

Ref: 25-0325P/01

21/07/2026

Attn: Leila Torrens
Economic Development Queensland (EDQ)

GPO Box 2202
BRISBANE QLD 4001

Via email: pdadevelopmentassessment@edq.qld.gov.au

RE: Response to Information Request
New Beith Road, Silverbark Ridge (Part of Lot 911 on SP356636)
EDQ Reference: DEV-2026-FLA-4618

Dear Leila,

We refer to your information request, dated 19 May 2026, issued in accordance with section 83 of the Economic Development Act 2012 (**the Act**) in relation to the abovementioned application.

A response to each item of the information request is provided in this letter and in the accompanying documentation.

In accordance with section 83B of the Act it is requested that MEDQ provides notice that the applicant has now complied with the information request.

Should you have any further queries regarding this application, please do not hesitate to contact the undersigned on 0415 252 577.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Jen Taylor'.

Jen Taylor

ASSOCIATE DIRECTOR – PLANNING

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Response to Information Request

Supporting Material

This response is supported by the following information:

Document Title	Prepared By	Date
New Primary School in Greater Flagstone Concept Master Plan	GroupGSA	20 March 2026 (provided July 2026)
New State Primary School Greater Flagstone Traffic Impact Assessment	PTT	8 July 2026

Response to Information Request

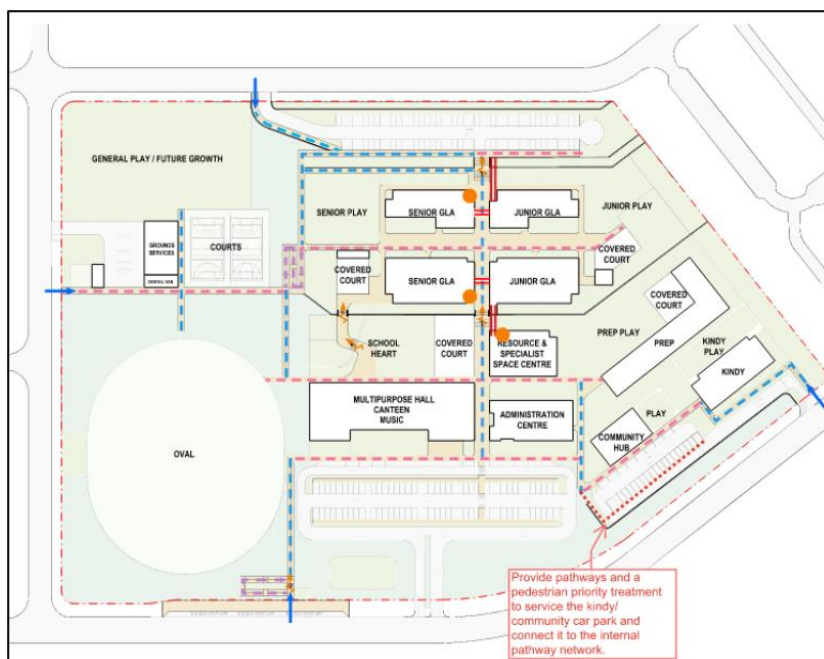
Please see our response to the items in EDQ's information request below.

Traffic

Item 1

Provide amended plans that incorporate the following changes:

- Update the southeast access so that it is relocated further west, positioned entirely outside the functional area of the future signalised intersection, to demonstrate compliance with intersection design requirements and avoid operational conflicts.
- Relocate the bike store on the western pedestrian entrance closer to the centre of the school, as recommended in Section 3.4.2 of the Traffic Impact Assessment. this will improve accessibility and encourage higher active-transport uptake by placing the facility in a more convenient and visible location for students.
- Provide bicycle racks for visitor bicycle parking at the entrance of the Kindy/Community Hub.
- Provide a signage and line marking plan as required in Section 3.6 of the Traffic Impact Assessment. Alternatively, this can be conditioned as Compliance Assessment.
- Provide another pedestrian access point to the Trunk Collector (southern frontage) between the two vehicle crossovers.
- Provide pathways and a pedestrian priority treatment to service the kindy and community car park in the south-west corner of the site and connect it to the internal pathway network, as shown in the marked-up plan below.



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- g. Amend the Concept Masterplan to provide an indented school bus stop along the southern trunk connector road frontage of the site with minimum capacity for 4 x single unit rigid buses of 12.5m in length with independent operation as per Section 5.6.3.1 and Table 5-7 of the Public Transport Infrastructure Manual 2015, resulting in a total required bus zone length of 124.5m, including entry and exit tapers and an 88.5m bus bay length. The required length of the bus stop is longer than stated in the Traffic Impact Assessment and currently shown on the plans, which may adjust the paths and vehicular access point location.
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Response

Item a

Relocation of the southeastern crossover further west along the site frontage is not feasible due to the site's topography. The fall across the site has required the development to be benched into three distinct platforms. Vehicle access from the street level (RL 64.50) to the car park (RL 67.50) is provided via a ramp with a maximum gradient of 1:8.

Relocating the southeastern crossover further west would reduce the available ramp length required to achieve the necessary change in level, resulting in an unacceptable gradient and rendering the access arrangement unworkable.

To address operational conflicts, the southeastern crossover has instead been revised to operate as a left-in/left-out access. Further details are provided in Section 3.2.2 of the Traffic Impact Assessment.

Item b

The Concept Master Plan (CMP) has been amended to relocate bicycle storage to a location at the eastern side of the multi-purpose courts, in addition to the location north of the short-term carpark adjacent to the southern façade of the multi-purpose hall. Both locations are considered convenient to staff and students.

Item c

The Applicant accepts a condition of approval that requires provision of bicycle racks for visitor bicycle parking at the entrance of the Kindy/Community Hub.

Item d

The Applicant accepts a condition of approval that requires provision of signage and line marking as required in Section 3.6 of the Traffic Impact Assessment.

Item e

Provision of a third pedestrian access point at the site's southern frontage is not feasible due to the site's topography and level constraints. The steeply sloping nature of the site has required the development to be benched into three distinct platforms.

To achieve compliant pedestrian access between the street level (RL 64.50) and the car park level (RL 67.50), a ramp with a maximum gradient of 1:14 would be required. Accommodating such a ramp within the available area would necessitate a substantial ramp configuration, which cannot be achieved due to the site's limited dimensions and spatial constraints. Accordingly, the provision of a third pedestrian access point from the southern frontage is not practicable.

Item f

The CMP has been amended to include provision of a pedestrian path at the front of the carparks located within the kindy and community parking area; and provision of a pedestrian crossing connecting to the wider internal pedestrian network.

Item g

The indented bus bays will be delivered by PEET in accordance with the conditions of the relevant PDA development approval(s). The Applicant has been liaising with PEET throughout the design process to ensure the bus bays are designed and constructed in accordance with the Department of Transport and Main Roads' Planning for Safe Transport Infrastructure at Schools and Translink's Public Transport Infrastructure Manual.

Importantly, the relevant (PEET) PDA development approval(s) require the delivery of the external road network, including the indented bus bays, through the Compliance Assessment process. These works must be constructed and operational prior to the commencement of the proposed development.

Draft engineering plans prepared by PEET have been reviewed. As outlined in Section 3.4.3 of the Traffic Impact Assessment, the available road reserve provides sufficient flexibility to accommodate any refinements necessary to achieve compliance with the above design standards. The only amendment currently recommended is to increase the width of the bus bays from 2.5 metres to 3.0 metres.

Item 2

Amend the Traffic Impact Assessment to:

- a. Relocate the access further east to allow a compliant left-turn lane on the trunk connector road.
- b. Provide functional layout plans demonstrating the proposed access configuration.
- c. Specify the number of end-of-trip facilities in accordance with QDC MP4.1 – Sustainable Buildings.
- d. Provide the SIDRA assessment of the Trunk Connector and short-term car parking access. Section 4.3.3 of the Traffic Impact Assessment states that it is in Appendix B and Table 4.4, however it cannot be found in that section of the report.

Note:

- The proposed access to the short-term parking is located too close to the indented bus stop and there is no available space to construct a short auxiliary left-turn lane (AULs) as required by the turn-warrant assessment. As a result, this treatment is not physically achievable.
- Land dedication may be required to accommodate the turning lanes and ensure both lane widths and verge widths are compliant.
- There may be an opportunity for the required turning lanes to be delivered as part of the upcoming road construction works by Colliers. Further discussions between the Department of Education and Peet may be needed to facilitate this. This approach is preferred to avoid modifying a newly constructed road after the development is completed.
- There is a significant oversupply of long term parking (staff). It is recommended to reduce the number of staff parking to encourage active transport, in accordance with DTMR Planning for Safe Transport Infrastructure at Schools.

Response

Item a

The CMP has been amended to relocate the southwestern / central crossover to the site further east, enabling a compliant short auxiliary left-turn lane to be accommodated within the road reserve. Refer to Section 4.3.2 of the Traffic Impact Assessment.

Item b

The road reserve, to be delivered by PEET, is of sufficient width to accommodate the required short auxiliary left-turn lane, and full-length channelised right-turn lane. Refer to Section 4.3.2 and Appendix D of the Traffic Impact Assessment for functional layout plans.

Item c

The applicant accepts a condition of approval that requires of end-of-trip facilities to be provided in accordance with QDC MP4.1 – Sustainable Buildings.

Item d

The Traffic Impact Assessment has been amended and includes the SIDRA assessment of Trunk Connector and short-term car parking access. Refer to Appendix F of the Traffic Impact Assessment.

Earthworks

Item 3

Provide a bulk earthworks plans for the school site. The PEET Concept Civil Drawings in Appendix C show earthworks for the surrounding roads while a substantial portion of the central site remains ungraded, meaning the school may need to undertake localised earthworks to suit its building pads.

The full development earthworks plans are required to confirm the final ground levels, assess how the school's building pads will interface with the surrounding precinct, or determine the extent of localised earthworks the school will be required to undertake.

Response

As previously discussed, and as outlined in Section 2.2.1 of the Planning Report originally submitted to EDQ, the CMP has been prepared following a comprehensive analysis of the site's natural, cultural and built context, together with its associated opportunities and constraints. The CMP identifies the proposed location, scale and arrangement of built form, outdoor learning areas, circulation networks, vehicular access, on-site car parking and interface treatments. Following MEDQ's approval of this PDA development application, the proposed development shown on the CMP will be further refined through detailed design during the design and construct procurement phase. The Applicant accepts a condition of approval requiring the submission to EDQ of:

- detailed floor plans and elevations for compliance assessment.
- detailed earthworks plans, certified by an RPEQ.
- detailed engineering plans, certified by an RPEQ, for all retaining walls 1 metre or greater in height.

The 'Preliminary Site Bench' and 'Cross Sectional Studies' included in the CMP demonstrate how the school's building pads will interface with the surrounding precinct. The extent of localised earthworks required for the school will be confirmed through detailed design during the design and construct procurement phase.

Bio-basin

Item 4

The site plan shows a bio-basin located to the left of the main access driveway on the trunk connector. Clarify the purpose of the proposed a bio-basin located to the left of the main access driveway on the trunk connector.

Response

The CMP has been updated to remove the previously illustrated bio-basin. As detailed in the Flagstone City CA3 South Site Based Stormwater Management Plan prepared by Engeny, the developed school site catchment has been accounted for in the stormwater quality and quantity assessment for the broader CA3 South development.

Noise Impact

Item 5

Amend the Noise Impact Assessment to provide post-mitigation modelling for the proposed 1800 mm acoustic screens (courts and eastern boundary) to confirm their effectiveness in achieving compliance.

Response

Post-mitigation modelling for the proposed 1800 mm acoustic screens to the multipurpose courts and eastern boundary has already been undertaken and was included in the Noise Impact Assessment originally submitted to EDQ. The modelling confirms the effectiveness of the proposed acoustic screens in achieving compliance. Refer to Table 5-4 in the Noise Impact Assessment.

Infrastructure Charges

Item 5

Confirm whether the childcare centre is intended to be operated as a not-for-profit or community type operator, or if the tenant will be a commercial childcare operator.

If the tenant is a not-for-profit or community kindy type operator, this may qualify for an exemption/deferment (subject to application and EDQ review).

Response

The proposed childcare centre is intended to operate as a two-unit kindergarten, accommodating up to 44 children per day and up to 88 children across the week. Each child will receive up to 15 hours of care per week. The facility is not intended to operate as a long day care centre.

The kindergarten is intended to be leased to a community kindergarten-type operator and will provide an approved kindergarten program funded under the Free Kindy program. The program will offer meaningful experiences and interactions to support the early learning, wellbeing and development of children in the year before Prep. These programs

support children's physical, social, cognitive, language and emotional development and are therefore considered to serve an educational purpose.

The kindergarten is consistent with the Applicant's strategic agenda and core deliverables.

Relationship to PEET Approval

Item 5

Given that the school is reliant on the external infrastructure, such as roads, water, sewer, stormwater, and earthworks being delivered by Peet under the DEV2024/1491 approval, please clarify how the project will manage the timing and sequencing of these works to ensure the site is ready for construction and able to connect to the required external infrastructure.

Note: A condition will be imposed to ensure the development is connected to a fully constructed road prior to commencement of use.

Response

PEET has provided their response to the EDQ information request issued for the amendment application to PDA development approval DEV2024/1491 (being, EDQ Reference: DEV-2026-FLA-4645). Timeframes included within this response, accord with necessary timeframes to enable the proposed development to commence operation at the commencement of 2030 (the Applicant's revised opening). The Applicant understands the timeframes as follows:

- survey plan endorsement of the site and temporary access easement: 30 November 2026.
- formalised road access via the road to the north of the site, and power and water connections to the site: 30 November 2027.
- completion of the road network surrounding the site, and sewer and stormwater connection to the site: 30 June 2028.

The Applicant will continue to liaise with PEET to ensure clear communication between the two parties for necessary deliverables to enable the proposed development commence operation as required.