

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.

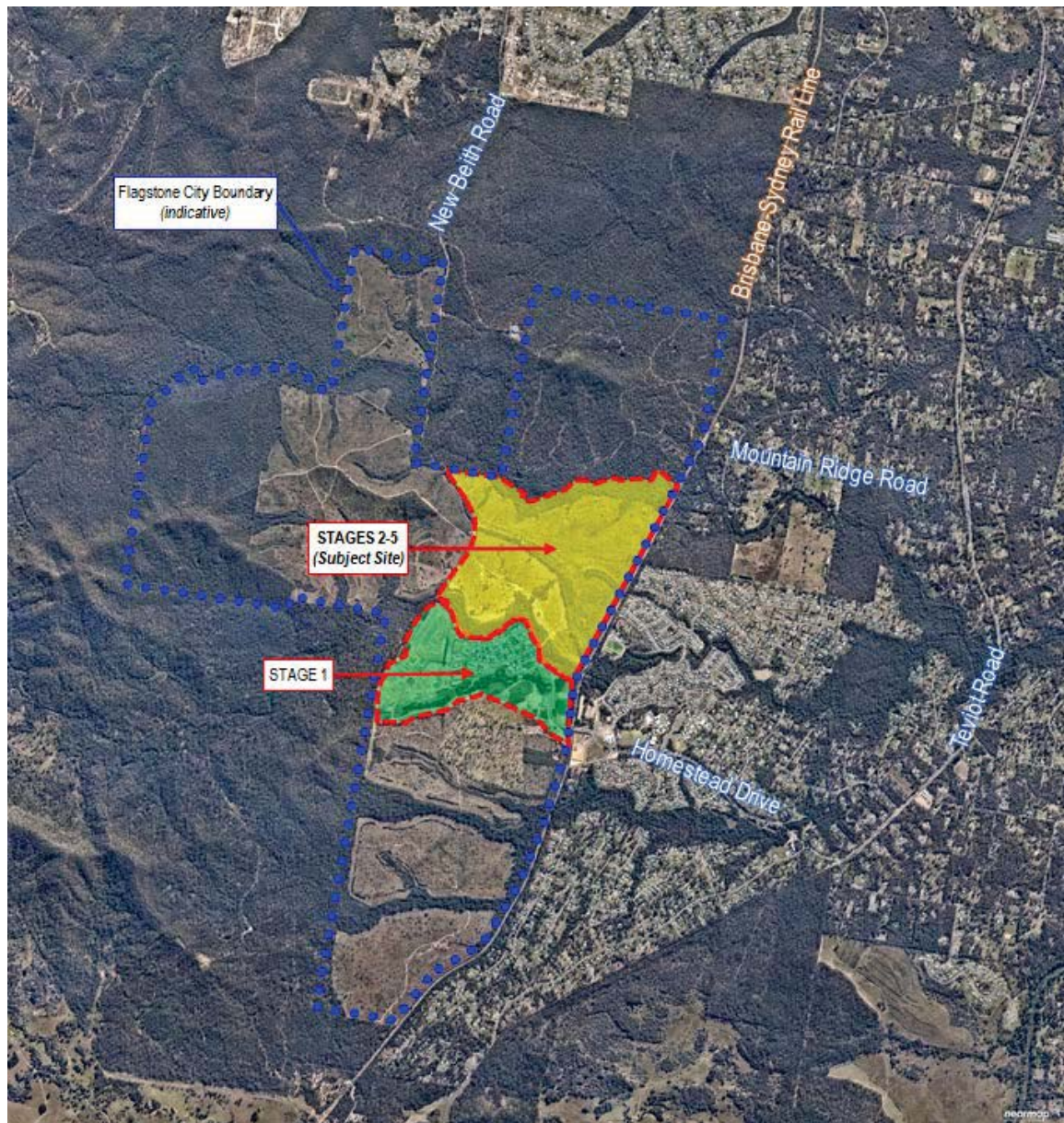
2. SITE LOCATION & PLANNING CONTEXT

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.



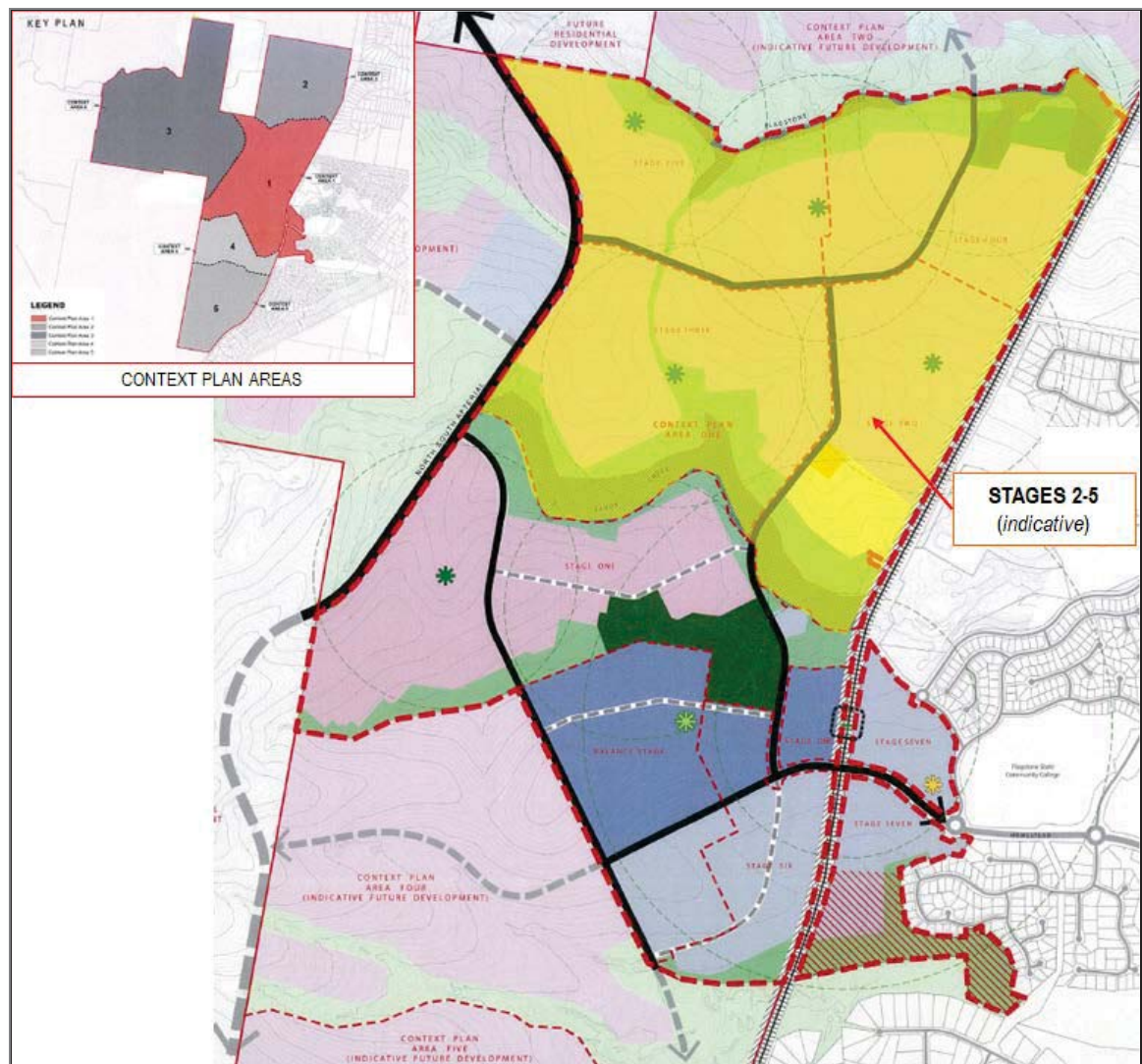
SOURCE: Nearmap

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:

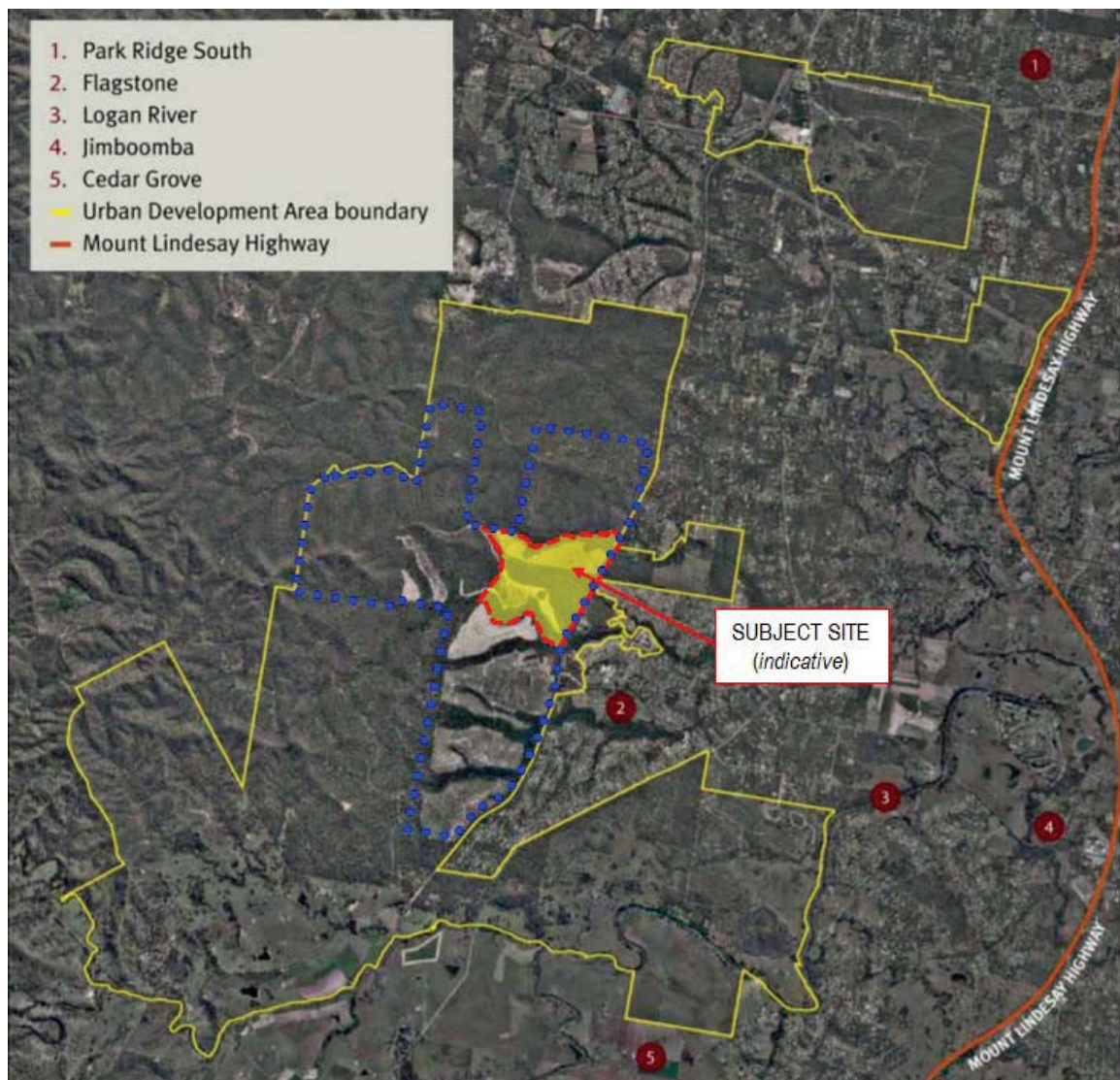
- the extension of Flagstonian Drive from Stage 1 through to the subject site;
- the intersection of Flagstonian Drive with a major (trunk) connector road within the subject site;
- the North-South Arterial road corridor forming the western boundary of the subject site;
- the Brisbane-Sydney rail line 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.

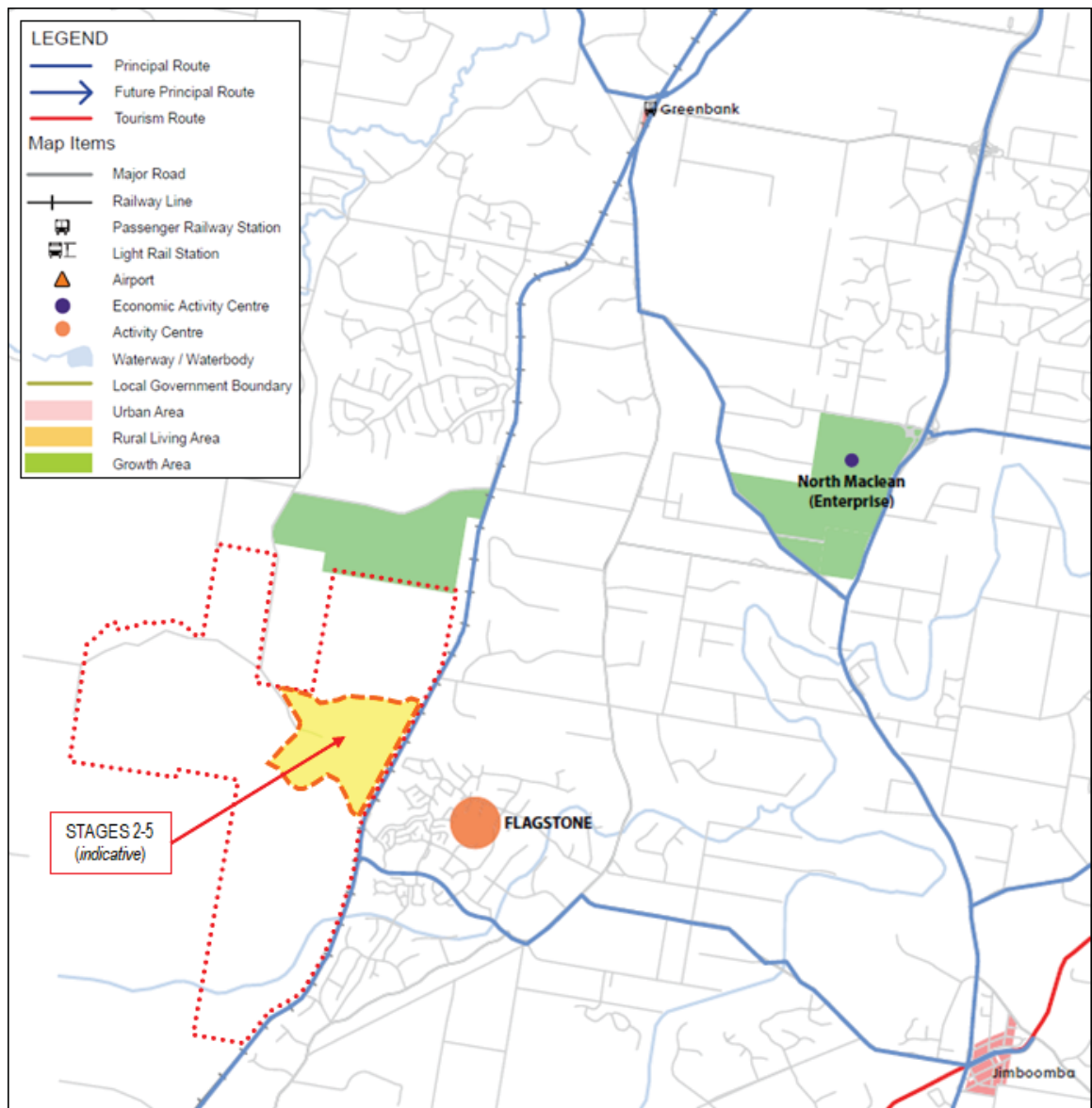
Priority projects for completing a safe, direct and connected active transport network include:

- 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.

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:

- 169.943ha total land area;
- 1,668 total lots (*max. residential potential of 1,727 dwellings*);
- net residential density of 15.6 dwellings/ha (*max. potential of 16.1 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)	545 (554)	1,668 (1,727)
Medium Density	-	-	-	1	1
Commercial	-	-	1	-	1
Community	-	-	1	-	1
TOTAL LOTS	249	436	440	546	1,671

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 1,668 residential lots.

As detailed in **Appendix A**, the maximum residential yield potential equates to 1,727 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 located adjacent to the community facility lot. Access to these lots will take place via Flagstonian Drive and the Stage 5 Neighbourhood Connector. The commercial lot is likely to gain access via the following arrangements:

- 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.

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 commercial lot access arrangements. This arrangement maintains a pedestrian link through the linear connection to Stage 5 (south-west).



Based on the above, the road alignment remains appropriate and capable of achieving minimum sight distance requirements. This also achieves the minimum horizontal line of sight for vehicles travelling eastbound on the inside of the curve based on speed and Stopping Sight Distance (SSD) in accordance with the *Austrroads Guide to Road Design, Part 3 (AGRD3)*.

Lot access within Stage 5 occurs via:

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

The Neighbourhood Connector includes on-street parking, footpaths on both sides, a 3m two-way separated cycle track (one side) and has the ability to accommodate kerbside (in-lane) bus services. In addition, a 4m shared path is provided along the boundary of the Stage 5P park area connecting between Stage 5N (i.e. medium density allotment) and the Stage 5 Neighbourhood Connector.

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	545	1,668
Rate of Provision	0.75 on-street spaces per 3 bed+ house				
Required Spaces	187	327	329	409	1,252
Provided Spaces	194	339	331	415	1,279

As shown above, the proposed development allows for the provision of approximately 1,279 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 prepared 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	554	332 / 332	85%	282 / 282	85	197	169	113
Res. Med ²	34	17 / 17		14 / 14	4	10	8	6
TOTALS		349 / 349		296 / 296	89	207	177	119

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	89	207	296	177	119	296
TOTALS	351	681	1,032	792	614	1,405

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	2,825	145	-	-	-	1,485	1,485	2,970
TOTALS	8,808	145	-	106	5,670	7,364	7,365	14,729

As shown above, the subject site is estimated to generate in the order of 14,700 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 in terms of environmental capacity.

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. Specifically, a 4m shared path is provided along the park area in Stage 5 in place of the typical 3m separated cycle track + 1.5m footpath, allowing for a slightly reduced verge width to be achieved (see Section 6 for further details). 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.

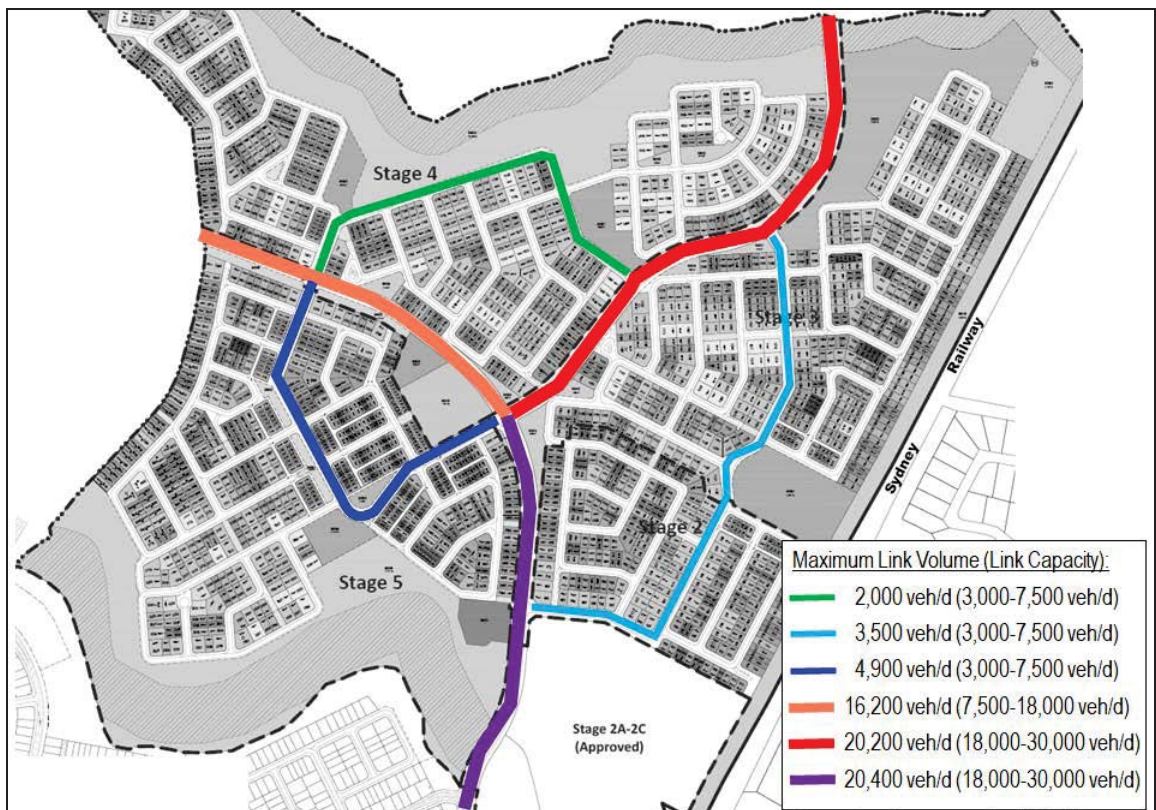


Figure 4.1: Daily Link Volume Estimates

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.

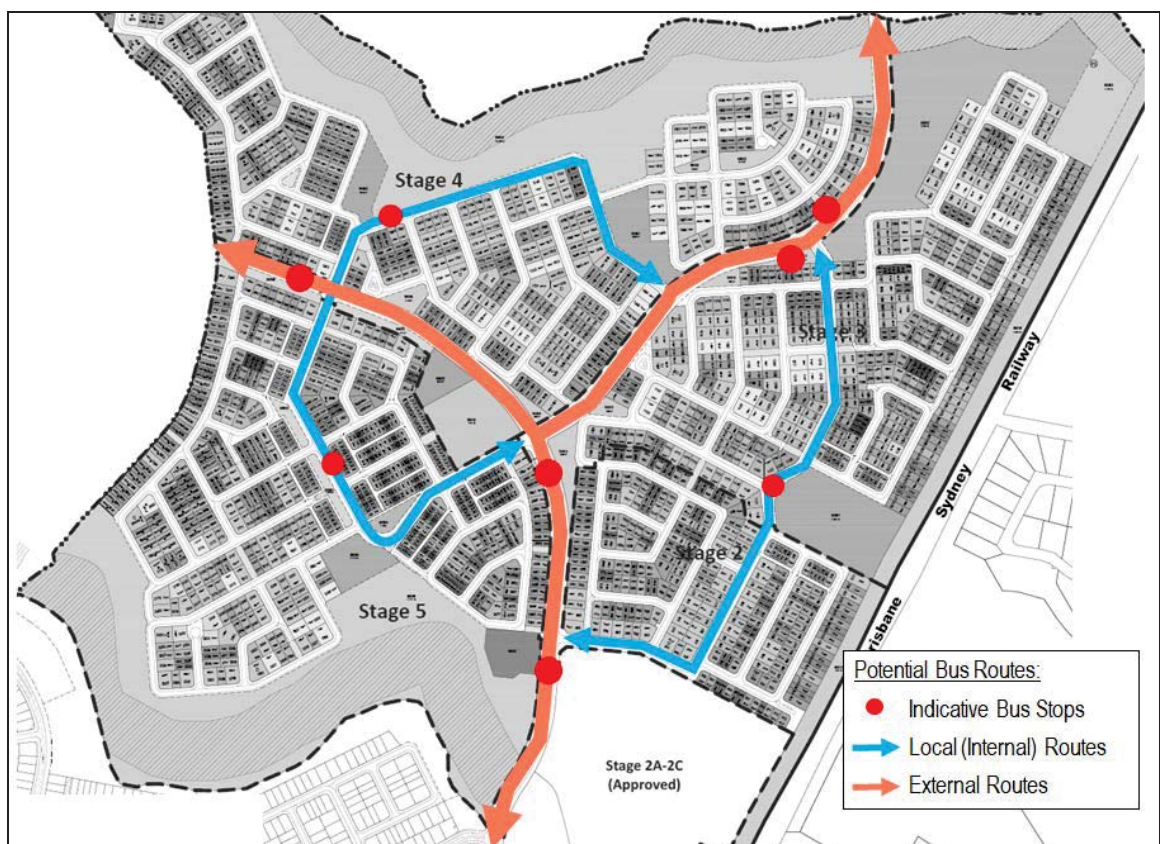


Figure 5.1: Stages 2-5: Potential Public Transport Routes

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 typically 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 typically have a 1.5m footpath on at least one side.

In addition, a 4m shared path has been provided along the park area in Stage 5 (i.e. between Stage 5N (medium density allotment) and the Stage 5 Neighbourhood Connector). This has been provided in-place of the typical 3m separated cycle track + 1.5m footpath allowing for a slightly reduced verge to be achieved, whilst still maintaining appropriate active transport provisions for cyclists and pedestrians.

The provision of a 4m shared path is appropriate when considering the criteria outlined for shared paths in the *Austroads Guide to Road Design: Part 6A, Paths for Walking and Cycling (AGRD6A) Section 5.1.4, Table 5.3* which is reproduced below for ease of reference.

Table 5.3: Shared path widths			
	Suggested path width (m)		
	Local access path	Regional path ⁽³⁾	Recreational path
Desirable minimum width	2.5	3.0	3.5
Minimum width – typical maximum	2.0 ⁽¹⁾ – 3.0 ⁽²⁾	2.5 ⁽¹⁾ – 4.0 ⁽²⁾	3.0 ⁽¹⁾ – 4.0 ⁽²⁾

¹ A lesser width should only to be adopted where cyclist volumes and operational speeds will remain low.
² A greater width may be required where the numbers of cyclists and pedestrians are very high or there is a high probability of conflict between users (e.g. people walking dogs, in-line skaters etc.).
³ May be part of a principal bicycle network in some jurisdictions.

SOURCE: AGRD6A, Section 5.1.4: Shared Paths, Table 5.3: Shared Path Widths

Figure 6.1: AGRD6A Shared Path Widths Extract

The above AGRD6A extract identifies that a 4m wide shared path is an appropriate treatment for both Regional and Recreational path types and is therefore considered appropriate as proposed.

Figure 6.2 overleaf shows the major active transport routes throughout the subject site, noting that all Neighbourhood Access Streets also have pedestrian footpath provisions.

Further to the below figure, 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.

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

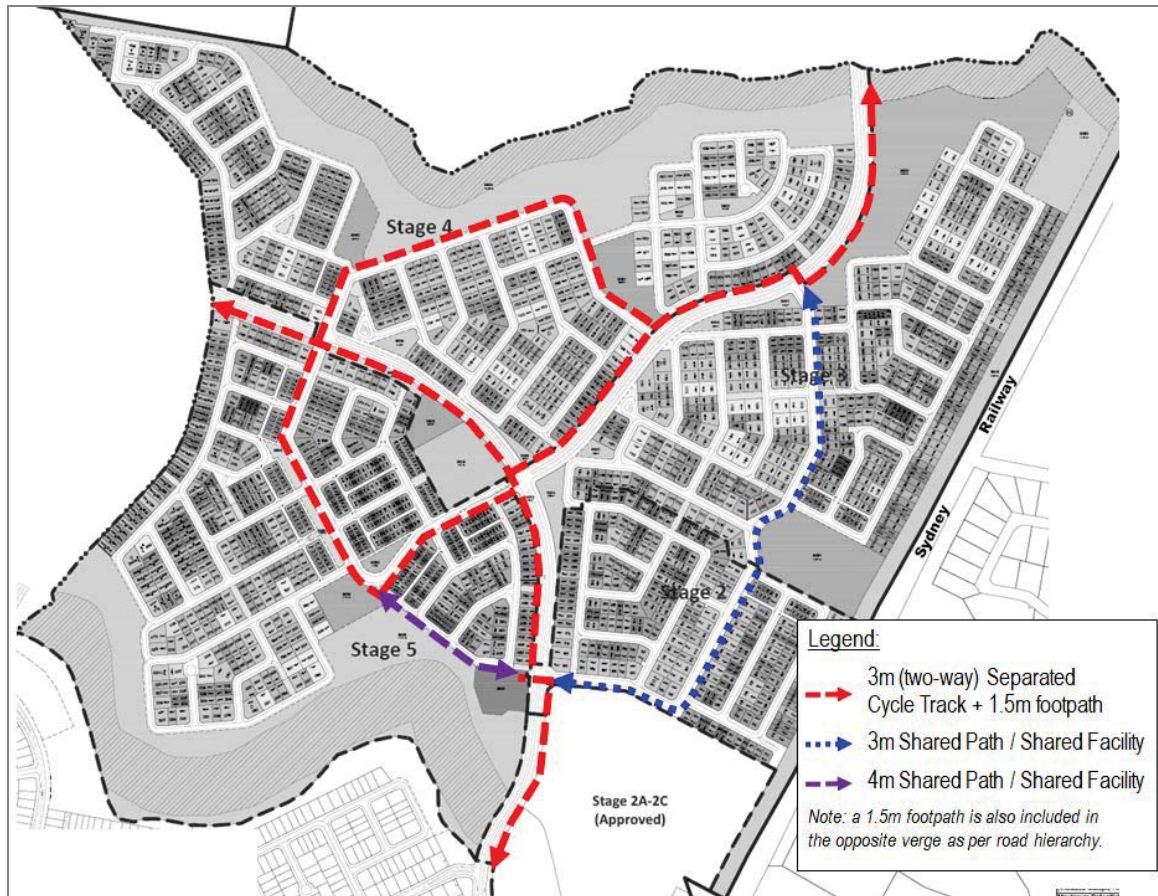


Figure 6.2: Stages 2-5: Key Active Transport Routes

7. SUMMARY & CONCLUSIONS

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

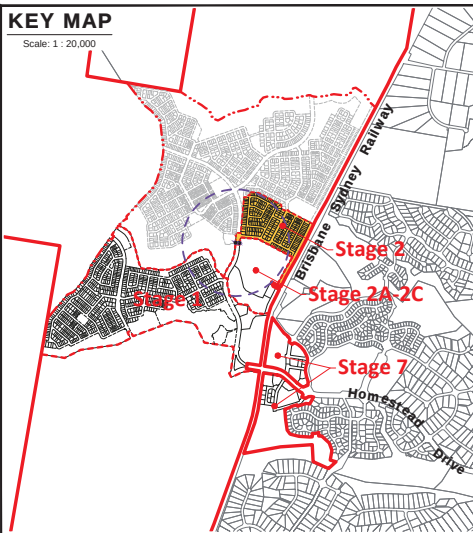
- the proposed Stages 2-5 development consists of a total of 1,668 residential lots with a max. residential potential of 1,727 dwellings (considering multiple dwelling lots);
- the major transport components within the subject site consist of:
 - Flagstonian Drive (Trunk Connector): extending north-northwest 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 14,700 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, 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, shared paths, 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.

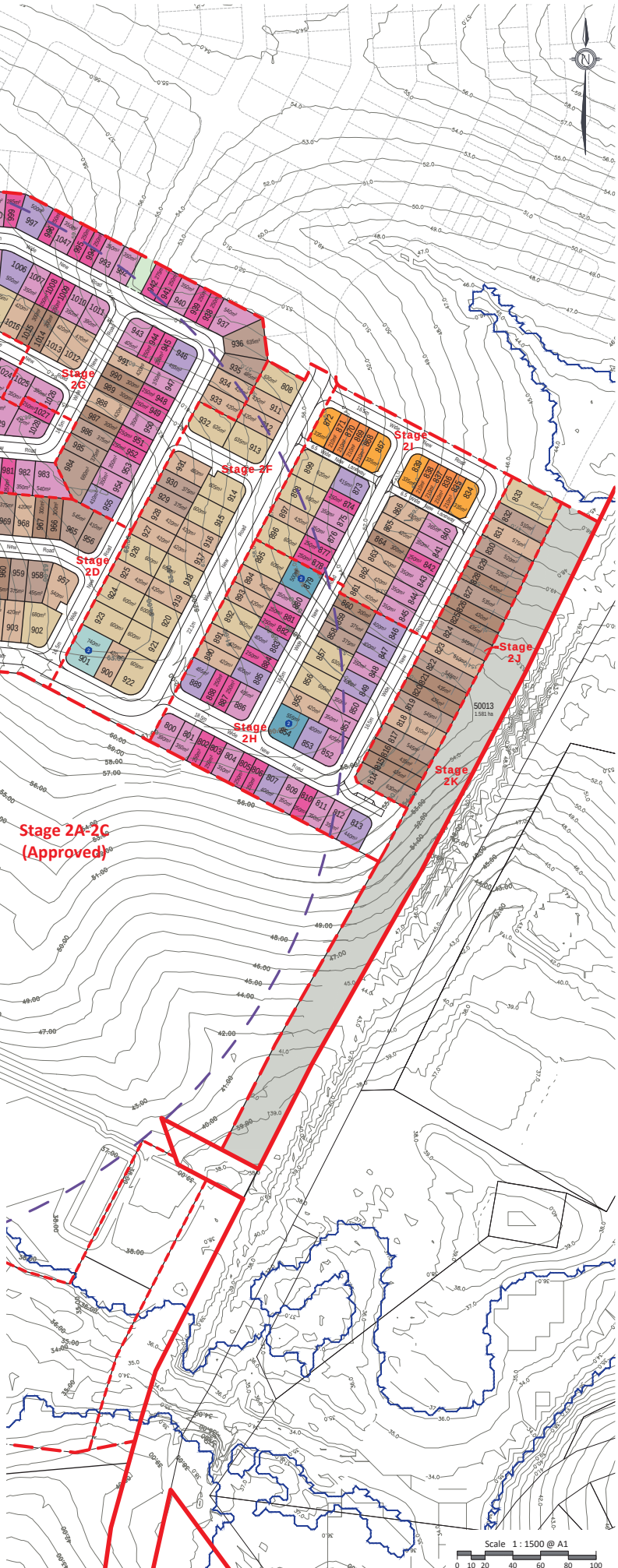
Land Budget Stage 2

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
Saleable Area	1,485 ha	1,343 ha	1,308 ha	2,092 ha	1,718 ha	1,158 ha	1,059 ha	1,581 ha	10,163 ha
Residential Allotments	1,485 ha	1,343 ha	1,308 ha	2,092 ha	1,718 ha	1,158 ha	1,059 ha	1,581 ha	10,163 ha
Balance Super Allotments	—	—	—	—	—	—	—	—	8.4%
Total Area of Allotments	1,485 ha	1,343 ha	1,308 ha	2,092 ha	1,718 ha	1,158 ha	1,059 ha	1,581 ha	11,744 ha
Road	0.644 ha	0.576 ha	0.892 ha	0.867 ha	0.782 ha	0.686 ha	—	—	4.996 ha
Collector Road	0.644 ha	0.576 ha	0.892 ha	0.867 ha	0.782 ha	0.686 ha	—	—	4.996 ha
Local Road	0.549 ha	0.576 ha	0.104 ha	0.837 ha	0.782 ha	0.686 ha	—	—	3.534 ha
Linear Connections	—	—	—	0.030 ha	—	—	—	—	0.030 ha
Entry Statements	—	—	—	—	—	—	—	—	0.0%
Total Area of New Road	1,193 ha	0.576 ha	0.892 ha	0.867 ha	0.782 ha	0.686 ha	—	—	4,996 ha
Open Space	—	—	—	—	—	—	—	—	0.0%
Comms 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

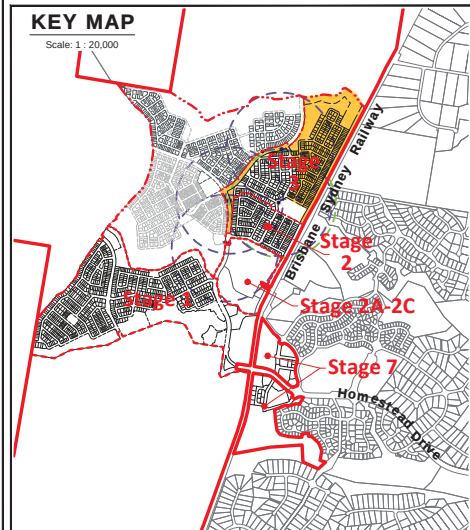
Residential Allotments	Typical Size	Typical Area	Stage 2D	Stage 2E	Stage 2F	Stage 2G	Stage 2H	Stage 2I	Stage 2J	Stage 2K	Overall
Urban & Nano Allotments Product											
Urban Lot	4.7 x 11.5m	54m²	—	—	—	—	—	—	—	—	0.0%
Urban Allotments	7.5 x 18m	120m²	—	—	—	—	—	—	—	—	0.0%
Urban Terrace	6.2 x 27.5m	170m²	—	—	—	—	—	—	—	—	0.0%
Subtotal			—	—	—	—	—	—	—	—	0.0%
16m Deep Product											
Square Allotment	14 x 16m	220m²	—	—	—	—	—	—	—	—	0.0%
Subtotal			—	—	—	—	—	—	—	—	0.0%
25m Deep Product											
Wide Allotment	8.5 x 25m	213m²	—	—	—	—	—	—	—	—	0.0%
Villa Allotment	10 x 25m	250m²	2	5	—	18	10	4	—	—	39
Courtyard Allotment	14 x 25m	350m²	1	10	—	17	12	7	—	—	47
Premium Courtyard Allotment	16 x 25m	400m²	4	—	5	9	1	—	—	—	19
Premium Traditional Allotment	20 x 25m	500m²	—	—	—	—	—	—	—	—	0.0%
Possible Multiple Residential Allotment	—	—	—	—	—	—	2	—	—	—	2
Subtotal			3	19	—	40	33	12	—	—	107
28m Deep Product											
Terrace 7.5m Allotment	7.5 x 28m	210m²	—	—	—	—	—	8	—	—	8
Terrace 9.5m Allotment	9.5 x 28m	265m²	—	—	—	—	—	4	—	—	4
Subtotal			—	—	—	—	—	12	—	—	12
30m Deep Product											
Villa Allotment	10 x 30m	300m²	5	6	—	5	1	1	7	—	25
Premium Villa Allotment	12.5 x 30m	375m²	10	6	2	5	2	—	9	—	34
Courtyard Allotment	14 x 30m	420m²	9	3	10	7	5	6	3	—	43
Traditional Allotment	20 x 30m	600m²	6	—	12	1	4	3	1	—	27
Premium Traditional Allotment	25 x 30m	720m²	—	—	—	—	—	—	—	—	0.0%
Possible Multiple Residential Allotment	—	—	—	—	—	—	—	—	—	—	1
Subtotal			30	15	25	18	12	10	20	—	130
Total Residential Allotments			33	34	25	58	45	34	20	—	249
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	1	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	—	18.4 dw/ha

Stage 2A-2C (Approved)

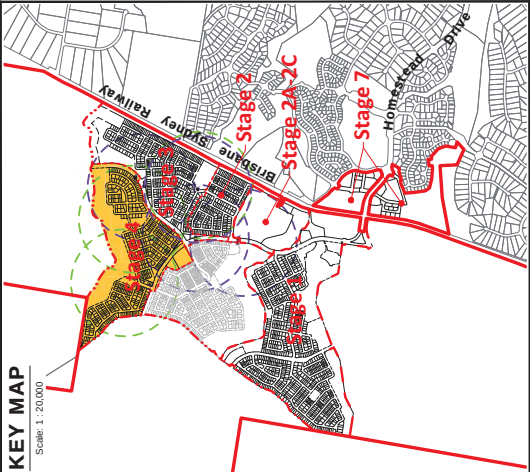
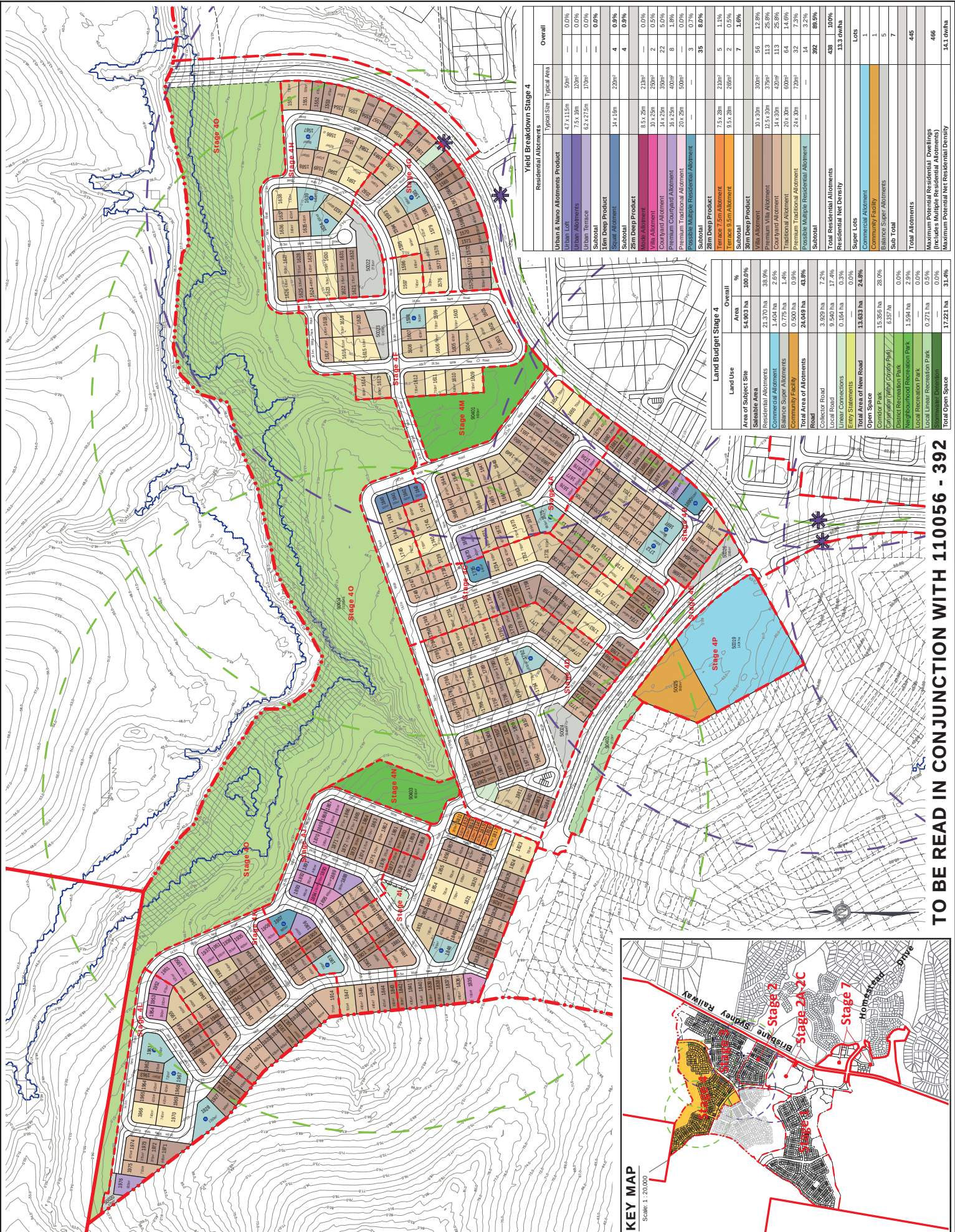


Land Budget Stage 3																				Overall	
Land Use	Stage 3A	Stage 3B	Stage 3C	Stage 3D	Stage 3E	Stage 3F	Stage 3G	Stage 3H	Stage 3I	Stage 3J	Stage 3K	Stage 3L	Stage 3M	Stage 3N	Stage 3O	Stage 3P	Stage 3Q	Stage 3R	Stage 3S	Area	%
Area of Subject Site	3,682 ha	2,461 ha	3,346 ha	3,248 ha	2,785 ha	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%
Statements																					
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	—	—	—	—	—	—	—	—	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%
Summit	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	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 5m.
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																		Overall	
		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	
Urban & Nano Allotments Product																					
Urban Loft	4.7 x 11.5m	50m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Urban Allotments	7.5 x 16m	120m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Urban Terrace	6.2 x 27.5m	170m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal																					
16m Deep Product																					
Super Allotment	14 x 16m	220m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal																					
25m Deep Product																					
Mode Allotment	8.5 x 25m	213m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Villa Allotment	10 x 25m	250m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Courtyard Allotment	14 x 25m	350m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Premium Courtyard Allotment	16 x 25m	400m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Premium Traditional Allotment	20 x 25m	500m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal																					
28m - 30m Deep Product																					
Terrace 7.5m Allotment	7.5 x 28m	210m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Terrace 9.5m Allotment	9.5 x 28m	265m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal																					
30m Deep Product																					
Premium Villa Allotment	10 x 30m	300m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Premium Villa Allotment	12.5 x 30m	375m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Courtyard Allotment	14 x 30m	420m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Traditional Allotment	20 x 30m	600m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Premium Traditional Allotment	24 x 30m	720m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal																					
Total Residential Allotments																					
Residential Net Density																					
Super Lots																					
Balance Super Allotments																					
Sub Total																					
Total Allotments																					
Maximum Potential Residential Dwellings (includes Multiple Residential Allotments)																					
Maximum Potential Net Residential Density																					



TO BE READ IN CONJUNCTION WITH 110056 - 392

REVISION

A: 31/01/2019 Revised Site Staging & Open Space

B: 07/02/2019 Revised Site Staging & Open Space

C: 22/02/2019 Further Future Amendments

D: 07/03/2019 Further Future Amendments

E: 14/03/2019 Further Future Amendments

F: 19/07/2019 Stage 2 & 3 Layout Amendments

G: 24/07/2019 Incorporate EQO Feedback

Note:

All dimensions and areas are subject to change 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. Road footings and turn slots shown on this plan are subject to detailed design. Source Information: Site Plans: Registered Survey Plans / Vets. Local Authority: Council of the City of Brisbane, QLD. Contours: Bradshires.

CLIENT

PEET

PROJECT

Flagstone Precinct 1

Plan of Subdivision

Stage 4 Overall

Statistics

Date:

24 July 2019

Drawn By:

WNW / JCT / MD

Checked By:

DG / MD

DWG Name:

Precinct 1 Stage 4

Job Ref:

110056

Local Authority:

Economic Development Queensland

Locality:

Flagstone

Scale:

Sheet

Plan Ref:

NTS

Rev:

110056 - 392

G:

G

URBAN DESIGN

1501 North Quay, Suite 1000

PO Box 3388

Fortitude Valley, QLD 4006

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Yield Breakdown Stage 4

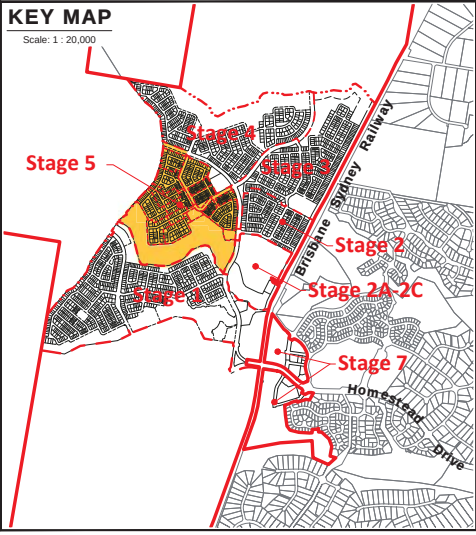
Residential Allotments		Typical Area	Stage 4A	Stage 4B	Stage 4C	Stage 4D	Stage 4E	Stage 4F	Stage 4G	Stage 4H	Stage 4I	Stage 4J	Stage 4K	Stage 4L	Stage 4M	Stage 4N	Stage 4O	Stage 4P	Overall
Urban & Nano Allotments Product		Typical Size																	
Urban Loft		50m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Urban Allotments		120m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Urban Terrace		170m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
16m Deep Product																			
Squat Allotment		220m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
25m Deep Product																			
Made Allotment		213m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Villa Allotment		250m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Courtyard Allotment		350m²	4	—	—	—	—	—	—	—	1	7	7	3	—	—	—	—	2
Premium Courtyard Allotment		400m²	2	1	—	—	—	—	—	—	—	4	—	1	—	—	—	—	22
Premium Traditional Allotment		500m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8
Possible Multiple Residential Allotment		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal			6	2	1	—	—	—	—	—	—	1	14	7	4	—	—	—	3
28m Deep Product																			
Terrace 7.5m Allotment		210m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5
Terrace 9.5m Allotment		265m²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Subtotal			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7
30m Deep Product																			
Villa Allotment		300m²	—	5	6	11	—	—	—	—	—	9	7	9	5	—	—	—	56
Premium Villa Allotment		375m²	9	13	10	13	—	—	—	8	10	15	16	12	7	—	—	—	113
Courtyard Allotment		420m²	12	10	10	18	—	7	7	11	12	8	10	8	—	—	—	—	113
Traditional Allotment		600m²	10	6	10	10	—	8	3	9	3	1	3	1	—	—	—	—	64
Premium Traditional Allotment		720m²	4	1	4	1	—	9	3	5	3	—	2	—	—	—	—	—	32
Possible Multiple Residential Allotment		—	—	1	2	—	1	1	1	3	1	1	1	3	—	—	—	—	14
Subtotal			36	37	40	54	—	25	26	38	43	33	34	26	—	—	—	—	392
Total Residential Allotments			42	39	45	54	—	25	26	38	51	47	41	30	—	—	—	—	438
Residential Net Density		14.9 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	—	—	—	—	13.3 dw/ha
Super Lots																			
Commercial Allotment		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Community Facility		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Balance Super Allotments		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sub Total		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Allotments			42	39	45	55	1	26	27	38	51	47	41	31	—	—	—	—	2
Maximum Potential Residential Dwellings (Includes Multiple Residential Allotments)			44	43	46	56	—	26	28	44	53	49	41	36	—	—	—	—	—
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	—	—	—	—	—

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	16,627 ha	1,904 ha	54,903 ha	100.0%
Saleable Area		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	38.9%
Residential Allotments		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,404 ha	2.6%	
Commercial Allotment		—	—	—	0.214 ha	0.138 ha	0.105 ha	—	0.271 ha	—	—	—	0.047 ha	—	—	—	0.775 ha	1.4%	
Balance Super Allotments		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.500 ha	0.9%	
Community Facility		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,904 ha	43.8%	
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	—	—	—	—	—	
Road		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Collector Road		0.396 ha	—	0.453 ha	0.610 ha	1.199 ha	—	—	—	—	—	—	—	—	—	1.271 ha	—	3,929 ha	7.2%
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	0.958 ha	0.864 ha	0.822 ha	—	—	—	—	9,540 ha	17.4%
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	—	13,633 ha	24.8%
Open Space		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Corridor Park		—	—	—	—	—	—	—	—	—	—	—	—	—	—	15,356 ha	—	15,356 ha	28.0%
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		—	—	—	—	0.271 ha	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Open Space		—	—	—	—	—	—	—	—	—	—	—	—	0.993 ha	0.601 ha	15,356 ha	—	17,221 ha	31.4%

KEY MAP

Scale: 1 : 20,000



Legend

- Site Boundary
- - - Proposed Stage Boundary
- - - Proposed Sub Stage Boundary
- Existing Q100
- 1 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)

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: Meinhardt.

Land Budget Stage 5		
Land Use	Area	Overall %
Area of Subject Site	51,053 ha	100.0%
Saleable Area		
Residential Allotments	19,692 ha	38.6%
Medium Density Allotment	0.667 ha	1.3%
Balance Super Allotments	—	0.0%
Total Area of Allotments	20,359 ha	39.9%
Road		
Collector Road	2,357 ha	4.6%
Local Road	8,745 ha	17.1%
Linear Connections	0.299 ha	0.6%
Entry Statements	—	0.0%
Total Area of New Road	11,401 ha	22.3%
Open Space		
Corridor Park	17,751 ha	34.8%
Corridor Park (Within Corridor Park)	18,710 ha	0.0%
District Recreation Park	0.704 ha	1.4%
Neighbourhood Recreation Park	0.188 ha	0.4%
Local Recreation Park	0.650 ha	1.3%
Scenic Reserve	—	0.0%
Total Open Space	19,293 ha	37.8%

Yield Breakdown Stage 5				
Residential Allotments		Typical Size	Typical Area	Overall
Urban & Nano Allotments Product				
Urban Loft	4.7 x 12.5m	50m ²	8	1.5%
Urban Allotments	7.5 x 16m	120m ²	6	1.1%
Urban Terrace	6.2 x 27.5m	170m ²	20	3.7%
Subtotal			34	6.2%
16m Deep Product				
Squat Allotment	14 x 16m	220m ²	8	1.5%
Subtotal			8	1.5%
25m Deep Product				
Mode Allotment	8.5 x 25m	213m ²	4	0.7%
Villa Allotment	10 x 25m	250m ²	15	2.8%
Courtyard Allotment	14 x 25m	350m ²	18	3.3%
Premium Courtyard Allotment	16 x 25m	400m ²	9	1.7%
Premium Traditional Allotment	20 x 25m	500m ²	4	0.7%
Possible Multiple Residential Allotment	—	—	2	0.4%
Subtotal			52	9.5%
28m - 30m Deep Product				
Terrace 4.5m Allotment	4.5 x 28m	126m ²	34	6.2%
Terrace 6.5m Allotment	6.5 x 28m	185m ²	35	6.4%
Terrace 7.5m Allotment	7.5 x 28m	210m ²	43	7.9%
Terrace 9.5m Allotment	9.5 x 28m	265m ²	44	8.1%
Subtotal			156	28.6%
30m Deep Product				
Villa Allotment	10 x 30m	300m ²	46	8.4%
Premium Villa Allotment	12.5 x 30m	375m ²	85	15.6%
Courtyard Allotment	14 x 30m	420m ²	108	19.8%
Traditional Allotment	20 x 30m	600m ²	43	7.9%
Premium Traditional Allotment	25 x 30m	720m ²	10	1.8%
Possible Multiple Residential Allotment	—	—	3	0.6%
Subtotal			295	54.1%
Total Residential Allotments			545	100%
Residential Net Density			18.0 dw/ha	
Super Lots				
Medium Density Allotment			1	
Balance Super Allotments			—	
Sub Total			1	
Total Allotments			546	
Maximum Potential Residential Dwellings (Includes Multiple Residential Allotments)			554	
Maximum Potential Net Residential Density			18.3 dw/ha	



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

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
E: 07/03/2019 Further Issues Amendments
F: 15/07/2019 Amended Layout
G: 24/07/2019 Incorporate EDQ Feedback

PROJECT		Flagstone Precinct 1	
Job Ref.	110056	Date:	24 July 2019
Comp By:	WW/JC/MD	DWG Name:	Precinct 1 Stage 5
Chkd By:	DG/MD	Locality:	Flagstone
Local Authority:	Economic Development Queensland		

CLIENT

PEET

Plan of Subdivision
Stage 5 Overall
Allotment Layout

rps

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Scale 1 : 2000	Sheet A1	Plan Ref 110056 - 403	Rev G
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Yield Breakdown Stage 5

Residential Allotments		Typical Area	Typical Size	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	Stage 5R	Overall
Urban & Nano Allotments Product																						
Urban Lot		50m²	4.7 x 12.5m	—	—	—	—	—	—	—	—	—	—	8	—	—	—	—	—	—	—	8
Urban Allotments		120m²	7.5 x 16m	—	—	—	—	—	—	—	—	6	—	—	—	—	—	—	—	—	—	6
Urban Terrace		170m²	6.2 x 27.5m	—	—	—	—	—	—	—	—	—	—	—	9	1.1	—	—	—	—	—	20
Subtotal				—	—	—	—	—	—	—	—	6	—	8	9	11	—	—	—	—	—	34
16m Deep Product																						
Squat Allotment		220m²	14 x 16m	—	—	—	2	2	—	—	2	2	—	—	—	—	—	—	—	—	—	8
Subtotal				—	—	—	2	2	—	—	2	2	—	—	—	—	—	—	—	—	—	8
25m Deep Product																						
Mode Allotment		213m²	8.5 x 25m	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4
Villa Allotment		250m²	10 x 25m	—	—	—	4	—	—	—	2	6	—	—	—	—	—	—	—	—	—	4
Courtyard Allotment		350m²	14 x 25m	—	—	—	3	—	—	—	4	8	—	—	—	—	—	—	—	—	—	15
Premium Courtyard Allotment		400m²	16 x 25m	—	—	—	2	—	—	—	1	5	—	—	—	—	—	—	—	—	—	3
Premium Traditional Allotment		500m²	20 x 25m	—	3	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	1
Possible Multiple Residential Allotment		—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	2
Subtotal				—	3	—	9	—	—	1	8	19	—	—	—	—	—	—	—	—	—	52
28m - 30m Deep Product																						
Terrace 4.5m Allotment		126m²	4.5 x 28m	—	—	—	—	—	—	—	—	—	8	6	10	10	—	—	—	—	—	34
Terrace 6.6m Allotment		185m²	6.6 x 28m	—	—	—	—	—	—	—	—	—	10	9	8	8	—	—	—	—	—	35
Terrace 7.5m Allotment		210m²	7.5 x 28m	—	—	—	—	—	—	—	9	—	5	7	7	7	—	—	—	—	—	43
Terrace 9.5m Allotment		265m²	9.5 x 28m	—	—	—	—	—	—	—	4	—	6	8	10	10	—	—	—	—	—	44
Subtotal				—	—	—	—	—	—	—	14	—	29	24	35	35	—	—	—	—	—	156
30m Deep Product																						
Villa Allotment		300m²	10 x 30m	—	3	1	8	11	2	3	7	8	1	—	—	—	—	—	—	—	—	2
Premium Villa Allotment		375m²	12.5 x 30m	1	2	3	15	11	6	17	8	12	1	—	—	—	—	—	—	—	—	9
Courtyard Allotment		420m²	14 x 30m	6	14	14	11	10	7	13	9	12	2	—	—	—	—	—	—	—	—	10
Traditional Allotment		600m²	20 x 30m	5	8	7	5	3	3	7	1	—	1	—	—	—	—	—	—	—	—	3
Premium Traditional Allotment		720m²	25 x 30m	1	1	6	—	—	2	—	—	—	—	—	—	—	—	—	—	—	—	10
Possible Multiple Residential Allotment		—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	3
Subtotal				13	29	32	39	35	18	43	25	32	5	—	—	—	—	—	—	—	—	24
Total Residential Allotments				13	32	32	50	37	32	44	48	59	34	32	44	46	—	—	—	—	—	42
Residential Net Density				10.9 dwh/ha	12.4 dwh/ha	12.2 dwh/ha	17.0 dwh/ha	17.0 dwh/ha	17.5 dwh/ha	14.9 dwh/ha	17.3 dwh/ha	16.7 dwh/ha	35.9 dwh/ha	42.7 dwh/ha	28.0 dwh/ha	41.9 dwh/ha	—	—	—	—	—	42
Super Lots																						
Medium Density Allotment				Lots	Lots	Lots	Lots	Lots	Lots	Lots	Lots	Lots	Lots	Lots	Lots	Lots	Lots	Lots	Lots	Lots	Lots	Lots
Balance Super Allotments				—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sub Total				—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Allotments				13	32	32	50	37	32	44	48	59	34	32	44	46	1	—	—	—	—	42
Maximum Potential Residential Dwellings (Includes Multiple Residential Allotments)				13	33	35	50	37	32	47	49	59	34	32	44	46	—	—	—	—	—	43
Maximum Potential Net Residential Density				10.9 dwh/ha	12.8 dwh/ha	13.3 dwh/ha	17.0 dwh/ha	17.0 dwh/ha	17.5 dwh/ha	15.9 dwh/ha	17.7 dwh/ha	16.7 dwh/ha	35.9 dwh/ha	42.7 dwh/ha	28.0 dwh/ha	41.9 dwh/ha	—	—	—	—	—	18.3 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	Stage 5R	Overall	
Area of Subject Site	1.623 ha	2.571 ha	2.627 ha	3.893 ha	2.174 ha	1.824 ha	2.949 ha	2.772 ha	3.985 ha	0.949 ha	0.749 ha	1.571 ha	1.099 ha	0.667 ha	0.704 ha	17.751 ha	0.804 ha	2.341 ha	51.053 ha	100.0%
Salable Area	0.690 ha	1.670 ha	1.786 ha	2.133 ha	1.480 ha	1.103 ha	2.108 ha	1.795 ha	2.148 ha	0.777 ha	0.575 ha	0.851 ha	0.890 ha	—	—	—	—	1.686 ha	19.692 ha	38.6%
Residential Allotments	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.667 ha	1.3%
Medium Density Allotment	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Balance Super Allotments	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Total Area of Allotments	0.690 ha	1.670 ha	1.786 ha	2.133 ha	1.480 ha	1.103 ha	2.108 ha	1.795 ha	2.148 ha	0.777 ha	0.575 ha	0.851 ha	0.890 ha	0.667 ha	—	—	—	1.686 ha	20.359 ha	39.9%
Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Collector Road	0.431 ha	—	—	0.951 ha	—	—	—	—	0.451 ha	—	—	—	—	—	—	0.524 ha	—	—	2.357 ha	4.5%
Local Road	0.466 ha	0.901 ha	0.805 ha	0.809 ha	0.620 ha	0.465 ha	0.841 ha	0.827 ha	1.325 ha	0.172 ha	0.163 ha	0.487 ha	0.209 ha	—	—	—	0.655 ha	8.745 ha	17.1%	
Linear Connections	0.036 ha	—	0.036 ha	—	0.074 ha	0.036 ha	—	—	0.061 ha	—	0.011 ha	0.045 ha	—	—	—	—	—	—	0.299 ha	0.6%
Entry Statements	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.0%
Total Area of New Road	0.933 ha	0.901 ha	0.841 ha	1.760 ha	0.694 ha	0.501 ha	0.841 ha	0.827 ha	1.837 ha	0.172 ha	0.174 ha	0.532 ha	0.209 ha	—	—	0.524 ha	0.655 ha	11.401 ha	22.3%	22.3%
Open Space	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Corridor Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Conservation (Wharf Corridor Park)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17.751 ha	—	—	17.751 ha	34.8%
District Recreation Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10.710 ha	—	—	—	—
Neighbourhood Recreation Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.704 ha	1.4%	—	—	0.704 ha	0.0%
Local Recreation Park	—	—	—	—	—	—	—	—	—	—	—	0.188 ha	—	—	—	—	—	—	0.188 ha	0.4%
Local Linear Recreation Park	—	—	—	—	—	0.220 ha	—	0.150 ha	—	—	—	—	—	—	—	—	0.280 ha	—	0.650 ha	1.3%
Stormwater Detention	—	—	—	—	—	—	—	—	—	—	—	0.188 ha	—	—	—	—	—	—	—	0.0%
Total Open Space	—	—	—	—	—	0.220 ha	—	0.150 ha	—	—	—	0.188 ha	—	—	0.704 ha	17.751 ha	0.280 ha	—	19.293 ha	37.8%

APPENDIX B

TYPICAL CROSS-SECTIONS

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 187
(based on 0.75 per dwelling)

Legend

General

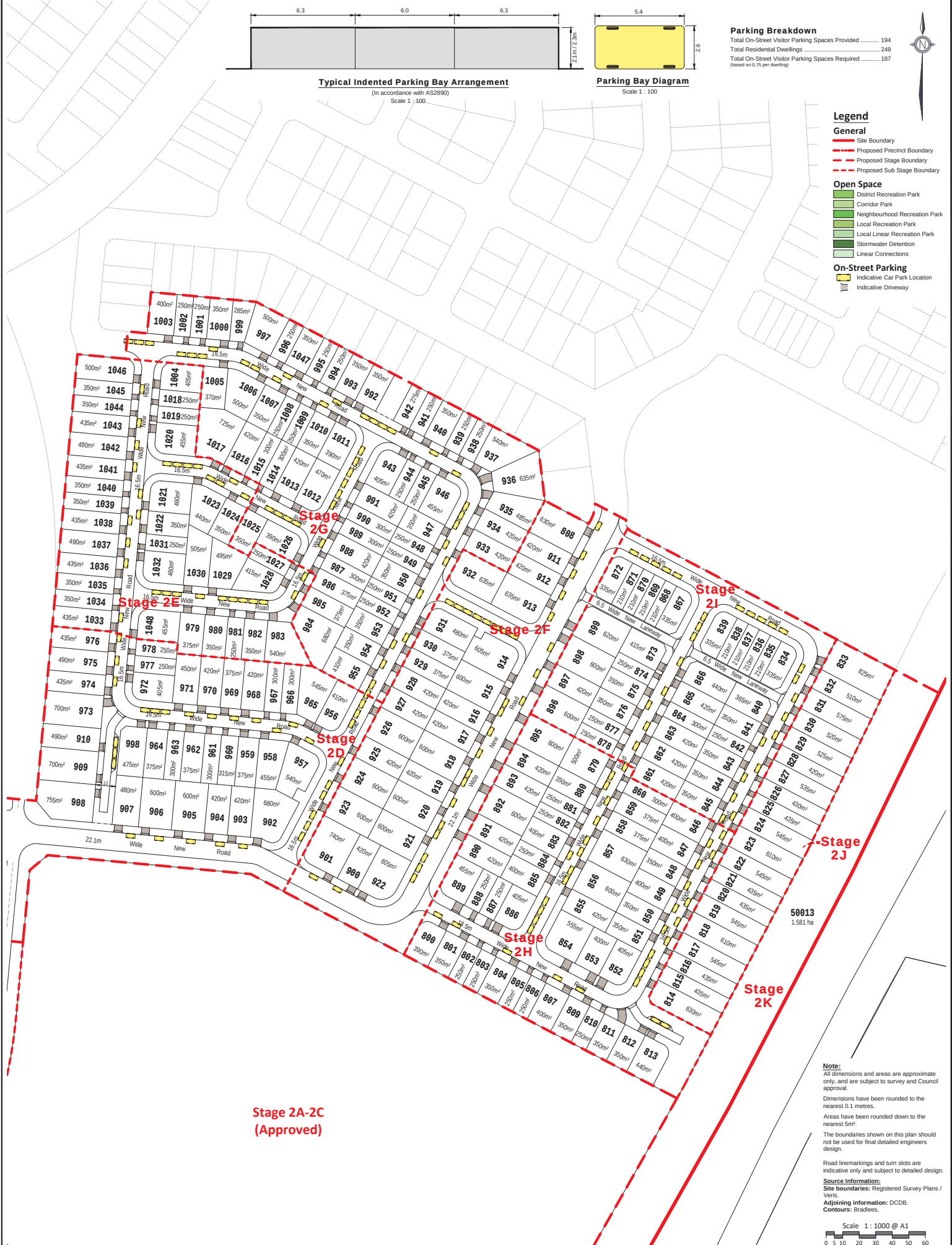
- Site Boundary
- Proposed Precinct Boundary
- Proposed Stage Boundary
- Proposed Sub Stage Boundary

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: Bradlows.

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 D: 07/03/2019 Further Issues Amendments E: 17/06/2019 Stage 2-S Layout Amendments F: 15/07/2019 Stage 2-S Layout Amendments G: 24/07/2019 Incorporate EDQ Feedback	PROJECT Flagstone Precinct 1 Job Ref. 110056 Date: 24 July 2019 Comp By: WNW/JC/MD DWG Name: Precinct 1 Stage 2 Chkd By: DG / MD Locality: Flagstone Local Authority: Economic Development Queensland	CLIENT PEET Plan of Development Stage 2 Overall Parking Management Plan	URBAN DESIGN Level 4 HQ South 520 Wickham Street PO Box 1509 Fortitude Valley QLD 4006 T +61 7 3539 9500 W rpsgroup.com <table> <tr> <td>Scale</td> <td>Sheet</td> <td>Plan Ref</td> <td>Rev</td> </tr> <tr> <td>1 : 1000</td> <td>A1</td> <td>110056 - 381</td> <td>G</td> </tr> </table>	Scale	Sheet	Plan Ref	Rev	1 : 1000	A1	110056 - 381	G
Scale	Sheet	Plan Ref	Rev								
1 : 1000	A1	110056 - 381	G								



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

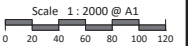
- Indicative Car Park Location
- Indicative Driveway

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



REVISION A: 17/07/18 - Amend District Recreation Park. B: 13/07/18 Amend Sub-Staging & Open Space. C: 21/11/2018 Further Issues Amendments. D: 22/02/2019 Further Issues Amendments. E: 07/03/2019 Further Issues Amendments. F: 15/07/2019 Stage 2-5 Layout Amendments. G: 24/07/2019 Incorporate EDQ Feedback.	PROJECT Flagstone Precinct 1		CLIENT PEET Plan of Development Stage 3 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 2639 9500 W rpsgroup.com
	Job Ref. 110056	Date: 24 July 2019			
	Comp By: WW / JC / MD	DWG Name: Precinct 1 Stage 3			
	Chkd By: DG / MD	Locality: Flagstone			
	Local Authority: Economic Development Queensland				
Scale 1 : 2000			Sheet A1	Plan Ref 110056 - 390	Rev G

REVISION

A: 31/03/2019 Amend Site Staging & Open Space

B: 07/03/2019 Amend Site Staging & Open Space

C: 22/02/2019 Further Issues Amendments

D: 07/03/2019 Further Issues Amendments

E: 07/03/2019 Further Issues Amendments

F: 19/07/2019 Stage 2 & 3 Layout Amendments

G: 24/07/2019 Incorporate EDO Feedback

Note:

All dimensions and areas are approximate only, and are subject to survey and design approvals. 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 benchmarks and turn slots are indicative only and subject to engineer design. Survey information: DCDB, Adjoining Information: DCDB, Contours: Bruders.

Scale 1:2000 @ A1

0 20 40 60 80 100 120

CLIENT

PEET

PROJECT

Flagstone Precinct 1

Plan of Subdivision

Stage 4 Overall

Parking Management Plan

Date:

24 July 2019

Checked By:

WNW / JCT / MD

DWG 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

G

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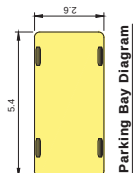
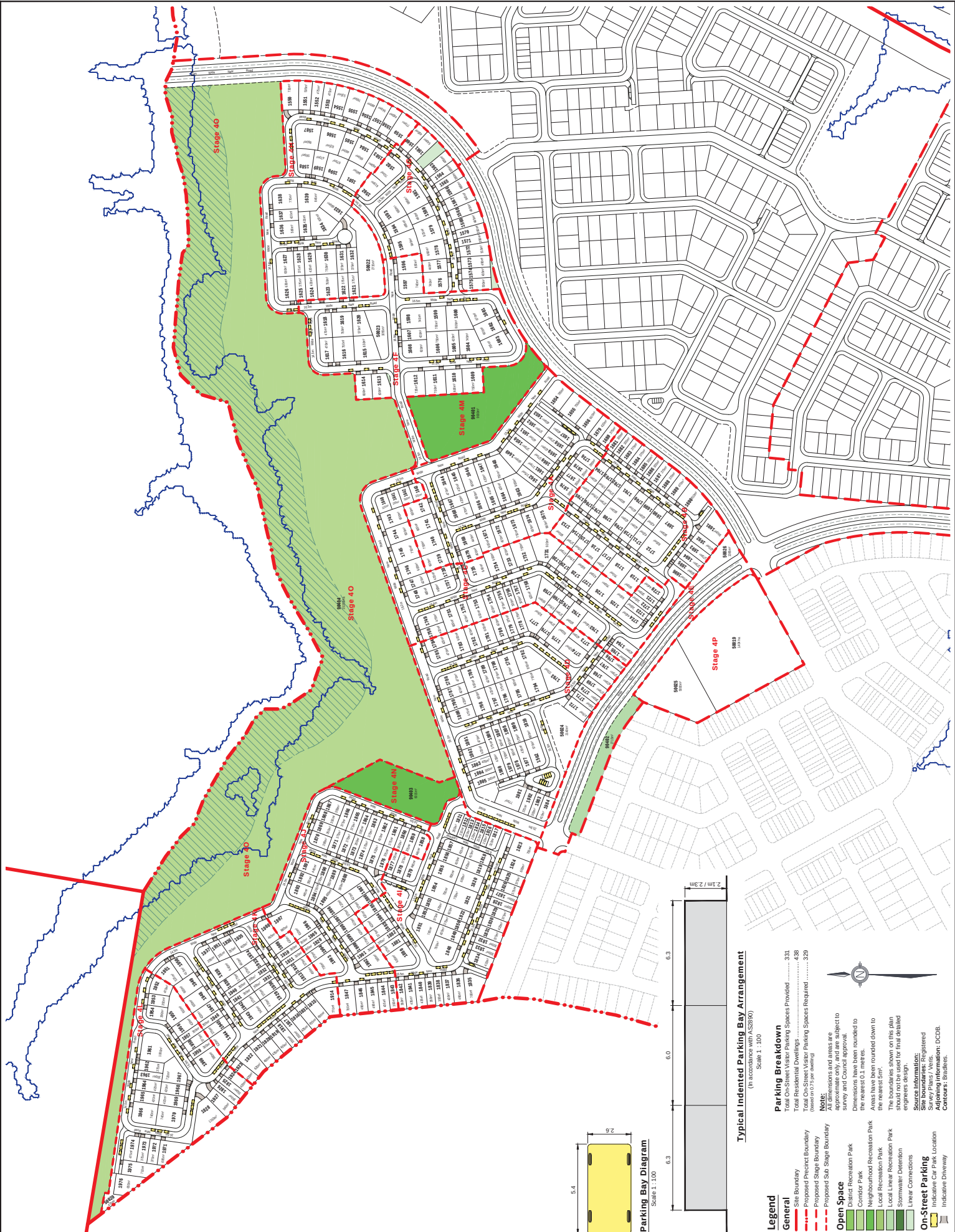
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Legend

General

Site Boundary

Proposed Precinct Boundary

Proposed Stage Boundary

Proposed Sub-Stage Boundary

Open Space

District Recreation Park

Neighbourhood Recreation Park

Local Linear Recreation Park

Local Linear Recreation Park

Stormwater Detention

Linear Connections

On-Street Parking

Indicative Car Park Location

Indicative Driveway

Parking Breakdown

(In accordance with AS2880)

Scale 1:100

Total On-Street Visitor Parking Spaces Provided 331

Total Residential Dwellings 438

Total On-Street Visitor Parking Spaces Required 429

(Based on 0.75 per dwelling)

Note:

All dimensions and areas are approximate only, and are subject to survey and Council approval.

Dimensions (A1) 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:

Survey Information: DCDB, Adjoining Information: DCDB, Contours: Bruders.



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 line markings and turn slots are indicative only and subject to detailed design.

Source Information:

Site boundaries: Registered Survey Plans / Vets.
Adjoining information: DCDB.
Contours: Meinhardt.

Parking Breakdown

Total On-Street Visitor Parking Spaces Provided 415
Total Residential Dwellings 545
Total On-Street Visitor Parking Spaces Required 409
(based on 0.75 per dwelling)



REVISION A: 31/07/18 Amend Sub-Staging & Open Space B: 24/02/19 Amend Layout C: 03/12/2018 Further Issues Amendments D: 22/02/2019 Further Issues Amendments E: 07/03/2019 Further Issues Amendments F: 15/07/2019 Amend Layout G: 24/07/2019 Incorporate EDQ Feedback	PROJECT Flagstone Precinct 1		CLIENT PEET		Plan of Development Stage 5 Overall Parking Management Plan		Scale 1 : 1500		Sheet A1	Plan Ref 110056 - 416	Rev G
	Job Ref.	110056	Date:	24 July 2019							
	Comp By:	WW/JC/MD	DWG Name:	Precinct 1 Stage 5							
	Chkd By:	DG/MD	Locality:	Flagstone							
	Local Authority:	Economic Development Queensland									

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