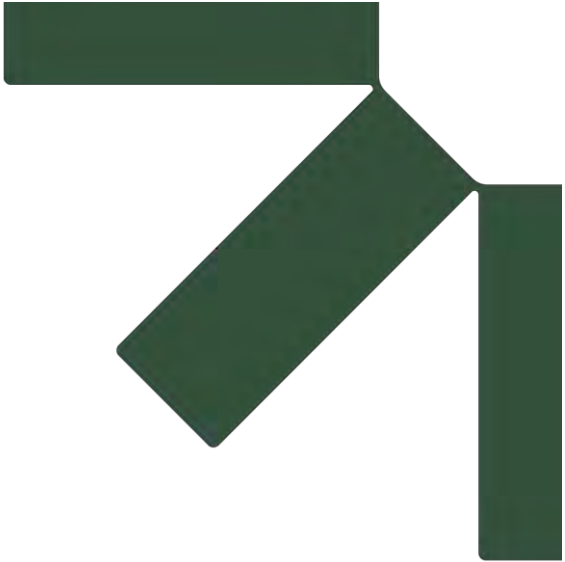




Appendix A Plans of Development

Transport Assessment

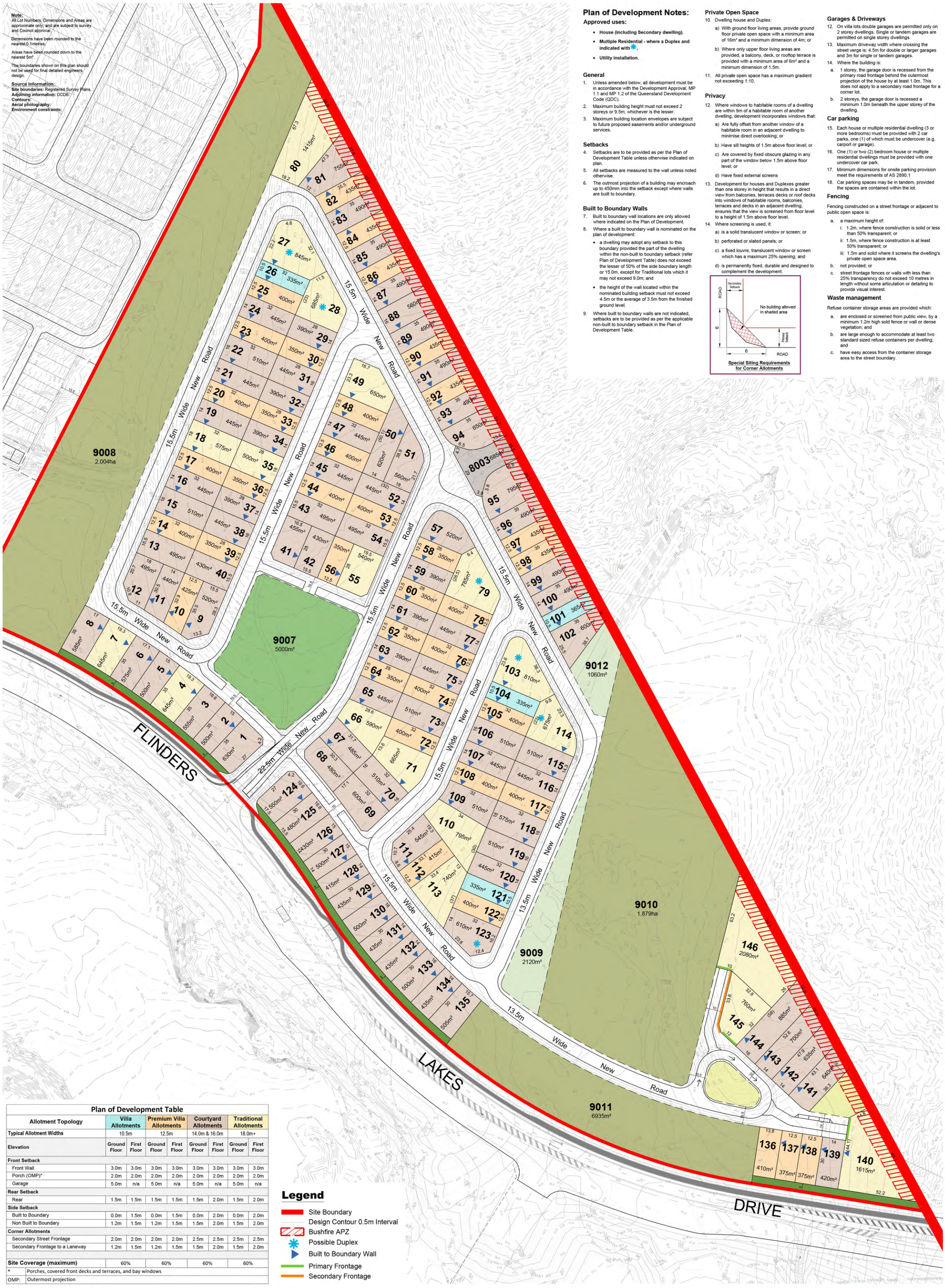
Flinders Lakes Precinct 1 Neighbourhoods 3B & 3C

Pacifiq Pty Ltd

SLR Project No.: 620.041435.00001

1 June 2026

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: Registered Survey Plans
Adjoining information: DCDB
Contours:
Aerial photography:
Environment constraints:



Plan of Development Notes:

Approved uses:

- House (including Secondary dwelling).
- Multiple Residential - where a Duplex and indicated with
- Utility installation.

General

1. Unless amended below, all development must be in accordance with the Development Approval, MP 1.1 and MP 1.2 of the Queensland Development Code (QDC).
2. Maximum building height must not exceed 2 storeys or 9.5m, whichever is the lesser.
3. Maximum building location envelopes are subject to future proposed easements and/or underground services.

Setbacks

4. Setbacks are to be provided as per the Plan of Development Table unless otherwise indicated on plan.
5. All setbacks are measured to the wall unless noted otherwise.
6. The outmost projection of a building may encroach up to 450mm into the setback except where walls are built to boundary.

Built to Boundary Walls

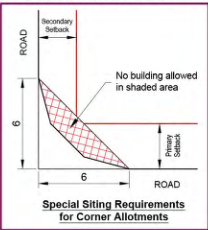
7. Built to boundary wall locations are only allowed where indicated on the Plan of Development.
8. Where a built to boundary wall is nominated on the plan of development:
 - a dwelling may adopt any setback to this boundary provided the part of the dwelling within the non-built to boundary setback (refer Plan of Development Table) does not exceed the lesser of 50% of the side boundary length or 15.0m, except for Traditional lots which it may not exceed 9.0m; and
 - the height of the wall located within the nominated building setback must not exceed 4.5m or the average of 3.5m from the finished ground level.
9. Where built to boundary walls are not indicated, setbacks are to be provided as per the applicable non-built to boundary setback in the Plan of Development Table.

Private Open Space

10. Dwelling house and Duplex:
 - a) With ground floor living areas, provide ground floor private open space with a minimum area of 16m² and a minimum dimension of 4m; or
 - b) Where only upper floor living areas are provided, a balcony, deck, or rooftop terrace is provided with a minimum area of 6m² and a minimum dimension of 1.5m.
11. All private open space has a maximum gradient not exceeding 1:10.

Privacy

12. Where windows to habitable rooms of a dwelling are within 9m of a habitable room of another dwelling, development incorporates windows that:
 - a) Are fully offset from another window of a habitable room in an adjacent dwelling to minimise direct overlooking; or
 - b) Have sill heights of 1.5m above floor level; or
 - c) Are covered by fixed obscure glazing in any part of the window below 1.5m above floor level; or
 - d) Have fixed external screens
13. Development for houses and Duplexes greater than one storey in height that results in a direct view from balconies, terraces decks or roof decks into windows of habitable rooms, balconies, terraces and decks in an adjacent dwelling, ensures that the view is screened from floor level to a height of 1.5m above floor level.
14. Where screening is used, it:
 - a) is a solid translucent window or screen; or
 - b) perforated or slated panels; or
 - c) a fixed louvre, translucent window or screen which has a maximum 25% opening; and
 - d) is permanently fixed, durable and designed to complement the development.



Garages & Driveways

12. On villa lots double garages are permitted only on 2 storey dwellings. Single or tandem garages are permitted on single storey dwellings.
13. Maximum driveway width where crossing the street verge is: 4.5m for double or larger garages and 3m for single or tandem garages.
14. Where the building is:
 - a. 1 storey, the garage door is recessed from the primary road frontage behind the outermost projection of the house by at least 1.0m. This does not apply to a secondary road frontage for a corner lot.
 - b. 2 storeys, the garage door is recessed a minimum 1.2m beneath the upper storey of the dwelling.
15. Each house or multiple residential dwelling (3 or more bedrooms) must be provided with 2 car parks, one (1) of which must be undercover (e.g. carport or garage).
16. One (1) or two (2) bedroom house or multiple residential dwellings must be provided with one undercover car park.
17. Minimum dimensions for onsite parking provision meet the requirements of AS 2890.1
18. Car parking spaces may be in tandem, provided the spaces are contained within the lot.

Car parking

Fencing

- Fencing constructed on a street frontage or adjacent to public open space is:
- a. a maximum height of:
 - i. 1.2m, where fence construction is solid or less than 50% transparent; or
 - ii. 1.5m, where fence construction is at least 50% transparent; or
 - iii. 1.5m and solid where it screens the dwelling's private open space area.
 - b. not provided; or
 - c. street frontage fences or walls with less than 25% transparency do not exceed 10 metres in length without some articulation or detailing to provide visual interest.

Waste management

- Refuse container storage areas are provided which:
- a. are enclosed or screened from public view, by a minimum 1.2m high solid fence or wall or dense vegetation; and
 - b. are large enough to accommodate at least two standard sized refuse containers per dwelling; and
 - c. have easy access from the container storage area to the street boundary.

Plan of Development Table

Allotment Topology		Villa Allotments		Premium Villa Allotments		Courtyard Allotments		Traditional Allotments	
Typical Allotment Widths		10.5m		12.5m		14.0m & 16.0m		18.0m+	
Elevation		Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor
Front Setback									
	Front Wall	3.0m	3.0m	3.0m	3.0m	3.0m	3.0m	3.0m	3.0m
	Porch (OMP)*	2.0m	2.0m	2.0m	2.0m	2.0m	2.0m	2.0m	2.0m
	Garage	5.0m	n/a	5.0m	n/a	5.0m	n/a	5.0m	n/a
Rear Setback									
	Rear	1.5m	1.5m	1.5m	1.5m	1.5m	2.0m	1.5m	2.0m
Side Setback									
	Built to Boundary	0.0m	1.5m	0.0m	1.5m	0.0m	2.0m	0.0m	2.0m
	Non Built to Boundary	1.2m	1.5m	1.2m	1.5m	1.5m	2.0m	1.5m	2.0m
Corner Allotments									
	Secondary Street Frontage	2.0m	2.0m	2.0m	2.0m	2.5m	2.5m	2.5m	2.5m
	Secondary Frontage to a Laneway	1.2m	1.5m	1.2m	1.5m	1.5m	2.0m	1.5m	2.0m
Site Coverage (maximum)		60%		60%		60%		60%	
* OMP:	Porches, covered front decks and terraces, and bay windows								
	Outermost projection								

Legend

- Site Boundary
- Design Contour 0.5m Interval
- Bushfire APZ
- Possible Duplex
- Built to Boundary Wall
- Primary Frontage
- Secondary Frontage

FLINDERS LAKES
NEIGHBOURHOOD 3B & 3C
PLAN OF DEVELOPMENT

PLAN REF: AU416385 – 14

Rev No: E

DATE: 22 May 2026

CLIENT: PACIFIC

DRAWN BY: SE

CHECKED BY: CC

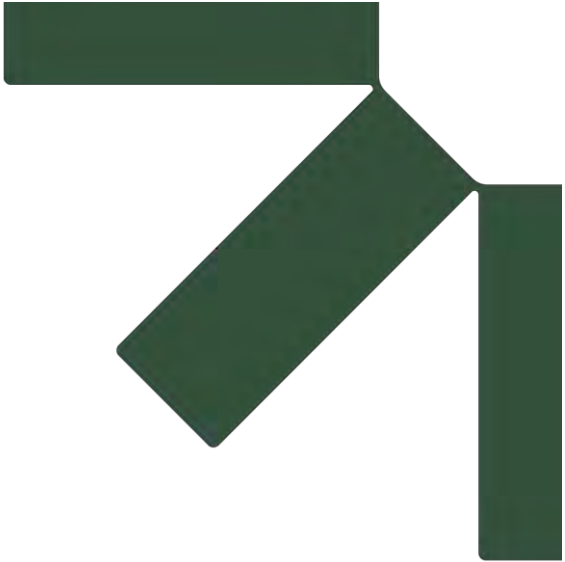


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W rpsgroup.com

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Appendix B Road Cross-Sections

Transport Assessment

Flinders Lakes Precinct 1 Neighbourhoods 3B & 3C

Pacifiq Pty Ltd

SLR Project No.: 620.041435.00001

1 June 2026

GENERAL

1. CONTRACT SPECIFICATIONS
ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE CONTRACT SPECIFICATION.
2. SETOUT
SURVEY SETOUT INFORMATION HAS BEEN ESTABLISHED ON SITE BY THE PRINCIPAL'S SURVEYOR TO ENABLE THE CONTRACTOR TO ACCURATELY SETOUT THE WORKS TO THE CO-ORDINATES SHOWN. SETOUT INFORMATION SHALL NOT BE OBTAINED BY SCALING FROM THESE DRAWINGS.
3. DATUM
LEVELS SHOWN ARE TO A.H.D.
4. TRENCH SPOIL
ALL MATERIALS ARISING FROM ROADS & SERVICES ARE TO BE COMPACTED TO FUTURE STAGES, TO LEVEL 1 IF NO SPOIL AREA IS AVAILABLE THESE MATERIALS SHALL BE TRUCKED TO A LICENSED TIP. THESE WORKS FORM PART OF THE CONTRACTED WORKS.
5. CHECK ELECTRONIC SETOUT
CONTRACTOR IS RESPONSIBLE TO ENSURE ANY ELECTRONIC DATA FILES MATCH THE DRAWINGS.
6. PRE START
a. ERECT SITE SIGNAGE, CONSTRUCT ENTRY & EXIT POINT AS INDICATED.
b. CONSTRUCT VEHICLE WASHDOWN AREA & ASSOCIATED SILT MANAGEMENT DEVICES.
c. CONSTRUCT SITE OFFICE & STORAGE COMPOUND AREA.
d. INSTALL EROSION & SEDIMENT CONTROL DEVICES AS PER THE CONTRACTOR'S EROSION & SEDIMENT CONTROL PLAN.
e. ERECT TEMPORARY TREE PROTECTION FENCING IN ACCORDANCE WITH THE APPROVED VEGETATION MANAGEMENT PLAN & AUTHORITIES APPROVAL CONDITIONS (IF REQUIRED).
7. HEALTH & SAFETY
ALL WORKS UNDERTAKEN BY THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE WORKPLACE HEALTH & SAFETY LEGISLATION.
8. STOCKPILING
STOCKPILING OF ANY SURPLUS MATERIAL IS NOT PERMITTED.

PROJECT SPECIFIC REPORTS

- THE CONTRACTOR MUST FOLLOW THE RECOMMENDATIONS & PROCEDURES OUTLINED IN THE FOLLOWING REPORTS AT ALL TIMES:
- a) GEOTECHNICAL INVESTIGATION REPORTS (INCLUDING ANY ACID SULPHATE OR DISPERSIVE SOIL REPORTING)
- b) VEGETATION & FAUNA MANAGEMENT PLANS
- c) OTHER MANAGEMENT PLANS NOMINATED IN THE CONTRACT, AUTHORITIES APPROVAL CONDITIONS OR BY THE SUPERINTENDENT.

LEGEND

- TYPE 3A-LOCAL ACCESS ROAD (15.5m RESERVE)
LCC-URBAN ACCESS ROAD
- TYPE 3B-LOCAL ACCESS (15.5m RESERVE)
LCC-URBAN ACCESS ROAD
- TYPE 3C-LOCAL ACCESS (13.5m RESERVE)
LCC-URBAN ACCESS ROAD
- TYPE 3D SHARED DRIVEWAY (10.5m RESERVE)
IPWEA DRIVEWAY
- TYPE 3E-ONE WAY STREET (10.5m RESERVE)
URBAN ACCESS STREET
- TYPE 3F-LOCAL ACCESS (14.0m RESERVE)
LCC-URBAN ACCESS ROAD

- EXISTING PROPERTY LINE
- EXISTING KERB (INVERT)
- FUTURE PROPERTY LINE
- FUTURE KERB (INVERT)
- PROPOSED PROPERTY LINE
- PROPOSED KERB (INVERT)
- NEIGHBOURHOOD BOUNDARY
- STAGE BOUNDARY
- LIMIT OF WORKS BOUNDARY



REFER 120 DRAWINGS
SERIES FOR TYPICAL
SECTIONS



PROJECT NAME



NEIGHBOURHOOD 3B & 3C
PRELIMINARY ENGINEERING

R.P. DESCRIPTION

LOT 3 ON S311896
LOCALITY OF FLINDERS LAKES
LOCAL AUTHORITY - LOGAN CITY COUNCIL

CLIENT

PACIFIQ



0 15 30 45 60 75m
Scale 1:1500 - A1 (1:3000 - A3)

A	29-05-26	EDD ISSUE	EP
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DRAWING TITLE

ROAD HIERARCHY,
STAGING PLAN
&
GENERAL NOTES

PRELIMINARY ISSUE
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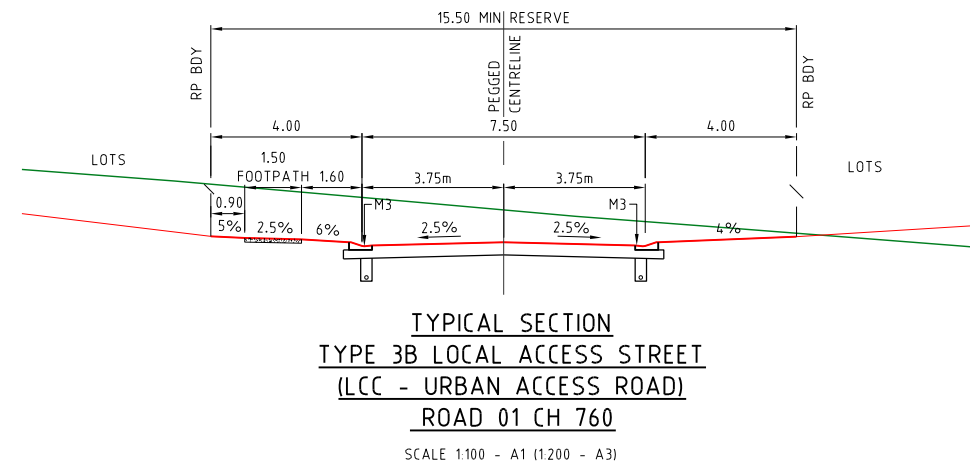
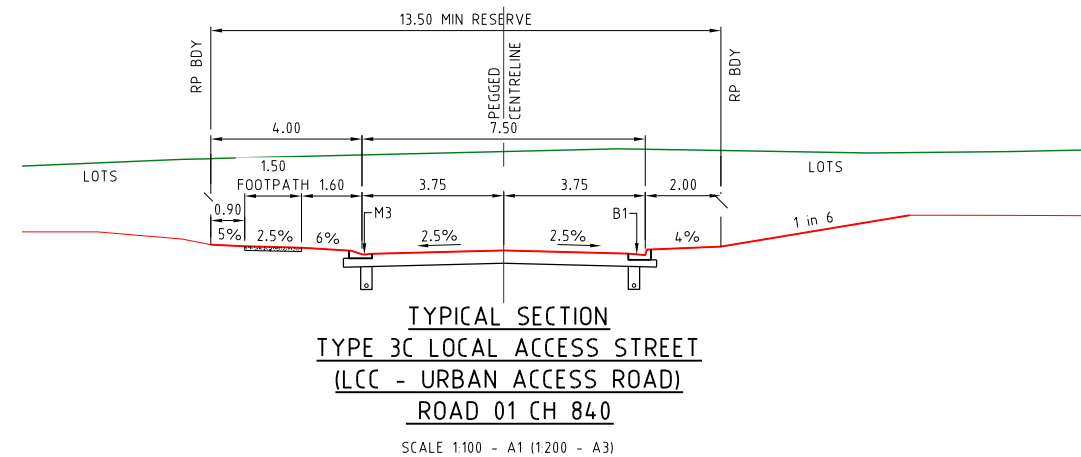
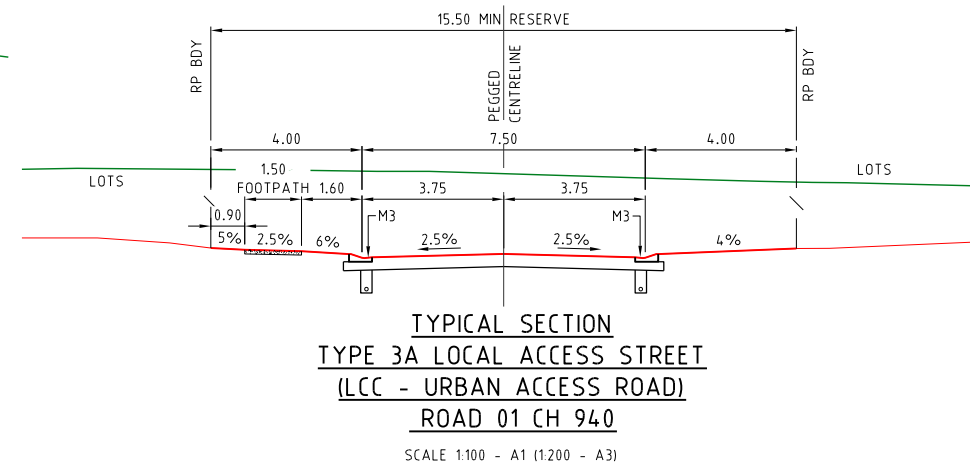
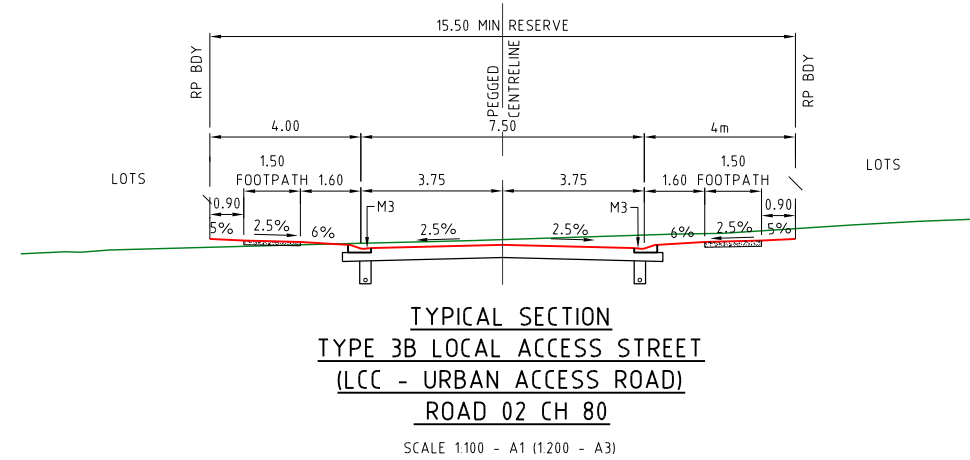
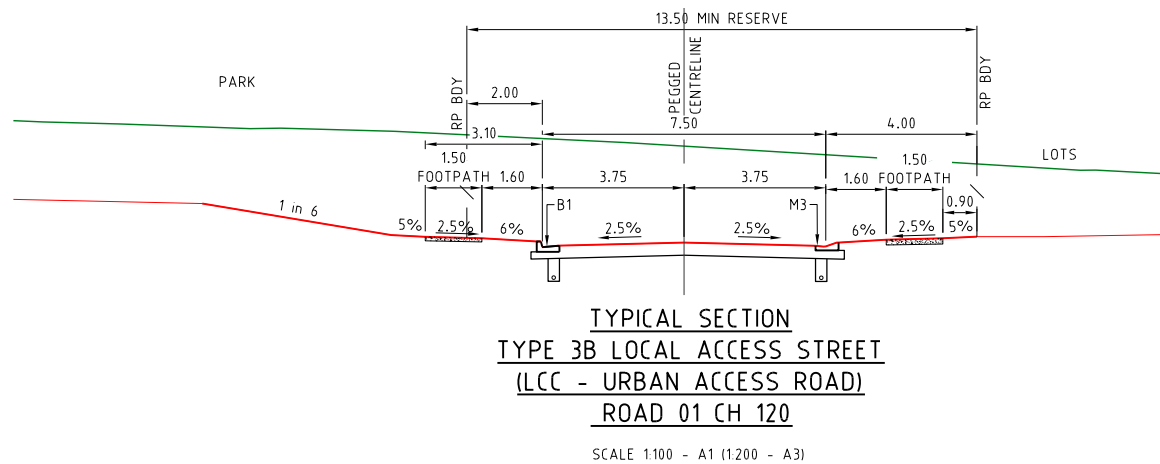
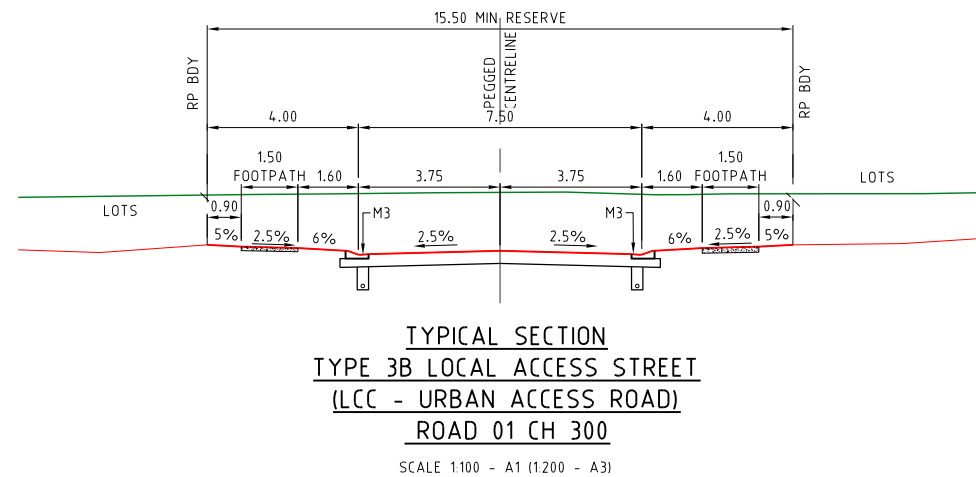
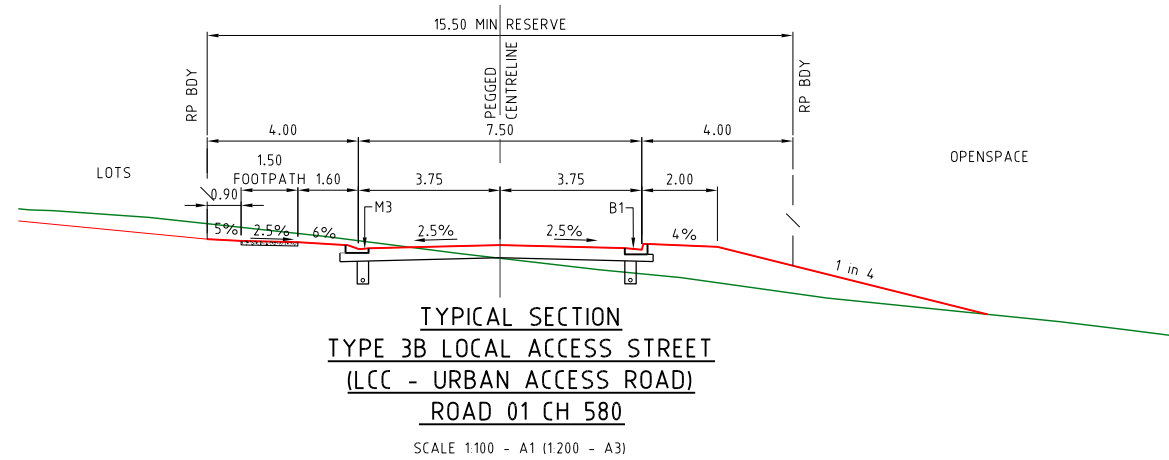
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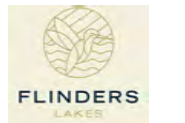
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PROJECT NAME



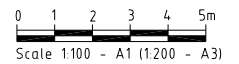
NEIGHBOURHOOD 3B & 3C
PRELIMINARY ENGINEERING

R.P. DESCRIPTION

LOT 3 ON S311896
LOCALITY OF FLINDERS LAKES
LOCAL AUTHORITY - LOGAN CITY COUNCIL

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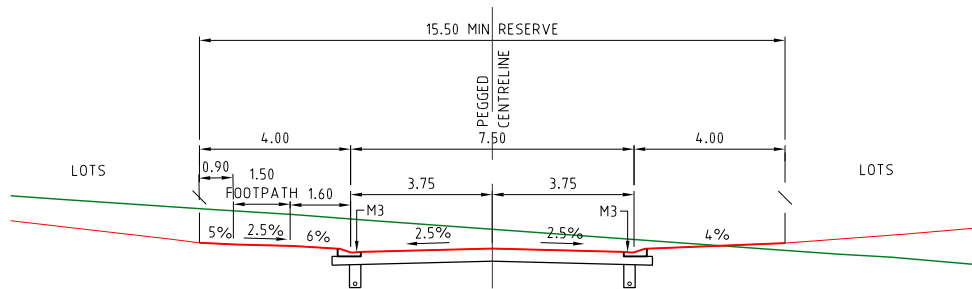
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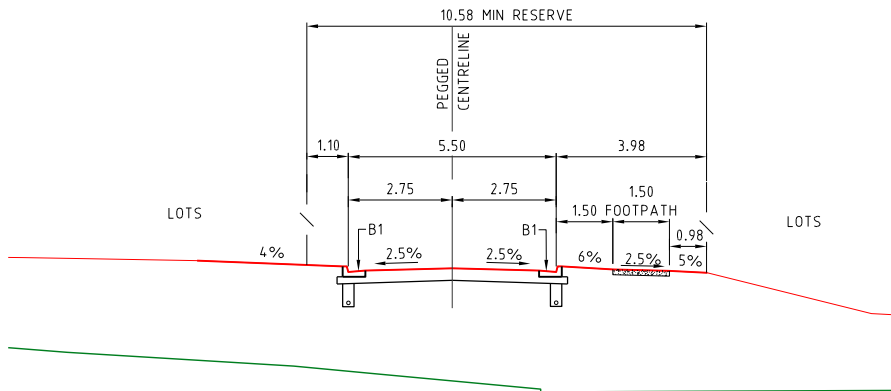
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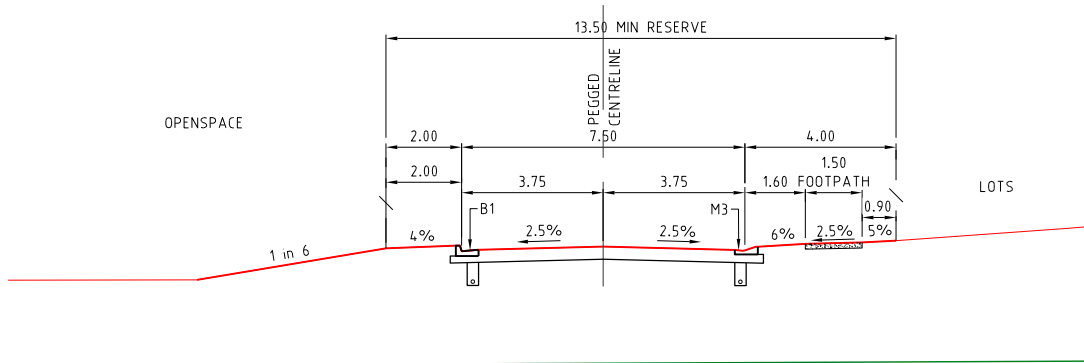
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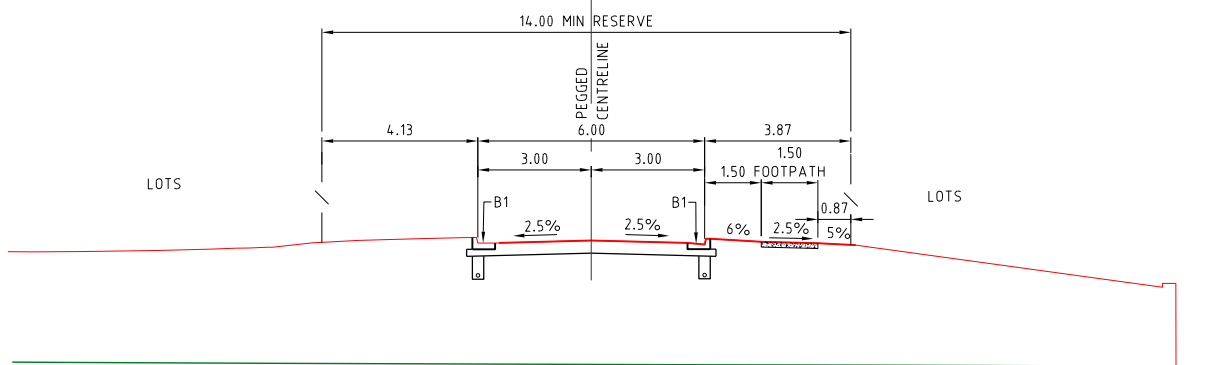
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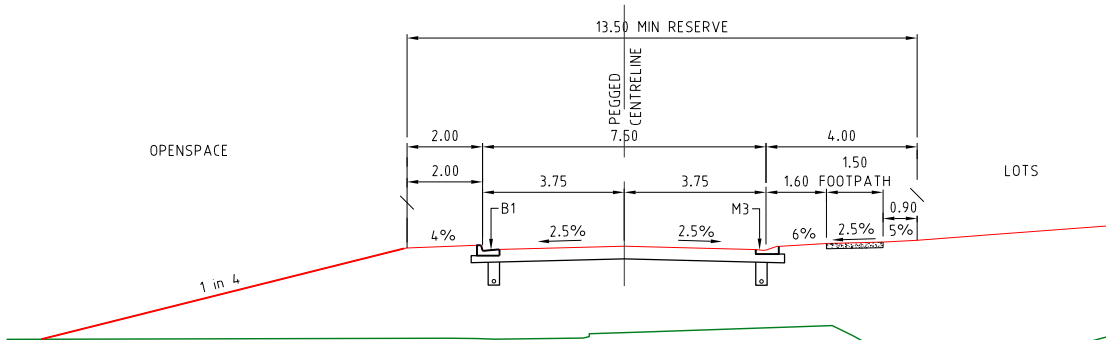
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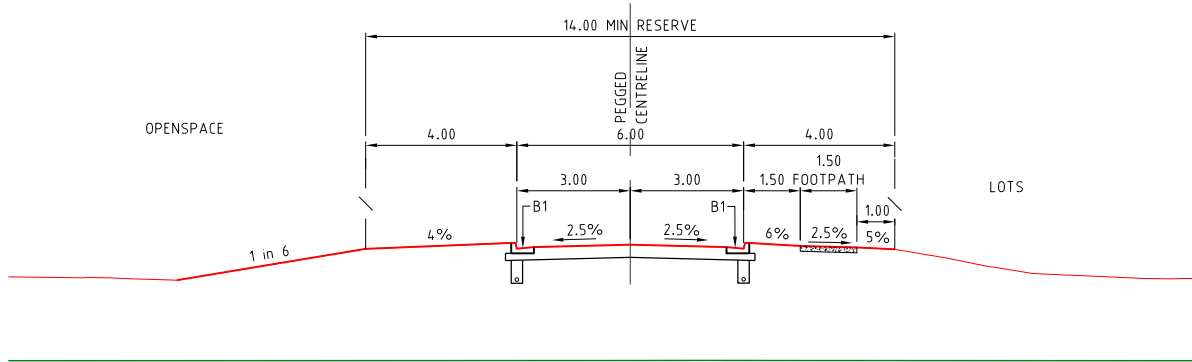
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TYPICAL SECTION
TYPE 3F LOCAL ACCESS STREET
(LCC - URBAN ACCESS ROAD)
ROAD 03 CH 120
SCALE 1:100 - A1 (1:200 - A3)



TYPICAL SECTION
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(LCC - URBAN ACCESS ROAD)
ROAD 02 CH 200
SCALE 1:100 - A1 (1:200 - A3)



TYPICAL SECTION
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(LCC - URBAN ACCESS ROAD)
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SCALE 1:100 - A1 (1:200 - A3)

PROJECT NAME



NEIGHBOURHOOD 3B & 3C
PRELIMINARY ENGINEERING

R.P. DESCRIPTION

LOT 3 ON S311896
LOCALITY OF FLINDERS LAKES
LOCAL AUTHORITY - LOGAN CITY COUNCIL

CLIENT

PACIFIQ

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Scale 1:100 - A1 (1:200 - A3)

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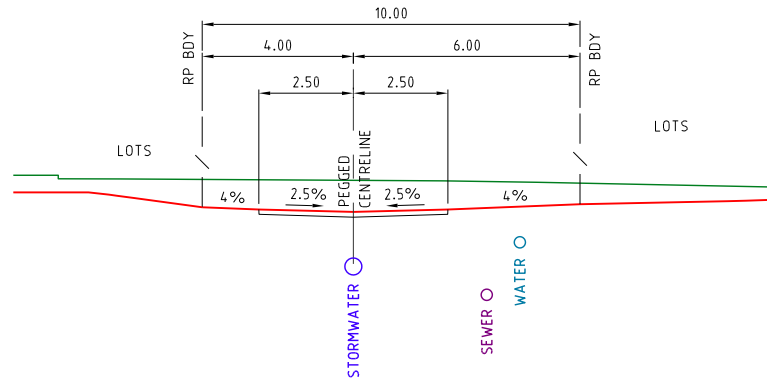
ROADWORKS
DETAILS
SHEET 03



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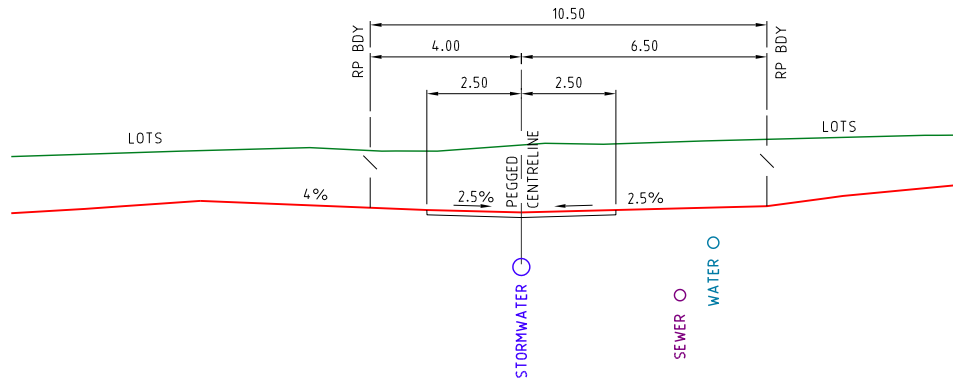
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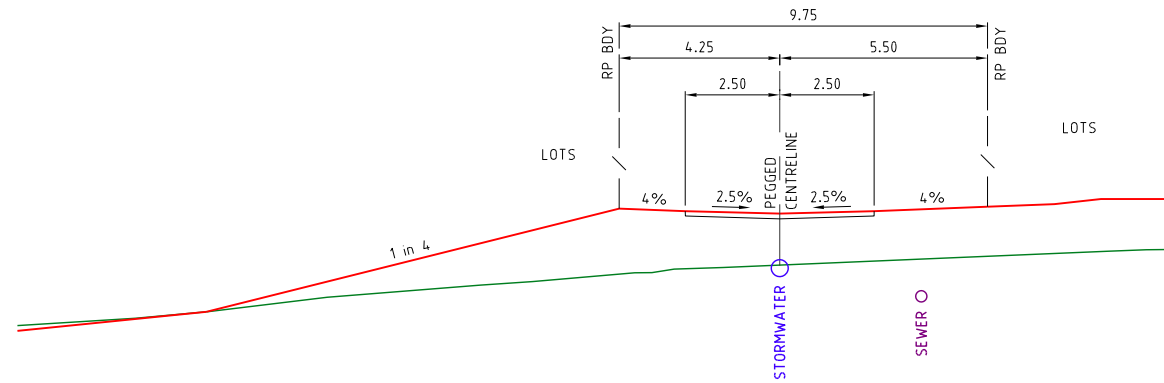
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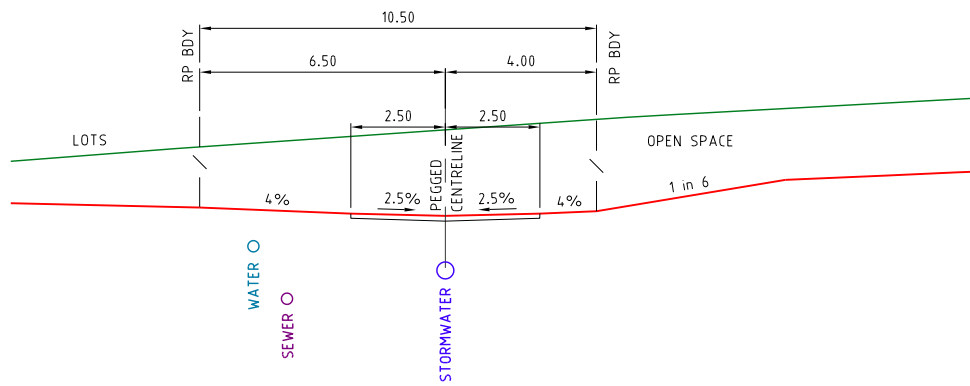
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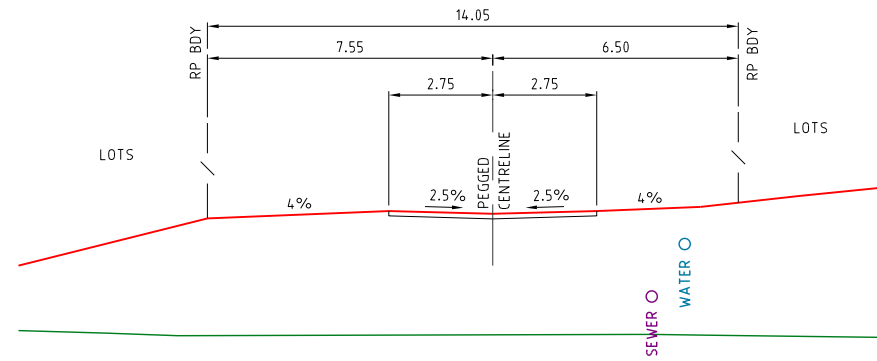
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DWY 01 TO 04 TYPICAL SECTION
(CH 40)

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DWY 136 TO 140 TYPICAL SECTION
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PROJECT NAME



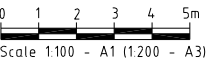
NEIGHBOURHOOD 3B & 3C
PRELIMINARY ENGINEERING

R.P. DESCRIPTION

LOT 3 ON S311896
LOCALITY OF FLINDERS LAKES
LOCAL AUTHORITY - LOGAN CITY COUNCIL

CLIENT

PACIFIQ



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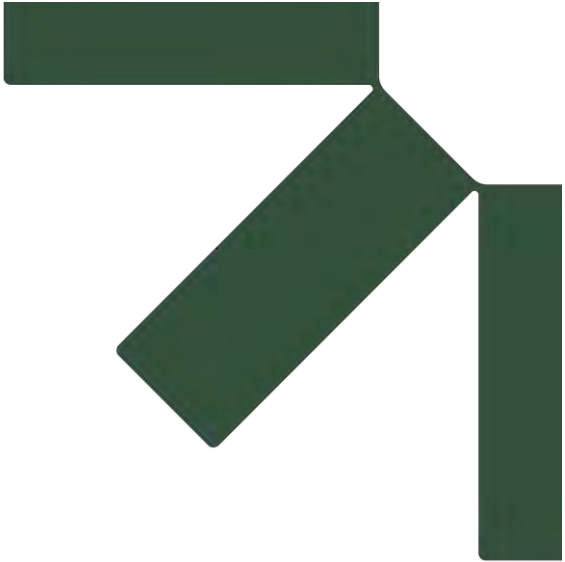
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SIGNATURE		RPE023228	DATE	29-05-26	

DRAWING NUMBER	REV
23301-PREN3BC-123	A



Appendix C Connectivity Plan

Transport Assessment

Flinders Lakes Precinct 1 Neighbourhoods 3B & 3C

Pacifiq Pty Ltd

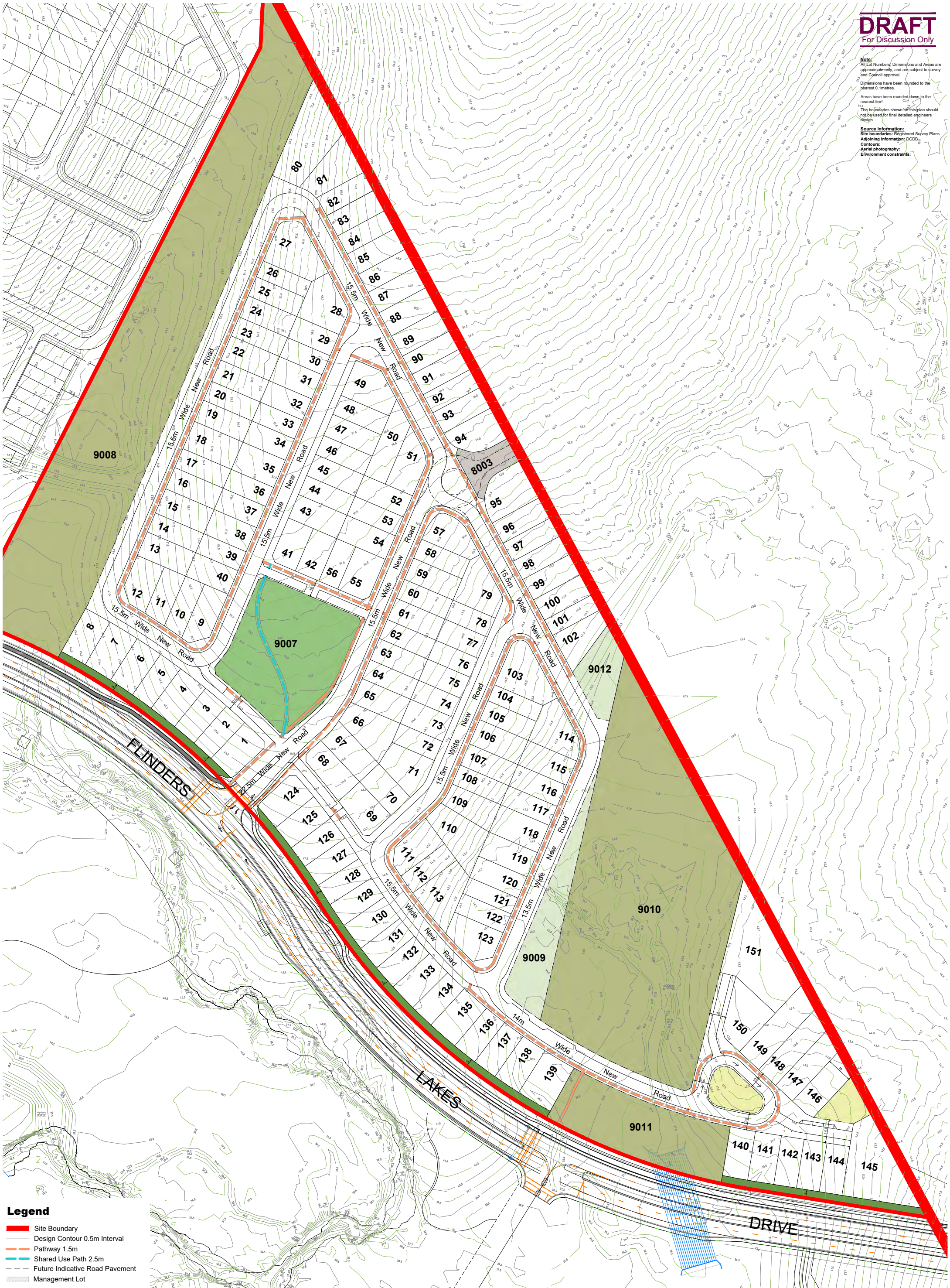
SLR Project No.: 620.041435.00001

1 June 2026

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 0.1metres.

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: Registered Survey Plans.
Adjoining information: PCOB.
Contours: Aerial photography.
Environment constraints:



Legend

- Site Boundary
- Design Contour 0.5m Interval
- Pathway 1.5m
- Shared Use Path 2.5m
- Future Indicative Road Pavement
- Management Lot

PLAN REF: AU416385 - 13
Rev No: C
DATE: 17 April 2026
CLIENT: PACIFIC
DRAWN BY: CC/MM
CHECKED BY: CC



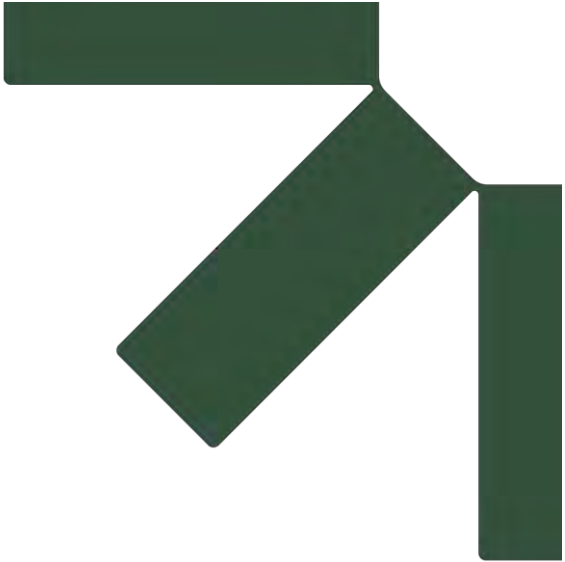
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**FLINDERS LAKES
NEIGHBOURHOOD 3B & 3C
CONNECTIVITY PLAN**

URBAN DESIGN
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Appendix D Road Cross-Section Assessment

Transport Assessment

Flinders Lakes Precinct 1 Neighbourhoods 3B & 3C

Pacifiq Pty Ltd

SLR Project No.: 620.041435.00001

1 June 2026

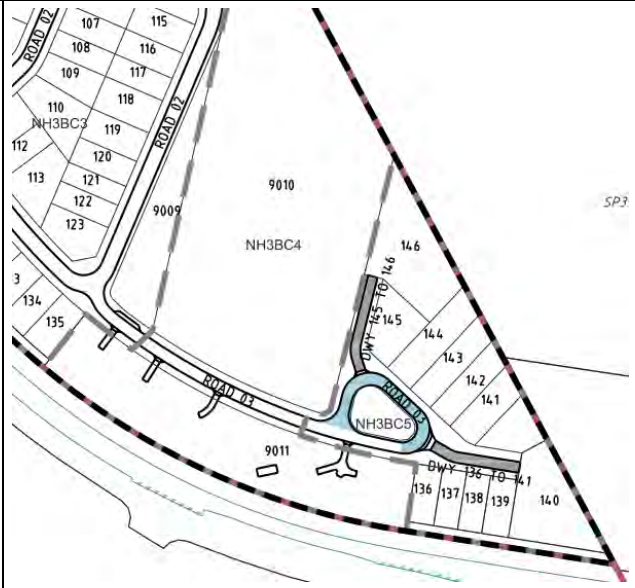
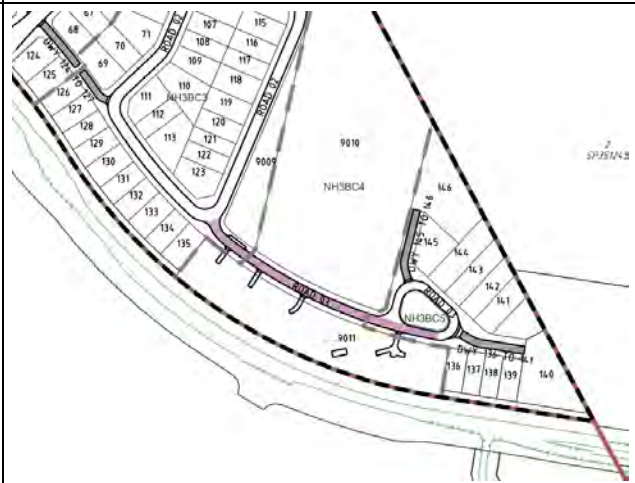
Table D-1: Road Cross Section Assessment

Road Type	IMP	Proposed	Comments
Type 3A			Cross-sections are consistent although locations slightly differ, pedestrian permeability is maintained.
Type 3B			Improved pedestrian cross-sections are consistent although locations slightly differ. The links are amended because of one less connection onto Flinders Lakes Drive to conform with Trunk Connector intersection spacing guideline.

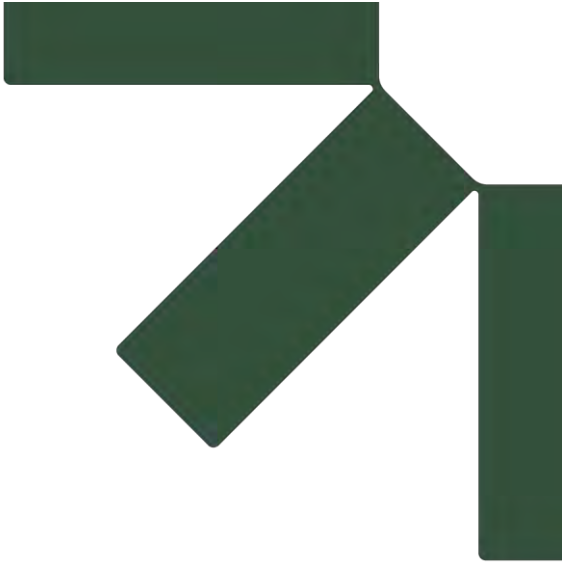


Type 3C			Cross-sections are consistent although locations slightly differ due to amendment of park locations.
Type 3D			Cross-sections amended to allow larger verge from 0.5m each side to 4m and 1.5m either side. In addition, traffic lanes have been reduced from 5.5m to 5.0m. Road reserve has been updated from 6.5m to 10.5m.



Type 3E			No IMP equivalent, to facilitate one-way operation at lot end.
Type 3F			No IMP equivalent, road link adjacent to the drainage corridor.





Appendix E Code Assessment

Transport Assessment

Flinders Lakes Precinct 1 Neighbourhoods 3B & 3C

Pacifiq Pty Ltd

SLR Project No.: 620.041435.00001

1 June 2026

E.1 Part A - General Criteria For Reconfiguring A Lot

Table D-1:

Performance Outcomes	Acceptable Outcomes	Compliance Assessment
Neighbourhood And Lot Design		
PO2 Development provides a street network and lot access which is designed: a. for the appropriate type of vehicle, pedestrian and cyclist use of the site; b. to be safe for the vehicles, pedestrians and cyclists expected to be accessing the lot; c. to be legible and maintain the safety of the neighbourhood movement network for vehicles, pedestrians and cyclists; and d. allow for adequate on-street parking.	AO2.1 Development ensures that each lot is provided with: a. direct access to a formed public road; or b. access to a formed public road via a formal access; c. arrangement registered on title over another lot; and d. Development does not provide lot access for a vehicle directly from a trunk connector street or higher order street/road unless supported by a traffic planning analysis and/or measures contained in an approved Plan of Development to mitigate amenity and safety issues.	Complies
	AO2.2 The street network provides a legible network which is evidenced by: a. A grid street pattern or modified grid responsive to site characteristics; and b. Block lengths are no more than 200m in length. Note: In the higher density precincts, a grid street pattern with short block lengths will greatly assist in achieving the density and urban outcomes proposed by the MCU approval. In these areas, four way intersections, rear lanes, small pocket	Does not comply a. Complies b. Does not comply There are instances where the block length exceeds 200m within the proposed design, i.e. between lots 12 to 27. AO2.2(b) nominates a maximum block length of 200 m as the acceptable outcome for a legible street network. The proposed subdivision includes a block length of 240 m on a straight alignment, which does not comply with AO2.2(b).



Performance Outcomes	Acceptable Outcomes	Compliance Assessment
	parks and additional street landscaping will be features of this residential environment.	Notwithstanding non-compliance with the acceptable outcome, the development is assessed against PO2, which requires the street network and lot access to be designed to be legible and to maintain the safety of the neighbourhood movement network for vehicles, pedestrians and cyclists. The assessment is provided in Section 6.3 of the TIS and the non-compliance is considered acceptable.
	AO2.3 Streets are responsive to site topography and solar access or view lines to key features (lakes, open spaces, mountains, significant buildings and places) as: a. Where slope allows, orientation within 20 degrees of north-south or east-west; and b. To minimise cut and fill, streets follow ridges, gullies and/or are perpendicular to slope or run along the contour and not at an angle to it.	Complies a. Complies. The grid street pattern has been designed in direct response to site characteristics. b. Complies. The grid street pattern has been designed in direct response to site characteristics.
	AO2.4 Development provides road and pedestrian access to each lot in compliance with Tables 2.1 and 2.2 for neighbourhood streets and neighbourhood connectors.	Not applicable. Street cross-sections are consistent with the IMP which respond to the site characteristics and is assessed in Section 4.0 of the TIS.
	AO2.5 Street layout and/or traffic calming devices are installed in accordance with Logan City Council development standards to ensure the appropriate vehicle speed is achieved for each type of street.	Complies The proposed street layout is generally consistent with the IMP and sized to ensure the appropriate vehicle speed is achieved for each type of street.
	AO2.6	Complies a. N/A



Performance Outcomes	Acceptable Outcomes	Compliance Assessment
	Lot and street layout achieve on street parking rates of: a. Multiple residential sites with l.t.e. 4 - 0.5 on-street parking spaces per dwelling unit b. Multiple residential sites with g.t. 4 - zero on-street parking space per dwelling unit and c. 0.75 on-street parking space per house lot, unless each house provides a minimum of 2 off street spaces in which case the requirement will reduce to 0.66 on-street spaces per house lot. Notes: Where lot frontages are 12.5m and/or lots with a lesser frontage are accessed by a rear lane, this outcome is deemed to have been achieved. In other circumstances a parking analysis plan is an acceptable means of confirming that this outcome has been achieved.	b. N/A c. Complies. A parking analysis plan is provided in Appendix F.



E.2 Part C - General Criteria for Residential Construction On All Lots

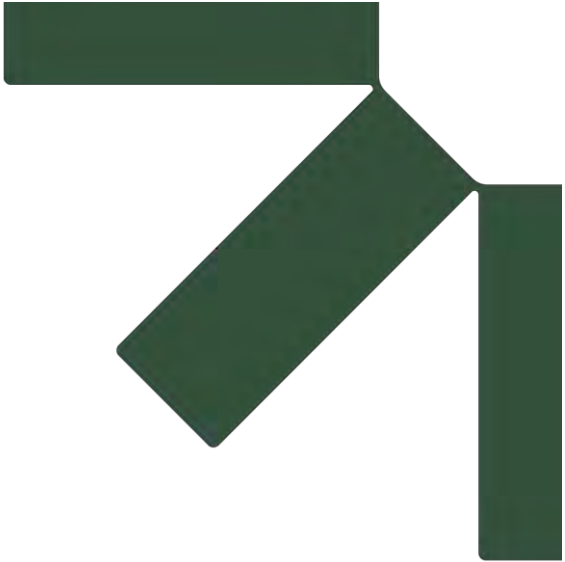
Table D-2: Part C Compliance Assessment

Performance Outcomes	Acceptable Outcomes	Compliance Assessment
PO11 Development ensures that residents' and visitors vehicles are accommodated on site with: a. vehicle access of an appropriate grade and width to facilitate safe property access and does not adversely affect infrastructure; b. a driveway crossover width that does not visually dominate the appearance of the dwelling house when viewed from the street.	AO11.1 Development provides a minimum number of on-site car parking spaces comprising: a. Each house or multiple residential dwelling (3 or more bedrooms) must be provided with 2 car parks, one (1) of which must be undercover (e.g. carport or garage). b. One (1) or two (2) bedroom house or multiple residential dwelling must be provided with one undercover car park; c. Where development is for multi residential dwellings that incorporates one or more travel demand measures included in Table 4.2 Travel Demand Measures these will offset the onsite resident car parking required by part a and b of this AO. AND d. 0.25 visitor spaces per dwelling for multiple residential (other than multiple dwelling sites containing no more than four dwellings where no requirement applies). OR Development complies with the provisions of an approved Plan of Development.	Can comply a. Can comply b. Can comply c. N/A d. N/A
	AO 11.2 Development provides vehicular crossings that have a maximum crossover width of: a. 3m for a single driveway	Can comply a. Can comply b. Can comply



Performance Outcomes	Acceptable Outcomes	Compliance Assessment
	b. 4.8m for a double or triple driveway.	
	AO11.3 Minimum dimensions for onsite parking provision meet the requirements of AS 2890.1.	Can comply
	A011.4 Car parking spaces may be in tandem, provided the spaces are contained within the lot.	Can comply





Appendix F Parking Analysis Plan

Transport Assessment

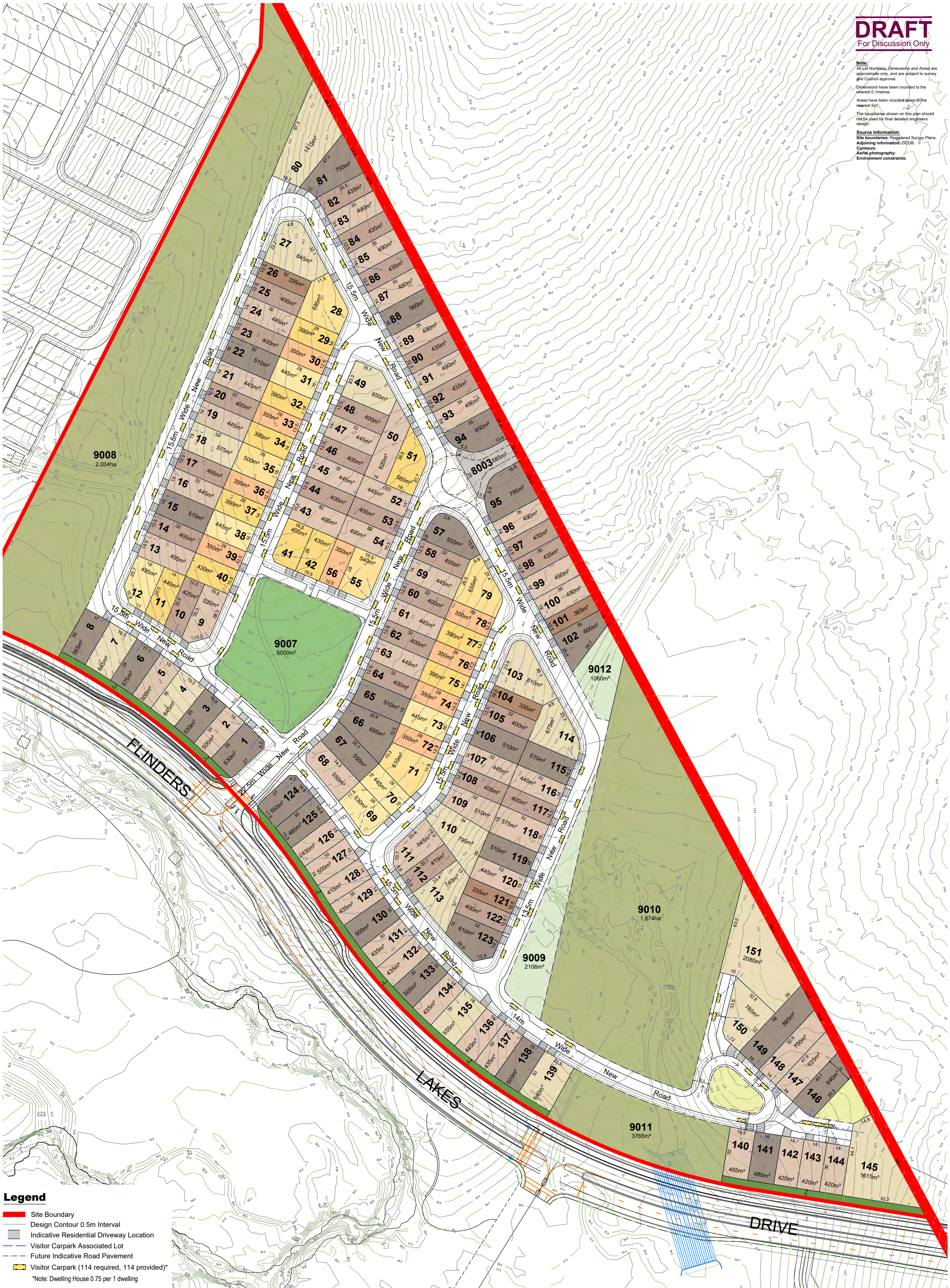
Flinders Lakes Precinct 1 Neighbourhoods 3B & 3C

Pacifiq Pty Ltd

SLR Project No.: 620.041435.00001

1 June 2026

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: Registered Survey Plans.
Adjoining information: DSD.
Contours:
Aerial photography:
Environment constraints:



Legend

- Site Boundary
 - Design Contour 0.5m Interval
 - Indicative Residential Driveway Location
 - Visitor Carpark Associated Lot
 - Future Indicative Road Pavement
 - Visitor Carpark (114 required, 114 provided)*
- *Note: Dwelling House 0.75 per 1 dwelling

PLAN REF: **AU416385 - 15**
Rev No: **B**
DATE: 17 April 2026
CLIENT: PACIFIC
DRAWN BY: CC/MM
CHECKED BY: CC



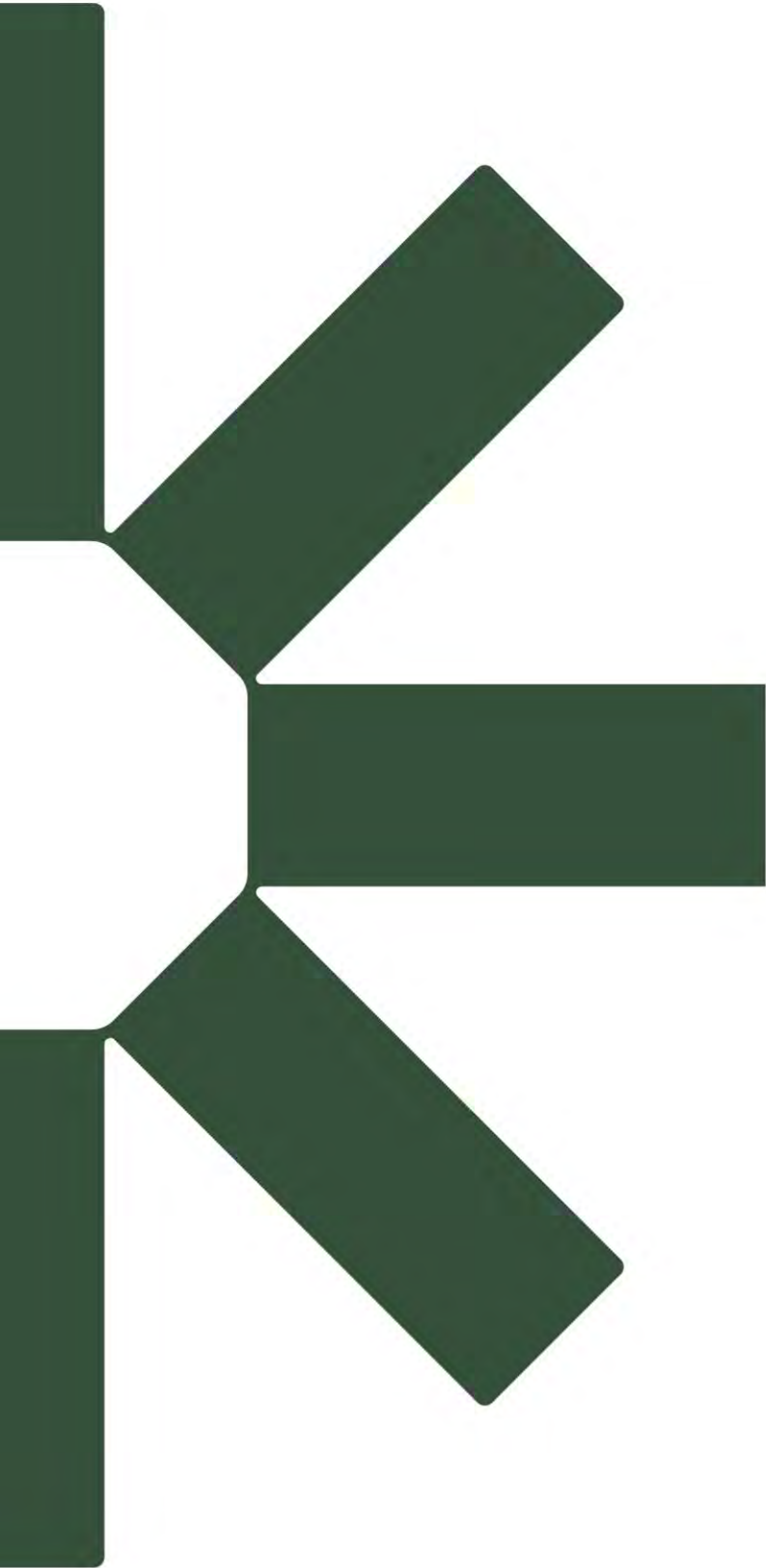
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**FLINDERS LAKES
NEIGHBOURHOOD 3B & 3C
ON-STREET PARKING PLAN**

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Making Sustainability Happen



ATTACHMENT 13

Acoustic Report prepared by Acoustic Works



Proposed Development
Stage 3B & 3C
Flinders Lakes

ACOUSTIC REPORT



Client:
Pacific International Development Corporation
Pty Ltd as Trustee for the PICO Trust

Reference:
*2025362 R01A Stage 3B & 3C Flinders Lakes, Flagstone
RTN.docx*

Date Issued:
27 May 2026

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1. Introduction

This report is in response to a request by Pacific International Development Corporation Pty Ltd as Trustee for the PICO Trust for an acoustic assessment of Stage 3B & 3C, Flinders Lakes. As the internal roads within the development are currently not constructed, conducting noise monitoring of existing road traffic noise is not possible. Therefore, a desktop assessment was conducted for the ultimate design horizon.

2. Site Description

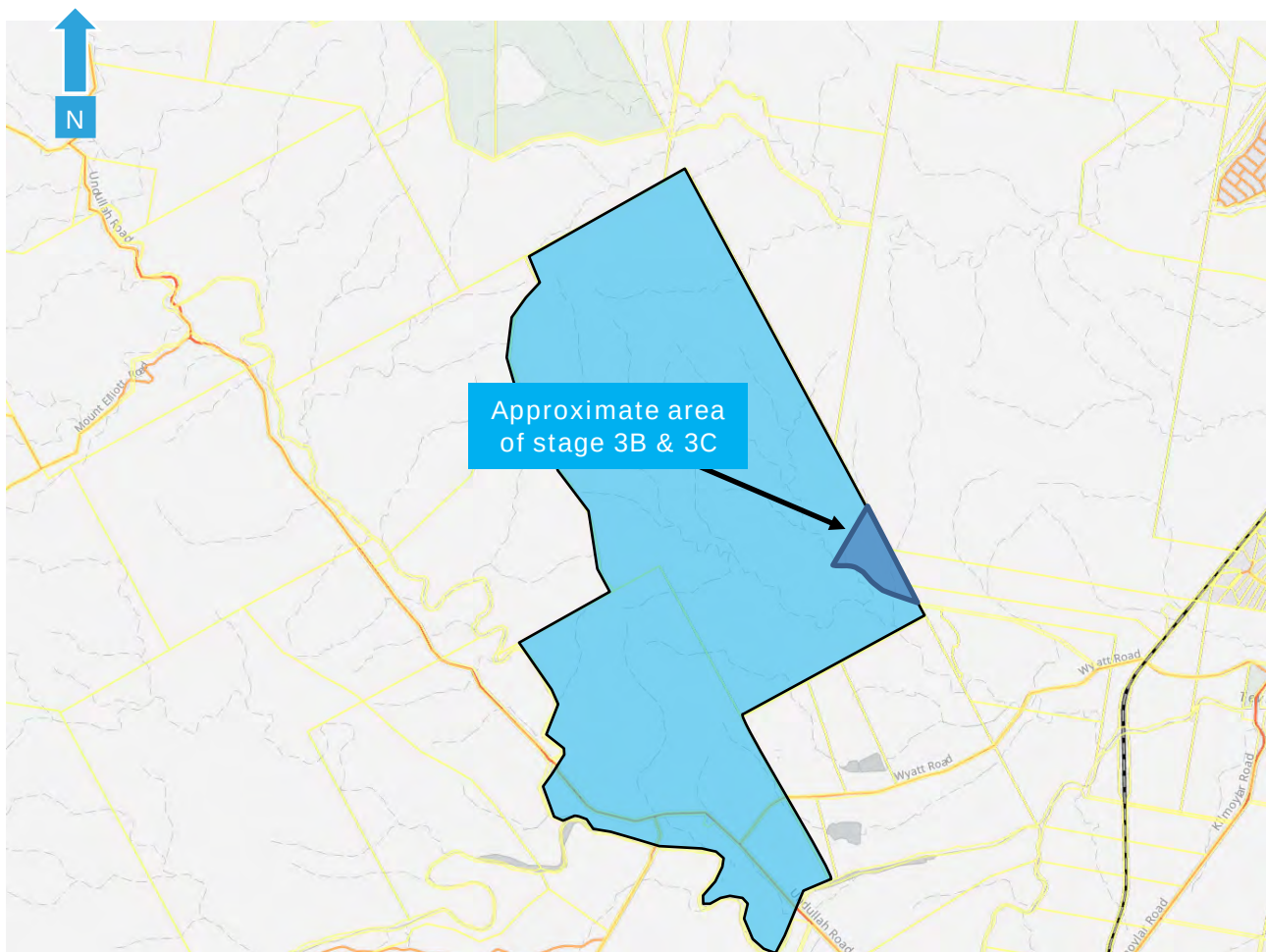
2.1 Site Location

The site is described by the following:

1109 Undullah Road, Flinders Lakes
Lot 200 on SP133189

Refer to Figure 1 for site location.

Figure 1: Site location (not to scale)



A site survey was conducted in April 2026 and identified the following:

- a) The site is currently bush land that will be cleared for the development.
- b) Bush land is located to the east, north and west of the site.
- c) Rural residential dwellings are located to the site south of the site.

2.2 Proposal

The proposal is to construct a residential development in the stage as follows;

- Size approx. 16ha.
- 146 residential lots consisting of 4 lot typologies ranging in size from 335m² to 2,080m², including the provision of 6 lots able to accommodate duplex dwellings;
- A Display village and associated car parking, signage and sales office;
- 1 local recreation park comprising 5,000m²;
- 2 Local lineal parks;
- A coordinated road network including active transport (cycle) and pedestrian connections;

Refer to the appendix for development plans.

2.3 Acoustic Environment

The surrounding area is primarily affected by flora and fauna, with local traffic noise expected to be the predominant noise source after development.

3. Road Traffic Noise Criteria

3.1 Road Traffic Noise Criteria

The road network for the development is proposed to be controlled by Council. Assessment for Council-controlled roads requires the development to comply with the Queensland Development Code Part MP4.4. Refer to Section 6.1.1 for the criteria.

3.1.1 Queensland Development Code MP4.4 - Road Traffic Noise

To determine the minimum design requirements for any accommodation buildings located in a transport noise corridor (state-controlled roads), the Queensland Development Code Part 4.4 may be applied if no alternative solutions are provided. In accordance with MP4.4, the noise categories are stated in Table 1.

Table 1: Queensland Development Code Noise Categories – Road Traffic Noise

Category	Noise level L10 (18hr) dB(A) (including façade correction)
Category 4	≥ 73
Category 3	68-72
Category 2	63-67
Category 1	58-62
Category 0	≤ 57

The building treatment for any future development onsite shall be determined at Building Approval stage, in general accordance with the Queensland Development Code. Alternative solutions may be provided on request.

4. Road Traffic Noise Assessment

Road traffic noise associated with Flinders Lakes Drive for the ultimate planning horizon was assessed to determine any requirements for acoustic treatment.

4.1.1 Traffic Volumes

Future traffic volumes were provided by SLR Consulting Australia as follows:

Table 2: Traffic Volumes

Location	Ultimate Planning Horizon (10+ years) AADT	Percentage of Heavy Vehicles (assumed)
Flinders Lakes (From estate entry to Stage 3B & 3C intersection)	23,436	3%
Flinders Lakes (From Stage 3B&C intersection)	21,766	3%

4.1.2 Road Traffic Noise Modelling

A SoundPLAN road traffic noise model was compiled based on the following information:

- Site layout provided by RPS Group, Project AU416385-14 Rev E, Flinders Lakes Neighbourhood 3B & 3C, dated 22 May 2026.
- Elevation contours provided by RPS Group on May 2026.
- Flinders Lakes Drive speed limit of 60km/h.
- Receiver heights were based on 1.8m above pad level for the ground floor, and 4.6m above pad level for level 1.

4.1.3 Predicted Road Traffic Noise Levels

The predicted $L_{A10,18\text{hour}}$ levels for Stage 3B & 3C are presented in Figure 2 to Figure 4.

Figure 2: Traffic noise contours – Stage 3 B & 3C – Ground Level

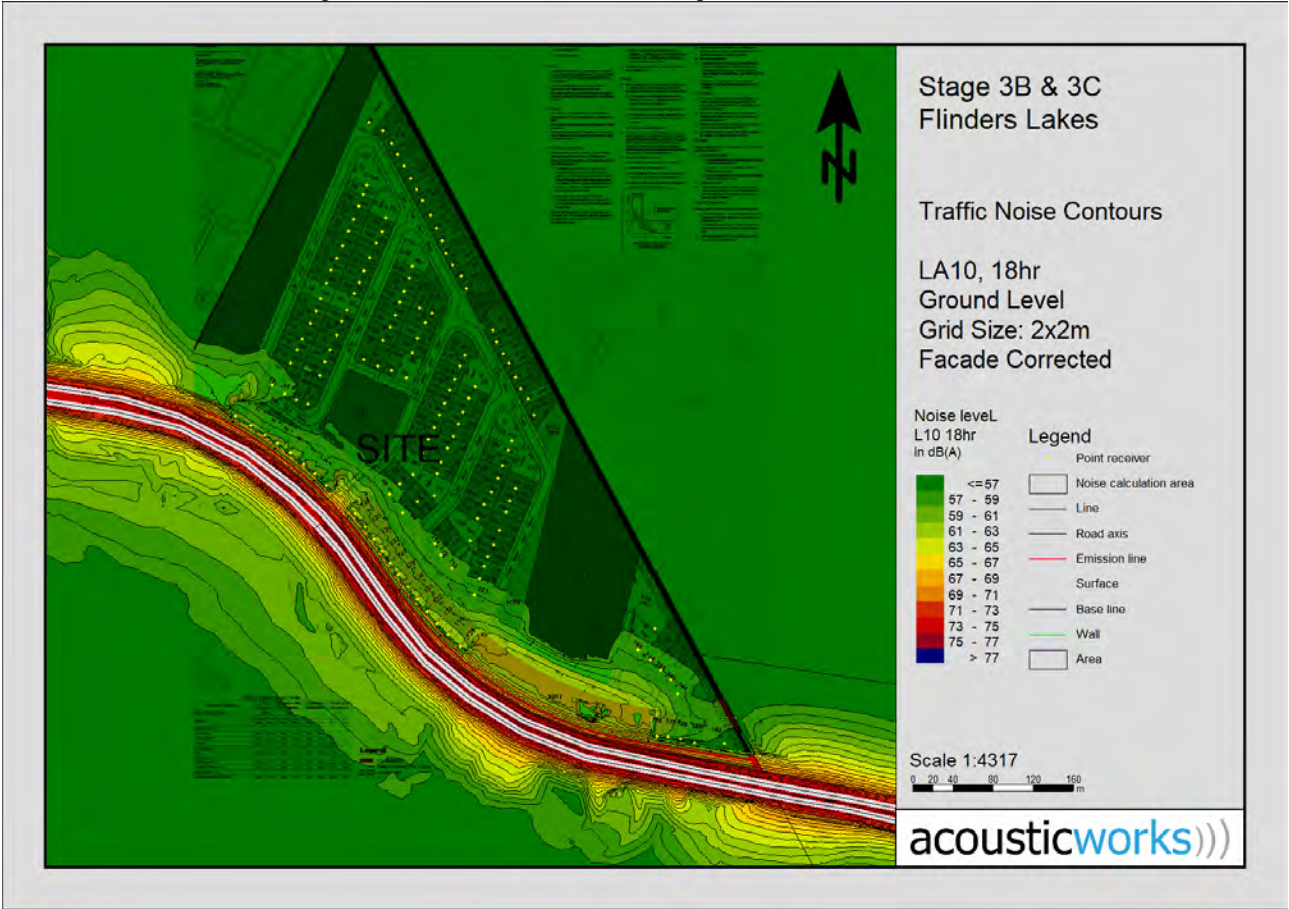


Figure 3: Traffic noise contours – Stage 3B & 3C – Level 1

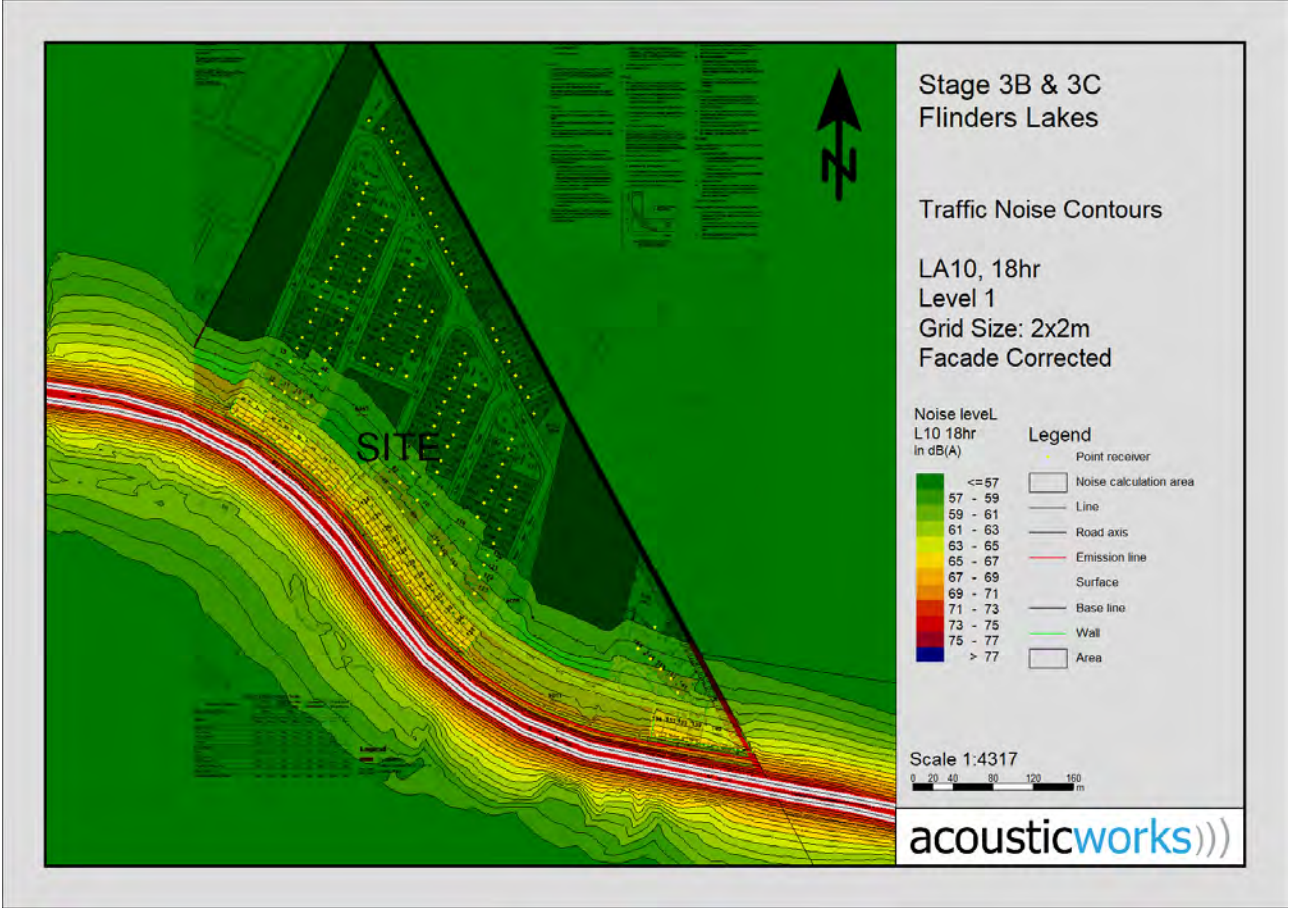
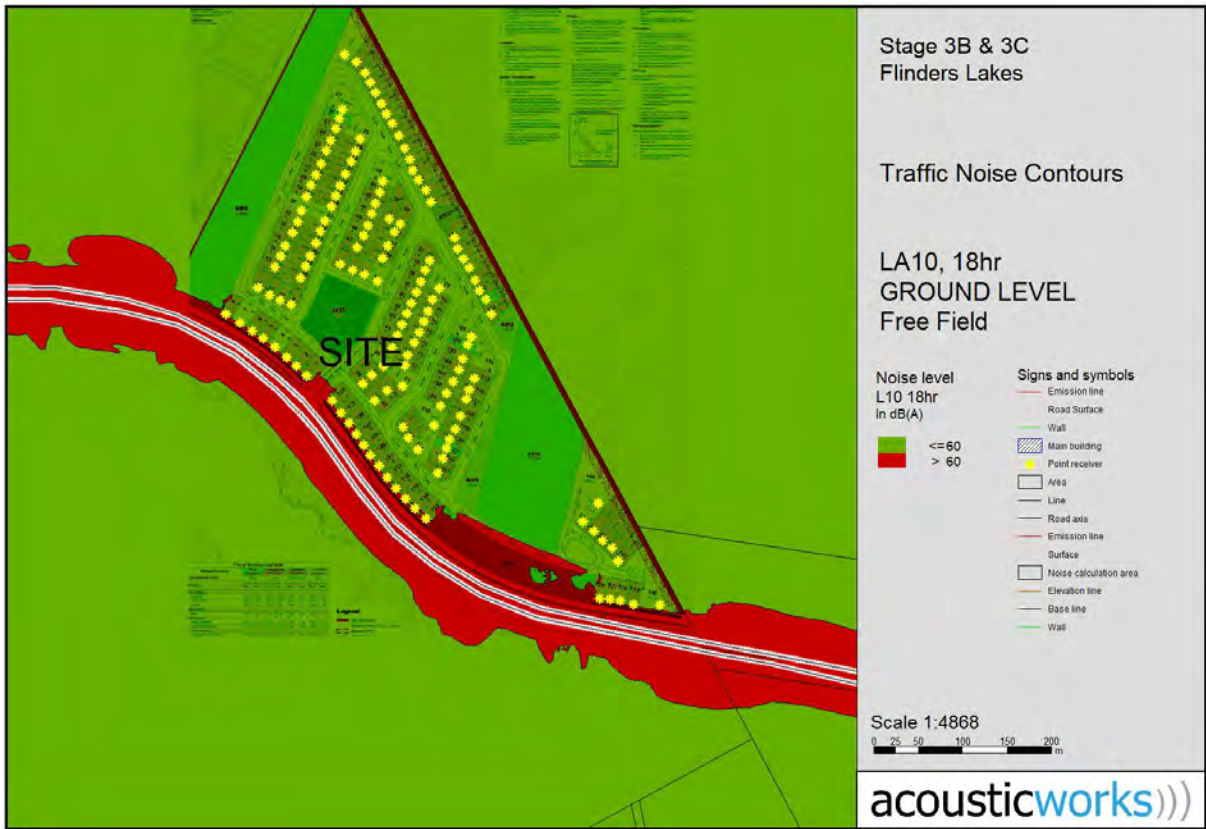


Figure 4: Traffic noise contours – Stage 3B & 3C – Private outdoor recreation areas



5. Recommendations

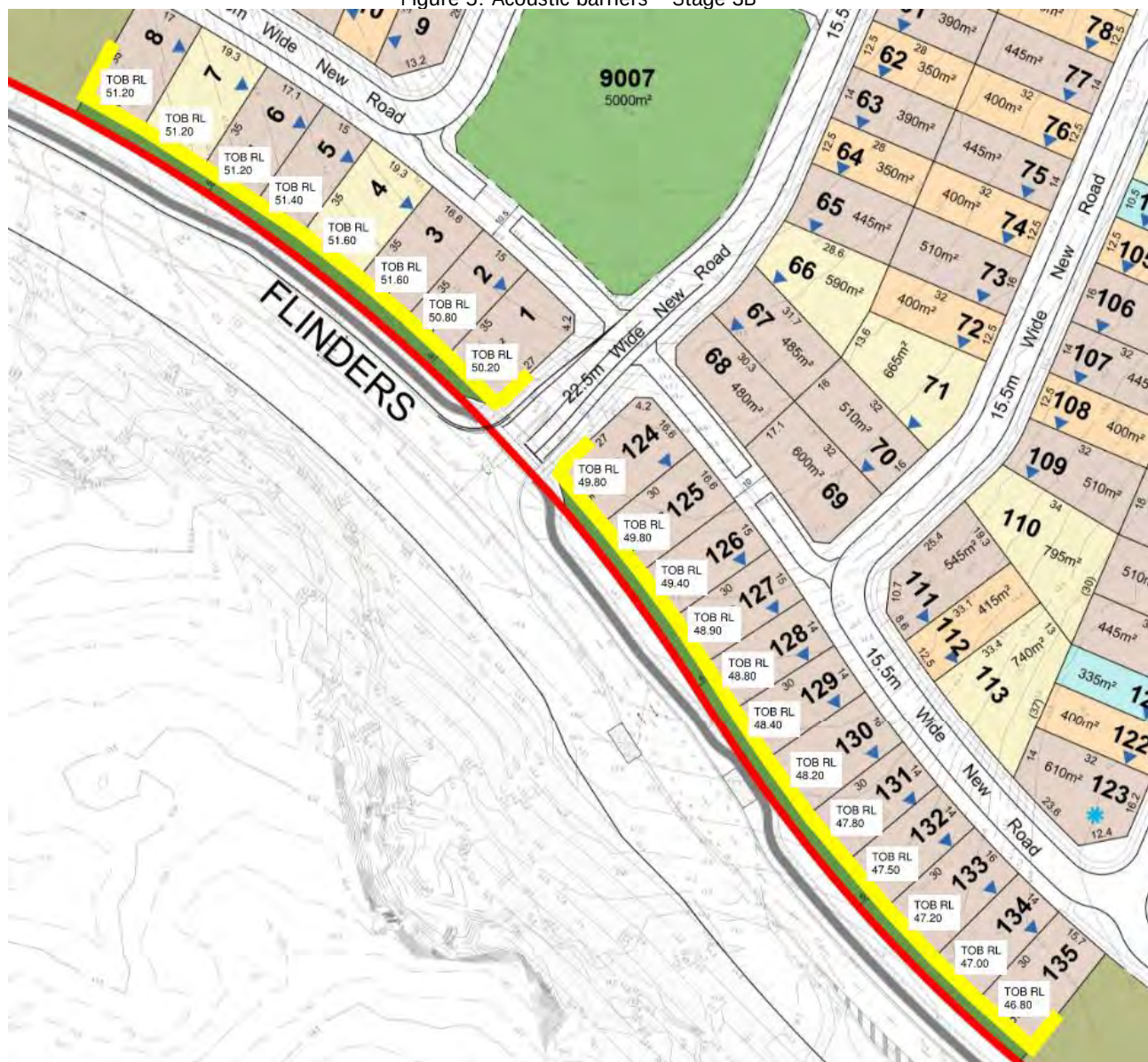
5.1 Road Traffic Noise Acoustic Barriers

5.1.1 Stage 3B Acoustic Barrier

Acoustic barriers for road traffic noise are recommended to be constructed along some lot boundaries throughout stage 3B as shown in Figure 5. The nominated heights are taken above the pad level of the impacted lots. Figure 5 includes top of barrier RL levels which have been based on the civil elevations provided by RPS Group. If the pad level changes by more than 200mm for the impacted lots a revised assessment maybe needed.

The acoustic barriers shall be constructed using materials that achieve a minimum surface density of at least 12kg/m^2 . Suitable materials include 25mm thick pine palings (minimum 40% overlap), 9mm fibre cement sheet, 6.38mm laminate glass, masonry or other materials which satisfy the minimum surface density. A combination of materials, including earth mounds is also a viable alternative. Any barriers shall be virtually free of significant gaps and holes.

Figure 5: Acoustic barriers – Stage 3B



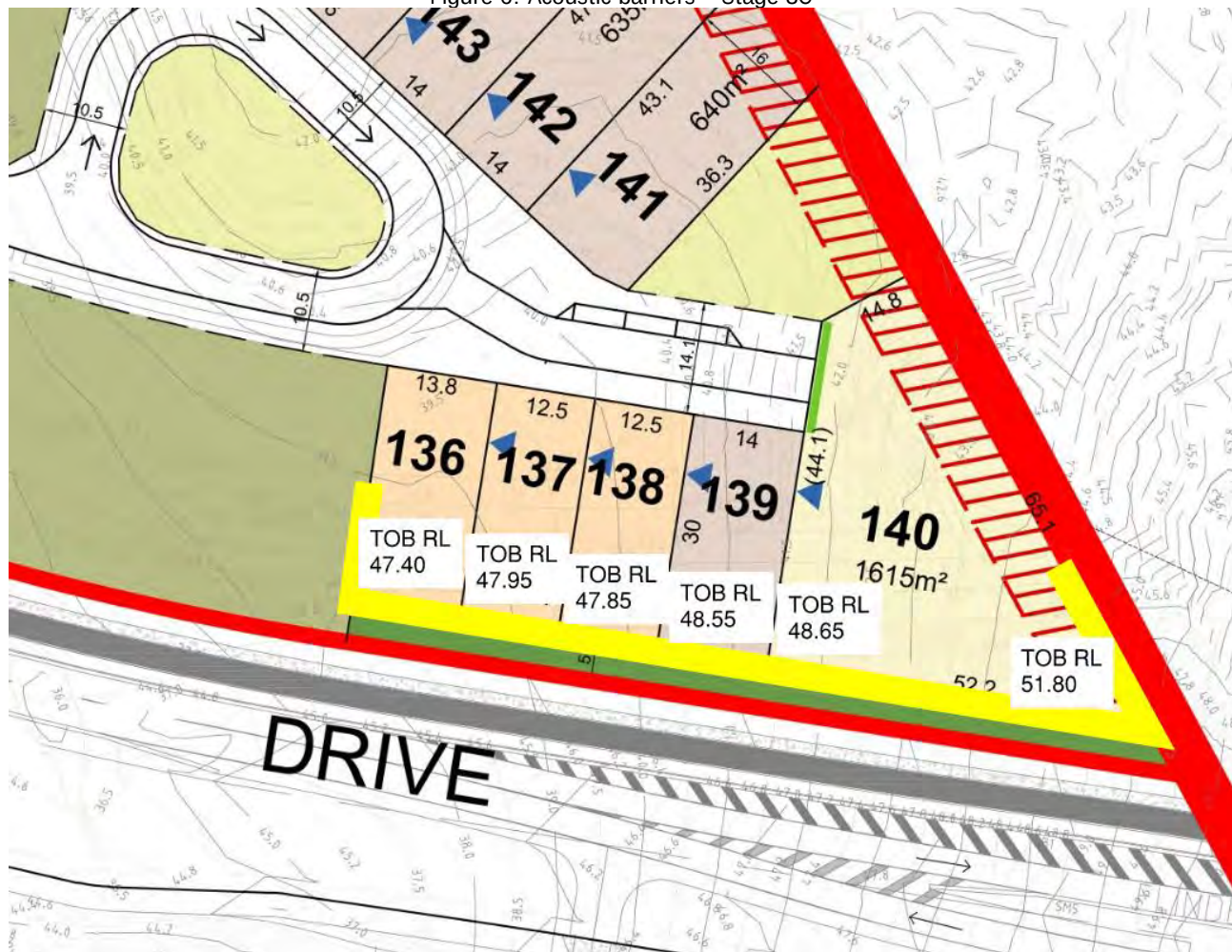
Acoustic barrier 2.0m high above relevant pad level of adjacent lot (as per the TOB RL for each lot).

5.1.2 Stage 3C Acoustic Barrier

Acoustic barriers for road traffic noise are recommended to be constructed along some lot boundaries throughout stage 3C as shown in Figure 6. The nominated heights are taken above the nature strip adjacent to the impacted lots. Figure 6 includes top of barrier RL levels which have been based on the civil elevations provided by RPS Group. If the pad level changes by more than 200mm for the impacted lots a revised assessment maybe needed.

The acoustic barriers shall be constructed using materials that achieve a minimum surface density of at least 12kg/m². Suitable materials include 25mm thick pine palings (minimum 40% overlap), 9mm fibre cement sheet, 6.38mm laminate glass, masonry or other materials which satisfy the minimum surface density. A combination of materials, including earth mounds is also a viable alternative. Any barriers shall be virtually free of significant gaps and holes.

Figure 6: Acoustic barriers – Stage 3C



Acoustic barrier 2.0m high above the adjacent nature strip (as per the TOB RL for each lot).

6. Conclusion

A road traffic noise assessment was conducted for stage 3B & 3C of the proposed development located at Flinders Lakes. On the condition the recommendations detailed in Section 5 are implemented, general compliance is predicted with Logan City Council assessment criteria.

If you should have any queries please do not hesitate to contact us.

Report prepared by;



Kayleigh Styles
Acoustic Consultant

acousticworks)))

Report reviewed by;



Mark Enersen B.Sc MAAS
Director

acousticworks)))

7. Appendices

7.1 Development Plans





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