops and a medical centre. It is located near the Cooloola Shire Council offices in the city centre.
- Goldfields Plaza Shopping Centre—an 8,000 m<sup>2</sup> centre anchored by a Coles and a Target Country. This centre has an older appearance and down market shops relative to the Centro Gympie centre. There are 25 specialty shops in this centre. A cinema is located opposite Goldfields Plaza.

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<sup>6</sup> *Central Nambour: Major Development Area (MDA)*. February 2007. Enquiry by Design

Figure 2.2a: Northern Sunshine Coast Retail Network, Existing and Future Centres

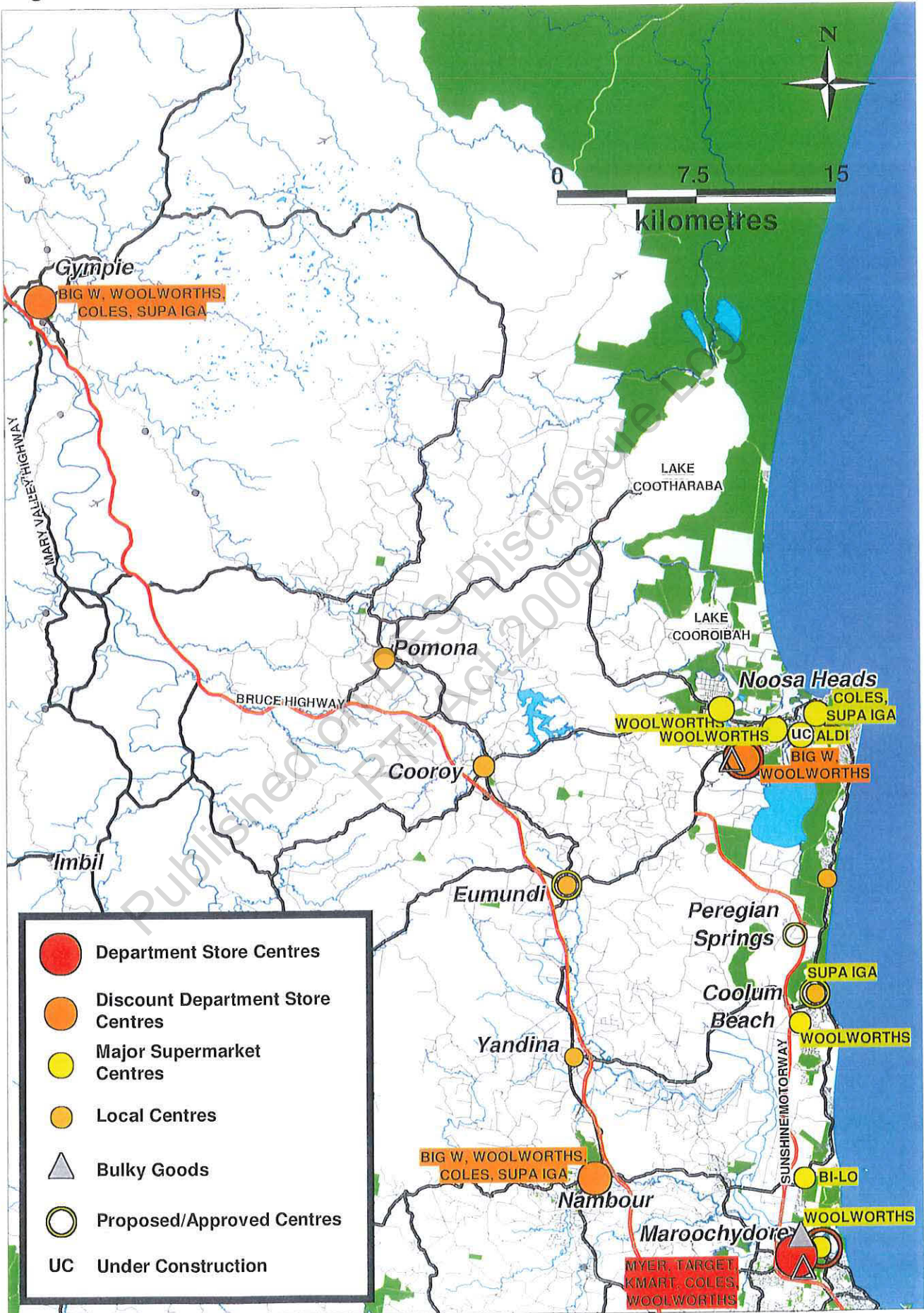
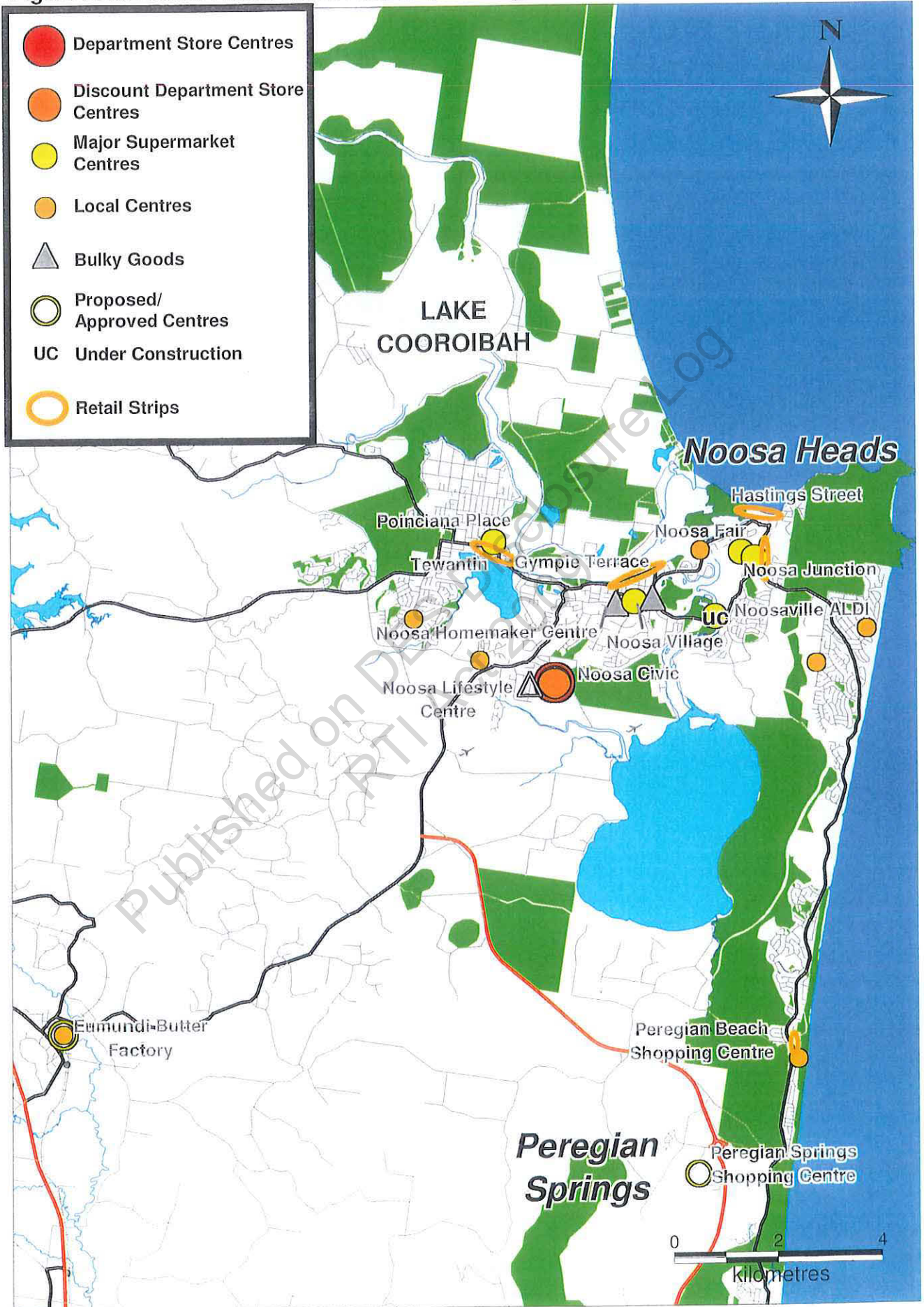


Figure 2.2b: Noosa Heads Retail Network, Existing and Future Centres





Although the recent addition of a Big W discount department store to Gympie's retail mix will enable it to meet more of its customer's discount apparel and homewares needs, Gympie area residents would still rely on Sunshine Coast centres, especially at Maroochydore, for much of their higher order comparison shopping needs.

## 2.2.2 Major supermarket based centres

Three of Noosa Shire's four Business centres are anchored by major chain supermarkets, although each has attributes that differentiate them and their function.

### Noosa Heads Business Centre

This retail and commercial centre is located at the intersection Sunshine Beach Road and Noosa Drive and is dominated by the Noosa Fair and Noosa Junction shopping centres.

Noosa Fair is a 7,979 m<sup>2</sup> shopping centre anchored by a 3,766 m<sup>2</sup> Coles supermarket and about 27 specialty shops. It is the dominant centre within the business centre area and appears, despite some vacant shops (three), to be trading exceptionally well, mainly due to the trading strength of the Coles supermarket. In 2006, the centre's turnover was reported at over \$77 million, although the opening of Noosa Civic in late 2006 would have since had some impact on its sales levels (source: Property Council of Australia's *Queensland Shopping Centre Directory*, 2006).

Noosa Junction Plaza, a centre of 4,756 m<sup>2</sup>, is anchored by a 2,155 m<sup>2</sup> Supa IGA supermarket. Observations of this centre since it was built (1987) suggest that it has struggled from the beginning and has rarely been fully let. This centre has the single largest concentration of vacant shops (six) observed in August 2007, which is the same number observed in November 2003 when a similar inventory of shop uses was undertaken. Its current anchor tenant, Supa IGA, was previously an Action Supermarket, which had replaced the original anchor, Franklins Fresh supermarket.

A number of smaller retail developments and strip retailing combine to make this a strong retail destination, offering over 270 shops and professional services in over 40,000 m<sup>2</sup> of floor space. It includes the Shire's only multi-screen cinema complex as well as a range of cafes, restaurants and gift shops. In addition to catering to the major supermarket, day-to-day convenience needs and some comparison shopping, the Noosaville Business Centre also caters to Noosa's visitor market.

Overall, the Noosa Heads Business Centre area appears to be trading well, but with a few pockets of vacant shops.

### Noosaville Business Centre

The Noosaville Business Centre is located primarily on Mary and Thomas Streets, Noosaville and has three key components: Noosa Village, Noosa Homemaker Centre and showrooms.

The 4,414 m<sup>2</sup> Noosa Village centre is anchored by a 2,582 m<sup>2</sup> Woolworths supermarket. Its reported turnover in the 2006 Shopping Centre Directory was \$63 million, indicating that the centre is performing exceptionally well.

Immediately to the west of Noosa Village is the Noosa Homemaker Centre, a retail showroom–bulky goods centre of 22 tenancies. The Noosa Homemaker Centre has a wide range of tenants.

Another retail showroom centre is located east of Noosa Village. This centre is anchored by a large Harvey Norman store and has 22 other showroom tenancies.

The Noosaville Business Centre caters mainly to resident, rather than visitor, convenience and comparison shopping needs. The whole of the centre appears to be functioning well, with no vacant shops observed.

#### **Tewantin Business Centre**

The Tewantin Business Centre is focused on the strip retail and commercial developments on Poinciana Avenue. It functions as a small town centre offering mainly convenience shopping, but also professional services, commercial offices and a pub. It adjoins the Noosa Shire's offices, art gallery and jetty.

The Council's investment in streetscape improvements have helped transform and revitalise the Tewantin Business Centre area and it now attracts locals and visitors with its range of cafes and restaurants.

The newest development is Poinciana Place, a 2,874 m<sup>2</sup> centre that was refurbished in mid-2006 and is now anchored by a 2,178 m<sup>2</sup> Woolworths. Three small and older retail developments (Tewantin Plaza, The Cooloola Centre and The Atrium) and other street front shops and services line Poinciana Avenue.

The Tewantin Business Centre also appears to be functioning well, although the recently refurbished Poinciana Place centre is still to lease six of its specialty shops (about 424 m<sup>2</sup>).

#### **Cooroy Business Centre**

The Cooroy Business Centre serves as the major Business Centre for the Noosa Shire's hinterland. It lacks a major chain supermarket as its key retail tenant (a Supa IGA is the main grocery provider) but the town's retail facilities appear to be functioning well, with no vacant shops observed. The town's retail and commercial facilities are separated into two sections by the railway line, with the largest concentration of retail situated on Maple Street.

#### **Coolum Beach area**

The Coolum Beach area in Maroochy Shire incorporates a range of shops and services catering mainly to the take home food and other convenience needs of local residents, as well as a sizable visitor market.

The newest centre in Coolum (opened in 2004) is the 3,992 m<sup>2</sup> Coolum Park shopping centre which is anchored by a 2,800 m<sup>2</sup> Woolworths supermarket and 15 specialty shops. A smaller centre called Coolum Markets (a small supermarket and eight specialty shops) as well as other surrounding retail and commercial uses including a fitness gym, is located just north of Coolum Park.

Coolum's main retail area is along the Coolum Esplanade between Birtwell and Beach Streets. The strip retailing along the western side of Coolum Esplanade predominantly caters to the tourist market through its many cafes and restaurants, take aways and apparel retailing. The quality of the retailing ranges from moderate to high quality, with the newly developed parts of Coolum Esplanade hosting the higher quality retailers.

The Coolum Shopping Village is located along Birtwill Street. It is a 2,800 m<sup>2</sup> centre with 16 specialties and anchored by an 800 m<sup>2</sup> Supa IGA. This centre has poor off-street parking facilities but is well supported by customers despite the parking. The Supa IGA is understood to perform exceptionally well, despite its small size and proximity to the newer Woolworths centre.

The Birtwill Street area also includes professional services facilities such as medical centres and solicitors offices, as well as a number of cafes and restaurants.

#### **Pacific Paradise**

Centro North Shore is a 4,000 m<sup>2</sup> shopping centre located in Pacific Paradise and is anchored by a 2,500 m<sup>2</sup> Bi-Lo. It has fifteen specialty shops and is in an open mall configuration.

### **2.2.3 Neighbourhood and local centres**

There are a number of retail and commercial centres within the Northern Sunshine Coast that have been designed to cater for the immediate and everyday needs of the local community. Generally, these retail facilities are classified as Neighbourhood Centres in the Noosa Shire and as local or village centres in the Maroochy Shire. Most are anchored by independent supermarkets and grocery stores. The following is a summary of local-scale retail facilities in the Northern Sunshine Coast.

#### **Noosa area**

- Quamby Place (Neighbourhood Centre, Noosa). The Noosa Wharf Shopping Centre is a small centre located amongst tourist accommodation at Noosa Sound. This centre has a small supermarket but is mainly made up of high end restaurants. This centre had one shop vacancy in August 2007.
- Peregrin Beach (Neighbourhood Centre, Noosa). The Peregrin Beach Shopping Centre is located on David Low Way at the southern entrance to the Peregrin Beach township. It is a centre which has a significant take home food sector (including a small supermarket), as well as resort apparel, and which had two vacancies in August 2007.

- Bushlands Estate, Sunrise Beach and Cooroibah (Neighbourhood Centres, Noosa). The neighbourhood centres of Bushlands Estate, Sunrise Beach and Cooroibah are specifically located to serve existing and growing local communities.

#### **Maroochy Shire area**

- Eumundi Village Centre. The Eumundi Village Centre is composed of 40 retail and commercial facilities located on either side of Memorial Drive. The retail shops are generally individual store fronts, with very little mixed-use developments fronting onto Memorial Drive. There was one retail/commercial vacancy recorded in August 2007. Eumundi is best known for its periodic markets on Wednesday and Saturday mornings.
- Yandina Village Centre. The Yandina Village Centre is focused around Stevens Street, and has approximately 47 retail and commercial spaces. There were five vacancies recorded in Yandina in August 2007. The retail facilities of Yandina have a poorer appearance than Eumundi, with no centres appearing to have been constructed/refurbished in the past five years.
- Marcoola Commercial Strip (Local Centre, Maroochy). This strip retail has a poor appearance and had a few vacancies in August 2007.
- Mt Coolum Village (Local Centre, Maroochy). Mt Coolum Village is a small retail centre which offers a small supermarket and eight specialty stores. During a retail inventory in August 2007 there were no recorded vacancies.

#### **2.2.4 Tourist retail areas**

The predominant tourist retailing in the Northern Sunshine Coast region is the Visitor Mixed Use Zone of Hastings Street, Noosa Heads. The Hastings Street area enjoys an iconic status as one of Australia's most famous and popular beach destinations. There are over 150 retail and commercial premises within the Hastings Street area and it is dominated by cafes and restaurants, take away shops, boutique resort and other fashion and gift shops. Five vacant shops were observed in August 2007.

The Hastings Street area is currently undergoing a \$9.8 million facelift to maintain its appeal and market positioning as one of Australia's premier holiday destinations, as well as a popular venue for Sunshine Coast residents. It will create a more pedestrian friendly environment, including five new shared-use zones linking Hastings Street with beach access points. Improved lighting, seating, motor scooter and bicycle parking will be incorporated as part of the Street's upgrade, which is expected to be completed by mid 2008.

A second major tourist area in the Noosa Shire is the Noosaville Visitor Mixed Use Zone. Located on Gympie Terrace fronting the Noosa River, this zone is primarily composed of cafes and restaurants with some higher order apparel

retailing. The five vacancies evident along Gympie Terrace appear to be a result of recently completed or about to start construction works.

### 2.3 NETWORK PERFORMANCE

The low vacancy levels observed (other than pockets of the Noosa Heads business centre), and the general presentation and tenancy mixes of centres suggest that the retail network serving the Northern Sunshine Coast is functioning well.

The urban Noosa area's estimated vacant retail space of around 3,600 m<sup>2</sup> would represent less than 5% of its total retail floor space. Some level of vacant space in the retail network (5–8%) is needed within a healthy retail network as it allows new businesses to enter the market and enables existing business to expand (or contract) in response to changing market conditions.

### 2.4 PROPOSED DEVELOPMENTS

Significant population growth and residential development throughout the Sunshine Coast region has helped generate a significant number of proposals for new centres or centre extensions within or near Noosa Civic's trade. These proposals were identified through discussions with the Noosa and Maroochy Shire Councils, developers and others. Details of these are summarised in Table 2.2.

**Table 2.2 Summary of major proposed and approved retail centres, northern Sunshine Coast region**

	Existing m <sup>2</sup>	With proposed m <sup>2</sup>	Major new tenants	Status
<b>Department and Discount Department Store Based Centres</b>				
Noosa Civic Centre	18,670	53,670	Department store, 2 <sup>nd</sup> discount department store, 2 <sup>nd</sup> supermarket	Proposed
Sunshine Plaza (incl. Plaza Parade, showrooms) <sup>7</sup>	73,685	95,851	3 <sup>rd</sup> discount department store, mini-majors	Application lodged
Big Top Shopping Centre/Metro mixed use	11,942	35,000	Possible department store	Proposed
Mill Street Town Centre	—	25,310	Discount department store, supermarket, mini-majors	Application lodged
<b>Major Supermarket Based Centres</b>				
Peregian Springs Shopping Centre	—	4,500	Full line supermarket	Approved
Aldi, Noosaville	—	1,350	Freestanding Aldi	Under construction
Coolum Shopping Village	2,818	5,200	Larger Supa IGA	Approved

<sup>7</sup> Source: *Sunshine Plaza, Queensland Economic Impact Assessment*. June 2007. Mapinfo Dimasi.

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<sup>7</sup> Source: *Sunshine Plaza, Queensland Economic Impact Assessment*. June 2007. Mapinfo Dimasi.

	<i>Existing m<sup>2</sup></i>	<i>With proposed m<sup>2</sup></i>	<i>Major new tenants</i>	<i>Status</i>
Eumundi Butter Factory	–	3,200	IGA	Proposed
Mt Coolum Shopping Village	946	1,684	Larger IGA	Approved
<b>Showrooms</b>				
Noosa Lifestyle Centre	–	11,500	Showrooms	Application lodged
Harvey Norman Centre (Wises Farm)	–	28,000	Harvey Norman	Approved
Total	108,061	265,265		
Approved/proposed net additional floor space		157,204		

*Source: Noosa & Maroochy Shire Councils; discussions with developers.*

#### 2.4.1 Noosa Shire area

Within the Noosa Shire area, several proposed or approved retail developments of note are known, excluding the Noosa Civic Stage 3 application.

- At 201 Weyba Road, Noosaville, a 1,350 m<sup>2</sup> free standing Aldi store is currently under construction. This store is expected to open in 2008.
- S & L Developments currently has an application before Council to develop the 'Noosa Lifestyle Centre' on part of its SBC land holdings. Approximately 11,500 m<sup>2</sup> (gross lettable area) of retail showrooms and commercial space over two levels are proposed for a site in Precinct E5 of the SBC. It is understood that S & L Developments are also seeking to develop approximately 16,200 m<sup>2</sup> (gross floor area) of commercial space ('Noosa Corporate') in Precinct E4, some 9,900 m<sup>2</sup> (gross floor area) of industrial and adult education facilities in Precinct E3 and a child care centre and medical centre in the Residential Precinct (refer Figure 1.1).
- The Peregian Boardwalk mixed use development was approved mid-2006 by the Noosa Shire Council. It includes a mix of specialty shops, a medical centre, restaurants, offices and residential apartments and is aimed at the visitor market. It is adjacent to the existing Peregian Beach Shopping Centre.
- A 1,090 m<sup>2</sup> IGA development has been approved for Pomona. It is expected to open in 2009. There is also a pending development application for the redevelopment of a medical centre in Pomona (18 Memorial Avenue) to six retail shops.

#### 2.4.2 Maroochy Shire

The largest proposed and approved retail developments in the Northern Sunshine Coast are proposed for Maroochydore and Nambour in Maroochy Shire.

- Sunshine Plaza has applied for a major consolidation and expansion of this and the adjoining Plaza Parade centre by over 22,000 m<sup>2</sup> of floor

space, including 17,679 m<sup>2</sup> of retail. This would increase the size of the Sunshine Plaza complex to almost 96,000 m<sup>2</sup> of lettable area. The extensions to the complex will see the addition of a third discount department store (7,425 m<sup>2</sup>), up to four mini-majors, and additional specialty retail shop of over 10,000 m<sup>2</sup>. It will become one of Queensland's largest centres, and the single largest centre north of Brisbane.

- Reed Property Group, owners of the Big Top centre in the Maroochydore CBD, are proposing a major redevelopment of the site as a major mixed used project incorporating up to 35,000 m<sup>2</sup> of retail floor space on three levels, approximately 20,000 m<sup>2</sup> of commercial office space and about 370 apartments and serviced units in high rise towers. The composition of the centre is still being formulated but it is expected to retain its Woolworths supermarket. Although no commitments have been made, press reports indicate that a David Jones department store could be a possible anchor tenant<sup>8</sup>. Reed Property Group is planning to lodge an application with Maroochy Shire Council shortly and, if approved, commence work on the site in 2008.
- To the west of Sunshine Plaza complex is the Wisers Farm development. The Maroochy Shire Council has recently approved a Harvey Norman anchored bulky goods-retail showroom centre of approximately 28,000 m<sup>2</sup> of floor space.
- The Maroochy Shire Council has approved 25,000 m<sup>2</sup> of retail floor space (plus cinemas) to be developed at Nambour's Moreton Mill site. The Mill Street Town Centre will include two discount department stores (7,500 m<sup>2</sup>), a supermarket (3,700 m<sup>2</sup>) and specialty retailing. The retail component of the development is ultimately proposed to reach 37,000 m<sup>2</sup> in future stages.

A number of smaller new developments and centre extensions include:

- A new supermarket based centre of 4,500 m<sup>2</sup> is approved at Peregian Springs. It will be anchored by a 2,800 m<sup>2</sup> major supermarket and is located at the entrance of the Peregian Springs residential estate near the Sunshine Motorway.
- The redevelopment of the Eumundi Butter Factory is proposed to include 1,800 m<sup>2</sup> of specialty retailing including cafes and restaurants. In addition, there will be a 1,400 m<sup>2</sup> IGA as well as non-retail uses such as a fitness centre, a boutique hotel and residential units.
- Coolum Shopping Village on Birtwell Street is to be expanded by creating an additional building (for a new Supa IGA and some specialty retailing) and redeveloping part of the existing centre to create better access and parking for the centre. The redevelopment of Coolum

<sup>8</sup> *Coast Branch of David Jones on horizon.* Sunshine Coast Daily, 12 August 2006.



Shopping Village will see the Supa IGA increase in size from 803 m<sup>2</sup> to 2,340 m<sup>2</sup>.

- The small Mount Coolum Shopping Village, on the corner of David Low Way and Suncoast Beach Drive, has approval for an extension to the centre which will see the size of the centre nearly double and the IGA reach 613 m<sup>2</sup>.
- The Maroochy Shire Council has approved the development of a 2,141 m<sup>2</sup> supermarket and specialty shops centre on the corner of Old Gympie Road and Old Bruce Highway. The IGA in the town centre of Yandina is expected to relocate and occupy the 1,000 m<sup>2</sup> lettable area of the new development.

#### 2.4.3 Summary

All totalled, the approved and proposed projects shown in Table 2.2 represent an increase of about 157,200 m<sup>2</sup>, of which the majority (70% or 109,400 m<sup>2</sup>) is in Maroochy Shire centres. The proposed Stage 3 of Noosa Civic, the adjoining proposed retail showrooms and the Aldi supermarket (under construction) represents about 30% (47,800 m<sup>2</sup>).

Of this 157,200 m<sup>2</sup> of proposed or approved additional floor space:

- 36,970 m<sup>2</sup> (24%) is approved or under construction;
- 58,976 m<sup>2</sup> (37%) is currently applied for; and
- 61,258 m<sup>2</sup> (39%) is proposed with development applications to Maroochy and Noosa Shire Councils expected shortly (including the Noosa Civic Stage 3 application).

The functional composition of this additional proposed or approved floor space is:

- two-thirds (105,534 m<sup>2</sup>) in department or discount department based centre floor space;
- 5% (8,232 m<sup>2</sup>) in major or large supermarket based centres;
- 3% (3,938 m<sup>2</sup>) in local centres; and
- 25% (39,500 m<sup>2</sup>) in retail showroom centres.

Recent population growth and prospects for future growth, a buoyant economy and a broadening and deepening of the region's economic base are a few of the drivers behind the strong interest in expanding the Sunshine Coast's retail and commercial centres infrastructure.

## 3 Market fundamentals

This section sets out the Noosa Civic's trade area characteristics, population and household growth prospects and retail expenditure available.

### 3.1 REGIONAL POPULATION GROWTH

The Sunshine Coast region has experienced significant population growth over the past ten years and is forecast to continue to grow over the next 20 years to 2026. The three local government areas comprising the Sunshine Coast region, Maroochy and Noosa Shires, and Caloundra City, had an estimated resident population of about 290,000 people at June 2006. This is an increase of almost 80,000 people over the ten year period 1996–2006, with an underlying average annual growth rate of 3.3%.

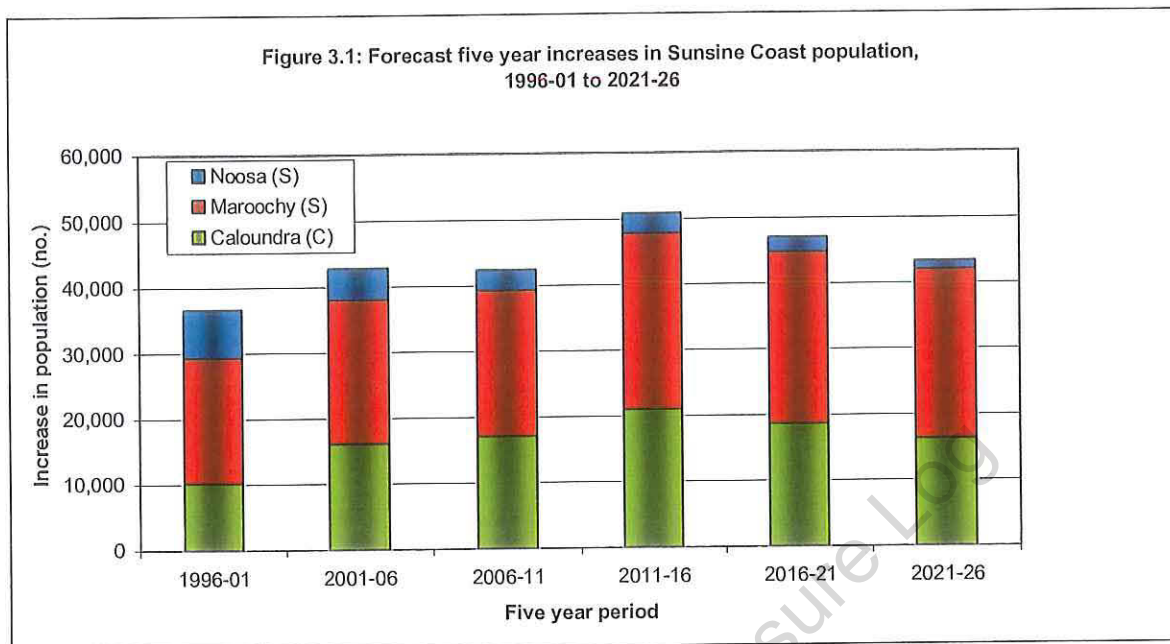
The Queensland Government's Department of Local Government, Planning, Sport and Recreation's Planning Information and Forecasting Unit (PIFU) medium series forecasts for the Sunshine Coast area anticipate the region's population increasing to:

- 332,521 people by 2011;
- 383,337 people by 2016;
- 430,404 people by 2021; and
- 473,727 people by 2026.

Between 2006 and 2016, the PIFU forecast increase of about 93,340 people reflects an average annual growth rate of about 2.8%. This is forecast to decline to 2.1% over the following ten years to 2026, resulting in total increase of about 183,700 people (a 63% increase) between 2006 and 2026.

As shown in Figure 3.1 below, every five years the Sunshine Coast will gain between 40,000 and 50,000 new residents over the next 20 years. Most (95%) of this increase will be accommodated in Maroochy Shire and Caloundra City.

Indicative planning populations contained in the SEQRP (page 64), which predate the more recent PIFU forecasts, envisaged a slightly lower population of 373,500 people by 2016 for the Sunshine Coast and 424,000 people by 2026.



Source: PIFU forecasts, 2006 (medium series)

### 3.2 TRADE AREA DEFINED

The Noosa Civic's current, and future, trade areas were defined and segmented into primary, secondary and tertiary trade areas based upon:

- the findings of the January 2007 and August 2007 in-centre surveys undertaken in the existing Noosa Civic Centre;
- the expected size, composition and function of the Noosa Civic with the addition of a department store, an additional discount department store, a new supermarket and other specialty shops and food outlets;
- the location and function of existing major retail centres;
- the road network and barriers to movement; and
- Census collector district boundaries.

Figures 3.2a and 3.2b show the residential origins of Sunshine Coast resident respondents (visitor origins were not mapped) from the January and August 2007 surveys.

Table 3.1 sets out the place of residence for residents and visitors by general area. The influence of visitors in the centre's shopper residential origins is, as would be expected, quite pronounced in the January survey (25% of shoppers) but still important in the August non-holiday period (11% of shoppers).

**Table 3.1 Origin of Noosa Civic shoppers by suburb of residence**

Suburb	Peak season (January)		Non-holiday period (August)	
	Respondents (No.)	Distribution (%)	Respondents (No.)	Distribution (%)
<b>Sunshine Coast residents</b>				
Noosa area	222	40.7	288	51.2
Noosa coastal suburbs	55	10.1	77	13.7
Other coastal suburbs north of Maroochy River	20	3.7	26	4.6
Noosa Hinterland towns	81	14.9	97	17.2
Coastal suburbs south of the Maroochy River	9	1.7	11	2.0
Other Sunshine Coast	19	3.5	3	0.5
<b>Total Sunshine Coast residents</b>	<b>406</b>	<b>74.5</b>	<b>502</b>	<b>89.2</b>
<b>Visitors</b>				
Gympie area	22	4.0	6	1.1
Maryborough/Hervey Bay	4	0.7	—	—
Other Queensland north of Maryborough	16	2.9	1	0.2
Caboolture	2	0.4	2	0.4
Brisbane/Gold Coast	23	4.2	9	1.6
Other Queensland	14	2.6	1	0.2
New South Wales	24	4.4	8	1.4
Victoria	15	2.8	18	3.2
Other interstate/overseas	17	3.1	16	2.8
<b>Total visitors</b>	<b>137</b>	<b>25.1</b>	<b>61</b>	<b>10.8</b>
No response	2	0.4	—	—
<b>Total</b>	<b>545</b>	<b>100.0%</b>	<b>563</b>	<b>100.0</b>

Source: In-centre surveys, January and August 2007. Foresight Partners

Figures 3.3a and 3.3b show the defined trade area expected for the extended Noosa Civic centre at 2013.

The main trade area consists of:

- A primary area encompassing of most of urban Noosa—Noosa Heads, Noosaville, Tewantin, and Sunshine Beach.
- A secondary south area extending south from Peregian Beach to just north of Coolum and west to Eumundi and includes the rapidly developing Peregian Springs estate.
- A secondary west trade area including some of Noosa's urban fringe but predominantly consists of smaller towns and rural areas west of Noosa, extending west past Pomona and north to Lake Cootharaba.

With Stage 3 in place, the larger Noosa Civic centre is expected to strengthen its draw from tertiary areas. Three tertiary areas were defined and include:

- a large tertiary north area which includes Gympie and Imbil.
- a tertiary south area extending from Coolum to the Maroochy River and west to Bli Bli; and
- a tertiary west trade area which includes Yandina and skirts the northern boundary of Nambour.

Noosa Civic is estimated to attract only about 6% of its sales from these tertiary areas currently (80% from the main trade area), but this is expected to increase with the Stage 3 additions.

### 3.3 POPULATION AND HOUSEHOLDS

Table 3.2 sets out the resident population and households for each of the trade areas in 2001 and 2007, as well as forecast population and households for 2011 to 2017. Population and household data for each of the six sub-areas was compiled from the Australian Bureau of Statistics (ABS) 2001 and 2006 Censuses and dwelling approval data from the ABS for July 2001 to June 2007.

- In 2001 the total trade area had an estimated 102,742 persons residing in 41,065 private dwellings. By 2007 the population in the trade area had grown to 121,932 people residing in 47,954 private dwellings.
- This increase of 19,190 persons over the six year period represents an average annual growth rate of almost 3%.

The primary and secondary trade areas (i.e. the main trade area) generated about 48% of the increase in the trade area population between June 2001 and June 2007.

Figure 3.2a: Sunshine Coast Residential Origins - Noosa Civic Shoppers, January 2007

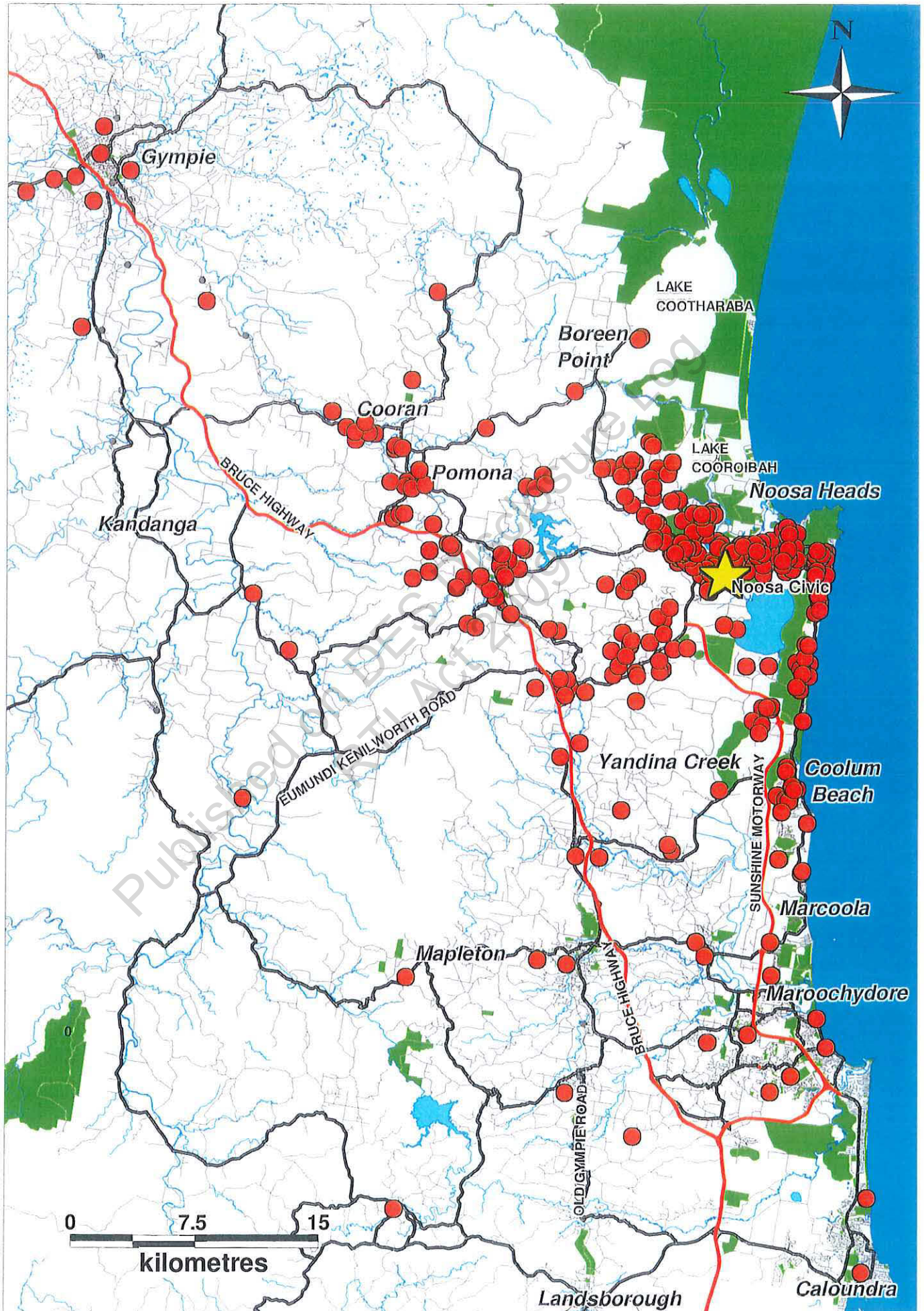


Figure 3.2b: Sunshine Coast Resident Origins - Noosa Civic Shoppers, August 2007

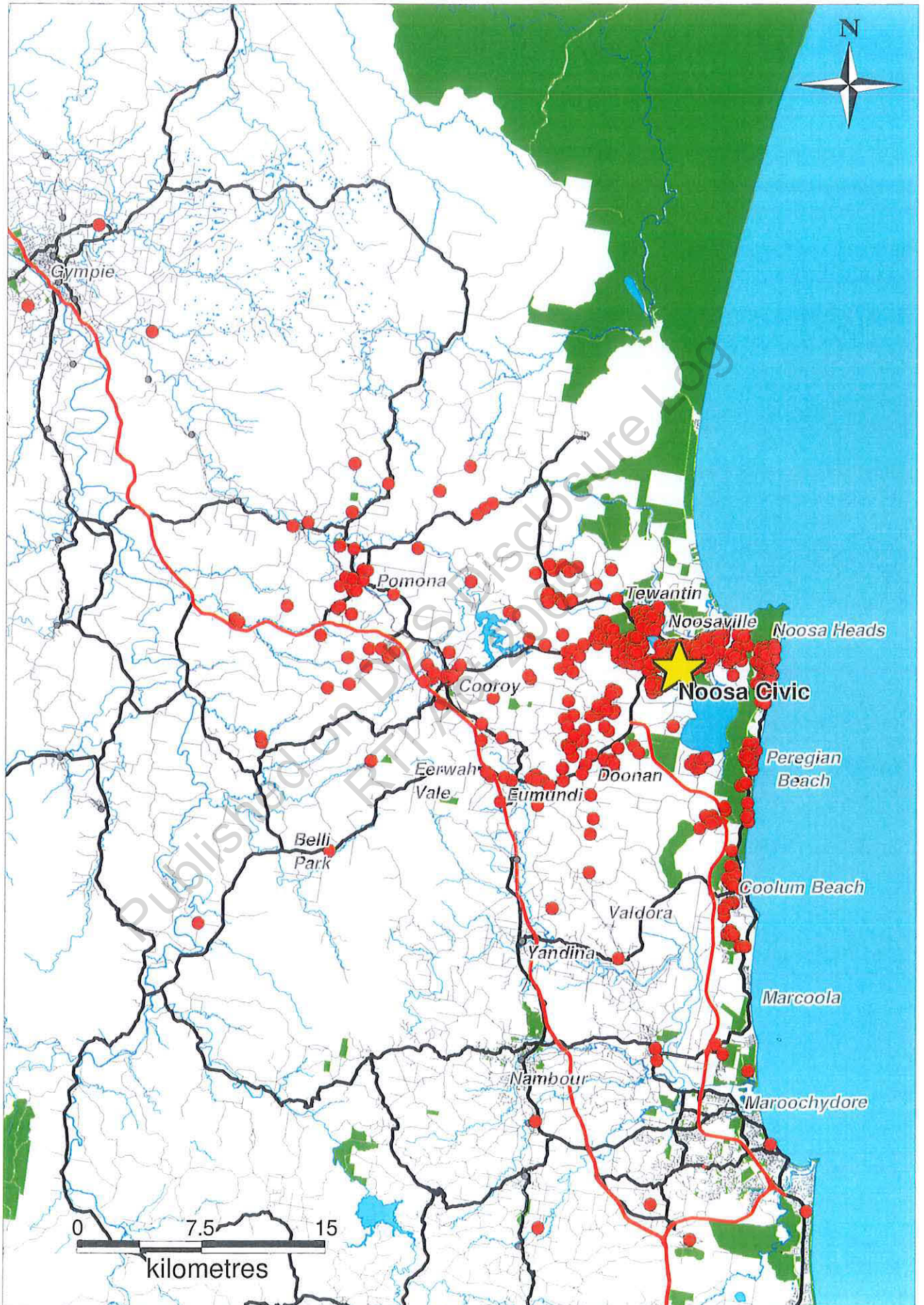


Figure 3.3a: Noosa Civic Centre Trade Area

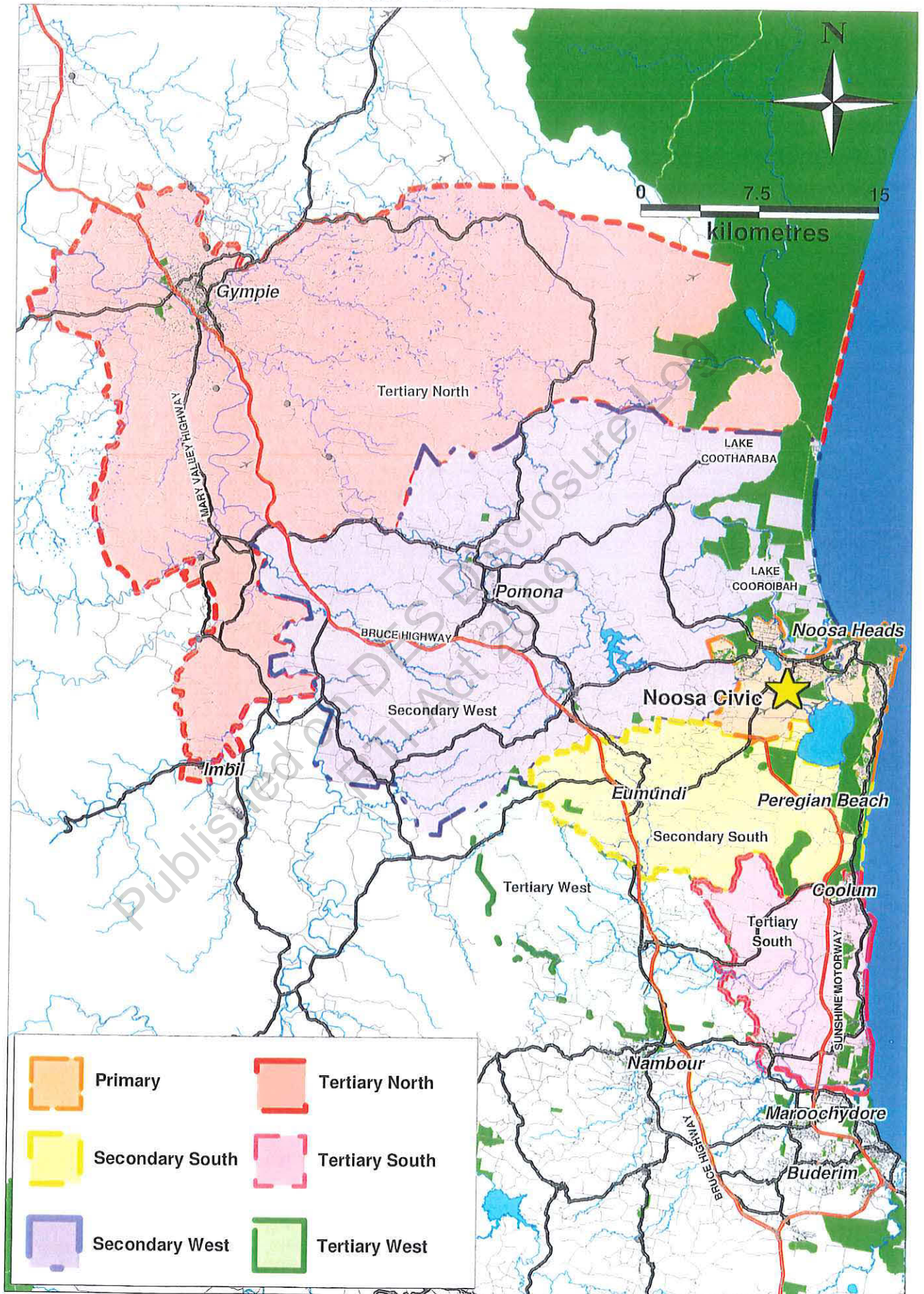
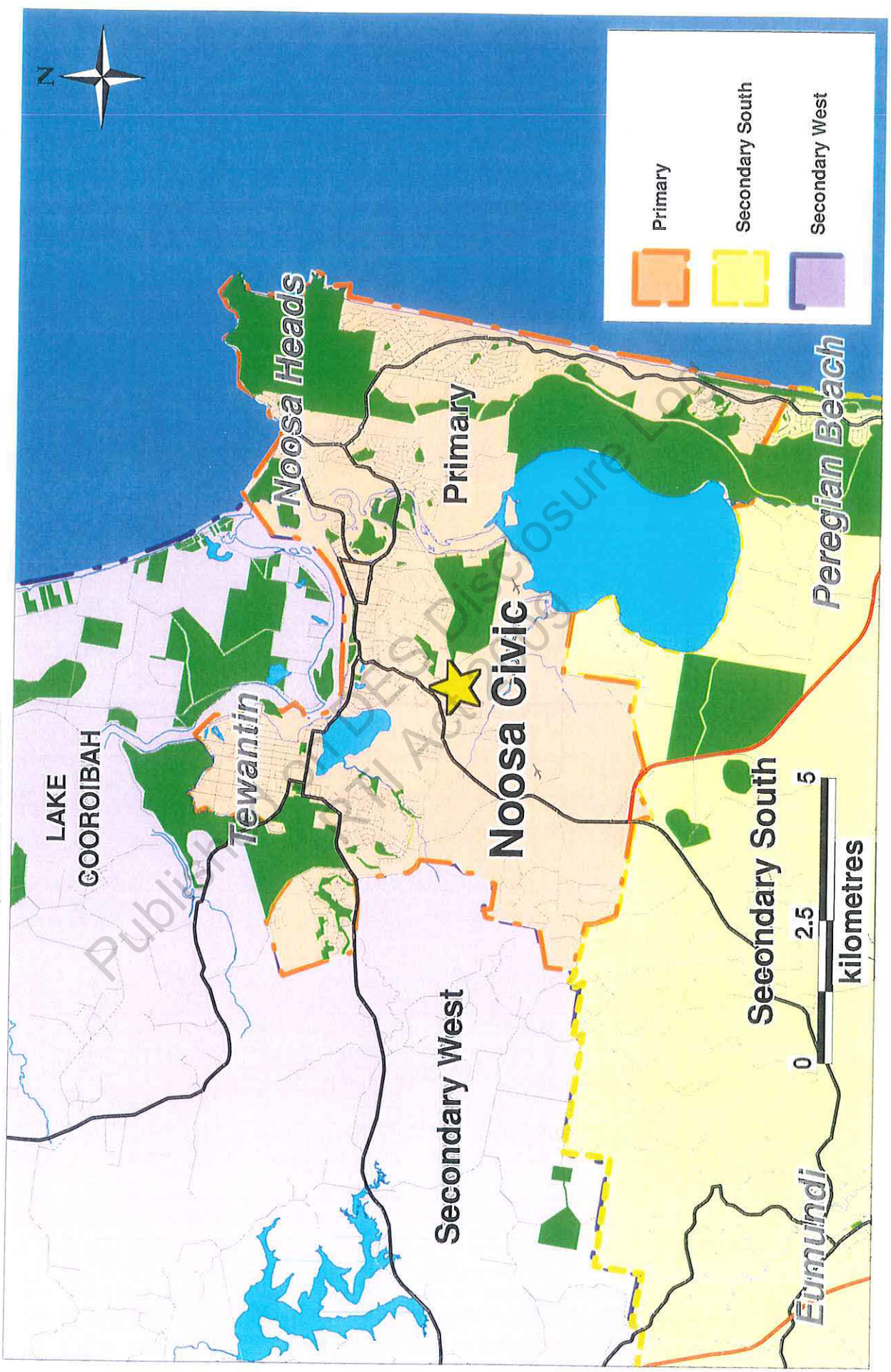




Figure 3.3b: Noosa Civic Centre Trade Area, Noosa Area Inset



### 3.3.1 Forecast population growth and household formation

The population projections are based on information gathered by Foresight Partners on the status of residential estates within trade areas, as well as the 2004 and 2006 medium series population forecasts by the Queensland Government's Department of Local Government, Planning, Sport and Recreation's Planning Information and Forecasting Unit (PIFU).

The trade area's population is forecast to increase from an estimated 121,932 people at June 2007 to:

- 132,600 people by June 2011;
- 137,350 people by June 2013 (first full year of trading);
- 140,565 people by June 2015 (third year of trading); and
- 142,950 persons by June 2017 (fifth year of trading).

The primary and secondary trade areas constitute just on half of Noosa Civic's total trade area population, and this main trade area is expected to experience continuing growth in the future, increasing to:

- 67,650 persons by June 2011;
- 69,930 persons by June 2013; and
- 72,210 persons by June 2017.

Overall, the trade area population is expected to increase by around 15,418 people between 2007 and the centre's first full year of trading in 2013, with a further increase of 5,600 people over four years to 2017 (an increase of 21,018 people overall).

The population forecasts shown in Table 3.2 assume that the current planning schemes for the Noosa, Maroochy and Cooloola Shires, as well as the South East Queensland Regional Plan, do not radically change intended population densities and carrying capacity in light of the forthcoming local government amalgamations.

#### Share of the Sunshine Coast regional growth

The trade area's forecast increase of about 21,000 people over the ten year period 2007 to 2017 represents about 22% of PIFU's forecast increase of 93,340 people over the ten year period 2006 to 2016. If the 4,087 increase in the tertiary north area's population, which lies largely outside the Sunshine Coast's three local government areas, the trade area would account for about 18% of the region's population increase. The majority of the Sunshine Coast's future growth is expected to occur south of the Maroochy River.

**Table 3.2: Estimated population and households, Noosa Civic trade area, June 2001 to June 2017**

<i>Trade area</i>	<i>2001</i>	<i>Incr p.a.</i>	<i>2007</i>	<i>Incr p.a.</i>	<i>2011</i>	<i>Incr p.a.</i>	<i>2012</i>	<i>Incr p.a.</i>	<i>2013</i>	<i>Incr p.a.</i>	<i>2014</i>	<i>Incr p.a.</i>	<i>2015</i>	<i>Incr p.a.</i>	<i>2016</i>	<i>Incr p.a.</i>	<i>2017</i>
<b>Primary</b>																	
Population	31,521	405	33,952	502	35,960	460	36,420	360	36,780	320	37,100	300	37,400	250	37,650	210	37,860
Occ. Dwellings	13,352	191	14,500	250	15,500	220	15,720	200	15,920	180	16,100	170	16,270	150	16,420	140	16,560
Avg h'hold size	2.36		2.34		2.32		2.32		2.31		2.30		2.30		2.29		2.29
<b>Secondary south</b>																	
Population	7,556	551	10,859	560	13,100	580	13,680	480	14,160	340	14,500	270	14,770	180	14,950	170	15,120
Occ. Dwellings	3,034	190	4,174	207	5,000	220	5,220	200	5,420	140	5,560	120	5,680	100	5,780	90	5,870
Avg h'hold size	2.49		2.60		2.62		2.62		2.61		2.61		2.60		2.59		2.58
<b>Secondary west</b>																	
Population	13,241	583	16,740	440	18,500	300	18,800	190	18,990	100	19,090	80	19,170	40	19,210	20	19,230
Occ. Dwellings	5,017	188	6,146	188	6,900	130	7,030	85	7,115	60	7,175	50	7,225	35	7,260	25	7,285
Avg h'hold size	2.64		2.72		2.68		2.67		2.67		2.66		2.65		2.65		2.64
<b>Main trade area sub-total</b>																	
Population	52,318	1,539	61,551	1,502	67,560	1,340	68,900	1,030	69,930	760	70,690	650	71,340	470	71,810	400	72,210
Occ. Dwellings	21,403	570	24,820	645	27,400	570	27,970	485	28,455	380	28,835	340	29,175	285	29,460	255	29,715
Avg h'hold size	2.44		2.48		2.47		2.46		2.46		2.45		2.45		2.44		2.43
<b>Tertiary north</b>																	
Population	22,007	534	25,213	457	27,040	460	27,500	440	27,940	400	28,340	310	28,650	340	28,990	310	29,300
Occ. Dwellings	8,663	144	9,527	218	10,400	215	10,615	195	10,810	180	10,990	160	11,150	150	11,300	145	11,445
Avg h'hold size	2.54		2.65		2.60		2.59		2.58		2.58		2.57		2.57		2.56

Trade area	2001	Incr p.a.	2007	Incr p.a.	2011	Incr p.a.	2012	Incr p.a.	2013	Incr p.a.	2014	Incr p.a.	2015	Incr p.a.	2016	Incr p.a.	2017
<b>Tertiary south</b>																	
Population	22,122	1,011	28,186	579	30,500	630	31,130	520	31,650	470	32,120	390	32,510	350	32,860	340	33,200
Occ. Dwellings	8,738	397	11,120	270	12,200	250	12,450	230	12,680	220	12,900	205	13,105	200	13,305	195	13,500
Avg h'hold size	2.53		2.53		2.50		2.50		2.50		2.49		2.48		2.47		2.46
<b>Tertiary west</b>																	
Population	6,295	115	6,982	129	7,500	180	7,680	150	7,830	130	7,960	105	8,065	95	8,160	80	8,240
Occ. Dwellings	2,261	38	2,486	53	2,700	75	2,775	65	2,840	60	2,900	50	2,950	45	2,995	40	3,035
Avg h'hold size	2.78		2.81		2.78		2.77		2.76		2.74		2.73		2.72		2.71
<b>Tertiary area sub-total</b>																	
Population	50,424	1,659	60,381	1,165	65,040	1,270	66,310	1,110	67,420	1,000	68,420	805	69,225	785	70,010	730	70,740
Occ. Dwellings	19,662	579	23,134	542	25,300	540	25,840	490	26,330	460	26,790	415	27,205	395	27,600	380	27,980
Avg h'hold size	2.56		2.61		2.57		2.57		2.56		2.55		2.54		2.54		2.53
<b>Total trade area</b>																	
Population	102,742	3,198	121,932	2,667	132,600	2,610	135,210	2,140	137,350	1,760	139,110	1,455	140,565	1,255	141,820	1,130	142,950
Occ. Dwellings	41,065	1,148	47,954	1,187	52,700	1,110	53,810	975	54,785	840	55,625	755	56,380	680	57,060	635	57,695
Avg h'hold size	2.50		2.54		2.52		2.51		2.51		2.50		2.49		2.49		2.48
<b>Avg. annual growth rates</b>		<b>2001-2007</b>		<b>2007-2011</b>		<b>2011-2012</b>		<b>2012-2013</b>		<b>2013-2014</b>		<b>2014-2015</b>		<b>2015-2016</b>		<b>2016-2017</b>	
Population		2.9%		2.1%		2.0%		1.6%		1.3%		1.0%		0.9%		0.8%	
Households		2.6%		2.4%		2.1%		1.8%		1.5%		1.4%		1.2%		1.1%	

Source: ABS 2001 and 2006 Census; unpublished dwelling approval data; PIFU population forecasts, 2004 and 2006 medium series.

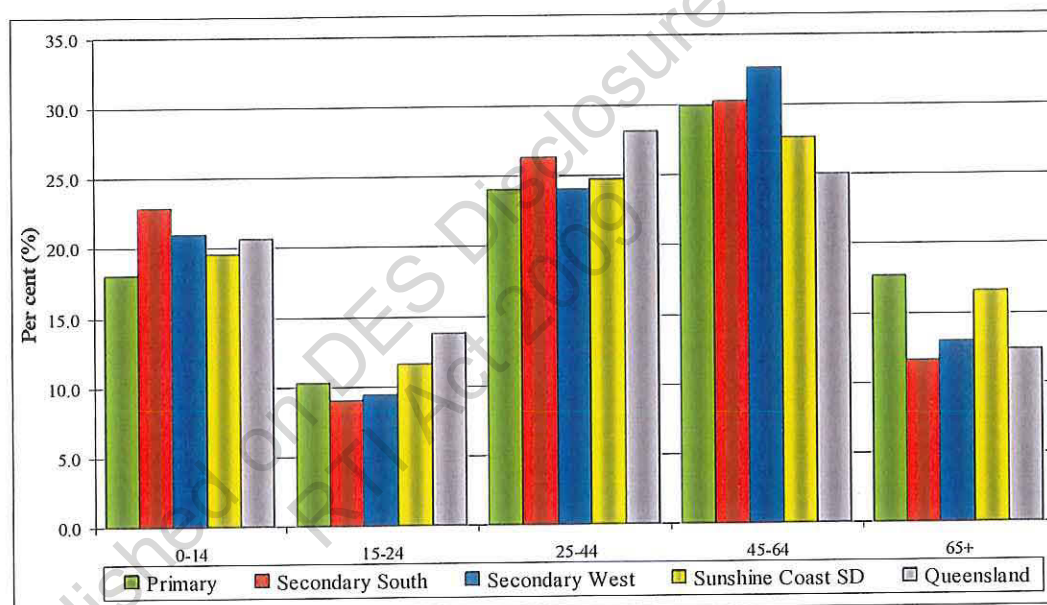
### 3.4 NOOSA CIVIC TRADE AREA SOCIO-ECONOMIC CHARACTERISTICS

Trade area socio-economic characteristics provide an indication of the capacity of a population to support retail and other activities. Table 3.3 summarises key socio-economic data for each of the defined trade areas as at the 2006 Census.

The Sunshine Coast Statistical Division (SCSD—encompasses the local government areas of Noosa Shire, Maroochy Shire and Caloundra City) and Queensland are included as benchmarks for comparison.

Notable variations of key socio-economic characteristics between the primary, secondary south and secondary west trade areas and the regional and state benchmarks are summarised below.

#### Age Distribution



- The age profile of the primary trade area is notably older than both the Sunshine Coast SD and Queensland, as indicated by the 65+ age group.
- The low proportion of 15-24 year olds resident in the primary and secondary trade areas is, in part, reflective of university students and other young people relocating for higher education and employment due to the lack of adequate opportunities within the trade area.
- The secondary west trade area is particularly older, with a high proportion (32.6%) of residents in the 45-64 age group and 13.0% in the 65+ age group. The very high proportion of residents in the primary trade area aged over 65 years (17.7%), compared to 12.4% in Queensland reflects a concentration of retirement villages and housing in this area.

**Table 3.3 Summary of selected socio-economic characteristics, 2006, Noosa Civic trade area**

	<i>Primary</i>	<i>Second-ary south</i>	<i>Second-ary west</i>	<i>Tertiary north</i>	<i>Tertiary south</i>	<i>Tertiary west</i>	<i>Total trade area</i>	<i>Sunshine Coast SD</i>	<i>Queens-land</i>
<b>AGE (= 100%)</b>									
0-14	18.1	22.9	21.0	22.2	21.3	22.7	20.9	19.5	20.7
15-24	10.3	9.0	9.3	11.5	11.5	10.1	10.6	11.6	13.8
25-44	24.0	26.4	24.1	24.1	29.1	26.3	25.6	24.8	28.2
45-64	29.9	30.2	32.6	26.9	25.1	30.8	28.6	27.6	25.0
65 +	17.7	11.6	13.0	15.3	13.0	10.1	14.4	16.5	12.4
<b>FAMILY TYPE</b>									
Couples with children	24.8	34.2	30.2	29.6	29.5	36.4	29.2	28.4	31.9
Couples without children	33.8	35.0	34.9	30.0	31.0	30.1	32.3	32.5	28.2
Single parent household	11.4	10.3	12.0	12.5	12.7	12.1	12.0	11.5	11.4
Other family household	1.0	0.8	0.6	0.7	0.9	0.6	0.8	0.8	1.2
Lone person household	24.8	16.4	19.4	24.6	21.2	18.4	22.0	22.9	22.8
Group household	4.4	3.3	2.8	2.6	4.7	2.4	3.6	3.9	4.5
<b>HOUSEHOLD INCOME (%)</b>									
\$0-\$26,000	23.8	20.5	25.3	30.1	20.8	19.7	24.2	23.7	20.6
\$26,001-\$52,000	31.9	29.0	33.3	32.2	32.6	29.9	31.9	31.2	27.2
\$52,001 - \$104,000	32.3	36.5	31.3	31.1	36.2	37.5	33.5	33.7	35.6
\$104,000 +	12.0	14.1	10.1	6.6	10.3	12.9	10.4	11.5	16.6
Average 2006 income (2007 \$ vals)	\$55,788	\$60,261	\$52,621	\$48,083	\$56,223	\$59,634	\$54,335	\$55,933	\$63,496
<b>DWELLINGS (%)</b>									
Detached/semi-detached	87.2	94.6	95.6	94.0	86.9	92.1	90.8	86.5	87.2
Flats/units	12.3	4.6	2.0	4.2	11.4	2.2	7.5	11.6	11.2

	<i>Primary</i>	<i>Second-ary south</i>	<i>Second-ary west</i>	<i>Tertiary north</i>	<i>Tertiary south</i>	<i>Tertiary west</i>	<i>Total trade area</i>	<i>Sunshine Coast SD</i>	<i>Queens-land</i>
Caravan/other	0.5	0.8	2.5	1.8	1.7	5.7	1.7	2.0	1.5
Owned/purchasing	64.7	75.3	80.7	73.4	64.6	81.5	70.8	69.4	67.2
<b>MOBILITY (=100%)</b>									
No car	6.7	1.9	3.1	8.0	4.8	3.8	5.5	6.3	8.2
1 car	43.8	33.2	34.2	39.3	40.8	28.0	38.9	40.3	37.8
2 or more cars	49.5	64.8	62.6	52.7	54.4	68.2	55.7	53.4	54.0
<b>EMPLOYMENT(%)*</b>									
In labour force	54.6	61.3	56.0	55.9	61.0	63.4	57.7	57.1	61.8
Unemployed	6.1	5.3	6.5	7.8	6.0	5.7	6.4	5.8	4.7
White collar occupations	69.5	68.2	61.2	57.1	63.7	60.9	63.6	65.3	64.9

\*Population aged 15+ . Source: Australian Bureau of Statistics 2006 Census

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### Family Type

- Although overall the trade area's family structure is similar to that of the Sunshine Coast SD and Queensland, the primary trade area has a notably lower proportion of couple families with children within the area (24.8% compared to 28.4% and 31.9% of families in the Sunshine Coast and Queensland which are couples with children).
- The secondary south and west trade areas both have lower proportions of lone person households at 16.4% and 19.4%, respectively, reflecting the lower levels of urban development in the areas, particularly when compared to the primary trade area.

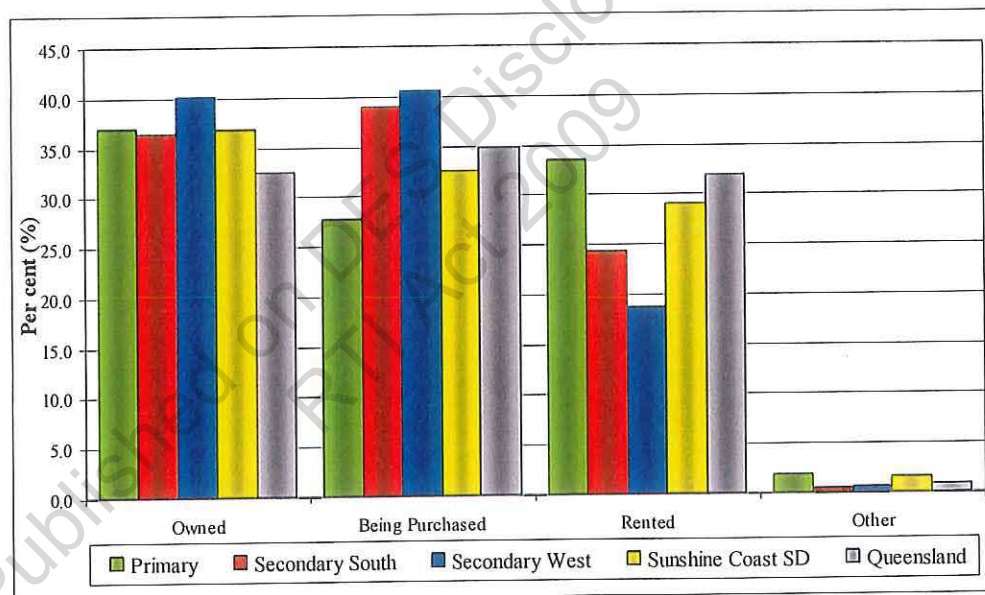
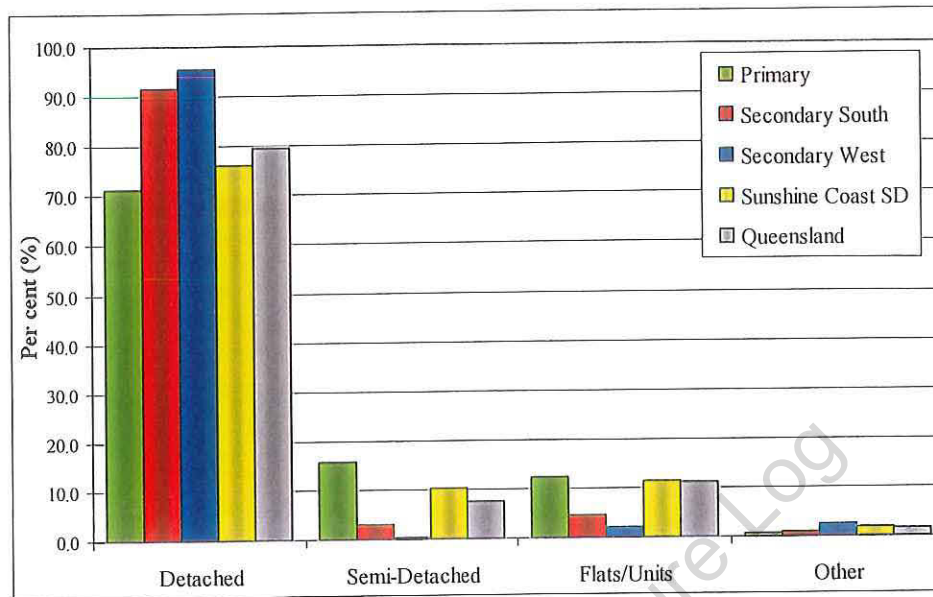
### Average Household Incomes

- Average household income for the primary trade area is estimated at \$55,788 (in June 2007 dollars). This is comparable to the SCSD average of \$55,933 but is approximately 15% below the Queensland average of \$63,196.
- The average household income for each trade area ranges from \$48,083 in the tertiary north trade area (a predominantly rural trade area) to \$60,261 in the secondary south trade area, with its coastal oriented population base and the influence of the rapidly developing Peregian Springs area.
- Average income per capita varies the greatest in the secondary west trade area, where the individual income is approximately 15% below the average for all Sunshine Coast residents.

### Housing

- The primary trade area has a significantly lower proportion of detached housing than either of the Secondary trade areas (71.4% compared to 91.5% and 95.3%) and Queensland (79.6%).
- The high proportion of semi-detached and flats/units in the Primary trade area reflects the concentration of retirees in the trade area and the lower average household size.
- The level of dwelling ownership within the primary and secondary south trade areas is very similar to that of the Sunshine Coast SD (approximately 37%), and higher than the Queensland average (32.5%).





**Mobility**

- Trade area mobility, as indicated by the number of motor vehicles per household, is similar between the primary trade area and SCSD (6.7% and 6.3% respectively).
- By contrast, the secondary trade areas have a higher level of mobility, with less than 3% of households having no motor vehicle.

**Employment**

- In 2006, Noosa Shire’s top three industries for employment were Retail Trade (14.0%), Accommodation and Food Services (13.4%) and

Construction (13.2%). This is different to Queensland's top industries which were Retail Trade (12.0%), Health Care and Social Assistance (10.5%) and Construction (10.3%).

- When compared to the Maroochy Shire, the Noosa Shire has a significantly higher proportion of people working in the Accommodation and Food Services industry (13.4% versus 9.3%) indicating that a higher proportion of residents in the Noosa Shire were directly involved in the provision of tourist accommodation and services.
- 32.7% of Noosa Shire residents are employed as Managers/Professionals. This is higher than the proportion of Queenslanders employed as Managers/Professionals (30.0%) and total Sunshine Coast residents (29.5%).
- In the quarter ending June 2007, unemployment in the Noosa Shire was 5.5%. Unemployment in Maroochy Shire and Queensland for the same period was 5.2% and 4.0% respectively<sup>9</sup>.

#### 3.4.1 Retail spending implications

The trade area's socio-economic characteristics collectively suggest that the average household retail expenditure overall will be below that of Queensland average but similar to that of the Sunshine Coast. However, this is not uniform across the individual trade areas.

- Households in the primary area are more likely to spend proportionately more on take home food, as well as fashion, as a result of its predominantly white collar workforce and high proportion of couples without children, tempered somewhat by its older age profile
- In the secondary areas spending is likely to be strong across all commodity groups as new families establish their homes.
- Households in the tertiary north area are expected to have a greater propensity to shop to a budget, with lower disposable incomes favouring supermarkets over specialty food stores and budget or discount apparel over upscale fashion and homewares.

### 3.5 RESIDENT RETAIL EXPENDITURE POTENTIAL

#### 3.5.1 Average household retail expenditure

Average household retail expenditure levels for trade area households were derived using income data from the 2006 Census, the 2003-04 Household Expenditure Survey, and National and State Accounts data on final household

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<sup>9</sup> Source: *Small Area Labour Markets Australia June Quarter 2007*, Australian Government Department of Employment and Workplace Relations

consumption published by the Australian Bureau of Statistics (ABS). Dollar values from these sources were inflated to common June 2007 values using the Brisbane Consumer Price Index and other data.

Average household retail expenditures consist of four broad categories:

- Take home food – which includes food expenditure at supermarkets, grocery stores, greengrocers, butchers, bakers, tobacconists, delis and bottle shops;
- Meals out/take away food – including restaurants, take away, cafes and coffee shops;
- Apparel – clothing, footwear and accessories, including hire services; and
- Homewares/services – includes chemists, newsagents, hardware, homewares, durable goods and non-food goods (sold in supermarkets and grocery stores) and personal services (e.g. hairdresser, video hire, dry cleaning).

Average household retail expenditures for each component of the trade area were compiled by these broad retail categories. It is virtually impossible to define mutually exclusive household expenditures by major store type because of the broad and overlapping range of goods and services offered by retailers. Consequently, estimates of household spending cannot be taken as exclusively available for the support of any one particular retail activity.

Table 3.4 details the average annual household retail expenditure estimated for the Noosa Civic trade area. Average household expenditure levels for the Sunshine Coast Statistical Division and Queensland are shown for comparison.

**Table 3.4 Average household retail expenditure by retail commodity group, Noosa Civic trade area (June 2007 \$ values)**

Area	Take home food (\$)	Meals out take away (\$)	Apparel (\$)	Homewares/services (\$)	Total (\$)
Primary	8,850	2,680	2,300	9,750	23,580
Secondary South	9,270	2,810	2,410	10,220	24,710
Secondary West	8,560	2,590	2,230	9,430	22,810
Tertiary North	8,130	2,460	2,110	8,960	21,660
Tertiary South	8,890	2,690	2,310	9,800	23,690
Tertiary West	9,210	2,790	2,400	10,150	24,550
<b>Total trade area</b>	<b>8,720</b>	<b>2,640</b>	<b>2,270</b>	<b>9,610</b>	<b>23,240</b>
Sunshine Coast SD	8,870	2,680	2,310	9,770	23,630
Queensland	9,580	2,900	2,490	10,550	25,520

Source: ABS 2003-04 Household Expenditure Survey; National and State Accounts; Foresight Partners calculations.

### 3.5.2 Total household retail expenditure

Multiplying the average household expenditure by the number of households yields an estimate of total retail expenditure potential for each trade area in June 2007.

Table 3.5 summarises total retail expenditure for each trade area by year in constant June 2007 dollar values. It is important to note that no allowance has been made for inflation in forecasting future retail expenditure as inflation does not create demand for retail floor space. However, a small increase of 0.5% per annum has been factored into the expenditure projections for 2011 to 2017 to reflect real increases in household spending over this period.

Trade area households currently generate approximately \$1,116.1 million in retail sales potential, of which \$341.9 million or around 31% is generated by primary area households. This expenditure potential is forecast to increase to:

- \$1,251.7 million by June 2011;
- \$1,314.6 million by June 2013 (first full year of trading); and
- \$1,412.7 million by June 2017.

**Table 3.5 Available resident household retail expenditure, 2007 to 2017  
Noosa Civic trade area, (June 2007 \$ values)**

<i>At June</i>	<i>Primary (\$ m)</i>	<i>Secondary south (\$ m)</i>	<i>Secondary west (\$ m)</i>	<i>Total main trade area (\$m)</i>	<i>Tertiary north (\$ m)</i>	<i>Tertiary south (\$ m)</i>	<i>Tertiary west (\$ m)</i>	<i>Total trade area (\$ m)</i>
2007	341.92	103.14	140.20	585.26	206.35	263.44	61.04	1,116.09
2008	349.55	108.78	145.22	603.55	212.15	271.18	62.67	1,149.55
2009	357.24	114.47	150.28	621.99	217.98	279.00	64.31	1,183.28
2010	365.02	120.23	155.39	640.64	223.86	286.90	65.96	1,217.36
2011	372.83	126.06	160.56	659.45	229.82	294.84	67.62	1,251.73
2012	380.04	132.25	164.40	676.69	235.75	302.39	69.85	1,284.68
<b>2013</b>	<b>386.79</b>	<b>137.99</b>	<b>167.20</b>	<b>691.98</b>	<b>241.29</b>	<b>309.52</b>	<b>71.83</b>	<b>1,314.62</b>
2014	393.13	142.26	169.46	704.85	246.53	316.47	73.72	1,341.57
2015	399.27	146.06	171.49	716.82	251.38	323.10	75.36	1,366.66
2016	404.96	149.38	173.19	727.53	256.03	329.67	76.90	1,390.13
2017	410.46	152.47	174.66	737.59	260.63	336.16	78.31	1,412.69
<b>Increases:</b>								
2007-2013	44.87	34.85	27.00	106.72	34.94	46.08	10.79	198.53
2013-2017	23.67	14.48	7.46	45.61	19.34	26.64	6.48	98.07
<b>Total</b>	<b>68.54</b>	<b>49.33</b>	<b>34.46</b>	<b>152.33</b>	<b>54.28</b>	<b>72.72</b>	<b>17.27</b>	<b>296.60</b>

Source: Tables 3.2 and 3.4; Foresight Partners estimates.

Available retail expenditure from trade area households is expected to increase by \$198.53 million by June 2013, which is Stage 3 of Noosa Civic's first year of trading. Over the next four years to 2017, the pool of resident generated retail expenditure is expected to increase by a further \$98.07 million.

The greatest growth in retail sales expenditure potential over the 2007–2017 forecast period is expected to occur in the primary area (\$68.5 million) and the tertiary south trade (\$72.7 million). The smallest increase (\$17.3 million) is forecast for the tertiary west area.

The retail expenditure potential of the main trade area (the primary and secondary trade areas) is expected to increase by \$106.72 million between 2007 and 2013, with a further increase of \$46.51 million by 2017. The main trade area’s expenditure potential in 2017 is forecast at \$737.6 million, or 52% of the total trade area’s retail expenditure potential.

Table 3.6 sets out the trade area’s retail sales potential by commodity group over the forecast period.

The pool of available take home food expenditure, which covers the majority of dollars spent in supermarkets and specialty food stores, is currently \$418.8 million. This is forecast to increase to:

- \$469.7 million by June 2011;
- \$493.3 million by June 2013 (first full year of trading); and
- \$530.1 million by June 2017.

Take home food expenditure is forecast to account for nearly 38% of the trade area’s potential retail expenditure in 2017.

**Table 3.6 Available resident household retail expenditure by commodity group, 2007 to 2017 Noosa Civic trade area, (June 2007 \$ values)**

<i>At June</i>	<i>Take home food (\$m)</i>	<i>Meals out take away (\$m)</i>	<i>Apparel (\$m)</i>	<i>Homewares/ services (\$m)</i>	<i>Total (\$m)</i>
2007	418.84	126.80	108.88	461.57	1,116.09
2008	431.40	130.58	112.16	475.41	1,149.55
2009	444.06	134.41	115.45	489.36	1,183.28
2010	456.85	138.28	118.79	503.44	1,217.36
2011	469.74	142.21	122.12	517.66	1,251.73
2012	482.09	145.96	125.33	531.30	1,284.68
<b>2013</b>	<b>493.34</b>	<b>149.36</b>	<b>128.25</b>	<b>543.67</b>	<b>1,314.62</b>
2014	503.46	152.43	130.87	554.81	1,341.57
2015	512.88	155.28	133.33	565.17	1,366.66
2016	521.66	157.96	135.63	574.88	1,390.13
2017	530.12	160.53	137.83	584.21	1,412.69
<b>Increases:</b>					
2007-2013	74.50	22.56	19.37	82.10	198.53
2013-2017	36.78	11.17	9.58	40.54	98.07
<b>Total</b>	<b>111.28</b>	<b>33.73</b>	<b>28.95</b>	<b>122.64</b>	<b>296.60</b>

Source: Tables 3.2 and 3.4; Foresight Partners estimates.

Homewares/services expenditure is currently estimated to account for \$461.6 million of the available retail expenditure pool. This is expected to increase to \$584.2 million by June 2017, an increase of \$122.6 million. Apparel expenditure within Noosa Civic's trade area is expected to increase from approximately \$108.9 million in 2007 to \$137.8 million by 2017.

### 3.6 VISITOR EXPENDITURE ESTIMATES

Visitors and visitor spending are a key part of the Sunshine Coast's regional economy.

#### 3.6.1 Visitor accommodation

The Noosa Shire is a significant retail destination in South East Queensland. Whilst a small proportion of visitors stay in private dwellings most stay in commercial accommodation. The predominant forms of commercial accommodation available in the Noosa Shire include hotels, motels, guest houses and serviced apartments, holiday flats, units and caravan parks.

Since March quarter 2005, hotels, motels, guest houses and serviced apartments surveyed by the Australian Bureau of Statistics has included establishments with five or more rooms. Similarly, holiday flats, units and houses include letting entities (owners, managers or real estate agencies) with five or more units available. The ABS survey of tourist accommodation included caravan parks with 40 or more powered sites.

Caravan parks include sites which are occupied by long term (staying more than two months) and permanent residents. Approximately 14% of Noosa Shire caravan park sites are occupied by long term and permanent residents, compared to over 32% of all sites in the Sunshine Coast tourism region.

Table 3.7 summarises the commercial accommodation available in the Noosa Shire and Sunshine Coast tourism regions. In the year ending March quarter 2007, Noosa Shire accounted for:

- 28% of all room stocks and 30% of all room nights spent in the Sunshine Coast region, with an annual average occupancy slightly higher than the Sunshine Coast (63.3% and 59.5% respectively);
- A longer average length of stay (4.1 days) compared to the Sunshine Coast (3.5 days);
- 41% of all holiday unit stocks and 42% of all unit nights spent in the Sunshine Coast region;
- A similar unit occupancy rate (60.8% versus 61.4%) and a similar average length of stay (3.0 days in Noosa Shire and 2.9 days in the Sunshine Coast region);
- Approximately 14% of caravan park site capacity and 12% of all site nights spent in the Sunshine Coast region. Noosa Shire's site

occupancy rate (54.7%) is well below that of the Sunshine Coast region (66.0%).

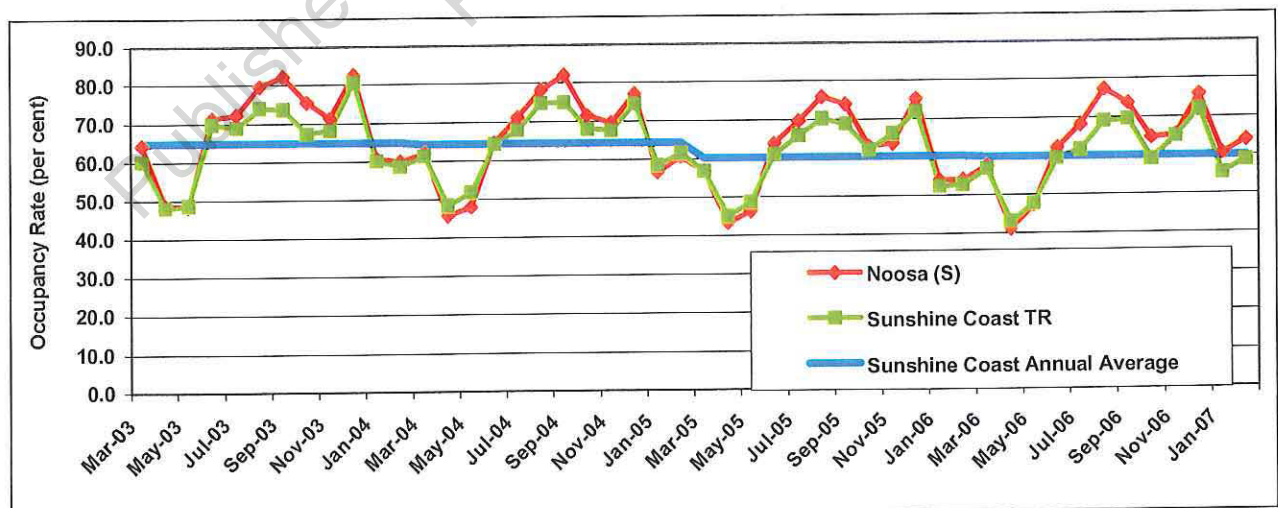
**Table 3.7 Visitor commercial accommodation, year ending March 2007, Noosa Shire and the Sunshine Coast tourism region**

Area	Type of Commercial Accommodation				
	Hotels, motels, guest houses and serviced apartments				
	Establishments (No.)	Room Stocks (No.)	Room Nights Occ (No.)	Room Occ (%)	Avg length of stay (days)
Noosa Shire	52	1,672	386,258	63.3	4.1
Sunshine Coast	174	5,919	1,286,209	59.5	3.5
	Holiday flats, units and houses				
	Letting entities (No.)	Unit Stocks (No.)	Unit Nights Occ (No.)	Unit Occ (%)	Avg length of stay (days)
Noosa Shire	44	1,879	416,778	60.8	3.0
Sunshine Coast	107	4,377	981,475	61.4	2.9
	Caravan parks				
	Establishments (No.)	Site Capacity (No.)	Site Nights Occ (No.)	Site Occ (%)	---
Noosa Shire	5	599	119,701	54.7	
Sunshine Coast	28	4,253	1,024,418	66.0	

Source: ABS Tourist Accommodation, Small Area Data, Queensland.

Figure 3.4 shows the seasonality of hotel room occupancy rates for establishments with 15 or more rooms, over the past four years.

**Figure 3.4: Room Occupancy rates, Hotels with 15 or more rooms, Noosa Shire and the Sunshine Coast tourism region, March 2003 to March 2007**



Source: ABS Tourist Accommodation, Small Area Data, Queensland. Note: Due to changes in recording methodology, this graph shows room occupancy rates for establishments with 15 or more rooms only.

It is evident that the Noosa Shire and Sunshine Coast tourism region share very similar patterns of seasonality.

Room occupancy peaks in the September and December months, coinciding with the longer school holidays, and experience a low season in the months of March and April, where school seasons are the shortest. Generally, the Noosa Shire experiences higher peaks in occupancy than the Sunshine Coast, but lower low season.

### 3.6.2 Visitor expenditure potential

The Sunshine Coast is one of Queensland's, and Australia's, top visitor destinations. Tourism Research Australia data estimate that domestic overnight visitors spent almost 11.2 million nights in the Sunshine Coast tourism region (year ending June 2007). International visitors spent 2.5 million nights in the Sunshine Coast region in the year ended March 2007 and approximately 4.9 million day trips were made to the Sunshine Coast region in the year ended June 2007<sup>10</sup>.

Tourism Research Australia (TRA) publishes quarterly survey data on the number of visitors and types of visits to tourism regions of Australia. The National Visitor Survey and International Visitor Survey do not, however, present specific data for the Noosa Shire (or Maroochy Shire or Caloundra City). However, the surveys do include visitor night data for all nights spent away from home, whether spent in commercial accommodation, with friends and relatives, camping or in their own holiday home. Thus, the TRA surveys provide more comprehensive information on the number and type of visitors to a tourism region than the ABS Tourist Accommodation survey which only includes commercial accommodation facilities.

TRA defines day trips as round trips of at least 50 kilometres, which results in the traveler spending four or more hours away from home. Day trips exclude routine trips such as work and school commuting but do include shopping trips. Essentially, a person who lives in Noosa and travels to Maroochy to complete their shopping and stays away from home for more than four hours, is a day tripper and their expenditure on that trip is counted as part of the TRA spending estimates for the Sunshine Coast day trip market.

These characteristics of the TRA survey data make it difficult to separate out visitor retail spending from resident household spending, and some double-counting of expenditure is unavoidable. Nonetheless, the TRA survey and other data allows for an *approximation* of retail spending by visitors and day trippers in the Sunshine Coast region to be made, and a fair share assumption applied to the spending potential for the Noosa Shire. That is, Noosa Shire's *potential* share of visitor expenditure would be roughly equivalent to its share of the Sunshine Coast's room-unit stocks and room-unit nights.

The total estimated expenditure on food and drink, and shopping as at June 2007 for the Sunshine Coast tourism region is shown in Table 3.8 for domestic

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<sup>10</sup> *Travel by Australians, June 2007; International Visitors in Australia, March 2007.* Tourism Research Australia.



visitors, international visitors and day visitors. It should be noted that visitation and average expenditure per visitor night, especially for international visitors, can be volatile over time as the number of visitors, origins and purpose change (e.g. influx of backpackers).

**Table 3.8 Estimated retail expenditure by domestic, international and day visitors to the Sunshine Coast, June 2007 (June 2007 \$ values)**

<i>Total expenditure</i>	<i>Domestic visitors</i>	<i>International visitors</i>	<i>Day visitors</i>	<i>Total</i>
Food and drink (\$ million)	514.9	25.6	88.2	628.7
Shopping (\$ million)	232.5	29.6	73.5	335.6
<b>Total retail expenditure (\$ million)</b>	<b>747.4</b>	<b>55.2</b>	<b>161.7</b>	<b>964.3</b>
Visitor nights/day visitors (million)	11.19	2.5	4.9	--
Average retail spend per night/day trip (\$)	67	22	33	--
<b>Noosa 30% 'fair share' (\$ million)</b>	<b>224.2</b>	<b>16.5</b>	<b>48.5</b>	<b>289.3</b>

*Source: Travel by Australians, June 2007, & International Visitors in Australia, March 2007. Tourism Australia; Tourism Expenditure by Domestic Visitors in Australia's Regions, 2001-2003, Tourism Research Australia; Foresight Partners estimates.*

At June 2007, expenditure on these items by visitors to the Sunshine Coast was (at June 2007 dollar values):

- \$747.4 million for domestic visitors (\$67 per domestic visitor night);
- \$55.2 million for international visitors (\$22 per international visitor night); and
- \$161.7 million for day visitors (\$33 per daytripper).

Noosa Shire holds about 34% of the Sunshine Coast's room and unit stocks, attracts about 35% of the Sunshine Coast's room and unit nights and accounts for about 12% of its caravan site nights. Its share of stocks and room and unit nights can be used to imply an estimate of Noosa's share of the pool of Sunshine Coast visitor generated retail expenditure. Assuming 30% as a 'fair share' estimate, some \$289.3 million in retail spending is potentially available to Noosa Shire businesses, comprising:

- \$224.2 million generated by domestic visitors (staying in both commercial accommodation and private accommodation);
- \$16.5 million generated by international visitors (staying in both commercial and private accommodation); and
- \$48.5 million generated by day visitors.

As noted earlier, adding the estimated \$289.3 million Noosa Shire visitor generated retail expenditure to the pool of trade area resident generated retail expenditure of \$1.116 billion would result in an unknown level of double counting at June 2007.

There are also a number of other constraints to treating visitor expenditure as 'captive' to Noosa Shire businesses. For example, visitors may physically stay in Noosa accommodation but spend some of their retail dollars throughout the Sunshine Coast region as they undertake day trips. Conversely, visitors staying in Maroochydore or Caloundra might also visit (and spend money) on day visits to Noosa.

Visitor expenditure can, and does, decline in some years as a result of economic downturns and poor weather affecting visitation levels. Past unpredictable upheavals such as the 1989 pilot's strike, the Gulf War, the 11 September terrorist attack in the USA, the collapse of Ansett airlines and the SARS outbreak added to the volatility of the visitor and travel market in Australia. More locally, the occasional and visibly unappealing and odorous algae blooms in Noosa's main beach areas can also have a direct economic impact upon Noosa's visitor markets and retailers.

While it is beyond the scope of assessment to forecast visitor numbers and expenditures in any detail, visitor retail expenditure can be expected to increase over time, but with occasional years of downturn.

Assuming a modest 1% per annum growth in visitor retail expenditure over the 2007 to 2017 forecast period, future expenditure available to Noosa retailers, on a 'fair share' basis, could increase from the current estimated \$289.3 million to:

- \$307.1 million at 2013, the first year of trading with Noosa Civic Stage 3 in place; and
- \$319.6 million at 2017.

The larger Noosa Civic centre will have a very large pool of visitor retail expenditure potential to draw upon. However, the centre is unlikely to depend heavily upon this source of sales, especially outside peak holiday periods. For example, during the January peak season and the August non-holiday survey weeks, the in-centre survey found that

- visitors generated about 27% of the total reported spending for the January peak season interview week, with the average visitor spend 113% (\$106) above the average spend for all respondents (\$94);
- in non-holiday periods, which is most of the year, visitors in the August survey week accounted for just 7% of total spending reported for that week, with the average off-peak visitor spend just 67% (\$64) of the average spend for all respondents (\$95).

The addition of a small national department store and other retailers as part of Noosa Civic's Stage 3 will increase its appeal to visitors as well as residents. However, it is unlikely to have a disproportionately heavier (or lighter) reliance upon visitor spending for its viability and vitality as a larger centre than at present.

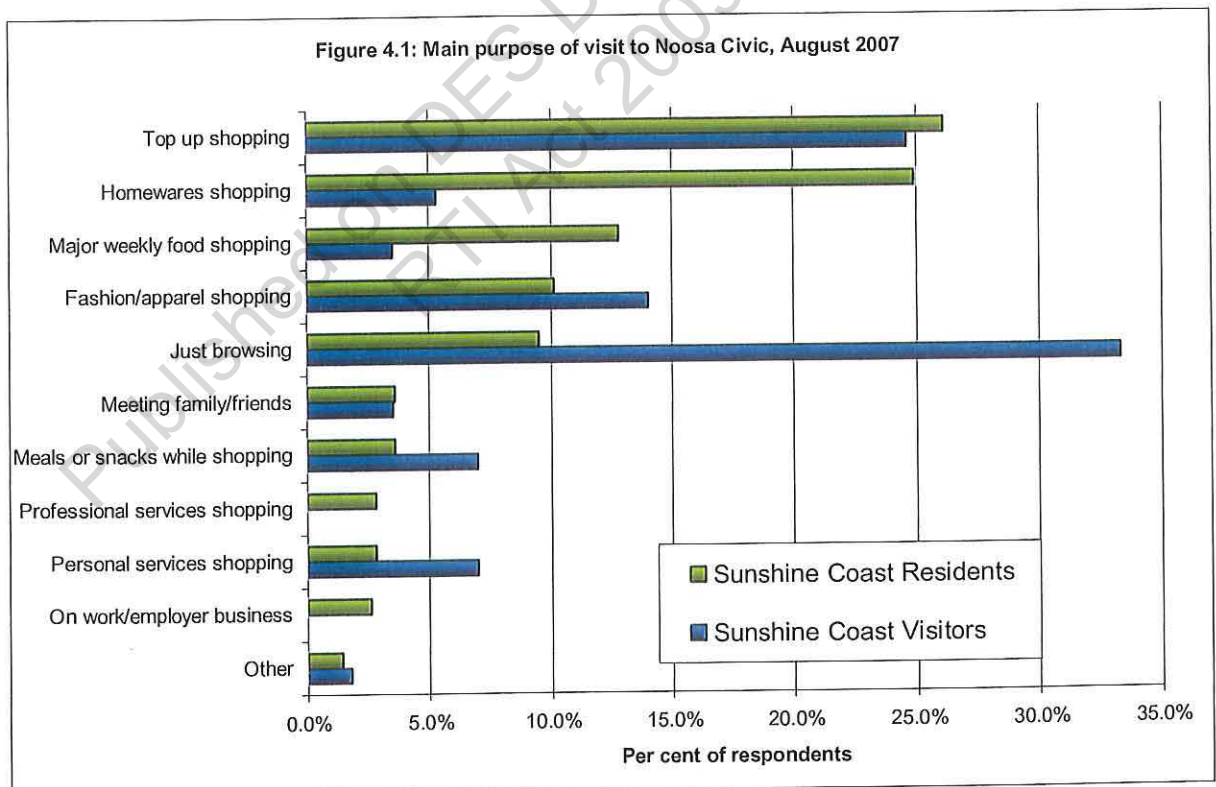
## 4 Market prospects, economic impact and community need

This section sets out estimates of the existing Noosa Civic's current market performance and future performance with the addition of a department store, second discount department store, second supermarket and additional specialty shops proposed as part of the centre's Stage 3 development. The potential impacts of these additions upon Noosa's, and the larger regional centres network, their amelioration, and community need and demand are then addressed.

### 4.1 USE OF NOOSA CIVIC SHOPPING CENTRE AND OTHER CENTRES

The January and August 2007 surveys of Noosa Civic shoppers provided information on how residents and visitors use Noosa Civic and other centres.

Residents and visitors are using Noosa Civic for multiple reasons, but the top *main* purposes for visiting Noosa Civic are for homewares shopping and top up food shopping, as shown in Figure 4.1.



Sunshine Coast visitors use the centre mainly for top up food shopping (25% of visitor respondents) but the single largest reason for visiting the centre was

'just browsing' (33%), reflecting the centre's use as part of their holiday leisure activities.

The majority (about 59%) of resident respondents use centres other than Noosa Civic for the majority of their take home food shopping, with only 41% indicating Noosa Civic was their main centre for this type of shopping trip. The other main centres where the majority of their household's food shopping is done includes:

- 12%–Tewantin (Woolworths);
- 11%–Noosa Fair (Coles);
- 8%–Cooroy (Supa IGA); and
- 7%–Noosa Village (Woolworths).

About two-thirds of resident respondents shop at Noosa Civic at least once a week or more often.

Noosa Civic shoppers (both residents and visitors) also use a number of other centres, with the top centres visited by resident respondents in the last six months including:

- Sunshine Plaza/Maroochydore CBD (71%);
- Noosa Village (51%);
- Noosa Fair (45%);
- Tewantin (42%); and
- Hastings Street (25%).

Noosa Civic resident respondents who had visited these centres in the past six months use Noosa Village, Noosa Fair and Tewantin fairly frequently, with Noosa Village and Noosa Fair shopped 'about once or twice a week' by 45% of respondents. About 65% of those visiting Tewantin in the past six months use that centre 'about once or twice a week'.

Most (94%) of Noosa Civic shoppers indicate that they shop at Sunshine Plaza/Maroochydore CBD less frequently, with 58% shopping there about once a month or more often. Although fewer Noosa Civic resident shoppers (about 87%) had visited the Hastings Street shops, those who do visit them relatively frequently, with about 70% indicating that they go there at least once a month.

Noosa Civic's Big W and Sunshine Plaza/Maroochydore CBD are the main two Sunshine Coast centres used frequently for department and discount department store shopping. About 88% of Noosa Civic resident shoppers visit Noosa Civic at least once a month or more for this type of shopping. Sunshine Plaza is visited once a month or more often by about 57% for department and discount department store shopping.

Only a small proportion (about 3%) of Noosa Civic resident shoppers have undertaken department or discount department store shopping in Brisbane centres (Westfield Chermside and the Brisbane CBD) in the past six months.

## 4.2 EXISTING CENTRE PERFORMANCE

The results of the shopper survey undertaken in January and August 2007, coupled with sales data provided by the centre owners, and the size and composition of existing shopping centres serving the central and northern Sunshine Coast region, enable an estimation of the Noosa Civic's current market share to be made. This establishes a baseline from which the proposed Stage 3 additions can be evaluated in terms of performance prospects and impacts upon the retail network.

### 4.2.1 Noosa Civic retail tenancy mix

The current composition of Noosa Civic Stage 1 retail mall and the Emporium retail showrooms reflects a strong homewares/services and professional services tenancy mix, as shown in Table 4.1. The existing centre is dominated by apparel and homewares commodity groups, reflecting its function as a discount department store based centre.

**Table 4.1: Noosa Civic and Emporium tenancy mix—current and with Stage 3 additions**

Commodity	Existing centre		Stage 3 additions (m <sup>2</sup> )	Total centre with Stage 3 additions	
	(m <sup>2</sup> )	(%)		(m <sup>2</sup> )	(%)
<b>Take home food</b>	<b>3,902</b>	<b>15.7</b>	<b>4,022</b>	<b>7,924</b>	<b>14.4</b>
Supermarkets*	3,000		2,950	5,950	
Specialty shops	902		1,072	1,974	
<b>Meals out- take away</b>	<b>1,483</b>	<b>6.0</b>	<b>812</b>	<b>2,295</b>	<b>4.2</b>
<b>Apparel</b>	<b>5,869</b>	<b>23.6</b>	<b>8,552</b>	<b>14,421</b>	<b>26.3</b>
Dept/discount dept stores**	2,400		7,100	9,500	
Specialty shops/mini-majors	3,469		1,452	4,921	
<b>Homewares/services**</b>	<b>13,623</b>	<b>54.8</b>	<b>16,614</b>	<b>30,237</b>	<b>55.1</b>
Dept/discount dept stores**	4,957		11,200	16,157	
Specialty shops/mini-majors	8,666		5,414	14,080	
<b>Total retail</b>	<b>24,877</b>	<b>100.0</b>	<b>30,000</b>	<b>54,877</b>	<b>100.0</b>
Professional services	853	3.3	5,000	5,853	9.6
<b>Total centre</b>	<b>25,730</b>		<b>35,000</b>	<b>60,730</b>	

\*Part of the supermarket floor space (507 m<sup>2</sup> existing, 1,067 m<sup>2</sup> with Stage 3) is allocated to homewares/services (non-food). \*\*Department and discount department store allocated across apparel and homewares/services floor space. Source: W.A. Stockwell Pty Ltd; Foresight Partners

The proposed Stage 3 will strengthen significantly the centre's apparel and homewares/services commodity groups. Just on 55% (16,614 m<sup>2</sup>) of the

additional 30,000 m<sup>2</sup> of retail floor space is in homewares/services retailing. The second supermarket will increase the centre's take home food floor space but this retail function will diminish relative to the apparel and homewares/services component.

#### 4.2.2 Current centre performance

Table 4.2 sets out the centre's current retail turnover and estimated market shares by commodity group and trade area. This turnover excludes the non-retail tenancies such as banks and travel agents. It is an estimate of its first full year of trading based upon the centre's first 11 months of operation. Some Emporium tenancies have been trading less than 11 months and the sales of these tenancies were factored up to reflect their performance had they been trading a full year as at June 2007.

**Table 4.2 Noosa Civic current retail turnover and market share estimates, June 2007 (incorporating Emporium showrooms)**

Trade area		Take home food	Meals out/ takeaway	Apparel	Homewares & services	Total
<b>Retail floor space</b>	(m <sup>2</sup> )	3,902	1,483	5,869	13,623	24,877
<b>Market shares</b>						
Primary	(%)	15.0	12.5	37.5	21.0	19.4
Secondary south	(%)	9.0	5.0	25.0	12.5	11.6
Secondary west	(%)	11.5	7.5	27.5	17.5	15.1
<b>Main trade area</b>	(%)	<b>13.1</b>	<b>10.0</b>	<b>32.9</b>	<b>18.7</b>	<b>17.0</b>
Tertiary areas	(%)	0.5	0.3	3.3	2.6	1.6
<b>Total trade area</b>	(%)	<b>7.1</b>	<b>5.4</b>	<b>18.8</b>	<b>11.0</b>	<b>9.7</b>
<b>Resulting turnover</b>						
Primary	(\$m)	19.25	4.86	12.51	29.69	66.31
Secondary south	(\$m)	3.48	0.59	2.52	5.33	11.92
Secondary west	(\$m)	6.05	1.19	3.77	10.14	21.15
<b>Main trade area</b>	(\$m)	<b>28.78</b>	<b>6.64</b>	<b>18.80</b>	<b>45.16</b>	<b>99.38</b>
Tertiary areas	(\$m)	0.93	0.17	1.72	5.77	8.59
<b>Total trade area</b>	(\$m)	<b>29.71</b>	<b>6.81</b>	<b>20.52</b>	<b>50.93</b>	<b>107.97</b>
External/visitor sales*	(\$m)	3.30	1.70	3.62	8.99	17.61
<b>Total centre turnover</b>	(\$m)	<b>33.01</b>	<b>8.51</b>	<b>24.14</b>	<b>59.92</b>	<b>125.58</b>
<b>Productivity</b>	(\$/m <sup>2</sup> )	8,460	5,738	4,113	4,398	5,048

\*An estimated 10% of take home food, 20% meals out-take away, 15% of apparel and 15% of homewares sales originate outside the defined trade area and from visitors.

Source: Table 3.6; Noosa Civic Centre management, Foresight Partners estimates

The centre's retail sales are estimated at about \$125.58 million at June 2007 (assuming a full year trading result), of which \$99.38 million is drawn from the main trade area and is equivalent to a 17.0% share of that market. Noosa Civic presently draws only a small market share (less than 2%) of the tertiary areas, which represents about \$8.6 million of the centre's sales.

The \$107.97 million drawn from the main and tertiary trade area households represents a market share or penetration of 9.7% of available \$1.116 billion in retail spending at 2007<sup>11</sup>.

Just on 14% (\$17.6 million) of the centre's total retail sales are estimated to originate from households outside the trade area and visitors to the Noosa area.

The centre's productivity level (turnover per square metre of retail floor space) is estimated at about \$5,048/m<sup>2</sup>.

The specific market shares underpinning the Noosa Civic's sales drawn from trade area households (by commodity group and trade area) are a matter of professional judgement. Those shown in Table 4.2 are based upon the size, composition and location of competitive centres, available retail expenditure potential and shopper behaviour characteristics drawn from the findings of the January and August in-centre shopper surveys.

#### 4.3 PERFORMANCE OF NOOSA CIVIC CENTRE WITH STAGE 3

The addition of a small national department store, second major discount department store, second major supermarket and additional specialty shops to Noosa Civic will enhance significantly the range and variety of goods available to trade area households and visitors.

Table 4.3 sets out our forecast market shares and resulting turnover of Noosa Civic with and without the 30,000 m<sup>2</sup> Stage 3 additions. These forecast scenarios incorporate the proposed and approved retail development described earlier in Section 2.4. The key projects most relevant to Noosa Civic assumed to be in place *before* Noosa Stage 3 opens are the:

- expansion of Sunshine Plaza (addition of third discount department store, mini-majors and specialty stores);
- redevelopment and expansion of the Big Top centre (possible David Jones department store);
- Peregian Springs shopping centre (introduction of a major supermarket); and
- Noosa Lifestyle Centre retail showrooms in the Shire Business Centre.

Other proposed developments noted in Section 2.4, should they also proceed, are unlikely to affect, or be affected by, the Stage 3 expansion of Noosa Civic.

The 'without expansion' scenario at 2013 also incorporates an allowance for the existing Noosa Civic centre to increase its market shares over its first few

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<sup>11</sup> Some of the Emporium's sales would come from business-to-business transactions rather than from households (e.g. some carpet, electronic parts and automotive parts sales). However, given the relatively small size of the Emporium showroom centre, all estimated sales are assumed to come from households for this analysis.

years of trading, given that the centre only completes its first year of trading in October 2007.

**Table 4.3 Forecast market shares and centre turnovers at June 2013, with and without proposed Noosa Civic Stage 3 additions**

Trade area		Take home food	Meals out/ takeaway	Apparel	Homewares & services	Total
<b>Without Stage 3 additions</b>						
<b>Retail floor space</b>	(m <sup>2</sup> )	3,902	1,483	5,869	13,623	24,877
Overall market shares	(%)	7.3	5.6	18.6	10.6	9.6
Equivalent turnover	(\$m)	36.11	8.38	23.87	57.75	126.11
External/visitor turnover	(\$m)	4.01	2.10	4.21	10.19	20.51
<b>Total centre turnover</b>	<b>(\$m)</b>	<b>40.12</b>	<b>10.48</b>	<b>28.08</b>	<b>67.94</b>	<b>146.62</b>
Productivity	(\$/m <sup>2</sup> )	10,282	7,067	4,784	4,987	5,894
<b>With 30,000 m<sup>2</sup> Stage 3 additions</b>						
<b>Retail floor space</b>	(m <sup>2</sup> )	7,924	2,295	14,171	30,487	54,877
<b>Market shares</b>						
Primary	(%)	22.5	16.7	55.1	36.2	30.7
Secondary south	(%)	14.2	6.1	40.7	29.9	22.3
Secondary west	(%)	19.4	15.2	55.9	31.8	27.6
<b>Main trade area</b>	<b>(%)</b>	<b>20.1</b>	<b>14.2</b>	<b>52.4</b>	<b>33.9</b>	<b>28.3</b>
Tertiary north	(%)	2.3	0.5	29.6	11.0	8.3
Tertiary south	(%)	1.5	0.5	13.5	9.8	6.0
Tertiary west	(%)	0.8	0.3	6.6	5.7	3.3
<b>Total trade area</b>	<b>(%)</b>	<b>11.4</b>	<b>7.7</b>	<b>36.6</b>	<b>22.5</b>	<b>18.0</b>
<b>Resulting turnover</b>						
Primary	(\$m)	32.59	7.35	20.78	57.88	118.60
Secondary south	(\$m)	7.34	0.95	5.47	17.06	30.82
Secondary west	(\$m)	12.18	2.88	9.13	21.99	46.18
<b>Main trade area</b>	<b>(\$m)</b>	<b>52.11</b>	<b>11.18</b>	<b>35.38</b>	<b>96.93</b>	<b>195.60</b>
Tertiary north	(\$m)	2.04	0.14	6.97	10.95	20.10
Tertiary south	(\$m)	1.72	0.19	4.08	12.61	18.60
Tertiary west	(\$m)	0.22	0.02	0.46	1.70	2.40
<b>Total trade area</b>	<b>(\$m)</b>	<b>56.09</b>	<b>11.53</b>	<b>46.89</b>	<b>122.19</b>	<b>236.70</b>
External/rogue sales*	(\$m)	6.23	2.88	8.27	21.56	38.94
<b>Total centre turnover</b>	<b>(\$m)</b>	<b>62.32</b>	<b>14.41</b>	<b>55.16</b>	<b>143.75</b>	<b>275.64</b>
Productivity	(\$/m <sup>2</sup> )	7,865	6,279	3,825	4,754	5,023

\*Estimated 10% of take home food, 20% meals out-take away and 15% of apparel and homewares sales originate outside the defined trade area and from visitors. Source: Foresight Partners estimates.

Thus, allowing for increases in its market shares but tempered by additional competition, the net increases in market shares and turnover at 2013 are forecast at a modest:

- 9.6% market share (virtually unchanged from 9.7% at June 2007); and



- sales of \$146.62 million (up from \$125.58 million at June 2007, in constant June 2007 \$ values).

After the 30,000 m<sup>2</sup> Stage 3 additions in place (the 'with Stage 3' scenario), Noosa Civic's retail sales are forecast to increase to \$275.64 million at 2013.

This is a net increase of \$129.02 million over the 'without Stage 3' scenario (\$275.64 million minus \$146.62 million). The centre's market share is forecast to almost double from 9.6% to 18.0% of the trade area's resident generated pool of retail expenditure. This \$129.02 million difference represents the dollar impact upon the retail network serving the northern Sunshine Coast region.

The centre's overall productivity (sales per square metre) declines by about 15% to \$5,023/m<sup>2</sup>. This is because the average productivity levels of major department and discount department stores are generally much lower than supermarkets and specialty shops. As these new tenants (16,750 m<sup>2</sup>) account for over half of the Stage 3 additions, they would temper the centre's overall productivity level.

The larger Noosa Civic's market shares in apparel and homewares/services commodity groups will increase significantly in the whole of the trade area but particularly in the primary and secondary trade areas (main trade area).

Approximately 14% or \$38.94 million of the centre's turnover at 2013 is generated by visitors and households outside the defined trade area.

Assuming a constant market share is maintained beyond the larger Noosa Civic centre's first full year of trading, its turnover would increase to \$285.67 million by 2015 (third year of trading) and \$294.28 million by 2017 (fifth year of trading) due solely to population growth within the trade area. In practice, other competitive retail developments are likely to appear that will influence Noosa Civic's market shares and sales.

**Table 4.4: Noosa Civic with Stage 3 turnover estimates, June 2013–2017  
(constant 2007 dollars and market shares)**

<i>Trade area</i>	<i>Take home food</i>	<i>Meals out/ takeaway</i>	<i>Apparel</i>	<i>Homewares/ services</i>	<i>Total sales</i>
<b>June 2014</b>					
Total centre sales (\$m)	63.44	14.65	56.20	146.52	280.81
Productivity (\$/m <sup>2</sup> )	8,006	6,383	3,897	4,846	5,117
<b>June 2015 (third year)</b>					
Total centre sales (\$m)	64.51	14.89	57.18	149.09	285.67
Productivity (\$/m <sup>2</sup> )	8,141	6,488	3,965	4,931	5,206
<b>June 2016</b>					
Total centre sales (\$'000)	65.47	15.10	58.07	151.45	290.09
Productivity (\$/m <sup>2</sup> )	8,262	6,580	4,027	5,009	5,286
<b>June 2017 (fifth year)</b>					
Total centre sales (\$'000)	66.37	15.30	58.94	153.67	294.28
Productivity (\$/m <sup>2</sup> )	8,376	6,667	4,087	5,082	5,363

Source: Foresight Partners estimates

#### 4.4 IMPACT ANALYSIS

##### 4.4.1 Economic and community impact defined

Economic impact is the probable reduction in retail turnover at existing shopping centres and retail areas resulting from the introduction of competitive development in the form of a new centre, or the expansion of an existing centre. The expected turnover generated by the new centre, or the additional turnover generated by centre extensions, represents the dollar impact on an area's retail network in the first full trading year in which it is introduced.

That is, once the new centre or centre extensions have been trading long enough to 'settle in' (usually a year), subsequent improvements in that centre's turnover performance cannot be considered as a further impact, as it is an established part of the retail network. It then becomes subject to the impacts of competitive strategies of other centres and/or the impacts of further new competition. The major proposed retail additions likely to affect Noosa Civic noted earlier are assumed to be in place by the time its Stage 3 expansion is in place. However, some projects may be developed or expanded after 2012-2013, such as the proposed Nambour shopping centre, which will have some impact upon the larger Noosa Civic centre in its second or later years of trading.

Dollar impacts are usually distributed among competitive centres and retail areas taking into account:

- the new or extended centre's size and function;
- the location of competitive centres or retail areas of comparable size and/or function;

- shopper access relative to competitive centres/retail areas; and
- physical attributes of competitive centres and retail areas, such as age, design, situation (free-standing centre or part of a central business area), etc.

No universally accepted standards of impact exist (or are possible) as each retail market and retail development is different. In Queensland, a frequently used 'rule of thumb' is that an impact of 15% or more of turnover should be cause for concern. This concern is not about the impacts upon the profitability of affected centres and retailers, or about affording existing centres and retailers protection from healthy competition or from changing market conditions.

The primary concern is to ensure that the premature or inappropriate introduction of a new centre or centre extension does not jeopardise the current or future delivery of a range of retail goods and services available in a variety of centre types (neighbourhood/local, sub-regional, regional) to the community.

This rule of thumb must be applied with considerable caution as each centre and trade area is different. For example, in stable or declining markets such as some inner suburban areas of Brisbane or in many rural communities, impacts of 15% or more upon an existing centre or retail area would be cause for concern. There may be insufficient prospects for growth to ameliorate these impacts within a reasonable time period (usually about three years). Even then, the potential loss (or change of use) of existing retail facilities, which might consist of old or outdated floor space, must be weighed against the replacement and improvement of retail and related facilities that a new development might bring to the community.

Areas with high growth potential, such as the Sunshine Coast, can absorb impacts on centre turnovers well above the 15% rule of thumb, usually with little difficulty. Growth in the pool of retail expenditure available to support all retail centres usually will quickly restore turnover initially lost to new competitive centres in such areas.

#### 4.4.2 Regional function implications

The proposed Stage 3 additions at Noosa Civic will enhance Noosa's function as a Major Activity Centre within the hierarchy of regional activity centres for the Sunshine Coast region, as envisaged in the *South East Queensland Regional Plan*.

However, even at its larger retail floor area (55,730 m<sup>2</sup> with the Emporium showrooms), Noosa Civic will be a relatively small department store based centre compared to Queensland's centres anchored by a Myer or David Jones department store. With Stage 3, Noosa Civic will be about three-quarters the size of the average such centre in Queensland. (The average department store based centre is about 73,125 m<sup>2</sup> gross lettable area, ranging from a small

30,800 m<sup>2</sup> for Toowong Village to 115,340 m<sup>2</sup> for Westfield Carindale, as shown in Table 4.5).

**Table 4.5: Gross lettable area of Queensland department store based centres**

<i>Centre name</i>	<i>Location</i>	<i>Department store</i>	<i>Department store GLA (m<sup>2</sup>)</i>	<i>Total lettable area (m<sup>2</sup>)*</i>
Toowong Village	Brisbane	David Jones	8,071	30,813
Grand Central	Toowoomba	Myer	16,000	45,822
Centro Toombul	Brisbane	David Jones	11,779	46,815
Brookside Shopping Centre	Brisbane	Myer	17,794	47,031
Cairns Central	Cairns	Myer	13,519	52,336
<b>Noosa Civic (with Stage 3)</b>	<b>Sunshine Coast</b>	<b>(Myer proposed)</b>	<b>10,000</b>	<b>55,730</b>
Sunshine Plaza	Sunshine Coast	Myer	12,893	59,054
Myer Centre	Brisbane	Myer	31,000	63,682
Logan Hyperdome	Logan City	Myer	13,478	82,171
Robina Town Centre	Gold Coast	David Jones	15,007	83,338
Indooroopilly Shopping Centre	Brisbane	Myer	17,441	84,009
Pacific Fair	Gold Coast	Myer	30,904	101,133
Westfield Garden City	Brisbane	David Jones	14,331	102,203
Westfield Chermside	Brisbane	-David Jones	16,000	110,000
		-Myer	15,528	-
Westfield Carindale	Brisbane	-David Jones	15,246	115,338
		-Myer	20,840	-
<b>Average (excluding Noosa Civic)</b>			<b>16,864</b>	<b>73,125</b>

\* Excludes office areas.

Source: Queensland Shopping Centre Directory 2006. Property Council of Australia. Some data will have changed for some centres. Details of QueensPlaza (David Jones) in Brisbane CBD not available.

With the Stage 3 additions, Noosa Civic will rank among the six smallest department store based centres in Queensland. Sunshine Plaza is currently a middle ranking centre in terms of lettable area but with its proposed expansion in place, will rank in the top five largest centres in Queensland.

Noosa Civic Stage 3 will introduce the second smallest department store (10,000 m<sup>2</sup>) in Queensland and well below the average store size of 16,864 m<sup>2</sup>. Only the David Jones at Toowong Village is smaller at 8,071 m<sup>2</sup>.

#### **Changing role of department stores**

Department stores (Myer, David Jones) traditionally have been the single largest tenant in most regional shopping centres. In most centre hierarchical classifications, the presence of a major department store is usually taken as an indicator of a centre's highest retail function within that hierarchy.

However, the market position of department stores has been eroding for a number of years, with the traditional department store's primacy as a retail centre anchor store reduced by:

- the rise of retail showroom retailing and big box 'category killers';
- competition from discount department stores;
- strengthening of specialty chains; and most recently
- the establishment of large factory outlet centres with a strong fashion offer (with larger centres matching or exceeding that of a regional centre).

Department stores are continually evolving and modifying their form and operations to stay relevant and competitive in a dynamic marketplace and cater to changing consumer demands.

The 2006 acquisition of Myer department stores by Texas Pacific Group–Newbridge Capital (private equity firms), for example, has already resulted in changes in store format and perceived population thresholds needed to sustain 'new' Myer stores. Smaller store formats of 10,000–12,000 m<sup>2</sup> are being introduced, with Myer indicating that its new format stores require a population threshold of more than 40,000 people to trade profitably<sup>12</sup>. In the past, major department stores looked to population thresholds of 100,000 people or more to sustain a store. This 'rule of thumb' population threshold indicated for smaller Myer department stores is only slightly higher than that for major discount department stores.

Competitive market conditions and on-going change suggests that department stores will continue to experiment and adapt to survive, with the new owners of Myer likely to take the lead in future store innovation. This could lead to more diverse department store sizes and formats, especially in suburban centres, requiring smaller threshold populations to sustain them.

While there is little danger of the major department stores losing their place as *one* of the major defining element of regional centre functions in the near future, the mere presence of a major chain department store no longer assures that such a centre will function at the regional level.

#### **Primacy of Maroochydore Principal Activity Centre**

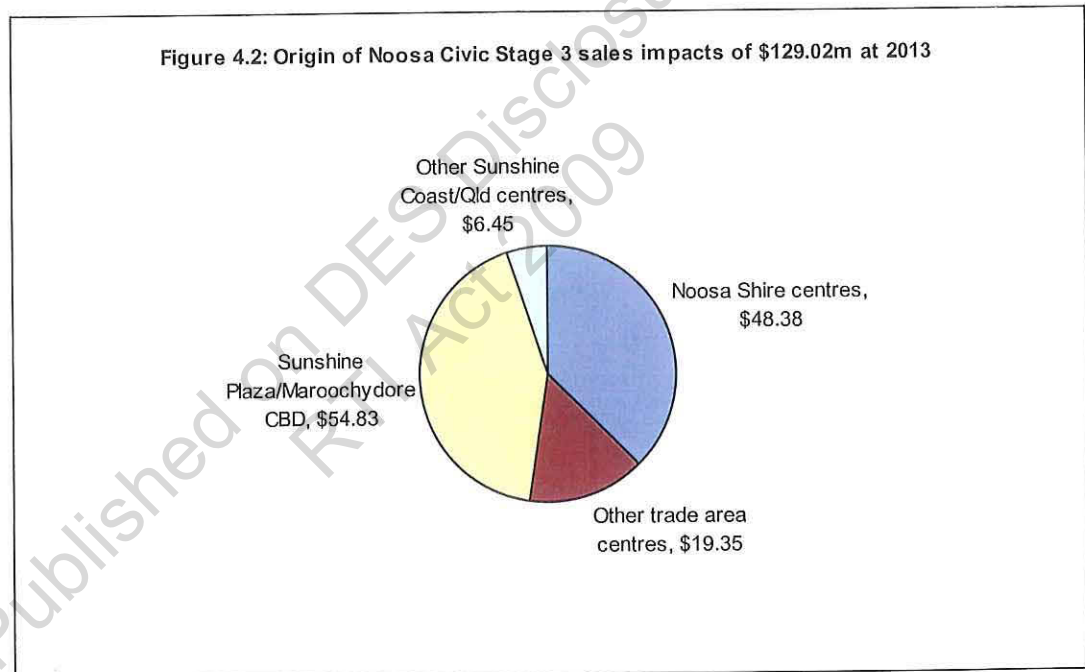
While a larger Noosa Civic will be more attractive and convenient to most residents within its main trade (less so for those in the tertiary south and west areas), it will not challenge Maroochydore as the Principal Activity Centre for the Sunshine Coast region. Proposed expansion of both Sunshine Plaza and Big Top, the addition of more retail showroom development (Harvey Norman centre) and the existing nearby Sunshine Homemaker Centre collectively (if all developments proceed) will offer over 200,000 m<sup>2</sup> of retail floor space in Maroochydore's CBD area.

<sup>12</sup> 'Myer into building mode with 17 new stores planned'. The Australian. 29 March 2007.

Maroochydore, in terms of its retail size, composition and function, will strengthen considerably its already dominant role, and make it the single largest retail destination north of Brisbane's centre areas. Together with proposed commercial development (e.g. 20,000 m<sup>2</sup> of commercial office space as part of the Big Top redevelopment), Maroochydore's continuing growth and development as the Sunshine Coast's Principal Activity Centre is assured. The draft Structure Plan for the Maroochydore Major Development area indicates that significantly more retail and commercial floor space will be needed in the CBD area in the medium term

#### 4.4.3 Distribution of potential network impacts

The impact upon the Sunshine Coast retail network will be the \$129.02 million net increase in Noosa Civic's sales at 2013 generated by the Stage 3, as noted earlier. Estimates of the broad origin of this \$129.02 million in impacts upon the Sunshine Coast network are shown in Figure 4.2.



About 37.5% or \$48.38 million of Noosa Civic's additional sales are expected to be transferred from urban Noosa's other four main business centres. About 42.5% (\$54.83 million) will be transferred from the Sunshine Plaza–Maroochydore CBD area.

Table 4.6 sets out the impacts of the Stage 3 additions on the other major centres serving the Noosa and northern Sunshine Coast region in more detail. It shows current (June 2007) sales estimates of existing centres, gleaned from company websites and industry publications and our estimates. Sales at 2013 without the Stage 3 additions in place are based upon our current estimates of

sales, factored up to 2013 at 2.5% per annum, plus assumed increases in sales due to new centre or centre expansions in place prior to 2013.

The distributed \$129.02 million in impact is expressed as a percentage reduction in sales for the major affected centres at 2013 with the Stage 3 additions in place.

**Table 4.6: Forecast Noosa Civic Stage 3 impacts upon selected centres at June 2013**

<i>Impacted centres/areas</i>	<i>Current turnover estimates at 2007 (\$ million)</i>	<i>Forecast turnover at June 2013 before Stage 3 additions (\$ million)</i>	<i>Impact of Stage 3 additions (\$ million) (% of turnover)</i>		<i>Forecast turnover at June 2013 after Stage 3 additions (\$ million)</i>
<b>Noosa Civic</b>	<b>125.58</b>	<b>146.62</b>	<b>129.02</b>	<b>-</b>	<b>275.64</b>
Noosa Fair/Noosa Junction area	148.80	173.00	-19.35	-11.2%	153.65
Noosa Village/Noosaville area	137.15	159.00	-16.13	-10.1%	142.87
Tewantin/Poinciana Plaza	58.85	68.00	-7.74	-11.4%	60.26
Hastings Street	75.33	87.00	-5.16	-5.9%	81.84
<i>Sub-total Noosa centres</i>	<i>420.13</i>	<i>487.00</i>	<i>-48.38</i>	<i>-9.9%</i>	<i>438.62</i>
Peregian Springs (new)	-	29.00	-3.23	-11.1%	25.77
Coolum Beach centres	90.0	104.00	-2.58	-2.5%	101.42
Sunshine Plaza–Maroochydore CBD	810.00	1,025.00	-54.83	-5.3%	984.17
Gympie centres	-	-	-9.68	-	-
Other trade area centres	-	-	-3.87	-	-
Other Sunshine Coast centres	-	-	-3.87	-	-
Other Queensland centres	-	-	-2.58	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-129.02</b>	<b>-</b>	<b>-</b>

Source: Property Council of Australia Queensland Shopping Centre Directory 2006; company websites; Foresight Partners estimates

#### **Sunshine Plaza–Maroochydore CBD**

The Sunshine Plaza–Maroochydore CBD area is expected to bear the single largest impact with the transfer of \$54.83 million to Noosa Civic. It is the only other centre on the Sunshine Coast with a department store (Myer), and it is assumed that a David Jones department store is also in place by 2013. Sunshine Plaza will offer all three major discount department stores (Kmart, Big W and Target). As Noosa Civic's Stage 3 will also offer Myer and Target stores, the impacts will be weighted towards Sunshine Plaza as these major anchor tenants will be impacted by their sister stores at Noosa.

The Sunshine Plaza–Maroochydore CBD area is expected to compete with the larger Noosa Civic centre more so than any other centres or retail areas within the Sunshine Coast’s network of centres. Part of the \$54.83 million in sales transfers will consist of re-capturing sales Noosa Civic will lose to the expansion of Sunshine Plaza, the Harvey Norman showroom centre and the redeveloped Big Top centre (which is assumed to be anchored by David Jones).

Given the complexity and scale of change in Maroochydore CBD’s future market at 2013, its total retail sales are difficult to estimate, but is likely to be at least \$900 million and probably more than a billion dollars, as indicated in Table 4.6. The \$54.83 million reduction in sales due to the Noosa Civic Stage 3 additions, while large, would represent a percentage impact on sales of around 5.3% at 2013. Apparel and homewares sales are expected to comprise a large proportion of this transfer.

Although a large impact in dollar terms, Sunshine Plaza-Maroochydore CBD retailers are likely to recover lost sales quickly as they will have the majority benefit of the Sunshine Coast’s expected population growth. For example, we estimate that resident generated retail spending in the Sunshine Coast Statistical Division (SCSD) at 2006 was in the order of \$3.025 billion, of which roughly \$915.0 million was generated by Noosa Civic’s trade area residents within the SCSD. Thus about \$2.015 billion was generated by residents south of Noosa Civic’s tertiary trade areas (mostly south of the Maroochy River).

Based on PIFU population forecasts for the SCSD and average household retail spend data for the SCSD, available resident spending should increase to about:

- \$3.530 billion by 2011, of which \$2.503 billion is mostly south of the Maroochy River; and
- \$4.276 billion by 2016, of which \$3.138 billion is south of the River.

These figures, while indicative only, show that over the ten year period 2006 to 2016, population growth generally to the south of the Maroochy River will generate an additional \$1.123 billion in retail sales potential. This is *theoretically* capable of sustaining an additional 225,000 m<sup>2</sup> of retail floor space, based on an overall average productivity level of \$5,000/m<sup>2</sup>. Even at a higher average of \$6,000/m<sup>2</sup>, this growth could sustain an additional 187,000 m<sup>2</sup> of floor space. Visitor expenditure would further add to the potential floor space sustainable over this period.

Given Maroochydore’s central location in the Sunshine Coast and its accessibility, it is well positioned to draw upon this expenditure growth to support sustain significant future increases in retail activity in the Maroochydore CBD over the next ten years.



### Urban Noosa centres

Collectively, Noosa's four main retail areas—Noosa Fair-Noosa Junction area, Noosa Village-Noosaville area, Tewantin and Hastings Street—are the next largest source of sales transfers (\$48.38 million):

- The largest transfer (\$19.35 million) is expected to come from the Noosa Fair/Noosa Junction area, which is anchored by a Coles supermarket. The introduction of a 'sister store' and a broader range of specialty shops at Noosa Civic is forecast to reduce Noosa Fair-Noosa Junction sales by about 11.2% at 2013.
- \$16.13 million will be transferred from the Noosa Village/Noosaville area and represents an estimated reduction in sales of about 10.1% of its total sales at 2013.
- \$7.74 million is the forecast reduction of sales at the Tewantin/Poinciana Plaza retail area, which represents a reduction of about 11.4% at 2013.
- The smallest transfer (\$5.16 million) is expected from will be transferred from the Hastings Street retail area which, at 2013, is estimated to represent an impact of 5.9% upon its estimated future sales.

Given the significant improvements to the Hastings Street area currently underway and private sector demand for street-front space, it is especially difficult to estimate Hastings Street sales performance, both now and in the future. However, the level of impact is likely to be quite small in any event. The Hastings Street area is a unique retail, entertainment and accommodation area with a national (and international) presence and one that is not easily replicated or challenged by traditional retail centres.

The potential impacts upon other Noosa centres are relatively low because most of the main trade area retail spending that would be drawn to the major tenancies (department store, second discount department store) and specialty shops (national traders) intended for Noosa Civic Stage 3 is going elsewhere (Maroochydore, Brisbane).

Existing Noosa retail areas, by and large, are not capable of accommodating significant additions such as a major department or discount department store, or meet the locational requirements of many national retailers.

### Other centres

Impacts upon other centres within the trade area (including Gympie) are minor, with the largest transfer of sales expected to be drawn from Gympie centres (\$9.68 million).

### Conclusion

In all cases, the level of impacts are relatively modest (none approach the 15% 'benchmark') and in all cases affected centres will be trading above their

current (2007) levels, due to the long lead time (four to five years) before the Noosa Civic Stage 3 is in place. This will also allow centres to improve their market positions and increase their sales over this period in anticipation of increased competition.

In our opinion, the levels of impact likely to arise from the Stage 3 additions to Noosa Civic, comprising a department store, second discount department store, second supermarket, mini-majors and specialty shops will not threaten the economic vitality or functional roles of any of the centres in or near the trade area.

#### 4.4.4 Amelioration of impacts

Stage 3 additions will more than double the size of Noosa Civic and, concomitantly, the forecast doubling of the centre's market share and the \$129.02 million increase in sales from \$146.62 million to \$275.64 million at 2013 is significant. Of this increase, about \$110.59 million will come from trade area residents with the remaining \$18.43 million coming from visitors and residents outside the defined trade area.

Between 2007 and 2013, when the Stage 3 additions are trading, trade area household retail spending available to support all retailers should increase by about \$198.53 million to \$1.31 billion. About \$106.72 million (54%) of this increase will be generated by main trade area households, with a further \$34.94 million (18%) generated by tertiary north residents.

This increase will allow existing retailers and centres to improve their market positions and performance in advance of the Stage 3 additions to Noosa Civic, and to help absorb the significant additional retail floor space expected to enter the market prior to 2013.

Over the 2013-2017 period available household retail spending should increase by a further \$98.07 million to \$1.41 billion. This increase in trade area spending should enable affected centres to recoup transfers of sales to Noosa Civic within a year or two. This is because the centres most affected (Sunshine Plaza-Maroochydore CBD centres) draw upon a much larger trade area and resident expenditure base, as indicated above in Section 4.4.3, as well as visitor spending. Maroochydore CBD and its centres draw upon the whole of the Sunshine Coast urban and rural areas. Some of Noosa's other urban business centres may take longer to recoup all reductions in sales, but are expected to have nevertheless improved their trading positions at 2013 relative to 2007.

As noted in Section 3.1, 95% of the Sunshine Coast's population increase over the next 20 years is forecast by PIFU to occur in Maroochy Shire and Caloundra City. Much of the Sunshine Coast's future growth will be of greater benefit to centres in those areas, and especially the Maroochydore CBD area.

As noted earlier in Section 3.6.2, visitors to Noosa currently generate an estimated \$289.3 million in retail spending (on a 'fair share' basis), which is expected to increase, at a minimum, to \$319.6 million by 2017. (As also noted in that section, this spending is not necessarily 'captive' to Noosa retailers, nor

should it be added to resident spending as it would result in some double-counting). Visitor spending, although difficult to quantify or allocate at the sub-regional level, nevertheless will also contribute to the significant pool of retail spending available to Noosa and other Sunshine Coast retailers.

#### 4.5 COMMUNITY NEED AND DEMAND

Need and demand for a small (Myer) department store, a second discount department store and supermarket and additional specialty shops and commercial accommodation comprising the Stage 3 additions to Noosa Civic can be demonstrated by a number of factors. These include:

- a need for the Noosa Civic retail centre to grow in response to population growth;
- ability to accommodate new retailers and retail formats within the Noosa SBC in response to market demand;
- meeting customer needs and desires, both now and in future years; and
- use of retail to draw non-retail employment activities to the SBC.

##### 4.5.1 Growth in market demand

Although Maroochy Shire and Caloundra City are the major population growth areas of the Sunshine Coast, forecast growth within Noosa's sphere of influence will require, and is sufficient, to sustain significant additional retail facilities at Noosa's SBC. Over the next ten years, Noosa Civic's trade area residents will expand the pool of available retail expenditure by \$152.33 million in the main trade area, or \$296.6 million including the tertiary areas.

This increase represents a *theoretical* demand for an additional 49,400 m<sup>2</sup> to 59,300 m<sup>2</sup> of retail floor space by 2017 (at an overall productivity level of \$5,000–6,000/m<sup>2</sup>), of which the proposed 30,000 m<sup>2</sup> Stage 3 addition could meet 50–60% of this demand. Noosa Civic's Stage 3 will be needed to meet a significant part (but not all) of this demand. As much (about 70%) of this future demand will be generated by main and tertiary north trade area residents, Noosa Civic is best placed, and has the capacity, to provide the additional retail activities needed in Noosa.

Growth in visitor expenditure will further contribute to the need and demand for additional retail facilities in the Noosa region.

The Desired Environmental Outcomes for commercial and retail uses in the 2006 Noosa Plan anticipates that the Shire Business Centre '*...the highest order centre within Noosa Shire, be developed in stages consistent with the needs of the population of the Shire and northern areas of Maroochy Shire*' [section 3.1.3 (b)ii].

Market demand from retailers seeking to enter the Noosa market is another important factor. Market interest and demand for tenancies in Noosa Civic's Stage 3, even at this early point in the development process, is strong with

several anchor and mini-major retailers expressing their written interest and intent. Their establishment as part of Stage 3 will help retain spending in Noosa (mainly from the main and tertiary north trade areas) that is currently flowing to distant department store and other comparison shopping facilities in Maroochydore (35 kilometres to the south) and, to a lesser extent, Brisbane.

#### 4.5.2 Capacity to expand

Noosa Plan states that *'a proportion of the Shire's higher order needs fulfilled by centres in other areas, particularly the key regional centre of Maroochydore'* [section 3.1.3(b)i]. Noosa Civic in the SBC is the only Noosa centre with the capacity to expand to accommodate a small Myer department store, Target discount department store and Coles supermarket, together with the necessary supporting specialty shops and services. Some centres have only limited capacity for minor expansion (e.g. as part of a major refurbishment and renewal).

It is clear, however, that the Shire Business Centre is intended also to provide for the higher order retail needs and demands of the population it serves, in preference to other Noosa centres, with its Commercial and Retail DEOs based on:

- 'iii protecting the long term viability of the Shire Business Centre as the principle business, retail and administrative centre;*
- 'iv recognising that it may be necessary to increase floor space in existing centres to meet changing needs, provided any increased floor space does not impact on the successful operation and development of the Shire Business Centre (3.1.3b).*

#### 4.5.3 Meet customer needs and desires

##### Shopper input

The August 2007 in-centre shopper survey, which canvassed shopper's use of Noosa Civic, their particular likes and dislikes about the centre and additional shops and services its customers thought were needed at the centre.

A very high (93%) of respondents nominated one or more features they particularly liked about Noosa Civic, indicating that residents and visitors are generally pleased with the centre. The top five nominations are:

- convenience to home;
- centre design/ambience;
- variety of stores;
- the Big W; and
- good/available parking.

Other frequent nominations include the centre's cleanliness, big size, not too crowded and friendly, helpful staff.

Despite the appealing features of the centre, 38% of respondents also nominated features that they did not like about Noosa Civic. The major negative features or dislikes expressed are the centre's:

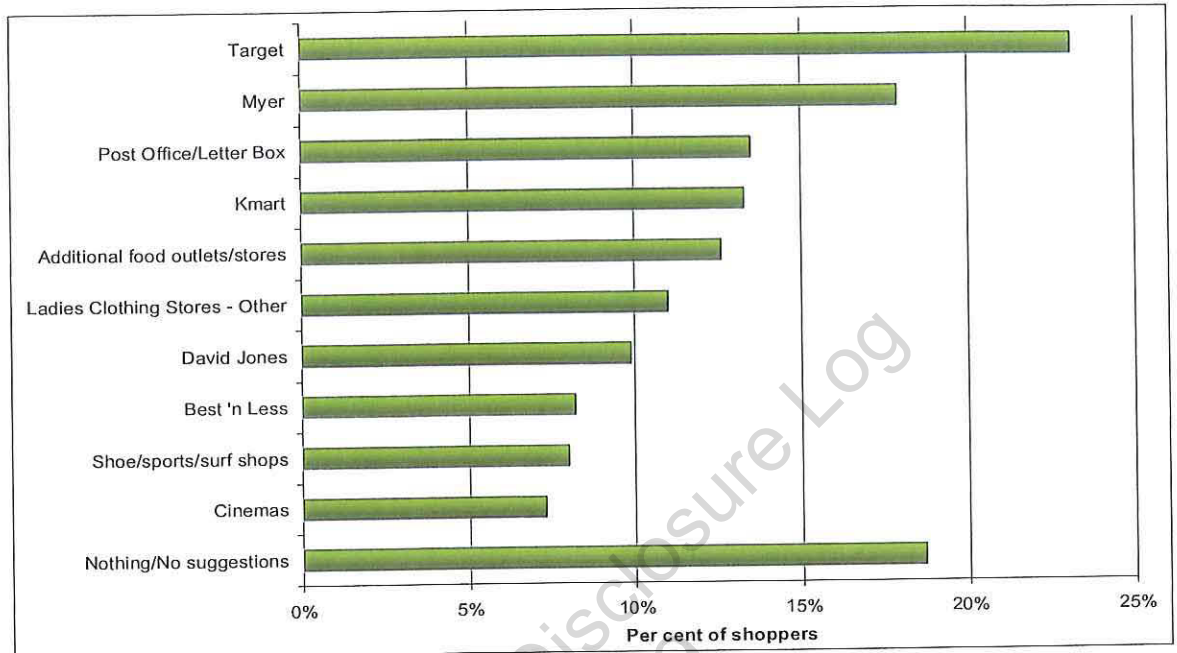
- design/layout of its car park;
- not enough variety in choice of shops;
- not enough covered car parks;
- lack of a post office (which is now provided); and
- poor signage (in finding the centre)/advertising/marketing of the centre.

Other frequent negative comments about the centre include its lack of food court options and not enough ladies fashion.

Although 93% of all survey respondents particularly liked one or more aspects of the centre, over 80% of respondents nevertheless readily nominated one or more shops or services they felt were needed at Noosa Civic (Figure 4.3), with the top five *unprompted* responses being:

- Target discount department store;
- Myer department store;
- Post office/letter box (now provided);
- Kmart discount department store; and
- Additional food stores.

Figure 4.3 Top ten additional stores and services needed at Noosa Civic from all respondents, August 2007



Other frequent nominations included more ladies clothing stores (particularly Rockmans and Millers stores), David Jones department store, Best & Less store, shoe/sports/surf stores and cinemas.

The proposed Stage 3 addition of a small Myer department store, a Target discount department store and a broader range of specialty fashion shops (and other shops) will provide the range and depth of apparel and other goods Noosa Civic shoppers have identified as needed at the centre.

#### Other community benefits

In addition to providing for the additional retail shops and services indicated as needed at Noosa Civic, the proposed Stage 3 expansion will also generate a number of other shopper and community benefits:

- The addition of a small national department store, second discount department store, second supermarket and more specialty shops will increase the level of choice and the range and depth of goods and services available at a convenient and accessible location to most trade area residents as well as visitors to the Noosa area. The centre will be able to retain more (but not all) fashion and homewares spending within the Noosa area.
- Increased levels of competition should help keep prices low and raise customer service as a point of competition, to the benefit of the community.
- The Stage 3 additions expansion of the centre will improve shopper amenity and satisfaction with the centre, and enable it to meet customer

demand and expectations for modern shopping facilities in the future, particularly in light of the significant additions approved or proposed for the central Sunshine Coast region (Maroochydore and Nambour).

- A larger Noosa Civic will reduce travel time and costs for most main (and tertiary north) trade area residents as it will help reduce some trips to Maroochydore (which is about 70 kilometres round trip from Noosaville).
- The Stage 3 additions to Noosa Civic will create further local employment opportunities. The 30,000 m<sup>2</sup> of additional retail floor space should generate the equivalent of about 1,150 full-time, part-time and casual positions based upon a Queensland industry average of one worker per 26 m<sup>2</sup> of shopping centre floor space (*Queensland Shopping Centre Industry*. Property Council of Australia, 1999). However, net employment gains will be less than this as some jobs will be transferred from existing businesses and centres, including jobs transferred internally within Noosa Civic. The 5,000 m<sup>2</sup> of commercial floor space will also generate employment for 300 to 400 people, although employment densities achieved will depend upon the types of commercial (or community) uses.
- Short term employment during the construction phase of the centre expansion, which will be significant, will benefit the broader Sunshine Coast economy rather than just the Noosa Shire area.

The proposed Stage 3 additions to Noosa Civic will also assist the SBC in fulfilling and strengthening its Major Activity Centre function, as envisaged in the SEQ Regional Plan, without impacting upon, impeding or detracting from the continuing development of the Maroochydore Principal Activity Centre (or that of other Sunshine Coast Major Activity Centres) as intended under the Plan. With current retail, residential and commercial proposals for Maroochydore, it is poised to become the largest retail and commercial centre north of metropolitan Brisbane.

#### 4.5.4 Support for non-retail SBC activity

Finally, a strong retail centre in the SBC does more than serve the retail and related service needs of the Noosa and northern Maroochy Shire community. It also acts as a powerful attraction for non-retail commercial activities to establish nearby to take advantage of the amenity and convenience offered by the retail centre. The 7,000 m<sup>2</sup> Stage 2 Business Park, and the 5,000 m<sup>2</sup> of commercial space proposed as part of Stage 3 will add another 12,000 m<sup>2</sup> of commercial office accommodation, in addition to the 5,000 m<sup>2</sup> already in place.

The proposed Noosa Civic Stage 3 development and the commercial and business areas should collectively enhance the utility and community benefits of the whole of the SBC by:

- Encouraging multi-purpose trips by consolidating major retail and commercial employment activities in a single destination. This should assist in reducing unnecessary car trips and in improving overall convenience of the SBC.
- Making more effective and efficient use of the substantial public and private sector infrastructure investment that has been made (and continues to be made) in establishing the SBC.
- Promoting a greater level of vitality and synergy among the various SBC components. It is the retail component of many business centres that drive the overall vitality and success of larger scale, mixed use developments such as the SBC.

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RTI Act 2009



# Appendix A

## NOOSA CIVIC STAGE 3—TENANT EXPRESSIONS OF INTEREST

Published on DES Disclosure Log  
RTI Act 2009

**MYER**

Myer Pty Ltd  
ABN 83 004 143 239

Myer Store Support Office  
PO Box 869J  
Melbourne VIC 3001  
Australia



16 November 2007

sch4p4(6) Personal information

Managing Director  
Stockwell

PO Box 3144

SOUTH BRISBANE QLD 4101

sch4p4(6) Personal information

**Re: Noosa Civic Stage 3 – Proposed Myer Store**

I have received the plans that were lodged as part of your Development Application for Stage 3 at Noosa Civic.

I express Myer's interest in leasing 10,000m<sup>2</sup> over 2 levels as outlined on the Buchan Group's plan. I understand the proposed opening is October 2012.

Any agreement reached will be subject to final approval by the Myer Board.

I look forward to negotiating the Agreement for Lease with you shortly.

Regards,

sch4p4(6) Personal information

**Director of Property**

sch4p4(6) Personal information

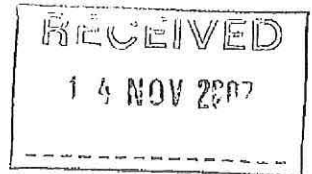
**FAXED**  
9.11.07



9 November 2007

sch4p4(6) Personal information

Stockwell  
Unit 10  
211 Montague Road  
WEST END QLD 4101



sch4p4(6) Personal information

**Re: Expression of Interest - Coles Supermarket & Target - Noosa Civic Centre**

We refer to our recent discussions concerning stage 2 of the Noosa Civic Centre and confirm our company's interest in pursuing a Coles Supermarket & Target tenancy as part of this proposed development.

We confirm our advice that we would require a supermarket tenancy of 3,500 square metres and Target of 6,500 square metres. We would be pleased to work with you in designing stores, which would meet our specific requirements and integrate with the overall development.

It would be our desire to take long term leases over the premises and our interest in the new tenancies is naturally subject to agreement on tenancy terms, satisfaction of all store design issues, and the approval of the Corporate Board of Directors of Coles Group Limited.

We understand that you are preparing to lodge your development application for this site and we look forward to further discussions for the new Supermarket and Target in the near future.

Yours sincerely  
Coles Group Limited

sch4p4(6) Personal information

Manager Retail Leasing  
Property Services

# **BEST & LESS PTY LIMITED**

A.B.N. 29 003 724 696

22 November 2007

sch4p4( 6) Personal information

Leasing Manager  
Stockwell Property Management  
Unit 2/211 Montague Road  
WEST END QLD 4101

sch4p4( 6) Personal information

## **RE: Expression of Interest – Best and Less – Noosa Civic Centre**

We refer to our recent discussions concerning Stage 3 of the Noosa Civic Centre and confirm our company's interest in pursuing a Best and Less tenancy as part of this proposed development.

We confirm our advice that we would require a tenancy of 1000square metres plus with a frontage minimum of 16 metres. We are available to work with you in designing a configuration which would meet our specific requirements and integrate with the overall development.

We understand that you are preparing to lodge your development application for this site and we look forward to further discussions.

Yours faithfully,

sch4p4( 6) Personal information

**Executive Director – Property  
Best & Less Pty Limited**

# Noosa Civic retail expansion traffic report

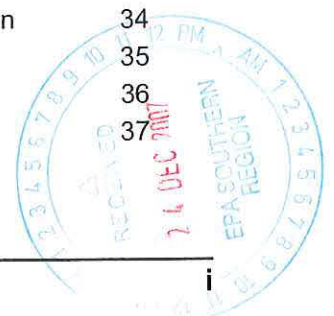


Prepared for  
WA Stockwell Pty Ltd

December 2007

**Noosa Civic Stage 3**

Contents	Page Number
<b>EXECUTIVE SUMMARY</b>	<b>V</b>
<b>1.0 INTRODUCTION</b>	<b>1</b>
1.1 Background	1
1.2 Scope of Work	1
<b>2.0 EXISTING SITUATION</b>	<b>2</b>
2.1 Development Site	2
2.2 Surrounding Area	2
2.3 Background Traffic	4
2.4 Background Growth	4
2.5 Planned Road Upgrading	5
<b>3.0 PROPOSED DEVELOPMENT</b>	<b>6</b>
3.1 Development Schedule	6
3.2 Traffic Distribution	7
3.3 Traffic Generation	8
<b>4.0 SITE LAYOUT</b>	<b>11</b>
4.1 Access Arrangement	11
4.2 Parking Provision & Layout	11
4.3 Loading & Servicing	13
4.5 Mobility Plan	14
4.5 Consideration	15
<b>5.0 EXTERNAL TRAFFIC IMPACTS</b>	<b>16</b>
5.1 Walter Hay Drive/Northern Site Access Intersection	17
5.2 Eenie Creek Road/Walter Hay Drive Intersection	18
5.3 Eenie Creek Road/Reef Street Intersection	21
5.4 Reef Street/Weyba Road/Mary Street Intersection	22
5.4 Eenie Creek Road/Western Site Access intersection	24
5.5 Eenie Creek Road/Eumundi-Noosa Road/Commerce Court Intersection	26
5.6 Eumundi-Noosa Road/Walter Hay Drive/Venture Drive Intersection	27
5.8 Eumundi-Noosa Road/Goodchap Street/College Access Intersection	30
5.9 Eumundi-Noosa Road/Gibson Road/Wallace Drive Intersection	32
5.10 Eumundi-Noosa Road/Hilton Terrace/Gympie Terrace Intersection	34
5.11 Eumundi-Noosa Road/Beckmans Road Intersection	35
5.12 Walter Hay Drive/Southern Site Access Intersection	36
5.14 Northern Site Access/Ring Road Intersection	37



5.15	Western Site Access/Ring Road Intersection	38
5.16	Analysis Summary	39
<b>6.0</b>	<b>PUBLIC TRANSPORT</b>	<b>40</b>
6.1	Future Planning	40
6.2	Existing Provision	40
6.3	Future Provision	40

**TABLES:**

3.1	Seasonal Variation
3.2	Thursday Generation
3.3	Saturday Generation
3.4	Stage 3 Peak Hour Demand
5.1	Walter Hay Drive/Northern Site Access – Intersection Performance (DOS)
5.2	Eenie Creek Road/Walter Hay Drive – Intersection Performance (DOS)
5.3	Eenie Creek Road/Walter Hay Drive – Modified Intersection Performance (DOS)
5.4	Eenie Creek Road/Reef Street – Intersection Performance (DOS)
5.5	Reef Street/Weyba Road/Mary Street – Intersection Performance (DOS)
5.6	Reef Street/Weyba Road/Mary Street – Modified Intersection Performance (DOS)
5.7	Eenie Creek Road/Western Site Access – Intersection Performance (DOS)
5.8	Eenie Creek Road/Western Site Access – Modified Intersection Performance (DOS)
5.9	Eenie Creek Road/Eumundi-Noosa Road/Commerce Court - Intersection Performance (DOS)
5.10	Eumundi-Noosa Road/Walter Hay Drive/Venture Drive - Intersection Performance (DOS)
5.11	Eumundi-Noosa Road/Walter Hay Drive/Venture Drive - Modified Intersection Performance (DOS)
5.12	Eumundi-Noosa Road/Goodchap Street/College Access – Intersection Performance (DOS)
5.13	Eumundi-Noosa Road/Goodchap Street/College Access – Modified Intersection Performance (DOS)
5.14	Eumundi-Noosa Road/Gibson Road/Wallace Drive - Intersection Performance (DOS)
5.15	Eumundi-Noosa Road/Gibson Road/Wallace Drive - Modified Intersection Performance (DOS)
5.16	Eumundi- Noosa Road/Hilton Terrace/Gympie Terrace - Intersection Performance (DOS)
5.17	Eumundi-Noosa Road/Beckmans Road – Intersection Performance (DOS)
5.18	Walter Hay Drive/Southern Site Access - Intersection Performance (DOS)
5.19	Northern Site Access/Ring Road – Intersection Performance (DOS)
5.20	Western Site Access/Ring Road – Intersection Performance (DOS)

**FIGURES:**

- 2.0 Site Locality Plan
- 2.1 External 2007 Existing Traffic Volumes
- 2.2 Internal 2007 Existing Traffic Volumes
- 2.3 External 2012 Existing Traffic Volumes
- 2.4 Internal 2012 Existing Traffic Volumes
- 2.5 External 2022 Existing Traffic Volumes
- 2.6 Internal 2022 Existing Traffic Volumes
- 3.1 Distribution
- 3.2 Stage 3 – External Development Traffic Volumes
- 3.3 Stage 3 – Internal Development Traffic Volumes
- 5.1 External 2012 with Development Traffic Volumes
- 5.2 Internal 2012 with Development Traffic Volumes
- 5.3 External 2022 with Development Traffic Volumes
- 5.4 Internal 2022 with Development Traffic Volumes
- 5.5 Walter Hay Drive/Northern Site Access – Existing Intersection Layout
- 5.6 Eenie Creek Road/Walter Hay Drive – Existing Intersection Layout
- 5.7 Eenie Creek Road/Walter Hay Drive – Modified Intersection Layout
- 5.8 Eenie Creek Road/Reef Street – Existing Intersection Layout
- 5.9 Reef Street/Weyba Road – Existing Intersection Layout
- 5.10 Reef Street/Weyba Road – Modified Intersection Layout
- 5.11 Eenie Creek Road/Western Site Access – Existing Intersection Layout
- 5.12 Eenie Creek Road/Western Site Access – Modified Intersection Layout
- 5.13 Eenie Creek Road/Eumundi-Noosa Road/Commerce Court – Existing Intersection Layout
- 5.14 Eumundi-Noosa Road/Walter Hay Drive/Venture Drive – Existing Intersection Layout
- 5.15 Eumundi-Noosa Road/Walter Hay Drive/Venture Drive – Modified Intersection Layout
- 5.16 Eumundi-Noosa Road/Goodchap Street/College Access – Existing Intersection Layout
- 5.17 Eumundi-Noosa Road/Goodchap Street/College Access -Modified Intersection Layout
- 5.18 Eumundi-Noosa Road/Gibson Road/Wallace Drive – Existing Intersection Layout
- 5.19 Eumundi-Noosa Road/Gibson Road/Wallace Drive – Modified Intersection Layout
- 5.20 Eumundi- Noosa Road/Hilton Terrace/Gympie Terrace – Existing Intersection Layout
- 5.21 Eumundi-Noosa Road/Beckmans Road – Existing Intersection Layout
- 5.22 Walter Hay Drive/Southern Site Access – Existing Intersection Layout
- 5.23 Northern Site Access/Ring Road – Proposed Intersection Layout
- 5.24 Western Site Access/Ring Road – Existing Intersection Layout
- 6.1 Noosa Civic Internal Bus Routes



**Noosa Civic Stage 3**

**APPENDICES:**

- A The Noosa Plan
- B Traffic Counts
- C Traffic Generation
- D Site Layout
- E Pedestrian & Bicycle Provision
- F Public Transport

Document Control: Noosa Civic Stage 3					
Version	Date	Author		Reviewer	
		Name	Initials	Name	Initials
1.4	5 December 2007	sch4p4(6) Personal information	sch4p4(6) Personal information	sch4p4(6) Personal information	sch4p4(6) Personal information

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**EXECUTIVE SUMMARY**

This report documents the traffic assessment of the proposed Stage 3 retail and commercial development at Noosa Civic. The assessment considers the integration with currently approved uses, best practice guidelines, relevant standards and current planning. The report has addressed external impacts, internal layout and pedestrian, cycle and bus provisions.

The development site is located within the Shire Business Centre precinct. Current land uses on the site include the Stage 1 and 2 retail and commercial precincts. Access to the existing site is achieved via two external roundabouts, located on Eenie Creek Road and Walter Hay Drive. The Stage 3 expansion proposes an additional access point from Walter Hay Drive, which was always envisaged and has already been constructed. An internal circulation road currently exists, linking the existing Eenie Creek Road and Walter Hay Drive access points. It is proposed to extend this link to provide access to Stage 3.

Surveys of the existing Stage 1 land uses were used to determine the traffic generation potential for the site. Seasonal variation and difference in the weekday and weekend operation were also considered in identifying the expected traffic generation. A typical Thursday peak hour volume of 1,626vph and weekend midday peak demand of 1,777vph was distributed on the traffic network in accordance with the resident shopper distribution identified in the economic assessment undertaken by Foresight Partners.

Key intersections were analysed for a 2012 and 2022 scenario to represent operation with and without development at the opening stage and at the ten year design horizon. It has been identified that a number of intersections will exceed practical capacity levels in this timeframe due to background growth, including:

- Eenie Creek Road/Walter Hay Drive intersection;
- Reef Street/Weyba Road intersection;
- Eenie Creek Road/Eumundi-Noosa Road intersection;
- Eumundi-Noosa Road/Walter Hay Drive/Venture Drive intersection;
- Eumundi-Noosa Road/Goodchap Street intersection;
- Eumundi-Noosa Road/Gibson Road/Wallace Drive intersection;
- Eumundi-Noosa Road/Beckmans Road intersection.

These roundabout intersections are generally built to a reasonably high capacity standard and in most scenarios it would be difficult to increase the capacity if it is desirable to maintain the existing intersection type rather than upgrading to a traffic signal form. The capacity constraints are largely related to major north south links, particularly Eumundi-Noosa Road and Eenie Creek Road, and it may be suitable to consider alternative links to reduce the traffic load along these links. The proposed Rene Street connection may work to alleviate some of the traffic load on these links.

### Noosa Civic Stage 3

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It should also be noted that a relatively high sustained growth of 3.5% (linear) has been used to identify the projected demand in future years. This is consistent with current traffic growth patterns but exceeds the expected population growth, especially given that the Noosa Plan identifies a population constraint in future years.

The additional demand from the development results in a need to bring forward upgrades. In some instances relatively minor works result in a significant improvement to operations. This is the case for the following intersections:

- Eenie Creek Road/Walter Hay Drive intersection would require 150m short lanes on Walter Hay Drive (north);
- Eumundi-Noosa Road/Walter Hay Drive/Venture Drive intersection – 40m turn slot on Venture Drive and modified linemarking on Walter Hay Drive to include a double right turn;
- Eumundi-Noosa Road/Gibson Road/Wallace Drive intersection – 50m short turn lane on Gibson Road;
- Eenie Creek Road/Western Site Access intersection - modified linemarking on Western Site Access to include a double left turn.

As discussed above, for other intersections, it would be necessary to undertake significant works or provide alternative connections. The following intersections exceed capacity with or without the development, but works would be brought forward as a result of the additional demand from the Stage 3 development:

- Reef Street/Weyba Road intersection;
- Eenie Creek Road/Eumundi-Noosa Road intersection;
- Eumundi-Noosa Road/Goodchap Street intersection;
- Eumundi-Noosa Road/Beckmans Road intersection.

The detailed works are outlined in Section 5 of the report.

The internal layout of the site generally complies with good planning practices and Australian Standards. The site layout provides good circulation via an internal ring road, connectivity between car parks, excellent pedestrian mobility within the car park areas and well located parking spaces for particular uses including taxi, disabled and family bays.

Pedestrian and bicycle paths connect the internal retail, commercial and civic areas with commuter and recreational paths provided to external areas.

**Noosa Civic Stage 3**

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The centre forms part of the Council and TransLink transit planning scheme and would be designated as one of four transit hubs to be located within the Shire. The existing bus stop facility provides a high standard facility and would be able to accommodate a higher demand and increasing frequency of services. Modifications have been considered to increase the available space for buses to accommodate a total of four bays in the ultimate arrangement.

TransLink and Council are also considering options to improve signage and information facilities around the network. Potential options for the Noosa Civic facility will need to be developed in negotiation with the proponent.

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## **1.0 INTRODUCTION**

### **1.1 Background**

Noosa Civic is owned by Mirose Pty Ltd and forms part of the Shire Business Centre. The Shire Business Centre concept was developed in the period 2001 – 2003 as a joint venture between Stockwell, Noosa Shire Council, the State Government and the local community. The Shire Business Centre Master Plan comprises business, employment, residential and open space uses, as illustrated on the Shire Business Centre Map SBC at Appendix A.

Stage 1 of Noosa Civic included retail, warehouse and commercial land uses and opened on 12 October 2006. Stage 2 comprises commercial office space and is due to open in October 2008. The Stage 3 retail expansion proposes further retail and commercial uses along with a civic space on the land located immediately east of the existing shopping centre.

Cardno Eppell Olsen has been commissioned to prepare a traffic impact assessment to accompany a development application for the Stage 3 retail expansion.

### **1.2 Scope of Work**

The traffic impact assessment includes:

- review of existing operation to establish the traffic generation of existing uses and base operating conditions;
- review of access arrangements, internal circulation and integration with existing development;
- review of parking, loading and service arrangements;
- potential external network impacts;
- pedestrian and bicycle provision;
- provision for a transport hub;
- compliance with relevant standards and planning, including Australian Standards, AUSTRROADS and The Noosa Plan 2006.

The traffic impact assessment is detailed in the main report with the completed planning scheme code templates provided at Appendix A.

## **2.0 EXISTING SITUATION**

### **2.1 Development Site**

The development site is generally bounded by Eenie Creek Road and Walter Hay Drive. The site is partly occupied by Stage 1 and 2 land uses, with the remainder of the site largely undeveloped. An environmental corridor divides the existing and proposed shopping centre sites.

Access to the Shire Business Centre is currently achieved via two external roundabouts, located on Eenie Creek Road and Walter Hay Drive. The Stage 3 expansion proposes an additional access point from Walter Hay Drive, which was always envisaged and has already been constructed. For the purpose of this report, the access points will be referred to as the Western Site Access, Northern Site Access and Southern Site Access, respectively. The existing and proposed road network is illustrated on Figure 2.1.

An internal circulation road currently exists, linking the existing Eenie Creek Road and Walter Hay Drive access points. This road will be described as the ring road herein. The south western section of this link currently ends at the Stage 1 loading area. It is proposed to extend this link to the new access point on Walter Hay Drive. This section will be described as the southern part of the ring road herein.

### **2.2 Surrounding Area**

The development site is located within the Shire Business Zone. Existing industrial precincts bound the site to the west and north with the balance of the site fronting open space precincts. The Noosaville Zone Map ZM8 and Map1 Road, Rail and Air Transport at Appendix A illustrate the land use and major road network in the surrounding area.

The site is well connected to the major road network with access roundabouts on Eenie Creek Road and Walter Hay Drive. Key features of the surrounding road network are discussed in the following sections.

**Eenie Creek Road** functions as a major east west connection. The link is generally four lanes in cross section with a posted speed of 60km/hr in the vicinity of the development site. Pedestrian and bicycle facilities are available on and off road along the site frontage. Eenie Creek Road is reduced to two lanes in width, with an 80km/hr posted speed in the section east of Reef Street. Work is currently underway to extend this connection to Ben Lexcen Drive, Noosa Beach.



**LEGEND**

- Existing Road Alignment
- Proposed Road Alignment



Drawing Title:  
Site Locality Plan

Figure No: 2.1  
Date: 29.11.07  
Project No: CE005717

Image © 2007 Digital Globe  
File B

**Walter Hay Drive** is a recently constructed north south link. The northern section of this link, adjacent to the Noosa Shire Business Centre, provides a four lane divided cross section with a posted speed of 60km/hr. Further south, the link progressively increases from 80km/hr to 100km/hr and takes on a more rural two lane form. Partially constructed footpaths and bicycle paths are provided at intersections and along the northern sections of the link.

Other major north south connections within the broader road network are provided by **Eumundi-Noosa Road** and **Reef Street**. The section of Eumundi Noosa Road north of Eenie Creek Road and Reef Street both comprise an urban form with a 60km/h posted speed limit and major intersections are controlled by roundabout or priority treatments.

Eumundi-Noosa Road between Beckmans Road and Goodchap Street has a four lane cross section. The northern section reduces to two lanes with intermittent widening at intersections. The section south of Beckmans Road takes on a more rural form with a two lane cross section and an 80km/h posted speed. No pedestrian and bicycle facilities are provided along the southern section. Reef Street has a two lane divided cross section.

**Beckmans Road** is a two lane road east-west link with limited access. Intersections are provided in either roundabout or unsignalised form. A shared pedestrian and bicycle path is provided along the northern side of Beckmans Road. This path extends for approximately 400m between Swanbourne Way and Eumundi-Noosa Road.

The external bicycle and pedestrian network is shown on Map 2 Pathways at Appendix A.



# Noosa Civic retail expansion traffic report



Prepared for  
WA Stockwell Pty Ltd

December 2007

Contents	Page Number
<b>EXECUTIVE SUMMARY</b>	<b>V</b>
<b>1.0 INTRODUCTION</b>	<b>1</b>
1.1 Background	1
1.2 Scope of Work	1
<b>2.0 EXISTING SITUATION</b>	<b>2</b>
2.1 Development Site	2
2.2 Surrounding Area	2
2.3 Background Traffic	4
2.4 Background Growth	4
2.5 Planned Road Upgrading	5
<b>3.0 PROPOSED DEVELOPMENT</b>	<b>6</b>
3.1 Development Schedule	6
3.2 Traffic Distribution	7
3.3 Traffic Generation	8
<b>4.0 SITE LAYOUT</b>	<b>11</b>
4.1 Access Arrangement	11
4.2 Parking Provision & Layout	11
4.3 Loading & Servicing	13
4.5 Mobility Plan	14
4.5 Consideration	15
<b>5.0 EXTERNAL TRAFFIC IMPACTS</b>	<b>16</b>
5.1 Walter Hay Drive/Northern Site Access Intersection	17
5.2 Eenie Creek Road/Walter Hay Drive Intersection	18
5.3 Eenie Creek Road/Reef Street Intersection	21
5.4 Reef Street/Weyba Road/Mary Street Intersection	22
5.4 Eenie Creek Road/Western Site Access intersection	24
5.5 Eenie Creek Road/Eumundi-Noosa Road/Commerce Court Intersection	26
5.6 Eumundi-Noosa Road/Walter Hay Drive/Venture Drive Intersection	27
5.8 Eumundi-Noosa Road/Goodchap Street/College Access Intersection	30
5.9 Eumundi-Noosa Road/Gibson Road/Wallace Drive Intersection	32
5.10 Eumundi-Noosa Road/Hilton Terrace/Gympie Terrace Intersection	34
5.11 Eumundi-Noosa Road/Beckmans Road Intersection	35
5.12 Walter Hay Drive/Southern Site Access Intersection	36
5.14 Northern Site Access/Ring Road Intersection	37

5.15	Western Site Access/Ring Road Intersection	38
5.16	Analysis Summary	39
<b>6.0</b>	<b>PUBLIC TRANSPORT</b>	<b>40</b>
6.1	Future Planning	40
6.2	Existing Provision	40
6.3	Future Provision	40

**TABLES:**

3.1	Seasonal Variation
3.2	Thursday Generation
3.3	Saturday Generation
3.4	Stage 3 Peak Hour Demand
5.1	Walter Hay Drive/Northern Site Access – Intersection Performance (DOS)
5.2	Eenie Creek Road/Walter Hay Drive – Intersection Performance (DOS)
5.3	Eenie Creek Road/Walter Hay Drive – Modified Intersection Performance (DOS)
5.4	Eenie Creek Road/Reef Street – Intersection Performance (DOS)
5.5	Reef Street/Weyba Road/Mary Street – Intersection Performance (DOS)
5.6	Reef Street/Weyba Road/Mary Street – Modified Intersection Performance (DOS)
5.7	Eenie Creek Road/Western Site Access – Intersection Performance (DOS)
5.8	Eenie Creek Road/Western Site Access – Modified Intersection Performance (DOS)
5.9	Eenie Creek Road/Eumundi-Noosa Road/Commerce Court - Intersection Performance (DOS)
5.10	Eumundi-Noosa Road/Walter Hay Drive/Venture Drive - Intersection Performance (DOS)
5.11	Eumundi-Noosa Road/Walter Hay Drive/Venture Drive - Modified Intersection Performance (DOS)
5.12	Eumundi-Noosa Road/Goodchap Street/College Access – Intersection Performance (DOS)
5.13	Eumundi-Noosa Road/Goodchap Street/College Access – Modified Intersection Performance (DOS)
5.14	Eumundi-Noosa Road/Gibson Road/Wallace Drive - Intersection Performance (DOS)
5.15	Eumundi-Noosa Road/Gibson Road/Wallace Drive - Modified Intersection Performance (DOS)
5.16	Eumundi- Noosa Road/Hilton Terrace/Gympie Terrace - Intersection Performance (DOS)
5.17	Eumundi-Noosa Road/Beckmans Road – Intersection Performance (DOS)
5.18	Walter Hay Drive/Southern Site Access - Intersection Performance (DOS)
5.19	Northern Site Access/Ring Road – Intersection Performance (DOS)
5.20	Western Site Access/Ring Road – Intersection Performance (DOS)

**Noosa Civic Stage 3**

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**FIGURES:**

- 2.0 Site Locality Plan
- 2.1 External 2007 Existing Traffic Volumes
- 2.2 Internal 2007 Existing Traffic Volumes
- 2.3 External 2012 Existing Traffic Volumes
- 2.4 Internal 2012 Existing Traffic Volumes
- 2.5 External 2022 Existing Traffic Volumes
- 2.6 Internal 2022 Existing Traffic Volumes
- 3.1 Distribution
- 3.2 Stage 3 – External Development Traffic Volumes
- 3.3 Stage 3 – Internal Development Traffic Volumes
- 5.1 External 2012 with Development Traffic Volumes
- 5.2 Internal 2012 with Development Traffic Volumes
- 5.3 External 2022 with Development Traffic Volumes
- 5.4 Internal 2022 with Development Traffic Volumes
- 5.5 Walter Hay Drive/Northern Site Access – Existing Intersection Layout
- 5.6 Eenie Creek Road/Walter Hay Drive – Existing Intersection Layout
- 5.7 Eenie Creek Road/Walter Hay Drive – Modified Intersection Layout
- 5.8 Eenie Creek Road/Reef Street – Existing Intersection Layout
- 5.9 Reef Street/Weyba Road – Existing Intersection Layout
- 5.10 Reef Street/Weyba Road – Modified Intersection Layout
- 5.11 Eenie Creek Road/Western Site Access – Existing Intersection Layout
- 5.12 Eenie Creek Road/Western Site Access – Modified Intersection Layout
- 5.13 Eenie Creek Road/Eumundi-Noosa Road/Commerce Court – Existing Intersection Layout
- 5.14 Eumundi-Noosa Road/Walter Hay Drive/Venture Drive – Existing Intersection Layout
- 5.15 Eumundi-Noosa Road/Walter Hay Drive/Venture Drive – Modified Intersection Layout
- 5.16 Eumundi-Noosa Road/Goodchap Street/College Access – Existing Intersection Layout
- 5.17 Eumundi-Noosa Road/Goodchap Street/College Access -Modified Intersection Layout
- 5.18 Eumundi-Noosa Road/Gibson Road/Wallace Drive – Existing Intersection Layout
- 5.19 Eumundi-Noosa Road/Gibson Road/Wallace Drive – Modified Intersection Layout
- 5.20 Eumundi- Noosa Road/Hilton Terrace/Gympie Terrace – Existing Intersection Layout
- 5.21 Eumundi-Noosa Road/Beckmans Road – Existing Intersection Layout
- 5.22 Walter Hay Drive/Southern Site Access – Existing Intersection Layout
- 5.23 Northern Site Access/Ring Road – Proposed Intersection Layout
- 5.24 Western Site Access/Ring Road – Existing Intersection Layout
- 6.1 Noosa Civic Internal Bus Routes

### Noosa Civic Stage 3

**APPENDICES:**

- A The Noosa Plan
- B Traffic Counts
- C Traffic Generation
- D Site Layout
- E Pedestrian & Bicycle Provision
- F Public Transport

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## EXECUTIVE SUMMARY

This report documents the traffic assessment of the proposed Stage 3 retail and commercial development at Noosa Civic. The assessment considers the integration with currently approved uses, best practice guidelines, relevant standards and current planning. The report has addressed external impacts, internal layout and pedestrian, cycle and bus provisions.

The development site is located within the Shire Business Centre precinct. Current land uses on the site include the Stage 1 and 2 retail and commercial precincts. Access to the existing site is achieved via two external roundabouts, located on Eenie Creek Road and Walter Hay Drive. The Stage 3 expansion proposes an additional access point from Walter Hay Drive, which was always envisaged and has already been constructed. An internal circulation road currently exists, linking the existing Eenie Creek Road and Walter Hay Drive access points. It is proposed to extend this link to provide access to Stage 3.

Surveys of the existing Stage 1 land uses were used to determine the traffic generation potential for the site. Seasonal variation and difference in the weekday and weekend operation were also considered in identifying the expected traffic generation. A typical Thursday peak hour volume of 1,626vph and weekend midday peak demand of 1,777vph was distributed on the traffic network in accordance with the resident shopper distribution identified in the economic assessment undertaken by Foresight Partners.

Key intersections were analysed for a 2012 and 2022 scenario to represent operation with and without development at the opening stage and at the ten year design horizon. It has been identified that a number of intersections will exceed practical capacity levels in this timeframe due to background growth, including:

- Eenie Creek Road/Walter Hay Drive intersection;
- Reef Street/Weyba Road intersection;
- Eenie Creek Road/Eumundi-Noosa Road intersection;
- Eumundi-Noosa Road/Walter Hay Drive/Venture Drive intersection;
- Eumundi-Noosa Road/Goodchap Street intersection;
- Eumundi-Noosa Road/Gibson Road/Wallace Drive intersection;
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These roundabout intersections are generally built to a reasonably high capacity standard and in most scenarios it would be difficult to increase the capacity if it is desirable to maintain the existing intersection type rather than upgrading to a traffic signal form. The capacity constraints are largely related to major north south links, particularly Eumundi-Noosa Road and Eenie Creek Road, and it may be suitable to consider alternative links to reduce the traffic load along these links. The proposed Rene Street connection may work to alleviate some of the traffic load on these links.

### Noosa Civic Stage 3

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It should also be noted that a relatively high sustained growth of 3.5% (linear) has been used to identify the projected demand in future years. This is consistent with current traffic growth patterns but exceeds the expected population growth, especially given that the Noosa Plan identifies a population constraint in future years.

The additional demand from the development results in a need to bring forward upgrades. In some instances relatively minor works result in a significant improvement to operations. This is the case for the following intersections:

- Eenie Creek Road/Walter Hay Drive intersection would require 150m short lanes on Walter Hay Drive (north);
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Pedestrian and bicycle paths connect the internal retail, commercial and civic areas with commuter and recreational paths provided to external areas.

**Noosa Civic Stage 3**

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The centre forms part of the Council and TransLink transit planning scheme and would be designated as one of four transit hubs to be located within the Shire. The existing bus stop facility provides a high standard facility and would be able to accommodate a higher demand and increasing frequency of services. Modifications have been considered to increase the available space for buses to accommodate a total of four bays in the ultimate arrangement.

TransLink and Council are also considering options to improve signage and information facilities around the network. Potential options for the Noosa Civic facility will need to be developed in negotiation with the proponent.

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## **1.0 INTRODUCTION**

### **1.1 Background**

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Cardno Eppell Olsen has been commissioned to prepare a traffic impact assessment to accompany a development application for the Stage 3 retail expansion.

### **1.2 Scope of Work**

The traffic impact assessment includes:

- review of existing operation to establish the traffic generation of existing uses and base operating conditions;
- review of access arrangements, internal circulation and integration with existing development;
- review of parking, loading and service arrangements;
- potential external network impacts;
- pedestrian and bicycle provision;
- provision for a transport hub;
- compliance with relevant standards and planning, including Australian Standards, AUSTRROADS and The Noosa Plan 2006.

The traffic impact assessment is detailed in the main report with the completed planning scheme code templates provided at Appendix A.

## **2.0 EXISTING SITUATION**

### **2.1 Development Site**

The development site is generally bounded by Eenie Creek Road and Walter Hay Drive. The site is partly occupied by Stage 1 and 2 land uses, with the remainder of the site largely undeveloped. An environmental corridor divides the existing and proposed shopping centre sites.

Access to the Shire Business Centre is currently achieved via two external roundabouts, located on Eenie Creek Road and Walter Hay Drive. The Stage 3 expansion proposes an additional access point from Walter Hay Drive, which was always envisaged and has already been constructed. For the purpose of this report, the access points will be referred to as the Western Site Access, Northern Site Access and Southern Site Access, respectively. The existing and proposed road network is illustrated on Figure 2.1.

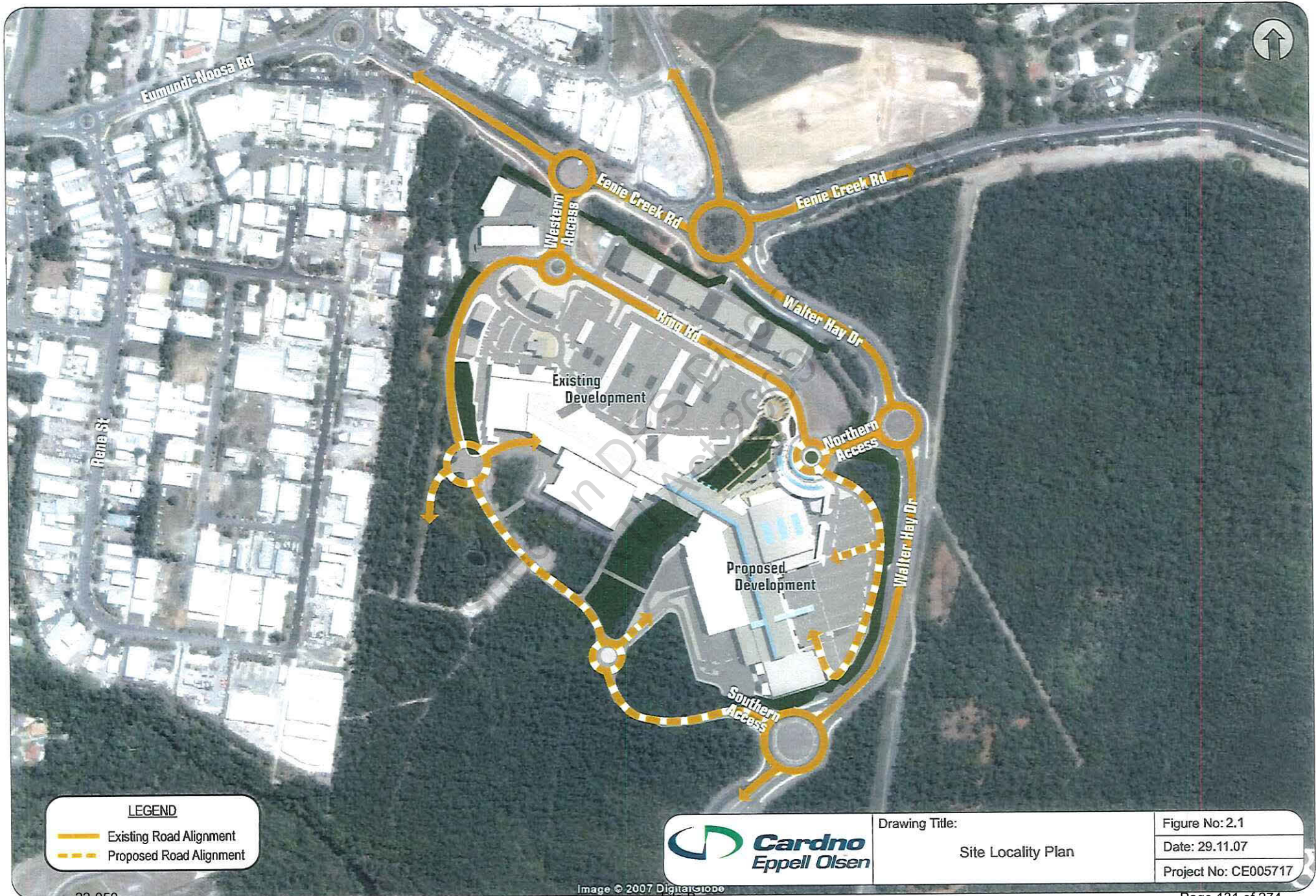
An internal circulation road currently exists, linking the existing Eenie Creek Road and Walter Hay Drive access points. This road will be described as the ring road herein. The south western section of this link currently ends at the Stage 1 loading area. It is proposed to extend this link to the new access point on Walter Hay Drive. This section will be described as the southern part of the ring road herein.

### **2.2 Surrounding Area**

The development site is located within the Shire Business Zone. Existing industrial precincts bound the site to the west and north with the balance of the site fronting open space precincts. The Noosaville Zone Map ZM8 and Map1 Road, Rail and Air Transport at Appendix A illustrate the land use and major road network in the surrounding area.

The site is well connected to the major road network with access roundabouts on Eenie Creek Road and Walter Hay Drive. Key features of the surrounding road network are discussed in the following sections.

**Eenie Creek Road** functions as a major east west connection. The link is generally four lanes in cross section with a posted speed of 60km/hr in the vicinity of the development site. Pedestrian and bicycle facilities are available on and off road along the site frontage. Eenie Creek Road is reduced to two lanes in width, with an 80km/hr posted speed in the section east of Reef Street. Work is currently underway to extend this connection to Ben Lexcen Drive, Noosa Beach.



**LEGEND**

- Existing Road Alignment
- Proposed Road Alignment



Drawing Title:  
Site Locality Plan

Figure No: 2.1  
Date: 29.11.07  
Project No: CE005717

**Walter Hay Drive** is a recently constructed north south link. The northern section of this link, adjacent to the Noosa Shire Business Centre, provides a four lane divided cross section with a posted speed of 60km/hr. Further south, the link progressively increases from 80km/hr to 100km/hr and takes on a more rural two lane form. Partially constructed footpaths and bicycle paths are provided at intersections and along the northern sections of the link.

Other major north south connections within the broader road network are provided by **Eumundi-Noosa Road** and **Reef Street**. The section of Eumundi Noosa Road north of Eenie Creek Road and Reef Street both comprise an urban form with a 60km/h posted speed limit and major intersections are controlled by roundabout or priority treatments.

Eumundi-Noosa Road between Beckmans Road and Goodchap Street has a four lane cross section. The northern section reduces to two lanes with intermittent widening at intersections. The section south of Beckmans Road takes on a more rural form with a two lane cross section and an 80km/h posted speed. No pedestrian and bicycle facilities are provided along the southern section. Reef Street has a two lane divided cross section.

**Beckmans Road** is a two lane road east-west link with limited access. Intersections are provided in either roundabout or unsignalised form. A shared pedestrian and bicycle path is provided along the northern side of Beckmans Road. This path extends for approximately 400m between Swanbourne Way and Eumundi-Noosa Road.

The external bicycle and pedestrian network is shown on Map 2 Pathways at Appendix A.

### 2.3 Background Traffic

As part of the traffic assessment, Cardno Eppell Olsen commissioned Australasian Traffic Surveys (ATS) to undertake traffic surveys at key intersections and centre access points to establish current traffic volumes, development traffic generation and parking demand. Surveys were undertaken on Thursday 11 October 2007 (3:00pm – 6:00pm) and Saturday 13 October 2007 (11:00am – 2:00pm), at the following locations:

- Walter Hay Drive/Northern Site Access intersection;
- Eenie Creek Road/Walter Hay Drive intersection;
- Eenie Creek Road/Reef Street intersection;
- Reef Street/Weyba Road/Mary Street intersection;
- Western Site Access/Ring Road intersection;
- Eenie Creek Road/Western Site Access intersection;
- Eenie Creek Road/Eumundi-Noosa Road/Commerce Court intersection;
- Eumundi-Noosa Road/Walter Hay Drive/Venture Drive intersection;
- Eumundi-Noosa Road/Goodchap Street/College Access intersection;
- Eumundi-Noosa Road/Gibson Road/Wallace Drive intersection;
- Eumundi- Noosa Road/Hilton Terrace/Gympie Terrace intersection;
- Eumundi-Noosa Road/Beckmans Road intersection.

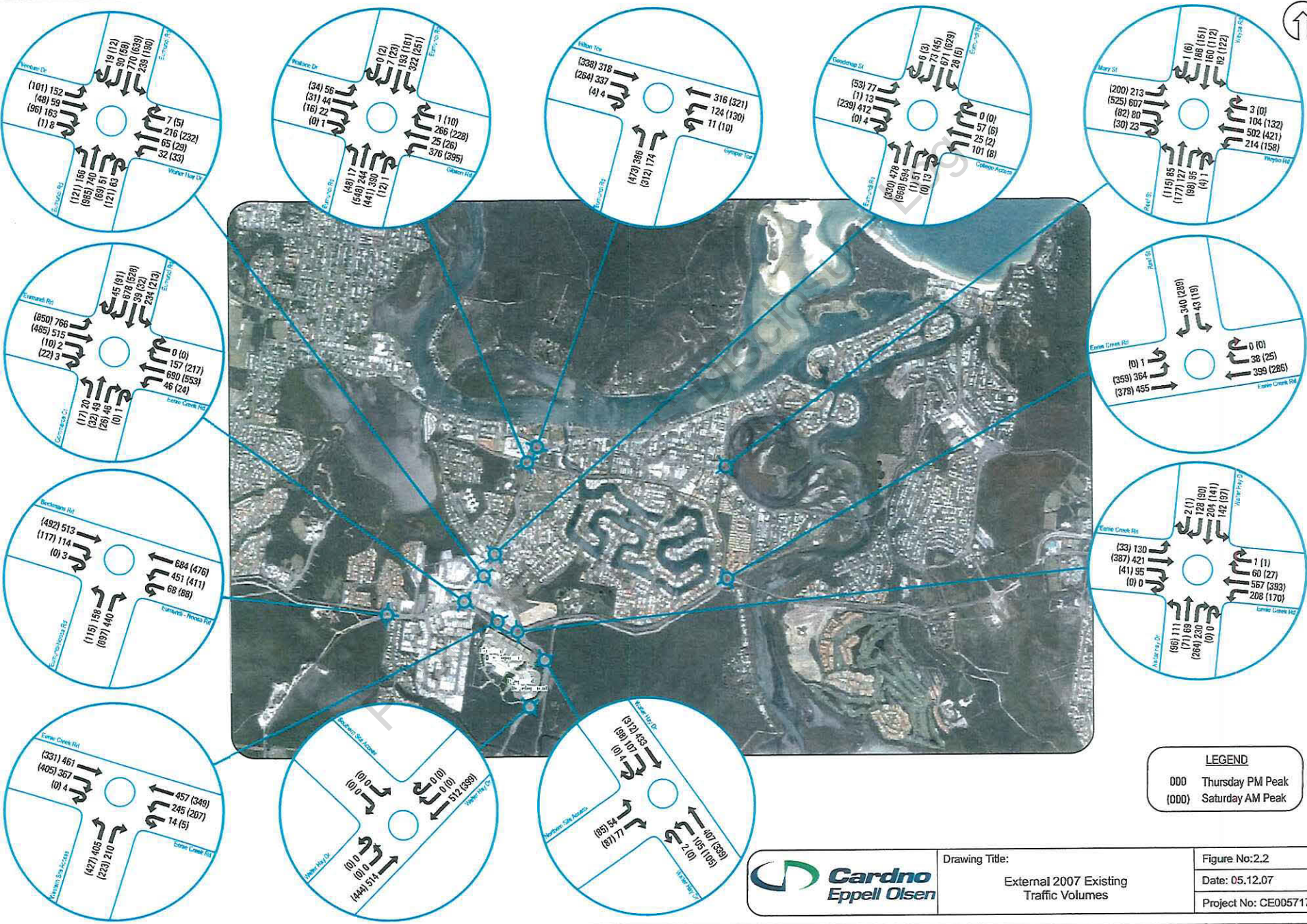
The peak demand period at each intersection varied across the network. For the purpose of a conservative analysis, the assessment documented herein considers the peak at each location. The observed traffic volumes are shown on Figures 2.2 & 2.3 with more detailed traffic count information provided at Appendix B.

### 2.4 Background Growth

The surrounding road network has undergone significant changes in recent years, including the extension of Walter Hay Drive and widening of Eenie Creek Road from two lanes to four in the last 18 months. The use of historic data, such as the traffic count data provided in the 2003 Holland traffic Consulting (HTC) traffic report submitted with the Stage 1 application, is therefore unsuitable for growth projections on the main road network.

Noosa Shire Council has provided more recent data to allow an estimate of annual growth for key links and a 3.5% linear growth has been adopted in accordance with their best estimate (3.5 – 4.5%). It is recognised that later year growth is uncertain given the implications of long term development planning and new infrastructure.

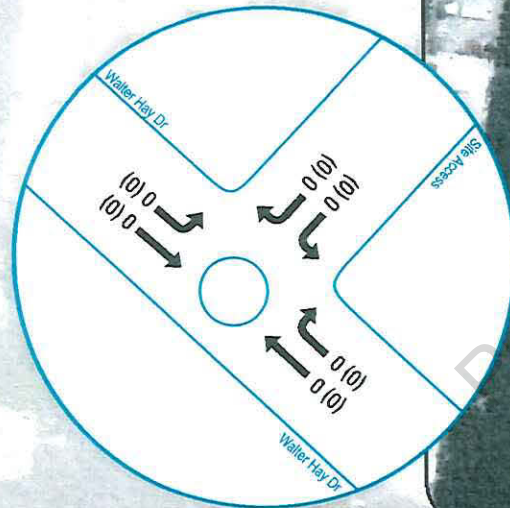
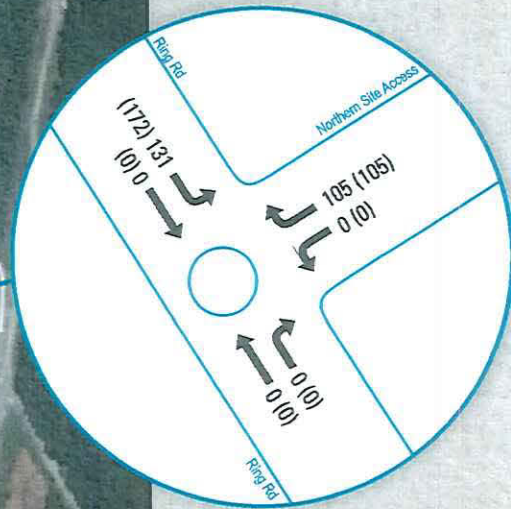
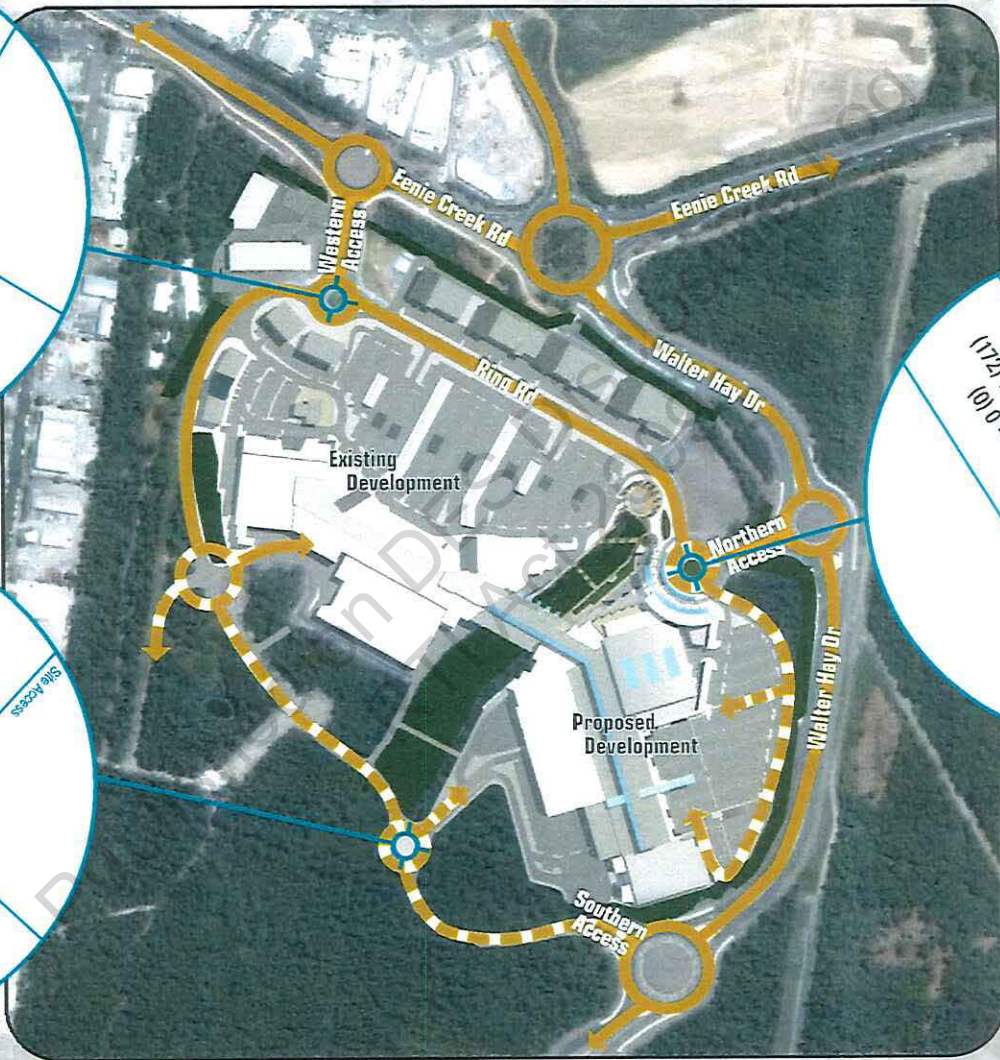
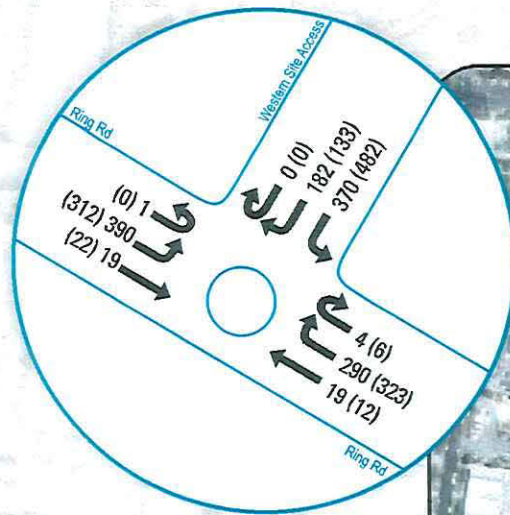
The projected 2012 & 2022 background traffic volumes are illustrated on Figures 2.4 – 2.7.



**LEGEND**  
 000 Thursday PM Peak  
 (000) Saturday AM Peak

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	External 2007 Existing Traffic Volumes	Date: 05.12.07
		Project No: CE005717

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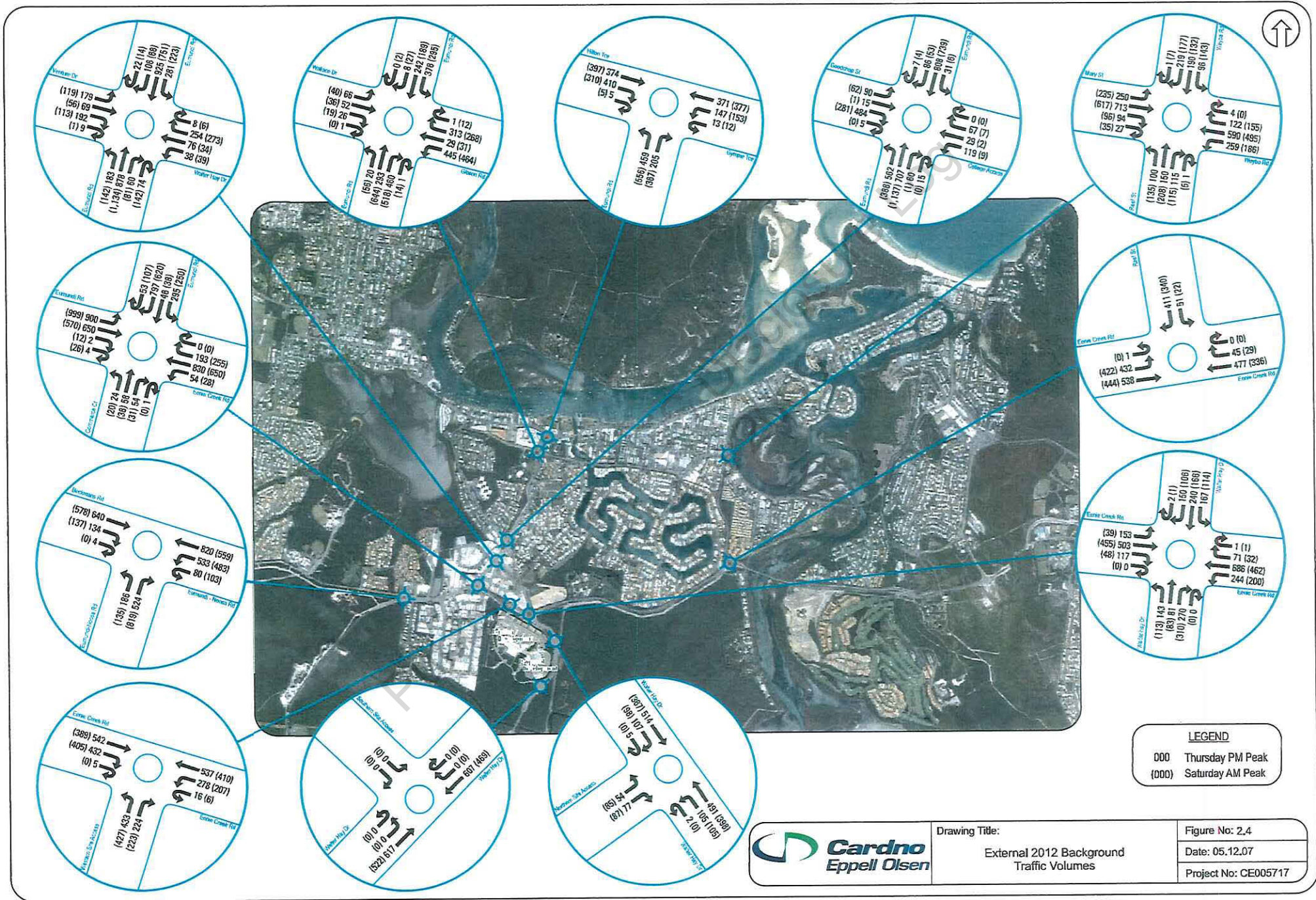


LEGEND	
000	Thursday PM Peak
(000)	Saturday AM Peak
	Existing Road Alignment
	Future Road Alignment



Drawing Title:  
Internal 2007 Existing  
Traffic Volumes

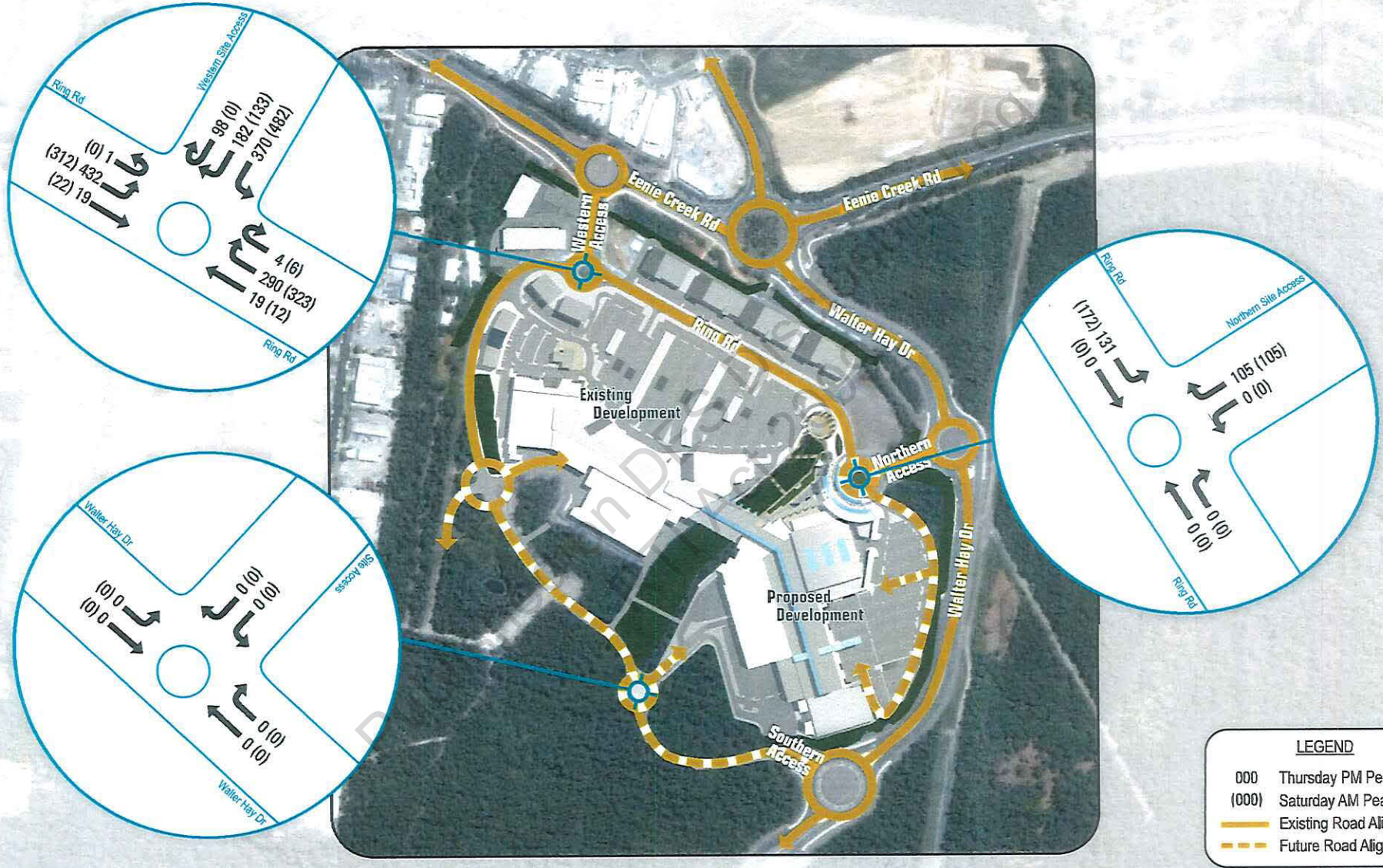
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Date: 29.11.07  
Project No: CE005717



Drawing Title:  
 External 2012 Background  
 Traffic Volumes

Figure No: 2.4  
 Date: 05.12.07  
 Project No: CE005717



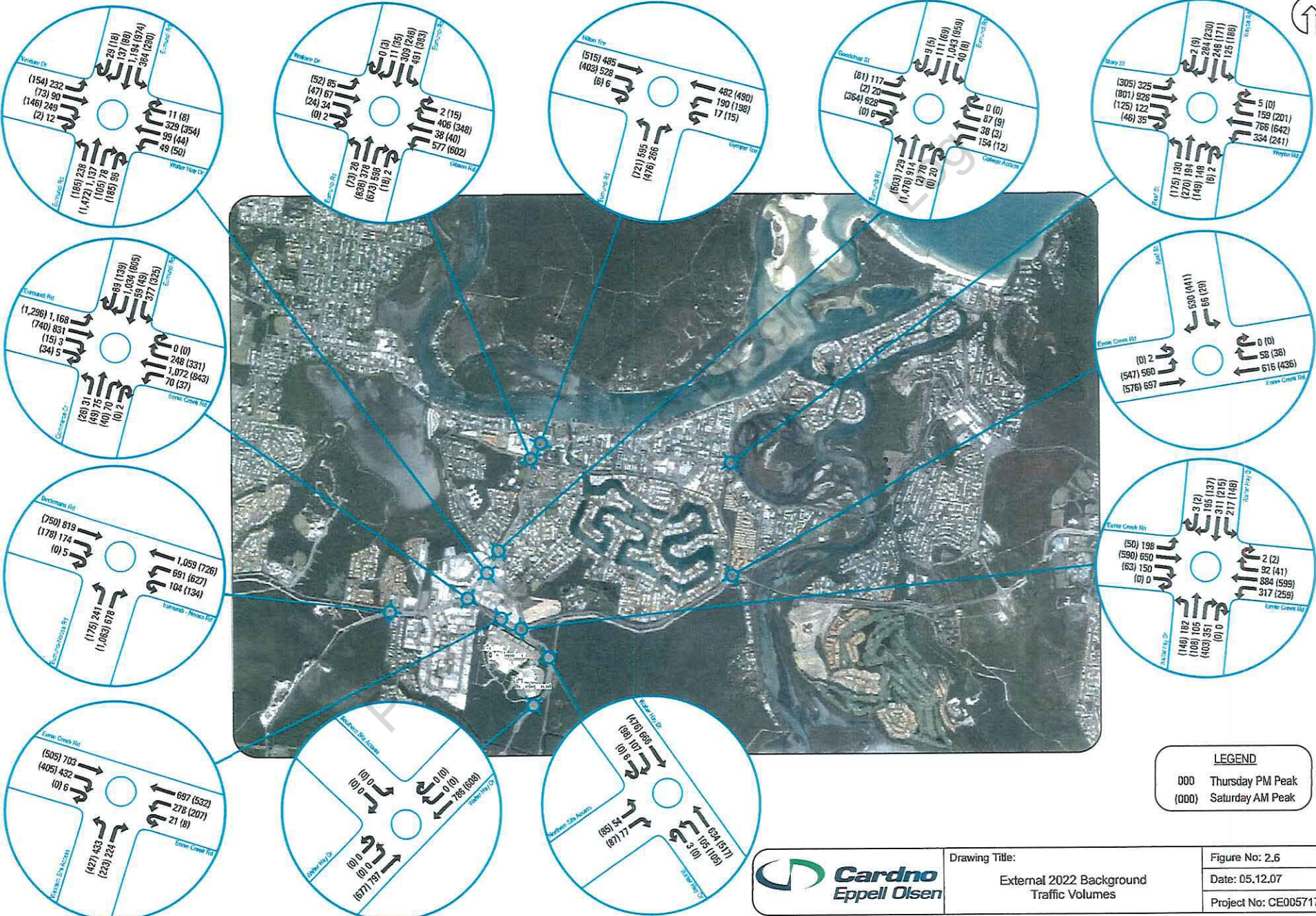


LEGEND	
000	Thursday PM Peak
(000)	Saturday AM Peak
	Existing Road Alignment
	Future Road Alignment



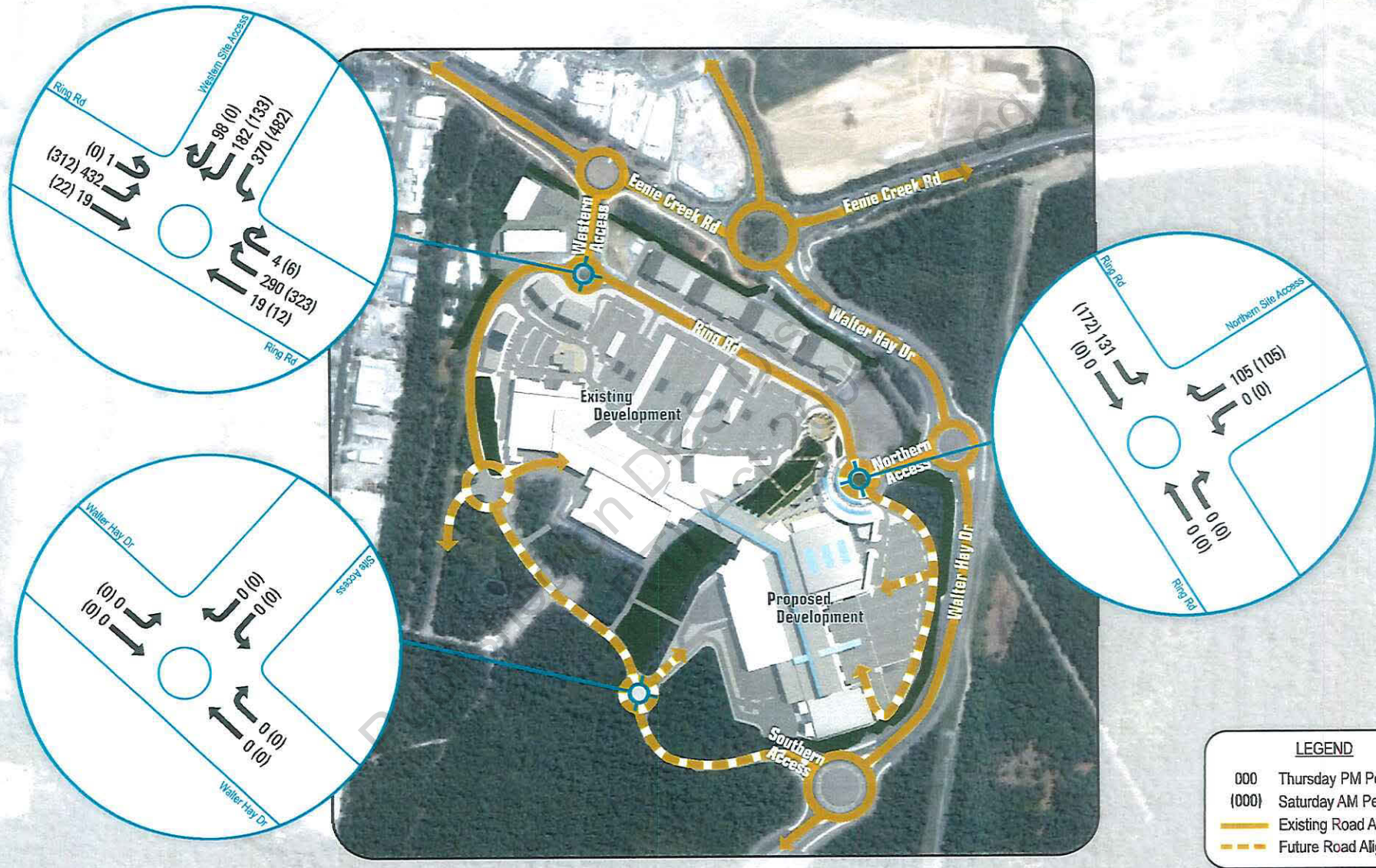
Drawing Title:  
Internal 2012 Background  
Traffic Volumes

Figure No: 2.5  
Date: 29.11.07  
Project No: CE005717



Drawing Title:  
 External 2022 Background  
 Traffic Volumes

Figure No: 2.6  
 Date: 05.12.07  
 Project No: CE005717



Drawing Title:  
Internal 2022 Background  
Traffic Volumes

Figure No: 2.7  
Date: 29.11.07  
Project No: CE005717

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Screen 10/11/11

## 2.5 Planned Road Upgrading

Review of current planning identifies the following Council Projects:

- Beckmans Road upgrade, Tewantin bypass. No funding has been allocated for this link, however negotiations with State Government are underway to enable the upgrades as soon as possible. The proposed planning layout (November 2006) is included at Appendix A;
- Construction of Stage 3 of Eenie Creek Road, between Langura Street and Ben Lexcen Drive, is currently underway. A figure illustrating the alignment of the planned extension is included at Appendix A;
- Noosa Shire Council's Infrastructure Charges Plan also includes upgrading works on Eumundi Road between Gibson Road and Venture Drive. The cross section on Eumundi Road currently varies between a two lane and four lane configuration.

It is understood that S & L Developments are expected to complete the southern section of the ring road, between the Stage 1 loading area in the south western corner of the site and Walter Hay Drive, sometime next year. The proposed works would include a connection between Rene Street and the ring road. The new intersection with Rene Street is proposed in a roundabout configuration.

### 3.0 PROPOSED DEVELOPMENT

#### 3.1 Development Schedule

The proposed expansion to the Noosa Civic shopping centre is expected to incorporate a total of 41,050sq.m GFA, comprising of 35,850sq.m retail and 5,200sq.m commercial land uses. In terms of use area, the proposed land use for Stage 3 can be divided as follows:

- |                                   |                             |
|-----------------------------------|-----------------------------|
| • specialty                       | 8,000sq.m. use area;        |
| • mini majors                     | 2,000sq.m. use area;        |
| • department store                | 10,000sq.m use area;        |
| • discount department store (DDS) | 6,500sq.m use area;         |
| • supermarket                     | 3,500sq.m use area;         |
| • commercial                      | 5,000sq.m. use area;        |
| • <b>total</b>                    | <b>35,000sq.m use area.</b> |

It should be noted that the above land use mixture is preliminary in nature and is based on a high yield scenario which has been adopted as a conservative estimate for the purpose of this report.

The existing Stage 1 land use incorporates approximately:

- |                |                        |
|----------------|------------------------|
| • retail       | 23,900sq.m GFA;        |
| • business     | 2,590sq.m GFA;         |
| • commercial   | 2,335sq.m GFA;         |
| • showrooms    | 7,200sq.m GFA;         |
| • <b>total</b> | <b>36,025sq.m GFA.</b> |

The proposed Stage 2, due to open in October 2008, incorporates the addition of 7,440sq.m GFA of commercial land uses. Traffic from Stage 2 has therefore been included in the 2012 and 2022 background traffic projections. The HTC Noosa Business Centre Stage 2 traffic report (June 2007) reports an expected development generation of 140vpd in the PM peak hour for the Stage 2 component.

Most commercial/office premises operate Monday to Friday only and are expected to have a very limited traffic demand on the weekend. No additional traffic (other than background growth) has therefore been added to the Saturday midday future year volume scenarios.

### 3.2 Traffic Distribution

Stockwell has consulted Foresight Partners to provide market and economic advice. As part of the economic assessment, Foresight commissioned customer surveys at Noosa Civic to determine the existing and potential future catchment area. Surveys were undertaken in January 2007 and August 2007 which have been used to identify the catchment and distribution of traffic generated by the development.

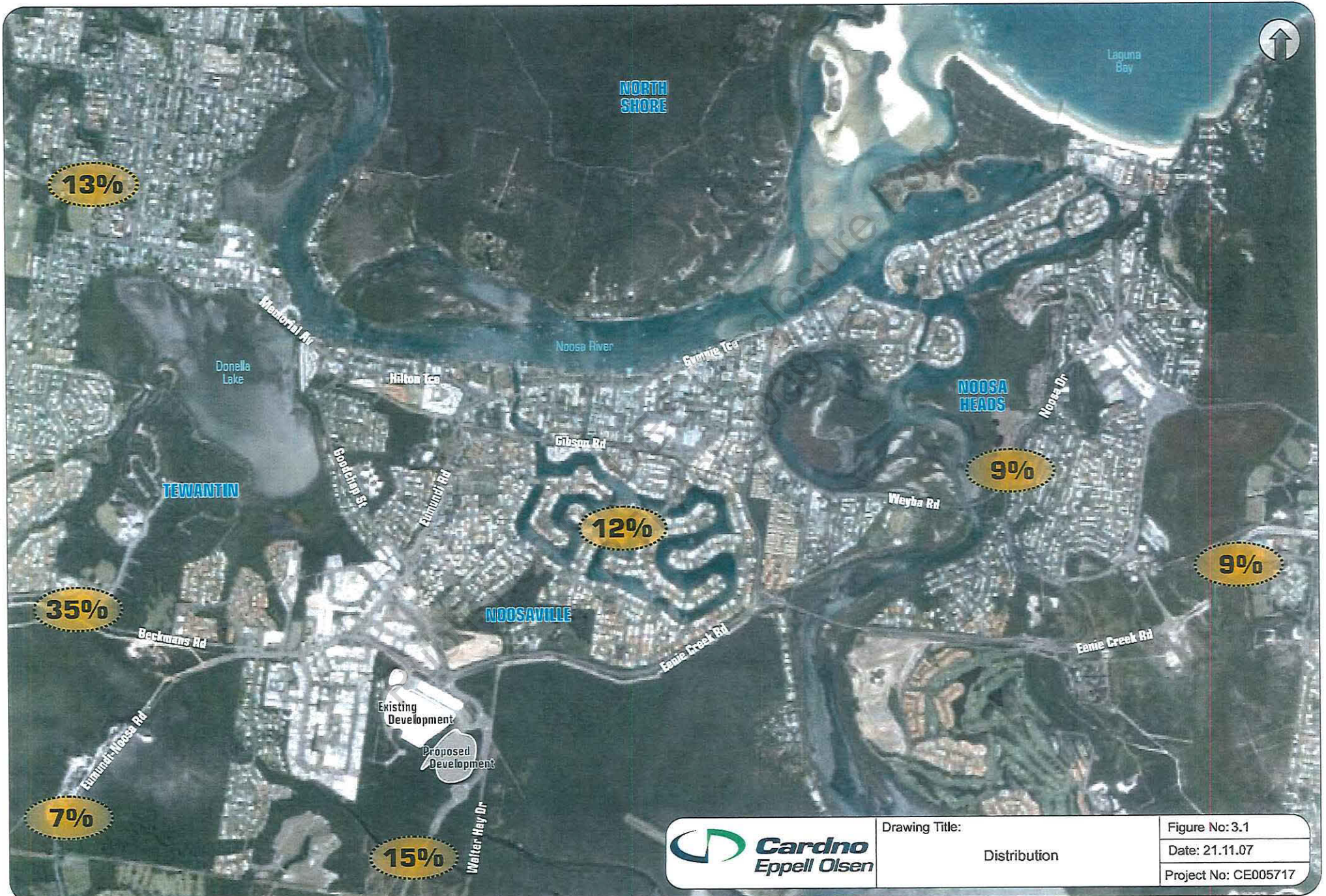
The January survey identified a high proportion, 25%, of shoppers visiting Noosa in the holiday period. The proportion of visitors reduced to 11% in the August non-holiday period. The visitor shoppers have been removed from the survey base used for traffic distribution. This is considered reasonable given that the peaks for shopping centres occur at the fringe of holiday periods and it is therefore likely that the distribution adopted represent the worst case scenario.

The survey results were plotted and split into sectors to represent the customer distribution. The sectors were predominantly based on the likely access route to Noosa Civic from the suburb or town that the customers reside in, with detailed distribution in the Noosaville area and distant zones amalgamated by major road connections.

Based on the August and January survey data, the following customer distribution has been adopted for the purpose of the traffic assessment:

- north western sector via Hilton Terrace 13%;
- western sector via Beckmans Road 35%;
- south western sector via Eumundi-Noosa Road 7%;
- southern sector via Walter Hay Drive 15%;
- coastal area (south) via Eenie Creek Road 9%;
- coastal area (north) via Weyba Road 9%;
- local area 12%.

The expected traffic distribution for the proposed development is illustrated on Figure 3.1



Drawing Title:  
Distribution

Figure No: 3.1  
Date: 21.11.07  
Project No: CE005717

### Noosa CIVIC Stage 3

Consideration of the access distribution has been made based upon the locations of car parking within the precinct. Roughly 30% of spaces are provided in the ground level car park, with the remaining 70% of spaces in the basement car park. The distribution to the external road network has been estimated based on the distance to external connections and external destinations as well as the size and location of car parks. The following distribution to site access points has been adopted:

- western site access (Eenie Creek Road) 34%;
- northern site access (Walter Hay Drive) 44%;
- southern site access (Walter Hay Drive) 22%.

The traffic assessment assumes that no significant volume of traffic uses the Rene Street connection to access the shopping centre.

### 3.3 Traffic Generation

The proposed Stage 3 expansion is expected to exhibit similar characteristics to Stage 1 and site surveys have been used to project the future traffic demand. Traffic data collected by ATS at the site access points has captured the observed demand for existing land uses. The surveyed peak hour demand at this time was:

- Thursday peak (3:00pm – 4:00pm) 1,552vph;
- Saturday peak (11:15am - 12:15pm) 1,637vph.

The observed traffic demand was compared to the average daily Thursday and Saturday demand, to identify any influence of seasonal variation. The 24hr demand on the survey days was recorded as follows:

- Thursday 11 October 2007 16,002vpd;
- Saturday 13 October 2007 13,030vpd.

The daily demand has been collected by Noosa Civic over an extended period, from 4 November 2006 to 13 October 2007. Data collected in the period 4 November 2006 to 12 January 2007 was excluded as the data suggested that the shopping centre demand was lower than typical in the first months of operation. The average daily demand recorded by Noosa Civic was identified as:

- Average Thursday 16,767vpd;
- Average Saturday 14,141vpd.



**Noosa CIVIC Stage 3**

A factor has been applied to the observed traffic generation to establish the average traffic generation rate for existing uses. Table 3.1 summarises these calculations. Further detailed calculations are available at Appendix C.

**Table 3.1** **Seasonal Variation**

Weekday	Average Daily Volume	Daily Volume at Survey Date	Factor	Surveyed Peak Hour Volume	Average Peak Hour Volume
	(vpd)	(vpd)	(average/surveyed)	(vph)	(vph)
Thursday	16,767	16,002	1.05	1,552	1,626
Saturday	14,141	13,030	1.09	1,637	1,777

The average demand for current uses has been used to calculate the projected demand for the expansion. It is noted that the proportion of retail and commercial land use within the proposed expansion is different to the current centre. The generation rate for each land use has therefore been established based on the total average peak hour volume for the site and the relative generation potential of different land uses. The theoretical generation rates reported in the HTC traffic report has been used to identify the relative generation potential.

Table 3.2 summarises the peak hour generation calculations for the Thursday peak hour scenario.

**Table 3.2** **Thursday Generation**

Land Use	Existing Yield	Theoretical Generation Potential*	Average Generation	Adopted Generation Rate
	(sq.m GFA)	(vph/100sq.m GFA)	(vph)	(vph/100sq.m GFA)
Retail	23,900	9.2	1,385	5.79
Business	2,590	3.4	55	2.14
Commercial	2,335	3.4	50	2.14
Showrooms	7,200	3.0	136	1.89
<b>Total</b>	<b>36,025</b>		<b>1,626</b>	

\*as adopted in HTC traffic report

Temporal variation for different land uses has also been considered for the Saturday peak (i.e. office/commercial activities are expected to be closed). The Saturday peak hour generation rate is therefore based on operation of retail and showroom components only. Table 3.3 summarises the Saturday traffic generation calculations.

**Table 3.3**
**Saturday Generation**

Land Use	Existing Yield	Operating Area	Theoretical Generation Potential*	Average Generation	Adopted Generation Rate
	(sq.m GFA)	(sq.m GFA)	(vph/100sq.m GFA)	(vph)	(vph/100sq.m GFA)
Retail	23,900	23,900	9.2	1,618	6.77
Business	2,590	0	3.4	0	0.00
Commercial	2,335	0	3.4	0	0.00
Showrooms	7,200	7,200	3.0	159	2.21
<b>Total</b>	<b>36,025</b>	<b>31,100</b>		<b>1,777</b>	

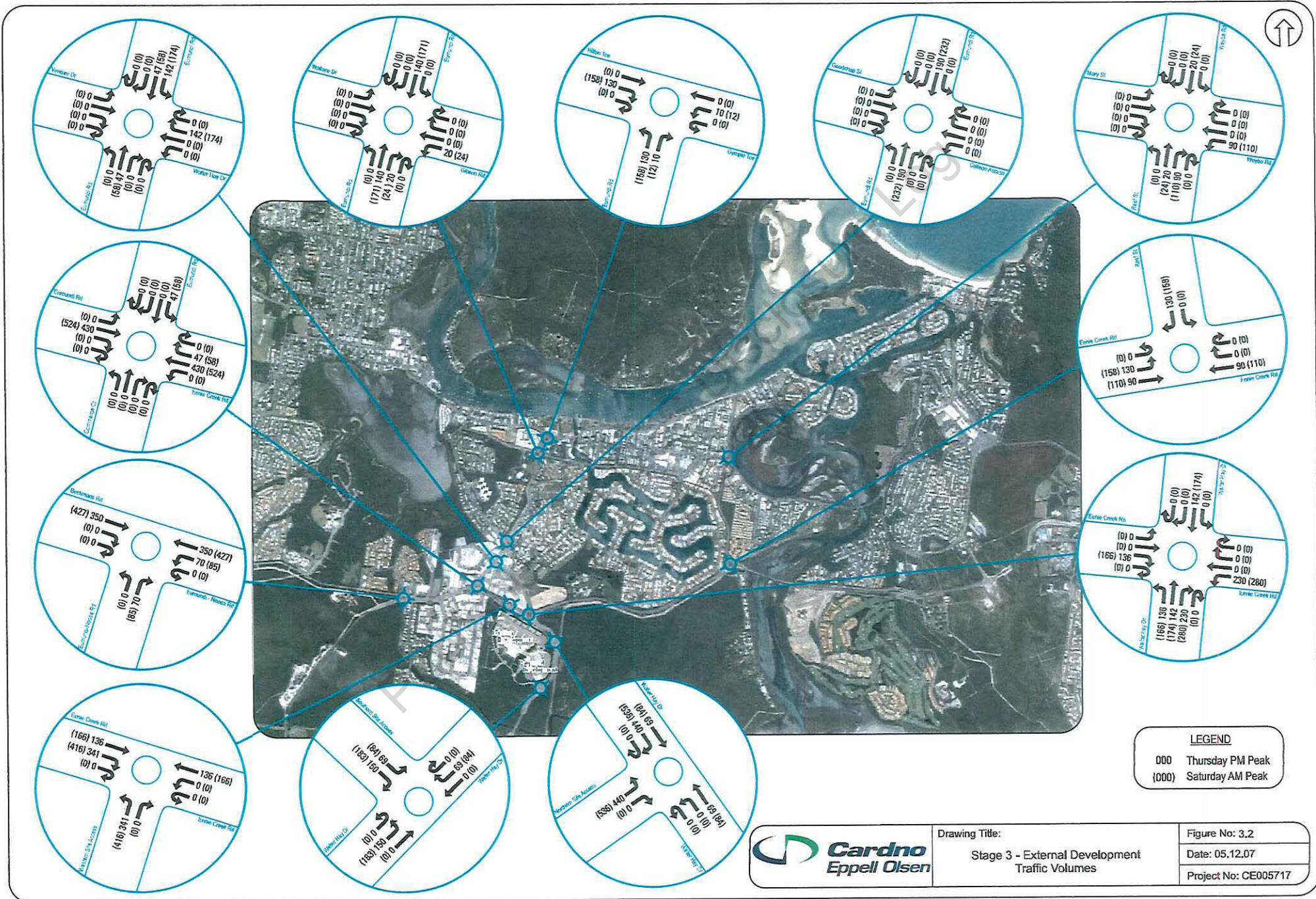
\*as adopted in HTC traffic report

The above rates have been adopted and are used herein to calculate the generation of the proposed Stage 3 expansion. The recorded proportion of inbound and outbound movements in the peak hours were of a similar magnitude and a 50%/50% in/out split has been used for Thursday and Saturday peak hour analysis.

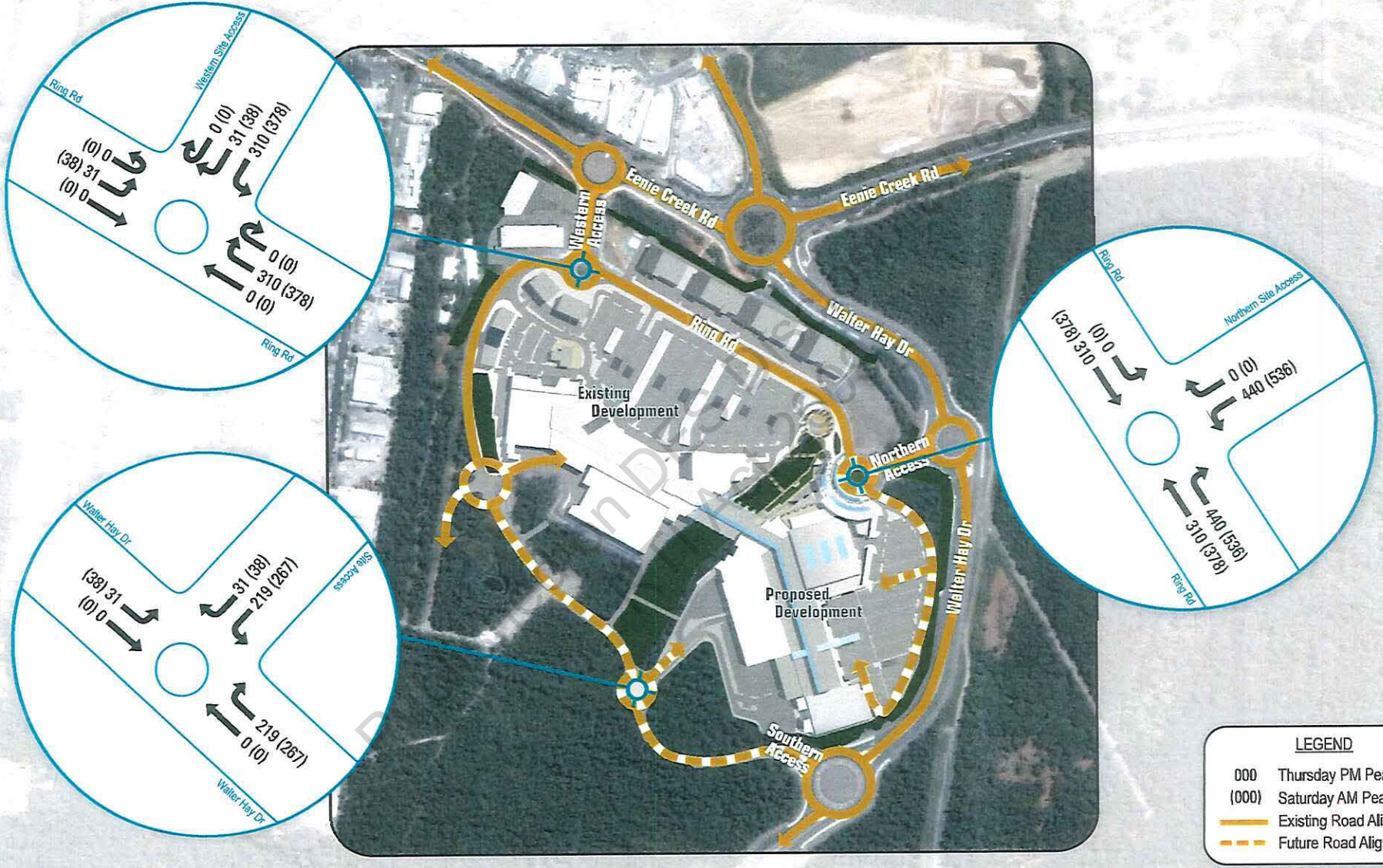
The resulting Stage 3 development traffic generation is summarised in Table 3.4 and illustrated on Figures 3.2 and 3.3.

**Table 3.4**
**Stage 3 Peak Hour Demand**

Land Use	Proposed Yield	Thursday Generation	Saturday Generation
	(sq.m GFA)	(vph)	(vph)
Retail Mall (including foyer)	35,850	2,076	2,427
Commercial	5,200	111	0
<b>Total</b>	<b>41,050</b>	<b>2,187</b>	<b>2,427</b>



	Drawing Title:	Figure No: 3.2
	Stage 3 - External Development Traffic Volumes	Date: 05.12.07
		Project No: CE005717



**LEGEND**

000	Thursday PM Peak
(000)	Saturday AM Peak
	Existing Road Alignment
	Future Road Alignment



Drawing Title:  
 Stage 3 - Internal Development  
 Traffic Volumes

Figure No: 3.3  
 Date: 29.11.07  
 Project No: CE005717

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## **4.0 SITE LAYOUT**

The proposed site layout, as shown on Drawing No: 491811-100 at Appendix D, has been assessed in terms of access, parking, service and pedestrian mobility. This is discussed in the following sections.

### **4.1 Access Arrangement**

Access to the site is proposed via the existing access roundabout at Eenie Creek Road ("western site access"), the existing access roundabout at Walter Hay Drive ("northern site access") and a new access intersection located further south on Walter Hay Drive ("southern site access"). It is proposed to provide access to Stage 3 via an extension of the internal ring road. The ring road/northern site access intersection would be provided as a three way roundabout with the ring road extension forming the southern approach.

The southern site access is currently provided as a three way roundabout and has been constructed as far as the site boundary. The site access will be extended to meet the south-western extent of the existing ring road (south of current uses). The southern part of the ring road will provide access to rear loading docks and basement car parking.

### **4.2 Parking Provision & Layout**

Stage 3 parking is proposed in two major areas: an at grade car park to provide convenient access to the supermarket, commercial and civic components and an undercover basement car park to be located directly below the Stage 3 retail mall. The layout of the proposed parking areas and internal roads are illustrated on drawing numbers 491702-101 and 491702-102 at Appendix D.

The ground level car park would gain access from the proposed northern access/ring road roundabout. Access to the basement car park is proposed via the southern access and ring road and a ramp to the at grade car park.

Based on the parking rates identified in the HTC traffic report and the approved rates for Stage 1 and 2, the site would require parking as follows:

- shopping centre                      5.4 spaces/100sq.m use area;
- commercial                            1 space/30 sq.m use area.

### Noosa CIVIC Stage 3

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The Stage 3 area has been estimated as having a total use area of 35,000sq.m comprising 30,000sq.m retail and 5000sq.m commercial use area. Based on the above rates, this would require provision of parking spaces as follows:

- shopping centre 1,620 spaces;
- commercial 167 spaces;
- **total 1,787 spaces.**

It is proposed to provide 1,793 spaces on site, with 528 spaces located on ground level and 1,265 spaces located in the basement car park. The proposed supply is considered sufficient to cater for the demand of the proposed Stage 3 land use.

Parking bays are generally 2.7m wide by 5.4m long with parking aisles provided at a minimum width of 6.2m and circulation aisles between 6.2m and 7.75m in width. This is consistent with Australian Standard AS 2890.1:2004.

Speed management has been considered and speed control measures, typically in the form of raised pedestrian crossings, have been provided where aisle length exceeds 100m straight length.

A total of 24 disabled spaces are proposed with 6 spaces in the ground level car park and 18 spaces in the basement car park. Disabled bays are therefore proposed at a rate of about 1.3% of total bays. This is consistent with best practice guidelines. These bays have been located either near lifts or immediately adjacent to mall entry points.

Dedicated family spaces (6) and taxi bays (6) are provided near the ground level mall entry. Taxi bays conform or exceed the minimum length of parallel parking spaces and vary between 6.0m and 6.7m depending on the location.

In accordance with The Noosa Plan, bicycle facilities should be provided at a rate of 1 space per 100sq.m GFA or 411 spaces. This rate is not considered appropriate for a large scale retail development and is considered to be excessive both in comparison with AUSTROADS and other local government rates and in view of the potential demand. Based upon an expected employment capacity of around 1,000 full and part time staff for Stage 3, 411 bicycle spaces would only be fully utilised if some 40% of employees travelled to work by bicycle.

By comparison, the 2006 Census indicates that only 1% of the population in the Noosa Local Government Area travel to work by bicycle. It is recognised that greater utilisation of non motorised transport modes is clearly desirable and new development should be designed to encourage bicycle and pedestrian travel. The South East Queensland Integrated Regional Transport Plan (IRTP) sets a target to increase the proportion of trips by bicycle to 5% by 2011.

### **Noosa CIVIC Stage 3**

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The AUSTRROADS Guide to Traffic Engineering Practice recommends a rate of 1 space per 300sq.m GFA for staff and 1 space per 500sq.m GFA for visitors. In this instance it is considered appropriate to provide 50% initially and monitor the demand. Provision of the parking spaces on a demands basis is in accordance with the recommendations of this standard.

End of trip facilities should be provided in accordance with the Noosa Shire Plan, i.e. 1 locker per 2 bicycle spaces and 1 shower per 10 bicycle spaces.

Based on the above, it is recommended that bicycle facilities are provided as follows:

- 69 employee bicycle spaces;
- 42 visitor bicycle spaces;
- 35 lockers;
- 7 showers.

The above provision corresponds to a bicycle mode share of about 7% for employees. This is in excess of the SEQ target of 5%. Space should be made available to double the above supply should the ultimate demand require additional facilities.

Secure bicycle lockers or cages should be provided for employees near the staff amenities. Casual parking for visitors can be provided as inverted 'u' racks. The visitor bays should be located near the at grade entrance to Stage 3 and near the civic area.

#### **4.3 Loading & Servicing**

Loading docks for stage 1 of the centre exist on the southern and eastern side of the main shopping centre building and on the back of existing commercial and warehouse/showroom buildings. Refuse collection generally occurs at informal collection points within these areas.

The Stage 3 retail mall proposes a similar system with loading bays located near major department stores and the proposed supermarket. Access to specialty shops is available from these areas.

Three loading areas are proposed, one dock on the northern side of the centre and two loading docks on the southern side. The swept path of an Articulated Vehicle (AV) and Heavy Rigid Vehicle (HRV) accessing these areas is shown on drawing numbers 491811-102 and 491811-103. All areas allow on site turnaround and exit onto the internal road network in a forward direction.

It is expected that refuse collection would occur within these areas. No formal location has been identified for this purpose.

#### 4.5 Mobility Plan

The existing layout is generally well designed in terms of pedestrian and cycle provision. Key connections within the existing site and to external areas include:

- pedestrian paths along the ring road and to external areas;
- on street bicycle paths along the ring road and to external areas;
- two covered pedestrian spines through the main car park to allow north south movement to retail areas north of the ring road and access to the parking bays;
- a pedestrian awareness zone along the top of car parking aisles facilitating east west connection across the car park;
- a wide footpath with active restaurant frontage along the shopping centre frontage.

A Mobility Plan has been prepared by Buchan Group and is included at Appendix E of this report. This plan shows the proposed connections within the site and to external paths. All shared paths should be a minimum of 2.5m wide. On road bicycle paths should be a minimum of 1.2m wide, desirably 1.5m. Key features are discussed below.

Pedestrian and bicycle facilities are proposed along the new sections of the ring road (southern side and extension to the at grade car park) which will connect existing paths within the site and form the main connection to external links. Bicycle paths should be provided both on the road to cater for commuter cyclists and as a shared path on the road verge to allow a safer system for unfamiliar or recreational users. Bicycle treatments should also be incorporated in the design of the Walter Hay Drive/Southern Site Access intersection and at new internal roundabouts.

A key feature of the development is the environmental corridor between Stage 1 and Stage 3. Pedestrian and bicycle paths are provided within this area which allow a direct link for commuter and recreational users.

Other major connections include:

- internal east-west connection through the retail mall. This links the existing and proposed centre and provides access to the transit hub;
- a footpath along the northern shopping centre frontage this is expected to be provided to a high standard with potential for an active retail and restaurant frontage, similar to existing footpath along Stage 1. This will provide connection to civic areas and the transit hub;
- a covered pedestrian spine is proposed through the ground level car park. This functions in a similar fashion to the existing pedestrian spines in the Stage 1 car park and provides safe access to parked vehicles as well as the ring road.



Both the ground level and basement car park provide high standard provision for pedestrians, with a grid network of pedestrian paths throughout the parking areas. Zebra crossings are provided along the main pedestrian paths to allow safe continuation of paths through the network.

#### **4.5 Consideration**

It is recognised that the proposed car park and road network layout is indicative only and that minor changes may be required at the detailed design stage. Minor recommended improvements have been identified on drawing numbers 49181-101 and 491811-104. These items should be addressed at the detailed design stage.

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## 5.0 EXTERNAL TRAFFIC IMPACTS

Given the nature of the development and surrounding area, peak traffic demands are expected to occur on a Thursday afternoon and Saturday midday. Intersection assessment has therefore been undertaken for the Thursday and Saturday peaks at the expected completion of development (2012) and at the ten year design horizon (2022). The base year (2007) operation has also been considered to identify any existing deficiencies. Traffic volumes adopted for the “with development” intersection analysis scenarios are illustrated on Figures 5.1 - 5.4.

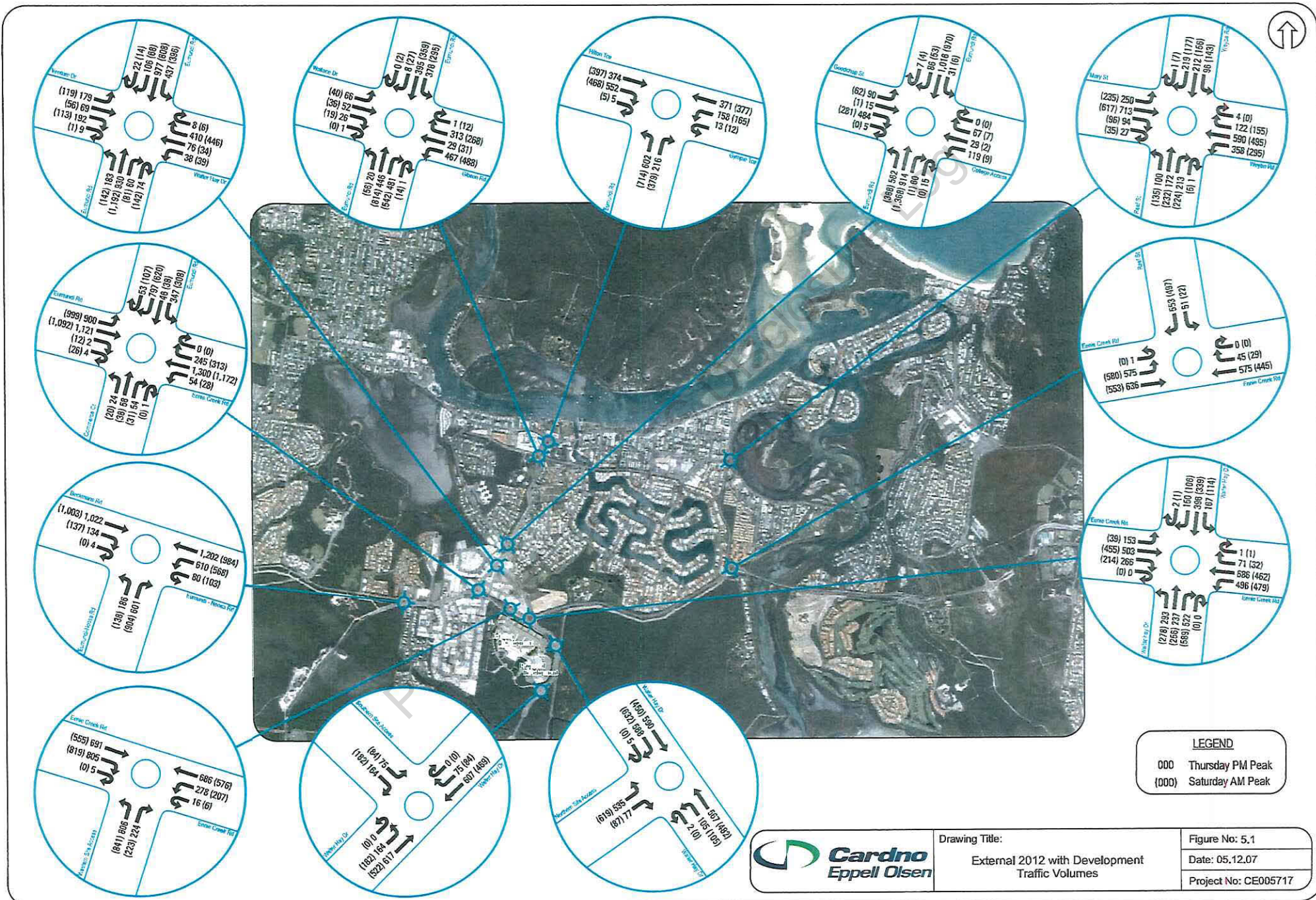
Intersection analysis has been undertaken for key external intersections to assess the operation with and without Stage 3 development. The analysis considers the intersection layout required in either scenario and identifies any upgrades required to accommodate the additional demand brought about by background growth and development traffic. The following external intersections were considered:

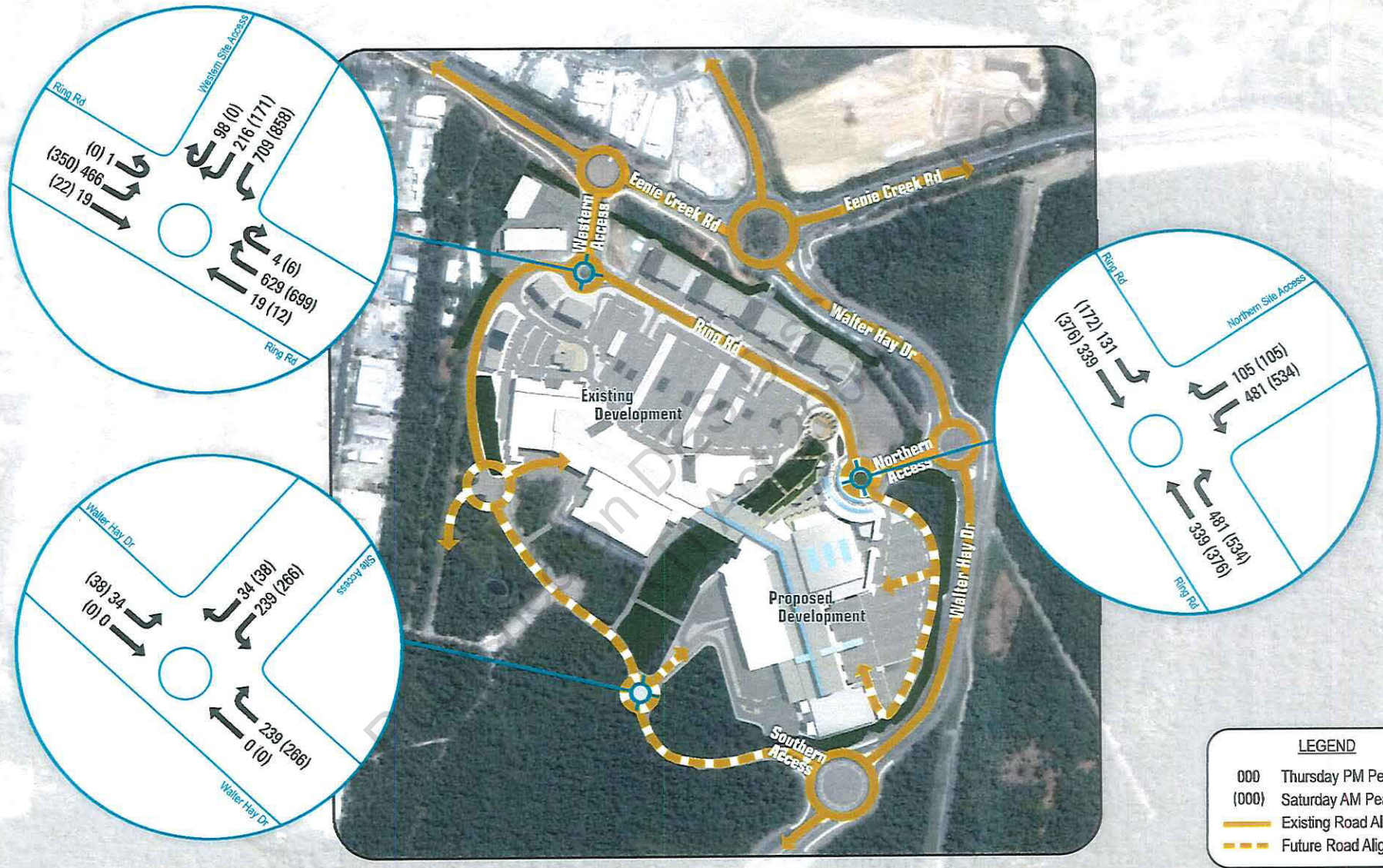
- Walter Hay Drive/Northern Site Access intersection;
- Eenie Creek Road/Walter Hay Drive intersection;
- Eenie Creek Road/Reef Street intersection;
- Reef Street/Weyba Road intersection;
- Eenie Creek Road/Western Site Access intersection;
- Eenie Creek Road/Eumundi-Noosa Road intersection;
- Eumundi-Noosa Road/Walter Hay Drive/Venture Drive intersection;
- Eumundi-Noosa Road/Goodchap Street intersection;
- Eumundi-Noosa Road/Gibson Road/Wallace Drive intersection;
- Eumundi- Noosa Road/Hilton Terrace/Gympie Terrace intersection;
- Eumundi-Noosa Road/Beckmans Road intersection.

The operation of internal intersections and the proposed southern access intersection on Walter Hay Drive was assessed for the 2012 and 2022 year horizons with development only. The following locations were included in this analysis:

- Walter Hay Drive/Southern Site Access intersection;
- Southern Site Access/Ring Road intersection;
- Northern Site Access/Ring Road intersection;
- Western Site Access/Ring Road intersection.

All intersection analysis has been undertaken using SIDRA Intersection 3.2 software. In accordance with AUSTRROADS guidelines, a maximum degree of saturation (DOS) of 0.80 for unsignalised intersections, 0.85 for roundabouts and 0.90 for signalised intersections has been adopted for the capacity analysis.



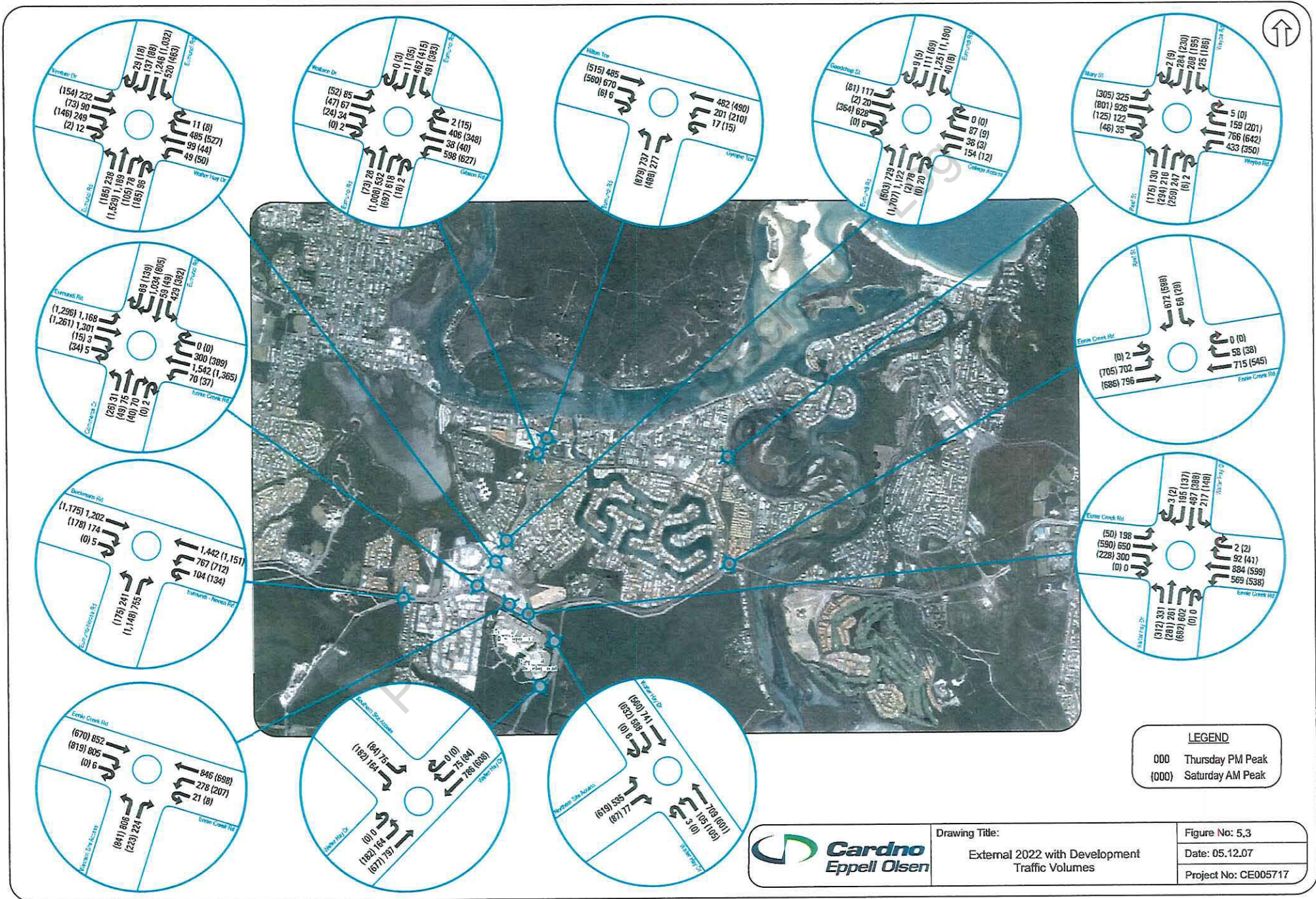


LEGEND	
000	Thursday PM Peak
(000)	Saturday AM Peak
	Existing Road Alignment
	Future Road Alignment



Drawing Title:  
Internal 2012 with Development  
Traffic Volumes

Figure No: 5.2  
Date: 29.11.07  
Project No: CE005717



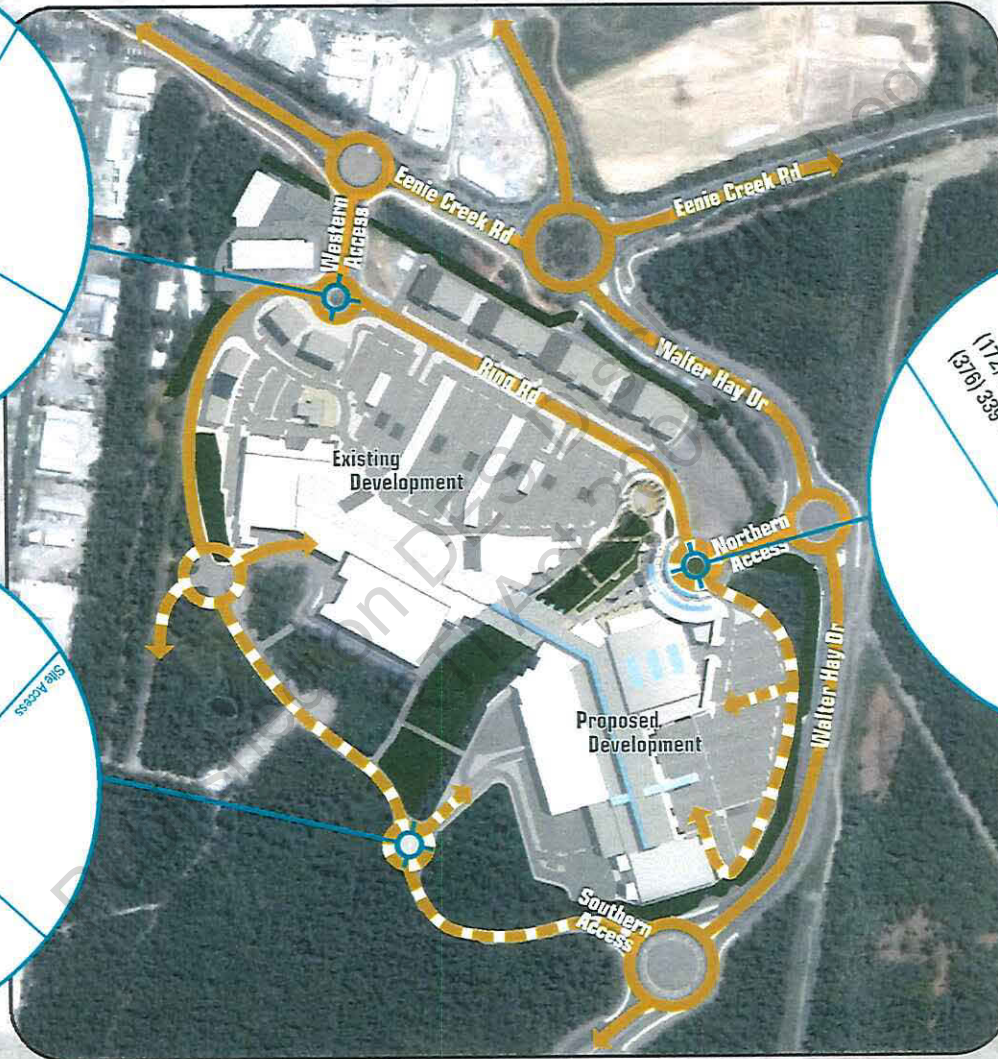
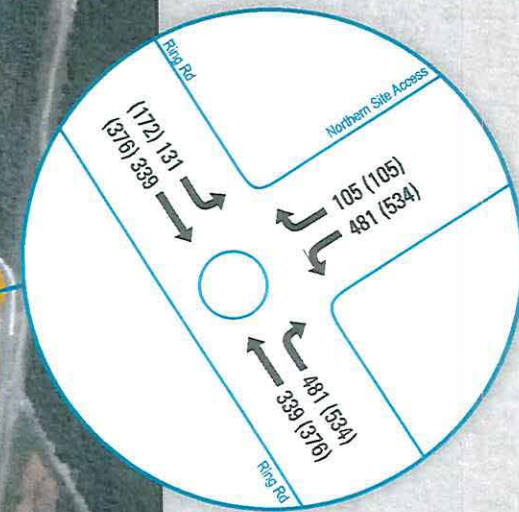
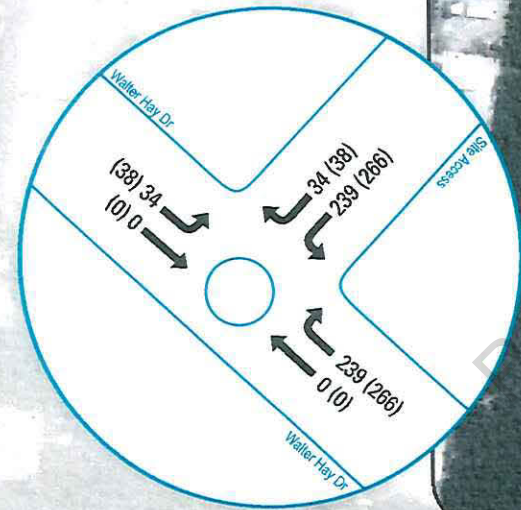
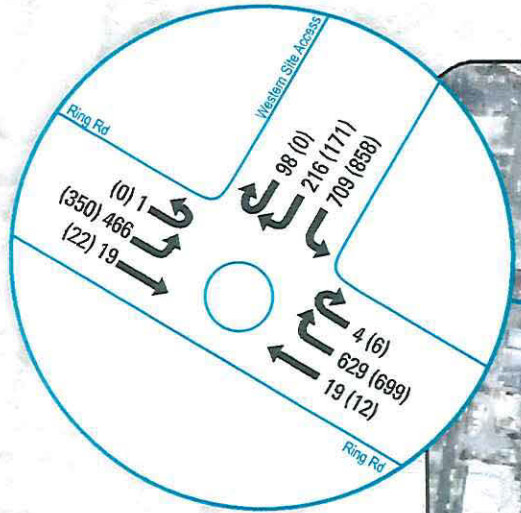
**Cardno Eppell Olsen**

Drawing Title: External 2022 with Development Traffic Volumes

Figure No: 5.3

Date: 05.12.07

Project No: CE005717



**LEGEND**

000	Thursday PM Peak
(000)	Saturday AM Peak
	Existing Road Alignment
	Future Road Alignment



Drawing Title:  
Internal 2022 with Development  
Traffic Volumes

Figure No: 5.4  
Date: 29.11.07  
Project No: CE005717

Image © 2007 D

The following sections provide discussion on the operation of the study intersections. A summary of the operating characteristics has been provided herein for each intersection. The full results of the SIDRA analysis can be made available as an electronic copy.

**5.1 Walter Hay Drive/Northern Site Access Intersection**

The Walter Hay Drive/Northern Site Access intersection is a two lane roundabout. Walter Hay Drive has a four lane configuration adjacent to the Noosa Shire Business Centre and the site access widens to four lanes on the roundabout approach. Figure 5.5 illustrates the current configuration of the Walter Hay Drive/Northern Site Access intersection that has been used for analysis. Table 5.1 documents the degree of saturation characteristics for the intersection for each of the scenarios tested.

**Figure 5.5 Walter Hay Drive/Northern Site Access – Existing Intersection Layout**

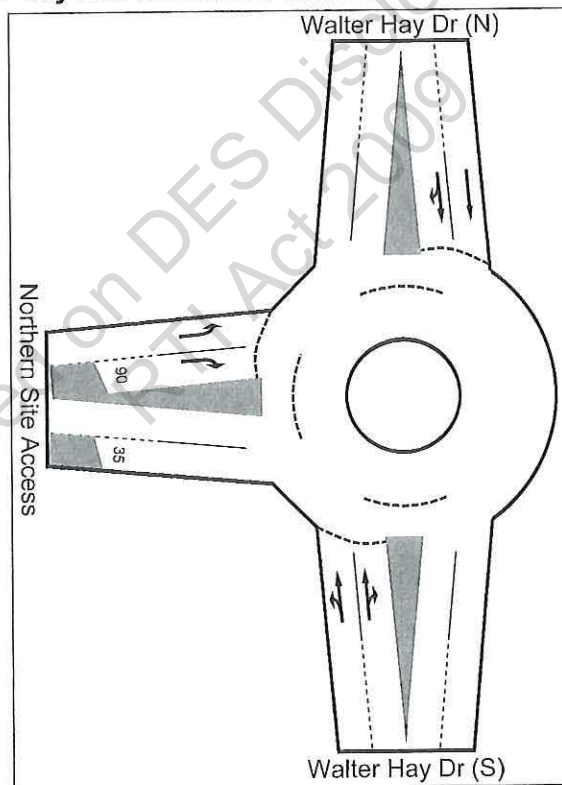


Table 5.1

**Walter Hay Drive/Northern Site Access –  
Intersection Performance (DOS)**

Scenario	Thursday PM Peak	Saturday Midday Peak
2007 existing	0.18	0.15
2012 without development	0.21	0.17
2012 with development	0.45	0.50
2022 without development	0.26	0.22
2022 with development	0.48	0.53

As shown in the results in Table 5.1, the intersection is expected to operate well with available spare capacity in all future scenarios.

The Northern Site Access approach currently forms an extension of the Ring Road and widens from two lanes to four in the immediate vicinity of the intersection. It is proposed to extend the ring road south to the Stage 3 ground level car park. At this time, the Ring Road/Northern Site Access intersection would be reconfigured to a roundabout arrangement. It is expected that the Northern Site Access would be widened to a four lane cross section between the Ring Road and Walter Hay Drive at this time.

Due to the proximity of these intersections, queuing on the Northern Site Access was also assessed. A maximum queue length of 32m is expected in the 2022 Saturday peak hour with Stage 3 development. Queuing back from this intersection is therefore not expected to disrupt the operation of the Ring Road/Northern Site Access intersection.

**5.2 Eenie Creek Road/Walter Hay Drive Intersection**

Eenie Creek Road/Walter Hay Drive is a four way two lane roundabout. Eenie Creek Road has a four lane configuration in this section. Walter Hay Drive has a four lane cross section on the southern approach and two lanes on the northern approach. The concept layout of this intersection is included below. The operation of the existing layout is summarised in Table 5.2.



**Table 5.1** *Walter Hay Drive/Northern Site Access – Intersection Performance (DOS)*

Scenario	Thursday PM Peak	Saturday Midday Peak
2007 existing	0.18	0.15
2012 without development	0.21	0.17
2012 with development	0.45	0.50
2022 without development	0.26	0.22
2022 with development	0.48	0.53

As shown in the results in Table 5.1, the intersection is expected to operate well with available spare capacity in all future scenarios.

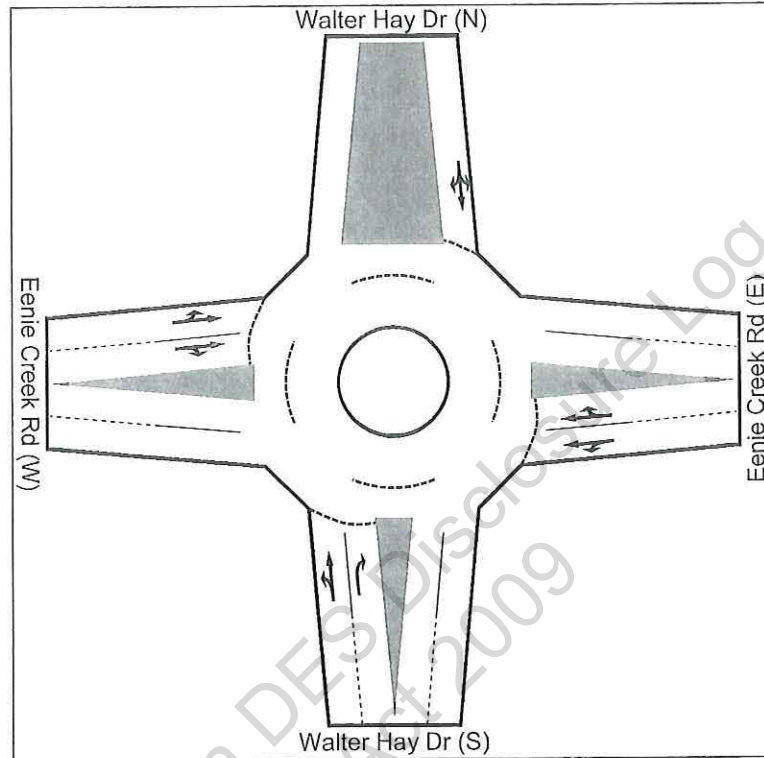
The Northern Site Access approach currently forms an extension of the Ring Road and widens from two lanes to four in the immediate vicinity of the intersection. It is proposed to extend the ring road south to the Stage 3 ground level car park. At this time, the Ring Road/Northern Site Access intersection would be reconfigured to a roundabout arrangement. It is expected that the Northern Site Access would be widened to a four lane cross section between the Ring Road and Walter Hay Drive at this time.

Due to the proximity of these intersections, queuing on the Northern Site Access was also assessed. A maximum queue length of 32m is expected in the 2022 Saturday peak hour with Stage 3 development. Queuing back from this intersection is therefore not expected to disrupt the operation of the Ring Road/Northern Site Access intersection.

**5.2 Eenie Creek Road/Walter Hay Drive Intersection**

Eenie Creek Road/Walter Hay Drive is a four way two lane roundabout. Eenie Creek Road has a four lane configuration in this section. Walter Hay Drive has a four lane cross section on the southern approach and two lanes on the northern approach. The concept layout of this intersection is included below. The operation of the existing layout is summarised in Table 5.2.

**Figure 5.6** Eenie Creek Road/Walter Hay Drive – Existing Intersection Layout



**Table 5.2**

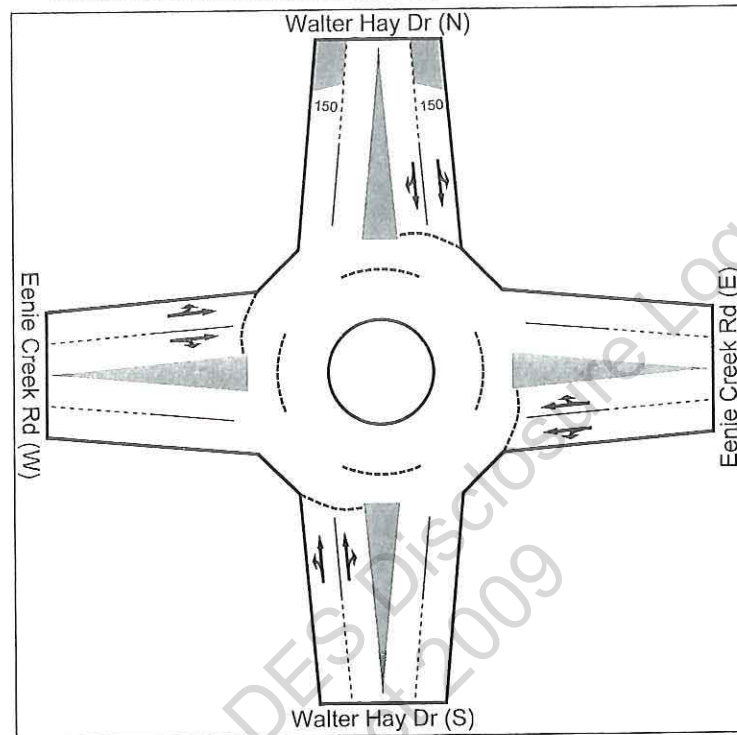
**Eenie Creek Road/Walter Hay Drive – Intersection Performance (DOS)**

Scenario	Thursday PM Peak	Saturday Midday Peak
2007 existing	0.47	0.32
2012 without development	0.60	0.40
2012 with development	>1	0.81
2022 without development	0.93	0.60

The results in Table 5.2 show that this intersection would exceed capacity in the 2012 Thursday PM peak scenario with development. Improvements will therefore be required at this intersection to provide sufficient capacity to accommodate the future demands.

An improved layout comprising 150m short turn lanes on Walter Hay Drive (north) and modified turn designations on Walter Hay Drive (south), as illustrated on Figure 5.7, was considered to increase the operational capacity.

Figure 5.7 Eenie Creek Road/Walter Hay Drive – Modified Intersection Layout



Results of this assessment are summarised in Table 5.3.

Table 5.3

**Eenie Creek Road/Walter Hay Drive – Modified Intersection Performance (DOS)**

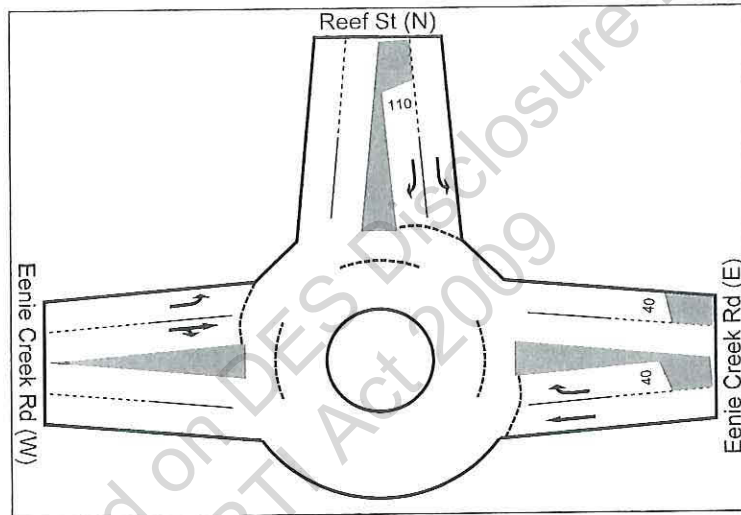
Scenario	Thursday PM Peak	Saturday Midday Peak
2012 with development	0.66	0.49
2022 without development	0.58	0.35
2022 with development	0.86	0.63

The results in Table 5.3 above indicate that the additional capacity provided by widening the Walter Hay Drive northern approach will allow continued acceptable operation within the design horizon. No design work has been undertaken at this stage to determine the feasibility and cost associated with the proposed works.

**5.3 Eenie Creek Road/Reef Street Intersection**

The Eenie Creek Road/Reef Street roundabout currently has three approaches and two circulation lanes. Eenie Creek Road generally as a four lane cross section to the west of the roundabout and two lanes to the east. The eastern leg widens to four lanes in the immediate vicinity of the intersection. Reef Street has a two lane cross section with intermittent widening at intersections. Four lanes are provided at the intersection with Eenie Creek Road. Figure 5.8 shows the analysed concept layout with results summarised in Table 5.4.

**Figure 5.8 Eenie Creek Road/Reef Street – Existing Intersection Layout**



**Table 5.4 Eenie Creek Road/Reef Street – Intersection Performance (DOS)**

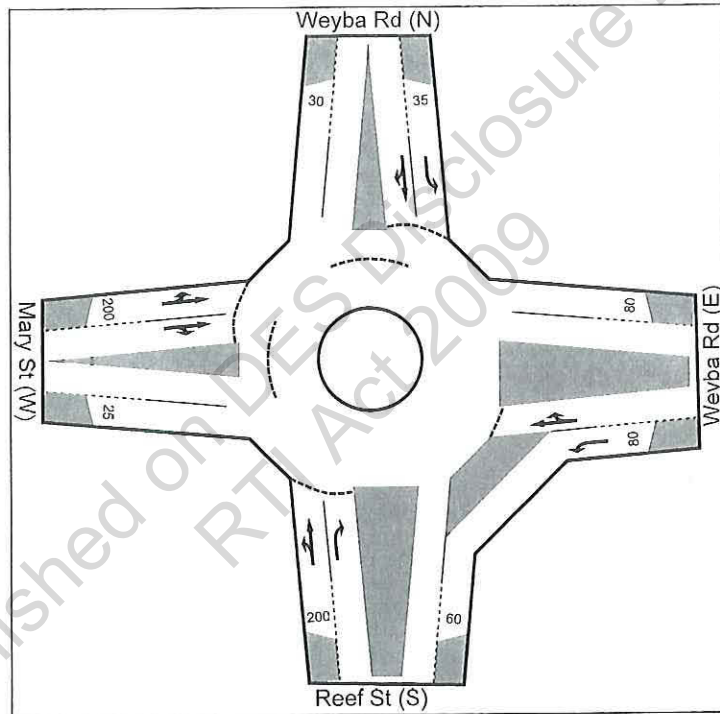
Scenario	Thursday PM Peak	Saturday Midday Peak
2007 existing	0.29	0.24
2012 without development	0.37	0.29
2012 with development	0.50	0.39
2022 without development	0.53	0.36
2022 with development	0.72	0.52

The analysis suggests that this intersection is able to operate successfully in the years 2012 and 2022, with and without the added development traffic. This intersection is not expected to require any upgrades in the analysed timeframe.

**5.4 Reef Street/Weyba Road/Mary Street Intersection**

The Reef Street/Weyba Road/Mary Street intersection is controlled by a four way roundabout. Weyba Road, Reef Street and Mary Street are all two lane roads however on the approaches to this roundabout, the kerbside lane is converted to a short second approach/departure lane effectively providing a four lane formation. The left turn from Weyba Road (east) into Reef Street has been constructed as a continuous turn lane which bypasses the main circulating component of the roundabout. Figure 5.9 conceptually depicts the existing form.

**Figure 5.9 Reef Street/Weyba Road/Mary Street – Existing Intersection Layout**



**Table 5.5 Reef Street/Weyba Road/Mary Street – Intersection Performance (DOS)**

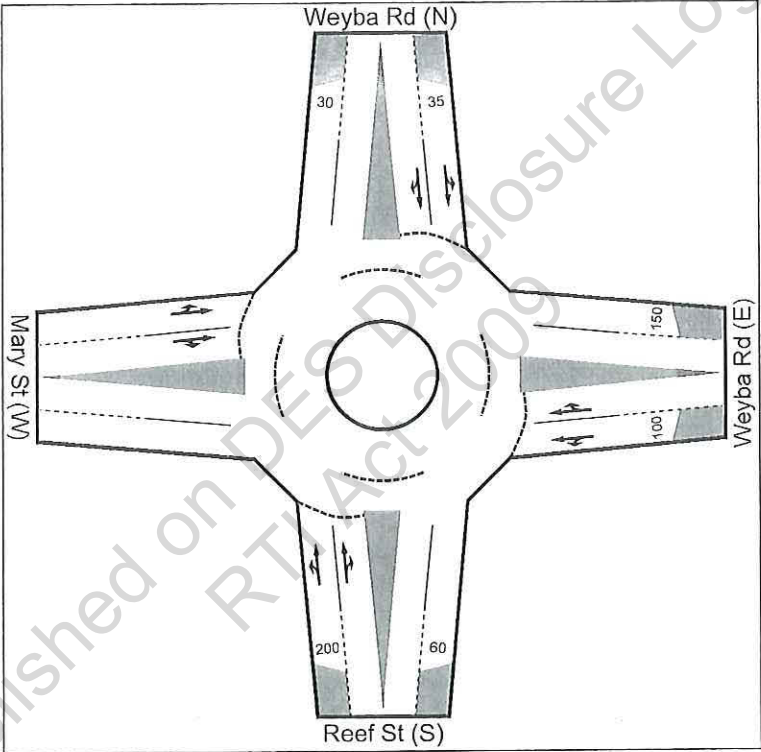
Scenario	Thursday PM Peak	Saturday Midday Peak
2007 existing	0.61	0.52
2012 without development	0.79	0.66
2012 with development	0.82	0.68
2022 without development	>1	>1

The results in Table 5.5 show that this intersection is nearing capacity in the 2012 scenario with development. The development impact on the degree of saturation at this location is relatively minor.

**Noosa CIVIC Stage 3**

Also analysed was a higher capacity intersection layout with two circulation lanes and extensions to the short lanes on the approach/departure legs. It was also assumed that on street parking on Mary Street could be restricted during peak hours to achieve an increased capacity four lane cross section on this approach. The intersection analysis is summarised in Table 5.6.

**Figure 5.10 Reef Street/Weyba Road/Mary Street – Modified Intersection Layout**





**Noosa CIVIC Stage 3**

**Table 5.6**

**Reef Street/Weyba Road/Mary Street  
-Modified Intersection Performance (DOS)**

Scenario	Thursday PM Peak	Saturday Midday Peak
2022 without development	0.78	0.76
2022 with development*	0.81	0.81

\* extended short lanes

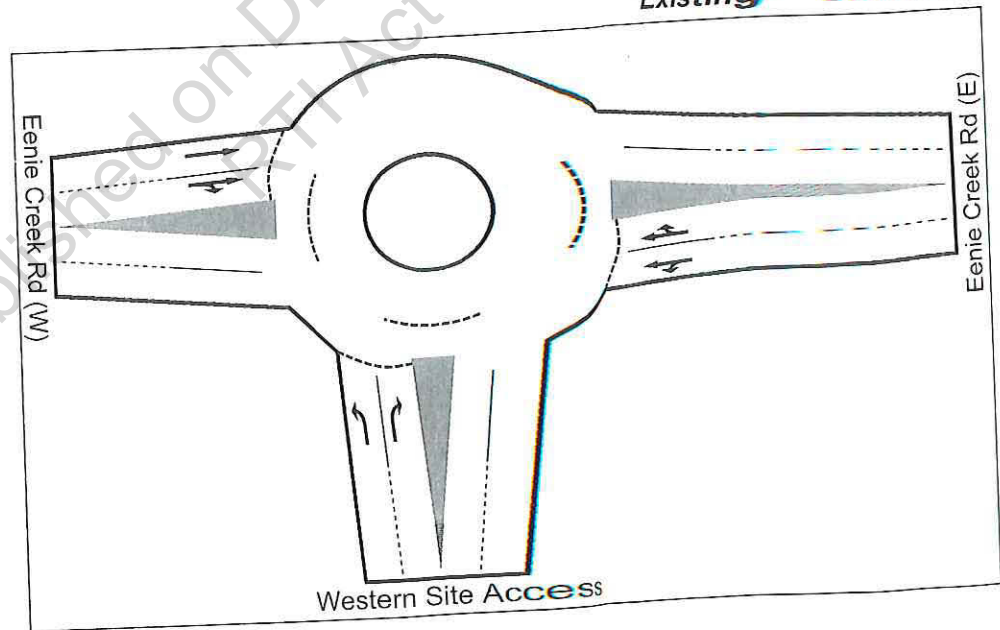
The above intersection layout would provide sufficient capacity for the projected 2022 demand.

**5.4 Eenie Creek Road/Western Site Access intersection**

Eenie Creek Road/Western Site Access is a three leg two lane roundabout with the Western Site Access forming the southern leg. All connecting roads have a four lane cross section, with two approach and two departure lanes. This intersection currently forms the principle access to existing development of the Noosa Shire Business Centre. See Figure 5.11 below for the layout of this intersection. Table 5.7 summarises the operation of the intersection for the analysed scenarios.

**Figure 5.11**

**Eenie Creek Road/Western Site Access -  
Existing Intersection Layout**



**Table 5.6** *Reef Street/Weyba Road/Mary Street – Modified Intersection Performance (DOS)*

Scenario	Thursday PM Peak	Saturday Midday Peak
2022 without development	0.78	0.76
2022 with development*	0.81	0.81

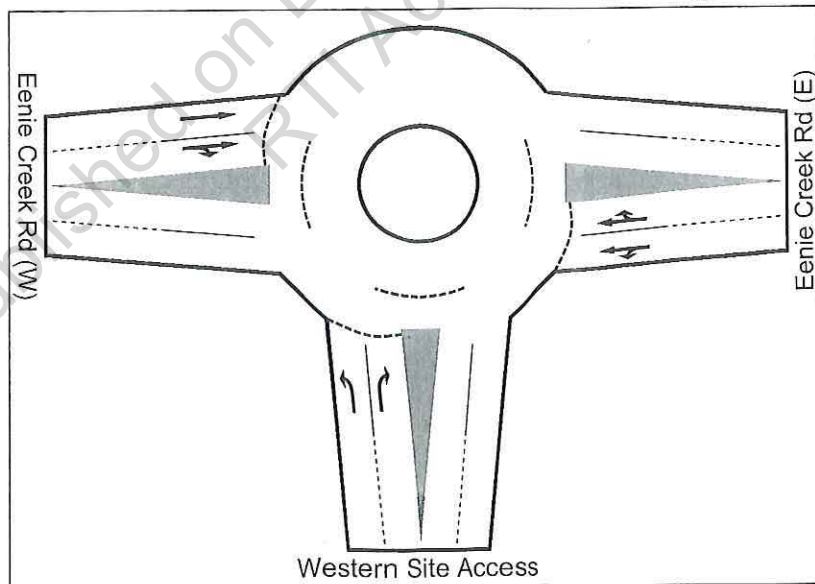
\* extended short lanes

The above intersection layout would provide sufficient capacity for the projected 2022 demand.

**5.4 Enie Creek Road/Western Site Access intersection**

Enie Creek Road/Western Site Access is a three leg two lane roundabout with the Western Site Access forming the southern leg. All connecting roads have a four lane cross section, with two approach and two departure lanes. This intersection currently forms the principle access to existing development of the Noosa Shire Business Centre. See Figure 5.11 below for the layout of this intersection. Table 5.7 summarises the operation of the intersection for the analysed scenarios.

**Figure 5.11** *Enie Creek Road/Western Site Access – Existing Intersection Layout*



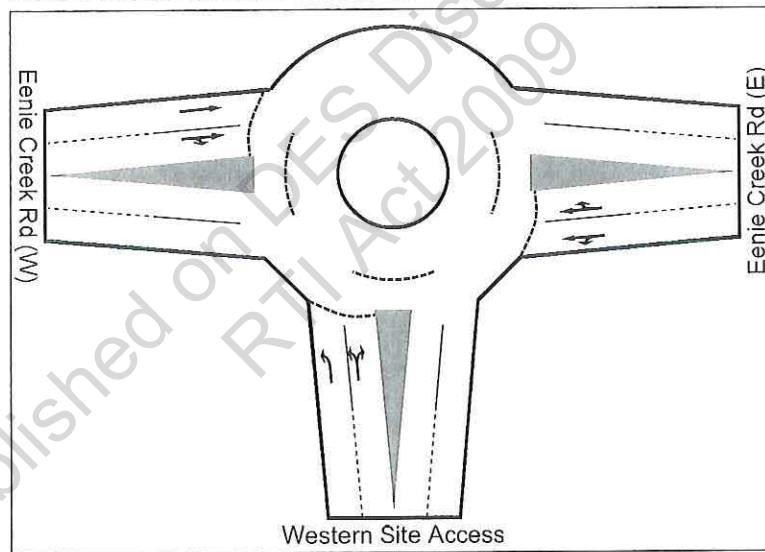


**Table 5.7** *Eenie Creek Road/Western Site Access – Intersection Performance (DOS)*

Scenario	Thursday PM Peak	Saturday Midday Peak
2007 existing	0.33	0.33
2012 without development	0.38	0.34
2012 with development	0.79	0.76
2022 without development	0.45	0.36
2022 with development	0.88	0.82

With minor modifications to allow two left turning lanes, the intersection would have sufficient capacity for the 2022 scenario with development. This lane configuration would also provide benefit for the 2012 scenario. The changes would not be required without the proposed Stage 3 component. The revised lane designations are illustrated on Figure 5.12 below.

**Figure 5.12** *Eenie Creek Road/Western Site Access – Modified Intersection Layout*



Results in Table 5.8 show that the intersection would have sufficient capacity to cater for the Stage 3 development at the 2022 design horizon.

**Table 5.8** *Eenie Creek Road/Western Site Access – Modified Intersection Performance (DOS)*

Scenario	Thursday PM Peak	Saturday Midday Peak
2012 with development	0.64	0.59
2022 with development	0.78	0.60

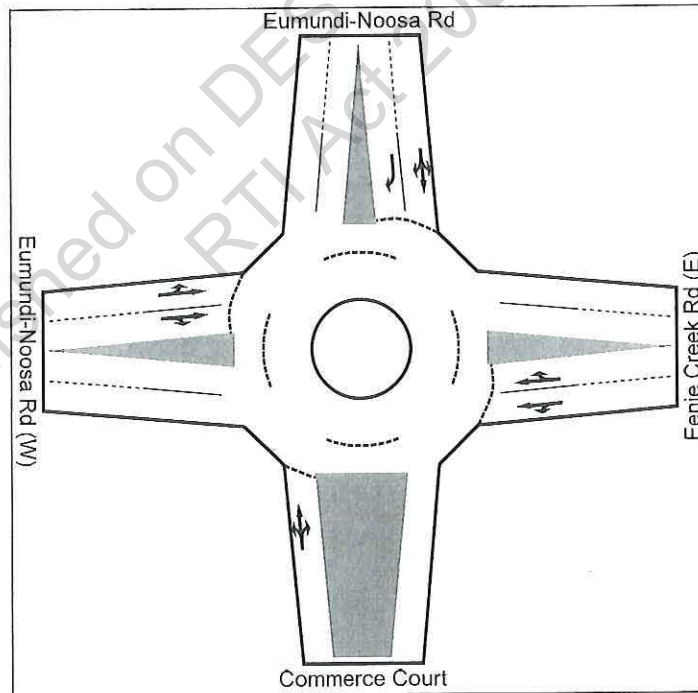
A distance of approximately 75m separates the Western Site Access/Eenie Creek Road and the Western Site Access/Ring Road intersections. The maximum queue back from Eenie Creek Road reaches 46m in the Saturday peak. This can adequately be contained on the southern approach and queuing back from Eenie Creek Road is not expected to interfere with the operation of the Western Access/Ring Road roundabout.

**5.5 Eenie Creek Road/Eumundi-Noosa Road/Commerce Court Intersection**

Two important links in the major road network meet at the Eenie Creek Road/Eumundi-Noosa Road intersection. Significant volumes of traffic are expected in future years, both as through traffic on Eenie Creek Road and between Eenie Creek Road (south) and Eumundi Road.

Commerce Court is a minor two lane link that provides access to industrial and retail areas. Figure 5.11 presents a conceptual representation of the existing layout. Table 5.9 summarises assessment results for the existing layout.

**Figure 5.13 Eenie Creek Road/Eumundi-Noosa Road/Commerce Court – Existing Intersection Layout**



**Table 5.9** *Eenie Creek Road/Eumundi-Noosa Road/Commerce Court Intersection Performance (DOS)*

Scenario	Thursday PM Peak	Saturday Midday Peak
2007 existing	0.58	0.66
2012 without development	0.72	0.82
2012 with development	>1	>1

The results for analysis of the Eenie Creek Road/Eumundi Noosa Road intersection indicate that soon after 2012, this roundabout will fail without expansion of the Noosa Shire Business Centre. Further analysis indicates that failure would occur by 2013 without the additional development traffic. Upgrading will therefore be required at this location possible including signalisation however it is not considered that this should be the full responsibility of the developers of Noosa Civic.

**5.6 Eumundi-Noosa Road/Walter Hay Drive/Venture Drive Intersection**

Eumundi-Noosa Road/Walter Hay Drive/Venture Drive is a four leg two lane roundabout intersection. Venture Drive has a single lane on the approach and departure while Walter Hay Drive has a short lane on its approach but only a single lane on the departure. Eumundi-Noosa Road is a two lane two way road that has two lanes on the approach and departure of the intersection. See Figure 5.14 and Table 5.10 for analysis details.

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Figure 5.14

**Eumundi-Noosa Road/Walter Hay Drive/Venture Drive  
– Existing Intersection Layout**

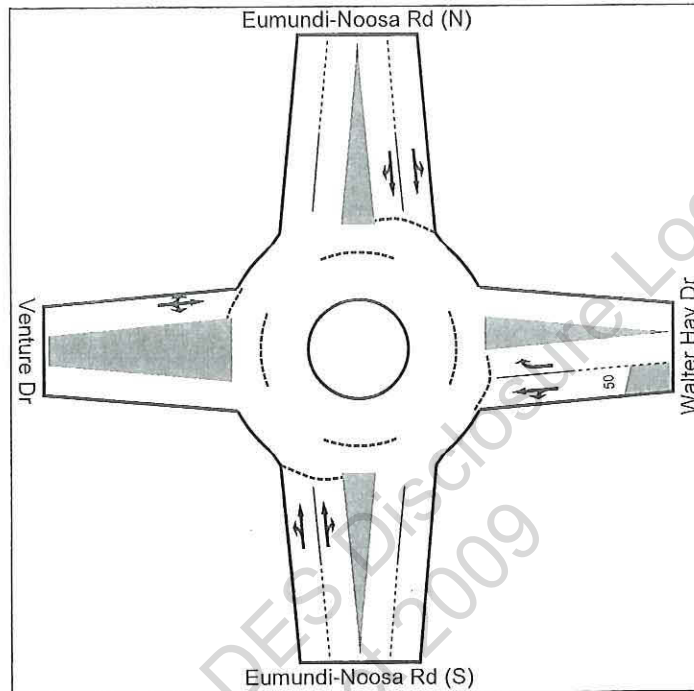


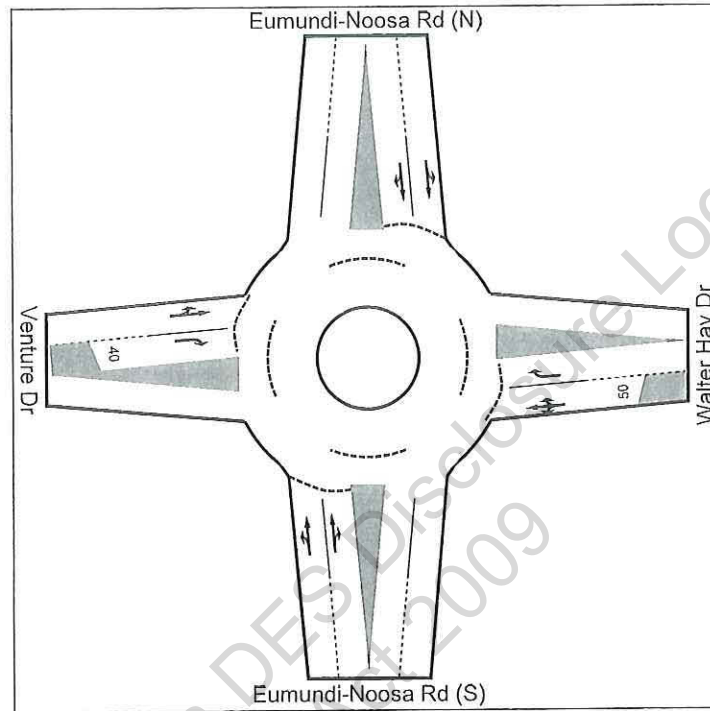
Table 5.10

**Eumundi-Noosa Road/Walter Hay Drive/Venture Drive  
- Intersection Performance (DOS)**

Scenario	Thursday PM Peak	Saturday Midday Peak
2007 existing	0.61	0.56
2012 without development	0.83	0.69
2012 with development	>1	0.93
2022 without development	>1	>1

The current layout provides insufficient capacity for the 2012 with development scenario and the intersection is nearing capacity in the 2012 background scenario. At 2022, the intersection would operate well over capacity, particularly on the Venture Drive approach. This link has a relative wide pavement width and it may be possible to accommodate three lanes within the existing cross section. As illustrated in Figure 5.15, this would allow a designated short right turn lane in addition to a full lane for through and left turn movements. Allowing right turns from both approach lanes on Walter Hay Drive would also increase capacity.

**Figure 5.15** *Eumundi-Noosa Road/Walter Hay Drive/Venture Drive – Modified Intersection Layout*



Analysis of the revised intersection layout is summarised in Table 5.9.

**Table 5.11** *Eumundi-Noosa Road/Walter Hay Drive/Venture Drive – Modified Intersection Performance (DOS)*

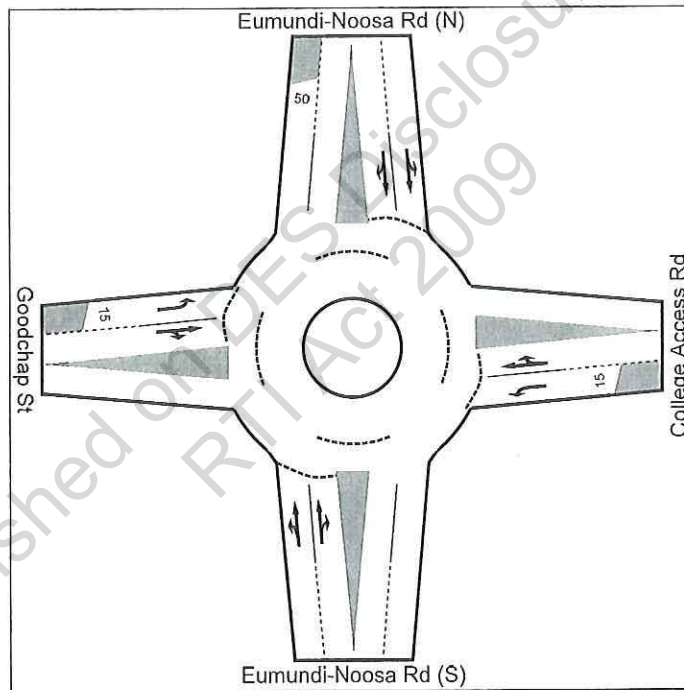
Scenario	Thursday PM Peak	Saturday Midday Peak
2012 without development	0.61	0.68
2012 with development	0.71	0.80
2022 without development	0.88	0.96
2022 with development	0.98	>1

The proposed works would extend the life of the intersection, however at 2022 the intersection capacity would be exceeded in both the with and without development scenario. No additional layouts have been analysed.

**5.8 Eumundi-Noosa Road/Goodchap Street/College Access Intersection**

Eumundi-Noosa Road/Goodchap Street/College Access is a four leg, two lane roundabout. As illustrated on Figure 5.16, Eumundi-Noosa Road has two lanes on the approach and departure sides of the intersection, of which the kerbside depart lane on the northern leg is provided as a 50m long short lane. Goodchap Street has a full through/right lane and a short left turn lane on the approach and a single departure lane. College Access Road mirrors Goodchap Street with a single departure lane and two approach lanes, the outer being a short lane. College Access is a no through road and services as an access to the college only.

**Figure 5.16 Eumundi-Noosa Road/Goodchap Street/College Access – Existing Intersection Layout**



**Table 5.12 Eumundi-Noosa Road/Goodchap Street/College Access – Intersection Performance (DOS)**

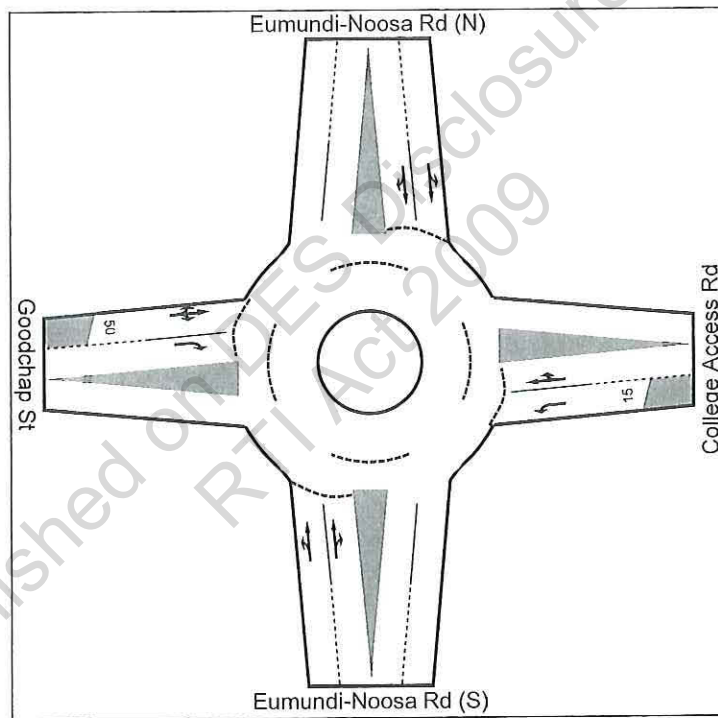
Scenario	Thursday PM Peak	Saturday Midday Peak
2007 existing	0.48	0.61
2012 without development	0.66	0.75
2012 with development	0.90	0.85
2022 without development	>1	>1

**Noosa CIVIC Stage 3**

As shown in Table 5.12, this intersection will operate acceptably at 2012 without the addition of the development traffic. However, the capacity would be exceeded with the addition of development traffic. This would also occur in the later years with background demand only and intersection works would be required by 2022 with or without the development.

A layout with an extended short turn lane on Goodchap Street and four lanes on Eumundi-Noosa Road was tested to identify a layout with sufficient capacity for future years. The analysed layout is illustrated on Figure 5.17.

**Figure 5.17** *Eumundi-Noosa Road/Goodchap Street/College Access - Modified Intersection Layout*



**Table 5.31** *Eumundi-Noosa Road/Goodchap Street/College Access - Modified Intersection Performance (DOS)*

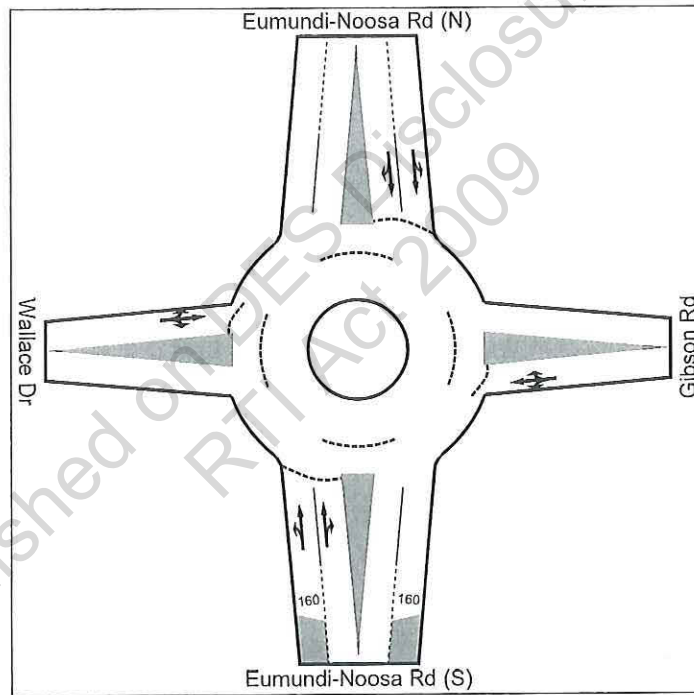
Scenario	Thursday PM Peak	Saturday Midday Peak
2012 with development	0.60	0.60
2022 without development	0.71	0.69
2022 with development	0.85	0.80

As summarised in Table 5.13, the analysis suggests that the above layout would provide sufficient capacity for the 2022 design horizon, with or without development.

**5.9 Eumundi-Noosa Road/Gibson Road/Wallace Drive Intersection**

Eumundi-Noosa Road/Gibson Road/Wallace Drive is currently a four leg roundabout with two circulating lanes. This intersection is located only 120m south of the Eumundi-Noosa/Hilton Terrace/Gympie Terrace intersection. Eumundi-Noosa Road is a four lane road. South of the intersection the road narrows to two lanes. Gibson Road and Wallace Drive both have single lane approach and departure configurations. The approach lanes on Gibson Road and Wallace Drive allow for all movement turns. Figure 5.18 and Table 5.14 present the existing form and analysis results.

**Figure 5.18 Eumundi-Noosa Road/Gibson Road/Wallace Drive – Existing Intersection Layout**



**Table 5.14 Eumundi-Noosa Road/Gibson Road/Wallace Drive - Intersection Performance (DOS)**

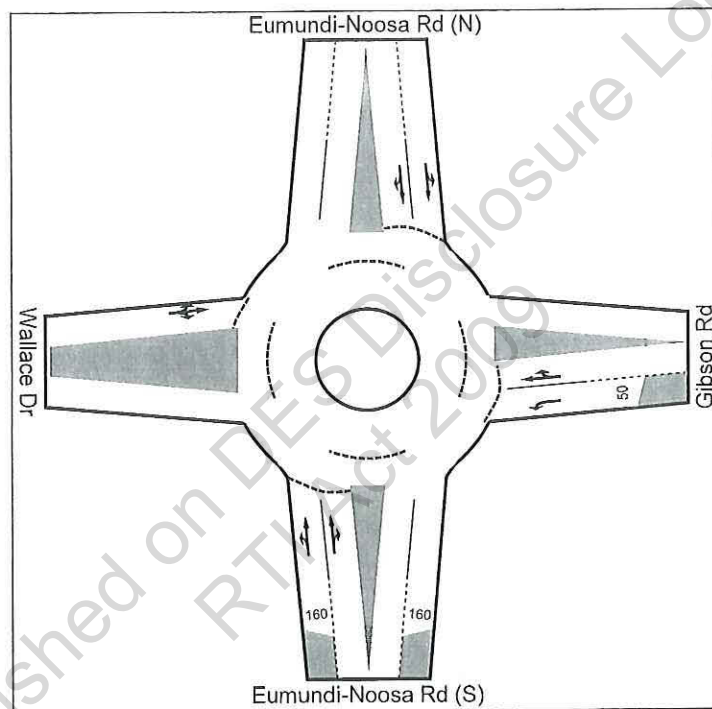
Scenario	Thursday PM Peak	Saturday Midday Peak
2007 existing	0.56	0.54
2012 without development	0.69	0.66
2012 with development	0.81	0.78
2022 without development	0.96	0.92



**Noosa CIVIC Stage 3**

This intersection will operate with sufficient capacity up to and including the year 2012 with the addition of development traffic. The intersection would exceed capacity with or without the additional demand from Stage 3 sometime before 2022. The critical movements are the turns out of Gibson Road and therefore a layout with two approach lanes, as illustrated on Figure 5.19, was assessed.

**Figure 5.19** *Eumundi-Noosa Road/Gibson Road/Wallace Drive – Modified Intersection Layout*



**Table 5.15** *Eumundi-Noosa Road/Gibson Road/Wallace Drive - Modified Intersection Performance (DOS)*

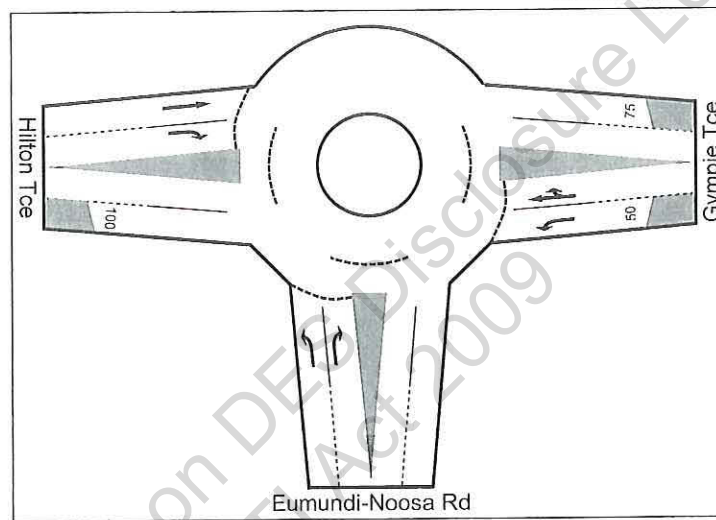
Scenario	Thursday PM Peak	Saturday Midday Peak
2022 without development	0.52	0.72
2022 with development	0.58	0.82

The results in Table 5.15 show that with a 50m turn lane on Gibson Road, this intersection is able to operate successfully in both the without and with development scenario at the 2022 design horizon.

**5.10 Eumundi-Noosa Road/Hilton Terrace/Gympie Terrace Intersection**

Eumundi-Noosa Road/Hilton Terrace/Gympie Terrace is a two lane roundabout. Hilton Terrace and Gympie Terrace are two lane roads with widening near the intersection. The Eumundi-Noosa Road/Gibson Road/Wallace Drive intersection is located 120m to the south. The current intersection layout is illustrated on Figure 5.20 below.

**Figure 5.20 Eumundi- Noosa Road/Hilton Terrace/Gympie Terrace – Existing Intersection Layout**



**Table 5.16 Eumundi- Noosa Road/Hilton Terrace/Gympie Terrace - Intersection Performance (DOS)**

Scenario	Thursday PM Peak	Saturday Midday Peak
2007 existing	0.30	0.37
2012 without development	0.37	0.45
2012 with development	0.49	0.58
2022 without development	0.54	0.65
2022 with development	0.68	0.80

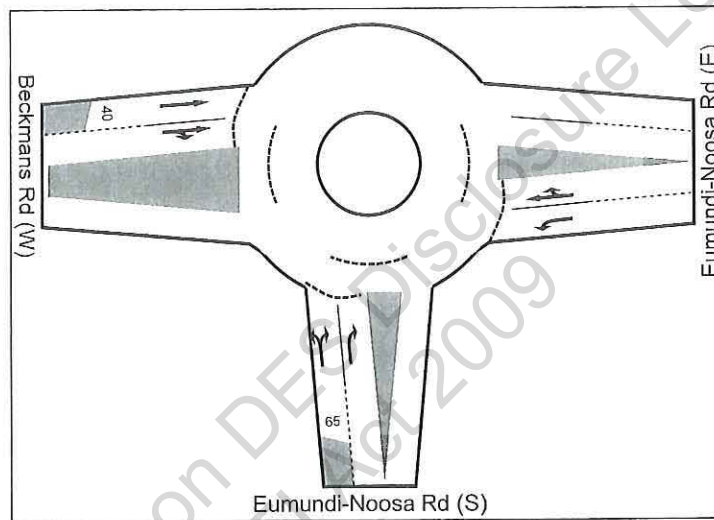
As shown in Table 5.16, the Eumundi- Noosa Road/Hilton Terrace/Gympie Terrace intersection operates below the desirable maximum DOS of 0.85 in all scenarios and no upgrading works are required in the design horizon.

**5.11 Eumundi-Noosa Road/Beckmans Road Intersection**

Eumundi-Noosa Road/Beckmans Road is a three leg roundabout. The southern and western approaches are two lane links, with widening to accommodate two lanes for movements to Eumundi-Noosa Road east, which has a four lane cross section. The analysed layout is shown on Figure 5.21, with results summarised in Table 5.17.

**Figure 5.21**

**Eumundi-Noosa Road/Beckmans Road – Existing Intersection Layout**



**Table 5.17**

**Eumundi-Noosa Road/Beckmans Road – Intersection Performance (DOS)**

Scenario	Thursday PM Peak	Saturday Midday Peak
2007 existing	0.54	0.43
2012 without development	0.62	0.57
2012 with development	>1	>1
2022 without development	>1	0.96

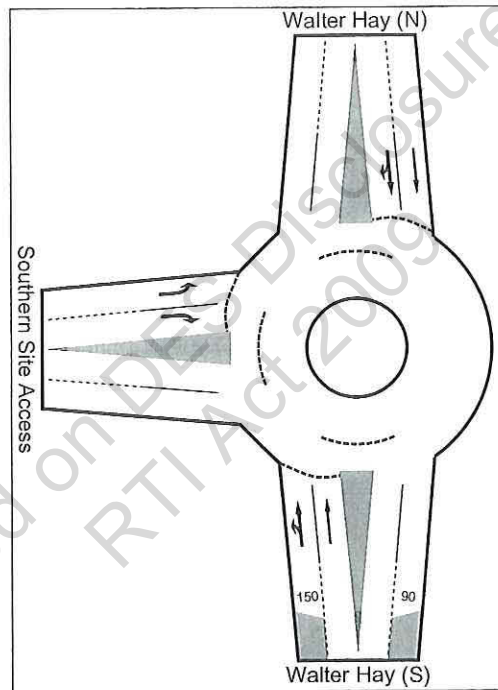
The intersection has insufficient capacity to cater for the future year demand, with or without the Stage 3 development. It is understood that upgrading works, including separate carriageways for through traffic and residential access, have been proposed. Appendix A includes the preferred layout following community consultation. The detailed layout, timing and funding for these works is uncertain. It is recognised that the additional traffic load from Stage 3 would result in a need to bring forward intersection works at this location.

**5.12 Walter Hay Drive/Southern Site Access Intersection**

Walter Hay Drive/Southern Site is currently an existing roundabout, however the Southern Site Access leg is currently terminated immediately west of the intersection. Walter Hay Drive has a four lane carriageway through the roundabout. The cross section is constrained by a two lane bridge approximately 150m south of the intersection. The Southern Site access has been built with provision for four lanes. Figure 5.22 below illustrates the existing layout.

**Figure 5.22**

**Walter Hay Drive/Southern Site Access – Existing Intersection Layout**



This intersection has been analysed for the years 2012 and 2022 with development only. A summary of analysis result is included in Table 5.18.

**Table 5.18**

**Walter Hay Drive/Southern Site Access - Intersection Performance (DOS)**

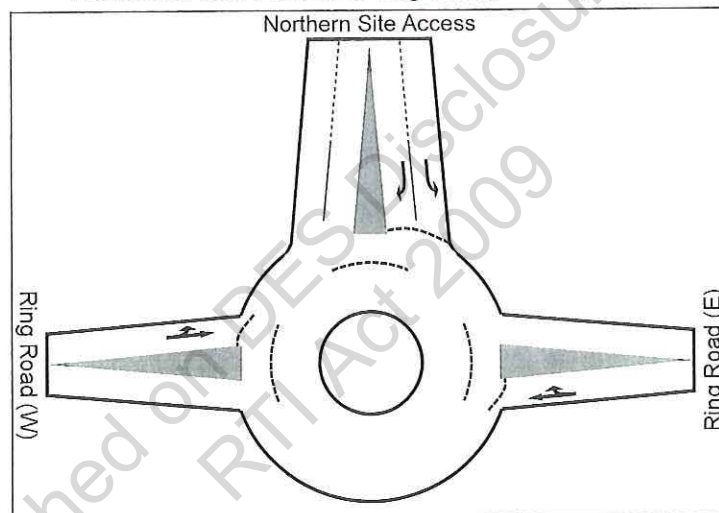
Scenario	Thursday PM Peak	Saturday Midday Peak
2012 with development	0.25	0.23
2022 with development	0.32	0.28

The intersection is expected to operate well with limited delay and queuing at the 2022 design horizon.

**5.14 Northern Site Access/Ring Road Intersection**

The proposed Northern Site Access/Ring Road intersection would be located south of the northern access from Walter Hay Drive. This intersection would provide access to the proposed Stage 3 ground level and basement car park. The Northern Site Access leg would provide a four lane configuration between Walter Hay Drive and the Ring Road and the roundabout would need two full or partial circulation lanes to accommodate movements into the site. The current two lane configuration on the Ring Road would be extended to Stage 3. A concept of the intersection layout is summarised in Figure 5.23.

**Figure 5.23 Northern Site Access/Ring Road – Proposed Intersection Layout**



The intersection has only been assessed for the with development scenario. This is considered to be representative of both the 2012 and 2022 scenario, as background volumes are unlikely to significantly change without any further development within the catchment.

**Table 5.19 Northern Site Access/Ring Road – Intersection Performance (DOS)**

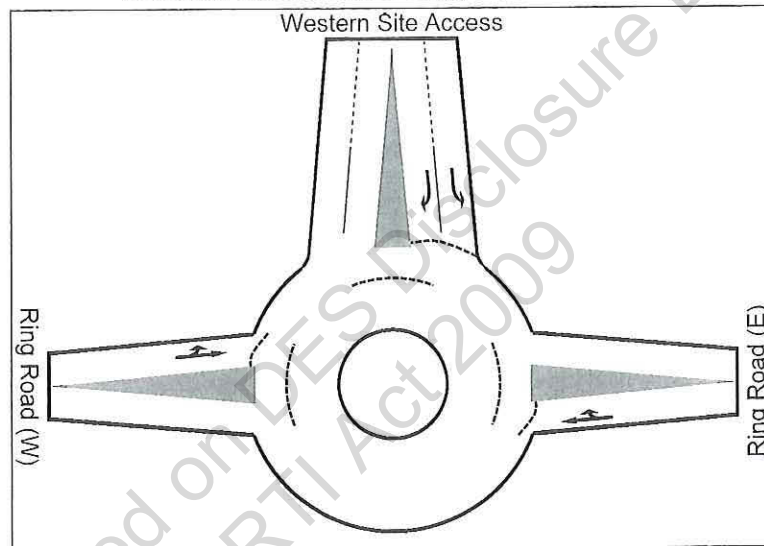
Scenario	Thursday PM Peak	Saturday Midday Peak
With Stage 3 Development	0.62	0.68

The analysis shows the proposed layout has sufficient capacity to accommodate Stage 3 traffic. Queues on the northern approach are limited, with a maximum queue of 31m to the north. The intersection spacing between the Northern Site Access/Walter Hay Drive and the Northern Site Access/Ring Road intersections can accommodate the back of queue without interference from adjacent intersections.

**5.15 Western Site Access/Ring Road Intersection**

The Western Site Access/Ring Road is an existing three leg roundabout. The Western Access leg has two approach and two departure lanes. Linemarking through the roundabout only identifies one lane; however, sufficient width appears to be provided to accommodate two lanes. The Ring Road on both sides has single lanes on the approaches and departures. The layout used for intersection analysis is illustrated on Figure 5.24. Analysis results for existing operation and with Stage 3 development is summarised in Table 5.19.

**Figure 5.24 Western Site Access/Ring Road – Existing Intersection Layout**



**Table 5.20 Western Site Access/Ring Road – Intersection Performance (DOS)**

Scenario	Thursday PM Peak	Saturday Midday Peak
2007 existing	0.40	0.34
With Stage 3 Development	0.71	0.60

The analysis suggests that the roundabout has sufficient capacity in the current layout to accommodate Stage 3 development traffic.

**Noosa CIVIC Stage 3**

**5.16 Analysis Summary**

The following tabulation presents a summary of the intersection operation undertaken for this assessment. The analysis suggests that some of the works are required as a result of the proposed development. Contributions for these works will need to be determined in consultation with Noosa Shire Council.

**Table 5.21**

**Analysis Summary**

Intersection	Scenario	Year		Intersection Works
		2012	2022	
Walter Hay Drive/ Northern Site Access	without development	√	√	-
	with development	√	√	
Eenie Creek Road/ Walter Hay Drive	without development	√	X	- Revised linemarking on Walter Hay Drive (S) - Construction of 150m short lanes on Walter Hay Drive (N)
	with development	X	X	
Eenie Creek Road/ Reef Street	without development	√	√	-
	with development	√	√	
Reef Street/ Weyba Road / Mary Street	without development	√	X	- 2 circulating lanes required - Extended short lanes
	with development	√	X	
Eenie Creek Road/ Western Site Access	without development	√	√	- Revised linemarking
	with development	√	X	
Eenie Creek Road/ Eumundi-Noosa Road/ Commerce Court	without development	√	X	- Not identified
	with development	X	X	
Eumundi-Noosa Road/ Walter Hay Drive/ Venture Drive	without development	√	X	-Short lane on Venture Drive & modified linemarking in the interim - No ultimate solution identified
	with development	X	X	
Eumundi-Noosa Road/ Goodchap Street/ College Access	without development	√	X	- Short turn lane on Goodchap Street - Full 4 lanes on Eumundi-Noosa Road (N)
	with development	X	X	
Eumundi-Noosa Road/ Gibson Road/ Wallace Drive	without development	√	X	- Short turn lane on Gibson Road
	with development	√	X	
Eumundi - Noosa Road/ Hilton Terrace/ Gympie Terrace	without development	√	√	-
	with development	√	√	
Eumundi-Noosa Road/ Beckmans Road	without development	√	X	- Council planned upgrading works
	with development	X	X	
Walter Hay Drive/ Southern Site Access	with development	√	√	-
Northern Site Access/ Ring Road	with development	√	√	- New roundabout
Western Site Access/Ring Road	without development	√	√	-
	with development	√	√	

## **6.0 PUBLIC TRANSPORT**

### **6.1 Future Planning**

Noosa Shire Council future planning proposes four transit hubs in addition to a main transit centre at Noosa Junction. The four transit hubs are expected to include:

- Cooroy;
- Noosa Parade (Hastings Street);
- Noosa Civic;
- Tewantin.

The operation and needs of the future network is currently being investigated by Noosa Shire Council and TransLink.

### **6.2 Existing Provision**

An existing bus stop is provided within the development site at the front of the existing shopping centre. The existing bus stop includes the following facilities:

- toilet, shower and bike facilities;
- surveillance from nearby cafes;
- good accessibility via pedestrian spines and along shopping centre frontage;
- undercover seating.

Two services currently service the bus stop. These routes provide connection to Parklands, Tewantin, Noosaville and Noosa Heads. Bus services currently operate from 7:35am – 6:45pm Monday to Sunday, with four services an hour on weekdays and two services an hour on the weekends.

### **6.3 Future Provision**

Preliminary discussions with Noosa Shire Council suggest that the current stop provides the optimum location within the site to accommodate the proposed transit hub. The current and proposed pedestrian network provides high levels of connectivity between the public transport stop and the Shire Business Centre retail and commercial components.

The current bus stop is provided to a high quality standard and is considered suitable as a higher order transport hub, without any significant modifications. It would however be appropriate to consider:

- an extension of the bus bay to accommodate four parked buses;
- improved signage and information.



A concept drawing of the bus bay extension is included at Appendix F (Drawing No: 491811-901).

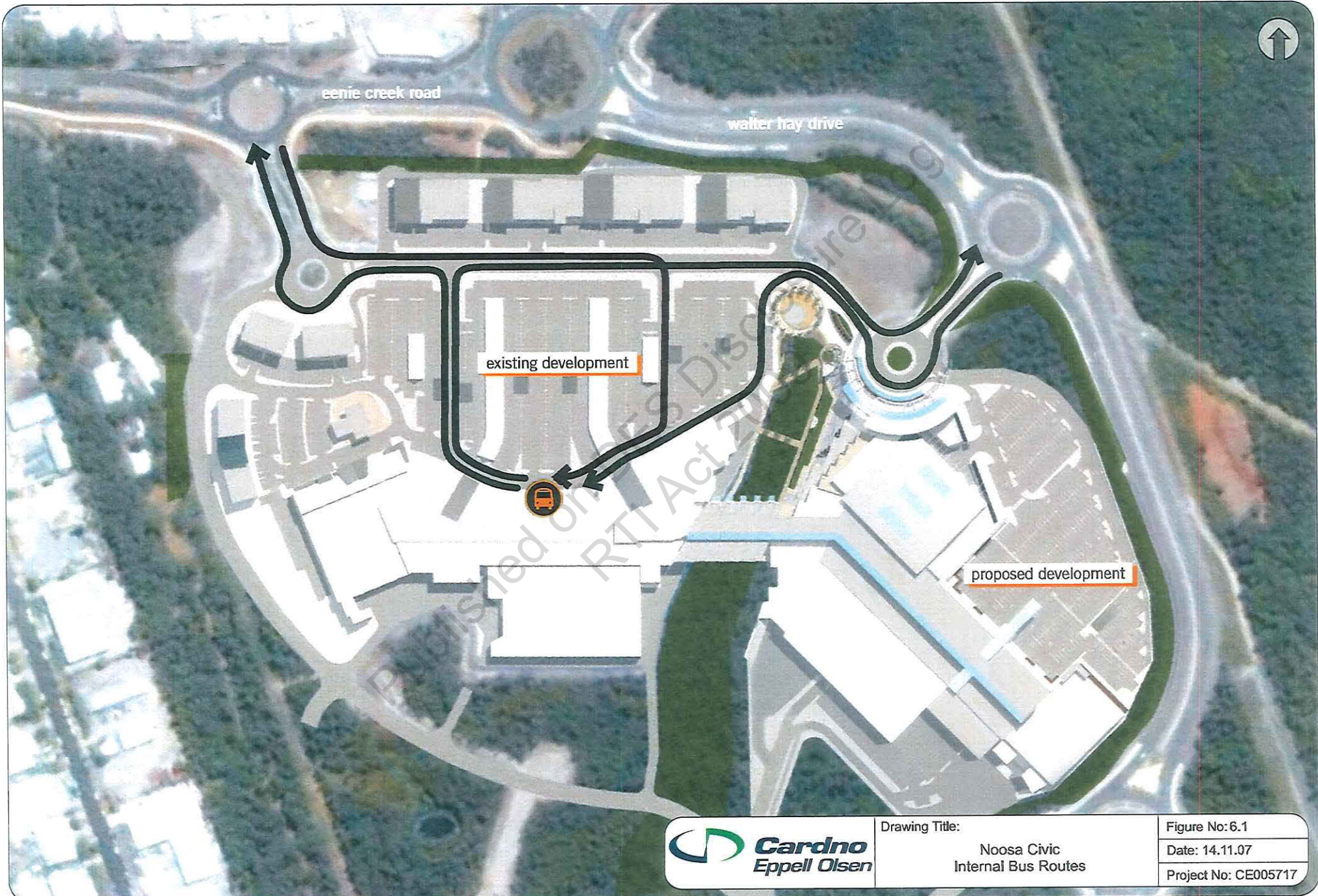
Current bus services access the stop in a one way east to west movement. As a result all passengers board and alight the bus from the shopping centre frontage and it is not required to cross the internal circulation road to access the centre. This is considered to have safety benefits over a two way bus arrangement. Figure 6.1 illustrates how the bus stop can be accessed from all directions.

The design of the future transport hub will consider the concepts currently being developed by Noosa Shire Council and TransLink. Preliminary investigation of facilities required at the transit hub has been undertaken by Integrated Transport Planning (ITP) on behalf of Council. This discussion note is included at Appendix F.

It is envisaged that all public transport hubs would be provided to a high standard, with well considered bus stop locations, high frequency services, advanced information measures, appropriate signage and design to create legible networks/interchanges. The discussion note prepared by ITP mainly focuses on the signage and information requirements to achieve increased awareness and encourage a mode shift to sustainable transport. ITP has developed a set of recommended actions to increase awareness include:

- develop a way finding strategy;
- provide touch screen information and real time information at the stop and within the centre (supported by WiFi);
- undertake travel smart programme for employees;
- modify the existing stop to include low level boarding (150mm kerbs) and seating to increase visibility;
- review lighting provision;
- provide public/emergency phone and link to centre security surveillance (CCTV);
- consider possibility of providing vending machine for water;
- consider opportunity of providing automated cycle hire;
- creation of active frontage.

The current facilities would be able to support additional information and signage facilities. The responsibility for provision, funding and design any other facilities would need to be identified in negotiations between the proponent and government agencies.



Drawing Title:  
 Noosa Civic  
 Internal Bus Routes

Figure No: 6.1  
 Date: 14.11.07  
 Project No: CE005717

*Appendix A*

*The Noosa Plan*

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**SPECIFIC OUTCOMES AND PROBABLE SOLUTIONS FOR THE DRIVEWAYS AND CARPARKING CODE**

SPECIFIC OUTCOMES		PROBABLE SOLUTIONS		COMPLIANCE
<b>SPECIFIC OUTCOMES SOUGHT FOR THE DRIVEWAYS AND CARPARKING CODE</b>				
<b>Driveways</b>				
<b>14.130 General</b>				
<b>O1</b>	Vehicular access does not adversely impact on safety, capacity and operations of the existing or planned road network, the proposed driveway, cycleways or pedestrian pathway systems.	<b>S1.1</b>	Vehicular access is located and designed in accordance with <i>AUSTROADS-Guide to Traffic Engineering Practice</i> requirements for sight distance and Section 3 of <i>AS2890.1 Parking Facilities</i> ;	Access points have been assessed using SIDRA intersection to ensure that adequate capacity is available for future conditions. This is detailed in Section 6.0 of the traffic report.
		<b>S1.2</b>	AND Only one footpath crossing is provided <sup>24</sup> ;	The design seeks to adequately manage conflicts between pedestrian and vehicle movements.
		<b>S1.3</b>	AND Driveways, other than within any <i>setback</i> have a maximum grade in accordance with Section 3 of AS/NZS 2890.1	
<b>O2</b>	Driveways and crossovers- a) are suitable and safe for their intended use; and b) match Council infrastructure.	<b>S2.1</b>	Design of the driveway across the footpath is in accordance with Council's Standard Drawings 9002 or 9005 as appropriate for the particular type of development as annotated on the drawings;	The detailed design of driveways and ramps has not been assessed as part of the traffic impact assessment
		<b>S2.2</b>	AND Driveways are designed and constructed in accordance with Council Standard Drawings 9014, 9019, 9020, 9021, as appropriate for the particular type of development as annotated on the drawings;	
		<b>S2.3</b>	AND The change in grades in the driveways and ramps is in accordance with Section 3 of <i>AS2890.1 Parking Facilities</i> .	

SPECIFIC OUTCOMES		PROBABLE SOLUTIONS		COMPLIANCE
03	In <i>commercial zoned</i> areas, the number of driveways across pedestrian footpaths is minimised	S3.1	Design of multi-tenanted developments in <i>commercial zoned areas</i> include shared driveways and parking areas;	The number of driveways across pedestrian paths has been minimised by locating service bays at the rear of the building, where possible. One pedestrian crossing is required at the loading bay arrangement on the northern side of the proposed Stage 3 development and will be adequately linemarked.
		S3.2	AND Driveways are located so they abut existing driveways of adjoining development where practicable and reciprocal easements are created to reduce the sealed driveway width.	
04	Vehicular access does not adversely impact on the capacity, operations and maintenance of the existing infrastructure;	S4.1	Footpath and kerb crossings are located clear of existing stormwater inlet structures, water and sewerage infrastructure fittings, any other exiting utility infrastructure, existing landscaping and vegetation.	Detailed design has not been undertaken as part of the traffic impact assessment
05	AND Vehicular access does not adversely impact on the integrity of existing landscaping or native <i>vegetation</i> .	S5.1	No solution provided.	Detailed design has not been undertaken as part of the traffic impact assessment
06	Driveway run-off is filtered prior to leaving the premises.	S6.1	For- a) <b>Ancillary dwelling unit, Multiple housing Types 1 or 2</b> if less than 5 carparking spaces, <b>Visitor accommodation Type 1</b> and <b>Home based business</b> -the driveway is formed to drain to <i>landscaped areas</i> ; and b) for other uses-grease and oil arrestors or stormwater quality improvement devices are incorporated into the design to treat run-off prior to run-off exiting from the premises.	Detailed design has not been undertaken as part of the traffic impact assessment

SPECIFIC OUTCOMES		PROBABLE SOLUTIONS		COMPLIANCE
<b>14.131 Service Stations</b>				
<b>07</b>	The layout of the <i>site facilities</i> and vehicular accesses result in unrestricted vehicle <i>access</i> and egress to the site.	<b>S7.1</b>	Where the site is situated at the intersection of two roads, separate entrances and exits are provided to one or more of the adjoining roads.	Not Applicable
<b>08</b>	The use of land for a service station- a) does not impair traffic flow or road safety; b) through the design and arrangement of vehicular crossovers, facilitates safe and convenient movement to and from the site; and c) provides adequate, safe and functional on-site parking and manoeuvring areas.	<b>S8.1</b>	Any vehicular crossing over a footpath is- a) not less than 8m in width; and b) located so the crossing is not less than 14m from any other vehicular crossing on the same <i>site</i> ; and c) not less than 12m from any road intersection	Not Applicable
<b>Carparking and Manoeuvring</b>				
<b>14.132 Carpark Design and Layout</b>				
<b>09</b>	Sufficient carparking is provided to accommodate the number and type of vehicles likely to be generated by the development having regard to the specifics of the use including- a) the type and intensity of land use; b) any existing parking available on the <i>site</i> ; c) hours of operation; d) likely numbers of users; e) the peak parking demand periods of uses on the site; and	<b>S9.1</b>  <b>S9.2</b>	The number of parking and loading bays is not less than the minimum number specified in Table 14-47 Vehicle Parking Requirements; OR If insufficient carparking spaces are provided on-site a monetary contribution is made to Council in accordance with Section 6 of <i>PSP13 Contributions</i> in lieu of provision of off-street carparking.	The car parking supply is consistent with approved Stage 1 and 2 rates.  Loading bays have been located near all major stores, the number of bays provided at each is considered sufficient for the proposed land use.

SPECIFIC OUTCOMES		PROBABLE SOLUTIONS		COMPLIANCE
	f) the availability of alternative carparking			
<b>O10</b>	The layout of the development provides adequate, clearly defined and easily accessible- a) on-site vehicle parking and manoeuvring areas; and b) loading and manoeuvring areas for delivery and service vehicles	<b>S10.1</b>  <b>S10.2</b>	Parking bays, manoeuvring areas, queuing areas, loading, setdown and pickup areas and driveways are designed to the standards set out in Sections 2 and 3 of Australian Standard AS 2890.1 <i>Parking Facilities (Part 1: Off-street Carparking)</i> and AS 2890.2 - <i>Off-street Parking (Part 2: Commercial Vehicles)</i> ; AND The number of loading bays is not less than the minimum number specified in Table 14-47	Parking areas generally comply with Australian Standards.  All loading bays have been assessed using AutoTURN swept path software to ensure that adequate space is provided to safely access and exit loading areas.
<b>O11</b>	Parking areas are located where they will not unduly conflict with pedestrians and will not dominate the streetscape.	<b>S11.1</b>	Carparking areas are accessed from rear laneways where practicable.	The design seeks to adequately manage conflicts between pedestrian and vehicle movements.
<b>O12</b>	Provision is made for a reasonable number of on site carparking spaces identified and reserved for people with disabilities.	<b>S12.1</b>	Carparking spaces are provided for people with disabilities at the rate specified in Section 2.4.5 of AS 2890.1 - <i>Parking Facilities (Part 1: Off-street Carparking)</i> .	Disabled bays are provided at a rate of 1.3% of total spaces. The quantity and location of disabled bays is considered appropriate.
<b>O13</b>	Access and egress points do not impact on the safety and operations of the road system.	<b>S13.1</b>	Vehicle manoeuvring areas are provided in accordance with Section 3 of AS 2890.1 <i>Parking Facilities (Part 1: Off-street Carparking)</i> so vehicles enter and leave the site in a forward gear.	Vehicles can exit all car parking and loading areas in a forward gear.

SPECIFIC OUTCOMES		PROBABLE SOLUTIONS		COMPLIANCE
<b>O14</b>	Development with the potential to generate significant traffic and parking impacts gives appropriate consideration to transport and land use issues <sup>25</sup> .	<b>S14.1</b>	No solution provided.	The site is currently served by two services on weekdays and weekends. Future planning incorporates Noosa Civic as a transit hub, with increased frequency services and additional routes. The site is therefore expected to be well served by public transport.
<b>O15</b>	<b>Business Uses and Community Uses</b> are designed and constructed to encourage users of the development to access the site by means of foot or bicycle through provision of appropriate end-of-trip facilities including bicycle parking and shower/change rooms	<b>S15.1</b>	Safe and convenient cycle access to and from the site from the existing road and bicycle network, and safe bicycle movement within the site is provided;	On road and shared off road paths are proposed within the Stage 3 development.
		<b>S15.2</b>	AND Secure and convenient parking space for bicycles is provided on site in accordance with Table 14-48 Minimum requirement for bicycle parking and <i>AS2890.3 Bicycle Parking Facilities</i> ;	It is recommended that bicycle facilities are provided in accordance with AUSTROAD guidelines as follows: <ul style="list-style-type: none"> <li>• 69 employee bicycle spaces;</li> <li>• 42 visitor bicycle spaces;</li> <li>• 35 lockers;</li> <li>• 7 showers.</li> </ul>
		<b>S15.3</b>	AND Where at least 10 bicycle car parking spaces are required in accordance with Table 14-48, end-of-trip cycle facilities are provided at the following rate: <ol style="list-style-type: none"> <li>a) 1 locker per 2 bicycle parking spaces; and</li> <li>b) 1 shower cubicle with ancillary change rooms per 10 bicycle spaces or part thereof, providing facilities are either unisex or both males and female facilities are provided.</li> </ol>	The above provision corresponds to a bicycle mode share of about 7% for employees. This is in excess of the SEQ target of 5%. Space should be made available to double the above supply should the ultimate demand require additional facilities.
		<b>S15.4</b>	AND Bicycle parking spaces and cyclist facilities are designed in accordance with <i>AUSTROADS Guide to Traffic Engineering Practice</i> , Part 14 - Bicycles, Section 10.	
		<b>S15.5</b>	AND On-site pedestrian facilities such as seating and shade are provided in developments for the convenience of persons walking to the site.	



SPECIFIC OUTCOMES		PROBABLE SOLUTIONS		COMPLIANCE
<b>O16</b>	Carparks are designed to ensure run-off is treated to remove pollutants prior to leaving the premises.	<b>S16.1</b>	Grease and oil arrestors or stormwater quality improvement devices are incorporated into the design to treat run-off prior to it leaving the premises.	Detailed design has not been undertaken as part of the traffic impact assessment
<b>O17</b>	Carparking areas are designed to ensure drainage without the use of pumps or other electrical apparatus.	<b>S17.1</b>	No solution provided	Detailed design has not been undertaken as part of the traffic impact assessment
<b>O18</b>	Site layout and building design provides for <i>soft landscaping</i> to be established.	<b>S18.1</b>	Below ground components of buildings, including car parks, do not extend beyond the above ground footprint to allow for the provision of landscaping, particularly within building setbacks.	Detailed design has not been undertaken as part of the traffic impact assessment
<b>Education Type 1, 2 or 3</b>				
<b>O19</b>	Carparking and setdown areas are designed and located to facilitate their safe and efficient use.	<b>S19.1</b> <b>S19.2</b> <b>S19.3</b>	Paved setdown areas are provided within the <i>site</i> ; areas; AND For a minimum of 50% of carparking spaces, pedestrian access to buildings is not across or through driveways, carparks, setdown or manoeuvring AND Carparking and setdown areas are visible from off-site.	Car parks are designed with a focus on safe pedestrian movements through the site.

#### MINIMUM VEHICLE PARKING REQUIREMENTS

USE	VEHICLE PARKING REQUIREMENTS	COMPLIANCE
<b>BUSINESS USES</b>		
Commercial Business -		

USE	VEHICLE PARKING REQUIREMENTS	COMPLIANCE
<b>Type 1 Office</b>	1 space per 20m <sup>2</sup> , or part thereof, of <i>use area</i> ; OR 1 space per 2 employees whichever is the greater. A minimum of 4 spaces are provided.	Not Applicable
<b>Type 2 Medical</b>	1 space per 20m <sup>2</sup> , or part thereof, of <i>use area</i> ; OR 3 spaces per medical practitioner whichever is the greater.	Not Applicable
<b>Entertainment and Dining Businesses -</b>		
<b>Type 1 Food and Beverages</b>	1 space per 10m <sup>2</sup> , or part thereof, of <i>use area</i> and <i>outdoor dining area</i> (excluding kitchen and food storage areas)	Not Applicable
<b>Type 2 Recreation, amusement and fitness (excluding Brothels)</b>	1 space per 20m <sup>2</sup> , or part thereof, of <i>use area</i> ; OR 1 space per 3 persons capable of being entertained at any one time, whichever is the greater.	Not Applicable
<b>Type 3 Bar</b>	1 space per 10m <sup>2</sup> , or part thereof, of <i>use area</i> (excluding guest suites in a hotel); AND For a hotel- a) 1 space per guest suite; and b) queuing room for 10 vehicles in any drive in bottle shop; c) 1 bus bay; and d) queuing room for 10 vehicles in any drive through servery  For a nightclub, 1 space per 5m <sup>2</sup> or part thereof of <i>use area</i>	Not Applicable
<b>Home-based business -</b>		
<b>Type 1 Limited visibility</b>	1 carparking space.	Not Applicable
<b>Type 2 Evident</b>	3 carparking spaces.	Not Applicable

USE	VEHICLE PARKING REQUIREMENTS	COMPLIANCE
<b>Type 3 Significant Scale</b>	4 carparking spaces.	Not Applicable
<b>Industrial Business -</b>		
<b>Type 1 Warehouse</b>	1 space per 50m <sup>2</sup> or part thereof of <i>use area</i> OR For self storage units - 1 space per 500m <sup>2</sup> of <i>use area</i>	Not Applicable
<b>Type 2 Production, alteration, repackaging &amp; repairing</b>	1 space per 50m <sup>2</sup> , or part thereof, of <i>use area</i> , for the first 500m <sup>2</sup> ; AND 1 space per 100m <sup>2</sup> , or part thereof, of <i>use area</i> in excess of 500m <sup>2</sup> ; AND a) for sites 1000m <sup>2</sup> - 1999m <sup>2</sup> a loading bay for a single unit truck of 12m x 3.6m; or b) for sites 2000m <sup>2</sup> - 3999m <sup>2</sup> a loading bay for a semi-trailer of 15m x 3.6m; or c) for sites 4000m <sup>2</sup> or more a loading bay for a semi-trailer of 15m x 3.6m and on-site manoeuvring for semi-trailer	Not Applicable
<b>Retail Business -</b>		
<b>Type 1 Local</b> (other than a roadside stall)	5 spaces.	Not Applicable
<b>Type 2 Shop and salon</b>	1 space per 20m <sup>2</sup> , or part thereof, of <i>use area</i> for areas up to 100m <sup>2</sup> (excluding <i>outdoor dining area</i> ); AND 1 space per 15m <sup>2</sup> or part thereof of <i>use area</i> for areas in excess of 100m <sup>2</sup> (excluding <i>outdoor dining area</i> ); AND 1 space per 10m <sup>2</sup> or part thereof of any <i>outdoor dining area</i> .	Parking has been provided in accordance with approved rates for existing uses, as follows: -shopping centre 5.4spaces/100sq m use area; -commercial 1.0space/30sq m use area.
<b>Type 3 Landscape and rural</b>	1 space per 100m <sup>2</sup> , or part thereof, of <i>use area</i> or 5 spaces, whichever is the greater	Not Applicable
<b>Type 4 Showroom</b>	1 space per 60m <sup>2</sup> or part thereof of <i>use area</i> for areas up to 1020m <sup>2</sup> ; AND	Not Applicable

USE	VEHICLE PARKING REQUIREMENTS	COMPLIANCE
	1 space per 100m <sup>2</sup> , or part thereof, of <i>use area</i> for areas in excess of 1020m <sup>2</sup> .	
<b>Type 5 Vehicle uses</b>	For Service Station - 4 spaces per service bay, with a minimum of 5 spaces provided.  For Vehicle Hire Premises - 1 space per 3 vehicles, or part thereof, available for hire (These spaces may be arranged in a tandem layout); AND 1 wash bay.	Not Applicable
<b>Type 6 Hardware store</b>	1 space per 60m <sup>2</sup> or part thereof of <i>use area</i> ; AND queuing room for 8 vehicles in any drive in/through loading bay	Not Applicable
<b>Type 7 Garden centre</b>	1 space per 60m <sup>2</sup> or part thereof of <i>use area</i> , with a minimum of 5 spaces provided.	Not Applicable
<b>Education Use -</b>		
<b>Type 1 Childcare</b>	1 space per 2 employees; AND 3 spaces for every space required for employee parking, which may be located in a tandem arrangement, to be used for the setting down and picking up of children.	Not Applicable
<b>Type 2 School</b>	1 space per employee; AND 1 space per 30 students, plus a paved setdown area for buses.	Not Applicable
<b>Type 3 Adult</b>	1 space per employee; AND 1 space per 10 students of driving age, plus a paved setdown area for buses.	Not Applicable
<b>Type 4 Information</b>	1 space per 20m <sup>2</sup> , or part thereof, of <i>use area</i> .	Not Applicable

USE	VEHICLE PARKING REQUIREMENTS	COMPLIANCE
<b>Wellbeing -</b>		
<b>Type 1 - Health</b>	1 space per 3 beds; AND 0.5 space per employee including medical practitioners and specialists; AND Emergency vehicle parking.	Not Applicable
<b>Type 2 - Social</b>	1 space per 20m <sup>2</sup> of <i>use area</i>	Not Applicable
<b>Type 3 - Worship</b>	1 space per 10 persons, or part thereof, capable of being seated.	Not Applicable
<b>Type 4 - Funeral</b>	1 space per employee; AND 1 space per hearse; AND For a chapel - 1 space per 10 persons capable of being seated, with a minimum of 10 spaces provided.	Not Applicable
<b>RESIDENTIAL USES</b>		
<b>Ancillary dwelling unit</b>	1 space.	Not Applicable
<b>Multiple Housing -</b>		
<b>Type 1 Relative or employee</b>	1 space.	Not Applicable
<b>Type 2 Duplex</b>	1 covered space per <i>dwelling unit</i> ; AND 1 space for visitor parking, accessible at all times.	Not Applicable
<b>Type 3 Retirement &amp; special needs</b>	For a retirement village - 1 covered space per <i>accommodation unit</i> or <i>dwelling unit</i> ; AND 1 space per 4 <i>accommodation units</i> or <i>dwelling units</i> , or part thereof; AND 1 emergency vehicle space.	Not Applicable

USE	VEHICLE PARKING REQUIREMENTS	COMPLIANCE
	For an <i>aged persons home</i> - 1 space per 2 employees based upon the maximum number of employees engaged at any one time AND 1 space per 5 beds or occupants of the premises AND 1 emergency vehicle space.	
<b>Type 4 Conventional</b>	1 covered space per <i>dwelling unit</i> ; AND 1 space per 2 <i>dwelling units</i> , or part thereof, which may be located in tandem layout.	Not Applicable
<b>Type 5 Relocatable</b>	1 space per <i>relocatable home</i> ; AND 1 space per 2 <i>relocatable homes</i> for visitor and surplus parking; AND 1 carwash bay per 100 <i>relocatable homes</i> , or part thereof; AND provision for boat and trailer storage.	Not Applicable
<b>Visitor Accommodation -</b>		
<b>Type 1 Home hosted</b>	1 space per guest room.	Not Applicable
<b>Type 2 Caravan park</b>	1 space per caravan site; AND 1 space per 10 caravan sites for visitor parking; AND 1 carwash bay per 100 caravans, or part thereof; AND provision for boat and trailer storage.	Not Applicable
<b>Type 3 Rural</b>	1 space per <i>cabin</i> or guestroom; AND 1 space per 10 <i>cabins</i> or guestrooms.	Not Applicable
<b>Type 4 Conventional</b>	For <i>motels &amp; guesthouses</i> - 1 space per <i>accommodation unit</i> or guest room;	Not Applicable

USE	VEHICLE PARKING REQUIREMENTS	COMPLIANCE
	<p>AND 1 space per 10 accommodation units.</p> <p>For <i>Visitor hostel</i> - 1 space per 12 guests capable of being accommodated; AND 1 space per staff member; AND parking for a courtesy shuttle bus (no bigger than 30 seats).</p>	

#### MINIMUM REQUIREMENTS FOR BICYCLE PARKING

USE	MINIMUM BICYCLE PARKING	COMPLIANCE
<b>Commercial Business</b>	1 bicycle parking space per 50m <sup>2</sup> or part thereof of <i>gross floor area</i> .	Not Applicable
<b>Entertainment &amp; Dining Business</b>	1 bicycle parking space per 50m <sup>2</sup> or part thereof of <i>gross floor area</i> .	Not Applicable
<b>Industrial Business Type 2</b>	1 bicycle parking space per 100m <sup>2</sup> or part thereof of <i>gross floor area</i> .	Not Applicable
<b>Retail Business Type 1 (if not a roadside stall)</b>	1 bicycle parking space per 50m <sup>2</sup> or part thereof of <i>gross floor area</i> .	Not Applicable
<b>Retail Business Type 2</b>	1 bicycle parking space per 100m <sup>2</sup> or part thereof of <i>gross floor area</i> .	<p>It is recommended that bicycle facilities are provided in accordance with AUSTROAD guidelines as follows:</p> <ul style="list-style-type: none"> <li>• 69 employee bicycle spaces;</li> <li>• 42 visitor bicycle spaces;</li> <li>• 35 lockers;</li> <li>• 7 showers.</li> </ul>
<b>Retail Business Type 3</b>	1 bicycle parking space per 100m <sup>2</sup> or part thereof of <i>gross floor area</i> .	Not Applicable

USE	MINIMUM BICYCLE PARKING	COMPLIANCE
<b>Retail Business Type 6</b>	1 bicycle parking space per 100m <sup>2</sup> or part thereof of <i>gross floor area</i> .	Not Applicable
<b>Retail Business Type 7</b>	1 bicycle parking space per 100m <sup>2</sup> or part thereof of <i>gross floor area</i> .	Not Applicable
<b>Education Types 2, 3 or 4</b>	1 bicycle parking space per 30m <sup>2</sup> or part thereof of <i>gross floor area</i> .	Not Applicable
<b>Open Space Type 1</b>	1 bicycle parking space per 200m <sup>2</sup> or part thereof of <i>site area</i>	Not Applicable
<b>Wellbeing Types 1, 2 or 3</b>	1 bicycle parking space per 30m <sup>2</sup> or part thereof of <i>gross floor area</i> .	Not Applicable

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**SPECIFIC OUTCOMES AND PROBABLE SOLUTIONS FOR THE TRANSPORT, ROADS AND DRAINAGE CODE**

SPECIFIC OUTCOMES		PROBABLE SOLUTIONS		COMPLIANCE
<b>SPECIFIC OUTCOMES SOUGHT FOR THE TRANSPORT, ROADS AND DRAINAGE CODE</b>				
<b>Strategic Transport Network</b>				
<b>14.163 Strategic Transport Network</b>				
<b>O1</b>	Traffic generation from the development is considered in a localised and a Shire wide context to ensure that-- a) the transport network has the capacity to safely and efficiently accommodate projected movements; and/or b) the development includes measures to upgrade the transport network to meet the imposed demands.	<b>S1.1</b>	Where the development leads to the need to increase transport infrastructure in the Shire, the development contributes to the transport network in accordance with the requirements of Infrastructure Charges Plans (ICP); and where developments requires infrastructure not included in the ICP, the development upgrades the infrastructure at no cost to Council.  <b>Advisory note</b> Council may for some development require the preparation of a Transport Impact Assessment Report. Planning Scheme Policy PSP1 details matters to be addressed in the Report.	Infrastructure needs are addressed in Section 6.0 of the traffic report.
<b>O2</b>	Development is designed and located to avoid excessive travel for users.	<b>S2.1</b>	No solution provided.	The development is located within the Noosa Shire Business Centre. This concept was developed to establish an employment and retail centre to cater for the local community.

SPECIFIC OUTCOMES		PROBABLE SOLUTIONS		COMPLIANCE
<b>03</b>	Development is designed- a) to encourage travel by community transport, walking and cycling rather than by private car; and b) to maximise accessibility via existing and planned community transport facilities.	<b>S3.1</b>	Facilities for boarding and exiting community transport services and facilities are incorporated into developments.	Noosa Civic forms one of four planned transit hubs in the region. High standard bus facilities are already in place at the centre and discussions are underway with TransLink and Noosa Shire Council to identify the future requirements of this hub.  Current and proposed pedestrian and bicycle facilities provide good accessibility and connectivity within the site, to the transit hub and to external areas.
<b>04</b>	Development <i>access</i> does not compromise the functions of particular roads as indicated in Noosa Shire road hierarchy, and does not adversely impact on the safety, capacity and operations of the road system.	<b>S4.1</b>	No solution provided	All access points have been assessed to ensure that an acceptable level of operation can be achieved at completion of development and at the ten year design horizon.  The layout of access points are consistent with current intersection treatments along major roads
<b>Roads and Drainage</b> <b>14.164 Road and Drainage Design and Construction</b>				
<b>05</b>	Roads and pedestrian and cycle paths are planned and designed to support the hierarchy and functional aspects identified in Sections 2 and 3 of <i>PSP5</i> Engineering Design Standards - Roads, Drainage and Earthworks	<b>S5.1</b>	<i>S5.1</i> Road planning and design supports the hierarchy and functional aspects identified in Sections 2 and 3 of <i>PSP5</i> Engineering Design Standards - Roads, Drainage and Earthworks;	The internal road network is consistent with current provision on site and intersections are controlled by roundabout.  The network is designed to maintain a low speed environment within the site.

SPECIFIC OUTCOMES	PROBABLE SOLUTIONS	COMPLIANCE
<p>and to ensure that-</p> <p>a) design and alignment of the roads, intersections and all associated works-</p> <ul style="list-style-type: none"> <li>i. provides a safe environment for all users;</li> <li>ii. is adequate for the design speed environment;</li> <li>iii. is adequate for predicted traffic volumes; and</li> <li>iv. maintains the safe and efficient functioning of the road network without the use of traffic signals;</li> <li>v. is compatible with existing roads;</li> <li>vi. is easily maintained by Council equipment; and</li> <li>vii. where appropriate, has the ability to accommodate public transport services;</li> </ul> <p>b) road pavement surfaces-</p> <ul style="list-style-type: none"> <li>i. are durable enough to carry estimated wheel loads of travelling and parked vehicles;</li> <li>ii. provide for the safe passage of vehicles, pedestrians, cyclists, and discharge of stormwater run-off from contributing catchments and the preservation of all weather access;</li> </ul> <p>c) kerb and channel-</p> <ul style="list-style-type: none"> <li>i. controls vehicle movement by delineating the carriageway for all users;</li> <li>ii. conveys road pavement run-</li> </ul>	<p><b>S5.2</b></p> <p>AND</p> <p>Road and pathway planning and design is in accordance with, in order of precedence-</p> <ul style="list-style-type: none"> <li>a) <i>Noosa Integrated Local Transport Plan</i>;</li> <li>b) Queensland Transport's <i>Shaping Up</i>;</li> <li>c) <i>Queensland Design Code for Residential Streets</i>;</li> <li>d) <i>AUSTROADS Guide to Traffic Engineering Practice</i>;</li> <li>e) Sections 2 and 3 of <i>PSP5 Engineering Design Standards - Roads, Drainage and Earthworks</i>; or</li> <li>f) the <i>Noosa Cycling and Walking Network Development Plan</i>;</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>g) A combination of the principles in these documents.</li> </ul> <p><b>S5.3</b></p> <p>AND</p> <p>On-road cycling treatment is utilised to provide safe and continuous movement of cyclists along a roadway, such as--</p> <ul style="list-style-type: none"> <li>a) sealed shoulders;</li> <li>b) wide kerbside lane;</li> <li>c) exclusive or peak period bicycle lane;</li> <li>d) advisory treatments such as Bicycle Awareness Zone;</li> <li>e) shared parking / bicycle lane;</li> <li>f) contra flow bicycle lane; and</li> <li>g) bus/bicycle lane.</li> </ul>	<p>The road network currently caters for bus routes. The proposed network modifications are not expected to impede bus movements.</p> <p>Pedestrian and bicycle paths are provided along major roads. The design of these has not been detailed at this stage. It is expected that 2.5m shared paths would be provided along the main routes and that on street bicycle paths would be designed to comply with AUSTROADS guidelines.</p> <p>Pedestrian paths and crossings are provided through out car parking areas. These provide good connectivity to lifts, shopping centre entry points and to other internal and external paths.</p>

SPECIFIC OUTCOMES		PROBABLE SOLUTIONS		COMPLIANCE
	<p>off to stormwater drainage in a manner that allows the road to be trafficable in Q100 ARI local rainfall events; and</p> <p>d) verges and footpaths provide-</p> <ul style="list-style-type: none"> <li>i. safe access for pedestrians and cyclists clear of obstructions;</li> <li>ii. an access area for vehicles onto properties;</li> <li>iii. a corridor allocated for services and utilities; and</li> <li>iv. additional amenity for minor roads.</li> </ul>	<b>S5.4</b>	The provision of bicycle lanes at intersections is generally in accordance with <i>AUSTROADS</i> Part 14, section 5 and the <i>Manual of Urban Traffic Control Devices</i> (MUTCD) Part 9.	
<b>06</b>	<p>Stormwater drainage infrastructure is planned, designed and constructed to-</p> <ul style="list-style-type: none"> <li>a) be accessible, cost effective and easily maintainable;</li> <li>b) protect downstream capacity;</li> <li>c) protect downstream water quality;</li> <li>d) maximise on-site stormwater retention and retardation; and</li> <li>e) convey run-off to stormwater drainage in a manner that allows roads to be trafficable in Q100 ARI local rainfall events.</li> </ul>	<p><b>S6.1</b></p> <p><b>S6.2</b></p> <p><b>S6.3</b></p>	<p>Stormwater drainage planning, design and construction is in accordance with Section 4 of <i>PSP5</i> Engineering Design Standards - Roads, Drainage and Earthworks;</p> <p>AND</p> <p>As Constructed data is submitted in accordance with Section 6 of <i>PSP5</i> Engineering Design Standards - Roads, Drainage and Earthworks;</p> <p>AND</p> <p>Stormwater drainage planning, design and construction is in accordance with the <i>Queensland Urban Drainage Design Manual</i>.</p>	Not assessed as part of the traffic impact assessment
<b>07</b>	<p>Roads and stormwater drainage infrastructure is constructed-</p> <ul style="list-style-type: none"> <li>a) in accordance with appropriate engineering</li> </ul>	<b>S7.1</b>	<p>Roads and stormwater drainage infrastructure is constructed in accordance with-</p> <ul style="list-style-type: none"> <li>a) Sections 2, 3 and 4 of <i>PSP5</i></li> </ul>	Not assessed as part of the traffic impact assessment

SPECIFIC OUTCOMES		PROBABLE SOLUTIONS		COMPLIANCE
	standards; and b) to minimise adverse environmental impacts, including from run-off and erosion.	S7.2	Engineering Design Standards - Roads, Drainage and Earthworks; b) <i>Queensland Design Code for Residential Streets</i> ; c) <i>AUSTROADS</i> ; or d) A combination of the principles in these documents;  AND Erosion and sediment control measures are designed and implemented in accordance with the <i>Institution of Engineers Australia (Queensland Division) Soil Erosion and Sediment Control - Guidelines for Queensland Construction Sites</i> .	
<b>Environmental Protection</b>				
O8	Roads and stormwater drainage infrastructure are located and aligned so as to- a) minimise disturbance to native <i>vegetation</i> and/or other habitat areas; b) protect and maintain wildlife corridor movements and the safety of native fauna; c) minimise changes to the hydrological regime, including drainage patterns, run-off and water quality; d) avoid crossing <i>watercourses, drainage lines</i> and <i>wetlands</i> , but where such crossings are unavoidable, disturbed areas are reinstated and revegetated on completion of	S8.1  S8.2  S8.3  S8.4	Roads and stormwater drainage follow the edge of existing disturbed areas, or alternatively, these works are co-located within a combined utility corridor; AND Roads avoid native <i>vegetation</i> and provide for fauna underpasses and associated fencing where appropriate; AND Road infrastructure within or adjacent to native habitat incorporates fences which allow for protected wildlife movement and controls unrestricted access of domestic cats and dogs; AND Native <i>vegetation</i> is protected from clearing or construction activities by- a) clearly marking vegetation to be retained with flagging tap;	Not assessed as part of the traffic impact assessment

SPECIFIC OUTCOMES		PROBABLE SOLUTIONS		COMPLIANCE
	works; and e) minimise bulk earthworks.	<b>S8.5</b>	b) installing protective fencing around the <i>dripline of vegetation</i> ; and c) ensuring stock piling, storage and vehicle parking occur outside the areas of <i>vegetation</i> to be retained;  AND Low impact construction techniques are used around areas of <i>vegetation</i> to be retained to minimise interference with the <i>vegetation</i> .	
<b>O9</b>	Roads and stormwater drainage infrastructure is proven to be suitable for its use prior to Council accepting the dedicated asset.	<b>S9.1</b>	No solution provided.	Not assessed as part of the traffic impact assessment
<b>O10</b>	Alignment of stormwater drainage infrastructure is to allow for easy access for the ongoing maintenance by Council.	<b>S10.1</b>  <b>S10.2</b>	The location, design and construction of stormwater drainage structures is in accordance with Sections 4 and 5 of <i>PSP5</i> , Engineering Design Standards - Roads, Drainage and Earthworks;  AND Where infrastructure is located on private land an easement is dedicated over the infrastructure in accordance with Section 4 of <i>PSP5</i> , Engineering Design Standards - Roads, Drainage and Earthworks.	Not assessed as part of the traffic impact assessment
<b>14.165 Frontage Works</b>				

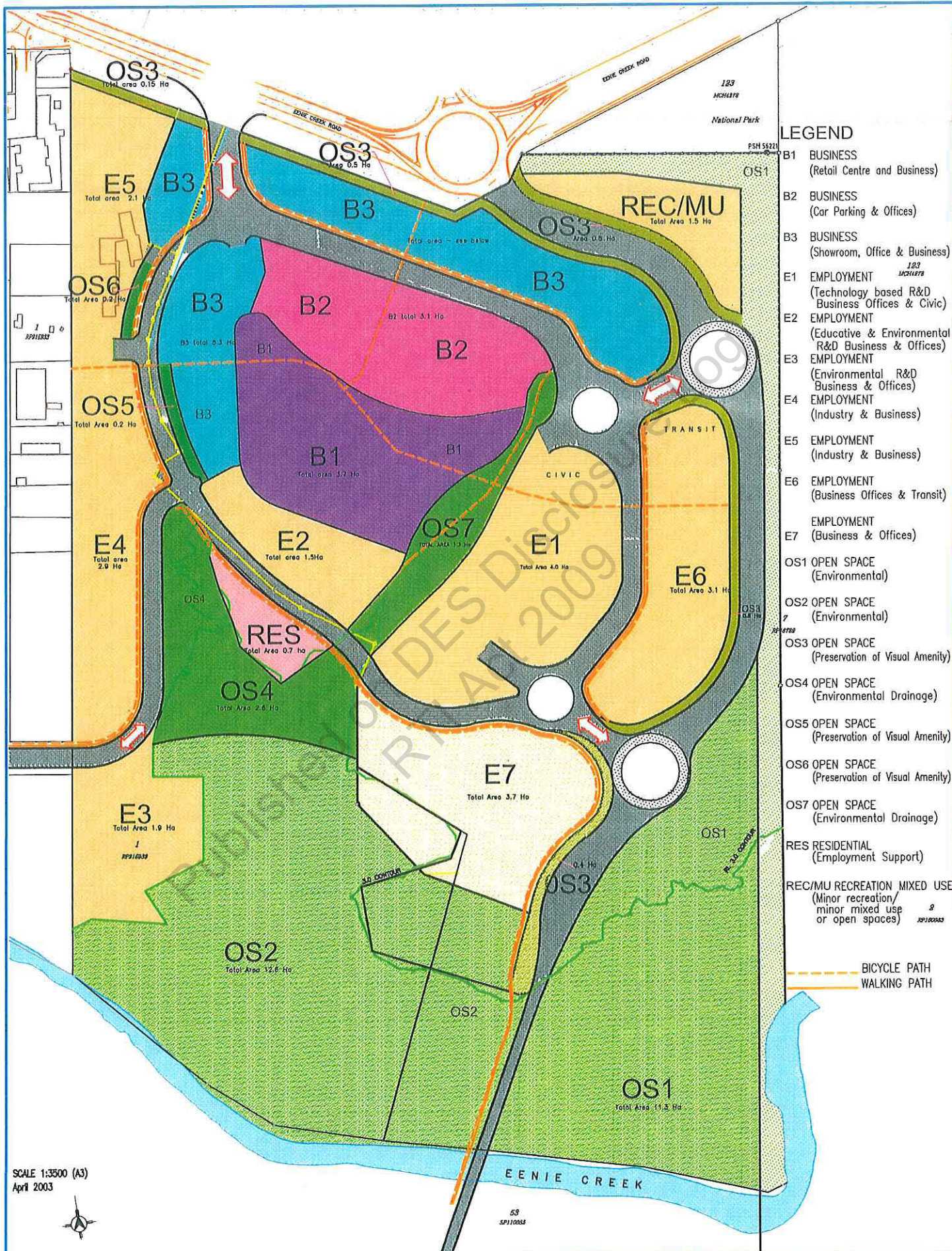
SPECIFIC OUTCOMES		PROBABLE SOLUTIONS		COMPLIANCE
<b>O11</b>	Development is provided with external roadworks along the full extent of the <i>frontage</i> of the site to an appropriate standard having regard to the specified function of the road.	<b>S11.1</b>	<p>The following infrastructure components already exist at the <i>frontage</i> of the <i>site</i> or are provided at the developer's expense-</p> <ul style="list-style-type: none"> <li>a) full width sealed road;</li> <li>b) concrete kerb and channel where appropriate;</li> <li>c) forming and grading to footpaths;</li> <li>d) vehicular kerb and footpath crossings;</li> <li>e) a constructed bikeway;</li> <li>f) a constructed footpath;</li> <li>g) a constructed carriageway;</li> <li>h) required alterations to public utility mains, services or installations;</li> <li>i) construction of any required alterations to public utility mains, services or installations;</li> <li>j) stormwater drainage works; and</li> <li>k) installation of electrical conduits;</li> </ul>	Roads and paths along the site frontage are partially or fully constructed. It is expected that partially constructed paths would be completed as part of the development
		<b>S11.2</b>	<p>AND</p> <p>Road and drainage design and construction is in accordance with Sections 3 and 4 of <i>PSP5</i> Engineering Design Standards - Roads, Drainage and Earthworks.</p>	
<b>14.166 Road and Rail Corridors</b>				
<b>O12</b>	Noise sensitive uses including residential uses are not subjected to high traffic noise levels from the <i>major road network</i> or rail corridors.	<b>S12.1</b>	<p>Noise sensitive uses including residential uses are separated by a minimum of-</p> <ul style="list-style-type: none"> <li>a) 40m from the property boundary of roads within the <i>major road network</i>; and</li> <li>b) 80m from the property boundary of rail corridors;</li> </ul>	Not assessed as part of the traffic impact assessment

SPECIFIC OUTCOMES		PROBABLE SOLUTIONS		COMPLIANCE
		<p><b>S12.2</b></p> <p>OR</p> <p>Development in the vicinity of road corridors meets the following external design criteria for roads in the <i>major road network</i>-</p> <p>) 63dB(A)L<sub>10</sub> (18hours) based on predicted traffic volumes ten years hence;</p> <p><b>S12.3</b></p> <p>AND</p> <p>Development in the vicinity of rail corridors meets the following external design level noise criteria-</p> <p>a) 65dB(a), assessed as the 24hour average equivalent continuous A-weighted sound pressure level; and</p> <p>b) 87dB(A), assessed as a single event maximum sound pressure level.</p>		
<b>14.167 Staged Development</b>				
<b>O13</b>	<p>Staged development is planned, designed and constructed to ensure that-</p> <p>a) each stage of the development can be constructed without interruption to services and utilities provided to the previous stages;</p> <p>b) the infrastructure provided is capable of servicing the entire development; and</p> <p>c) the materials used are consistent throughout the development.</p>	<b>S13.1</b>	No solution provided.	Not assessed as part of the traffic impact assessment
<b>14.168 Alternations to Services and Utilities</b>				



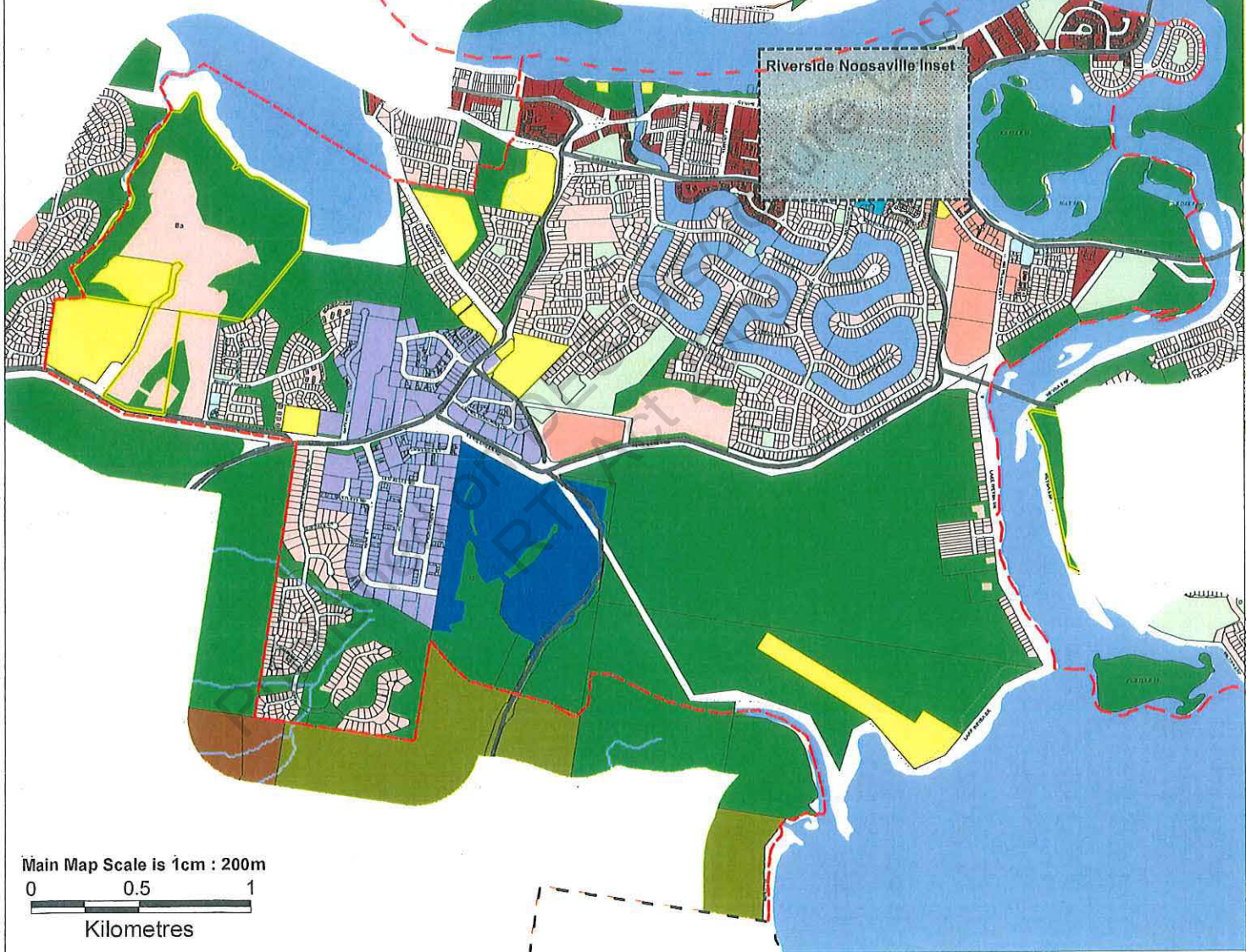
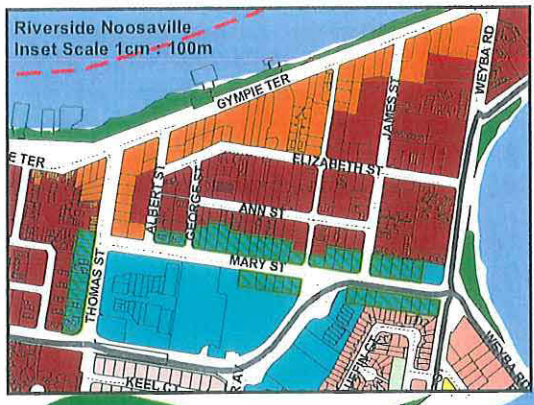
SPECIFIC OUTCOMES		PROBABLE SOLUTIONS	COMPLIANCE
014	Any alterations or repairs to infrastructure as a result of the development are made at no cost to Council.	S14.1	Any alterations or repair to infrastructure as a result of the development are completed at the developer's expense.  Not assessed as part of the traffic impact assessment

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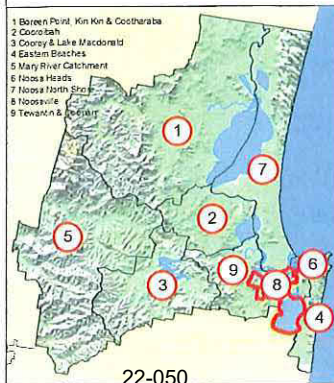


# NOOSA COUNCIL

## SHIRE BUSINESS CENTRE (MAP SBC)



Main Map Scale is 1cm : 200m  
 0 0.5 1  
 Kilometres



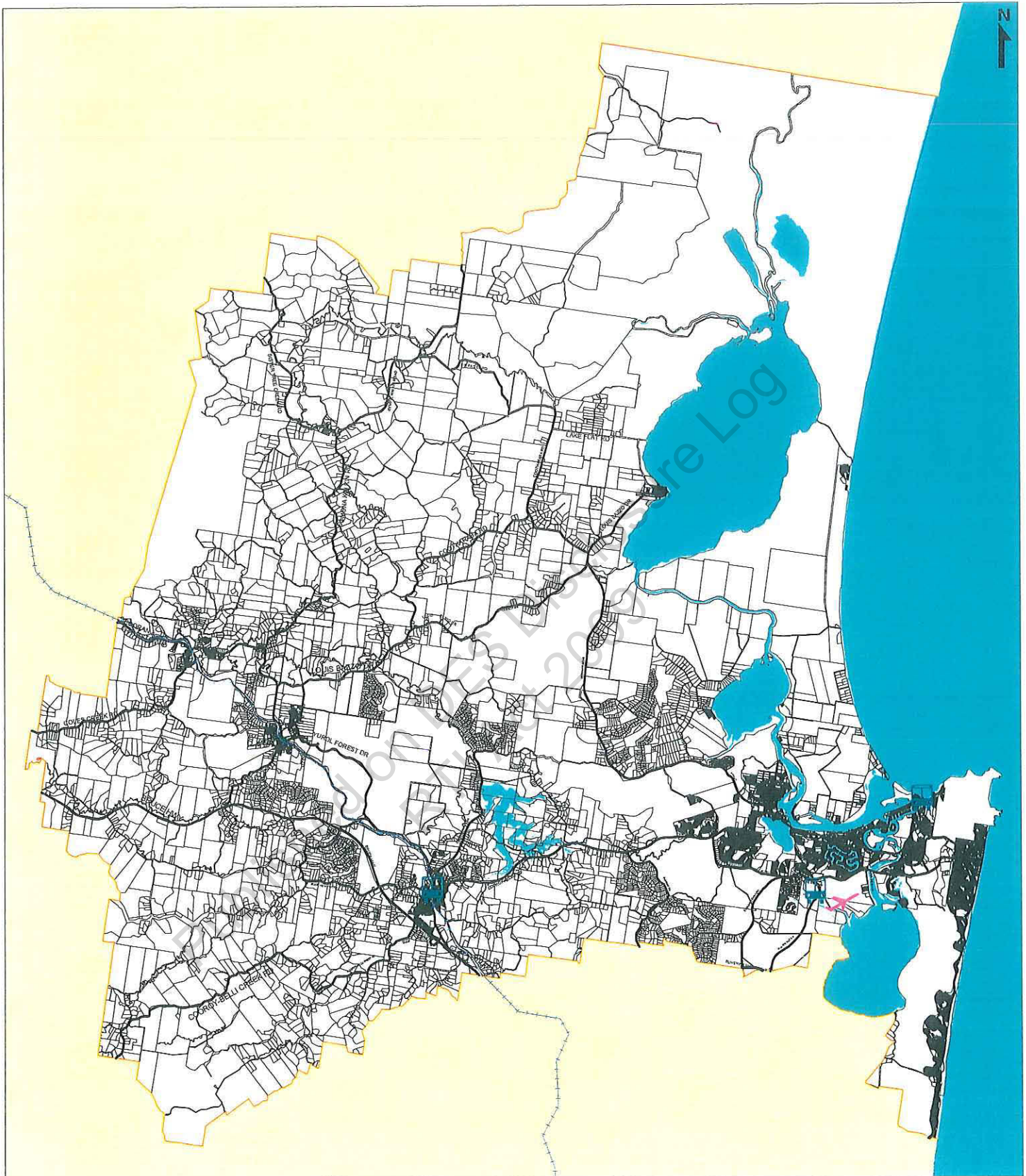
### Noosaville (Zone Map ZM8)



Casualled: Friday 3rd February 2006  
 This map is a reproduction from Council's GIS, has a scale of accuracy of 1:25 000, although data on which it is based was gathered at mostly finer scales. Precise boundaries may need to be defined by site survey.  
 Council Copyright Reserved  
 Workspace Location: Zone\_noosaville.wor

- Locality Boundaries
- Property Boundaries
- Major Water Bodies
- Town/Village Boundaries
- Mary/Thomas St Precinct
- Plans of Development (Refer to Schedule 6)
- Major Road Network
- Railway Line
- Noosa Shire Boundary
- Streams and Rivers
- Inset
- Detached Housing
- Semi-Attached Housing
- Attached Housing
- Visitor Mixed Use
- Neighbourhood Centre
- Business Centre
- Shire Business Centre
- Community Services
- Industry
- Rural
- Open Space Recreation
- Open Space Conservation

*Note:*  
 Levels of assessment may be altered by the Overlay Development Assessment Tables in Part 13  
 Division 2 or 3 of the regulatory provisions of the SEQ Regional Plan may also apply to development applications for urban or better, rural residential purposes and rezoning of a lot on land outside the Urban Footprint of the SEQ Regional Plan  
 Under Division 3, of the regulatory provisions of the SEQ Regional Plan an applicant to reconfigure a lot for rural residential purposes on land in the Regional Landscape and Rural Production Area of the SEQ Regional Plan and zoned Rural Settlement must do so properly made before 21 October 2006.



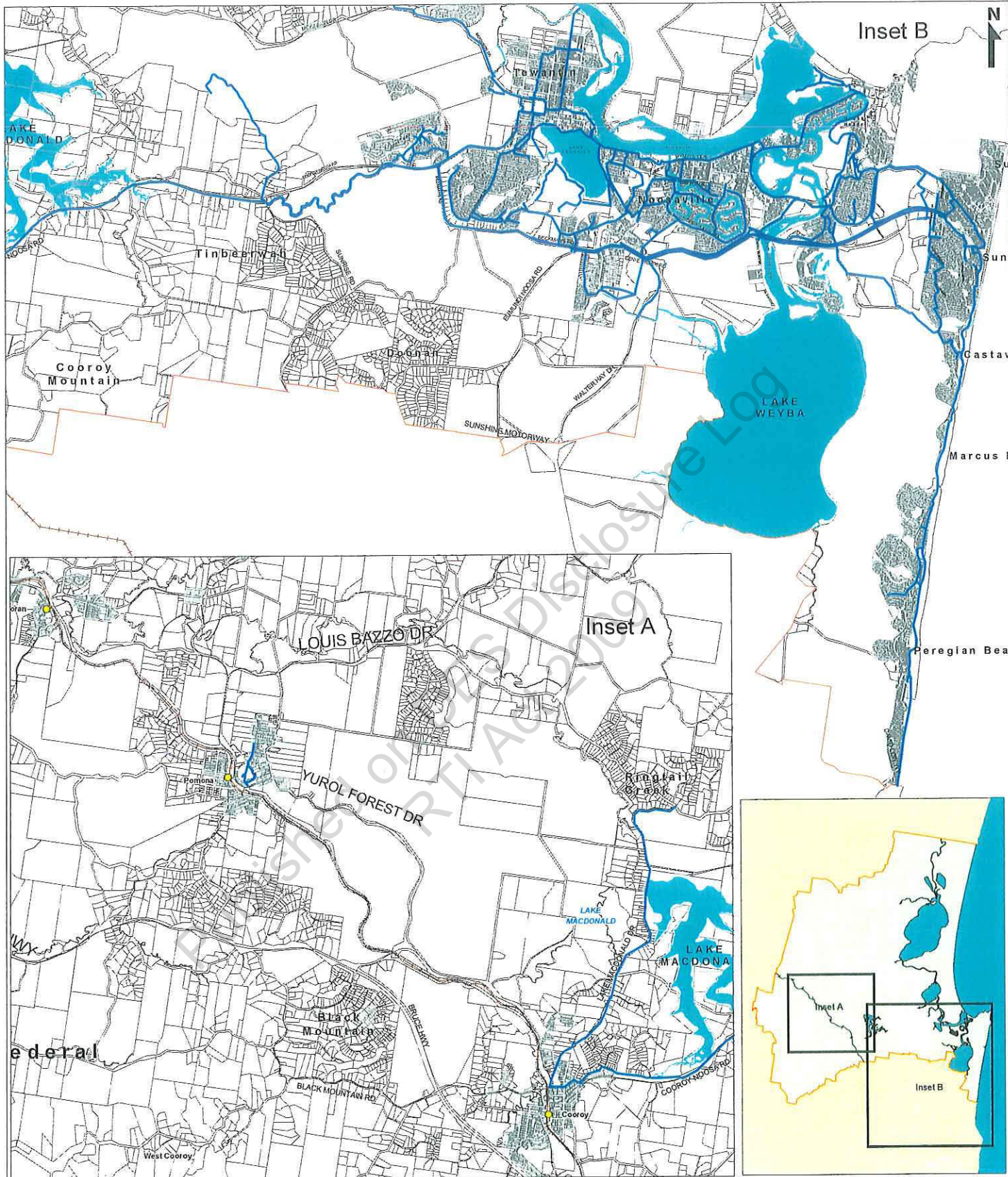
**Schedule 5 - Networks**  
**Map 1. Road, Rail and Air Transport**



Scale 1cm : 1.3km



- Railway
- Major Road Network
- Shire Boundary
- Public Transport Node
- Airport



**Schedule 5 - Networks**  
**Map 2. Pathways**

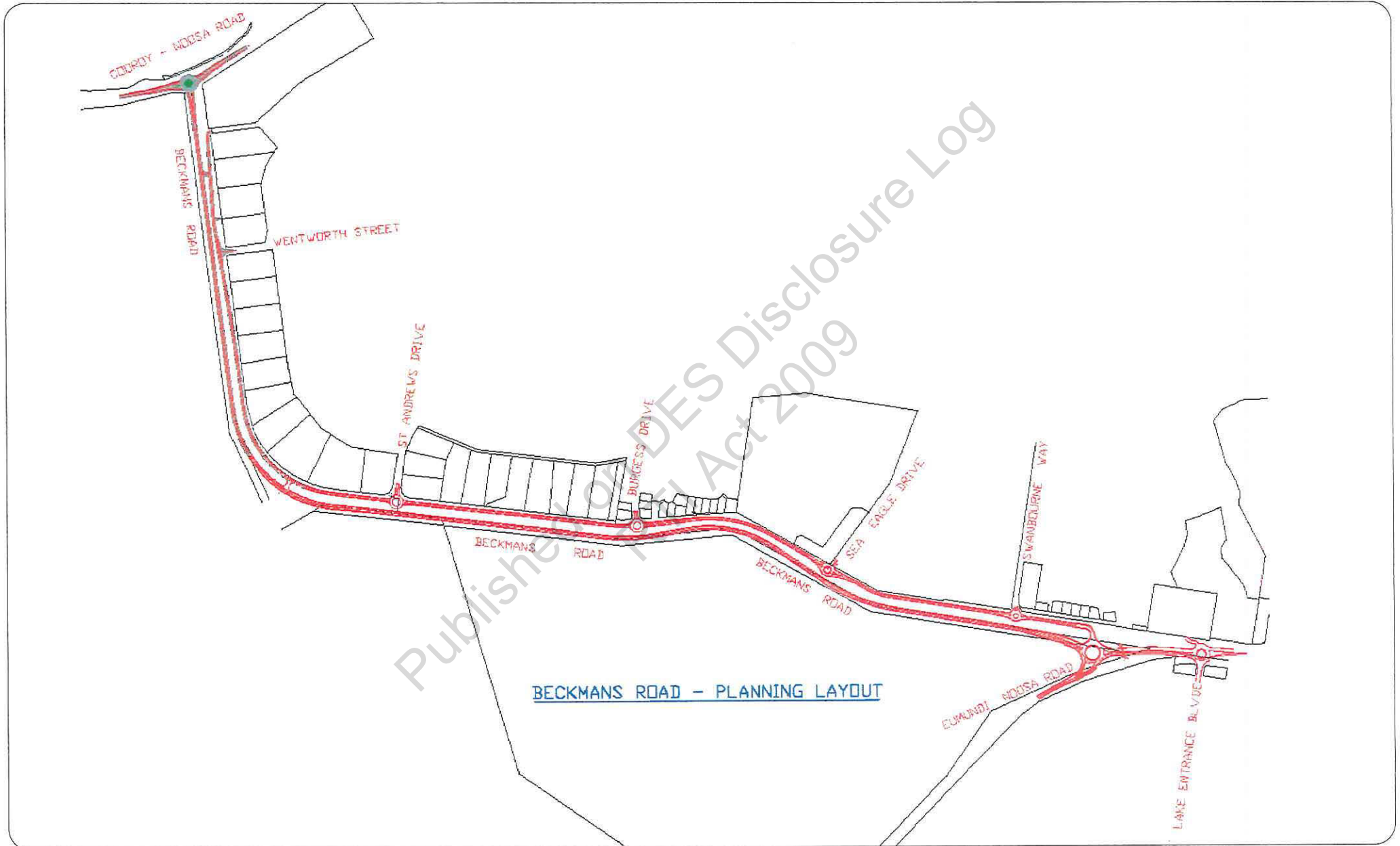
**NOOSA COUNCIL**

Scale 1cm : 625m



- Railway
- Major Road Network
- Shire Boundary
- Pedestrian and Bikeway

Date Gazetted: Friday 3<sup>rd</sup> 22-050  
 Workspace Location: Network/Map2-Pathways WCD



Published under the Freedom of Information Act 2009

BECKMANS ROAD - PLANNING LAYOUT

Source: Noosa Council Web Page (<http://www.noosa.qld.gov.au/ServicesFacilities/documents/CouncilProjects/Beckmans%20Road%20-%20Approved%20Planning%20Layout%20-%20Nov%202006.pdf>)



Source: Noosa Council Web Page (<http://www.noosa.qld.gov.au/docs/EenieCreekRd.pdf>)

**Appendix B**

**Traffic Counts**

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RTI Act 2009



AUSTRALASIAN TRAFFIC SURVEYS MANUAL INTERSECTION COUNT

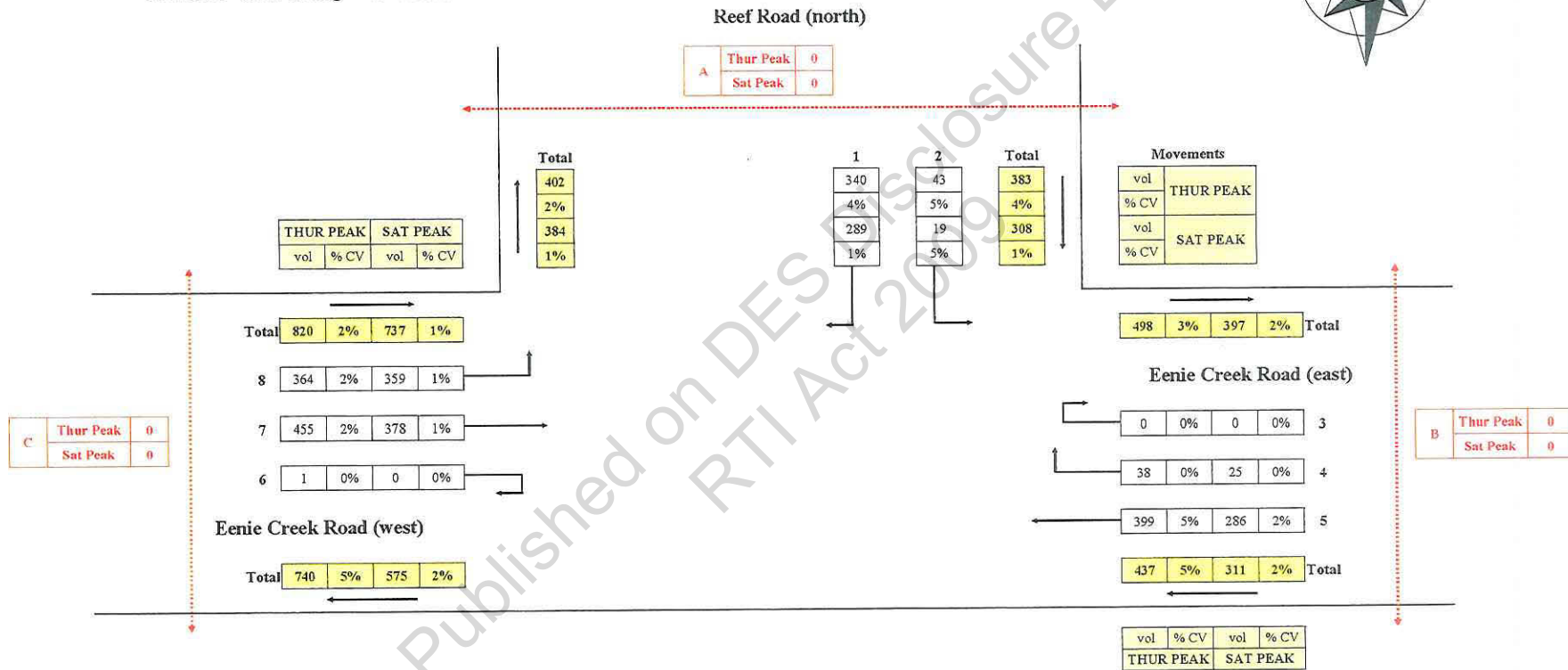
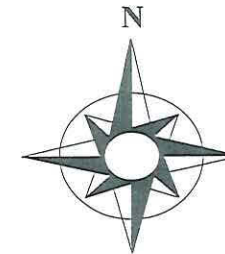
Location: 1

Day/Date: Eeenie Creek Road/Reef Road, Noosaville

Weather: Thursday 11 October 2007, 3:00pm to 6:00pm  
 Saturday 13 October 2007, 11:00am to 2:00pm

Summary: Thur Peak : Hour ending - 4:15 PM

Sat Peak : Hour ending - 12:30 PM



**Legend**

22-0501 = total vehicle volume

% CV = percentage of commercial vehicles (trucks and buses)

# AUSTRALASIAN TRAFFIC SURVEYS MANUAL INTERSECTION COUNT

Site No.: 2

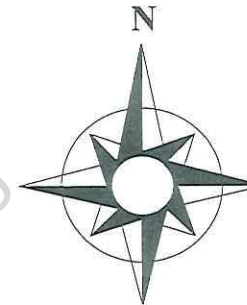
Location: Eenie Creek Road/Walter Hay Drive, Noosaville

Day/Date: Thursday 11 October 2007, 3:00pm to 6:00pm

Saturday 13 October 2007, 11:00am to 2:00pm

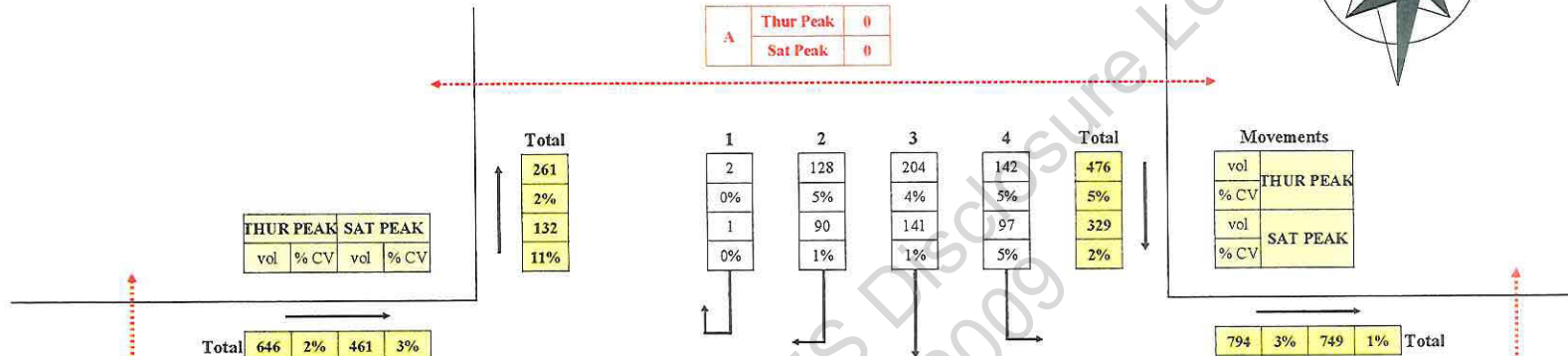
Summary: Thur Peak : Hour ending - 4:00 PM

Sat Peak : Hour ending - 12:30 PM



## Walter Hay Drive (north)

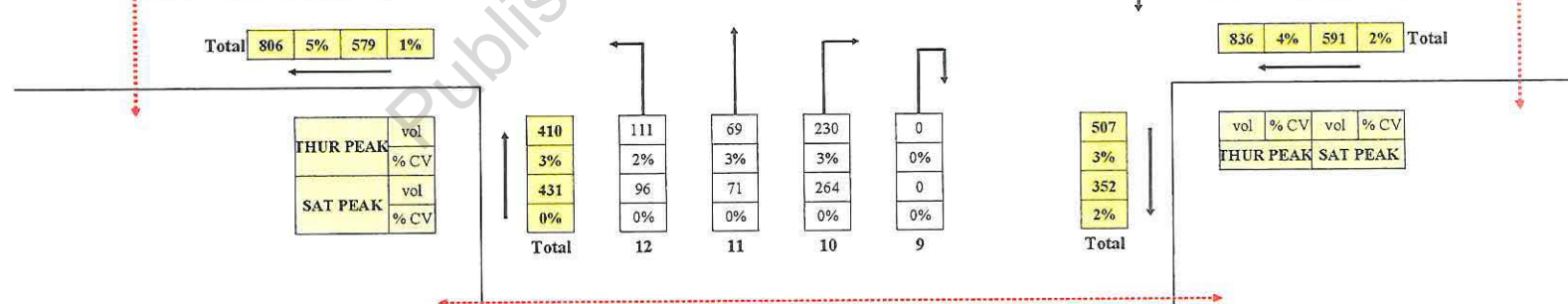
A	Thur Peak	0
	Sat Peak	0



D	Thur Peak	0
	Sat Peak	0



## Eenie Creek Road (west)



Total: 806 5% 579 1%

THUR PEAK	vol
	% CV
SAT PEAK	vol
	% CV

410	111	69	230	0
3%	2%	3%	3%	0%
431	96	71	264	0
0%	0%	0%	0%	0%
Total	12	11	10	9

C	Thur Peak	0
	Sat Peak	0

## Walter Hay Drive (south)

### Legend

22-0501 = total vehicle volume

% CV = percentage of commercial vehicles (trucks and buses)

**AUSTRALASIAN TRAFFIC SURVEYS MANUAL INTERSECTION COUNT**

Site No.: 3

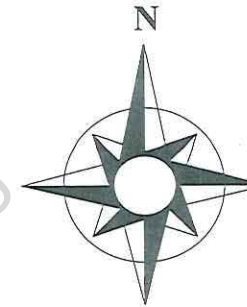
Location: Eumundi Road/Eenie Creek Road/Commerce Court, Noosaville

Day/Date: Thursday 11 October 2007, 3:00pm to 6:00pm

Saturday 13 October 2007, 11:00am to 2:00pm

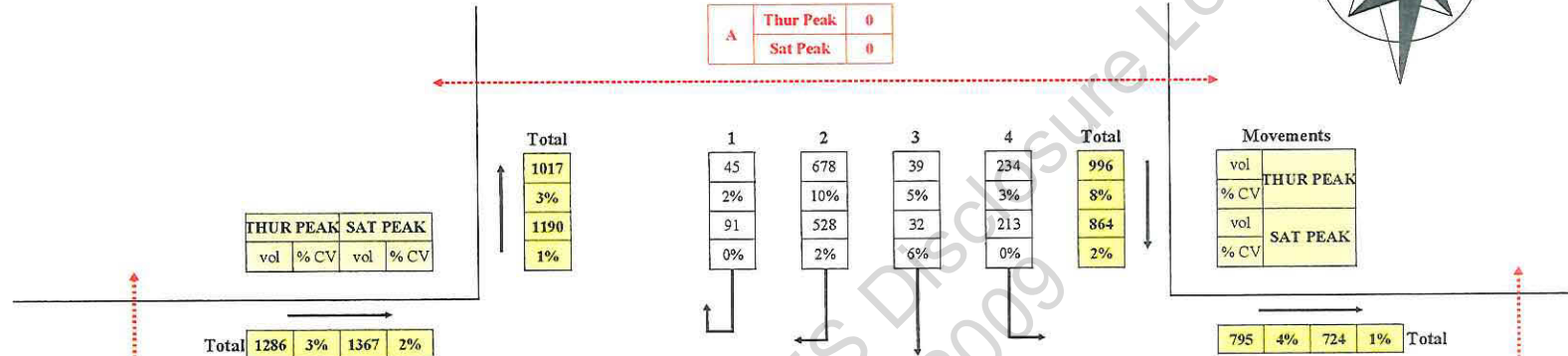
Summary: Thur Peak : Hour ending - 4:15 PM

Sat Peak : Hour ending - 12:00 PM



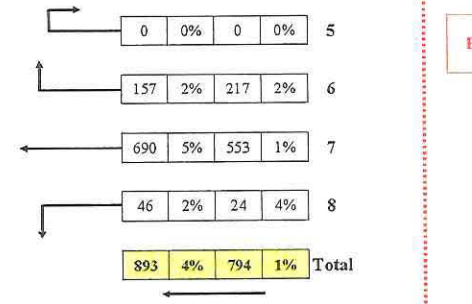
**Eumundi Road (north)**

A	Thur Peak	0
	Sat Peak	0



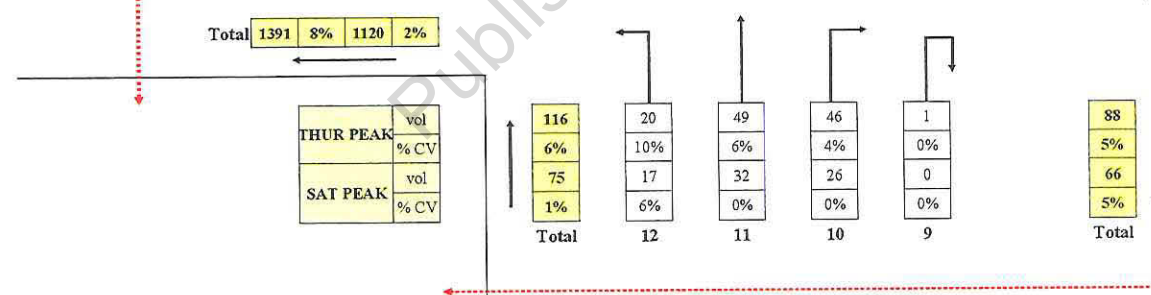
**Eenie Creek Road (east)**

B	Thur Peak	0
	Sat Peak	0



**Eumundi Road (west)**

D	Thur Peak	0
	Sat Peak	0



C	Thur Peak	0
	Sat Peak	0

**Commerce Court (south)**

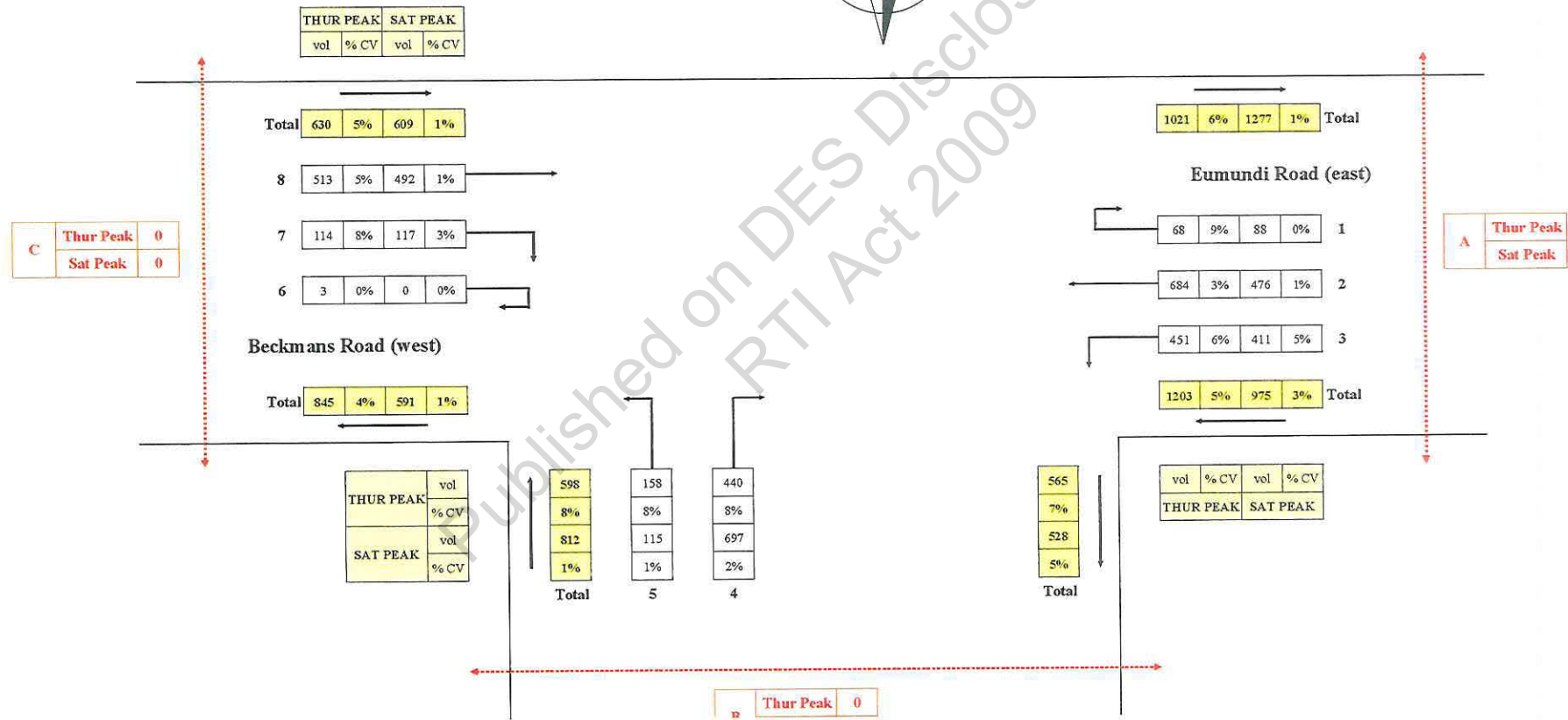
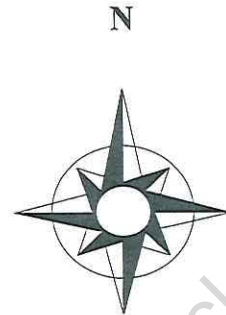
Legend

22-050vol = total vehicle volume

% CV = percentage of commercial vehicles (trucks and buses)

**AUSTRALASIAN TRAFFIC SURVEYS MANUAL INTERSECTION COUNT**

Site No.: 4      Weather: Fine  
 Location: Eumundi Road/Beckmans Road, Noosaville  
 Day/Date: Thursday 11 October 2007, 3:00pm to 6:00pm  
 Saturday 13 October 2007, 11:00am to 2:00pm  
 Summary: Thur Peak : Hour ending - 4:00 PM  
 Sat Peak : Hour ending - 12:15 PM



22-050  
 Legend  
 vol = total vehicle volume  
 % CV = percentage of commercial vehicles (trucks and buses)

**AUSTRALASIAN TRAFFIC SURVEYS MANUAL INTERSECTION COUNT**

Site No.: 5

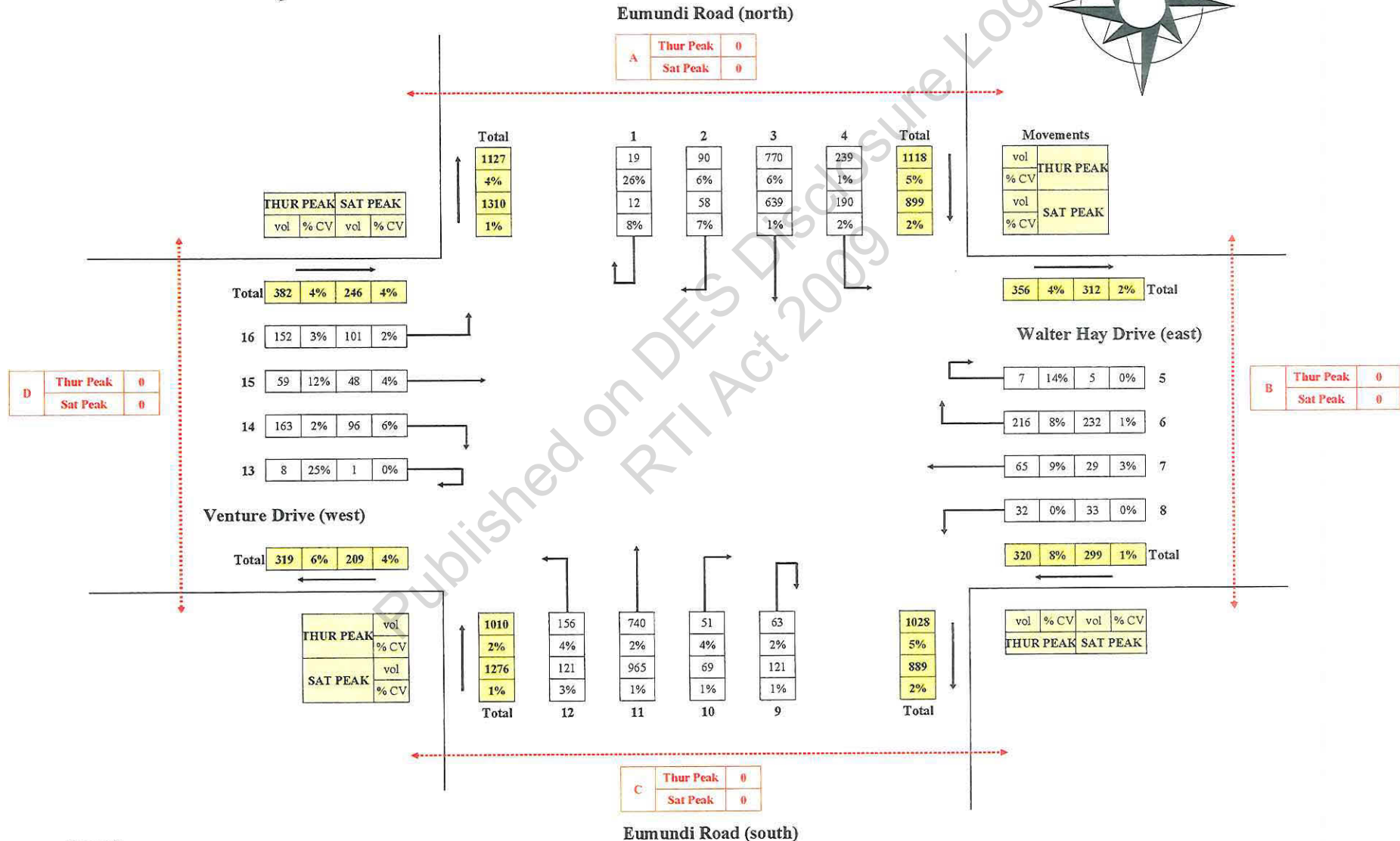
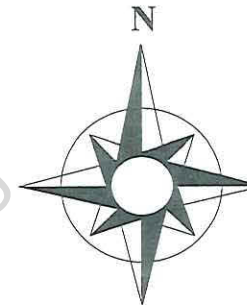
Location: Eumundi Road/Walter Hay Drive/Venture Drive, Noosaville

Day/Date: Thursday 11 October 2007, 3:00pm to 6:00pm

Saturday 13 October 2007, 11:00am to 2:00pm

Summary: Thur Peak : Hour ending - 4:30 AM

Sat Peak : Hour ending - 12:15 PM



**Legend**

22-0501 = total vehicle volume

% CV = percentage of commercial vehicles (trucks and buses)

**AUSTRALASIAN TRAFFIC SURVEYS MANUAL INTERSECTION COUNT**

Site No.: 6

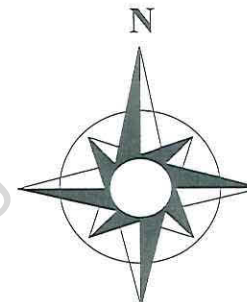
Location: Eumundi Road/Goodchap Street, Noosaville

Day/Date: Thursday 11 October 2007, 3:00pm to 6:00pm

Saturday 13 October 2007, 11:00am to 2:00pm

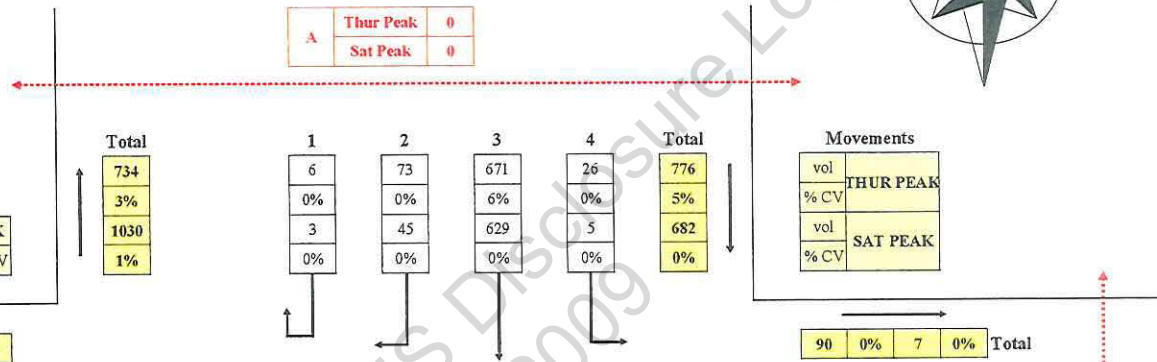
Summary: Thur Peak : Hour ending - 4:00 PM

Sat Peak : Hour ending - 12:00 PM

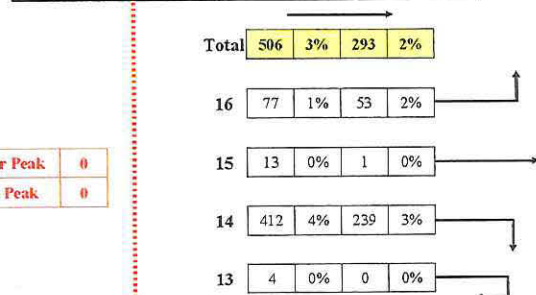


**Eumundi Road (north)**

A	Thur Peak	0
	Sat Peak	0



D	Thur Peak	0
	Sat Peak	0

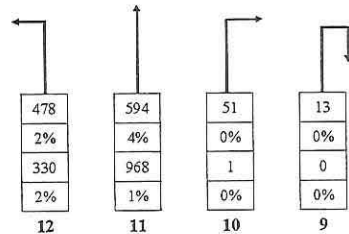


**Goodchap Street (west)**

Total	580	2%	377	1%
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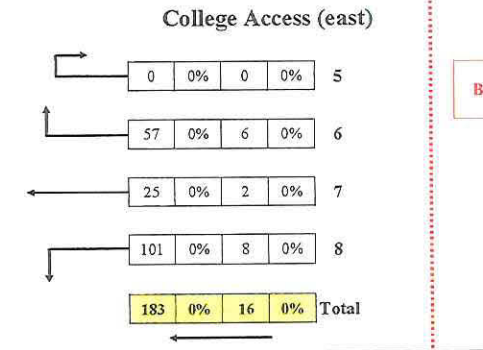
THUR PEAK	vol
	% CV
SAT PEAK	vol
	% CV

Total	1136	3%
Total	1299	1%



C	Thur Peak	0
	Sat Peak	0

**Eumundi Road (south)**



B	Thur Peak	0
	Sat Peak	0

**Legend**

22-0501 = total vehicle volume

% CV = percentage of commercial vehicles (trucks and buses)

**AUSTRALASIAN TRAFFIC SURVEYS MANUAL INTERSECTION COUNT**

Site No.: 7 Weather: Fine

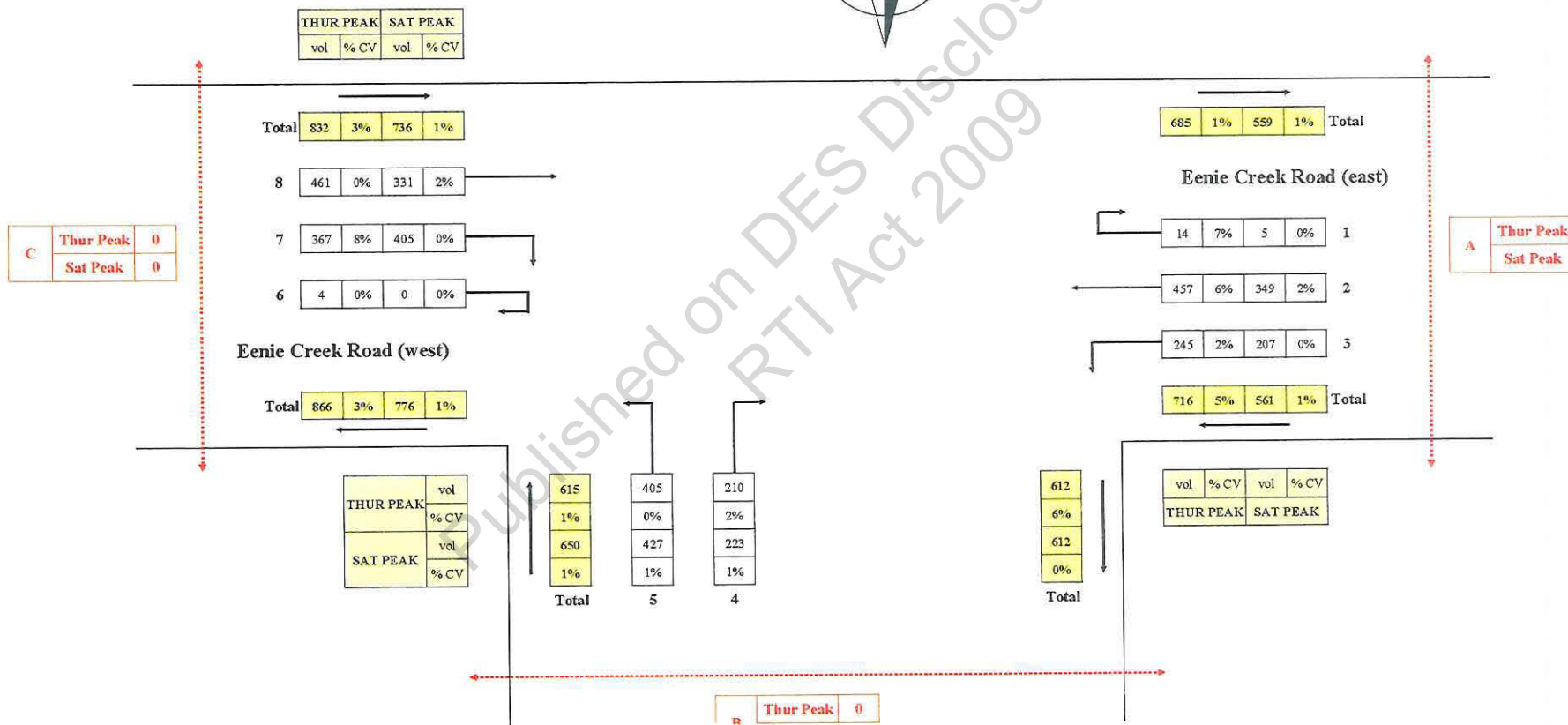
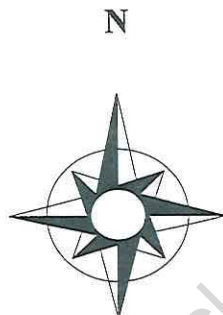
Location: Eenie Creek Road/Noosa CIVIC Access Road, Noosaville

Day/Date: Thursday 11 October 2007, 3:00pm to 6:00pm

Saturday 13 October 2007, 11:00am to 2:00pm

Summary: Thur Peak : Hour ending - 4:00 PM

Sat Peak : Hour ending - 12:15 PM



**Legend**

22-050ol = total vehicle volume

% CV = percentage of commercial vehicles (trucks and buses)

# AUSTRALASIAN TRAFFIC SURVEYS MANUAL INTERSECTION COUNT

Site No.: 8

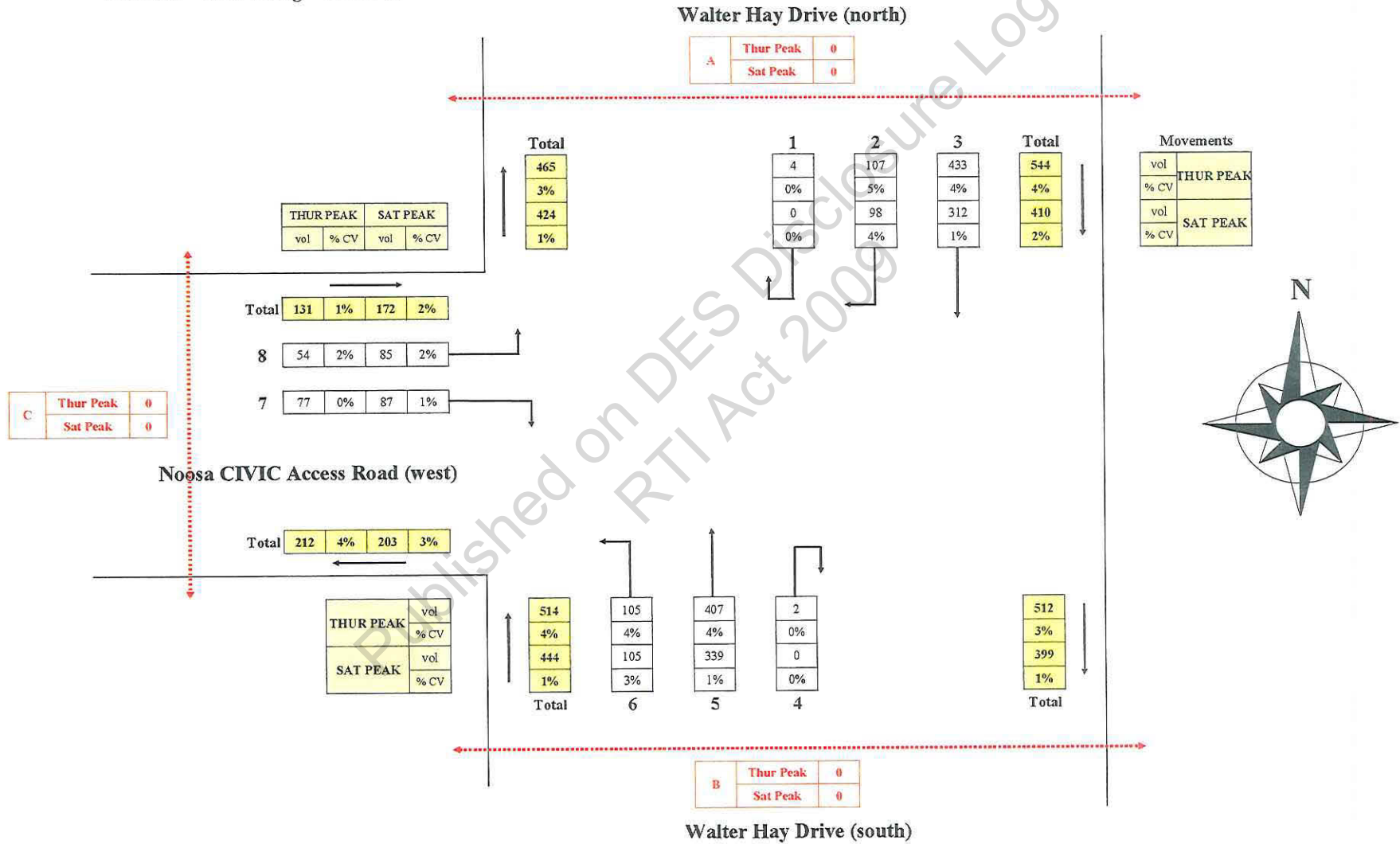
Location: Walter Hay Drive/Noosa CIVIC Access Road, Noosaville

Day/Date: Thursday 11 October 2007, 3:00pm to 6:00pm

Saturday 13 October 2007, 11:00am to 2:00pm

Summary: Thur Peak : Hour ending - 4:15 PM

Sat Peak : Hour ending - 12:15 PM



**Legend**

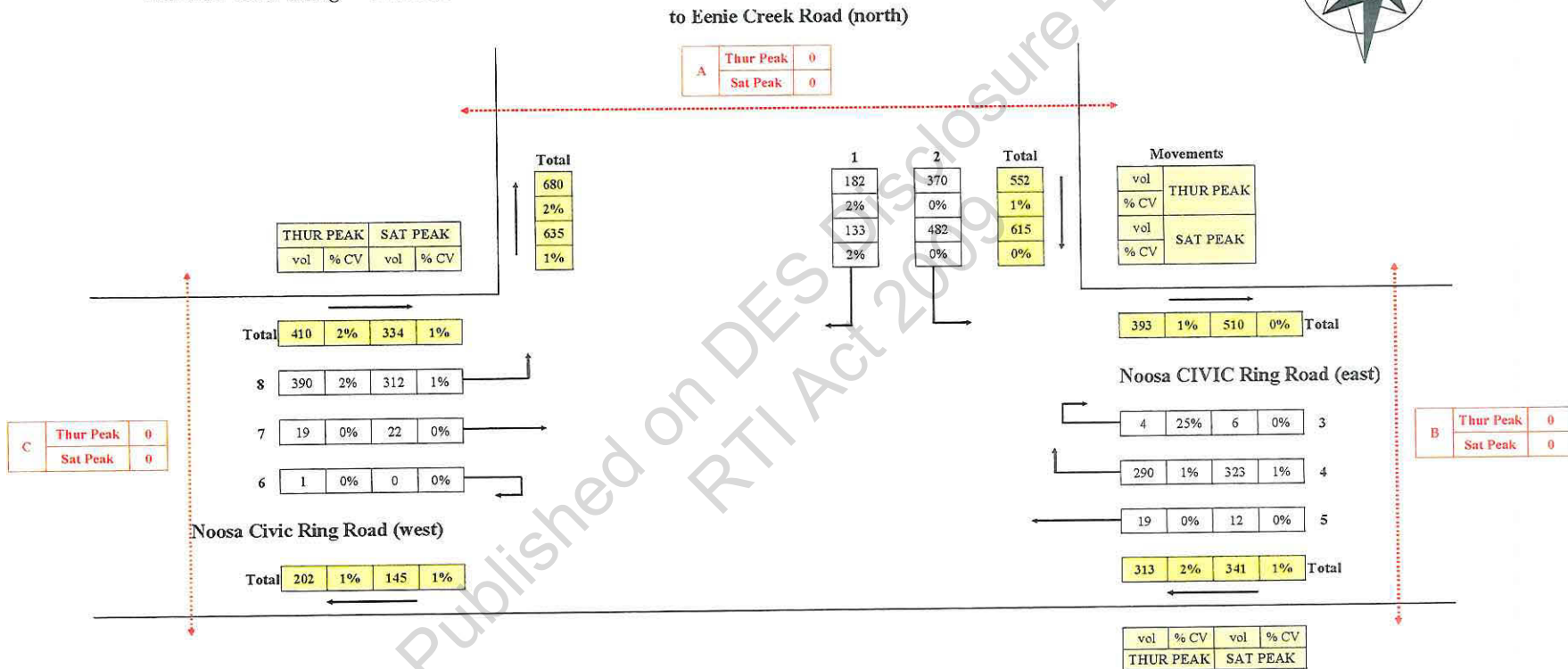
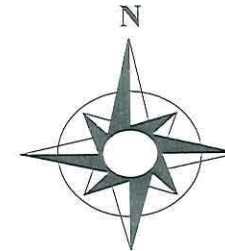
22-0501 = total vehicle volume

% CV = percentage of commercial vehicles (trucks and buses)



**AUSTRALASIAN TRAFFIC SURVEYS MANUAL INTERSECTION COUNT**

**Location:** 9  
**Day/Date:** Noosa CIVIC Ring Road/Eenie Creek Road, Noosaville  
**Weather:** Thursday 11 October 2007, 3:00pm to 6:00pm  
 Saturday 13 October 2007, 11:00am to 2:00pm  
**Summary:** Thur Peak : Hour ending - 4:30 PM  
 Sat Peak : Hour ending - 12:15 PM



**Legend**  
 22-0501 = total vehicle volume  
 % CV = percentage of commercial vehicles (trucks and buses)

# AUSTRALASIAN TRAFFIC SURVEYS MANUAL INTERSECTION COUNT

Site No.: 10

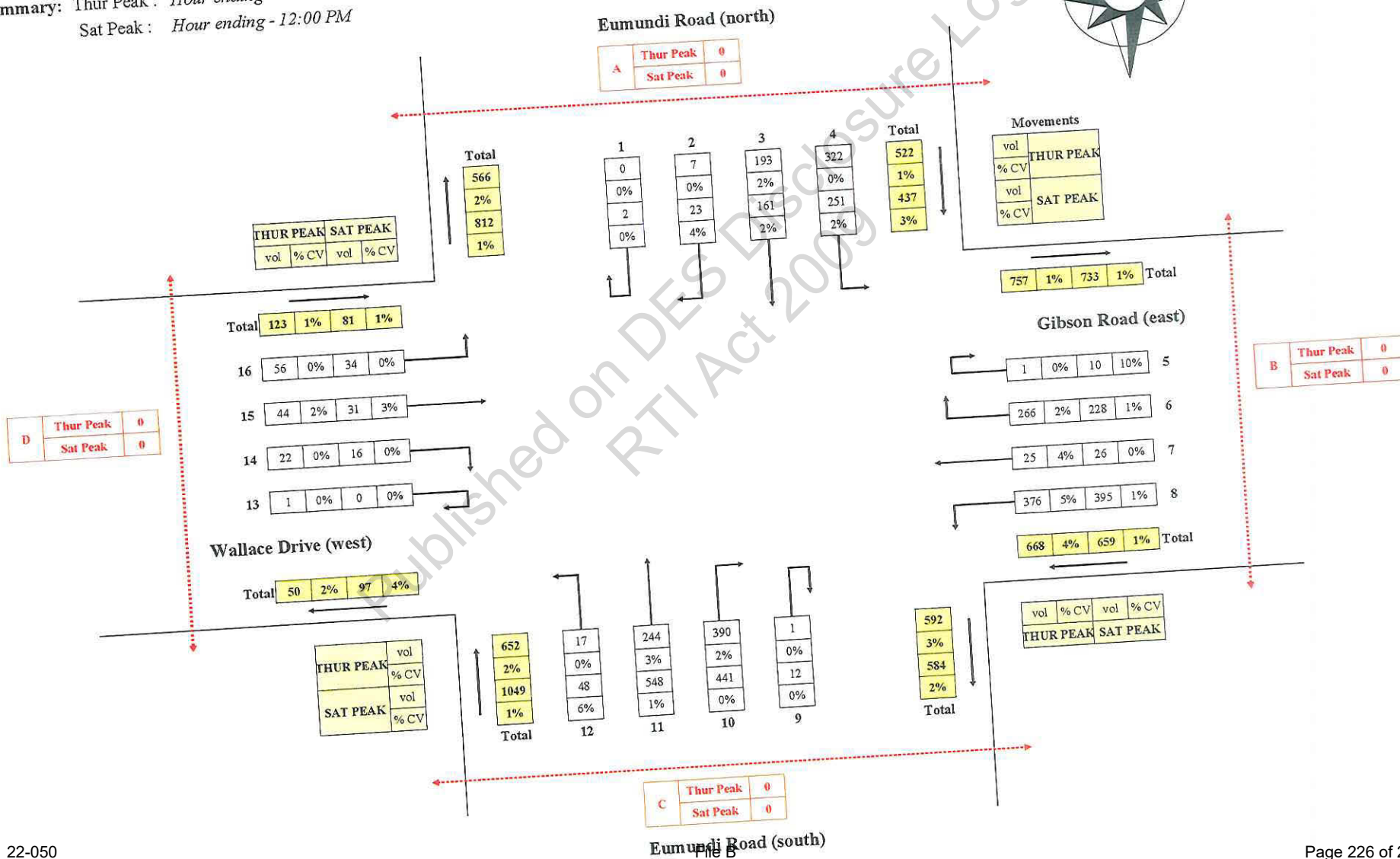
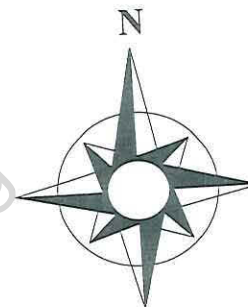
Location: Eumundi Road/Gibson Road/Wallace Drive, Noosaville

Day/Date: Thursday 11 October 2007, 3:00pm to 6:00pm

Saturday 13 October 2007, 11:00am to 2:00pm

Summary: Thur Peak : Hour ending - 5:15 PM

Sat Peak : Hour ending - 12:00 PM



# AUSTRALASIAN TRAFFIC SURVEYS MANUAL INTERSECTION COUNT

Site No.: 12

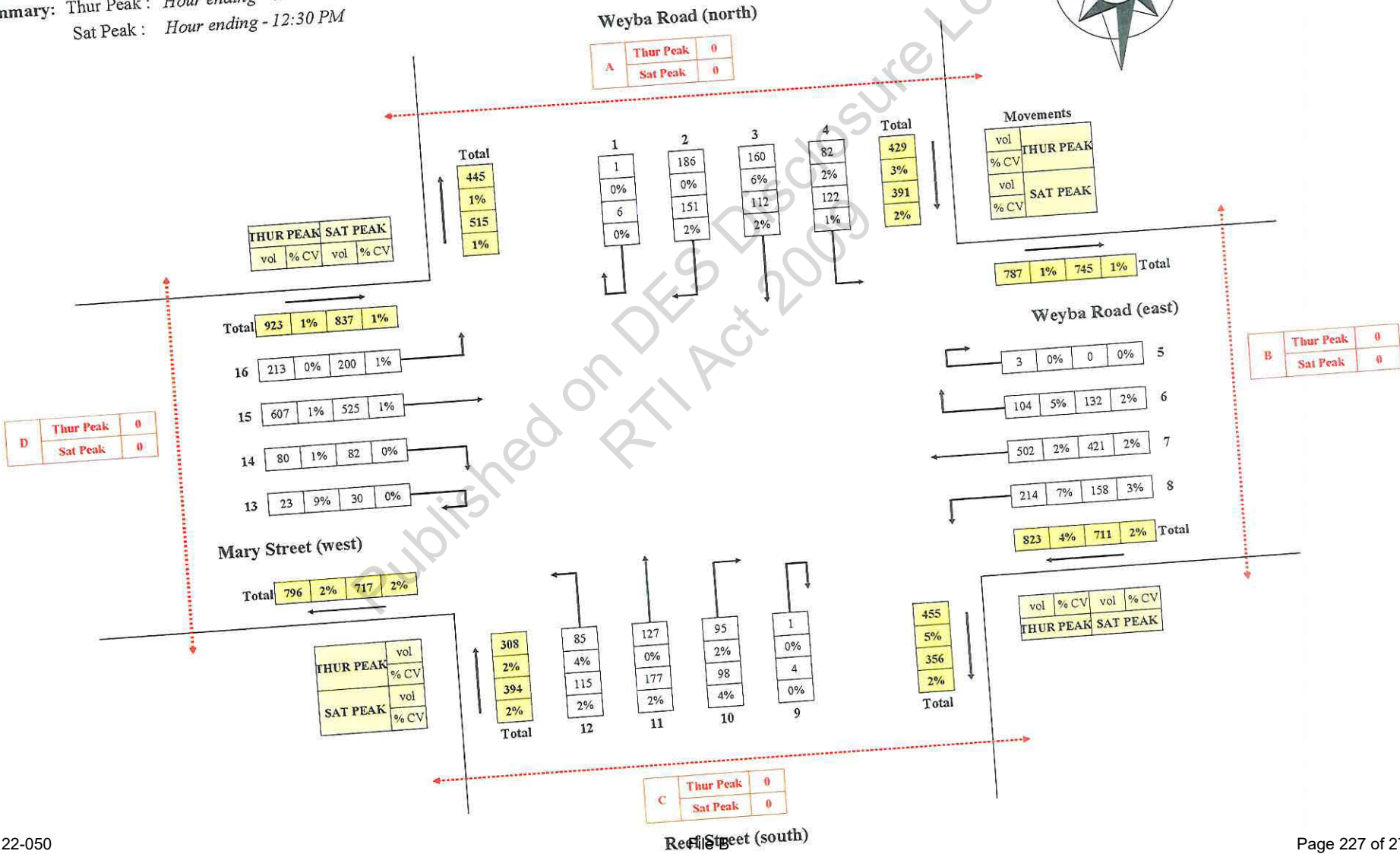
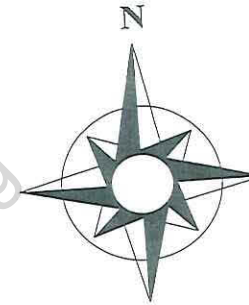
Location: Weyba Road/Reef Street/Mary Street, Noosville

Day/Date: Thursday 11 October 2007, 3:00pm to 6:00pm

Saturday 13 October 2007, 11:00am to 2:00pm

Summary: Thur Peak : Hour ending - 4:45 PM

Sat Peak : Hour ending - 12:30 PM

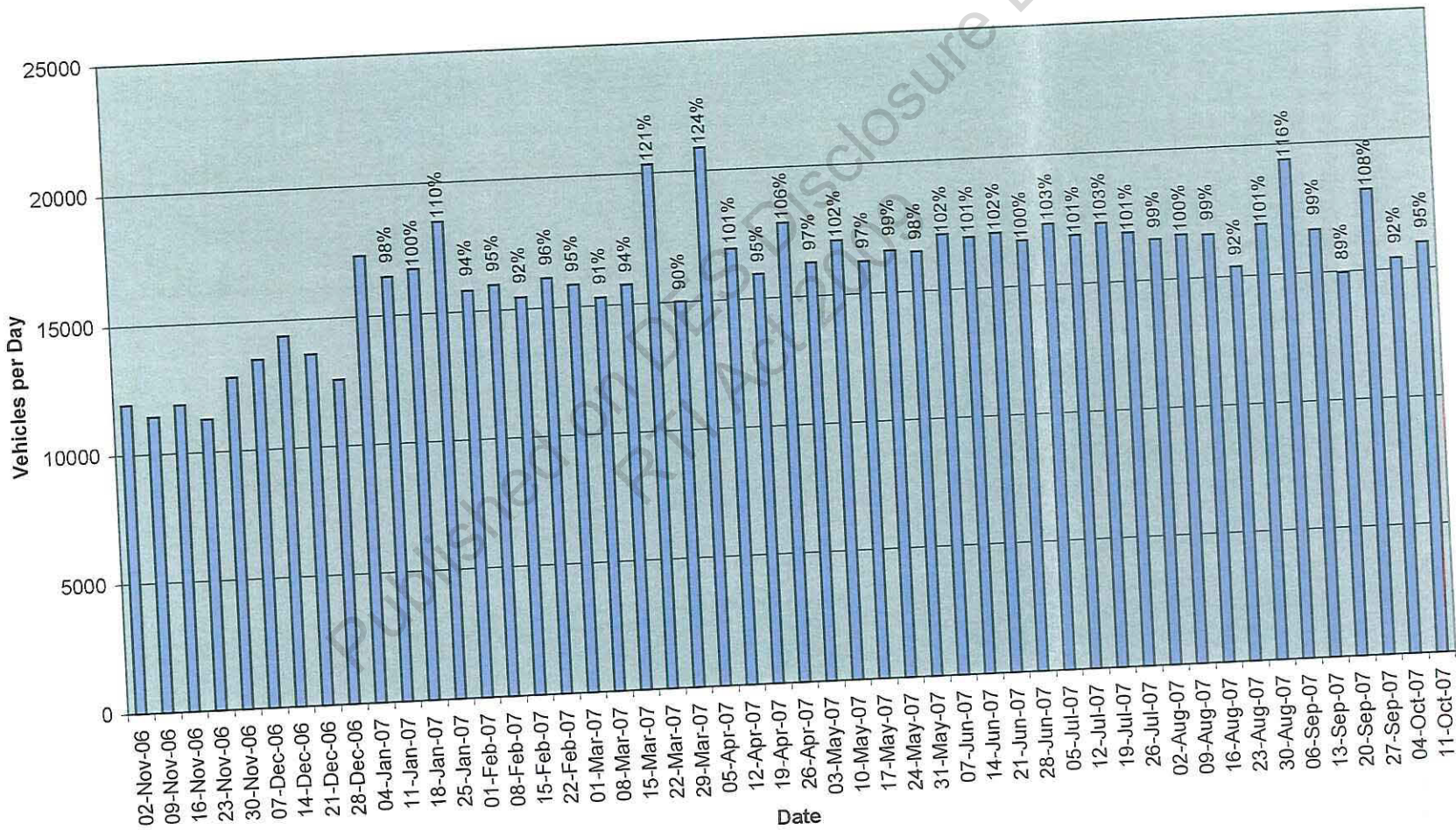


**Appendix C**  
**Traffic Generation**

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RTI Act 2009

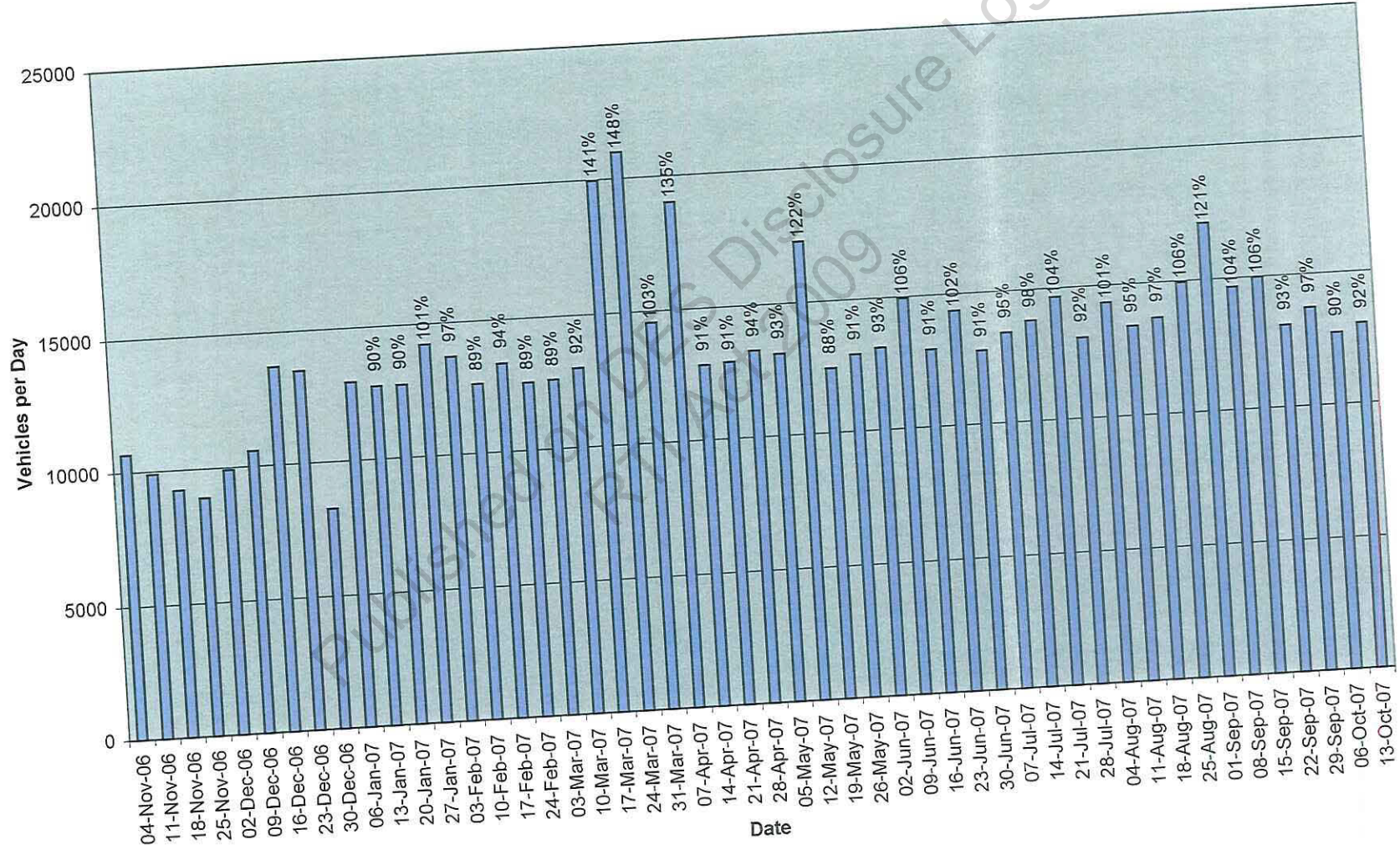
### Noosa Civic Count Data and % of Average Typical\* (Thursdays)

\*volumes recorded after 8 January 2007 are considered to be typical



### Noosa Civic Count Data and % of Average Typical\* (Saturdays)

\*volumes recorded after 8 January 2007 are considered to be typical

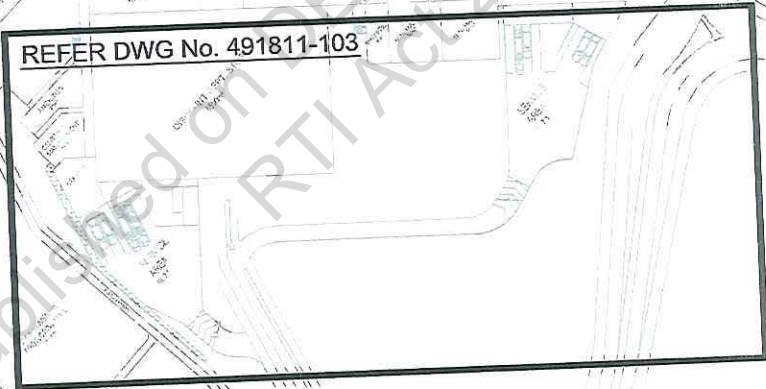


**Appendix D**

**Site Layout**

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RTI Act 2009

**CONCEPT ONLY**



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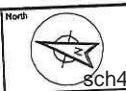
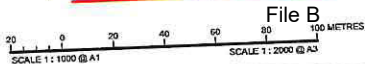
**BRISBANE**  
Level 1, 8 Gardner Close  
Million City 4004  
P.O. Box 388  
Tecowong QLD 4006  
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Fax: (07) 3310 9122

**GOLD COAST**  
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Narang QLD 4211  
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Narang QLD 4211  
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Fax: (07) 5502 1586

**SYDNEY**  
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Gordon NSW 2092  
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Fax: (02) 9499 3502

Issue	Description	Date	By
A	ISSUE FOR COMMENT	11.10.07	AK
B	BASE UPDATED	14.11.07	AK

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Design	Drawn	Checked
Corfield		
RPEQ No.		

Project Title  
**NOOSA CIVIC RETAIL  
STAGE 2**

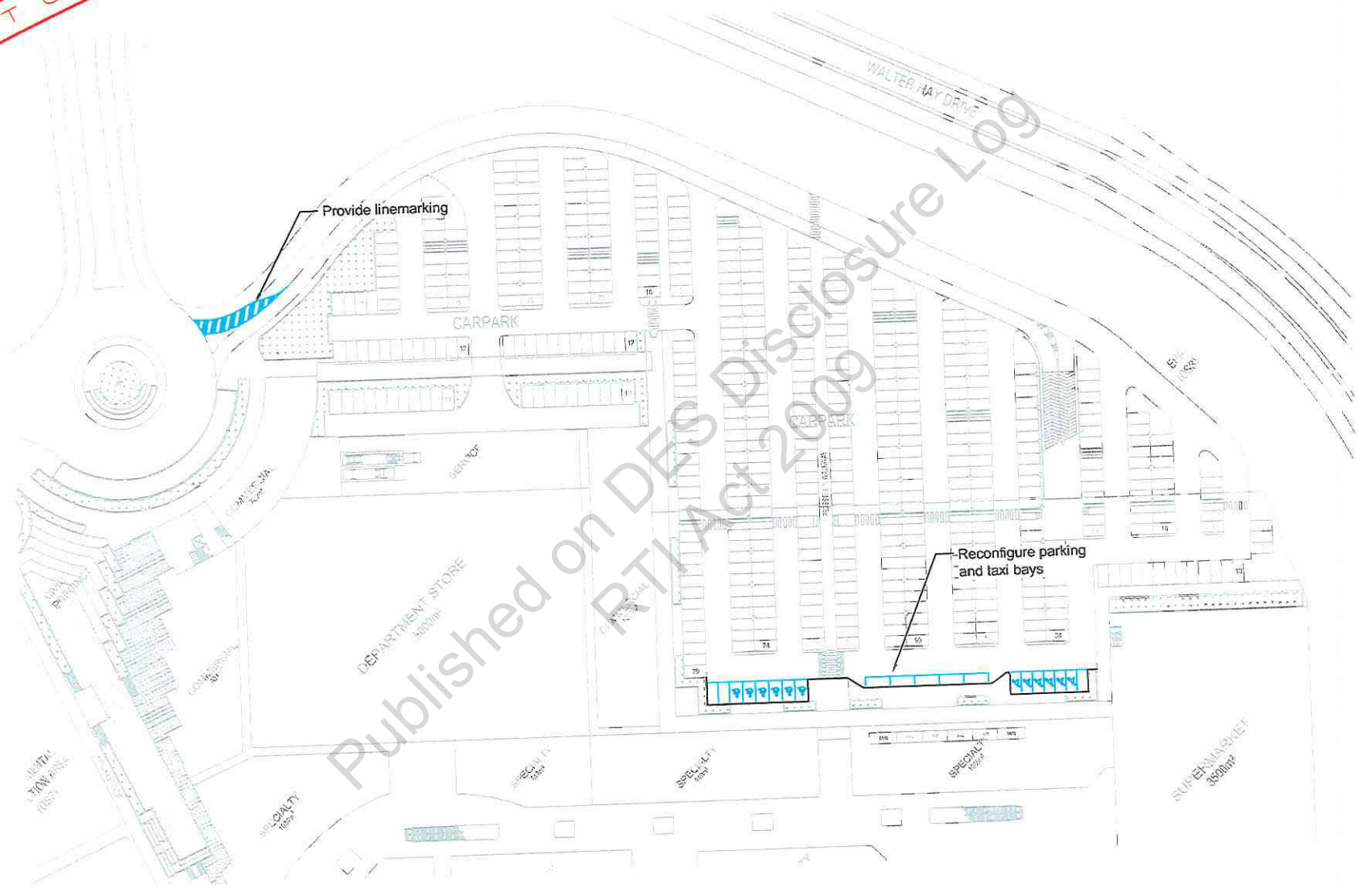
Stockwell  
**STOCKWELL**

Drawing Title  
**GROUND LEVEL  
LAYOUT**

Drawing No.	<b>491811-100</b>	
Sheet	1 of 1	Issue
Scale	1:1000 at A1	<b>B</b>
Project	491811	
Rev.	Nil	
Acad file	491811-100.dwg	



**CONCEPT ONLY**

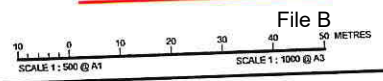


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**Cardno Eppell Olsen**  
 22-050  
 BRISBANE GOLD COAST SYDNEY  
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 Milton Qld 4055 Saffs 2, 20 Warwick Street 910 Pacific Highway  
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 Toowoomba Qld 4608 P.O. Box 391 Tel: (02) 9456 7700  
 Tel: (07) 3510 7461 Hearing Ctr 4211 Tel: (07) 5502 1585  
 Fax: (07) 3308 9722 Fax: (07) 5502 1586

Issue	Description	Date	By
A	ISSUE FOR COMMENT	11.10.07	AX
B	BASE UPDATED AND COMMENTS ADDED	14.11.07	AX

**PRELIMINARY PRINT**  
 NOT FOR CONSTRUCTION

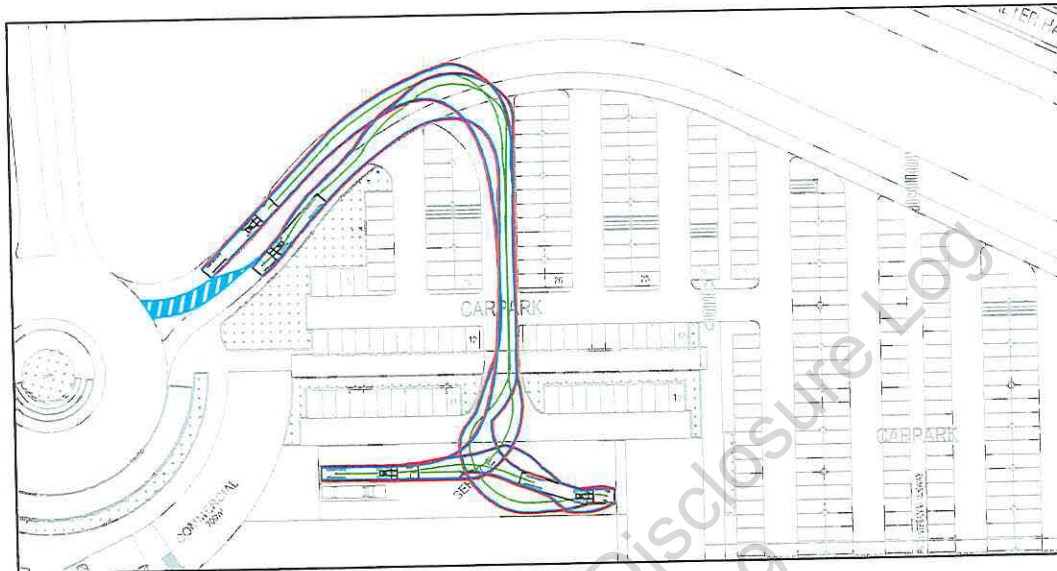


North  
  
 File B  
 10 0 10 20 30 40 50 METRES  
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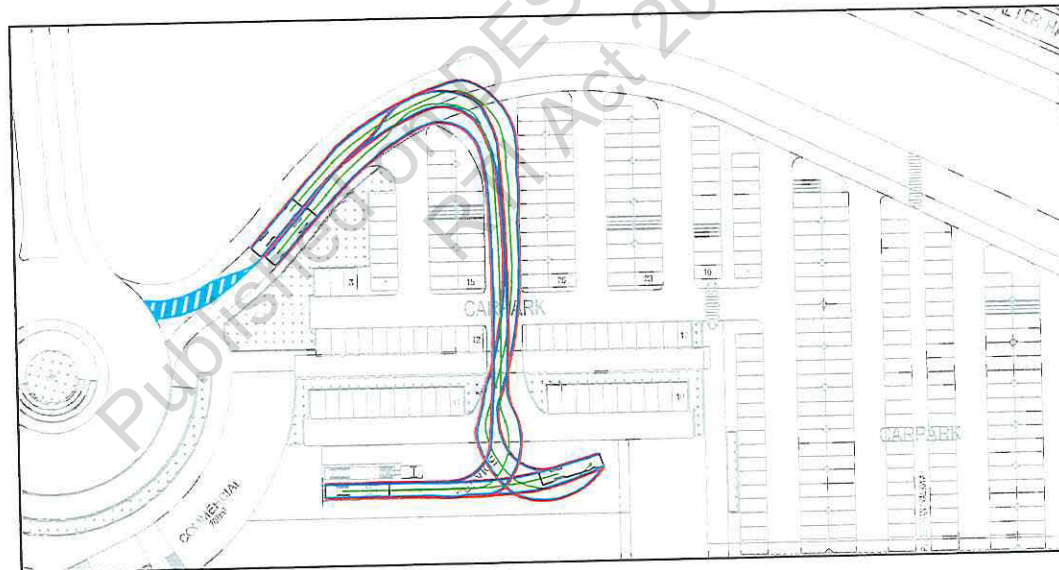
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Design	Drawn	Checked
Corfield		
Project Title NOOSA CIVIC RETAIL STAGE 2		
Client STOCKWELL		
RPEQ No.:		

Drawing Title GROUND LEVEL CAR PARK COMMENTS	
Drawing No. 491811-101	Issue B
Sheet 1 of 1	Project 491811
Scale 1:500 at A1	ACAD file 491811-100.dwg

**CONCEPT ONLY**



**19.0m Articulated Vehicle**

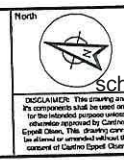
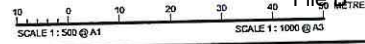


**Heavy Rigid Vehicle**

**Cardno Eppell Olsen**  
 BRISBANE Level 1, 9 Conliffe Close, Milton Qld 4064  
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 Tel: (07) 3310 2401 Fax: (07) 3310 9722  
 Tel: (07) 5502 1585 Fax: (07) 5502 1586

Issue	Description	Date	By
A	ISSUE FOR COMMENT	11.10.07	AK
B	BASE UPDATED AND SWEEP PATHS AMENDED	14.11.07	AK

**PRELIMINARY PRINT  
NOT FOR CONSTRUCTION**

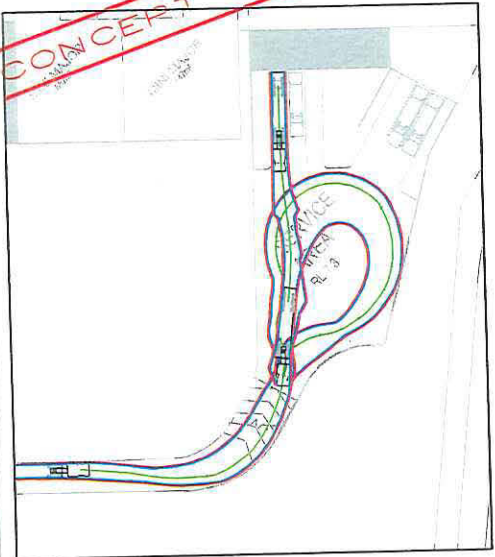


Base Information Supplied by <b>NIL</b>	Project Title <b>NOOSA CIVIC RETAIL STAGE 2</b>
Design Drawn Checked	Client <b>STOCKWELL</b>
Cost/td	
RPEQ No.	

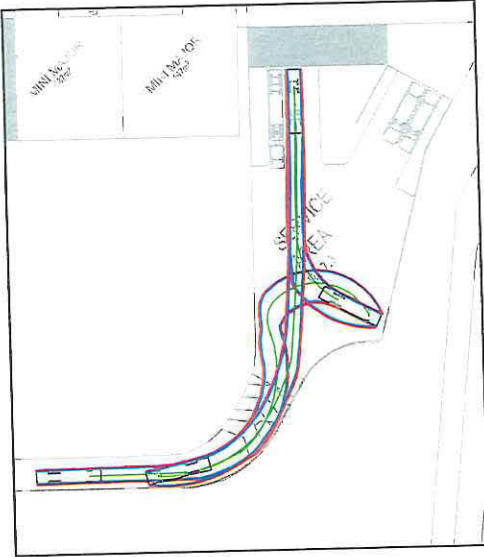
Drawing Title  
**NORTHERN LOADING DOCK SWEEP PATHS**

Drawing No. <b>491811-102</b>	Issue <b>B</b>
Sheet <b>1 of 1</b>	Scale <b>1:500 at A1</b>
Project <b>491811</b>	ACAD File <b>491811-102.dwg</b>

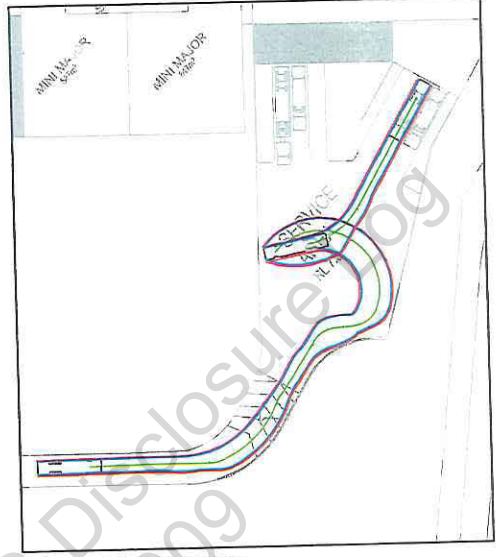
**CONCEPT ONLY**



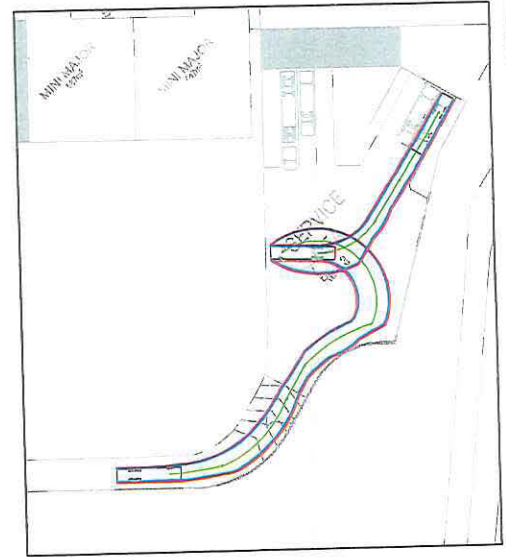
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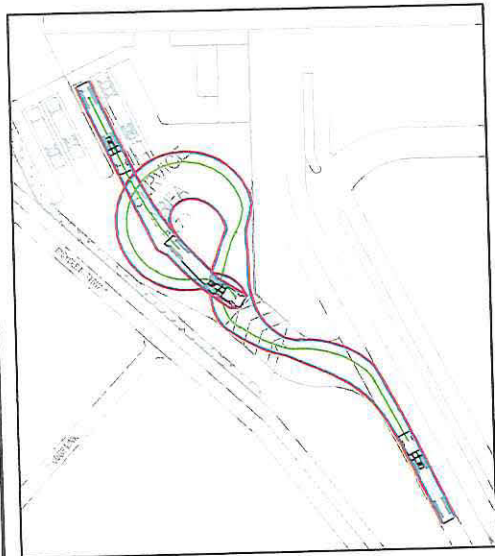
Heavy Rigid Vehicle



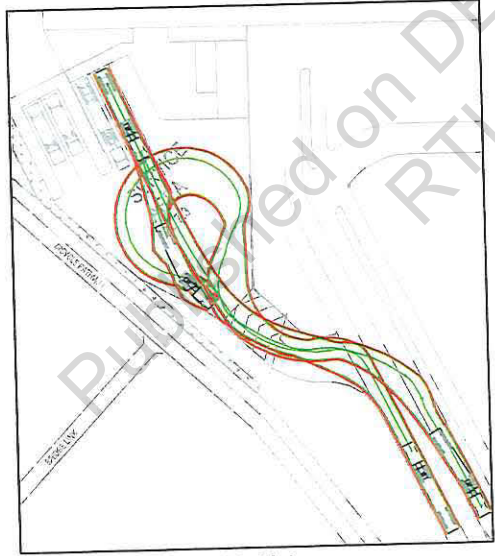
Heavy Rigid Vehicle



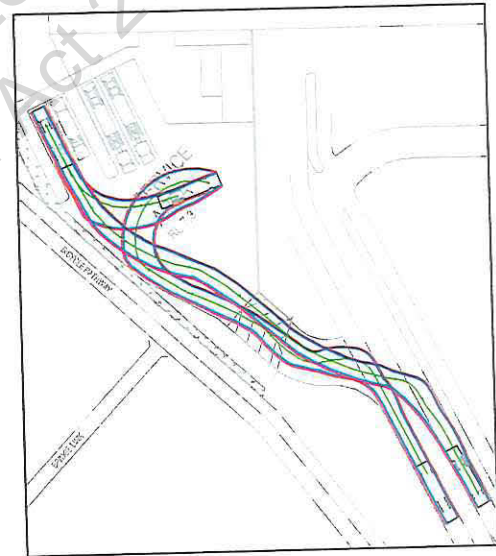
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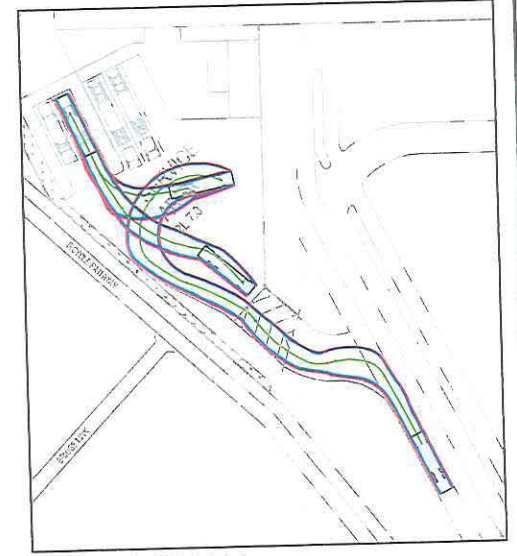
19.0m Articulated Vehicle



19.0m Articulated Vehicle



Heavy Rigid Vehicle



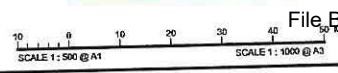
Heavy Rigid Vehicle

**Cardno Eppell Olsen**

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 Fax: (07) 3369 9722 Fax: (07) 5502 1586

Issue	Description	Date	By
A	ISSUE FOR COMMENT	11.10.07	AK
B	BASE UPDATED AND SWEEP PATHS AMENDED	14.11.07	AK

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NOT FOR CONSTRUCTION**



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Base Information Supplied By NIL		
Design	Drawn	Checked
CostEst		
RPEQ No.		

Project Title  
**NOOSA CIVIC RETAIL STAGE 2**

Client  
**STOCKWELL**

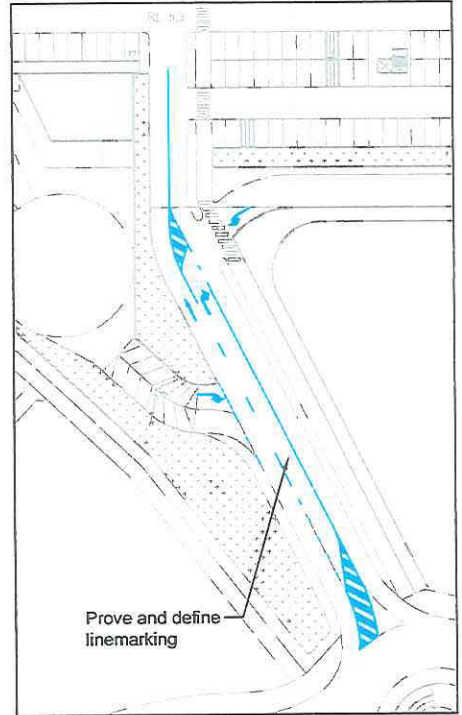
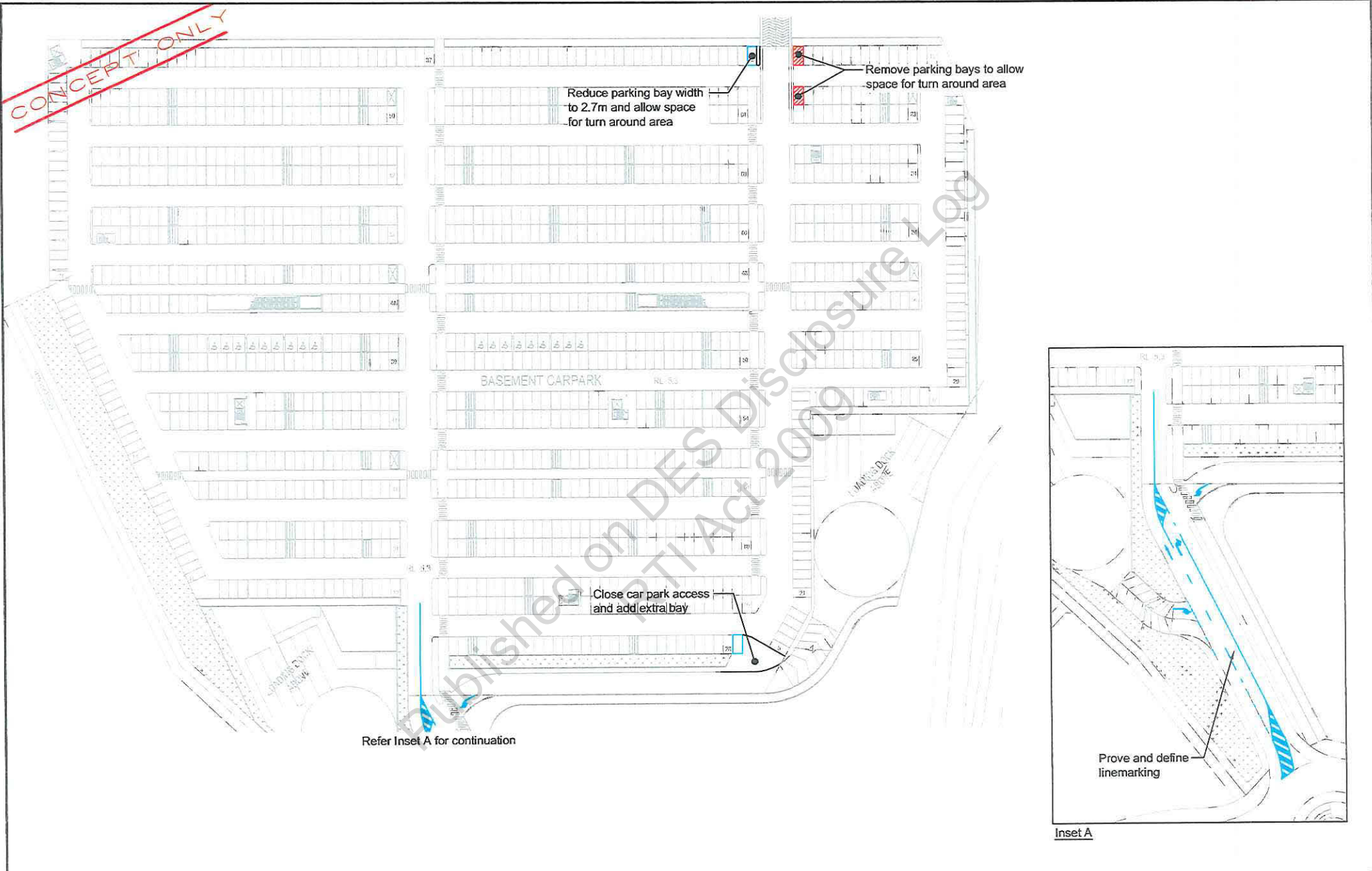
Drawing Title  
**GROUND LEVEL SOUTHERN LOADING DOCK COMMENTS AND 19.0M AV SWEEP PATHS**

Drawing No. <b>491811-103</b>	Issue <b>B</b>
Sheet <b>1 of 1</b>	Scale <b>1:500 at A1</b>
Project <b>491811</b>	ACAD No <b>491811-103.dwg</b>

sch4b4(6) Personal Information

File B

**CONCEPT ONLY**



**Inset A**

**Cardno Eppell Olsen**

BRISBANE Level 1, 9 Gardner Close Milton Qld 4004 P.O. Box 385 Toowoomba Qld 4306 Tel: (07) 3310 2401 Fax: (07) 3310 9722

GOLD COAST Suite 2, 20 Nerang Street Arundel Qld 4211 Tel: (07) 5502 1585 Fax: (07) 5502 1586

SYDNEY 910 Pacific Highway Gordon NSW 2072 Tel: (02) 9406 7700 Fax: (02) 9406 3902

Issue	Description	Date	By
A	ISSUE FOR COMMENT	11.10.07	AK
B	BASE UPDATED AND COMMENTS ADDED	14.11.07	AK

**PRELIMINARY PRINT  
NOT FOR CONSTRUCTION**

SCALE 1 : 500 @ A1  
SCALE 1 : 1000 @ A3

North

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Design:  Drawn:  Checked:

Client: STOCKWELL

RPEQ No.:

Base Information Supplied By: THE BUCHAN GROUP

Project Title: NOOSA CIVIC RETAIL STAGE 2

Drawing Title: BASEMENT CAR PARK COMMENTS

Drawing No. 491811-104

Sheet 1 of 1 Issue B

Scale 1:500 at A1

Project 491811

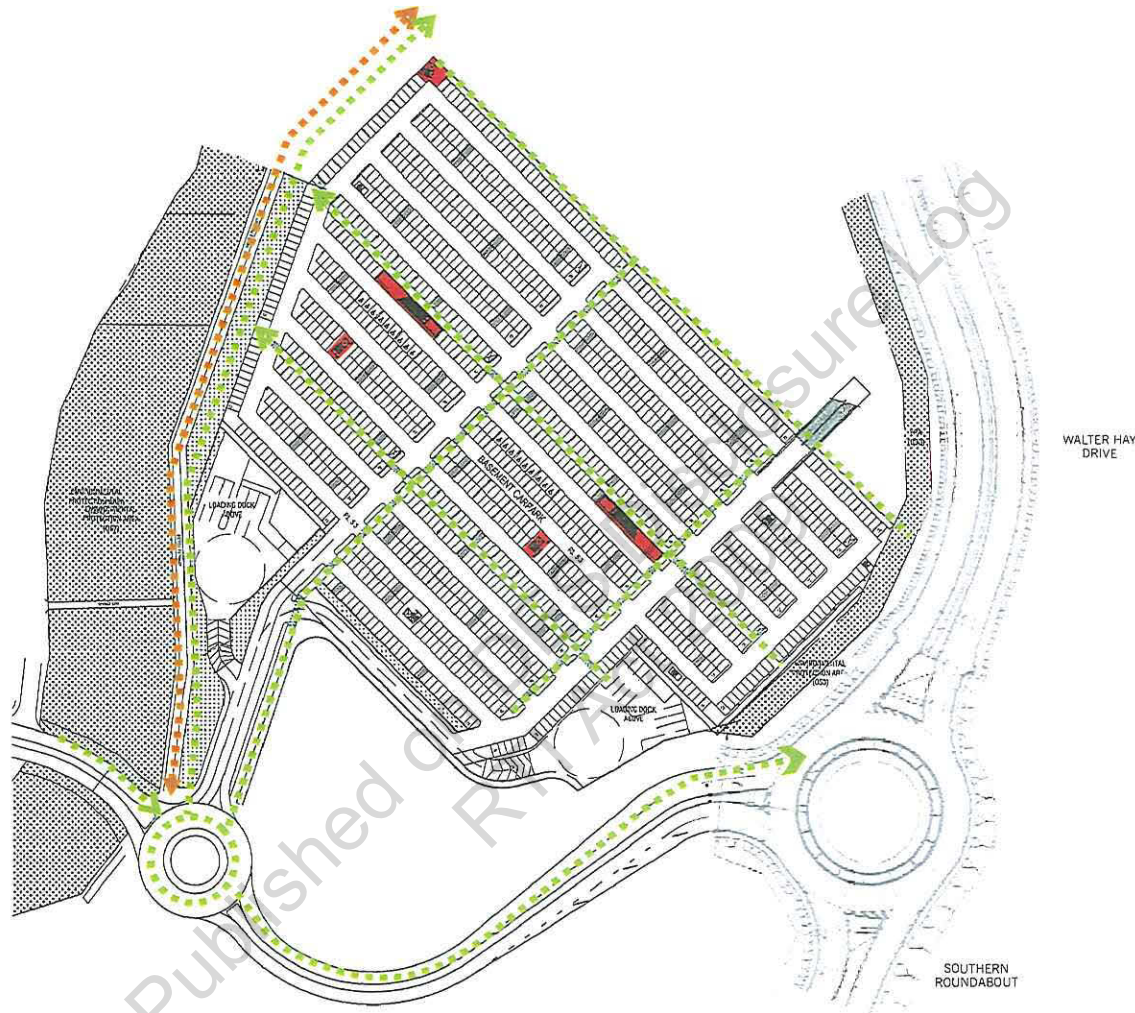
Page 236 of 274

ACAD file 491811-110.dwg

*Appendix E*

*Pedestrian & Bicycle Provision*

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LEGEND	
	PEDESTRIAN CIRCULATION
	VERTICAL CIRCULATION
	BICYCLE CIRCULATION

DEVELOPMENT APPLICATION

**noosaCIVIC**

STAGE 3 EXTENSION

PEDESTRIAN CIRCULATION- BASEMENT LEVEL

0 45m Scale 1:2000 @ A3





LEGEND	
	PEDESTRIAN CIRCULATION
	VERTICAL CIRCULATION
	BICYCLE CIRCULATION

DEVELOPMENT APPLICATION

**noosaCIVIC**

STAGE 3 EXTENSION

File B

PEDESTRIAN CIRCULATION - GROUND LEVEL

0 45m Scale 1:2000 @ A3

22-050

**noosaCIVIC**

707121 | OCTOBER 2007

Page 239 of 241  
**STOCKWELL** **BUCHANAN**

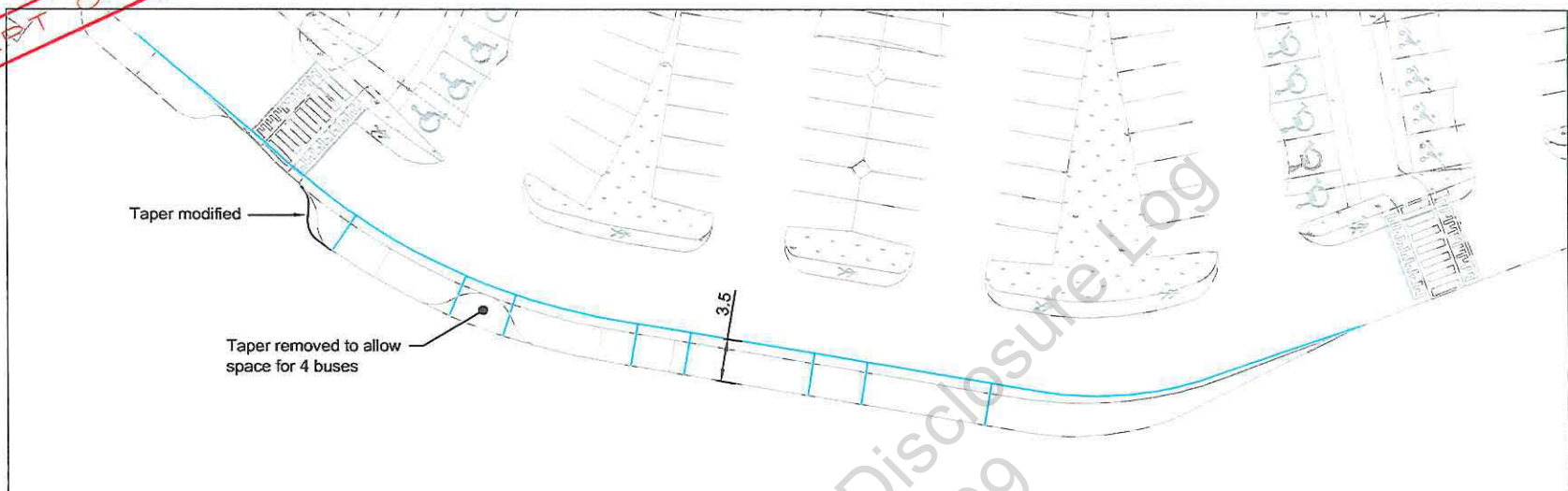
*Appendix F*

*Public Transport*

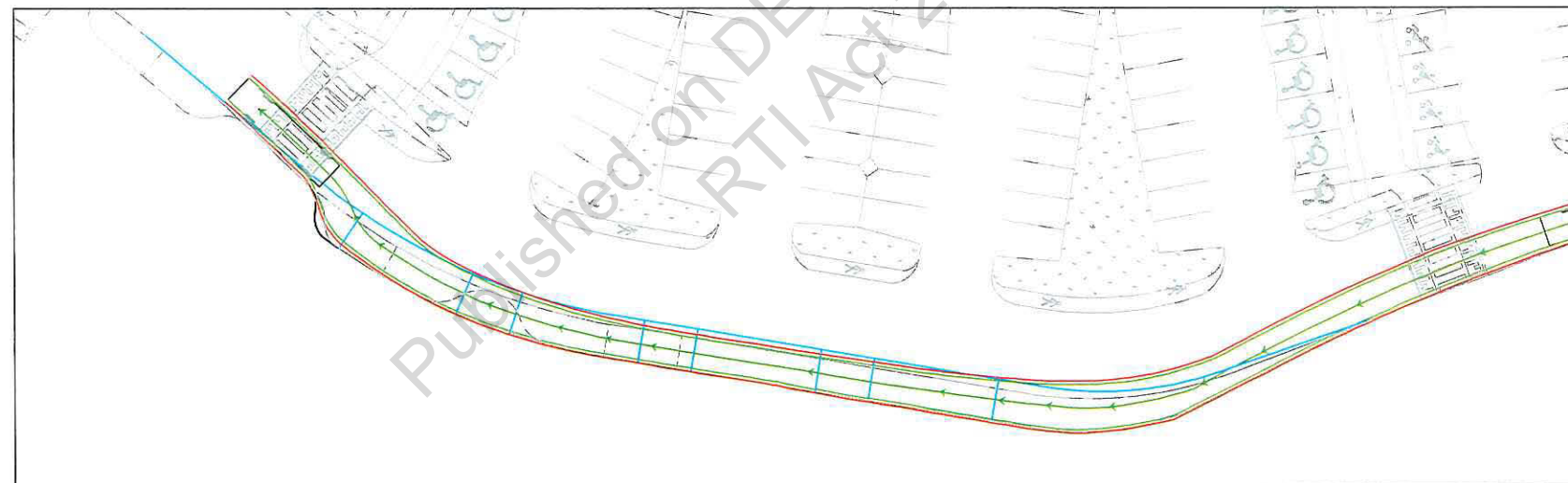
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**CONCEPT ONLY**



**CHANGES TO BUS BAY**



**10.5M BUS SWEEP PATH**

**Cardno Eppell Olsen**  
**GOLD COAST SYDNEY**  
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 Suite 2, 20 Hensley Street Noorung Qld 4211  
 9/9 The Pines 2220 QLD 4071  
 Tel: (07) 3310 2501 Fax: (07) 3310 9722  
 915 Pacific Highway Gordon NSW 2072  
 Tel: (02) 9436 7700 Fax: (02) 9436 3502  
 Tel: (07) 5502 1555 Fax: (07) 5502 1586

Issue	Description	Date	By
A	ISSUE FOR COMMENT	10.10.07	AK

**PRELIMINARY PRINT**  
**NOT FOR CONSTRUCTION**

Scale: 1:200 @ A1, 1:400 @ A3

North

Design: sch404(6) Personal Information  
 Drawn: [ ]  
 Checked: [ ]

Client: STOCKWELL

RPEQ No.:

Project Title: NOOSA CIVIC RETAIL STAGE 2

Drawing Title: EXISTING BUS BAY MODIFICATIONS

Drawing No. 491811-901

Sheet 1 of 1 Issue A

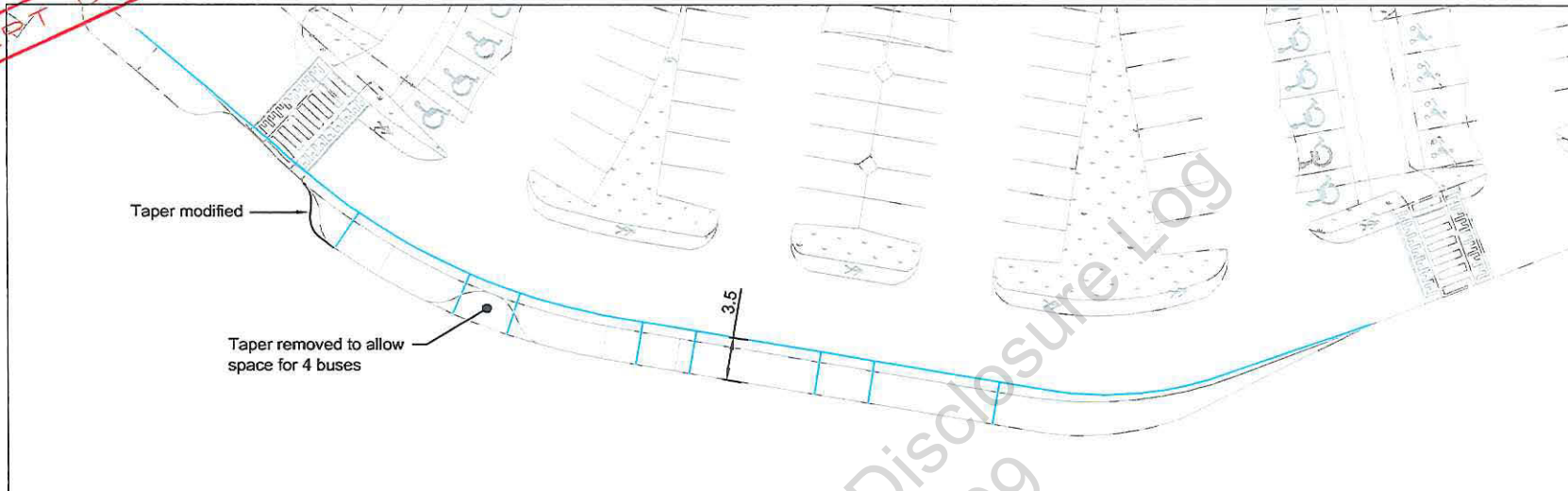
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Project 491811

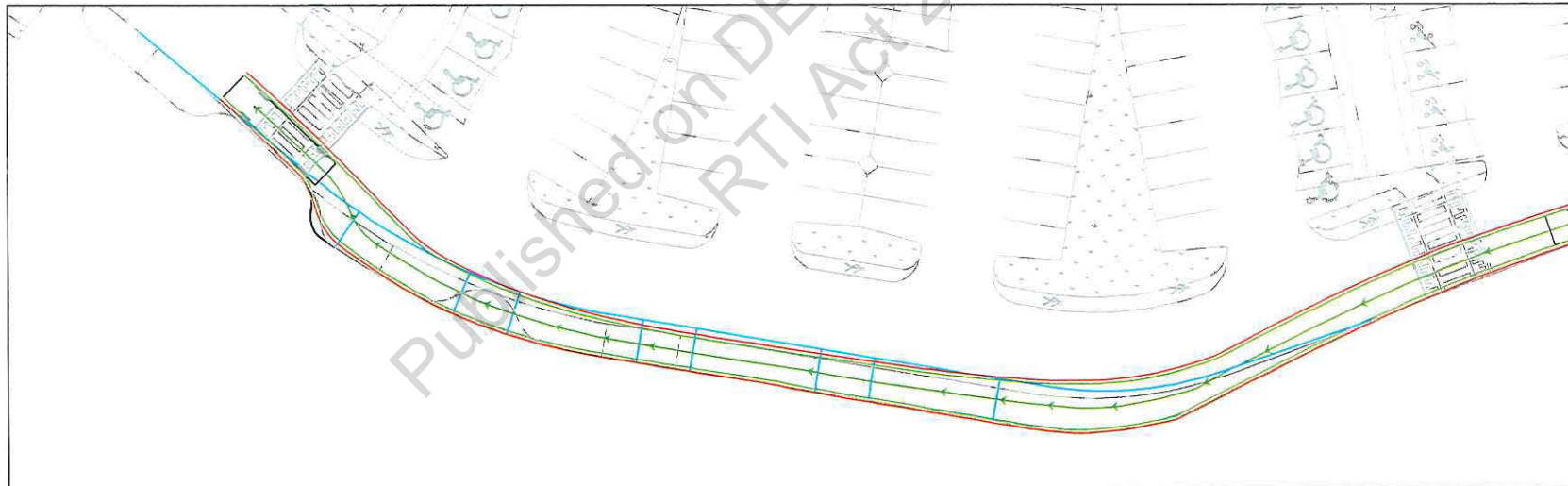
Page 24 of 274

ACAD file 491811-000.dwg

**CONCEPT ONLY**



**CHANGES TO BUS BAY**



**10.5M BUS SWEEP PATH**

**Cardno Eppell Olsen**  
 BRISBANE Level 1, 8 Gardner Close Milton Qld 4004  
 GOLD COAST Suite 2, 20 Nerang Street Nerang Qld 4211  
 SYDNEY 910 Pacific Highway Gordon NSW 2072  
 P.O. Box 380 Toowoomba Qld 4300  
 Tel: (07) 3310 2401 Fax: (07) 3309 9722  
 P.O. Box 371 Toowoomba Qld 4300  
 Tel: (07) 5202 1582 Fax: (07) 5202 1586

Issue	Description	Date	By
A	ISSUE FOR COMMENT	10.10.07	AK

**PRELIMINARY PRINT  
NOT FOR CONSTRUCTION**

SCALE 1:200 @ A1      SCALE 1:400 @ A3

North

Design  Drawn  Checked

Client **STOCKWELL**

RPEQ No. ....

Project Title  
**NOOSA CIVIC RETAIL STAGE 2**

Drawing Title  
**EXISTING BUS BAY MODIFICATIONS**

Drawing No. **491811-901**

Sheet 1 of 1 Issue **A**

Scale 1:200 at A1

Project 491811

Page 24 of 274

ACAD No. 491811-002.dwg

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### 3 NOOSA CIVIC

- 3.1 Noosa Civic Retail and Business Centre is located approximately 2km south of Tewantin Centre and accessed directly off the Eenie Creek Road. Noosa Civic is a key destination and provides a wide range of retail stores within a business park setting, as such, its sphere of influence arguably extending beyond the residential areas of Tewantin and Noosa Heads and Noosa Junction.
- 3.2 Currently Noosa Civic is served by two bus services. It is the intention, alongside commercial growth, to improve accessibility of Noosa Civic with surrounding areas by increasing service frequency and routeing to ensure all of Noosa Civic is accessible by public transport.

### 4 EXISTING PUBLIC TRANSPORT INTERCHANGE

- 4.1 Noosa Civic has a dedicated bus stop and waiting area, which is located approximately equidistance between the two main pedestrian access points into the prime retail area. This central location is ideal for retail access however its connectivity to peripheral retail and business is questionable.
- 4.2 An analysis of the current level of infrastructure revealed the following facilities:
- Sufficient capacity for two standard buses within a dedicated 'Bus Zone' area
  - Toilet, shower and baby changing facilities
  - Sheltered passenger seating
  - Timetable and route information contained within a Translink Information board (Blade design)

### 5 NOOSA CIVIC TRANSIT HUB – CONCEPT DEFINITION

- 5.1 In defining the Concept Definition for a Transit Hub, three actions have been identified:
- Information and Connectivity
  - Infrastructure and interchange
  - Defining a 'point of arrival'

#### Information

- 5.2 Information is key to a transit hub and should be centred upon both the public transport service and surrounding activities/offers.
- 5.3 The level and provision of information for public transport users empowers putting the user in control of their actions. The existing public transport interchange currently provides timetabling information board, via the Translink Blade design (*right*), which details timetabling and routeing information from Noosa Civic. The stop specific information

time information displays both at the hub and within the shopping centre. This will enable the bus user to determine bus arrival/departure times whilst shopping enabling arrival at stop 'just-in-time'. In advance of real time information bus routeing and timing information should be prominent within the centre.

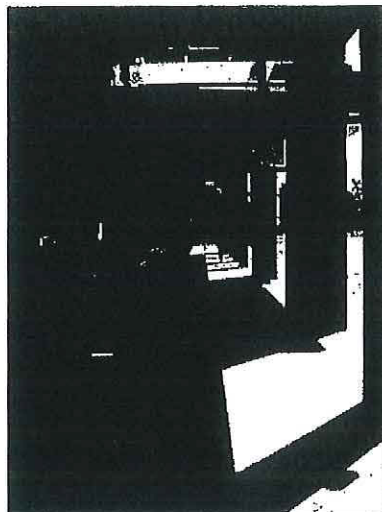
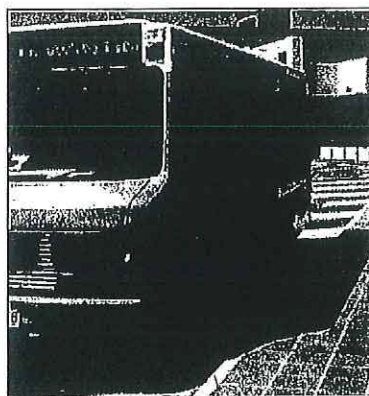
#### *Transit Hub Awareness amongst Noosa Civic Employees*

- 5.10 It is unknown whether existing Noosa Civic Employees are aware of the location of the existing public transport facility and bus as an access mode. The Transit Hub proposal provides the context for a Travelsmart programme that introduces employees to the potential and advantages of bus access for Civic employees as a means of enhancing sustainability and reducing the negative effects of car access. Within the Travlesmart programme every encouragement should be given to employees subsidising bus travel through free passes.

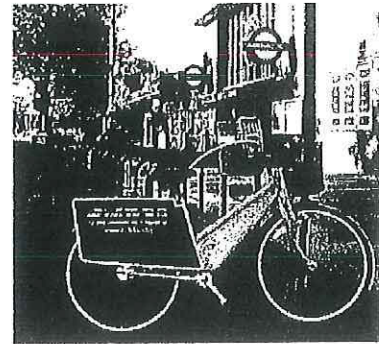
#### **Infrastructure**

- 5.11 Infrastructure plays an important role of the Transit Hub Concept. Site observations illustrated that the existing level of infrastructure associated with the existing bus stop was of a good standard but not as a comprehensive as would be expected at a transit hub which should consider the following elements:

- Provision of low level boarding (right); thus allowing safe and efficient passenger set and pick up. Best practice suggests a kerb height of 150mm.
- Existing passenger seating is plentiful but does not allow clear line of sight between bus and waiting passenger (right). Consideration should be given to seating that provides clear pedestrian sightlines; therefore maximising personal safety but still providing sun, wind and rain protection
- Review of existing lighting provision. The lighting provision must be off a sufficient standard for a passengers waiting during an evening period.
- Passenger security – The Transit Hub should be covered by the shopping centre's CCTV and part of the security staff's patrol.
- Extension, or provision of Wi-Fi zone (if not already supplied)
- Public / Emergency telephone within close proximity of Hub facility
- Commercial vending machine with water



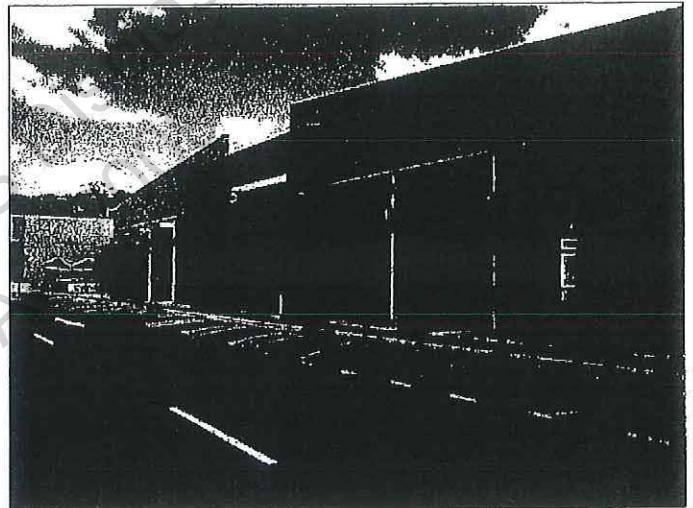
5.12 Transit hubs will also be designated as sites for automated cycle hire facilities. The ability to readily access a bicycle would extend the catchment of the stop well into surrounding areas of retail and offices. Such cycle facilities currently exist at transport interchanges, are popular and are an important access mode, *see right*. Further details of such provision can be found at [www.oybike.com](http://www.oybike.com) and [www.jcdecaux.co.uk/development/cycles/](http://www.jcdecaux.co.uk/development/cycles/) :



### Defining a 'Point of arrival'

5.13 The Transit Hub should form a gateway into Noosa Civic and therefore denote a point of arrival for public transport users. Currently the only indication of the public transport is either the Translink information (Blade) board, or the surface markings on the carriageway, which denote the 'Bus Zone'. The design of this point of arrival could utilise the existing retail frontage, which is currently unused, and include the following:

- A form of ground level activity which will signify entry to Noosa Civic from the Transit Hub, which could take the form of additional retail activity. This would stimulate pedestrian activity at an area that is, at the moment, purely associated with passengers waiting for their respective bus service.
- Commissioning of public artworks or theme planting to express a sense of arrival at Noosa Civic.



## 6 CONCLUSION

6.1 This Technical Note has been produced in relation to the proposed Transit Hub at Noosa Civic. The site appraisal has recognised that the retail centre already benefits from a public transport that interfaces with the main retail centre. Upgrading of this facility presents a significant opportunity for enhancement and attractiveness of public transport at this location which will be increasingly important as the function and role of Noosa Civic expands.

6.2 In summary the following key actions are recommended:

- Develop hub centred wayfinding strategy, supported by infrastructure and display board
- Touch screen information provision alongside provision at other transit hubs
- Realtime passenger information within the centre and at stop in the long term. Static bus information in the centre in the short term.

- 
- Undertake travelsmart programme for employees
  - Provide kerbs that facilitate ease of boarding
  - Provide seating that gives a clear line of sight between bus and waiting passenger
  - Review lighting provision
  - Link CCTV to Centres security provision
  - Consider extension of current WiFi provision (if available)
  - Provide public/emergency telephone
  - Consider positioning of vending machine
  - Automated cycle hire alongside Noosa Coastal Zone strategy
  - Creation of active frontage

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# VISUAL IMPACT ASSESSMENT

## Noosa Civic Stage 3

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Completed by

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on  
**16 November 2007**

**CONTENTS**

**1. INTRODUCTION** **3**

    1.1 Scope of Report 3

**2. THE VISUAL CONTEXT** **5**

    2.1 The Noosa Shire Business Centre Development 5

    2.2 The Road Network 6

    2.3 Vegetation 7

    2.4 Topography 9

**3. THE PROPOSED DEVELOPMENT** **10**

    3.1 General 10

    3.2 Building Mass 11

    3.3 Proposed Landscaping 13

**4. VISUAL SENSITIVITY** **15**

    4.1 General 15

    4.2 Approaching the Site from the north 17

    4.3 Approaching the Site from the South 19

    4.4 Summary 20

**5. ASSESSMENT AGAINST PLANNING SCHEME PROVISIONS** **22**

    5.1 Pt. 11, Div. 16 22

    5.2 Pt. 11, Div. 17 23

**6. CONCLUSIONS** **27**

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RTI Act 2009



## 1. INTRODUCTION

### 1.1 Scope of Report

- 1 LVO' Architecture was engaged by the Applicant (W. A. Stockwell Pty Ltd) to prepare this report to accompany a DA Application for a material change of use for Stage 3 of the Noosa Shire Business Centre on land described as Part of Lot 2 on SP182880, County of March, Parish of Tewanin (refer Figure 1).



Figure 1 – Proposed Shire Business Centre Masterplan. Provided by The Buchan Group.

- 2 This report will assess the impacts of the proposed development (comprising: a department store, a discount department store, a supermarket, mini-major stores, specialty shops, commercial space, and associated carparking and circulation space) on the visual environment of the local area.
- 3 As such, the scope of this report is confined only to the area referred to as Stage 3 of the Noosa Shire Business Centre. Specifically, the extent of the "site" being assessed is the area identified as E1, E6, E7, OS7 and OS3 of the Noosa Shire Business Centre (as shown on the map (Figure 2) below).

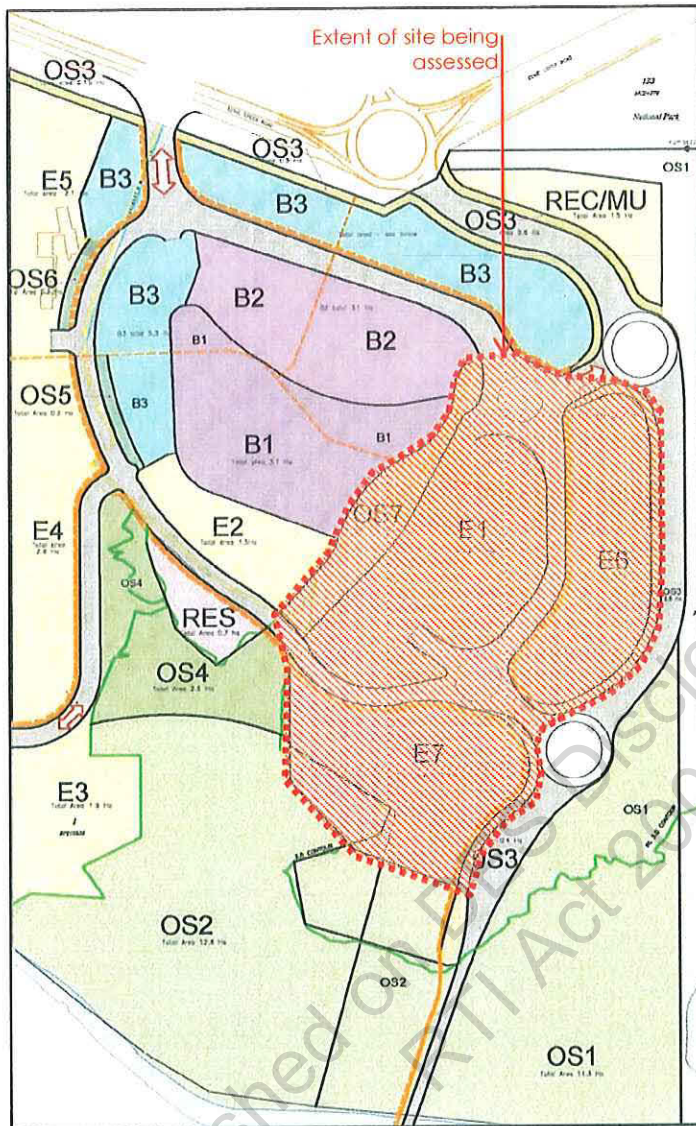


Figure 2 - Excerpt of Shire Business Centre Map SBC showing location of site being assessed. (© Noosa Shire Council April 2003)

4 This report also relies on the following plans submitted as part of the application:

Drawing No.	Issue	Date	Drawing Title	Prepared by
--	--	October 2007	Site Plan	The Buchan Group
--	--	October 2007	Proposed Basement Plan	The Buchan Group
--	--	October 2007	Proposed Ground Plan	The Buchan Group
--	--	October 2007	Proposed Level 1	The Buchan Group
--	--	October 2007	Proposed Roof Plan	The Buchan Group
--	--	October 2007	Architectural Character	The Buchan Group
--	--	October 2007	Civic Spaces	The Buchan Group
--	--	October 2007	Elevations (4 sheets)	The Buchan Group
--	--	October 2007	Sections (2 sheets)	The Buchan Group
--	--	October 2007	Pedestrian Circulation - Basement Level	The Buchan Group
--	--	October 2007	Pedestrian Circulation - Ground Level	The Buchan Group
--	--	October 2007	Vehicle Circulation - Basement Level	The Buchan Group
--	--	October 2007	Vehicle Circulation - Ground Level	The Buchan Group
--	--	October 2007	Loading/Service Circulation - Ground Level	The Buchan Group
--	--	October 2007	View Towards Civic Plaza	The Buchan Group
--	--	October 2007	Area Schedule	The Buchan Group
27087	P2	2007-11-05	Landscape Management Plan (SET)	Jeremy Ferrier LA

## 2. THE VISUAL CONTEXT

### 2.1 The Noosa Shire Business Centre Development

- 5 The subject site (i.e. Stage 3) covers an area of approximately 8Ha and occupies a significant area along the eastern part of the Noosa Shire Business Centre (which has a total area of approximately 33.14 Ha) (refer Figure 1).
- 6 The existing Stage 1 component of the Business Centre opened in October 2006 and comprises a retail mall and specialty shops, as well as a showroom precinct and a business and commercial precinct.
- 7 The existing buildings represent only 1 stage of the Shire Business Centre, with future stages planned.
- 8 From within the Noosa Shire Business Centre, the extent of built form and carparking appears significant and extensive in terms of site cover (refer Figure 3). The buildings, although not particularly high, present a considerable mass. This is particularly so of the retail mall (which has a gross floor area of 23,900 m<sup>2</sup>), the block of Showrooms to the north of the Business Centre site (which has a gross lettable area of 7,000 m<sup>2</sup>), the Business block to the north-west corner of the existing mall (which has a gross lettable area of 3,000 m<sup>2</sup>), and the Commercial block (which has a gross lettable area of 2,000 m<sup>2</sup>).



Figure 3 - View to existing buildings of Business Centre from north-east corner of existing carpark.

- 9 It is important to note that because of the scale of the Noosa Shire Business Centre, and its function as the highest order centre within the Noosa Shire, the public will have or will develop an experiential awareness of the Noosa Shire Business Centre and an acknowledgement that it accommodates large buildings and high levels of associated activity. To put it another way, even though the Noosa Shire Business Centre is set rather discretely into the natural landscape, because it is such a prominent and frequently visited node, it will become memorable as part of the visual environment. Since it was developed, the community's expectation of what they will experience when travelling through or to that visual environment has been forever changed.

## 2.2 The Road Network

- 10 The subject site is located to the south-west of one major roundabout on Walter Hay Drive and to the north of another. Consequently, the subject site adjoins Walter Hay Drive along its eastern and southern boundaries.
- 11 Walter Hay Drive is an arterial road connecting the Eenie Creek Road and Noosaville with the Sunshine Motorway.
- 12 To the west of the subject site are the existing buildings of Stage 1 of the Business Centre. The subject site and Stage 1 are separated by a designated open space corridor (OS7), across which a 42-50 metre wide "bridge link" will be built as part of Stage 3.
- 13 Land to the south of the subject site is currently undeveloped, vegetated vacant land. A "future loop road" (Hofmann Drive) is proposed through this area.
- 14 The roundabout at the north east corner of the subject site is one of the main access points into the Business Centre and from this point road users are afforded open views into the significant amount of built form and activity of the existing Noosa Shire Business Centre (refer Figure 4).



Figure 4 - View into Shire Business Centre from roundabout to north-east of the site.

- 15 Beyond Walter Hay Drive, to the north and east of the site the land is largely undeveloped Eucalypt woodland. The land to the east of the site is part of the Noosa National Park system.
- 16 Beyond the existing parts of the Business Centre to the north-west there is extensive commercial/industrial built form. There is a significant amount of commercial/industrial buildings on both sides of Eenie Creek Road where it meets Eumundi-Noosa Road at Noosaville (refer Figure 1).
- 17 The section of Walter Hay Drive which borders the subject site is a 4 lane dual carriageway system, separated by partially planted median strips. Low planting has also been incorporated into the roundabouts to the north and south of the site.

### 2.3 Vegetation

- 18 Presently the site is vegetated with mixed open forest (refer Figure 5 & 6). The canopy of this vegetation appears to reach a height of approximately 20 metres. The vegetation is not considered significant under the Vegetation Management Act 1999.



Figure 5 – View to existing vegetation at southern corner of site.



Figure 6 – View to southern corner of site from Walter Hay Drive.

- 19 The existing vegetation on the site is relatively dense and comprises understorey shrub and tree species. As a result of the vegetation views into the site are almost completely obstructed beyond a depth of 5 metres (refer Figure 5).
- 20 Much of this vegetation will be removed to accommodate the proposed development, but an open space corridor separating the proposed development from Stage 1 of the Business Centre (OS7) (refer Figure 7) and an open space corridor separating the proposed development from Walter Hay Drive (OS3) will be retained and protected.
- 21 Whilst the vegetation on the site and within OS3 and OS7 is relatively dense and valuable as screening, it is not otherwise particularly visually attractive.
- 22 The findings of the Natural Solutions Biodiversity Assessment (2007) confirms this, noting that "...there was a high presence of regrowth vegetation in the area". Its ecological description

as a "Mixed Open Forest vegetation community" (Natural Solutions 2007: p7) further exaggerates its poor visual qualities.

- 23 The Biodiversity Assessment prepared by Natural Solutions (2007) summarises from page 16 of WBM's 2002 report:

*...the lack of diversity in both canopy and understory species in the majority of the site diminishes the value of this habitat to fauna..."*

- 24 This lack of diversity additionally diminishes the intrinsic visual values of the vegetation when one compares it to the visual diversity that is achieved by the more mature ecosystem of the nearby National Park.
- 25 The rehabilitation of OS3 and OS7 which is referred to at page 27 of the Natural Solutions Biodiversity Assessment and again on page 1 of their Rehabilitation Plan will improve not only the screening capability of the vegetation but (through the increase in diversity) will improve the intrinsic visual quality of the vegetation.



Figure 7 – View to OS7 open space corridor separating the subject site from existing stages of development.

- 26 Land to the north, south and east of the site is also heavily vegetated with Eucalypt woodland species. The height and composition of this vegetation is similar to what is existing on the subject site.
- 27 The parts of the Business Centre which have already been developed are, except for the open space corridors and stormwater treatment pits, largely unvegetated.

## 2.4 Topography

- 28 The topography of the subject site, the Noosa Shire Business Centre, and the surrounding area as a whole is predominantly flat, with some minor undulations across the entire area.
- 29 The level across the site varies from a low point of approximately RL 4.0 metres at the southern corner, to a high point of approximately RL 9.0 metres at the northern corner.
- 30 The level difference between the site and Walter Hay Drive, along the eastern and southern boundary varies from the site being up to 2.8 metres lower than the road at some locations, and 1.5 metres above the road in others.

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### 3. THE PROPOSED DEVELOPMENT

#### 3.1 General

- 31 This report will not provide a detailed description of the proposed development in terms of design concepts and features. Rather, this section will simply identify those aspects of the proposed development that need to be taken into consideration to undertake the assessment of the proposed development on the visual environment.
- 32 The proposed development that is the subject of this assessment consists of a single building mass comprising:
- i. a supermarket;
  - ii. one department store;
  - iii. one discount department store;
  - iv. mini-major stores;
  - v. specialty stores; and
  - vi. food courts and internal circulation spaces.
- 33 Despite forming a single building mass, each of the building components will be referred to in this report as separate buildings.
- 34 The proposed buildings, although of a larger GFA, will appear to be similar in size as the main building (the retail mall) of the Stage 1 component of the Shire Business Centre. There will also be a similar area of ground level open car-parking, approximately two-thirds of which will be located to the east of the building (between the building and Walter Hay Drive) and the remainder will be located to the west of the building.
- 35 The proposed development also incorporates 1,275 basement carpark spaces with access to the basement from the western roundabout on the proposed link road through the Business Centre, and from the eastern carpark.
- 36 The proposed buildings are set back from Walter Hay Drive by at least 50 metres along the eastern boundary, and by a minimum of approximately 20 metres from the roundabout adjacent the southern boundary (this distance represents the closest that the built form is located to any roads).
- 37 The carparking to the east of the proposed buildings is set back by at least 20 metres from and along the eastern boundary.



- 38 At the northern and southern corners of the subject site, there are significant open space buffers separating the carparking areas from Walter Hay Drive and the roundabouts. Retention of vegetation through these areas will help to further integrate the proposed development into the natural landscape elements of the local area.
- 39 There is a vegetated buffer (OS3) separating the proposed development from Walter Hay Drive. This buffer achieves a typical width of 10 metres. There is also a vegetated roadside reserve adjoining the OS3 buffer achieving a typical width of 10 metres. In total the vegetated buffer and vegetated roadside reserve will achieve a typical width of approximately 20 metres.
- 40 This combined buffer space reduces to a width of approximately 10 metres between the proposed supermarket and the road at the proposed entry road at the southern end of the site.
- 41 This part of the proposed development, because it comprises the large mass of the supermarket being located in close proximity to the roundabout, potentially represents the most visible and visually sensitive part of the proposed development.
- 42 Based on the species proposed for these areas, it is likely that some of the proposed vegetation will eventually achieve a height in excess of 16 metres and will form a dense visual screen. The existing vegetation achieves a height of up to 20 metres.
- 43 It is relevant to acknowledge at this point that the functions of the proposed development are not consistent with the E1 (Employment – Technology based R&D Business Offices and Civic) and E6 (Employment – Business & Offices) designations of the currently approved Shire Business Centre masterplan. However, in terms of impacts on visual amenity, the appearance and functions of the proposed development compared with the likely appearance and functions of buildings of a comparable size and location and which complied with the E1 and E6 designations would not have significantly different impacts on the visual environment.

### 3.2 Building Mass

- 44 The layout of the proposed buildings basically consists of the largest buildings (being the department store, the discount department store, and the supermarket) being located at the northern, western, and southern parts of the site respectively. These major components are connected by a circulation spine through the specialty stores, the mini-major stores, and the food courts and circulation spaces.

- 45 The Planning Scheme provides the following definitions to be considered when assessing building height:
- *building height in storeys means the number of storeys in a building measured vertically at any point, provided that a basement shall not count as a storey. Despite this parking accommodation is to be regarded as a storey, even if it is in a basement unless access to such parking accommodation is limited to one opening a maximum of 6m wide only; and*
  - *storey means that space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above and includes a space for the accommodation of vehicles. Any such space which exceeds a vertical dimension of 5m comprises more than 1 storey*
- 46 The modified ground level of the site will vary from 5.3 to 8.3 metres around the proposed building. Consequently the proposed building components achieve a maximum height in the order of approximately 6-9 metres and 3 storeys (basement carpark, plus 1 storey per 5 metres or part thereof), except for:
- i. the central spine – a 13.5 metre wide raised spine above the main circulation corridor, reaching a height of approximately 12 metres and 4 storeys;
  - ii. the department store which reaches a height of approximately 14 metres and 4 storeys; and
  - iii. the supermarket plant room which reaches a height of approximately 8.5 metres and 3 storeys.
- 47 Regardless of the definitions of what constitutes a storey, it is important to note that the proposed buildings are not expressed as multistorey buildings, but rather appear as single storey buildings of a large storey height.
- 48 The department store and discount department store, although very large buildings, are not of major concern with regards to impacts on the visual environment, primarily because they are located near the centre of the business centre and are set back significant distances from the external and internal roads. In fact, it is unlikely that, in the context of the Business Centre, they will have a noticeable impact on the visual environment when experienced from beyond the site.
- 49 Furthermore, because of the lower scale and articulated buildings which almost always occur in the foreground, they will not have significant visual impacts when viewed from within the site.

50 The supermarket is of concern with regards to impacts on the visual environment for the following reasons:

- i. at 3500m<sup>2</sup> it is a significantly large building;
- ii. it is located relatively closely to Walter Hay Drive and the roundabout;
- iii. there would be heavy reliance on the OS3 buffer to achieve a reasonable level of screening and outcome of visual amenity; and
- iv. it presents a long, unarticulated edge to the road and roundabout.

51 At RL 14.5 over a ground level of between RL 7.3 – RL 8.2, the main part of the supermarket would achieve a height of up to 7.2 metres. The plant room roof would achieve a height of up to 9.2 metres.

52 Taking into account the 1.5 metre level difference between Walter Hay Drive the supermarket would achieve a height of approximately 10.7 metres above the level of Walter Hay Drive at the roundabout. Existing trees within the OS3 buffer are taller than this and will thereby mitigate the visual impacts.

### 3.3 Proposed Landscaping

53 The landscaping plans prepared for the application indicate significant landscaping proposed to the periphery of and within the site.

54 Of note with regards to visual impacts is:

- i. the screen planting proposed through the open space buffer along the north-eastern, eastern, and southern boundaries of the site (OS3);
- ii. the retention and enhancement of the open space (OS7) separating the proposed development from Stage 1 development; and
- iii. significant planting through the carparking areas and along entry roads.

55 It is pertinent to also note the following Design Intent statements from the landscape proposal:  
*The Noosa Civic Stage 3 landscape design divides the site into 5 areas. The intent of the design of each area is to best integrate it with its immediate context. Planting for each employs a single dominant canopy with accompanying understorey planting. The planting themes are based on the two plants communities of the site; Tall Mixed Open Sclerophyll Forest and Paperbark Wetlands and Fringing Swamp.*  
*Generally the landscaping has been designed with the following principles:*

- Retention of existing vegetation where possible;
- Use of endemic plant species. At least 85% of the species and 85% of the quantity of plants used in landscaping shall be endemic to the site. In addition

*all 'signature species' (eg. street trees, shade trees in car parks and feature plantings) shall be endemic to the site;*

- *Informal planting arrangements, consisting of clumping of trees and massing of understorey planting. To reflect the surrounding vegetation and merge the proposed new development with existing retained vegetation;*
- *A minimum of 10% open space.*

- 56 The composition and species selection of the landscaping proposed for the open space buffers are consistent with existing vegetation and with new vegetation installed during previous stages of development of the Business Centre. Based on the species proposed for these areas, it is likely that some of the vegetation will achieve a height in excess of 20 metres.
- 57 In addition to open space buffer along the north-eastern, eastern, and southern boundaries of the site (OS3), there is a road reserve with an average width of 10 metres. This road reserve is presently vegetated with low shrubs and some trees which will, if not disturbed, grow to provide additional screening of the development when viewed from Walter Hay Drive.




## 4. VISUAL SENSITIVITY

### 4.1 General

- 58 As a result of the road network, the existing and proposed vegetation buffer, and the topography of the site and surrounding area, the visual catchment of the site is limited only to locations along Walter Hay Drive to the east and south of the site, and from within the Noosa Shire Business Centre (refer Figure 8).
- 59 The latter is of little concern because the experience of the visual environment from within the Business Centre is dominated by the extensive built form and carparking, and the addition of the proposed buildings will not constitute unexpected or unacceptable impacts on that environment. Regardless, the orientation of the proposed buildings, the building size and treatment, and the proposed landscaping will effectively integrate the proposed development into the visual context of the existing buildings of the Noosa Shire Business Centre, when viewed from within the Centre.
- 60 The remaining vantage points which warrant consideration are those located along Walter Hay Drive. Walter Hay Drive is identified in Noosa Plan as part of the major road network and is an important arterial road with moderately high traffic volumes. Furthermore, the site is located in close proximity to two major entry/exit roundabouts into the Noosa Shire Business Centre. These two aspects indicate that within the limited visual catchment, depending on the level of visibility, the site has a potentially high visual sensitivity.



LEGEND

-  Denotes first view to site when approaching from north or south
-  Denotes first potential view to proposed buildings when approaching from north or south (ignoring screening effect of vegetation)
-  Extent of visual catchment of proposed buildings

NOTE

Extent of visual catchment ignores effect of proposed and existing foreground planting along eastern boundary of Site. Such planting will further reduce visibility of proposed buildings.

Figure 8 – Showing the visual catchment of the proposed buildings.

61 The visibility of the site is considered in more detail in the following sub-sections.

## 4.2 Approaching the Site from the north

62 When approaching the site from the north, the viewer would be travelling along Eenie Creek Road, either from the leg which connects with Eumundi-Noosa Road west of the site, or from the leg which extends through residential suburbs to the north-east of the site.

63 Travelling from Eumundi-Noosa Road, the viewer would have travelled through a significant amount of high intensity commercial/industrial buildings (up to 2 storeys in height) along Eumundi-Noosa Road. This area represents a low quality visual environment of obvious built form, mediocre (at best) architecture, and scant landscaping.

64 Travelling from the north-east leg of Eenie Creek Road, the viewer would have travelled through low density residential development and past an area of National Park (to the immediate east of the subject site).

65 In both instances the viewer would arrive at the major roundabout to the north of the Noosa Shire Business Centre. At this location, and on the approach to the roundabout, the viewer would have partially screened views to various parts of the existing Business Centre buildings (refer Figure 9).

66 As discussed in Section 2.1, prior to or when arriving at the roundabout, the public will have or will develop an experiential awareness of the Noosa Shire Business Centre and an acknowledgement that it accommodates large buildings and high levels of associated activity.



Figure 9 – View from the major roundabout to north of Business Centre showing visible existing buildings.

67 From the Eenie Creek Road roundabout the viewer will travel towards the site and approach the roundabout on Walter Hay Drive to the north-east of the site. Approaching along this route, the subject site would not become visible until approximately 100 metres north of the roundabout (refer Figure 8 and Figure 10).



Figure 10 – View from the major roundabout to north-east of the site showing partial view towards the site.

68 It is likely that, because of the existing and proposed vegetation buffer and the setback of the proposed development, the proposed buildings (namely the department store, commercial buildings, and entry point) will only be visible momentarily through a sightline created by the entry road.

69 As the viewer continues south along Walter Hay Drive, because of the vegetation buffer (provided it is well maintained) and the change in level between the road and the site (the site is up to 2.8 metres below the road level along this part of the boundary), it is unlikely that the proposed buildings or carparking will be visible, or if they are they will be mere glimpses between the trees (refer Figure 11).



Figure 11 – View towards the site from Walter Hay Drive, east of site.

70 As the viewer approaches the roundabout adjacent the southern corner of the subject site it is possible that some glimpses of the proposed supermarket will be achieved through the vegetation buffer (refer Figure 12).

71 When travelling south along this route, it is unlikely that the narrowing of the vegetation buffer (OS3) (to approximately 10 metres adjacent the supermarket loading bay) will affect the visual experience of the viewer as the road orientation provides no direct view to this point, and as the viewer passes through the roundabout their focus is drawn away from the site.





Figure 12 – View towards the site from the roundabout adjacent the southern corner of the subject site.

### 4.3 Approaching the Site from the South

- 72 When approaching the site from the south, along Walter Hay Drive, the viewer, after travelling across Eenie Creek and through an area of dense vegetation, would be afforded a brief view towards the site but, because of foreground vegetation, not of the site itself.
- 73 The viewer would not actually achieve views to the site and the proposed building until approximately 250 metres south of the roundabout adjacent the southern corner of the site (refer Figure 8 and Figure 13).



Figure 13– View towards the site from the northern side of Eenie Creek Bridge.

- 74 As the viewer continues to and through the roundabout it is likely that more of the proposed buildings would be visible (refer Figure 14). This location, at the southern corner of the site, is by far the most critical in terms of the visibility of the proposed development. At this point the supermarket and loading bay would likely be partially visible through vegetation buffer (OS3)

and the vegetated roadside reserve. The composition and health of the buffer species will solely determine how visible the supermarket and loading bay will be.



Figure 14 – View towards the site from the roundabout adjacent the southern corner.

- 75 At this location the supermarket would be set some 1.5 metres above the road level, but would not protrude above the tree canopy.
- 76 Continuing north along Walter Hay Drive, because of the vegetation buffer (OS3) and roadside reserve (provided it is well maintained) and the change in level between the road and the site, it is unlikely that the proposed buildings or carparking will be visible (refer Figure 11).
- 77 As the viewer exits the roundabout adjacent the northern corner of the subject site, the focus is drawn away from the subject site (refer Figure 15).

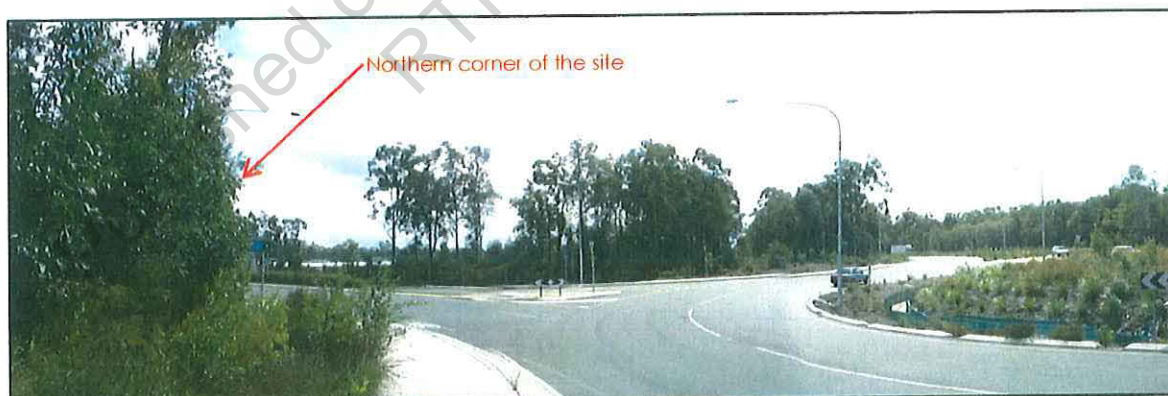


Figure 15 – View north (away from the site) from the roundabout adjacent the northern corner of the site.

#### 4.4 Summary

- 78 Because of the relationship between the adjoining roads and the retained vegetation, the actual visual catchment of the subject site is very confined, extending from just north of the roundabout adjacent the northern corner of the site to just south of the roundabout adjacent the southern corner of the site.

- 79 The extent to which the proposed buildings would be visible to viewers travelling along Walter Hay Drive is almost entirely dependent on the vegetation buffer and the vegetated roadside reserve. Where it achieves a width of 10 metres or greater, because of the species composition and height, it is unlikely that, except for the occasional glimpse, any of the proposed buildings would be seen. In most cases the natural line of view of the observer would be along, rather than across, the linear, vegetated buffer.
- 80 As such the only part of the journey where the proposed buildings will be partially visible would be at the roundabout adjacent the northern corner of the site (when travelling from the north) and at the roundabout adjacent the southern corner of the site (when travelling from the south).
- 81 At both locations, provided the vegetation buffer is well maintained, the views will not be significant and, as only part of the building would be visible and then probably in juxtaposition with some of the existing building, the visual impacts would be acceptable and even expected given the viewer's knowledge and their expectation and memory of the Shire Business Centre.

## 5. ASSESSMENT AGAINST PLANNING SCHEME PROVISIONS

82 The following section provides responses to the Specific Outcomes of the Planning Scheme provisions related to visual impacts and applicable to the site and proposed development.

83 The applicable Planning Scheme that the proposed development is being assessed under is the Noosa Plan 2006.

### 5.1 Pt. 11, Div. 16—

#### Overall outcomes for the Noosaville Locality.

##### 11.8 Overall outcomes for the Noosaville Locality.

a) *New uses and works are located, designed and managed to—*

...

*iii avoid significant adverse impacts on the amenity enjoyed by users of other premises, including acoustic and visual qualities; and*

...

m) *Gibson Road, part of Mary Street, Noosa Parade, Reef Street, Walter Hay Drive, Eenie Creek Road, Beckmans Road and Eumundi Road are protected as parts of the Shire's major road network;*

n) *The function, safety and visual amenity of the Shire's major road network are protected;*

#### Response

84 As identified above, the proposed buildings would only be partially visible from a few locations within a very limited catchment along Walter Hay Drive. As such the visibility and thus the visual impacts from the proposed development will be slight.

85 Given the context of the site within the Noosa Shire Business Centre, there would be a relatively high level of acceptance of visible built form from the immediate vicinity. Therefore, the low level of visual impact from the proposed development would be well within the accepted range of impacts of viewers and local residents.

86 Consequently, the proposed development can be seen to satisfy provisions a), m), and n) above.

v) *For the Shire Business Centre Zone—the Shire Business Centre—*

...

*iv is developed at a low scale and density with distinctive and unique design elements, determined by the setting and recognisable as a development in Noosa Shire;*

*v comprises buildings of low rise form separated by attractive and low key informal spaces that are integrated with landscaping and open space areas;*

*vi has an outdoor focus, particularly for Retail business uses, office uses and Community Uses;*

...

**Response**

- 87 The proposed development is of an obviously high quality, attractive, and contextually appropriate design. Furthermore, it is of a scale and intensity which is consistent with the existing built form of the business Centre, and is certainly consistent with the stated intention of the Business Centre as "...a Major Activity Centre... and the principle business centre for the Shire".
- 88 Also, the open space areas OS7 and OS3 are well vegetated open spaces which will contain additional planting.
- 89 Consequently, the proposed development can be seen to satisfy provisions of v) above.

**5.2 Pt. 11, Div. 17—**

**Specific Outcomes and Probable Solutions for the Noosaville Locality**

Specific Outcomes	Probable Solutions	Response
11.9 Effects of use		
<p><b>Visual amenity</b>                      O3 The visual amenity and character surrounding the <i>major road network</i> is protected and enhances the recognisable entrance to Noosaville through—                      a) retaining and enhancing the visual and physical separation of Noosaville from other localities; and                      b) ensuring development does not encroach upon existing native <i>vegetation</i> along the road <i>frontage</i> other than for <i>accessways</i>.</p>	No solution provided	<p>The proposed development will not have any effect on the visual and physical separation of Noosaville from other localities.</p> <p>Regarding part b), the proposed development ensures that vegetation along Walter Hay Drive is protected and enhanced to maintain the visual experience of the route, and to screen the proposed development from view. The proposed development therefore satisfies part b) of the Specific Outcome.</p> <p>The proposed development clearly does not encroach upon the existing native vegetation along the road frontage.</p>
<p><b>Height</b>                      O7 Buildings and other structures—</p>	S7.1 Buildings and other structures have a	Except for the department store, the proposed building components are 3 and 4 storeys high but achieve heights

Specific Outcomes	Probable Solutions	Response
<p>a) are low rise and have a visual bulk and an architectural scale consistent with <i>structures</i> on adjoining or nearby land;</p> <p>b) do not exceed a building height of —</p> <p>...</p> <p>iii. for the Shire Business Centre Zone— 2 storeys, except in Precinct E1 and E2 where 3 storeys and Precinct REC/MU where 1 storey; and</p> <p>iv. for all other zones— 2 storeys;</p> <p>c) do not visually dominate the street or surrounding spaces;</p> <p>d) preserve the amenity of surrounding land; ensure that development responds to the <i>sife</i> topography; and</p>	<p>maximum building height of—</p> <p>...</p> <p>d) if in the Shire Business Centre Zone - 8m, except in Precinct E1 or E2 where 12m;</p> <p>...</p>	<p>only slightly greater than the 8 metre and 12 metre height limits sought by the Probable Solutions.</p> <p>Regardless of the measured height, except for the department store, the proposed buildings will be consistent in height with the adjoining existing buildings of Stage 1 of the Business Centre and will be appropriate to the regional role of the Business Centre. The additional height of the department store will not result in significant adverse visual impacts because it is appropriately located towards the centre of the business centre and is integrated by a foreground of adjoining lower commercial buildings.</p> <p>As such, the proposed development satisfies part a) of the Specific Outcomes.</p> <p>The proposed development does not strictly satisfy part b) of the Specific Outcomes but only because, by definition, the buildings are 3 and 4 storeys high. The architectural expression of the buildings is of 1 or 2 storeys. In reality the buildings will be perceived as only 1 or 2 storey buildings and would therefore satisfy the requirements of part b).</p> <p>The majority of the proposed buildings are set back significant distances from Walter Hay Drive, and incorporate sufficient landscape buffer treatments to ensure that they do not dominate the street or surrounding spaces. The proposed development therefore satisfies part c) of the Specific Outcome.</p> <p>The proposed development does not adversely affect or require the removal of existing roadside vegetation, nor will it protrude above the mature canopy of the vegetation. In fact the proposal would result in the addition of similar vegetation.</p> <p>The proposed development does not significantly alter the existing topography and, except for the basement carpark, does not require extensive areas of cut and fill, and therefore responds to the site topography. The earthworks that will occur will not obviously alter the landform. The proposed development therefore satisfies part d) of the Specific Outcome.</p> <p>The proposed buildings are well detailed, visually interesting, and consistent with the context created by the Noosa Shire Business Centre. Furthermore, the</p>

Specific Outcomes	Probable Solutions	Response
<p>e) are well articulated with strong horizontal and vertical design elements to provide an interesting streetscape and to complement landform changes and landscapes.</p>		<p>proposed development incorporates elements of the Queensland coastal vernacular, thereby responding to the built form of the area. The proposed development therefore satisfies part e) of the Specific Outcome.</p>
<p><b>Setbacks</b>  <b>O8</b> Buildings and other structures are appropriately designed and sited to—                      a) provide amenity for users of the premises as well as preserve the visual and acoustic amenity of adjoining and nearby land uses;                      ...                      d) preserve any existing vegetation that will buffer the proposed building;                      ...                      f) avoid large areas of continuous wall planes by varying the building setbacks and using appropriate techniques to provide visual relief; and                      ...</p>	<p><b>S8.1</b> Buildings and structures comply with the setbacks identified in Schedule 1 -                      Minimum Boundary Setbacks.</p> <p>Schedule 1 seeks the following for the Shire Centre Business zone  <i>Premises adjoining Open Space Conservation Zone—5m from the common boundary</i>  <i>Premises adjoining the internal loop road—6m</i></p>	<p>The Schedule 1 provisions do not need to be considered for this report as they would not affect the impacts of the proposed development on visual amenity of adjoining and nearby land uses.</p> <p>The integration of OS7 into the development will provide a high level of amenity for users of the premises.</p> <p>The proposed buildings are setback at least 50 metres along the eastern boundary, and by a minimum of approximately 20 metres from the roundabout adjacent the southern boundary.</p> <p>These setbacks are adequate to preserve the visual amenity of adjoining and nearby land uses. The proposed development therefore satisfies part a) of the Specific Outcome.</p> <p>These setbacks also facilitate the retention of an existing vegetation buffer between the proposed development and Walter Hay Drive. The proposed development therefore satisfies part d) of the Specific Outcome.</p> <p>There are a number of long, unarticulated wall planes in the proposed development (namely the western boundary of the discount department store, and the southern and eastern wall of the supermarket. Such planes are typical of large scale retail development, however the visual impacts on vantage points outside of the site will be well mitigated by the considerable setback of the buildings from the road, and the vegetation buffer separating the site from the road. The proposed development therefore satisfies part f) of the Specific Outcome.</p>
<p><b>Site cover, gross floor area and plot ratio</b>  <b>O9</b> The site cover, gross floor area and plot ratio of buildings and other roofed structures—                      a) results in a building scale that is compatible with surrounding</p>	<p>No solution provided</p>	<p>The proposed development has a site cover, gross floor area and plot ratio that is comparable to the existing retail centre of Stage 1. Furthermore, the building mass will appear similar to the Stage 1 buildings. The proposed development therefore satisfies part a) of the Specific Outcome.</p>

Specific Outcomes	Probable Solutions	Response
development; b) does not present an appearance of bulk to adjacent properties, roads or other areas in the vicinity of the <i>site</i> ; c) maximises the retention of existing vegetation and allows for additional <i>soft landscaping</i> between buildings; ...		<p>As explained in this report, the proposed buildings will be set back and screened from adjoining roads and properties, such that the visibility of the proposed buildings will be slight. The proposed development therefore satisfies part b) of the Specific Outcome.</p> <p>Vegetation is retained through the OS&amp; and OS3 open space areas. Vegetation will also be added to these areas to improve screening ability, as per the landscape plan prepared by Jeremy Ferrier. The proposed development therefore satisfies part c) of the Specific Outcome.</p>

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## 6. CONCLUSIONS

- 90 This report considers the impact on the visual environment that would result from the proposed development. The subject site has been designated for comprehensive development of large size under the approved Noosa Shire Business Centre masterplan (which is incorporated into the Strategic Plan) and as such it is an expected and accepted foregone conclusion that much of the existing vegetation on the site will be removed. For that reason this report has not gone into detail about the alteration to the existing natural qualities of the subject site that will occur as a result of the development.
- 91 As part of the assessment process this report has addressed the provisions of the Planning Scheme that are relevant to the scope of this report. Except for SO7 which relates to building height, the proposed development is considered to satisfy the applicable Specific Outcomes identified.
- 92 In my opinion, the proposed development satisfies the most significant performance based requirements (namely a), c), d), and e)) of the relevant Specific Outcomes identified above.
- 93 The only part of a Specific Outcome that the proposed development does not satisfy is a prescriptive requirement of building height that seems to be derived from the other performance based Specific Outcomes, and in other Planning Schemes would be more typically included as a Probable or Acceptable Solution.
- 94 The only reason the proposed development does not comply is because, the proposed buildings are, by definition 3 and 4 storeys in height, although in reality they are visually expressed as only 1 or 2 storeys. In my opinion this non-compliance is technical rather than substantive and does not affect the overall intentions of the outcome.
- 95 Regardless, I believe the impacts of the non-compliance with this prescriptive requirement will not be significant or generally unexpected in the principal activity centre for a quickly urbanising and sophisticated local authority, and I believe the performance requirements of the Specific Outcome are satisfied.
- 96 In this instance, significant adverse impacts on the visual environment are unlikely This is largely due to the following reasons:
- i. The existing stages of the Shire Business Centre and other nearby commercial developments have inherently adjusted the public's perception of the surrounding visual environment. Due to the nature of such development some visibility of built form is expected when passing through the local area.

- ii. As a result of the road network, the existing vegetation, and the topography of the site and surrounding area, the visual catchment of the subject site and the proposed development is extremely confined.
- iii. There is a vegetation buffer (OS3) separating the site from Walter Hay Drive which, if well maintained, will almost entirely screen the proposed buildings and mitigate any potential adverse impacts on the visual environment.
- iv. The only part of the development where this may not occur is at the southern corner of the site, primarily because part of the proposed development is located close to the road and the vegetative buffer is reduced to a width of 3 metres. At this location it is critical that the vegetated buffer is well maintained as a dense visual screen. It would also be beneficial if the southern supermarket wall is treated with non reflective materials and subtle colours consistent with the vegetated screen.

97 In summary, at both a strategic and statutory level in terms of impacts on the visual environment, the proposed development is:

- i. consistent with the general intents of the Shire Business Centre masterplan;
- ii. consistent with the existing built form appearance and layout of the earlier stages of the Shire Business Centre;
- iii. consistent with the expectations of the local community;
- iv. consistent with the applicable provisions of the Planning Scheme.

98 As such, the proposed development will have acceptable and anticipated levels of visual impacts on the existing visual environment, and, in terms of visual impacts, should be approved.

99 I consider that the proposed Stage 3 is of a higher standard of architectural quality than that of Stage 1. It portrays greater levels of articulation and detail. The juxtaposition of the proposed commercial components with the north eastern roundabout within the site provides a sense of arrival and a "front door" to the entire Shire Business Centre.

That part of the development will provide facilities and spaces that are civic in nature, character and use, and will successfully incorporate the natural environment of OS7 into the built form of the development.