



Flinders Lakes – Super Lot – Reconfiguration of Lot

Transport Impact Statement

Pacifiq Pty Ltd

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Prepared by:

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SLR Project No.: 620.041435.00001

12 February 2026

Revision: 1.0

**PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL**

Approval no: DEV2026-FLA-4459

Date: 14 April 2026



Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1.0	12 February 2026	Austin Wem	Gareth Davies	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 Pacifiq Pty Ltd (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.

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1.0 Introduction

1.1 Overview

SLR Consulting Australia (**SLR**) has been engaged by Pacifiq Pty Ltd (**Pacifiq**) to provide traffic engineering and transport planning advice in relation to the Flinders Lakes development, located within the Greater Flagstone Priority Development Area (**PDA**).

This report relates specifically to a proposed Super Lot Reconfiguring of Lot (**ROL**) application within Precinct 1 of the approved Flinders Lakes Context Plan.

Plans illustrating the proposed development are included in **Appendix A**.

1.2 Purpose and Scope

This Transport Impact Statement (**TIS**) has been prepared to inform the assessment of the Super Lot ROL by Economic Development Queensland (**EDQ**) by identifying and addressing the relevant traffic and transport matters associated with the proposed internal road layout and access arrangements.

The purpose of this report is to:

- Describe the existing and approved transport planning context;
- Outline the proposed Super Lot development and access arrangements; and
- Confirm that the proposed works are appropriate for the current stage of development and consistent with the intent of prior approvals and endorsed strategic planning.

This report is not intended to reassess the ultimate traffic impacts of the Flinders Lakes development, nor to replace or update the approved Flinders Lakes Movement Network Infrastructure Master Plan (**IMP**). Broader network impacts have already been analysed and accepted as part of previous strategic traffic modelling and planning processes. Accordingly, this TIS focuses on interim access, internal design, and future upgrade pathways relevant to the Super Lot application only.

This memorandum summarises the transport modelling outcomes and proposed infrastructure triggers for the Precinct 1 ROL application. The assessment highlights a significant discrepancy between the historical Cardno (**IMP**) model and the more recent SLSTM VLC model, primarily driven by different assumptions regarding "Balance land" development.

The primary technical concern involves the capacity of R032 (Flinders Lakes Drive) and the necessity of transitioning from a 2-lane to a 4-lane cross-section to accommodate long-term (2066) growth.



2.0 Background Planning and Approvals

2.1 Overview

The traffic and transport planning context relevant to the Flinders Lakes development and the Super Lot is informed by a series of strategic modelling, planning and approval processes undertaken at both the Flinders Lakes and broader PDA levels. These include:

- i. Mesoscopic traffic modelling prepared by Cardno (2019) to support the original Flinders Lakes Context Plan and Movement Network IMP.
- ii. Preparation and endorsement of the Flinders Lakes Movement Network IMP, informed by the Cardno modelling and approved by EDQ.
- iii. Mesoscopic traffic modelling prepared by Veitch Lister Consulting (VLC, 2019) for the wider Greater Flagstone PDA using the South Logan Strategic Transport Model (SLSTM).
- iv. Preparation of the Greater Flagstone PDA Infrastructure Charging and Offset Plan (ICOP) in 2020 and its replacement by the Development Charges and Offset Plan (DCOP) in 2022, informed by the updated PDA-wide modelling.

These documents collectively establish the strategic movement framework for the PDA and inform both precinct-level planning and the staging of infrastructure delivery.

2.2 Greater Flagstone Priority Development Area

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 PDA comprises approximately 7,200 hectares of development land located around 40 kilometres south-west of the Brisbane Central Business District and is planned to accommodate approximately 138,000 residents and 51,500 dwellings.

The Flinders Lakes development forms part of the southern extent of the PDA and is located west of the Sydney–Brisbane rail corridor and south of Flagstone City. The broader Flinders Lakes site is planned to ultimately accommodate approximately 15,000 dwellings.

2.3 Endorsed Movement Network IMP

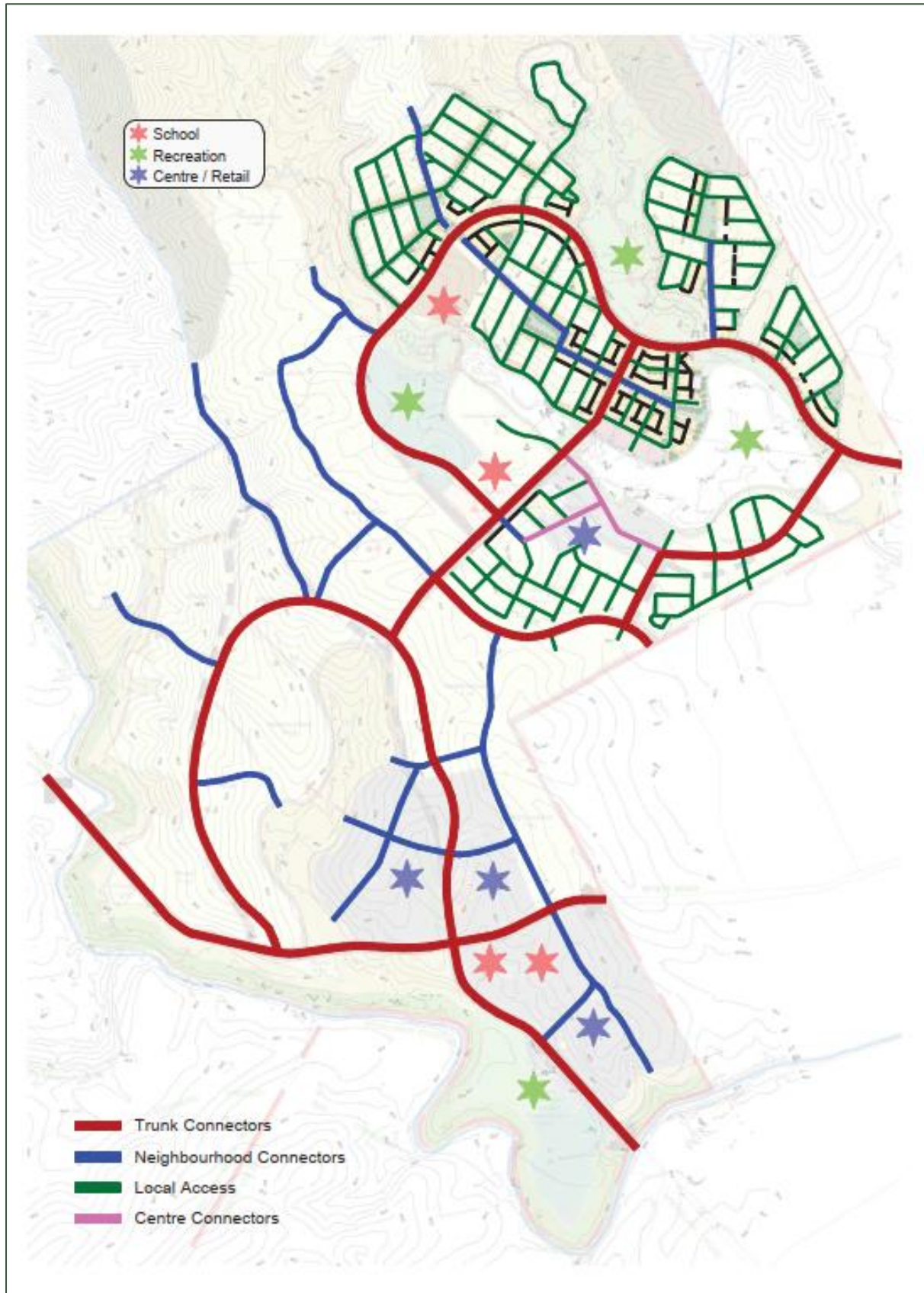
The transport infrastructure requirements for the subject site were initially developed in alignment with the endorsed Flinders Movement Infrastructure Master Plan (IMP). As illustrated in the IMP road network (**Figure 1**), the planning framework established the:

- Road Hierarchy and network alignment;
- Public transport network; and
- Active transport network.

While the IMP remains the endorsed baseline, transport planning within the Flagstone PDA has evolved significantly since its inception. This memo addresses the technical discrepancies between these original IMP assumptions (Cardno model) and the more recent VLC modelling informing the DCOP.



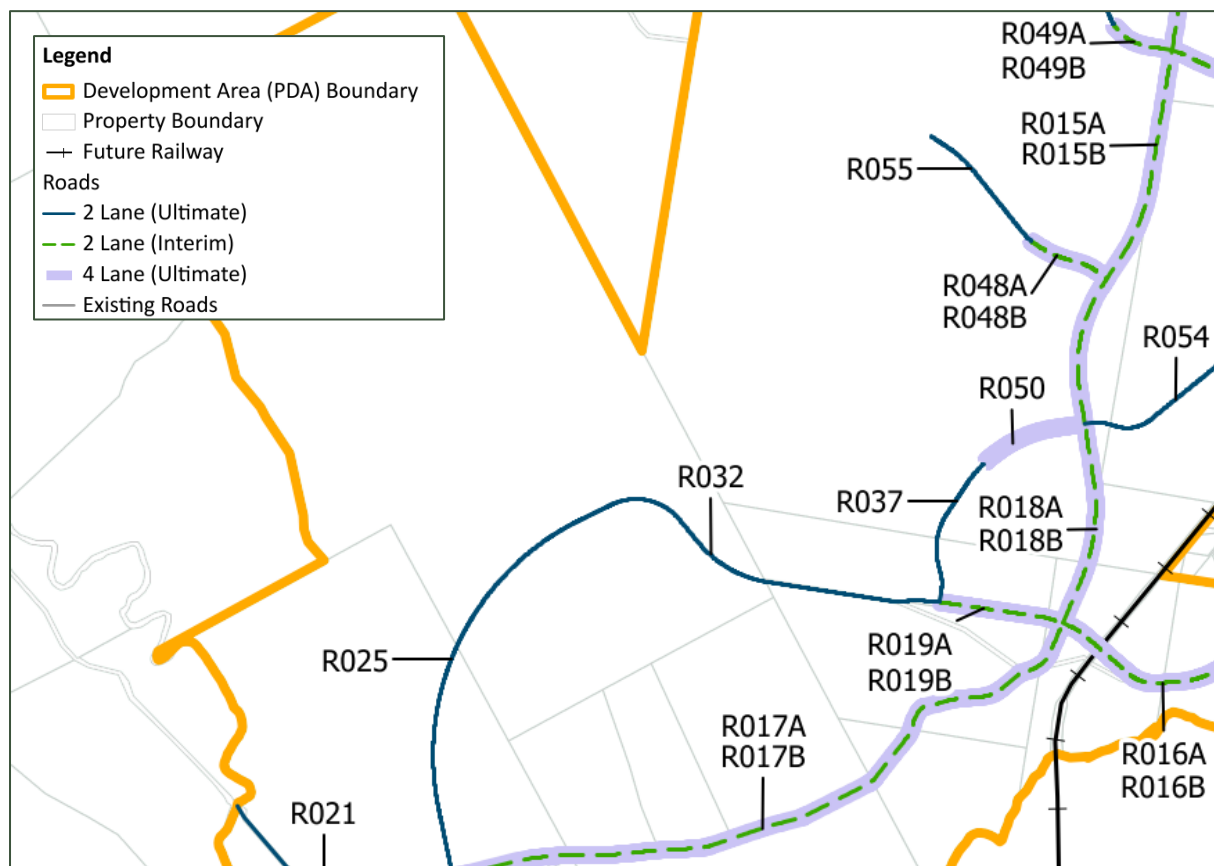
Figure 1 Flinders Lakes Development Movement Network Hierarchy



2.4 Development Charges and Offset Plan

Effective July 2022, the Greater Flagstone PDA Development Charges and Offset Plan (DCOP) was established by EDQ to manage infrastructure funding and delivery. This document governs trunk infrastructure planning throughout the PDA; specifically, the transport infrastructure planned near the site is detailed in **Figure 2**.

Figure 2 DCOP Transport Trunk Infrastructure



Primarily, this Super Lot application relates to R032.

2.5 Flinders Lakes Traffic Modelling Context

The Flinders Lakes Movement Network IMP was informed by Cardno's 2019 mesoscopic modelling, which was prepared specifically to assess the Flinders Lakes development under the planning assumptions applicable at that time. This modelling formed the basis for the endorsed internal road hierarchy, cross-sections and access strategy for the Flinders Lakes site.

Subsequent PDA-wide modelling prepared by VLC incorporated broader development areas including additional 'Balance Land' not assumed in the original Flinders Lakes modelling. As a result, the later modelling identifies higher ultimate traffic demands on certain trunk road corridors when assessed at a whole-of-PDA scale while also having regard to development endorsed at balance land (15,000 dwellings).

The differences between the modelling outcomes reflect differences in land use assumptions and assessment extents, rather than errors or inconsistencies in methodology. Both modelling streams remain valid within their respective contexts.



There is a notable variance in the growth assumptions between the two primary models used to inform planning as summarised in **Table 1**.

Table 1 Model Land Use Assumptions

Land Use	Cardno Model (PDA Only)	VLC Model (PDA + Balance)	Variance (VLC vs Cardno)
Population	18,923	50,434	+~2.66x
Employment	1,163	6,304	+~5.4x
School Enrollments	4,500	819*	(Significant difference in allocation)

Note: The VLC model assumes a significantly lower school roll within the PDA compared to Cardno, which requires further verification.

If Balance land is excluded, the existing IMP network (2 lanes for western R032) is sufficient. However, if the Balance land is included per the SLSTM, R032 volumes are forecast to ~22,000 vpd. EDQ guidance suggests the threshold for a 2-lane Trunk Connector is 18,000 vpd, the VLC model suggests a 4-lane cross-section must extend further west, into Precinct 1.

2.6 Relevance to the Super Lot Application

The Super Lot application represents an early stage of development within Flinders Lakes and does not rely on the ultimate build-out of the broader PDA road network. The proposed access arrangements and internal road layout are generally consistent with the approved Flinders Lakes Context Plan and Movement Network IMP and have been designed to operate appropriately under interim and ultimate traffic conditions despite the discrepancies in the latest available modelling.

Importantly, the proposed road configuration:

- Is conservative relative to the current level of development;
- Does not preclude future widening, signalisation or reconfiguration of Flinders Lakes Drive or adjoining intersections; and
- Allows for future upgrades to be delivered in response to traffic growth generated by Flinders Lakes and surrounding land as it develops.

Accordingly, while it is acknowledged that an updated Flinders Lakes Movement Network IMP may be required in the future to reconcile precinct-level planning with broader PDA-wide modelling outcomes, such an update is not necessary to support the assessment of the Super Lot ROL.



3.0 Existing Situation

3.1 Site Location

The subject Super Lot is located within **Precinct 1** of the approved Flinders Lakes Context Plan. The location of the Flinders Lakes development within the PDA and the position of Super Lot within the broader Flinders Lakes site are illustrated in **Figure 3**.

Figure 3 Flinders Lakes Development Location within PDA

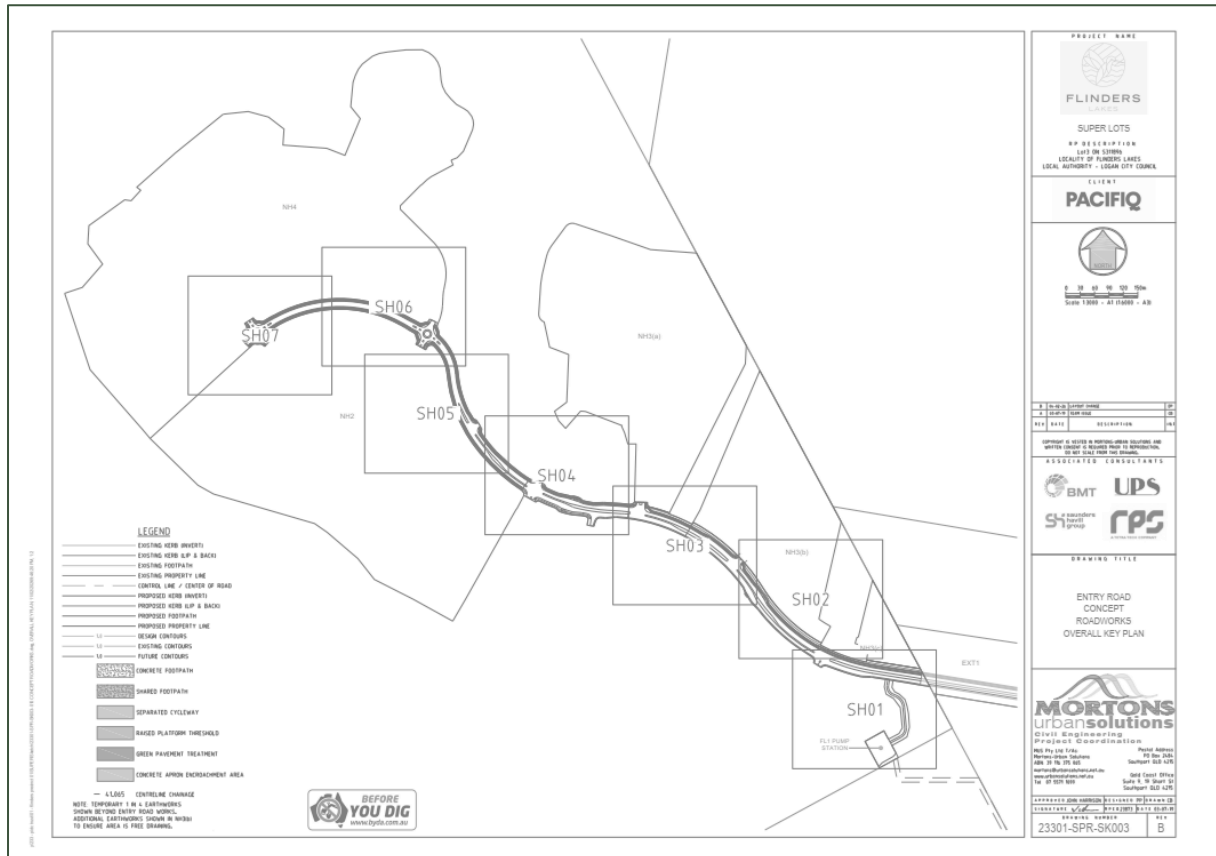


Source: Greater Flagstone Development Scheme, February 2025 (Modified by SLR)

The proposed Super Lot is illustrated at **Figure 4** in the context of the broader planned Flinders Lakes development.



Figure 4 Super Lot Development within Flinders Lakes



3.2 Road Network

The majority of the higher-order road network planned within the Greater Flagstone PDA has not yet been constructed. To date, development has largely been concentrated within Flagstone City, where staged delivery of trunk and connector roads has commenced.

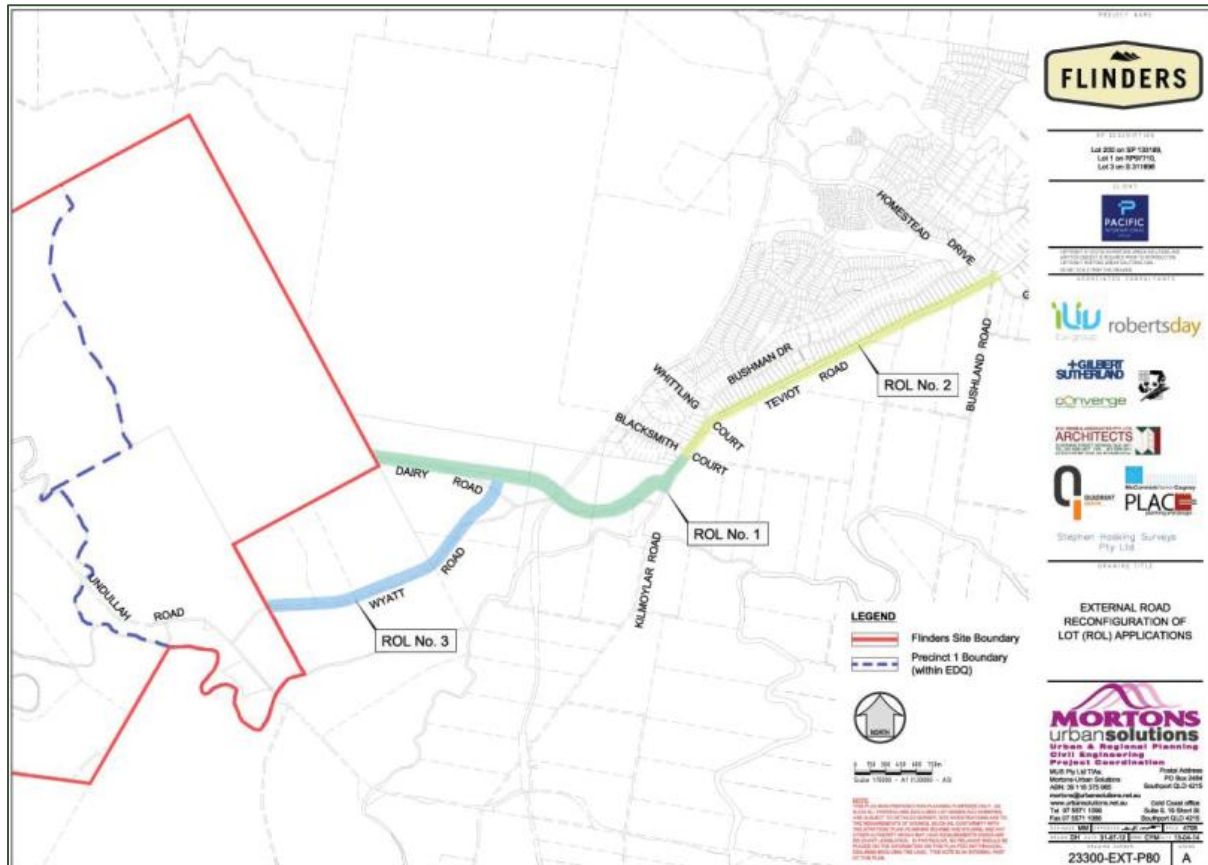
The Super Lot site is not currently accessible via existing public roads. Vehicular access to Flinders Lakes is proposed to be facilitated via the staged upgrade of Wyatt Road and Dairy Road. These works are the subject of separate Operational Works (**OPW**) applications currently being progressed with Logan City Council (EXT 1 – Flinders Lakes Drive).

Once delivered, this infrastructure will provide access to Flinders Lakes via Flinders Lakes Drive, consistent with the approved Flinders Lakes Context Plan and the broader PDA movement framework.

Figure 5 shows the external road network applications.



Figure 5 External Roads ROL Applications



This proposed infrastructure would enable vehicle access to Flinders Lakes via Dairy Road (ROL No. 1) consistent with the Flagstone PDA planning.

3.3 Public Transport

Public transport services within the Greater Flagstone PDA are currently limited. At present, the area is serviced by a single TransLink bus route (Route 535) operating at approximately 30-minute frequencies during peak periods.

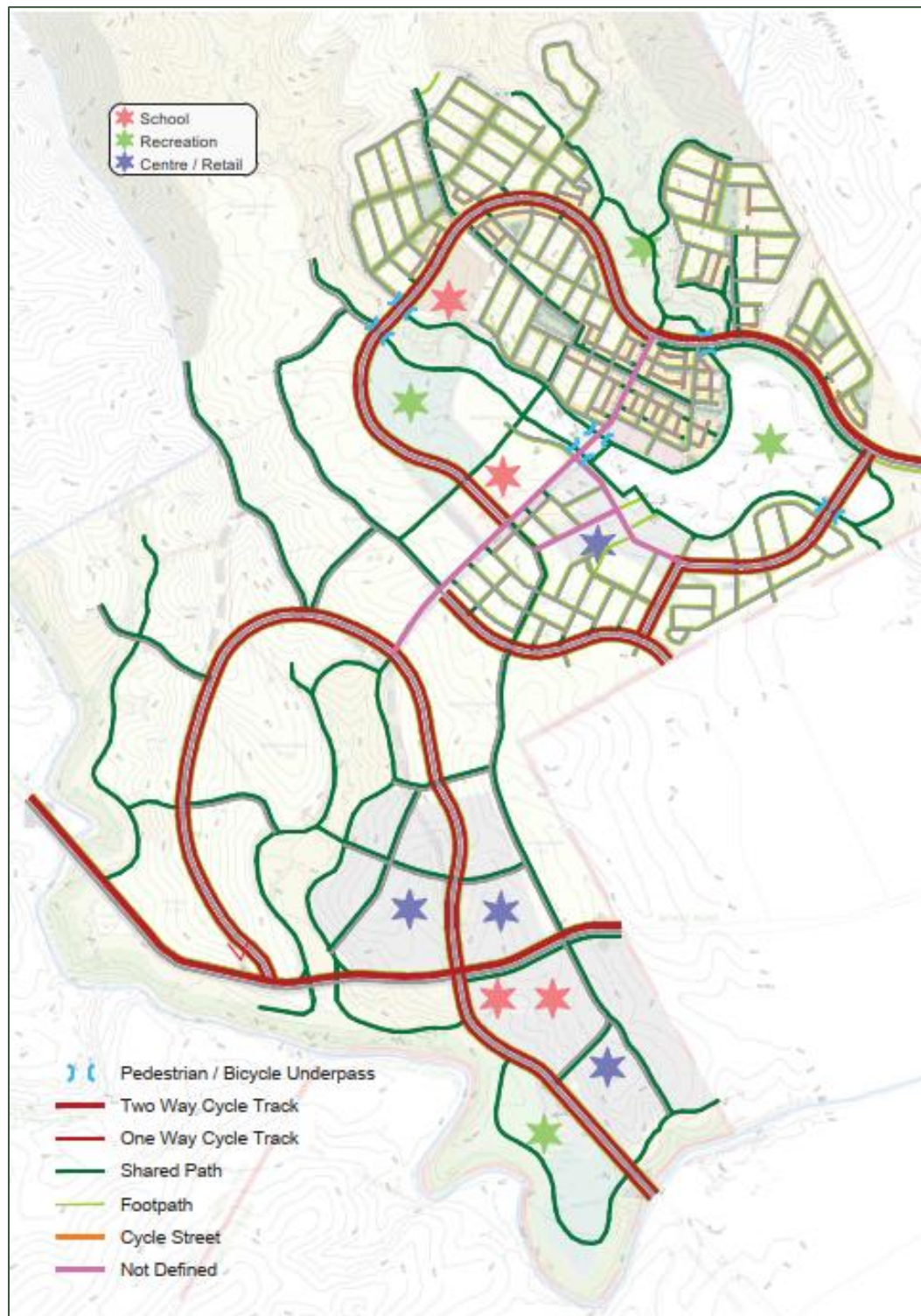
The Flinders Lakes development is located adjacent to the Sydney–Brisbane rail corridor; however, there are currently no passenger rail stations within the immediate vicinity. The Queensland Government has committed funding toward planning for future stations along the corridor, which would improve longer-term public transport accessibility to the area.



3.4 Active Transport

Active transport infrastructure within the PDA is presently limited and largely reflects early-stage development conditions. Logan City Council's Active Transport Infrastructure Planning Scheme Policy (PSP5) does not suggest any active transport provision in the Flinders Lakes area. The Flinders Lakes IMP cycle network shown in **Figure 6**.

Figure 6 Flinders Lakes IMP Cycle Network



4.0 Proposed Development

4.1 Overview

The proposed development comprises a Super Lot ROL within Precinct 1 of the approved Flinders Lakes Context Plan.

The Super Lot ROL facilitates the initial subdivision and road network delivery required to enable early residential development particularly Neighbourhood 3, while preserving the ability to progressively stage development and associated infrastructure upgrades as the Flinders Lakes development and surrounding land continue to evolve.

Plans illustrating the proposed Super Lot development, prepared by RPS, are included in **Appendix A**.

4.2 Development Yield

The proposed Super Lot ROL relates to roading infrastructure only, no other land use is included in the application.

4.3 Vehicular Access and Road Network

Vehicular access to is proposed to be provided via Flinders Lakes Drive, which connects to the external road network through the staged upgrade of Dairy Road and Wyatt Road and the construction of a new rail overbridge across the Sydney-Brisbane rail corridor. These external works are the subject of separate OPW applications currently being progressed with Logan City Council.

The proposed access arrangements are generally consistent with the approved Flinders Lakes Context Plan and the Movement Network IMP and establish an appropriate interim access solution for the Super Lot development.

The Super Lot plans include the delivery of the internal road, including:

- Flinders Lakes Drive; and
- A series of intersections providing access to Neighbourhood 3.

The internal road hierarchy and layout have been designed to:

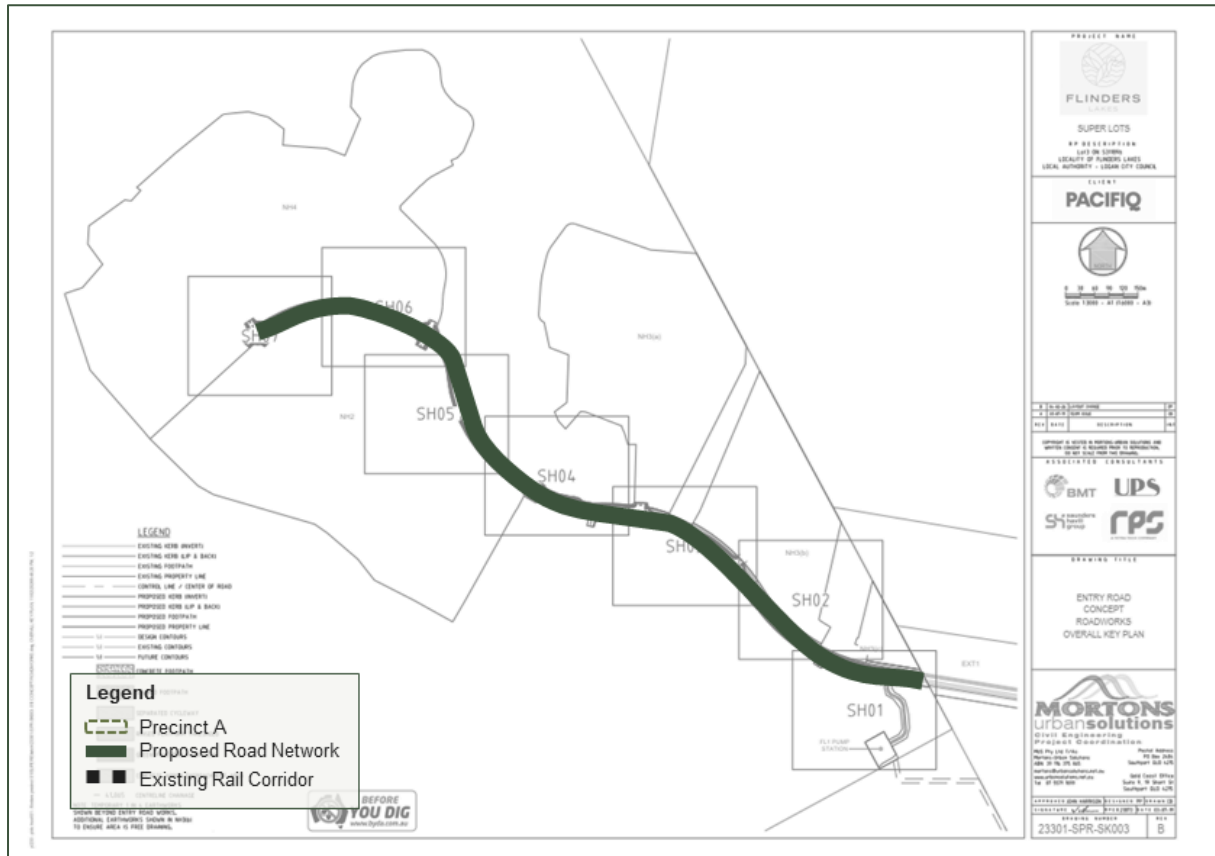
- Provide safe and legible access for residents, service vehicles and emergency vehicles; and
- Allow for the staged delivery of future upgrades to intersections and mid-block road sections as traffic demand increases.

The proposed road network does not preclude future widening, signalisation or reconfiguration of Flinders Lakes Drive or the Neighbourhood 3 access intersections. Any such upgrades would be delivered in response to development staging and traffic demand and would be subject to separate assessment and approvals at the appropriate time.

Figure 7 illustrates the proposed vehicular access and internal road network arrangements in the context of the broader Flinders Lakes development.



Figure 7 Road Network



4.4 Public Transport

The proposed Super Lot ROL incorporates an internal road framework that enables the future provision of public transport services within Flinders Lakes.

Consistent with the approved Flinders Lakes Context Plan and Movement Network IMP, the internal road layout:

- Provides appropriate road widths and geometry to accommodate future bus movements;
- Allows for the future provision of indented bus stop infrastructure on higher-order internal roads; and
- Indicative bus stop layouts are included in the plans and are generally consistent with the approved IMP locations.

The timing and extent of public transport services within Flinders Lakes will be informed by broader PDA-wide planning and service provision and is expected to occur progressively as population thresholds are achieved.

The Super Lot ROL does not preclude the future delivery of public transport infrastructure and has been designed to ensure that such services can be accommodated when warranted.

Figure 8 illustrates the indicative public transport network and potential bus stop locations relevant to the Super Lot.



Figure 8 Indicative Bus Stops Locations



Active transport infrastructure has been integrated into the Super Lot design in accordance with the approved Flinders Lakes Context Plan and Movement Network IMP.

- Pedestrian footpaths on at least one side of all internal streets;
- Off-road shared paths along key internal connectors; and
- A separated two-way cycle path;
- Connections to the broader active transport network planned along Flinders Lakes Drive.

Figure 9 illustrates the proposed active transport network within the Super Lot and its relationship to the wider planned network.

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5.0 Road Network Assessment

5.1 Overview

This section summarises the relevant SIDRA intersection analysis outcomes from that work to confirm that the proposed interim and ultimate Super Lot layouts are sufficient to support the surrounding road network.

No new strategic traffic modelling has been undertaken for the purposes of this TIS and the analysis herein relies on a consolidated consideration of both the Cardno Flinders Lakes model and SLSTM.

5.2 Development Yield Context

The assessment has considered the land use information provided from both the Cardno IMP and SLSTM to derive an upper limit of development yield.

A combination of the Flinders Lakes IMP model and SLSTM outputs have been used to develop turning volumes.

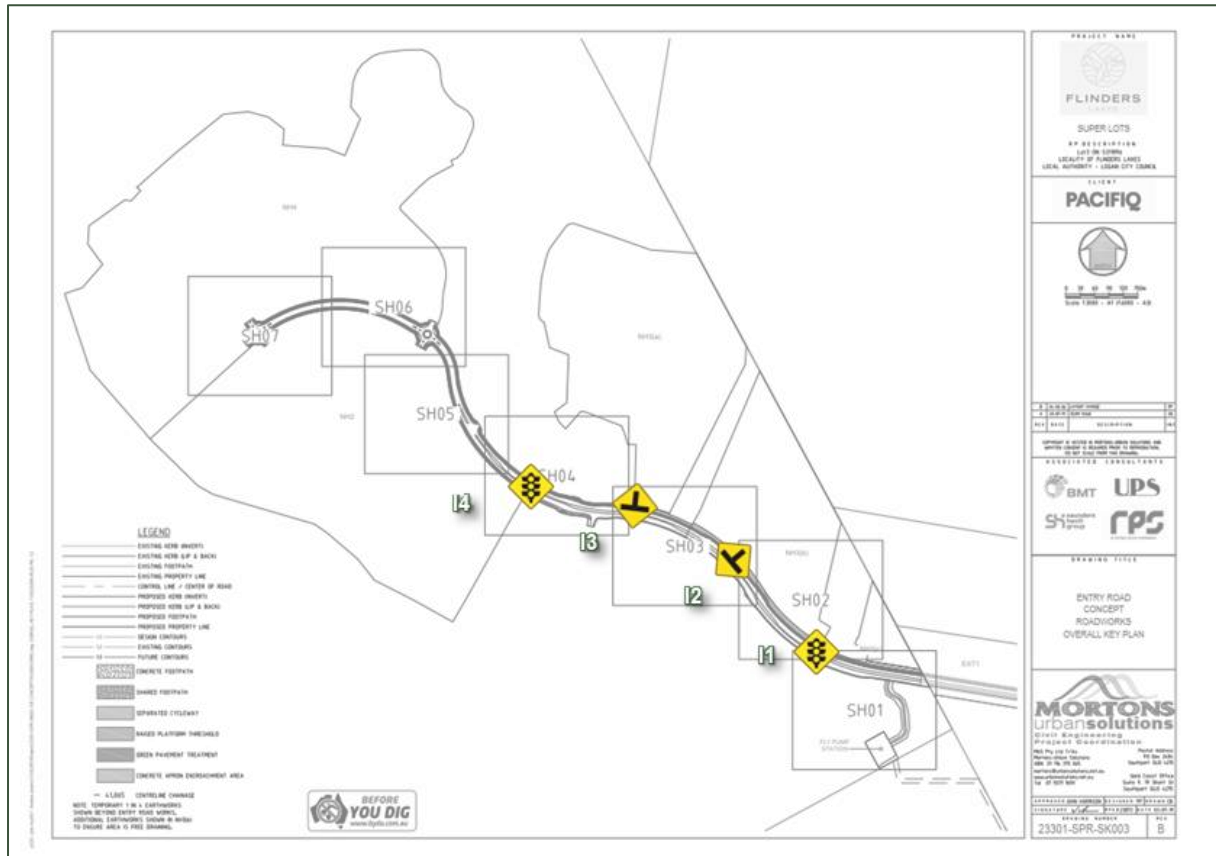
The volumes above have informed an assessment of interim and ultimate layout forms and provided assessment of anticipated upgrade triggers as provided in **Section 7.0**.

5.3 Assessed Intersections and Forms

SIDRA Intersection analysis was undertaken for key intersections along the trunk and road network that facilitate access to Neighbourhood 3 and the surrounding road network within Flinders Lakes. The location of the assessed intersections is shown in **Figure 10**.



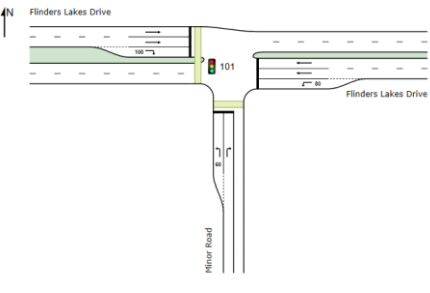
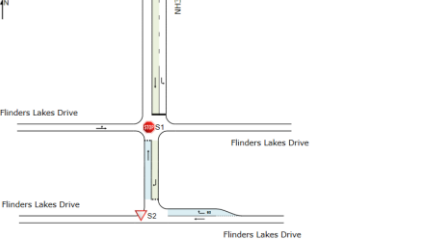
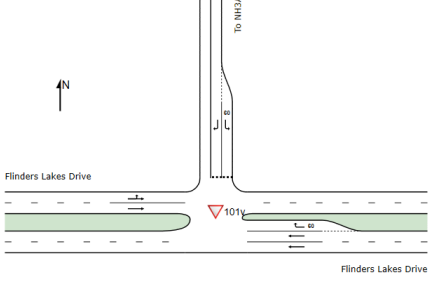
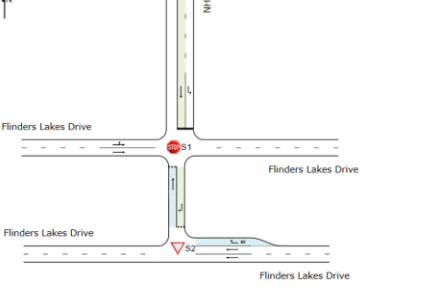
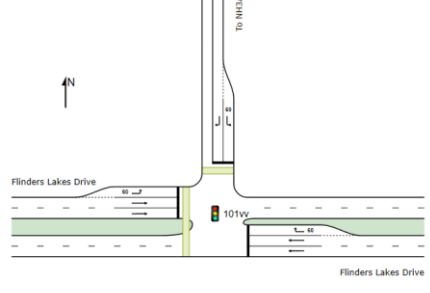
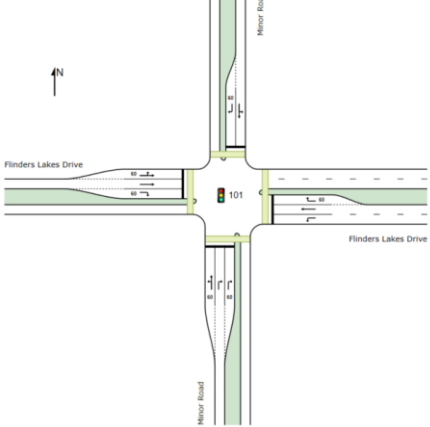
Figure 10 Assessed Intersections



The assessed intersections relevant to the Super Lot access to Neighbourhood 3 include interim and ultimate layouts shown in **Table 2**.



Table 2 Scenario and Assessed Intersection Form

ID	Timing	Single Stage	Two-Stage
1	Ultimate		
2 & 3	Interim		
2 & 3	Ultimate		
2 & 3	Ultimate + Undullah		
4	Ultimate		



It is noted that a two-stage crossing does not indicate any capacity issue and is the preferred interim design for the Super Lot application. It is noted the interim can be supported by a single stage crossing until the trigger condition suggested in **Section 7.0** is met.

5.4 SIDRA Assessment Summary

SIDRA Intersection analysis undertaken as part of the Flagstone PDA and Flinders Lakes modelling assessed intersection performance under multiple development scenarios and future-year conditions.

The analysis indicates that:

- All assessed intersections operate within acceptable performance thresholds under the adopted assessment scenarios;
- Degree of Saturation (DoS) values remain within acceptable limits for the relevant intersection types; and
- Intersection delays are consistent with acceptable Levels of Service for an urban out-of-centre environment.

Importantly, the SIDRA assessment did not identify any capacity deficiencies that would necessitate immediate intersection upgrades to support the level of traffic generated anticipated by the interim and ultimate development.

The assessed intersection arrangements and results for intersections delivered (in part or full) are summarised in **Table 3**.

Table 3 Summarised SIDRA Intersection Results Ultimate Year

ID	Degree of Saturation (v/c)		Avg. Delay (s)		Level of Service	
	AM	PM	AM	PM	AM	PM
1	0.67	0.67	29	25	C	B
2	0.18	0.35	11*	24*	B*	C*
3	0.18	0.35	11*	24*	B*	C*
4	0.47	0.84	25	32	B	C

*Worst movement

5.5 Assessment Outcome

Based on the above, it is concluded that:

- The surrounding road network and intersection arrangements have been assessed using SIDRA Intersection and are capable of accommodating traffic generated by the surrounding development in both the Flinders Lakes model and SLSTM;
- The proposed development does not trigger the need for additional intersection upgrades beyond those already identified within the endorsed PDA planning framework; and
- Reliance on the SIDRA assessment is appropriate for the purposes of this Super Lot Reconfiguration of Lot.

Accordingly, no further SIDRA analysis or traffic capacity assessment is required to support the Super Lot application.



6.0 Movement Network Design

6.1 Overview

The movement network within the Super Lot has been planned in general accordance with the approved Flinders Lakes Context Plan and the endorsed Flinders Lakes Movement Network IMP.

This section describes how the proposed road hierarchy, cross-sections and active travel provisions within the Super Lot are consistent with the intent of the endorsed movement framework and relevant EDQ guidance, including the *Street and Movement Network Guidance* (PDA Guideline No. 06).

The information presented in this section is provided to demonstrate strategic consistency and suitability for the current stage of development. Detailed geometric design, lane configurations, verge treatments and traffic control devices will be finalised through subsequent OPW applications to the satisfaction of the Assessment Manager.

6.2 Road/Street Cross-Sections

The proposed road hierarchy and indicative cross-sections within the Super Lot are generally consistent with those identified in the endorsed Flinders Lakes Movement Network IMP with consideration to the updated strategic modelling outputs.

The road classifications and corresponding cross-sections have been selected to reflect the intended function of each street type within the neighbourhood, having regard to traffic movement, access requirements, on-street parking provision and integration with pedestrian and cyclist facilities.

The indicative cross-sections referenced in **Table 5** demonstrate that the proposed movement network aligns with the intent of the endorsed IMP and Economic Development Queensland's *Street and Movement Network Guidance* (PDA Guideline No. 06) and the DCOP.

Modelled volume flows are summarised in **Table 4**. It is noted that the review of the SLSTM daily volume flows suggest that a 4-lane road is required west of RI012 per **Figure 11** and **Figure 12**.



Table 4 Model Daily Traffic Forecasts

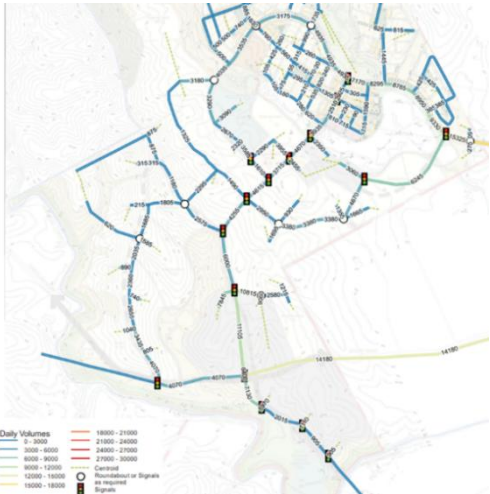
Model Year	Cardno Model (PDA Only)	VLC (PDA + Balance)
2041		
2066		



Table 5 Typical Road Hierarchy Cross-Section R032

Classification	Road Reserve (m)	Carriageway (m)	Lanes	Median (m)	Parking lanes	Footpath (m)	Cycle (m)	Lot Access
IMP	21.5	13.0	2	3.0	-	1.5	3.0	No
EDQ 06 2 Lane	22 - 24	16.0	2	Optional	-	1.5	2.0 both sides	No
EDQ 06 4 Lane	33.0	20.0	4	6.0		1.5	2.0 both sides	No
DCOP	22 - 24	16.0	2	Optional	-	1.5	2.0 both sides	No
Proposed	33.0	20.0	4	6.0	-	1.5	3.0	No



The DCOP 2 lanes cannot carry the VLC forecast ~22000vpd (**Table 4**) which is ~20% above the typical 2 lane threshold. Daily traffic >18000vpd on a Trunk Connector should require 4-lanes (midblock). As per **Figure 11**, this would mean the 4-lanes extends west past Precinct 1. The 2019/1058 ROL plans only allow for 2 lanes in this segment.

Figure 11 DCOP Network

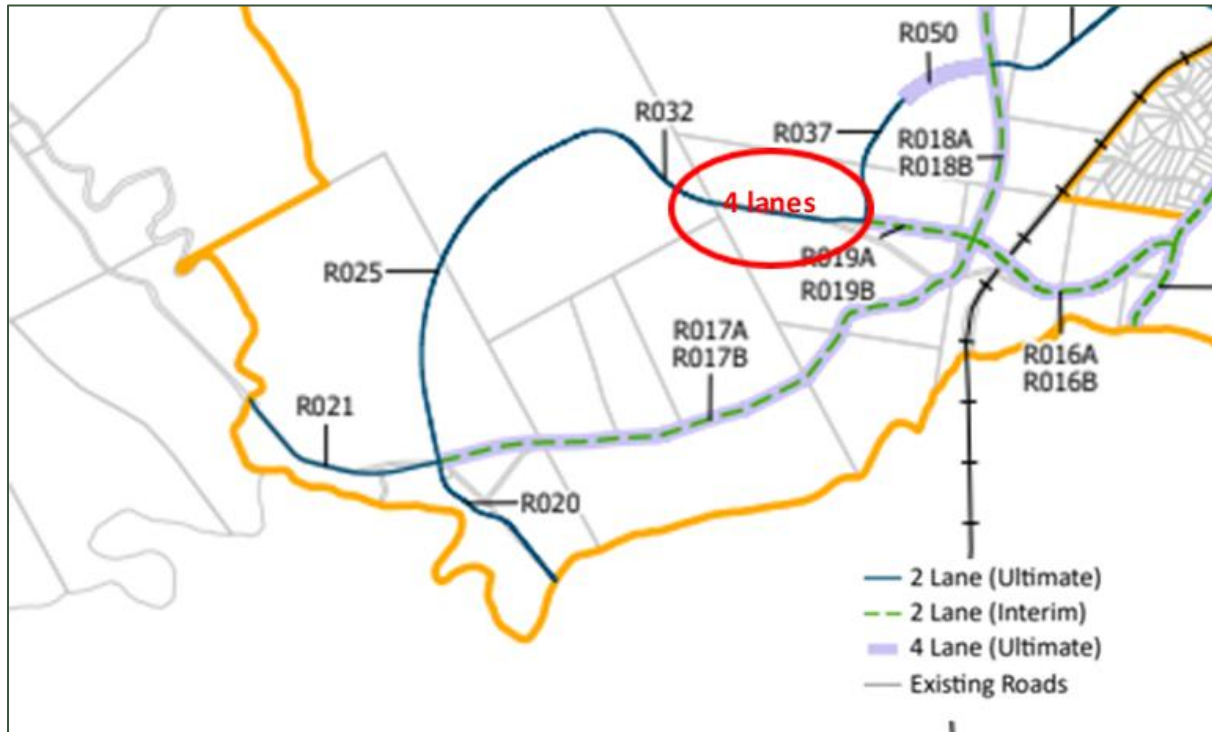


Figure 12 R032 Flinders Lakes Dr extent of 4 lanes to accommodate VLC 2066



Detailed cross-section dimensions, verge layouts and intersection treatments will be confirmed through subsequent OPW applications, informed by detailed engineering design and staged delivery considerations.

6.3 Active Travel Design

Active travel infrastructure has been planned in accordance with the approved Flinders Lakes Context Plan, the endorsed Movement Network IMP, and relevant EDQ and DTMR guidance.

The proposed movement network is intended to support safe and convenient pedestrian and cyclist movement and to facilitate future connections to adjoining neighbourhoods and the broader active transport network as the Flinders Lakes development progresses.

Active travel design within the Super Lot has been informed by the following guidance:

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

Indicative pedestrian and cyclist facilities have been incorporated along key internal streets and connector roads to reflect the intended function of each street type and to support legible and continuous active travel routes.

Detailed path widths, crossing treatments, verge layouts and interface treatments will be confirmed through subsequent OPW applications, informed by detailed engineering design, safety considerations and staged delivery requirements.

6.3.1 Trunk Connector Road Separated Cycle Track

A Separated Cycle Track is proposed along the Trunk Connector Road on the northern edge to provide a continuous and legible active travel connection through the Super Lot and is supported by a shared path on the southern edge west of Intersection 4.

The separated cycle track and shared path has been incorporated having regard to the intended function of the road, expected user types and the role of the corridor within the broader active transport network identified in the endorsed IMP.

Indicative arrangements allow for appropriate crossing treatments at intersecting local streets to support pedestrian and cyclist priority and maintain continuity of the shared path.

The specific path width, verge configuration and crossing treatments will be confirmed through subsequent OPW applications, informed by detailed engineering design, safety considerations and the staged delivery of the surrounding road network.

6.4 Car Parking

Car parking within Super Lot has been planned in accordance with the Greater Flagstone Development Scheme and relevant EDQ guidance.

On-street car parking is provided within the proposed road and street network consistent with EDQ's *Neighbourhood Planning and Design Guidance* (PDA Guideline No. 05). The indicative street layout allows for the provision of on-street parking along appropriate street frontages, integrated with pedestrian movement and access requirements.

The final extent and configuration of on-street and off-street parking will be confirmed through subsequent OPW applications, informed by detailed engineering design and staging considerations.



6.5 Development Servicing

The proposed road network has been planned to accommodate the servicing requirements associated with residential development, including waste collection, emergency access and delivery vehicles.

The adopted road hierarchy and indicative cross-sections are generally consistent with those identified in the endorsed IMP and allow for access by typical service vehicles appropriate to the proposed land uses.

Detailed swept path assessments, vehicle tracking and servicing arrangements will be confirmed through subsequent OPW applications, informed by detailed engineering design and relevant service authority requirements.

6.6 Summary of IMP Deviations

Table 6 summarises the Super Lot application deviations from the IMP.

Table 6 Summary of IMP Deviations

Matter	IMP	Proposed	Comment
Cross section	2 lane between RI012 and west of Neighbourhood 3A	4 lane between RI012 and west of Neighbourhood 3A	Per latest available model (Section 6.2).
Intersection Spacing	3 neighbourhood connections to Neighbourhood 3.	2 neighbourhood connections to Neighbourhood 3.	Improve intersection spacing on Flinders Lakes Drive from a minimum of approx.. 140 m to a minimum of 250 m which is more consistent with the EDQ design guidance.
Bus stops	2 x bus stop pairs on Flinders Drive between eastern Super Lot boundary and west of Neighbourhood 3A.	2 x bus stop pairs on Flinders Drive between eastern Super Lot boundary and west of Neighbourhood 3A.	Moved marginally based on intersection spacing and maximising catchment.
Cycle path	Bidirectional between eastern Super Lot boundary and west of Neighbourhood 3A.	Bidirectional between eastern Super Lot boundary and west of Neighbourhood 3A.	Consistent with IMP but deviates from typical trunk road cross section as identified in the DCOP technical report*.
Shared path	Shared path between eastern Super Lot boundary and west of Neighbourhood 3A.	None between eastern Super Lot boundary and west of Neighbourhood 3A.	To be included in adjacent park ROL i.e. outside of this Super Lot

*Greater Flagstone Priority Development Area Infrastructure Plan Background Report Appendix D: Technical Report, Figure 8-1



7.0 Recommended Transport Infrastructure Triggers

This section outlines a framework for the future consideration of transport infrastructure upgrades associated with the ongoing development of Flinders Lakes and surrounding land within the Greater Flagstone PDA in relation to the Super Lot ROL.

The purpose of the recommended triggers is to:

- Provide clarity regarding the circumstances under which future road network upgrades may be required;
- Ensure that infrastructure delivery remains aligned with development staging and traffic demand; and
- Avoid the premature delivery of infrastructure that is not required to support the Super Lot.

The triggers identified in this section are indicative only and are not intended to represent immediate infrastructure requirements arising from the Super Lot. The need for, timing of, and scope of any future upgrades will be confirmed through subsequent development applications, updated modelling and detailed design, as appropriate.

7.1 Midblock Upgrade – Flinders Lakes Drive

Purpose

To provide a framework for the future consideration of midblock upgrades to Flinders Lakes Drive, ensuring that the trunk road network continues to operate appropriately as development within Flinders Lakes and surrounding land progresses.

Design Trigger (Midblock)

Detailed engineering design for the upgrade of Flinders Lakes Drive between the NH3(C) boundary and the eastern extent of NH2 may be required to be prepared to the satisfaction of the Assessment Manager when traffic monitoring demonstrates that one or more of the following thresholds has been reached

- **Average Daily Traffic (ADT):**
Two-way traffic volumes exceed 15,000 vehicles per day, calculated as an average of volumes observed Monday to Friday (excluding public holidays); or
- **Peak Hour Traffic:**
One-way traffic volumes exceed 1,200 vehicles in any single hour in one direction.

These thresholds reflect the capacity guidance contained within EDQ Guideline No. 06 for a two-lane trunk road and allow for appropriate lead time for detailed design and delivery should an upgrade be required.

Construction Commencement

Where an upgrade to Flinders Lakes Drive is determined to be required following satisfaction of the design trigger, construction of the midblock upgrade is to commence within a timeframe agreed with the Assessment Manager, having regard to development staging and delivery sequencing.

Construction Completion

Practical completion of the midblock upgrade is to be achieved within a timeframe agreed with the Assessment Manager following commencement of construction.



Monitoring

Traffic monitoring to inform the assessment of the above triggers is to be undertaken on a regular annual basis, or at such other intervals as agreed with the Assessment Manager, using traffic survey data representative of typical weekday conditions.

7.2 Intersection Upgrades – Flinders Lakes Drive Access Intersections

Purpose

To provide a framework for the future consideration of upgrades to intersections along Flinders Lakes Drive that provide access to NH3, ensuring acceptable intersection performance is maintained as development within Flinders Lakes and surrounding land progresses.

Intersection Performance Trigger

Upgrades to the NH3A and NH3B access intersections with Flinders Lakes Drive may be required when traffic analysis demonstrates that the right-out movement at either intersection has deteriorated to Level of Service (LOS) E or worse during the relevant peak period.

This trigger recognises that intersection performance may be influenced by traffic generated by development within Flinders Lakes as well as surrounding land, and that the need for upgrades should be assessed in the context of overall network conditions at the time.

Assessment Methodology

Where assessment of intersection performance is required to inform the above trigger, analysis is to be undertaken using SIDRA Intersection, or an alternative methodology agreed with the Assessment Manager.

The assessment should:

- focus on the operational performance of the right-out movement;
- adopt traffic generation assumptions reflective of approved or committed development at the time of assessment; and
- be consistent with the Level of Service definitions applicable to urban out-of-centre, sign-controlled intersections.

Where median storage and two-stage movements are available, these may be considered as part of the analysis, subject to appropriate geometric provision.

Traffic generated by adjoining land that is subject to separate development approvals is to be considered in accordance with the relevant approval responsibilities applicable to that land.

Construction Commencement

Where an intersection upgrade is determined to be required following satisfaction of the performance trigger, construction of the upgrade is to commence within a timeframe agreed with the Assessment Manager, having regard to development staging and delivery sequencing.

Construction Completion

Practical completion of the intersection upgrade is to be achieved within a timeframe agreed with the Assessment Manager following commencement of construction.



Monitoring

Traffic surveys and intersection performance analysis to inform the above triggers are to be undertaken on a regular annual basis, or as part of any assessable reconfiguration of lot application, or at such other intervals as agreed with the Assessment Manager.



8.0 Summary & Conclusions

SLR has been engaged by Pacifiq to provide traffic engineering and transport planning advice in relation to the Flinders Lakes development, located within the Greater Flagstone Priority Development Area (PDA).

This advice relates specifically to the proposed Super Lot Reconfiguring of Lot (ROL) application within Precinct 1 of the approved Flinders Lakes Context Plan.

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

- The Super Lot represents an early stage of development within the broader Flinders Lakes site and does not rely on the ultimate build-out of the surrounding PDA road network to operate appropriately.
- Vehicular access to the Super Lot will be provided via Dairy Road, which connects to the external road network through the staged upgrade of Wyatt Road and the construction of a new rail overbridge across the Sydney–Brisbane rail corridor, the latter being the subject of separate Operational Works applications.
- The proposed movement network is consistent with the approved Flinders Lakes Context Plan and endorsed Movement Network Infrastructure Master Plan, including:
 - The road hierarchy and indicative number of traffic lanes informed by the latest available modelling;
 - The indicative cross-sectional design of roads and verges;
 - The location and form of road intersections;
 - Provision for future public transport infrastructure on higher-order routes;
 - Provision for active travel infrastructure; and
 - Provision for on-street car parking.
- A framework for the future consideration of midblock and intersection upgrades along Flinders Lakes Drive has been identified, with triggers linked to traffic demand and intersection performance. These triggers are indicative only.

On this basis, it is concluded that the proposed Super Lot Reconfiguring of Lot can be supported from a traffic and transport perspective, subject to detailed design and future infrastructure delivery being addressed through subsequent development applications and Operational Works approvals, as required.



9.0 RPEQ Certification

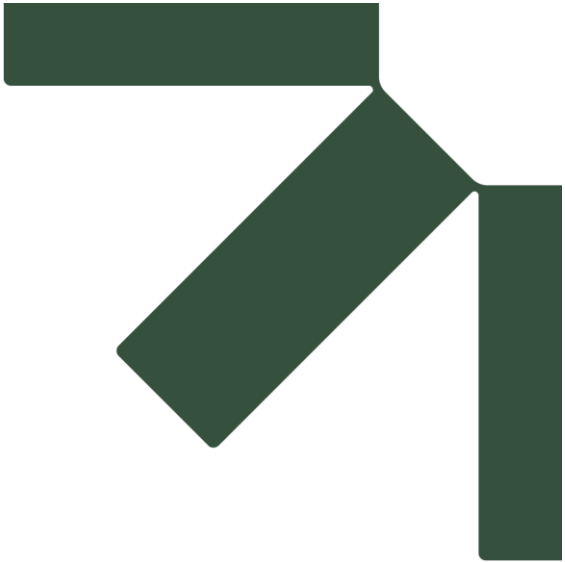
This traffic assessment and report has been prepared under the direction of a Registered Professional Engineer of Queensland (**RPEQ**) who is experienced in traffic engineering and transport planning. The report is endorsed by that RPEQ accordingly.

Yours sincerely

A handwritten signature in black ink, appearing to read 'K Stone', with a stylized flourish above the name.

Kris Stone
Principal – Transport Advisory
RPEQ No. 24687





Appendix A Plans of Development

Flinders Lakes – Super Lot – Reconfiguration of Lot

Transport Impact Statement

Pacifiq Pty Ltd

SLR Project No.: 620.041435.00001

12 February 2026

FLINDERS LAKES

MANAGEMENT LOTS AND STAGED ROAD RESERVE PLAN

PLAN REF: **AU416385 – 27**
Rev No: **A**
DATE: 11 FEBRUARY 2026
CLIENT: PACIFIQ
DRAWN BY: MM/ SE
CHECKED BY: CC

Legend

- Site Boundary
- Proposed Management Lots
- Staged Road Reserve
- EPBC Line

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.

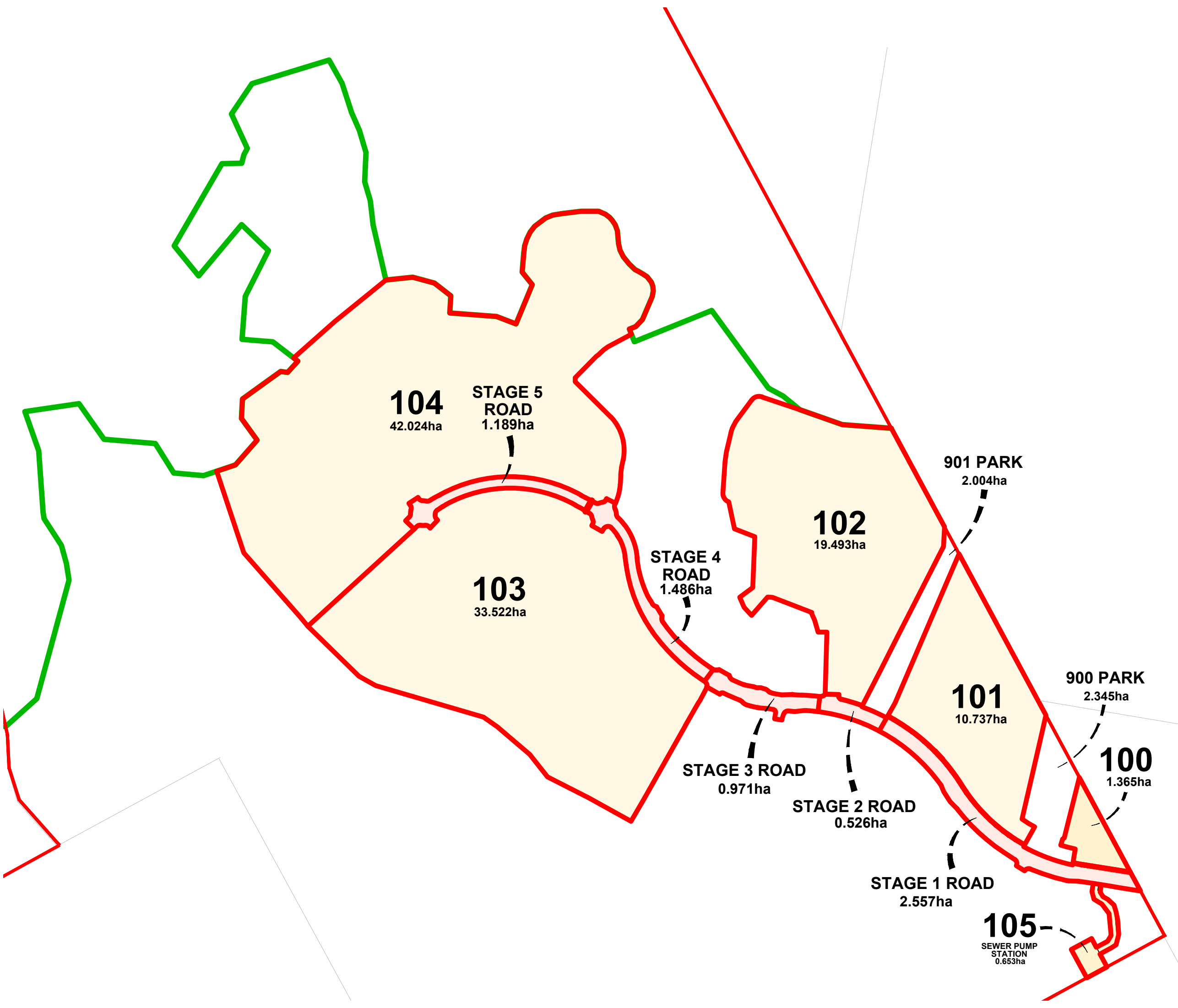
Source Information:
Site boundaries: RPS Survey.
Adjoining Information: RPS Survey.
Proposed Road Reserve Boundaries: MUS Engineers.
Environment constraints: Saunders Havill.

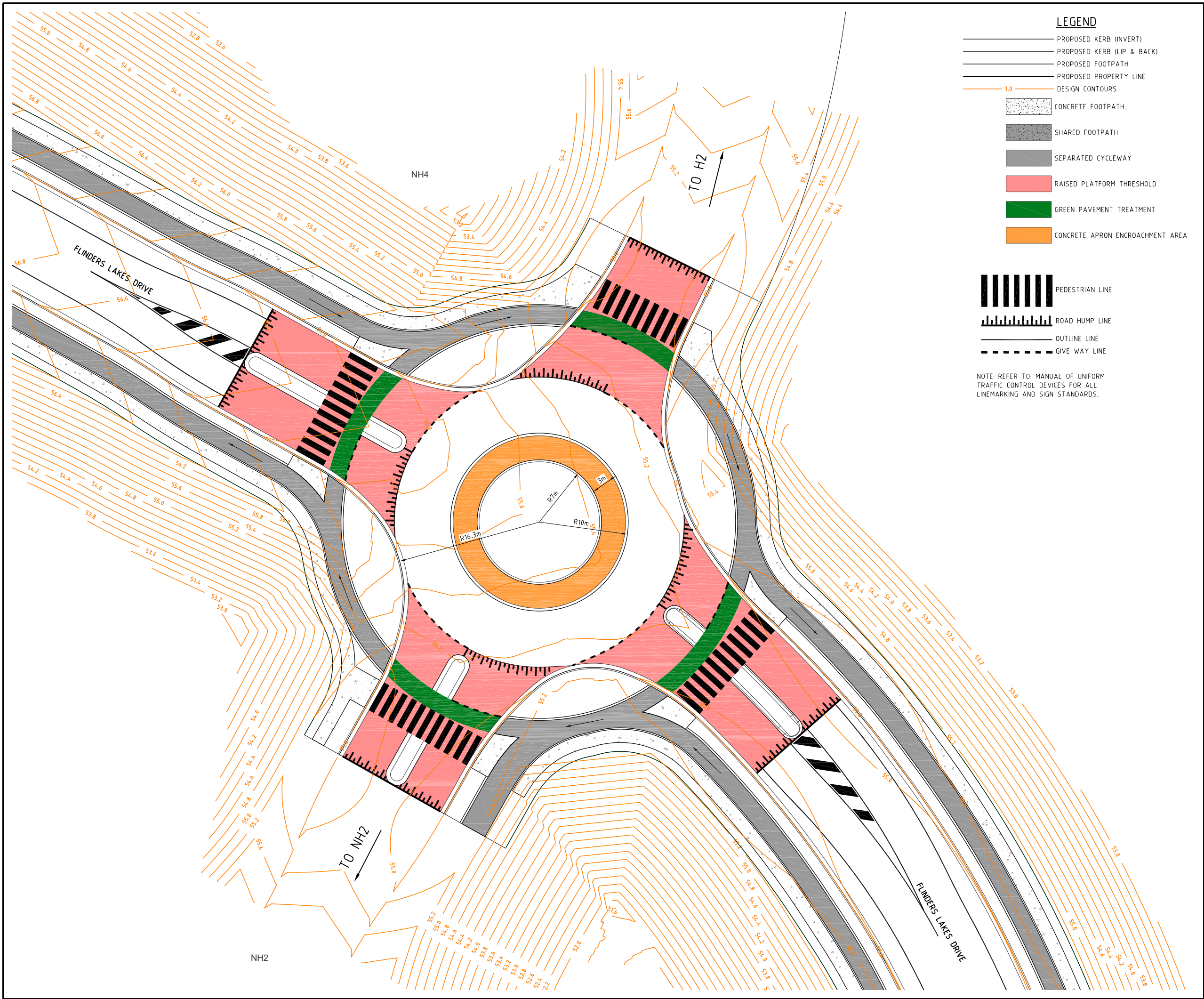


URBAN DESIGN
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PO Box 1559
Fortitude Valley QLD 4006
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W rpsgroup.com



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LEGEND

- PROPOSED KERB (INVERT)
- PROPOSED KERB (LIP & BACK)
- PROPOSED FOOTPATH
- PROPOSED PROPERTY LINE
- DESIGN CONTOURS
- CONCRETE FOOTPATH
- SHARED FOOTPATH
- SEPARATED CYCLEWAY
- RAISED PLATFORM THRESHOLD
- GREEN PAVEMENT TREATMENT
- CONCRETE APRON ENCROACHMENT AREA
- PEDESTRIAN LINE
- ROAD HUMPS LINE
- OUTLINE LINE
- GIVE WAY LINE

NOTE: REFER TO: MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR ALL LINEMARKING AND SIGN STANDARDS.

PROJECT NAME

FLINDERS LAKES

SUPER LOTS

RP DESCRIPTION
Lot3 ON S311896
LOCALITY OF FLINDERS LAKES
LOCAL AUTHORITY - LOGAN CITY COUNCIL

CLIENT

PACIFIQ

NORTH

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saunders havill group

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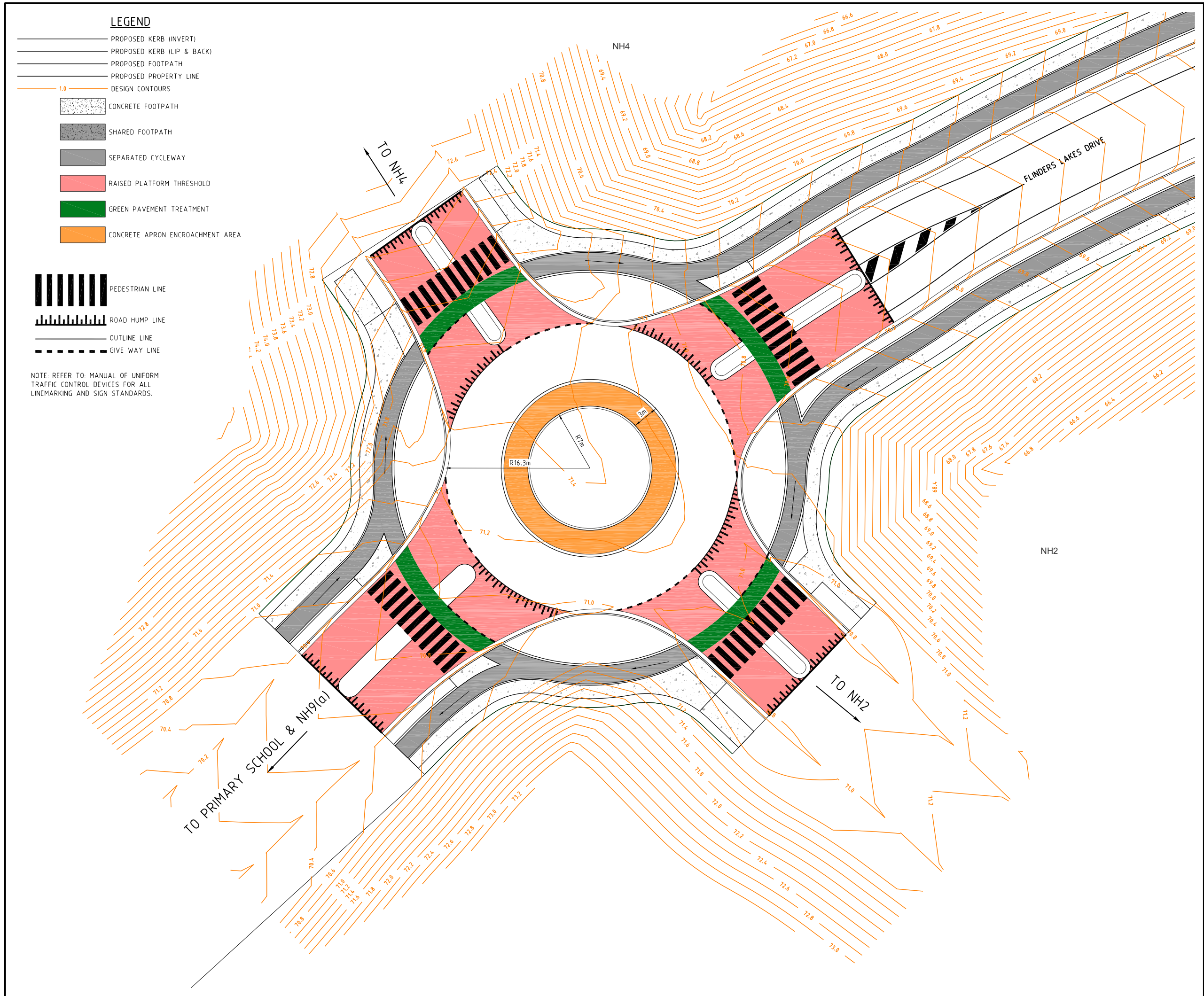
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FLINDERS LAKES

SUPER LOTS

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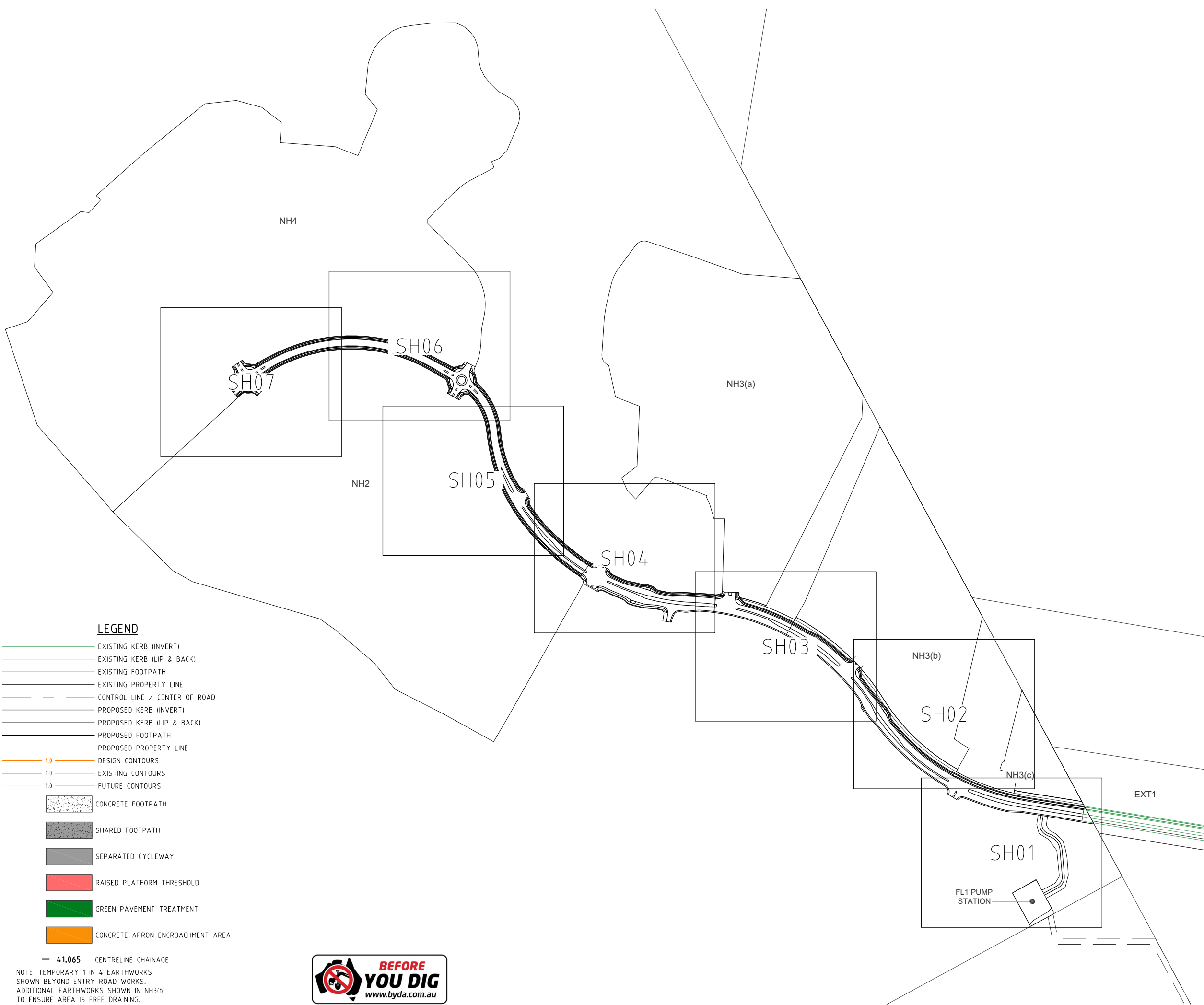
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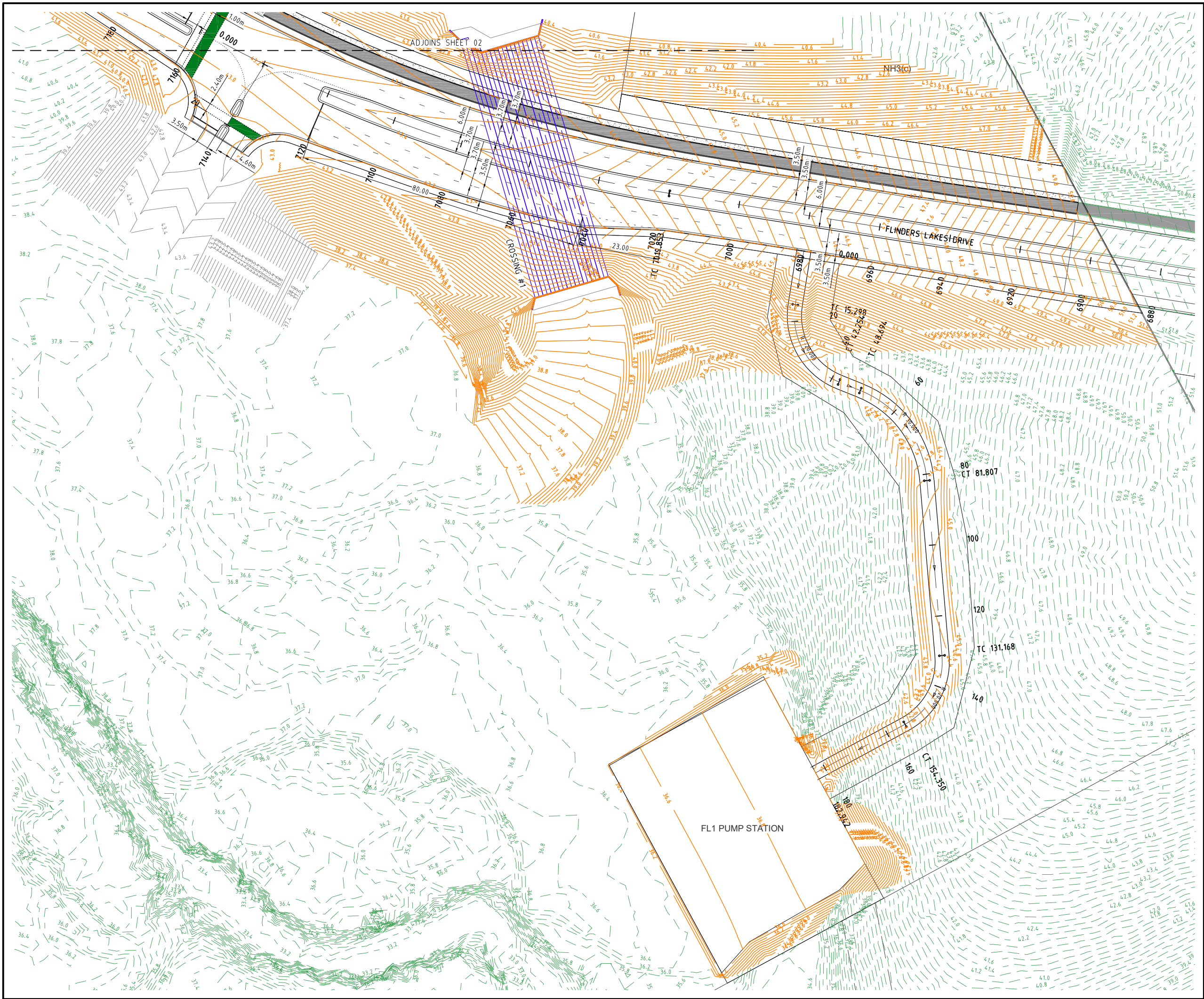
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SIGNATURE *John Harrison* PPEQ23873 DATE 03-07-19

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PROJECT NAME



SUPER LOTS

RP DESCRIPTION
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LOCALITY OF FLINDERS LAKES
LOCAL AUTHORITY - LOGAN CITY COUNCIL

CLIENT

PACIFIQ



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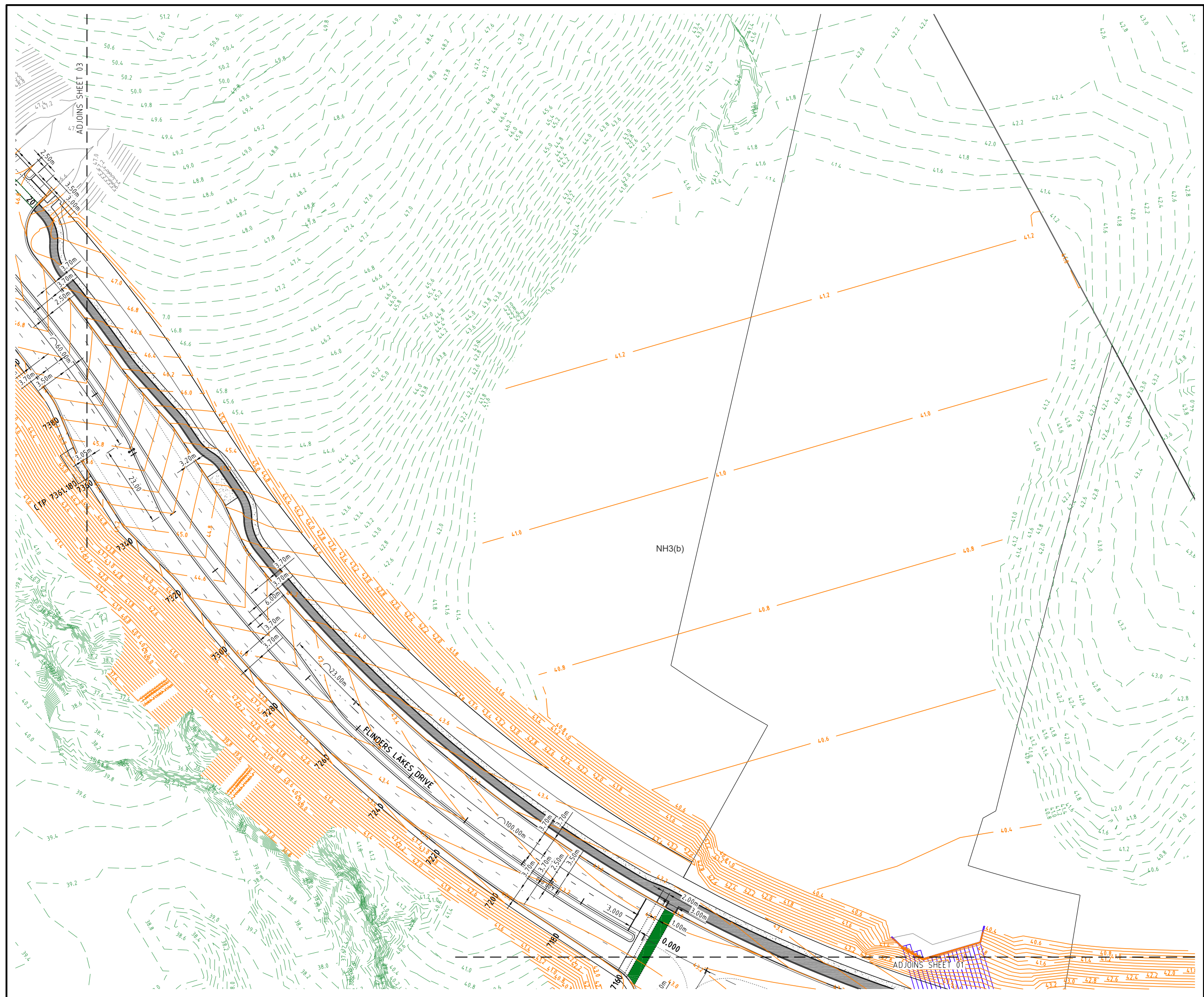
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SUPER LOTS

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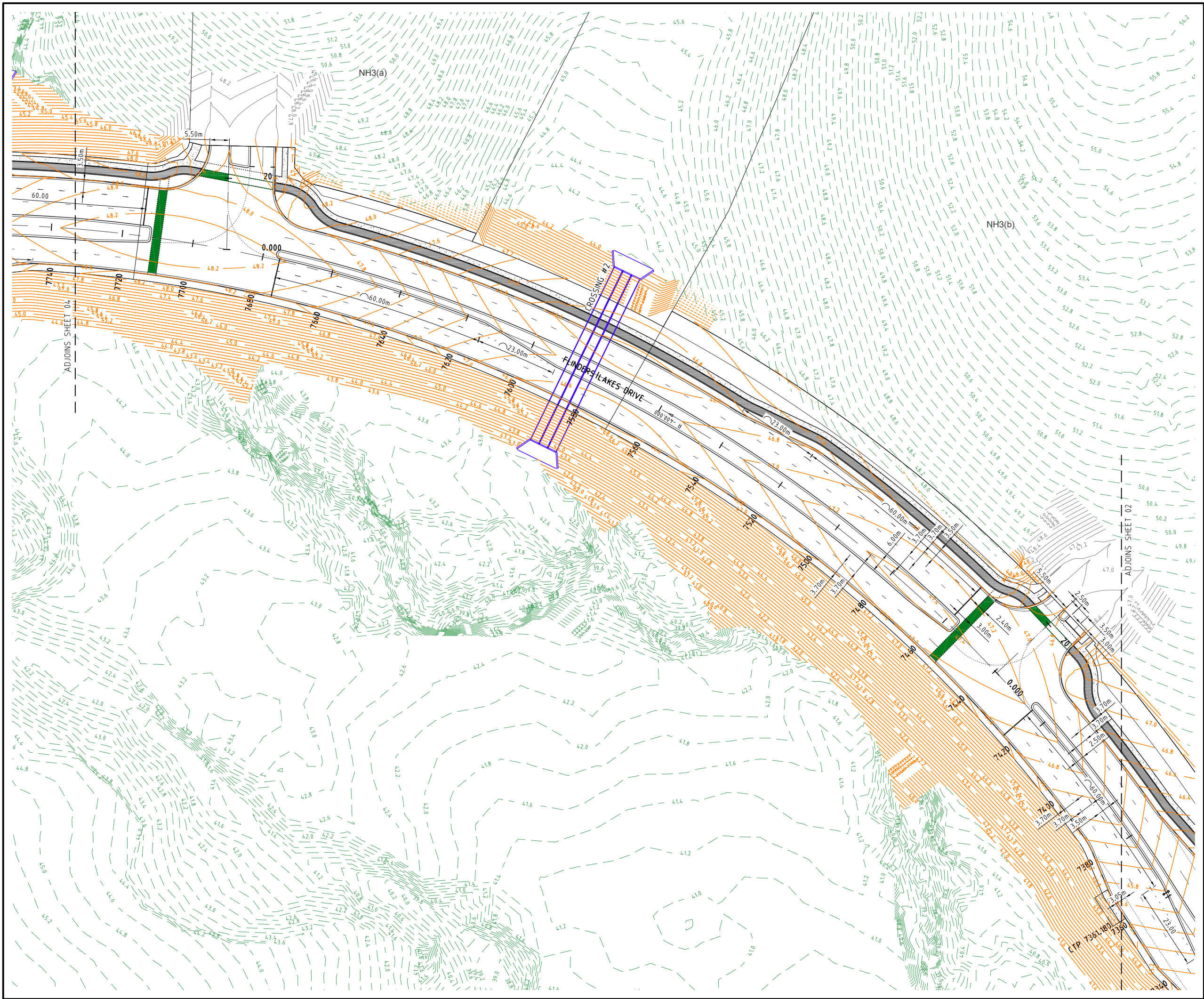
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SUPER LOTS

RP DESCRIPTION
Lot3 ON S31896
LOCALITY OF FLINDERS LAKES
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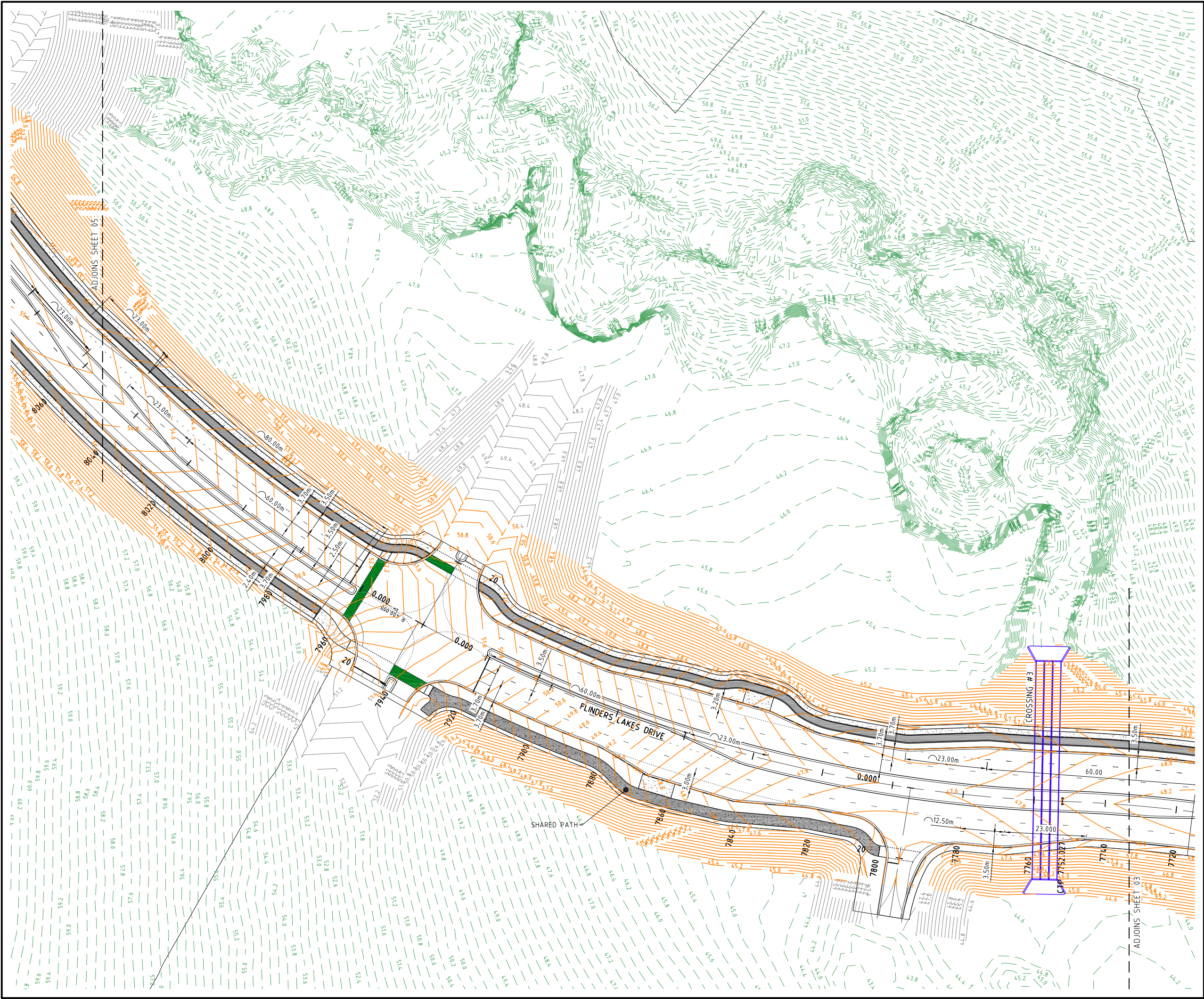
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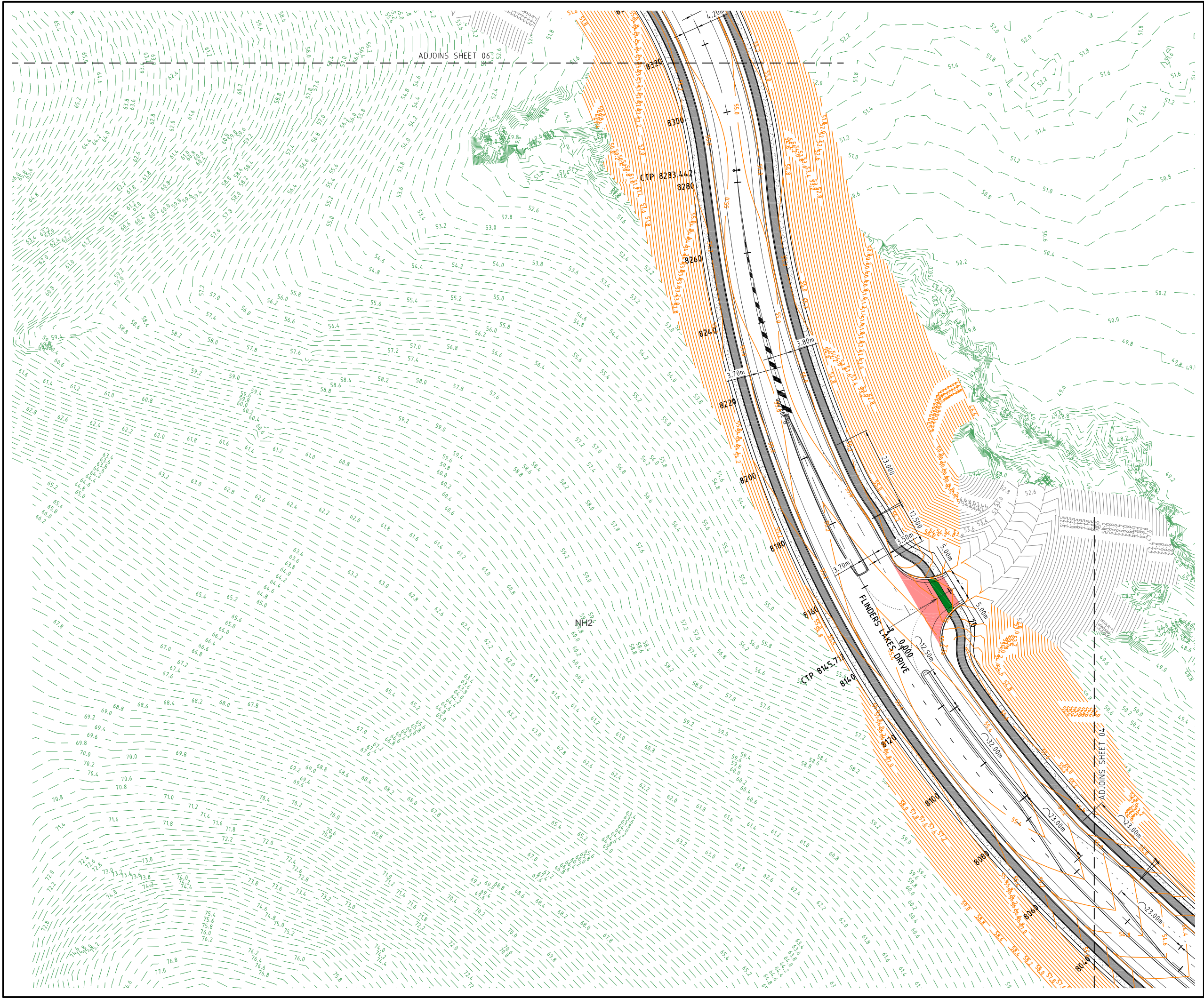
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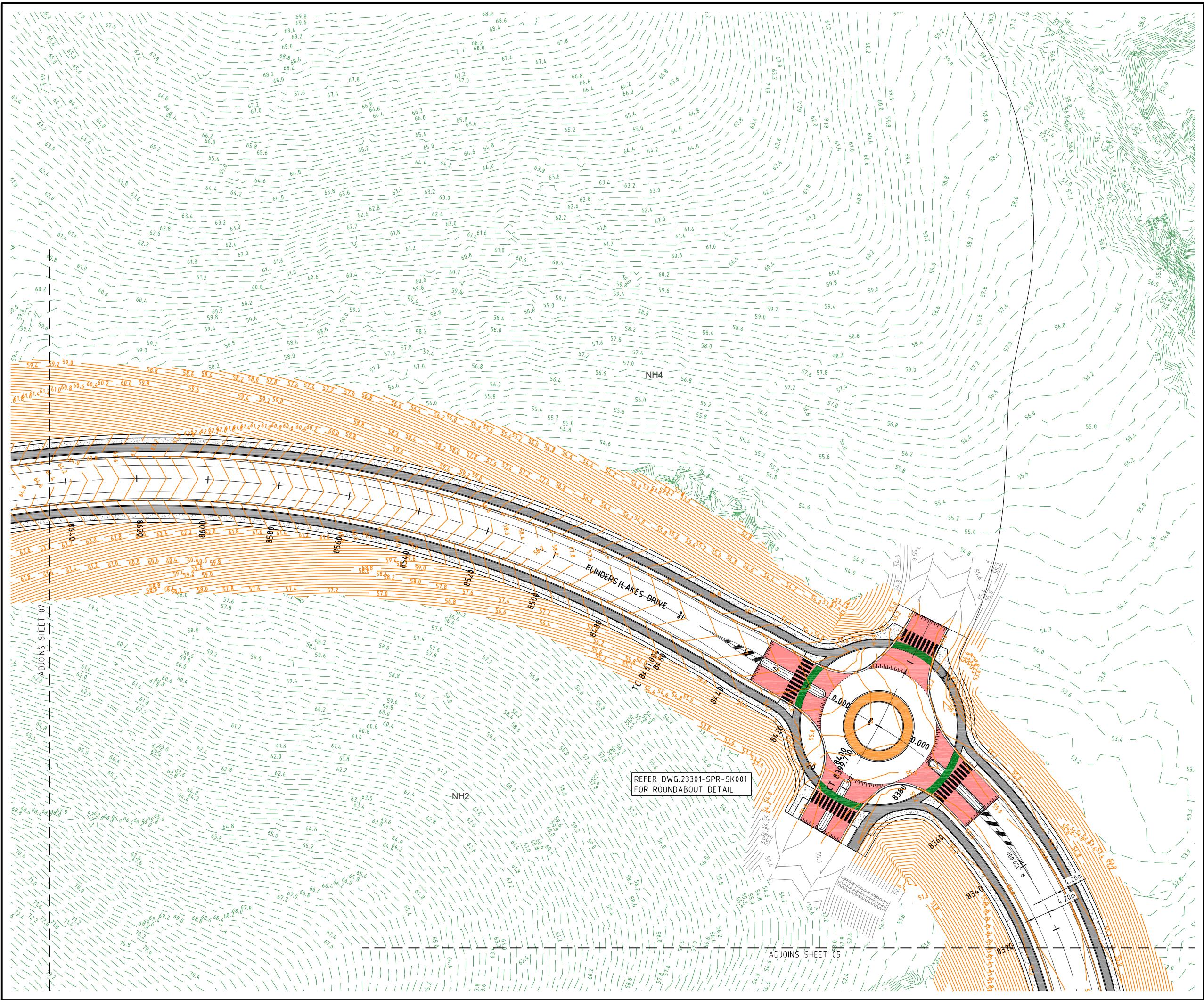
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SUPER LOTS

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LOCALITY OF FLINDERS LAKES
LOCAL AUTHORITY - LOGAN CITY COUNCIL

CLIENT

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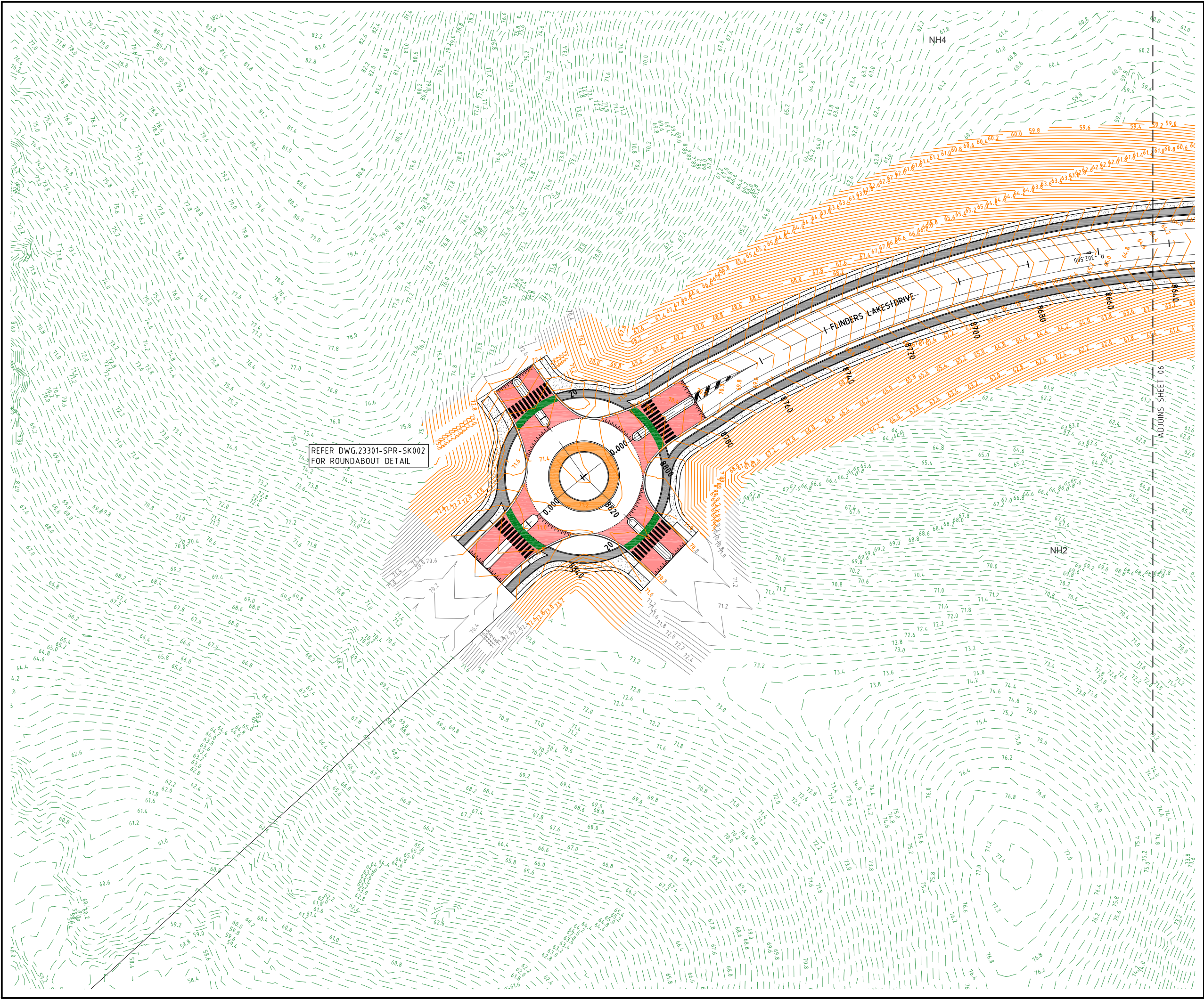
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PROJECT NAME



SUPER LOTS

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LOCALITY OF FLINDERS LAKES
LOCAL AUTHORITY - LOGAN CITY COUNCIL

CLIENT

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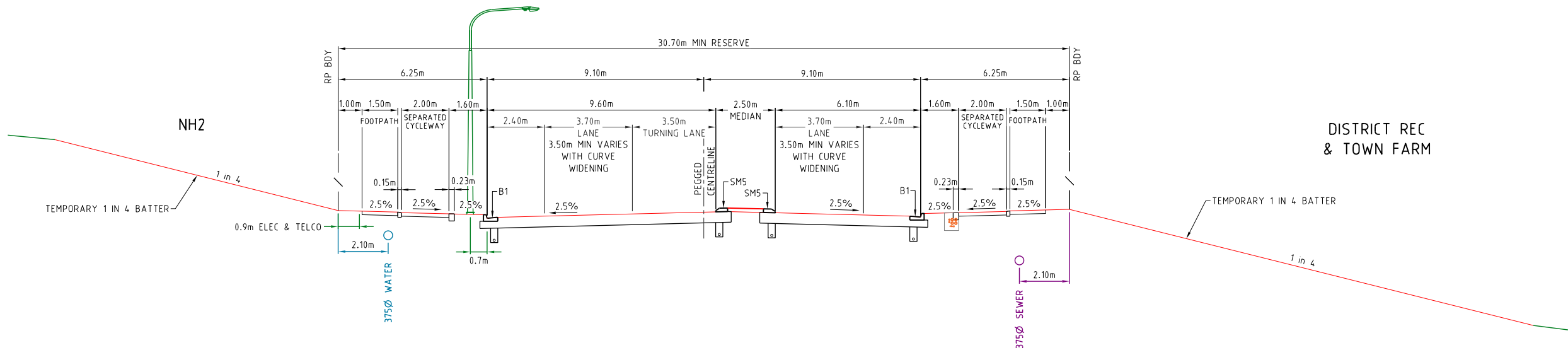
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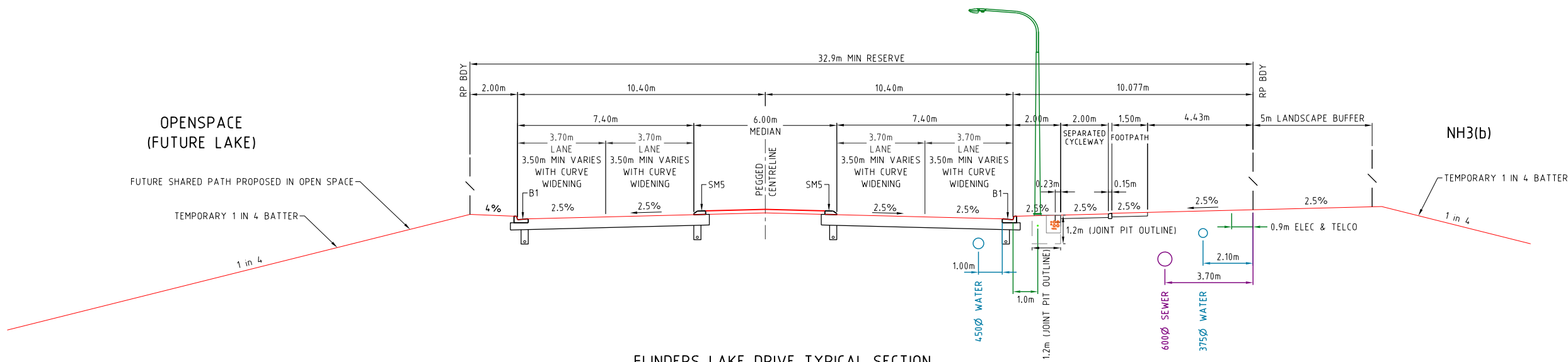
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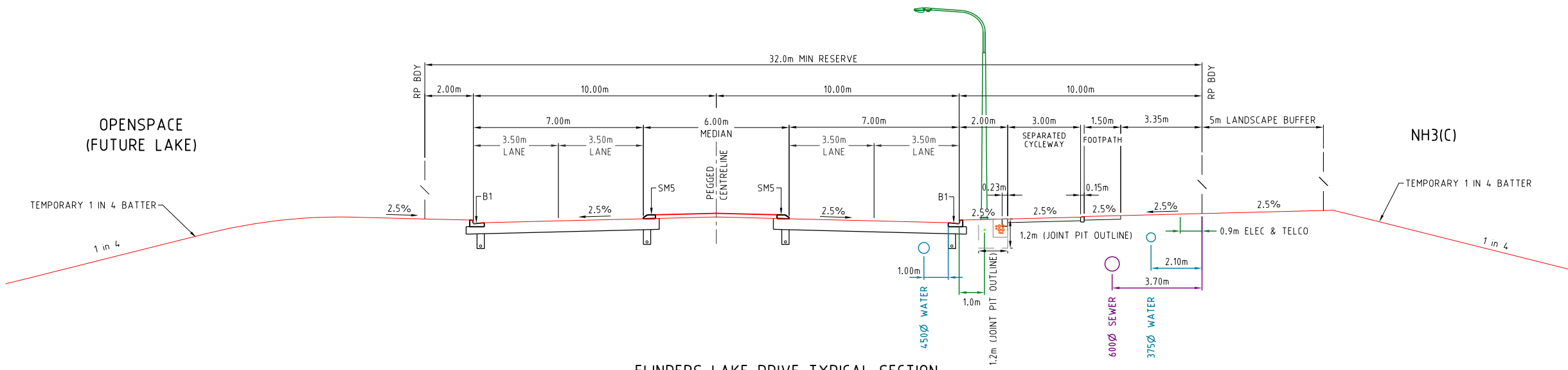
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FLINDERS LAKE DRIVE TYPICAL SECTION 3
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SCALE 1:100 - A1 (A3 - 1:200)



FLINDERS LAKE DRIVE TYPICAL SECTION
(APPROX CH 7300)
SCALE 1:100 - A1 (1:200 - A3)



FLINDERS LAKE DRIVE TYPICAL SECTION
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SCALE 1:100 - A1 (1:200 - A3)

PROJECT NAME

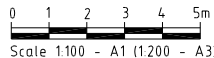


SUPER LOTS

RP DESCRIPTION
Lot3 ON S311896
LOCALITY OF FLINDERS LAKES
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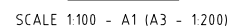
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APPROVED JOHN HARRISON	DESIGNED PP	DRAWN CB
SIGNATURE	PROJECT 23873	DATE 03-07-19

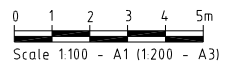
DRAWING NUMBER	REV
23301-SPR-SK012	B



RP DESCRIPTION
Lot3 ON S311896
LOCALITY OF FLINDERS LAKES
LOCAL AUTHORITY - LOGAN CITY COUNCIL

CLIENT

PACIFIQ



A	04-02-26	TEAM ISSUE	EP
REV	DATE	DESCRIPTION	INT

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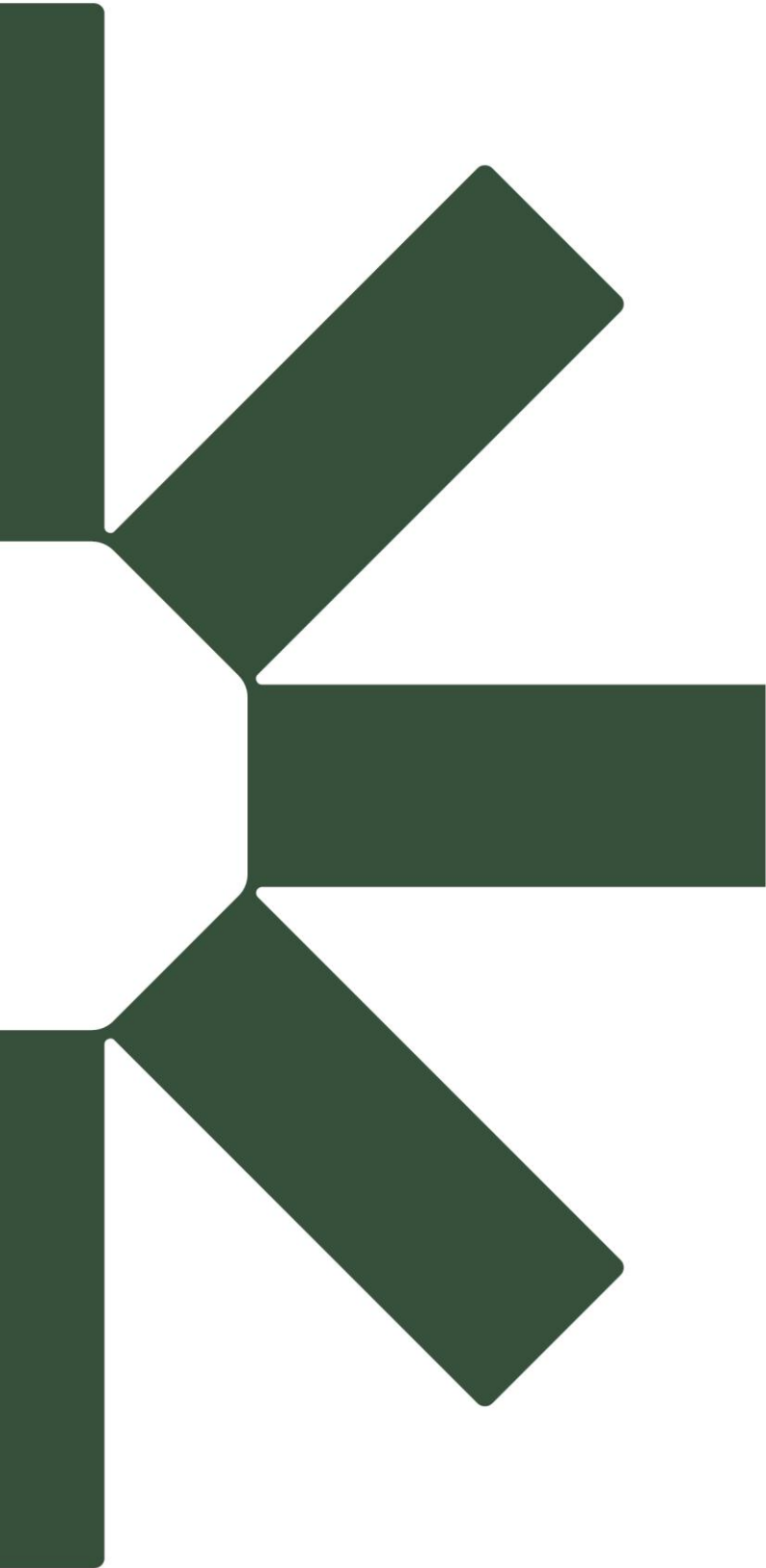
CONCEPT
ROADWORKS
TYPICAL SECTIONS
SHEET 02



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SIGNATURE 	RPEQ23873	DATE 03-07-19

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