

Approval no: DEV2014/637
Date: 31 August 2018

To:	James Betts	At:	Peet Limited
From:	Brett McClurg	At:	SLR Consulting Australia Pty Ltd
Date:	28 February 2018	Ref:	620.12344
Subject:	Flagstone Master Plan Development Technical Memorandum		

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SLR Consulting Australia Pty Ltd (SLR Consulting) has been appointed by Peet Limited (the Proponent) to consider the proposed new access road (Road 2) servicing the proposed Town Centre development (Stage 7C and 7D) within the Flagstone estate, and how this is to connect with the existing road network.

Stages 7C and 7D are expected to comprise retail/commercial uses as part of the Town Centre frame. The location of the new road is proposed to meet New Beith Road/Wild Mint Drive at the current intersection with Timberline Way, which is currently an unsignalised T junction with priority on New Beith Road/Wild Mint Drive. It is proposed that this new leg be restricted to left in and left out traffic only for the following reasons:

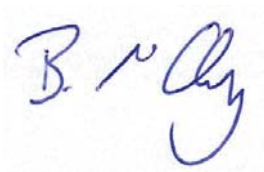
- Uncontrolled four-way intersections (ie without traffic control measures such as a roundabout or traffic signals) are typically avoided due to the high number of uncontrolled conflict points and the impact this has on road safety.
- Where such intersections are permitted in special circumstances the traffic volumes and speeds are typically low and intersection users are usually regular/repeat users, for example in a low volume residential street.
- In this situation the western leg (Road 2) is to serve Town Centre land uses, meaning that traffic volumes are likely to be significant. Furthermore, such Town Centre users may not be regular users, and may therefore be unfamiliar with the uncontrolled intersection arrangement.
- The eastern leg (Timberline Way) serves more than 50 dwellings.
- Cross movements between the eastern and western legs are likely to be of significant frequency, if not high volume.
- New Beith Road/Wild Mint Drive is likely to carry a reasonably significant volume of traffic.
- Given the Town Centre uses, there may be a notable number of pedestrians seeking to cross the various approaches at this intersection.
- The extent of conflicting traffic movements (vehicles, cyclists and pedestrians), and the irregularity of these users, is such that an uncontrolled four-way intersection (with all turn movements permitted) at this location would not be desirable.

The proposed design is shown on the attached Meinhardt drawing (project number 117524, drawing number SK002, dated 28 Feb 2018). Meinhardt has prepared swept path drawings to confirm that the design can accommodate the swept paths of an articulated vehicle (AV) entering/exiting Road 2.

This proposed design is considered appropriate for the subject situation as it addresses the concerns listed previously whilst also reducing the construction impact on surrounding properties associated with the installation of a roundabout or traffic signals.

Whilst not directly relevant to the intersection form that is the subject of this memorandum, a number of traffic assessments have previously been undertaken for certain aspects of Stage 7. These traffic assessments are documented in the following reports:

- “Flagstone Town Centre, Flagstone East Transport Network Statement” dated 5 December 2014, by Cardno.
- “Flagstone City, Stage 7 – Homestead Drive Signalised Intersection” dated 23 November 2015 and 1 December 2015, by Cardno.

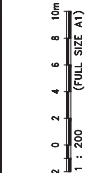
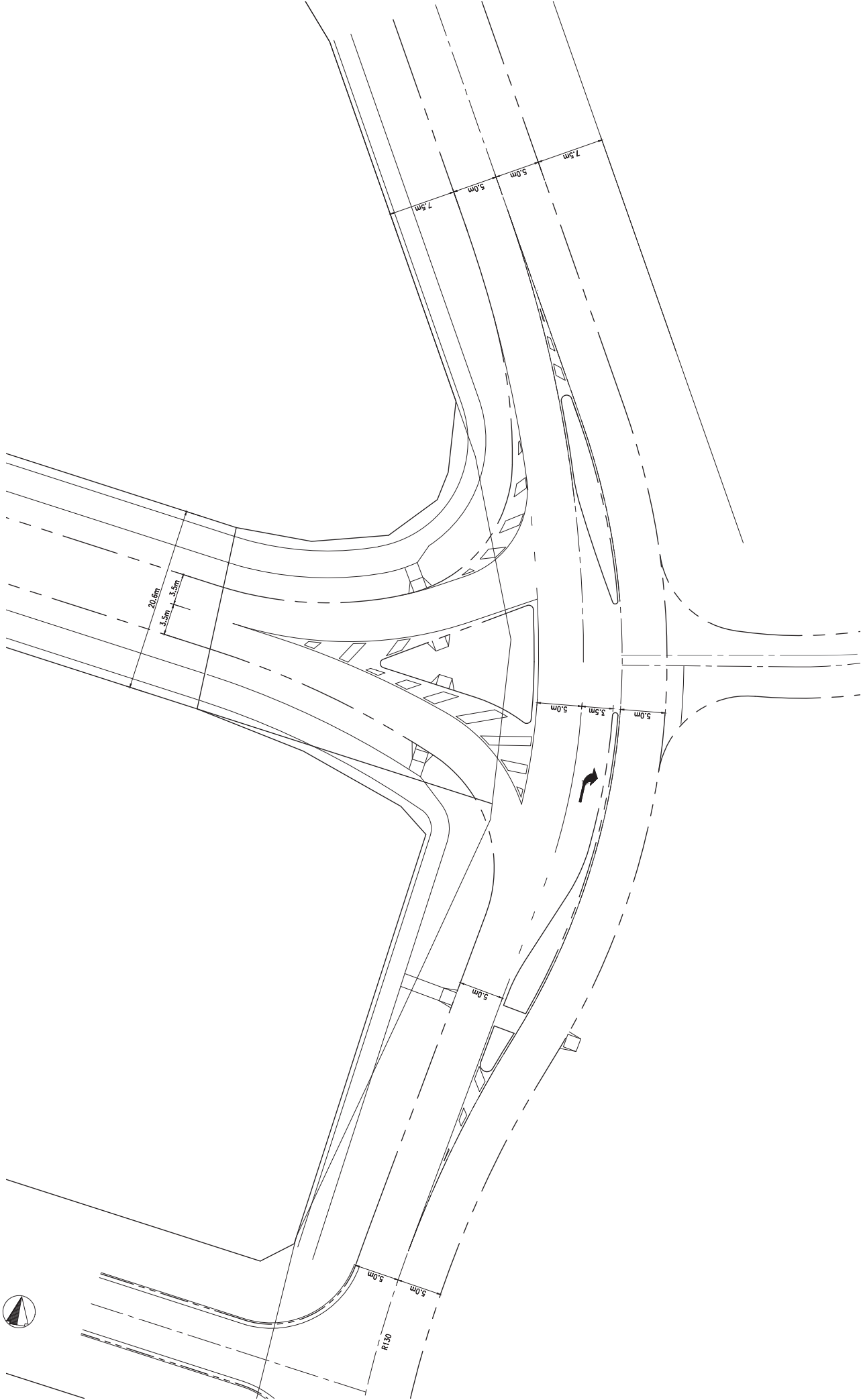


Brett McClurg

Technical Director - Transport Advisory

RPEQ No: 7628

Checked/
Authorised by:



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CLIENT
PEET FLAGSTONE CITY Pty. Ltd.
TITLE
WILD MINT DRIVE INTERSECTION PLAN
OPTION 01

PROJECT
FLAGSTONE CITY - SCHOOL
STATUS
ECONOMIC DEVELOPMENT QUEENSLAND
PRELIMINARY
NOT FOR CONSTRUCTION

DESIGNED	DRAWN	APPROVED	DATE	SCALE & A1	SHEET
-	SW		28.02.18	1:200	1 OF 1
PROJECT NO.	DRAWING NO.				
117524	SK002				