

FLAGSTONE CITY – STAGES 2-5

TRAFFIC PLANNING ASSESSMENT

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

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1. INTRODUCTION

1.1 BACKGROUND

Bitzios Consulting Pty Ltd (Bitzios) has been engaged by PEET Flagstone City Pty Ltd (PEET) to undertake a traffic and transport assessment for Stages 2-5 of the Flagstone City development located within the Greater Flagstone Priority Development Area (PDA).

Stages 2-5 (the subject site) is located within Context Area One of Flagstone City west of the Brisbane to Sydney rail line, as identified in the Context Plan endorsed by Economic Development Queensland (EDQ) in December 2015 (see Section 2.1).

A range of previous traffic and transport studies / planning has been completed for the Flagstone development which have been referenced in the preparation of this assessment (see relevant studies in Section 1.3). This report provides an overview and analysis of the traffic and transport related elements of the subject site including staging, access, layout design, connectivity and alternative transport provisions.

This report forms part of a response to the Information Request issued by the *Urban Land Development Authority* (ULDA) in relation to application reference DEV2012/403, and to the Further Issues Response issued by EDQ on 18th September 2018.

1.2 SCOPE OF ASSESSMENT

The overarching scope of this traffic planning assessment included:

- reviewing the access and movement strategy for Stages 2-5 and its connectivity with surrounding development (including the existing Stage 1);
- reviewing the proposed development against the relevant planning completed to date;
- estimating the trip generation and distribution for Stages 2-5 based on typical industry rates, previous planning, and broader transport modelling considering interim (2031) and ultimate design horizons;
- reviewing the forecast traffic volumes based on previous strategic modelling, including ultimate through traffic to identify the appropriate road hierarchies and road cross-sections throughout the subject site;
- identifying the likely intersection controls for key intersections within the subject site (this task is subject to further detailed analysis based on updated strategic modelling to be completed); and
- reviewing the alternative transport provisions throughout the site, including consideration of public and active transport facilities and connections.

Considering the significant amount of modelling and planning that has previously been completed by EDQ for the broader network, this study focuses on the specific provisions of Stages 2-5.

1.3 PREVIOUS STUDIES & PLANNING DOCUMENTS

The following previous transport studies and planning documents have been referenced / sourced throughout the preparation of this traffic planning assessment, including (but not limited to):

- endorsed *Flagstone City Movement Network Infrastructure Master Plan v2.0* (PEET, June 2015);
- *Flagstone City Access and Movement Strategy* (Cardno, March 2014);
- *Flagstone City – Traffic Planning Assessment* (Cardno, August 2012);
- *Greater Flagstone Priority Development Area – Traffic Modelling Report* (VLC, January 2017);
- relevant Context Area Plans associated with the Flagstone PDA;
- relevant EDQ Guidelines and Practice Notes;
- the *Greater Flagstone PDA Development Scheme*;
- the *Infrastructure Charging Offset Plan* (ICOP) maps.

The general planning and assessment methodologies adopted in the above have formed the basis for the planning and assessment undertaken for the subject site.

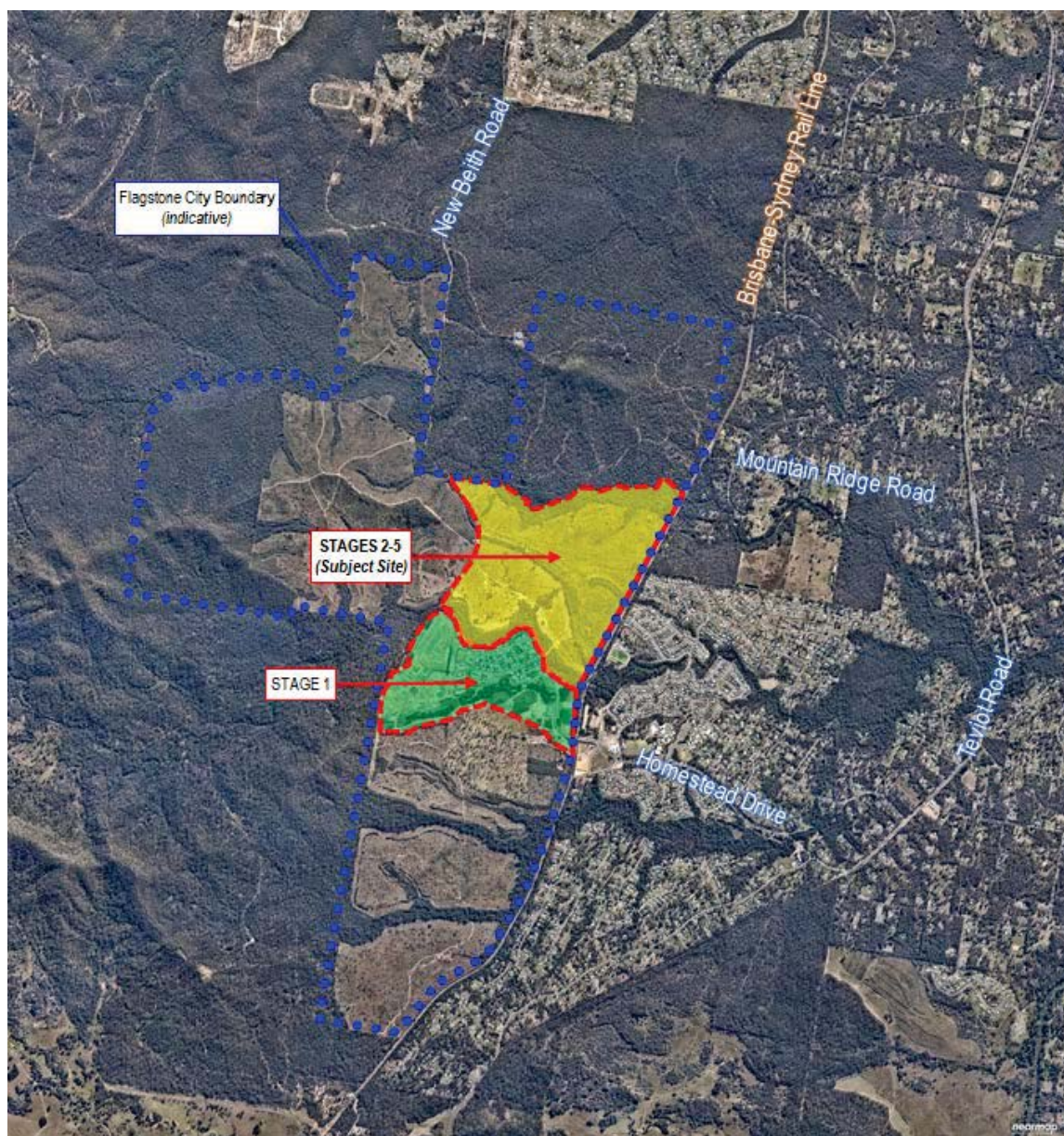
2. SITE LOCATION & PLANNING CONTEXT

2.1 SITE LOCATION

The subject site exists within the Greater Flagstone PDA, residing within the Logan City Council (Council) Local Government Area (LGA) for which EDQ is the Assessment Manager.

PEET's Flagstone City is one of the largest land holdings in the Flagstone PDA and currently consists predominantly of rural land and uncleared vegetation. The subject site (i.e. Stages 2-5) is located to the north of Stage 1 which is currently under construction and nearing completion with circa. 750 lots. Part of Stage 1 has been the construction of Flagstonian Drive to service the development, running north-south from Homestead Drive up to the boundary of Stage 2.

Figure 2.1 shows the indicative location of the Flagstone City boundary, the subject site (Stages 2-5), Stage 1 and the surrounding key roads.



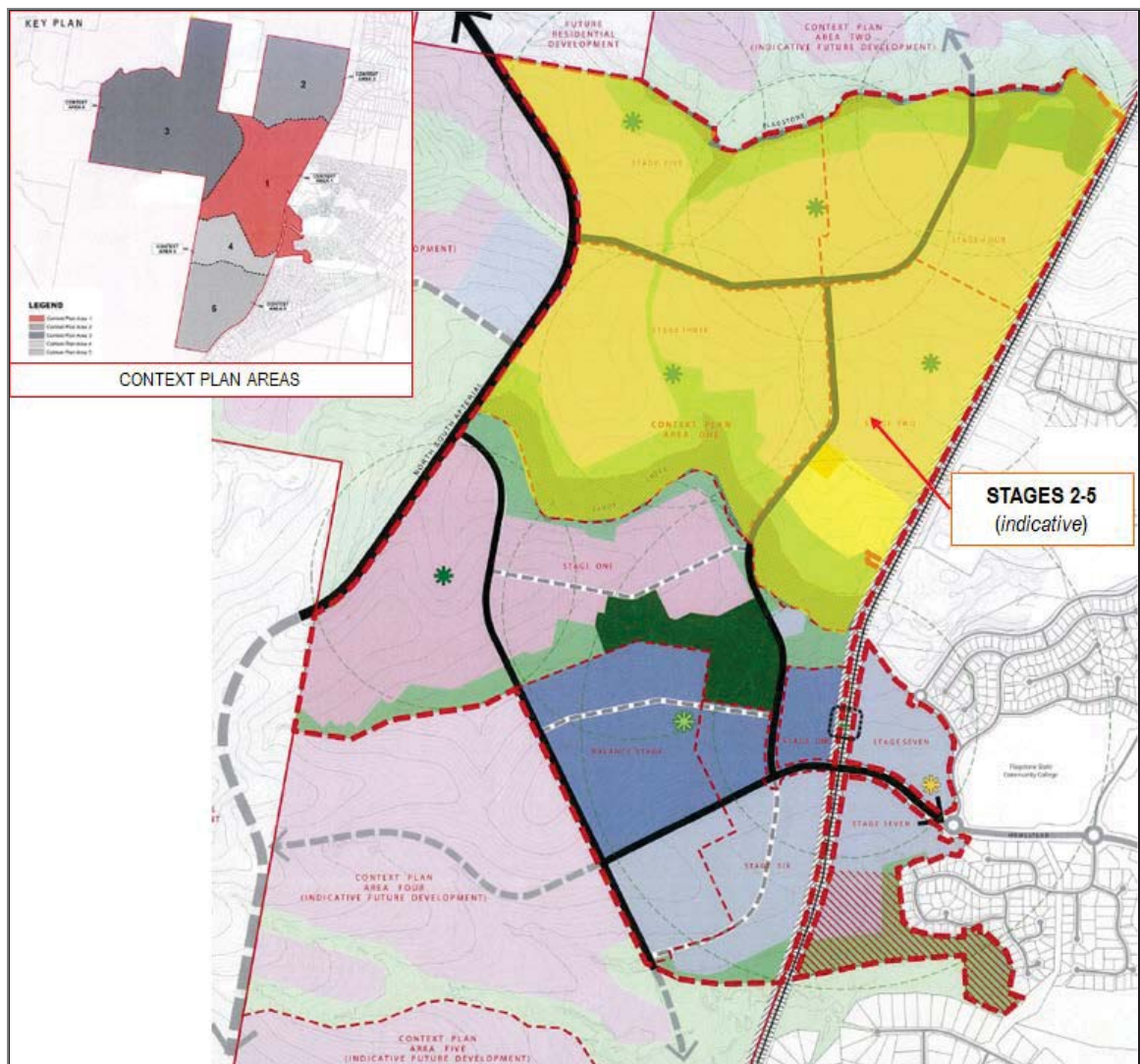
SOURCE: Nearthmap

Figure 2.1: Site Location and Surrounds

As shown above, Flagstone City is primarily located to the west of the Brisbane-Sydney rail line which forms a key physical barrier for east-west connectivity with existing neighbourhoods.

2.2 CONTEXT PLAN AREA

Flagstone City consists of five (5) overarching Context Plan Areas. The subject site is located within Context Area One as shown in Figure 2.2.



SOURCE: Endorsed Context Plan Area One, <https://dsdmip.qld.gov.au/edq/greater-flagstone.html>

Figure 2.2: Context Plan Area One and Stages 2-5 Locality

Key transport elements identified in the Context Plan Area include:

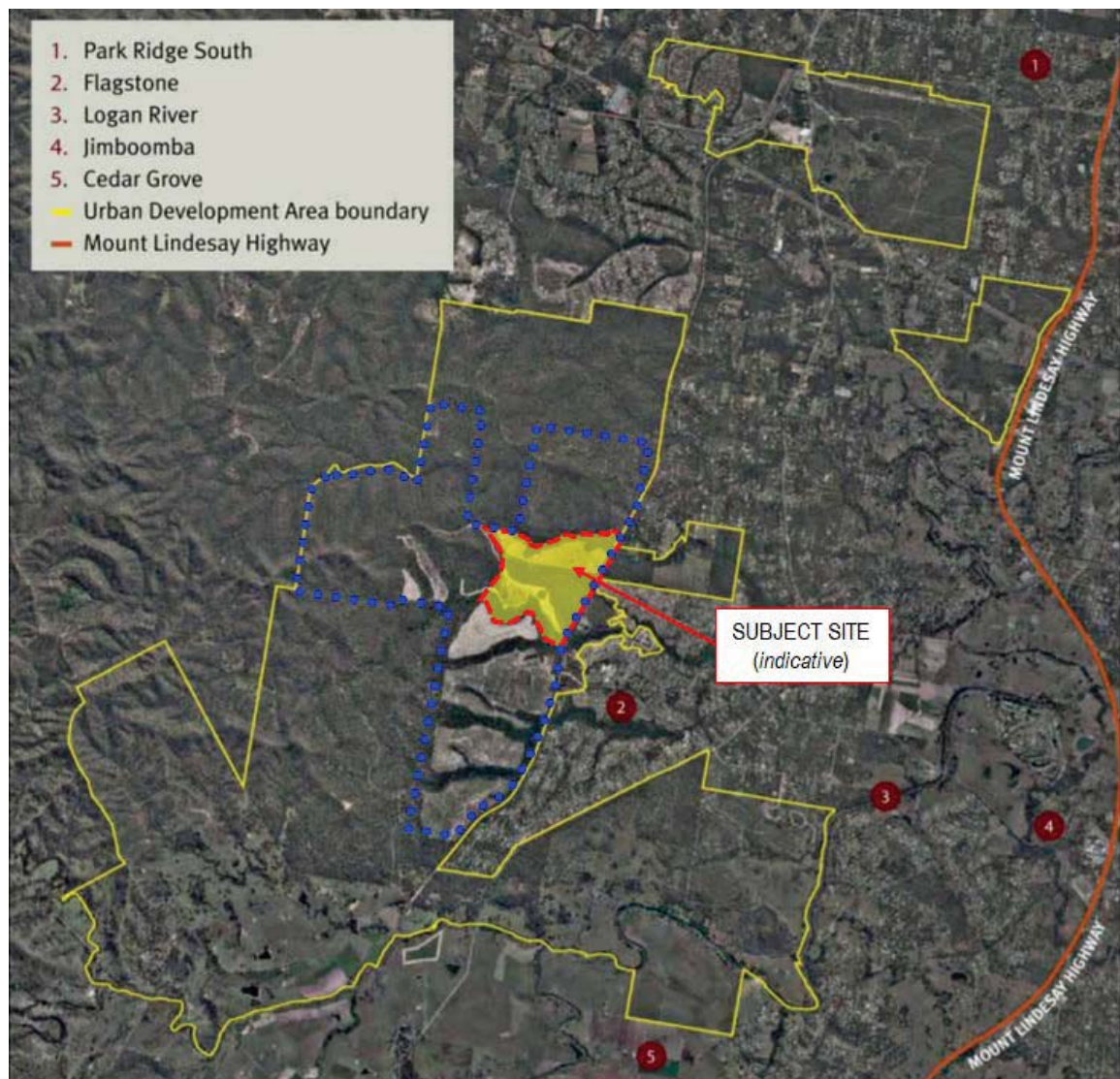
- the extension of Flagstonian Drive from Stage 1 through to the subject site;
- the intersection of Flagstonian Drive with a major (trunk) connector road within the subject site;
- the North-South Arterial road corridor forming the western boundary of the subject site;
- the Brisbane-Sydney rail line forming the eastern boundary of the subject site; and
- the indicative Flagstone Central Rail Station located near Homestead Drive.

The above key transport elements form the basis for transport planning and analysis undertaken for the subject site to date.

An updated Context Area Plan has been developed and included within the Flagstone City Movement Network IMP (v3.0).

2.3 GREATER FLAGSTONE PRIORITY DEVELOPMENT AREA (PDA)

The subject site is located within the Greater Flagstone PDA, which has been defined as a priority growth zone in the State Governments' *South-East Queensland Regional Plan 2009-2031*. Figure 2.3 shows the location of the subject site within the Greater Flagstone PDA.



SOURCE: Greater Flagstone PDA Development Scheme

Figure 2.3: Location of Subject Site within Greater Flagstone PDA

The Greater Flagstone PDA was declared on 8th October 2010 and is located west of Jimboomba within the southern part of Logan City Council (LCC) LGA. The PDA is made up of three (3) separate land areas totalling 7,188Ha. It is projected to experience significant growth in employment and industry and estimated to accommodate approximately 50,000 dwellings and up to 120,000 residents.

The larger of the PDA land areas is bordered by the Brisbane-Sydney rail line (which is predominantly a freight line) located east of the subject site, while the Mt Lindesay Highway is located further to the east.

2.3.1 Development Considerations

Given that the subject site is within the Greater Flagstone PDA it falls under the *Greater Flagstone PDA Development Scheme*. This Development Scheme is a key consideration for the development of the Access and Movement Strategy of the proposed development.

The following sections detail the key outcomes of the Development Scheme, and subsequent expected provisions and strategies.

Land Use Plan – Movement Network

The development contributes to:

- an effective, efficient and integrated movement network that provides a high level of safety and accessibility, maintains residential amenity and promotes the use of public and active transport particularly for local trips;
- a major road network that provides effective links between centres and the neighbourhoods they serve, and to the external road network, and accommodates a range of users including cars, service vehicles, pedestrians, cyclists and public transport;
- a road network that has a functional hierarchy, facilitates longer travel movements, provides multiple access routes to and through neighbourhoods and minimises traffic impacts on residential areas;
- the provision of a public transport network that is readily accessible to the community (90% of all dwellings should be within 400m of a potential public transport service), and provides effective links to centres, rail stations and external destinations; and
- a comprehensive active transport (walking and cycling) network based around major active transport spines, supplemented with local links and a safe permeable street network within neighbourhoods. The active transport network provides safe and direct links to key destinations including centres, railway stations, parks and schools.

Infrastructure Plan – Transport and Network Infrastructure

Table 2.1 lists the Transport and Network Infrastructure requirements as per the *Development Scheme*.

Table 2.1: Transport and Network Infrastructure

Infrastructure	Description of Works	When Required
Roads	Internal and trunk roads will be required to service the development as agreed with the relevant entity.	To be constructed at the time the development is being undertaken and delivered before improvements are demanded by additional loading from developments within the UDA.
Public Transport ¹	Development will contribute to an interim public transport service for up to 5 years or until the fare box income exceeds 30% of running costs, whichever is sooner. This service is to provide a minimum of half hourly services in peak time and hourly services at other times from 6:00am to 9:00pm on weekdays and 8:00 to 5:00pm on weekends.	On the completion of the 200 th lot for the UDA or portion of the UDA.
Active Transport	Active transport infrastructure required to service the development.	To be constructed at the time development is being undertaken.
Other Networks	Network infrastructure improvements will be undertaken in conjunction with the relevant responsible authority.	Delivered before improvements are demanded by additional loading from developments within the UDA.

¹ Note, in relation to public transport, this item forms part of an existing approval over Flagstone City and is being addressed as part of Stage 1.

2.3.2 Connecting SEQ 2031 – An Integrated Regional Transport Plan for South East Qld

Connecting SEQ 2031 establishes a long-term plan to develop a sustainable transport system in South-East Queensland. The plan adopts an integrated approach that considers land use planning and the various modes of transport. Connecting SEQ 2031 has been developed as the guiding transport planning and policy document to support the desired regional outcomes of the *SEQ Regional Plan 2009–2031*.

In accordance with Connecting SEQ, Greater Flagstone is planned to include UrbanLink, ExpressLink services and improved active transport infrastructure.

UrbanLink Services

Flagstone will include UrbanLink services providing connectivity between Yarrabilba (east) and Springfield (west). Connecting SEQ 2031 identifies high frequency UrbanLink bus services on strategic corridors across the region as a key part of improving bus travel.

The 'turn up and go' UrbanLink bus network will provide:

- service frequencies of 15 minutes or better off-peak, 10 minutes or better during the peak period;
- high frequency, all day (6 am–9 pm), seven days per week;
- quality shelters and information;
- simplified high frequency network map with no need for a timetable; and
- a doubling of the proportion of residents within walking distance of 'turn up and go' services by 2031.

ExpressLink

ExpressLink services will also operate from Flagstone to Brisbane. The outer sections of the greater Brisbane metropolitan rail network will be operated as ExpressLink services. These services will use existing trains and will start at the end points of the greater Brisbane rail network, which, in 2031, are expected to include Flagstone (via Salisbury).

The ExpressLink network will operate much the same as express services operate today, running all stops to a change point (where UrbanLink services terminate), then stopping only at major transfer locations and activity centres. Passengers wanting to access other destinations will be able to transfer to an UrbanLink rail service or bus services or other ExpressLink stopping points.

The ExpressLink services will:

- provide fast, express running services (competitive or faster than car) between outer suburbs and inner Brisbane;
- be easier for passengers to understand with the same stopping patterns on all services;
- allows for transfers at key stations to access multiple destinations; and
- encourage people to travel off-peak.

Active and Sustainable Transport

Specific active transport infrastructure improvements are not included in Connecting SEQ 2031, although infrastructure improvements are to be focused within new growth communities such as Flagstone. To be effective, active transport infrastructure investment must be:

- connected – infrastructure investment in active transport needs to be targeted to fill the missing gaps in networks;
- coordinated – networks extend across local government boundaries and planning and delivery of networks needs to respond to this; and
- 'fit for purpose' – active transport infrastructure needs to be designed and delivered to meet the needs of most existing or potential users of the infrastructure.

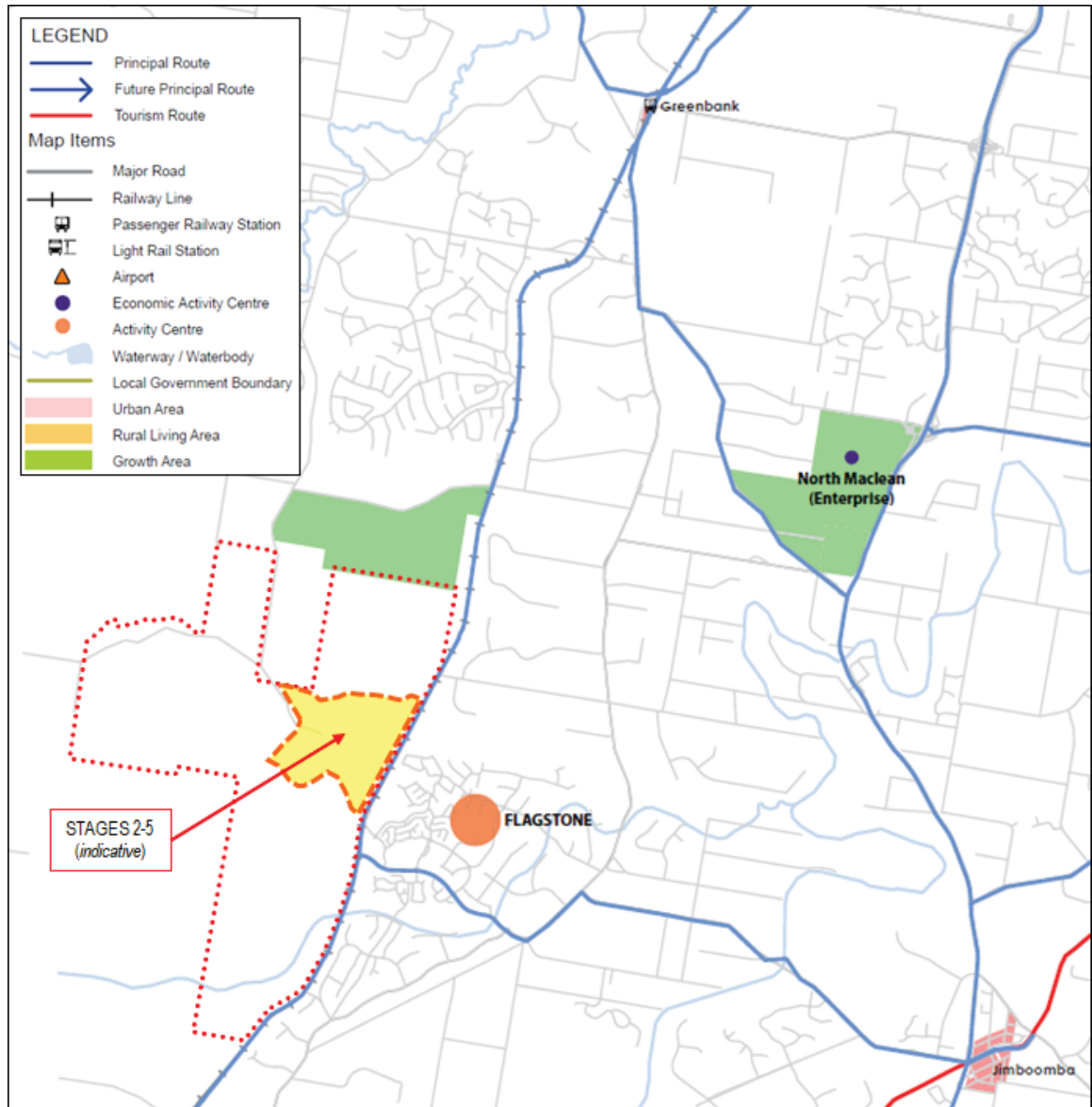
Priority projects for completing a safe, direct and connected active transport network include:

- Complete 5 – involves the planning, development and upgrade of networks within this 5km catchment, and any centre master planning exercise should take account of this catchment;
- Educated Ways – which will focus on improvements to active transport networks around schools and universities; and
- Connect To – which plans to develop and upgrade walking and cycling routes that connect to major public transport stops and stations.

In addition to the above, the *SEQ Principal Cycle Network Plan* (SEQ PCNP) identifies a Future Principle Route through Flagstone, connecting to Jimboomba (east) and Greenbank (north).

An extract from the SEQ PCNP is provided in Figure 2.4. This identifies the key principle cycle routes (and future cycle routes) in relation to the subject site are along Homestead Drive, and within the Brisbane-Sydney rail corridor.

This future planning has been carried through the transport planning considerations of the subject site.



SOURCE: SEQ Principal Cycle Network Plan

Figure 2.4: Extract: SEQ Principal Cycle Network Plan – Flagstone

Strategic Transport Goals

Connecting SEQ 2031 sets the following targets for Logan City Council:

- reduced trips taken by car from 85.8% to 73%;
- increase share of public transport trips from 5.5% to 10%;
- increase share of walking trips from 8.1% to 10%; and
- increase share of cycling trips from 0.6% to 7%.

As stated above, the Development Scheme includes a number of key transport, movement and infrastructure considerations and criteria to meet these strategic transport goals.

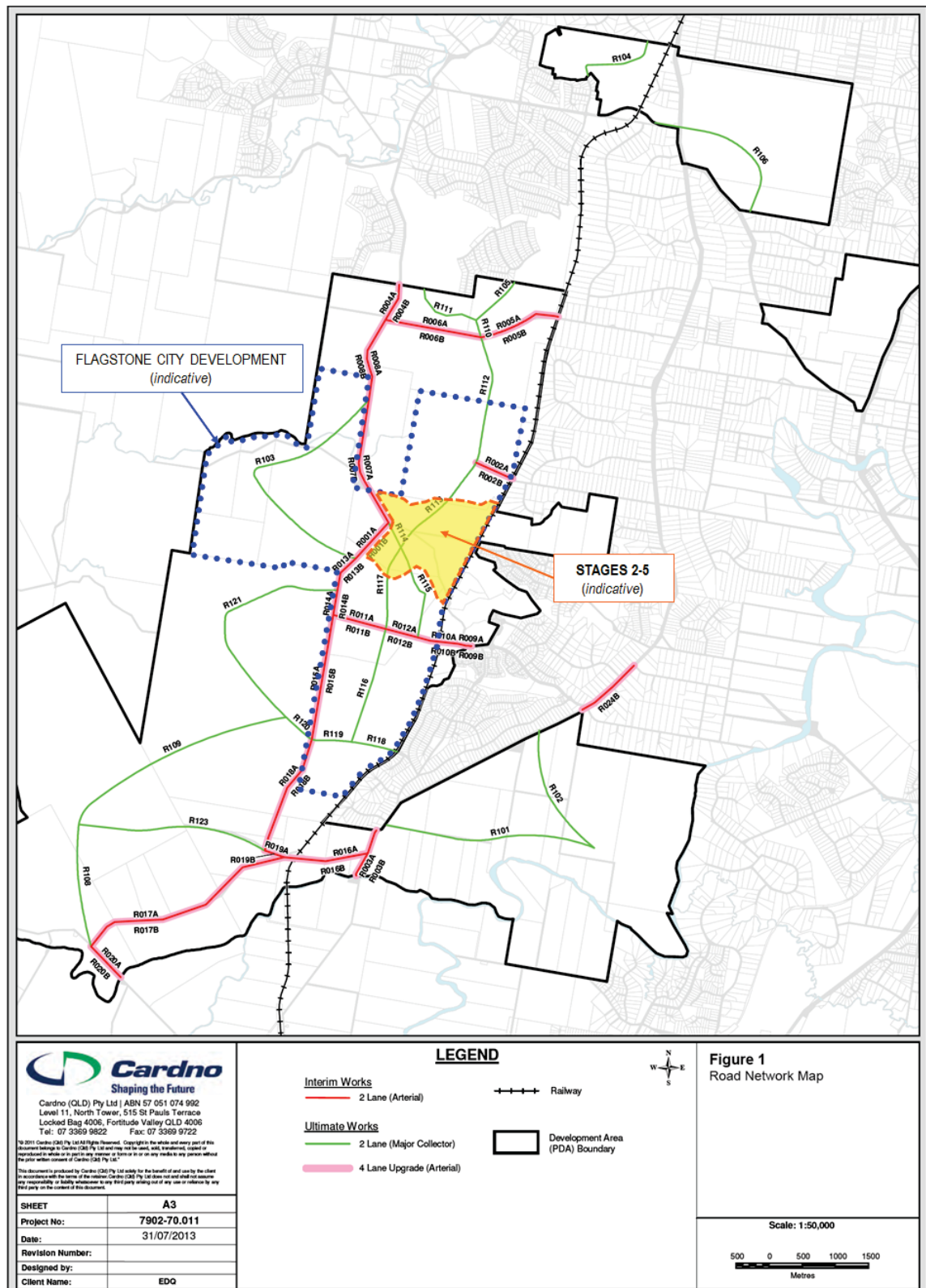
Furthermore, the Development Scheme includes the below 'Stretch targets' and goals as part of its Implementation Strategy:

- achieve a 20% share of all trips as active transport (walking and cycling) trips; and
- have sustainable transport with zero emission private vehicles, active travel and public transport that is safe and equitable for all members of the community.

2.3.3 Infrastructure Charging Offset Plan (ICOP): Road Network Plan

The ICOP for the Greater Flagstone PDA identifies the infrastructure charges and items that may be offset against these charges. The subsequent ICOP Maps include a number of potential upgrades to the existing network, however no time frames are provided.

As shown in Figure 2.5, two (2) key major connector roads are identified through the subject site, namely; Flagstonian Drive and “Road 2”. Whilst the ICOP map shows these as two (2) lane connector roads, more recent planning / modelling has identified four (4) lane corridors in these locations (see Section 4.5).



SOURCE: Greater Flagstone Infrastructure Charging Offset Plan (ICOP) Maps – Road Network Maps (edited by Bitzios)

Figure 2.5: Greater Flagstone PDA ICOP Road Network Map

3. DEVELOPMENT DETAILS

3.1 GENERAL

The subject site is comprised of four (4) stages (Stages 2-5) which consist of the following overall yields:

- 169.944ha total land area;
- 1,628 total lots (*max. residential potential of 1,689 dwellings*);
- net residential density of 15.4 dwellings/ha (*max. potential of 16.0 dwellings/ha*);
- one (1) commercial lot of 1.404ha (approximately 5,513m² GFA);
- one (1) community facility lot of 5,000m².

Major transport components of the subject site are summarised as follows:

- Flagstonian Drive (trunk connector): extending north-northwest from Stage 1 to the western boundary of the subject site (i.e. to the North-South Arterial);
- Road 2 (trunk connector): extending northeast from Flagstonian Drive to the northern boundary of the subject site;
- a major four-way intersection between Flagstonian Drive and Road 2;
- a four-way intersection on Flagstonian Drive servicing Stage 4 and Stage 5;
- two (2) three-way / T-intersections along Road 2 servicing Stage 3 and Stage 4;
- a T-intersection on Flagstonian Drive servicing Stage 2;
- neighbourhood connector standard roads intersecting with trunk connector roads servicing residential catchments / neighbourhoods;
- a network of neighbourhood access streets and laneways within residential catchments.

A snapshot of the overall subject site is provided overleaf in Figure 3.1, while a detailed plan is provided in **Appendix A**. Importantly, the above transport components align with the intent of planning completed to date and are generally in accordance with the ICOP road network map.

3.2 DEVELOPMENT YIELD

The overall development yield is summarised in Table 3.1 below.

Table 3.1: Development Yield

Lot Type	Stage 2	Stage 3	Stage 4	Stage 5	Total
Residential	249 (252)	436 (455)	438 (466)	505 (516)	1,628 (1,689)
Medium Density	-	-	-	1	1
Commercial	-	-	1	-	1
Community	-	-	1	-	1
TOTAL LOTS	249	436	440	506	1,631

The above table does not include Balance Super Lots and focuses on lots with traffic generating characteristics. Values shown in brackets identify the maximum residential potential when considering multiple residential lots.

As shown above, the total residential yield equates to 1,628 residential lots.

As detailed in **Appendix A**, the maximum residential yield potential equates to 1,689 dwellings when considering multiple residential lots.



Figure 3.1: Overall Subject Site Lot Layout

3.3 STAGING OVERVIEW & ACCESS STRATEGY

The below sub-sections provide an overview of the transport components associated with each stage of development and the relevant access strategy for each. This includes a brief discussion on roadway cross-sections as identified in the Movement IMP (v3.0), which have been provided in Appendix B of this report for ease of reference. The overall staging is provided in the Plan of Subdivision prepared by RPS.

Stage 2

Stage 2 includes a total of 249 residential lots. It consists of eight (8) sub-stages (2D-2K), noting that Stages 2A-2C form part of an existing approval inclusive of an educational establishment / school to the south. Stage 2 is bounded by the Brisbane-Sydney rail line in the east and the extension of Flagstonian Drive in the west (the extension of Flagstonian Drive occurs within Stage 3).

The primary access for Stage 2 is via a 22.1m Neighbourhood Connector road which intersects with Flagstonian Drive in a T-intersection configuration and continues north through to Stage 3, eventually intersecting with Road 2. Access to lots within Stage 2 occurs via:

- 16.5m Neighbourhood Access Streets; and
- 18.5m Neighbourhood Access Street.

The 22.1m Neighbourhood Connector includes provision for on-street parking and bus servicing, including a 3m off-road shared path (one (1) side) accommodating pedestrian / cyclist movements (considering the school to the south), and a pedestrian footpath on the opposite side.

Stage 3

Stage 3 includes a total of 436 residential lots, a corridor park, district recreation park, neighbourhood recreation park and conservation park. It consists of 17 sub-stages (3A-3Q), is located northeast of Stage 2 and bounded by the rail line in the east, Road 2 in the west and Flagstone Creek in the north.

The extension of Flagstonian Drive and construction of Road 2 forms part of Stage 3M. Flagstonian Drive maintains the current 32m reserve width (ultimately four-lanes) and Road 2 includes a 32m reserve (ultimately four-lanes). Access to Stage 3 is via connectivity with Stage 2 and extension of the 22.1m Neighbourhood Connector road connecting Road 2 via a T-intersection. Lot access in Stage 3 occurs via:

- 16.5m Neighbourhood Access Streets;
- 18.4m Neighbourhood Access Street; and
- 14.5m Neighbourhood Access Streets (*where adjacent a park*).

As per Stage 2, the 22.1m Neighbourhood Connector includes on-street parking, bus provisions, and active transport provisions (3m off-road shared path and footpath) and is reduced by 2m where adjacent a park.

Stage 4

Stage 4 includes a total of 438 residential lots, one (1) commercial lot, a community facility and a range of corridor, district, neighbourhood, local and conservation parks. It consists of 16 sub-stages (4A-4P), is located west of Road 2, north of Flagstonian Drive and south of Flagstone Creek. The North-South Arterial forms the western boundary.

The extension of Flagstonian Drive (northwest of Road 2) is included with Stage 4E while the extension of Road 2 to the northern boundary forms part of Stage 4O. The Flagstonian Drive extension includes an approximate 27m cross-section where it abuts the local linear park along the commercial lot and community lot frontages.

Primary access to Stage 4 is gained via a Neighbourhood Connector road which intersects with Flagstonian Drive and Road 2, is reduced by 2m where adjacent a park, and includes a wider reserve where it adjoins Flagstonian Drive (25.9m). The eastern portion of Stage 4 (4F-4H) is accessed internally (no direct access to Road 2) which includes 89 residential lots. Lot access within Stage 4 occurs via:

- 16.5m Neighbourhood Access Streets;
- 14.5m Neighbourhood Access Streets (*where adjacent a park*); and
- 6.5m rear lane.

The Neighbourhood Connector includes on-street parking lanes, footpaths on both sides, a 3m two-way separated cycle track (one side (park)) and has the ability to accommodate kerbside (in-lane) bus services.

The commercial lot is identified as a Neighbourhood Centre and is co-located adjacent to the community facility lot. Access to ~~these lots is envisaged potentially through a shared access arrangement and internal connectivity as described indicatively below:~~ ^{the neighbourhood centre is}

- one (1) left-in / left-out access via the Flagstonian Drive frontage;
- one (1) left-in / left-out / right-in access via the ~28m median-divided Neighbourhood Connector road frontage along the south-eastern lot boundary; and
- internal connectivity between the lots (*extent to be confirmed*).

The details of the access arrangements will be determined as detailed design progresses. However, an indicative only layout has been shown diagrammatically below in Figure 3.2 for the purposes of illustrating the likely ~~shared~~ access arrangements. This arrangement maintains a pedestrian link through the linear connection to Stage 5 (south-west).



3.4 PARKING ANALYSIS

An on-street parking analysis plan has been completed by RPS for each stage in accordance with EDQ's *Practice Note 11: Parking Analysis Plans*. The parking plan shows all indicative on-street car parking spaces based on the road function, pavement width and other features which may restrict parking, such as indicative driveway locations.

The required rate of provision for on-street parking is calculated as follows:

- *Required Rate of Provision:* 0.75 on-street spaces per 3 bed+ house;

The below table presents the key parking-related information for the site by stage, while the on-street parking plan is provided in the Plan of Development, Parking Management Plan prepared by RPS by stage.

Table 3.2: Parking Analysis Plan – by Stage

Variable	Stage 2	Stage 3	Stage 4	Stage 5	Total
Residential Lots	249	436	438	505	1,628
Rate of Provision	0.75 on-street spaces per 3 bed+ house				
Required Spaces	187	327	329	379	1,222
Provided Spaces	194	339	331	384	1,248

As shown above, the proposed development allows for the provision of approximately 1,248 on-street parking spaces overall, which exceeds the minimum requirements for the rate of provision. The above results in a proposed rate of provision of 0.77 on-street spaces per lot.

Given the above, the subject site complies with EDQ's requirements for on-street parking provision.

The Parking Analysis Plan prepare by RPS is provided in **Appendix C** for reference.

4. TRAFFIC ASSESSMENT

4.1 DESIGN HORIZONS

The design horizons for assessment within the PDA are currently governed by EDQ's modelled scenarios using the *Greater Flagstone Strategic Transport Model* (GFSTM) developed by VLC as follows:

- Interim (2031) Scenario; and
- Ultimate Scenario.

Traditionally the ultimate scenario has represented a future year of 2051 (which has formed the basis for previous modelling and planning). However, it is understood that more recent iterations of VLC's modelling represents a 2061 horizon.

Regardless of the year, this is simply referred to as the Ultimate Scenario which considers (essentially) full development of the Greater Flagstone PDA, and other relevant infrastructure projects. Hence, forms the basis for ultimate transport infrastructure planning (amongst other infrastructure) in the PDA.

4.2 DEVELOPMENT TIMEFRAME

The expected development timeframes for the subject site (Stages 2-5) are outlined indicatively below:

- 2018/19: Construction of Stage 2 begins;
- 2025/26: Final Stage of construction completed; and
- 2026/27: Residential traffic generation includes all proposed lots.

This has been based on a production turnover rate of approximately 210 lots per annum.

Importantly, this shows that the subject site is expected for completion prior to the 2031 design horizon which is understood to be consistent with the GFSTM testing to date.

4.3 TRIP GENERATION & DISTRIBUTION

The peak period trip generation assumptions have been adopted from the original *Flagstone City – Traffic Planning Assessment* (Cardno, August 2012) and are considered to remain representative for the site.

Table 4.1 shows the adopted trip generation rates within the subject site, including adopted daily rates.

Table 4.1: Adopted Peak Period Trip Generation Rates

Land Use Type	Trip Generation Rate			Units
	AM Peak (veh/h)	PM Peak (veh/h)	Daily (veh/d)	
Residential Low / Medium	0.60	0.60	6.0	per dwelling
Residential Medium	0.50	0.50	5.0	per dwelling
Residential High	0.40	0.40	4.0	per dwelling
Community Facilities	1.0	2.0	5.0	per 100m ²
Retail Centre	2.5	10.0	121	per 100m ²

As per the above, the adopted peak period trip distribution splits are outlined in Table 4.2.

Table 4.2: Adopted Peak Period Trip Distribution

Land Use Type	AM Peak Period		PM Peak Period		Daily	
	IN	OUT	IN	OUT	IN	OUT
Residential	30%	70%	60%	40%	50%	50%
Community Facilities	60%	40%	50%	50%	50%	50%
Retail Centre	60%	40%	50%	50%	50%	50%

The mode share adjustment factors have also been adopted from the original traffic planning assessment (Cardno, August 2012) and are outlined in Table 4.3.

Table 4.3: Adopted Mode Share Adjustment Factors

		Town Centre	Residential / Other	External
Internal	Town Centre	50%	84%	85%
	Residential / Other	84%	85%	85%
External		85%	85%	100%

4.4 PEAK PERIOD TRIP GENERATION

The resulting trip generation calculations for each stage are detailed below in Table 4.4 to Table 4.7. Only the land use types in each stage are included in the respective tables. Note that the *maximum potential residential dwellings* have been used for these calculations (refer RPS Plans of Subdivision).

Table 4.4: Stage 2: Development Peak Period Trip Generation

Land Use Type	Dwellings / GFA	Total Trips ¹ (veh/h)	Mode Share	Adjusted Trips ¹ (veh/h)	AM Peak Period		PM Peak Period	
					IN	OUT	IN	OUT
Res. Low/Med	252	151 / 151	85%	128 / 128	38	90	77	51
TOTALS		151 / 151		128 / 128	38	90	77	51

¹ The total trips are shown as AM / PM, this value only differs where different AM and PM trip rates are adopted for a single use.

Table 4.5: Stage 3: Development Peak Period Trip Generation

Land Use Type	Dwellings / GFA	Total Trips ¹ (veh/h)	Mode Share	Adjusted Trips ¹ (veh/h)	AM Peak Period		PM Peak Period	
					IN	OUT	IN	OUT
Res. Low/Med	455	273 / 273	85%	232 / 232	70	162	139	93
TOTALS		265 / 265		225 / 225	70	162	139	93

¹ The total trips are shown as AM / PM, this value only differs where different AM and PM trip rates are adopted for a single use.

Table 4.6: Stage 4: Development Peak Period Trip Generation

Land Use Type	Dwellings / GFA	Total Trips ¹ (veh/h)	Mode Share	Adjusted Trips ¹ (veh/h)	AM Peak Period		PM Peak Period	
					IN	OUT	IN	OUT
Res. Low/Med	466	280 / 280	85%	238 / 238	71	167	143	95
Retail	5,513m ²	138 / 551		117 / 468	70	47	234	234
Community ²	2,500m ²	25 / 50		21 / 43	13	8	22	22
TOTALS		443 / 881		376 / 749	154	222	399	351

¹ The total trips are shown as AM / PM, this value only differs where different AM and PM trip rates are adopted for a single use.

² Assumed 50% plot ratio for community facility lot to determine GFA.

Table 4.7: Stage 5: Development Peak Period Trip Generation

Land Use Type	Dwellings / GFA	Total Trips ¹ (veh/h)	Mode Share	Adjusted Trips ¹ (veh/h)	AM Peak Period		PM Peak Period	
					IN	OUT	IN	OUT
Res. Low/Med	516	310 / 310	85%	264 / 264	79	185	158	106
Res. Med ²	30	15 / 15		13 / 13	4	9	8	5
TOTALS		325 / 325		277 / 277	83	194	166	111

¹ The total trips are shown as AM / PM, this value only differs where different AM and PM trip rates are adopted for a single use.

² Conservatively assumed 50 dwellings / ha for medium density lot to determine indicative dwelling numbers.

Table 4.8 below provides a trip generation summary for the entire subject site (all stages).

Table 4.8: Stages 2-5 Peak Period Trip Generation Summary

Stage	AM Peak Period			PM Peak Period		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Stage 2	38	90	128	77	51	128
Stage 3	70	162	232	139	93	232
Stage 4	154	222	376	399	351	749
Stage 5	83	194	277	166	111	277
TOTALS	345	668	1,013	781	606	1,386

As shown above, the subject site is estimated to generate in the order of 1,000 and 1,400 trips overall in the AM and PM peak periods respectively.

4.5 DAILY TRIP GENERATION

The overall daily trip generation estimates for Stages 2-5 are summarised in Table 4.9 below. These calculations are based on the rates, distributions and mode share identified in Section 4.3 above.

Table 4.9: Stages 2-5 Daily Trip Generation Estimate

Stage	Daily Trip Generation by Land Use					Total Split		Total
	Res. Low	Res. Med	Res. High	Community	Retail	IN	OUT	
Stage 2	1,285	-	-	-	-	642	643	1,285
Stage 3	2,321	-	-	-	-	1,161	1,160	2,321
Stage 4	2,377	-	-	106	5,670	4,076	4,077	8,153
Stage 5	2,632	128	-	-	-	1,380	1,380	2,760
TOTALS	8,615	128	-	106	5,670	7,259	7,260	14,519

As shown above, the subject site is estimated to generate in the order of 14,500 daily trips overall.

It should be noted that the retail volumes noted above do not account for linked-trip discounts and/or drop-in (pass-by) trips associated with retail uses. Hence the above is considered a conservative maximum.

4.6 FORECAST TRAFFIC VOLUMES

As mentioned, VLC have developed the GFSTM on behalf of EDQ and have tested Interim (2031) and Ultimate Scenarios. The resultant daily volumes on key links through the subject site were documented in the *Greater Flagstone Priority Development Area – Traffic Modelling Report* (VLC, January 2017) and includes consideration of through traffic (amongst other detailed considerations). Whilst updated modelling is currently being undertaken, the findings of this previous study have been used in the determination of appropriate road hierarchy and typical cross-sections for the site based on forecast daily traffic volume.

It should be noted that a range of alternative network upgrade / access strategies were tested as part of the Interim (2031) modelling which largely focused on the Flagstone City area accessing the broader network (e.g. via connections / upgrades of Mountain Ridge Road, Homestead Drive, New Beith Road (North-South Arterial Road), etc.). For the purposes of determining the appropriate road hierarchies, the critical road volumes were adopted.

Based on the above, the forecast daily traffic volumes for the key spine roads within the subject site are shown below (*volumes are approximated and in relation to the subject site, Stages 2-5*).

Table 4.10: Forecast Daily Traffic Volumes – Key Spine Roads (VLC Model Outputs)

Year / Scenario	Key Spine Road	Location Description	Daily Volume (approx.)	Typical Cross-section Required (capacity)
Interim (2031)	Flagstonian Drive	South of Road 2	15,800 veh/day	two-lane cross-section
		Northwest of Road 2	15,000 veh/day	two-lane cross-section
	Road 2	North of Flagstonian Drive	9,700 veh/day	two-lane cross-section
	North-South Arterial	North of Flagstonian Drive	14,500 veh/day	two-lane cross-section
Ultimate	Flagstonian Drive	South of Road 2	20,400 veh/day	four-lane cross-section
		Northwest of Road 2	16,200 veh/day	two-lane cross-section
	Road 2	North of Flagstonian Drive	20,200 veh/day	four-lane cross-section
	North-South Arterial	North of Flagstonian Drive	40,000 veh/day	four-lane cross-section

Note, the 2031 volumes adopted above are largely based on Network C-2x from VLC's modelling which assumes connection via New Beith Road, Mountain Ridge Road and other additional external road upgrades.

As shown above, the forecast daily traffic volumes in relation to the subject site suggest that two-lane cross-sections could be implemented in the interim, with the majority of the key spine roads requiring four-lanes ultimately with exception to the western extent of Flagstonian Drive only requiring two-lanes.

This finding remains consistent with existing planning for Flagstone City, including the under-construction Stage 1 and Flagstonian Drive (south of Stage 2).

4.7 ROAD HIERARCHY

The adopted road hierarchy and typical cross-sections for the key spine roads are indicated in Table 4.11.

Table 4.11: Road Hierarchy and Typical Cross-section Parameters: Key Spine Roads

Road	Hierarchy	Reserve	Pavement	Lanes	Parking	Bus	Footpath	Cycling
INTERIM ARRANGEMENT								
Flagstonian Drive	Trunk Connector	32m	7m	2	No	Yes	1.5m (one side)	3.0m two-way cycle track
Road 2	Trunk Connector	32m	7m	2	No	Yes	1.5m (one side)	3.0m two-way cycle track
North-South Arterial ¹	Sub-Arterial	33m	7m	2	No	Yes	1.5m (one side)	3.0m two-way cycle track
ULTIMATE ARRANGEMENT								
Flagstonian Drive	Trunk Connector	32m	14m (+5m median)	4	No	Yes	1.5m (both sides)	3.0m two-way cycle track
Road 2	Trunk Connector	32m	14m (+5m median)	4	No	Yes	1.5m (both sides)	3.0m two-way cycle track
North-South Arterial ¹	Sub-Arterial	33m	14m (+5m median)	4	No	Yes	1.5m (both sides)	3.0m two-way cycle track

¹ Reserve widths, pavement widths & other provisions are indicative, & subject to further planning & development of North-South Arterial corridor.

Typical cross-sections are included in **Appendix B** and form part of the civil engineering package.

It is understood that EDQ are ultimately seeking to achieve 3.0m two-way cycle tracks down both sides of the North-South Arterial. The current typical cross-sections include this down one side of the North-South Arterial which complies with endorsed Movement IMP and previously approved typical sections.

Regardless, it is envisaged that a modified cross-section may be achievable within the existing proposed 33m reserve width, subject to further discussions with EDQ.

Table 4.12 outlines the hierarchy and cross-section details for other (local) roads within the subject site. These cross-sections are the typical cross-sections depicted in **Appendix B**.

Table 4.12: Road Hierarchy and Typical Cross-section Parameters: Local Roads

Road Hierarchy	Reserve*	Pavement	Lanes	Parking	Bus	Footpath	Cycling
Trunk Connector (UC-2L-3)	23.7m	11.8m	2	Yes	Yes	1.5m (both sides)	3.0m two-way cycle track
Trunk Connector (UC-2L-2)	21.9m	10m	2	No	Yes	1.5m (both sides)	3.0m two-way cycle track
Neighbourhood Connector (UC-2L-1)	20.2m	11.2m	2	Yes	Yes	1.5m (one / both sides)	3.0m two-way cycle track / shared path
Neighbourhood Access Street (UAS-2)	16.5m	7.5m	2	Yes	No	1.5m (one side)	On-road
Neighbourhood Access Street (UAS-1)	16.0m	8.3m	2	Yes	No	1.5m (one side)	On-road
Rear Lane (UAL-1)	6.5m	5.5m	1	No	No	No	No

* The reserve widths shown represent the minimum widths in a particular location, and wider reserves are achieved in general.

Further to the above, it is noted that specific areas throughout the subject site may include slight modifications to actual road width dependent on the design / localised constraints. In these locations, the typical cross-sections are applied accordingly to include the key parameters above, whilst considering verge width, services and landscaping requirements (if/as required). As previously identified, reserve widths are typically reduced by 2m where located adjacent a park. Detailed road hierarchy layout plans have been developed by Meinhardt and included in the civil engineering package.

To further illustrate the road hierarchy considerations, an indicative daily link volume plan has been developed for Stages 2-5. This is based on the previous VLC volume outputs on key spine roads, and the estimated daily link volumes on key local roads (i.e. Neighbourhood Connector and above) as shown in Figure 4.1 overleaf. Whilst it is acknowledged that different link segments will carry different total volumes, this is dependent on more complex distribution splits to be determined by the GFSTM considering

accessibility, town centre and other attractors. Importantly, the maximum estimated link volumes are not likely to exceed the environmental capacity of the roads based on their nominated road hierarchy, and no capacity issues are expected.

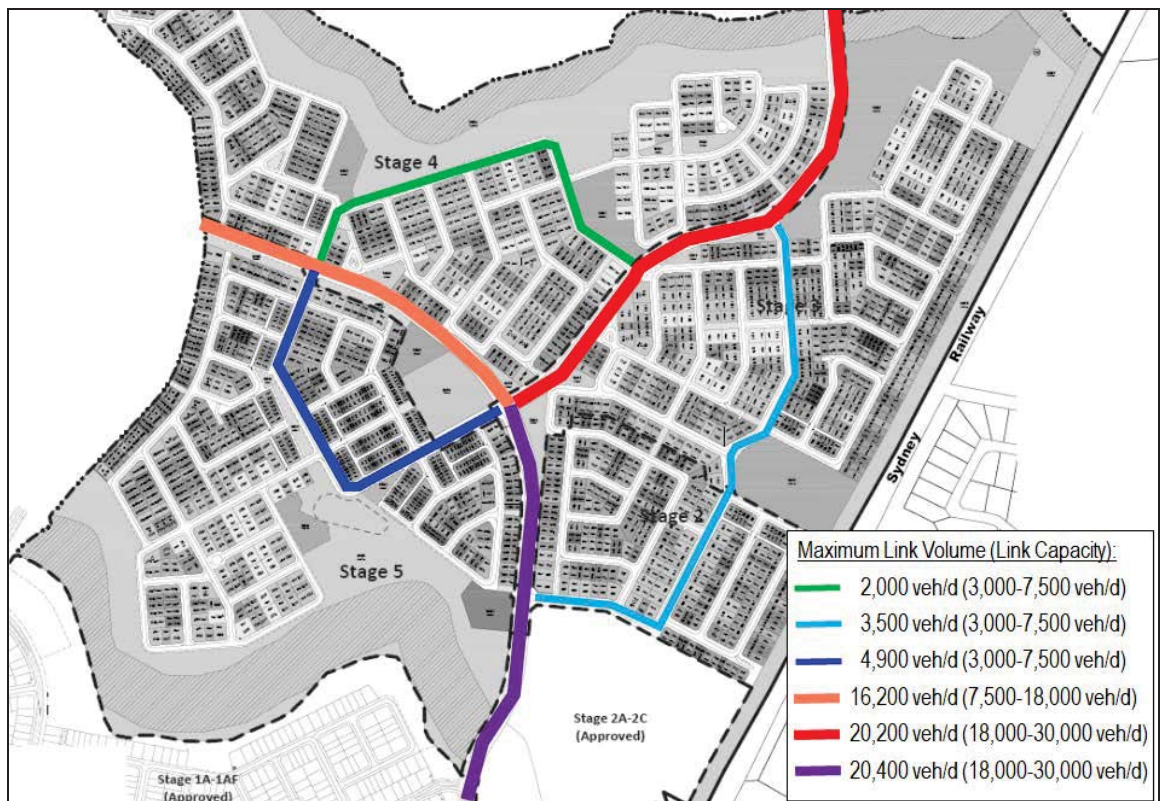


Figure 4.1: Daily Link Volume Estimates

4.8 KEY INTERSECTIONS

Intersection Locations

The key intersections along major spine roads within the subject site are shown below in Figure 4.2.



Figure 4.2: Stages 2-5: Key Intersection Locations

The above key intersections are listed in Table 4.13.

Table 4.13: Key Intersections Summary

Intersection ID	Major Approach	Minor Approach	Intersection Control
Intersection 1	Flagstonian Drive	Stages 4 & 5 Neighbourhood Connectors	Signalised (four-way)
Intersection 2	Flagstonian Drive	Road 2 & Stage 5 Neighbourhood Connector	Signalised (four-way)
Intersection 3	Flagstonian Drive	Stage 2 Neighbourhood Connector	Signalised (three-way)
Intersection 4	Road 2	Stage 4 Neighbourhood Connector	Priority (three-way)
Intersection 5	Road 2	Stage 3 Neighbourhood Connector	Signalised (three-way)

The provision of the signalised intersection arrangements is to accommodate traffic flows, active transport movements (e.g. pedestrians / cyclists) and manage delays through coordination (where required).

Intersection Spacing

The spacing of key intersections along the major spine roads are shown below in Figure 4.3.



Figure 4.3: Stages 2-5: Key Intersection Spacing

Typical centre-to-centre spacing of intersections along trunk connector roads is 300m (where achievable). As shown above, two (2) key intersections are positioned marginally less than 300m from the nearest intersection. These include:

- Intersection 1: located approximately 240m from North-South Arterial Road; and
- Intersection 5: located approximately 260m from Intersection 4.

Intersection 1: this location is physically restricted due to the difficult topography associated with Stage 4 to the north. Regardless, a reduction in 60m spacing between intersections is considered marginal, and unlikely to impact the operation of the future North-South Arterial intersection. Efficient signal coordination and appropriate turn treatments can be implemented to achieve optimal intersection operation.

Intersection 5: this location also faces challenging topography and is positioned to optimise sight distances. This intersection is proposed as a signalised T-intersection and is not expected to experience operational performance issues. The spacing of 260m represents a marginal 40m reduction in the typical spacing which is unlikely to impact on the operation of nearby intersections.

Intersection Configurations

In determining the appropriate intersection layouts for the key intersections identified, a detailed modelling exercise is required to be undertaken. A micro-simulation (AIMSUN) model has been developed to test the vehicle interactions and determine intersection configurations for the subject site.

However, this micro-simulation modelling is required to be informed by cordon matrices (and other outputs) from VLC's updated modelling using the GFSTM. Once these cordon matrices are sourced, peak period demand matrices will be developed and tested in AIMSUN where intersection layouts can be confirmed. This process is currently underway (at the time of preparing this report) with ongoing discussions between PEET, VLC and EDQ.

As discussed with EDQ, it is understood that the detailed determination of intersection configurations will be completed as part of *Compliance Assessment*.

4.9 LOCAL INTERSECTIONS

Local, internal intersections (i.e. those not located on a trunk connector) shall be configured as per the following general principles:

- four-way intersections on connector standard roads shall be provided as small roundabouts;
- four-way intersections on access streets shall be provided as priority-controlled intersections designating priority to the higher order road;
- staggered / offset intersections are avoided wherever possible; and
- 'modified' T-intersection arrangements are implemented where necessary to designate priority and as speed control measures in local access streets.

On the basis of the above, the proposed layout for Stages 2-5 is generally well resolved and provides a safe and functional road layout with typical intersection arrangements achieved.

5. PUBLIC TRANSPORT PROVISIONS

5.1 BUS ROUTES & STOPS

There is currently minimal to no bus services for the Greater Flagstone PDA (with the exception of school routes) due to the current low passenger demand and lack of sufficient development density.

The only nearby bus service is understood to be route 540 running north-south along Mount Lindesay Highway at hourly frequencies between Beaudesert and Browns Plains. It connects key existing facilities outside the PDA, including; the Greenbank RSL Park 'n' Ride, the Park Ridge Park 'n' Ride, and Browns Plains Bus Station.

There are several key public transport projects / strategies / investigations associated with the Greater Flagstone PDA that aim to build accessible public passenger transport networks for the expected growth in the region. Some of these include (but not limited to):

- the *Salisbury to Beaudesert Passenger Rail* (which includes 11 new rail stations – including Flagstone Central, dual passenger lines and freight lines, and associated infrastructure);
- the *Mount Lindesay / Beaudesert Strategic Transport Network Investigation* (which investigated long-term (to 2056) passenger and freight transport links identifying key north-south and east-west corridors connecting centres); and
- the Department of Transport and Main Roads (TMR) *Greater Flagstone and Ripley Valley PDA Passenger Transport Infrastructure Investment Program (PTIIP)* (which identifies key bus routes to service the Greater Flagstone PDA out to 2031).

A significant amount of planning has previously been completed for the Flagstone City development area, therefore the following information presents key potential bus routes and stop locations for Stages 2-5 only, as shown in Figure 5.1.

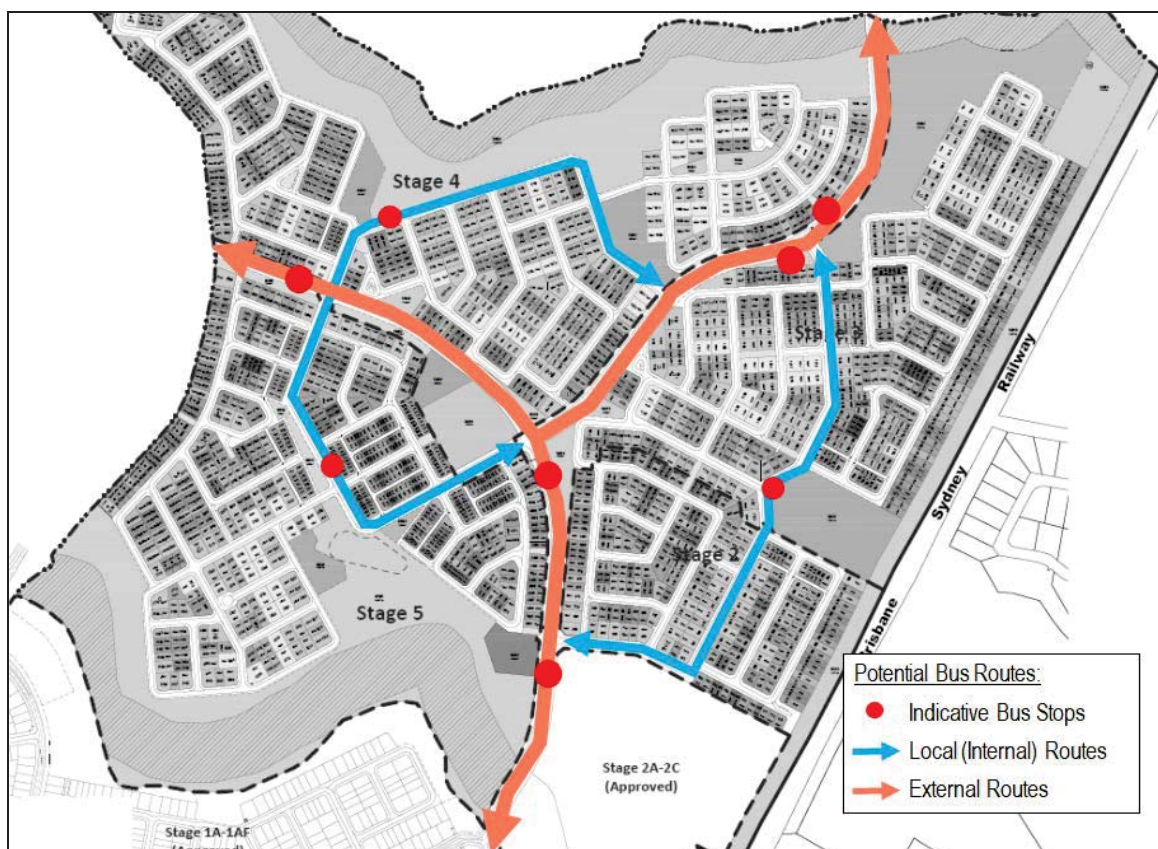


Figure 5.1: Stages 2-5: Potential Public Transport Routes

As shown above, key external routes traverse the major spine roads of Flagstonian Drive and Road 2, performing a broader network coverage function connecting with the North-South Arterial, the future planned rail stations of Flagstone and New Beith, and other local (internal) routes.

Similarly, local (internal) routes are envisaged to primarily traverse the Neighbourhood Connector standard roads servicing the local neighbourhoods, connecting with external routes and servicing the nearby CBD and transport hubs (rail stations, etc.).

Whilst detailed public transport planning has not been completed as part of this application, the proposed development layout is considered suitable to accommodate appropriate public transport provisions.

It is important to note, that the above bus stop locations (particularly those that are 'in-line' stops) are indicative only and are shown to demonstrate coverage within 400m catchments (see below). The location of these stops will be determined as part of TransLink's future route planning.

5.2 BUS STOP COVERAGE

Based on the indicative bus stop locations shown above, Figure 5.2 demonstrates the overall public transport coverage that can be achieved, showing 400m stop catchments for indicative stop locations.

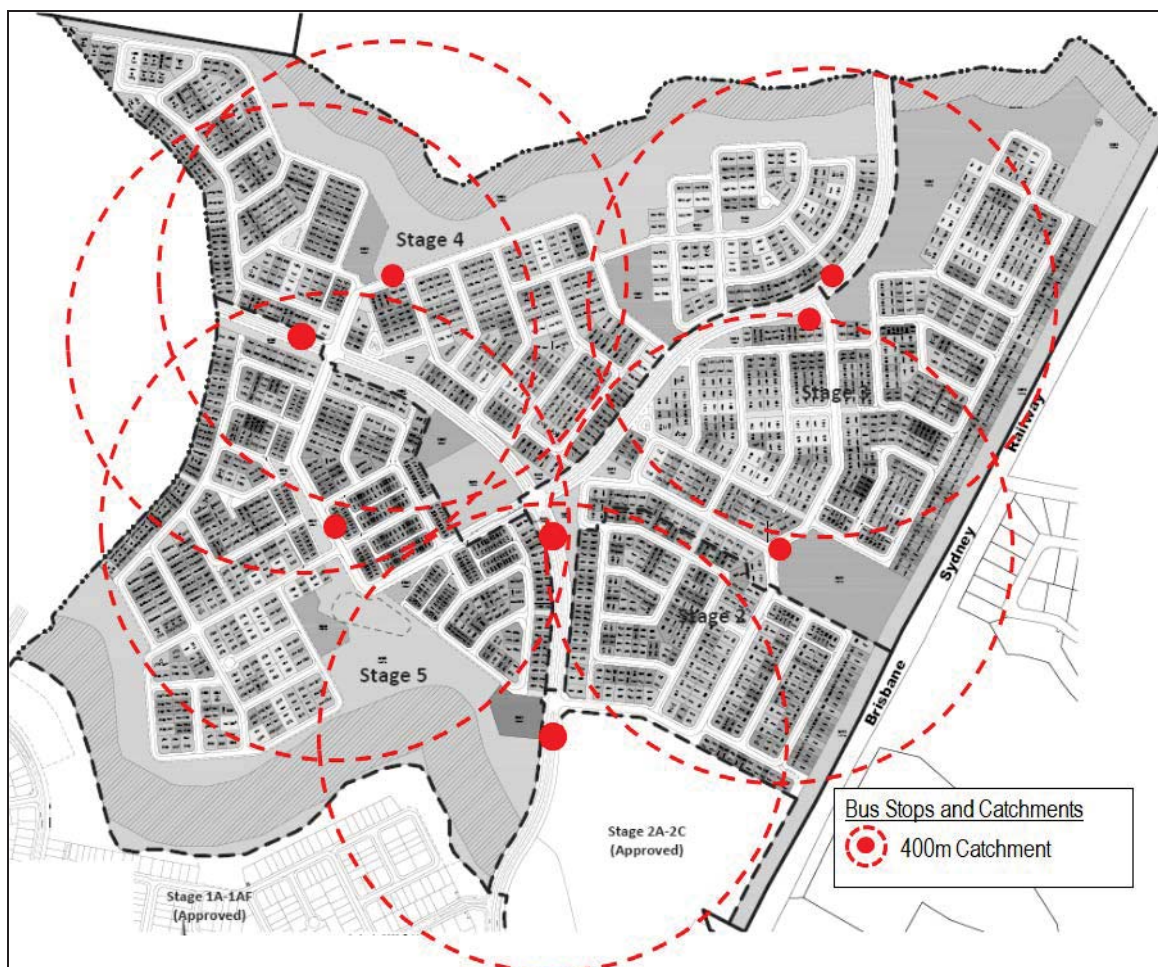


Figure 5.2: Stages 2-5: Potential Public Transport Coverage

Based on the above, approximately 95% of all dwellings would be within 400m of a potential public transport service in accordance with the requirements of the Development Scheme.

It is envisaged that stops along the key spine roads would be provided as intermediate stops (indented where achievable), while stops on Neighbourhood Connector standard roads would be regular stops and operate in a kerbside / in-line configuration (*the location of these stops will be subject to TransLink's future route planning*).

The above public transport considerations associated with the subject site are expected to assist in reaching the public transport mode share targets and promote public transport use as the region grows.

6. ACTIVE TRANSPORT PROVISIONS

The lot layout and active transport provisions are considered to be well resolved throughout the subject site. Key spine roads will ultimately have 1.5m footpaths on both sides of the road, and a 3.0m separated two-way cycle track.

All Neighbourhood Connector roads will have 1.5m footpaths on both sides of the road, and a 3.0m two-way separated cycle track or a 3.0m shared path on one side. Neighbourhood Access Streets will have a 1.5m footpath on at least one side.

Figure 6.1 shows the major active transport routes throughout the subject site, noting that all Neighbourhood Access Streets also have pedestrian footpath provisions.

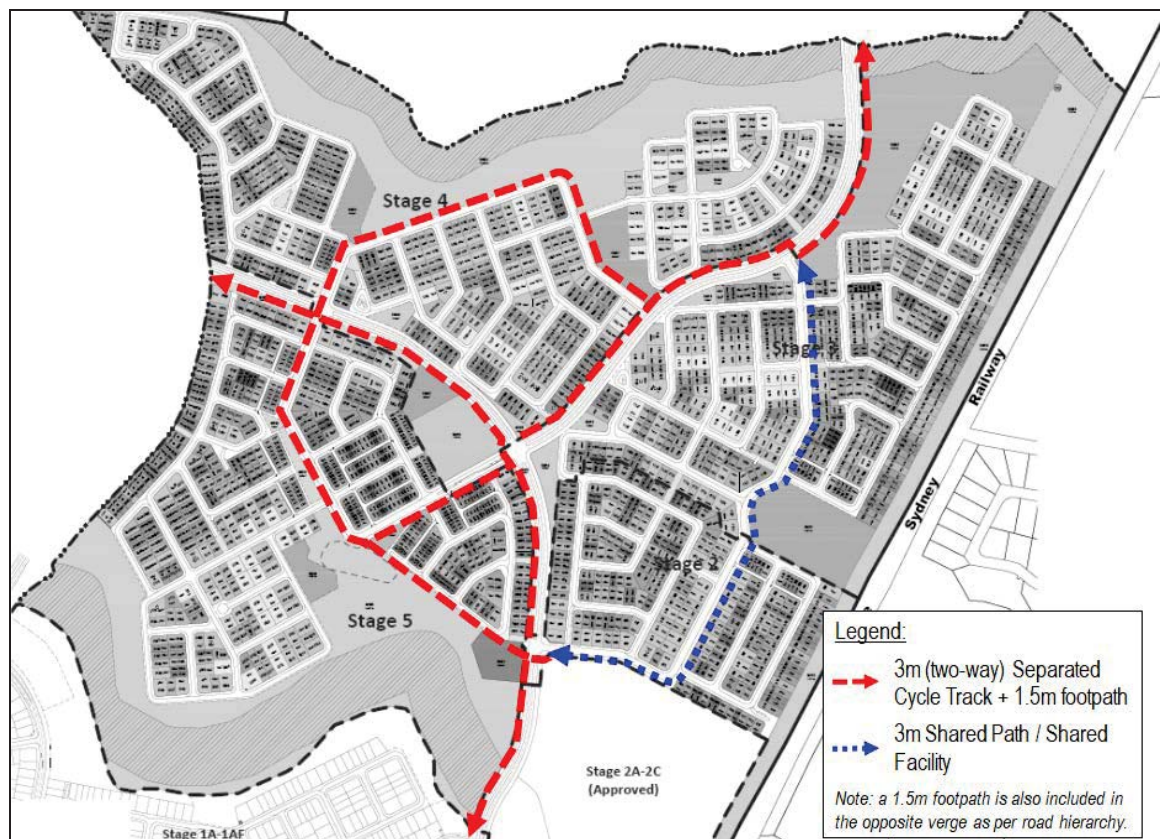


Figure 6.1: Stages 2-5: Key Active Transport Routes

Further to the above, throughout each neighbourhood a range of linear connections and parks are provided which support greater active transport trips and desire lines. This allows for improved connectivity and accessibility resulting in connected neighbourhoods and promoting active transport trips.

Based on the above, the proposed active transport provisions and connections are considered appropriate and generally in accordance with the relevant requirements achieving the overall intent of the Development Scheme and Connecting SEQ.

7. SUMMARY & CONCLUSIONS

The key findings for Stages 2-5 of the Flagstone City development area are summarised below:

- the proposed Stages 2-5 development consists of a total of 1,628 residential lots with a max. residential potential of 1,689 dwellings (considering multiple dwelling lots);
- the major transport components within the subject site consist of:
 - Flagstonian Drive (Trunk Connector): extending north-northwest from Stage 1 to the western boundary of the subject site (i.e. to the North-South Arterial);
 - Road 2 (Trunk Connector): extending northeast from Flagstonian Drive to the northern boundary of the subject site;
 - a signalised four-way intersection between Flagstonian Drive and Road 2;
 - a signalised four-way intersection on Flagstonian Drive servicing Stage 4 and Stage 5;
 - two (2) three-way / T-intersections along Road 2 servicing Stage 3 and Stage 4;
 - a signalised T-intersection on Flagstonian Drive servicing Stage 2;
 - Neighbourhood Connector roads intersecting with Trunk Connector roads servicing residential catchments;
 - a network of Neighbourhood Access Streets and rear lanes within residential catchments.
- a parking analysis plan prepared by RPS demonstrates that achievable on-street parking meets EDQ's requirements of 0.75 on-street spaces per 3bed+ house;
- the development is estimated to generate in the order of 1,000 and 1,400 trips in the AM and PM peak periods respectively, and approximately 14,500 daily trips considering relevant trip rates and adopted mode share factors;
- the road hierarchy and typical cross-sections associated with key spine roads were determined based on daily volumes sourced from VLC modelling of Interim (2031) and Ultimate Scenarios, as follows:
 - Flagstonian Drive (south): Interim: 15,800 veh/d (two-lanes) | Ultimate: 20,400 veh/d (four-lanes);
 - Flagstonian Drive (north): Interim: 15,000 veh/d (two-lanes) | Ultimate: 16,200 veh/d (two-lanes);
 - Road 2: Interim: 9,700 veh/d (two-lanes) | Ultimate: 20,200 veh/d (four-lanes);
 - North-South Arterial: Interim: 14,500 veh/d (two-lanes) | Ultimate: 40,000 veh/d (four-lanes).
- the road hierarchy and typical cross-sections associated with other (local) roads have been designed to Neighbourhood Connector, Neighbourhood Access Street and rear lane standards which are considered suitable to service the relevant neighbourhoods and consistent with EDQ Guidelines;
- an estimation of daily link volumes indicates that the roads are suitably designed in terms of capacity, however the impending VLC modelling outputs will provide a more accurate indication of link volumes in the future;
- there are five (5) key intersections located along Flagstonian Drive and Road 2 which provide primary access to the relevant neighbourhoods, four of these are proposed to be signalised to accommodate traffic flows, active transport movements and manage delays through coordination (where required);
- two (2) key intersections are positioned with marginally less than the typical 300m intersection spacing (approx. 40-60m) which is not considered to impact operations of nearby intersections;
- detailed intersection configurations associated with Stages 2-5 will be determined using a micro-simulation (AIMSUN) model to be informed by cordon matrices (and other outputs) from VLC's updated modelling using the GFSTM – it is understood that this will be completed as part of compliance assessment (as discussed with EDQ);
- potential public transport routes and stops have been identified throughout Stages 2-5 to connect the neighbourhoods to the broader network and future planned rail stations;
- the proposed bus stop locations achieve the requirements of the Development Scheme with approximately 95% of all dwellings within 400m of a potential public transport service; and
- the proposed active transport provisions and connections are considered appropriate and generally in accordance with the relevant requirements achieving the overall intent of the Development Scheme and Connecting SEQ, with the provision of sealed footpaths, separated two-way cycle tracks, and linear connections along key routes and connecting neighbourhoods.

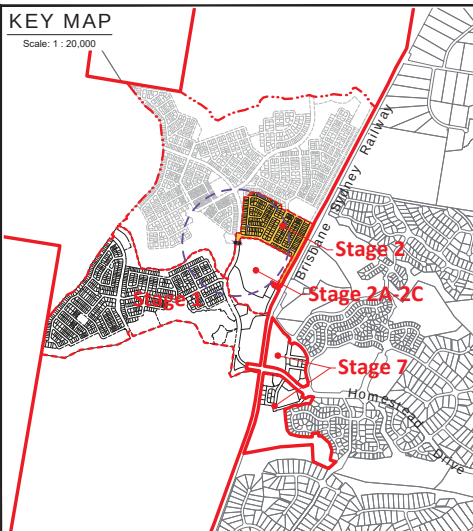
APPENDIX A

OVERALL LOT LAYOUT



KEY MAP

Scale: 1 : 20,000



Legend

- Site Boundary
- Proposed Stage Boundary
- Proposed Sub Stage Boundary
- Existing Q100
- Possible Multiple Residential Allotment (Max. no. of dwellings)
- 10m Wide EMT (Railway)
- Indicative Indented Bus Stop Location
- Bus Stop Catchment (400m)

Note:

All dimensions and areas are approximate only, and are subject to survey and Council approval. Dimensions have been rounded to the nearest 0.1 metres. Areas have been rounded down to the nearest 5m². The boundaries shown on this plan should not be used for final detailed engineers design.

Source Information:

Site boundaries: Registered Survey Plans / Vents.
Adjoining information: DCDB.
Contours: Bradshires.

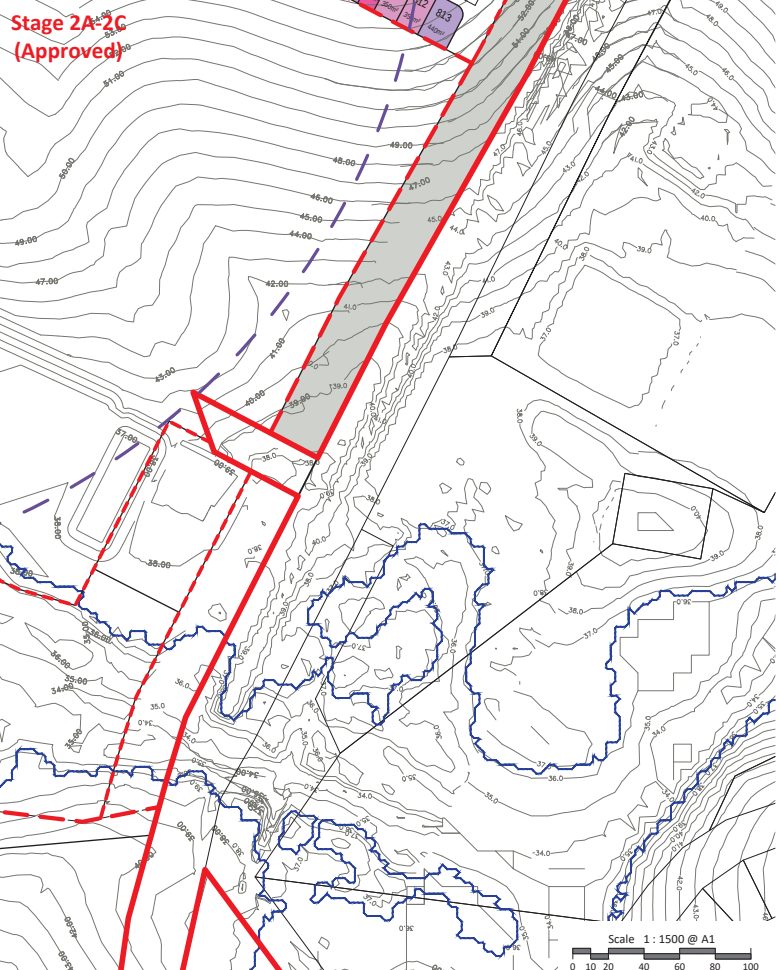
Land Budget Stage 2

Land Use	Stage 2D	Stage 2E	Stage 2F	Stage 2G	Stage 2H	Stage 2I	Stage 2J	Stage 2K	Overall
Area of Subject Site	2,678 ha	1,919 ha	2,200 ha	2,959 ha	2,500 ha	1,844 ha	1,059 ha	1,581 ha	16,740 ha 100.0%
Saleable Area									
Residential Allotments	1,486 ha	1,343 ha	1,308 ha	2,092 ha	1,718 ha	1,158 ha	1,059 ha	1,581 ha	10,164 ha 60.7%
Balance Super Allotments	—	—	—	—	—	—	—	—	9.4%
Total Area of Allotments	1,486 ha	1,343 ha	1,308 ha	2,092 ha	1,718 ha	1,158 ha	1,059 ha	1,581 ha	11,745 ha 70.2%
Road									
Collector Road	0.644 ha	—	0.788 ha	—	—	—	—	1,432 ha	8.6%
Local Road	0.548 ha	0.576 ha	0.104 ha	0.837 ha	0.782 ha	0.686 ha	—	—	3,533 ha 21.1%
Linear Connections	—	—	—	0.030 ha	—	—	—	—	0.2%
Entry Statements	—	—	—	—	—	—	—	—	0.0%
Total Area of New Road	1,192 ha	0.576 ha	0.892 ha	0.867 ha	0.782 ha	0.686 ha	—	—	4,995 ha 29.8%
Open Space									
Corridor Park	—	—	—	—	—	—	—	—	0.0%
District Recreation Park	—	—	—	—	—	—	—	—	0.0%
Neighbourhood Recreation Park	—	—	—	—	—	—	—	—	0.0%
Local Recreation Park	—	—	—	—	—	—	—	—	0.0%
Local Linear Recreation Park	—	—	—	—	—	—	—	—	0.0%
Stormwater Detention	—	—	—	—	—	—	—	—	0.0%
Total Open Space	—	—	—	—	—	—	—	—	0.0%

Yield Breakdown Stage 2

Residential Allotments			Stage 2D	Stage 2E	Stage 2F	Stage 2G	Stage 2H	Stage 2I	Stage 2J	Stage 2K	Overall
Urban & Nano Allotments Product	Typical Size	Typical Area									
Urban Lot	4.7 x 11.5m	54m ²	—	—	—	—	—	—	—	—	0.0%
Urban Allotments	7.5 x 18m	120m ²	—	—	—	—	—	—	—	—	0.0%
Urban Terrace	6.2 x 27.5m	170m ²	—	—	—	—	—	—	—	—	0.0%
Subtotal			—	—	—	—	—	—	—	—	0.0%
16m Deep Product											
Square Allotment	14 x 16m	220m ²	—	—	—	—	—	—	—	—	0.0%
Subtotal			—	—	—	—	—	—	—	—	0.0%
25m Deep Product											
Wide Allotment	8.5 x 25m	213m ²	—	—	—	—	—	—	—	—	0.0%
Villa Allotment	10 x 25m	250m ²	2	5	—	18	10	4	—	—	39 15.7%
Courtyard Allotment	14 x 25m	350m ²	1	9	—	17	12	7	—	—	46 18.5%
Premium Courtyard Allotment	16 x 25m	400m ²	—	5	—	5	9	1	—	—	20 8.0%
Premium Traditional Allotment	20 x 25m	500m ²	—	—	—	—	—	—	—	—	0.0%
Possible Multiple Residential Allotment	—	—	—	—	—	—	2	12	—	—	2 0.8%
Subtotal			3	19	—	40	33	12	—	—	107 43.0%
28m Deep Product											
Terrace 7.5m Allotment	7.5 x 28m	210m ²	—	—	—	—	—	8	—	—	8 3.2%
Terrace 9.5m Allotment	9.5 x 28m	265m ²	—	—	—	—	—	4	—	—	4 1.6%
Subtotal			—	—	—	—	—	12	—	—	12 4.8%
30m Deep Product											
Villa Allotment	10 x 30m	300m ²	6	6	—	5	1	1	7	—	26 10.4%
Premium Villa Allotment	12.5 x 30m	375m ²	7	6	3	5	2	—	9	—	32 12.9%
Courtyard Allotment	14 x 30m	420m ²	11	3	9	7	5	6	3	—	44 17.7%
Traditional Allotment	20 x 30m	600m ²	6	—	12	1	4	3	1	—	27 10.6%
Premium Traditional Allotment	25 x 30m	720m ²	—	—	—	—	—	—	—	—	0.0%
Possible Multiple Residential Allotment	—	—	—	1	—	—	—	—	—	—	1 0.4%
Subtotal			30	15	25	18	12	10	20	—	130 52.2%
Total Residential Allotments			33	34	25	58	45	34	20	—	249 100%
Residential Net Density			16.2 dw/ha	17.7 dw/ha	17.7 dw/ha	19.6 dw/ha	18.0 dw/ha	18.4 dw/ha	10.8 dw/ha	—	18.1 dw/ha
Super Lots			Lots	Lots	Lots	Lots	Lots	Lots	Lots	Lots	Lots
Balance Super Allotments			—	—	—	—	—	—	—	—	1
Sub Total			—	—	—	—	—	—	—	—	1
Total Allotments			33	34	25	58	45	34	20	—	250
Maximum Potential Residential Dwellings (Includes Multiple Residential Allotments)			33	34	26	58	47	34	20	—	252
Maximum Potential Net Residential Density			16.2 dw/ha	17.7 dw/ha	18.4 dw/ha	19.6 dw/ha	18.8 dw/ha	18.4 dw/ha	10.8 dw/ha	—	25.1 dw/ha

Stage 2A-2C (Approved)



REVISION

A: 31/07/18 Amend Sub-Staging & Open Space
B: 21/11/2018 Further Issues Amendments
C: 22/02/2019 Further Issues Amendments

PROJECT

Flagstone
Precinct 1

CLIENT

Job Ref. 110056 Date: 22 February 2019
Comp By: WNW/JC/MD DWG Name: Precinct 1 Stage 2
Chk'd By: DG / MD Locality: Flagstone
Local Authority: Economic Development Queensland

PEET

Plan of Subdivision
Stage 2 Overall
Allotment Layout

URBAN DESIGN
Level 4 HQ South
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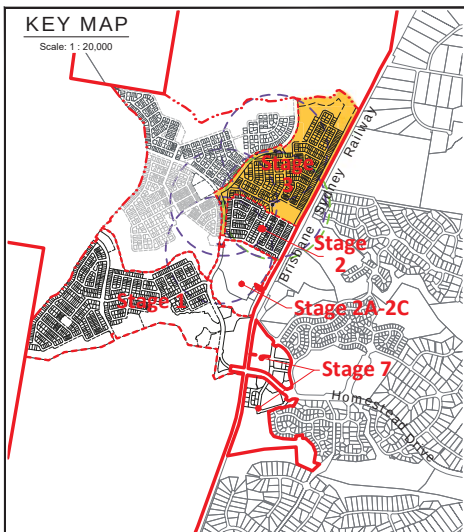
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Scale 1 : 1500 Sheet A1 Plan Ref 110056 – 375 Rev C

Land Budget Stage 3

Land Use	Stage 3A	Stage 3B	Stage 3C	Stage 3D	Stage 3E	Stage 3F	Stage 3G	Stage 3H	Stage 3I	Stage 3J	Stage 3K	Stage 3L	Stage 3M	Stage 3N	Stage 3O	Stage 3P	Stage 3Q	Overall	%
Area of Subject Site	3,682 ha	2,461 ha	3,346 ha	3,248 ha	2,786 ha	0,909 ha	2,131 ha	2,590 ha	0,858 ha	3,589 ha	2,422 ha	0,927 ha	3,764 ha	2,391 ha	5,038 ha	4,123 ha	2,982 ha	47,247 ha	100.0%
Salvageable Area																			
Residential Allotments	2,334 ha	1,386 ha	2,378 ha	2,153 ha	1,724 ha	0,909 ha	1,497 ha	1,696 ha	0,858 ha	2,296 ha	1,705 ha	0,927 ha	—	—	—	—	—	19,863 ha	42.0%
Balance Super Allotments	—	0,136 ha	0,128 ha	—	—	—	—	—	—	—	—	—	0,609 ha	—	—	—	2,982 ha	3,855 ha	8.2%
Total Area of Allotments	2,334 ha	1,522 ha	2,506 ha	2,153 ha	1,724 ha	0,909 ha	1,497 ha	1,696 ha	0,858 ha	2,296 ha	1,705 ha	0,927 ha	0,609 ha	—	—	—	2,982 ha	23,718 ha	50.2%
Road																			
Collector Road	0,552 ha	—	—	0,474 ha	—	—	—	—	—	—	—	—	3,155 ha	—	—	—	—	4,181 ha	8.8%
Local Road	0,723 ha	0,939 ha	0,804 ha	0,546 ha	1,062 ha	—	0,634 ha	0,894 ha	—	1,293 ha	0,717 ha	—	—	—	—	—	—	7,612 ha	16.1%
Linear Connections	0,073 ha	—	0,036 ha	0,075 ha	—	—	—	—	—	—	—	—	—	—	—	—	—	0,184 ha	0.4%
Entry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Total Area of New Road	1,348 ha	0,939 ha	0,840 ha	1,095 ha	1,062 ha	—	0,634 ha	0,894 ha	—	1,293 ha	0,717 ha	—	3,155 ha	—	—	—	—	11,977 ha	25.3%
Open Space																			
Corridor Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4,123 ha	—	—	4,123 ha	8.7%
Corridor Park (Within Corridor Park)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2,650 ha	—	—	2,650 ha	—
District Recreation Park	—	—	—	—	—	—	—	—	—	—	—	—	—	5,038 ha	—	—	—	5,038 ha	10.7%
Neighbourhood Recreation Park	—	—	—	—	—	—	—	—	—	—	—	—	2,391 ha	—	—	—	—	2,391 ha	5.1%
Local Recreation Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Local Linear Recreation Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Scenic Reserve	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Total Open Space	—	—	—	—	—	—	—	—	—	—	—	—	—	2,391 ha	5,038 ha	4,123 ha	—	11,552 ha	24.5%

Note:
All dimensions and areas are approximate only, and are subject to survey and Council approval.
Dimensions have been rounded to the nearest 0.1 metres.
Areas have been rounded down to the nearest 5m².
The boundaries shown on this plan should not be used for final detailed engineers design.
Road linemarkings and turn slots are indicative only and subject to detailed design.
Source Information:
Site boundaries: Registered Survey Plans / Veris.
Adjoining information: DCDB.
Contours: Bradlees.



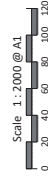
Yield Breakdown Stage 3

Residential Allotments	Typical Size	Typical Area	Stage 3A	Stage 3B	Stage 3C	Stage 3D	Stage 3E	Stage 3F	Stage 3G	Stage 3H	Stage 3I	Stage 3J	Stage 3K	Stage 3L	Stage 3M	Stage 3N	Stage 3O	Stage 3P	Stage 3Q	Overall
Urban & Nano Allotments Product																				
Urban Loft	4.7 x 11.5m	50m ²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Urban Allotments	7.5 x 16m	120m ²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7 1.6%
Urban Terrace	6.2 x 27.5m	170m ²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Subtotal																				7 1.6%
16m Deep Product																				
Super Allotment	14 x 16m	220m ²	—	—	—	4	—	—	4	—	—	—	—	—	—	—	—	—	—	12 2.8%
Subtotal						4	—	—	4	—	—	—	—	—	—	—	—	—	—	12 2.8%
25m Deep Product																				
Mode Allotment	8.5 x 25m	213m ²	—	—	—	—	4	—	—	—	—	—	—	—	—	—	—	—	—	8 1.8%
Villa Allotment	10 x 25m	250m ²	—	—	—	—	1	—	3	6	—	—	—	—	—	—	—	—	—	10 2.3%
Courtyard Allotment	14 x 25m	350m ²	4	—	1	—	9	—	8	7	—	—	—	—	—	—	—	—	—	29 6.7%
Premium Courtyard Allotment	16 x 25m	400m ²	2	—	1	—	3	—	3	3	—	4	—	—	—	—	—	—	—	16 3.7%
Premium Traditional Allotment	20 x 25m	500m ²	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1 0.2%
Possible Multiple Residential Allotment	—	—	—	—	—	1	1	1	—	2	1	—	2	—	—	—	—	—	—	9 2.1%
Subtotal			7	—	3	1	19	—	20	17	—	6	—	—	—	—	—	—	—	73 16.7%
28m - 30m Deep Product																				
Terrace 7.5m Allotment	7.5 x 28m	210m ²	—	—	—	—	—	—	8	—	—	—	—	—	—	—	—	—	—	8 1.8%
Terrace 9.5m Allotment	9.5 x 28m	265m ²	—	—	—	—	—	—	4	—	—	—	—	—	—	—	—	—	—	4 0.9%
Subtotal									12	—	—	—	—	—	—	—	—	—	—	12 2.8%
30m Deep Product																				
Villa Allotment	10 x 30m	300m ²	3	7	5	5	1	6	3	3	7	1	3	7	—	—	—	—	—	51 11.7%
Premium Villa Allotment	12.5 x 30m	375m ²	12	9	6	14	5	8	3	7	8	9	4	9	—	—	—	—	—	94 21.6%
Courtyard Allotment	14 x 30m	420m ²	14	10	11	10	11	4	9	5	3	15	10	2	—	—	—	—	—	104 23.9%
Traditional Allotment	20 x 30m	600m ²	10	3	10	8	—	1	6	—	—	10	9	1	—	—	—	—	—	58 13.3%
Premium Traditional Allotment	24 x 30m	720m ²	1	2	5	5	—	—	—	—	—	3	5	—	—	—	—	—	—	21 4.8%
Possible Multiple Residential Allotment	—	—	—	—	—	3	—	—	—	—	—	—	1	—	—	—	—	—	—	4 0.9%
Subtotal			40	31	40	42	17	18	16	21	18	38	32	19	—	—	—	—	—	332 76.1%
Total Residential Allotments			47	31	43	47	48	18	40	45	18	48	32	19	—	—	—	—	—	436 100%
Residential Net Density			15.0 dw/ha	13.3 dw/ha	13.4 dw/ha	17.3 dw/ha	17.6 dw/ha	19.8 dw/ha	18.8 dw/ha	17.4 dw/ha	21.0 dw/ha	13.4 dw/ha	13.2 dw/ha	20.5 dw/ha	—	—	—	—	—	14.5 dw/ha
Super Lots																				
Balance Super Allotments	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	—	—	—	—	1 6
Sub Total			—	—	—	—	—	—	—	—	—	—	—	—	3	—	—	—	—	1 6
Total Allotments			47	32	44	47	48	18	40	45	18	48	32	19	3	—	—	—	—	442
Maximum Potential Residential Dwellings (includes Multiple Residential Allotments)			48	31	52	48	49	18	42	46	18	50	34	19	—	—	—	—	—	455
Maximum Potential Net Residential Density			15.3 dw/ha	13.3 dw/ha	16.2 dw/ha	17.3 dw/ha	17.6 dw/ha	19.8 dw/ha	18.7 dw/ha	17.8 dw/ha	21.0 dw/ha	13.9 dw/ha	14.0 dw/ha	20.5 dw/ha	—	—	—	—	—	25.1 dw/ha

Note:
All dimensions and areas are approximate only, and are subject to survey and Council approval.
Dimensions have been rounded to the nearest 0.1 metres.
Areas have been rounded down to the nearest 5m².
The boundaries shown on this plan should not be used for final detailed engineering design.

Legend

-  Site Boundary
 Proposed Stage Boundary
 Proposed Sub Stage Boundary
 Existing Q100
 Possible Multiple Residential Abolment (Max. no. of dwellings)
 Indicative Indented Bus Stop Location
 Indicative In-Line Bus Stop Location
 Bus Stop Catchment (400m)
 Neighbourhood Park Catchment (400m)
 Easement



CLIENT
PEET

PROJECT
Flagstone
Precinct 1

Plan of Subdivision
Stage 4 Overall

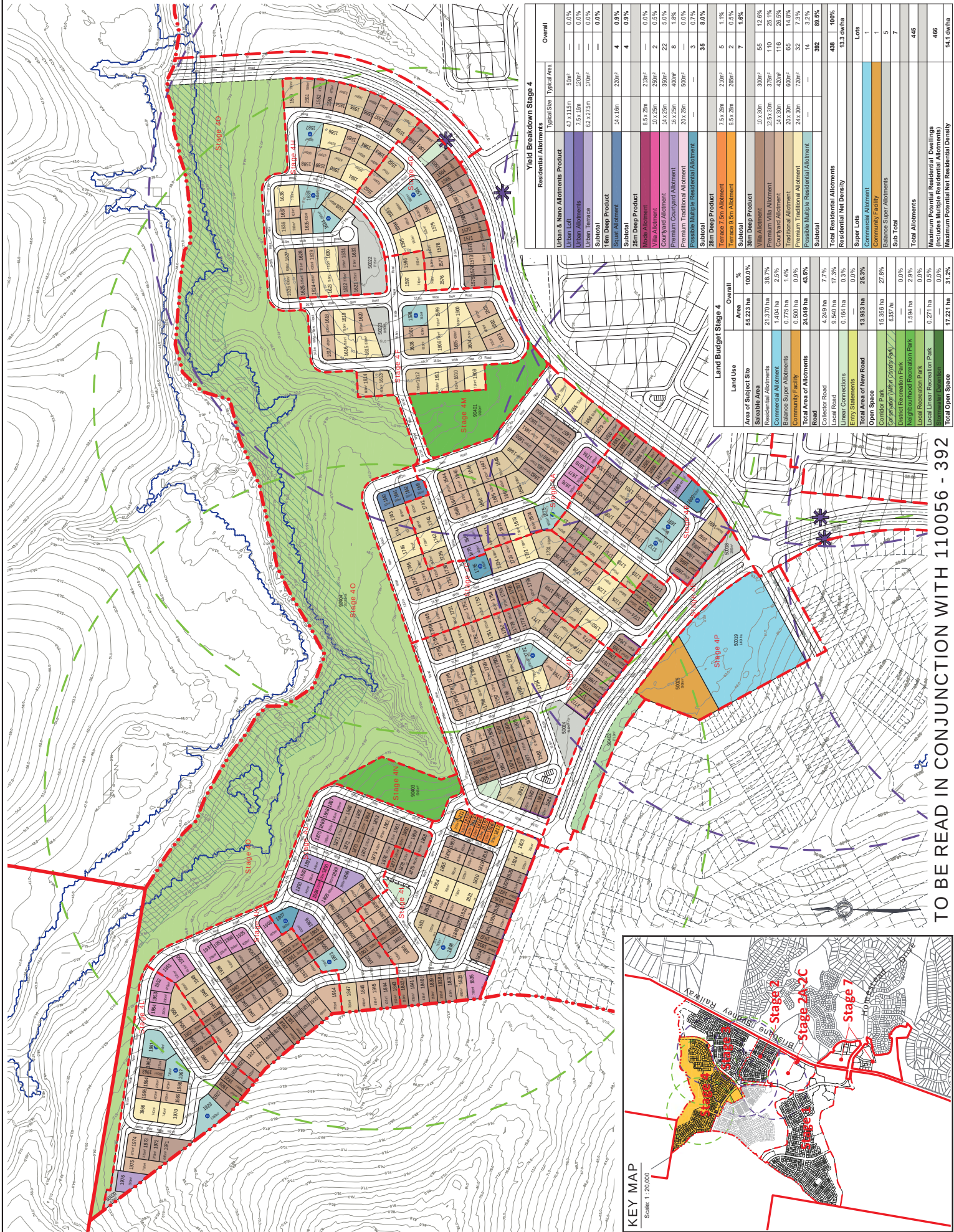
Date	22 February 2019
Comp By	WNW / JC / MD
Checked By	DG / MD
DWG Name	Precinct 1 Stage 4
Job Ref	110056

Local Authority	Economic Development Queensland
Locality	Flagstone

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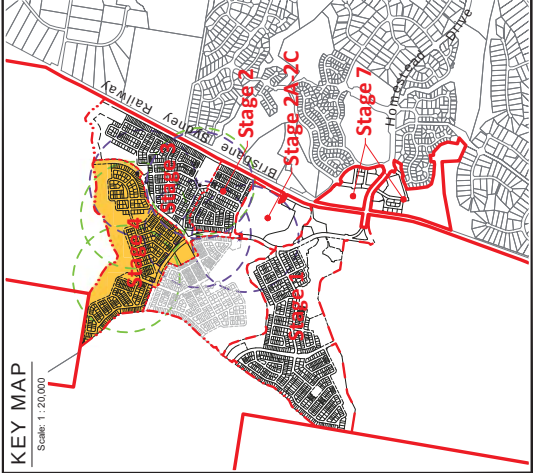


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Field Breakdown Stage 4			
Residential Allocations			Overall
Urban & Nano Allocations Product	Typical Size	Typical Area	
Urban LGA	47 x 113m	53m²	—
Urban Allocations	75 x 38m	120m²	—
Urban Terrace	62 x 273m	170m²	—
Subtotal			—
16m Deep Product			
Squid Allocated	14 x 16m	220m²	4
Subtotal			4
25m Deep Product			
Mode Allocated	8.5 x 25m	213m²	—
Villa Allocated	30 x 25m	200m²	2
Courtyard Allocated	14 x 25m	300m²	22
Premium Courtyard Allocated	30 x 25m	400m²	8
Premium Traditional Allocated	20 x 25m	500m²	—
Possible Multiple Residential Allocated	—	—	3
Subtotal			35
25m Deep Product			
Terrace 7.5m Allocated	7.5 x 25m	230m²	5
Terrace 15m Allocated	9.5 x 25m	265m²	2
Subtotal			7
30m Deep Product			
Villa Allocated	30 x 30m	300m²	55
Premium Villa Allocated	22.5 x 30m	375m²	110
Courtyard Allocated	24 x 30m	420m²	110
Traditional Allocated	20 x 30m	600m²	65
Premium Traditional Allocated	24 x 30m	720m²	32
Possible Multiple Residential Allocated	—	—	14
Subtotal			382
Total Residential Allocations			448
Residential Net Density			13.3 dw/ha
Super Lots			Lots
Commercial Allocated			1
Community Facility			1
Business Super Allocations			5
Sub Total			7
Total Allocations			448
Maximum Potential Residential Dwellings (Includes a Multiple Residential Allocations)			468
Maximum Potential Net Residential Density			14.1 dw/ha

Land Budget Stage 4			Overall	
Land Use	Area	%	Area	%
Area of Subject Site	55,223 ha	100.0%		
Available Area				
Residential Allocations	21,370 ha	38.7%		
Commercial Allocations	1,404 ha	2.5%		
Balance Superficially	0.775 ha	1.4%		
Community Facility	0.500 ha	0.9%		
Total Area of Allocations	24,049 ha	43.6%		
Road				
Collector Road	4,249 ha	7.7%		
Local Road	9,540 ha	17.3%		
Linear Connections	0.161 ha	0.3%		
Total Area of New Road	13,949 ha	25.3%		
Open Space				
Green Park	13,306 ha	27.8%		
Gravelly Park (Walter Cradock Park)	4,927 ha	—		
Local Recreation Park	—	0.0%		
Neighbourhood Recreation Park	1,594 ha	2.9%		
Local Recreation Park	—	0.0%		
Local Linear Recreation Park	0.271 ha	0.5%		
Scenic/Leisure Definition	—	0.0%		
Total Open Space	17,221 ha	31.2%		

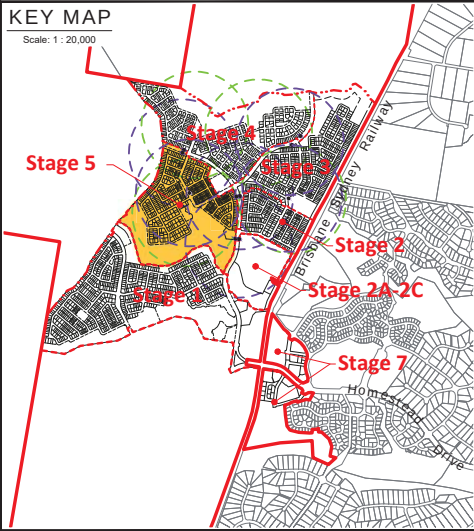


Yield Breakdown Stage 4

Residential Allotments			Typical Area	Typical Size	Stage 4A	Stage 4B	Stage 4C	Stage 4D	Stage 4E	Stage 4F	Stage 4G	Stage 4H	Stage 4I	Stage 4J	Stage 4K	Stage 4L	Stage 4M	Stage 4N	Stage 4O	Stage 4P	Overall
Urban & Nano Allotments Product																					
Urban Loft	—	—	—	4.7 x 11.5m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Urban Allotments	—	—	—	7.5 x 16m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Urban Terrace	—	—	—	6.2 x 27.5m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
16m Deep Product																					
Squat Allotment	—	—	—	14 x 16m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
26m Deep Product																					
Medic Allotment	—	—	—	8.5 x 25m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Villa Allotment	—	—	—	10 x 25m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2 0.5%
Courtyard Allotment	—	—	—	14 x 25m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22 5.0%
Premium Courtyard Allotment	—	—	—	16 x 25m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8 1.8%
Premium Traditional Allotment	—	—	—	20 x 25m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	— 0.0%
Possible Multiple Residential Allotment	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3 0.7%
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	35 8.0%
28m Deep Product																					
Terrace 7.5m Allotment	—	—	—	7.5 x 28m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5 1.1%
Terrace 9.5m Allotment	—	—	—	9.5 x 28m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2 0.5%
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7 1.6%
30m Deep Product																					
Villa Allotment	—	—	—	10 x 30m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	56 12.8%
Premium Villa Allotment	—	—	—	12.5 x 30m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	113 25.8%
Courtyard Allotment	—	—	—	14 x 30m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	113 25.8%
Traditional Allotment	—	—	—	20 x 30m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	64 14.6%
Premium Traditional Allotment	—	—	—	24 x 30m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	32 7.3%
Possible Multiple Residential Allotment	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14 3.2%
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	392 89.5%
Total Residential Allotments																					
Residential Net Density	—	—	—	14.9 dw/ha	15.1 dw/ha	15.4 dw/ha	15.4 dw/ha	15.4 dw/ha	—	8.3 dw/ha	12.5 dw/ha	12.0 dw/ha	15.9 dw/ha	16.2 dw/ha	15.5 dw/ha	12.5 dw/ha	—	—	—	—	438 100%
Super Lots																					
Commercial Allotment	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Community Facility	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Balance Super Allotments	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sub Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Allotments																					
Maximum Potential Residential Dwellings (includes Multiple Residential Allotments)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum Potential Net Residential Density	—	—	—	15.6 dw/ha	17.7 dw/ha	15.7 dw/ha	15.7 dw/ha	15.9 dw/ha	—	8.6 dw/ha	13.5 dw/ha	13.9 dw/ha	16.5 dw/ha	16.9 dw/ha	15.5 dw/ha	15.0 dw/ha	—	—	—	—	14.1 dw/ha

Land Budget Stage 4

Land Use		Stage 4A	Stage 4B	Stage 4C	Stage 4D	Stage 4E	Stage 4F	Stage 4G	Stage 4H	Stage 4I	Stage 4J	Stage 4K	Stage 4L	Stage 4M	Stage 4N	Stage 4O	Stage 4P	Overall	
Area of Subject Site	3,209 ha	2,427 ha	3,379 ha	4,338 ha	1,608 ha	3,123 ha	2,073 ha	3,429 ha	3,215 ha	2,893 ha	2,640 ha	2,444 ha	0,993 ha	0,601 ha	16,827 ha	2,224 ha	55,223 ha	100.0%	
Saleable Area																			
Residential Allotments	2,122 ha	1,812 ha	2,178 ha	2,498 ha	—	1,655 ha	1,439 ha	2,204 ha	2,176 ha	1,935 ha	1,776 ha	1,575 ha	—	—	—	—	21,370 ha	38.7%	
Commercial Allotment	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,404 ha	1,404 ha	2.5%	
Balance Super Allotments	—	—	—	0.214 ha	0.138 ha	0.105 ha	—	0.271 ha	—	—	—	0.047 ha	—	—	—	—	0.775 ha	1.4%	
Community Facility	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.500 ha	0.500 ha	0.9%	
Total Area of Allotments	2,122 ha	1,812 ha	2,178 ha	2,712 ha	0.138 ha	1,760 ha	1,439 ha	2,475 ha	2,176 ha	1,935 ha	1,776 ha	1,622 ha	—	—	—	1,904 ha	24,049 ha	43.5%	
Road																			
Collector Road	0.396 ha	—	0.453 ha	0.610 ha	1.199 ha	—	—	—	—	—	—	—	—	—	—	1,271 ha	0.320 ha	4,249 ha	7.7%
Local Road	0.691 ha	0.615 ha	0.748 ha	0.972 ha	—	1.360 ha	0.566 ha	0.954 ha	0.990 ha	0.956 ha	0.864 ha	0.822 ha	—	—	—	—	9,540 ha	17.3%	
Linear Connections	—	—	—	0.044 ha	—	0.003 ha	0.068 ha	—	0.049 ha	—	—	—	—	—	—	—	0.164 ha	0.3%	
Entry Statements	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%	
Total Area of New Road	1,087 ha	0.615 ha	1,201 ha	1,626 ha	1,199 ha	1,363 ha	0.634 ha	0.954 ha	1,039 ha	0,958 ha	0.864 ha	0.822 ha	—	—	1,271 ha	0.320 ha	13,953 ha	25.3%	
Open Space																			
Corridor Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15,356 ha	15,356 ha	27.8%	
Conservation (Within Corridor Park)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6,357 ha	6,357 ha	—	
District Recreation Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%	
Neighbourhood Recreation Park	—	—	—	—	—	—	—	—	—	—	—	—	—	0.993 ha	0.601 ha	—	1,594 ha	2.9%	
Local Recreation Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%	
Local Linear Recreation Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.271 ha	0.5%	
Stormwater Detention	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%	
Total Open Space	—	—	—	—	—	—	—	—	—	—	—	—	—	0.993 ha	0.601 ha	15,356 ha	17,221 ha	31.2%	



Legend

- Site Boundary
- Proposed Stage Boundary
- Proposed Sub Stage Boundary
- Existing Q100
- Residential Allotment (Max. no. of dwellings)
- Indicative Indented Bus Stop Location
- Indicative In-Line Bus Stop Location
- Bus Stop Catchment (400m)
- Neighbourhood Park Catchment (400m)
- Indicative Lake Extent

Note:
All dimensions and areas are approximate only, and are subject to survey and Council approval.
Dimensions have been rounded to the nearest 0.1 metres.
Areas have been rounded down to the nearest 5m².

The boundaries shown on this plan should not be used for final detailed engineers design.

Road linemarkings and turn slots are indicative only and subject to detailed design.

Source Information:

Site boundaries: Registered Survey Plans / Vens

Adjoining information: DCDB

Contours: Bradies.

Land Budget Stage 5		
Land Use	Area	Overall %
Area of Subject Site	50.733 ha	100.0%
Saleable Area		
Residential Allotments	18.713 ha	36.9%
Medium Density Allotment	0.590 ha	1.2%
Balance Super Allotments	—	0.0%
Total Area of Allotments	19.303 ha	38.0%
Road		
Collector Road	1.968 ha	3.9%
Local Road	8.596 ha	16.9%
Linear Connections	0.177 ha	0.3%
Entry Statements	—	0.0%
Total Area of New Road	10.741 ha	21.2%
Open Space		
Corridor Park	19.457 ha	38.4%
Corridor Park (Within Corridor Park)	10.710 ha	—
District Recreation Park	—	0.0%
Neighbourhood Recreation Park	0.502 ha	1.0%
Local Recreation Park	0.150 ha	0.3%
Local Linear Recreation Park	0.580 ha	1.1%
Scenic Reserve	—	0.0%
Total Open Space	20.689 ha	40.8%

Yield Breakdown Stage 5				
Residential Allotments		Typical Size	Typical Area	Overall
Urban & Nano Allotments Product				
Urban Loft	4.7 x 11.5m	50m ²	8	1.6%
Urban Allotments	7.5 x 16m	120m ²	6	1.2%
Urban Terrace	6.2 x 27.5m	170m ²	20	4.0%
Subtotal			34	6.7%
16m Deep Product				
Squat Allotment	14 x 16m	220m ²	8	1.6%
Subtotal			8	1.6%
25m Deep Product				
Mode Allotment	8.5 x 25m	213m ²	4	0.8%
Villa Allotment	10 x 25m	250m ²	9	1.8%
Courtyard Allotment	14 x 25m	350m ²	18	3.6%
Premium Courtyard Allotment	16 x 25m	400m ²	6	1.2%
Premium Traditional Allotment	20 x 25m	500m ²	2	0.4%
Possible Multiple Residential Allotment	—	—	3	0.6%
Subtotal			42	8.3%
28m - 30m Deep Product				
Terrace 4.5m Allotment	4.5 x 23m	126m ²	30	5.9%
Terrace 6.5m Allotment	6.5 x 23m	185m ²	29	5.7%
Terrace 7.5m Allotment	7.5 x 23m	210m ²	43	8.5%
Terrace 9.5m Allotment	9.5 x 23m	265m ²	40	7.9%
Subtotal			142	28.1%
30m Deep Product				
Villa Allotment	10 x 30m	300m ²	39	7.7%
Premium Villa Allotment	12.5 x 30m	375m ²	87	17.2%
Courtyard Allotment	14 x 30m	420m ²	89	17.6%
Traditional Allotment	20 x 30m	600m ²	44	8.7%
Premium Traditional Allotment	25 x 30m	720m ²	17	3.4%
Possible Multiple Residential Allotment	—	—	3	0.6%
Subtotal			279	55.2%
Total Residential Allotments			505	100%
Residential Net Density			17.6 dw/ha	
Super Lots				
Medium Density Allotment			1	
Balance Super Allotments			—	
Sub Total			1	
Total Allotments			506	
Maximum Potential Residential Dwellings (Includes Multiple Residential Allotments)			516	
Maximum Potential Net Residential Density			25.1 dw/ha	



TO BE READ IN CONJUNCTION WITH 110056 - 404

REVISION A: 31/07/18 Amend Sub-Staging & Open Space B: 24/10/18 Amended Layout C: 03/12/2018 Further Issues Amendments D: 22/02/2019 Further Issues Amendments	PROJECT Flagstone Precinct 1		CLIENT PEET		URBAN DESIGN Level 4 HQ South 520 Wickham Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3538 9500 W rpsgroup.com	
	Job Ref.	110056	Date:	22 February 2019	Plan of Subdivision Stage 5 Overall Allotment Layout	
	Comp By:	WW/JC/MD	DWG Name:	Precinct 1 Stage 5		
	Chk'd By:	DG/MD	Locality:	Flagstone		
Local Authority: Economic Development Queensland					Scale	1 : 2000
					Sheet	A1
					Plan Ref	110056 - 403
					Rev	D

Yield Breakdown Stage 5

Residential Allotments			Stage 9A	Stage 9B	Stage 9C	Stage 9D	Stage 9E	Stage 9F	Stage 9G	Stage 9H	Stage 9I	Stage 9J	Stage 9K	Stage 9L	Stage 9M	Stage 9N	Stage 9O	Stage 9P	Stage 9Q	Overall
Typical Area																				
Urban & Nano Allotments Product																				
Urban Loft																				
Urban Allotments																				
Urban Terrace																				
Subtotal																				
16m Deep Product																				
Squat Allotment																				
Subtotal																				
25m Deep Product																				
Mode Allotment																				
Villa Allotment																				
Courtyard Allotment																				
Premium Courtyard Allotment																				
Premium Traditional Allotment																				
Possible Multiple Residential Allotment																				
Subtotal																				
28m - 30m Deep Product																				
Terrace 4.5m Allotment																				
Terrace 6.6m Allotment																				
Terrace 7.5m Allotment																				
Terrace 9.5m Allotment																				
Subtotal																				
30m Deep Product																				
Villa Allotment																				
Premium Villa Allotment																				
Courtyard Allotment																				
Traditional Allotment																				
Premium Traditional Allotment																				
Possible Multiple Residential Allotment																				
Subtotal																				
Total Residential Allotments																				
Residential Net Density																				
			9.8 dwh/ha	11.6 dwh/ha	11.7 dwh/ha	17.0 dwh/ha	14.5 dwh/ha	18.2 dwh/ha	16.7 dwh/ha	17.9 dwh/ha	15.9 dwh/ha	34 dwh/ha	25 dwh/ha	32.7 dwh/ha	32.9 dwh/ha	41.9 dwh/ha	—	—	—	17.6 dwh/ha
Super Lots																				
Medium Density Allotment																				
Balance Super Allotments																				
Sub Total																				
Total Allotments			10	38	37	50	43	46	40	42	50	34	25	44	46	1	—	—	—	506
Maximum Potential Residential Dwellings (Includes Multiple Residential Allotments)																				
Maximum Potential Net Residential Density			9.8 dwh/ha	13.7 dwh/ha	11.7 dwh/ha	17.0 dwh/ha	14.5 dwh/ha	18.2 dwh/ha	16.7 dwh/ha	17.9 dwh/ha	15.9 dwh/ha	34 dwh/ha	25 dwh/ha	32.7 dwh/ha	32.9 dwh/ha	41.9 dwh/ha	—	—	—	25.1 dwh/ha

Land Budget Stage 5

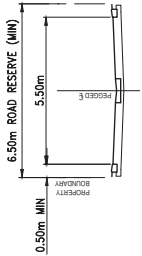
Land Use	Stage 5A	Stage 5B	Stage 5C	Stage 5D	Stage 5E	Stage 5F	Stage 5G	Stage 5H	Stage 5I	Stage 5J	Stage 5K	Stage 5L	Stage 5M	Stage 5N	Stage 5O	Stage 5P	Stage 5Q	Area	%
Area of Subject Site	1,688 ha	3,213 ha	3,159 ha	3,718 ha	2,968 ha	2,531 ha	2,464 ha	2,342 ha	3,145 ha	0,949 ha	0,764 ha	1,340 ha	1,099 ha	0,590 ha	0,502 ha	19,457 ha	0,804 ha	50,733 ha	100.0%
Saleable Area	0,612 ha	2,028 ha	2,179 ha	2,133 ha	1,961 ha	1,673 ha	1,614 ha	1,686 ha	1,869 ha	0,777 ha	0,442 ha	0,849 ha	0,890 ha	—	—	—	—	18,713 ha	36.9%
Residential Allotments	—	—	—	—	—	—	—	—	—	—	—	—	—	0,590 ha	—	—	—	0,590 ha	1.2%
Medium Density Allotment	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Balance Super Allotments	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Total Area of Allotments	0,612 ha	2,028 ha	2,179 ha	2,133 ha	1,961 ha	1,673 ha	1,614 ha	1,686 ha	1,869 ha	0,777 ha	0,442 ha	0,849 ha	0,890 ha	0,590 ha	—	—	—	19,303 ha	38.0%
Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collector Road	0,667 ha	—	—	0,777 ha	—	—	—	—	—	—	—	—	—	—	—	—	0,524 ha	1,968 ha	3.9%
Local Road	0,373 ha	1,185 ha	0,980 ha	0,808 ha	1,007 ha	0,618 ha	0,755 ha	0,656 ha	1,215 ha	0,172 ha	0,172 ha	0,446 ha	0,209 ha	—	—	—	—	8,596 ha	16.9%
Linear Connections	0,036 ha	—	—	—	—	—	0,035 ha	—	0,061 ha	—	—	0,045 ha	—	—	—	—	—	0,177 ha	0.3%
Entry Statements	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Total Area of New Road	1,076 ha	1,185 ha	0,980 ha	1,585 ha	1,007 ha	0,618 ha	0,790 ha	0,656 ha	1,276 ha	0,172 ha	0,172 ha	0,491 ha	0,209 ha	—	—	—	0,524 ha	10,741 ha	21.2%
Open Space	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Corridor Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19,457 ha	—	19,457 ha	38.4%
Conservation (Within Corridor Park)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10,710 ha	—	10,710 ha	—
District Recreation Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Neighbourhood Recreation Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0,502 ha	—	—	0,502 ha	1.0%
Local Recreation Park	—	—	—	—	—	—	—	—	—	—	0,150 ha	—	—	—	—	—	—	0,150 ha	0.3%
Local Linear Recreation Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0,280 ha	0,580 ha	1.1%
Stormwater Detention	—	—	—	—	—	0,240 ha	0,060 ha	—	—	—	—	—	—	—	—	—	—	—	—
Total Open Space	—	—	—	—	—	0,240 ha	0,060 ha	—	—	—	0,150 ha	—	—	—	0,502 ha	19,457 ha	0,280 ha	20,689 ha	40.8%

APPENDIX B

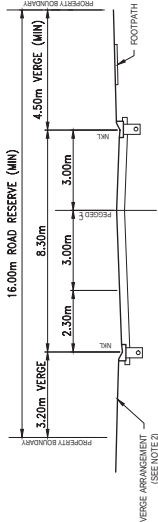
TYPICAL CROSS-SECTIONS

NOTES:

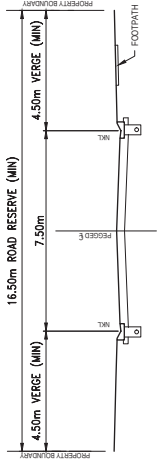
1. PAVEMENT CROSS FALL MAY BE NOMINATED AS EITHER 'ONE WAY CROSSFALL' OR 'TWO WAY CROSSFALL'.
2. VERGE ARRANGEMENT MAY INCLUDE KERB BUILD-OUTS TO ACCOMMODATE SERVICES AND/OR CONTROL TRAFFIC.
3. FOOTPATHS IN RESIDENTIAL SUBDIVISIONS MAY BE REDUCED BY 2.00m WHERE ROAD IS FRONTING PARK, KERB FRONTING PARK, (TYPICAL TYPE B1 OR EQUIVALENT).
4. THE ADDITION OF FURTHER CYCLE PATHS IS SUBJECT TO FURTHER ENGINEER ASSESSMENT. SHOULD CYCLE PATHS BE WARRANTED, THESE FACILITIES MAY TAKE THE FORM OF EITHER SHARED OFF-ROAD FACILITIES (FOR LOW VOLUME CYCLE ROUTES) OR SEPARATED OFF-ROAD FACILITIES.
5. PATH ONE VERGE TO AVOID DUPLICATION OF CYCLE TRACKS WITHIN THE ROAD RESERVE.
6. SEPARATED OFF-ROAD FACILITIES MAY BE CONFIGURED WITH A 3.00m WIDE CYCLE TRACK OR 3.00m WIDE SHARED CYCLE ROUTES.
7. FURTHER CYCLE TRACKS WITHIN THE ROAD RESERVE MAY BE REPLACED WITH LANDSCAPED STRIPS BETWEEN 0.30m TO 0.50m WIDE PLANTED WITH SUITABLE COMPACT SPECIES.
8. THESE CROSS SECTIONS APPLY TO ALL STAGES, EXCEPT FOR STAGE 1 AND STAGE 7 OF CONTEXT AREA 1, WHERE THE ROAD TYPOLOGY IS TO BE IMPLEMENTED GENERALLY IN ACCORDANCE WITH SKETCH NO.110 (REV. DATED NOV.14).



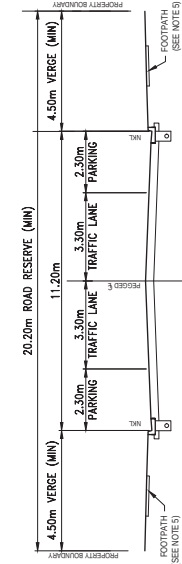
TYPE UAL-1
REAR LANE
6.50m Min. ROAD RESERVE
1 LANE - NO ON STREET PARKING
SEE NOTE 1



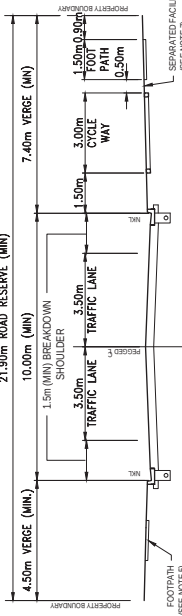
TYPE UAS-1
NEIGHBOURHOOD ACCESS STREET
16.00m Min. ROAD RESERVE (<3000 vpd)
2 WAY - ON STREET PARKING



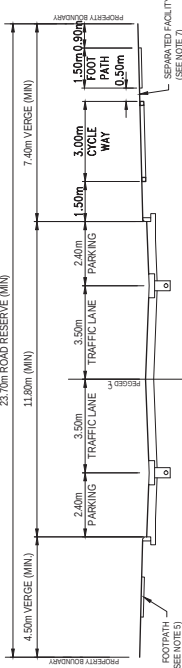
TYPE UAS-2
NEIGHBOURHOOD ACCESS STREET
16.50m Min. ROAD RESERVE (<3000 vpd)
2 WAY - ON STREET PARKING



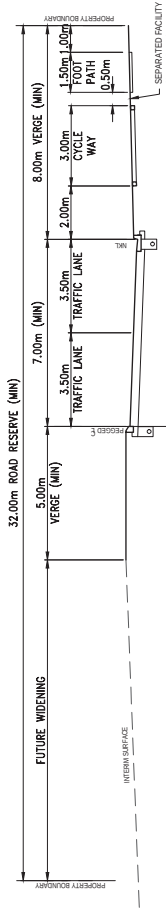
TYPE UC-2L-1
NEIGHBOURHOOD CONNECTOR (2 LANES)
20.20m Min. ROAD RESERVE (3000-7500 vpd)
2 LANES - ON STREET PARKING



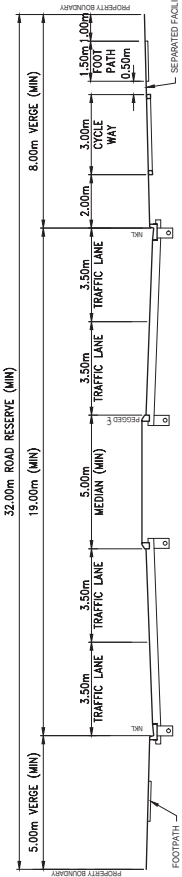
TYPE UC-2L-2
TRUNK CONNECTOR (2 LANES)
21.90m Min. ROAD RESERVE (7500-18000 vpd)
2 LANES - NO ON STREET PARKING



TYPE UC-2L-3
TRUNK CONNECTOR (2 LANES)
23.70m Min. ROAD RESERVE (7500-10000 vpd)
2 LANES - ON STREET PARKING



TYPE USA-4L-1
TRUNK CONNECTOR (2 LANES) INTERIM
32.0m ROAD RESERVE (<18000 vpd)
NO ON STREET PARKING



TYPE USA-4L-2
TRUNK CONNECTOR (4 LANES) ULTIMATE
32.0m ROAD RESERVE (18000-30000 vpd)
NO ON STREET PARKING

REV	DATE	DESCRIPTION	BY	CHKD	DATE
1	15/11/18	ISSUED FOR TENDER	JH	JH	15/11/18
2	15/11/18	CHANGED FOR PARTIAL BULK REQUEST	JH	JH	15/11/18

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PROJECT	CLIENT	STAGES	INFORMATION	DATE	SCALE	SHEET
FLAGSTONE CITY - ROL APPLICATION - STAGES 25	PEET FLAGSTONE CITY Pty. Ltd.	TYPICAL ROAD SECTIONS	NOT FOR CONSTRUCTION	15/11/18	1:1000	1 of 1
STAGE 2						
ECONOMIC DEVELOPMENT QUEENSLAND						
15-888	15-888	15-888	15-888	15-888	15-888	15-888
S2-010	S2-010	S2-010	S2-010	S2-010	S2-010	S2-010
B	B	B	B	B	B	B

APPENDIX C

RPS PARKING ANALYSIS PLANS



Typical Indented Parking Bay Arrangement
(In accordance with AS2890)
Scale 1 : 100

Parking Bay Diagram
Scale 1 : 100

Parking Breakdown

Total On-Street Visitor Parking Spaces Provided	194
Total Residential Dwellings	249
Total On-Street Visitor Parking Spaces Required (based on 0.75 per dwelling)	187



Legend

General

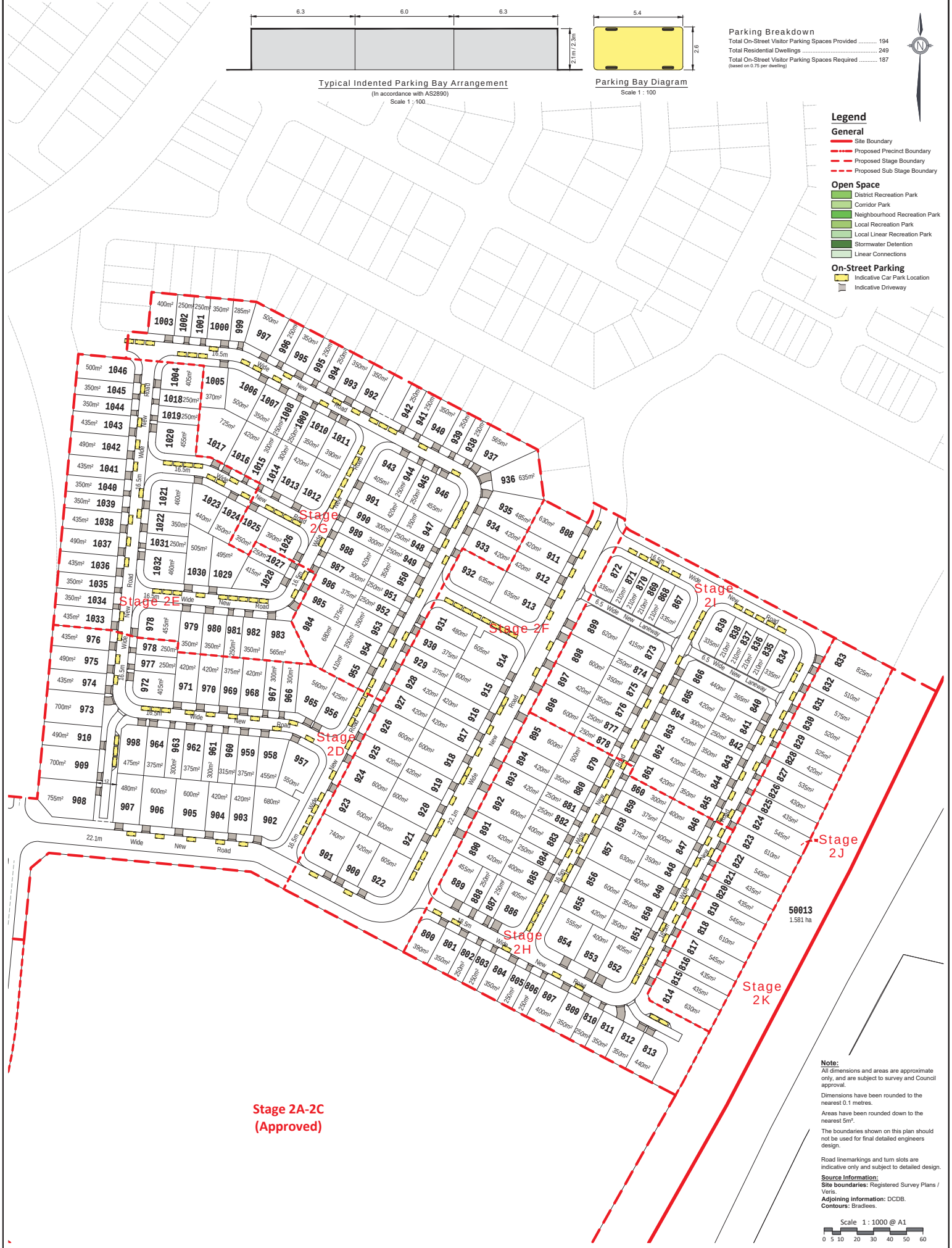
- Site Boundary
- Proposed Precinct Boundary
- Proposed Stage Boundary
- Proposed Sub Stage Boundary

Open Space

- District Recreation Park
- Corridor Park
- Neighbourhood Recreation Park
- Local Recreation Park
- Local Linear Recreation Park
- Stormwater Detention
- Linear Connections

On-Street Parking

- Indicative Car Park Location
- Indicative Driveway



Note:
All dimensions and areas are approximate only, and are subject to survey and Council approval.
Dimensions have been rounded to the nearest 0.1 metres.
Areas have been rounded down to the nearest 5m².
The boundaries shown on this plan should not be used for final detailed engineers design.
Road linemarkings and turn slots are indicative only and subject to detailed design.

Source Information:
Site boundaries: Registered Survey Plans / Veris.
Adjoining information: DCDB.
Contours: Bradshires.

Scale 1 : 1000 @ A1
0 5 10 20 30 40 50 60

REVISION A: 31/07/18 Amend Sub-Staging & Open Space B: 21/11/2018 Further Issues Amendments C: 22/02/2019 Further Issues Amendments	PROJECT		CLIENT		PEET Plan of Development Stage 2 Overall Parking Management Plan	URBAN DESIGN Level 4 HQ South 553 William Street PO Box 1559 Fortitude Valley QLD 4008 T+61 7 3539 9500 W rpsgroup.com © COPYRIGHT PROTECTS THIS PLAN Unauthorized reproduction or amendment not permitted. Please contact the author.			
	Job Ref.	110056	Date:	22 February 2019					
	Comp By.	WNW/JC/MD	DWG Name.	Precinct 1 Stage 2					
	Chkd By.	DG / MD	Locality.	Flagstone					
	Local Authority.		Economic Development Queensland						
Scale		Sheet	Plan Ref	Rev					
1 : 1000		A1	110056 – 381	C					



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Fortitude Valley QLD 4006
T +61 7 3539 9500
W rpsgroup.com



Parking Bay Diagram

Scale 1 : 100

Typical Indented Parking Bay Arrangement

(In accordance with AS2890)

Scale 1 : 100

Legend

General

- Site Boundary
- Proposed Precinct Boundary
- Proposed Stage Boundary
- Proposed Sub Stage Boundary

Open Space

- District Recreation Park
- Corridor Park
- Conservation Within Corridor Park
- Neighbourhood Recreation Park
- Local Recreation Park
- Local Linear Recreation Park
- Stormwater Detention
- Linear Connections

On-Street Parking

- Indicative Car Park Location
- Indicative Driveway

Parking Breakdown

Total On-Street Visitor Parking Spaces Provided	339
Total Residential Dwellings	436
Total On-Street Visitor Parking Spaces Required	327
(based on 0.75 per dwelling)	



Note:
All dimensions and areas are approximate only, and are subject to survey and Council approval.
Dimensions have been rounded to the nearest 0.1 metres.
Areas have been rounded down to the nearest 5m².
The boundaries shown on this plan should not be used for final detailed engineers design.
Road linemarkings and turn slots are indicative only and subject to detailed design.
Source Information:
Site boundaries: Registered Survey Plans / Veris.
Adjoining information: DCDB.
Contours: Bradlees.

Scale 1 : 2000 @ A1
0 20 40 60 80 100 120

REVISION
A: 17/07/18 - Amend District Recreation Park
B: 31/07/18 Amend Sub-Staging & Open Space
C: 21/11/2018 Further Issues Amendments
D: 22/02/2019 Further Issues Amendments

PROJECT	Flagstone Precinct 1
Job Ref.	110056
Date	22 February 2019
Comp By	WW / JC / MD
DWG Name	Precinct 1 Stage 3
Chk'd By	DG / MD
Locality	Flagstone
Local Authority	Economic Development Queensland

CLIENT	PEET
Plan of Development	Stage 3 Overall
Parking Management Plan	

Scale	Sheet	Plan Ref	Rev
1 : 2000	A1	110056 - 390	D

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A horizontal scale bar with a black background and white markings. The scale is labeled 'Scale 1:2000 @ A1' in white text. The markings are at intervals of 20, starting from 0 and ending at 120. The numbers 0, 20, 40, 60, 80, 100, and 120 are written in white. The bar itself is a thick black line.



Plan of Subdivision
Stage 4 Overall
Parking Management Plan

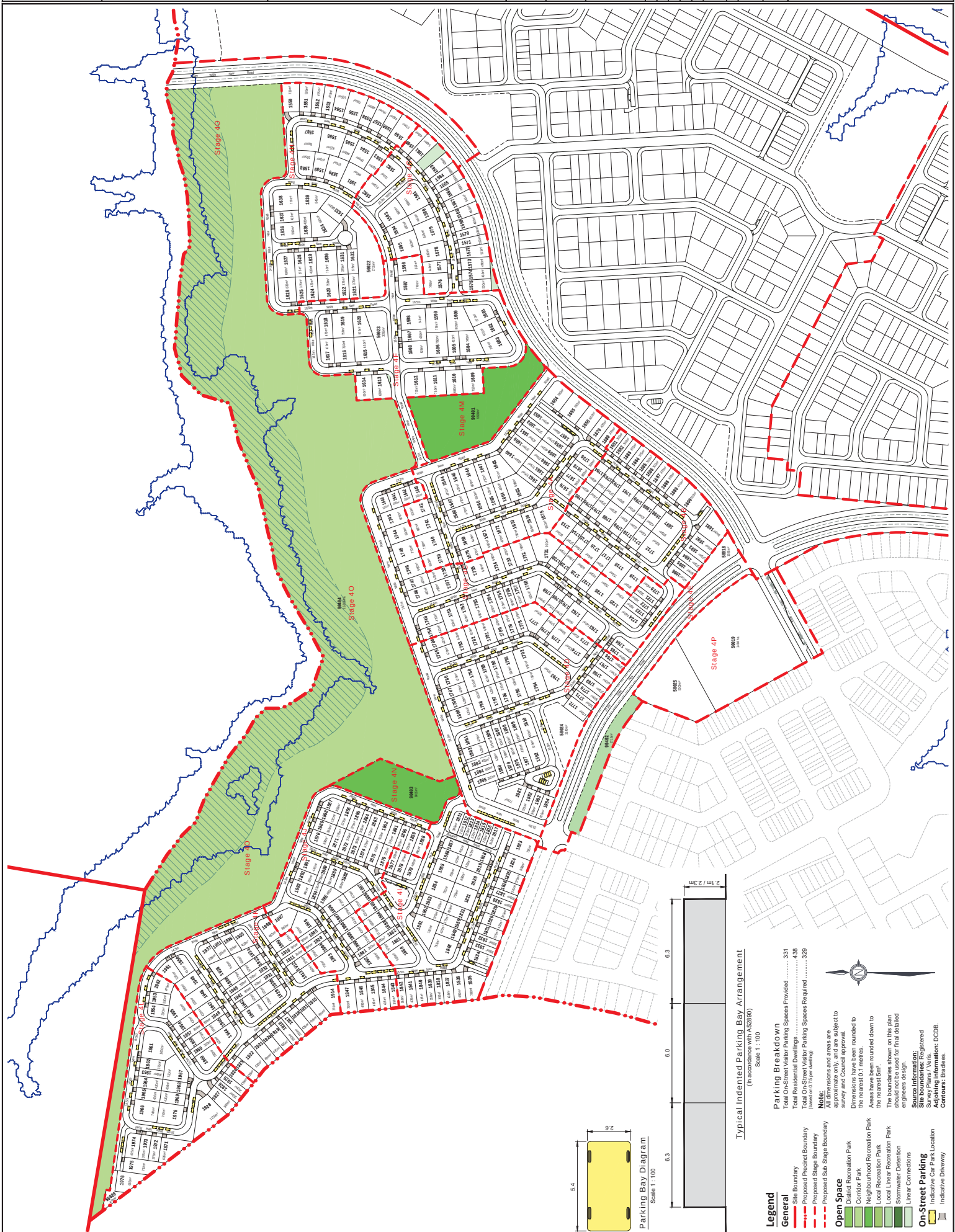
Date	22 February 2019
Comp By	WNW / JC / MD
Checked By	DG / MD
WVG Name	Precinct 1 Stage 4
Job Ref	110056
Local Authority	Economic Development Queensland

Locality:	Flagstone
Scale	1 : 2000
Sheet	A1
Plan Ref	110056 - 402
Rev	C

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Parking Bay Diagram
Scale 1 : 100

Typical Indented Parking Bay Arrangement
(In accordance with AS2890)
Scale 1 : 100

Legend

General

- Site Boundary
- Proposed Precinct Boundary
- Proposed Stage Boundary
- Proposed Sub Stage Boundary

Open Space

- District Recreation Park
- Corridor Park
- Conservation Within Corridor Park
- Neighbourhood Recreation Park
- Local Recreation Park
- Local Linear Recreation Park
- Stormwater Detention
- Linear Connections

On-Street Parking

- Indicative Car Park Location
- Indicative Driveway

Note:

All dimensions and areas are approximate only, and are subject to survey and Council approval. Dimensions have been rounded to the nearest 0.1 metres.

Areas have been rounded down to the nearest 5m².

The boundaries shown on this plan should not be used for final detailed engineers design.

Road linemarkings and turn slots are indicative only and subject to detailed design.

Source Information:

Site boundaries: Registered Survey Plans / Vets.
Adjoining Information: DCDB.
Contours: Bradlees.

Parking Breakdown

Total On-Street Visitor Parking Spaces Provided 384
Total Residential Dwellings 505
Total On-Street Visitor Parking Spaces Required 379
(based on 0.75 per dwelling)



Scale 1 : 1500 @ A1
0 10 20 40 60 80 100

REVISION A: 31/07/18 Amend Sub-Staging & Open Space B: 24/10/18 Amend Layout C: 03/12/2018 Further Issues Amendments D: 22/02/2019 Further Issues Amendments	PROJECT Flagstone Precinct 1 Job Ref. 110056 Date. 22 February 2019 Comp By. WW/JC/MD DWG Name. Precinct 1 Stage 5 Chk'd By. DG/MD Locality. Flagstone Local Authority. Economic Development Queensland	CLIENT  Plan of Development Stage 5 Overall Parking Management Plan	 © COPYRIGHT PROTECTS THIS PLAN Unauthorized reproduction or amendment not permitted. Please contact the author. URBAN DESIGN Level 4 HQ South 520 Wickham Street PO Box 1559 Fortitude Valley QLD 4006 T +61 7 3539 9500 W rpsgroup.com				
			<table border="1"> <tr> <td>Scale 1 : 1500</td> <td>Sheet A1</td> <td>Plan Ref 110056 – 416</td> <td>Rev D</td> </tr> </table>	Scale 1 : 1500	Sheet A1	Plan Ref 110056 – 416	Rev D
Scale 1 : 1500	Sheet A1	Plan Ref 110056 – 416	Rev D				