

Date: 29 June 2026

Level 8, 31 Duncan Street
Fortitude Valley QLD 4006
T +61 7 3539 9500

Economic Development Queensland
Department of State Development, Infrastructure & Planning
GPO Box 2202
Brisbane QLD 4001

Dear Sir / Madam,

Request to Change a PDA Development Application Pursuant to Section 99 of the *Economic Development Act 2012*

Parklands Drive and 71 Flagstonian Drive, Flagstone QLD 4280 (Lot 50050 on SP332140 and Part Lot 907 on SP332140)

Town Centre Stage 1 – Reconfiguring a Lot for Subdivision

EDQ Approval Ref: DEV2022/1313

We act on behalf of *Peet Flagstone City Pty Ltd* (the 'Applicant') regarding the Town Centre Stage 1 PDA Development Approval over land located at Parklands Drive and 71 Flagstonian Drive, Flagstone.

Specifically, this PDA Development Approval is for the following aspects of development:

- **PDA Development Permit for Reconfiguring a Lot** for Subdivision (2 into 3 lots and access easements) and development in accordance with a Plan of Development

The approval was issued by the *Minister of Economic Development Queensland* (MEDQ) on 4 October 2024 (EDQ ref: DEV2022/1313). Pursuant to section 99 of the *Economic Development Act 2012* (the Act), this application seeks to change the approval.

The changes involve:

- Proposed 'split' of approved Town Centre Lot 30014 into two lots to accommodate the Leagues Club and private north-south road (Lot 30014) and future "Eat Street" commercial/retail uses (Lot 30015) separately.
- Proposed extra balance lot (Lot 50053) between Town Centre Stage 1 and Homestead Drive (currently under construction) to separate the balance lot area north of Homestead Drive which includes access easements for Stage 1 from the main balance lot for CA4 and CA5. .
- Amended extent of Stage 1A to accurately capture the western stub extent of the ultimate intersection design of Parkland Drive/City Centre Access Street.
- Updated linework for public roads and intersections having progressed detailed design phase.
- Increase in Future Road Widening area associated with Homestead Drive from 265m² to 345m².
- Editorial updates to the Plan of Development (POD) to reflect changes made above. No independent changes are made to the POD notes or plan.

The proposal has been subject to preliminary informal discussions with EDQ in June 2026 during inception phase. We confirm no changes have been made to the proposal since these discussions.

The amendments proposed do not result in a *substantially different* development compared to the approved development. The amendments are further detailed within this letter.

1 Relevant Approvals

The subject land forms part of Peet's approved landholding in Greater Flagstone and is sited within the Town Centre Core of approved Context Area 1 (EDQ Ref: DEV2012/403).

The Town Centre Masterplan (EDQ Ref: DEV2022/1312) was approved by MEDQ on 25 July 2024. This approval provides land use and built form controls to guide future development over the site forming Peet's vision for the Flagstone City Centre.

In parallel, the Town Centre Stage 1 ROL (EDQ Ref: DEV2022/1313) was granted for subdivision of the first site within the masterplan boundary of Flagstone City Centre. Specifically, this PDA Development Approval is for:

- **PDA Development Permit for Reconfiguring a Lot** for Subdivision (2 into 3 lots and access easements) and development in accordance with a Plan of Development

This approval is subject to the proposed change application. For reference, a copy of the approved Plan of Subdivision is provided at **Figure 1**.

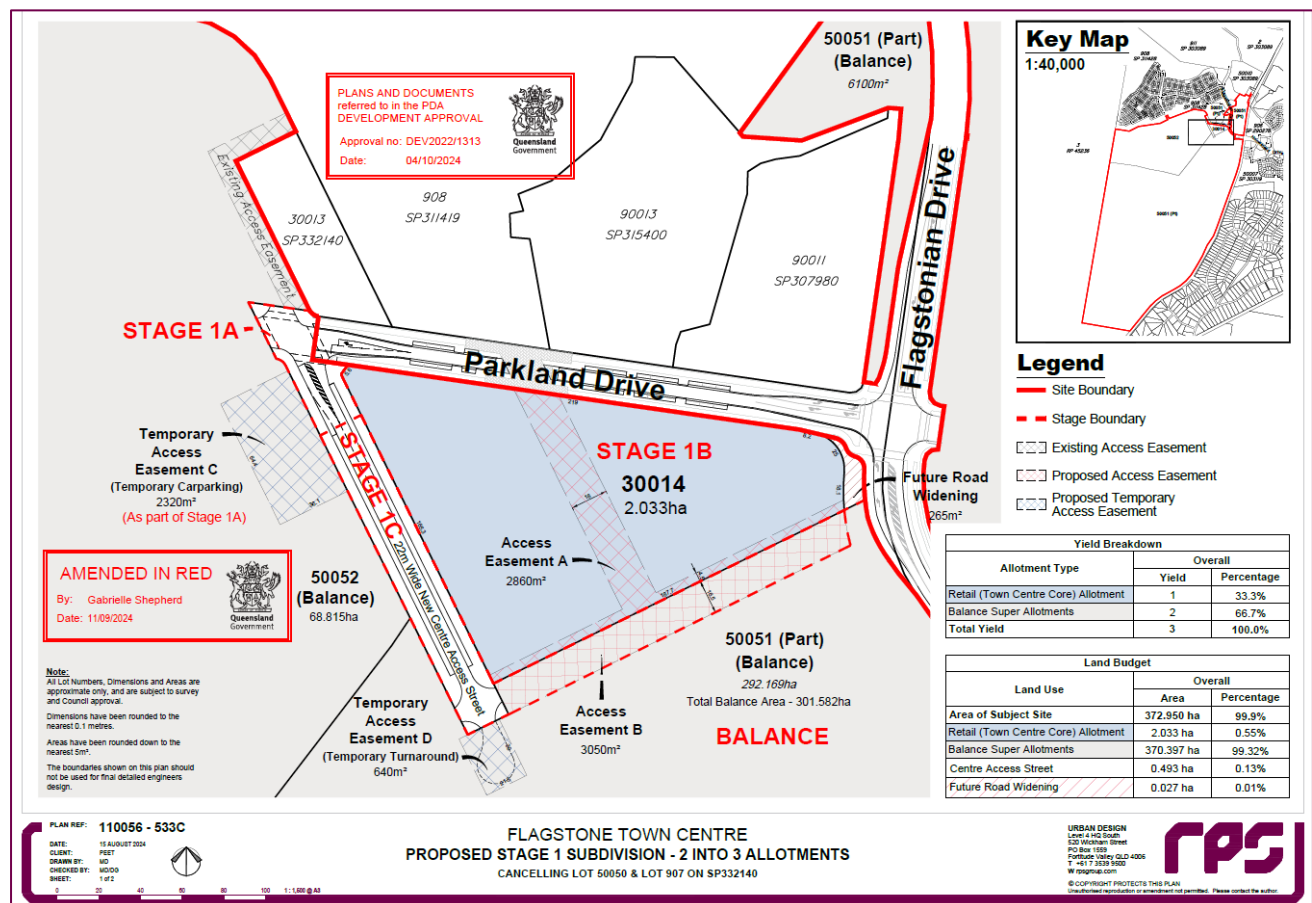


Figure 1: Approved Plan of Subdivision

2 Proposed Changes

When approval for the Stage 1 ROL was originally sought, it was assessed alongside the overarching masterplan. Consistent with the masterplan, it was understood that approved Lot 30014 (Stage 1B) was expected to accommodate an 'Eat Street' city centre precinct comprising food and beverage, retail and/or entertainment uses within the eastern portion of the site, together with a large-format Leagues Club within the western portion. Both areas were proposed to be primarily accessed via the shared private road network, comprising the east-west Future Little High Street and the north-south central private road.

Since that time, Peet has been progressing the market inception phase for Stage 1, including:

- investigations into potential purchasers for both portions of the site
- development of indicative architectural design outcomes,
- ongoing engagement with the market and EDQ, and
- detailed engineering design of Parklands Drive and the ultimate Flagstonian Drive alignment.

These activities have informed Peet's considerations regarding the sale and delivery of the development and as this phase has evolved, several minor amendments have been identified in relation to road design and Peet's intended delivery approach as the current landowner. These changes primarily relate to the configuration of the lot and the extent of the future road widening area required to facilitate the ultimate Parklands Drive and Flagstonian Drive intersection.

The proposed Plan of Subdivision is provided in **Figure 2**. The proposed changes are detailed below.

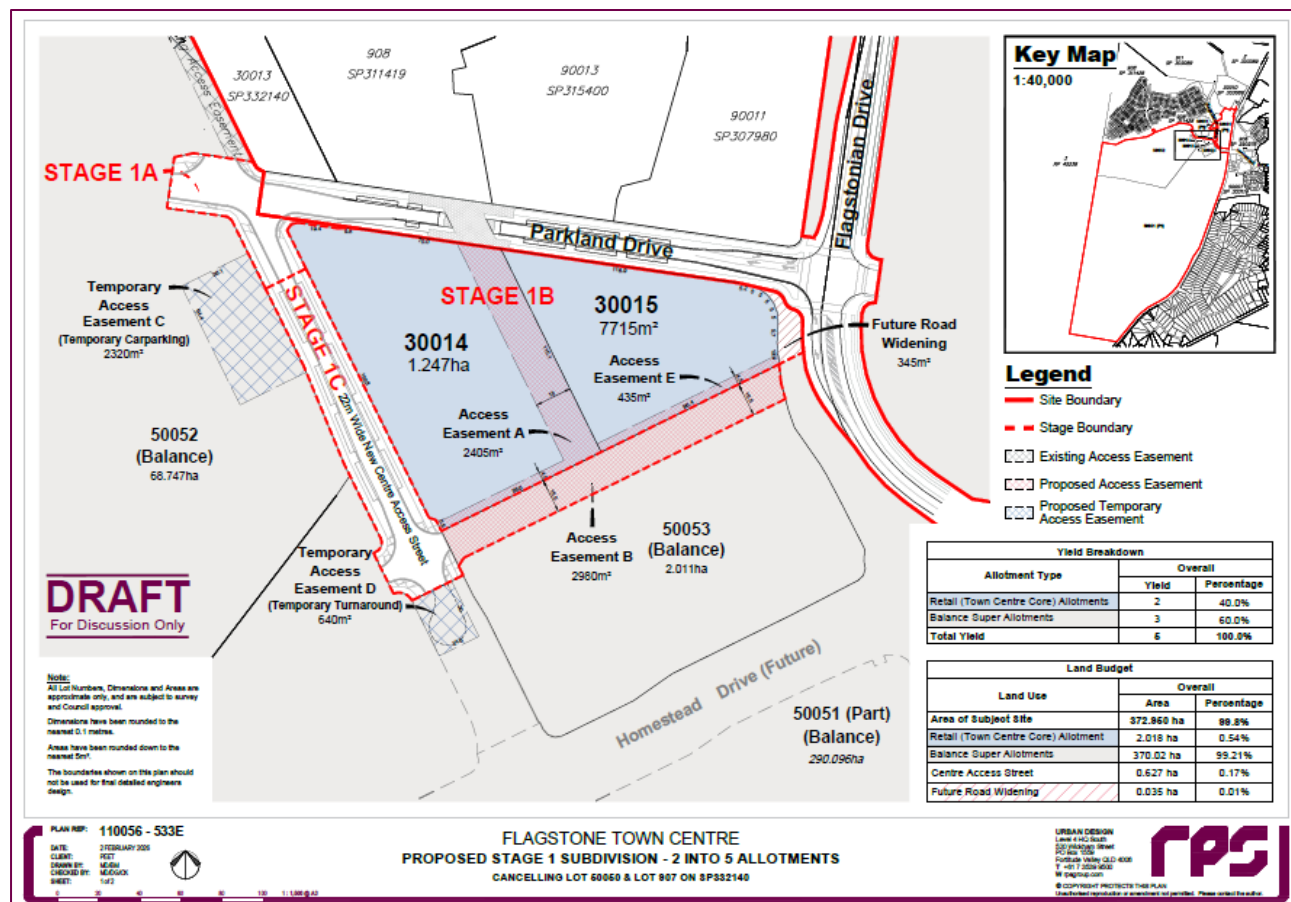


Figure 2: Proposed Plan of Subdivision

Lot Configuration

We propose to alter Stage 1B to incorporate two lots instead of one, with separate titles for the eastern and western portions as proposed Lot 30014 (west) and Lot 30015 (east). The amendments are proposed to allow planning and design and approval activities to progress independently for Eat Street and the Leagues Club sites t, providing flexibility for Peet to advance commercial/contractual arrangements . Notwithstanding this, both lots are still delivered in a coordinated manner within Stage 1B.

The proposed changes are demonstrated below.

Approved		Proposed	
Retail Lot 30014	2.003ha	Retail Lot 30014	1.247ha
-	-	Retail Lot 30015	0.7715ha
Balance Lot 50051	292.169ha	Balance Lot 50051	290.096ha
Balance Lot 50052	68.815ha	Balance Lot 50052	68.747ha
-	-	Balance Lot 50053	2.011ha
Road	0.493ha	Road	0.627ha
Future New Road	0.027ha	Future New Road	0.035ha
Total	372.95ha	Total	372.95ha

Amendments to POD

As a result of incorporating two (2) Town Centre lots, the Building Setbacks POD notation has been updated to reference both lots.

Access Easement A

Access Easement A (north-south private road) is proposed within Lot 30014. This approach is supported by the greater level of certainty currently associated with the future use of this lot as the Leagues Club site. Consistent with the approved intent, the easement will continue to provide public right-of-way access.

Proposed New Balance Lot

Proposed super Lot 50053 (balance) will function as an additional management lot and incorporates the southern portion of the East Street Precinct identified under the Town Centre Masterplan (refer to **Figure 3**).

As EDQ is aware, Homestead Drive is currently being delivered by Mirvac as part of the Monarch Glen development located to the west of the site. Homestead Drive will also provide lawful access to future development areas within CA4 and the CA5 North ROL area being delivered by Peet.

Homestead Drive was approved by EDQ on 20 October 2024 (DEV2017/9074) and is currently under construction. To ensure the proposed lot configuration reflects the ultimate road layout, road alignment linework prepared by Colliers (acting as project engineer for both Mirvac's Monarch Glen development including Homestead Drive and Peet's Town Centre project) has been used to define the extent of super Lot 50053 ahead of the formal registration of the Homestead Drive road reserve.

In addition to reflecting the boundary between balance lot elements created by Homestead Drive, Lot 50053 will also simplify the establishment and ongoing operation of the access easements between Lots 30014, 30015 and 50053 which will create Little High Street (within Easement B burdening Lot 50053).



Page 5

Staging and Timing

As per the original approval, Peet will deliver Stage 1A first. This is required either as part of works for the Stage 1 ROL or the adjoining District Community Centre (DCC) ROL to the north. The DCC ROL includes the portion of Stage 1A necessary to provide access to the future DCC Access Road, as detailed in the current development application lodged with EDQ (Ref: DEV-2026-FLA-4983).

Following completion of Stage 1A, Peet will proceed with the delivery of Stages 1B and 1C at the same time. This approach remains consistent with Condition 3 of the Stage 1 ROL approval and the timing notation in Condition 14, both of which require the approved staging to be completed in sequential order.

Proposed Roads and Intersections

Condition 15 currently requires the delivery of both the Parklands Drive/Centre Access Street intersection and the Flagstonian Drive/Parklands Drive intersection. While the condition references both intersections, only the Parklands Drive/Centre Access Street intersection is identified as having interim and ultimate delivery. We understand this was an administrative error at the time of the approval, noting the approved Traffic Impact Assessment (TIA) for Stage 1 demonstrated an interim intersection for the Flagstonian Drive/Parklands Drive intersection only.

However, as part of this change application, we formally propose an interim treatment to the Parklands Drive/Centre Access Street intersection as signalisation is not required during early phases of development, noting this intersection only caters for traffic accessing the DCC, Regional Recreation Park, and Town Centre Stage 1 (access beyond the western stub is closed). The proposed TIA (Appendix D) provides the relevant modelling and justification for this approach. This change requires an update to the wording of Condition 15 only (refer to **Section 3.3** of this letter).

Overall changes to approved public or private road (access easement) are detailed below:

- Access Easement A: 18m wide north-south road including 4.5m northern verge of Little High Street for Lot 30014 (**decrease** from 2,860m² to 2,405m² area).

- Access Easement B: 16.5m wide Little High Street (**increase** from 2,980m² to 3,050m² area). The change in area of Access Easement B captures the reduced frontage length of Little High Street. The easement tapers slightly at the southwest corner to accommodate the initiative pedestrian footpath alignment.
- Access Easement C: Temporary Carparking (2,320m² area).
- Access Easement D: Temporary Turnaround (640m² area).
- **New** Access Easement E: 4.5m northern verge of Little High Street for Lot 30015 (435m² area).
- **Revised** extent of City Centre Access Street: 22m wide typology.

Road Designs

Since the original approval of Stage 1 ROL, the design of Parklands Drive (ultimate) and the City Centre Access Street has been further refined through the detailed engineering design process. The ROL and POD plans have therefore been updated to incorporate the latest design information and road geometry for these road designs.

The only notable amendment is a minor increase in the extent of the City Centre Access Street road reserve to facilitate future turning lanes. This does not alter the approved road typology, which remains a 22 m-wide cross-section consistent with the approved development.

Adjustment to Road Dedication (Flagstonian Drive)

The engineering plans for Homestead Drive (currently under construction) provided by Colliers demonstrate an interim and ultimate earthworks extent which is slightly larger than the current future road widening area approved in this Town Centre Stage 1 ROL.

As such, we seek to amend the road widening area to accurately capture the ultimate extent of road. The future road widening area is proposed to increase from 265m² to 345m². This change will result in a reduction developable land in Stage 1B. Refer to **Figure 4**.

These works earmark land required for the future ultimate Flagstonian Drive road reserve within balance Lot 50051. This ensures the eastern extent of lot 30015 is accurately defined ahead of the future road dedication, providing certainty regarding the developable and saleable land area within Stage 1B.

The abovementioned engineering plans are provided as **Appendix E** for reference.

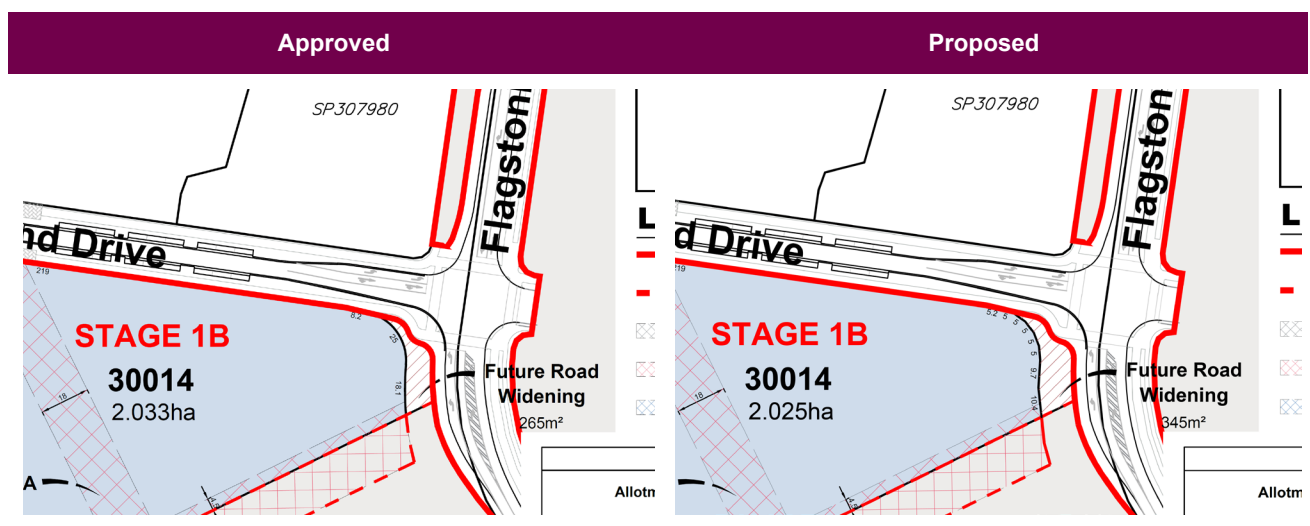


Figure 4: Approved and Proposed Road Widening

3 Amendments to Decision Notice

3.1 Change to Description of Approval

As outlined previously, the description of the application has changed as follows (~~deletions~~ / **insertions**):

- **Development Permit for Reconfiguring a Lot – Subdivision (2 lots into ~~3~~ 5 lots and access easement) and development in accordance with a Plan of Development**

3.2 Approved Plans and Documents

The proposed changes (~~deletions~~ / **insertions**) will result in the following updated document versions superseding the approved document list, as identified in **Table 2**.

Table 1: Changes to Approved Plans and Documents

Approved plans and documents	Number	Date
Approved plans and documents		
1. Flagstone Town Centre Proposed Stage 1 Subdivision – 2 into 3 Allotments Sheet 1 of 2	110056-533 GE	15 August 2024 28 May 2026
2. Flagstone Town Centre Proposed Stage 1 Subdivision – 2 into 3 Allotments Sheet 2 of 2	110056-533 GE	15 August 2024 2 February 2026 (as amended in red dated 11/09/2024 [insert decision date])
3. Flagstone Town Centre Lot 30014 Plan of Development	110056-534 FH	17 September 2024 29 May 2026
4. Flagstone City Town Centre Stage 1 Traffic Assessment, prepared by Bitzios	P2300.004R Flagstone City_Town Centre Stage 1 TIA	29 August 2024
Flagstone City Town Centre Stage 1 Change Application Traffic Impact Assessment, prepared by Bitzios	P6887.001R Flagstone City_Town Centre Stage 1 Change Application TIA Version 001	19 June 2026
Supporting documents		
5. Movement Network Infrastructure Master Plan		
6. Flagstone City Centre Masterplan Report Section A, prepared by RPS AAP Consulting Pty Ltd	Revision F	19/04/24, as amended in red on 18/07/24

3.3 Conditions

The proposed changes (~~deletions~~ / **insertions**) will result in the following updated conditions, as identified in **Table 3**.

Table 2: Changes to Conditions

No.	Condition	Timing
15.	Roadworks – Intersections – Compliance Assessment	
	a) Submit to EDQ DA Functional Layout Plans, certified by a suitably qualified RPEQ, for the interim and ultimate intersections of Parkland Drive/ Centre Access Street (interim and—ultimate) and Flagstonian Drive/ Parkland Drive intersections , including signalisations, traffic devices, line marking, swept path diagrams, pedestrian footpaths/	a) Prior to commencing roadworks for the relevant stage

movements and all services. The certified engineering plans must be designed generally in accordance with:

- i) PDA Guideline No. 13 Engineering standards
- ii) Endorsed Movement IMP (as amended from time to time)
- iii) Flagstone City Town Centre Stage 1 Traffic Assessment, prepared by Bitzios, dated 29 August 2024; and
- iv) Relevant Council standards

There may be other administrative corrections required within the decision notice or conditions not listed above.

4 Substantially Different Development Test

It is considered that the proposed changes to the development application would not result in “*substantially different development*” when considering the individual circumstances of the development in the context of the changes proposed.

It is noted that the application is subject to section 99 of the *Economic Development Act 2012*, which states that a change to an approval may be made only if the change would not result in the development being ‘substantially different’, which is the same term used for the definition of a ‘minor change’ under the *Planning Act 2016*. In the absence of any PDA specific guidance, Schedule 1 of the Development Assessment (DA) Rules is used in assessing the amendment application in this instance.

An assessment of the proposed changes against the “substantially different development” criteria is provided in **Table 4**.

Table 3: Substantially Different Development Criteria

DA Rules Section 4, Schedule 1 Test	RPS Comments
<i>Involves a new use</i>	The change does not introduce any new uses.
<i>Results in the application applying to a new parcel of land</i>	The change application does not include additional land.
<i>dramatically changes the built form in terms of scale, bulk and appearance</i>	The layout changes seek to deliver Stage 1B in two allotments however they will be constructed and registered at the same time. No built form (nor potential built form) is dramatically changed as the intended land uses and design controls remain the same as indicated under the Masterplan approval and the Stage 1 POD controls.
<i>changes the ability of the proposed development to operate as intended</i>	The change does not result in the ability of the proposal to operate as intended as it remains a subdivision for future retail and commercial sites in the Major Centre Core. The Stage 1B development site and surrounding roads are created, along with balance lots. The proposed additional balance allotment is consistent with this function and reflects the split in the balance lot that will occur when Homestead Drive opens – being a management lot, no works (including individual services) are required.
<i>removes a component that is integral to the operation of the development</i>	The change does not remove a component that is integral to the operation of the development.
<i>significantly impacts on traffic flow and the transport network, such as increasing traffic to the site</i>	The change will not result in any change to the anticipated traffic flow or transport network. The only changes to the approved public and private road network are lineworking to reflect updated detailed design, and a very minor increase in the road reserve of City Centre Access Street to reflect the detailed design of the previously approved roads.
<i>introduces new impacts or increase the severity of known impacts</i>	The changes are simply for minor adjustments to lot configuration in Stage 1B. The changes do not result in worsened impacts.
<i>removes an incentive or offset component that would have balanced a negative impact of the development</i>	The change does not remove an incentive or offset component.
<i>impacts on infrastructure provisions.</i>	The change will not result in any impact on infrastructure provisions.

5 Owners Consent

The land subject to this application is formally described as:

- Lot 50050 on SP332140 – Parklands Drive, Flagstone
- Part Lot 907 on SP332140 – 71 Flagstone Drive, Flagstone

These property descriptions remain unchanged since the time of the original approval and thus is consistent at the time this change application is made.

Peet Flagstone City Pty Ltd was the original applicant and is making this change request. For clarity, a copy of the landowner's consent letter is provided in accordance with section 82(3) of the *Economic Development Act 2012* and enclosed as **Appendix C**.

6 Summary

We ask that EDQ now proceed with the assessment of the request to amend the development approval and accordingly enclose the following documentation:

- **Appendix A** – MEDQ Development Application Form
- **Appendix B** – Certificate of Title and Landowners Consent
- **Appendix B** – Proposed Subdivision Plans
- **Appendix D** – Updated Traffic Impact Assessment
- **Appendix E** – Homestead Drive Design Plans – *for information purposes only*

We trust this information is sufficient for your purposes. Should you require any further details or clarification, please do not hesitate to contact the undersigned or Nick Meadows by telephone on 07 3539 9708.

Yours sincerely,
for RPS AAP Consulting Pty Ltd



Emma Gurney

Senior Planner

emma.gurney@rpsconsulting.com

(07) 3539 9692