

Issue History

File Name	Prepared	Reviewed	Issued	Date	Issued to
P7052.001T North Harbour Marina – 200 Lot Development Assessment	E. Secondes	M. Kimmins	E. Secondes	01/07/2025	Michael McErlean and Bryan Finney via email
P7052.002T North Harbour PDA Precinct 1 Transport Assessment	E. Secondes	M. Kimmins A. Eke	A. Eke	05/08/2025	Michael McErlean and Bryan Finney via email
P7052.003T North Harbour Precinct 1 Transport Assessment	E. Secondes	M. Kimmins	E. Secondes	25/09/2025	Michael McErlean and Bryan Finney via email
P7052.004T North Harbour PDA Precinct 1 Transport Assessment	E. Secondes / B. Campbell	A. Eke <i>RPEQ (19186)</i>	A. Eke	27/01/2026	Michael McErlean and Bryan Finney via email michael@northharbour.com.au bryan@northharbour.com.au

North Harbour PDA – Precinct 1 Residential Development – Transport Assessment

Technical Note

1. Background

In July 2025, Economic Development Queensland (EDQ) declared the North Harbour Priority Development Area (PDA). The PDA includes 421 hectares and is an extension of the established North Harbour development to the west that includes existing residential estates and employment lands currently under development. The North Harbour PDA includes an initial development area, Precinct 1: Residential, which is identified for immediate housing delivery, while Precinct 2: Investigation Area, is set aside for further study to determine its future development. **Attachment 1** provides excerpts from EDQ's PDA with respect to Precinct 1 which is the focus of this assessment. As part of the PDA, Precinct 1 Residential Area connects to the existing established area of Farry Road to the south. Bitzios Consulting has been commissioned to review the Precinct 1 Residential road network and potential traffic impacts associated with this initial land release. In particular, the key focus of this assessment is to review the initial traffic impacts associated with Precinct 1 on Farry Road as well as its configuration with respect to the ultimate connection to North Harbour in the future.

Figure 1.1 below details an excerpt from the North Harbour PDA declaration for Precinct 1 and proposed lot layout prepared by Place Design Group comprising of 247 residential lots (Development Concept Plans are provided in **Attachment 2**).

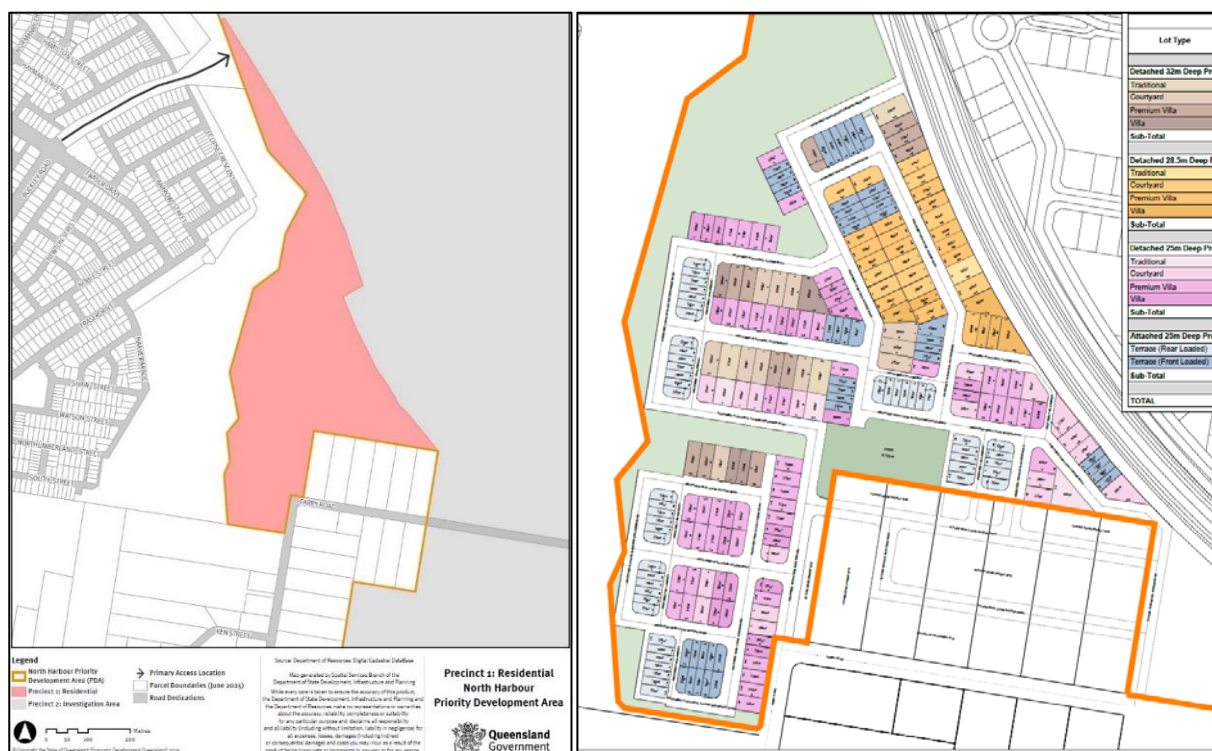


Figure 1.1: North Harbour Precinct 1 Location and Lot Layout

2. EDQ Information Request

This report has been amended in response to the Information Request (IR) issued by EDQ dated (ref: DEV2025/1706). Following receipt of the IR, a meeting was held with EDQ on Wednesday 26th November 2025 to discuss the items as detailed in the meeting minutes included in **Attachment 3**. This report specifically responds to Item 4 of the minutes including:

- Review of the operations and safety aspects attributed to the connection to Farry Road
- Identifying any works deemed necessary to address the increase in traffic on Farry Road
- Review of public transport facilities with respect to the Precinct 1 in the context of the existing surrounding residential catchment and ultimate public transport objectives for the North Harbour PDA
- Providing a concept layout for the connection to Farry Road.

3. Internal Road Layout Review

The proposed concept plan for Precinct 1 directly supports the PDA's objectives for housing mix, density, and access. The proposed road internal layout is consistent with the PDA objectives by ensuring the primary access will ultimately be via Buckley Road to the west as shown in Figure 1.1, with only a minor secondary access via Farry Road servicing the immediate development area. The intention is therefore to provide a connection for network permeability, but not to promote a through road link via Farry Road to North Harbour.

The proposed road network and hierarchy as shown in Figure 3.1 provides connectivity to Farry Road up front while also providing future opportunities to allow for a level of traffic permeability and access to future stages and road linkages associated with the North Harbour PDA in the future. A review of Farry Road has been undertaken in Section 3.1.

The local access road alignment will service the residential subdivision through predominantly 16.5m wide local access streets consistent with City of Moreton Bay's (Council's) requirements. Some road sections that are single loaded with green space on the opposing side of the road are provided with 14.5m road reserves. In addition, the lot mix incorporates attached (terrace) lots which include front and rear loaded laneways with 7.0m road reserves.

Figure 3.1 shows the proposed road hierarchy and cross sections that are in line with Council's requirements and include a logical arrangement and alignment to accommodate the precinct related traffic demands associated with the proposed yields. While a through road connection can be provided, the road layout combined with the proposed cross sections intentionally do not promote this route. As a result, through traffic beyond that within the Precinct 1 subdivision and immediate surrounds on Farry Road would not be expected to utilise this route.

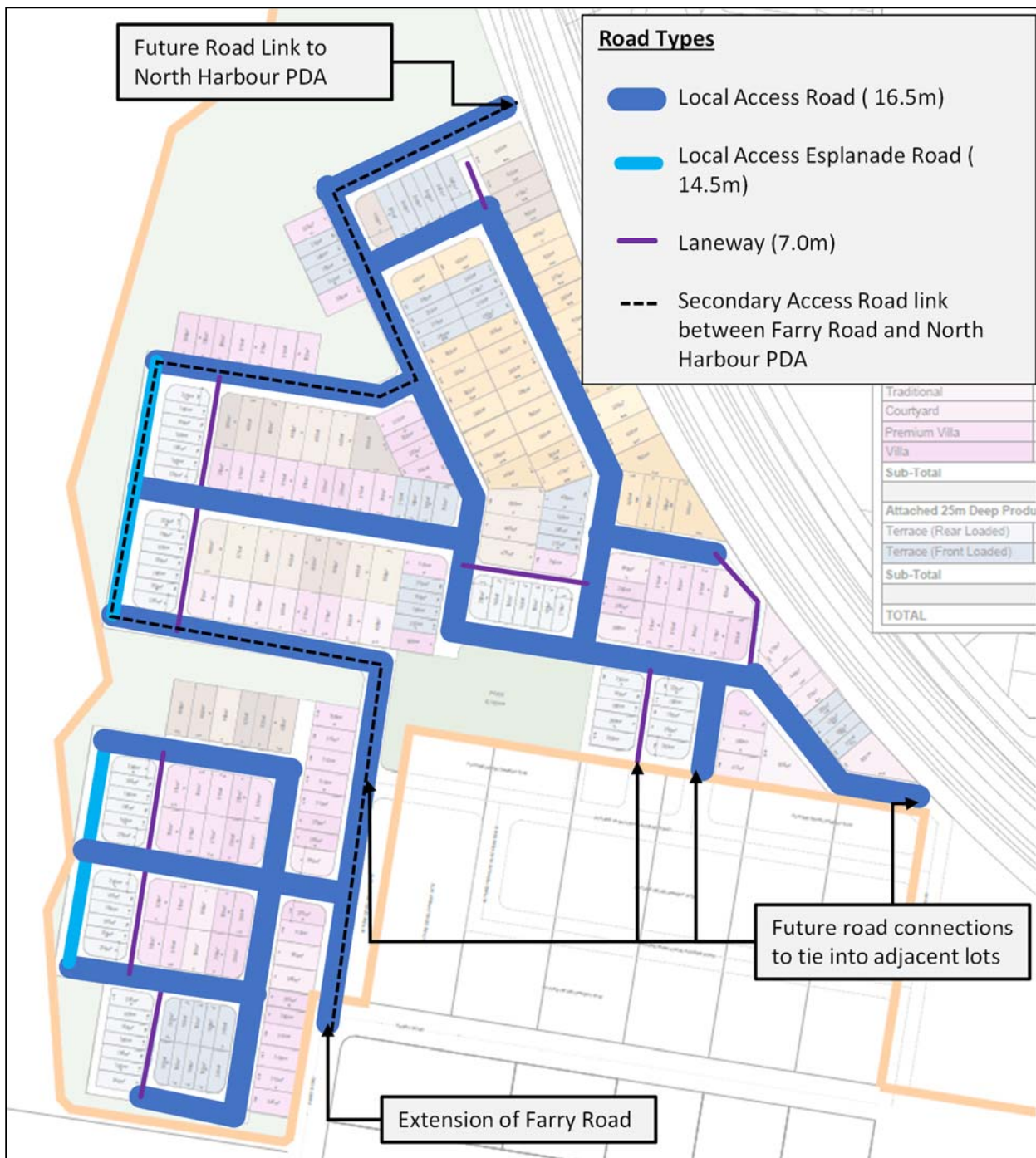


Figure 3.1: Precinct 1 Residential Road Hierarchy

3.1 Farry Road Review

The modelling results detailed in Section 5 indicate that Farry Road is estimated to carry a total of 191 vehicles during the AM peak and 156 vehicles during the PM peak with the Precinct 1 development. These volumes are considered relatively low for both peak periods. According to TMR's Volume Capacity Ratio Technical Guide, a paved road wider than 4.5 metres can accommodate up to 700 Passenger Car Equivalents (PCE) per hour (two-way total). This is significantly higher than the estimated traffic volumes on Farry Road with the Precinct 1 development. The Farry Road pavement width has been reviewed as shown in Figure 3.2.



Figure 3.2: Farry Road Pavement Width

Based on Council's road cross section requirements as per *Integrated Design – Appendix A*, Farry Road is generally in the form of a "Rural Residential" road type which requires a minimum 7.0m carriage way. As such, it is recommended that the narrow sections of Farry Road are upgraded to provide a minimum 7.0m pavement width. This includes two specific sections from Cobb Road to the Precinct 1 location, totalling a length of 264m.

While some sections of Farry Road do not include kerb and channel, adequate pavement width is provided and as such is considered adequate from a traffic carrying perspective given the Rural Residential nature of the area and low kerbside parking demands. Therefore, it is our view that any need to provide kerb and channel on both sides for the full length Farry Road would be related to civil / stormwater design considerations and not attributed to a road capacity, operations or safety perspective.

3.1.1 Crash Review

TMR open-source data was used to source crash details in proximity to Farry Road. The data shows there has been only one crash in proximity to Farry Road in the most recent five years of data. The relevant details of the crash are summarised in Table 3.1.

Table 3.1: Farry Road Crash Data

Year	Location	DCA	Description	Severity
2021	Farry Road	704	Right off Cway Hit Object	Hospitalisation

Based on the limited number of crashes in proximity to Farry Road, there are not considered to be any inherent crash trends. As such, the low number of traffic volumes predicted on Farry Road are not anticipated to adversely impact safety or exacerbate any existing safety issues. On this basis, the existing configuration of Farry Road with the addition of the localised road widening at the northern extent is deemed appropriate to service Precinct 1.

3.1.2 Farry Road Extension Concept

A concept plan has been prepared of the proposed connection to Farry Road and is included at **Attachment 5**. This intersection concept includes the following aspects:

- Widening of Farry Road pavement to the south of the new intersection
- Centreline and line marking transitions to align and extend Farry Road north into the new road reserve extension
- Rollover kerb on the eastern side of Farry Road to match existing provisions (to be confirmed by civil engineering requirements)
- 8.0m wide road pavement and 16.5m wide road reserve cross section in accordance with Council's *Integrated Design – Appendix A* requirements.
- Priority-controlled (give way) linemarking and signage for the minor road (east approach).

3.2 Alternative Transport Considerations

3.2.1 Public Transport Considerations

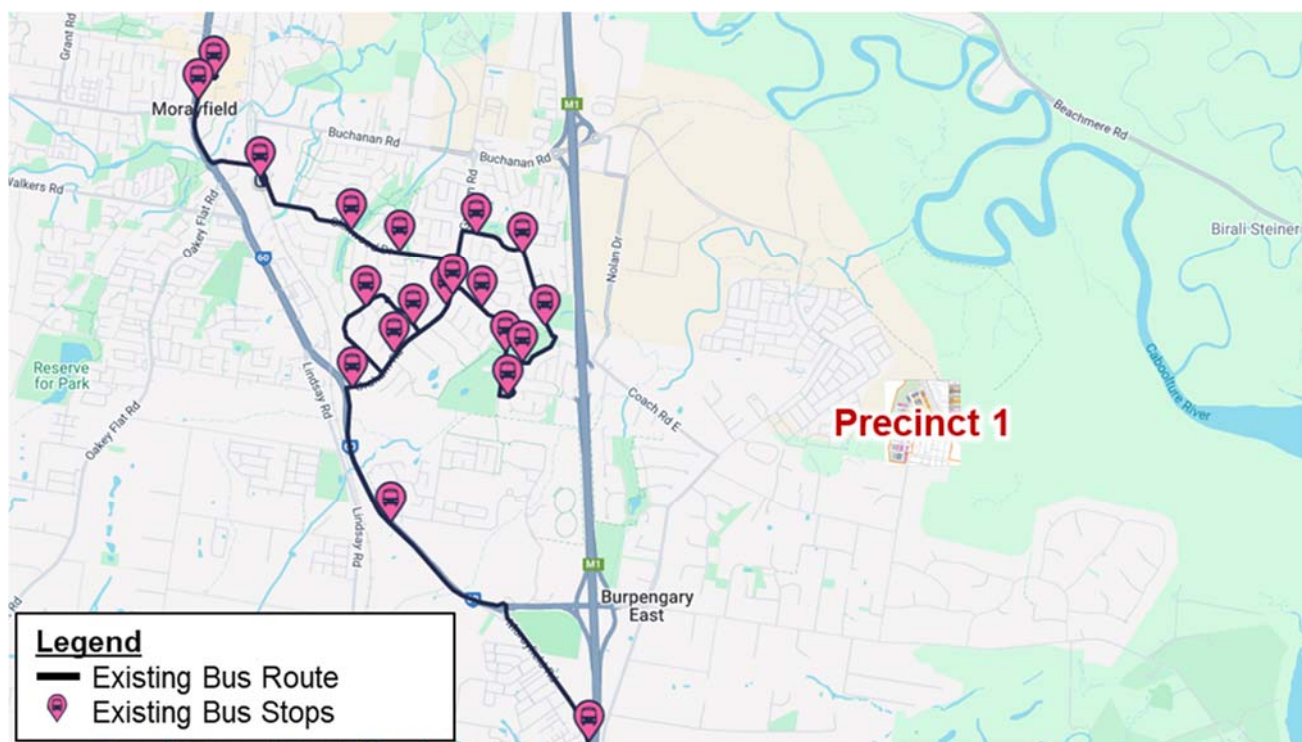
Figure 3.3 illustrates the public transport infrastructure in proximity to Precinct 1. As shown, there are currently no public transport services or stops within the vicinity of Precinct 1. East of the Bruce Highway, the existing surrounding catchment is serviced by six school bus services which access Farry Road, Cobb Road and Uhlmann Road. These include:

- Route 7058
- Route 7026
- Route 7034
- Route 7039
- Route 7046
- Route 7017.

Precinct 1 provides 247 dwellings which accounts for a small portion of the broader Burpengary East area and is not considered to generate a significant amount of public transport demand to warrant public transport provisions at this stage when compared to the existing catchment.

It is understood Kangaroo Bus lines are currently in discussion with Translink for public transport access. The future bus routes that will service the area are expected to have potential connections via the proposed North Harbour Boulevard extension.

While Precinct 1 on its own doesn't warrant new bus routes or facilities to be installed, it is expected that the greater North Harbour PDA will incorporate detailed public transport facilities planning. This is also expected to include servicing and integration with the existing established areas surrounding the PDA.



Translink (Edited by Bitzios)

Figure 3.3: Existing Public Transport Facilities

3.2.2 Active Transport Considerations

The existing rural residential area does not provide formal footpaths to service the residential catchment. Farry Road does however include around 330m of pathway on one side of the road at the southern extent connecting to Uhlmann Road. This pathway services only a minor section of Farry Road's existing catchment (approximately 30%). Given the existing rural context of the area and scale of the proposed Precinct 1, we are of the view that additional pathway extensions along Farry Road are not required as the stage.

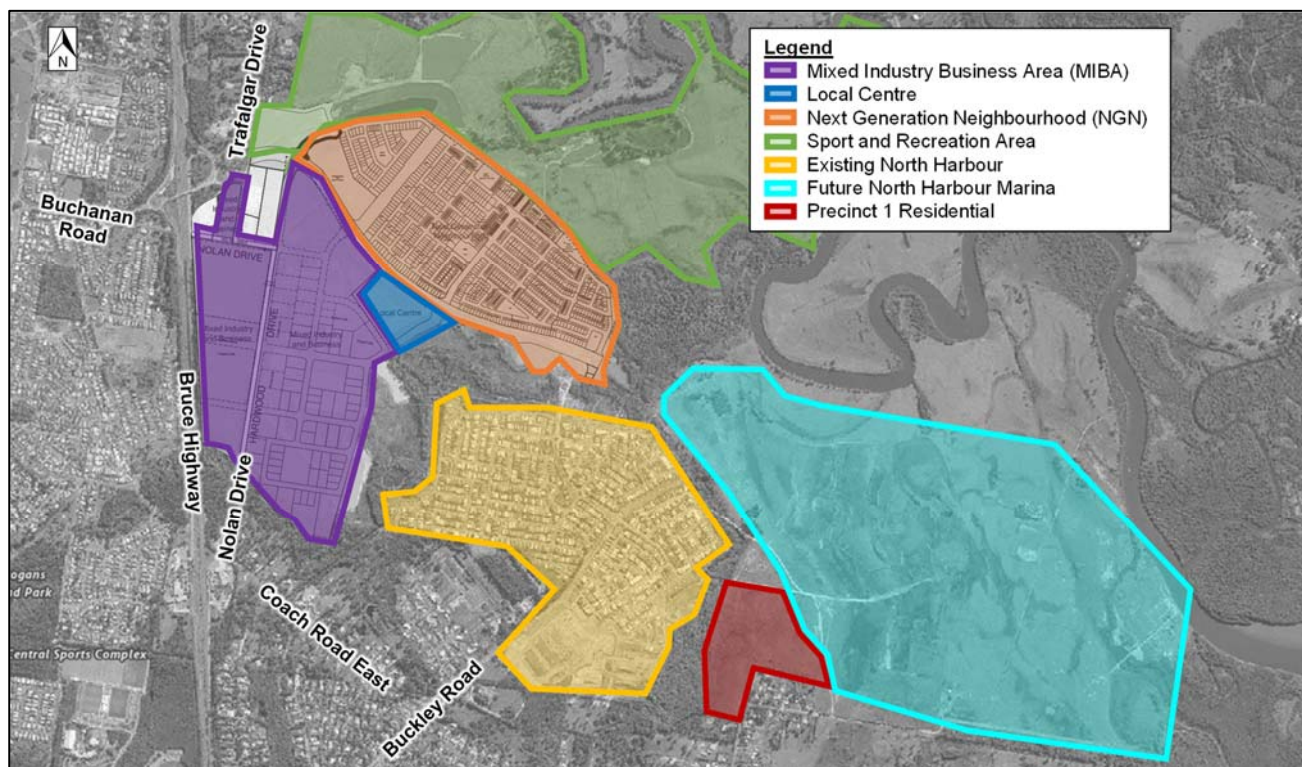
Ultimately as part of the North Harbour Marina PDA, it is expected that walk and cycle trips will be generated to travel between Farry Road and the marina precinct to the north. Any connections or extensions of pathway along Farry Road and existing residential areas to the south will be developed as part of future planning for the PDA.

The proposed internal road hierarchy includes local access roads and a collector esplanade road as identified in Figure 3.1. Based on Council's *Integrated Design for Streets, Roads & Utilities*, these roads are expected to have a minimum 1.5m wide footpath on one side of the carriageway. In the future these footpaths will connect to the proposed North Harbour Boulevard extension to the north as part of the North Harbour PDA.

4. External Road Impacts of Precinct 1

4.1 Traffic Impact

The following assessment focuses on the traffic impacts associated with the Precinct 1 development area on Farry Road **prior to the establishment and incorporation of North Harbour**. Bitzios Consulting has previously developed an Aimsun microsimulation traffic model to investigate the staged development of the North Harbour employment and residential precincts. This model includes Buchanan Road interchange in the north and Uhlmann Road interchange in the south. This model has been used to assess the Precinct 1 residential development located on Farry Road. The precincts of the North Harbour development including the proposed Precinct 1 are shown in Figure 4.1 below.



Background map taken from Nearmap (Edited by Bitzios)

Figure 4.1: North Harbour Precincts

4.2 Modelling Methodology

The North Harbour Aimsun model has been reviewed and updated to estimate the traffic generated by Precinct 1, assuming no connection to the future North Harbour Boulevard Extension. The updated model was then run to assess the network impacts, and a variety of network statistics, including delays and intersection outputs, were extracted for analysis.

4.3 Assessment Time Periods

The models have been assessed for the following AM and PM peak periods:

- AM Peak model | 0700-0900 (0800-0900 peak hour)
- PM Peak model | 1600-1800 (1600-1700 peak hour).

4.4 Traffic Demands

The assumed generated trip rates and resulting peak hour trips are shown in Table 4.1, which are consistent with the previous modelling.

Table 4.1: Development Generated Trips

Land Use	Yield	AM Peak		PM Peak	
		Trip Rate	Trips	Trip Rate	Trips
Low Density Residential	153	0.71 trips / dwelling	108.6	0.71 trips / dwelling	108.6
Attached Dwelling	94	0.5 trips / dwelling	47	0.5 trips / dwelling	47
TOTAL	247	-	156	-	156

Table 4.2 summarises the adopted internalisation and externalisation of trips for Precinct 1 which are consistent with the previous modelling for North Harbour.

Table 4.2: Trip Assumptions

Land Use	External	Internal
Residential	80%	20%

Table 4.3 summarises the adopted directional splits for the Precinct 1 which are also consistent with the previous modelling for North Harbour.

Table 4.3: Directional Splits

Land Use	AM Inbound	AM Outbound	PM Inbound	PM Outbound
Low Density Residential	80%	20%	65%	35%

Table 4.4 summarises the Precinct 1's estimated traffic generation.

Table 4.4: Estimated Precinct 1 Traffic Generation

AM Peak (Trips)				PM Peak (Trips)			
In		Out		In		Out	
External	Internal	External	Internal	External	Internal	External	Internal
28	7	112	28	91	23	49	12

4.5 Modelling Outputs

4.5.1 Network Statistics

Network-wide statistics from the Base Aimsun models were extracted in order to provide a comparative analysis regarding network performance. The outputs include Vehicle Kilometres Travelled (VKT), Vehicle Hours Travelled (VHT), vehicles waiting to enter, average delay time and average speed. VKT represents the total distance travelled by all vehicles within the road network over a given period. VHT represents the total time spent by all vehicles travelling within the road network over a given period.

4.5.2 Aimsun Delay / Level of Service

Table 4.5 details the intersection Level of Service (LOS) thresholds used by SIDRA which are directly related to the average delay in seconds per vehicle.

Table 4.5: Level of Service Thresholds based on Average Link Delay

Link Colour (LOS)	Delay in Seconds
A	<14
B	15 to 28
C	29 to 42
D	42 to 56
E	57 to 70
F	>70

SOURCE: Guide to Traffic Impact Assessment, Transport and Main Roads, December 2018

For traffic signals, the average movement delay and LOS over all movements will be taken, while for roundabouts and sign-controlled intersections, the LOS assessment will be based on the highest delay movement. As per Transport and Main Roads (TMR)'s Guide to Traffic Impact Assessment (GTIA), a priority controlled intersection or roundabout should be upgraded for safety reasons if the average peak hour delays for any turn movement exceeds 42 seconds (i.e. LOS D).

5. Modelling Results

5.1 Network Statistics

Table 5.1 summarises the network statistics of the North Harbour model with and without the Precinct 1.

Table 5.1: Network Statistics | North Harbour Aimsun model with and without Precinct 1

Statistic	AM		PM	
	North Harbour	North Harbour + Precinct 1	North Harbour	North Harbour + Precinct 1
VHT	1,749	1,855	1,761	1,779
VKT	90,315	92,959	89,648	89,838
Avg. Delay Time (sec/km)	23	26	24	24
Avg. Speed (km/h)	54	53	54	54
Waiting to Enter (veh)	-	-	-	-

As shown in the table above, VHT increases by 6.1% in the AM and 1.0% in the PM, while VKT increases by 2.9% in the AM and 0.2% in the PM. This shows Precinct 1 will have a minor impact on the future network surrounding the site. Average delay time and average speed are also not affected.

5.2 Network Delay

Figure 5.1 shows the AM peak and PM peak network delays with Precinct 1. The colours correspond to the LOS as identified in Table 4.5.



Top = 0800-0900 AM peak / Bottom = 1600-1700 PM peak

Figure 5.1: Network Delays (With Precinct 1)

The key intersections that are likely to be affected by the Precinct 1 development are the following:

1. Cobb Road / Farry Road
2. Farry Road / Uhlmann Road
3. Buckley Road / Cobb Road
4. Buckley Road / Uhlmann Road.

As shown in the AM and PM peak network delay plots above, only minor delays are observed at these intersections. This further shows that Precinct 1 will have a minor impact on the future network if connected at the end of Farry Road.

5.3 Intersection Performance

The performance of each key intersection in the AM and PM peak are shown in Table 5.2. The colours correspond to the LOS as identified in Table 4.5.

Table 5.2: Intersection Performance

Peak	Intersection	Scenario	Volume	Delay	LOS
AM	Cobb Road / Farry Road	Without Precinct 1	7	1.6	LOS A
		With Precinct 1	196	1.9	LOS A
	Buckley Road / Cobb Road	Without Precinct 1	1,304	8.4	LOS A
		With Precinct 1	1,443	6.5	LOS A
	Farry Road / Uhlmann Road	Without Precinct 1	35	0.8	LOS A
		With Precinct 1	41	0.9	LOS A
	Buckley Road / Uhlmann Road	Without Precinct 1	2,155	24.2	LOS B
		With Precinct 1	2,270	26.8	LOS B
PM	Cobb Road / Farry Road	Without Precinct 1	4	1.6	LOS A
		With Precinct 1	161	1.6	LOS A
	Buckley Road / Cobb Road	Without Precinct 1	1,269	5.5	LOS A
		With Precinct 1	1,484	17.3	LOS B
	Farry Road / Uhlmann Road	Without Precinct 1	27	0.9	LOS A
		With Precinct 1	24	0.7	LOS A
	Buckley Road / Uhlmann Road	Without Precinct 1	2,101	24.4	LOS B
		With Precinct 1	2,233	23.6	LOS B

As shown in the table above, the overall volumes and delays at each intersection have increased slightly with Precinct 1 in most scenarios but remain within acceptable limits.

The delays at the Buckley Road / Cobb Road intersection in the AM peak is showing a decrease with the development which is due to the reduction of the conflicting movement (i.e. southbound through movements from the north approach). This is likely due to the traffic assignment paths from the northern end of the model. This would also explain the slightly reduced delays at the Buckley Road / Uhlmann Road intersection in the PM peak. The network modelling demonstrates that the signalised intersection at Buckley Road / Uhlmann Road plays a role in numerous route options for the Precinct 1 traffic to and from the west. Specifically, the modelling does show potential for Precinct 1 traffic to use both Cobb Road and Uhlmann Road. This is due to the greater “green time” for Buckley Road movements (north approach) compared to Uhlmann Road (east approach). This behavioural option will allow for Precinct 1 traffic to be distributed to several routes to and from the site.

Based on the network modelling undertaken, the Precinct 1 traffic generation will adequately be catered for by the surrounding network and associated intersections.

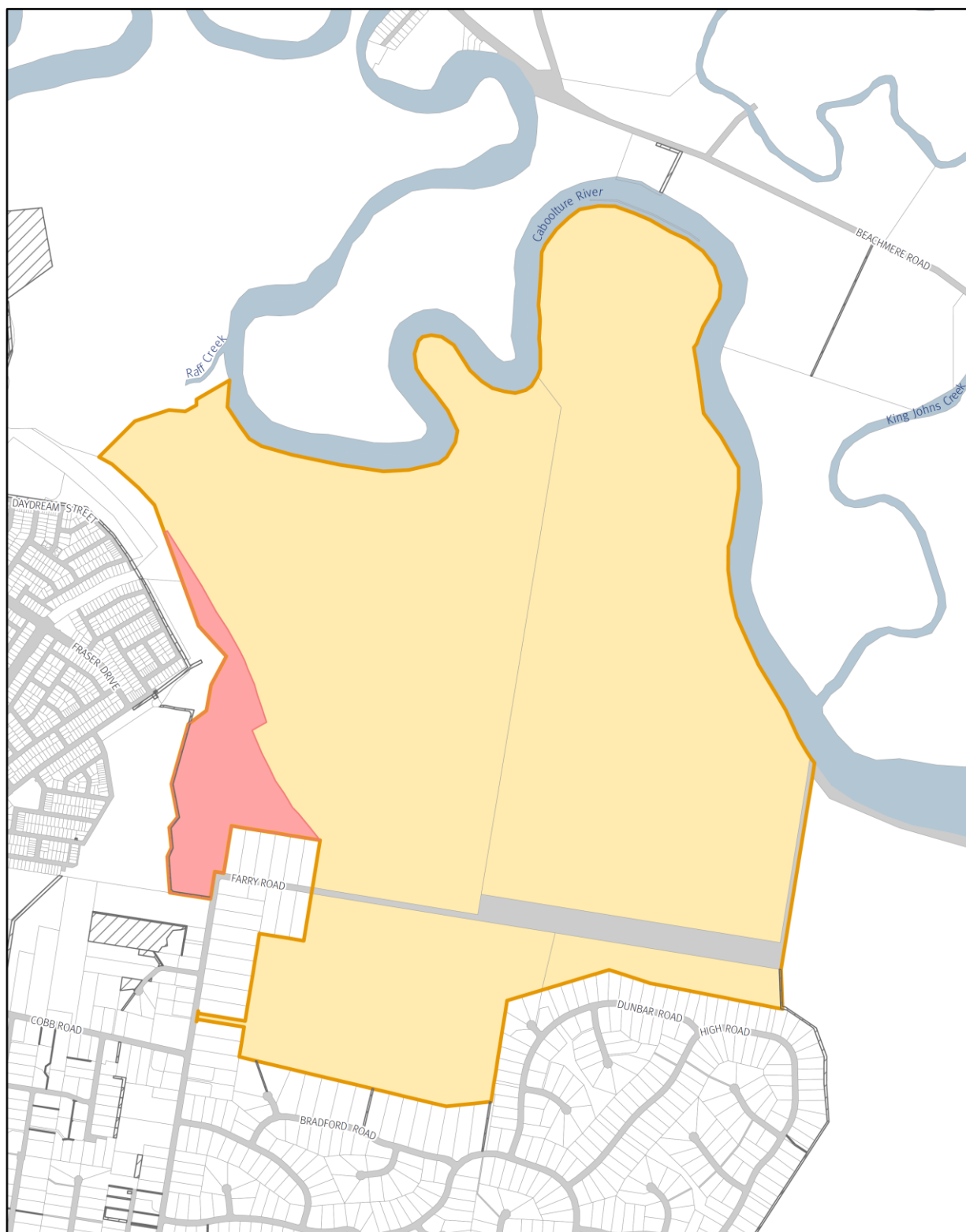
6. Conclusion

- This report has been amended in response to the IR issued by EDQ; specifically Item 4 of the meeting minutes including:
 - Review of the operations and safety aspects attributed to the connection to Farry Road
 - Identifying any works deemed necessary to address the increase in traffic on Farry Road
 - Review of public transport facilities with respect to the Precinct 1 in the context of the existing surrounding residential catchment and ultimate public transport objectives for the North Harbour PDA
 - Providing a concept layout for the connection to Farry Road
- The road network for Precinct 1 is designed to be consistent with the PDA objectives. Its layout and cross sections intentionally do not promote Farry Road as a through-traffic route. Instead, primary access will be via Buckley Road to the west, with the connection to Farry Road serving only as a minor, secondary access to provide network permeability for the immediate development area. As a result, through traffic from beyond the Precinct 1 subdivision and its immediate surroundings would not be expected to use the Farry Road link
- The existing condition of Farry Road includes two sections totalling approximately 260m of narrow pavement. It is recommended that these sections are widened to provide a minimum 7.0m pavement width to accommodate two-way vehicle traffic
- Farry Road does not exhibit a high crash history or road attributes (apart from the aforementioned narrow road sections) that result in adverse operations or safety issues. The proposed development of Precinct 1 is therefore not expected to exacerbate safety issues or introduce any new safety issues
- The proposed extension of Farry Road into Precinct 1 will include a priority-controlled (give way) intersection with relevant linemarking and signage. The extension will also include widening of Farry Road pavement to the south of the intersection and centreline transitions to align the new road. Rollover kerb is proposed on the eastern side of Farry Road to match existing provisions (to be confirmed by civil engineering requirements)
- Access to public transport and the broader active transport network for Precinct 1 will ultimately be via the proposed North Harbour Boulevard extension. Prior to this, all external connections are proposed to be via Farry Road. No additional bus services or facilities are deemed warranted as part of Precinct 1
- The Precinct 1 residential is expected to generate 156 trips in the AM and PM peak periods
- The network statistics show minimal increases in VHT and VKT with the proposed development, as follows:
 - VHT | +6.1% (AM peak) and +1.0% (PM peak)
 - VKT | +2.9% (AM peak) and +0.2% (PM peak).
- The model outputs indicate that only minor delay changes occur with the inclusion of the proposed development at the following key intersections:
 - Farry Road / Uhlmann Road
 - Cobb Road / Farry Road
 - Buckley Road / Cobb Road
 - Buckley Road / Uhlmann Road.
- The Level of Service (LoS) at each key intersection in the AM and PM peaks show minimal change with the proposed development, with all intersection operation at LOS B or better

Based on the findings of this assessment, the inclusion of Precinct 1 will not result in any traffic impacts that would require additional upgrades or mitigation measures to be imposed beyond the precinct extents to the south prior to the inclusion of the North Harbour PDA.

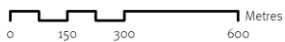
Attachment 1: North Harbour PDA – Precinct 1

Map 1: North Harbour PDA Boundary



Legend

- North Harbour Priority Development Area (PDA)
- Precinct 1: Residential
- Parcel Boundaries (June 2025)
- Road Dedications
- Easements
- Waterbodies



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Source: Department of Resources: Digital Cadastral DataBase

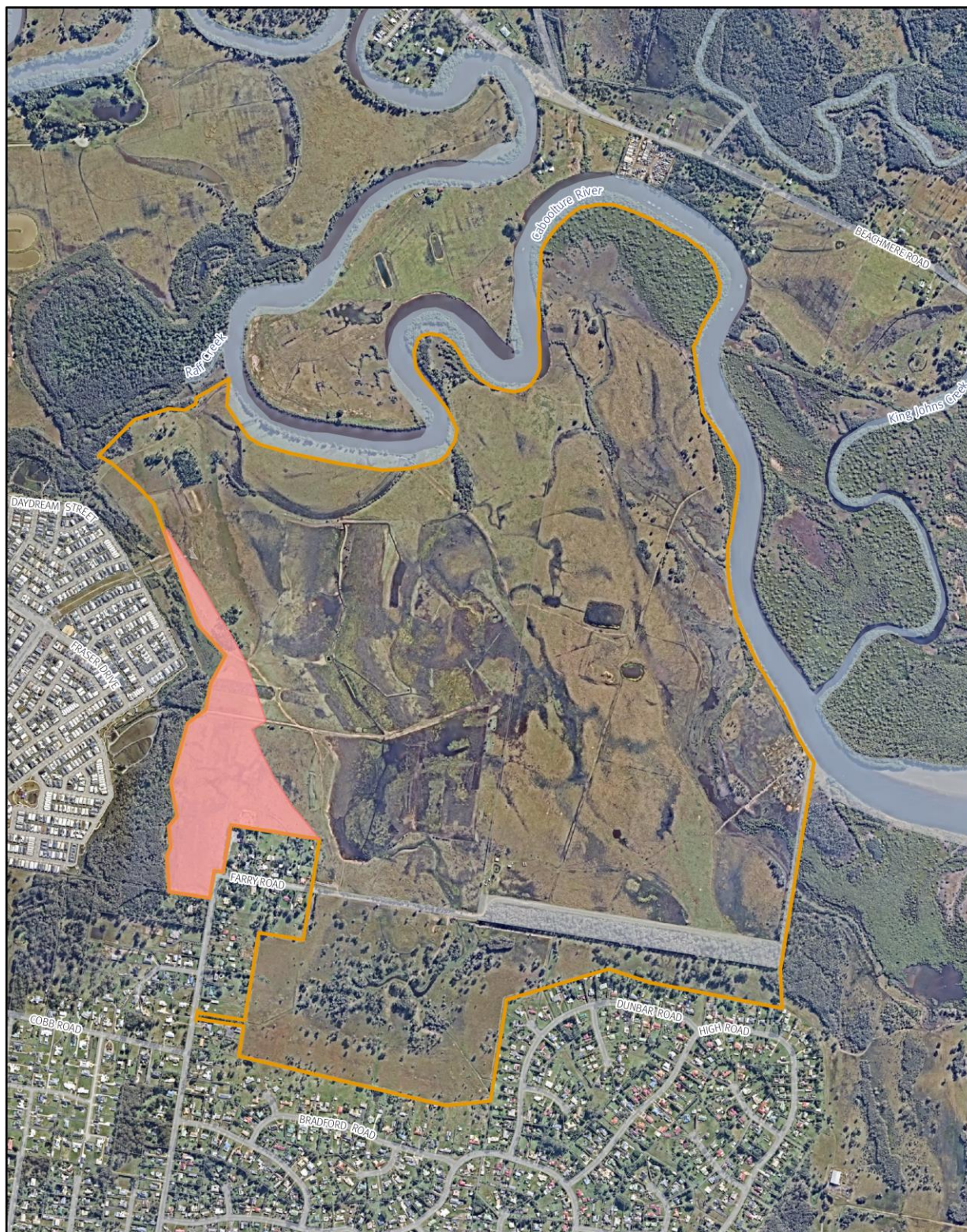
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**Boundary
North Harbour
Priority Development Area**



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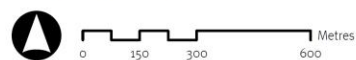
Map 2: North Harbour PDA (Aerial)



Legend

- North Harbour Priority Development Area (PDA)
- Precinct 1: Residential
- Parcel Boundaries (June 2025)
- Road Dedications
- Waterbodies

Nearmap imagery 18 May 2025



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Source: Department of Resources: Digital Cadastral DataBase

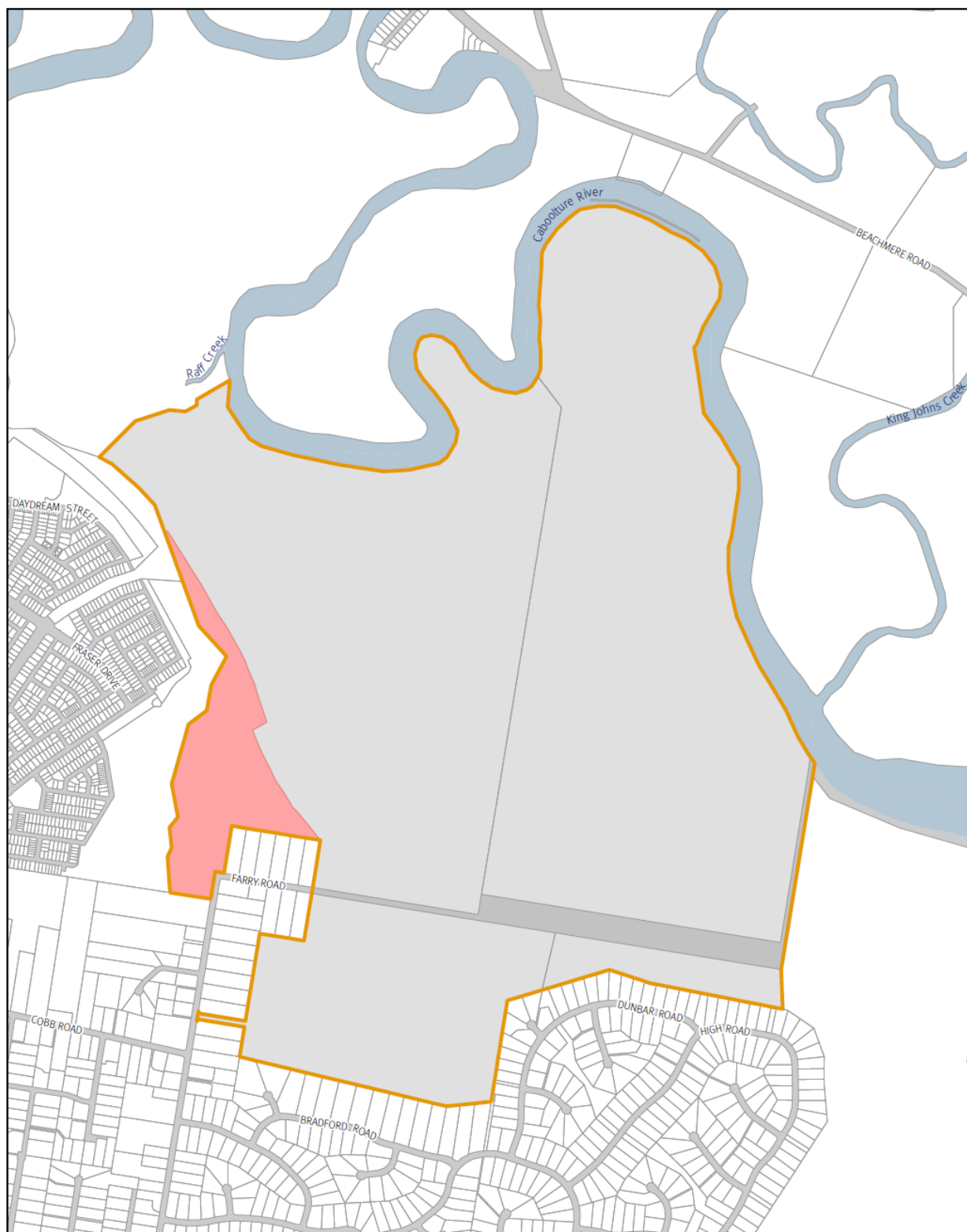
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Location
North Harbour
Priority Development Area



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Map 6: Precinct Plan



Legend

- North Harbour Priority Development Area (PDA)
- Precinct 1: Residential
- Precinct 2: Investigation Area
- Parcel Boundaries (June 2025)
- Road Dedications
- Waterbodies



0 150 300 600 Metres

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Source: Department of Resources: Digital Cadastral DataBase

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**Precincts
North Harbour
Priority Development Area**



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4.2.1 Precinct 1: Residential

Precinct intent

Precinct 1 establishes a new neighbourhood, as a natural progression of North Harbour community, that responds to site characteristics, setting, landmarks and views. The precinct comprises a range of homes and accommodation connected by a high quality street and open space network. The precinct delivers housing choice, responding to the needs of the Moreton Bay community throughout their lives. Key elements of the precinct are shown in Map 6.

Development criteria

Housing mix

1. Development will deliver housing choice to cater for a range of households, offering a mix of tenure and lot sizes.
2. Residential development will comprise a mix of homes both attached and detached with an overall net residential density target of between 15 - 25 dwellings per hectare.

Built form, character and protection of amenity ²⁹

1. The scale and intensity of development provides for a suburban neighbourhood consisting of a variety of attached and detached dwellings. Additional building height may be considered in some locations.
2. Development minimises adverse impacts from non-residential uses on sensitive uses.

Environment

Development protects and enhances the environmental values of the adjacent open space corridor and provides an appropriate bushfire risk buffer.

Infrastructure

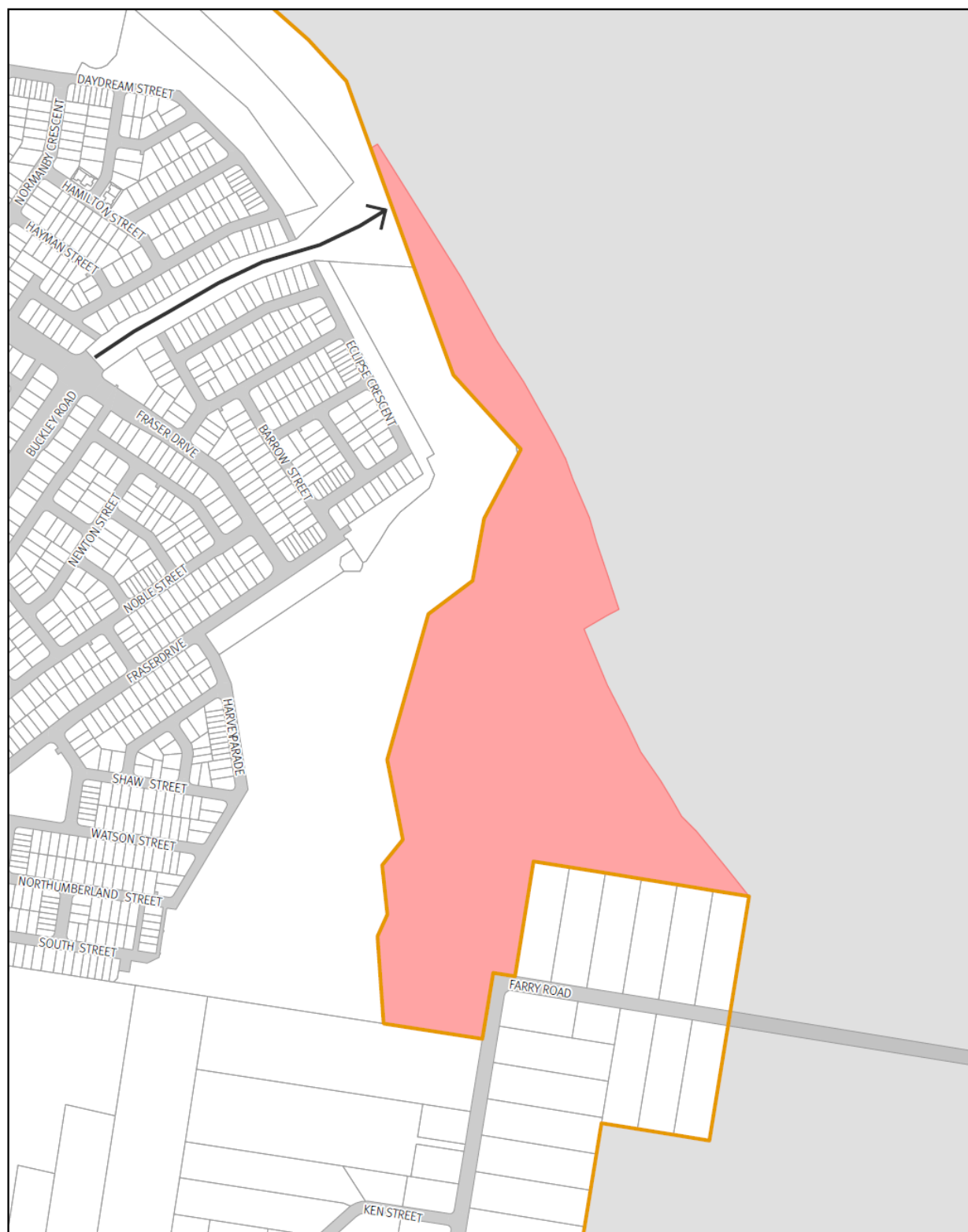
1. Development is supported by suitable servicing solutions that do not affect the delivery of the planned infrastructure to achieve the PDA vision.
2. Each lot or dwelling is serviced by essential services including water, sewer, stormwater, energy, telecommunications and capable of being serviced by public transport.

Access

1. Development ensures the safety and efficiency of the movement network is maintained, including through flood immune road access.
2. Primary access is via Buckley Road, with secondary access via Farry Road. Development includes necessary network upgrades to ensure safe and efficient movement catering to increased transport volumes.

²⁹ For guidance, refer to Moreton Bay Regional Planning Scheme General Residential zone code (Next generation neighbourhood precinct) and Reconfiguring a Lot Code (General Residential Zone).

Map 7: Precinct 1: Residential



Legend

- North Harbour Priority Development Area (PDA)
- Precinct 1: Residential
- Precinct 2: Investigation Area
- Primary Access Location
- Parcel Boundaries (June 2025)
- Road Dedications



0 50 100 200 Metres

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Source: Department of Resources: Digital Cadastral DataBase

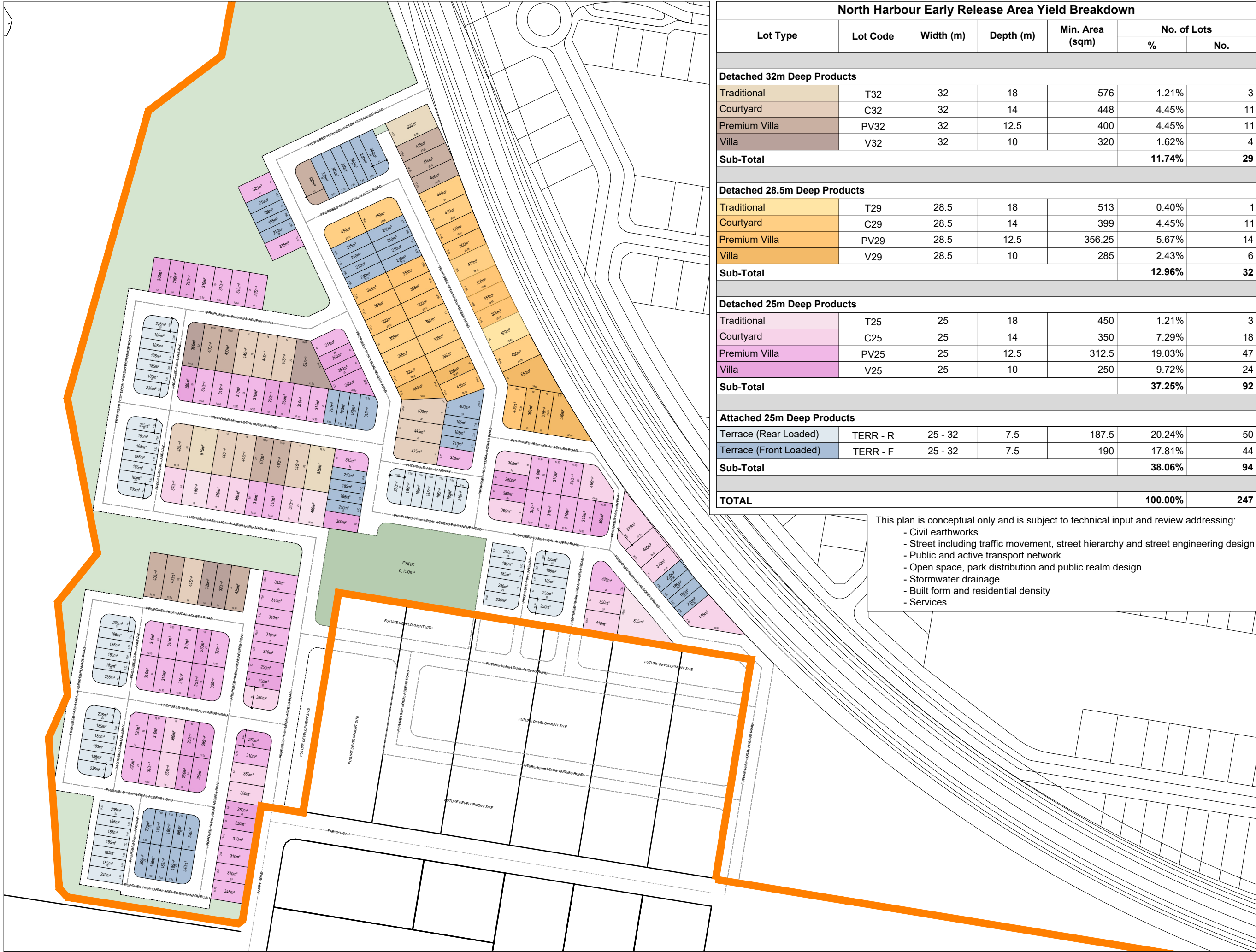
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**Precinct 1: Residential
North Harbour
Priority Development Area**



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Attachment 2: Precinct 1 Concept Plan



North Harbour Early Release Area Yield Breakdown						
Lot Type	Lot Code	Width (m)	Depth (m)	Min. Area (sqm)	No. of Lots	
					%	No.
Detached 32m Deep Products						
Traditional	T32	32	18	576	1.21%	3
Courtyard	C32	32	14	448	4.45%	11
Premium Villa	PV32	32	12.5	400	4.45%	11
Villa	V32	32	10	320	1.62%	4
Sub-Total					11.74%	29
Detached 28.5m Deep Products						
Traditional	T29	28.5	18	513	0.40%	1
Courtyard	C29	28.5	14	399	4.45%	11
Premium Villa	PV29	28.5	12.5	356.25	5.67%	14
Villa	V29	28.5	10	285	2.43%	6
Sub-Total					12.96%	32
Detached 25m Deep Products						
Traditional	T25	25	18	450	1.21%	3
Courtyard	C25	25	14	350	7.29%	18
Premium Villa	PV25	25	12.5	312.5	19.03%	47
Villa	V25	25	10	250	9.72%	24
Sub-Total					37.25%	92
Attached 25m Deep Products						
Terrace (Rear Loaded)	TERR - R	25 - 32	7.5	187.5	20.24%	50
Terrace (Front Loaded)	TERR - F	25 - 32	7.5	190	17.81%	44
Sub-Total					38.06%	94
TOTAL					100.00%	247

This plan is conceptual only and is subject to technical input and review addressing:

- Civil earthworks
- Street including traffic movement, street hierarchy and street engineering design
- Public and active transport network
- Open space, park distribution and public realm design
- Stormwater drainage
- Built form and residential density
- Services

DRAFT

ISSUE	CODE	ISSUE DESCRIPTION	BY	CHK	DATE
1	PRE	FOR CLIENT REVIEW	NV	TD	30/05/2025
2	PRE	FOR CLIENT REVIEW	NV	NV	03/06/2025
3	PRE	FOR CLIENT REVIEW	NV	NV	12/06/2025
4	PRE	ADOPT REVISED LAYOUT	NV	NV	28/07/2025
5	PRE	ADOPT REVISED LAYOUT	NV	NV	28/07/2025



Attachment 3: EDQ Meeting Minutes

MEETING AGENDA: NORTH HARBOUR - DEV2025/1706

12noon – 1pm, Wednesday 26th November 2025

Agenda & Meeting Notes

Item	
1.	Purpose - The Development Application (DEV2025/1706) at 190 Farry Road, Burpengary is currently on Public Notification. - This meeting is to discuss the further issues EDQ have identified within the Development Application which will need to be adequately addressed prior to sending through a compliance statement notice under section 84A(2) of the Economic Development Act and the application entering into the Decision Stage. - EDQ have provided a clear outline of all concerns and how the applicant is required to address these items below.
2.	Stormwater impacts to surrounding properties - Submit amended stormwater quantity and quality plans to: a. Detail consistent basin locations across both sets of drawings. The information in the Engineering Services Report does not currently match the submitted Stormwater Quality report. b. Provide additional details around how stormwater flows from the upstream Farry Road/existing Farry Road properties is to be conveyed through the development site to a lawful point of discharge. The submitted catchment plan does not accurately capture the full extent of upstream catchment (needs to extend south-east of Farry Road). Identify major and minor drainage infrastructure sized to capture and convey these upstream catchments i.e. pipes, cut-off drains etc. Allowance for major flows through the development must be provided as proposed earthworks appears to impede natural conveyance of flows. c. Detail Basin flood immunity and outlet levels, weirs and discharge locations. d. Detail the provision(s) for frequent flow management of the post-developed increased runoff in accordance with the State Planning Policy 2017.
3.	Flood impacts - Submit an updated flood management plan demonstrating the following: a. consistency with Council's updated flood study data utilising improved IFD data. A digital data package (processed river and creek model results for the entire city) and catchment packages (river and creek) are available at the link below. Digital flood study data request - City of Moreton Bay b. Any mitigation measures or comments in relation to off-site adverse flooding impacts. Figures D.4.1 and G.5.1 of the submitted flood report indicates unacceptable flooding impacts (shown below), and proposed mitigation measures do not appear to relate to Precinct 1 works.

Item																	
	 flux (mm) <table><tr><td>Below -0.200</td><td>-0.030 to -0.020</td><td>0.050 to 0.100</td><td>Was wet now dry</td></tr><tr><td>-0.200 to -0.100</td><td>-0.020 to 0.020</td><td>0.100 to 0.200</td><td>Was dry now wet</td></tr><tr><td>-0.100 to -0.050</td><td>0.020 to 0.030</td><td>Above 0.200</td><td></td></tr><tr><td>-0.050 to -0.030</td><td>0.030 to 0.050</td><td></td><td></td></tr></table> c. Velocity impact mapping and flood hazard category mapping has not been submitted to demonstrate non worsening in accordance with MBRC Flood Policy. d. Confirm adopted Flood Planning Levels (including freeboard) to demonstrate immunity in major flood events using updated modelling. e. Demonstrate the development has ingress/egress in 1% AEP events (including interim ingress/egress to Farry Road).	Below -0.200	-0.030 to -0.020	0.050 to 0.100	Was wet now dry	-0.200 to -0.100	-0.020 to 0.020	0.100 to 0.200	Was dry now wet	-0.100 to -0.050	0.020 to 0.030	Above 0.200		-0.050 to -0.030	0.030 to 0.050		
Below -0.200	-0.030 to -0.020	0.050 to 0.100	Was wet now dry														
-0.200 to -0.100	-0.020 to 0.020	0.100 to 0.200	Was dry now wet														
-0.100 to -0.050	0.020 to 0.030	Above 0.200															
-0.050 to -0.030	0.030 to 0.050																
4.	Traffic Impacts – Farry Road vs Buckley Road - Bring forward the timing of the delivery of the Buckley Road connection. Instead of providing the connection in Stage 10, the connection should be delivered in stage 4 (i.e. once the development reaches 106 lots) or stage 5 (once the development reaches 143 lots). This would help alleviate pressures on Farry Road. Submit amended plans reflecting the adjusted stages. - Sections of Farry Road presently do not meet Council/Austrroads minimum road width standards and there are safety concerns regarding adverse traffic impacts due to the increase in traffic volumes from the development. As detailed below, submit an amended Traffic Impact Assessment to address this issue. - An amended Traffic Impact Assessment (TIA) is required to address the following: a. Section 5 of the submitted TIA indicates a transport strategy and model have been developed for North Harbour however this has not accompanied the application. An updated model and transport strategy is required to demonstrate how Precinct 1 aligns with the broader PDA transport strategy, in particular the future typology/cross section of Farry Road. b. The TIA is required to outline traffic increases on Farry Road from Precinct 1 and detail necessary upgrades to address safety and capacity impacts. c. Section 5 of the TIA must be updated with detailed assumptions and traffic impact assessment from Precinct 1, with consideration of broader transport strategy of Precinct 2. The submitted report indicates adverse impacts to the Uhlmann Rd/Buckley Road intersection as a result of Precinct 1 impacts (but has not detailed impact assessment assumptions) and it is anticipated this will worsen with further Precinct 2 development. d. Provide clear indication of intended provision for bus stops and bus movements to cater for the development site in the absence of a Public Transport movement strategy. e. Provide interim and ultimate concept intersection layout drawings detailing the Farry Road intersection. Submission of future local road intersection with North Harbour Boulevard can be conditioned for Compliance Assessment. f. The report must be certified by an RPEQ.																

Item	
	- Submit amended Engineering Road Layout and associated plans addressing the following: a. Bin pads (Lots 65-68, 70, 79, 170-173, and 150) have not clearly identified the correct number of bins and how waste collection is achieved. b. Stage 8 laneway horizontal bend is not supported under EDQ guidelines. Laneways must be generally straight. It is noted that no lots utilise this laneway for driveway access. c. Remove the stub road connection adjoining Lots 184 & 185. d. Removal of terminating roads in Stage 8 as these are not desirable from a connectivity and vehicle manoeuvring perspective. Adjoining lots are outside of the PDA boundary and timing of a possible extension to the PDA boundary is unknown. A revised layout is required including circulating roads which avoid terminating/stub roads. e. The purpose and tenure of the proposed combined services and drainage easement in stage 8 is unclear. Extension of future roads south will be difficult due to the easement and proposed overland/underground infrastructure. The engineering drawings don't clearly identify what infrastructure is proposed in this location. Council's preference is that this corridor form road reserve or drainage reserve.
5.	UnityWater response still outstanding - Demonstrate adequate water capacity from the proposed Farry Road connection by obtaining and submitting to EDQ a Service Advice Notice (SAN) or equivalent from UnityWater. - UnityWater requires a referral fee of \$2,095.00
6.	Plan of Development Changes - Driveway access for lots 33,34, 38-40, 114-116,151, 217-219 are not located within the same stage, therefore should be amended to provide direct road access within the same stage. - Private Open Space: - o Stage 2 and Stage 6– Rear Loaded Terraces don't demonstrate POS - o Private open space dimensions and minimum area (minimum 2.4m dimension and 12m² area) is not identified on the plan of development in accordance with <i>Guideline 7 – Low Rise Buildings and Practice Note 10 – Plans of Development</i>. - Rename <i>Park</i> with no embellishments to be <i>Open Space</i> - Built to Boundaries: - o Garages are not permitted to be built to boundary adjoining open space. - o Where garages are located on the same boundary, justify how this is the best outcome. - Are alternative uses permitted within Precinct 1, including but not limited to, Secondary Dwellings, Home Based Businesses, Sales Office, or Display Homes as the POD only lists Dwelling Houses as accepted development. - Where appropriate consider linking relevant report requirements to the POD for certifiers information in the future (i.e. flood, geotech, bushfire) Full mark ups will be sent through. Note that EDQ can alternatively condition compliance/mark up in red these changes.
7.	Additional Comments: - Provide a Parking Management Plan demonstrating the available on street car parking throughout the site. Alternatively, if the applicant would prefer to provide this at a later stage, a Parking Management Plan can be requested as a Compliance Assessment Condition of a development permit. - Submit swept path drawings demonstrating Council's Standard Refuse Collection Vehicle can safely access and manoeuvre through the site in a forward gear with access to bin collection areas for all lots, with particular attention to vehicle movements to and from laneways, and provision for temporary turn-around areas at the termination of stages and stub roads. - Submit a geotechnical report certified by an RPEQ specialised in geotechnical engineering demonstrating the following: a. subsoil information of the site based on subsurface exploration, field and/or laboratory testing;

Item	
	b. the feasibility and suitability of the proposed development based on existing geotechnical conditions of the site, and provide recommendations on suitable building types, foundation types/depths, indicative bearing capacities and anticipated settlements for the intended structures/dwellings; c. a stability assessment of all cut/fill batters and retaining structures associated with the proposed bulk earthworks, access roads and building pads development; and demonstrate that the proposed cut/fill batters and retaining structures will achieve adequate stability with a long term factor of safety greater than or equal to 1.5 against geotechnical failures (e.g. sliding, rotational failure, slip circle failures etc.); and d. appropriate and adequate geotechnical measures that need to be undertaken in order to achieve a suitable and stable ground for the intended dwellings and/or infrastructures, particularly for any fill and/or soft areas of the site/lots. Alternatively, EDQ can place a compliance condition on the decision package. - Amend the earthworks drawings to: a. Include location and height of all retaining walls. It appears further retaining shall be required given the level changes between existing and proposed lot levels e.g. around Farry Road. b. Clearly identify private property boundaries. c. Include approximate location of cut/borrow area for proposed site filling. d. Ensure proposed earthworks suit proposed stormwater strategy with regards to flows from existing lots and Farry Road. Collection and conveyance of upstream lots and Farry Road has not been clearly demonstrated, and filling appears to impede natural conveyance of flows from adjoining properties. - Bushfire report required to address the state mapping along the west of Precinct 1. Alternatively, EDQ can place a compliance condition on the decision package. This may have potential flow on effects to the POD. - Provide more detail regarding the proposed Stage 9 'Wetland'.
8.	Actions and Expectations/Outcome - Provide a suite of amended or new plans/reports, including but not limited to: - o Plan of Development - o Plan of Subdivision - o Earthworks Drawings - o Traffic Impact Assessment - o Engineering Road Layout - o Flood Management Plan - o Engineering Services Report - o Stormwater Quantity and Quality Plans - EDQ is happy to facilitate further meetings if necessary to discuss the matters raised.

Attachment 4: Intersection Performance

P7052 North Harbour Marina TES

Future Base Case
AM Peak 0800-0900

ID	Intersection	Aimsun Code (Volume & Delay)	Aimsun Code (Section Delay)	Aimsun Code (Section Delay)	Aimsun Code (Section Delay)	Aimsun Code (Section Delay)	From	To	Turn	Volume	Delay	LOS
Priority	Cobb Road Farry Road	35135					Farry Road (N)	Cobb Road (W)	R	0	-1.0	LOS A
		35134						Farry Road (S)	T	0	-1.0	LOS A
		35131					Farry Road (S)	Farry Road (N)	T	0	-1.0	LOS A
		35133						Cobb Road (W)	L	4	1.2	LOS A
		35137					Cobb Road (W)	Farry Road (S)	R	1	0.8	LOS A
		35136						Farry Road (N)	L	2	1.6	LOS A
										7	1.6	LOS A
Priority	Buckley Road Cobb Road	35300					Buckley Road (N)	Buckley Road (S)	T	591	0.3	LOS A
		35299						Cobb Road (E)	L	2	2.2	LOS A
		35294					Cobb Road (E)	Buckley Road (N)	R	0	-1.0	LOS A
		35296						Buckley Road (S)	L	55	5.2	LOS A
		35297					Buckley Road (S)	Cobb Road (E)	R	26	8.4	LOS A
		35298						Buckley Road (N)	T	630	0.5	LOS A
										1,304	8.4	LOS A
Priority	Farry Road Uhlmann Road	34966					Farry Road (N)	Uhlmann Road (W)	R	4	0.8	LOS A
		34964						Uhlmann Road (E)	L	0	-1.0	LOS A
		34969					Uhlmann Road (E)	Farry Road (N)	R	0	-1.0	LOS A
		34970						Uhlmann Road (W)	T	14	0.0	LOS A
		34968					Uhlmann Road (W)	Uhlmann Road (E)	T	8	0.1	LOS A
		34967						Farry Road (N)	L	9	0.8	LOS A
										35	0.8	LOS A
Signals	Buckley Road Uhlmann Road	84096	29778				Buckley Road (N)	Uhlmann Road (W)	R	626	22.8	LOS B
		84097	29778					Buckley Road (S)	T	175	19.7	LOS B
		87592	29778					Uhlmann Road (E)	L	24	14.6	LOS B
		84090	33632	25147	84684		Uhlmann Road (E)	Buckley Road (N)	R	53	61.3	LOS E
		84089	33632	25147	84684			Uhlmann Road (W)	T	158	49.4	LOS D
		84091	33632	25147	84684			Buckley Road (S)	L	87	42.1	LOS C
		84092	25133				Buckley Road (S)	Uhlmann Road (E)	R	55	59.8	LOS E
		84093	25133					Buckley Road (N)	T	61	46.0	LOS D
		75029	25133					Uhlmann Road (W)	L	148	6.6	LOS A
		84094	29773				Uhlmann Road (W)	Buckley Road (S)	R	83	88.8	LOS F
		84095	29773					Uhlmann Road (E)	T	43	45.4	LOS D
		84087	29773					Buckley Road (N)	L	642	4.6	LOS A
										2,155	24.2	LOS B

P7052 North Harbour Marina TES

Future Base Case
PM Peak 1600-1700

ID	Intersection	Aimsun Code (Volume & Delay)	Aimsun Code (Section Delay)	Aimsun Code (Section Delay)	Aimsun Code (Section Delay)	Aimsun Code (Section Delay)	From	To	Turn	Volume	Delay	LOS
Priority	Cobb Road Farry Road	35135					Farry Road (N)	Cobb Road (W)	R	1	1.6	LOS A
		35134						Farry Road (S)	T	0	-1.0	LOS A
		35131					Farry Road (S)	Farry Road (N)	T	0	-1.0	LOS A
		35133						Cobb Road (W)	L	3	1.2	LOS A
		35137					Cobb Road (W)	Farry Road (S)	R	0	-1.0	LOS A
		35136						Farry Road (N)	L	0	-1.0	LOS A
										4	1.6	LOS A
Priority	Buckley Road Cobb Road	35300					Buckley Road (N)	Buckley Road (S)	T	528	0.4	LOS A
		35299						Cobb Road (E)	L	2	3.2	LOS A
		35294					Cobb Road (E)	Buckley Road (N)	R	0	-1.0	LOS A
		35296						Buckley Road (S)	L	44	5.5	LOS A
		35297					Buckley Road (S)	Cobb Road (E)	R	47	5.5	LOS A
		35298						Buckley Road (N)	T	648	0.4	LOS A
										1,269	5.5	LOS A
Priority	Farry Road Uhlmann Road	34966					Farry Road (N)	Uhlmann Road (W)	R	3	0.7	LOS A
		34964						Uhlmann Road (E)	L	0	-1.0	LOS A
		34969					Uhlmann Road (E)	Farry Road (N)	R	0	-1.0	LOS A
		34970						Uhlmann Road (W)	T	9	0.3	LOS A
		34968					Uhlmann Road (W)	Uhlmann Road (E)	T	9	0.2	LOS A
		34967						Farry Road (N)	L	6	0.9	LOS A
										27	0.9	LOS A
Signals	Buckley Road Uhlmann Road	84096	29778				Buckley Road (N)	Uhlmann Road (W)	R	496	21.8	LOS B
		84097	29778					Buckley Road (S)	T	154	19.3	LOS B
		87592	29778					Uhlmann Road (E)	L	28	13.4	LOS A
		84090	33632	25147	84684		Uhlmann Road (E)	Buckley Road (N)	R	38	61.4	LOS E
		84089	33632	25147	84684			Uhlmann Road (W)	T	113	58.3	LOS E
		84091	33632	25147	84684			Buckley Road (S)	L	83	48.1	LOS D
		84092	25133				Buckley Road (S)	Uhlmann Road (E)	R	64	47.7	LOS D
		84093	25133					Buckley Road (N)	T	80	50.4	LOS D
		75029	25133					Uhlmann Road (W)	L	81	5.8	LOS A
		84094	29773				Uhlmann Road (W)	Buckley Road (S)	R	73	64.6	LOS E
		84095	29773					Uhlmann Road (E)	T	168	47.1	LOS D
		84087	29773					Buckley Road (N)	L	723	5.5	LOS A
										2,101	24.4	LOS B

P7052 North Harbour Marina TES

Future Base Case with Precinct 1

AM Peak 0800-0900

ID	Intersection	Aimsun Code (Volume & Delay)	Aimsun Code (Section Delay)	Aimsun Code (Section Delay)	Aimsun Code (Section Delay)	Aimsun Code (Section Delay)	From	To	Turn	Volume	Delay	LOS
Priority	Cobb Road Farry Road	35135					Farry Road (N)	Cobb Road (W)	R	151	1.1	LOS A
		35134						Farry Road (S)	T	4	0.4	LOS A
		35131					Farry Road (S)	Farry Road (N)	T	2	0.0	LOS A
		35133						Cobb Road (W)	L	3	1.7	LOS A
		35137					Cobb Road (W)	Farry Road (S)	R	1	0.8	LOS A
		35136						Farry Road (N)	L	35	1.9	LOS A
										196	1.9	LOS A
Priority	Buckley Road Cobb Road	35300					Buckley Road (N)	Buckley Road (S)	T	517	0.3	LOS A
		35299						Cobb Road (E)	L	9	2.5	LOS A
		35294					Cobb Road (E)	Buckley Road (N)	R	29	6.5	LOS A
		35296						Buckley Road (S)	L	170	5.7	LOS A
		35297					Buckley Road (S)	Cobb Road (E)	R	52	4.5	LOS A
		35298						Buckley Road (N)	T	666	0.5	LOS A
										1,443	6.5	LOS A
Priority	Farry Road Uhlmann Road	34966					Farry Road (N)	Uhlmann Road (W)	R	7	0.7	LOS A
		34964						Uhlmann Road (E)	L	0	-1.0	LOS A
		34969					Uhlmann Road (E)	Farry Road (N)	R	0	-1.0	LOS A
		34970						Uhlmann Road (W)	T	12	0.1	LOS A
		34968					Uhlmann Road (W)	Uhlmann Road (E)	T	16	0.2	LOS A
		34967						Farry Road (N)	L	6	0.9	LOS A
										41	0.9	LOS A
Signals	Buckley Road Uhlmann Road	84096	29778				Buckley Road (N)	Uhlmann Road (W)	R	650	25.2	LOS B
		84097	29778					Buckley Road (S)	T	151	20.2	LOS B
		87641	29778					Uhlmann Road (E)	L	31	8.4	LOS A
		84090	33632	25147	84684		Uhlmann Road (E)	Buckley Road (N)	R	48	91.5	LOS F
		84089	33632	25147	84684			Uhlmann Road (W)	T	190	68.1	LOS E
		84091	33632	25147	84684			Buckley Road (S)	L	91	65.0	LOS E
		84092	25133				Buckley Road (S)	Uhlmann Road (E)	R	57	39.5	LOS C
		84093	25133					Buckley Road (N)	T	65	57.6	LOS E
		75029	25133					Uhlmann Road (W)	L	159	8.3	LOS A
		84094	29773				Uhlmann Road (W)	Buckley Road (S)	R	80	63.1	LOS E
		84095	29773					Uhlmann Road (E)	T	45	38.6	LOS C
		84087	29773					Buckley Road (N)	L	703	5.3	LOS A
										2,270	26.8	LOS B

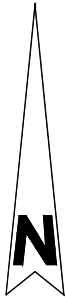
P7052 North Harbour Marina TES

Future Base Case with Precinct 1

PM Peak 1600-1700

ID	Intersection	Aimsun Code (Volume & Delay)	Aimsun Code (Section Delay)	Aimsun Code (Section Delay)	Aimsun Code (Section Delay)	Aimsun Code (Section Delay)	From	To	Turn	Volume	Delay	LOS
Priority	Cobb Road Farry Road	35135					Farry Road (N)	Cobb Road (W)	R	60	0.9	LOS A
		35134						Farry Road (S)	T	0	-1.0	LOS A
		35131					Farry Road (S)	Farry Road (N)	T	0	-1.0	LOS A
		35133						Cobb Road (W)	L	4	1.2	LOS A
		35137					Cobb Road (W)	Farry Road (S)	R	1	0.8	LOS A
		35136						Farry Road (N)	L	96	1.6	LOS A
										161	1.6	LOS A
Priority	Buckley Road Cobb Road	35300					Buckley Road (N)	Buckley Road (S)	T	672	0.5	LOS A
		35299						Cobb Road (E)	L	24	2.3	LOS A
		35294					Cobb Road (E)	Buckley Road (N)	R	9	17.3	LOS B
		35296						Buckley Road (S)	L	85	6.7	LOS A
		35297					Buckley Road (S)	Cobb Road (E)	R	118	6.3	LOS A
		35298						Buckley Road (N)	T	576	0.4	LOS A
										1,484	17.3	LOS B
Priority	Farry Road Uhlmann Road	34966					Farry Road (N)	Uhlmann Road (W)	R	2	0.5	LOS A
		34964						Uhlmann Road (E)	L	0	-1.0	LOS A
		34969					Uhlmann Road (E)	Farry Road (N)	R	0	-1.0	LOS A
		34970						Uhlmann Road (W)	T	10	0.1	LOS A
		34968					Uhlmann Road (W)	Uhlmann Road (E)	T	8	0.0	LOS A
		34967						Farry Road (N)	L	4	0.7	LOS A
										24	0.7	LOS A
Signals	Buckley Road Uhlmann Road	84096	29778				Buckley Road (N)	Uhlmann Road (W)	R	692	21.4	LOS B
		84097	29778					Buckley Road (S)	T	138	19.6	LOS B
		87641	29778					Uhlmann Road (E)	L	35	5.8	LOS A
		84090	33632	25147	84684		Uhlmann Road (E)	Buckley Road (N)	R	33	60.7	LOS E
		84089	33632	25147	84684			Uhlmann Road (W)	T	103	54.2	LOS D
		84091	33632	25147	84684			Buckley Road (S)	L	64	54.5	LOS D
		84092	25133				Buckley Road (S)	Uhlmann Road (E)	R	65	46.1	LOS D
		84093	25133					Buckley Road (N)	T	67	47.4	LOS D
		75029	25133					Uhlmann Road (W)	L	95	5.7	LOS A
		84094	29773				Uhlmann Road (W)	Buckley Road (S)	R	81	67.5	LOS E
		84095	29773					Uhlmann Road (E)	T	148	51.9	LOS D
		84087	29773					Buckley Road (N)	L	712	5.8	LOS A
										2,233	23.6	LOS B

Attachment 5: Farry Road Connection Concept Plan

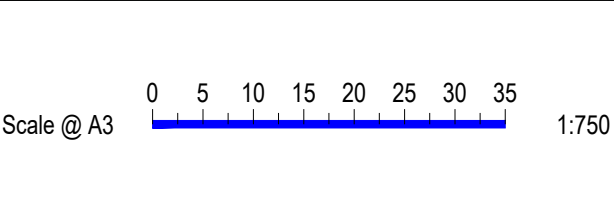


Notes:
Kerb and channel provision to be confirmed by civil



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P: (02) 9557 6202

REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Concept Design	B.C	28.01.2026



Project	North Harbour Marina TES	Design	B.C	Drawn	B.C	Checked	A.E
Title	FARRY ROAD / NEW ROAD INTERSECTION CONCEPT DESIGN	CONCEPT ONLY					Date
							28.01.2026
		Project Number	P7052	Sheet Number	1	Issue	001