APPENDIX E

Traffic Impact Assessment

Prepared by:

Q Traffic

PPA 49



Proposed Retail / Commercial Development, Hollows Road, Flagstone

Traffic Report

Revision C 18 June 2025

Our Ref: 1548_BLU10

Prepared for: Bluepoint Property

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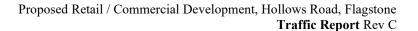
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1.0 Introduction

Q Traffic was commissioned to undertake a Traffic Impact Assessment of proposal for a new retail / commercial development on the parcels of land generally bound by Homestead Drive, Hollows Road, New Beith Road and the railway line in Flagstone (i.e. Lot 25007 and 25009 on SP303120).

The proposed development comprises the following land uses and approximate building areas:

- Showroom (four (4) tenancies): 13,768m² GFA
- Food and Drink (four (4) tenancies): 893m² GFA (excluding refuse areas)
- Carwash (one (1) tenancy): 64m² GFA (excluding unenclosed wash bays)
- Workshop (one (1) tenancy): 309m² GFA
- Self storage (one (1) tenancy): 7,900m² NLA

The site is located within the Logan City Council Local Government Area as well as the Greater Flagstone Urban Development Area (UDA), and has been assessed against the relevant controls including the Logan Planning Scheme and the Greater Flagstone UDA Development Scheme, which regulates development in the UDA.

This report provides relevant background information regarding the proposal, and addresses the following key traffic issues:

- Existing and future traffic conditions;
- Vehicular site access arrangements;
- On-site car parking provisions;
- Car park design and configuration;
- Vehicle servicing arrangements; and
- The traffic impacts anticipated as a result of the proposed development.

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2.0 Background and Context

Subject Site and Existing Use 2.1

The subject site comprises the parcels of land generally bound by Homestead Drive, Hollows Road, New Beith Road and the railway line in Flagstone (i.e. Lot 25007 and 25009 on SP303120), as shown in Figure 2.1a and Figure 2.1b below. The site is approximately 6.595 hectares in area, and is currently vacant.

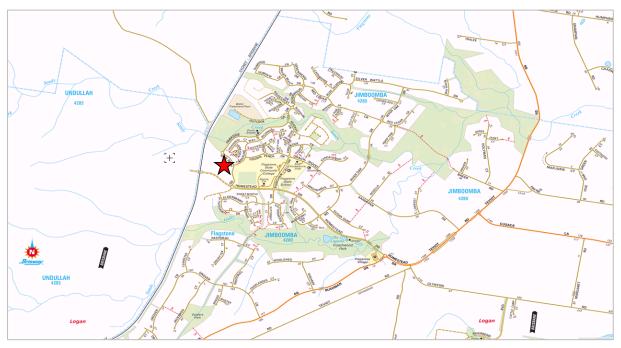


Figure 2.1a: Site Location

Source: Whereis



Figure 2.1b: Subject Site Source: Queensland Globe

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2.2 Planning Context and Approval History

The relevant application and planning history pertaining to the subject site and the proposal is summarised as follows:

- The site is located within the Logan City Council Local Government Area as well as the Greater Flagstone Urban Development Area (UDA), and has been assessed against the relevant controls including the Logan Planning Scheme and the Greater Flagstone UDA Development Scheme, which regulates development in the UDA.
- The site is within the Major Centre zone in the Greater Flagstone UDA Development Scheme. This zone provides the central focus of the UDA, and is located around the proposed railway station and transport interchange (located to the west of the site along the existing rail line).
- The subject site is within Stage 7 of Context Area 1, as shown in the endorsed Context Plan provided as **Figure 2.2a** below.
- Transport modelling and planning has taken place to inform the transport network (and other trunk infrastructure) within and surrounding the Flagstone PDA. The bulk of these analyses have been completed by Veitch Lister Consulting (VLC) on behalf of EDQ and Logan City Council (Council) in terms of the transport network.

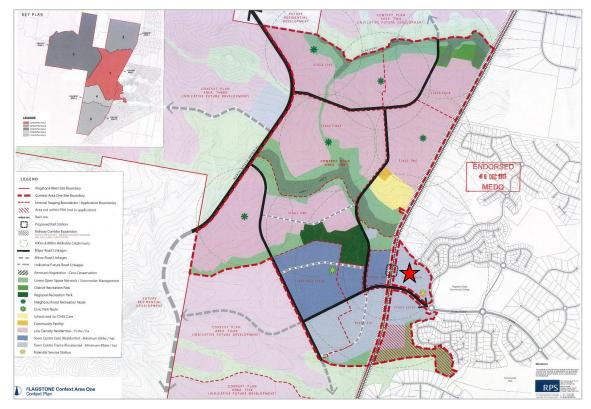


Figure 2.2a: Endorsed Context Plan

- An approval was granted in 2015 for subdivision of the land within Stage 7 of Context Area 1 (DEV2014/637).
- An application for a change to approval DEV2014/637 was subsequently lodged, and approval granted in 2020 under DEV2014/637/23 for a PDA Development Permit for Reconfiguring a Lot (ROL). An extract from the approved plans is provided for reference as **Figure 2.2b** over page.

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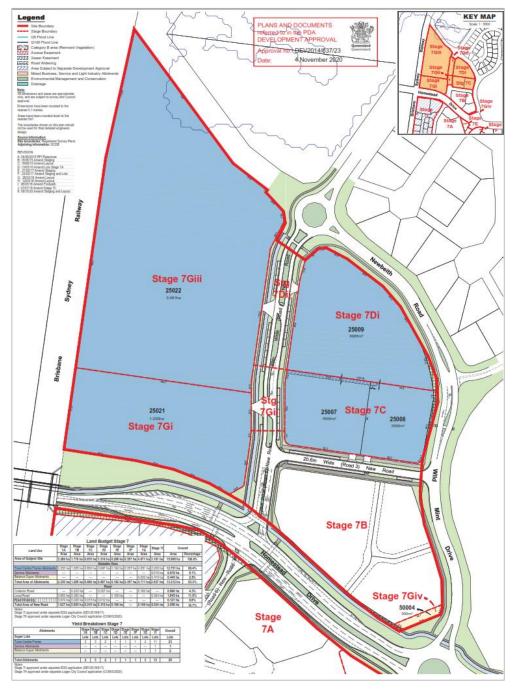


Figure 2.2b: Extract from Approved Plans (DEV2014/637/23)

- As part of the 2015 ROL approval and subsequent 2020 change approval, the traffic impact of development within Stage 7 was assessed and documented in the following reports:
 - o "Flagstone Town Centre, Flagstone East Transport Network Statement" dated 5 December 2014, by Cardno.
 - "Flagstone City, Stage 7 Homestead Drive Signalised Intersection" dated 23 November 2015 and 1 December 2015, by Cardno.
 - "Flagstone Master Plan Development Technical Memorandum" dated 28 February 2018, by SLR Consulting.

The results of these assessments indicated that the surrounding road network could adequately accommodate the traffic forecast to be generated by development within Stage 7.

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• Plans were included in the approval package for the aforementioned ROL approval which show the required road cross-sections within Stage 7 of Context Area 1. Of relevance to this application is the required cross-sections for a Collector Road (2 Lanes), which are as shown the figures below. The cross-section shown in **Figure 2.2c** is applicable to the southern section of the road (CH30 – CH150), and the cross-section shown in **Figure 2.2d** is applicable to the northern section of the road (CH150 – CH280),

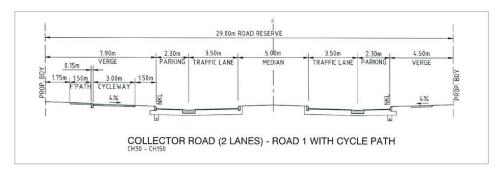


Figure 2.2c: Extract from Approval Package (DEV2014/637/23) – Road Typical Cross Sections

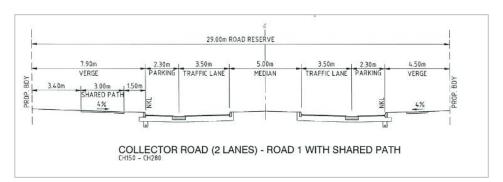


Figure 2.2d: Extract from Approval Package (DEV2014/637/23) - Road Typical Cross Sections

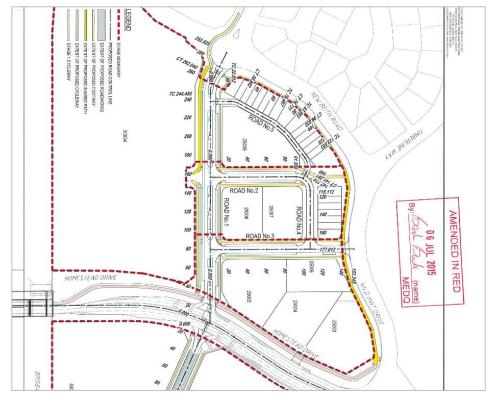


Figure 2.2e: Extract from Approval Package (DEV2014/637/23) – Road Layout Plan

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- Subsequent to the 2020 ROL approval, an Operational Works approval was granted in 2021 for modifications to
 the existing Homestead Drive / Hollows Road / Gates Road signalised intersection. These modifications involve
 converting this intersection (which currently has restricted movements) to an all-movements intersection, as
 shown in Figure 2.2f below. The intent of these works is to provide a more conventional intersection form,
 reducing the current turn restrictions / bans and improving access to the surrounding lots and traffic permeability
 based on the latest planning and modelling.
- The traffic report which accompanied this Operational Works application (prepared by Bitzios Consulting) assessed the impact of development on the subject site and surrounding land upon the (modified) Homestead Drive / Hollows Road / Gates Road signalised intersection, as well as the Homestead Drive / Wild Mint Drive roundabout to the east. The results of this assessment revealed that both of these intersections are expected to be operating generally within acceptable performance limits at the interim (2031) and ultimate (2066) model years, with the proposed all-movements intersection at Homestead Drive / Hollows Road / Gates Road, and subsequent redistribution of traffic.

The modelling did however reveal that the existing Homestead Drive / Wild Mint Drive roundabout is expected to be approaching the limits of acceptable operation during the critical AM peak period, at 79% degree of saturation under the interim design scenario and 87% degree of saturation under the ultimate design scenario (noting that 85% generally represents the desirable limit of acceptable operation for a roundabout).

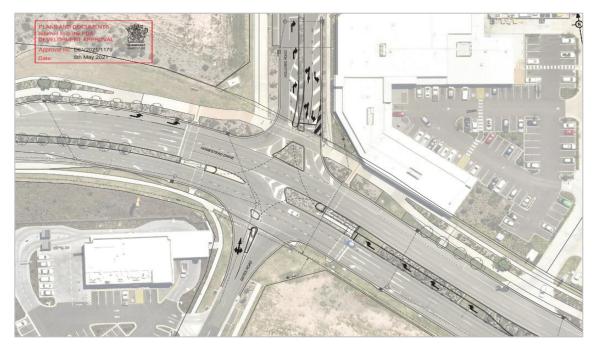


Figure 2.2f: Extract from Approved Plans (DEV2021/1179)

At this stage, the approved works (as shown in **Figure 2.2f** above) have not been completed, but it is assumed that they will be delivered prior to the development of the lots which are the subject of this application.

EDQ has advised that "The Homestead Drive/Hollows Road intersection modification has been approved and any creditable works are currently being reviewed and considered by EDQ. Any creditable works will be applied to the applicant that constructs this intersection."

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Existing Road Network

The existing road network in proximity to the subject site is as shown in Figure 2.3 below, and described as follows:

- Homestead Drive is designated as a sub-regional road in the Greater Flagstone UDA Development Scheme. It extends in a generally east-west direction to the south of the subject site. It connects from Flagstonian Drive (just west of the rail overpass) to Teviot Road at its eastern end. Homestead Drive is expected to accommodate approximately 30,000 vehicles per day.
 - Currently, Homestead Drive has a generally two-way, two-lane cross-section with auxiliary lanes provided at key intersections. It is understood that there is long-term planning for the duplication of Homestead Drive in proximity to the site, however EDQ has confirmed that there is no land take required from the subject site.
- Hollows Road extends in a north-south direction from Homestead Drive to its termination at the southern boundary of the subject site. The current ROL approval (as discussed in the previous section) makes provision via road reserve through the subject site for Hollows Road to be connected to the north, forming the southern approach to the New Beith Road / Parkside Drive roundabout.
- New Beith Road extends along the north-eastern boundary of the subject site, connecting from Wild Mint Drive at the Timberline Way intersection to the Parkside Drive roundabout. The road reserve extends however to the north-west from the Parkside Drive roundabout, and the extension of this road from the Parkside Drive roundabout to the north-west is anticipated in the future.
- Allis Street extends in an east-west direction, connecting from Wild Mint Drive at its eastern end to Hollows Road at its western end. Allis Street is a local access road which provides access to Flagstone Early Learning Centre at the north-western corner of the Wild Mint Drive intersection, as well as the retail/commercial development on the southern side of the road.
- Wild Mint Drive extends in a north-south direction, connecting from Homestead Drive at its southern end (at a four-leg roundabout) to New Beith Road at the Timberline Way intersection.



Figure 2.3: Existing Road Network

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2.4 Future Transport Projects

The subject site is bound to the west by rail corridor, which has been earmarked for future upgrades to deliver the Salisbury to Beaudesert future railway corridor, with a future rail station adjacent to the subject site as identified in the Endorsed Context Plan provided as **Figure 2.2a**.

In 2017, Infrastructure Australia identified corridor preservation for the Salisbury to Beaudesert rail corridor as a priority initiative. The Salisbury to Beaudesert rail corridor has since been identified in various Queensland Government planning publications, including ShapingSEQ: South East Queensland Regional Plan 2023, the South East Queensland Regional Transport Plans 2021 and SEQ Rail Connect.

It is understood that the Salisbury to Beaudesert future railway corridor is currently Category B Planning, i.e. planning in progress, or planning which is available to the public however has not yet identified a confirmed land requirement. It is noted that the Queensland Government Development Assessment Mapping System (DAMS) does not identity any planned upgrades to the rail line, or future public passenger transport facilities, in proximity to the subject site (as shown in **Figure 2.4** below).

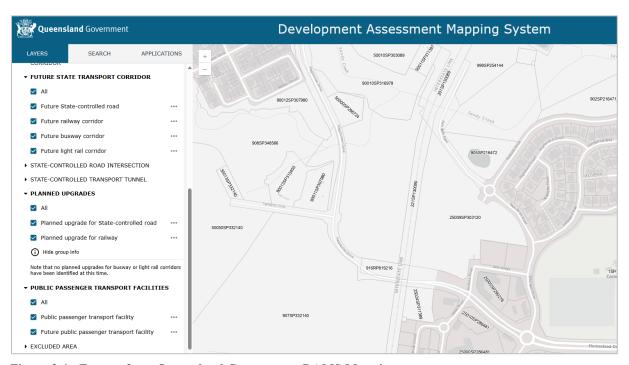


Figure 2.4: Extract from Queensland Government DAMS Mapping

EDQ has provided the following information from TMR, in relation to the Salisbury to Beaudesert future railway corridor:

- "TMR's PRISM mapping identifies the subject site as being impacted by Category B planning for the widening of the Salisbury to Beaudesert Rail Corridor & future Flagstone Central Railway Station.
- The proposed future railway station, as indicated on TMR's mapping, is situated on the opposite side of the existing railway tracks from the subject site.
- TMR's Rail Planning team has reviewed the submitted information and advised: The Salisbury to Beaudesert (S2B) passenger rail project remains part of the Department of Transport and Main Roads' (TMR) long-term vision for the South East Queensland (SEQ) region. The S2B project is part of TMR's blueprint for the rail network as outlined in SEQ Rail Connect, which identifies the project as part of longer term upgrades for future network expansion. A copy of SEQ Rail Connect is available at www.tmr.qld.gov.au/aboutus/corporateinformation/publications/seq-railconnect. TMR recently published a Summary Report outlining the key findings of investigations to date and proposed next steps for the S2B project. The Summary Report is available at www.tmr.qld.gov.au/projects/salisburyto-beaudesert-passenger-rail.

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Funding for the construction of the S2B project is not currently committed, and is subject to further planning, funding availability and statewide investment prioritisation.

• Given the planning is currently considered to be Category B, an advice statement should be provided to ensure compliance with PO25"

It is assumed that PO25 referred to above by TMR/EDQ refers to the performance outcome in TMR State code 6: Protection of state transport networks, which reads as follows:

PO25 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure.

Given the Salisbury to Beaudesert future railway corridor is currently Category B Planning, i.e. planning in progress, and it is understood no design has been completed, PO25 above is not considered to be applicable to the proposal, i.e. the applicant is unable to demonstrate that the development does not adversely impact the structural integrity or physical condition of this infrastructure given that it does not yet exist, and furthermore, has not yet been designed.

Importantly, and as noted above and shown in **Figure 2.4**, the Queensland Government Development Assessment Mapping System (DAMS) does not identity any planned upgrades to the rail line, or future public passenger transport facilities, which would have a direct impact upon the subject site.

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3.0 Proposal

The scheme which is the subject of this application is shown in the plans included as **Appendix A**, and the extract from the Site Plan provided as **Figure 3** below. As shown in these plans, the proposed development comprises the following land uses and approximate building areas:

- Showroom (four (4) tenancies): 13,768m² GFA
- Food and Drink (four (4) tenancies): 893m² GFA (excluding refuse areas)
- Carwash (one (1) tenancy): 64m² GFA (excluding unenclosed wash bays)
- Workshop (one (1) tenancy): 309m² GFA
- Self storage (one (1) tenancy): 7,900m² NLA

The traffic elements of the development scheme are discussed in further detail in the following sections of this report, taking into consideration the requirements of Council's planning scheme and the relevant Australian Standards, as well as the planning controls pertinent to the subject site.

The traffic-related sections of the following relevant SDAP (State Development Assessment Provisions) codes have been completed, and are included in **Appendix B**:

- State Code 2: Development in a Railway Environment
- State Code 6: Protection of State Transport Networks

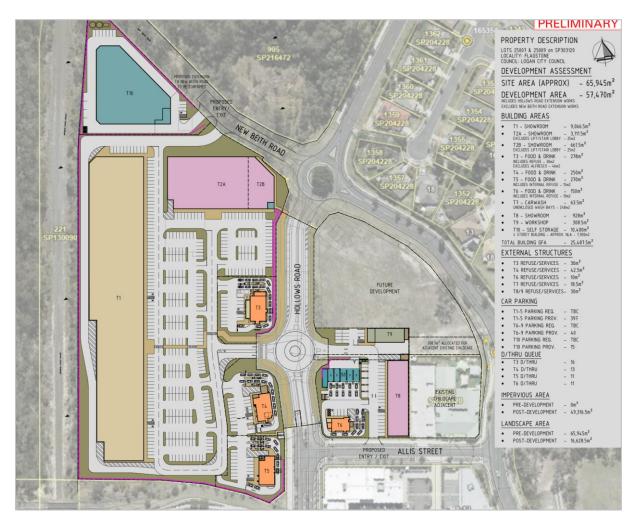


Figure 3: Extract from Site Plan

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3.1 Proposed Road Network

3.1.1 Hollows Road

As shown in the plans included as **Appendix A** and **Figure 3** above, it is proposed that Hollows Road (which currently terminates just north of Allis Street) be extended to the north through the site, to connect to the New Beith Road / Parkside Drive roundabout, as the southern approach to the roundabout. This is consistent with the intent of the ROL approval (DEV2014/637/23) as shown in the extract from Approved Plans provided as **Figure 2.2b**.

As shown in the civil engineering plans included as **Appendix C**, the proposed new section of Hollows Road has a cross-section involving a 29m wide road reserve and a two-way, two-lane divided cross-section, consistent with the Road Typical Cross Sections for a Collector Road (2 lanes) as included in the Approval Package for ROL approval DEV2014/637/23.

As shown in **Figure 3.1** over page, a roundabout is proposed along the new section of Hollows Road. This is a single circulating lane roundabout, which will limit through traffic speeds on this section of Hollows Road, and safely cater for through and turning movements. The roundabout has a 33m outside diameter, with a 7m wide circulating lane and an 8m diameter raised centre island within a 16m diameter mountable centre island. Vehicle tracking diagrams demonstrating a heavy rigid vehicle (HRV) traversing this roundabout are included as **Appendix D**.

The proposed Hollows Road cross-section can be described as follows:

South of Proposed Roundabout:

- A 29m wide road reserve in accordance with the Road Typical Cross Sections for a Collector Road (2 lanes) as included in the Approval Package for ROL approval DEV2014/637/23
- A two-way, two-lane divided cross-section
- A 5m wide centre median
- 3.5m wide through lanes
- 1.5m wide shoulders (i.e. no provision for kerbside parking due to proximity to intersection to south and roundabout to north)
- A 3m wide off-road cycleway and adjacent 1.5m wide footpath along the western side of the road
- A 1.5m wide footpath along the eastern side of the road

North of Proposed Roundabout:

- A 29m wide road reserve in accordance with the Road Typical Cross Sections for a Collector Road (2 lanes) as included in the Approval Package for ROL approval DEV2014/637/23
- A two-way, two-lane divided cross-section
- A 2m wide centre median
- 3.5m wide through lanes
- 2.5m wide kerbside parking lane (with parking prohibited in close proximity to roundabout, for safety reasons)
- 1.5m wide separation between through lanes and kerbside parking lanes (for efficiency and safety reasons due to potential interaction between through traffic and vehicles parking kerbside)
- A 3m wide off-road cycleway and adjacent 1.5m wide footpath along the western side of the road
- A 1.5m wide footpath along the eastern side of the road

No direct vehicular accesses are proposed onto Hollows Road, to maintain the efficiency of this road which is expected to carry reasonable volumes of through traffic between the existing retail/commercial centre to the south and the existing residential catchment to the north i.e. traffic which is not associated with the proposed development.

A raised crossing is proposed on the western approach of the new roundabout to facilitate the safe crossing of pedestrians and cyclists. This has been set back one (1) car length from the roundabout stop line, to provide appropriate separation between circulating traffic on the roundabout and crossing pedestrians/cyclists.

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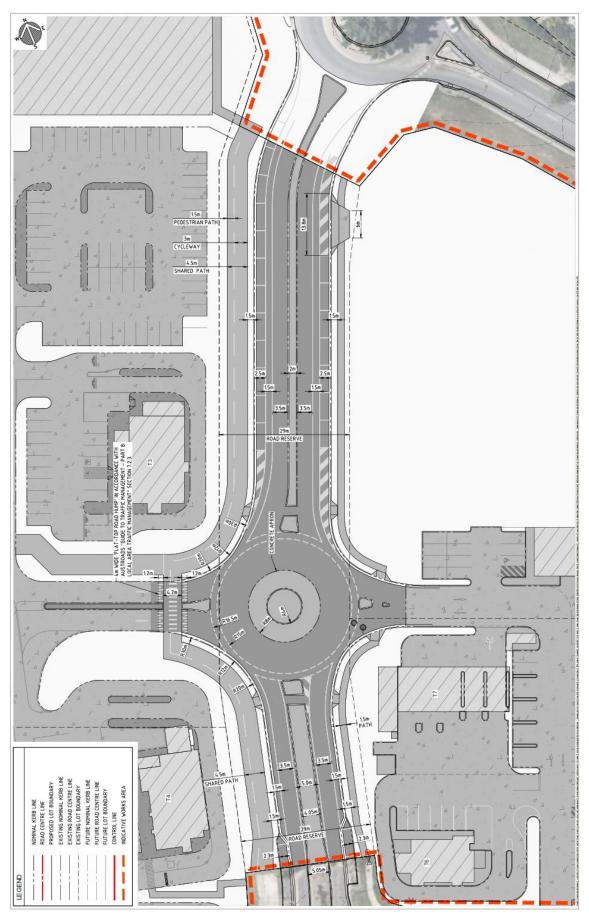


Figure 3.1: Extract from Civil Engineering Plans (Hollows Road Layout)

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The proposed configuration of Hollows Road achieves the general intent of the Road Typical Cross Sections for a Collector Road (2 lanes) as included in the Approval Package for ROL approval DEV2014/637/23, with modifications made to improve safety and efficiency. Such modifications include:

- Provision of 1.5m wide separation between through lanes and kerbside parking lanes (for efficiency and safety reasons due to potential interaction between through traffic and vehicles parking kerbside), requiring the reduction in the centre median width from 5m to 2m; and
- Restriction of kerbside parking in close proximity to the proposed new roundabout, and the existing New Beith Road roundabout.

In summary, the proposed design of Hollows Road is considered to achieve the intent of the Road Typical Cross Sections for a Collector Road (2 lanes) as included in the Approval Package for ROL approval DEV2014/637/23, with improvements made to maximise the safety and efficiency of this road for vehicular traffic, pedestrians, and cyclists, noting that it is expected to carry reasonable volumes of through traffic between the existing retail/commercial centre to the south and the existing residential catchment to the north i.e. traffic which is not associated with the proposed development.

3.1.1.1 Funding of Hollows Road

As previously noted, it is proposed that Hollows Road (which currently terminates just north of Allis Street) be extended to the north through the site, to connect to the New Beith Road / Parkside Drive roundabout, as the southern approach to the roundabout.

It is considered appropriate that the cost of the delivery of this road be creditable works (i.e. offset against the infrastructure contributions payable as part of the development of the site) on the following grounds:

- The delivery of this road will complete a missing connection between the existing retail/commercial centre to the south and the existing residential catchment to the north. As a result, Hollows Road will carry a reasonable proportion of traffic which is not associated with the proposed development.
- Hollows Road has previously been designated as a trunk collector road in the road hierarchy, recognising the importance of this missing link.
- In its simplest form, 'trunk' infrastructure is that which services the broader area (i.e. not just the local area of development site), therefore irrespective of the formal classification of Hollows Road, it is considered to be trunk infrastructure from a practical perspective.
- The road proposed to be delivered includes high standard active transport facilities, including a dedicated offroad cycle path and pedestrian footpaths on both side of the road. These facilities would mostly benefit (and therefore be used by) pedestrians and cyclists travelling between the existing retail/commercial centre to the south and the existing residential catchment to the north, and therefore serve a more regional benefit.
- The complete connection between Homestead Drive and New Beith Road is clearly not required for access to/from the development. That is, the development does not rely upon the provision of this connection. The applicant could feasibly propose a development scheme which accesses the existing public road network via a southern connection only, and effectively turns its back on New Beith Road. However in the interests of improving convenience and access for residents and visitors of the surrounding area, the applicant has made provision for this high-standard connection which will benefit these users.
- No direct vehicular accesses are proposed onto Hollows Road, to maintain the efficiency of this road which is
 expected to carry reasonable volumes of through traffic (i.e. traffic not associated with the proposed
 development).
- EDQ has indicated that approved works to the Homestead Drive / Hollows Road (which will reduce the current turn restrictions / bans and improve access to the surrounding lots and traffic permeability) will be 'creditable works'. This appears to recognise the broader importance of both Homestead Drive and Hollows Road.

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• Importantly, the proposed connection will distribute traffic between New Beith Road / Wild Mint Drive, and the proposed new Hollows Road connection. This will distribute traffic between the Homestead Drive / Hollows Road / Gates Road signalised intersection and the Homestead Drive / Wild Mint Drive roundabout to the east, thereby reducing demand at the Homestead Drive / Wild Mint Drive roundabout.

Noting that the results of the analyses undertaken by Bitzio Consulting reveal that this existing roundabout is expected to be approaching the limits of acceptable operation within the next 5-10 years, it could be concluded that the Hollows Road connection is required to avoid or significantly delay the need for capacity upgrades at this roundabout. That is, this road provides a substantial benefit in terms of traffic distribution and impact in the surrounding area.

In light of the above, it is considered appropriate that the cost of the delivery of Hollows Road be creditable works i.e. offset against the infrastructure contributions payable as part of the development of the site.

3.1.2 New Beith Road Extension

As shown in the plans included as **Appendix A** and **Figure 3.1.2** below, it is proposed that New Beith Road (which currently terminates at the Parkside Drive roundabout) be extended to the north-west, along the existing road corridor. This will facilitate access to/from the north-western corner of the development site, as discussed in the following section.



Figure 3.1.2: Proposed New Beith Road Extension

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3.2 Vehicular Access

Vehicular accesses to the proposed buildings within the development are proposed as follows, and as shown in **Figure 3.2** below:

Western Precinct

- Primary access from the proposed new roundabout on Hollows Road (as the western roundabout approach)
- Secondary access onto the New Beith Road extension (with two (2) driveways proposed, as shown in **Figure 3.2** below).

Eastern Precinct

- Access from the proposed new roundabout on Hollows Road (as the eastern roundabout approach)
- Access onto Allis Street (with one (1) driveway proposed, as shown in Figure 3.2 below).

Provision has also been made for access to/from the future development parcel, as shown in Figure 3.2 below.

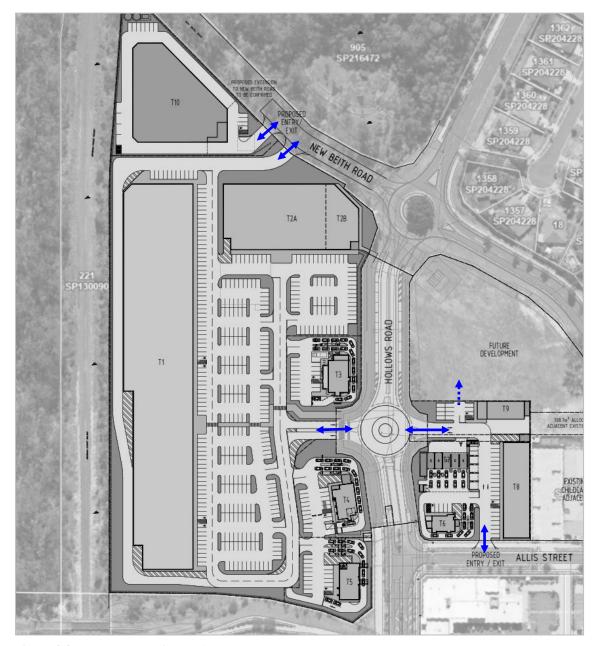


Figure 3.2: Proposed Vehicular Accesses

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Vehicular tracking analyses of the proposed access driveways have been undertaken assuming the following design vehicles:

- Western precinct: up to a 20m Articulated Vehicle (AV) for access to the large showroom tenancy;
- Eastern precinct: up to a 12.5m long Heavy Rigid Vehicle (HRV); and
- Self storage facility: up to a 12.5m long Heavy Rigid Vehicle (HRV).

The results of these analyses are included in Appendix D and Appendix E.

The detail of the vehicle crossovers and splays would be refined at detailed design stage to ensure compliance with IPWEA standard drawing RSD-102 – Vehicle Crossings. This requirement could reasonably be included as a condition of the approval.

In summary, the proposed vehicular access arrangements are considered to be acceptable and supportable from a traffic engineering perspective.

3.3 Car Parking Provision

The Greater Flagstone Urban Development Area Development Scheme requires that "Parking is provided in accordance with the rates and standards set out in the planning scheme". Whilst the scheme references the Beaudesert Shire Planning Scheme 2007 (which was the planning scheme in force when the scheme was prepared), the current planning scheme is the Logan Planning Scheme 2015. EDQ has confirmed that the car parking rates within the Servicing, Access and Parking Code from the Logan Planning Scheme 2015 should be adopted for the purpose of this application.

The following table summarises the car parking requirements for the development based upon the parking rates in the Servicing, Access and Parking Code from the Logan Planning Scheme 2015 (for developments within the Centre zone where a principal centre or major centre, where applicable).

Table 3.3: Car Parking Requirements and Provisions

	Use	Area (Yield)	Minimum Car Parking Rate		num Car Parking pirement	Proposed Car Parking Provision
T1	Showroom	9,067m²	1 space per 35m ² of GFA [#]	259		
T2A	Showroom	3,112m²	1 space per 35m² of GFA#	89		
T2B	Showroom	662m²	1 space per 35m² of GFA#	19	276	207
Т3	Food and Drink	248m²	1 space per 100m ² of GFA	3	376	397
T4	Food and Drink	250m²	1 space per 100m ² of GFA	3		
T5	Food and Drink	255m²	1 space per 100m ² of GFA	3		
Т6	Food and Drink	140m²	1 space per 100m ² of GFA	2		
T7	Carwash (Service Industry)	64m²	1 space per 100m ² of GFA	1	2.4	40
T8	Showroom	928m²	1 space per 35m² of GFA#			40
Т9	Workshop (Service Industry)	309m²	1 space per 100m ² of GFA			
T10	Self Storage	Assume 100 storage units and 3 staff	1 space per 100 storage units; plus 1 space per employee [#]	4	4	15
TOTAL					414	452

car parking rate for developments not within a principal centre or major centre, as no parking rate for these land uses within a principal centre or major centre provided in the Logan Planning Scheme 2015

As shown in the table above, the proposed car parking provisions within all areas of the development exceed the minimum requirements in the planning scheme. Accordingly, the proposed level of on-site car parking is expected to be adequate to cater for the demand generated by the development.

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3.4 Parking Layout and Internal Configuration

The car parking areas have been designed generally in accordance with the requirements of the relevant Australian Standards (as called up in the Logan Planning Scheme 2015), as outlined following:

- The main accesses to the development (i.e. the eastern and western approaches to the proposed new roundabout) provide 4.5m wide travel lanes, with a 2m wide centre median on the western approach. These circulation roadway widths exceed the minimum requirements under the provisions of the Australian Standards and would be adequate to accommodate the design vehicles, as discussed in the following section (which addresses service vehicle access and circulation).
- The main circulation roadway within the western portion of the development is 8m wide, which exceeds the
 minimum requirement under the provisions of the Australian Standards and would be adequate to accommodate
 the design vehicles, as discussed in the following section (which addresses service vehicle access and
 circulation).
- Standard parking spaces are typically 2.6m wide and 5.4m long minimum, meeting the requirements stipulated in AS2890.1 for short-term parking;
- The parking aisles generally measure 6.6m in width or greater, which meets the minimum requirement in AS2890.1 for short-term (User Class 3A) car parking;
- Accessible parking spaces are 2.4m wide and 5.4m long with adjacent shared areas for access to/from a vehicle which is 2.4m wide and 5.4m long, meeting the dimensional requirements stipulated in AS2890.6;
- As required under Table 9.4.7.3.6 of the Servicing, Access and Parking Code from the Logan Planning Scheme 2015, all food and beverage tenancies have a drive through facility which would accommodate at least 10 queued vehicles:
- Passenger vehicle tracking through the drive through facilities has been assessed, with the results (included as **Appendix F**) demonstrating satisfactory manoeuvring for a B99 large passenger car; and
- Provision is made for pedestrian connectivity Hollows Road and the various components of the development, as
 well as between the various components of the development, by way of dedicated pedestrian footpaths and
 crossings (including zebra crossings and raised zebra crossings).

In summary, the proposed car parking and internal traffic arrangements are considered to be efficient and legible, and in accordance with the requirements of the relevant Australian Standards, subject to refinement at detailed design stage.

3.5 Servicing Arrangements

As shown in the plans included as **Appendix A**, there are a number of dedicated service vehicle loading bays throughout the development which will service the various tenancies for both loading/unloading of goods, and refuse collection.

The proposed vehicle servicing arrangements can be summarised as follows:

- T1 (Showroom): Access by up to a 20m articulated vehicle, with entry via the proposed access onto the New Beith Road extension and exit via the new roundabout onto Hollows Road (i.e. one-way (anti-clockwise) circulation, using the service aisle to the rear of the building). Refuse Collection Vehicles (up to 12.5m long Heavy Rigid Vehicles) would also use service aisle (which is 6m wide) for collection of bins.
- T2 (Showroom): Access by up to a Heavy Rigid Vehicle / Refuse Collection Vehicle, with reverse entry to the dedicated loading bay.
- T3 T6 (Food and Drink): Access by up to a 10.24m long Refuse Collection Vehicle, with reverse entry to the dedicated loading bays.
- T7 (Carwash): Access by up to a 10.24m long Refuse Collection Vehicle.

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- T8 (Showroom): Access by up to a Heavy Rigid Vehicle / Refuse Collection Vehicle, with reverse entry to the dedicated loading bay.
- T9 (Workshop): Access by up to a Heavy Rigid Vehicle / Refuse Collection Vehicle, with reverse entry to the hardstand (loading) area.
- T10 (Self Storage): Access and circulation by up to a Heavy Rigid Vehicle / Refuse Collection Vehicle.

The vehicle tracking diagrams included as **Appendix G** demonstrate satisfactory manoeuvring for the above design vehicles to/from and within the various components of the development, with some minor refinements to kerblines / car parking in a few isolated locations (the detail of which would be refined at detailed design stage).

Overall, the servicing arrangements are considered to be appropriate given the scale and nature of the proposed development, and generally in accordance with Council's requirements, subject to refinement at detailed design stage.

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4.0 Traffic Impact Assessment

As previously noted, the traffic report which accompanied this Operational Works application (prepared by Bitzios Consulting) assessed the impact of development on the subject site and surrounding land upon the (modified) Homestead Drive / Hollows Road / Gates Road signalised intersection, as well as the Homestead Drive / Wild Mint Drive roundabout to the east. The results of the assessments revealed that both of these intersections are expected to be operating generally within acceptable performance limits at the interim (2031) and ultimate (2066) model years, with the proposed all-movements intersection at Homestead Drive / Hollows Road / Gates Road, and subsequent redistribution of traffic.

The modelling did however reveal that the Homestead Drive / Wild Mint Drive roundabout is expected to be approaching the limits of acceptable operation during the critical AM peak period, at 79% degree of saturation under the interim design scenario and 87% degree of saturation under the ultimate design scenario (noting that 85% generally represents the desirable limit of acceptable operation for a roundabout).

Further analyses were undertaken by Bitzios Consulting, which assumed the following land uses and traffic generation during the AM and PM peak hours:

- Homemaker centre / bulk goods retail (17,480m² GFA): 428 trips
- Fast food (500m²): 168 trips
- Tyre and auto (4,370m²): 44 trips
- TOTAL: 640 trips

It is understood that the results of these analyses also revealed that both of the intersections assessed are expected to be operating generally within acceptable performance limits at the interim (2031) and ultimate (2066) model years.

Given the land uses and areas now proposed are different to those assumed in the analyses undertaken by Bitzios Consulting, an assessment has been undertaken of the forecast traffic generation of development now proposed, for the purpose of comparison with the total volumes assumed in the analyses undertaken by Bitzios Consulting.

In order to forecast the traffic volumes generated by the proposed development, reference has been made to the following data sources:

- data published by the Department of Transport and Main Roads in the Queensland Government Open Data Portal (Traffic Generation Data—2006–2021), with the average peak hour trip generation rate adopted for the relevant uses;
- the 2022/2023 Parking and Traffic Study undertaken by Stantec for the Self Storage Association of Australia;
- The RTA Guide to Traffic Generating Developments;
- A first principles approach (for the car wash use).

The adopted trip generation rates and resulting forecast peak hour traffic volumes are summarised in the table below.

Table 4: Forecast Development Traffic Volumes

Component / Use	Adopted Weekday Peak Traffic Generation Rate	Total Area / Number	Forecast Peak Hour Trip Generation (vph)
Retail Showroom	2.81 trips / 100m² GLFA	11,014m² GLFA#	310
Fast Food x 4	38.51 trips / 100m² GLFA	893m ² GFA (excluding refuse areas)	344
Car Wash	6 trips per car wash bay	5 car wash bays	30
Workshop	1.1 trips / 100m ² GLFA	309m² GLFA	3
Self Storage	12 trips	7,900m² NLA	12
SUB TOTAL			699 trips

assumes GLFA = 80% of GFA

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As outlined in the table above, the sum of the overall forecast peak hour traffic generation of the various uses proposed is 699 trips. However conservatively assuming a reduction factor of 10% to allow for multi-purpose trips, the overall forecast peak hour traffic generation of the proposed development is approximately 630 vehicle trips in the weekday peak hours. This is considered to represent a conservatively high estimate of the overall peak period traffic generation given the various tenancies are likely to demonstrate non-coincident peak periods. Notwithstanding this, the forecast traffic generation is generally consistent with that assumed in the analyses undertaken by Bitzios Consulting (i.e. 640 vehicle trips in the weekday peak hours), therefore the results of the previous analyses would still hold i.e. both the (modified) Homestead Drive / Hollows Road / Gates Road signalised intersection and the Homestead Drive / Wild Mint Drive roundabout to the east are expected to be operating generally within acceptable performance limits at the interim (2031) and ultimate (2066) model years.

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5.0 Recommendation

In light of the information contained within this report, we consider that the proposal is satisfactory from a traffic operations perspective and recommend that the development application be approved.

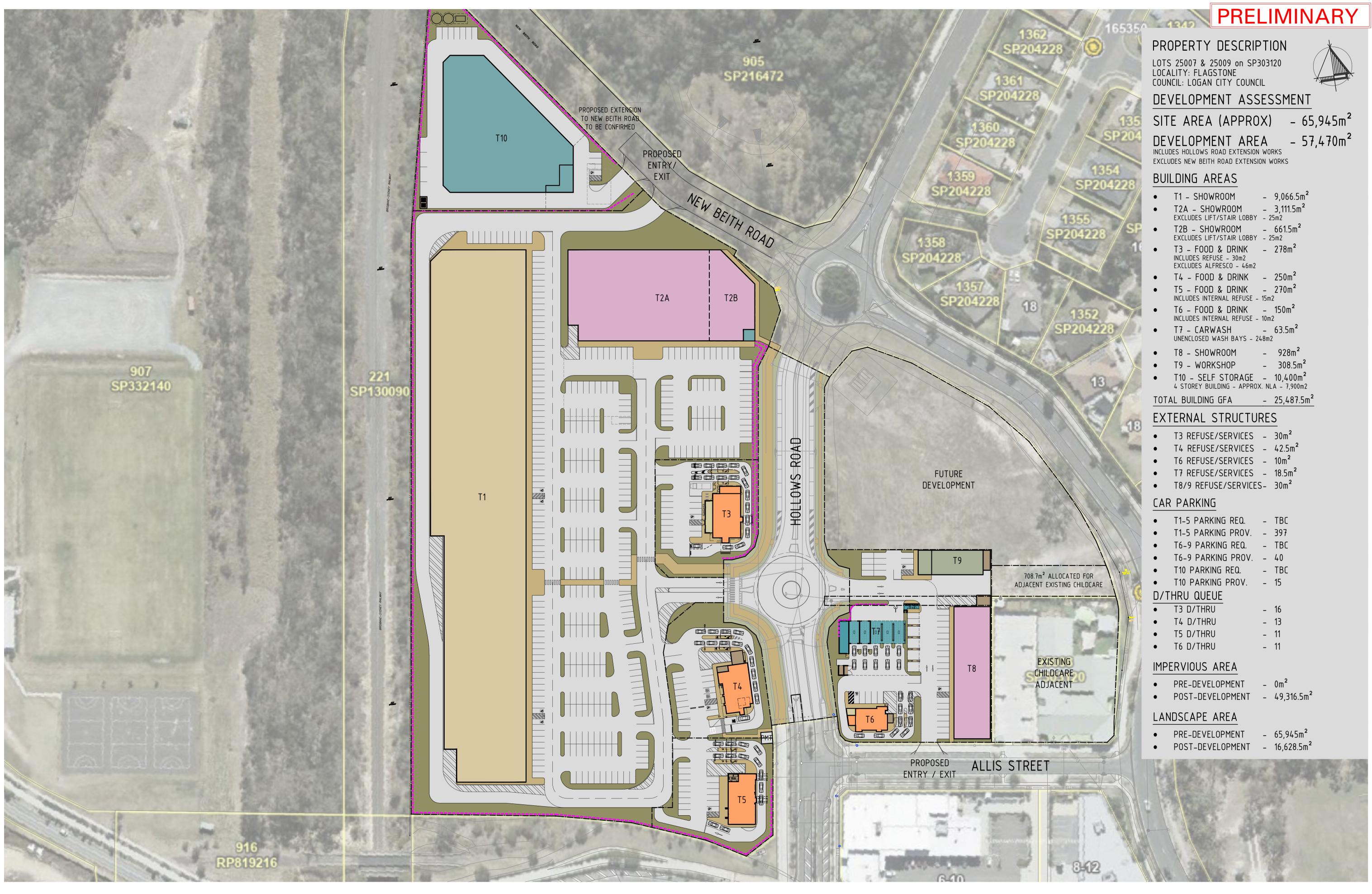
5.1 Qualifications

This report has been approved by Richard Quinn | Director | RPEQ 08565

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APPENDIX A

Architectural Plans of Development







imagine 🛘 create 🗀 deliver

□ commercial / industrial / retail□ fast food restaurant design

☐ travel centre / service stations
☐ project concept to completion

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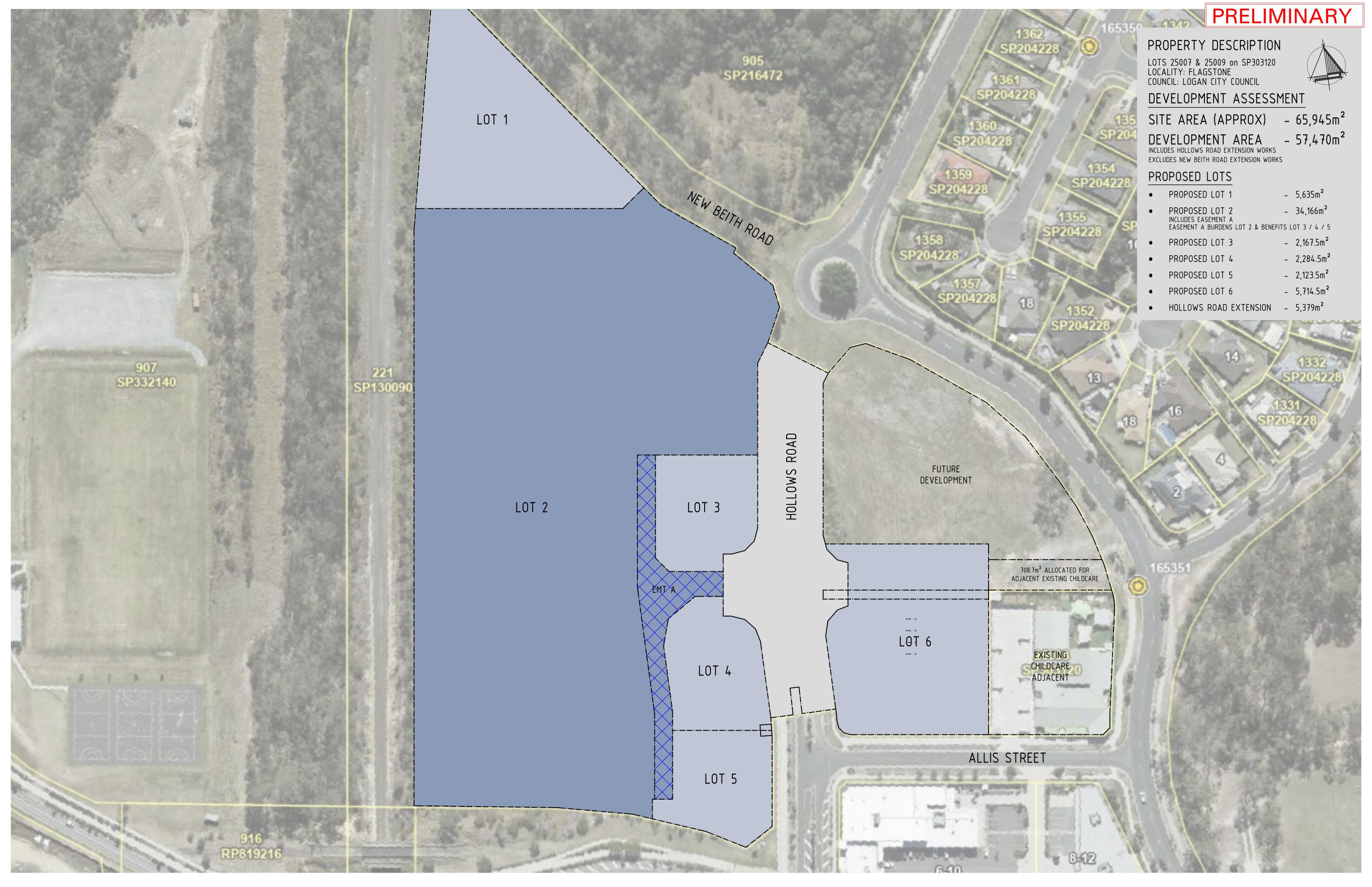
Check all dimensions on site prior commencement of works

Revision and approvals						
Code	Date	Drn	Description	Dwn	PROPOS	
					HOLLOW	
'-	29.04.2025		PRELIMINARY ISSUE FOR COMMENT		Scale 1:750 @ A1	
'-	12.06.2025	SS	PRELIMINARY ISSUE FOR COMMENT		Drawn	
P4	20.05.2025	SS	PRELIMINARY ISSUE FOR COMMENT		92	

Project Description
PROPOSED MIXED USE DEVELOPMENT
HOLLOWS ROAD, FLAGSTONE

PROPOSED SITE PLAN

/ 1:1500 @A3 | Approved | Drawing Number | 24072-DA01



Consulting Engineer

□ commercial / industrial / retail □ fast food restaurant design □ travel centre / service stations □ project concept to completion

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P1	20.05.2025	SS	PRELIMINARY ISSUE FOR COMMENT		SS	

PROPOSED LOT PLAN DEVELOPMENT

P2

24072-DA03

APPENDIX B

Completed SDAP Codes (Traffic-related Sections)

State code 2: Development in a railway environment

Guide to Development in a Transport Environment: Rail which provides direction on how to address this code.

Table 2.1 Development in general

Performance outcomes	Acceptable outcomes	Response
	Acceptable outcomes	Nesponse
Public passenger transport and active transport PO21 Development does not compromise the safety of public passenger transport infrastructure and active transport infrastructure.	No acceptable outcome is prescribed.	Complies
PO22 Development maintains pedestrian and cycle access to a railway station or other public passenger transport infrastructure and active transport infrastructure associated with the railway.	No acceptable outcome is prescribed.	Complies
PO23 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure.	No acceptable outcome is prescribed.	Not a traffic issue – to be addressed by others.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.	Complies
Planned upgrades		
PO25 Development does not impede delivery of planned upgrades of rail transport infrastructure.	No acceptable outcome is prescribed.	Complies. There are no planned upgrades of rail transport infrastructure in proximity to the development site in the Queensland Government Development Assessment Mapping System.

Table 2.3 Railway crossings

Performance outcomes	Acceptable outcomes	Response
PO35 Development does not require a new level railway crossing.	No acceptable outcome is prescribed.	Complies
PO36 Development does not adversely impact on the operating performance of an existing railway crossing.	No acceptable outcome is prescribed.	Complies
PO37 Development does not adversely impact on the safety of an existing railway crossing.	No acceptable outcome is prescribed.	Complies
PO38 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	Complies

Table 2.5 Development in a future railway corridor

Performance outcomes	Acceptable outcomes	Response
PO54 Development does not impede the planning, design and delivery of rail transport infrastructure in a future railway corridor .	AO54.1 Development is not located in a future railway corridor.	Complies
,	OR both of the following acceptable outcomes apply:	
	AO54.2 The intensification of lots does not occur within a future railway corridor.	
	AND	
	AO54.3 Development does not result in the landlocking of parcels once a future railway corridor is delivered.	

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	Complies. The closest State-controlled road is the Mount Lindesay Highway, which is over 7km from the subject site.
PO2 Development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	Not a traffic issue – to be addressed by others.
PO3 Development ensures no net worsening of the operating performance the state-controlled road network.	No acceptable outcome is prescribed.	Complies. The closest State-controlled road is the Mount Lindesay Highway, which is over 7km from the subject site.
PO4 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road .	No acceptable outcome is prescribed.	NA – development does not involve haulage.
PO6 Development does not require a new railway level crossing.	No acceptable outcome is prescribed.	Complies.
PO7 Development does not adversely impact the operating performance of an existing railway crossing.	No acceptable outcome is prescribed.	Complies.
PO8 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	Complies.
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	Complies.
PO10 Development does not create a safety hazard within the railway corridor.	No acceptable outcome is prescribed.	Complies.
PO11 Development does not adversely impact the operating performance of the railway corridor.	No acceptable outcome is prescribed.	Complies.

Performance outcomes	Acceptable outcomes	Response
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure.	No acceptable outcome is prescribed.	Complies.
PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure.	No acceptable outcome is prescribed.	Not a traffic issue – to be addressed by others.
Planned upgrades		
PO21 Development does not impede delivery of planned upgrades of state transport infrastructure.	No acceptable outcome is prescribed.	Complies. There are no planned upgrades of state transport infrastructure in proximity to the development site in the Queensland Government Development Assessment Mapping System.

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services.	No acceptable outcome is prescribed.	Complies.
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.	Complies.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.	Complies.
PO25 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure.	No acceptable outcome is prescribed.	Not a traffic issue – to be addressed by others.
PO26 Upgraded or new public passenger transport infrastructure and active transport infrastructure is provided to accommodate the demand for public passenger transport and active transport generated by the development.	No acceptable outcome is prescribed.	Complies. The Hollows Road connection which is proposed to be delivered includes high standard active transport facilities, including a dedicated off-road cycle path and pedestrian footpaths on both side of the road. These facilities would mostly benefit (and therefore be used by) pedestrians and cyclists travelling

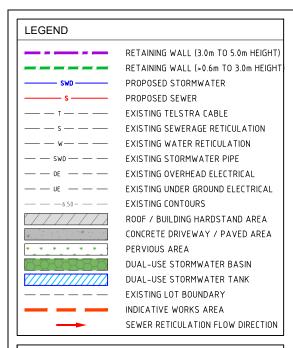
Performance outcomes	Acceptable outcomes	Response
		between the existing retail/commercial centre to the south and the existing residential catchment to the north, and therefore serve a more regional benefit.
PO27 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services.	No acceptable outcome is prescribed.	Complies.
PO28 Development enables the provision or extension of public passenger services, public passenger transport infrastructure and active transport infrastructure to the development and avoids creating indirect or inefficient routes for public passenger services.	No acceptable outcome is prescribed.	Complies.
PO29 New or modified road networks are designed to enable development to be serviced by public passenger services.	 AO29.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent. AND AO29.2 Roads intended to accommodate buses are designed and constructed in accordance with: 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; AND 	The new Hollows Road connection proposed to be delivered would accommodated buses, should such services be warranted in future.

Performance outcomes	Acceptable outcomes	Response
	AO29.3 Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	
PO30 Development provides safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure.	No acceptable outcome is prescribed.	Complies.
PO31 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	No acceptable outcome is prescribed.	Complies.
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	Dedicated taxi facilities are not considered to be required given the nature of the proposed development and the intended tenancies.
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.	No acceptable outcome is prescribed.	
PO34 Taxi facilities are located and designed to	AO34.1 A taxi facility is provided parallel to the	
provide convenient, safe and equitable access for	kerb and adjacent to the main entrance.	
passengers.	AND	
	 AO34.2 Taxi facilities are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 	

Performance outcomes	Acceptable outcomes	Response
	 transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015. 	
PO35 Educational establishments are designed to ensure the safe and efficient operation of public passenger services, pedestrian and cyclist access and active transport infrastructure.	AO35.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	NA – development not an educational establishment

APPENDIX C

Civil Engineering Plans of Development



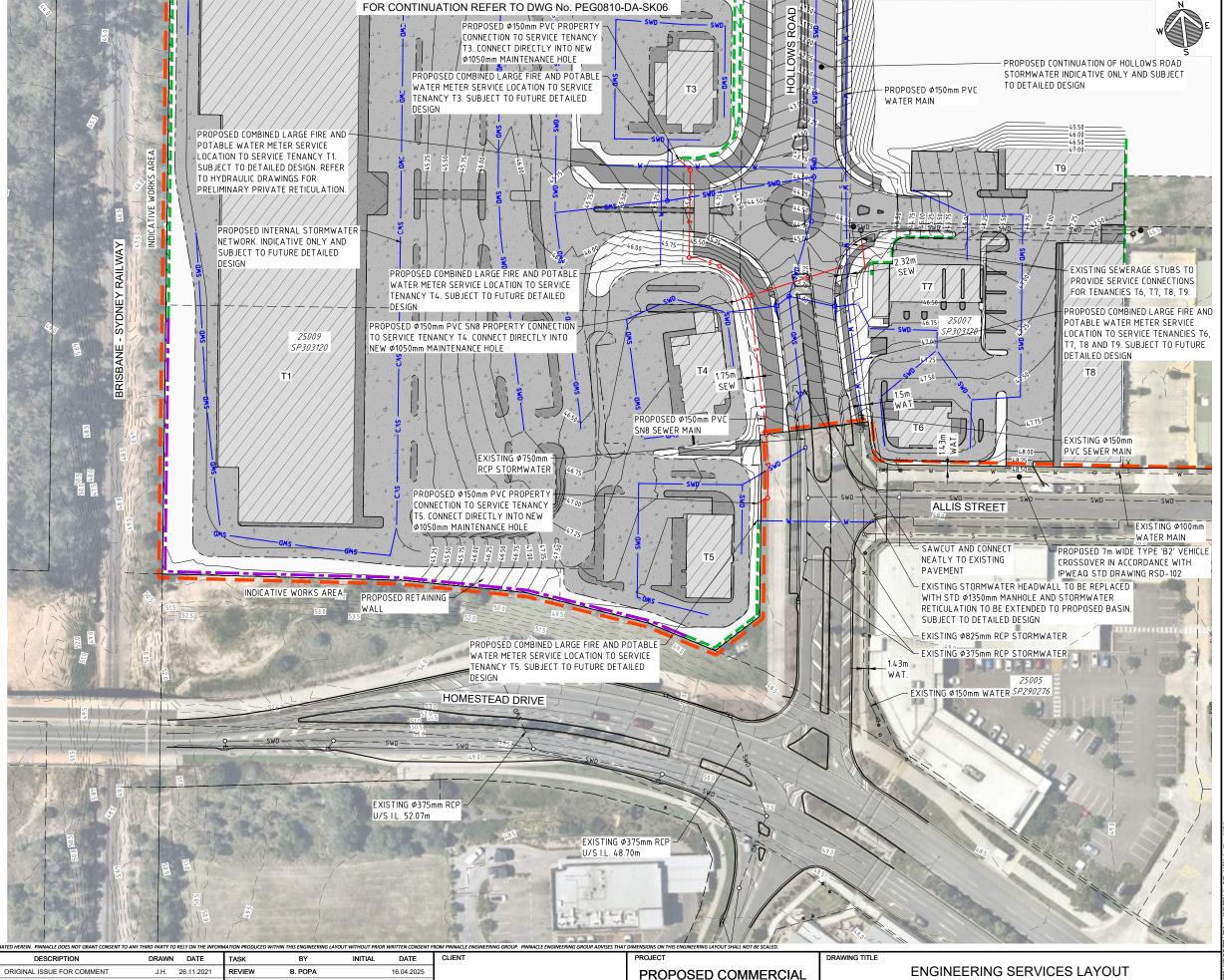
NOTES

- THE LOCATION OF THE EXISTING SERVICES HAS BEEN PLOTTED FROM SURVEY AND RECORDS AND IS TO BE CONFIRMED PRIOR TO CONSTRUCTION.
- 2. THE FINAL ALIGNMENT AND SIZING OF THE SERVICES INTERNAL TO THE PROPOSED DEVELOPMENT IS PRELIMINARY ONLY AND SUBJECT TO DETAILED DESIGN AND FUTURE OPERATIONAL WORKS APPLICATIONS TO COUNCIL.



The Essential First Step.

UNDERGROUND PUBLIC UTILITY PLANT EXISTS IN THIS VICINITY. THE CONTRACTOR IS ADVISED TO CONTACT THE RELEVANT AUTHORITIES TO CONFIRM THE EXACT LOCATION OF PUBLIC UTILITY PLANT ON SITE PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION OR CONSTRUCTION WORKS.





REVISED LAYOUT AND DESIGN 16.04.2025 DESIGN J. WATERS 16.04.2025 REVISED LAYOUT AND DESIGN J.W. 26.05.2025 16.04.2025 SCALE REVISED LAYOUT AND DESIGN J.W. 13.06.2025

(SCALE ABOVE DENOTES ORIGINAL SHEET SIZE - A1)

BLUEPOINT FLAGSTONE PTY LTD

DEVELOPMENT 'FLAGSTONE' - PRECINCT 1 (LOT 25007 & 25009 ON SP303120)

SHEET 1 OF 2

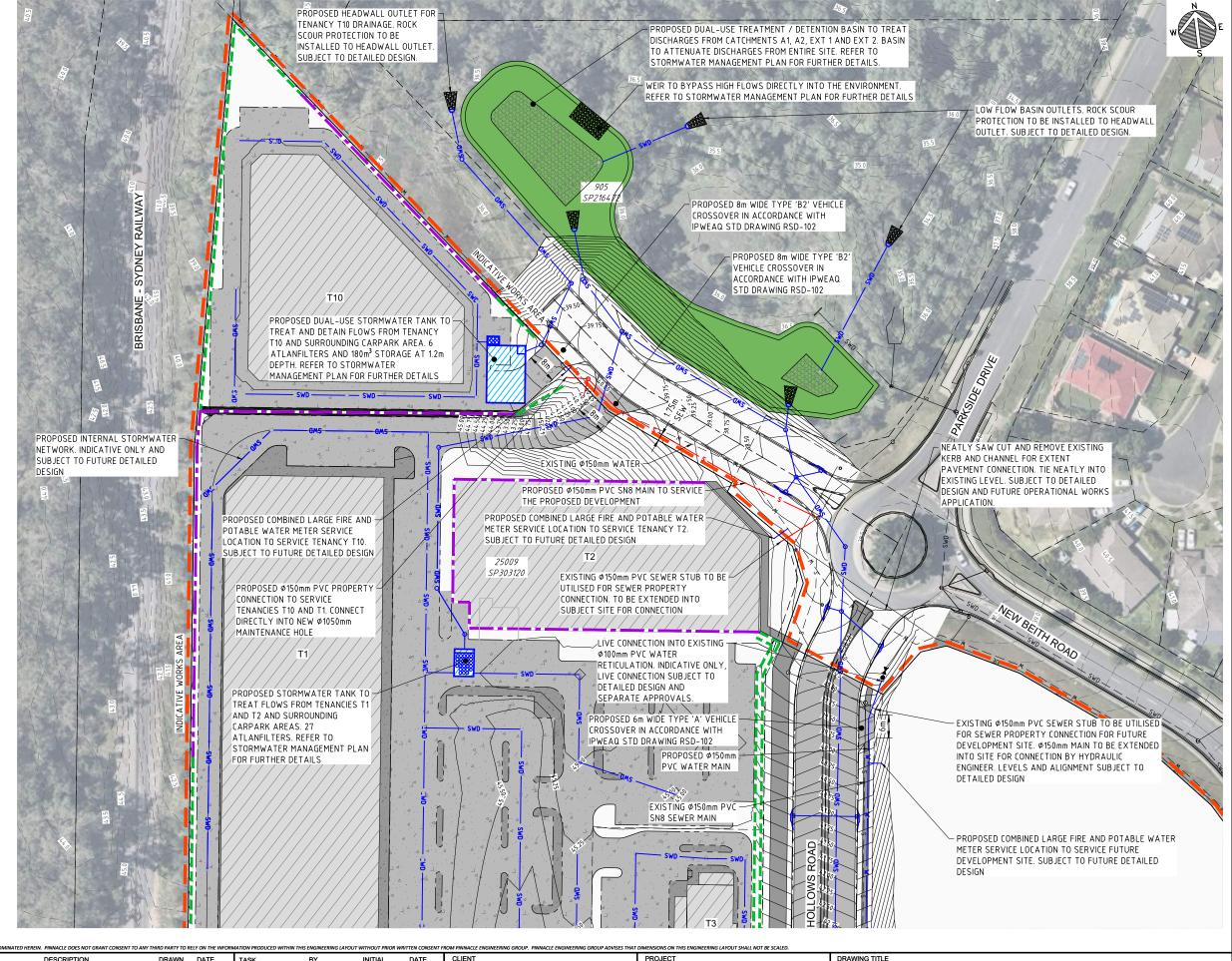
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	REV	DESCRIPTION	DRAWN	DATE	TASK	BY	INITIAL	DATE
۱	Α	ORIGINAL ISSUE FOR COMMENT	J.H.	26.11.2021	REVIEW	B. POPA		16.04.2025
	В	REVISED LAYOUT AND DESIGN	J.H.	16.04.2025	DESIGN	J. WATERS		16.04.2025
ı	С	REVISED LAYOUT AND DESIGN	J.W.	26.05.2025	DRAWN	J. HARDMAN		16.04.2025
	D	REVISED LAYOUT AND DESIGN	J.W.	13.06.2025	SCALE			
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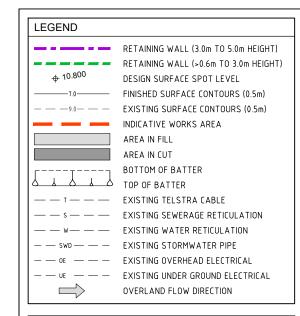
ENGINEERING SERVICES LAYOUT SHEET 2 OF 2

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PEG0810-DA-SK06 D



CUT & FILL VOLUMES

CUT TO FILL ON LEADS = 46,858 m³
IMPORT TO STRUCTURAL FILL = 44,933 m³

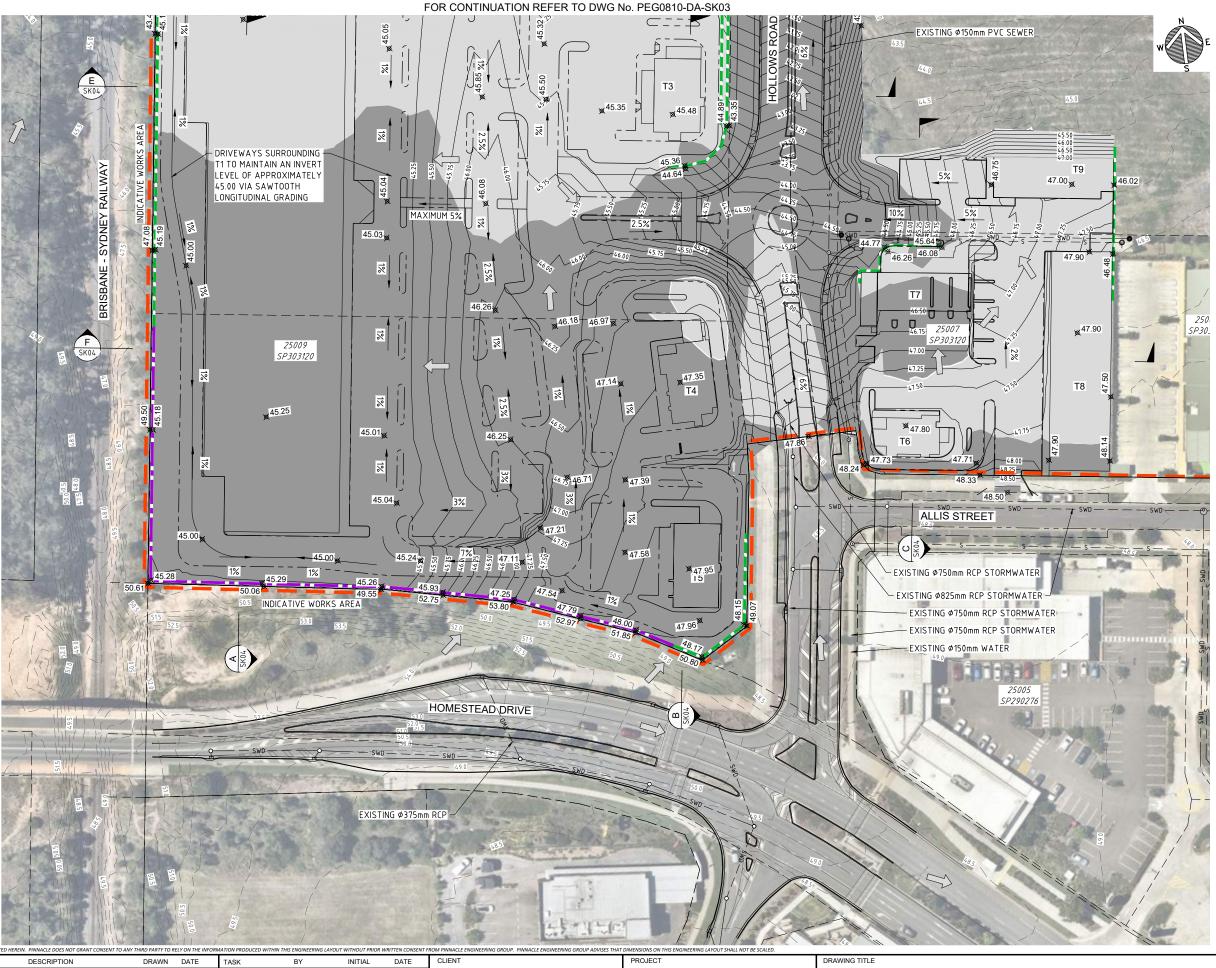
NOTE: 10% COMPACTION FACTOR APPLIED

NOTES

- THE LOCATION OF THE EXISTING SERVICES HAS BEEN PLOTTED FROM RECORDS AND IS TO BE CONFIRMED.
- 2. THE FINAL ALIGNMENT AND SIZING OF THE SERVICES IS PRELIMINARY ONLY AND SUBJECT TO DETAILED DESIGN AND FUTURE OPERATIONAL WORKS APPLICATIONS TO COUNCIL.
- PRELIMINARY EARTHWORK VOLUMES ARE CALCULATED FROM EXISTING NATURAL SURFACE TO PRELIMINARY DESIGN SURFACE, AND DO NOT ACCOUNT FOR STRIPPING, BOXING OR BUILDING PAD THICKNESS.



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ENGINEERING GROUP

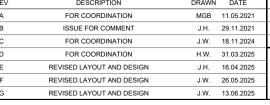
LEVEL 1 19 SHORT STREET, SOUTHPORT QLD 4215
(PO BOX 517, PARADISE POINT QLD 4216)
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 TASK
 BY
 INITIAL
 DATE

 REVIEW
 B. POPA
 16.04.2025

 DESIGN
 J. WATERS
 16.04.2025

 DRAWN
 J. WATERS
 16.04.2025

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BLUEPOINT FLAGSTONE PTY LTD PROPOSED COMMERCIAL DEVELOPMENT 'FLAGSTONE' - PRECINCT 1 (LOT 25007 & 25009 ON SP303120) PRELIMINARY BULK EARTHWORKS LAYOUT
SHEET 1 OF 2

STATUS PRELIMIN

HEET 1 OF 2

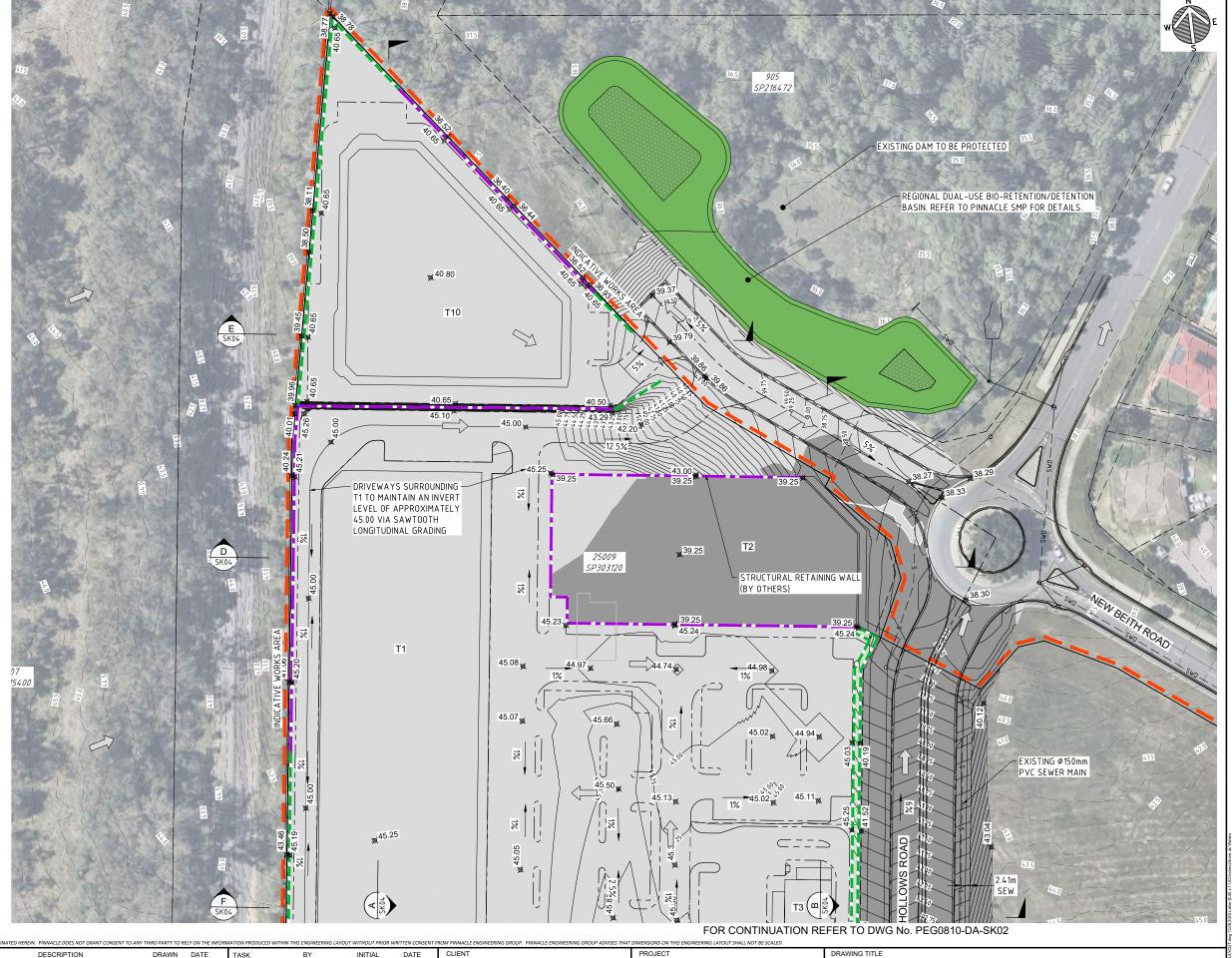
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FOR COORDINATION MGB 11.05.2021 ISSUED FOR APPROVAL J.H. 29.11.2021 FOR COORDINATION J.W. 18.11.2024 FOR COORDINATION H.W. 31.03.2025 REVISED LAYOUT AND DESIGN J.W. 26.05.2025 REVISED LAYOUT AND DESIGN J.W. 13.06.2025

INITIAL DATE 16.04.2025 REVIEW B. POPA DESIGN J. WATERS 16.04.2025 16.04.2025 (SCALE ABOVE DENOTES ORIGINAL SHEET SIZE - A1)

BLUEPOINT FLAGSTONE PTY LTD

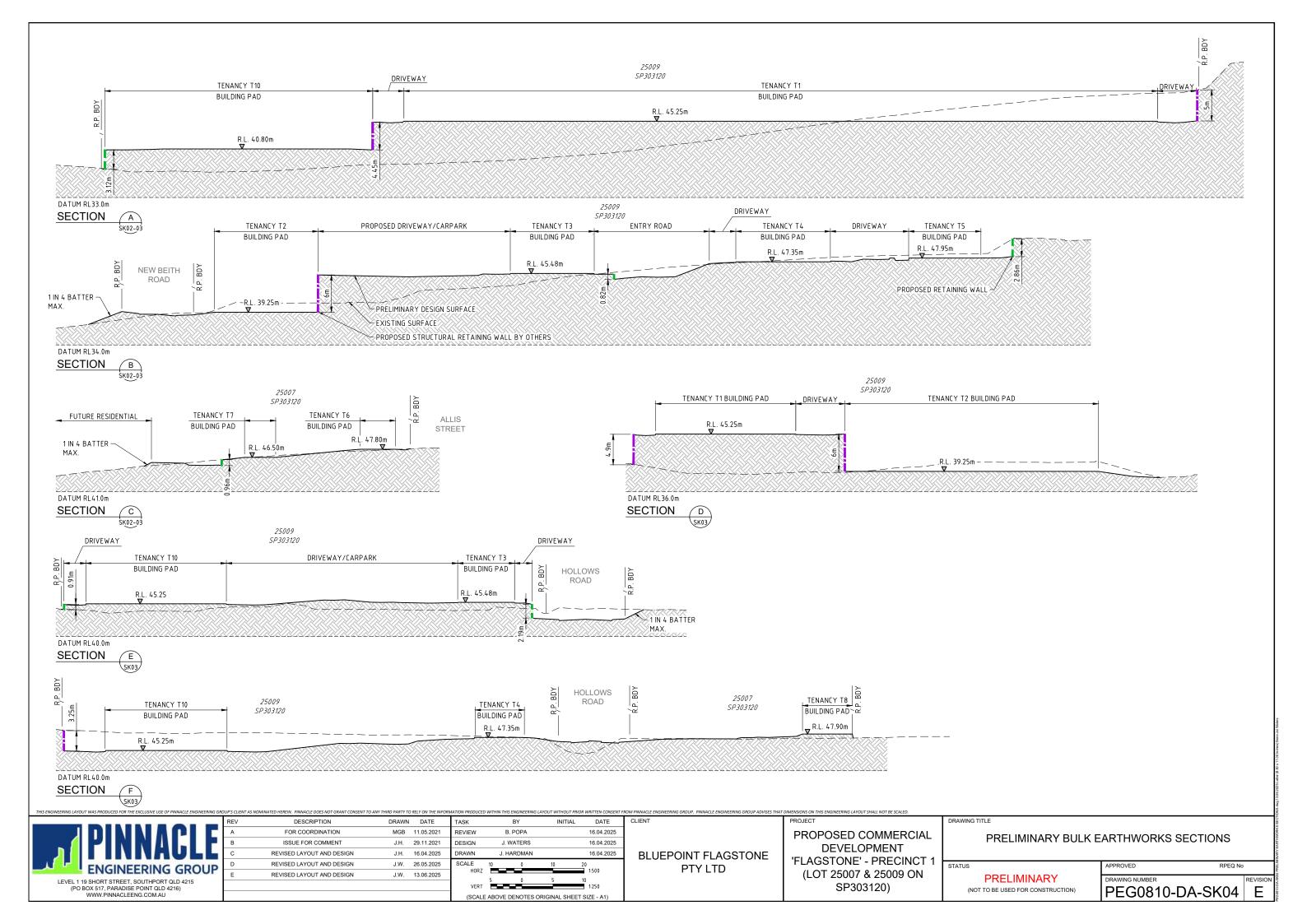
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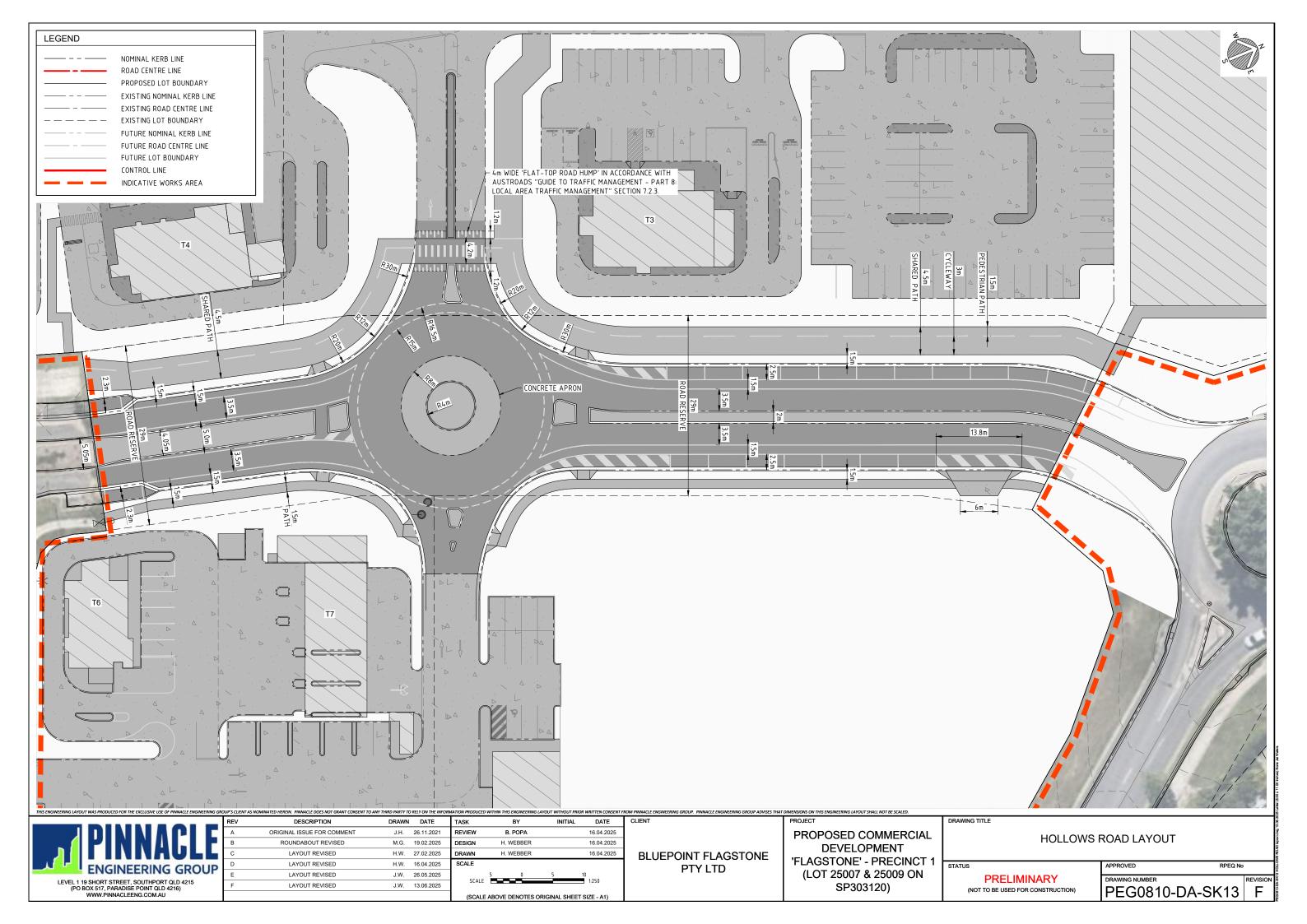
PRELIMINARY BULK EARTHWORKS LAYOUT SHEET 2 OF 2

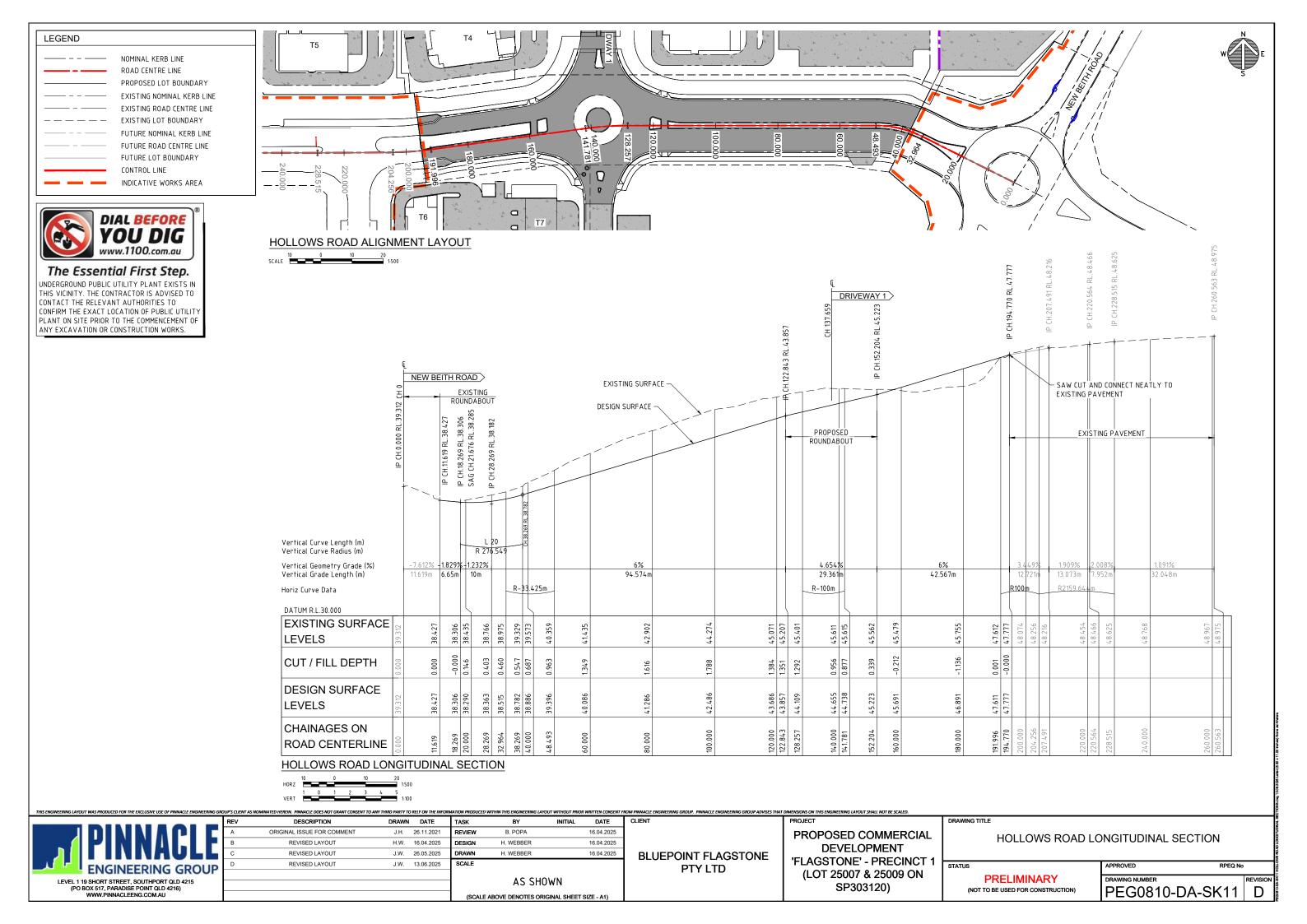
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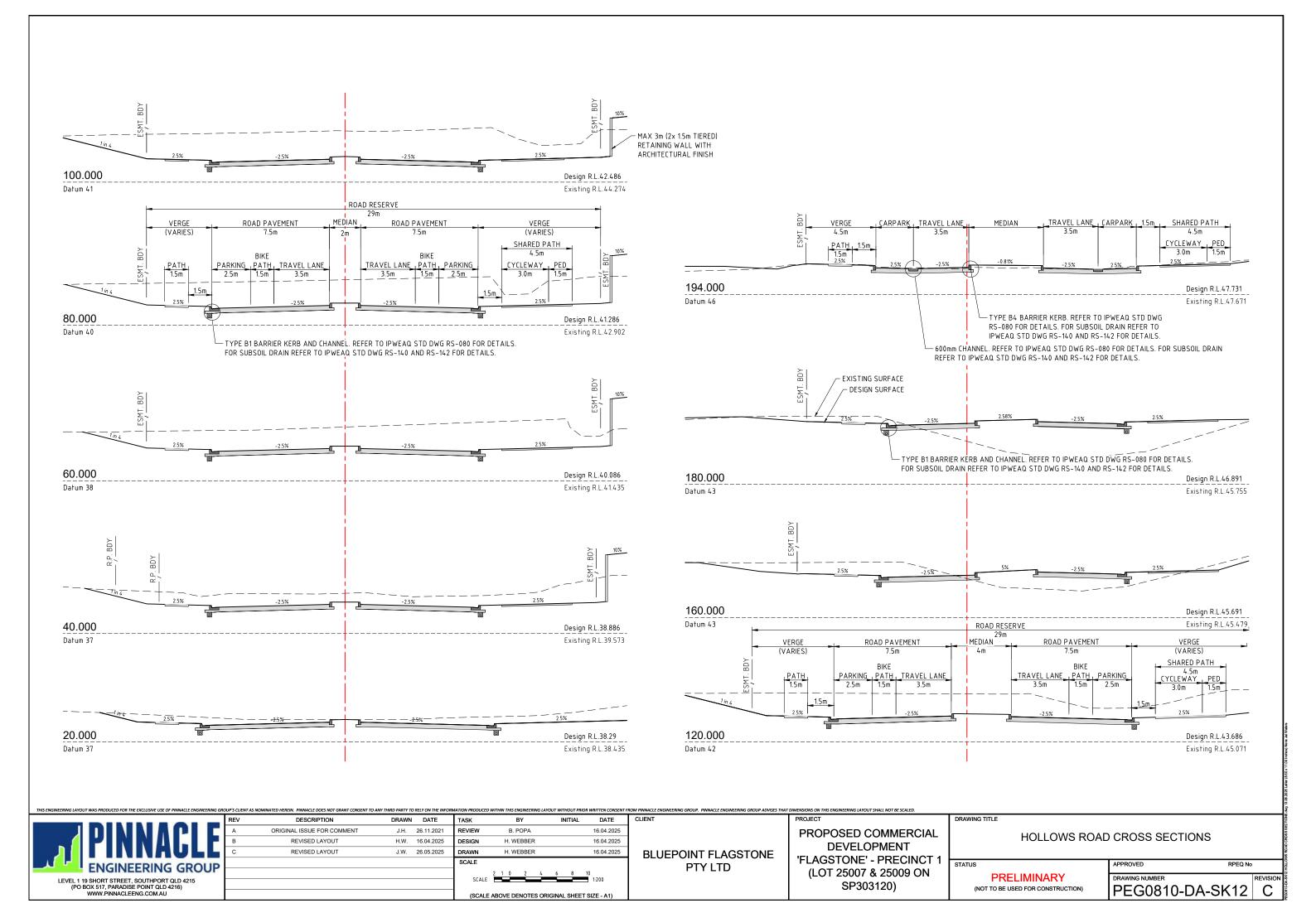
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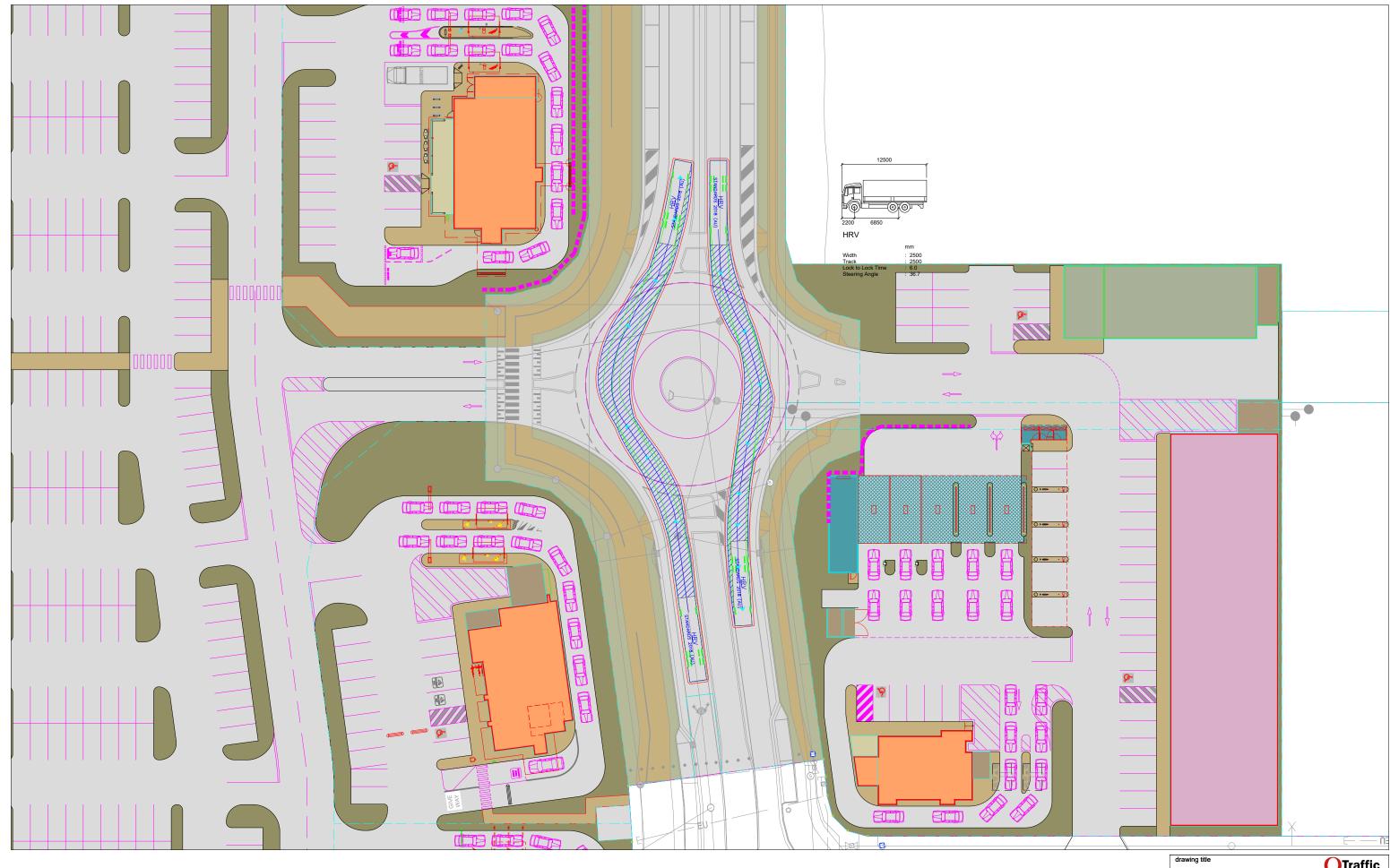






APPENDIX D

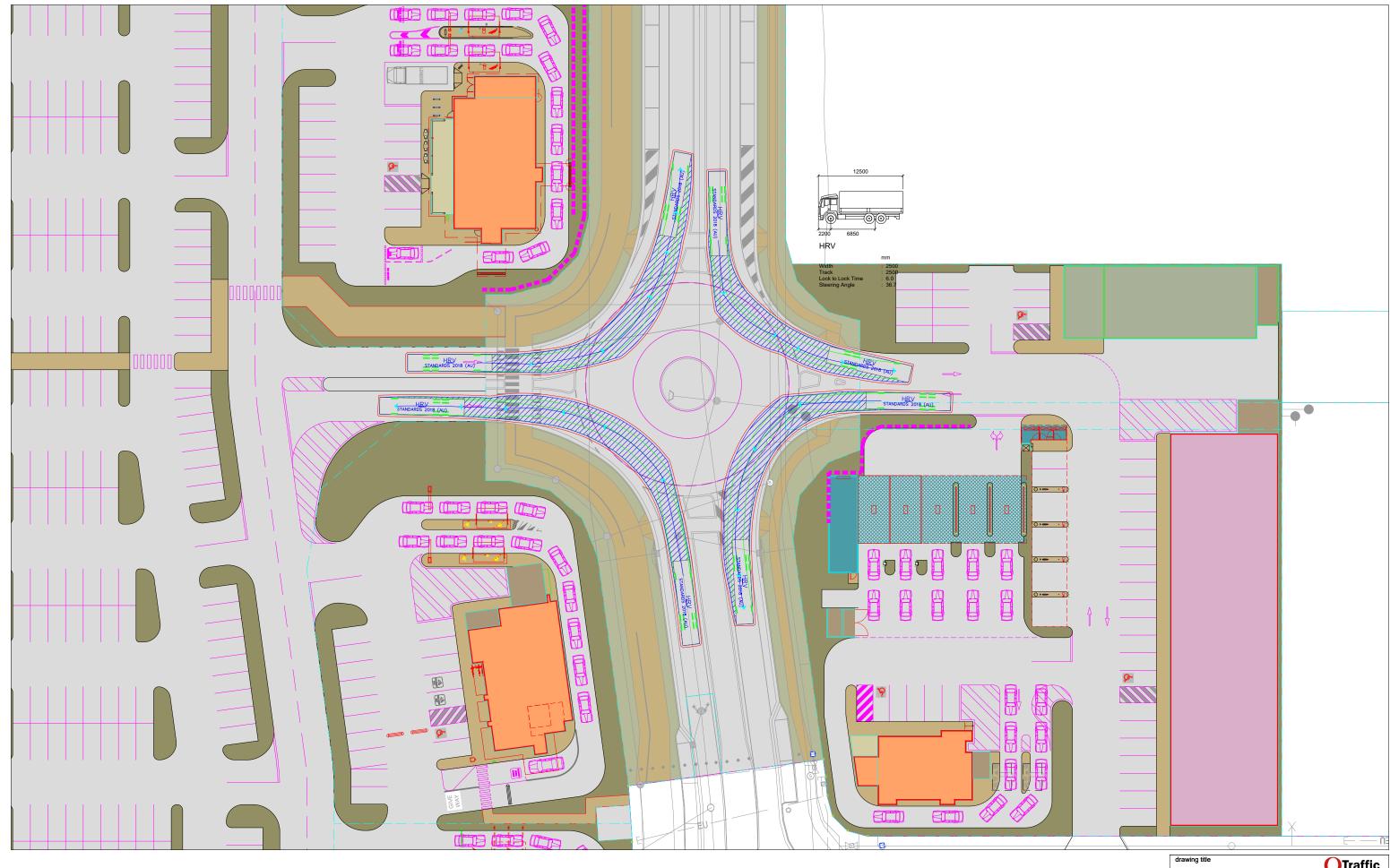
Vehicle Tracking Diagrams – Proposed Hollows Road Roundabout





- Vehicle Wheelpath
 Body of Vehicle
 300mm Clearance Envelope from Body of Vehicle

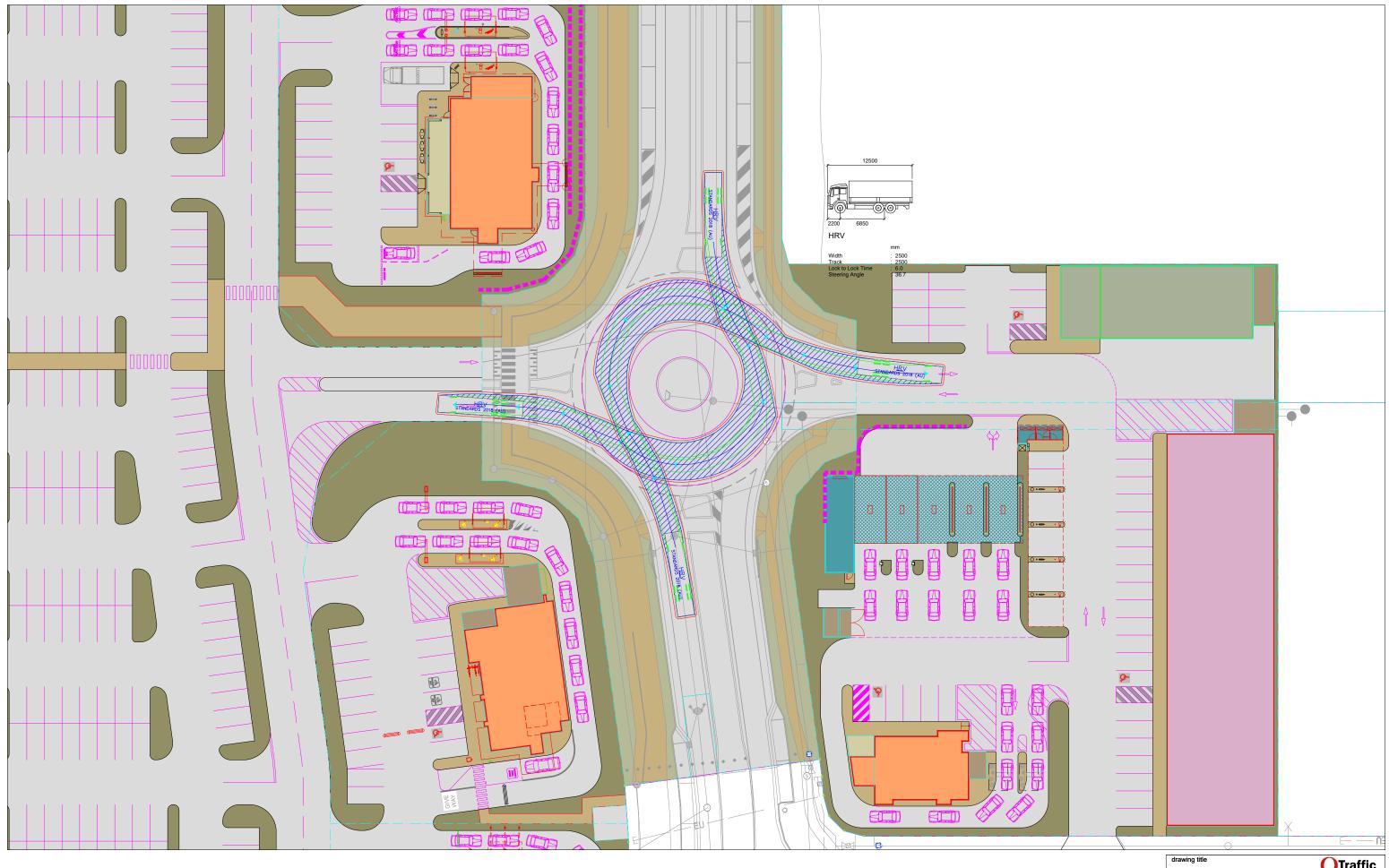






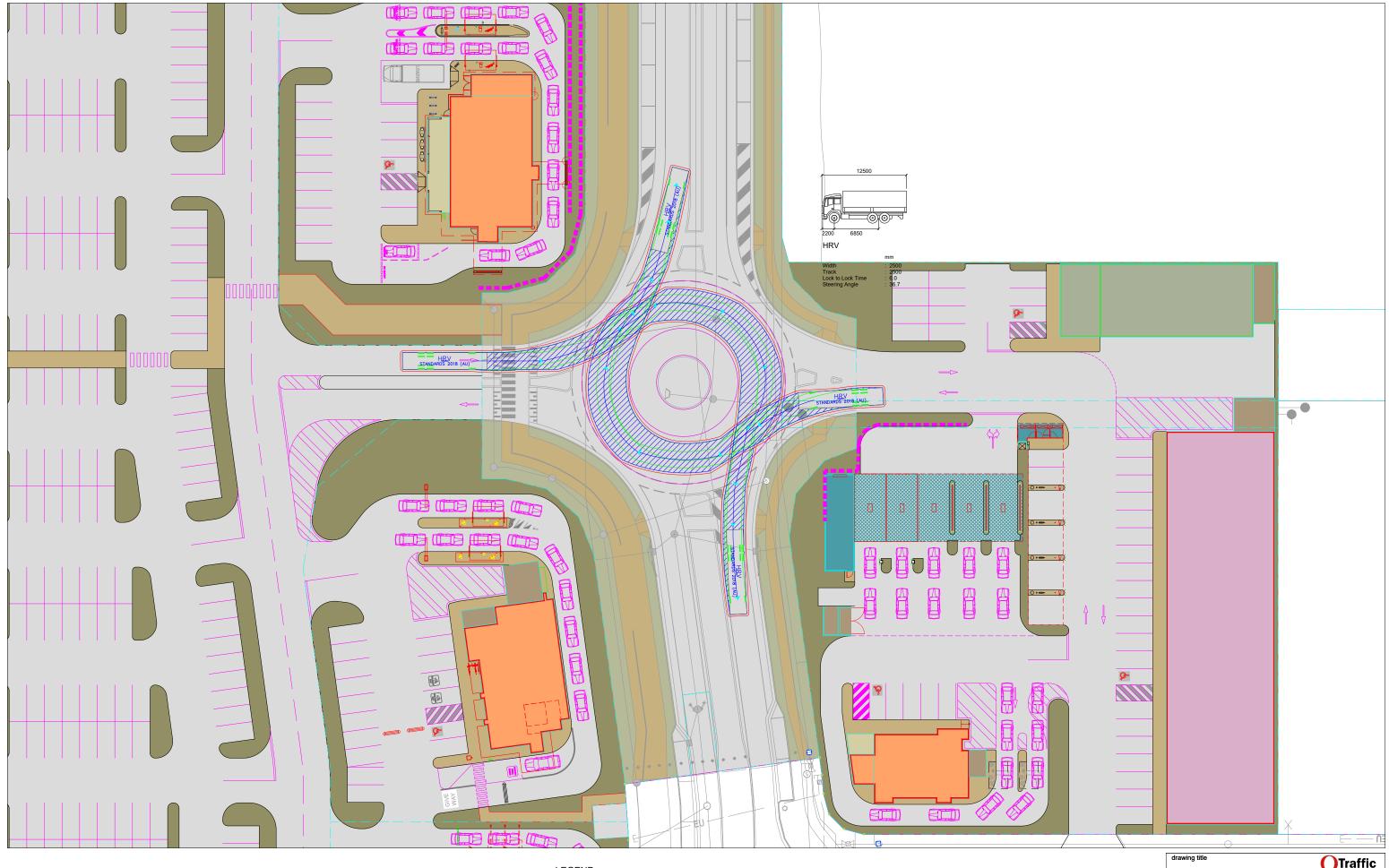
- Vehicle Wheelpath
 Body of Vehicle
 300mm Clearance Envelope from Body of Vehicle





- Vehicle Wheelpath
 Body of Vehicle
 300mm Clearance Envelope from Body of Vehicle



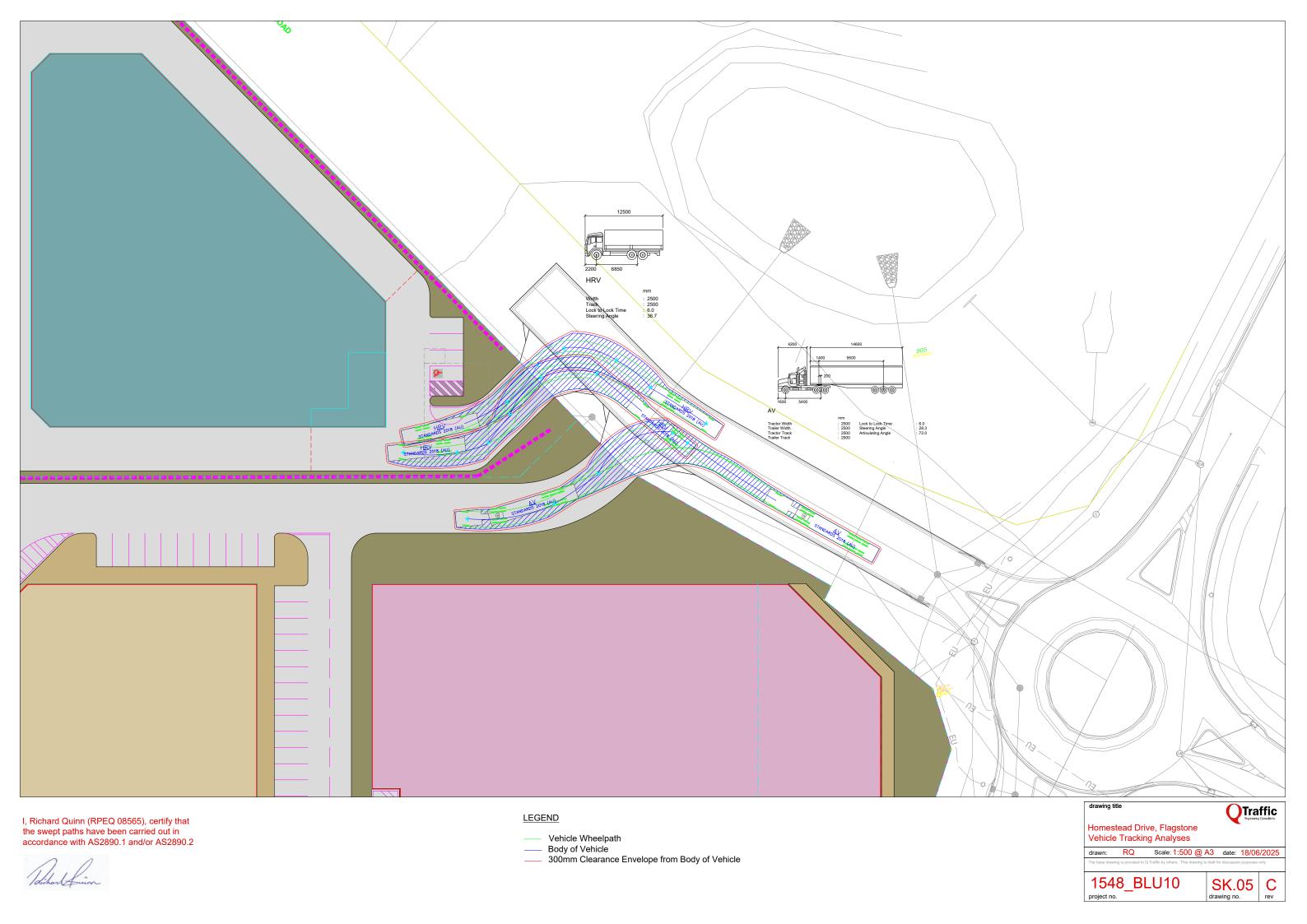


- Vehicle Wheelpath
 Body of Vehicle
 300mm Clearance Envelope from Body of Vehicle



APPENDIX E

Vehicle Tracking Diagrams – Site Accesses







- Vehicle Wheelpath
 Body of Vehicle
 300mm Clearance Envelope from Body of Vehicle

Homestead Drive, Flagstone Vehicle Tracking Analyses

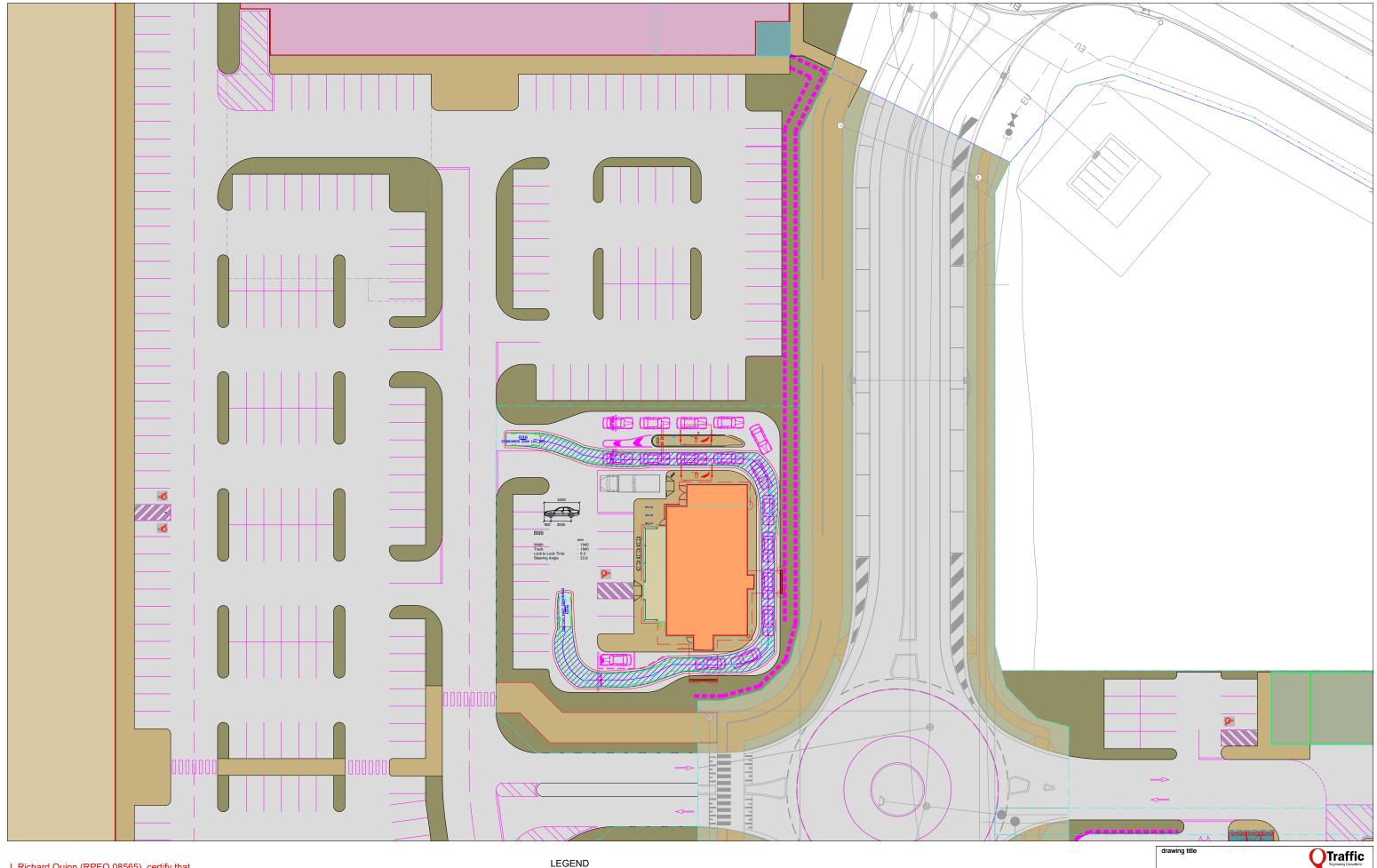
drawn: RQ Scale: 1:500 @ A3 date: 18/06/2025

1548_BLU10 project no.

SK.06 C rev

APPENDIX F

Vehicle Tracking Diagrams – Drive Through Facilities





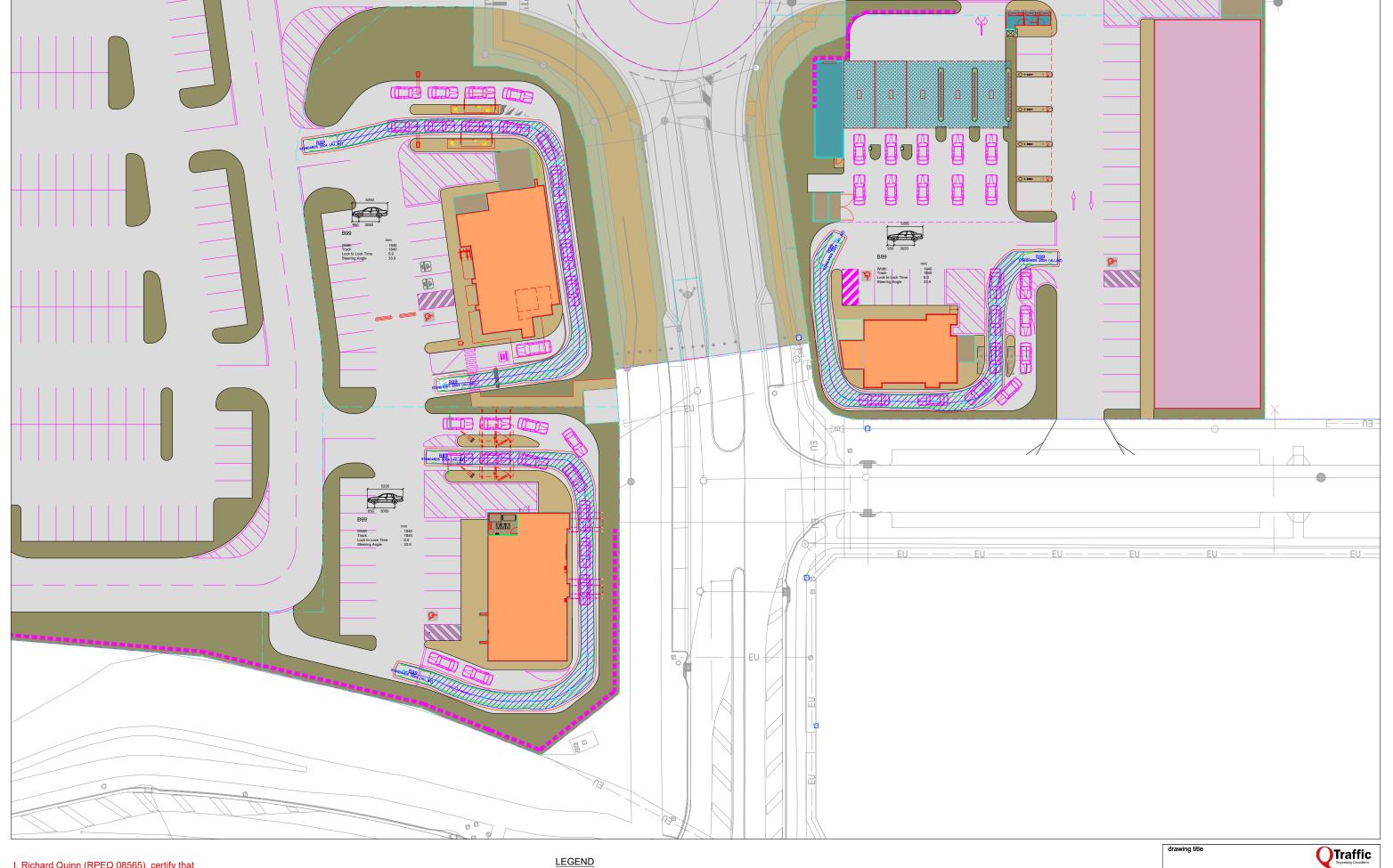
LEGEND

- Vehicle Wheelpath
- Body of Vehicle
 300mm Clearance Envelope from Body of Vehicle

Homestead Drive, Flagstone Vehicle Tracking Analyses drawn: RQ Scale: 1:500 @ A3 date: 18/06/2025

1548_BLU10 project no.

SK.07 C drawing no. rev





- Vehicle Wheelpath
- Body of Vehicle
 300mm Clearance Envelope from Body of Vehicle

Homestead Drive, Flagstone Vehicle Tracking Analyses

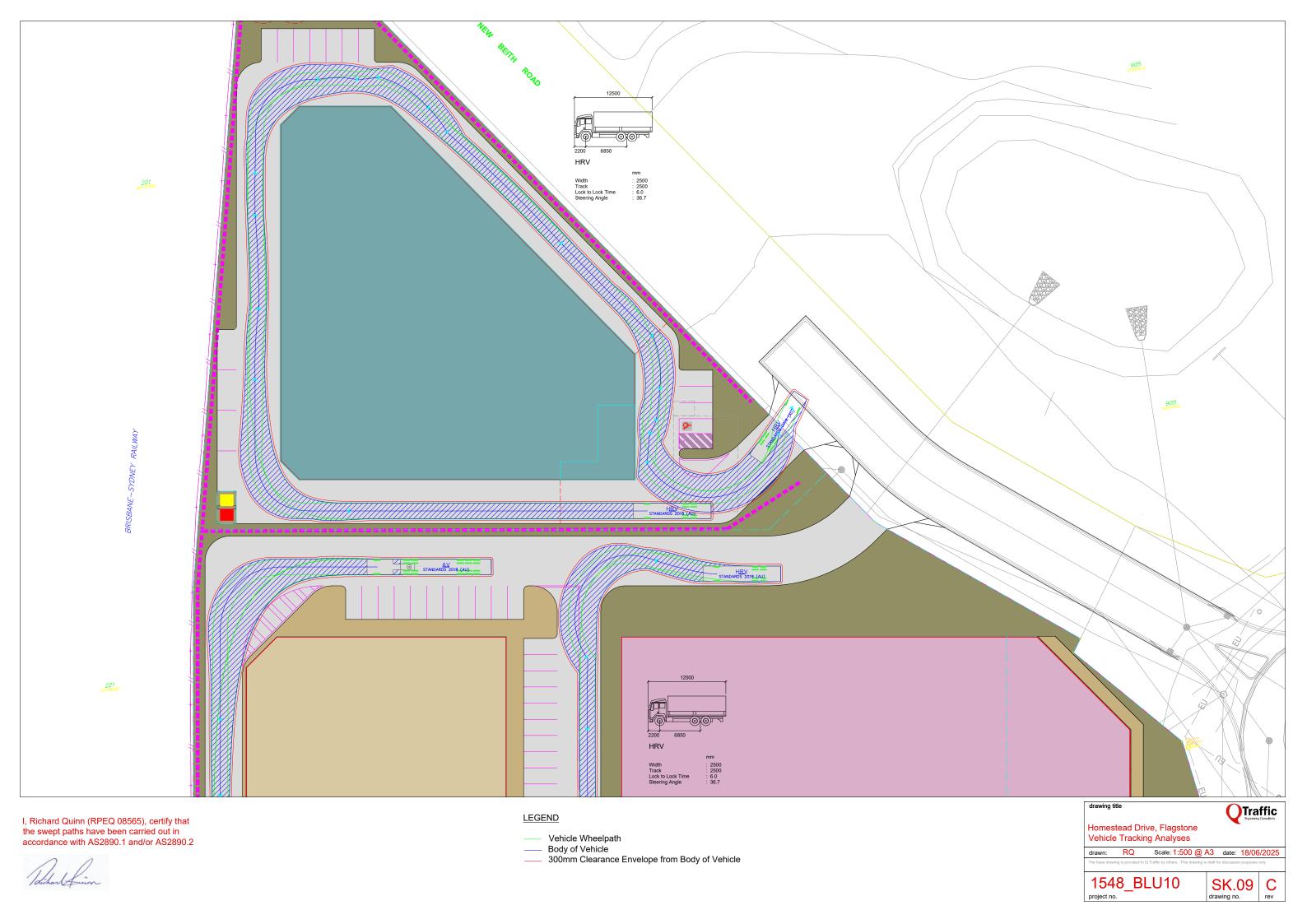
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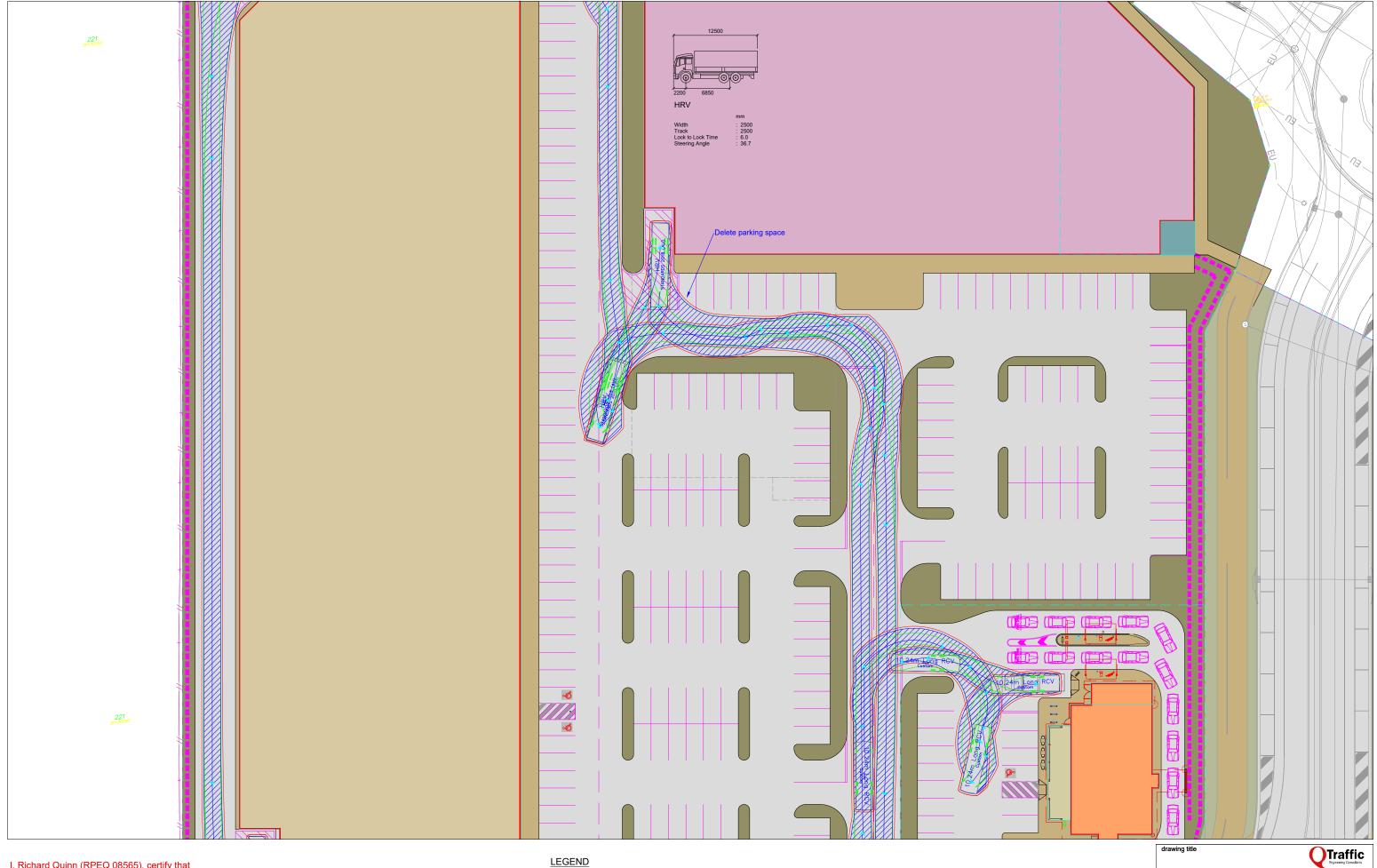
1548_BLU10 project no.

SK.08 C rev

APPENDIX G

Vehicle Tracking Diagrams – Service Vehicle Circulation and Manoeuvring



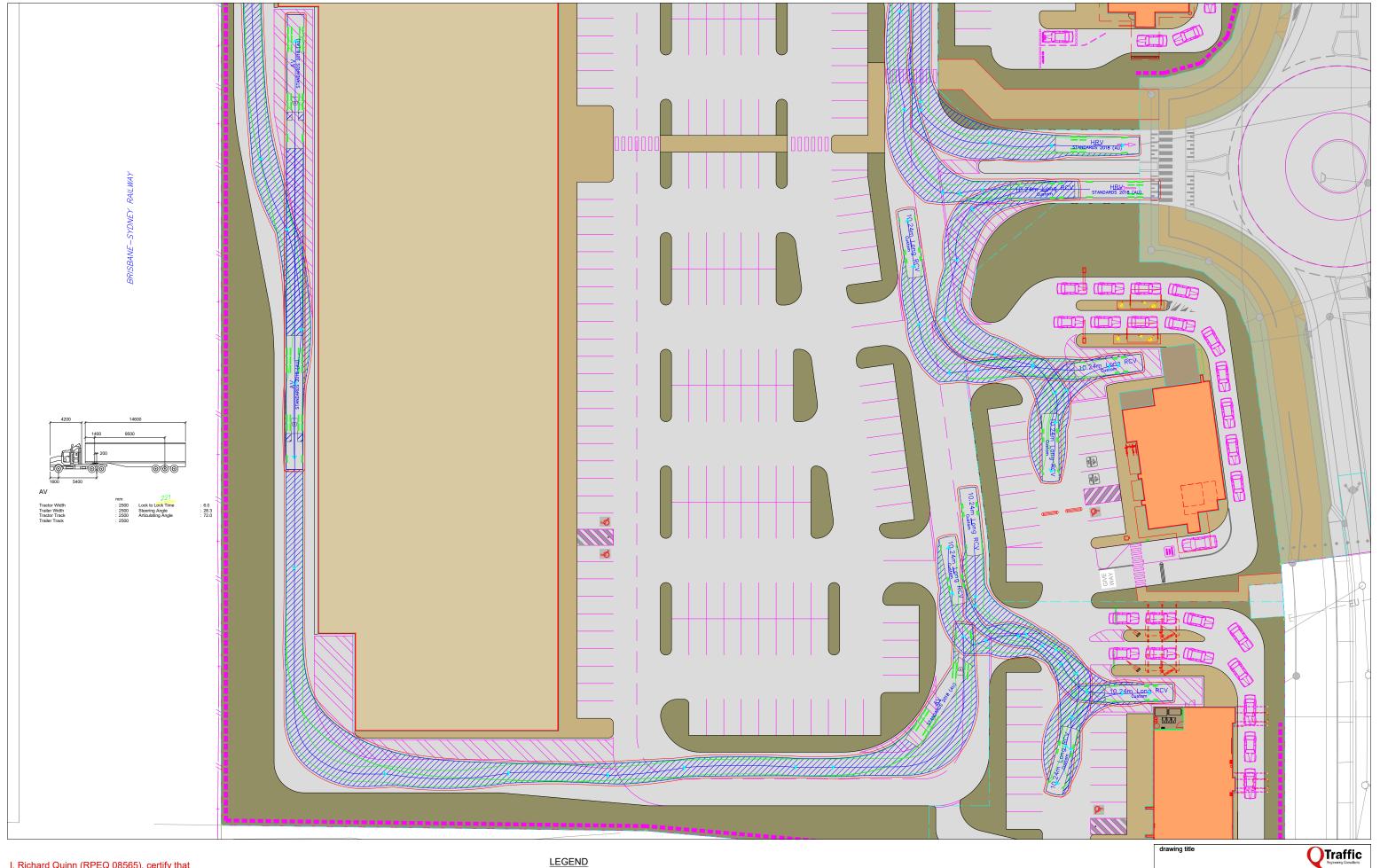


- Vehicle Wheelpath
 Body of Vehicle
 300mm Clearance Envelope from Body of Vehicle



1548_BLU10 project no.

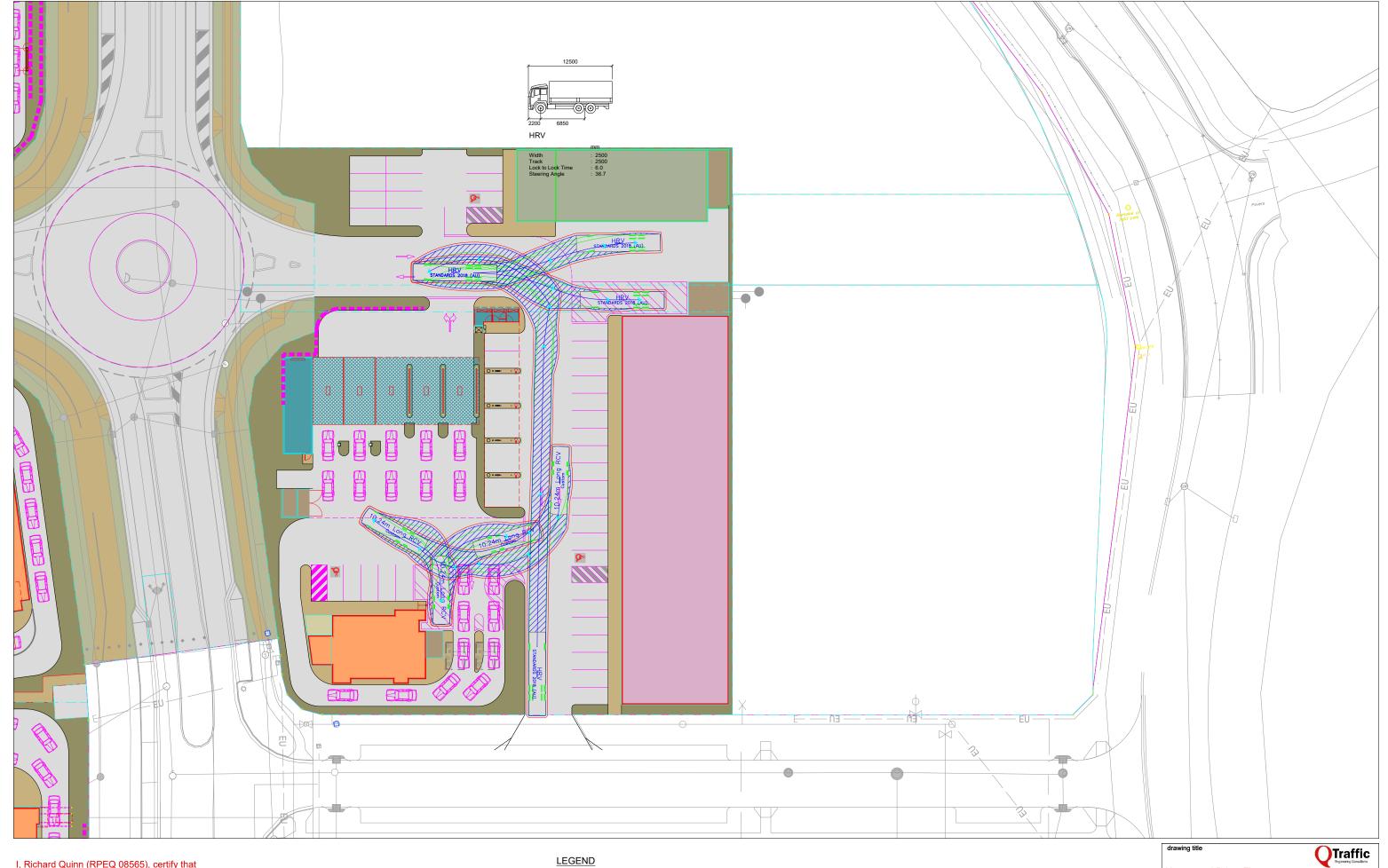
SK.10 C rev





- Vehicle Wheelpath
- Body of Vehicle
 300mm Clearance Envelope from Body of Vehicle







Vehicle Wheelpath
Body of Vehicle
300mm Clearance Envelope from Body of Vehicle

Homestead Drive, Flagstone Vehicle Tracking Analyses

drawn: RQ Scale: 1:500 @ A3 date: 18/06/2025

1548_BLU10 project no.

SK.12 C rev