

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL



Approval no: DEV2024/1549

Date: 23 October 2025



New Beith, Context Area 2 – Lot 4, Precinct A Reconfiguration of Lot

Traffic Impact Statement

Fraser Property Australia

Greenhouse West Village, Level 8,
97 Boundary Street, West End QLD 4101

Prepared by:

SLR Consulting Australia

SLR Project No.: 620.31041.0000

17 September 2024

Revision: 1.0

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1.0	17 September 2024	Naristi Neale Kris Stone	Charlie Seventekin	Kris Stone

Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Fraser Property Australia (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.



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Appendix A Plans of Development [RPS and Colliers]



1.0 Introduction

1.1 Overview

SLR Consulting Australia (SLR) has been engaged by Frasers Property Australia (**Frasers**) to provide traffic engineering and transport planning advice in relation to the New Beith development, located within Context Area 2 - Lot 4 of the Greater Flagstone Priority Development Area (PDA).

This advice relates specifically to the proposed Reconfiguring of Lot (ROL) application for Precinct A. Plans illustrating the proposed development prepared by RPS and Colliers are included in **Appendix A**.

1.2 Purpose and Scope

This Traffic Impact Statement (TIS) has been prepared to inform the Economic Development Queensland (EDQ) assessment of the Precinct A ROL by identifying and addressing the relevant traffic and transport matters.

This report addresses internal design matters, and consistency with prior approvals including the Movement Network Infrastructure Master Plan (IMP) endorsed in 2024.



2.0 Existing Situation

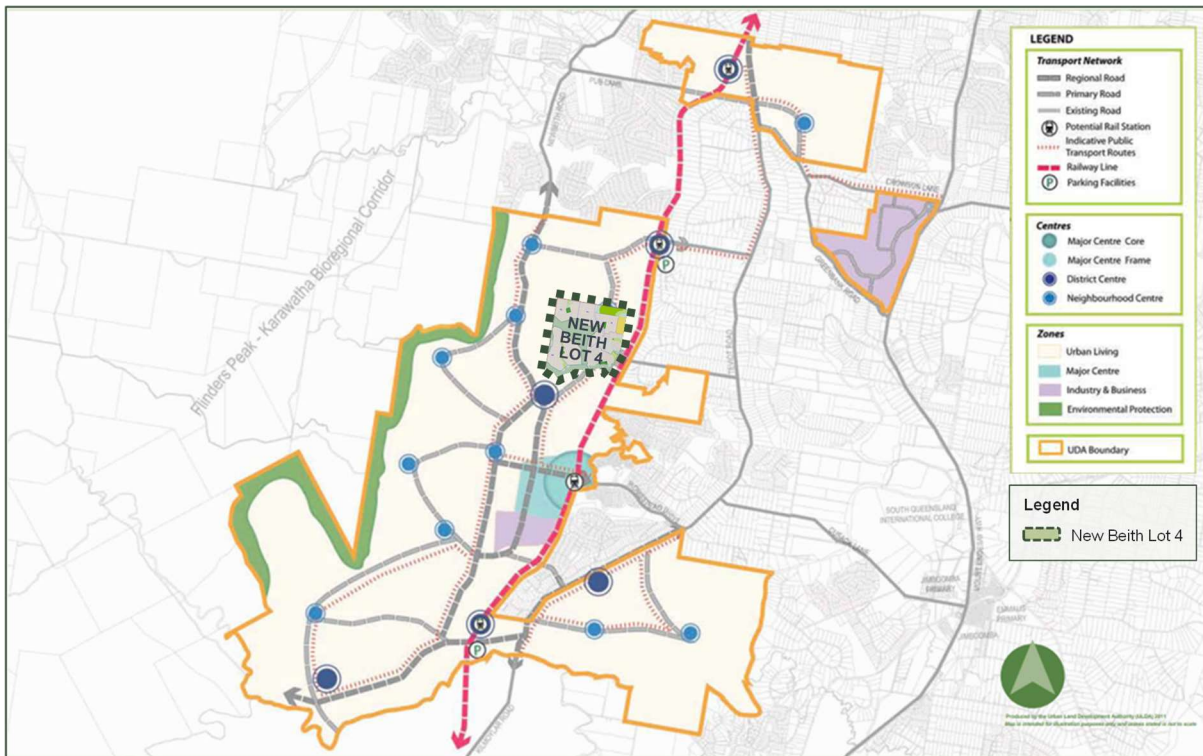
2.1 Site Location

The Greater Flagstone Priority Development Area (PDA) is defined as a priority growth zone in the State Government’s *South-East Queensland (SEQ) Regional Plan 2009-2031*. The Greater Flagstone PDA is a 7,188-hectare area of development land located in South Logan, about 40km southwest of Brisbane CBD. The PDA is forecast to house approximately 145,000 people, providing 55,000 dwellings.

The subject New Beith site forms part of Context Area 2 – Lot 4, see **Figure 1**.

Preliminary planning for the New Beith site indicates an approximate residential development yield of 2,150 dwellings.

Figure 1 New Beith (Context Area 2 – Lot 4) Location within PDA

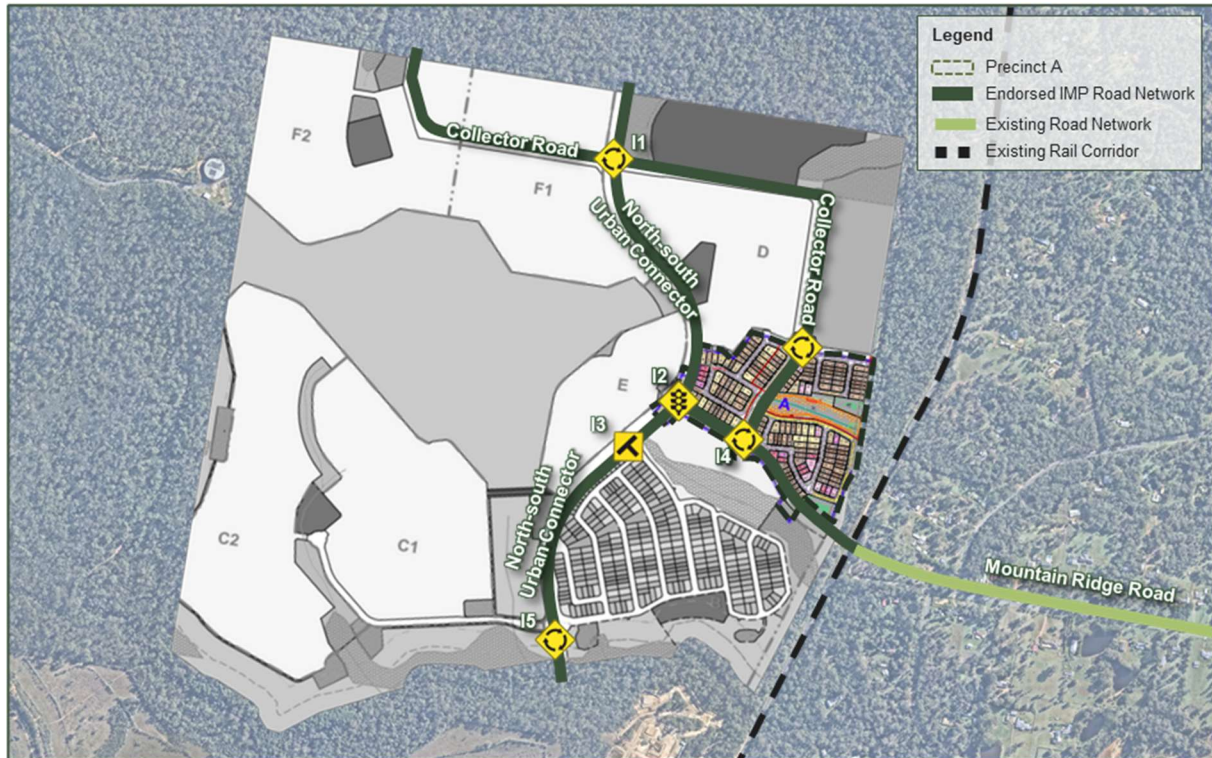


Source: Greater Flagstone Development Scheme, October 2011 (Modified by SLR)



The Precinct A development is illustrated at **Figure 2** in the context of the broader planned New Beith Context Area 2 – Lot 4 site.

Figure 2 Precinct A Development within Broader New Beith Context Area 2 – Lot 4



2.2 Road Network

The majority of the road network ultimately planned within the Flagstone PDA has not yet been constructed. At present, only Flagstone City (Context Area 1) south of New Beith has commenced the staged construction of some higher order roads to enable initial development stages.

The Precinct A site is not currently accessible via existing roads. An Operational Works application (OPW) has been lodged with Logan City Council (Council) regarding the upgrading of Mountain Ridge Road west of Pebble Creek Way and a new road bridge over the rail corridor.

This proposed infrastructure would enable vehicle access to Precinct A via Mountain Ridge Road consistent with the Flagstone PDA planning.

2.3 Public Transport

At present, the Flagstone PDA has limited public transport and is only serviced by a single Translink bus route (#535) with an approximate 30-minute service frequency in the peak hour direction.

The New Beith site is located adjacent to the Sydney to Brisbane rail transport corridor; however, there are no existing or planned passenger stations.



2.4 Active Transport

At present, there is limited active travel infrastructure that connects the Flagstone PDA to the broader movement network. Council's *Active Travel Infrastructure Planning Scheme Policy* (PSP5) mapping denotes Mountain Ridge Road as forming part of the Major Future Cycle Network (**Figure 3**).

Part of this infrastructure east of Pebble Creek Way has already been constructed.

The OPW application discussed in Section 2.2 incorporates new off-road paths in both verges (and across the bridge) that could connect to the existing infrastructure east of Pebble Creek Way and deliver the planned PSP network.

Figure 3 Council Infrastructure PSP Cycle Network



Source: Logan City's Infrastructure Planning Scheme Policy



3.0 Background Planning and Approvals

3.1 Overview

The traffic and transport background relevant to the broader New Beith site and the Precinct A development is summarised below:

- i. Mesoscopic modelling was prepared by Veitch Lister Consulting (VLC) in 2019 for the broader Flagstone Priority Development Area (PDA).
- ii. Meso and microsimulation modelling was prepared by Bitzios Consulting in 2021 for the Flagstone PDA.
- iii. The *Greater Flagstone PDA Infrastructure Charging Offset Plan (ICOP)* was prepared by Economic Development Queensland (EDQ) in 2020. The plans were informed by the prior traffic modelling.
- iv. The *Greater Flagstone PDA Infrastructure Plan Background Report* was prepared by EDQ in 2022. This supported the *Greater Flagstone PDA Development Charges and Offset Plan (DCOP)* which became effective in July 2022 and superseded the ICOP.
- v. In 2023, the 2021 Bitzios Aimsun modelling was revised to reflect updated development and road network planning. The modelling was submitted as part of the New Beith IMP.
- vi. In January 2024, the *New Beith Context Plan* including the *Movement Network IMP (Version 5.1 dated 8 December 2023)*, was endorsed by DILGP.

3.2 Bitzios Traffic Modelling

The 2021 Bitzios modelling [i] informed the strategic road network planning including the now superseded ICOP [iii] and the current DCOP [iv]. The modelling was updated by Bitzios in 2023 [v] so that it was reflective of the updated Council, Flagstone PDA, and New Beith development and road network planning.

The updated 2023 modelling forms part of the endorsed New Beith IMP [vi].

The 2023 Bitzios modelling report concluded that the assessed road network would satisfactorily accommodate the forecast traffic inclusive of the Flagstone PDA and New Beith site (and by extension Precinct A).

3.3 New Beith Context Plan and Movement IMP

The New Beith Context Plan and Movement IMP were endorsed in 2023 and 2024 respectively. These documents outline the latest planning for New Beith, including:

- Road and active travel hierarchy.
- Road cross-sections including verges.
- Road staging and development/traffic thresholds.
- Intersection location and control types.

These plans supersede the DCOP mapping.



4.0 Proposed Development

4.1 Development Yield

The Precinct A plans prepared by RPS and Colliers are included **Appendix A**. The plans indicate 154 residential dwelling lots across three stages. The dwelling lots are comprised of a mixture of types with road frontages that vary between 10-17m. The ROL application also proposes the formation of larger lots (9000-9001) for Local Linear Park purposes.

4.2 Vehicular Access and Road Network

Vehicular access to Precinct A is proposed via a new road bridge over the existing rail corridor and an upgraded Mountain Ridge Road; both of which are the subject of a separate OPW application. The Precinct A plans assume the bridge over the rail corridor is in place.

The Precinct A plans include parts of the road network ultimately envisaged as part of the endorsed New Beith IMP. **Figure 4** depicts the following:

- Mountain Ridge Road between the Precinct A boundary (road bridge) and the North-South Urban Connector (Road 34A). IMP = R002.
- Mountain Ridge Road/North-South Connector Road (Road 34A) signalised intersection. IMP = RI004A/B.
- Neighbourhood Connector (Road 2) between the Mountain Ridge Road and the northern Precinct A boundary.
- Neighbourhood Connector (Road 2)/Mountain Ridge Road roundabout intersection.

Figure 4 Precinct A Road Network



The remainder of the lower-streets Precinct A streets are classified as Neighbourhood Access Streets or similar consistent with the IMP and EDQ's *Street and Movement Network Guidance* (PDA guideline no.06).

4.3 Public Transport

The Precinct A plans include parts of the bus stop network ultimately envisaged by the endorsed New Beith IMP. **Figure 5** depicts the following:

- Indented bus stops (east and westbound) located on Mountain Ridge Road between North-South Urban Connector (Road 34A) and Neighbourhood Connector (Road 02).
- Indented bus stop (southbound) located on North-South-Urban Connector Road (34A) south of Mountain Ridge Road.

Figure 5 Precinct A – Bus Stops Locations



These stops are consistent with the indicative arrangement shown on the IMP and will facilitate bus services running north-south and east-west. Consistent with IMP Item 5.26, the stops:

- Are designed in accordance with the Department of Transport and Main Roads (DTMR) *Public Transport Infrastructure Manual* (PTIM, 2020).
- Are indented on major Trunk Connector roads.
- Are co-located adjacent planned community and retail facilities.



4.4 Active Transport

The Precinct A plans include parts of the active travel network ultimately envisaged by the endorsed IMP. **Figure 6** depicts the following:

- Off-road cycle track and footpaths along Mountain Ridge Road.
- Off-road shared path along Neighbourhood Connector (Road 02).
- Off-road paths in all lower-order Neighbourhood Access streets.

Figure 6 Precinct A – Active Travel Infrastructure



These facilities are consistent with the indicative arrangements described in the IMP (Context Area Plan and IMP Item 5.28)

The off-road cycle track located in the northern verge of Mountain Ridge Road continues across the new road bridge across the rail corridor.



5.0 Road Network Assessment

5.1 Overview

The road and intersection arrangements were assessed as part of the *Flagstone City – Traffic Modelling Report* (Bitzios, December 2023). This modelling forms part of the endorsed IMP (Annexure 3).

The following sections summarise a review of the 2023 Bitzios modelling to establish that it is still representative with respect to the of the proposed Precinct A development.

5.2 Development Yield

The 2023 Bitzios modelling (Figure 5.4 and Table 5.1) assessed the Precinct A development as zones 1138 and 3818 comprising a combined 156 dwelling lot yield. This modelling assumption is two lots greater than that proposed. Accordingly, the 2023 Bitzios modelling that forms part of the endorsed IMP is still valid.

5.3 Road Network

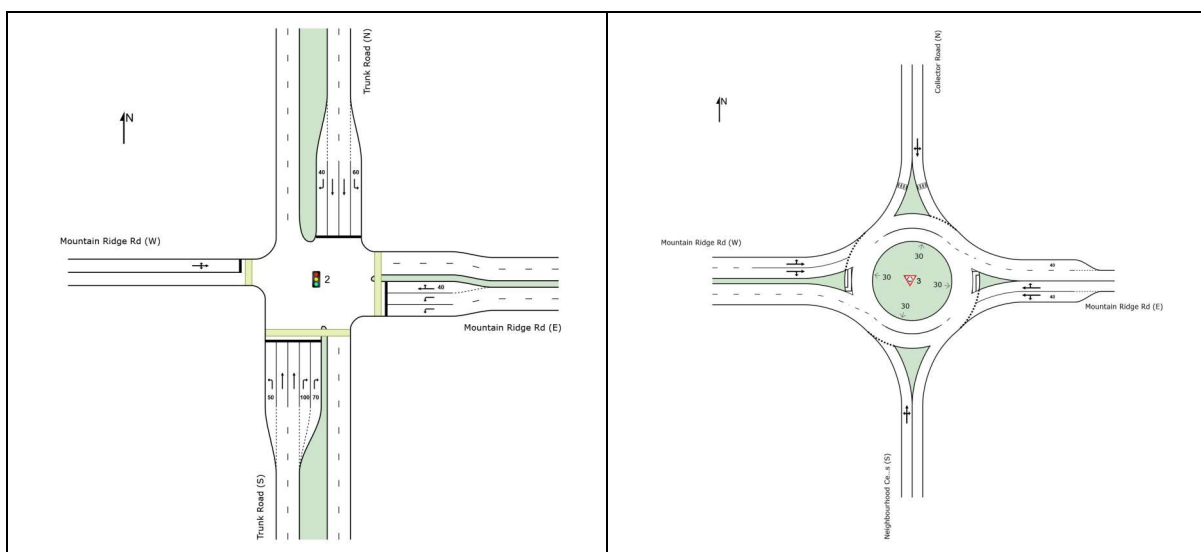
The 2023 Bitzios modelling assessed a road network (Figure 5.2) and intersection arrangements (Figure 5.2 and Figure 6.1) that are consistent with that proposed as part of Precinct A application. Accordingly, the 2023 Bitzios modelling that forms part of the endorsed IMP is still valid.

5.4 Modelling Findings

The 2023 Bitzios modelling assessed the road and intersection operational capacity at the 2066 design horizon.

The road capacity was evaluated using the microsimulation flow outputs (Section 5.1). The report concluded that link delays and traffic flow speeds were satisfactory. The intersection capacity was evaluated with SIDRA Intersection and the microsimulation output turning movements (Section 6). The assessed intersection arrangements and results for both trunk intersections delivered (in part or full) by Precinct A are reproduced **Figure 7** and **Table 1**.

Figure 7 Assessed Intersection Arrangements



Source: Flagstone City: Traffic a Traffic Modelling Assessment by Bitzios Consulting, December 2023



Table 1 Summarised SIDRA Intersection Results (Year 2066)

ID	Degree of Saturation (v/c)		Avg. Delay (s)		Level of Service	
	AM	PM	AM	PM	AM	PM
2	0.66	0.90	22	39	C	D
3	0.32	0.24	5	5	A	S

Source: Flagstone City: Traffic a Traffic Modelling Assessment by Bitzios Consulting, December 2023

The 2023 Bitzios findings concluded that the intersection arrangements provided sufficient capacity at the 2066 design horizon and could accommodate the broader Flagstone PDA, inclusive of the New Beith site (and Precinct A).

The Mountain Ridge Road/Neighbourhood Connector Road roundabout will be fully constructed as part of the Precinct A development. The southern intersection approach will also be formed although development will be subject of subsequent applications.

The Mountain Ridge Road/North-South Trunk Connector signalised intersection will be partially constructed as part of the Precinct A development. The ‘footprint’ of the intersection and Mountain Ridge Road approach/departure will be fully constructed; however, the North-South Trunk Connector Road north and south of the intersection will form part of future applications.

Accordingly, at the culmination of Precinct A, the part of Mountain Ridge Road west of the Neighbourhood Connector Road roundabout will not serve any traffic carrying or traffic access purpose for Precinct A residents. The section of road will still serve some ongoing function for construction.

A Traffic Guidance Scheme (TGS) or similar may be required to ensure that this staged delivery is managed.



6.0 Movement Network Design

6.1 Overview

The Precinct A movement network has been designed consistent with the endorsed IMP which establishes cross-sectional specifications generally consistent with EDQ *Street and Movement Network Guidance (PDA guideline no.06)*.

6.2 Road/Street Cross-Sections

The adopted road hierarchy and cross-sections (**Table 2**) are consistent with those referenced as part of the endorsed IMP.

Table 2 Road Hierarchy Cross-Sections

Classification	IMP Road Cross-Section	Location
22.0m Two Lane Trunk Connector		Mountain Ridge Road (1)
22.0m Neighbourhood Connector		Neighbourhood Connector Road (Road 02) (1)
15.5m Neighbourhood Access Street		Road 03-08 (2)
13.5m Neighbourhood Access Street (Esplanade)		Road 03 (3)
12.0m Neighbourhood Access Street (Esplanade)		Road 06 and 08 (4)

- (1) Typical section varies on approach/departure to/from intersections
- (2) Applicable to sections with dual residential frontage access
- (3) sections with single-sided residential access frontage



(4) *Applicable to sections with nil or very limited residential access on 'loop' streets.*

6.3 Active Travel Design

Active travel infrastructure has been designed in accordance with the following guidance:

- *Street and Movement Network Guidance* (EDQ, 2019).
- *Selection and Design of Cycle Tracks* (DTMR, 2019).
- *Raised Priority Crossings for Pedestrians and Cycle Paths* (DTMR, 2019).

6.3.1 Mountain Ridge Road Cycle Track

The cross-sectional design of this facility changes along Mountain Ridge Road, either side of the Neighbourhood Connector Road roundabout intersection.

The design east of the roundabout is consistent with the 'typical' arrangement with the 3.0m separated cycle track nearest the road pavement. This arrangement continues across the new road bridge over the rail corridor.

The design west of the roundabout is swapped such that the 1.5m pedestrian path is closest to the road pavement so the separated cycle track can pass behind the bus stop shelter. This will reduce impacts between user types without compromising cyclist or pedestrian movement. The adjoining residential lots to the north do not have a direct pedestrian access because of level differences.

The changeover occurs at the raised crossing of the Neighbourhood Connector Road. To enable this, it is recommended that the raised threshold is a shared arrangement and does not prescribe separate line marked pedestrian and cyclists lanes.

6.3.2 Neighbourhood Connector Road Shared Path

The shared path located in the eastern verge is 3.0m wide. This path is appropriate for the type, volume and directional composition of users in this segment. The shared path crosses two intersecting streets, as follows:

- **Road 03** – A raised priority crossing is proposed at this location consistent with *Raised Priority Crossings for Pedestrians and Cycle Paths* (Figure 2.6.1(b)). The crossing does not require provision for vehicle queue storage given the forecast daily traffic flow is <1,000vpd, based on 2023 Bitzios modelling outputs.
- **Road 05** – A raised priority crossing is proposed at this location consistent with 2.6.1(a) of the DTMR guidance.

6.4 Car Parking

On-site car parking should be provided consistent with the Greater Flagstone Development Scheme.

On-street car parking is provided within the road and street pavement consistent with EDQ's *Neighbourhood Planning and Design Guidance* (PDA guideline no.05). RPS has prepared a Car Parking Analysis plan (**Appendix A**) that indicates a conservative 124 on-street parking spaces can be readily achieved. Based on the proposed 156 residential dwellings within Precinct A, this supply would equate to approx. 0.8 spaces per dwelling which exceeds the 0.5-0.75 rate outlined in the EDQ guidance.



6.5 Development Servicing

The road design is consistent with the endorsed IMP cross-sections so should therefore accommodate typical design vehicles.



7.0 Summary & Conclusions

SLR Consulting Australia (SLR) has been engaged by Frasers Property Australia (**Frasers**) to provide traffic engineering and transport planning advice in relation to the New Beith development, located within Context Area 2 - Lot 4 of the Greater Flagstone Priority Development Area (PDA).

This advice relates specifically to the proposed Reconfiguring of Lot (ROL) application for Precinct A. Plans illustrating the proposed development prepared by RPS and Colliers are included in **Appendix A**.

Based on the analysis and discussion documented herein, the following is concluded:

- The broader New Beith site and Precinct A is not currently accessible by vehicle.
- Access is reliant on an upgraded Mountain Ridge Road and a new road bridge over the rail corridor, both of which are the subject of current Operational Works applications being assessed by Logan City Council.
- The proposed Precinct A movement network is consistent with the New Beith *Infrastructure Master Plan* endorsed in 2024, including:
 - The road hierarchy and number of lanes
 - The cross-sectional design of roads and verges
 - The location and form of road intersections
 - The provision for indented bus stop infrastructure on higher order routes
 - The provision for active travel infrastructure
 - The provision for on-street car parking.
- The *Flagstone City – Traffic Modelling Report* (Bitzios, 2023) incorporated the subject Precinct A development. The modelling assumptions made with respect to development yield and road network are consistent with what is proposed. Accordingly, the prior findings remain valid. No further modelling or capacity assessment is warranted.



8.0 RPEQ Certification

This traffic assessment and report has been prepared under the direction of a Registered Professional Engineer of Queensland (**RPEQ**) who is experienced in traffic engineering and transport planning. The report is endorsed by that RPEQ accordingly.

Yours sincerely

A handwritten signature in black ink, appearing to read 'K Stone', written over a light grey horizontal line.

Kris Stone
Principal – Transport Advisory
RPEQ No. 24687





Appendix A Plans of Development [RPS and Colliers]

**New Beith, Context Area 2 – Lot 4, Precinct A
Reconfiguration of Lot**

Traffic Impact Statement

Fraser Property Australia

SLR Project No.: 620.31041.0000

17 September 2024

Allotment Type	Typical Width	Typical Area	Stage 1	Stage 2	Stage 3	Overall
26m Deep Allotments						
Villa Allotment	10 m	260 m ²	—	—	—	0%
Premium Villa Allotment	12.5 m	325 m ²	6	—	3	9
Courtyard Allotment	14 m	364 m ²	3	—	1	4
Premium Courtyard Allotment	15 m	390 m ²	4	2	—	6
Traditional Allotment	17 m	442 m ²	1	1	—	2
Sub - Total			14	3	4	21
30m Deep Allotments						
Villa Allotment	10 m	300 m ²	9	9	4	22
Premium Villa Allotment	12.5 m	375 m ²	22	18	10	50
Courtyard Allotment	14 m	420 m ²	9	8	11	28
Premium Courtyard Allotment	15 m	450 m ²	7	3	13	23
Traditional Allotment	17 m	510 m ²	4	—	6	10
Sub - Total			51	38	44	133
Total Residential Allotments			65	41	48	154

Legend

- Site Boundary
- Precinct Boundary
- - - Stage Boundary
- Future Railway Corridor
- Of Concern Riparian Vegetation
- Bin Collection Pad
- Indicative Lease
- Indicative Access Easements

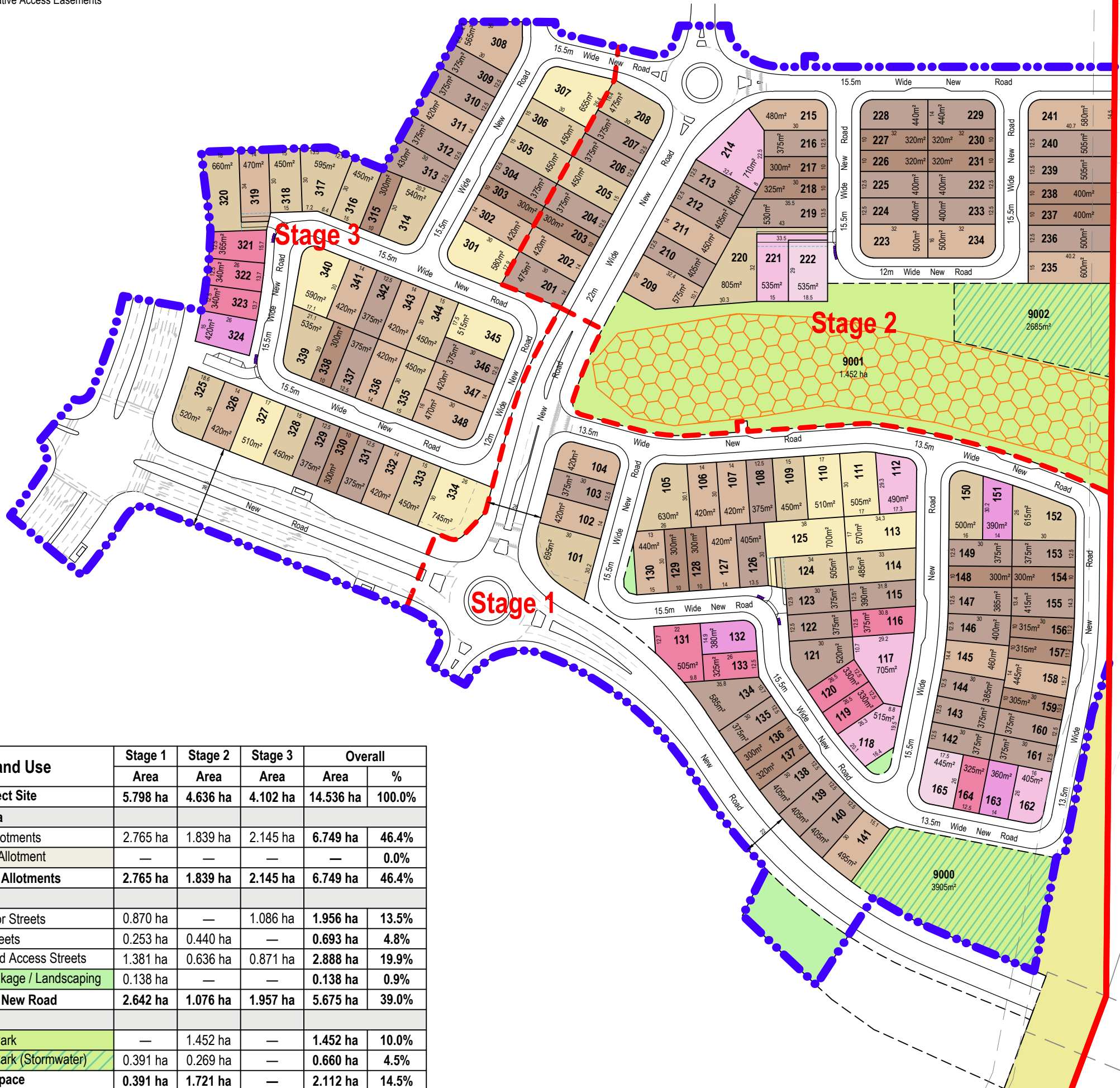
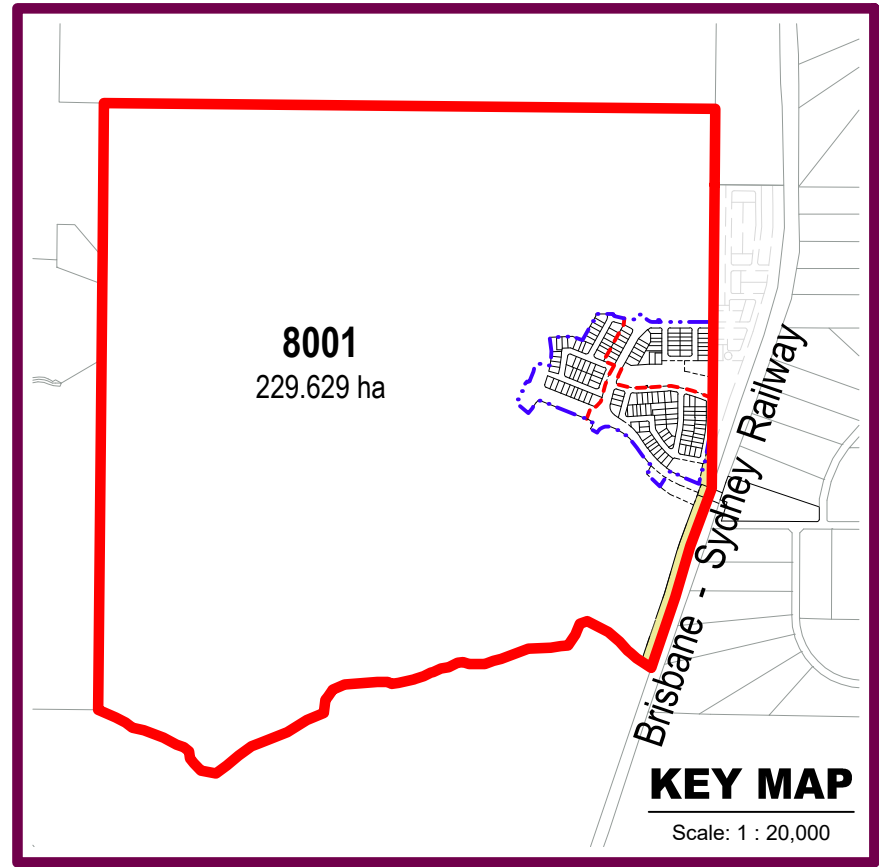
Note:
All Lot Numbers, Dimensions and Areas are approximate only, and are subject to survey and Council approval.

Dimensions have been rounded to the nearest 0.1 metres.

Areas have been rounded down to the nearest 5m².

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

Source Information:
Site boundaries: RPS.
Adjoining information: DCDB.
Contours: Colliers
Environment constraints: SHG Group



Land Use	Stage 1	Stage 2	Stage 3	Overall	
	Area	Area	Area	Area	%
Area of Subject Site	5.798 ha	4.636 ha	4.102 ha	14.536 ha	100.0%
Saleable Area					
Residential Allotments	2.765 ha	1.839 ha	2.145 ha	6.749 ha	46.4%
Management Allotment	—	—	—	—	0.0%
Total Area of Allotments	2.765 ha	1.839 ha	2.145 ha	6.749 ha	46.4%
Road					
Trunk Collector Streets	0.870 ha	—	1.086 ha	1.956 ha	13.5%
Connector Streets	0.253 ha	0.440 ha	—	0.693 ha	4.8%
Neighbourhood Access Streets	1.381 ha	0.636 ha	0.871 ha	2.888 ha	19.9%
Pedestrian Linkage / Landscaping	0.138 ha	—	—	0.138 ha	0.9%
Total Area of New Road	2.642 ha	1.076 ha	1.957 ha	5.675 ha	39.0%
Open Space					
Local Linear Park	—	1.452 ha	—	1.452 ha	10.0%
Local Linear Park (Stormwater)	0.391 ha	0.269 ha	—	0.660 ha	4.5%
Total Open Space	0.391 ha	1.721 ha	—	2.112 ha	14.5%

PLAN REF: 151113 - 42

Rev No: —
DATE: 29 August 2024
CLIENT: Frasers
DRAWN BY: CB / MM
CHECKED BY: WNW



**New Beith
Precinct A
Plan of Subdivision**

URBAN DESIGN
Level 4 HQ South
520 Wickham Street
PO Box 1559
Fortitude Valley QLD 4006
T +61 7 3539 9500
W rpsgroup.com



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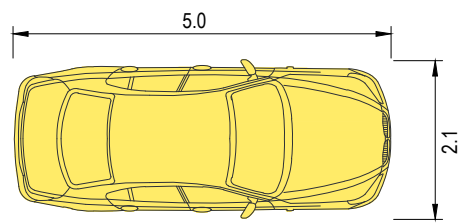
Source Information:
 Site boundaries: RPS.
 Adjoining information: DCDB.
 Contours: Colliers
 Environment constraints: SHG Group

Legend

- Site Boundary
- ⋯ Precinct Boundary
- - - Stage Boundary
- Local Linear Park
- Local Linear Park (Stormwater)
- Pedestrian Linkage / Landscaping (Road Reserve)
- Bin Collection Pad
- Indicative Car Park Location
- Indicative Driveway Location

Parking Breakdown

Total Visitor Parking Spaces	124
Total Dwellings	154
Required On Street Parking Spaces	116



Parking Bay Diagram

Scale 1 : 100

PLAN REF: **151113 - 44**

Rev No: —
 DATE: 29 August 2024
 CLIENT: Frasers
 DRAWN BY: CB / MM
 CHECKED BY: WNW



**New Beith
 Precinct A
 Car Parking Analysis**

URBAN DESIGN
 Level 4 HQ South
 520 Wickham Street
 PO Box 1559
 Fortitude Valley QLD 4006
 T +61 7 3539 9500
 W rpsgroup.com



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Adjoining information: DCDB.
Contours: Colliers
Environment constraints: SHG Group

Legend

- Site Boundary
- Precinct Boundary
- - - Stage Boundary
- Local Linear Park
- Local Linear Park (Stormwater)
- Pedestrian Linkage / Landscaping (Road Reserve)
- Of Concern Riparian Vegetation
- 3m Footpath
- 3m Separated Cycle
- 1.5m Footpath

PLAN REF: 151113 – 45

Rev No: —
DATE: 29 August 2024
CLIENT: Frasers
DRAWN BY: CB / MM
CHECKED BY: WNW



**New Beith
Precinct A
Indicative Footpath Network**

URBAN DESIGN
Level 4 HQ South
520 Wickham Street
PO Box 1559
Fortitude Valley QLD 4006
T +61 7 3539 9500
W rpsgroup.com



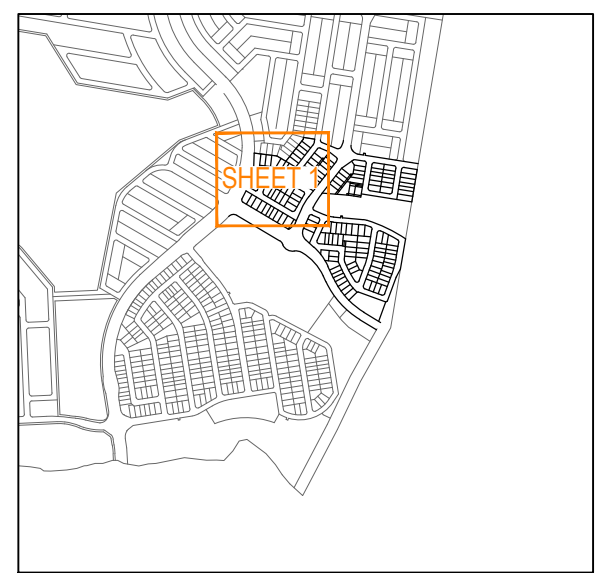
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LEGEND

- PROPOSED STAGE BOUNDARY
- PROPOSED ROAD CONTROL LINE
- EXISTING ROAD CROWN
- PROPOSED KERB INVERT LINE
- PROPOSED CONCRETE PATH AND PRAM RAMP
- PROPOSED NEW ROAD PAVEMENT
- PROPOSED CONCRETE DRIVEWAY
- PROPOSED ISLAND
- PROPOSED SHARED FOOTPATH
- PROPOSED FOOTPATH
- PROPOSED CYCLE PATH
- INDICATIVE DRIVEWAY LOCATION
- PROPOSED SURFACE CONTOUR
- EXISTING SURFACE CONTOUR
- PROPOSED STORMWATER DRAINAGE PIPE
- EXISTING STORMWATER DRAINAGE PIPE
- PROPOSED ROOFWATER DRAINAGE PIPE
- PROPOSED AREA OF FILTER MEDIA
- EDGE OF VEGETATION
- PROPOSED RETAINING WALL
- PROPOSED SEWERAGE MAIN
- PROPOSED TRUNK SEWERAGE MAIN
- EXISTING SEWERAGE RISING MAIN
- PROPOSED WATER MAIN
- EXISTING WATER MAIN
- PROPOSED TRUNK WATER MAIN
- EXISTING TELECOMMUNICATION U/G

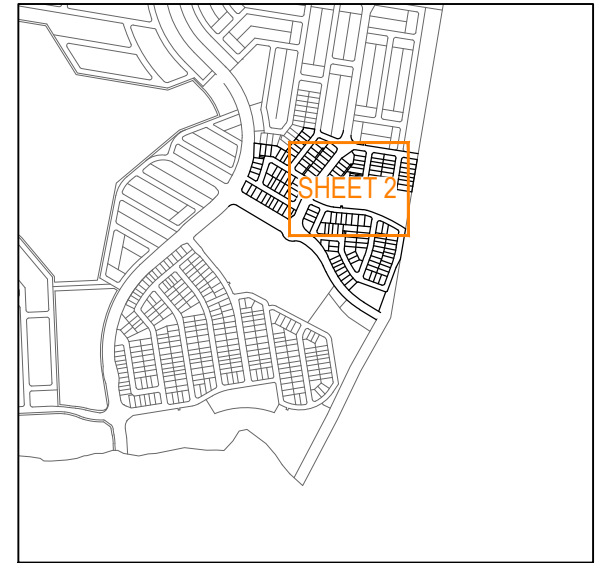
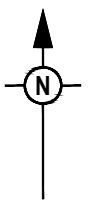
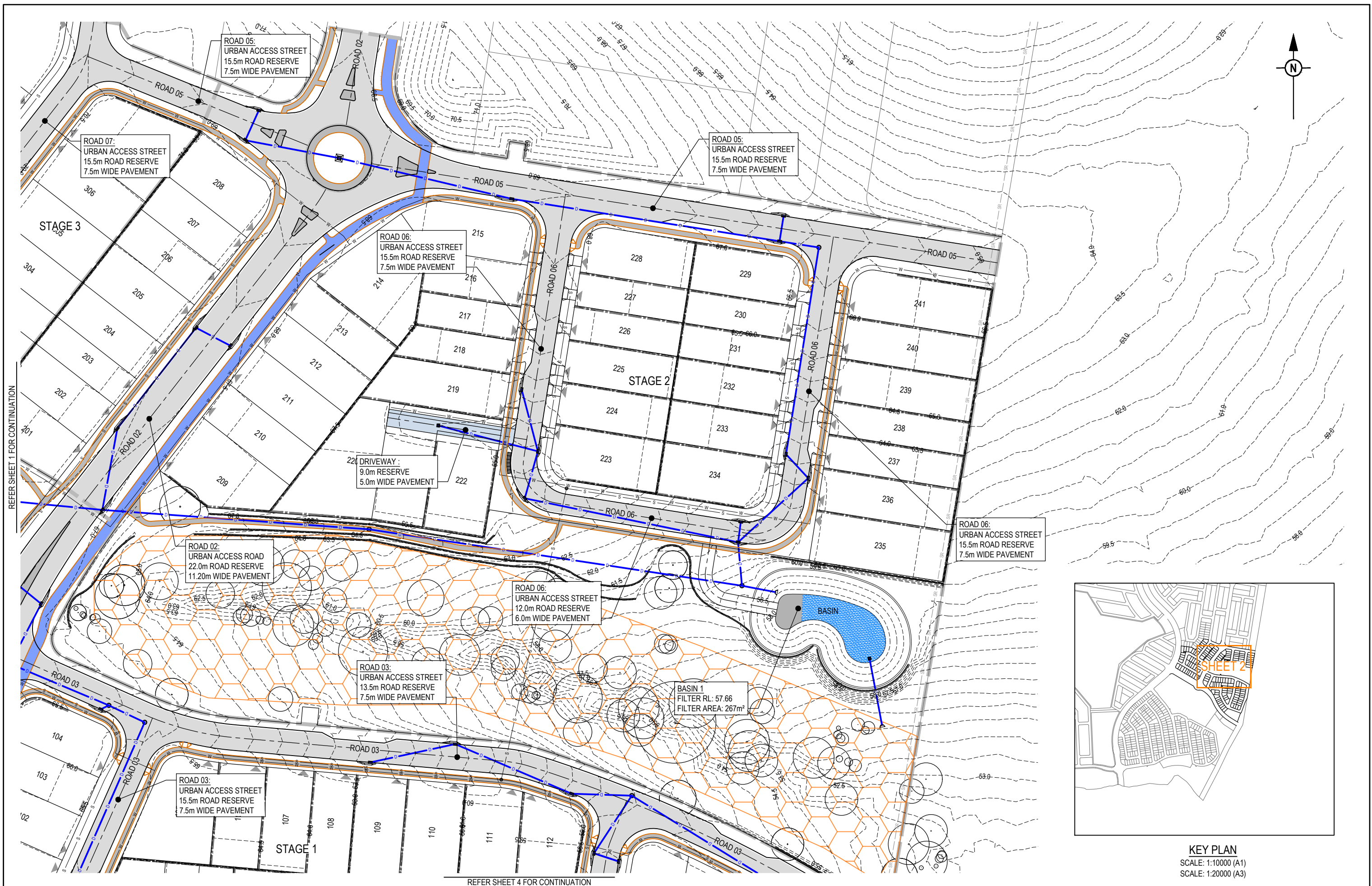
REFER SHEET 2 FOR CONTINUATION



KEY PLAN
SCALE: 1:10000 (A1)
SCALE: 1:20000 (A3)

REFER SHEET 3 FOR CONTINUATION

<table border="1"> <thead> <tr> <th>REV</th> <th>DATE</th> <th>DESIGN</th> <th>DRAWN</th> <th>REVISION DETAILS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>07.06.24</td> <td>BR</td> <td>DH</td> <td>ORIGINAL ISSUE</td> </tr> </tbody> </table>				REV	DATE	DESIGN	DRAWN	REVISION DETAILS	A	07.06.24	BR	DH	ORIGINAL ISSUE	<table border="1"> <tr> <td>DRAWN</td> <td>STATUS</td> </tr> <tr> <td>DESIGN</td> <td>APPROVED</td> </tr> </table>		DRAWN	STATUS	DESIGN	APPROVED	<table border="1"> <tr> <td>FOR DEVELOPMENT APPLICATION NOT FOR CONSTRUCTION</td> <td>DATE</td> </tr> <tr> <td>DANIEL COLLINS</td> <td>7.06.24</td> </tr> </table>		FOR DEVELOPMENT APPLICATION NOT FOR CONSTRUCTION	DATE	DANIEL COLLINS	7.06.24			<table border="1"> <tr> <td>SCALE</td> <td>CLIENT</td> </tr> <tr> <td>1:500 1:1000</td> <td>FRASERS PROPERTY AUSTRALIA</td> </tr> </table>		SCALE	CLIENT	1:500 1:1000	FRASERS PROPERTY AUSTRALIA	<table border="1"> <tr> <td>PROJECT NAME</td> <td>DRAWING TITLE</td> </tr> <tr> <td>NEW BEITH - PRECINT A</td> <td>CONCEPT ROADWORKS AND DRAINAGE LAYOUT PLAN</td> </tr> </table>		PROJECT NAME	DRAWING TITLE	NEW BEITH - PRECINT A	CONCEPT ROADWORKS AND DRAINAGE LAYOUT PLAN	<table border="1"> <tr> <td>PROJECT No.</td> <td>DRAWING No.</td> <td>REVISION</td> </tr> <tr> <td>23-0153</td> <td>P108</td> <td>A</td> </tr> </table>		PROJECT No.	DRAWING No.	REVISION	23-0153	P108	A
REV	DATE	DESIGN	DRAWN	REVISION DETAILS																																											
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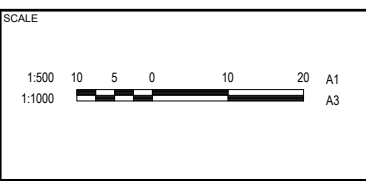
KEY PLAN
SCALE: 1:10000 (A1)
SCALE: 1:20000 (A3)

REV	DATE	DESIGN	DRAWN	REVISION DETAILS
A	07.06.24	BR	DH	ORIGINAL ISSUE

STATUS
**FOR DEVELOPMENT APPLICATION
NOT FOR CONSTRUCTION**

DESIGN APPROVED
DANIEL COLLINS RPEQ 18631 DATE 7.06.24

FOR AND ON BEHALF OF COLLIERS INTERNATIONAL ENGINEERING & DESIGN PTY LTD



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FRASERS PROPERTY AUSTRALIA

ASSOCIATED CONSULTANT
RPS GROUP
(07) 3539 9500

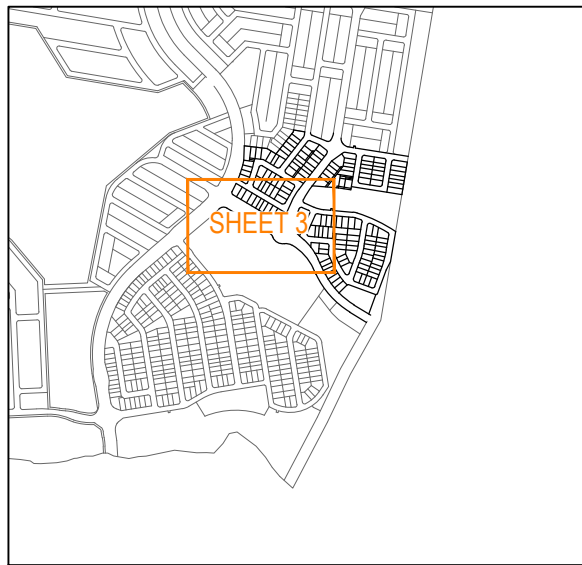
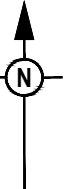
PROJECT NAME
NEW BEITH - PRECINT A

MOUNTAIN RIDGE ROAD
NEW BEITH

DRAWING TITLE
**CONCEPT ROADWORKS AND
DRAINAGE LAYOUT PLAN
SHEET 2 OF 4**

PROJECT No. 23-0153
DRAWING No. P109
REVISION A

REFER SHEET 1 FOR CONTINUATION



REFER SHEET 4 FOR CONTINUATION

REV	DATE	DESIGN	DRAWN	REVISION DETAILS
A	07.06.24	BR	DH	ORIGINAL ISSUE

DRAWN	STATUS	FOR DEVELOPMENT APPLICATION NOT FOR CONSTRUCTION	
DESIGN	APPROVED	DANIEL COLLINS	RPEQ 18631
	DATE	7.06.24	

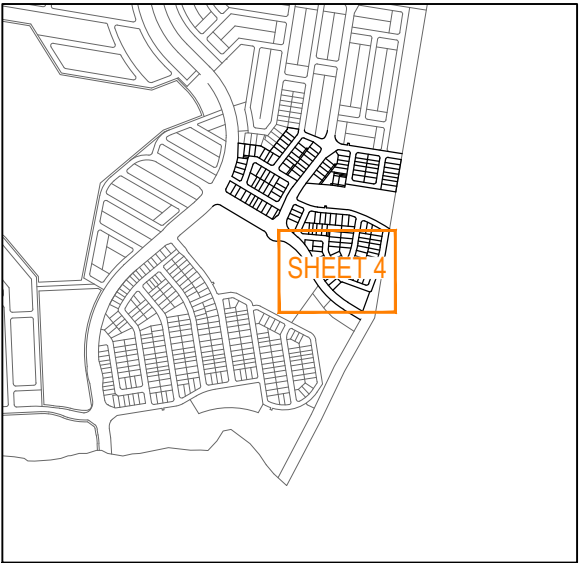
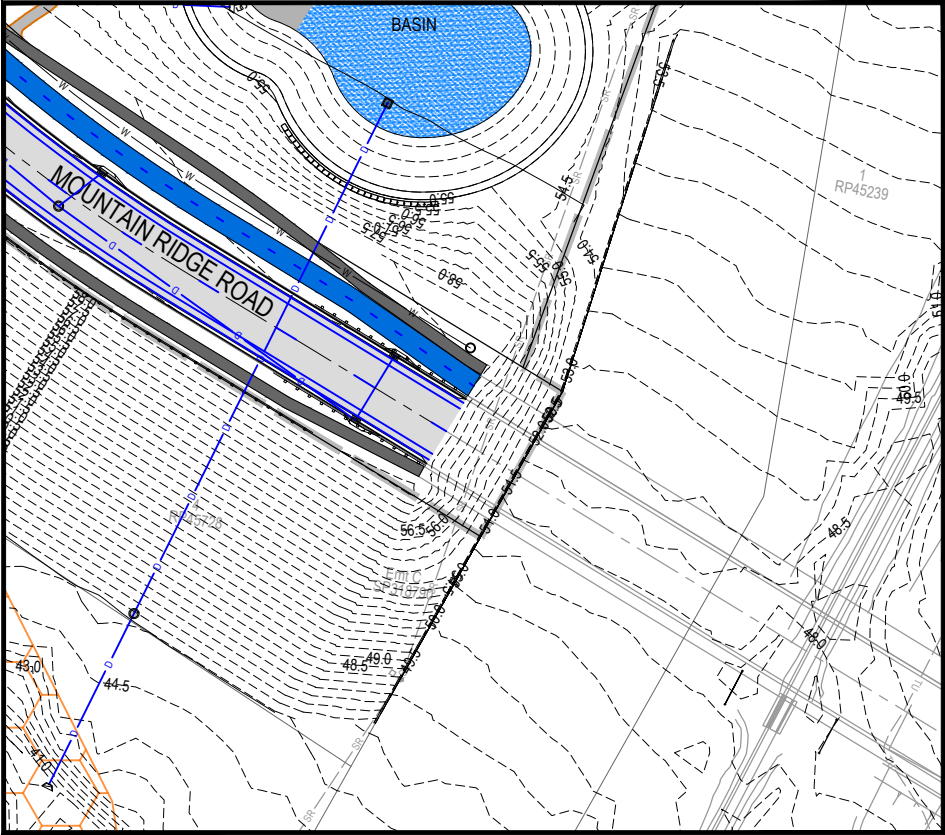


SCALE	1:500	10	5	0	10	20	A1
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CLIENT	FRASERS PROPERTY AUSTRALIA
ASSOCIATED CONSULTANT	RPS GROUP (07) 3539 9500

PROJECT NAME	NEW BEITH - PRECINT A
	MOUNTAIN RIDGE ROAD NEW BEITH

DRAWING TITLE	CONCEPT ROADWORKS AND DRAINAGE LAYOUT PLAN SHEET 3 OF 4		
PROJECT No.	23-0153	DRAWING No.	P110
REVISION			A

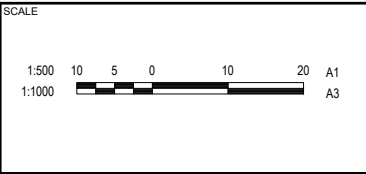


REV	DATE	DESIGN	DRAWN	REVISION DETAILS
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FRASERS PROPERTY AUSTRALIA

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(07) 3539 9500

PROJECT NAME
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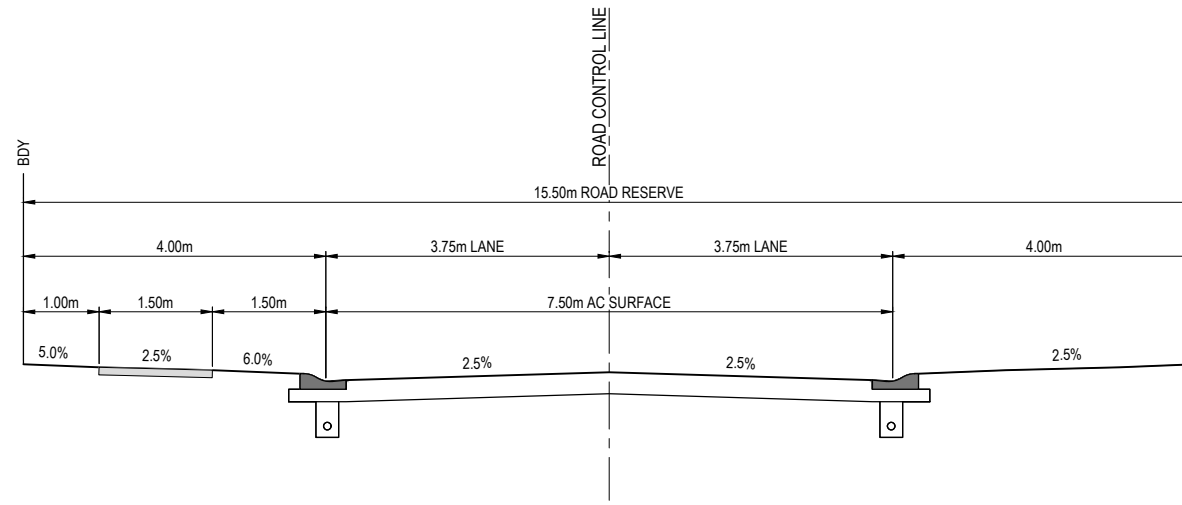
MOUNTAIN RIDGE ROAD
NEW BEITH

DRAWING TITLE
**CONCEPT ROADWORKS AND
DRAINAGE LAYOUT PLAN
SHEET 4 OF 4**

PROJECT No.
23-0153

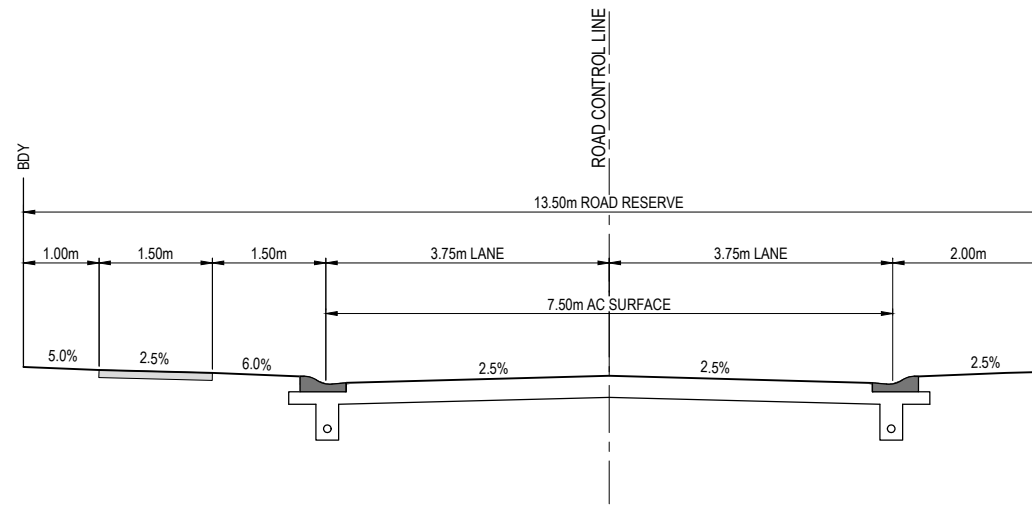
DRAWING No.
P111

REVISION
A



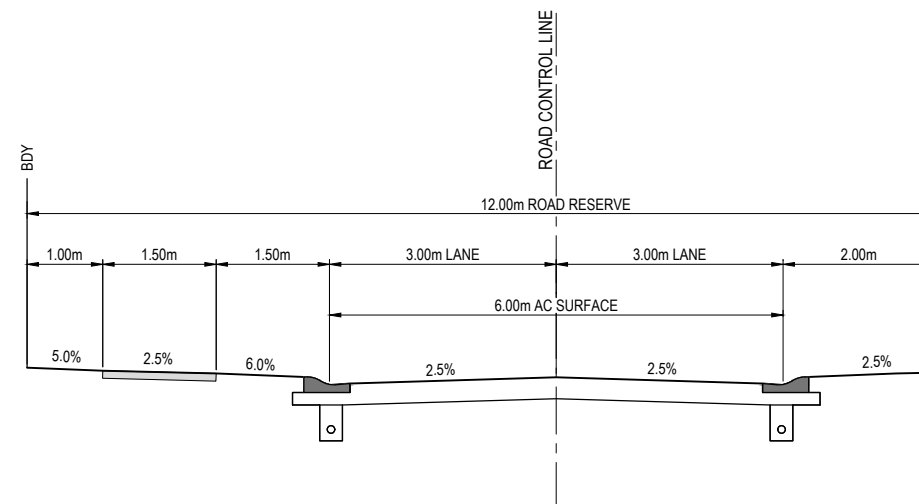
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SCALE: 1:200 (A1)
SCALE: 1:400 (A3)



13.5m ROAD RESERVE - TYPICAL SECTION

SCALE: 1:200 (A1)
SCALE: 1:400 (A3)

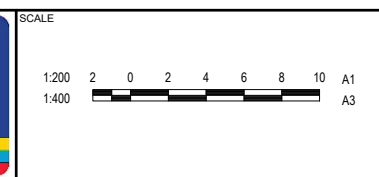


12.0m ROAD RESERVE - TYPICAL SECTION

SCALE: 1:200 (A1)
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REV	DATE	DESIGN	DRAWN	REVISION DETAILS
A	07.06.24	BR	DH	ORIGINAL ISSUE

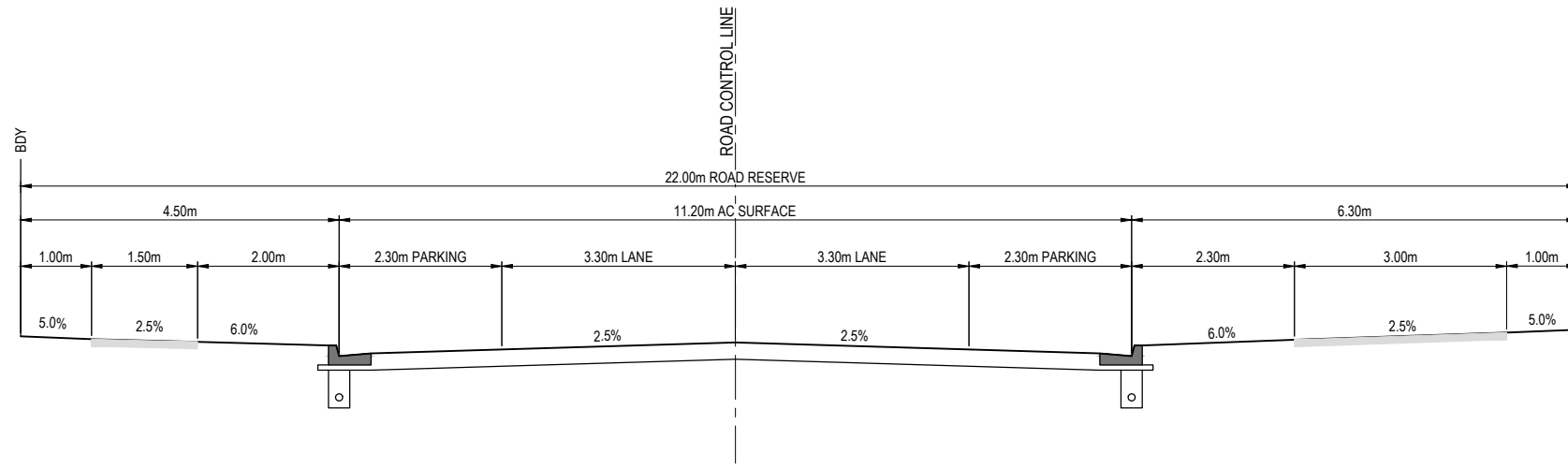
DRAWN	FOR DEVELOPMENT APPLICATION NOT FOR CONSTRUCTION		
DESIGN	APPROVED DANIEL COLLINS	RPEQ 18631	DATE 7.06.24
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CLIENT	FRASERS PROPERTY AUSTRALIA
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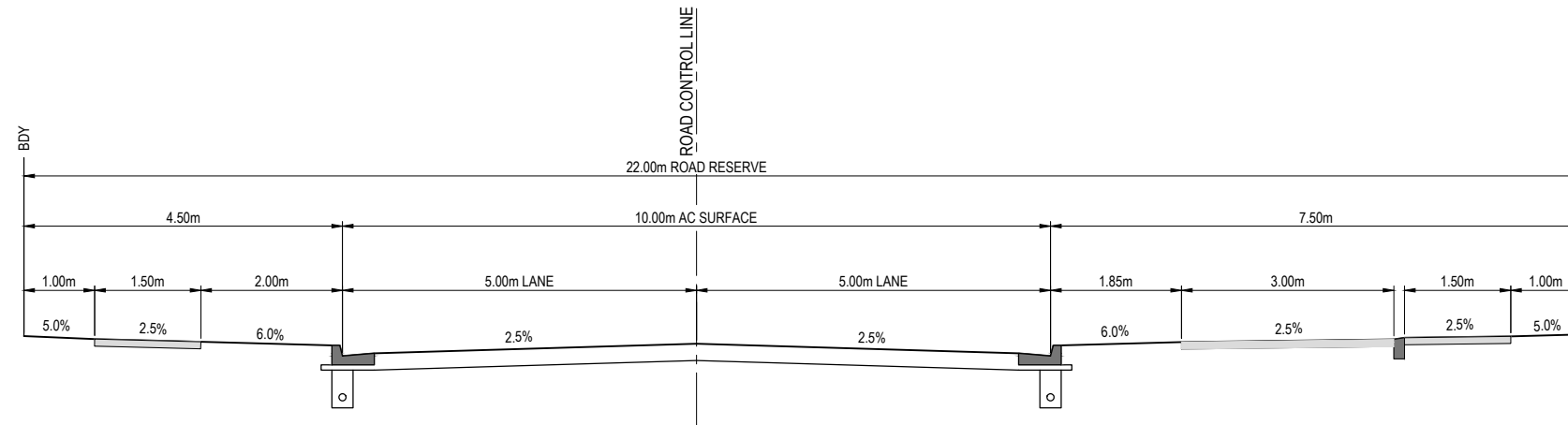
PROJECT NAME	NEW BEITH - PRECINT A
	MOUNTAIN RIDGE ROAD NEW BEITH

DRAWING TITLE		
CONCEPT ROADWORKS AND DRAINAGE TYPICAL ROAD SECTIONS SHEET 1 OF 2		
PROJECT No.	DRAWING No.	REVISION
23-0153	P112	A



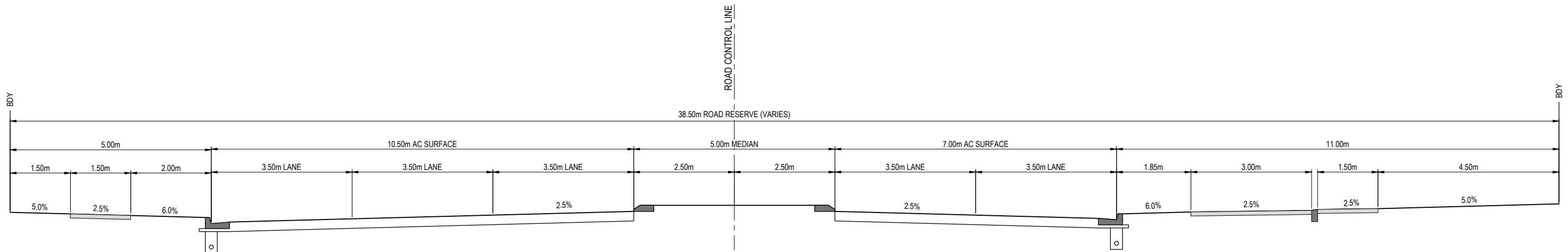
22.0m ROAD RESERVE - TYPICAL SECTION

SCALE: 1:200 (A1)
SCALE: 1:400 (A3)



22.0m TRUNK ROAD RESERVE - TYPICAL SECTION

SCALE: 1:200 (A1)
SCALE: 1:400 (A3)

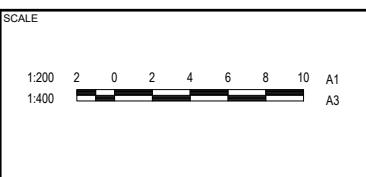


38.5m ROAD RESERVE (VAIRES) - TYPICAL SECTION

SCALE: 1:200 (A1)
SCALE: 1:400 (A3)

REV	DATE	DESIGN	DRAWN	REVISION DETAILS
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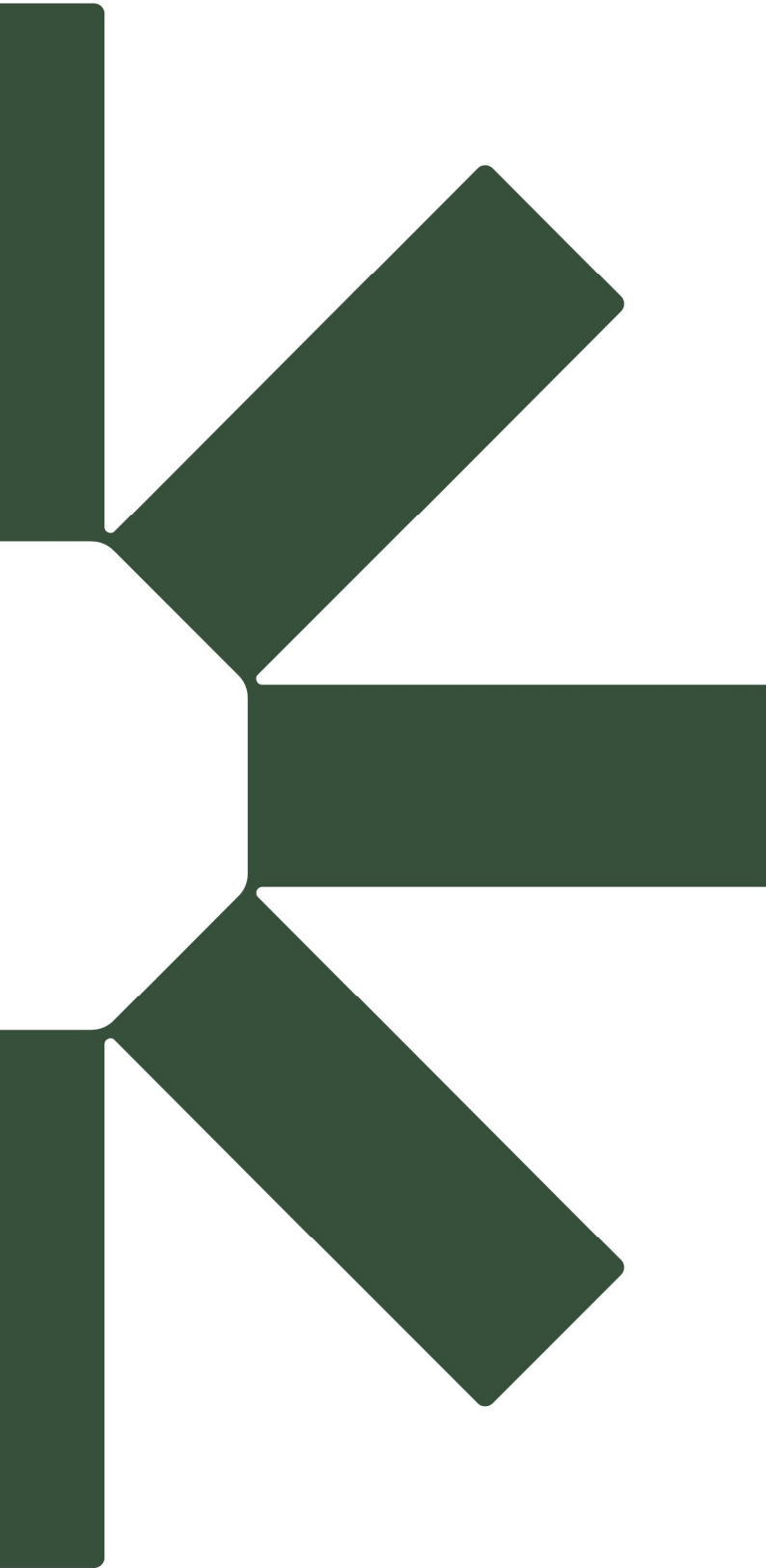
DRAWN	STATUS	FOR DEVELOPMENT APPLICATION NOT FOR CONSTRUCTION	
DESIGN	APPROVED	DANIEL COLLINS	RPEQ 18631
	DATE		7.06.24
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CLIENT	FRASERS PROPERTY AUSTRALIA
ASSOCIATED CONSULTANT	RPS GROUP (07) 3539 9500

PROJECT NAME	NEW BEITH - PRECINT A
	MOUNTAIN RIDGE ROAD NEW BEITH

DRAWING TITLE		
CONCEPT ROADWORKS AND DRAINAGE TYPICAL ROAD SECTIONS SHEET 2 OF 2		
PROJECT No.	DRAWING No.	REVISION
23-0153	P113	A



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