


REPORT

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Approval for issue

Louisa Sloan



18 March 2024

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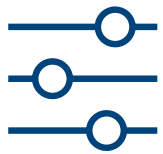
PROJECT AT A GLANCE



Total Area
319.072 hectares



Housing Diversity
20 different residential lot types



Staging
7 stages (Stages 8 to 14)



Residential Yield

- 1,635 residential lots
- 1,644 potential residential dwellings (including multiple residential yield)



Residential Communities

- 4 residential communities, including Urban, Entry, Mid, Premium.
- All communities within walkable catchment to parks/open space, public transport & active transport corridors



Open Space Network
25.3% of total site area (80.773ha) is provided as open space. This includes:

- Corridor Park/Conservation Area – 40.5ha
- Regional Sports Park – 17.59ha
- District Sports Park – 12.62ha



Community Facilities & Infrastructure

- State Primary School
- Ambulance
- Community Centre



Centre Activities

- 1 District Centre
- 1 Local Centre (2 lots)
- 3 Childcare Centres

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SUMMARY

Table 1: Summary

| Details | | |
|--|--|--|
| Site Address: | New Beith Road and Everdell Road, New Beith QLD 4124 Refer to Figure 1 – Site Location | |
| Real Property Description: | <ul style="list-style-type: none">Lot 1 on RP35155Lot 989 on RP854074Lots 908 and 911 on SP335853 Refer to Figure 3 – Cadastral Plan | |
| Application Site Area: | 319.072ha | |
| Planning Scheme: | Greater Flagstone Urban Development Area Development Scheme, October 2011 | |
| Land Use Zones: | Urban Living Zone Environment Protection Zone | |
| Owner(s): | Peet Flagstone City Pty Ltd | |
| Proposal | | |
| Brief Description/ Purpose of Proposal | <p>The proposal seeks approval for the next stages of residential development within PEETs approved landholdings in the Greater Flagstone PDA.</p> <p>This is the first development application to be lodged following the endorsement of the Context Area 3 (CA3) plan, on 31 May 2023 (EDQ Application Reference: DEV2020/1154).</p> <p>Specifically, this development application seeks a Development Permit for:</p> <ul style="list-style-type: none">Reconfiguring a Lot (1,635 residential lots, 1 medium density lot, 3 potential child care centre lots, 1 district centre lot, 2 local centre lots, 1 state primary school lot, 2 community infrastructure lots (community centre and emergency service), balance lots, stormwater management lots, parks, and new roads) and associated Plan of Development (PoD). | |
| Development Staging | <p>The proposal comprises 7 stages (referred to as Stage 8 – 14).</p> <p>Staging terminology is a continuation to approved PEET residential estates Stages 1 (DEV2012/402), Stage 2-5 (DEV2012/403) and Stage 7 (DEV2014/637)</p> | |
| Application Details | | |
| Aspect of Development | Preliminary approval | Development permit |
| Material change of use | <input type="checkbox"/> | <input type="checkbox"/> |
| Reconfiguration of a Lot | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Assessment Category | <input checked="" type="checkbox"/> Permissible (Column 3A) | <input type="checkbox"/> Prohibited (Column 3B) |
| Public Notification | <input type="checkbox"/> Yes: 20 BD | <input checked="" type="checkbox"/> No – refer to Section 7.6 |
| Other | | |
| Officer/s Previously Involved: | EDQ – Brendan Bouda & Gabrielle Shepherd | |
| Applicant: | Peet Flagstone City Pty Ltd c/- RPS AAP Consulting Pty Ltd Level 8, 31 Duncan Street, FORTITUDE VALLEY QLD 4006 | |
| Applicant contact person: | Lousia Sloan Principal Planner D: +61 419 782 095 E: lousia.sloan@rpsgroup.com.au | Emma Gurney Planner D: +61 3539 9692 E: emma.gurney@rpsgroup.com.au |

1 INTRODUCTION

RPS has been engaged by *Peet Flagstone City Pty Ltd* (PEET) (the Applicant) to seek development approval for reconfiguring a lot for a new release area within the Greater Flagstone Priority Development Area (PDA). The application relates to land contained within Context Area 3 (CA3) at Flagstone, subject to the Context Area Plan Strategy (CPAS) endorsed by Economic Development Queensland (EDQ) on 31 May 2023 (EDQ Approval Ref: DEV2020/1154).

The proposal relates to land at New Beith Road and Everdell Road, New Beith. The land is formally described as Lot 1 on RP35155, Lot 989 on CP857841, and Lots 908 and 911 on SP335853. The address and formal description of the subject site is provided in **Tables 1** and **2** and shown on **Figure 1 – Location Plan** and **Figure 2 – Aerial Image**. The total site area is approximately 319.072 hectares.

This application seeks the Minister for Economic Development Queensland's (MEDQ) approval for the following components of PDA assessable development:

- **Development Permit for Reconfiguring a Lot** – 1,635 residential lots, 1 medium density lot, 3 potential childcare centre lots, 1 district centre lot, 2 local centre lots, 1 state primary school lot, 2 community infrastructure lots (community centre and emergency service), balance lots, stormwater management lots, parks, and new roads) and associated Plan of Development (PoD).

The phase of land release subject within this application is described as 'Context Area 3 – South' and comprises proposed Stages 8, 9, 10, 11, 12, 13, and 14, of PEET's master planned community within Greater Flagstone.

This planning report has been prepared to provide greater detail on the nature of the proposal, address the merits of the proposed development with regards to the provisions of the *Economic Development Act 2012* (the Act), and demonstrate compliance with the *Greater Flagstone UDA Development Scheme* (Development Scheme), PDA Guidelines, endorsed CPAS and endorsed Infrastructure Master Plans (IMPs) and Overall Site Strategies (OSS).

Technical issues associated with the proposal are addressed in the supporting documentation attached with this planning report.

In considering this application, the following items are of particular relevance:

- The subject land is located within PEET's 'approved landholdings' of Greater Flagstone, which is subject to the overarching MCU Whole of Site Approval (DEV2012/402).
- The subject land is contained within CA3 of the Greater Flagstone PDA and the proposed subdivision is consistent with the endorsed Context Plan Area Strategy (CPAS) (DEV2020/1154).
- This application seeks to subdivide the land to create both residential and non-residential allotments (including roads, parks, open space, conservation areas, commercial lots and stormwater management areas).
- This application is Permissible Development having regard to the Level of Assessment (Table 2) in the Development Scheme and the MCU Whole of Site Approval (DEV2012/402).
- The proposal has been developed in accordance with the Development Scheme, PDA Guidelines, the endorsed CA3 CPAS and the whole of site endorsed IMPs and OSSs.
- All necessary supporting infrastructure can be provided to the development including operational work for road access, trunk water supply, trunk sewerage services and electricity, telecommunications and stormwater drainage incorporating treatment measures on site.

Approval is recommended subject to reasonable and relevant conditions.

2 SITE DETAILS

2.1 Flagstone Locality

The subject site is located within the Greater Flagstone PDA which is situated within the Logan City Council local government area, approximately 40km south-west of Brisbane's CBD and 7km west of Jimboomba.

The Greater Flagstone PDA is situated within a significant growth corridor and will provide opportunities for significant levels of residential and employment growth. The Development Scheme has identified the area as having the potential to provide:

- An estimated urban population of 100,000 to 120,000 people accommodated in attractive, compact neighbourhoods;
- A wide range of facilities and services located within a network of accessible activity centres and low impact business and industry areas; and
- An extensive network of environmental and open space corridors that frame neighbourhoods and provide attractive neighbourhood transport links.

2.2 CA3 and Subject Area Overview

The subject site is located within PEETs approved landholdings in Greater Flagstone PDA, situated within the recently endorsed Context Area 3 (CA3).

More broadly, CA3 has an area of approximately 593ha and is bound to the northwest and west by the Greater Flagstone PDA boundary. To the north, east and south is land within Flagstone that is currently used for rural purposes or kept vegetation. Under the Development Scheme, CA3 comprises land zoned for Urban Living and Environmental Protection buffering the western boundary of the site.

The subject site is more specifically located within the south-eastern portion of this context area, referred to as 'Context Area 3 – South' (CA3 South). CA3 South has an area of 319.072ha. CA3 South is framed by natural waterways and vegetation to the north and south, and adjoins future North South Arterial road (New Beith Road) to the east.

Approved Stage 2-5 of PEETs approved landholdings is located to the east of New Beith Road, within endorsed Context Area 1 (CA1).

The location of the subject area in the context of CA3 is shown on the site location, aerial snapshot and cadastral plans (**Figure 1**, **Figure 2**, and **Figure 3** respectively).

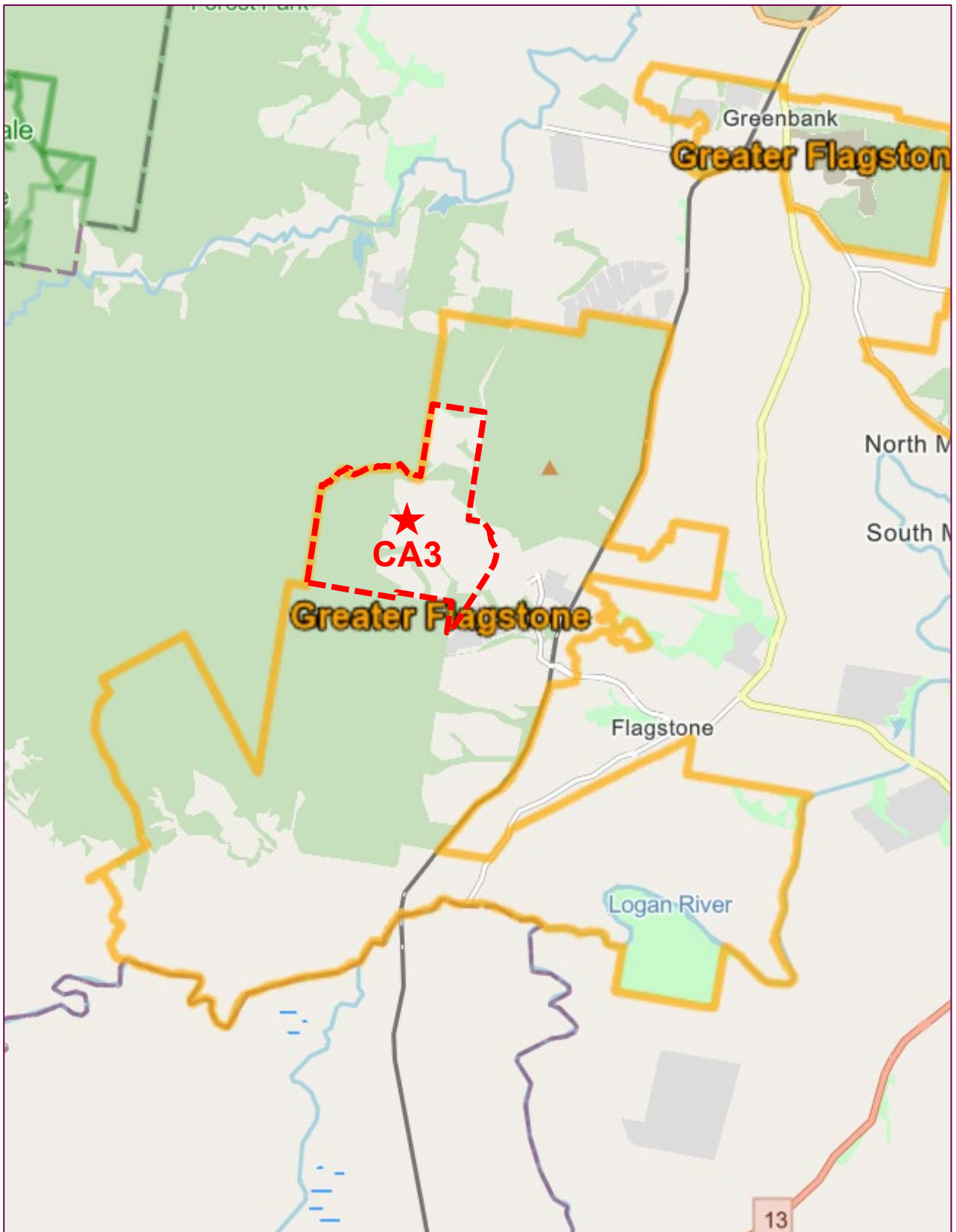


Figure 1 – Site Location

(Source: Google Maps)

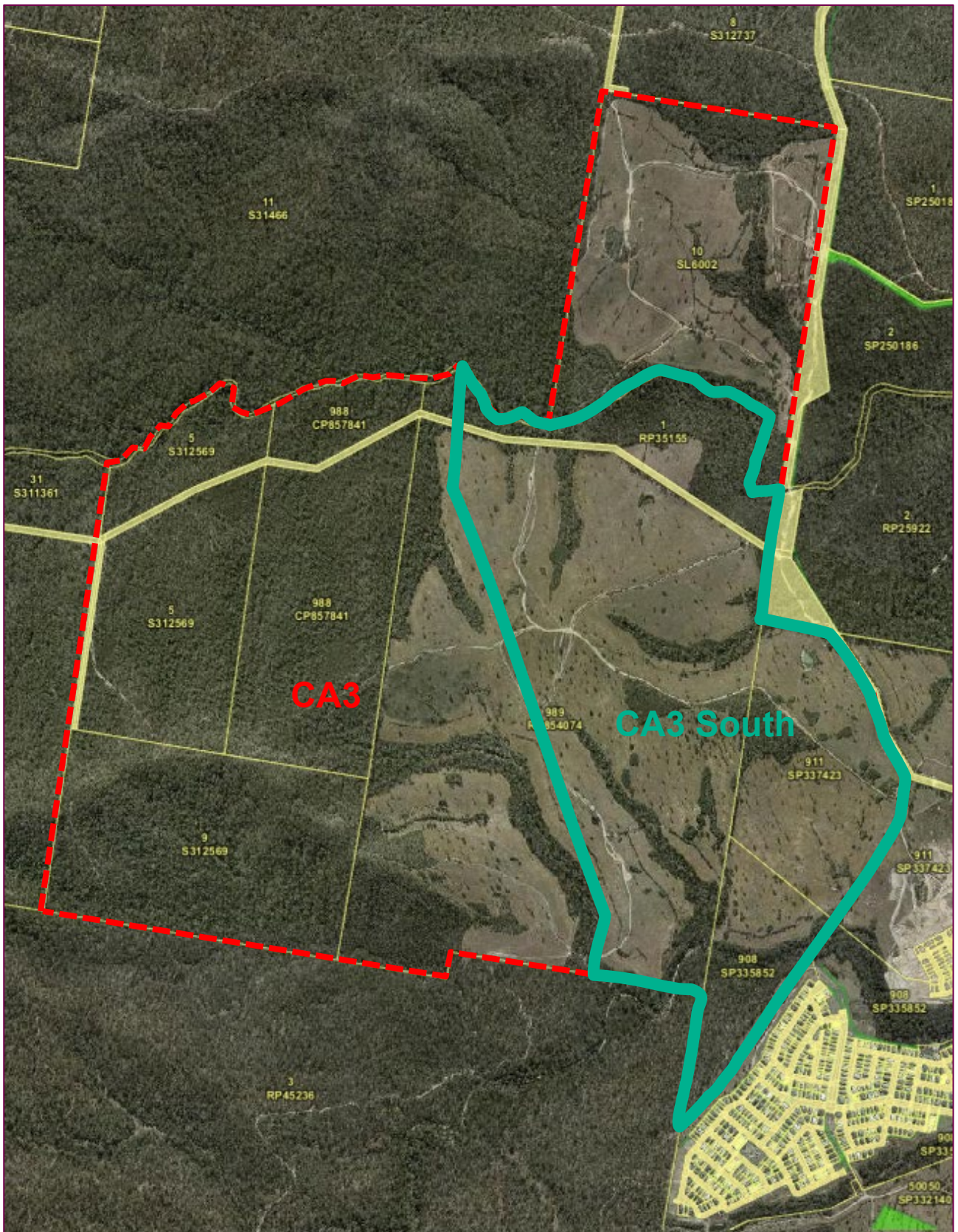


Figure 2 – Aerial Image (CA3 South in green)

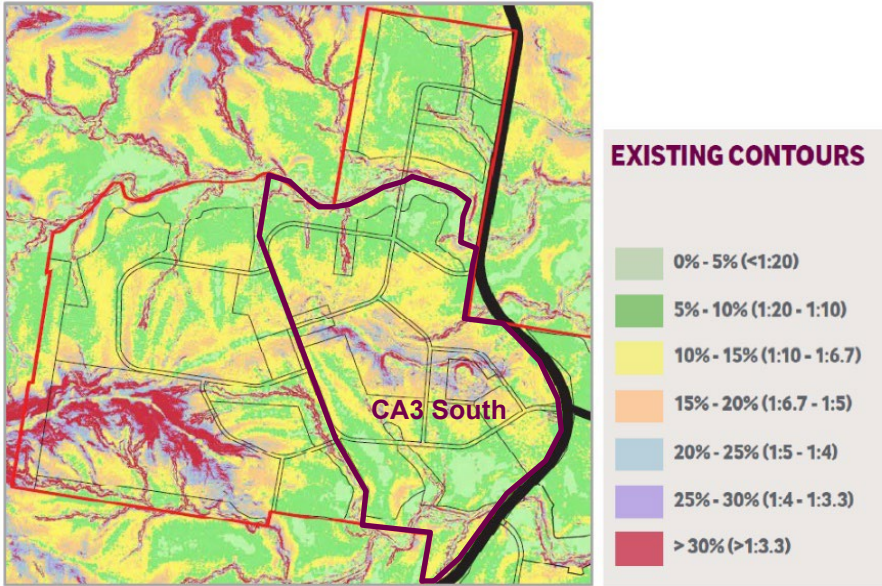
(Source: QLD Globe)

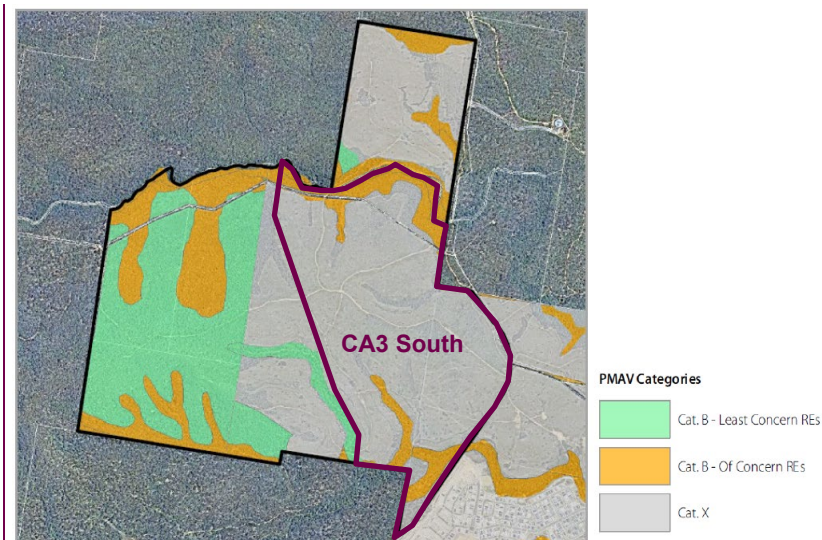


2.3 Site Characteristics

Site inspection and searches of local and state government records and public records indicate that key site characteristics include:

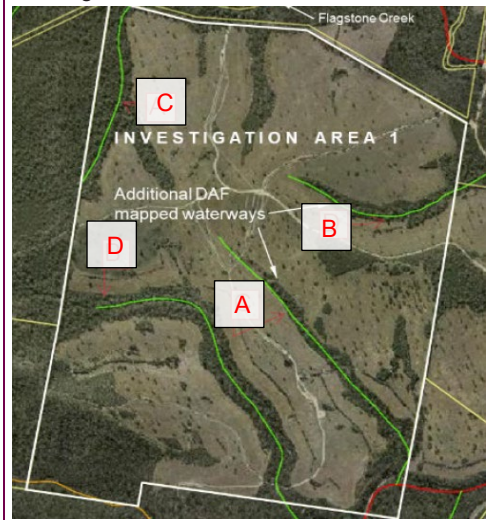
Table 2: Site Characteristics

| Site Features | |
|----------------------|---|
| Existing use of site | CA3 South consists of vacant land suitable for development. Previous operational work approvals have been granted for clearing of vegetation within CA3. Previous uses on site have included rural and residential uses. |
| Topography | <p>CA3 South includes topographical features such as a ridgeline and as such includes steeply sloping land. The subject area (outlined in maroon below) predominantly comprises sloping land between 5% and 15% contours. The proposed allotment configuration and typology (including 50m+ depth lots) addresses the ridge (25-30%) located in the middle of the subject area.</p> <div></div> <p>Earthworks will be undertaken to achieve grades in accordance with the endorsed Earthworks Infrastructure Management Plan.</p> <p>The topography of the land has been considered in determining the residential densities of CA3, taking into account the risks associated with the natural physical process of land movement and erosion.</p> |
| Vegetation | <p>Parts of CA3 are identified as containing significant vegetation, in particular remnant vegetation containing of concern regional ecosystems.</p> <p>Previous operational works approvals (Ref: 020-040-000286) have been granted for clearing of regrowth vegetation. Within recent years the majority of the land in the eastern portion of CA3 have been lawfully cleared under this operational works permit and are maintained with a pasture grass cover.</p> <p>The subject area (outlined in maroon below) comprises some Category B (<i>of concern regional ecosystems</i>) mapped vegetation along Flagstone Creek and Sandy Creek. Importantly, both portions of vegetation are within designated waterway buffers / open space corridors within the proposed masterplan.</p> <p>Fauna and vegetation assessments are further detailed in Appendix P and Q respectively.</p> |



| | |
|----------------------|---|
| Koala Habitat | <p>The site is identified under the NESS as containing vegetated areas of Koala Habitat. Impacts on Koala Habitat will be managed through the conditions of the EPBC Act approval.</p> <p>The site is also mapped under State Planning Policy as containing Koala habitat. As such a FMP has been prepared that requires the following be complied with as part of any future approval to ensure safe removal should any Koalas be encountered on site:</p> <ul style="list-style-type: none">• During construction phases measures are taken in construction practices to not increase the risk of death or injuries to Koalas as specified within the FMP (Appendix P).• Native vegetation clearing is undertaken as sequential clearing under the guidance of a Koala spotter where the native vegetation is a non-juvenile Koala habitat tree.• Landscape activities provide food, shelter and movement opportunities for Koala consistent with the site design. |
|----------------------|---|

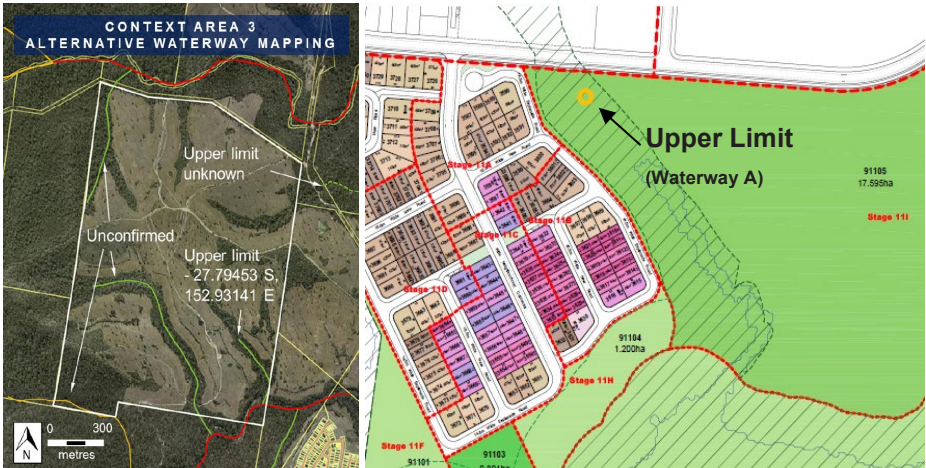
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|-------------------------------|---|
| Waterways and Flooding | <p>CA3 South contains two (2) major water corridors, being Sandy Creek (to the south) and Flagstone Creek (to the north). These waterway corridors are to be retained as part of the conservation and open space network.</p> <p>The proposed subdivision provides a 200m width for <i>corridor park / conservation</i> to remove risk of interference with remnant vegetation and the natural waterways. All Q100 levels from both water corridors are retained within designated <i>corridor park / conservation</i> area.</p> <p>Mapped Waterways</p> <p>Updated 2023 State desktop mapping of waterways (v3) identifies several watercourses /drainage lines within subject Lot 989 of CA3 South. PEET have recently engaged in a ground truthing exercise for technical expert input on several newly mapped waterways across PEET landholdings in Greater Flagstone. <u>Ground truthing was undertaken for Waterway A and B below.</u> Investigations for Waterways C and D were not undertaken as part of the initial investigations.</p> |
|-------------------------------|---|



A Waterway Investigation Report was prepared by *Fishology Consulting* in February 2024, which determined:

- Waterway A (southern feature): Fishology determined this waterway has a maximum upper limit which terminates within the proposed District Park lot (comprising open green space for protection of existing natural features and existing remnant vegetation).
- Waterway B (northern feature): Fishology determined that northern feature has a gradient that is considered to prohibit fish passage especially in a system that is unlikely to contain fish habitats providing opportunity for temporary or permanent residency. Fishology note that is a waterway (consistent with the Fisheries Act 1994 definition), is highly unlikely to be present.

A revised waterway map was prepared by Fishology to reflect the above findings. No works are proposed within the revised waterway mapped area. Refer below.



Importantly, the findings of the Waterway Investigation Report has provided justification to nil requirement of waterway barrier works approvals. At the time of lodgement of this application for CA3 South, PEET have engaged with Department of Agriculture and Fisheries (DAF) via the State Assessment and Referral Agency for a prelodgement meeting to seek confirmation that the proposed CA3 South can proceed as planned, given no actual waterway barrier works are proposed. This meeting and anticipated confirmation from DAF is imminent.

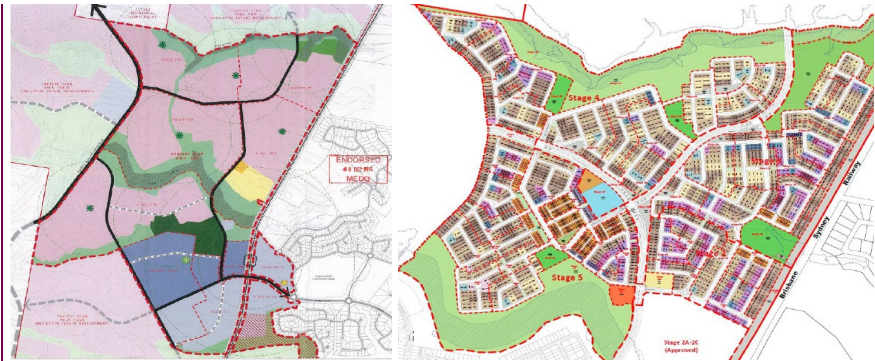
| | |
|---|--|
| Contamination and Notifiable Activities | The site is not registered on the EMR or CLR. Refer to collated searching results within Appendix A. |
| Heritage Values | The site: <ul style="list-style-type: none">• is not a Heritage Place; and• does not adjoin a Heritage Place. |

2.4 Surrounding Land Uses

Immediately surrounding land uses comprise the following land uses.

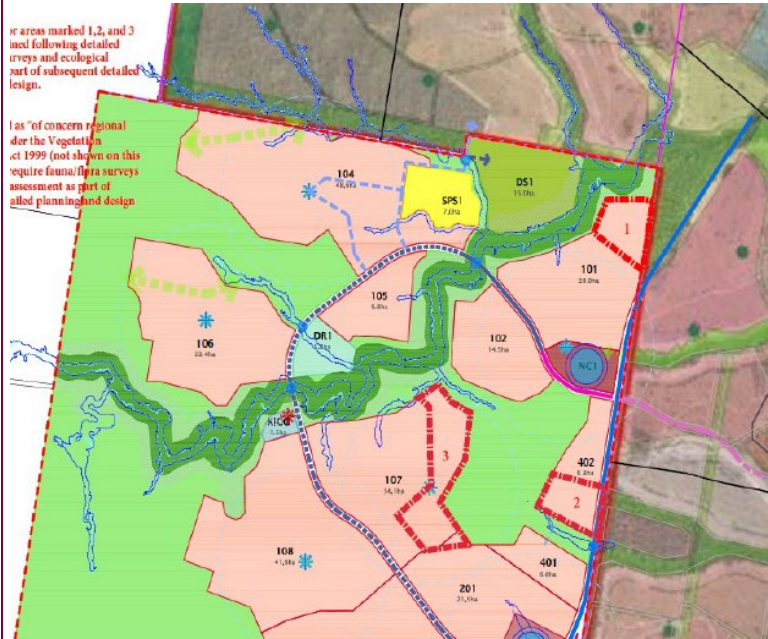
Table 3: Surrounding Uses

| Direction | Commentary |
|-----------|---|
| North | Flagstone Creek forms the northern boundary of CA3 South. Beyond Flagstone Creek are future release areas of CA3 which are not subject to this application. |
| East | Future North South Arterial Road (New Beith Road) forms the eastern boundary of CA3 South. On the eastern side of New Beith Road comprises the approved Stages 2-5 development within PEET's endorsed Context Area 1 (CA1). |



Context Area 1 and Stage 2-5 ROL Approved Layout, respectively.

South Densely vegetated undeveloped land (Pioneer Fortune Pty Ltd landholding) currently exists south of CA3 South. This land will be developed in accordance with the endorsed 'Undullah' Context Area Plan by Pioneer Fortune Pty Ltd (DEV2017/857), which includes a District Sport Park and a State Primary School.



Endorsed Context Area Plan over southern landholding

West CA3 South adjoins future release areas of CA3 which are not subject to this application. CA3 South is separated from the western portion of greater CA3 by the proposed trunk connector link road (refer to proposal plans in **Appendix C**).

2.5 Planning Context

The planning context of the site includes the following:

Table 4: Planning Context

| Instrument | Designation |
|--|---|
| South East Queensland Regional Plan 2023 (ShapingSEQ) | |
| Regional Plan designation | Urban Footprint |
| Greater Flagstone PDA Development Scheme | |
| Zoning | <ul style="list-style-type: none"> Urban Living Zone Environment Protection Zone Refer to Figure 4 – Zoning |
| Mapped Development Constraints Map 7, Development Scheme | <ul style="list-style-type: none"> Steep Slope 16-20% and >21% Bushfire Hazard Greenspace Buffer Q100 Flood Waterways |

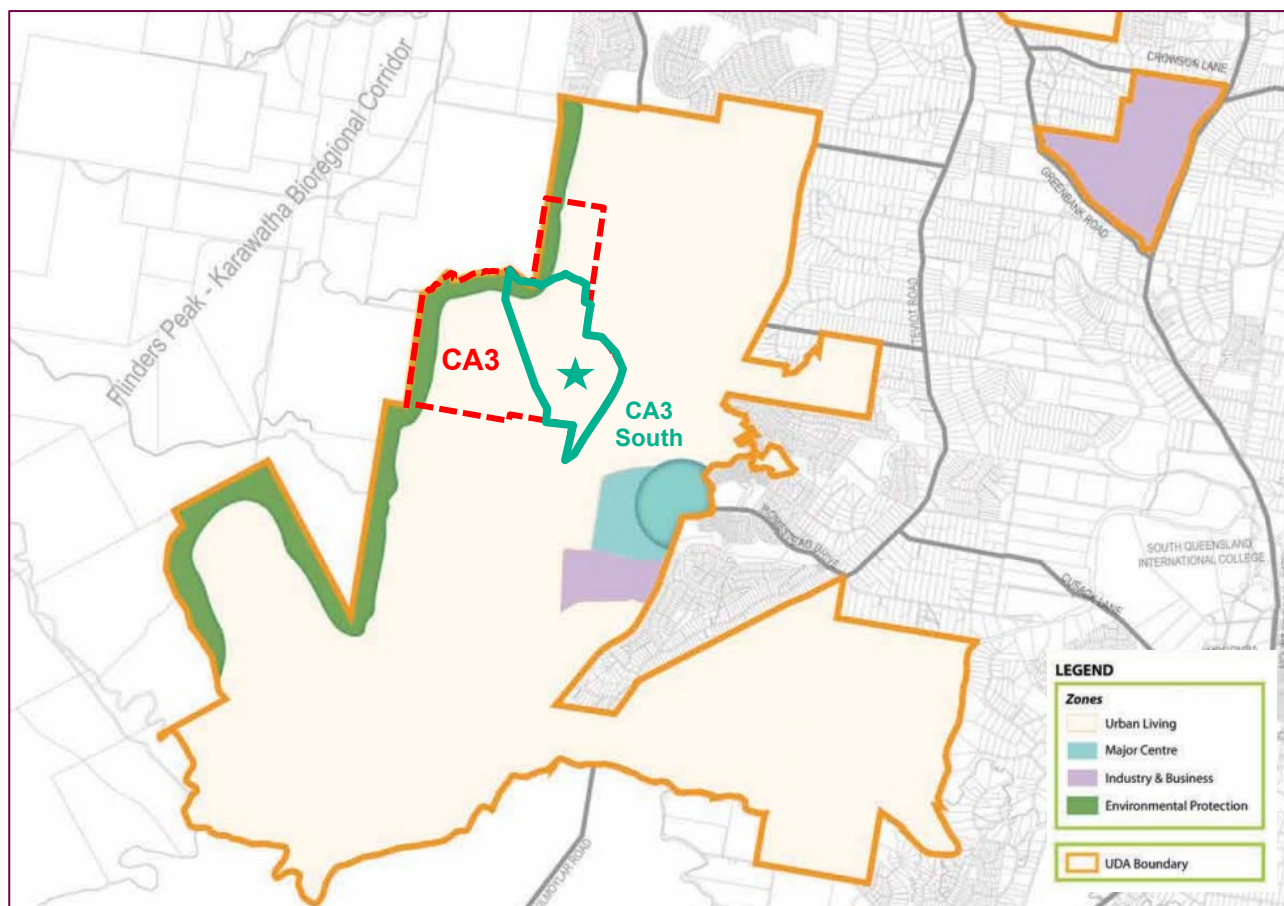


Figure 4 – Zoning (CA3 South in green)

(Source: Flagstone PDA Development Scheme)

3 BACKGROUND AND APPROVAL HISTORY

3.1 Relevant Approval History

The following outlines the key planning considerations and approvals relating to the recent planning timeline of Flagstone:

- Geographically located within Logan City Council, but under jurisdiction of the Queensland *Department of State Development, Infrastructure, Local Government and Planning* (Economic Development Queensland) (EDQ).
- Formal declaration of the Greater Flagstone Urban Development Area (UDA) (now Priority Development Area) (PDA) by EDQ in October 2010.
- The Greater Flagstone PDA Development Scheme (Development Scheme) commenced on 8 October 2011 and is applicable to all development on land within the boundaries of the PDA.
- The Decision Notice dated 19 October 2012 issued by EDQ granted the MCU Whole of Site Approval (DEV2012/209) for PEET landholdings within Greater Flagstone with conditions of approval.
- Subsequent to DEV2012/209, the Flagstone Infrastructure Master Plans (IMP) and Overarching Site Strategies (OSS) were endorsed by EDQ.
- Endorsement for Context Area 3 (CA3) Context Plan Area Strategy (CPAS) was issued by EDQ on 31 May 2023 (DEV2020/1154), in a combined approval with the first permissible development application for a 1-into-2 lot management subdivision. Noting the subdivision approved as part of DEV2020/1154 and is not intended to be delivered and was merely proposed as a catalyst for submitting the CPAS.
- Compliance Assessment in accordance with Condition 5 of DEV2012/209 for CA3 CPAS was granted by way of the CA3 endorsement by EDQ on 31 May 2023 (DEV2020/1154).
- The endorsed CPAS for CA3 addresses planning compliance with the Development Scheme, PDA guidelines, endorsed IMP and OSS documents and relevant conditions of the whole of site approval. As such further assessment against these provisions has been undertaken where relevant in Section 8.4 and 8.5.
- Compliance of the proposal with the endorsed CA3 CPAS is addressed in Section 8.3 of this report.

3.2 Relevant Development Applications

3.3 CA3 School ROL (DEV2023/1414)

CA3 provides for a 7ha State Primary School, as per the requirements of the *Greater Flagstone PDA Development Charges and Offset Plan* (DCOP). On 2 June 2023, a development application (the 'School ROL application') was lodged to EDQ to subdivide land in CA3 for the purpose of creating a new lot, to be developed in the future for the State Primary School (DEV2023/1414). The application affects Lot 989 on SP854074, Lot 911 on SP335853 and Lot 90 on SP316978.

A Further Issues request was issued by EDQ on 27 July 2023. As part of the formal response submitted to EDQ on the 30 November 2023, the Applicant demonstrated to EDQ that the road alignment and other constraints to the south of the school site do not prevent the provision of the regional sports park (minimum 15ha of functional sporting land) and the district centre from being delivered.

In order to demonstrate the above, the Applicant provided EDQ with a conceptual layout plan for both the Regional Sports Park and District Community Centre. EDQ has not raised any concerns with the plans submitted and as such these concepts have informed the design parameters of the subdivision layout the subject of this development application.

The School ROL application is currently in EDQ's decision period.

Importantly, we note the proposed location and specific site boundaries of the school lot under this application is consistent with the School ROL application awaiting approval. As such, there is no conflict between the School ROL application and this subject application.

3.4 Context Plan Area Strategy – CA3

The subject site is located within Context Area 3 – South. The overarching CA3 plan and strategy were endorsed by EDQ on 31 May 2023 (DEV2020/1154).

Refer to **Figure 5** for a snapshot of the endorsed CA3 Context Plan and **Figure 6** for the location of the subject site (CA3 South) in reference to the endorsed CA3 Context Plan.

The purpose of the Context Plan is to provide an intermediate level of spatial planning that ensures future development applications will not prejudice the achievement of the PDA vision, PDA-wide criteria, and zone intents in a broader area around the site.

The endorsed CA3 CPAS addresses planning compliance with the Development Scheme, PDA guidelines, endorsed IMP and OSS documents and relevant conditions of the whole of site approval. Assessment of the proposed subdivision against the endorsed CPAS is provided in Section 8.3 of this Report.

The key elements of CA3 South, as identified under the CPAS, includes:

- Future north-south arterial road (New Beith Road).
- Greenspace open space corridors for Flagstone Creek and Sandy Creek, and Environmental Core Area along northwest boundary protecting Flagstone Mountain.
- Regional sports park (minimum usable area of 15ha), district sports park (minimum usable area of 7.5ha), and three (3) neighbourhood recreation nodes.
- Neighbourhood centre, District centre, and Emergency Service (ambulance).
- State Primary School (7ha) and potential State High School (12.5ha) (subject to State agency acquisition).

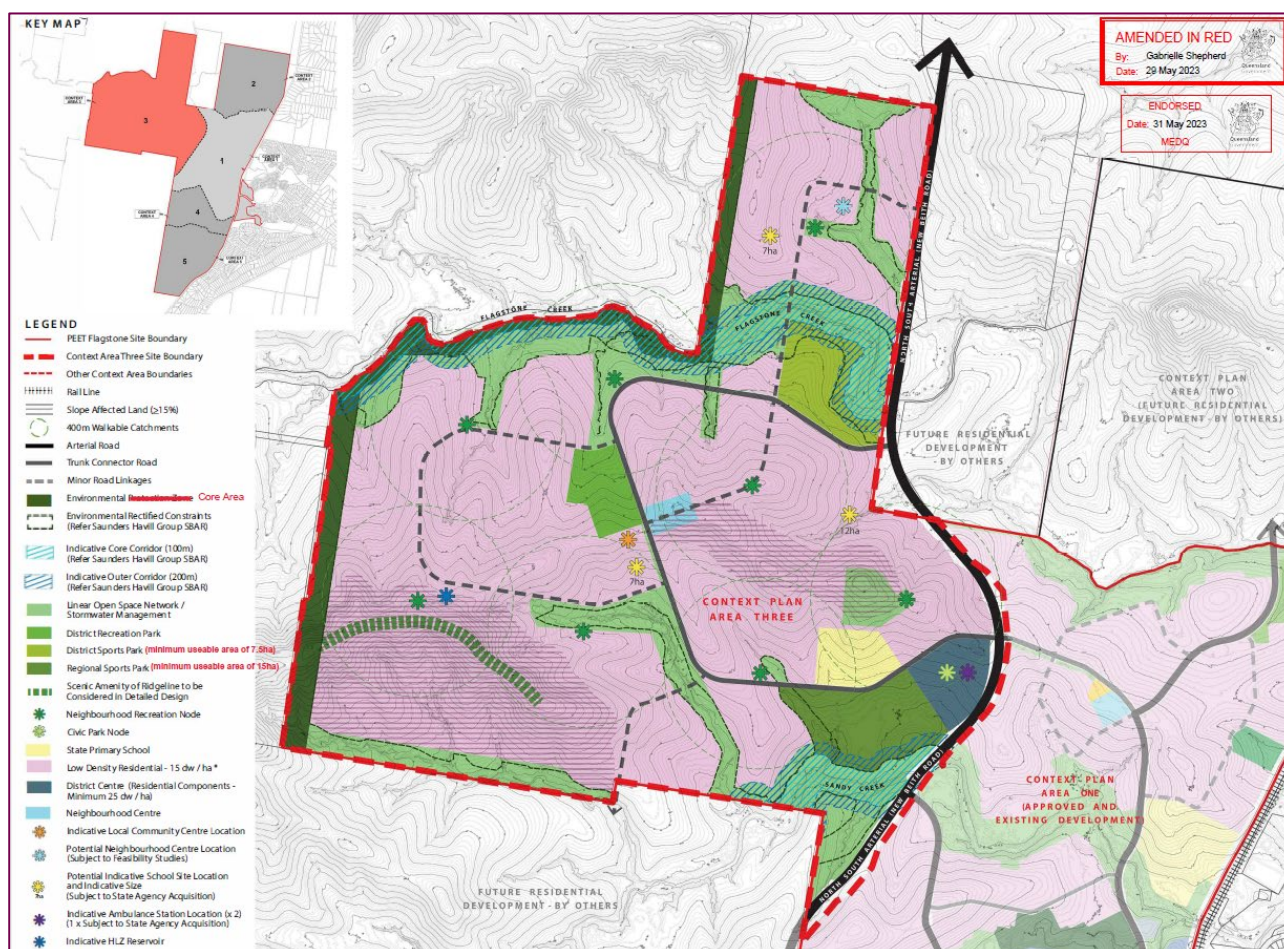


Figure 5 – Endorsed CA3 Context Plan (EDQ Ref: DEV2020/1154)

(Source: RPS)

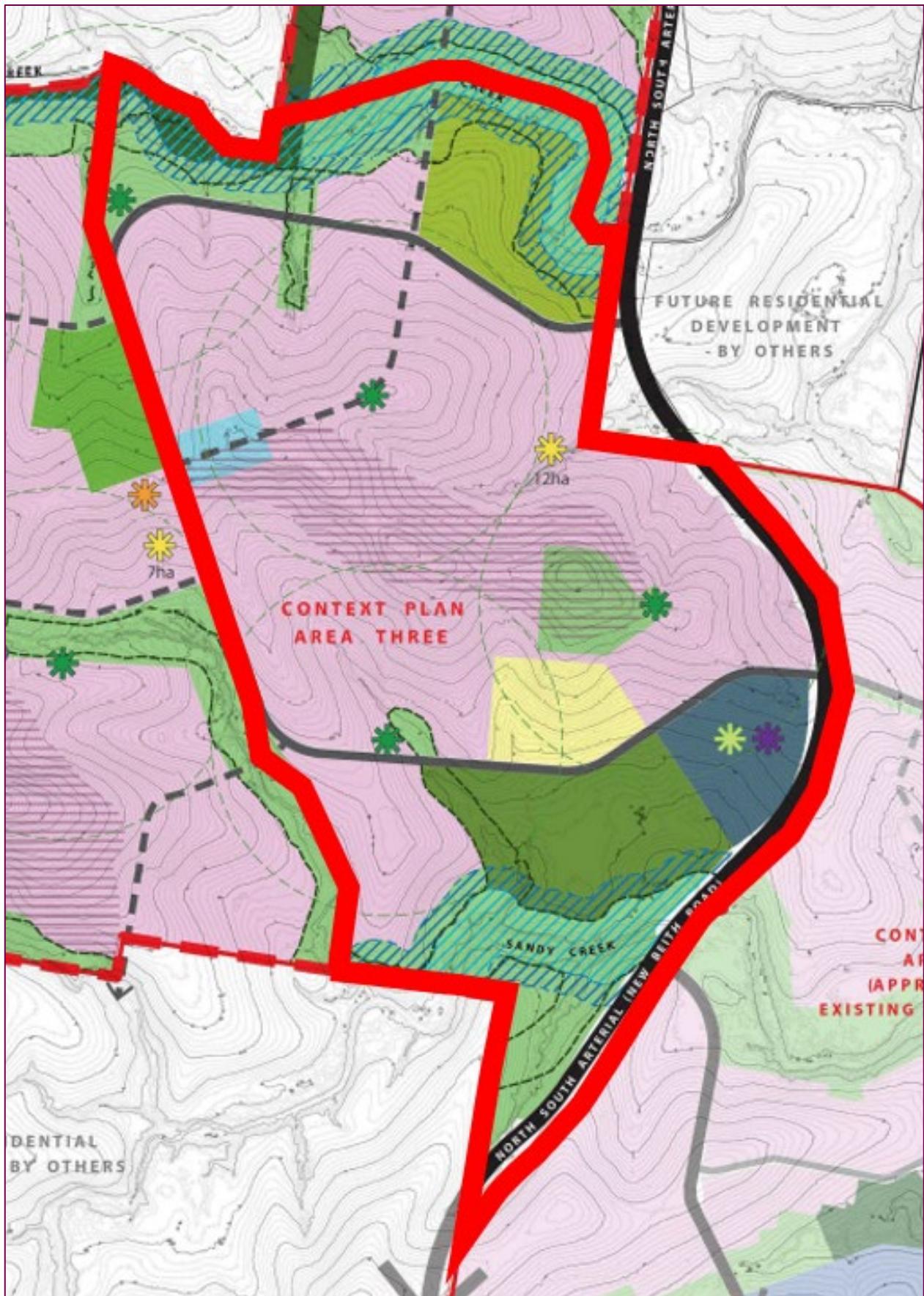


Figure 6 – Endorsed CA3 Context Plan (CA3 South in red)

(Source: RPS)

4 DESIGN APPROACH

The proposed development forms part of PEETs master planned community within Greater Flagstone. Flagstone is identified under all levels of planning framework and legislation as being an important growth area and priority expansion area within the Urban Footprint. As such development within this locality is responsible for delivering a significant portion of new housing to help address the current undersupply of housing in South East Queensland (SEQ) as well as the infrastructure necessary to support new residential communities.

The design process behind the CA3 South layout has been in works for over a year, with critical analysis and design collaboration enabling the PEET development team to build upon the key requirements identified for the site under the CPAS, and further refine these items to address current market trends and demands whilst achieving a sustainable design outcome.

The key themes and design requirements for the proposal are summarised below:



Unlock developable area by focusing urban growth along major infrastructure projects (New Beith Road).



High-quality urban design communities: ensuring residents have good access to public transport, are well connected to established neighbourhoods, and are surrounded by green open space.



Establish different residential neighbourhoods that offer a range of lot types that will facilitate the opportunity for diverse housing typologies and are defined through natural landform and ecological features.



Providing new employment areas that benefit from the synergies created from surrounding district and regional infrastructure (e.g. district centre adjoining the regional sports park).



Create a layout pattern that is disaster resilient and adaptive:

- minimising the need to clear vegetation to mitigate bushfire hazard and ensuring appropriate buffers are provided between heavily vegetated areas and urban development.
- providing suitability sized lots in slope affected areas that are capable of accommodating slope responsive designs that mitigate potential for landslides.

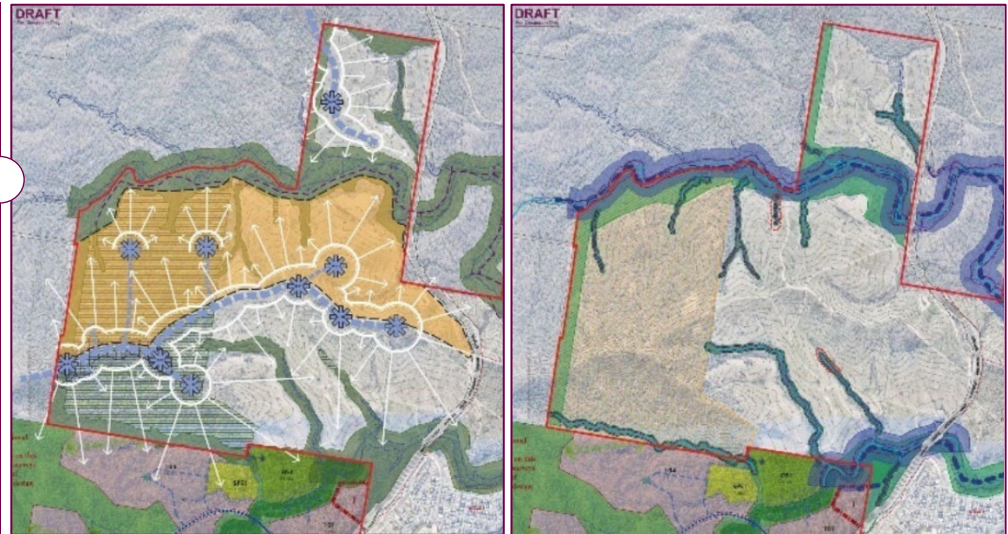


Maintain and enhance the connectivity of biodiversity corridors and protect areas of high ecological values: focusing rehabilitation along the established Sandy and Flagstone Creek corridors.

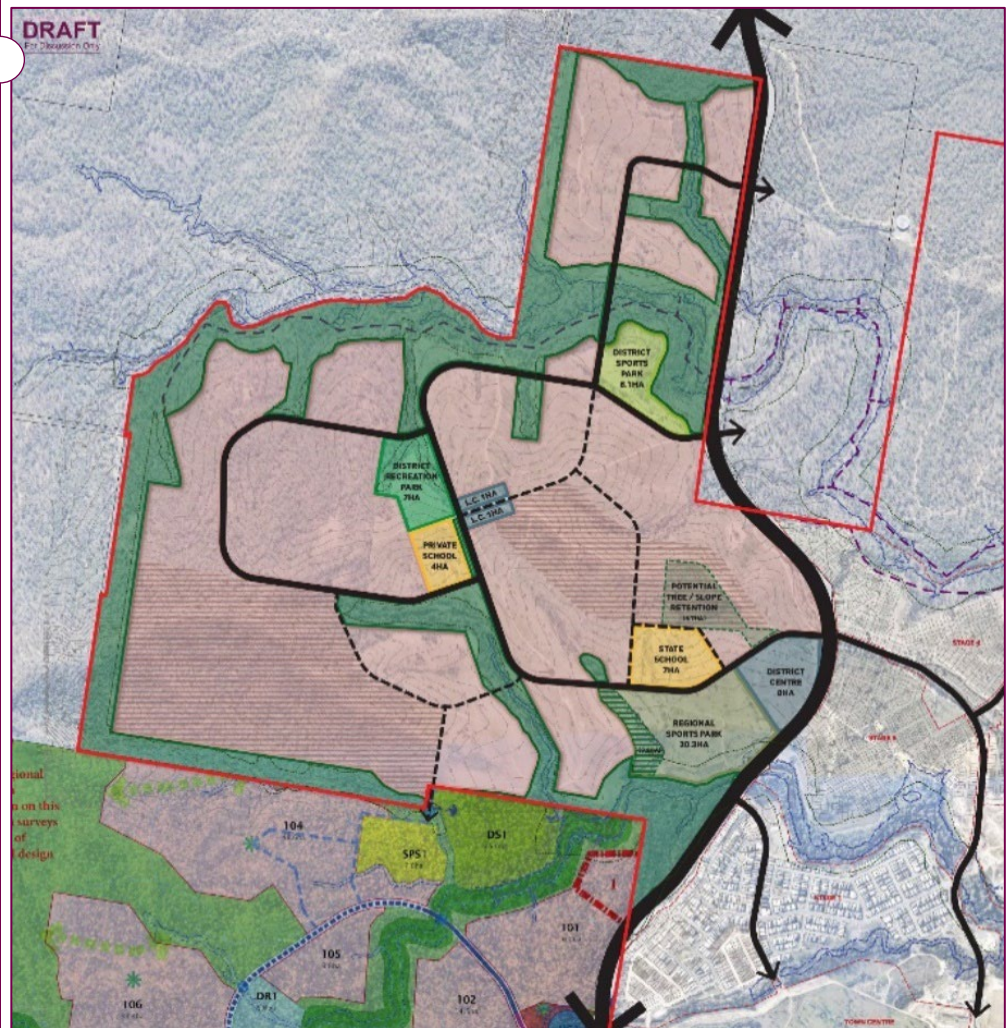
REPORT

As abovementioned, the design approach for CA3 South has undergone various stages of drafting and refinement since inception in January 2020. The following timeline demonstrates each stage of the design exercise.

Initial kick-off workshop & opportunities and constraints mapping
January 2020 – February 2020



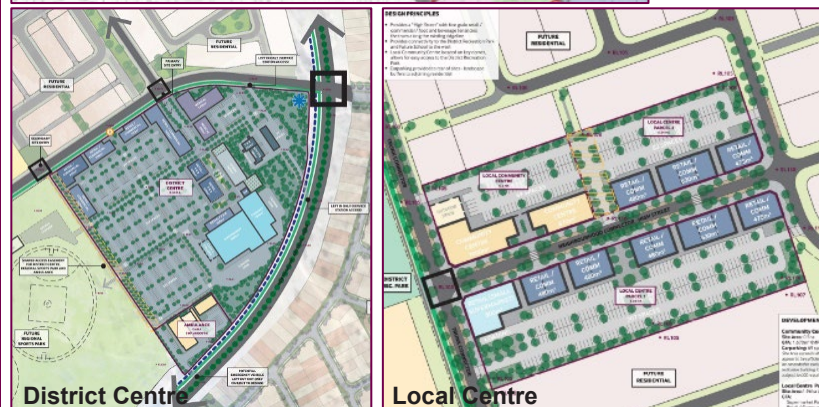
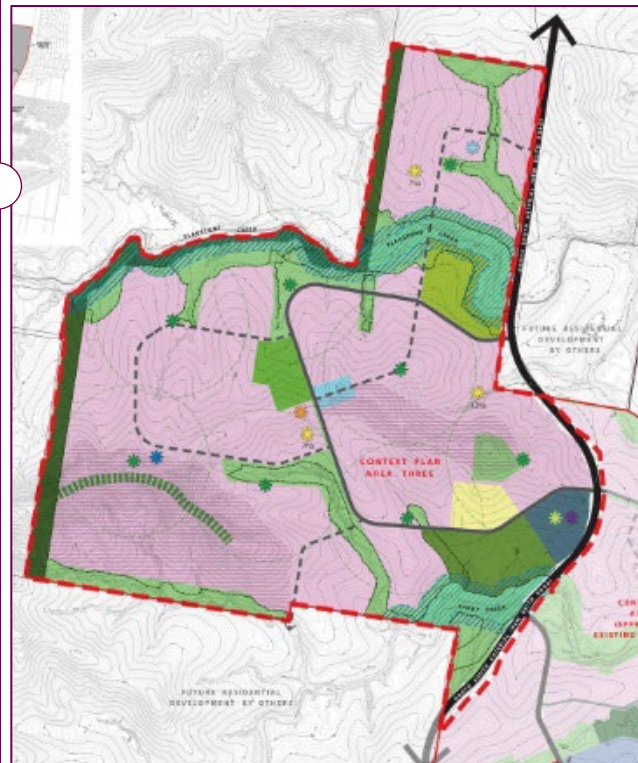
Structure planning
March 2020



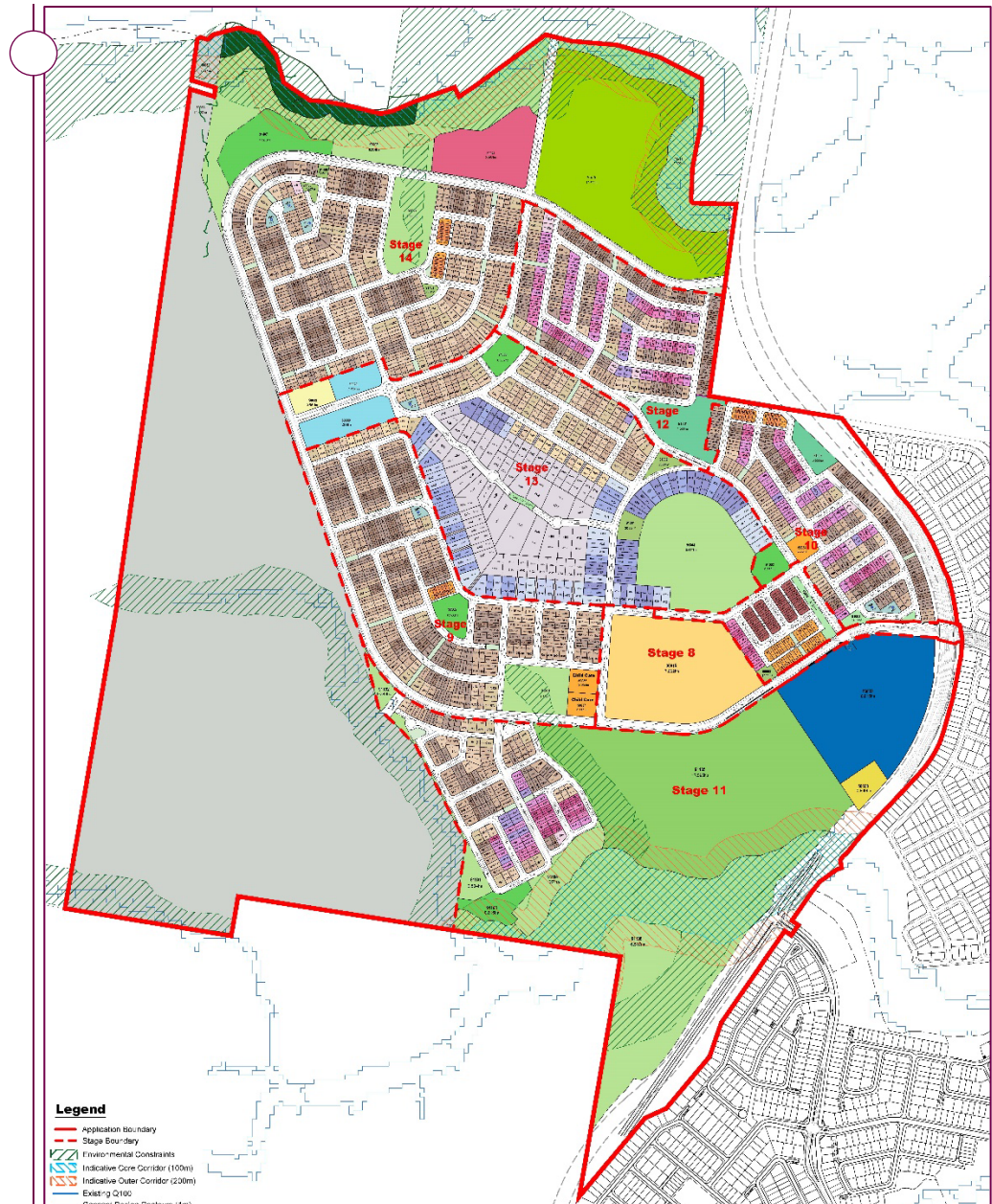
Primary school negotiations
April 2020



Context Plan preparation and refinement of non-residential uses
November 2020 – June 2022



Final site plan
March 2024

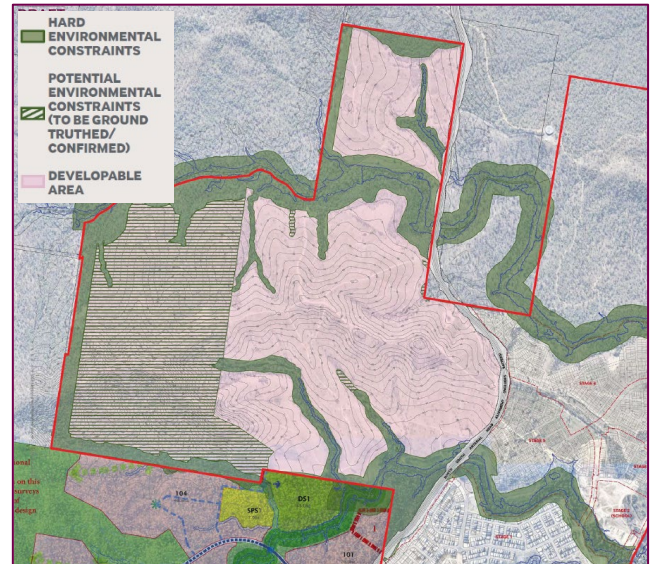
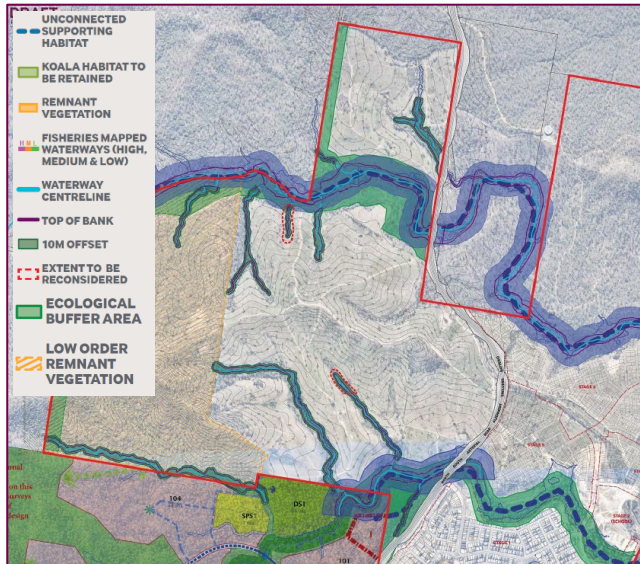


Refer to Section 5 and *Figure 7* of this report for the proposed site plan in full description.

4.1 Opportunities and Constraints

As demonstrated above, an initial design phase for CA3 South was an opportunities and constraints analysis based on the site's topography and natural features. Developable areas were determined based on this analysis.

Snapshots of key constraints mapping (from initial workshops in January 2020) are provided below.

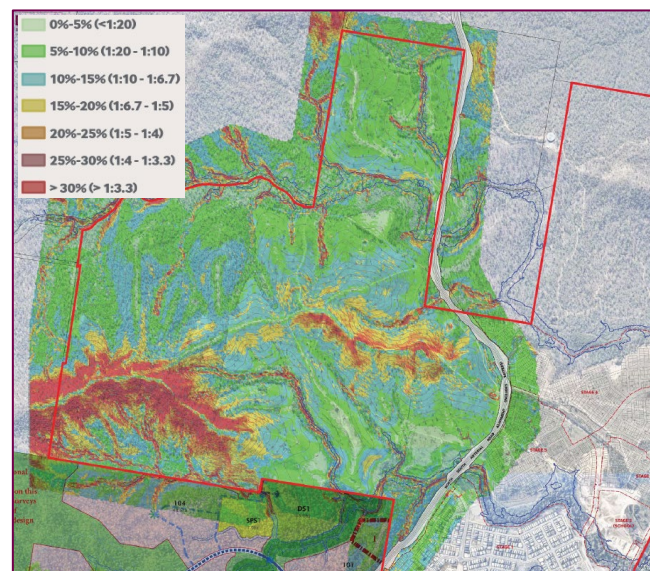
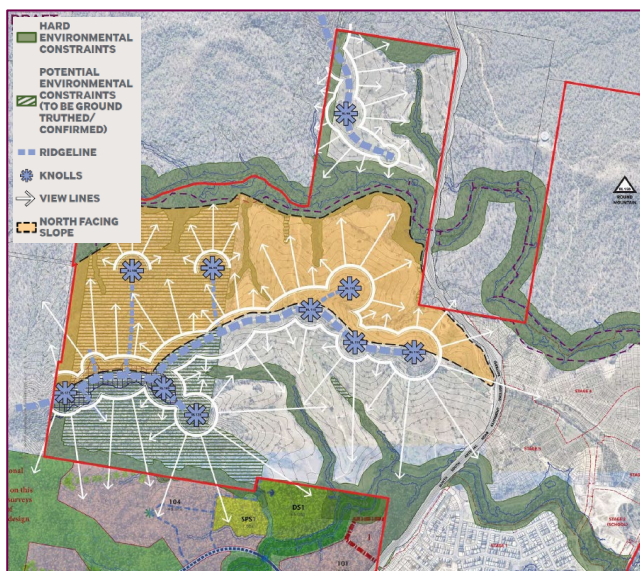


Natural Environment Site Strategy (NESS)

The NESS provides parameters for ecological constraints within CA3. Initial mapping to inform design included environmental corridors, unconnected supported habitat, mapped fish waterways, as well as EPBC koala habitat (retained and removable), and PMAV areas of remnant concern, and Q100 flood levels.

Developable Area

Developable areas comprise land within CA3 less area identified for ecological constraints or natural feature. CA3 South is largely developable. Some areas within CA3 were flagged for ground truthing environmental survey and assessment to determine the extent and quality of the vegetation.



Ridgeline and Slope

CA3 is largely characterised by the east-west ridgeline through the centre of the site. The north and south facing slope influenced structure planning and lot configuration with regard to access and circulation, grading, drainage, and building orientation for key view lines.

Engineering Constraints

The ridgeline posed an increased engineering challenge for lots proposed within such a particularly slope-affected area. Slope analysis of topographic constraints of CA3 South were considered to maximise usable space and earmark key non-affected areas which would be most suitable for non-residential uses (ie. district centre, school, etc).

5 PROPOSAL

5.1 Overview

This application seeks to establish part of CA3 within Flagstone. This is the first application lodged in CA3. The development application seeks approval for:

- **Development Permit for Reconfiguring a Lot** – 1,635 residential lots, 1 medium density lot, 3 potential child care centre lots, 1 district centre lot, 2 local centre lots, 1 state primary school lot, 2 community infrastructure lots (community centre and emergency service), balance lots, stormwater management lots, parks, and new roads) and associated Plan of Development (PoD).

Specifically, the development for subject area CA3 South comprises of:

- 1,635 residential lots ranging in sizes and densities;
- One (1) medium density lot (2.863ha) – this will be subject to future development applications;
- One (1) mixed use (district centre) super lot (8.015ha) integrated with an emergency services lot (0.600ha);
- One (1) community facility centre lot (0.551ha) co-located with two (2) mixed use (local centre) lots (totalling 1.945ha);
- Three (3) potential childcare lots (ranging between 0.3-0.35ha);
- One (1) State Primary School lot (7.002ha);
- One (1) district sports park (12.624ha), one (1) regional sports park (17.595ha), and neighbourhood recreation parks (totalling 3.839ha);
- Various stormwater management lots (totalling 2.143ha);
- Open space areas incorporating a range of recreation and linear parks, pedestrian links / landscaping, and corridor parks and conservation buffer corridors along the remnant vegetation of Flagstone and Sandy Creeks;
- New road (future north-south arterial New Beith Road) comprising new access connections, an internal network of streets and access roads; and
- A comprehensive suite of Plans of Development (PoD), including supporting built form requirements for residential and commercial, on-street and off-street carparking, engineering information, landscaping, and typical road cross section information.

A total of **1,647 lots** are proposed, inclusive of all residential and non-residential lots.

CA3 South also recognises land for a latent State High School (12.5ha) which is notably subject to future potential State agency acquisition. Please refer to Section 5.8.3 for further detail.

The details of the proposal are discussed further below, and proposal plans are included at **Figure 7** below and in full in **Appendix C**.

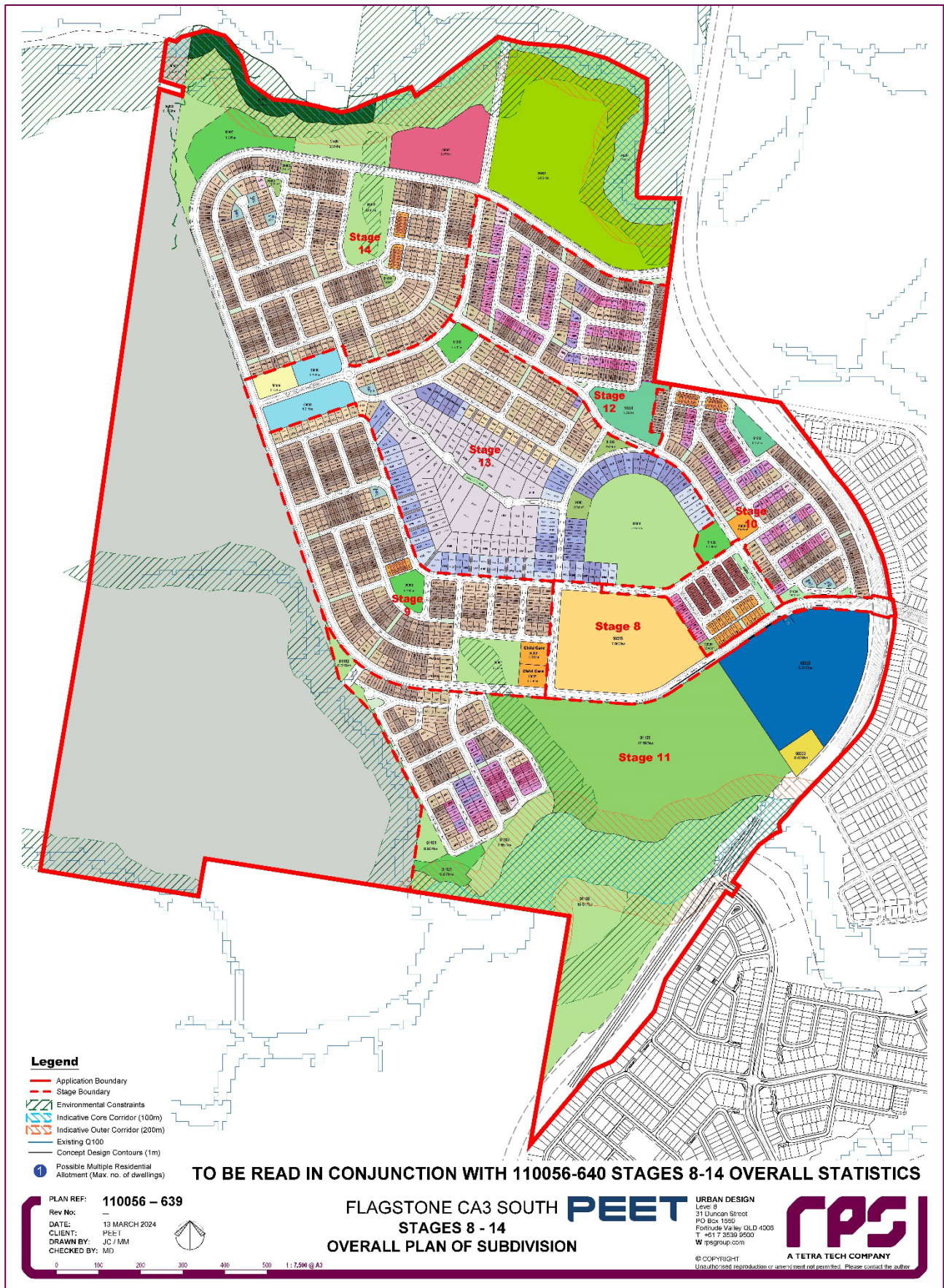


Figure 7 – ROL Proposal Plan

(Source: RPS)

5.2 Residential Density

PEET have ensured a variety of residential densities within the staging for CA3 South. The residential densities and other lot yield (non-residential land uses), and new road, are congruent with feasible delivery targets for CA3 South as well as land use patterns within PEET's neighbouring endorsed Context Area 1.

CA3 South proposes a total **1,635 residential lots** within six (6) stages (Stages 8-14).

The following table provides a summary of lot yield and residential densities within CA3 South.

Table 5: Yield and Density Summary

| Stage | Res. Lot Yield | Other Lot Yield ¹ | Total Lots | Residential Density ² | Area of New Road ³ | Total Stage Area |
|--------------|-------------------|------------------------------|-------------------|----------------------------------|-------------------------------|------------------|
| Stage 8 | - | 1 | 1 | - | 3.080 | 10.082 |
| Stage 9 | 379 | 2 | 181 | 14.7 dw/ha | 10.211 | 28.083 |
| Stage 10 | 207 | 1 | 208 | 15.3 dw/ha | 7.396 | 16.892 |
| Stage 11 | 153 | 2 | 155 | 13.6 dw/ha | 13.674 | 66.313 |
| Stage 12 | 238 | - | 238 | 14.8 dw/ha | 5.273 | 16.131 |
| Stage 13 | 261 | 3 | 261 | 8.9 dw/ha | 5.370 | 37.552 |
| Stage 14 | 397 | 3 | 397 | 12.1 dw/ha | 11.459 | 144.019 |
| TOTAL | 1,635 lots | 12 lots | 1,647 lots | 12.7 dw/ha | 56.371ha | 319.072ha |

Notes:

¹ Including balance allotments, community, school, retail, commercial and medium density allotments.

² Calculated on residential allotments only.

³ Includes pedestrian linkages.

Seven (7) corner lots across CA3 South have also been earmarked as potential multiple residential allotments which can accommodate 2-3 dwelling units, providing another form housing choice supported by high-functioning use of larger corners with increased site frontage.

It is acknowledged that the residential density is slightly below the average residential density minimum provided for urban living areas across Greater Flagstone. This is due to the unavoidable topography constraints of CA3 South, including the steeply sloping areas along the ridgetop of this area. In response to the topographical constraints of the ridgetop area, the proposed product adopts a mixture of larger 'standard' residential allotments, as well as large lots which retain the natural slope of the land. Housing typologies in this area will typically depict slope-responsive architectural outcomes and will boast views across the wider Flagstone area.

Higher densities have been incorporated into the CA3 South design where possible, with villa and terrace lot types and potential future multiple residential allotments and the medium density allotment are all in close proximity to neighbourhood focal points such as public transport, commercial services (local or district centre) and high quality open space areas.

Furthermore, it is noted that higher residential densities will be provided in other locations across PEETs approved landholdings, where land is considerably more flat and as such more conducive for smaller lots and urban built form.

5.3 Residential Precincts

The approach to the lot mix of CA3 reflects Flagstone's current and future residential market with regard to buyer price points. CA3 South caters to a broader range of potential freehold lot buyers to maximise market appeal. By segmenting the development into different market tiers, delivery risks are mitigated where associated with market fluctuations and momentum of sales.

CA3 South provides the following residential precincts: Entry 1 and 2 segments, Mid 1, 2 and 3 segments, a Premium segment, and an Urban segment. The precincts only relate to residential sale areas.

Generally, the precincts are separated by lot size (ie. smaller lots within the Urban segment, in comparison to larger lots with enhanced view corridors within the Premium segment).

Refer to **Figure 8** for an illustration of the precincts, which are provided to EDQ as an FYI only. The purpose of providing the precincts is intended to demonstrate to EDQ that holistic catering to the residential market has been considered within the lot sizing and type.

Commentary is provided per precinct within Sections 5.3.1 to 5.3.4 below.

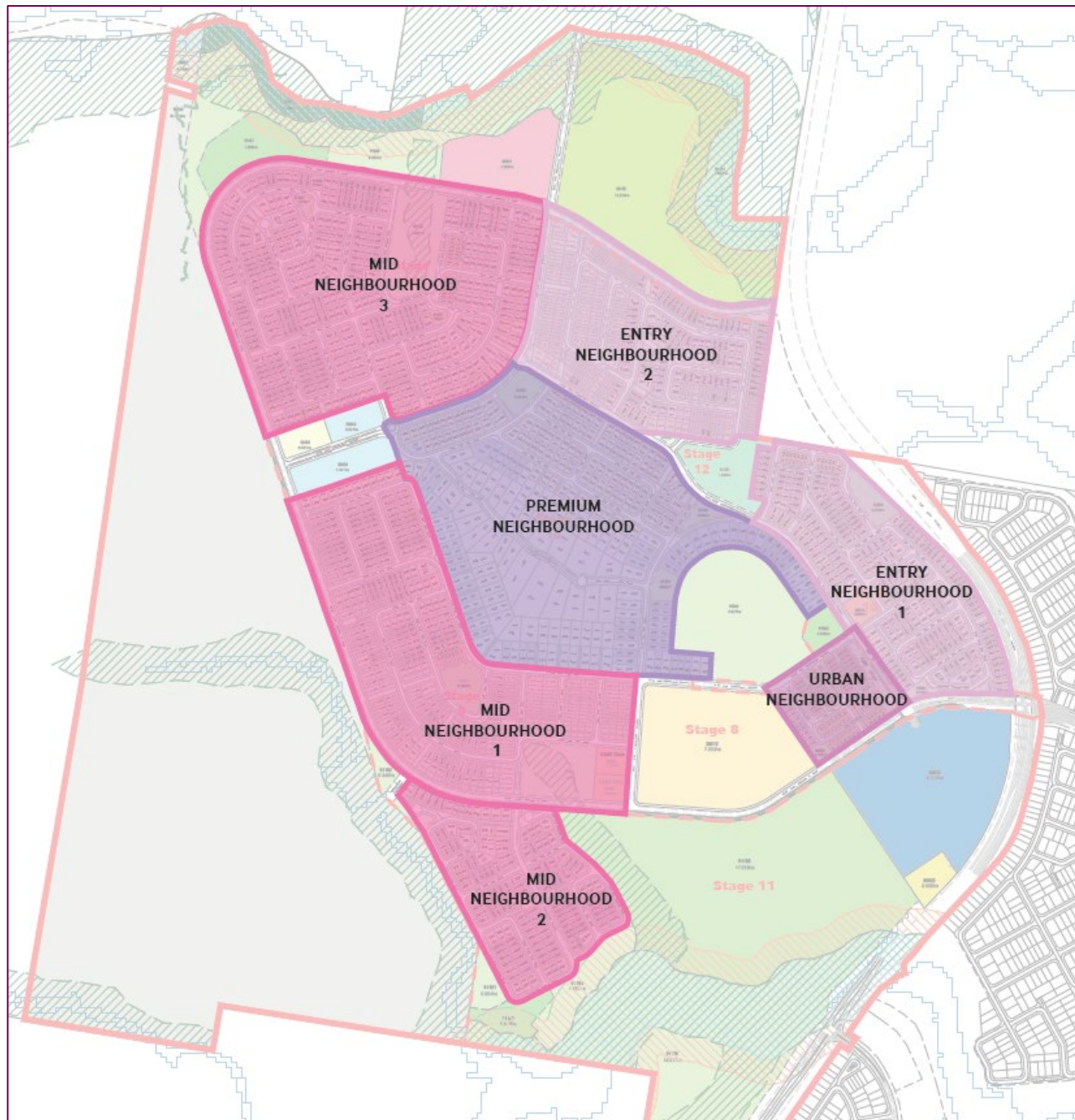


Figure 8 – Residential Precincts

5.3.1 Entry Precinct

Entry neighbourhoods comprise Entry 1 and Entry 2 segments which are located in the north-eastern areas of CA3 South, in closest proximity to New Beith Road and associated major transportation hubs. Smaller lot sizes adjacent to main roads typically exhibit a more favourable starting price point due to marginal traffic and noise impacts.

Entry products adopt a residential typology mix which targets first-home buyers and smaller families through smaller lot widths and depths.

5.3.2 Mid Precinct

Mid Neighbourhoods comprise Mid 1, Mid 2 and Mid 3 segments which are located along the western CA3 boundary (trunk connector road).

Mid products adopt a residential typology mix which targets more established families, residing in their second or third home. Mid neighbourhoods adopt slightly larger lot depths and frontages and are located in areas surrounded by open space amenity, wider views and easy access to facilities.

5.3.3 Premium Precinct

The Premium Neighbourhood comprises the central portion of CA3 along the east-west ridgeline (notated on the proposal plans as 'ridgetop allotments').

Premium product adopts a mixture of larger 'standard' residential allotments, as well as large lots which retain the natural slope of the land. Housing typologies in this area will typically depict slope-responsive architectural outcomes and will boast views across the wider Flagstone area.

The steepness of the area presented several unique challenges and design considerations. Due to elevation, the configuration of lots prioritised structural stability and disruption of earthworks. In particular, the design of the lots considered soil erosion, stormwater servicing and natural flow, bushfire risk and strong winds, environmental impacts, and access.

This precinct is nestled in the centre of CA3 South, allowing easy access to all nearby facilities and amenities, whilst providing serenity of an increased separation from main roads and centres. Premium product utilises a central part of CA3 which would have otherwise been undevelopable if catering only to the smaller lot type product.

Ridgetop Allotments

The ridgetop allotments allow for a specific premium product to be available in CA3 where a key design objective is maximised panoramic views and integration with the surrounding landscape to create desirable and functional living spaces. Refer to **Figure 9**.

Most ridgetop allotments front the neighbourhood road along the peak of the ridgeline. Rear lots are proposed in a battleaxe format accessing other neighbourhood roads further north and further south. The access handles do not diminish the product type of the lots they encumber. These lots still comprise premium product of 50m+ depth.

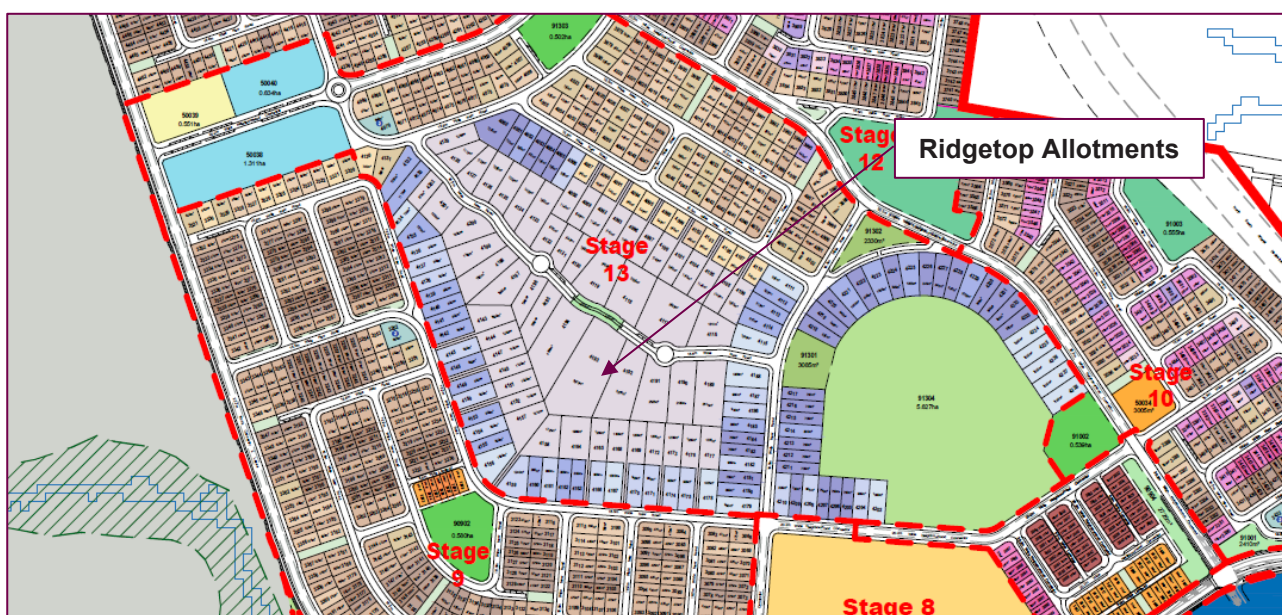


Figure 9 – Ridgetop Allotments

5.3.4 Urban Precinct

The Urban Neighbourhood is characterised predominantly by rear-loaded, attached terrace product. The precinct is located in close proximity to high amenity areas to support higher density living. Particularly, the precinct is bound by the State Primary School to the west, local and neighbourhood recreation parks to the north, pedestrian linkage green space to the east, and the District Centre to the south. The terrace lots closest to the District Centre front an internal laneway road.

Overall, the lot typologies target young professionals, small families and downsizers.

5.4 Residential Lot Typologies

Ensuring lot typologies can sufficiently provide varying housing product is a key deliverable of the precincts above. The table below outlines intended products per lot typology.

Table 6: Residential Lot Typologies

| Lot Type | Standard Dimension | Design Intent | |
|-----------------|--------------------|--|--|
| Terrace Product | | | |
| 25m deep | 25m x 7.5m | <p>A terrace allotment is a narrow lot which allows for houses to typically be constructed to both side boundaries. Garage access is provided via a rear laneway, with front door access to the adjoining street or park. Terraces are typically one or two storeys in height, and provide a more continuous streetscape presence than standard residential allotment typologies.</p> <p>In some instances in Context Area 3 South, some terrace product adopts built to boundary walls to one side boundary only – this is due to the underlying slope through the precinct and the intricacies of achieving vehicular access into garage pads.</p> | <p>Terrace (single storey)</p>   |
| 28m deep | 25m x 7.5m | | |
| 25m x 9.5m | | | |
| | | | <p>Terrace (double storey):</p>   |

Villa Product

| | | |
|----------|-----------|---|
| 25m deep | 25m x 10m | A Villa allotment is typically 10m wide and is suited to the housing needs of an increasing number of one and two person households. Typically adopting a 2-3 bedroom home, the dwelling design is detached and includes a mandatory provision for built to boundary on one side of the allotments. If a single storey dwelling design, Villa lots will typically only include a single garage. |
| 30m deep | 30m x 10m | |



Premium Villa Product

| | | |
|----------|-------------|---|
| 25m deep | 25m x 12.5m | A Premium Villa allotment is typically 12.5m wide and provides the opportunity for a 3-4 bedroom home with a two car garage. The dwelling design is detached and includes an optional provision for built to boundary on one side of the allotment. |
| 30m deep | 30m x 12.5m | |



Courtyard and Premium Courtyard Products

| | | |
|-----------|--|---|
| 25m deep | 25m x 14m (courtyard) or 16m (premium) | Courtyard allotments (14m wide) and Premium Courtyard allotments (16m wide) provide the opportunity for a 3-4 bedroom home with a two car garage, with greater opportunities for larger outdoor living spaces. The dwelling design is detached and includes an optional provision for built to boundary on one side of the allotment. |
| 30m deep | 30m x 14m (courtyard) or 16m (premium) | |
| 50m+ deep | 50m x 14m (courtyard) or 16m (premium) | |



In some instances, split level lot design is adopted to respond to underlying grades – which provides an opportunity for a home design which is split over two levels.

Split-level front (upper image) and rear (lower image).



Traditional Product

| | | |
|--------------|--|---|
| 25m deep | 25m x 20m (premium traditional only) | Traditional allotments (18m wide) and Premium Traditional allotments (20m wide) provide the largest 'standard' residential dwelling option in Context Area 3 South, and provide the opportunity for 4+ bedroom homes, 2+ car garage and larger outdoor living spaces. |
| 30m deep | 30m x 18m (traditional) or 20m (premium traditional) | |
| 50m+ deep | 50m x 18m (traditional) or 20m (premium traditional) | |

The dwelling design is detached and does not permit a built to boundary wall opportunity. Given the larger size of the allotment, the front setback for Traditional and Premium Traditional lots are slightly larger, providing variation to the streetscape without impacting upon home design efficiency.



| | |
|---------------------------------|--|
| 50m+ deep (Ridgetop allotments) | Ridgetop allotments provide a range of lot widths (typically a minimum width of 14m) and larger lot depths (typically 50m+ deep or greater). |
|---------------------------------|--|

The ridgetop allotments typically retain the natural landform, and will therefore require home designs which are custom architectural solutions which are slope responsive. Home designs will vary, and provide expansive outdoor living spaces.



Other Products

| | | |
|--------------------------------|--|--|
| Multiple Residential Allotment | Multiple Residential Allotments are typically located on larger lots throughout the Context Area 3 South masterplan, and provide an opportunity for duplexes, triplexes and quadplexes. |  |
| Medium Density Allotment | <p>Medium Density Allotments provide the opportunity for a community title style developments. This will likely include adopt a townhouse style offering, or a low rise apartment offering.</p> <p>The parcel is located adjoining the Flagstone Creek and District Sports Park, and provides easy connectivity to the Context Area 3 South higher order road network.</p> |   |

5.4.1 Residential Lot Mix

The table below provides a high-level overview of residential lot yield and mix proposed within CA3 South.

Table 7: High Level Yield Overview

| Summary | |
|--------------------------------|---|
| Total proposed lots | 1,635 freehold lots |
| Maximum dwellings | 1,644 residential dwellings (including multiple residential allotments) |
| Lot size range | 210m ² to 5,970m ² |
| Average site density | Actual net residential density: 12.7 dwellings per hectare Maximum potential net residential density: 12.7 dwellings per hectare |
| Housing catchment ¹ | 4,603 persons (based on 2.8 people per dwelling) |

Notes:

¹ Housing catchment is based on freehold lots only and is not inclusive of the proposed medium density super lot.

CA3 delivers a wide choice of lifestyle via the precincts and lot typologies, and the segmented market precincts for buyers to access affordable and premium housing product.

REPORT

In summary of the sections above, the following table demonstrates the range of housing product proposed across all market precincts. The precincts approximately correspond to the proposed staging.

Table 8: Lot Type Breakdown

| Allotment Type | Product Category | | | | | | |
|---------------------|------------------|---------|---------|-------|-------|-------|---------|
| | Urban | Entry 1 | Entry 2 | Mid 1 | Mid 2 | Mid 3 | Premium |
| Terrace | ✓ | ✓ | | | ✓ | ✓ | |
| Villa | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| Premium Villa | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| Courtyard | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Premium Courtyard | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Traditional | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Premium Traditional | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Ridgetop Allotment | | | | | | | ✓ |

5.4.2 Land Use Development Summaries

5.4.2.1 Residential Land Uses

An overall residential yield summary is provided in the table below and within **Appendix C**.

Table 9: Residential Yield Summary

| Lot Type | Stage 8 | Stage 9 | Stage 10 | Stage 11 | Stage 12 | Stage 13 | Stage 14 | Overall | |
|---|---------|------------|------------|------------|------------|-----------|------------|------------|------|
| | Yield | Yield | Yield | Yield | Yield | Yield | Yield | Yield | % |
| 25m Deep Terrace Product | | | | | | | | | |
| Terrace 9.5m Allotment | — | 32 | — | — | — | — | — | 32 | 2% |
| Subtotal | — | 32 | — | — | — | — | — | 32 | 2% |
| 25m Deep Product | | | | | | | | | |
| Villa 10m Allotment | — | 4 | 8 | 15 | 7 | — | — | 34 | 2% |
| Premium Villa 12.5m Allotment | — | 7 | 21 | 15 | 41 | — | — | 84 | 5% |
| Courtyard 14m Allotment | — | — | 28 | 16 | 33 | — | — | 77 | 5% |
| Premium Courtyard 16m Allotment | — | — | 3 | 8 | 5 | 1 | — | 17 | 1% |
| Premium Traditional 20m Allotment | — | — | 4 | 1 | 4 | — | 1 | 10 | 1% |
| Subtotal | — | 11 | 64 | 55 | 90 | 1 | 1 | 222 | 14% |
| 28m Deep Terrace Product | | | | | | | | | |
| Terrace 7.5m Allotment | — | 5 | 9 | — | — | — | 10 | 24 | 1% |
| Terrace 9.5m Allotment | — | 26 | 4 | — | — | — | 4 | 34 | 2% |
| Subtotal | — | 31 | 13 | — | — | — | 14 | 58 | 4% |
| 30m Deep Product | | | | | | | | | |
| Villa 10m Allotment | — | 53 | 23 | 5 | 26 | — | 47 | 154 | 9% |
| Premium Villa 12.5m Allotment | — | 89 | 52 | 29 | 66 | — | 94 | 330 | 20% |
| Courtyard 14m Allotment | — | 123 | 42 | 40 | 43 | 37 | 170 | 455 | 28% |
| Premium Courtyard 16m Allotment | — | 24 | 6 | 15 | 8 | 44 | 54 | 151 | 9% |
| Traditional 18m Allotment | — | 4 | — | — | — | 11 | — | 15 | 1% |
| Premium Traditional 20m Allotment | — | 11 | 5 | 9 | 5 | 22 | 14 | 66 | 4% |
| Possible Multiple Residential Allotment | — | 1 | 2 | — | — | 1 | 3 | 7 | 0% |
| Subtotal | — | 305 | 130 | 98 | 148 | 115 | 382 | 1178 | 72% |
| 50m+ Deep Product | | | | | | | | | |
| Courtyard 14m Allotment | — | — | — | — | — | 30 | — | 30 | 2% |
| Premium Courtyard 16m Allotment | — | — | — | — | — | 25 | — | 25 | 2% |
| Traditional 18m Allotment | — | — | — | — | — | 20 | — | 20 | 1% |
| Premium Traditional 20m Allotment | — | — | — | — | — | 14 | — | 14 | 1% |
| Ridgetop Allotment | — | — | — | — | — | 56 | — | 56 | 3% |
| Subtotal | — | — | — | — | — | 145 | — | 145 | 9% |
| Total Residential Allotments | — | 379 | 207 | 153 | 238 | 261 | 397 | 1635 | 100% |
| Residential Net Density | — | 14.7 dw/ha | 15.3 dw/ha | 13.6 dw/ha | 14.8 dw/ha | 8.9 dw/ha | 11.9 dw/ha | 12.6 dw/ha | |

5.4.2.2 Non-Residential Land Uses

An overall non-residential yield summary is provided in the table below and within **Appendix C**.

Table 10: Non-Residential Lot Summary

| | Stage 8 | Stage 9 | Stage 10 | Stage 11 | Stage 12 | Stage 13 | Stage 14 | Overall | |
|---------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|--------|
| Land Use | Area | Area | Area | Area | Area | Area | Area | Area | % |
| | 10.082 ha | 28.083 ha | 16.892 ha | 66.313 ha | 16.131 ha | 37.552 ha | 144.019 ha | 319.072 ha | 100.0% |
| Saleable Area | | | | | | | | | |
| Residential Allotments | — | 14.831 ha | 7.860 ha | 6.287 ha | 9.271 ha | 23.013 ha | 16.894 ha | 77.956 ha | 24.4% |
| Medium Density | — | — | — | — | — | — | 2.863 ha | 2.863 ha | 0.9% |
| Local Centre | — | — | — | — | — | 1.945 ha | — | 1.945 ha | 0.6% |
| District Centre | — | — | — | 8.015 ha | — | — | — | 8.015 ha | 2.5% |
| Ambulance | — | — | — | 0.600 ha | — | — | — | 0.600 ha | 0.2% |
| Child Care | — | 0.700 ha | 0.301 ha | — | — | — | — | 1.001 ha | 0.3% |
| Community Centre | — | — | — | — | — | 0.551 ha | — | 0.551 ha | 0.2% |
| State Primary School | 7.002 ha | — | — | — | — | — | — | 7.002 ha | 2.2% |
| Total Area of Allotments | 7.002 ha | 15.331 ha | 8.161 ha | 14.902 ha | 9.271 ha | 25.509 ha | 19.757 ha | 99.933 ha | 31.3% |

5.4.3 Staging

The proposed subdivision involves seven (7) stages from Stage 8 to 14. The staging terminology is a continuation to approved PEET residential estates Stages 1 (DEV2012/402), Stage 2-5 (DEV2012/403) and Stage 7 (DEV2014/637). Staging is nominated on the proposal plans within **Appendix C**.

Residential and non-residential lot yield is identified below:

- Stage 8: State Primary School lot
- Stage 9: 379 residential lots, 2 childcare lots
- Stage 10: 207 residential lots, childcare lot
- Stage 11: 153 residential lots, district centre lot, ambulance lot
- Stage 12: 238 residential lots
- Stage 13: 261 residential lots, 2 local centre lots, 1 community centre lot
- Stage 14: 397 residential lots, medium density lot, 2 balance lots

5.5 Plan of Development

This application also includes a comprehensive suite of the Plans of Development for the proposed residential land uses. Refer to **Appendix D - K**.

The Plan of Development outlines the specifications applicable for a House and as such, should be read in conjunction with other proposal components. In accordance with the Condition 6(b) of the whole of site Material Change of Use approval (DEV2012/209), the Plan of Development details the following matters:

- Building Heights;
- Maximum Building Envelopes;
- Setbacks and Build to Boundary locations;
- Preferred Driveway locations;
- Slope and Building Footings
- Garages and carparking rates and design standards;
- Private Open Space location and standards;
- Retaining Walls
- Street Address requirements;
- Fencing standards;
- Building Articulations; and
- Standards for Lofts and other Small Dwellings.

5.6 Parks & Open Space

In the context of a new development area, the establishment of multiple sports parks and open space is an integral component of community infrastructure, fostering recreational opportunities, social interaction, and physical well-being. The design and configuration of parks and open space in CA3 considered various technical aspects to ensure functionality and accessibility.

The proposal includes the delivery of the following parks and open space:

- Conservation buffer predominantly encompassing area within the Environmental Conservation Zone (totalling 1.988ha).
- Corridor and conservation park (totalling 40.515ha).
- One (1) Regional sports park (17.595ha).
- One (1) District sports park (12.624ha).
- Stormwater management lots (totalling 2.143ha).
- Four (4) neighbourhood recreation park (totalling 4.329ha).
- Three (3) local recreation parks (totalling 0.921ha).
- Various local linear recreation park space (totalling 0.607ha).

A full breakdown of parks and open space provision is provided in the table below.

Table 11: Parks and Open Space Breakdown

| CA3 South Greenspace Provisions | | | | | | | | | |
|---------------------------------|----------------|---------|----------|----------|-----------|----------|----------|-----------|------------------|
| Land Use | Min Area (IMP) | Stage 8 | Stage 9 | Stage 10 | Stage 11 | Stage 12 | Stage 13 | Stage 14 | TOTAL |
| Conservation Buffer | NA | - | - | - | - | - | - | 3.069 ha | 3.069 ha |
| Corridor Park | NA | - | 1.937 ha | - | 18.979 ha | - | 5.627 ha | 15.832 ha | 42.357 ha |
| Regional Sports | 15 ha | - | - | - | 17.595 ha | - | - | - | 17.595 ha |
| District Sports | 5 ha | - | - | - | - | - | - | 12.624 ha | 12.624 ha |
| Stormwater Management | NA | - | - | 0.555 ha | - | 1.588 ha | - | - | 2.143 ha |
| Neighbourhood Recreation Park | 0.5ha | - | 0.580 ha | 0.539 ha | 0.801 ha | - | 0.502 ha | 1.905 ha | 4.329 ha |
| Local Recreation Park | 0.05ha | - | 0.124 ha | - | - | - | 0.541 ha | 0.248 ha | 0.921 ha |
| Local Linear Park | NA | - | 0.273 ha | 0.241 ha | - | 0.093 ha | - | - | 0.607 ha |
| TOTAL | - | - | 2.541 ha | 1.335 ha | 37.375 ha | 1.588ha | 6.763 ha | 30.769 ha | 80.733 ha |

In addition to the above, it is noted that a *future* Major Recreation Park is to be delivered on the western side of the Trunk Connector Road, adjacent the proposed local centre and community centre (within CA3 West). The major recreation park does not form part of this application for CA3 South, but is noted in the broader provision for green space within Context Area 3. The catchment area for the major recreation park will spatially include lots within CA3 south.

The district and regional sports parks are further detailed below. Landscape concept proposal plans prepared by Urbis and detail for all other parks and open space are included at **Appendix K**.

5.6.1 Regional Sports Park

The Regional Sports Park (17.595ha) is situated within the southern portion of CA3 South. The park is bounded by the proposed trunk connector road to the north and Flagstone Creek to the south. The park is centrally located to major non-residential uses, including the District Centre and Ambulance lot to the east, and State Primary School and childcare centres across the connector road to the north. Dual access is afforded to the park via the trunk connector road to the north and via an internal link road to the District Centre to the east.

Indicative landscape concept plans are provided to demonstrate the intended usable area of the regional sports park. Refer to **Figure 10** below. The useable area of the Regional Sports parks achieves compliance with the minimum 15ha requirement under the CA3 CPAS (DEV2020/1154).

As per the requirements of PDA Guideline 12, the park caters for two (2) clubhouses, one (1) AFL field, one (1) cricket field and pitching exercise area, seven (7) rugby fields for a range of ages, recreational facilities including seating and activity spaces, playground area, and carparking.



Figure 10 – Regional Sports Park

5.6.2 District Sports Park

The District Sports Park (12.624ha) is sited within the northeast of CA3 South. The park is bound by the proposed trunk connector road to the south and Sandy Creek to the north. Sandy Creek remnant and retained vegetation nestles the park within CA3's natural landscape. Dual access is afforded to the park via the trunk connector road to the south and to the neighbourhood road to the west.

Indicative landscape concept plans are provided to demonstrate the intended usable area of the district sports park. Refer to **Figure 11** below. The useable area of the District Sports parks achieves compliance with the minimum 7.5ha requirement under the CA3 CPAS (DEV2020/1154).

As per the requirements of PDA Guideline 12, the park caters for two (2) clubhouses, four (4) soccer fields and five (5) tennis courts, recreational facilities including seating and activity spaces, playground area, and carparking.



Figure 11 – District Sports Park

5.7 Centre Activities

Concept designs are provided in the following sections for indicative design of how the proposed centres are intended to be delivered in their proposed locations within CA3 South. The siting and design of each centre reflects the PDA Guideline 9 for development of Centres.

Detailed design within future Material Change of Use applications for the centres will refine and ensure compliance with other design standards within Guideline 9.

5.7.1 District Centre

The District Centre (proposed Lot 50032) is located at the intersection of New Beith Road and the proposed trunk connector road. Refer to **Figure 12**.

In summary, the proposed District Centre can demonstrate compliance with Guideline 9, as per the following key points:

- **Centre layout:** The supermarket tenancy is located towards the back of the site to allow screening of loading docks, and provide a direct relationship between centre carparking and the door entries of the supermarket. There is buffering space to New Beith Road to accommodate planting, retaining and stormwater basins as required to assist in screening the 'back of house' of centre tenancies, particularly the supermarket and fuel station. The western access also acts as a shared vehicular access for the centre, the Regional Sports Park and the Ambulance site.
- **Focal point and public transport:** Site access is via the trunk collector along the northern boundary of the site. The Traffic Impact Assessment (**Appendix L**) has determined an indicative bus stop location at the entry of the district centre site. Both New Beith Road and the trunk connector road is designated as a major (regional) bus route and will have frequent public transport service.
- **Built form:** Primary site entry adopts a pseudo 'main street' which turns into Civic Plaza, activated by retail and food and drink uses. The district centre is one of the urban cores for Context Area 3 and broader Greater Flagstone. A tenancy for at least one supermarket tenancy is provided.
- **Public realm:** The intersection of New Beith Road with the trunk connector road allows for an opportunity to create a key entry statement at the northeast corner of the centre. The site adjoins an expansive Regional Sports Park, integrating open space provisions with the centre. Furthermore, the Centre will provide for a 2,000m² Civic Park (as required under the Community Greenspace IMP)
- **Carparking:** The configuration of the centre works to frame the trunk connector road with retail and commercial frontages, hiding views into expansive at grade carparking from the entry experience of CA3 South.

Additionally, the concept plan provides indicative building envelopes which demonstrate a capability to accommodate the maximum retail and commercial GFA areas provided under the Development Scheme for a District Centre (15,000m² GFA).

5.7.1.1 Ambulance Lot

CA3 South proposes an ambulance lot (0.6ha) co-located with the District Centre. The lot adjoins New Beith Road to the east and is located in the south-west corner to maximise opportunity for potential left out exit only on to New Beith Road. The proposed lot size is consistent with the requirements of the Community Facilities IMP.

While the DCOP nominates two (2) ambulance sites in Context Area 3 (AMB001A and AMB001B), Queensland Ambulance Services (Department of Health) have advised EDQ that they only require the 6,000m² AMB001A site in CA3. QAS have confirmed the secondary and optional 4,000m² AMB001B is no longer required nor needs to be considered in master planning.

Please refer to **Appendix R** for a copy of the email correspondence from Department of Health confirming the abovementioned information.

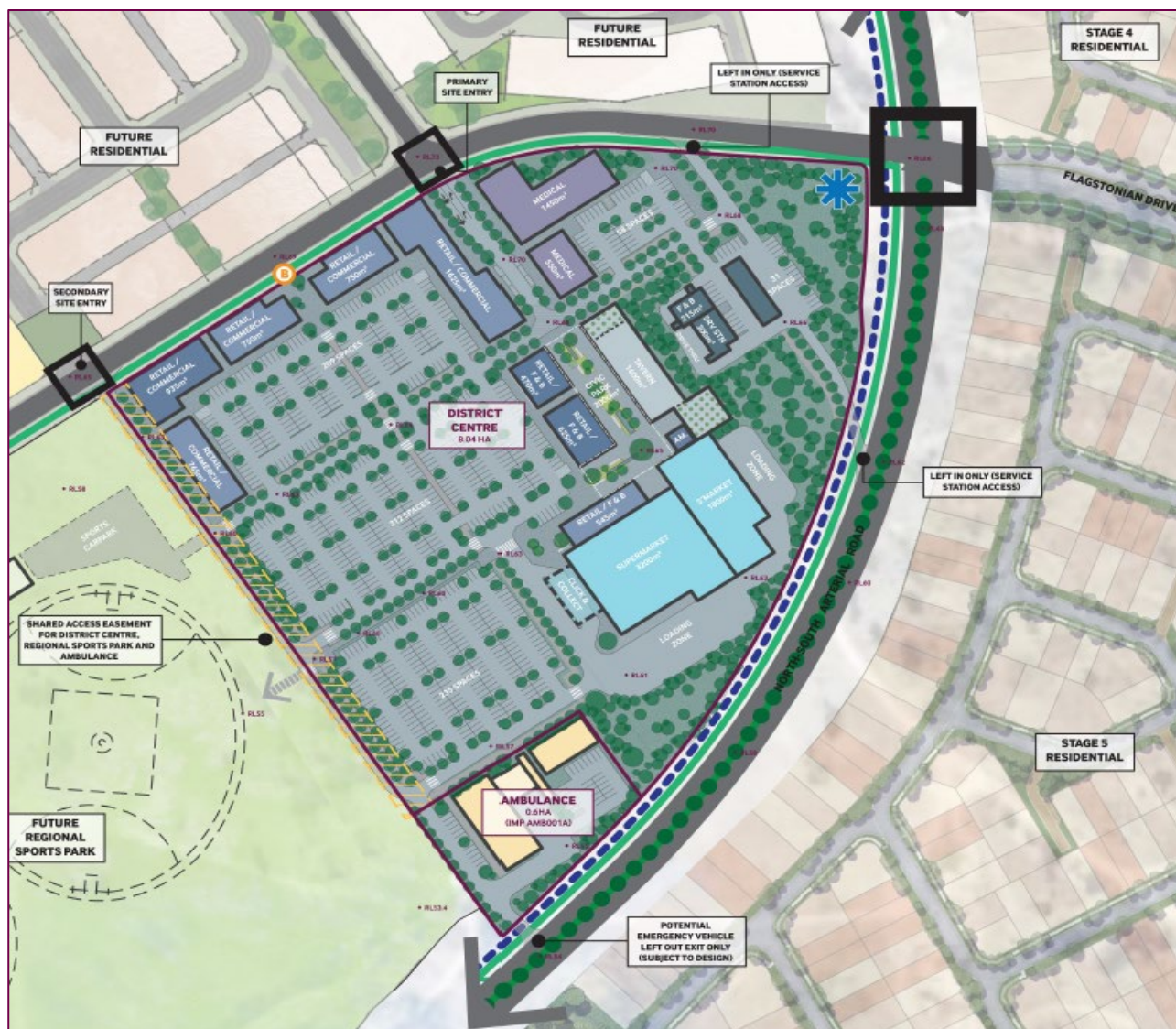


Figure 12 – District Centre Concept Plan

5.7.2 Local Centre

The Local Centre (proposed Lots 50038 and 50040) are co-located with the community centre lot along the Neighbourhood Connector road within Stage 13 of CA3 South. Refer to **Figure 13**.

The proposed Local Centre is comparable to a Neighbourhood Centre within Guideline 9. In summary, the proposed Local Centre can demonstrate compliance with Guideline 9, as per the following key points:

- **Centre layout:** The design is for a quintessential 'High Street' with fine-grain retail, commercial, F&B tenancies that run along the ridgeline. The compact linear design provides activation to both sides of streets with high quality streetscape with pedestrian crossings. The radius from the centre point of the street is approximately 400m.
- **Focal point and public transport:** The Traffic Impact Assessment (**Appendix L**) has determined an indicative bus stop location at the local centre/community centre complex. The trunk connector road is designated as a major (regional) bus route and will have frequent public transport service. The centre is also within catchment of a minor (local) bus route stop.
- **Built form:** The concept design demonstrates several generally low-rise retail/commercial buildings throughout the street, as well as a minor supermarket tenancy and adjacent community centre lot. The larger buildings (community centre and supermarket tenant) are sited further west, in proximity to future district recreation park (within CA3 West) and a potential future school, with sufficient setbacks to residential dwellings.

- **Public realm:** The centre creates an activity 'hub' through co-location the community centre, future District Recreation Park and potential future school to the west.
- **Carparking:** Carparking is provided to the rear to provide increased amenity for pedestrians within the 'High Street'. Landscape buffers and retaining walls will also exist at shared boundaries to residential lots, ensure reverse amenity impacts are mitigated.

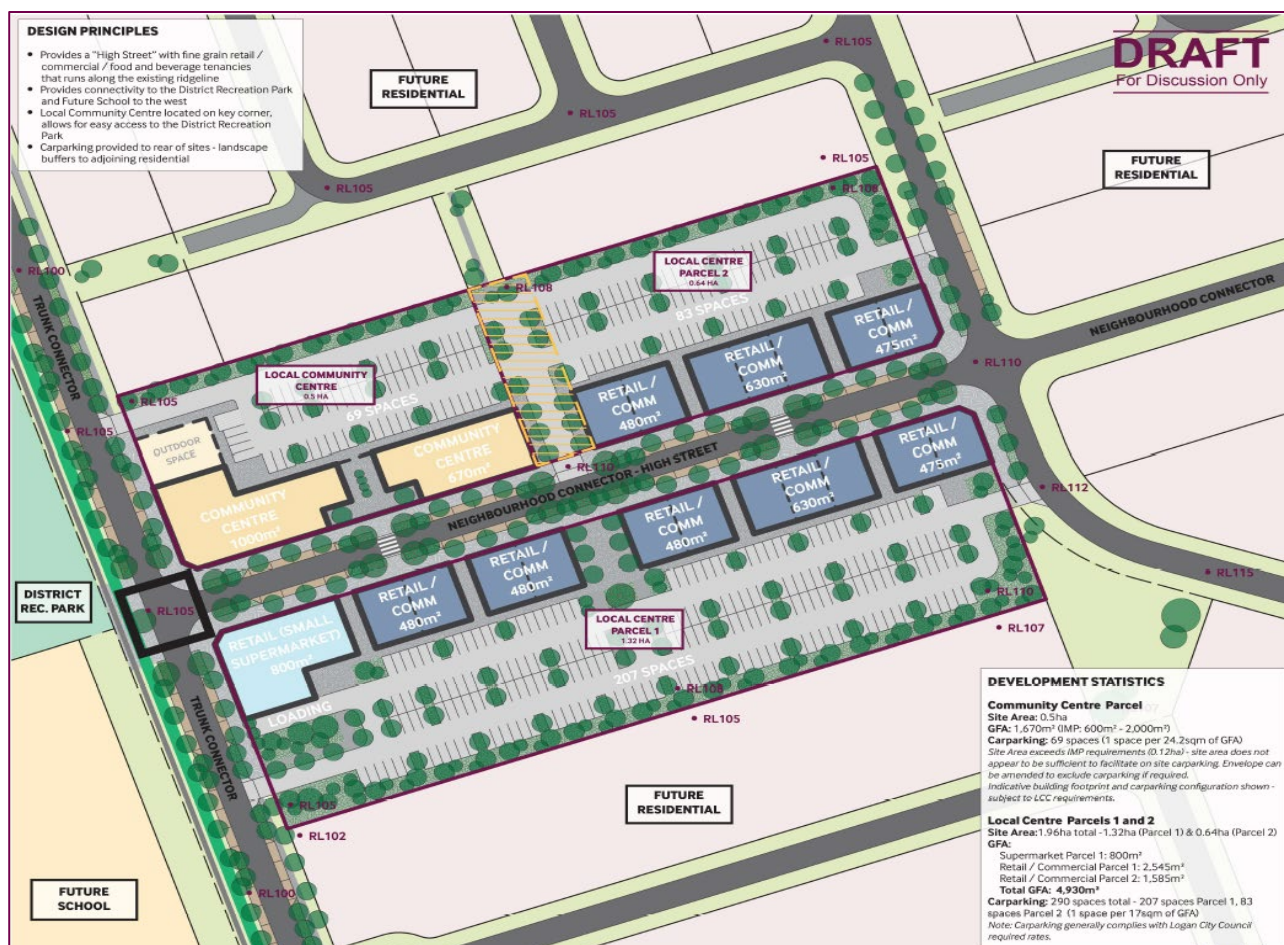


Figure 13 – Local Centre Concept Plan

5.8 Community Facilities

5.8.1 Local Community Centre

The proposed Local Community Centre (proposed lot 50039) is co-located with the Local Centre and as such is illustrated within the concept plans for the Local Centre. Refer again to **Figure 13**.

The siting and design of the community centre is consistent with the requirements of NC5 of the IMP, CF006 of the DCOP, and the requirements of PDA Guideline 11 for development of Community Facilities. In particular, the Local Community Centre is:

- Located in a highly visible location along the trunk connector road.
- Co-located with the Local Centre as per requirements within the Table of Approved Uses (dated 11 October) under the Whole of Site MCU Approval (DEV2012/209).
- Within walking catchment for users of the future Major Recreation park across the road (CA3 West) and extended residential street network.
- Indicative bus stop nominated outside the site (as abovementioned in Section 5.7.2).
- Of a size suitable to accommodate meeting places and spaces to encourage social gathering and community building. The built form also includes an outdoor gathering space.

- Consistent with carparking arrangements for the Local Centre, whereby spaces are provided to the rear of the site and will be screened to adjoining residential lots.
- Forms part of the 'High Street' Local Centre to contribute to and benefit from the active 'hub' and general foot traffic in this area.

5.8.2 State Primary School

The School Lot (Lot 30015) and road network captured in Stage 8 is consistent with the lot and road boundaries submitted under EDQ Application DEV2023/1414. As abovementioned in Section 3.3 of this report, approval of this application is imminent and does not impact this application for CA3 South.

The school lot is 7.002ha and is bound on three (3) frontages to proposed road. Stage 8 is the first stage to be constructed within Context Area 3, which includes the eastern portion of the trunk connector road and intersection with New Beith Road.

5.8.3 Potential State High School

Stage 12L-12S provides for a 12ha site that has the ability to be converted from residential to state high school **if acquired by State**. This school is not required under the Community Facilities IMP and delivery of the school will be entirely dependent on the acquisition of the site by the Department of Education.

The provision of the school is recognised within the design and planning on CA3 South, but does not intervene with or have impact upon this application. Refer to **Figure 14** for the proposed location.



Figure 14 – Potential State High School Site (hatched in yellow)

5.8.4 Childcare Centres

Three (3) childcare centres are proposed in optimal locations. The locations are consistent with the requirements under the Table of Approved Uses (dated 11 October) under the Whole of Site MCU approval (DEV2012/209).

The definition is provided below:

Child care centre where:

- a) located adjacent to a neighbourhood centre, district centre or primary school;*
- b) located on a sub-arterial, collector or neighbourhood street*

Both of the western childcare centres (proposed Lots 50036 and 50037) are located adjoining open space and on a neighbourhood street. Across the street is the State Primary School. The open space is future public land of retained vegetation and will comprise large shading trees. The expansive native bushland backdrop adjoining the centres provides a unique outdoor playground to support and foster a greater connection to nature for the children.

The eastern childcare centre (proposed Lot 50034) is located on a neighbourhood street and adjoins a pedestrian green link to the north. Across the street is a neighbourhood recreation park and extended pedestrian green link to the District Centre further south. The site has been earmarked as a good location for a third childcare due to proximity to large park areas, commercial centres, and residential stages.

The childcare locations are indicative (potential) only and subject to market demand.

6 TECHNICAL AND SPECIALIST ASSESSMENT

This development application is accompanied by a range of technical documents which include a detailed analysis of the proposed development. The consultants responsible for preparing the technical and specialist assessments have been involved from the initial design phases, ensuring a collaborative approach in the assessment has been undertaken.

6.1 Landscape

A Landscape Masterplan has been prepared by *Urbis* for the purposes of this application. Refer to **Appendix K**.

Importantly, landscaping within CA3 seeks to build upon the natural landscape and landform for communal spaces, streetscapes, and plant schedules.

The masterplan also presents a City Greening Strategy for optimal green infrastructure approaches and Planting Strategy for street trees and extra planting. A key landscaping embellishment for CA3 South are shaded streetscapes.

District, Regional, Neighbourhood and Conservation parks have been detailed further in Section 5 of the Landscape Masterplan.

6.2 Bushfire

A Bushfire Hazard Assessment and Management Plan (BHAMP) is currently being progressed by *Land and Environment Consultants* and will be provided post-lodgement of this application (scheduled date of lodgement for 15 April 2024).

Preliminary assessment and technical advice have still informed the current layout of CA3 South. If required, the site plan will be refined as per the upcoming BHAMP and changes incorporated into revised plans issued as part of any RFI response.

6.3 Ecology

A Fauna Management Plan (FMP) and Vegetation Management Plan (VMP) have been prepared by *Saunders Havill Group*. Refer to **Appendix P** and **Appendix Q** respectively.

The FMP forms the stage specific strategy for fauna management of CA3 South. It has been prepared in response to Condition 25 of the Whole of Site MCU Approval (DEV2012/209) and specifications within the NESS. Specifically, the FMP provides step by step procedures for the management of fauna prior to, during and post-vegetation clearing and construction activities to reduce potential impacts. It is intended that the FMP and VMP will form part of the approval documents for this development application, ensuring compliance with the recommendations of with the FMP and the vegetation clearing limitations of the VMP is compulsory.

The following strategies have been developed as part of the FMP to mitigate the adverse impacts of development on native fauna and provide habitat enhancement and informed the VMP:

1. Direction of Clearing Plan – to direct clearing activities from open areas to less open areas allowing fauna to naturally seek shelter in the adjacent habitat;
2. Fencing Management Strategy – for the provision of permanent and temporary fencing around roads and construction areas, and
3. Nest Box/Hollow Strategy – for the installation of nest boxes in mature native trees in retained environmental corridors and the provision of hollow logs and branches to temporarily house translocated animals and provide permanent nesting sites. Habitat features are to be determined by the Environmental Coordinator as part of the VMP and Rehabilitation Plans prepared for the environmental corridor.

6.3.1 Waterway Corridors

CA3 South contains two (2) major water corridors, being Sandy Creek (to the south) and Flagstone Creek (to the north). These waterway corridors are to be retained as part of the conservation and open space network, as per the requirements of the Natural Asset Site Strategy (NESS).

The proposal provides for a 200m wide buffer for *corridor park / conservation* purposes to remove risk of interference with remnant vegetation and the natural waterways. It is noted that *park* is an appropriate use within the 200m buffer, but not the 100m core corridor. The 100m and 200m extents are illustrated in **Figure 15** and **16** below.

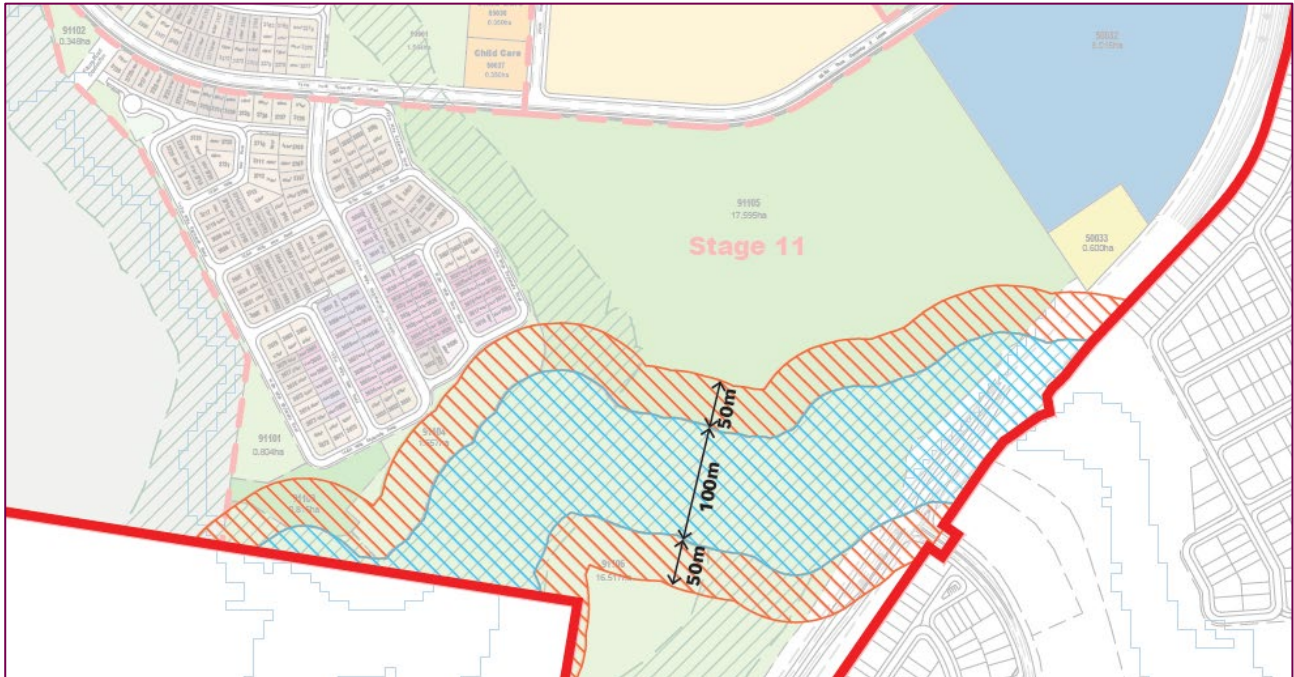


Figure 15 – Sandy Creek – 100m creek core corridor and 200m buffer extent

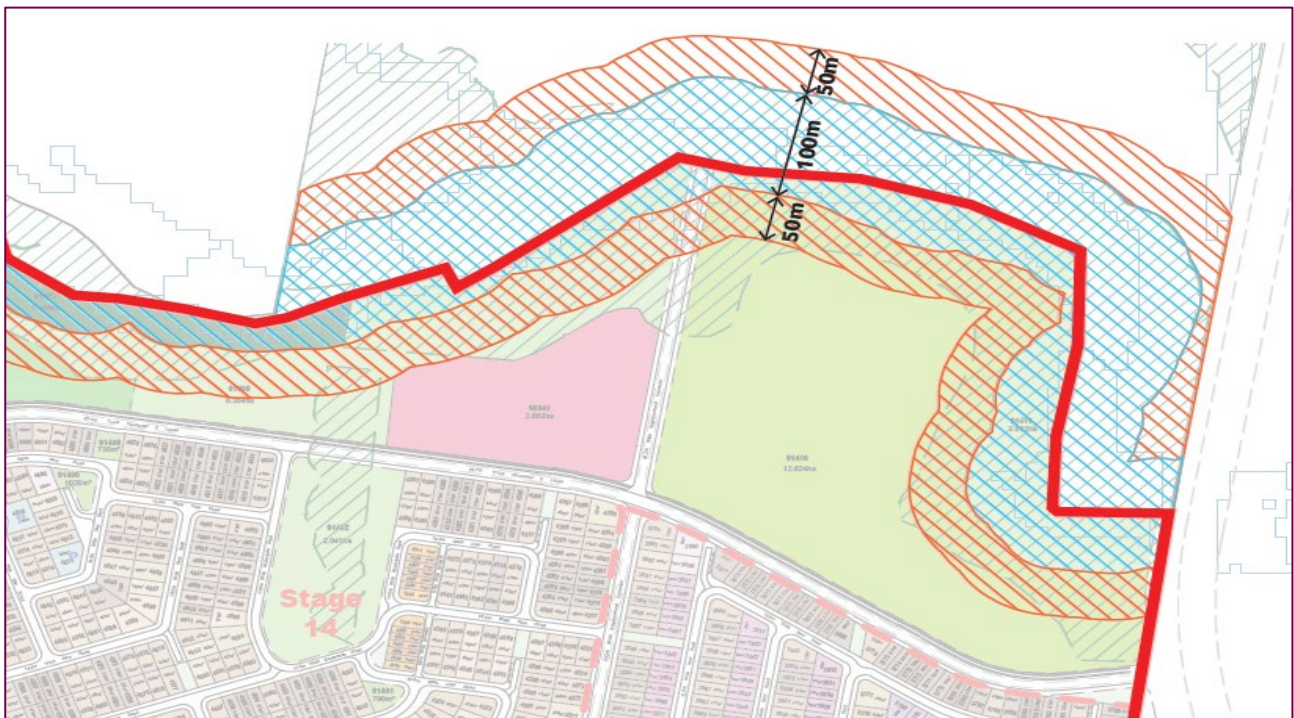


Figure 16 – Flagstone Creek – 100m creek core corridor and 200m buffer extent

6.4 Traffic

A Traffic & Transport Assessment has been prepared by Bitzios for the purposes of this application. Refer to **Appendix L**.

The current (soon to be endorsed) Movement IMP, as well as the endorsed 2015 Movement IMP identifies the following, all of which are **proposed** within this application:

- Trunk four-lane New Beith Road adjacent to the western CA3 South boundary;
- Trunk two-lane collector road encircling the majority of the CA3 South area; and
- Key signalised intersections at the CA3 connections to New Beith Road.

Proposed road hierarchies are generally in accordance with the Movement IMP and the PDA Guideline for Street and Movement Network. CA3 South also proposes non-trunk neighbourhood connector, access, lane, and esplanade roads. Refer to **Figure 17** below, extracted from the traffic report.

The road network for CA3 South provides a loop trunk connector road that maximises views and physical access to open space. The major entry experience, as a result of the intersection of New Beith Road and the trunk connector road, enhances the entry experience and network connectivity of CA3. The trunk connector road is a key active travel route and is proposed with an off-road shared cycle path to encourage active transport.

Other lower order road networks logically follow the alignment of existing ridgelines and typically run perpendicular to contours to limit the height of retaining walls. Additionally, the network also assists in creating distinctive neighbourhood precincts for market and sales structure.

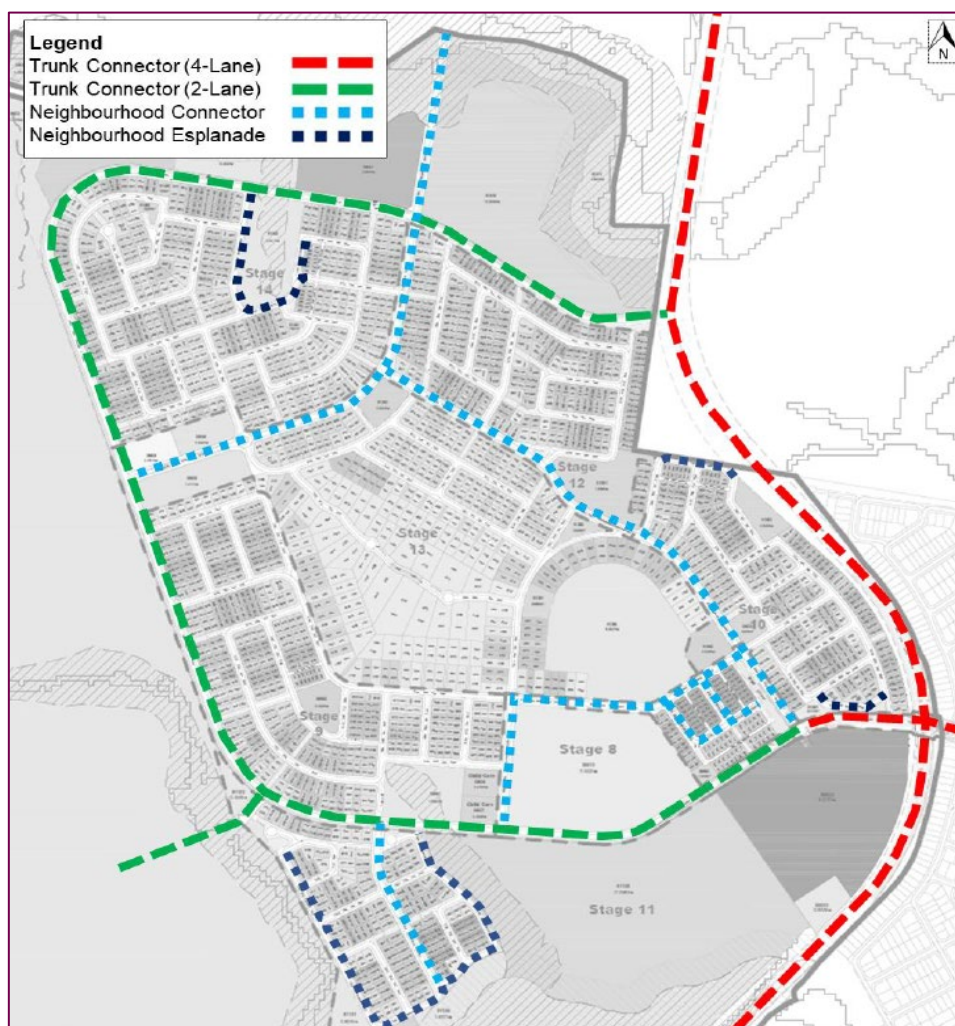


Figure 17 – Proposed Road Network Hierarchies

6.4.1 Intersections and Access Locations

A total of eight (8) intersections are proposed; six (6) along the trunk connector road and two (2) where the trunk connector road meets the North South Arterial Road. The intersection assessment in the traffic report determines all intersections are compliant with relevant standards.

The traffic report also considers microsimulation modelling which indicates links between roads are typically expected to be within acceptable performance limits. Some delays are noted on approaches to signalised intersections on trunk roads though this arrangement is typical for signalised intersections in an urban environment. Generally, intersection modelling demonstrates that key intersections can cater for peak traffic demands within CA3 South.

The traffic report also considers access locations at a high level, with regard to the proposed road network and land use arrangements. Loading and servicing requirements, car parking access, direct lot access, and secondary access locations will be determined within the assessment of future site-specific applications.

6.4.2 Public and Active Transport

Indicative bus stop locations are proposed within CA3 South but are subject to further consultation with the Department of Transport and Main Roads and TransLink within future applications. All bus stops are proposed on neighbourhood connector and trunk connector roads. A total of nine (9) bus stops are nominated, with an intention to co-locate with intersections or green pedestrian links to allow structured road crossings.

Approximately 95% of the proposed site is located within 400m of a future bus route, stops, or service catchment achieving the public transport requirements of the Development Scheme.

Active transport routes have been determined based on active transport modelling, key attractors (i.e. sports park, state school, etc.) and desire line routes. Major, medium and low active transport links are provided to all road types in CA3 South, with varying cycle and walking path arrangements. Refer to **Figure 18** below.

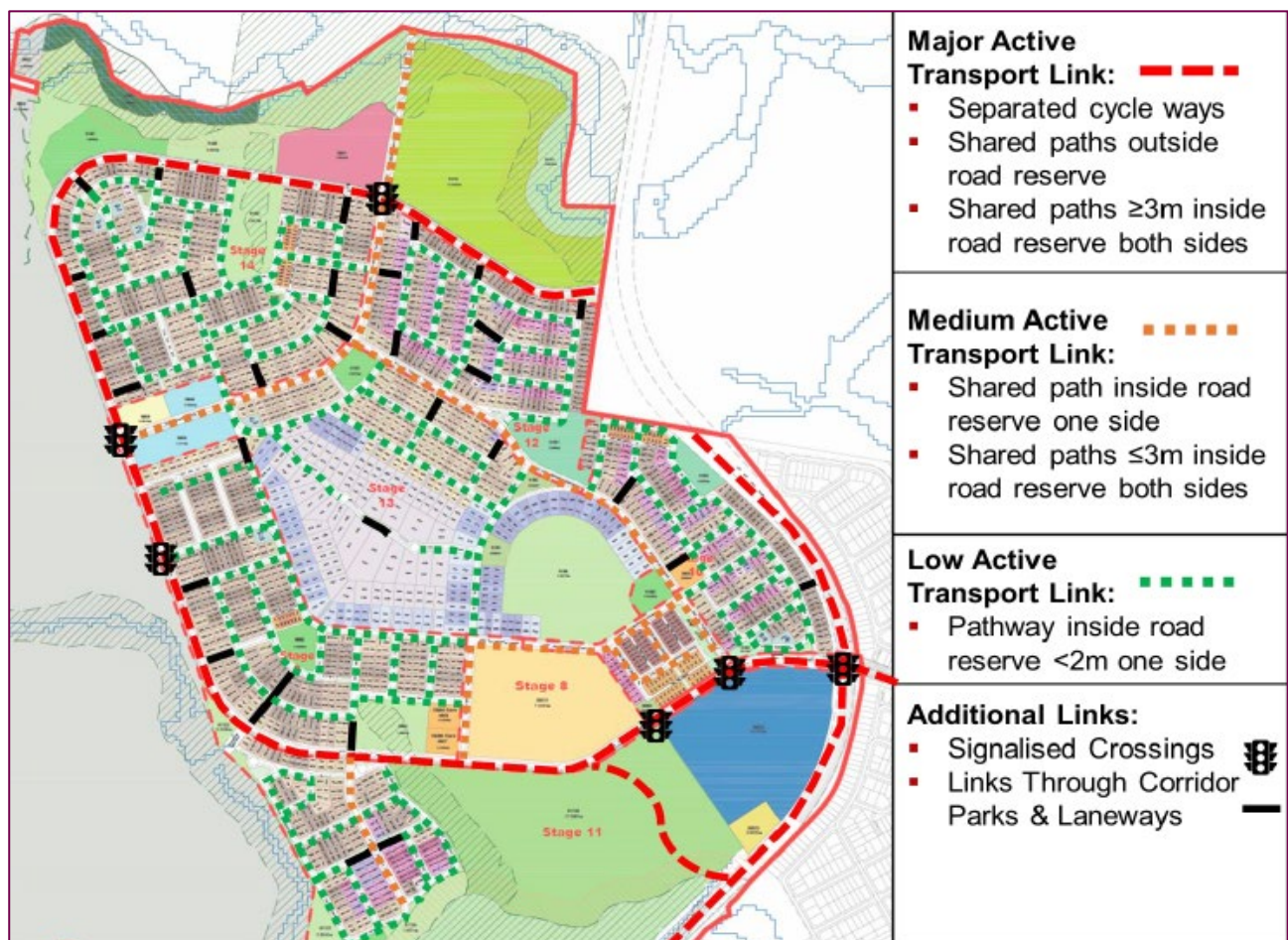


Figure 18 – Proposed Active Transport Links

6.5 Civil Services & Earthworks

An Engineering Services Report has been prepared by Colliers for the purposes of this application. Refer to **Appendix O**.

Refer to the subsections below for provision of engineering works within CA3 South.

Bulk earthworks, on-site sediment and erosion control strategy, intersectional layout design, sewer and water main connection points, and service provider agreements, will be formalised during detailed design stages.

6.5.1 Earthworks

The topography of the site is largely characterised by existing earthworks constraints, including steep crests, vegetation, and waterways. Earthworks have been minimally designed as to preserve the natural surface state of the site.

Generally, lots are provided as flat benched pads with maximum 2.5m high retaining walls where relevant. Steep sections of the site, within the crest lines, are larger in size to enable slope responsive outcomes, including split-level blocks.

Topsoil is to be stripped from the majority of CA3 South developable areas and largely utilised on-site for graded roads and allotments. For areas of greater cut, slope stability will be satisfied through the provision of a geotechnical assessment by a suitably qualified professional, to be undertaken at compliance assessment stage.

Sediment and erosion control within CA3 South will typically include methods such as redirecting clean and dirty water with diversion drains, establishing temporary sediment basins as needed, installing silt fences, stabilising disturbed areas where feasible, and implementing other necessary measures to meet the requirements of EDQ and Logan City Council.

6.5.2 Roadworks

A range of roads typologies are proposed within CA3 South. Typical road layouts and section drawings are provided within the Engineering Services Report.

Road grades respond to various road typology constraints associated with distinct land uses, such as lower grades where fronting the school site and or the local and community centre. Sufficient verge width is provided for service corridors for sewer, water, electrical and telecommunications. Drainage for all roads will achieve flooding immunity.

6.5.3 Sewer Reticulation

Sewer discharge from the development is proposed to be serviced via external trunk gravity sewer lines along the Flagstone Creek and Sandy Creek sewer catchments which discharge to a future sewer pump station being delivered by Logan Water (FC4).

6.5.4 Water Supply

The development will be serviced via a suitably sized water main (DN250) along the extension of Flagstonian Drive to the east. This main is anticipated to loop around the trunk connector road and ultimately connect back into the future trunk main being delivered with the construction of New Beith Road.

6.5.5 Utilities

The site will have electrical and telecommunication infrastructure installed, with agreements made with the appropriate service providers for their provision and maintenance.

6.6 Acoustic Attenuation

A Acoustic Assessment has been prepared by SLR for the purposes of this application. Refer to **Appendix M**.

The assessment addresses traffic noise from major transport noise corridors within CA3 South, including the North South Arterial Road and trunk connector road. The assessment considers lots constructed within these noise corridors (i.e. abutting the road or in close proximity), and thus assessed relevant Stages 10A, 10B, 10C, 10F, 10G, 10I, 12L, 12M and 12N only.

The assessment requires the implementation of specified noise barriers of 2.0m height, built on top of any retaining walls, with a minimum surface density of 12.5 kg/m². The barriers will be constructed along the eastern boundary of Stages 12L, M and N (Lots 3740 to 3759) and Stages 10A, C and F (Lots 3442 to 3475).

Residual noise levels after the implementation of the noise barriers result in Queensland Development Code Mandatory Part 4.4 (QDC MP4.4) Noise Categories 0-2 (ground floor) and 0-3 (first floor) for dwellings where the abovementioned noise barriers are proposed (Lots 3740 to 3759 and Lots 3442 to 3475). The noise assessment also notes that dwelling construction (i.e. structuring, materials, siting and configuration) and other lot fences will also screen road noise to these lots.

This is considered acceptable where dwelling façade treatments (applicable to the relevant noise category) are implemented. Future building works for these houses will comply. Refer to Table 1 of the Road Traffic Noise Intrusion Assessment for acoustic attenuation components.

6.7 Stormwater Management

A Site-Based Stormwater Management Plan (SBSMP) has been prepared by Engeny for the purposes of this application. Refer to **Appendix N**.

A hydrologic model was used to assess change in peak flows per catchment outlet in the existing and developed scenarios, noting the site currently comprises nil impervious area.

Waterway stability targets are achieved through the implementation of ten (10) bioretention basins with extended detention depth located at the outlet of each developed catchment which mitigate peak flow in the Developed Scenario to Existing Scenario flows.

6.7.1 Stormwater Quality

To mitigate peak flow of the 63.2% AEP event, bioretention basins are proposed to capture stormwater runoff per catchment prior to flow entering the relevant waterway (i.e. upstream outlets of Flagstone Creek or Sandy Creek) downstream. Basins are proposed within green open space stormwater management nodes and range between 1.02m to 1.57m peak depth, including extended detention depth.

Basins comprise a coarse sediment forebay for catchments between 2-5ha, or a coarse sediment inlet pond for catchments above 5ha. No treatments are required for catchments less than 2ha in size.

Emergency overflow weirs for each basin will be sized at the detailed design phase for events rare than the 63.2% AEP.

6.7.1.1 Medium Density lot and District Centre lot

The Medium Density lot (proposed lot 50041 in Stage 14R) within Catchment B and District Centre lot (proposed lot 50032 in stage 11J) within Catchment G will be of community title form and as such the treatment system will be managed and maintained by the landowner, rather than Council. It is acknowledged that a conditional compliance report in accordance with the CA3 South SBSMP will be required, at the time of title scheming.

6.7.2 Stormwater Quantity

Quantity management is proposed to be achieved through a masterplan solution as outlined in the *Flagstone City-Masterplan Flooding Assessment* (ref. 721743/032/R1V6) (Cardno, September 2014). It is proposed that the relevant mitigation structures for CA3 South are constructed in accordance with this report to achieve stormwater quantity.

Engeny have confirmed that no development is proposed within the 1% AEP flood extent (with the exception of a small portion of the Regional Sports Park) as illustrated in **Figure 19**.

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7 LEGISLATIVE REQUIREMENTS

7.1 Landowner's Consent

Owner's consent to the making of this application is provided at **Appendix B**. The consent relates to the current land parcels registered under the *Land Title Act 1994*.

7.2 Assessment Manager

The assessment manager for this application is Minister for Economic Development Queensland (MEDQ), having jurisdiction under the *Economic Development Act 2012* (the Act) to assess and decide PDA development applications.

7.3 Economic Development Act Considerations

Section 87 of the Act identifies considerations for MEDQ in making a decision on any development application. Compliance with these matters is considered below:

- Main purpose of the Act – the proposed development is consistent with the purpose of the Act to 'facilitate economic development, and development for community purposes, in the state'. The proposal extends the development of Flagstone, supporting residential development and allied uses, providing significant economic development within the region and the state.
- Relevant state interests – the state interests MEDQ can consider are very broad. Regard has been given to the following in this application:
 - Ecology management of vegetation mapped under the *Vegetation Management Act 1999* has been addressed in the Vegetation Management Plan at **Appendix Q**.
 - Bushfire management - Preliminary assessment and technical advice has informed the layout of CA3 South.
 - The development, management and offset of site Koala Habitat values, as governed through the approval from the Commonwealth Department of Agriculture, Water and the Environment (ref: EPBC 2014/7206)
 - A Cultural heritage agreement exists which confirms that no cultural heritage sites are present within CA3.
 - Searches of the Contaminated Land and Environmental Management Registers confirm that none of the land in the application area is subject to contamination. Please refer to **Appendix A** for a copy of the CLR/EMR searches.
 - The application area is fully contained within the Greater Flagstone PDA and SEQ Urban Footprint.
 - The development scheme – compliance with the development scheme was demonstrated in the comprehensive compliance summary provided with the CPAS.
 - Any preliminary approval in force for the land – no preliminary approval is in force for the land. The whole of site approval is a development permit. Compliance with this document was addressed as part of the CPAS endorsement process.

7.4 Confirmation that Development is not Prohibited

The proposed reconfiguration of a lot is **not prohibited**. This has been established by considering the level of assessment table applicable to the Urban Living Zone and Environmental Protection Zone under the Development Scheme (noting no development is proposed within the small slither of land within the Environmental Protection Zone in the north-west corner of the site).

7.5 Level of Assessment

The subject site is located within the Urban Living Zone and Environmental Protection Zone as such the proposed development is **Permissible** under Table 2, Column 3A of the Development Scheme.

We note that where Environmental Protection Zone is applicable, the proposed land use is for conservation and park purposes, and thus the level of assessment remains Permissible.

7.6 Public Notification

The first permissible development application in CA3 was a subdivision application lodged and approved by MEDQ as part of the CA3 Context Plan endorsement (DEV2020/1154).

The proposal is consistent with the zone intents of the Development Scheme and the planning framework under the endorsed as Context Area Plan relevant to the site.

The application does not seek the endorsement of a Context Plan and thus pursuant to Section 3.2.10 of the Development Scheme, the application public notification is not required for this application.

7.7 South East Queensland Regional Plan 2023

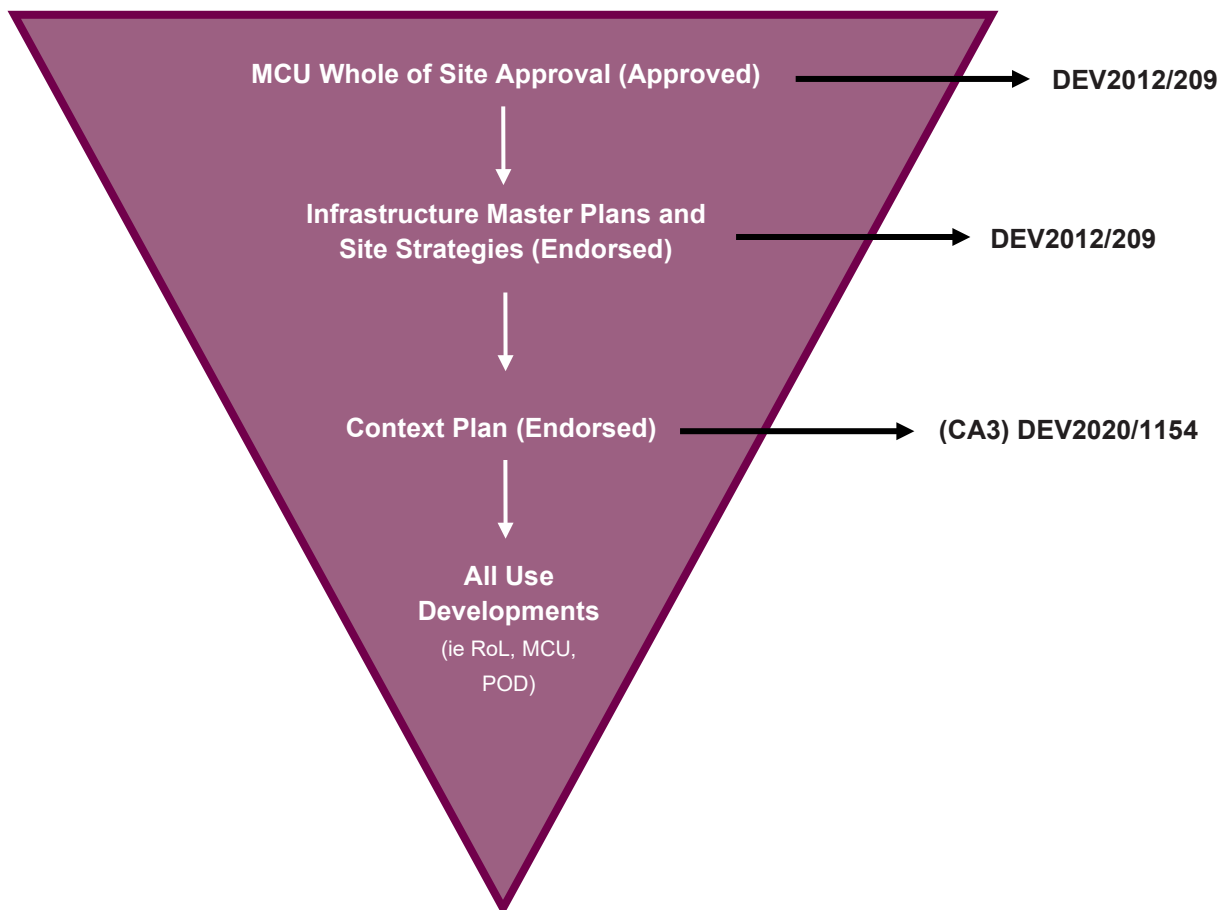
The subject site is situated wholly within the Greater Flagstone PDA and the Urban Footprint of the *South East Queensland Regional Plan 2023* (ShapingSEQ).

The development of the subject site has been strategically designed to ensure that the proposed land uses, and supporting infrastructure, is integrated to achieve a sustainable urban outcome that supports the development of the PDA as a key growth area in accordance with the intent of ShapingSEQ.

8 STATUTORY PLANNING ASSESSMENT

8.1 Overview

As a result of the approval of the whole of site Material Change of Use PDA Development Permit (MEDQ reference DEV2012/209), the following approval hierarchy was established in keeping with the Development Scheme and EDQ Guidelines as the appropriate assessment structure:



In accordance with the established hierarchy, this development application has been prepared having regard to the approved CA3 CPAS and is consistent with the standards set out in the endorsed Infrastructure Master Plans and Site Strategies where relevant, the Development Scheme and the applicable MEDQ Guidelines.

Consistency with these documents is addressed in further detail below.

8.2 MCU Whole of Site Approval

A Development Permit was granted by the MEDQ on 19 October 2012 to establish the approved uses in accordance with the intent of the Greater Flagstone PDA Development Scheme through a Material Change of Use (EDQ Reference: DEV2012/209). This approval is referred to as the MCU Whole of Site Approval and is the overarching approval that covers all of Peets landholdings in Flagstone ('approved landholdings').

Please refer to **Figure 20** below for indication of where CA3 South (the subject site) is situated in reference to Peets approved landholdings.

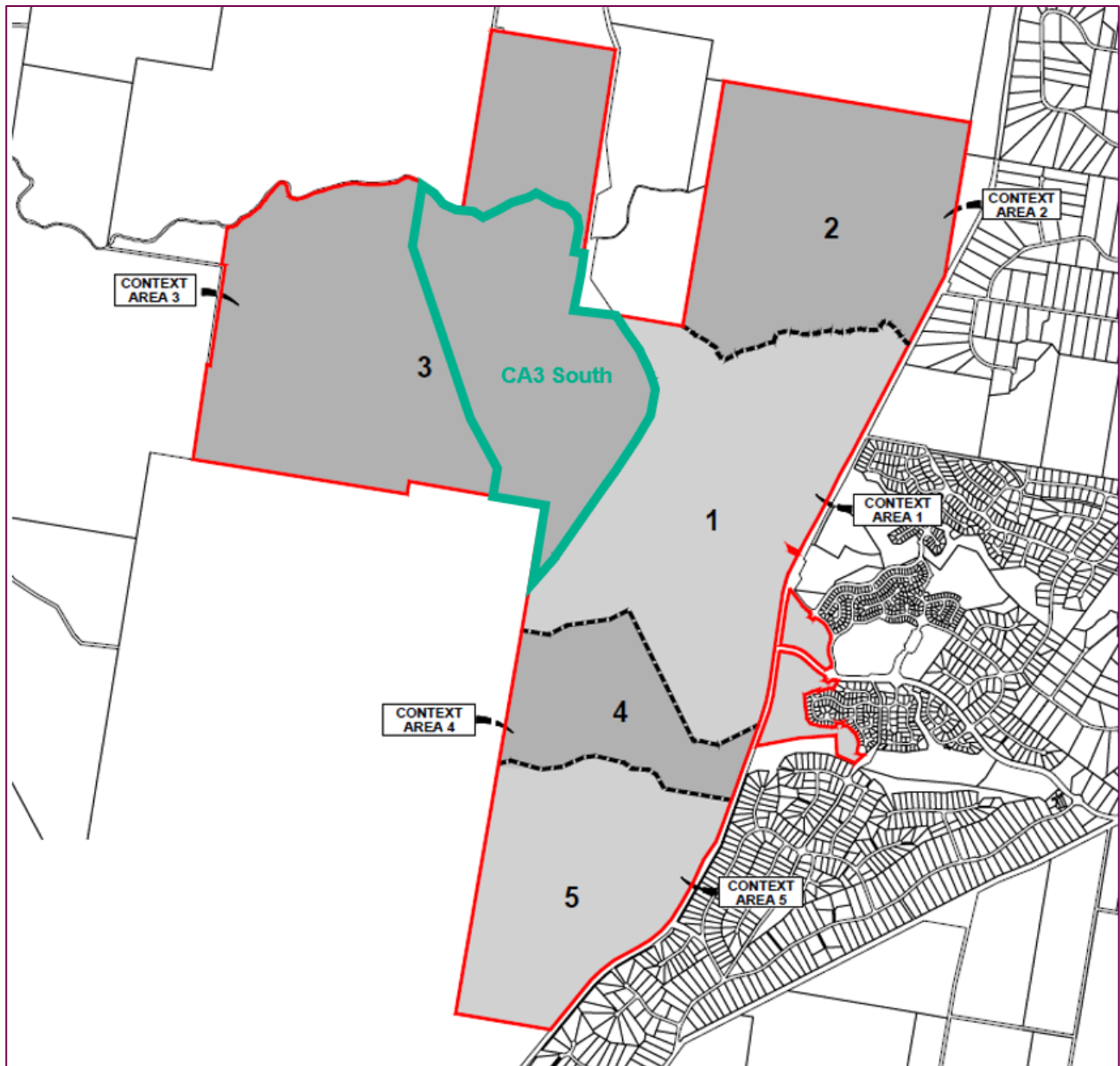


Figure 20 – PEET landholdings in Flagstone (CA3 South in green)

Under the MCU Whole of Site approval, CA3 South is located within the Urban Living Zone, which is consistent with the zoning under the Development Scheme. The approved uses in the Urban living zone under the MCU Whole of Site Approval range from house, display village, multiple residential to child care centres, community facilities and educational establishments. All of which can technically be provided on any of the proposed lots, subject to separate compliance assessment applications.

Notwithstanding the above, it is intended that any use not listed under the PODs will require a separate MCU application to be submitted (or a POD or Compliance Assessment application, where relevant).

The approved uses listed under the Plan of Development (POD) submitted as part of the subject application are limited to House, Multiple Residential, Home Based Business, Display Home and Sales Office. As such the proposed subdivision is consistent with the intent of the MCU Whole of Site Approval.

8.3 CA3 CPAS Compliance

The CA3 Strategy represents a precursor to this development application as well future applications within the northern and western sections of CA3. It was prepared in response to the Development Scheme, the MCU Whole of Site Approval (DEV2012/209) and is consistent with the standards set out in the endorsed Infrastructure Master Plans and Site Strategies as well as the PDA wide criteria.

The CA3 CPAS was endorsed by MEDQ on 31 May 2023 (DEV2020/1154).

The endorsed CA3 CPAS is considered an appropriate outcome for the land and has sufficient accuracy to allow the spatial allocation of specific land uses to be approved. In this regard, this development application has been prepared with respect to CA3 CPAS as demonstrated below.

8.3.1 CA3 Key Aspects

The table below provides a summary of the proposed development's consistency with key aspects of the Context Plan. Key points to note include:

- The proposed higher order road/s generally reflect the location of major road linkages identified on the context plan and endeavour to provide the same traffic flow/outcome as confirmed within technical supporting documentation.
- The location of the proposed neighbourhood recreation nodes generally reflects the location/s identified on the context plan.
- The location of the school site, district centre and neighbourhood centre are generally in line with those on the context plan.
- The location of the proposed regional sports park and district sports park are entirely consistent with the context plan and both sports park achieve the minimum useable area requirements prescribed under the context plan.
- Retention of core conservation and corridor areas along Sandy and Flagstone creek are maintained per the requirements of the Natural Asset Site Strategy.
- Vegetation has been retained on the ridgetop and incorporated into the design of the Conservation Park
- Large lots, capable of accommodating slope responsive housing, provided in the location identified as 'slope affected' on the context plan.
- Opportunity for Stage 12L-12S to be converted from residential to state high school – if acquired by State.

Based on the above, and table below, it is considered that this application has demonstrated its consistency with the Context Plan Area 3 Strategy.

Table 12: CA3 Endorsed Context Plan Assessment

| Endorsed Context Plan | CA3 South | Compliance |
|--|--|------------|
| Infrastructure | | |
| Road Hierarchy: The road hierarchy within CA3 includes: <ul style="list-style-type: none"> • 1 major road (trunk connector) that provides two points of connection with the future north-south arterial road (New Beith Road). • Major road provides frontage to regional sports park, district sports park, district centre and state primary school. • Varied minor and future road linkages, including connection between CA3 South and CA3 north (traversing Flagstone Creek) | CA3 South proposes a trunk connector 'loop' road throughout CA3, intersecting with New Beith Road at the north (below Flagstone Creek) and at the south (District Centre, adjacent to approved Stages 2-5 land of CA1 to the east). The regional sports park, district sports park, district centre and state primary school, in addition to the local centre and community centre, front the trunk connector road. Neighbourhood connector, access and lane roads, and esplanade roads, are also proposed throughout the site. Land north of Flagstone Creek is not subject to the CA3 South proposal and will be addressed in future RoL applications. | ✓ |

| | | |
|---|---|-----|
| <p>Movement: Public transport will be provided along higher order roads within the residential neighbourhoods throughout Context Plan Area 3.</p> | <p>A total of ten (10) indicative bus stops are proposed within the public transport network provisions for CA3 South. Bus stops are primarily located along the trunk connector loop road which is designated as a major (regional) bus route.</p> | ✓ |
| <p>Active transport network consists of a mixture of Inter-suburban and suburban on-road bicycle lanes and off road regional and recreational routes through and along parkland corridors.</p> | <p>The active transport network is encouraged as a continuation from approved Stages 2-5 in CA1 to the east. Future applications over the western portion of CA3 will also reflect the inter-suburban network. Cycleways and pedestrian paths by way of dedicated lanes or shared paths are provided to all proposed roads. Key open space areas including major sport and recreation parks will provide leisure cycleways and pedestrian pathways. Details of park embellishments is provided in the Landscape Masterplan.</p> | |
| <p>The active transport network connects the District Centre, primary school (public and private), recreation/ sporting parks and transport facilities (including connection into CA1)</p> | <p>The active transport network is provided to all streets and thus connects key sites such as the district centre, school etc. along the trunk connector road.</p> | |
| <p>The off-road network will provide largely uninterrupted movement for cyclists.</p> | <p>Sewer reticulation is achieved through trunk gravity lines along both creeks to discharge to a future sewer pump station in CA3 South. Water reticulation is a water main and pipe system along the trunk connector road. generally, all sewer and water works will ultimately connect to New Beith Road and the approved Stages 2-5 within CA1 to the east.</p> | ✓ |
| <p>Services: Trunk gravity sewer mains and water connections are extended from Stages 2-5 into CA3.</p> | <p>Sufficient space for the 11m wide easement for the Wyaralong Interconnector Pipeline Alignment along the western boundary of New Beith Road has been accommodated into the proposal plans.</p> | |
| <p>Wyaralong Interconnector Pipeline Alignment - Contained within the western side of the New Beith Road Reserve and a contiguous 11m wide easement to be provided in favour of Seqwater</p> | <p>Not applicable to CA3 South.</p> | N/A |
| <p>Stormwater: Internal and external stormwater innovative methods were anticipated. Overall regional solutions are provided as opposed to onsite treatment for each development area</p> | <p>Waterway stability targets are achieved through the implementation of ten (10) bioretention basins with extended detention depth located at the outlet of each developed catchment.</p> <p>Regionally, quantity management is proposed to be achieved through a masterplan solution as outlined in the <i>Flagstone City-Masterplan Flooding Assessment</i>.</p> | ✓ |
| Centres | | |
| <p>District Centre - access via new east-west main street, situated in CA3 South. Suitable size to accommodate:</p> | <p>The District Centre provided is 8ha and located in the same position as illustrated under the CA3 plan.</p> | ✓ |
| <ul style="list-style-type: none"> • ~15,000m² GFA for retail/commercial buildings • 2,000m² Civic Park • Ambulance station site (as per requirements of Department of Health) | <p>The concept plan for the District Centre illustrates how the 8ha site accommodates the following features:</p> <ul style="list-style-type: none"> • Indicative building envelopes capable of accommodating the maximum retail and commercial GFA areas provided under the Development Scheme for a District Centre (15,000m² GFA) • a 2,000m² Civic Park (required under the Community Greenspace IMP) • the minimum land area for state infrastructure, which is limited to 0.6ha ambulance site (see Section 5.7.1.1 for further comment regarding the requirements of ambulance site by Department of Health) | |
| <p>Neighbourhood Centre – 1 located in CA3 South and 1 potentially located in CA3 North. Centres will provide convenience retail, to the surrounding cluster of local residents. The Neighbourhood Centre will have good local accessibility, particularly by active transport, and act as a focal point and meeting place for the local community</p> | <p>The Neighbourhood Centre CA3 South is located on either side of the minor linkage road (neighbourhood connector), providing for pedestrian amenity due to traffic volumes. The Neighbourhood Centre will acts as a local focal point, situated in close proximity to public transport stops</p> | |
| <p></p> | <p>The 'southern' local centre lot (located in stage 13J-2) is 1.311ha and is the larger of the two sites, capable of</p> | ✓ |

accommodating retail uses at ground level, with potential for office activities above.

The 'northern' local centre site has been divided into two components – the local centre (0.634ha) and local community centre (0.55ha). The co-location of the centre activities with community activities will further support the centres role as a focal point for the surrounding residential neighbourhood.

Neighbourhood Design

Density:

The majority of CA3 is located within the low density residential zone, which anticipates a residential density of 15 dwellings per hectare.

Slope Affected Land:

CA3 South and CA3 West include areas with steeply sloping topography (>15%).

Earthworks in the identified steeply sloping areas will require a 'relaxation in design standards' and densities below the typically low density residential minimum threshold of 15dw/ha

CA3 South provides for predominantly low density residential land of freehold lots for detached dwellings. Notwithstanding, CA3 South still provides housing choice and diversity by nominating a Medium Density super lot and multiple potential Multiple Residential Allotments for attached dwellings (duplexes, etc.). The net density for CA3 South is 12.6 dwellings per hectare or 12.7 dwellings per hectare if including Multiple Residential Allotments.

CA3 South is a constrained site with a central ridgeline and significant associated slope. As such, lots in this area adopted a new lot typology for much larger lots (the 'ridgetop allotments') in order to allow for the natural topography of the land to be retained whilst still utilising the land as developable area. As a result, net density is slightly lower than the intended 15 dwellings per hectare. Less constrained areas in accessible and high-amenity locations have been designed for smaller lot products to maintain a high net density.

Several home types have been identified as possible within the ridgetop allotments to ensure this land is still usable to a high design standard.

✓

Open Space

Linear Open Space Network (Stormwater Management):

Linear open space areas are provided throughout the neighbourhoods and provide for permeability through the inclusion of shared pathways, allowing movement through these spaces

Linear Park will follow the edges of the creeks and remanent vegetation areas and incorporate the natural features into the urban environment.

✓

Neighbourhood Recreation Nodes:

Each neighbourhood will be centred on a neighbourhood park and bus stops have been co-located in close proximity to these parks resulting in the creation of 'neighbourhood recreation nodes'.

All neighbourhoods are within walkable distance of useable open space ensuring a connection with the natural environment and a strong sense of place is created.

✓

Civic Park:

0.2ha Civic Park located within the District Centre. Civic Park is to be delivered within 12 months after the commencement of a retail use on a lot adjoining the Civic park land area or no later than the development of 7,000m² of GFA in the District Centre.

A civic park of 0.2ha is provided in the district centre. A concept layout plan for the district centre, showing the civic park centrally located within the super lot, is provided in Section 5.7.1.

✓

District Sports Park:

A district sports park is located on the south side of Flagstone Creek. The park is to have a minimum useable area of 7.5ha

The district sports park is provided at 12.624ha along the southern side of Flagstone Creek. The park will have a minimum useable area of 7.5ha.

✓

Regional Sport Park:

A regional sports park is located to the north of Sandy Creek, immediately west of the District Centre. The park is to have a minimum useable area of 15ha.

The regional sports park is provided at 17.595ha along the northern side of Sandy Creek and adjoining the district centre. The park will have a minimum useable area of 15ha.

✓

Community Facilities

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| | | |
|---|--|---|
| The indicative Community Facility location is adjacent the possible future State Primary School in CA3 West, on the western side of the trunk connector road. The Community facility is to be 0.12ha in size (in accordance with the Community Facilities IMP). | The proposed community facility is located to the west of the possible future State Primary School (CA3 West) and the trunk connector loop road. The community facility is co-located with the local centre to create a 'high street'. The local community centre is 0.55ha. | ✓ |
| A 7ha State Primary school is located on the northern side of the trunk collector loop road, opposite the regional sports park. | A 7ha State Primary School has been created under a prior development approval (DEV2023/1414) (proposed Lot 30015). | ✓ |
| Potential for additional 2 x State Primary School (7ha) and 1x State High School (12ha). These schools are indicatively illustrated in the below locations: | CA3 South recognises the potential for a State High School (12ha), subject to land acquisition. The proposed location is within Stage 12 of CA3 (refer to Section 5.8.3). | ✓ |
| <ul style="list-style-type: none"> - CA3 South = 12ha State High School - CA3 North = 7ha State Primary School - CA3 West = 7ha State Primary School | | |

Natural Environment

| | | |
|---|--|---|
| Flagstone Creek and Sandy Creek will form open space spines through Context Plan Area 3. | The creeks provide for a natural delineation between development areas, with Flagstone Creek providing the boundary between CA3 South (subject development area) and CA3 North and Sandy Creek providing a buffer between CA3 South and the endorsed 'Undullah Context Plan' (developed by Pioneer Fortune). | ✓ |
| The waterways will be protected by 200m corridors comprised of 100m core and 50m buffer on either side of the core. | | |
| Creek Corridors: Limited development is provided within the creek corridors: Specifically: | The park areas exclude the 100m core from Flagstone Creek and Sandy Creek but incorporate stormwater management infrastructure within the 50m buffer area. | ✓ |
| Core Corridor (100m): No development is permitted | Any/all earthworks within the core corridor area will be limited to areas free of vegetation and therefore suitable from an environmental perspective. | |
| Outer Corridor (50m buffer on either side of the Core Corridor): Use limited to compatible open space and community uses and stormwater infrastructure. | No clearing of vegetation within the 100m core creek corridor is proposed for either Sandy Creek or Flagstone Creek. | |
| Environmental Core Area: Environmental Protection zone is provided along the western boundary of CA3 | Environmental Protection zone is covered by the conservation buffer. Development is not proposed in this area. | ✓ |

As demonstrated in the table above, the proposed CA3 South layout demonstrates consistency with endorsed Context Plan Area 3 (CA3). Thus, we do not consider that further public notification of this proposal is required.

8.4 Compliance with Endorsed Infrastructure Master Plans

The endorsed Infrastructure Master Plans (IMPs) identify and detail the necessary infrastructure, its applicable works and the appropriate connections to existing and future networks across Peets approved landholdings at Flagstone. The IMPs also articulate the overall planning and delivery principles for the infrastructures as well as indicated how and when the components of the infrastructure will be provided (including the dedication / transfer).

An assessment of the proposed subdivision against the below endorsed IMPs has been undertaken in the below section of this Report:

- **Community Facilities IMP** – Version 1.2 – Endorsed 11/03/2014 – see Section 8.4.1
- **Community Greenspace IMP** – Version 4.0 – Endorsed 21/06/2019 – see Section 8.4.2
- **Stormwater IMP** – Version 1.4 – Endorsed 02/07/2019 – see Section 8.4.3
- **Earthworks IMP** – Version 1.3 – Endorsed 03/07/2019 – see Section 8.4.4
- **Water Supply and Sewer Networks IMP** – Version 2.0 – Endorsed 10/05/2023 – see Section 8.4.5
- **Movement IMP** – Version 3.0 – Endorsement Pending – see Section 8.4.6

8.4.1 Community Facilities IMP

The Community Facilities IMP provides a framework for the provision of community facilities throughout Flagstone.

The following table addresses the facilities required to be provided within CA3 South in accordance with the requirements of the endorsed IMP and CA3 CPAS (EDQ ref: DEV2020/1154).

Table 13: Community Facilities IMP Compliance in CA3 South

| Community Facility | IMP Requirements | | | DCOP Reference | CA3 South Compliance (Stages 8-14) | | |
|-------------------------------------|--|-----------|-------------------------------|----------------|--|---------------|------------|
| | GFA | Site area | Estimated Timing/ Lot Trigger | | Location in CA3 South | Proposed Size | Compliance |
| Local Community Centre (DCC) | 600-2000m ² | 0.12ha | 2019/2020 900 lots | CF003 | This facility has been located in the endorsed Context Area 1 Plan (DEV2022/1302) – within Stage 4 / Lot 50025 (DEV2012/403) | | N/A |
| Local Community Centre (NC4) | 600-2000m ² | 0.12ha | 2032/2033 5,000 lots | CF007 | This facility has been located in the endorsed New Beith Context Area Plan (DEV2022/1302) | | N/A |
| Local Community Centre (NC5) | 600-2000m ² | 0.12ha | 2029/2030 4,000 lots | CF006 | Stage 13J(3) (Lot 50039) | 0.551ha | ✓ |
| Ambulance | 0.3ha | 0.6ha | 2028/2029 4,000lots | AMB001A | Stage 11J (Lot 50033) | 0.600ha | ✓ |
| | - | - | - | AMB001B* | While the DCOP nominates two (2) ambulance sites in Context Area 3 (AMB001A and AMB001B), Queensland Ambulance Services / Department of Health have advised EDQ that they only require the 6,000sqm AMB001A site in CA3 (and NOT the optional 4,000sqm (AMB001B) OR the Town Centre site (AMB002). | | N/A |
| State Primary School | 65,000m ² - 75,000m ² | 7ha | 2,500 lots | PS003 | Stage 8 (Lot 30015) Approved under DEV2023/1414 | 7ha | ✓ |
| State High School* | - | - | - | SS004* | Stage 12L-12S* (potential 12ha site able to be converted from residential to state high school – if acquired by State) | 12ha* | ✓ |

* Additional community facilities under the DCOP (subject to State Agency acquisition)

The proposed development is fully compliant with the relevant requirements of the endorsed Community Facilities IMP.

8.4.2 Community Greenspace IMP

The Community Greenspace IMP provides a framework for the provision of open space throughout Flagstone. The following table demonstrates that the facilities proposed to be provided within CA3 South are generally consistent with the requirements of the endorsed IMP.

Consistency between the Community Greenspace IMP and CA3 South is provided in the Landscape Masterplan Report, provided in **Appendix K**.

8.4.3 Stormwater IMP

The proposed development will achieve no-worsening of the upstream and downstream waterways through the implementation of a stormwater management plan.

Stormwater Quality objectives are met as required by the Logan City Council Planning Scheme Policy and State Planning Policy (SPP). Specifically, the water quality objectives for post development will be satisfied through the implementation of best practise end of line stormwater basins. These have been adequately sized to effectively mitigate pollutant loads generated from the site to SPP pollutant load reduction targets.

For further details with respect to stormwater management, please refer to the Engeny Site-Based Stormwater Management Plan, provided in **Appendix N**.

8.4.4 Earthworks IMP

Earthworks for Context Area 3 South are noted in the IMP as being very steep and that *'relaxation in design standards will generally be identified and justified and approved by EDQ at the DA Stage'*

Existing earthworks constraints over the site include, but are not limited to, existing steep crest lines and steep natural surface, existing vegetation retention lines, existing waterway and creek lines and external New Beith Road levels interfacing to the east.

Earthworks have been designed to minimise cut in rock, while responding to the various road typology constraints and uses throughout the precinct, including a school site, local centre and medium density site. The proposed earthworks plans prepared by Colliers demonstrate how the steep topography is appropriately addressed through sound engineering practises in accordance with the Earthworks IMP.

For further details with respect to proposed bulk earthworks, please refer to the Colliers Engineering Services Report, provided in **Appendix O**.

8.4.5 Water Supply and Sewer Network IMP

The Endorsed Sewer & Water IMP considered a development demand estimate of 12,725 EP contributing from the full Context Area 3 area. Including the balance areas outside of this initial RAL application, a total estimated development demand of 10,906 EP is anticipated, which is within previous planned estimates for CA3.

For further details with respect to water supply and sewer reticulation, please refer to the Colliers Engineering Services Report, provided in **Appendix O**.

8.4.6 Movement IMP

The Flagstone City endorsed Movement IMP (circa. 2015) was considered when developing the transport infrastructure requirements of the subject site. It is noted that an updated Movement IMP is currently going through an application / review process with EDQ which is expected to be endorsed in the near future to better align with more recent planning and development that has occurred to date.

For context, the endorsed Movement IMP (2015) and the current Movement IMP (2023 – endorsement pending) both identify:

- The ultimate four-lane configuration of New Beith Road adjacent CA3
- A two-lane trunk connector encircling the majority of the CA3 South area
- Key signalised intersections at the CA3 connections to New Beith Road.

The current Movement IMP (2023) aligns with the endorsed Movement IMP (2015) as well as the relevant DCOP planning over the site. The road network from the CA3 South site area is consistent with the relative area under both the 2015 and 2023 Movement IMP.

The Traffic Impact Assessment Report confirms that:

- The CA3 South road network generally aligns with the endorsed Movement IMP and current Movement IMP road network.
 - The key difference between the endorsed (2015) and current (2023) Movement IMPs is that the southernmost connection from CA3 to New Beith Road is now proposed to form a 4-way intersection with Flagstonian Drive.
- The road cross-sections are consistent with the relevant Movement IMP, with the exception of the Esplanade Road.
 - The proposed esplanade road is generally in accordance with the EDQ Guideline No. 6, Neighbourhood Access Street (6m). The only difference from the standard cross-section is the proposed verge width on the side of the road fronting adjacent parkland. As this verge is proposed only adjacent parkland and is not required to cater for pathways, this reduced verge width is not considered to result in any adverse impacts to amenity or active transport connectivity.
- The microsimulation modelling undertaken was developed as a part of the current (2023) Movement IMP
- The key trunk intersections are consistent with the current (2023) Movement IMP (with additional signalised intersections within the CA3 South area itself).
- Regional and local bus routes are generally in accordance with the current Movement IMP and the endorsed CPAS for CA3.

As such the CA3 South development proposal complies with the 2023 Movement IMP.

8.5 Compliance with Endorsed Site Strategies

The overarching Site Strategies set requirements and standards, implementation strategies, stretch targets and goals to ensure the scheduled site projects and other initiatives are achieved in accordance with identified value of works, costs and provision of serviced land. They included undertakings for monitoring and reporting on the achievement of the overarching site strategy initiatives/outcomes and allow for any non-achievement of these initiative/outcomes to be address.

An assessment of the proposed subdivision against the below endorsed Site Strategies (SS) has been undertaken in the below section of this Report:

- **Housing Diversity and Affordability SS** – Version 1.3 – Endorsed 29/01/2014 – see Section 8.5.1
- **Community Development SS** – Version 1.2 – Endorsed 12/03/2014 – see Section 8.5.2
- **Ecological Sustainability & Innovation SS** – Version 1.2 – Endorsed 07/03/2014 – see Section 8.5.3
- **Employment & Economic Development SS** – Version 1.3 – Endorsed 12/03/2014 – see Section 8.5.4
- **Total Water Cycle Management SS** – Version 1.2 – Endorsed 14/03/2014 – see Section 8.5.5
- **Natural Environmental SS** – Version 1.3 – Endorsed 22/12/2015 – see Section 8.5.6

8.5.1 Housing Diversity and Affordability SS

The Housing Affordability Site Strategy sets out the targets for establishing housing diversity and affordability in Flagstone. The targets include:

- *a) Delivering 25% of housing that is affordable to first home buyers and key workers;*
- *b) Delivering 10% accessible housing; and*
- *c) Delivering 5% social housing.*

Demonstration of compliance with these targets has been provided separately below.

8.5.1.1 Affordable Housing

The affordable housing targets are aligned with the provision of a certain percentage of lots that are sized to fall within affordable income bands:

- Band 1: 0m²- 225m² (5%)

REPORT

- Band 2: 226m²- 350m² (10%)
- Band 3: 351m²- 450m² (10%)

The creation of affordable housing product occurs as a natural consequence of delivering the required density of development under the Greater Flagstone Development Scheme within the Urban Living zone (which is set at a net residential density of 15 dwellings per hectare).

However constrained areas within Context Area 3 are nominated as areas permitted to provide larger lots (to avoid earthworks in steeply sloping areas) and as such CA3 South will not have the same proportion of affordable sized product as the less constrained areas (e.g. Context Area 1 and Context Area 5).

Context Area 3 South achieves the following number of lots within the affordable housing bands:

Table 14: CA3 South Affordable Housing Bands

| Band | Band 1 | | Band 2 | | Band 3 | | TOTAL |
|---|--|-----------|---|------------|--|------------|----------------|
| Lot Size Range | 0m ² -225m ² | | 226m ² -350m ² | | 351m ² -450m ² | | |
| Typical Housing Product | Terrace 9.5m Allotment Terrace 7.5m Allotment | | Terrace 9.5m Allotment Villa 10m Allotment | | Premium Courtyard Allotment Courtyard Allotment | | |
| Cost (House and Land)* | ~\$388,000 | | ~\$435,000 | | ~\$595,000 | | |
| % of residential lots across all the Approved Land under OSS | 5% | | 10% | | 10% | | 25% |
| Number of lots for CA3 South (Stages 8-14) | Stage 8 | N/A | Stage 8 | N/A | Stage 8 | N/A | 1,065 |
| | Stage 9 | 5 | Stage 9 | 119 | Stage 9 | 174 | |
| | Stage 10 | 9 | Stage 10 | 69 | Stage 10 | 93 | |
| | Stage 11 | 0 | Stage 11 | 46 | Stage 11 | 64 | |
| | Stage 12 | 0 | Stage 12 | 93 | Stage 12 | 100 | |
| | Stage 13 | 0 | Stage 13 | 0 | Stage 13 | 32 | |
| | Stage 14 | 10 | Stage 14 | 51 | Stage 14 | 200 | |
| | TOTAL | 24 | TOTAL | 378 | TOTAL | 663 | |
| % of lots achieved in CA3 South (Stages 8-14) | 1.468% | | 23.120% | | 40.55% | | 65.138% |

*House and land prices are current as of November 2023. These figures are consistent with the data provided to EDQ as part of the annual PEET Housing Diversity and Affordability Report (2023).

CA3 South is short on lots in the Band 1 category. In areas constrained by slope, which is predominantly prevalent in Context Area 3, it is particularly difficult to deliver product of this sub 225m² size, whilst still complying with the EDQ requirements in relation to earthworks and maximum retaining wall heights. However, within Context Area 4 there are areas where a more substantial proportion of smaller product is proposed which will seek to offset the shortfall of Band 1 product in other precincts.

Notwithstanding the shortfall in Band 1, the development far exceeds the lots provided in Bands 2 and 3, with the development providing over 65% of lots within Bands 1-3 (as opposed to the stretch target of 25%).

Overall, CA3 South complies with the affordable housing requirements of the IMP.

8.5.1.2 Accessible Housing

This application does not include delivery of accessible housing as no 'built-form' residential products are being proposed within this application (i.e. multi-unit dwellings, retirement living). Notwithstanding, it is recognised that the Housing Affordability Site Strategy provides the following targets:

- *Multiple Residential: 10%*
- *Retirement Living Option: 5%*

The proposed layout includes a medium density residential allotment (Lot 50041) in Stage 14R. The medium density residential allotment is 2.863ha in size and likely to achieve 100 dwellings.

Table 15: CA3 South Accessible Housing Bands

| Development Type | Target Percentage/ Equivalent number of Dwellings for CA3 South | Planned Number of dwellings Achieved in CA3 South* | Achieved Percentage |
|---------------------------------|---|--|---------------------|
| Multiple Residential | 10% of the proposed 1635 residential lots = 163.5 | Lot 50041 = 100 dwellings Lot 3441 = 2 dwellings Lot 3442 = 2 dwellings Lot 3252 = 2 dwellings Lot 4070 = 2 dwellings Lot 4513 = 3 dwellings Lot 4541 = 3 dwellings Lot 4518 = 3 dwellings TOTAL dwellings = 117 | 7.155% |
| Retirement Living Option | 5% of the proposed 1635 residential lots = 81.75 | 0 | 0% |

*The number achieved is approximate as the multiple residential dwelling sites, medium density and retirement living sites are subject to final design to confirm dwellings yield

It is noted that presently the multiple residential dwelling products achieved rate does not reflect 10% of the planned dwellings in Stages 8-14 and no retirement living options are actively anticipated. However cumulatively across the approved Stages 1-5 the potential accessible dwelling product sits at 19.55% which substantially exceeds the cumulative target of 15%. Cumulatively compliance with the required rates of supply has been achieved and is expected to continue across future stages of the subdivision. Therefore, the current provision in CA3 is considered appropriate in this instance.

Furthermore, substantial proportion of the multiple residential dwelling product and retirement living options for the project as a whole are expected to be delivered within the Flagstone Town Centre and Context Area 4.

In addition to the above, it is noted that changes to the National Construction Code for dwelling design came into effect in October 2023 which incorporate accessible housing design requirements that will apply to new houses and units. This will increase the supply of Accessible Housing within Flagstone as dwellings constructed are subject to these standards. This required construction standard will provide the mechanism for delivery of accessible products on detached dwelling lots which is presently not available.

8.5.1.3 Social Housing

This application does not include delivery of social housing. Appropriate land is available; however, the delivery of social housing will be subject to partnerships or arrangements between the Development and the relevant social housing proponent or operator.

PEET are actively working with the Queensland Department of Housing (DoS) on a social housing strategy for Flagstone and it is PEET's aim is to (ultimately) deliver 10 social housing sites a year in conjunction with the DoS.

While PEET are engaging with a provider to deliver social housing across the approved PEET landholdings, PEET are unable to confirm the details of this entity until such a time that an agreement is finalised.

8.5.2 Community Development SS

The purpose of the Community Development Site Strategy is to outline the measured targets for the short and long-term sequencing for the community facilities across PEETs approved landholdings. As noted in the Community Facilities IMP, a number of facilities have been identified as being located within CA3, all of which have been identified in the endorsed Context Plan.

CA3 South complies with the Community Development SS as it provides for the following:

- Local Community Centre (0.551ha) co-located with Local Centre in Stage 13J-3 (Lot 50039)
- A bus network along the high order roads that will link the residential neighbourhood to the community centre, local centre, district centre, district and regional sports park within CA3, the residential

neighbourhoods, local services and regional recreation nodes provided in CA1 (Stages 1-5) and the Town Centre. Ultimately this will provide connection with the future passenger rail station at Flagstone.

Community buildings and open space areas suitable of accommodating community events, public art and cultural programs can be undertaken that will enhance the sense of community of CA3 whilst also providing activation of these spaces at times when they may otherwise be unoccupied.

8.5.3 Ecological Sustainability & Innovation SS

The purpose of the Ecological Sustainability and Innovations Site Strategy is to outline the measured targets and an annual monitoring program to achieve resource management and ecological sustainable development. The SS outlines three main principles which include:

- Climate change resilience and greenhouse gas emission reduction;
- Pollution minimisation including water reduction and management strategies for constructions; and
- Efficient use of materials.

Assessment of Context Area 3 South (Stages 8-14) against the targets set in the Ecological Sustainability and Innovations SS is provided below:

Table 16: Ecology Sustainability & Innovation SS Assessment

| Targets | Strategy | CA3 South | Compliance |
|--|---|---|------------|
| Climate Change resilience and greenhouse gas emission reduction | | | |
| Climate Change Reliance | <i>Preparation and endorsement of site strategy for management of the natural environment (in accordance with conditions of approval of the Whole of Site MCU Approval)</i> | The 'Flagstone City Natural Environment Site Strategy' (NESS), version 1.3, prepared by Saunders Havill Group, dated 22 December 2015 was endorsed by EDQ on the 22 December 2015 . The NESS dictates subsequent environmental plans and strategies to be prepared as part of ROL and operational works applications. Please refer to Section 8.5.6 for assessment of the proposed CA3 South ROL layout against the provisions of the NESS. | ✓ |
| Greenhouse Gas Emission | <i>Subdivision design and lot layout:</i> <i>Consider solar orientation and natural ventilation considering economic feasibility, affordability and site conditions.</i> <i>Context plan area strategies:</i> <i>Address the movement network in order to encourage active transport uses – pedestrian routes, cyclist routes and public transport routes.</i> | As demonstrated on the subdivision proposal plans, the proposed lots have been orientated generally in a north-south direction, or close to the NE-SW and NW-SE aspects, to encourage climate-focused design such as solar access and natural ventilation for future buildings. The endorsed CA3 plan and endorsed Movement IMP, Community Facilities IMP and Community Development SS all encourage active transport uses accordingly | ✓ |
| Reduce average household energy | <i>Encourage the use of solar panels for all housing; investigate and encourage builders to use innovative building materials; display and energy efficient house as part of the display village/s and investigate the of district cooling for the centre core and frame areas.</i> | Wherever possible these measures will be investigated to ensure that a reduction in energy usage is achieved. <i>Note: The viability of district cooling for the centre core and frame areas was undertaken at a context area planning level for CA1 and not relevant to this application</i> | ✓ |

Pollution Minimisation

| | | | |
|---------------------------|---|---|-----|
| Site Contamination | <p><i>Investigate and remediate any identified contaminated land to ensure the site is fit for its intended purpose taking into account economic feasibility, affordability and site conditions.</i></p> <p><i>Note: At the date of the Approval no part of the Approved Land is listed on the Environment Management Register (EMR) or Contaminated Land Register (CLR).</i></p> | <p>A search of the Queensland Environmental Management Register (EMR) and Contaminated Land Register (CLR) was undertaken. The subject site is not identified on the Contaminated Land Register or on the Environmental Management Register</p> | ✓ |
| Noise | <p><i>Planning processes will identify surrounding and/or internal land uses that have the potential to impact on acoustic amenity including the proposed rail corridor.</i></p> <p><i>Strategies will be proposed at detailed design documentation stage to manage sensitive land uses according to acceptable acoustic standards.</i></p> | <p>An acoustic impact assessment report has been prepared to demonstrate that the proposed development will not have an adverse impact on existing or planned uses in the surrounding area.</p> <p>The acoustic report also demonstrates that residential development is capable of being delivered along the sites interface with the future north-south arterial road provided that the recommendations of the report are implemented (e.g. acoustic fencing and suitable construction materials). Please refer to Appendix M for a copy of the Acoustic Report.</p> <p>During the construction of the proposed development, adequate measures will be in place to ensure that noise levels are managed and can be conditioned for compliance.</p> | ✓ |
| Air Quality | <p><i>Planning processes will identify surrounding land uses that have the potential to cause air quality impacts for uses of the Approved Land.</i></p> <p><i>Strategies will be proposed at detailed design documentation stage to manage land uses that may have an adverse air quality impact on development.</i></p> | <p>The approved uses identified on the Plan of Development for CA3 South does not involve any uses that are likely to result in adverse air quality impacts, either internal or external to the development site.</p> <p>The proposed development will be appropriately managed to minimise air quality and noise impacts during construction. A Construction Management Plan can be conditioned for ongoing compliance.</p> | ✓ |
| Hazardous Material | <p><i>If industrial uses are located near sensitive uses, it will be designed to avoid impacts from emissions that will affect the health and safety, wellbeing and amenity of the community and individuals</i></p> | <p>Stages 8-14 do not include any industry uses. In addition, hazardous materials are not anticipated to be located on site during the construction of the proposed development.</p> | N/A |
| Light | <p><i>The impacts of light pollution will be considered through land use and urban design</i></p> <p><i>Strategies will be considered at detailed design documentation or operational works stages to avoid light pollution in ecologically sensitive areas</i></p> | <p>The Regional and District Sports Park are separated from residential uses as much as possible, to limit any potential impact light pollution impacts from future flood lights etc.</p> <p>Further details will be address during compliance assessment and Operational Works phases of development to confirm light pollution impacts are limited to the adjoining environmental corridors.</p> | ✓ |
| Site Management | <p><i>Preparation of and endorsement of:</i></p> <ul style="list-style-type: none"> <i>Infrastructure master plan for earthworks and earthworks management plan (per</i> | <p>An updated Earthworks Infrastructure Master Plan was endorsed by the EDQ (version 1.3) in July 2019. The IMP deals</p> | ✓ |

| | | | |
|-----------------------------------|---|---|---|
| | conditions of Approval) which will deal with slope stability, erosion prevention measures and dispersive soils; | with slope stability, erosion prevention, dispersive soils and waste management. | |
| | - Waste management plan covering construction, operation and demolition which outlines measure to reduce, where possible, the amount of waste being dispatched to landfill | The development complies with this IMP. | |
| Flora and Fauna | <i>The NESS addresses Flora and Fauna strategies and outputs.</i> | The NESS addresses Flora and Fauna strategies and outputs. | ✓ |
| | | A VMP and FMP have been prepared to demonstrate compliance against the NESS | |
| Cultural Heritage | <i>A Cultural Heritage Management Arrangement (CHMA) is to be in place with the traditional owners. The CHMA documents will determine procedures for carrying out further work on the Approved Land.</i> | A Cultural Heritage Management Arrangement (CHMA) has been undertaken for the entirety of PEETS approved landholdings, which confirms there are no cultural heritage sites within CA3. | ✓ |
| Household Waste Reduction | <i>Opportunities for the provision of green bins and larger recycling bins to minute waste. Encourage water filtration devices where appropriate and foster the development of a recycling library for books etc in a local community centre.</i> | Green bins and larger recycling bins will be provided where appropriate. Recycling opportunities for second hand items (books/ sporting goods etc) can also be investigated and promoted as part of the community centre and the future sporting clubs in the regional and district sport parks. | ✓ |
| Fire Ants | <i>Maintain a fire ant management plan and ensure all contractors maintain the same so as to prevent spread of fire ants.</i> | During the construction of the proposed development, adequate measures will be in place to ensure fire ants are managed appropriately. EDQ can condition for compliance where necessary. | ✓ |
| Efficient Use of Materials | | | |
| Potable Water | <i>Develop and implement a water demand management plan that educates end users in reducing their water consumption. Encourage through education (builder and occupant education, educational materials) and where economically feasible (taking into account affordability) covenants and other measures to mandate water efficient appliances and fittings into housing demand (minimum 4 star WELS rated)</i> | A Total Water Cycle Management Site Strategy, version 1.2, has been endorsed (14 March 2014) which include the provision to reduce potable water demand. Assessment against the Total Water Cycle Management SS is provided in Section 8.5.5 | ✓ |
| Recycled and re-used water | <i>Ongoing assessment of options for possible alternate water sources (i.e. rainwater, stormwater, dual reticulation, recycling) to meet irrigation demand for public open spaces and common areas taking into account economic feasibility, affordability and site conditions</i> | Potable water demand will be reduced through rainwater tanks in accordance with QDC requirements. | ✓ |
| Peak energy reduction | <i>Encourage through education (builder and occupant education, educational materials) and where economically feasible (taking into account affordability) covenants and other measures to:</i> • promote reduced energy use through design; | Peak energy reduction will largely be encouraged through the building approval (BA) phases. Notwithstanding, as demonstrated on the subdivision proposal plans, the proposed lots have been orientated generally in a north-south direction, or close to the NE-SW and NW-SE aspects, to encourage | ✓ |

- promote reduced energy use through climate-focused design such as solar demand / behavioural management access and natural ventilation for future devices / programs; buildings.
- possible use of alternative energy uses (i.e. solar, gas) for a portion of the development's or household's energy use;
- use of energy efficient appliances and fittings.

| | | | |
|--|---|--|---|
| Energy, and water – heat and island effects | <i>The impacts of heat islands will be considered through urban design. Strategies will be considered at detailed design documentation or operational works stages to minimise heat island effects – including street trees, pocket parks and shading vegetation.</i> | As demonstrated on the subdivision proposal plans a network of open space and landscaping is included throughout the design. Not only does this network provide active and passive recreation opportunities, and respite from urban form, it also endeavours to minimise heat island effects in accordance with the OSS. | ✓ |
| Sustainable building materials | <i>Strategies are in place regarding greenhouse gas emission reduction.</i> | All site strategies as listed in Section 2.3 of the Ecological Sustainability and Innovation SS have been implemented, all working towards reducing greenhouse gas emissions | ✓ |

Accordingly, it is considered that CA3 South is compliant with the Ecological Sustainability and Innovations IMP.

8.5.4 Employment & Economic Development SS

The purpose of the Employment and Economic Development Site Strategy is to outline strategies and targets to achieve high levels of employment and economic growth of the region.

These targets are focused around the key activity centres which for Context Area 3 South include the District Centre, Local Community Centre, Educational Sites (Childcare Centres and State School sites), and Local (Commercial) Centre. These activity centres will provide prosperity and sustainability for the future residences of Context Area 3, and the wider Greater Flagstone community.

In addition, these centres will contribute to employment opportunities during the construction phase/s.

The proposed development is located in proximity to a future north-south arterial road. The network of high order roads internal to CA3 South demonstrates that the proposed neighbourhood will be able to be provided with a bus network with links to commercial areas within the PDA and nearby employment areas (e.g. potential bus services to the future business and industry areas in CA5).

Accordingly, it is considered that the proposed development is fully compliant with the Employment and Economic Development SS.

8.5.5 Total Water Cycle Management SS

The Total Water Cycle Management (TWCM) SS sets stretch targets for water cycle management that aim to protect environmental values and minimise impacts on natural resources.

The reporting requirements of the TWCM SS have been prepared by Engeny and are provided at **Appendix N**.

A stormwater management strategy for the CA3 South development has been prepared to meet the requirements of the Endorsed Stormwater Infrastructure Master Plan (Version 1.4), Total Water Cycle Management Site Strategy, Flagstone City-Masterplan Flooding Assessment and endorsed Context Area 3 Strategy.

The strategy includes a range of treatment measures including sediment inlet ponds and bioretention basins that integrate with the local urban and natural environment to ensure the stormwater quality objectives are achieved for the development in a manner that protects environmental values of the downstream receiving waterways.

Sufficient space has been allowed for in the development layout for the stormwater treatment measures which have been verified via preliminary earthworks plans. Site design has also ensured no residential or commercial development is within the 1% AEP flood extent.

Construction phase stormwater management objectives have been established for the site, in accordance with State Planning Policy (DSDIP, 2017). An Erosion and Sediment Control program and plan will be prepared for the construction phase of the development. This will be completed for the Site as part of the site contractor's management of the Site and is to be kept on Site and implemented for the duration of the construction phase.

Please refer to **Appendix N** for a copy of the Site Based Stormwater Management Plan for CA3 South.

8.5.6 Natural Environment SS

Condition 25 of the PDA of Development Approval DEV2012/209 required that a Natural Environment Overarching Site Strategy (NESS) to be prepared for Flagstone City to provide for the strategic management of environmental features.

The 'Flagstone City Natural Environment Site Strategy, version 1.3, prepared by Saunders Havill Group, dated 22 December 2015 was endorsed by Economic Development Queensland (EDQ) on the 22 December 2015 (DEV2012/402/10; DEV201012/209/6/4). The NESS dictates subsequent environmental plans and strategies to be prepared as part of operational works applications. The NESS requires a Vegetation Management Plan (VMP) and Fauna Management Plan (FMP) to be prepared for each stage of development involving vegetation clearing.

A FMP and VMP has been prepared for CA3 South (Stage 8-14) in accordance with the NESS and is enclosed as **Appendix P** and **Appendix Q** respectively.

The VMP addresses the on-going management requirements of vegetation within the CA3 South development site. The VMP identifies vegetation that is to be retained, removed or removed subject to permission from Project Arborist. The VMP reflect the stretch targets of the NESS in that:

- Clearing of vegetation within the defined creek corridors is avoided, except for essential infrastructure (such as stormwater detention water bodies), waterway stability works and for CEPTED principles.
- Limited vegetation clearing is proposed to the ridgeline of Round Mountain as a scenic amenity feature.

The FMP includes step by step procedures for the management of fauna prior to, during and post-vegetation clearing and construction activities to reduce potential impacts per the requirements of the NESS. Fauna management specifications and principles incorporated into this FMP apply generally to all native animals and focus on incorporating measures to minimise disturbance and avoid conflicts.

The NESS also requires a bushfire hazard plan be prepared to ensure that the proposed development areas are able to achieve an acceptable level of bushfire protection. A Bushfire Hazard Assessment Report is being prepared by *Land and Environment Consultants* (LEC), which will confirm that all areas of urban development are capable of Bushfire Attack Level (BAL). Where this is not the case, changes to the layout will be provided. The Bushfire Hazard Assessment Report will be provided to EDQ on the 15 April 2024.

In accordance with the reporting requirements outlined within the NESS, a Weed Management and Rehabilitation Plan for Sandy Creek and Flagstone Creek is to be prepared during the pre-construction phase, and as such are anticipated to be conditioned as part of the sought ROL approval.

Further compliance with the NESS is outlined in the FMP provided in **Appendix P**.

8.6 Compliance with PDA Guidelines

The PDA Guidelines outline the standards for development in Priority Development Areas as well as providing guidance on how development can achieve compliance the PDA-wide criteria.

Assessment against the PDA Guidelines is required in accordance with Condition 6(d)(iii) of the whole of site MCU approval DEV2012/209. As a result, all subsequent development applications that require the submission of detailed design documentation within Flagstone are required to demonstrate compliance with the guidelines in effect at the time of the approval of DEV2012/209.

It is noted that whilst conditioned as part of the whole of site MCU approval DEV2012/209, the guidelines only provide guidance as to how development could occur and comply with the PDA-wide criteria. Variations to specific requirements therefore may be approved by the MEDQ where sufficient justification is provided. It is

noted that if there is any inconsistency between the MEDQ Guidelines and the Infrastructure Master Plans and Site Strategies, the later prevail.

Table 17: Assessment of PDA Guidelines

| MEDQ Guideline | Description | Commentary | Comply |
|---|---|--|--------|
| Residential 30 (May 2015) | <p>The PDA guideline Residential 30 demonstrates that diverse housing types with high amenity can be developed on different lot sizes.</p> <p>The guideline outlines dwelling information that is to be submitted with the Development Application.</p> | <p>The proposed ROL and Plans of Subdivision accurately reflect the Design Checklist required by this Guideline.</p> | ✓ |
| Accessible Housing (May 2015) | <p>The Minister for Economic Development Queensland (MEDQ) is committed to delivering high quality, diverse and affordable communities.</p> <p>This guideline outlines approaches and techniques that will assist with the delivery of these outcomes in Priority Development Areas (PDAs) throughout Queensland.</p> <p>PDA Guideline 2 applies to multiple residential dwellings and requires the provision of 10% of all products as accessible housing.</p> | <p>As aforementioned in Section 8.5.1, the guideline has been reflected in the Housing Diversity and Affordability Site Strategy. Compliance with the Guideline 2 is therefore not required where compliance with the SS can be demonstrated.</p> <p>The guideline specifically relates to multiple dwellings and consequently, compliance with the guideline cannot be assessed as part of this development application.</p> <p>Future MCU applications for medium density development within Flagstone, such as development of the proposed Medium Density lot in Stage 14R, will demonstrate compliance with the endorsed 8.5.1 Housing Diversity and Affordability Site Strategy and PDA Guideline 2.</p> | ✓ |
| Neighbourhood Planning and Design (May 2015) | <p>This guideline outlines the standards for the planning and design of neighbourhoods in PDA's in Queensland.</p> | <p>Based on the densities achieved in Context Area 3 South (Stages 8-14), the residential neighbourhood is considered to be a 'suburban neighbourhood'. In response to specific requirements of the guidelines:</p> <p>Access:</p> <ul style="list-style-type: none"> As shown on the Plan of Subdivision, the majority of residential dwellings within Stages 8-14 will be within 400m of a neighbourhood recreation park or equivalent Pedestrian and cycle access are provided throughout Stages 8-14 to ensure future residents are well connected to social and physical infrastructure and commercial hubs (including the District Centre, Local Centre, Community Centre, State Primary School and Regional and District Sports parks within CA3 as well as existing and planned services in the CA1 catchment, including the Regional Recreation Park and the Town Centre) As shown on the proposal plans, the majority of the proposed development area is located within reasonable walking distance of a future public transport route / stop, with only a small portion of the lowest density, slope-affected Lots outside of the 400m walking radius. Consistent with public transport requirements of the Flagstone Development Scheme, the indicative bus stop locations identified will result in more than 95% of residential dwellings to be located within walking distance of a bus stop <p>Dwelling Density: (net residential density)</p> | ✓ |

| MEDQ Guideline | Description | Commentary | Comply |
|----------------|-------------|--|--------|
| | | <ul style="list-style-type: none"> CA3 South achieves a residential net density of 12.7dw/ha The density is slightly below the minimum 15dw/ha due to the unavoidable topography constraints of steeply sloping areas along the ridgetop of CA3 South. It is intended that residential development in these steep areas will have custom built houses that respond to the natural topography. Higher densities, such as villa and terrace lot types and potential future multiple residential allotments and the medium density allotment are all in close proximity to neighbourhood focal points such as public transport, commercial services (local or district centre) and high quality open space areas. <p>Land Use:</p> <ul style="list-style-type: none"> The local centre lot provides a quintessential 'High Street' with fine-grain retail, commercial, F&B tenancies that run along the ridgeline. The local centre provides activation to both sides of streets with high quality streetscape with pedestrian crossings that provide for convenient access for the residents of the surrounding neighbourhoods. The Regional and District Sports park and the District Centre are all located at the periphery of the CA3 boundary, ensuring direct and convenient access is provided via the future north-south arterial road (New Beith Road) and the 4 lane trunk connector road that connects CA3 with the existing residential community to the east (Stage 2-5) <p>Street network and streets:</p> <p>Road hierarchy is proposed in accordance with the (soon to be) endorsed Movement IMP.</p> <ul style="list-style-type: none"> CA3 South road network provides a loop trunk road that maximises the future residents visual and physical access to open space – enhances the entry experience and connectivity for all residents. As the loop road incorporates an off road shared cycle, the proposed layout has been designed to limit the amount of road crossings along these key active travel routes Other lower order road networks follows the alignment of existing ridgelines, and assist in creating distinctive neighbourhood precincts. Road networks are logical and typically run perpendicular to contours to limit the height of retaining walls Roundabouts have been minimised and have only been used where considered appropriate at four-way intersections, where servicing a primary component of residential land use (at the advice of the Traffic Engineer) Rear lanes are proposed per Guideline 6. <p>Block sizes:</p> | |

| MEDQ Guideline | Description | Commentary | Comply | | | | | | | | | | | | |
|---|--|--|--------|------------|--|---|--|---|--|-----|---|---|--|---|--|
| | | <p>Street blocks have an average depth of 55-60m based on the standard lot type product proposed by Peet.</p> <p>The Plan of Subdivision for Stages 8-14 demonstrates that sufficient mid-block breaks have been provided for pedestrian connectivity to public transport or open space.</p> <p>Twenty (20) different lot typologies (including sub-categories) have been included within the overall Stage 8-14 development to respond to current market trends and provide a more affordable and diverse building product.</p> <p>Different lot types have also been necessary to cater for the varying topography differences across CA3 South, with large lot types proposed in the ridgetop area to ensure suitable built form outcomes can be achieved whilst limited Geotech issues.</p> <p>Please refer to Section 5.3 for detail regarding the approach to the lot mix of CA3 South.</p> <p>Suburban Neighbourhood Lot Layout:</p> <table><tr><th></th><th>Stage 8-14</th></tr><tr><td>»» No more than eight narrow (less than 10.0 metres) frontage lots in a row.</td><td>✓</td></tr><tr><td>»» No more than six lots with a width of 7.5 metres to 5.0 metres in a row unless serviced by a rear lane.</td><td>✓</td></tr><tr><td>»» No more than twelve lots with a width of less than 5.0 metres in a row.</td><td>N/A</td></tr><tr><td>»» Multiple residential lots located on highly accessible block ends, corner lots and lots with dual road frontage.</td><td>✓</td></tr><tr><td>»» Lot corners match or are within 1.0 metre of corners of adjoining lots.</td><td>✓</td></tr></table> <p>On-street parking:</p> <p>A parking analysis plan has been provided to demonstrate compliance with the on-street parking provisions of PDA Guideline 5.</p> | | Stage 8-14 | »» No more than eight narrow (less than 10.0 metres) frontage lots in a row. | ✓ | »» No more than six lots with a width of 7.5 metres to 5.0 metres in a row unless serviced by a rear lane. | ✓ | »» No more than twelve lots with a width of less than 5.0 metres in a row. | N/A | »» Multiple residential lots located on highly accessible block ends, corner lots and lots with dual road frontage. | ✓ | »» Lot corners match or are within 1.0 metre of corners of adjoining lots. | ✓ | |
| | Stage 8-14 | | | | | | | | | | | | | | |
| »» No more than eight narrow (less than 10.0 metres) frontage lots in a row. | ✓ | | | | | | | | | | | | | | |
| »» No more than six lots with a width of 7.5 metres to 5.0 metres in a row unless serviced by a rear lane. | ✓ | | | | | | | | | | | | | | |
| »» No more than twelve lots with a width of less than 5.0 metres in a row. | N/A | | | | | | | | | | | | | | |
| »» Multiple residential lots located on highly accessible block ends, corner lots and lots with dual road frontage. | ✓ | | | | | | | | | | | | | | |
| »» Lot corners match or are within 1.0 metre of corners of adjoining lots. | ✓ | | | | | | | | | | | | | | |
| Street and Movement Network (February 2019) | This guideline outlines the standards for the planning and design of streets and movement networks in PDA's in Queensland. | <p>Proposed road hierarchies are generally in accordance with the Movement IMP and/or the EDQ Street and Movement Network PDA Guideline, with exception only to the "Neighbourhood Esplanade" which reflects EDQ's Neighbourhood Access (16.5m) with a marginal reduction in verge width on one side. Road hierarchies are therefore considered to meet the relevant requirements.</p> <p>Please refer to Appendix L for a copy of the Traffic Impact Assessment for detail regarding the</p> | ✓ | | | | | | | | | | | | |

| MEDQ Guideline | Description | Commentary | Comply |
|----------------|-------------|--|--------|
| | | <p>previous strategic modelling and current microsimulation modelling undertaken to identify and evaluate appropriate road layout and road cross-sections within the subject site.</p> <p>Further compliance with Guideline 6 can be seen as follows:</p> <p><u>Function:</u></p> <p>The road system accommodates a bus route, shared pedestrian and cycle pathways, with all street types providing drainage infrastructure, pedestrian footpaths, provision of street trees and on-street parking.</p> <p><u>Legibility:</u></p> <p>Road networks are logical and typically run perpendicular to contours to limit the height of retaining walls. The design also limits the use of cul-de-sacs</p> <p>Roundabouts have been minimised and have only been used where considered appropriate at four-way intersections, where servicing a primary component of residential land use (at the advice of the Traffic Engineer)</p> <p>Rear lanes rear lanes are utilised to assist in providing higher density, particularly around areas of amenity (open space, commercial hubs, etc).</p> <p><u>Vehicle Speed:</u></p> <p>Generally street segments are short and have opportunity for speed control devices wherever possible.</p> <p>Direct property access has been minimised on Trunk Connector roads (where traffic volumes >10,000 veh/d or posted speeds >60km/h).</p> <p><u>Pedestrian and Cycle:</u></p> <p>Pedestrian and cycle infrastructure will be provided throughout Stages 8-14 within the road reserve and outside the road reserve through park linkages and private / shared pedestrian zones.</p> <p>Major active transport links with separated cycle tracks and pedestrian paths within the road reserve are proposed within:</p> <ul style="list-style-type: none"> • New Beith Road (North-south adjacent the CA3 South area) • 2-lane trunk roads (encircling the majority of the CA3 South area) • The Regional Sport Park (through the parklands). <p>Shared paths shall also be provided on the frontage of the state primary school site. Parks, open space and pedestrian linkages are also proposed throughout the site area, with a large number of linkages between residential lots to provide direct pedestrian access between local neighbourhoods and the wider active (and public) transport network</p> <p><u>Footpaths:</u></p> <p>All streets have at least one footpath (1.5m inside the road reserve on one side) with a second</p> | |

| MEDQ Guideline | Description | Commentary | Comply |
|---------------------------------------|---|--|--------|
| | | <p>provided where appropriate for the street type and location.</p> <p>An Active Transport Linkage plan has been prepared by Bitzios and provided in the Traffic Impact Assessment Report. This plan illustrates the location for shared paths and nominates where these paths are located on both side of the road)</p> <p>Off & On Street Parking:</p> <p>On and off-street parking is proposed.</p> <p>A parking analysis plan has been provided to demonstrate compliance with the on-street parking provisions of PDA Guideline 5.</p> | |
| Low Rise Buildings (May 2015) | <p>This guideline outlines the standards for the planning and design of low rise buildings in Priority Development Areas (PDAs) in Queensland. This guideline supports the use of Plan of Development to regulate development of low-rise buildings, especially on smaller lots, in accordance with the Development Scheme.</p> <p>PDA Guideline No.1 Residential 30 complements and supports this guideline.</p> | <p>This development incorporates a comprehensive suite of Plan of Development including supporting built form requirements, engineering works, landscaping, and cross section information.</p> <p>We note that the Plan of Development has been provided for the residential neighbourhood only. As such it is any permissible development within lots with no POD attached will require a future application (MCU or POD) to be submitted to EDQ for assessment and approval prior to works occurring onsite. This includes future development of the District Centre, Local Centre, Community Centre and School (where not subject to a MID).</p> <p>Given the significant topographical constraints associated with CA3 South, 23 lots with an area less than 250m² have been incorporated into the overall layout for Stages 8-14. These lots provide for increased density in CA3 South, which is particularly important given the sites topographical constraints.</p> <p>Instead of providing a proposed house plan for lots less than 250m², this application has includes a Plan of Development (POD) for each stage, detailing requirements for all lots (including those less than 250m²) where it has been demonstrated that the lot layout does not adversely impact on surrounding development.</p> | ✓ |
| Medium and High-Rise Buildings | This guideline outlines the standards for the design of medium and high-rise buildings in Priority Development Areas (PDA) in Queensland. | This development application for Stages 8-14 does not include any medium or high-rise development. Therefore, this Guideline is no applicable. | N/A |
| Centres (May 2015) | This guideline outlines the Urban Land Development Authority (ULDA) standards for the design of centres in PDA's in Queensland. | <p>Context Area 3 South provides for the following Centres:</p> <ul style="list-style-type: none"> District Centre (8ha) - Stage 11J <p>The District centres provide a focal point for the area and will provide a large variety of uses and activities to service the catchment. Uses may include health, education and community facilities, and a range of shops, including full-line supermarkets and specialist stores to cater for weekly shopping needs.</p> <p>The District Centre also include a 0.6ha site for Queensland Ambulance services.</p> Neighbourhood Centre (21.945) – Stage 13J <p>The local centre in Stage 13 has good local accessibility, particularly by active transport, and</p> | ✓ |

| MEDQ Guideline | Description | Commentary | Comply |
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| | | <p>will act as a focal point and meeting place for the local community. Uses may include an IGA, café and other specialty stores.</p> <p>Built Form:</p> <p>This application only involves the creation of land as commercial allotments</p> <ul style="list-style-type: none"> - District Centre Lot (50032) – 8.015ha - Local Centre Lot (50040/50038) –1.945ha <p>While concept plans have been prepared for both Centres, these plans are indicative only and were merely produced to illustrate to EDQ that the maximum GFA areas could be suitably accommodated on the lots proposed.</p> <p>No building controls, via Plan of Development, has been included.</p> <p>Building form will therefore be subject to future MCU development applications, which will likely reflect the building provisions outlined in Guideline 9.</p> <p>Car parking/service areas:</p> <p>This application only involves the creation of commercial allotments. As such, no carparking and service area controls, via Plan of Development, has been included.</p> <p>Carparking and service areas will therefore be subject to future development applications, however, any future development will take these provisions into consideration.</p> <p>Furthermore, the concept plans provided for the Local Centre and District Centre both illustrate conceptual location of carparking, demonstrating to EDQ how carparking areas will be sited along the road network and screen from the public realm through built form and landscaping.</p> | |
| Community Facilities (May 2015) | This guideline outlines the standards for the design of community facilities in PDA's in Queensland. | <p>PDA Guideline 11 outlines the standards for community facilities provision within UDAs. The Community Facilities IMP identifies a whole of site community facilities schedule that reflects the requirements of Guideline 11 and the DCOP and supersedes Guideline 11.</p> <p>In this instance, the community facility uses identified within CA3 South are:</p> <ul style="list-style-type: none"> • Local community centre • Ambulance • State Primary School • State High School (subject to State Agency acquisition) <p>The above facilities have been incorporated into the layout of Stages 8-14 and have consequently been designed having regard to the standards set out in the IMP.</p> <p>Notwithstanding the above, it is noted that the local community centre lot (located in Stage 13J) is compliant with requirements under PDA Guideline 11 as listed below:</p> <ul style="list-style-type: none"> • Site area of 0.5ha | ✓ |

| MEDQ Guideline | Description | Commentary | Comply |
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| | | <ul style="list-style-type: none"> co-located with the neighbourhood centre site to improve accessibility and convenience for surrounding residents. Location along a 'main-street' to increase visibility and sense of place Integrated into the precinct on key site corner – supporting easy connectivity to the future District Recreation Park (located in CA3 West) <p>As outlined in the IMP, the site area and configuration of all community facilities will be determined through subsequent applications and in consultation with Local and State authorities, stakeholder group and further social planning input (where necessary).</p> | |
| Park Planning and Design (May 2015) | This guideline sets out the objectives, planning principles and standards for the provision and design of parks in PDA's in Queensland. | <p>PDA Guideline 12 outlines the standards and design requirements for the provision of within UDAs. The Community Greenspace IMP identifies a whole of site park planning and design that reflects the requirements of Guideline 11, with some minor variation, and the DCOP and thereby superseding Guideline 12.</p> <p>Stage 8-14 has been prepared having regard to the standards set out in the IMP and compliance has been demonstrated in Section 8.4.2. Accordingly, Stages 8-14 does not need to address the requirements of Guideline 12.</p> | ✓ |
| Engineering Standards (September 2017) | This guideline outlines the engineering standards for design and construction of service infrastructure in PDA's in Queensland. | <p>The IMP's outline a whole of site masterplan approach to engineering standards and supersedes Guideline 13.</p> <p>Context Area 3 South (Stages 8-14) has been prepared having regard to the standards set out in the IMP and according does not need to address the requirements of Guideline 13.</p> <p>For further assessment against the relevant IMP's please refer to the below supporting technical documents:</p> <ul style="list-style-type: none"> The <i>Civil Engineering Report</i>, prepared by Colliers and provided in Appendix O, provides assessment against the relevant provisions and standards stipulated under the endorsed Sewer & Water IMP. The <i>Site-Based Stormwater Management Plan</i>, prepared by Engeny and provided in Appendix N, provides assessment against the relevant provisions and standards stipulated under the endorsed Stormwater IMP and endorsed Total Water Cycle Management Site Strategy. The <i>Traffic Impact Assessment Report</i>, prepared by Bitzios and provided in Appendix L, provides assessment against the relevant provisions and standards stipulated under the (soon to be) endorsed Movement IMP. | ✓ |
| Environment and Natural | This guideline outlines the principles and requirements for environment and natural resources sustainability | An assessment against Guideline 14 for the whole of Context Area 3 was provided in Section 6.5 of the Preliminary Significant Biodiversity | ✓ |

| MEDQ Guideline | Description | Commentary | Comply |
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| Recourses Sustainability (May 2015) | in Priority Development Areas in Queensland. | Assessment Report prepared for the CP3 Area Strategy. | |
| Protection from Flood and Storm Tide Inundation | This guideline outlines the Minister for Economic Development Queensland (MEDQ) standards for protection of development from flooding and storm tide inundation in Priority Development Areas (PDAs) in Queensland. | <p>The IMP's outline a whole of site masterplan approach to engineering standards and supersedes Guideline 15.</p> <p>Stages 8-14 has been prepared having regard to the standards set out in the endorsed IMP and according does not need to address the requirements of Guideline 15.</p> <p>The SBSMP confirms that no development within the CA3 South development is within the 1% AEP flood extent unless peak flows are appropriately mitigated to ensure no increases across the range of design events.</p> | ✓ |
| Housing (January 2016) | This guideline sets out the methods for establishing housing diversity, affordability and accessibility in PDA's in Queensland. | <p>Guideline 16 sets targets for affordable housing with UDAs. The Housing Affordability Site Strategy reflects the criteria of this guideline and sets affordable housing product targets for development across the whole of Flagstone.</p> <p>CA3 South provides >65% of lots that achieve the affordable housing lot band sizes and as such complies with the minimum requirements for affordable housing under this guideline and</p> <p>Refer to Section 8.5.1 of this Report for assessment against the endorsed Housing Diversity and Affordability Site Strategy.</p> | ✓ |
| Remnant Vegetation and Koala Habitat Obligations in Greater Flagstone and Yarrabilba PDAs (May 2015) | This guideline outlines the obligations that apply in Greater Flagstone and Yarrabilba Priority development areas (PDAs) when development results in the clearing of remnant vegetation containing endangered regional ecosystems or an area defined in Schedule 1 of the Guideline. | <p>Impacts on Koala habitat values will not be managed through the measures outlined in Implementation Guideline 17 as the development, management and offset of site Koala Habitat values is governed through an approval from the Commonwealth Department of Agriculture, Water and the Environment (ref: EPBC 2014/7206), which is principally interested in achieving the same outcomes for the site. As such, a response to Guideline 17 is not required</p> <p>The FMP provides specific management items relating to the clearing of vegetation and impact on Koalas (e.g. a DES approved Koala Spotter must be present during all clearing activities and inspect trees continuously ahead of clearing).</p> | N/A |
| Development Interfaces (May 2015) | This guideline outlines the Priority Development Area (PDA) principles and standards for planning and designing the interfaces between different land uses to ensure that potential impacts are reduced to acceptable levels in PDAs in Queensland. | <p>Guideline 18 outlines the standards for interfaces between land uses within the PDA. Key interfaces identified as part of this development application for Stages 8-14 include:</p> <ul style="list-style-type: none"> • The Environmentally significant corridors of Sandy Creek (South) and Flagstone Creek (North) • The future North South arterial road (New Beith Road) along the western boundary • The vegetation on the ridgetop that is to be retained as part of the development • The transition between the District Centre and Local Centre and residential neighbourhoods. | ✓ |

| MEDQ Guideline | Description | Commentary | Comply |
|----------------|-------------|--|--------|
| | | <ul style="list-style-type: none"> The interface between the Primary School (and potential High School) and the residential neighbourhoods <p>The impacts of these interfaces will be mitigated using strategies such as:</p> <ul style="list-style-type: none"> Land use locations that ensure incompatible land uses are separated by constructed features (i.e. proposed roadways and open space areas); Development controls (e.g. noise barriers) to mitigate potential amenity issues between infrastructure and future residential areas. The Acoustic Assessment Report prepared and enclosed as Appendix M addresses the road traffic noise intrusion from North South Arterial Road (NSAR) onto residential stages. The Acoustic report recommend acoustic barriers and acceptable forms of construction for future residential dwellings. Sufficient allotment sizes and plan of development controls to ensure appropriate building design including orientation, heights, setbacks and POS position to ensure that amenity is provided for future residents VMP and Landscape Masterplan seek to retain significant vegetation where possible Liner open space to act as a buffer to protect environmentally sensitive areas and ensure development avoids flood prone areas | |

9 EPBC APPROVAL IMPACT ON NEW BEITH ROAD CONSTRUCTION

The Applicant has previously raised concerns with EDQ regarding the delays to delivery of the New Beith Road construction as a result of the EPBC Referral timeline and the subsequent impact this may have on the delivery of CA3 South.

It is understood that a likely best case scenario for an EPBC approval is December 2024 if an approval can be secured that permits negotiation of offset requirements to occur as a condition of approval. If PEET are unable to get a conditional approval of this nature, the decision will be further delayed.

The result of the delays associated with obtaining the EPBC approval for New Beith Rd will push out delivery of the road construction by around 12 to 18 months.

The anticipated construction completion date pushed out from June 2025 to August 2026 exclusively a result of EPBC approval.

It is noted that the final stage within the Stage 2-5 approval is dependent on the delivery of this road, and it is acknowledged that EDQ have previously advised that these roadworks are to be completed prior to the registration of lots within Context Area 3.

However, as a consequence of these delays, the above position by EDQ would result in PEET running out of stock by November 2025 – 9 months before New Beith Road will be completed.

Discussions are currently ongoing with EDQ in an effort to ascertain a pathway forward to ensure that the delivery of housing supply in Flagstone may continue. To achieve this it has been suggested that conditions be applied to the subject subdivision application across Context Area 3 South, to ensure that supply can be sustained in spite of the uncertainties and delays resulting from the EPBC approval process. Specifically it is request that the Context Area 3 subdivision approvals not require the completion of New Beith Road prior to plan sealing.

It is submitted that EDQ has sufficient certainty that the New Beith Road upgrade works will be delivered as soon as possible after the EPBC approval and note that:

- New Beith Road – Temporary All Weather Emergency Access – has been delivered
- Infrastructure Agreement with EDQ provides certainty that the New Beith road connection will be delivered and that it has been appropriately designed

Further certainty of additional access points is delivered by way of the Mountain Ridge Road Connection /Rail Bridge through Frasers land to the north (expected to be delivered May 2025) which has secured catalyst funding with EDQ.

As such it is suggested that EDQ impose conditions of approval as part of this subdivision application, requiring that the New Beith Road works are substantially commenced prior to plan sealing of the first stage occurring (noting that there is a portion of the proposed road works not constrained by the EPBC referral where works could commence). A further condition could be included requiring the completion of the road construction works within 20 months of the EPBC approval.

This arrangement provides EDQ with certainty that the road works will be completed as efficiently as possible once the EPBC approval has been granted, whilst also ensuring that Flagstone does not run out of lots and can continue to meet demand for supply of housing product to market in this period of peak demand (consistent with the purpose of PDA areas as sources of consistent and substantial housing supply).

10 CONCLUSION

RPS has been engaged by Peet Flagstone City Pty Ltd to seek development approval for reconfiguring a lot for a new release area at New Beith Road and Everdell Road within the Greater Flagstone Priority Development Area (PDA), referred to as Context Area 3 South (Stages 8-14).

This site is subject to the Context Area Plan Strategy (CPAS) endorsed by Economic Development Queensland (EDQ) on 31 May 2023 (EDQ Approval No: DEV2020/1154).

This development application seeks:

- **Development Permit for Reconfiguring a Lot** – 1,635 residential lots, 1 medium density lot, 3 potential child care centre lots, 1 district centre lot, 2 local centre lots, 1 state primary school lot, 2 community infrastructure lots (community centre and emergency service), balance lots, stormwater management lots, parks, and new roads) and associated Plan of Development (PoD).

In considering this application, the following items are of particular relevance;

- The subject land is contained within CA3 of the Flagstone PDA and the associated endorsed CPAS.
- This application is for residential and non-residential development (including roads, park, open space, conservation areas and stormwater management areas).
- This application is Permissible Development having regard to the level of assessment table in the Development Scheme and whole of site material change of use (MCU) approval (DEV2012/209).
- The proposal has been developed in accordance with the Development Scheme, PDA Guidelines, the CA3 Context Plan Area Strategy (CPAS) and the whole of site endorsed Infrastructure Master Plans and Overall Site Strategies.
- All necessary supporting infrastructure can be provided to the development including operational work for road access, trunk water supply, trunk sewerage services and electricity, telecommunications and stormwater drainage incorporating treatment measures on site.
- Technical reporting has been provided by suitably qualified consultants, including but not limited to traffic, civil, landscaping, stormwater and acoustics. All technical reporting undertaken supports the development proposal in its current form, subject to reasonable and relevant conditions.

In addition, it is considered that the proposal represents a quality development outcome having regard to the following matters:

- This application is primarily for a residential neighbourhood development. The proposed residential neighbourhoods will be focused around key focal points including the proposed local community facilities hub (co-located local centre and community centre), district centre, district and regional sports park, and educational establishment. The design is supplemented by various recreational focus points and a network of open space, pedestrian / cycle pathways and new roads.
- A range of lot sizes and frontages are incorporated into the development design to provide a variety of housing options to achieve the maximum density possible across the site and deliver affordability targets of the Development Scheme and endorsed IMP and Site Strategies.
- Longer term development outcomes are anticipated through the creation of a medium development lot (Lot 50041), suitable for potential medium density residential activities in the future when appropriate;
- The development involves provision of various neighbourhood and local recreation parks for recreational opportunities. A district sports park and regional sports park is also proposed in accordance with the Community Greenspace IMP. A Civic Park is also provided within the District Centre lot.
- An interconnected and legible street network will be created, providing permeability throughout the development to encourage walking and cycling to local services, open space and bus routes.
- The road network has been planned to minimise traffic generation impact on existing residential streets. The road network is consistent with the Movement IMP and the DCOP.
- Significant areas of remnant vegetation along drainage corridors through the site are retained in open space areas.

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- Corridor and conservation corridors are proposed adjoining Sandy and Flagstone Creeks in accordance with the Community Greenspace IMP and Natural Environment Site Strategy.
- All necessary urban services will be provided to the development including trunk water supply and sewerage connections.
- Relevant technical documentation to address and resolve development constraints and issues associated with the development design have been provided.

Accordingly, it is considered that the proposed development provides a high quality urban design outcome that will facilitate appropriate land use outcomes for the land.

Therefore, this report recommends that the application be approved subject to reasonable and relevant conditions.

Appendix A

Searching

Appendix B

Owners Consent

Appendix C

Stages 8-14 Overall ROL Layout & Statistics

Appendix D

Stage 8 Application Plan Set

Appendix E

Stage 9 Application Plan Set

Appendix F

Stage 10 Application Plan Set

Appendix G

Stage 11 Application Plan Set

Appendix H

Stage 12 Application Plan Set

Appendix I

Stage 13 Application Plan Set

Appendix J

Stage 14 Application Plan Set

Appendix K

Landscape Masterplan

Appendix L

Traffic Impact Assessment

Appendix M

Acoustic Report

Appendix N

Site Based Stormwater Management Plan

Appendix O

Civil Engineering Report

Appendix P

Fauna Management Plan

Appendix Q

Vegetation Management Plan

Appendix R

DoH Email Correspondence

Department of Housing Email Confirmation
re: Ambulance Site