

Date: 31 July 2026

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

Attention: Leila Torrens

Economic Development Queensland
GPO Box 2202
Brisbane QLD 4001

Dear Leila,

**REQUEST TO CHANGE PEET FLAGSTONE PDA DEVELOPMENT APPROVAL
SECTION 99 OF ED ACT – FLAGSTONE CITY: CA3 SOUTH (EDQ REF: DEV2024/1491/3)**

We act on behalf of Peet Flagstone City Pty Ltd (the Applicant) regarding the development approval over New Beith Road and Everdell Road, New Beith and is formally (and currently) described as Lot 1 on SP362514, Lot 989 on SP362514, Lot 908 on SP354746, Lot 911 on SP356636 and Lot 912 on SP362514 (EDQ ref: DEV2024/1491/3).

This development approval is for the following aspects of development:

- **PDA Development Permit for Reconfiguring a Lot** (4 into 1627 residential lots, non-residential lots, open space, new roads, balance lots) and associated Plan of Development

It is proposed to make minor amendments to the latest approval package issued by EDQ on 16 June 2026, pursuant to Section 99 of the *Economic Development Act 2012* (the Act).

These changes have been discussed with EDQ through recent pre-lodgement engagement, including written advice dated 25 May 2026 and a meeting held on 23 June 2026. The discussions focused primarily on the proposed layout amendments within Stages 9 and 13, as well as the supporting information required to facilitate their assessment. Feedback provided by EDQ during this process has informed the final plans and supporting documentation submitted with this application.

The proposed changes seek to amend the approval, as follows:

- An overall increase of 166 residential lots is proposed as part of the redesign of Stages 9 and 13.
- Stage 9 layout changes including re-configuration of the terrace product within Stages 9M and 9N. Stage 9 also includes minor sub-staging and changed road widths. The residential yield in Stage 9 increases by three (3) residential allotments.
- Stage 13 residential redesign which includes a revised earthwork strategy to remove the large, steep sloping lots. The revised earthworks strategy seeks to establish an additional 163 residential allotments. The redesign seeks to retain the same open space areas and Neighbourhood connector road network however the local road network is proposed to be redesigned. Sub-staging and significant earthworks are required to establish the revised layout. Technical reporting is provided to demonstrate support for the revised design.
- Plans of Development (POD) are proposed to be amended for Stages 9 and 13 to remove building location envelopes (BLEs) on all lots unless a non-standard design is required or the lot is a terrace lot. Instead of BLEs on all allotments, proposed typical BLEs are provided within the POD for each lot type demonstrating

the typical minimum setbacks for the allotments. The changes are proposed to improve legibility and readability for the builders and purchasers, while maintaining consistency with surrounding development approvals in the Flagstone PDA.

- Timeframes relating to compliance assessment and dedication of New Beith Road where south of the Flagstonian Drive intersection are proposed to be amended to allow additional time for detailed design of the road to progress.
- POD Note changes relating to POD Notes 16 and 17 for rear retaining walls have been updated to ensure the setback distance in each note reflects the revised definition of setback under the Development Scheme and the Act.
- Road corridor widths for the Neighbourhood and Trunk Connectors have been increased to 21m and 23.8m, respectively, for all remaining stages. The road corridor widths were previously increased to the aforementioned widths for Stages 10 and 12 under the previous approval.
- Minor sub-staging amendments are proposed within Stage 14 to account for future road closure applications.
- Minor changes to the POD for Stage 12 have been incorporated as the development progresses through detailed design.
- Minor changes to account for PMT positioning in Stages 10 and 12 have been captured within the proposed subdivision and POD layouts.
- Changes to conditions and proposal plans have been captured within the letter to reflect the proposed changes.

Overall, the changes are not considered to result in a substantially different development from that which is approved. Changes to approved plans, documents, and conditions, have been outlined in this letter.

Further information regarding the proposed changes is included in the sections below.

It is also acknowledged that the Applicant has recently lodged a change application with EDQ to amend the approval. The application was properly made on 31 July 2026 and is currently under assessment (EDQ Ref: DEV-2026-FLA-5087). EDQ has agreed to receive and consider both applications concurrently, recognising that the existing change application is limited in scale and is expected to be resolved in the near term. This approach ensures the efficient progression of both applications and avoids unnecessary delays to the assessment process – this current change application remains a priority for the Applicant, as its approval is critical to finalising the design of the Applicant's next release area within CA3 South and progressing associated major civil works contracts.

1 Proposed Changes

1.1 Stage 9 Layout

Amended width for Trunk Connector Road

The Trunk Connector road type is proposed to increase in width from 23.7m to 23.8m for the balance of stages within CA3 South being Stages 9, 11, 13 and 14. This change matches the width extent of both Trunk Connector and Neighbourhood Connector roads in the last Change Approval to CA3 South relating to Stages 10 and 12. Linework for the road has also been updated based on progressed detailed engineering design. No changes are proposed to cycle tracks or shared paths where applicable, pedestrian footpaths, parking lanes nor traffic lane widths. The changes primarily relate to the verge treatments and is described as follows:

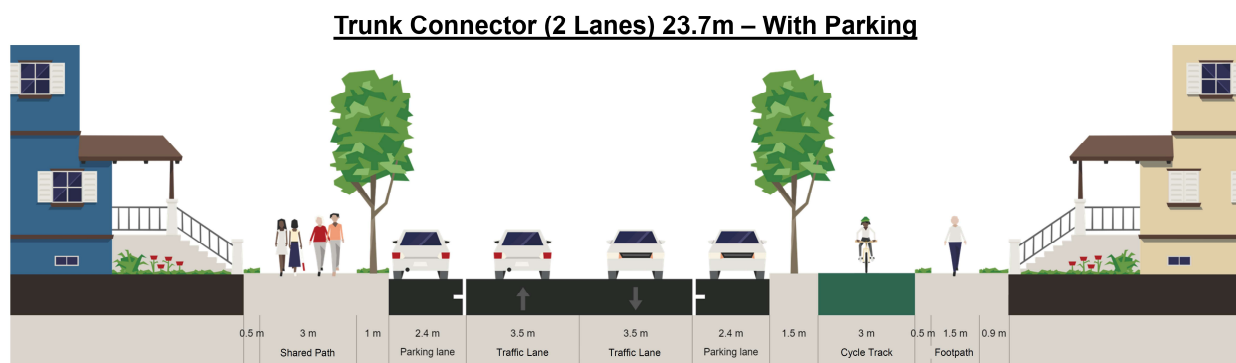
Separated Cycle Track and Footpath side of road

- Planting at front of kerb is proposed to remain 1.5m in width.
- Cycle track is proposed to remain 3m in width.
- Separation between cycle track and footpath is proposed to be removed.
- Footpath is proposed to remain 0.9m in width.
- Planting at back of kerb is proposed to be 0.75m in width.
- Overall the verge on the separated cycle track and footpath side of the road is proposed to be reduced from 7.4m to 6.75m in width.

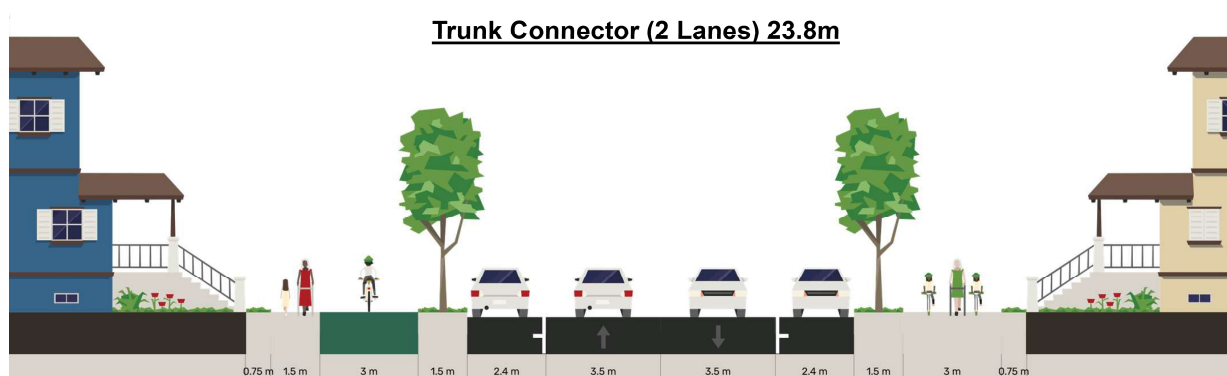
Shared Path side of the road

- Planting at the front of kerb is proposed to increase to 1.5m in width from 1m.
- The shared path is proposed to remain 3m in width.
- Planting at the back of kerb is proposed to increase from 0.5m to 0.75m.
- Overall the verge on the shared path side of the road is proposed to increase from 4.5m in width to 5.25m in width.

A comparison of the two road cross sections is provided below.



Approved Cross Section



When accounting for the lack of change to the carriageway widths, the increase in width of the shared path verge by 0.75m is partially offset by the decrease in width to the of cycle track verge of 0.65m. Overall this accounts for the increase in road width for the Trunk Connector within CA3 South. The additional 0.1m width has been subtracted from the surrounding open space and residential allotments.

For cross sections, refer to the Traffic and Transport Assessment by Bitzios Consulting in **Attachment F**. The intent for this change is to be reflected along the entire length of the Trunk Connector Road, as detailed in the sections below.

Northern access road absorbed into Stage 13

Due to the significant reconfiguration of Stage 13, the stage boundary separating Stages 9 and 13 has been amended to incorporate the approved 16.5m-wide access road within Stage 13. Previously this road was included within Stage 9. This change is necessary because the road design is intrinsically linked to the revised Stage 13 layout, including lot orientation, topography and finished levels as development steps up the hillside.

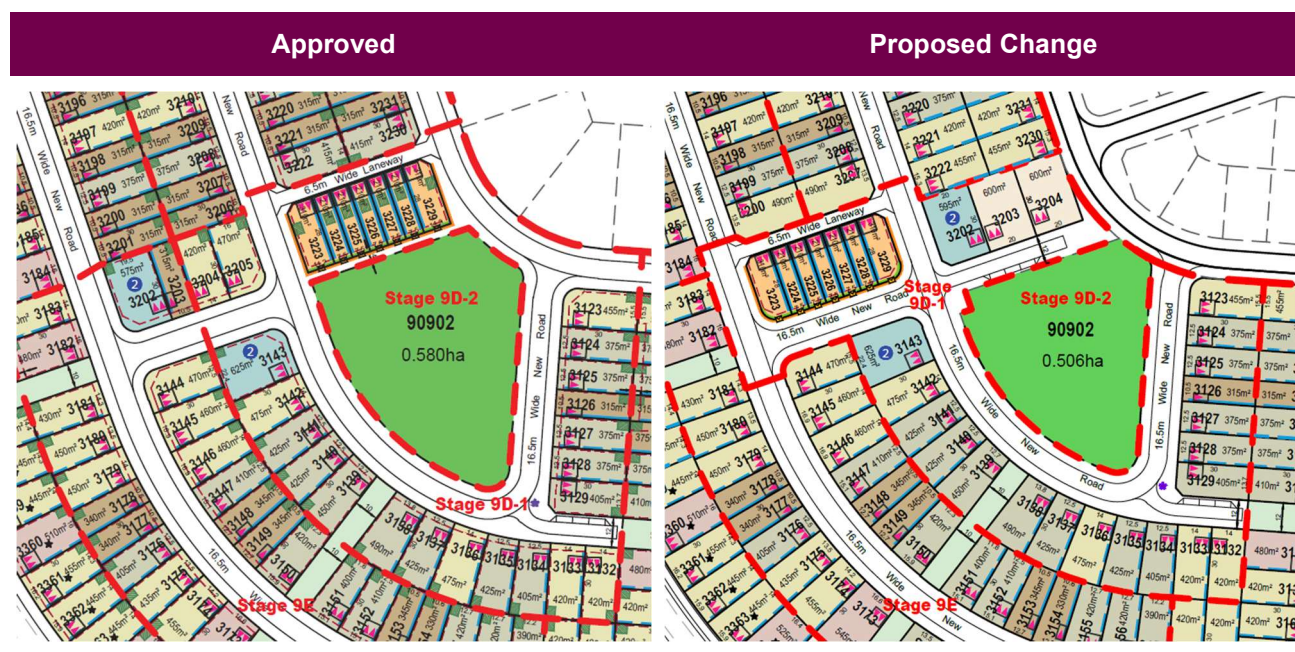
Under the approved layout, the road involved a combination of cut and fill, however the revised design requires a substantially greater cut profile to achieve acceptable grades. As a result, it is more practical and efficient for the road to be delivered as part of Stage 13. As a consequence of the changed boundary, all sub-stages in Stage 13 relating which include the road will be delivered ahead of the adjoining Stage 9 sub-stages.

Configuration of terrace product and sub-staging boundary of Stage 9D-1

To achieve a more balanced earthworks outcome, the redesign of Stage 13 includes adjoining Stage 9. Earthworks within Stage 9 introduces a minor increase in fill to better respond to the existing landform. Under the approved layout, rear-loaded terrace lots were proposed adjacent to the Neighbourhood Recreation Park within Stage 9D-2. The revised layout relocates these terrace lots to the adjoining block immediately to the west. The changed levels for Stage 9 has resulted in the terraced lots, which are more responsive to level differences along side boundaries, being shifted west to a location that is required to have greater level difference under the revised earthworks strategy.

Refer to the proposed changes to Stages 9D-1 and 9E in **Table 1**.

Table 1: Proposed changes to Stage 9D-1



Layout design of Stage 9M and 9N

Stage 9M and 9N have been redesigned to reduce the number of split level lots. Split level lots incur higher building costs when constructing a dwelling and the preference of the Applicant is to minimise their occurrences where possible in CA3 South.

The proposed amendment to Stage 9M-2 introduces a block of front-loaded terrace allotments, providing greater diversity in terrace product while also maintaining higher-density housing in close proximity to key social and community infrastructure, including the school, parks, and District Centre.

Most importantly this enables greater fill to be utilised and the removal of two rows of split level blocks as per the approved layout. Only Stage 9N is retained as split level blocks in the proposed design. Stage 9N remains part of the broader terrace precinct, however no significant layout changes are proposed to the lots within Stage 9N.

Stage 9M and 9N have been designed to respond to site slope, improve earthworks efficiency and enhance built form variation. The terrace lots will be delivered as grouped “2”, “3” or “4” pack products, with mandatory built-to-boundary walls provided only along common boundaries between a maximum of four dwellings. This avoids continuous unbroken rows of terrace housing and introduces natural breaks in the built form. The design also incorporates architectural articulation, including verandahs, roof overhangs, window hoods, screens and awnings, to assist with visual interest and reduce the appearance of repetition. Stage 9M and 9N include a maximum of two consecutive 7.5m wide terrace lots, which aligns with EDQ Design Guideline 7.

Refer to the proposed changes to Stages 9M-2 and 9N in **Table 2**.

Stage 9M-1 also includes a PMT cut-out within open space Lot 91304. This change is a result of progressed detailed design for these residential stages and is considered ‘generally in accordance’ with the approval.

Stage 9M-1 is proposed to extend further west to incorporate additional road reserve fronting the northern boundary of the school site. This is to allow a secondary dedicated road access to the school site during construction and replicates the stage boundary change proposed as part of the School RAL which is currently under assessment (EDQ ref: DEV-2026-FLA-4645).

The change also incorporates:

- Two (2) 20.2m wide access streets connecting to the Neighbourhood Connector (Stage 9M-1 road),
- 6.5m wide laneway access to rear-loaded terrace allotments in Stage 9M-2 with a nominal bin pad at the laneway entrance for Lots 3001 and 3002; and
- 14.5m wide laneway access to rear-loaded terrace allotments in Stage 9N, including perpendicular parking along the southern verge of the terrace blocks for visitor parking. The cross section for this road is provided in **Figure 1** below.

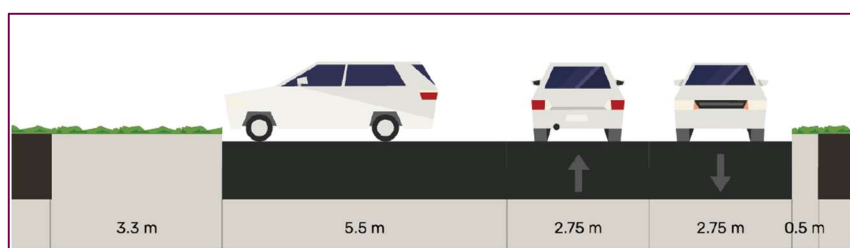


Figure 1 – Wide Neighbourhood Lane (14.5m) cross-section

1.2 Stage 13 Layout

The approved CA3 South masterplan responded to the site's varying topography, particularly the prominent east-west ridgeline that traverses Stage 13. During the preparation of the original approval, considerable effort was undertaken to balance residential yield, development feasibility and landscape outcomes. Given the significant earthworks that would have been required to substantially modify the ridgeline, the approved design adopted a more topography-responsive approach, incorporating a number of large residential lots to minimise cut and fill requirements and avoid extensive retaining structures. While this approach successfully retained much of the existing landform, it resulted in a reduced residential yield across Stage 13 relative to other areas of CA3 South.

Since the approval was issued, the Applicant has undertaken further detailed investigations into the development potential of Stage 13, including engineering feasibility assessments, earthworks modelling and cost reviews. This work has been undertaken in consultation across the project team and has focused on identifying whether a more efficient residential development outcome could be achieved while maintaining an appropriate response to the site's physical constraints.

The outcome of these investigations demonstrated that a **revised earthworks strategy**, involving more substantial regrading of the ridgeline and the introduction of retaining treatments, is both technically achievable and commercially feasible. Importantly, the analysis confirmed that the additional earthworks required to facilitate a more conventional residential subdivision pattern can be delivered at a cost that remains appropriate and sustainable within the context of the broader development.

As a result, the proposed change application introduces a revised neighbourhood design through Stage 13 that replaces a number of the large, slope-constrained allotments with a more efficient standard lot type and road layout. The revised design creates additional standard residential product consistent with the lot typologies delivered throughout other stages of CA3 South and across the Applicant's broader Flagstone community. The outcome is an improved neighbourhood structure with enhanced connectivity, a greater diversity of housing opportunities and a more efficient utilisation of land within an area already being utilised for residential purposes in CA3 South.

The revised design has also been informed by discussions with EDQ, during which support was expressed for continuing to investigate opportunities to optimise yield where supported by sound engineering, planning and urban design outcomes. The current proposal represents the progression of that work and demonstrates how additional housing can be delivered without altering the strategic intent of the approved CA3 South masterplan.

Importantly, the ridgeline will continue to contribute to the character and amenity of the neighbourhood. The area will retain the benefits associated with its slightly elevated position including visual interest. The proposed changes therefore seek to strike a balanced outcome between responding to the site's topographical constraints and maximising the efficient use of urban land.

Refer to the proposed changes to Stage 13 in **Figure 3**.



Figure 2 – Approved Stage 13 layout



Figure 3 – Proposed changes to Stage 13

Technical impacts as a result of the proposed yield in Stage 13 are addressed in:

- Stormwater management – section 1.5 below.

- Traffic network and modelling – section 1.7 below.
- Vegetation and clearing – section 1.9 below.

Yield and Product Typologies

The approved yield for Stage 13 is 243 residential allotments and the proposed yield is 406 residential allotments. This increase of 163 lots includes:

- A quarantined area, comprising parts of Stages 13C-F, is largely unchanged from a layout perspective and have only been updated with regard to sub-stage boundaries.
- Redesign area (Stages 13A-B, G-I, and K) is changed to incorporate:
 - New sub-stage extents.
 - Lot typologies reduced in depth from up to 50m to a standard 30m grid pattern.
 - The most common lot types are the 12.5m x 30m and the 14m x 30m typologies.
 - The narrower lot typologies are utilised perpendicularly to the slope allowing retaining walls to be located closer together along side boundaries. This helps the layout to 'climb' the steep grades.
 - Major block layout re-design and introduction of split-levels to step down to Stage 9 to the south (detailed below).

The approved layout located the north-south access road along the Stage 9 / Stage 13 interface. Through detailed design and earthworks investigations, the staging boundary separating Stages 9 and 13 has been relocated to include the road within Stage. The road is currently approved within Stage 9. This revised staging boundary provides a more efficient access spine for Stage 13, supports the proposed earthworks strategy, and improves the staging and delivery of future development while maintaining connectivity between Stage 9 and Stage 13.

Split-Level Lot Design

Twenty-two (22) split-level lots are proposed within the redesign area. These lots utilise built-form outcomes already demonstrated and accepted within Stages 10K and 12A-1 through the most recent change approval. The split-level lots are generally confined to the southern portion of Stage 13, where allotments run parallel to the natural slope and cannot be reorientated to better address topography. Split-level outcomes have been minimised wherever practical. While these lots attract a higher construction cost, the Applicant's revised Stage 13 development strategy can accommodate this additional cost while achieving a significantly improved overall yield and neighbourhood outcome.

Indicative built form outcomes have previously been presented to EDQ in pre-lodgement material.

Refer to the extent of split-level lots in **Figure 4**. Refer to an excerpt of the bulk earthworks plans demonstrating how split-level lots are designed from a civil perspective in **Figure 5**.

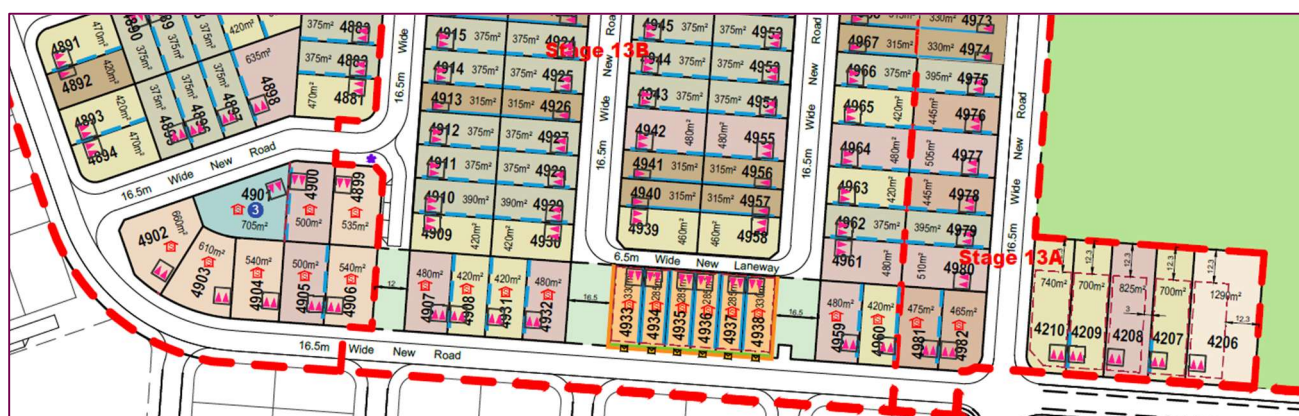


Figure 4 – Proposed split-level lots in Stage 13 (POD)

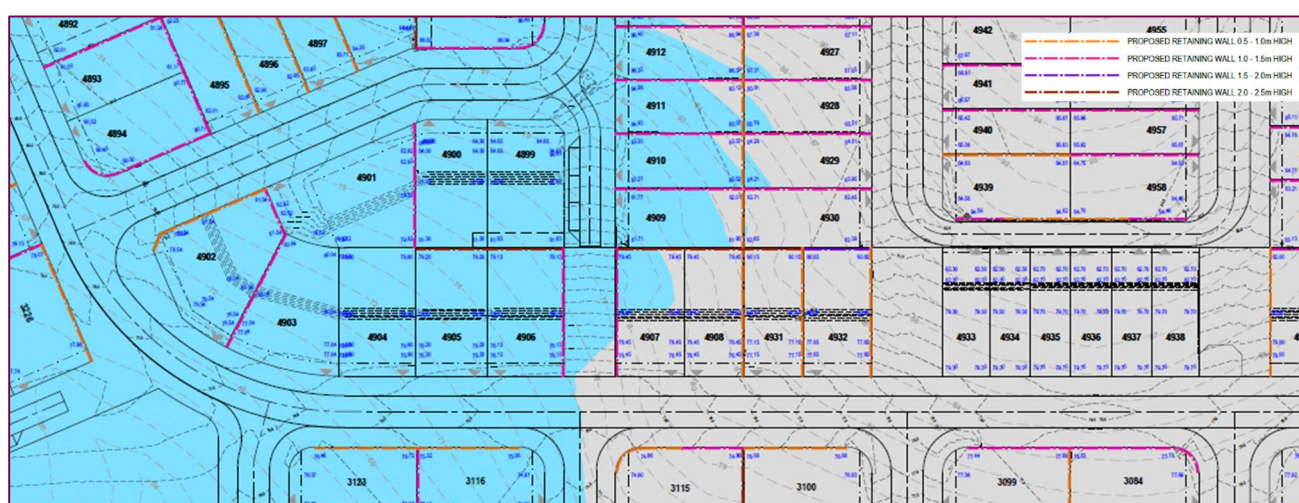


Figure 5 – Proposed split-level lots in Stage 13 (Bulk Earthworks)

1.3 Plan of Development (POD)

1.3.1 POD Controls

Removal of Maximum BLEs and Indicative Private Open Space on POD Plans

It is proposed to remove maximum building location envelopes (BLEs) and indicative private open space from the POD Plans for Stages 9 and 13. Both have previously been approved on CA3 South POD Plans.

The primary reason for removing BLEs is that they add an additional layer of complexity to the masterplanning approval for a PDA development approval for subdivision. The POD Table, which includes setbacks and site cover controls, together with the POD Notes, provides sufficient guidance for the design of all lot types and site conditions within CA3 South.

These controls should be read together when residential lots and stages are delivered or sold. In that context, BLEs are indicative only and do not add practical value to the purchaser or builder. Previously, the inclusion of BLEs on each allotment provided a reference point for the purchaser or builder which could be interpreted as having considered all elements of the POD Notes and POD Tables. As surrounding development approvals within the PDA have progressed, BLEs have been removed from each individual allotment to prompt the purchaser and builder to read the POD Plan in conjunction with the POD Notes and POD Plans. To maintain consistency and legibility with surrounding developments, the BLE is proposed to be removed from the POD for Stages 9 and 13.

The inclusion of a BLE on each individual allotment also creates a significant amount of rework each time the layout is amended. To provide a visual representation of the setbacks for each lot type, the Applicant has opted to include a POD Lot Typology Diagrams document (one (1) page) within the POD Plans package. This page seeks to provide clarity regarding the detached dwelling allotment types (villa, premium villa, courtyard, premium courtyard, traditional and premium traditional) and their BLEs could look like on a typical pad.

These BLEs also includes an 'additional rear setback' to capture POD Notes 16 and 17, requiring are 2.05m setback to OMP when adjoining a rear retaining wall over 2.0m. The intent is to simplify the presentation of POD controls by consolidating them into a single document that applies consistently across all stages. This approach avoids the need for stage-specific variations and allows more detailed, lot-specific development controls to be addressed through subsequent delivery documents, such as Disclosure Plans and Site Plans prepared at the contract phase.

Similarly, indicative private open space areas have previously been shown on the plans to demonstrate sufficient space for outdoor living and recreation within each lot. However, private open space is already regulated through POD Notes 20 and 21, which prescribe the relevant size and access requirements. Consistent with the removal of BLEs, it is not considered necessary to retain these areas on the plans – this is adhered to as part of the dwelling design phase with Applicant's builder partners in Flagstone.

Notwithstanding this, BLEs are retained on:

- Front Loaded Terrace Allotments and Rear Loaded Terrace Allotments (e.g. Stage 9M-2) given the tighter built form controls and more specific urban design outcomes intended to be delivered on these product types. Accordingly, terrace product is not included in the POD Lot Typology Diagrams document.
- All other stages (Stages 10, 11, 12, 14) due to:
 - Stages 10 and 12 are sold or on sale; and
 - Stages 11 and 14 will be subject to future change applications to address layout, design and POD controls.

This change reflects other recent subdivision (with POD) approvals in the Greater Flagstone PDA by other developers, as well as practices in other PDAs.

Refer to the proposed changes to POD Plans in **Figure 6** for Stage 9M-2 and 9N, as an example. **Figure 7** provides an excerpt of the POD Lot Typology Diagrams.

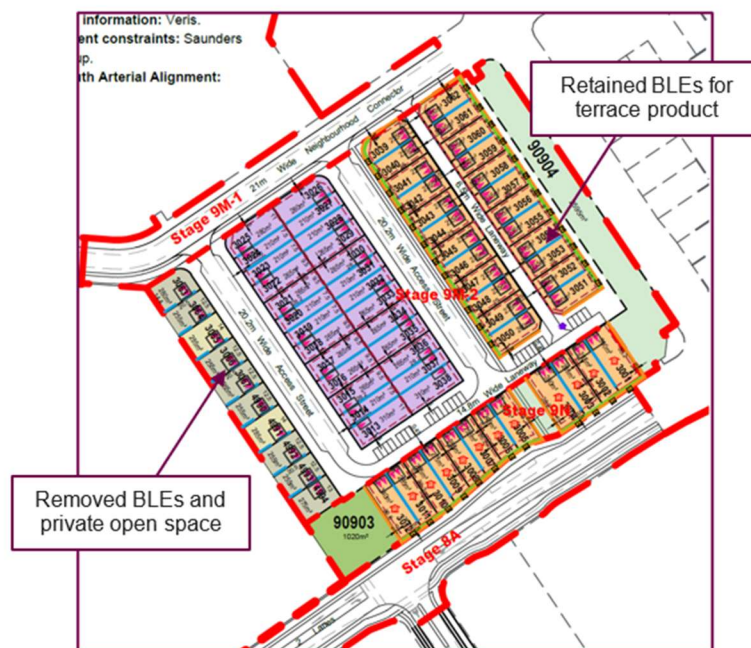


Figure 6 – Proposed changes to POD Plans (Stage 9M-2 and 9N)

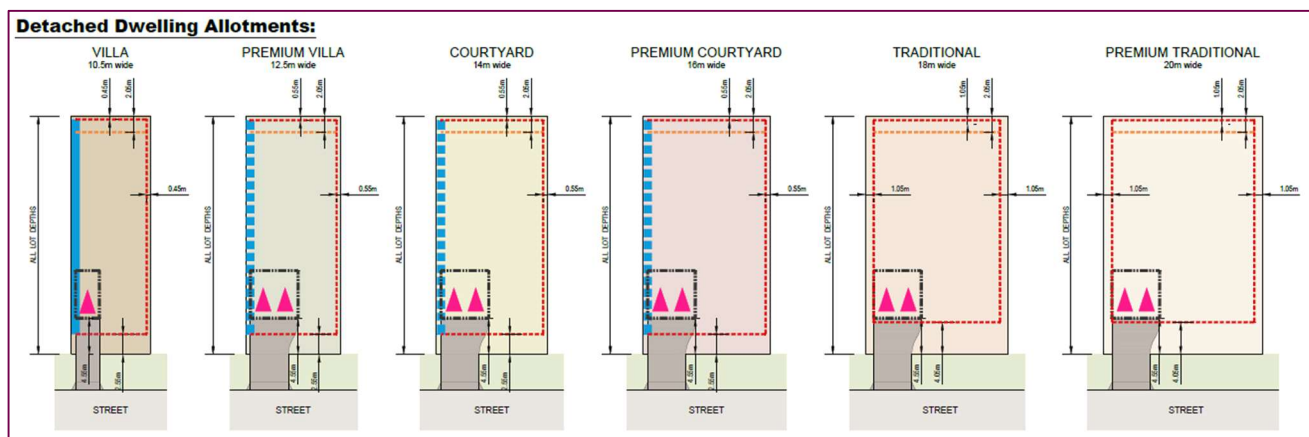


Figure 7 – Proposed typical BLEs (POD Lot Typology Diagrams)

Changes to POD Table

The POD Table for Stages 9 and 13 has been updated to:

- Include Front Loaded Terrace Allotment (7.5m-9m wide) to reflect the product type proposed in the Stage 9 layout. All controls are the same as Rear Loaded Terrace Allotments with the exception of ground floor garage setbacks at 4.55m from the front boundary.
- Include rear setback of 2.05m when adjoining a rear retaining walls exceeding 2.0m (measured to the OMP). This change seeks to reflect and match POD Note 16 and 17. For ease of reference, this change would ensure that a minimum 2.5m setback to the wall is able to be achieved for the sites with a rear boundary retaining wall of greater than 2m in height. This is an administrative matter that was not identified when the development scheme definition for setback and POD Note 13 was previously amended to measure setbacks to the OMP rather than the wall, in line with the revised definition under the ED Act. Since then, the amendment has created practical implications for builders and the broader development industry. Under the current approved POD, lots with a rear boundary retaining wall of greater than 2m in height are required to have a 2.5m setback to the OMP, plus a minimum 0.45m eave. This results in a rear

setback of 2.95m to the wall. Prior to the change to the setback definition, the applicable rear setback would have been 2.5m. This change requires a matching amendment to POD Notes 16 and 17 (see below).

Changes to POD Notes

As per the new Stage 13 layout and engineering strategy, approved POD Notes 57-63 ('Additional Criteria for Steep Residential Allotments') have been removed from the proposed POD Notes for all stages excluding Stages 10 and 12 which are already sold to purchasers. Despite approved POD Notes 57-63 only applying to Stage 13, the notes were previously included in each stages' POD Notes page. Steep Residential Allotments are no longer present in CA3 South.

The POD Notes have also been updated to amend Notes 16 and 17, which are the only POD Notes that establish a setback dimension, to reflect a 2.05m setback to the OMP. It also seeks to clarify that the setback is required on the low side given the intent of the note is to facilitate access to sunlight and breezes to a lot that is otherwise compromised by being lower than an adjoining lot. This reflects the current change application for Stages 10 and 12. It is proposed to change Notes 16 and 17 as follows:

16. If a retaining wall which exceeds 2.0m in height is present along the rear boundary of an allotment (single face wall construction), a ~~2.5m~~ 2.05m rear setback must be adopted (on the low side).

17. If a terraced retaining wall is adopted at the rear boundary of a property, the lower face is to be a maximum of 1.0m from the property boundary, and a ~~2.5m~~ 2.05m rear setback must be adopted (on the low side).

The current change application only applies to Stages 10 and 12, and only to lots greater than 25m in depth. This targeted approach was adopted due to project time constraints and the immediate need to secure approval for those lots, given their importance to current sales and contractual commitments.

The Applicant's intention is to address the matter more broadly through a separate change application (this application), allowing EDQ sufficient time to properly consider and assess the proposed amendment across CA3 South. Extending the change to all relevant lots will ensure a consistent application of the POD requirements, provide greater certainty for builders and purchasers, reduce the risk of differing development outcomes across stages, and simplify ongoing design assessment and compliance processes.

1.4 Civil Engineering

The following civil concept documentation has been updated to reflect the proposed changes:

- Concept Bulk Earthworks; and
- Concept Roadworks and Drainage Layout; and
- Concept Sewerage and Water Reticulation Layout; and
- Relevant supporting sections.

The bulk earthworks drawings have been amended to reflect a more transparent and clarified retaining wall strategy within CA3 South. The plans include a wall hierarchy (legend) of 0.5-1m high, 1-1.5m high, 1.5-2m high, and 2-2.5m high. This change separates out the highest wall category which previously was 1.5-2.5m high. Under the approved circumstances with a retaining wall height category of 1.5-2.5m, difficulty arose for the builders when interpreting the rear boundary retaining wall height in relation to POD Note 16 and POD Note 17. The category forced a reliance on spot levels when a simple colour coding of walls greater than 2m in height could be provided.

Retaining walls in CA3 South comply with EDQ requirements, being a maximum overall height of 2.5m or 2m where fronting roads with the exception of Lots 3205, 3206 and 3223 (Stage 9D-1), Lots 3047-3050 (Stage 9M-

2), Lots 3004, 3008, 3010 and 3012 (Stage 9N) each of which are positioned above the road. Tiered walls have been clearly marked on the bulk earthworks drawings.

Refer to the proposed changes to the bulk earthworks legend in **Table 3**.

Table 3: Proposed changes to bulk earthworks legend

Approved		Proposed Change	
LEGEND		LEGEND	
	PROPOSED AREA OF WORKS		PROPOSED RETAINING WALL 0.5 - 1.0m HIGH
	PROPOSED RETAINING WALL 0.5 - 1.0m HIGH		PROPOSED RETAINING WALL 1.0 - 1.5m HIGH
	PROPOSED RETAINING WALL 1.0 - 1.5m HIGH		PROPOSED RETAINING WALL 1.5 - 2.0m HIGH
	PROPOSED RETAINING WALL 1.5 - 2.5m HIGH		PROPOSED RETAINING WALL 2.0 - 2.5m HIGH
	PROPOSED BOULDER WALL		PROPOSED BOULDER WALL

Refer to the Civil Engineering Drawings by Colliers in **Attachment D**.

1.5 Stormwater Management

The Site Based Stormwater Management Plan (SBSMP) has been updated by Engeny to reflect the revised layout of CA3 South Stages 9 and 13. The following points are identified in relation to the revised SBSMP:

- Load based reduction targets are achieved through the implementation of ten (10) bioretention basins proposed at the outlet of each developed catchment. This is demonstrated through revised MUSIC Modelling. No additional bioretention basins are required as a result of the Stage 9 and Stage 13 redesign.
- 63.2% AEP peak depths in detention basins have either been maintained or are reduced with the exception of basin 9 which increases 63.2% AEP peak depth by 0.01m.
- The peak flow for each catchment's outlet locations into Sandy or Flagstone Creeks in the developed Scenario 63.2% AEP peak flow is reduced or maintained as previously approved for CA3 South with the exception of Catchment 10 which increases from 0.94m³/s to 0.97m³/s. This is considered a minor increase. All scenarios result in decreased peak flows when mitigated.
- The revised catchment layout and impervious area assumptions have been assessed and incorporated into updated MUSIC modelling, with all catchments continuing to meet the required pollutant reduction targets.
- Waterway stability targets are achieved through mitigation measures at the nine (9) detention basins located at the outlet of each developed catchment.
- Stormwater quantity management is achieved through the implementation of the Flood Management Strategy for the Flagstone whole of site.

Although Stage 13 increases residential yield, the revised SBSMP demonstrates that the approved stormwater management framework remains suitable and continues to achieve required water quality, waterway stability and flood management outcomes without the need for additional stormwater quality infrastructure.

Refer to the Site Based Stormwater Management Plan by Engeny in **Attachment E**.

1.6 Flood Modelling

The CA3 South design and approved plans have always shown a Q100 (1% AEP) flood level. This data informs the design.

As EDQ are aware, Engeny routinely prepare a whole-of-site Masterplan Flood Management Strategy (FMS) for each major land subdivision undertaken with the Applicant's landholdings. The current approved FMS is dated 24 April 2026 (Engeny Ref: QC4012_002-REP-001-7) as part of the recent PDA Development Approval for CA5 North (EDQ Ref: DEV-2026-FLA-4804).

The Q100 can and does change over time, based on the evolution of local and environmental conditions of the site and the overall site flood model. The Q100 linework on the proposed CA3 South RAL plans has been administratively updated as per baseline model used in the current FMS. As per the plans, the Q100 remains entirely within green space areas and has no effect on the residential development footprint of CA3 South.

1.7 Traffic Management

Bitzios Consulting have prepared a Traffic and Transport Assessment specific to this change application. In summary, the report determines:

- No changes proposed to trunk road connections to the external network.
- No changes proposed to the location or form of intersections on trunk roads or neighbourhood connector roads.
- Indicative bus stop locations identified will result in approximately 98.3% of residential dwellings to be located within walking distance of a bus stop (approved layout is 98.6%). This change is considered minor and inconsequential, while maintaining consistency with planning controls.
- Active transport linkages are fully retained as approved, with an improved linkage running all the way up to the Neighbourhood Centre due to the Stage 13 western access road.
- With regard to the revised layout and proposed yield in Stage 13, internal local roads in Stage 13 were substantially revised to facilitate the new layout. No changes to the trunk or higher order roads are required to facilitate the new layout.
- All cross sections are detailed within the report, including the proposal to increase Neighbourhood Connector from 20.2m to 21m width and Trunk Connector from 23.7m to 23.8m width, as per Stages 10 and 12 (now approved).

Additionally, the SIDRA analysis for the New Beith Road / Flagstonian Drive intersection has been revised following the revised layout for CA3 South. Modelling determines the intersection has reduced the highest degree of saturation from 0.91 to 0.86 below the typical performance threshold peak.

Refer to the Traffic and Transport Assessment by Bitzios Consulting in **Attachment F**.

1.8 Landscape Masterplan

The Landscape Masterplan has been updated to reflect the revised earthworks strategy for Stage 13 and the Stage 9. Primarily the changes relate to the revised streetscape design in the aforementioned stages and the slight amendments to open space extents in Stages 9 and 13. Refer to the Landscape Masterplan by RPS in **Attachment G**.

1.9 Vegetation Management Plan

The approved NESS identifies the ridgeline area within Stage 13 as slope-affected land, reflecting findings of the Context Area 3 SBAR and seeking to avoid vegetation clearing on steep terrain where practical. This consideration influenced earlier Stage 13 layouts, which were designed to respond to the site's topography and minimise earthworks. Despite the proposed development including additional earthworks to establish residential

allotments in Stage 13, vegetation removal within the redesigned area is already authorised under the approved Vegetation Management Plan (VMP) with the exception of open space areas.

The revised Stage 13 layout adopts a more significant earthworks response that reduces the development constraints associated with the ridgeline and enables a more efficient neighbourhood outcome. As a result, the original design rationale associated with retaining large lots in response to slope constraints is no longer required to the same extent. Notwithstanding this, opportunities to retain mature trees within key open space areas, including pocket parks and the Stage 13M Corridor Park, will continue to be explored during detailed design. The Stage 13 open space areas are subject to areas of reduced and increased impacts on vegetated areas, however these areas are minimal.

Importantly, no additional impacts to koala habitat under the Applicant's EPBC approval are anticipated, and the extent of vegetation clearing remains largely consistent with the approved VMP. During pre-lodgement discussions with EDQ, it was also demonstrated that any apparent discrepancy between current aerial imagery and the vegetation identified in the VMP is largely attributable to regrowth that has occurred since 2020. Historic aerial photography indicates the area was predominantly open paddock in 2020, with the exception of established mature trees already recognised within the approved VMP.

Refer to the Vegetation Management Plan by Saunders Havill in **Attachment H**.

1.10 Acoustic Attenuation

An updated acoustic modelling assessment has been undertaken to address solely Stages 9 and 13 with regard to the changed layout (in a similar manner to the recent Change Approval for Stages 10 and 12).

The proposed Road Traffic Noise Intrusion Assessment addresses New Beith Road and trunk Flagstonian Drive. No noise barriers have been recommended for Stages 9 and 13. Noise barriers in other stages are not subject to change. Lots affected by Noise Categories 1 or 2 in Stage 9 (Trunk Connector interface) will be subject to construction controls under the QDC at building approval phase.

Refer to the Road Traffic Noise Intrusion Assessment by SLR in **Attachment J**.

1.11 Other Stages

1.11.1 Stage 8

Amended width for Neighbourhood Connector

The road cross section relating to the Neighbourhood Connector road type is proposed to widen slightly to account for changes at detailed design. The change is an increase in width from 20.2m to 21m.

The change primarily relates to the verge treatments and servicing clearances, and matches the width extent of the approved Neighbourhood Connector roads in the last change application relating to Stages 10 and 12. Layout adjustments to the subdivision have been made to account for the road widening. In particular, the school Lot 30015 has decreased from 7.061ha to 7.040ha as a result of overall layout changes in this portion of the masterplan, however the site remains compliant with the DCOP and Context Area regarding the provision for a 7ha school site. Lot 30015 reflects the layout and area proposed under the standalone School RAL application (EDQ Ref: DEV-2026-FLA-4645).

For cross sections, refer to the Traffic and Transport Assessment by Bitzios Consulting in **Attachment F**.

Amended sub-staging to align with School RAL

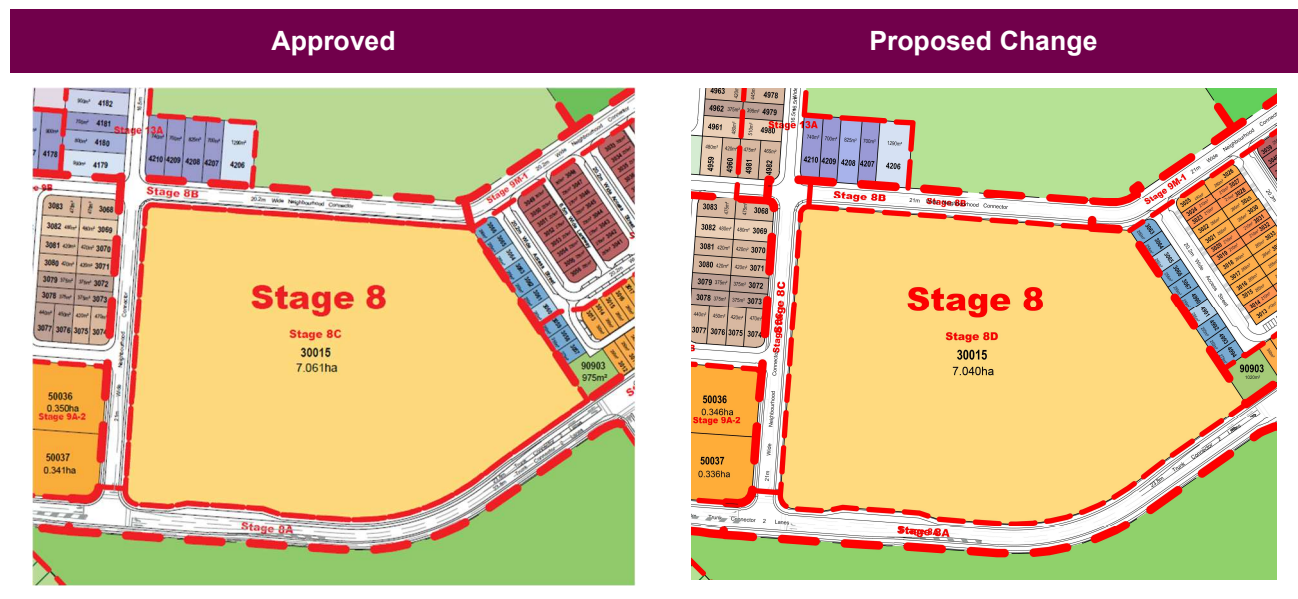
As EDQ are aware, the School RAL is a standalone subdivision application which facilitates the delivery of the school Lot 30015 and surrounding access roads. The School RAL is currently subject to a change application under assessment with EDQ and is in the decision period (EDQ Ref: DEV-2026-FLA-4645).

The proposed sub-staging strategy for the School RAL's change application has been reflected in the current CA3 south sub-staging extent. This involves:

- Split Stage 8B into two stages: Stage 8B for the northern Neighbourhood Connector Road, and Stage 8C for the western Neighbourhood Connector Road and associated intersection.
- School Lot 30015 has been correctively renamed as Stage 8D. Stages 8A-C incorporate the surrounding road network to the school lot as reflected in the School RAL.

Refer to the proposed changes to sub-staging in **Table 4**.

Table 4: Proposed changes to sub-staging of Stage 8



1.11.2 Stage 11

Amended width for Neighbourhood Connector

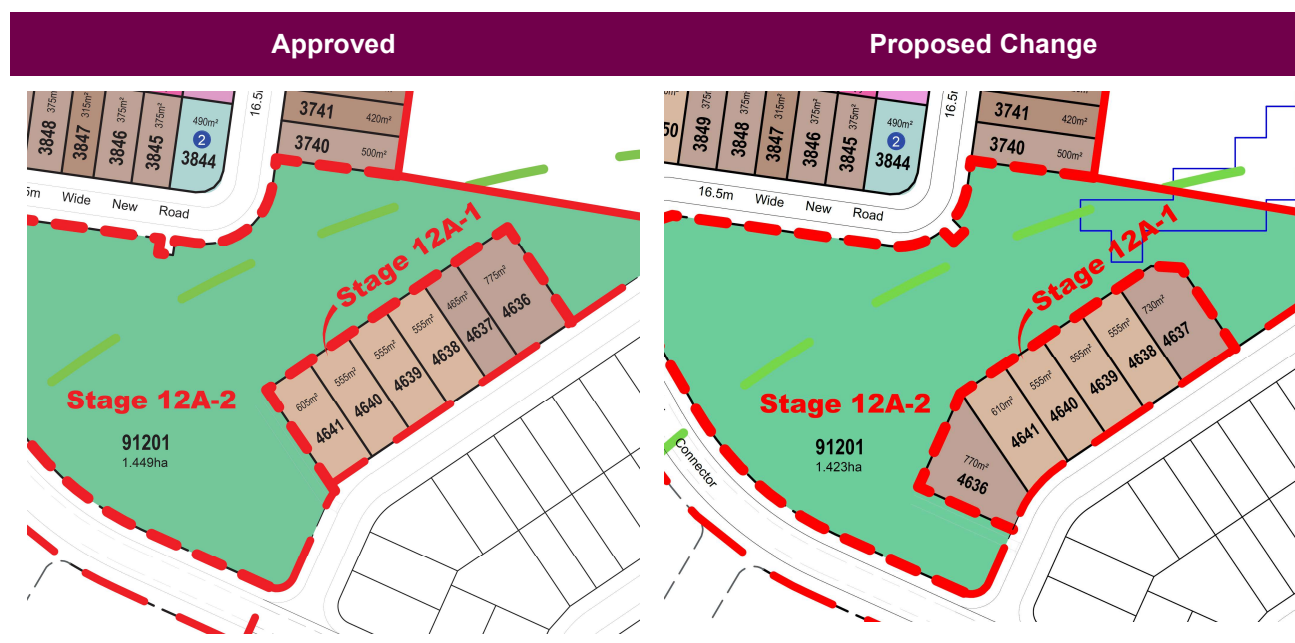
The road cross sections relating to the Neighbourhood Connector road type is proposed to widen from 20.2m to 21m. Refer to section 1.11.1 for further information relating to Neighbourhood Connector road widening. The changes relate to the Neighbourhood Connector Road within Stage 11A and Stage 11C.

1.11.3 Stage 12

Stage 12A-1 Relocation of Lot 4636

As detailed design has progressed for Stage 12, the earthworks surrounding the basin in Stage 12A-2 have caused the need for the adjoining residential lots in Stage 12A-1 to be amended. In particular, Lot 4636 at the eastern end of the row of the six (6) lots comprising Stage 12A-1 is proposed to be relocated to the western end of the block. Refer to **Table 5**.

Table 5: Proposed changes to Stage 12A-1



Bushfire asset protection zones are proposed to be maintained and are reflected within the Plan of Development. Changes to the layout are supported by the revised Bushfire Management Plan in **Attachment I** and the Civil Engineering Drawings in **Attachment D**.

Amended widths for Trunk Connector and Neighbourhood Connector

The road cross section relating to the Neighbourhood Connector road type is proposed to widen from 20.2m to 21m. Refer to section 1.11.1 for further information relating to Neighbourhood Connector road widening. Having regard to Stage 12, the north-south Neighbourhood Connector road within Stage 12I is proposed to increase by reducing the area of residential lots to the west of Stage 12 within Stage 14A-1. The Neighbourhood Connector road type running along the southern extent of Stage 12, within Stages 12B, 12E, 12F and 12I, was changed to be 21m in width as part of the recently change to the approval for Stages 10 and 12.

Minor sub-staging and POD updates based on detailed design

Other minor amendments are also proposed based on detailed design:

- A minor adjustment to the staging boundaries between Stages 12I and 12F is proposed to facilitate the more efficient delivery the Neighbourhood Connector intersection. The change is driven by construction sequencing considerations and does not alter the approved road network or development outcomes.
- Minor updates to the Plan of Development (POD) BLEs are proposed to align with the latest engineering design and servicing requirements prepared by Colliers. These amendments primarily relate to service easements and infrastructure coordination and do not result in any material changes.

1.11.4 Stage 14

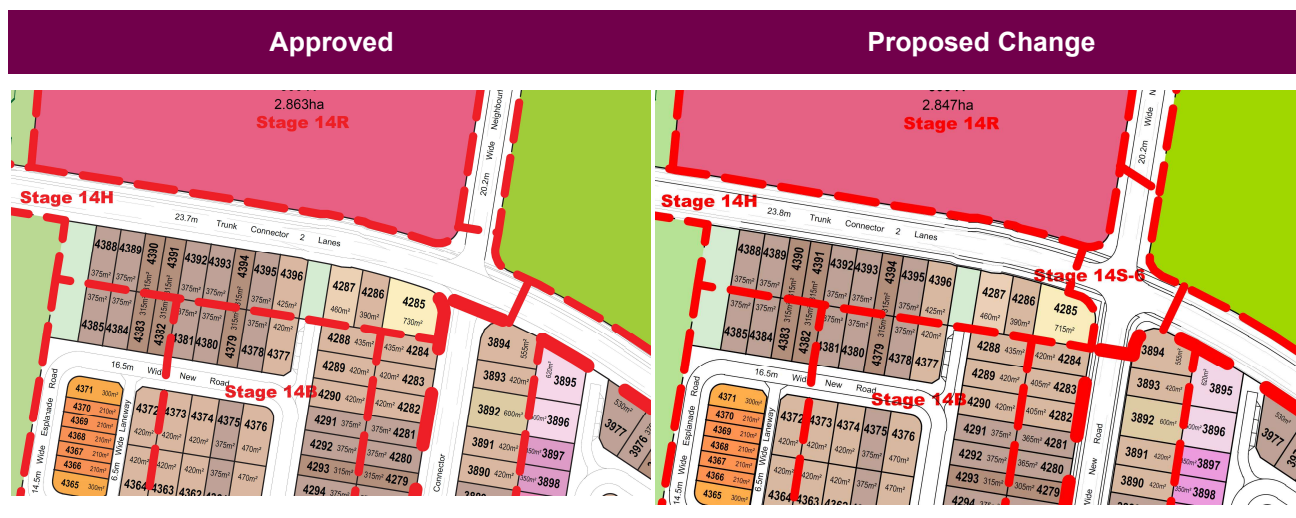
Introduction of sub-stage 14S-6

The alignment of Everdell Road intersects with the stormwater basin in Lot 91410 (District Sports Park) and Stage 12D-2. Part of Stage 12 conveys stormwater to the stormwater basin in Lot 91410. To ensure that the delivery of the stormwater basin does not conflict with an existing road reserve, a permanent road closure application will be lodged shortly to close part of the existing road reserve for Everdell Road from New Beith Road to the Neighbourhood Connector road within Stage 14S-3. To enable continuous access to the part of

Everdell Road which is not proposed to be closed (west of Stage 14S-3), an alternative access is to be provided via the dedication of Stages 14S-1 and 14S-6 road areas to an interim standard.

It is proposed to sub-stage the intersection of the east-west Trunk Connector road and the north-south Neighbourhood Connector Road, which was previously included within Stage 14H. This is to enable flexibility in the delivery of an interim intersection, limit the extent of road opening within Stage 14 until ultimate delivery is required and limit the sub-stage to areas of road only. The new sub-stage includes road stubs in all directions to provide the greatest flexibility. The northern intersection road stub extends to the alignment of Everdell Road which is proposed to be retained to ensure connectivity with New Beith Road. Refer to **Table 6** for further details.

Table 6: Proposed changes to Stage 14S



Amended widths for Trunk Connector and Neighbourhood Connector

The road cross sections relating to the Neighbourhood Connector road type is proposed to widen from 20.2m to 21m and the Trunk Connector road type is also proposed to increase in width from 23.7m to 23.8m. Refer to section 1.11.1 for further information relating to Neighbourhood Connector road widening.

1.12 Pad Mount Transformer Locations

Alongside the concept design phase for this change application, detailed design is progressing for Stages 10 and 12. Ongoing coordination with surveying and electrical consultants is determining the PMT 'cut-out' locations in CA3 South.

For Stage 10, this requires a slight shift to the location of the PMT within drainage Lot 91003 (Stage 10L). The PMT location is proposed to shift further north from its approved location.

For Stages 12 and 13, the PMT cut-outs have been sited within pedestrian block links to avoid impact to developable areas of private lots. In some cases, the linkages have widened from a typical standard of 10m to 12m to accommodate the PMT and necessary clearances.

The cut-outs are shown on the proposal plans. This change is a result of progressed detailed design for these residential stages and is considered 'generally in accordance' with the approval.

1.13 Dedication and Delivery Timing for New Beith Road

Condition 20 of the CA3 South approval requires the dedication of road reserve for Stages 11L-1 and 11L-2, which covers the extent of New Beith Road south of the Flagstonian Drive intersection to Lot 1 on SP351245, prior to the endorsement of the 200th lot of CA3 South.

Conditions 21 and 22 of CA3 South development approval require submission for compliance assessment of detailed design plans for interim road layouts along New Beith Road prior to the endorsement of the 150th lot under this approval. The conditions also require the construction of the roads at various timeframes.

It is proposed to change the timing trigger for parts of each of these three conditions under this change application. Further details are provided below.

1.13.1 Condition 20

Condition 20 requires the dedication of Stages 11L-1 and 11L-2 as road reserve prior to the endorsement of the 200th lot within CA3 South. Stages 11L-1 and 11L-2 are the two stages of New Beith Road south of the Flagstonian Drive intersection to the boundary with the neighbouring land Lot 1 on SP351245 (formerly Lot 3 on RP45236).

This condition was included within the original approval granted on 7 May 2025. Since that time, a greater understanding of the delivery timeframes for residential development within CA3 South and the construction timeframes for New Beith Road has been obtained. The endorsement of the 200th lot is forecast to occur as part of Stage 10J which is scheduled to be submitted for endorsement (plan sealing) in August 2026.

While the design for New Beith Road to up to and including the intersection with Gateway Drive has progressed, the detailed design south of the Gateway Drive intersection is not scheduled to be progressed until closer to the condition timeframe for construction being the 1,500th lot of this approval. As such the road reserve extent is not yet finalised. Dedicating road that is surplus to the requirements for the detailed design of New Beith Road may result in the need for future road closure applications for road areas that have been prematurely dedicated.

Further to the detailed design of New Beith Road, the design for the Wyaralong Interconnector, which runs parallel with the alignment of New Beith Road, is yet to be finalised with SEQ Water. Determination of the design of the Wyaralong Interconnector will be better understood in early 2027.

As detailed design of at least Stage 11L-1 is proposed to occur prior to the endorsement of the 250th lot of the approval (see section 1.13.2 below), it is proposed to change the timeframe for the dedication of Stages 11L-1 and 11L-2 under Condition 20 to be “prior to 30 June 2027”. It is proposed that this timeframe is a reasonable adjustment of the dedication timeframe that takes into account the detailed design of New Beith Road and the alignment of the Wyaralong Interconnector.

1.13.2 Condition 21

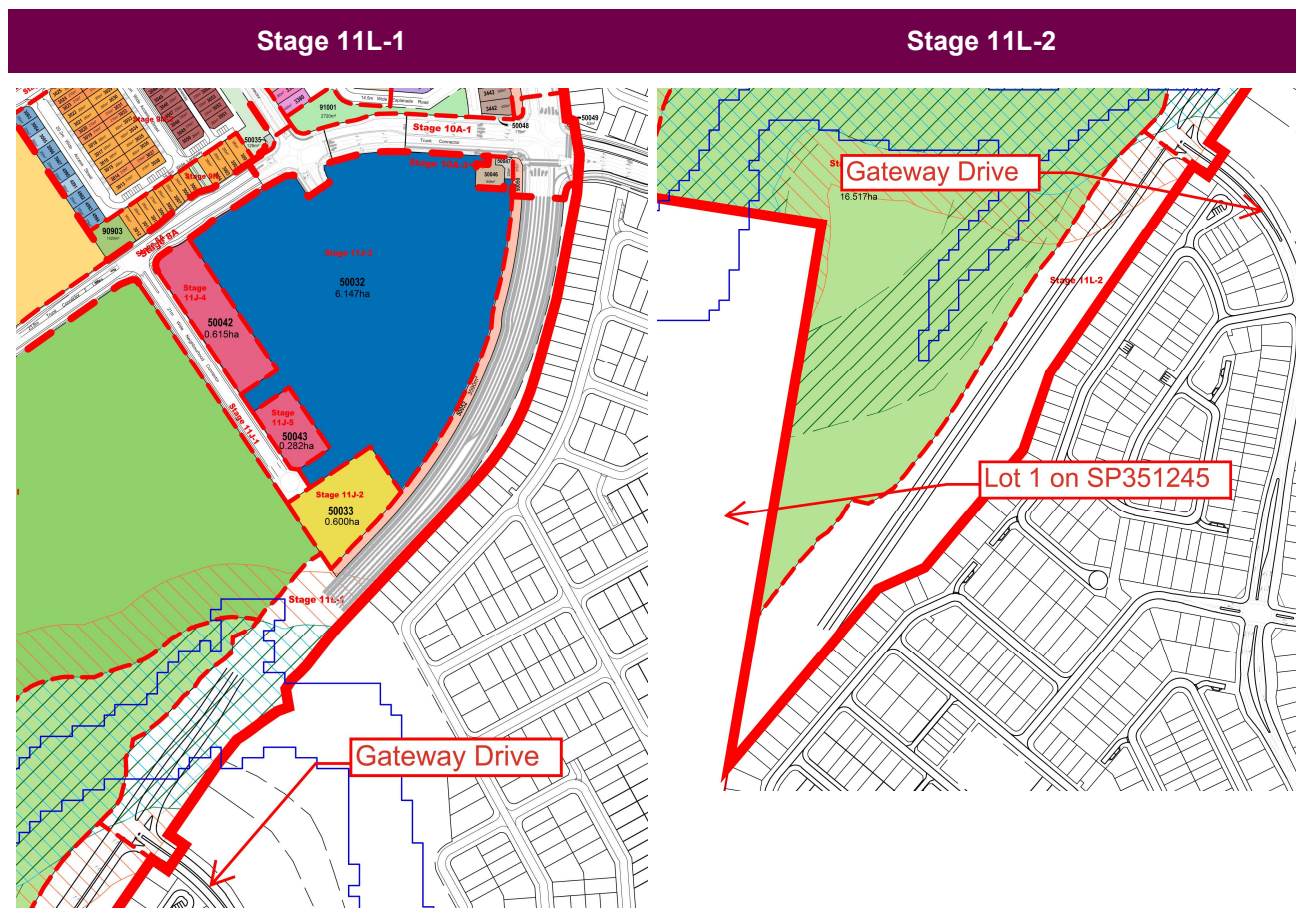
In particular, Condition 21(a) relates to the compliance assessment for the detailed design of New Beith Road south of the intersection with Flagstonian Drive south to and including the intersection with Gateway Drive. This description matches the extent of Stage 11L-1 (refer to **Table 7**). Under the approval, the timing for compliance with Condition 21(a) is established as “prior to the endorsement of the 150th lot of this approval.”

The endorsement of the 150th lot of this approval is likely to occur as part of Stage 10H which is scheduled to be submitted for endorsement (plan sealing) in August 2026. While the design for New Beith Road to up to and including the intersection with Gateway Drive has progressed, the design will not be able to be submitted for compliance assessment prior to the endorsement of the 150th lot of CA3 South.

Instead, it is proposed that the detailed design for the Stage 11L-1 section of New Beith Road be submitted to EDQ for compliance assessment prior to the endorsement of the 250th lot of CA3 South. There is no known reason for the 150th lot timing trigger associated with the compliance assessment as the construction/delivery

timeframe for the road is tied to the commencement of use of Lot 50033 (ambulance site) or 30015 (Stage 8 School), whichever occurs first. Neither of these allotments are scheduled for delivery in the next 1-2 years, therefore it is proposed to change the timing for detailed design compliance assessment for this section of road to a more appropriate timeframe of prior to the endorsement of the 250th lot of CA3 South.

Table 7: Stages 11L-1 and 11L-2



It is noted that there are inconsistencies when describing the extent of work for Condition 21 which are proposed to be amended as part of this application.

1.13.3 Condition 22

Condition 22(a) relates to the compliance assessment for the detailed design of New Beith Road south of the intersection with Gateway Drive south to Lot 1 on SP351245 (formerly Lot 3 on RP45236). This description matches the extent of Stage 11L-2 (refer to **Table 7**).

Under the approval, the timing for compliance with Condition 22(a) is identified as “prior to the endorsement of the 150th lot of this approval.” As identified above, the endorsement of the 150th lot for this approval is likely to occur within Stage 10H, which is scheduled to be submitted for endorsement (plan sealing) in August 2026. While the design for New Beith Road to up to and including the intersection with Gateway Drive has progressed, the detailed design south of the Gateway Drive intersection is not scheduled to be progressed until closer to the condition timeframe for construction being the 1,500th lot of this approval.

The timing of the submission of the detailed design compliance assessment is premature when considering the construction/delivery timeframe for the same area of road (Stage 11L-2) is tied to the endorsement of the 1,500th lot of this approval. Under the currently approved timeframes (detailed design – 150th lot / construction – 1,500th

lot) the design of the road may change subject to designs and approvals on the neighbouring site (Lot 1 on SP351245). If the design of the road changes, this may require a second or third compliance assessment be submitted to account for the changes in detailed design, which is an unnecessary action, particularly if the delivery/construction is of no benefit to CA3 South.

Accordingly, it is proposed to change the timing for compliance with Condition 22(a) to “prior to endorsement of the 1,000th lot of this approval”. This will allow for designs to sufficiently progress on the neighbouring site and for a reduction in the number of compliance assessment for the same section of CA3 South (Stage 11L-2).

It is noted that there are inconsistencies when describing the extent of work for Condition 22 which are proposed to be amended as part of this application.

1.14 Condition 48 Removal

Upon review of the CA3 South conditions package as part of this change application, it became apparent that Condition 48 is no longer relevant to CA3 South’s development.

Condition 48 is a compliance assessment rehabilitation condition which refers to Map 1 – Proposed Rehabilitation Areas (refer to Attachment 2). Map 1 is not included as application or approval material for anything in the CA3 South approval nor is it included as approval material for Context Area 3.

The condition is almost a direct replica (with the exception of timing triggers) of Condition 30 within the WOS MCU which was first granted on 19 October 2012 including this condition. The approval also included Map 1 – Proposed Rehabilitation Areas (Attachment 2) as page 31 of the PDF.

Table 8: Condition 48 and Condition 30 from WOS MCU

No.	Condition	Timing
48	Compliance Assessment - Rehabilitation Plan a) Submit for compliance assessment an updated rehabilitation plan. The rehabilitation plan must: - Outline the rehabilitation works required to rehabilitate areas identified in Map 1 – Proposed Rehabilitation Areas (refer to Attachment 2) - Identify the rehabilitation works, including (but not limited to): - the establishment of a 10m (minimum) vegetated buffer from top of bank that is consistent with the pre-clearing ecosystem on identified watercourses - rehabilitate identified fauna corridors - rehabilitate the environmental protection zone and - the establishment of vegetative ground covers to promote regeneration of native plant species. The ground covers must be designed to not inhibit native species generation nor introduce exotic or pest species into the area.	a) Prior to survey plan endorsement of the first sub-stage b) Prior to survey plan endorsement for the relevant sub-stage c) Prior to survey plan endorsement for the relevant sub-stage

No.	Condition	Timing
	iii) Identify the staging associated with the required rehabilitation works to ensure the long-term success. iv) Be prepared in accordance with the methods outlined in the Guideline and Manual components of the SEQ Ecological Restoration Framework to return the vegetation to a self-sustaining ecosystem as defined in the SEQ Ecological Restoration Framework. v) Include a detailed monitoring program that outlines the criteria, objectives, locations and frequency for monitoring. b) Following the EDQ's endorsement of the rehabilitation plan outlined in (a) complete rehabilitation works in accordance with the endorsed rehabilitation plan. c) Submit certification from an AILA registered professional, that the works have been completed in accordance with part b of this condition.	
30	<i>Condition 30 from the Whole of Site MCU is provided below</i> Rehabilitation Plan a) Submit for compliance assessment a rehabilitation plan. b) The rehabilitation plan must: i) Outline the rehabilitation works required to rehabilitate areas identified in Map 1 – Proposed Rehabilitation Areas (refer to Attachment 2) ii) Identify the rehabilitation works, including (but not limited to): a) the establishment of a 10m (minimum) vegetated buffer from top of bank that is consistent with the pre-clearing ecosystem on identified watercourses b) rehabilitate identified fauna corridors c) rehabilitate the environmental protection zone and d) the establishment of vegetative ground covers to promote regeneration of native plant species. The ground covers must be designed to not inhibit native species generation nor introduce exotic or pest species into the area. iii) Identify the staging associated with the required rehabilitation works to ensure the long term success. iv) Be prepared in accordance with the methods outlined in the Guideline and Manual components of the SEQ Ecological Restoration Framework to return the vegetation to a self sustaining ecosystem as defined in the SEQ Ecological Restoration Framework.	a) Within 20 business days from the decision date of this Approval c) Within 20 business days of the endorsement date of the rehabilitation plan

No.	Condition	Timing
	v) Include a detailed monitoring program that outlines the criteria, objectives, locations and frequency for monitoring.	
	c) Following the ULDA's endorsement of the rehabilitation plan outlined in (a) commence rehabilitation works in accordance with the endorsed rehabilitation plan.	

The areas identified for rehabilitation under Condition 30 of the WOS MCU have been historically addressed through NESS assessments, Significant Biodiversity Assessment Reports, Context Planning, approved VMPs and FMPs. Relevantly, this condition was complied with via the submission of a compliance assessment on 16 November 2012. Compliance endorsement documentation is not available, however it is understood that rehabilitation was undertaken with this condition as context plans and overarching site strategies (including the NESS) have been approved and endorsed since this condition was imposed. It is unable to be determined why this condition was added to the CA3 South approval given similar conditions were not added to Stages 2-5 and Stage 1 Flagstone approvals.

It is proposed to remove this condition from the approved conditions.

2 Amendments to Decision Notice

2.1 Change to Description of Approval

As outlined previously, the description of the application is proposed to change as follows:

- **Development Permit for Reconfiguring a Lot** for 4 lots into ~~1627~~ **1793** residential lots, non-residential lots, open space, new roads, balance lots and associated Plan of Development

2.2 Approved Plans and Documents

The proposed change seeks to supersede Version H of the approved RAL Plan Set, as detailed below (~~deletions~~ / **additions**):

Note – for ease of reference, the impending approval of the existing change application (EDQ ref: DEV-2026-FLA-5087) has been contemplated in Table 9 in purple, given it will be decided prior to this current change application being decided.

Table 9: Changes to approved plans and documents

Approved plans and documents	Number	Prepared by	Date
41 Flagstone CA3 South Stage 12 Overall Plan of Development Notes	1E0056-602 Rev H 110056-602 Rev H 110056-602 Rev I	RPS	16/04/2026 16/06/2026 22 July 2026
64 Flagstone CA3 South Stage 10 Overall Plan of Development Notes	110056-579 Rev H (amended in red) 110056-579 Rev H 110056-579 Rev I	RPS	16/04/2026 16/06/2026 22 July 2026

Table 10: Changes to approved plans and documents

Approved plans and documents	Number	Prepared by	Date
1 Flagstone CA3 South Stages 8-14 Overall Plan of Subdivision	110056-639 Rev H Rev I	RPS	04/03/2026 22 July 2026a
2 Flagstone CA3 South Stages 8-14 Overall Plan of Subdivision Statistics	110056-640 Rev H Rev I	RPS	04/03/2026 22 July 2026
3 Flagstone CA3 South Stages 8-14 Overall Plan of Subdivision Sub-staging	110056-686 Rev H Rev I	RPS	04/03/2026 22 July 2026
4 Flagstone CA3 South Stage 14 Overall Plan of Subdivision	110056-623 Rev H Rev I	RPS	17/02/2026 22 July 2026
5 Flagstone CA3 South Stage 14 Plan of Subdivision	110056-624 Rev H Rev I	RPS	17/02/2026 22 July 2026
6 Flagstone CA3 South Stage 14A-14D Overall Plan of Subdivision	110056-625 Rev H Rev I	RPS	17/02/2026 22 July 2026
7 Flagstone CA3 South Stage 14E-14G & 14I Plan of Subdivision	110056-626 Rev H Rev I	RPS	17/02/2026 22 July 2026
8 Flagstone CA3 South Stage 14L, 14M - 14O Plan of Subdivision	110056-627 Rev H Rev I	RPS	17/02/2026 22 July 2026
9 Flagstone CA3 South Stage 4J, 14K, 14P & 14Q-1 Plan of Development	110056-628 Rev H Rev I	RPS	17/02/2026 22 July 2026

Approved plans and documents		Number	Prepared by	Date
10	Flagstone CA3 South Stage 14H, 14Q-2, 14Q-3 & 14R Plan of Subdivision	110056-629 Rev H Rev I	RPS	17/02/2026 22 July 2026
11	Flagstone CA3 South Stage 14S-1 - 14S-5 Plan of Development	110056-630 Rev H Rev I	RPS	17/02/2026 22 July 2026
12	Flagstone CA3 South Stage 14 Overall Plan of Development	110056-631 Rev H Rev I	RPS	17/02/2026 22 July 2026
13	Flagstone CA3 South Stage 14 Overall Plan of Development Notes	110056-632 Rev H Rev I	RPS	17/02/2026 22 July 2026
14	Flagstone CA3 South Stage 14A – 14D Plan of Development	110056-633 Rev H Rev I	RPS	17/02/2026 22 July 2026
15	Flagstone CA3 South Stage 14E - 14G & 14I Plan of Development	110056-634 Rev H Rev I	RPS	17/02/2026 22 July 2026
16	Flagstone CA3 South Stage 14L, 14M - 14O Plan of Development	110056-635 Rev H Rev I	RPS	17/02/2026 22 July 2026
17	Flagstone CA3 South Stage 14J, 14K & 14P Plan of Subdivision	110056-636 Rev H Rev I	RPS	17/02/2026 22 July 2026
18	Flagstone CA3 South Stage 14H & 14R Plan of Subdivision	110056-637 Rev H Rev I	RPS	17/02/2026 22 July 2026
29	Flagstone CA3 South Stage 14 Parking Management Plan	110056-638 Rev H Rev I	RPS	17/02/2026 22 July 2026
20	Flagstone CA3 South Stage 13 Overall Plan of Subdivision	110056-607 Rev H Rev I	RPS	04/03/2026 22 July 2026
21	Flagstone CA3 South Stage 13 Overall Statistics	110056-608 Rev H Rev I	RPS	04/03/2026 22 July 2026
22	Flagstone CA3 South Stage 13A, 13C & 13M Plan of Subdivision	110056-609 Rev H Rev I	RPS	04/03/2026 22 July 2026
23	Flagstone CA3 South Stage 13H & 13I Plan of Subdivision	110056-610 Rev H	RPS	04/03/2026
24	Flagstone CA3 South Stage 13D - 13F Plan of Subdivision	110056-611 Rev H Rev I	RPS	04/03/2026 22 July 2026
25	Flagstone CA3 South Stage 13J-2, 13J-3, 13J-4, 13K & 13L Plan of Subdivision	110056-612 Rev H Rev I	RPS	04/03/2026 22 July 2026
26	Flagstone CA3 South Stage 13B & 13G 13B, 13G, 13H & 13I Plan of Subdivision	110056-613 Rev H Rev I	RPS	04/03/2026 22 July 2026
27	Flagstone CA3 South Stage 13 Overall Plan of Development	110056-614 Rev H Rev I	RPS	04/03/2026 22 July 2026
28	Flagstone CA3 South Stage 13 Overall Plan of Development Notes	110056-615-1 Rev H Rev I	RPS	04/03/2026 22 July 2026
29	Flagstone CA3 Stage 13 Overall Plan of Development Lot Typology Diagrams	110056-615-2 Rev I	RPS	22 July 2026
30	Flagstone CA3 Stage 13 Overall Plan of Development Lot Typology Diagrams	110056-615-3 Rev I	RPS	22 July 2026
31	Flagstone CA3 South Stage 13A, 13C & 13M Plan of Development	110056-616 Rev H Rev I	RPS	04/03/2026 22 July 2026
32	Flagstone CA3 South Stage 13B & 13H Plan of Development	110056-617 Rev H	RPS	04/03/2026
33	Flagstone CA3 South Stage 13D - 13F Plan of Development	110056-618 Rev H Rev I	RPS	04/03/2026 22 July 2026
34	Flagstone CA3 South Stage 13K & 13L Plan of Development	110056-619 Rev I	RPS	22 July 2026

Approved plans and documents		Number	Prepared by	Date
35	Flagstone CA3 South Stage 13K & 13L Plan of Development Flagstone CA3 South Stage 13B, 13G, 13H, & 13I Plan of Development	110056-620 Rev H Rev I	RPS	04/03/2026 22 July 2026
36	Flagstone CA3 South Stage 13B & 13G Plan of Development	110056-621 Rev H	RPS	04/03/2026
37	Flagstone CA3 South Stage 13 Overall Parking Management Plan	110056-622 Rev H Rev I	RPS	04/03/2026 22 July 2026
38	Flagstone CA3 South Stage 12 Overall Plan of Subdivision	110056-596 Rev H Rev I	RPS	16/04/26 22 July 2026
39	Flagstone CA3 South Stage 12 Overall Statistics	110056-597 Rev H Rev I	RPS	16/04/26 22 July 2026
40	Flagstone CA3 South Stage 12A - 12B Plan of Subdivision	110056-598 Rev H Rev I	RPS	16/04/26 22 July 2026
41	Flagstone CA3 South Stage 12C - 12E Plan of Subdivision	110056-599 Rev H Rev I	RPS	16/04/26 22 July 2026
42	Flagstone CA3 South Stage 12F - 12I Plan of Subdivision	110056-600 Rev H Rev I	RPS	16/04/26 22 July 2026
43	Flagstone CA3 South Stage 12 Overall Plan of Development	110056-601 Rev H Rev I	RPS	16/04/26 22 July 2026
44	Flagstone CA3 South Stage 12 Overall Plan of Development Notes	110056-602 Rev H 110056-602 Rev I	RPS	16/04/26 22 July 2026
45	Flagstone CA3 South Stage 12A - 12B Plan of Development	110056-603 Rev H Rev I	RPS	23/04/2026 22 July 2026
46	Flagstone CA3 South Stage 12C - 12E Plan of Development	110056-604 Rev H Rev I	RPS	16/04/26 22 July 2026
47	Flagstone CA3 South Stage 12F - 12I Plan of Development	110056-605 Rev H Rev I	RPS	16/04/26 22 July 2026
48	Flagstone CA3 South Stage 12 Overall Parking Management Plan	110056-606 Rev H Rev I	RPS	16/04/26 22 July 2026
49	Flagstone CA3 South Stage 11 Overall Plan of Subdivision	110056-584 Rev H Rev I	RPS	17/02/2026 22 July 2026
50	Flagstone CA3 South Stage 11 Overall Statistics	110056-585 Rev H Rev I	RPS	17/02/2026 22 July 2026
51	Flagstone CA3 South Stage 11A - 11E Plan of Subdivision	110056-586 Rev H Rev I	RPS	17/02/2026 22 July 2026
52	Flagstone CA3 South Stage 11B - 11D Plan of Subdivision	110056-587 Rev H Rev I	RPS	17/02/2026 22 July 2026
53	Flagstone CA3 South Stage 11F - 11H Plan of Subdivision	110056-588 Rev H Rev I	RPS	17/02/2026 22 July 2026
54	Flagstone CA3 South Stage 11I - 11J-5 Plan of Subdivision	110056-589 Rev H Rev I	RPS	17/02/2026 22 July 2026
55	Flagstone CA3 South Stage 11L-1 & 11J Plan of Subdivision	110056-590 Rev H Rev I	RPS	17/02/2026 22 July 2026
56	Flagstone CA3 South Stage 11A - 11E Plan of Development	110056-591 Rev H Rev I	RPS	17/02/2026 22 July 2026
57	Flagstone CA3 South Stage 11 Overall Plan of Development Notes	110056-592 Rev H Rev I	RPS	17/02/2026 22 July 2026
58	Flagstone CA3 South Stage 11A - 11E-1 Plan of Development	110056-593 Rev H Rev I	RPS	17/02/2026 22 July 2026
59	Flagstone CA3 South Stage 11B - 11D Plan of Development	110056-594 Rev H Rev I	RPS	17/02/2026 22 July 2026

Approved plans and documents		Number	Prepared by	Date
60	Flagstone CA3 South Stage 11 Parking Management Plan	110056-595 Rev H Rev I	RPS	17/02/2026 22 July 2026
61	Flagstone CA3 South Stage 10 Overall Plan of Subdivision	110056-573 Rev H (amended in red) Rev I	RPS	16/04/26 22 July 2026
62	Flagstone CA3 South Stage 10 Overall Statistics	110056-574 Rev H Rev I	RPS	16/04/26 22 July 2026
63	Flagstone CA3 South Stage 10A – 10E Plan of Subdivision	110056-575 Rev H Rev I	RPS	16/04/26 22 July 2026
64	Flagstone CA3 South Stage 10F – 10H Plan of Subdivision	110056-576 Rev H Rev I	RPS	16/04/26 22 July 2026
65	Flagstone CA3 South Stage 10I – 10L Plan of Subdivision	110056-577 Rev H (amended in red) Rev I	RPS	16/04/26 22 July 2026
66	Flagstone CA3 South Stage 10M Plan of Subdivision	110056-577 Rev I	RPS	22 July 2026
67	Flagstone CA3 South Stage 10 Overall Plan of Development	110056-578 Rev H (amended in red) Rev I	RPS	16/04/26 22 July 2026
68	Flagstone CA3 South Stage 10 Overall Plan of Development Notes	110056-579 Rev H (amended in red) Rev I	RPS	16/04/26 22 July 2026
69	Flagstone CA3 South Stage 10A – 10E Plan of Development	110056-580 Rev H Rev I	RPS	16/04/26 22 July 2026
70	Flagstone CA3 South Stage 10F – 10H Plan of Development	110056-581 Rev H Rev I	RPS	16/04/26 22 July 2026
71	Flagstone CA3 South Stage 10I – 10L Plan of Subdivision	110056-582 Rev H (amended in red) Rev I	RPS	16/04/26 22 July 2026
72	Flagstone CA3 South Stage 10 Parking Management Plan	110056-583 Rev H Rev I	RPS	16/04/26 22 July 2026
73	Flagstone CA3 South Stage 9 Overall Plan of Subdivision	110056-558 Rev H Rev I	RPS	04/03/2026 22 July 2026
74	Flagstone CA3 South Stage 9 Overall Statistics	110056-559 Rev H Rev I	RPS	04/03/2026 22 July 2026
75	Flagstone CA3 South Stage 9A-2, 9B, 9C-1 & 9C-2 Plan of Subdivision	110056-560 Rev H Rev I	RPS	04/03/2026 22 July 2026
76	Flagstone CA3 South Stage 9E & 9H Plan of Subdivision	110056-561 Rev H Rev I	RPS	04/03/2026 22 July 2026
77	Flagstone CA3 South Stage 9D-1, 9D-2, 9G & 9I Plan of Subdivision	110056-562 Rev H Rev I	RPS	04/03/2026 22 July 2026
78	Flagstone CA3 South Stage 9F, 9J - 9L Plan of Subdivision	110056-563 Rev H Rev I	RPS	04/03/2026 22 July 2026
79	Flagstone CA3 South Stage 9A-1, 9M & 9N Plan of Subdivision	110056-564 Rev H Rev I	RPS	04/03/2026 22 July 2026
80	Flagstone CA3 South Stage 9 Overall Plan of Subdivision	110056-565 Rev H Rev I	RPS	04/03/2026 22 July 2026
81	Flagstone CA3 South Stage 9 Overall Plan of Development Notes	110056-566-1 Rev H Rev I	RPS	04/03/2026 22 July 2026
82	Flagstone CA3 South Stage 9 Overall Plan of Development Lot Typology Diagrams	110056-566-2 Rev I	RPS	22 July 2026
83	Flagstone CA3 South Stage 9 Overall Plan of Development Lot Typology Diagrams	110056-566-3 Rev I	RPS	22 July 2026
84	Flagstone CA3 South Stage 9A-2, 9B, 9C-1 & 9C-2 Plan of Development	110056-567 Rev H Rev I	RPS	04/03/2026 22 July 2026

Approved plans and documents		Number	Prepared by	Date
85	Flagstone CA3 South Stage 9E & 9H Plan of Development	110056-568 Rev H Rev I	RPS	04/03/2026 22 July 2026
86	Flagstone CA3 South Stage 9D-1, 9D-2, 9G & 9I Plan of Development	110056-569 Rev H Rev I	RPS	04/03/2026 22 July 2026
87	Flagstone CA3 South Stage 9F, 9J - 9L Plan of Development	110056-570 Rev H Rev I	RPS	04/03/2026 22 July 2026
88	Flagstone CA3 South Stage 9M & 9N Plan of Development	110056-571 Rev H Rev I	RPS	04/03/2026 22 July 2026
89	Flagstone CA3 South Stage 9 Parking Management Plan	110056-572 Rev H Rev I	RPS	04/03/2026 22 July 2026
90	Flagstone CA3 South Stage 8 Plan of Subdivision	110056-557 Rev H Rev I	RPS	04/03/2026 22 July 2026
91	Flagstone Context Area 3 Landscape Master Plan	Rev B TBD	RPS	
92	Flagstone Context Area 3 Landscape Master Plan	Rev B TBD	RPS	02/09/2024 TBD
93	Flagstone Development, Context Area 3 (CA3) South Road Traffic Noise Intrusion Assessment, Stages 10 & 12	Rev 3.0	SLR	08/05/2026
94	Flagstone Development, Context Area 3 (CA3) South Road Traffic Noise Intrusion Assessment, Stages 9 & 13	Rev 2.0	SLR	27 July 2026
95	Bushfire management plan	24020 FINAL V3 TBD	LEC	04/08/2025 TBD
96	Minor change application- DEV2024/1491 Flagstone City CA3- South (stages 10 & 12) addendum cover letter		LEC	27/02/26
97	Flagstone City Context Area 3 South Traffic & Transport Assessment	P2300.006R Flagstone City CA3 South TIA	Bitzios Consulting	08/08/2025
	Context Area 3 South Change Application Traffic & Transport Assessment	P6887.001R Flagstone City CA3 South Change Application TIA	Bitzios Consulting	29/07/2026
98	Flagstone City CA3 South Site-Based Stormwater Management Plan	QC4012_002-REP-004-4 Rev 4 QC4012_002-REP-004-5 Rev 5	Engeny	18/02/2026 28/07/2026
99	Trunk Sewer Cover Plan	23-0202-1700		22/08/2024
100	General Notes	23-0202-1700		22/08/2024
101	Trunk Sewer Overall Layout Plan	23-0202-1710		22/08/2024
102	Trunk Sewer Layout Plan Sheet 1 of 5	23-0202-1711		22/08/2024
103	Trunk Sewer Layout Plan Sheet 2 of 5	23-0202-1712		22/08/2024
104	Trunk Sewer Layout Plan Sheet 3 of 5	23-0202-1713		22/08/2024
105	Trunk Sewer Layout Plan Sheet 4 of 5	23-0202-1714		22/08/2024
106	Trunk Sewer Layout Plan Sheet 5 of 5	23-0202-1715		22/08/2024
107	Trunk Sewer Longitudinal Sections Sheet 1 of 4	23-0202-1716		22/08/2024
108	Trunk Sewer Longitudinal Sections Sheet 2 of 4	23-0202-1717		22/08/2024
109	Trunk Sewer Longitudinal Sections Sheet 3 of 4	23-0202-1718		22/08/2024

Approved plans and documents	Number	Prepared by	Date
110 Trunk Sewer Longitudinal Sections Sheet 4 of 4	23-0202-1719		22/08/2024
111 Typical Bored and Embedment Detail	23-0202-1720		22/08/2024
112 Sewer Trunk Main M.H. Construction Notes Sheet 1 of 2	23-0202-1721		22/08/2024
113 Sewer Trunk Main M.H. Construction Notes Sheet 2 of 2	23-0202-1722		22/08/2024
114 Concept Bulk Earthworks Overall Layout	DA-0010, Rev D		10/07/2025
115 Concept Bulk Earthworks Layout Plan Sheet 1 of 31	DA-0101, Rev E		10/07/2025
116 Concept Bulk Earthworks Layout Plan Sheet 2 of 31	DA-0102, Rev D		10/07/2025
117 Concept Bulk Earthworks Layout Plan Sheet 3 of 31	DA-0103, Rev D (as amended in red)		10/07/2025
118 Concept Bulk Earthworks Layout Plan Sheet 4 of 31	DA-0104, Rev D (as amended in red)		10/07/2025
119 Concept Bulk Earthworks Layout Plan Sheet 5 of 31	DA-0105, Rev D		10/07/2025
120 Concept Bulk Earthworks Layout Plan Sheet 6 of 31	DA-0106, Rev D (as amended in red)		10/07/2025
120 Concept Bulk Earthworks Layout Plan Sheet 7 of 31	DA-0107, Rev D (as amended in red)		10/07/2025
121 Concept Bulk Earthworks Layout Plan Sheet 8 of 31	DA-0108, Rev D (as amended in red)		10/07/2025
122 Concept Bulk Earthworks Layout Plan Sheet 9 of 31	DA-0109, Rev D		10/07/2025
123 Concept Bulk Earthworks Layout Plan Sheet 10 of 31	DA-0110, Rev D		10/07/2025
124 Concept Bulk Earthworks Layout Plan Sheet 11 of 31	DA-0111, Rev D (as amended in red)		10/07/2025
125 Concept Bulk Earthworks Layout Plan Sheet 12 of 31	DA-0112, Rev D (as amended in red)		10/07/2025
126 Concept Bulk Earthworks Layout Plan Sheet 13 of 31	DA-0113, Rev D (as amended in red)		10/07/2025
127 Concept Bulk Earthworks Layout Plan Sheet 14 of 31	DA-0114, Rev D		10/07/2025
128 Concept Bulk Earthworks Layout Plan Sheet 15 of 31	DA-0115, Rev D		10/07/2025
129 Concept Bulk Earthworks Layout Plan Sheet 16 of 31	DA-0116, Rev D (as amended in red)		10/07/2025
130 Concept Bulk Earthworks Layout Plan Sheet 17 of 31	DA-0117, Rev D (as amended in red)		10/07/2025
131 Concept Bulk Earthworks Layout Plan Sheet 18 of 31	DA-0118, Rev D		10/07/2025
132 Concept Bulk Earthworks Layout Plan Sheet 19 of 31	DA-0119, Rev D		10/07/2025
133 Concept Bulk Earthworks Layout Plan Sheet 20 of 31	DA-0120, Rev D		10/07/2025
134 Concept Bulk Earthworks Layout Plan Sheet 21 of 31	DA-0121, Rev D (as amended in red)		10/07/2025
135 Concept Bulk Earthworks Layout Plan Sheet 22 of 31	DA-0122, Rev D		10/07/2025

Approved plans and documents		Number	Prepared by	Date
136	Concept Bulk Earthworks Layout Plan Sheet 23 of 31	DA-0123, Rev D		10/07/2025
137	Concept Bulk Earthworks Layout Plan Sheet 24 of 31	DA-0124, Rev D		10/07/2025
138	Concept Bulk Earthworks Layout Plan Sheet 25 of 31	DA-0125, Rev D		10/07/2025
139	Concept Bulk Earthworks Layout Plan Sheet 26 of 31	DA-0126, Rev D		10/07/2025
140	Concept Bulk Earthworks Layout Plan Sheet 27 of 31	DA-0127, Rev D		10/07/2025
141	Concept Bulk Earthworks Layout Plan Sheet 28 of 31	DA-0128, Rev D (as amended in red)		10/07/2025
142	Concept Bulk Earthworks Layout Plan Sheet 29 of 31	DA-0129, Rev D (as amended in red)		10/07/2025
143	Concept Bulk Earthworks Layout Plan Sheet 30 of 31	DA-0130, Rev D		10/07/2025
144	Concept Bulk Earthworks Layout Plan Sheet 31 of 31	DA-0131, Rev D		10/07/2025
145	Concept Bulk Sections Sheet 1 of 3	DA-0150, Rev D (as amended in red)		10/07/2025
146	Concept Bulk Sections Sheet 2 of 3	DA-0151, Rev D (as amended in red)		10/07/2025
147	Concept Bulk Sections Sheet 3 of 3	DA-0152, Rev D (as amended in red)		10/07/2025
148	Stage 10 & 12 Concept Bulk Earthworks Overall Layout	DA-0605, Rev B		02/03/2026
149	Stage 10 & 12 Concept Bulk Earthworks Layout Plan Sheet 1 of 9	DA-0610, Rev B		02/03/2026
150	Stage 10 & 12 Concept Bulk Earthworks Layout Plan Sheet 2 of 9	DA-0611, Rev B		02/03/2026
151	Stage 10 & 12 Concept Bulk Earthworks Layout Plan Sheet 3 of 9	DA-0612, Rev B		02/03/2026
152	Stage 10 & 12 Concept Bulk Earthworks Layout Plan Sheet 4 of 9	DA-0613, Rev B		02/03/2026
153	Stage 10 & 12 Concept Bulk Earthworks Layout Plan Sheet 5 of 9	DA-0614, Rev B		02/03/2026
154	Stage 10 & 12 Concept Bulk Earthworks Layout Plan Sheet 6 of 9	DA-0615, Rev B		02/03/2026
155	Stage 10 & 12 Concept Bulk Earthworks Layout Plan Sheet 7 of 9	DA-0616, Rev B		02/03/2026
156	Stage 10 & 12 Concept Bulk Earthworks Layout Plan Sheet 8 of 9	DA-0617, Rev B		02/03/2026
157	Stage 10 & 12 Concept Bulk Earthworks Layout Plan Sheet 9 of 9	DA-0618, Rev B		02/03/2026
158	Stage 10 & 12 Concept Bulk Earthworks Sections Sheet 1 of 5	DA-0620, Rev B		02/03/2026
159	Stage 10 & 12 Concept Bulk Earthworks Sections Sheet 2 of 5	DA-0621, Rev B		02/03/2026
160	Stage 10 & 12 Concept Bulk Earthworks Sections Sheet 3 of 5	DA-0622, Rev B		02/03/2026
161	Stage 10 & 12 Concept Bulk Earthworks Sections Sheet 4 of 5	DA-0623, Rev B		02/03/2026

Approved plans and documents		Number	Prepared by	Date
162	Stage 10 & 12 Concept Bulk Earthworks Sections Sheet 5 of 5	DA-0624, Rev B		02/03/2026
163	Stage 12A Proposed Earthworks	SK005 Revision 5	Colliers	23/04/2026
164	Concept Roadworks and Drainage Layout Plan Sheet 1 of 31	DA-0200, Rev D		10/07/2025
165	Concept Roadworks and Drainage Layout Plan Sheet 2 of 31	DA-0201, Rev D		10/07/2025
166	Concept Roadworks and Drainage Layout Plan Sheet 3 of 31	DA-0202, Rev D (as amended in red)		10/07/2025
167	Concept Roadworks and Drainage Layout Plan Sheet 4 of 31	DA-0203, Rev D (as amended in red)		10/07/2025
168	Concept Roadworks and Drainage Layout Plan Sheet 5 of 31	DA-0204, Rev D		10/07/2025
169	Concept Roadworks and Drainage Layout Plan Sheet 6 of 31	DA-0205, Rev D		10/07/2025
170	Concept Roadworks and Drainage Layout Plan Sheet 7 of 31	DA-0206, Rev D (as amended in red)		10/07/2025
171	Concept Roadworks and Drainage Layout Plan Sheet 8 of 31	DA-0207, Rev D (as amended in red)		10/07/2025
172	Concept Roadworks and Drainage Layout Plan Sheet 9 of 31	DA-0208, Rev D		10/07/2025
173	Concept Roadworks and Drainage Layout Plan Sheet 10 of 31	DA-0209, Rev D		10/07/2025
174	Concept Roadworks and Drainage Layout Plan Sheet 11 of 31	DA-0210, Rev D (as amended in red)		10/07/2025
175	Concept Roadworks and Drainage Layout Plan Sheet 12 of 31	DA-0211, Rev D (as amended in red)		10/07/2025
176	Concept Roadworks and Drainage Layout Plan Sheet 13 of 31	DA-0212, Rev D		10/07/2025
177	Concept Roadworks and Drainage Layout Plan Sheet 14 of 31	DA-0213, Rev D		10/07/2025
178	Concept Roadworks and Drainage Layout Plan Sheet 15 of 31	DA-0214, Rev D		10/07/2025
179	Concept Roadworks and Drainage Layout Plan Sheet 16 of 31	DA-0215, Rev D (as amended in red)		10/07/2025
180	Concept Roadworks and Drainage Layout Plan Sheet 17 of 31	DA-0216, Rev D (as amended in red)		10/07/2025
181	Concept Roadworks and Drainage Layout Plan Sheet 18 of 31	DA-0217, Rev D		10/07/2025
182	Concept Roadworks and Drainage Layout Plan Sheet 19 of 31	DA-0218, Rev D		10/07/2025
183	Concept Roadworks and Drainage Layout Plan Sheet 20 of 31	DA-0219, Rev D		10/07/2025
184	Concept Roadworks and Drainage Layout Plan Sheet 21 of 31	DA-0220, Rev D (as amended in red)		10/07/2025
185	Concept Roadworks and Drainage Layout Plan Sheet 22 of 31	DA-0221, Rev D		10/07/2025
186	Concept Roadworks and Drainage Layout Plan Sheet 23 of 31	DA-0222, Rev D		10/07/2025
187	Concept Roadworks and Drainage Layout Plan Sheet 24 of 31	DA-0223, Rev D		10/07/2025

Approved plans and documents	Number	Prepared by	Date
188 Concept Roadworks and Drainage Layout Plan Sheet 25 of 31	DA-0224, Rev D		10/07/2025
189 Concept Roadworks and Drainage Layout Plan Sheet 26 of 31	DA-0225, Rev D		10/07/2025
190 Concept Roadworks and Drainage Layout Plan Sheet 27 of 31	DA-0226, Rev D		10/07/2025
191 Concept Roadworks and Drainage Layout Plan Sheet 28 of 31	DA-0227, Rev D		10/07/2025
192 Concept Roadworks and Drainage Layout Plan Sheet 29 of 31	DA-0228, Rev D (as amended in red)		10/07/2025
193 Concept Roadworks and Drainage Layout Plan Sheet 30 of 31	DA-0229, Rev D		10/07/2025
194 Concept Roadworks and Drainage Layout Plan Sheet 31 of 31	DA-0230, Rev D		10/07/2025
195 Stage 10 & 12 Concept Roadworks And Drainage Layout Plan Sheet 2 of 9	DA-0701, Rev A		02/03/2026
196 Stage 10 & 12 Concept Roadworks And Drainage Layout Plan Sheet 3 of 9	DA-0702, Rev A		02/03/2026
197 Stage 10 & 12 Concept Roadworks And Drainage Layout Plan Sheet 4 of 9	DA-0703, Rev A		02/03/2026
198 Stage 10 & 12 Concept Roadworks And Drainage Layout Plan Sheet 5 of 9	DA-0704, Rev A		02/03/2026
199 Stage 10 & 12 Concept Roadworks And Drainage Layout Plan Sheet 6 of 9	DA-0705, Rev A		02/03/2026
200 Stage 10 & 12 Concept Roadworks And Drainage Layout Plan Sheet 7 of 9	DA-0706, Rev A		02/03/2026
201 Stage 10 & 12 Concept Roadworks And Drainage Layout Plan Sheet 9 of 9	DA-0707, Rev A		02/03/2026
202 Stage 10 & 12 Concept Roadworks And Drainage Layout Plan Sheet 9 of 9	DA-0708, Rev A		02/03/2026
203 Stage 10 & 12 Concept Roadworks And Drainage Layout Plan Sheet 1 of 9	DA-0700, Rev A		02/03/2026
204 Concept Road Types Layout	DA-0250, Rev D		10/07/2025
205 Concept Road Typical Cross Sections	DA-0251, Rev D		10/07/2025
206 Concept Major Roads Layout Plan	DA-0300, Rev D		10/07/2025
207 Stage 10 & 12 Concept Road Types Layout	DA-0750, Rev A		02/03/2026
208 Stage 10 & 12 Concept Road Typical Cross Sections	DA-0751, Rev A		02/03/2026
209 Concept Road 1 Longitudinal Section Sheet 1 of 3	DA-0301, Rev D		10/07/2025
210 Concept Road 1 Longitudinal Section Sheet 2 of 3	DA-0302, Rev D		10/07/2025
211 Concept Road 1 Longitudinal Section Sheet 3 of 3	DA-0303, Rev D		10/07/2025
212 Concept Road 2 Longitudinal Section	DA-0304, Rev D		10/07/2025
213 Concept Road 3 Longitudinal Section	DA-0305, Rev D		10/07/2025
214 Concept Bio Retention Overall Layout Plan	DA-0400, Rev D		10/07/2025
215 Concept Sewerage and Water Reticulation Overall Layout	DA-0500, Rev D		10/07/2025
216 Concept Sewerage and Water Reticulation Layout Plan Sheet 1 of 32	DA-0501, Rev D		10/07/2025

Approved plans and documents		Number	Prepared by	Date
217	Concept Sewerage and Water Reticulation Layout Plan Sheet 2 of 32	DA-0502, Rev D		10/07/2025
218	Concept Sewerage and Water Reticulation Layout Plan Sheet 3 of 32	DA-0503, Rev D (as amended in red)		10/07/2025
219	Concept Sewerage and Water Reticulation Layout Plan Sheet 4 of 32	DA-0504, Rev D (as amended in red)		10/07/2025
220	Concept Sewerage and Water Reticulation Layout Plan Sheet 5 of 32	DA-0505, Rev D		10/07/2025
221	Concept Sewerage and Water Reticulation Layout Plan Sheet 6 of 32	DA-0506, Rev D		10/07/2025
222	Concept Sewerage and Water Reticulation Layout Plan Sheet 7 of 32	DA-0507, Rev D (as amended in red)		10/07/2025
223	Concept Sewerage and Water Reticulation Layout Plan Sheet 8 of 32	DA-0508, Rev D (as amended in red)		10/07/2025
224	Concept Sewerage and Water Reticulation Layout Plan Sheet 9 of 32	DA-0509, Rev D		10/07/2025
225	Concept Sewerage and Water Reticulation Layout Plan Sheet 10 of 32	DA-0510, Rev D		10/07/2025
226	Concept Sewerage and Water Reticulation Layout Plan Sheet 11 of 32	DA-0511, Rev D (as amended in red)		10/07/2025
227	Concept Sewerage and Water Reticulation Layout Plan Sheet 12 of 32	DA-0512, Rev D (as amended in red)		10/07/2025
228	Concept Sewerage and Water Reticulation Layout Plan Sheet 13 of 32	DA-0513, Rev D		10/07/2025
229	Concept Sewerage and Water Reticulation Layout Plan Sheet 14 of 32	DA-0514, Rev D		10/07/2025
230	Concept Sewerage and Water Reticulation Layout Plan Sheet 15 of 32	DA-0515, Rev D		10/07/2025
231	Concept Sewerage and Water Reticulation Layout Plan Sheet 16 of 32	DA-0516, Rev D (as amended in red)		10/07/2025
232	Concept Sewerage and Water Reticulation Layout Plan Sheet 17 of 32	DA-0517, Rev D (as amended in red)		10/07/2025
233	Concept Sewerage and Water Reticulation Layout Plan Sheet 18 of 32	DA-0518, Rev D		10/07/2025
234	Concept Sewerage and Water Reticulation Layout Plan Sheet 19 of 32	DA-0519, Rev D		10/07/2025
235	Concept Sewerage and Water Reticulation Layout Plan Sheet 20 of 32	DA-0520, Rev D		10/07/2025
236	Concept Sewerage and Water Reticulation Layout Plan Sheet 21 of 32	DA-0521, Rev D (as amended in red)		10/07/2025
237	Concept Sewerage and Water Reticulation Layout Plan Sheet 22 of 32	DA-0522, Rev D		10/07/2025
238	Concept Sewerage and Water Reticulation Layout Plan Sheet 23 of 32	DA-0523, Rev D		10/07/2025
239	Concept Sewerage and Water Reticulation Layout Plan Sheet 24 of 32	DA-0524, Rev D		10/07/2025
240	Concept Sewerage and Water Reticulation Layout Plan Sheet 25 of 32	DA-0525, Rev D		10/07/2025
241	Concept Sewerage and Water Reticulation Layout Plan Sheet 26 of 32	DA-0526, Rev D		10/07/2025
242	Concept Sewerage and Water Reticulation Layout Plan Sheet 27 of 32	DA-0527, Rev D		10/07/2025

Approved plans and documents		Number	Prepared by	Date
243	Concept Sewerage and Water Reticulation Layout Plan Sheet 28 of 32	DA-0528, Rev D (as amended in red)		10/07/2025
244	Concept Sewerage and Water Reticulation Layout Plan Sheet 29 of 32	DA-0529, Rev D (as amended in red)		10/07/2025
245	Concept Sewerage and Water Reticulation Layout Plan Sheet 30 of 32	DA-0530, Rev D		10/07/2025
246	Concept Sewerage and Water Reticulation Layout Plan Sheet 31 of 32	DA-0531, Rev D		10/07/2025
247	Concept Sewerage and Water Reticulation Layout Plan Sheet 32 of 32	DA-0532, Rev D		10/07/2025
247	Fauna Management Plan, Flagstone Context Area 3 (CA3) south	Job No. 9850 Issue D	Saunders Havill	30/08/24
248	Vegetation Management Plan - Context Plan 3 Area - Phase 1 Bulk Earthworks	9850 E 02 CP3 Stage 1 VMP A – Vegetation Clearing Notes	Saunders Havill Group	05/03/24
249		9850 E 03 CP3 Stage 1 VMP C – Detail Sheets Key Plan		27/08/24
250		9850 E 04-82 CP3 Stage 1 VMP C – Detail Sheets		30/08/24
251		9850 E 83 CP3 Stage 1 VMP C –Clearing Direction		27/08/24
252		Appendix A – Stage CP3 Phase 1 Tree Schedule		27/08/24
253	Trunk Sewer Cover Plan	20-0211-DA-0600 Rev A	Colliers	22/08/2024
254	Trunk Sewer Overall Layout Plan	20-0211-DA-0610 Rev A	Colliers	22/08/2024
255	Trunk Sewer Layout Plan Sheet 1 of 7	20-0211-DA-0611 Rev A	Colliers	22/08/2024
256	Trunk Sewer Layout Plan Sheet 2 of 7	20-0211-DA-0612 Rev A	Colliers	22/08/2024
257	Trunk Sewer Layout Plan Sheet 3 of 7	20-0211-DA-0613 Rev A	Colliers	22/08/2024
258	Trunk Sewer Layout Plan Sheet 4 of 7	20-0211-DA-0614 Rev A	Colliers	22/08/2024
259	Trunk Sewer Layout Plan Sheet 5 of 7	20-0211-DA-0615 Rev A	Colliers	22/08/2024
260	Trunk Sewer Layout Plan Sheet 6 of 7	20-0211-DA-0616 Rev A	Colliers	22/08/2024
261	Trunk Sewer Layout Plan Sheet 7 of 7	20-0211-DA-0617 Rev A	Colliers	22/08/2024
262	Trunk Sewer Longitudinal Sections Sheet 1 of 6	20-0211-DA-0620 Rev A	Colliers	22/08/2024
263	Trunk Sewer Longitudinal Sections Sheet 2 of 6	20-0211-DA-0621 Rev A	Colliers	22/08/2024
264	Trunk Sewer Longitudinal Sections Sheet 3 of 6	20-0211-DA-0622 Rev A	Colliers	22/08/2024

Approved plans and documents		Number	Prepared by	Date
265	Trunk Sewer Longitudinal Sections Sheet 4 of 6	20-0211-DA-0623 Rev A	Colliers	22/08/2024
266	Trunk Sewer Longitudinal Sections Sheet 5 of 6	20-0211-DA-0624 Rev A	Colliers	22/08/2024
267	Trunk Sewer Longitudinal Sections Sheet 6 of 6	20-0211-DA-0625 Rev A	Colliers	22/08/2024
268	Trunk Sewer Cover Plan	20-0211-500	Colliers	22/08/2024
269	General Notes & Live Works	20-0211-501	Colliers	22/08/2024
270	Trunk Sewer Layout Plan Sheet 1	20-0211-502	Colliers	22/08/2024
271	Trunk Sewer Layout Plan Sheet 2	20-0211-503	Colliers	22/08/2024
272	Trunk Sewer Layout Plan Sheet 3	20-0211-504	Colliers	22/08/2024
273	Trunk Sewer Layout Plan Sheet 4	20-0211-505	Colliers	22/08/2024
274	Trunk Sewer Layout Plan Sheet 5	20-0211-506	Colliers	22/08/2024
275	Trunk Sewer Longitudinal Sections Sheet 1	20-0211-507	Colliers	22/08/2024
276	Trunk Sewer Longitudinal Sections Sheet 2	20-0211-508	Colliers	22/08/2024
277	Trunk Sewer Longitudinal Sections Sheet 3	20-0211-509	Colliers	22/08/2024
278	Trunk Sewer Longitudinal Sections Sheet 4	20-0211-510	Colliers	22/08/2024
279	Flagstone City Area 3 South – Pipe Sizes	J0000347 Map No: SEW-DIA	Digital Water Solutions	06/02/2025
280	Flagstone Development – water mains diameter (mm)	J0000347 Map No: Diameter	Digital Water Solutions	19/02/2025
281	Geotechnical Site Investigation & Landslide Risk Assessment @ Context 3, New Beith Road Flagstone QLD 4280	6464 – 24-338	Qualtest Geotechnical and Laboratory	22/08/2024
282	Cover Plan	20-0211-DA-1000, Rev B	Colliers	29/07/2026
283	Drawing Lists	20-0211-DA-1001, Rev B	Colliers	29/07/2026
284	Overall Key Plan	20-0211-DA-1002, Rev B	Colliers	29/07/2026
285	Stage 9 & 13 Concept Bulk Earthworks Overall Layout	20-0211-DA-1005, Rev B	Colliers	29/07/2026
286	Stage 9 & 13 Concept Bulk Earthworks Layout Plan Sheet 1 of 15	20-0211-DA-1010, Rev B	Colliers	29/07/2026
287	Stage 9 & 13 Concept Bulk Earthworks Layout Plan Sheet 2 of 15	20-0211-DA-1011, Rev B	Colliers	29/07/2026
288	Stage 9 & 13 Concept Bulk Earthworks Layout Plan Sheet 3 of 15	20-0211-DA-1012, Rev B	Colliers	29/07/2026
289	Stage 9 & 13 Concept Bulk Earthworks Layout Plan Sheet 4 of 15	20-0211-DA-1013, Rev B	Colliers	29/07/2026
290	Stage 9 & 13 Concept Bulk Earthworks Layout Plan Sheet 5 of 15	20-0211-DA-1014, Rev B	Colliers	29/07/2026
291	Stage 9 & 13 Concept Bulk Earthworks Layout Plan Sheet 6 of 15	20-0211-DA-1015, Rev B	Colliers	29/07/2026
292	Stage 9 & 13 Concept Bulk Earthworks Layout Plan Sheet 7 of 15	20-0211-DA-1016, Rev B	Colliers	29/07/2026

Approved plans and documents		Number	Prepared by	Date
293	Stage 9 & 13 Concept Bulk Earthworks Layout Plan Sheet 8 of 15	20-0211-DA-1017, Rev B	Colliers	29/07/2026
294	Stage 9 & 13 Concept Bulk Earthworks Layout Plan Sheet 9 of 15	20-0211-DA-1018, Rev B	Colliers	29/07/2026
295	Stage 9 & 13 Concept Bulk Earthworks Layout Plan Sheet 10 of 15	20-0211-DA-1019, Rev B	Colliers	29/07/2026
296	Stage 9 & 13 Concept Bulk Earthworks Layout Plan Sheet 11 of 15	20-0211-DA-1020, Rev B	Colliers	29/07/2026
297	Stage 9 & 13 Concept Bulk Earthworks Layout Plan Sheet 12 of 15	20-0211-DA-1021, Rev B	Colliers	29/07/2026
298	Stage 9 & 13 Concept Bulk Earthworks Layout Plan Sheet 13 of 15	20-0211-DA-1022, Rev B	Colliers	29/07/2026
299	Stage 9 & 13 Concept Bulk Earthworks Layout Plan Sheet 14 of 15	20-0211-DA-1023, Rev B	Colliers	29/07/2026
300	Stage 9 & 13 Concept Bulk Earthworks Layout Plan Sheet 15 of 15	20-0211-DA-1024, Rev B	Colliers	29/07/2026
301	Stage 9 & 13 Concept Bulk Earthworks Sections Sheet 1 of 5	20-0211-DA-1030, Rev B	Colliers	29/07/2026
302	Stage 9 & 13 Concept Bulk Earthworks Sections Sheet 2 of 5	20-0211-DA-1031, Rev B	Colliers	29/07/2026
303	Stage 9 & 13 Concept Bulk Earthworks Sections Sheet 3 of 5	20-0211-DA-1032, Rev B	Colliers	29/07/2026
304	Stage 9 & 13 Concept Bulk Earthworks Sections Sheet 4 of 5	20-0211-DA-1033, Rev B	Colliers	29/07/2026
305	Stage 9 & 13 Concept Bulk Earthworks Sections Sheet 5 of 5	20-0211-DA-1034, Rev B	Colliers	29/07/2026
306	Stage 9 & 13 Concept Roadworks and Drainage Layout Plan Sheet 1 of 15	20-0211-DA-1100, Rev B	Colliers	29/07/2026
307	Stage 9 & 13 Concept Roadworks and Drainage Layout Plan Sheet 2 of 15	20-0211-DA-1101, Rev B	Colliers	29/07/2026
308	Stage 9 & 13 Concept Roadworks and Drainage Layout Plan Sheet 3 of 15	20-0211-DA-1102, Rev B	Colliers	29/07/2026
309	Stage 9 & 13 Concept Roadworks and Drainage Layout Plan Sheet 4 of 15	20-0211-DA-1103, Rev B	Colliers	29/07/2026
310	Stage 9 & 13 Concept Roadworks and Drainage Layout Plan Sheet 5 of 15	20-0211-DA-1104, Rev B	Colliers	29/07/2026
311	Stage 9 & 13 Concept Roadworks and Drainage Layout Plan Sheet 6 of 15	20-0211-DA-1105, Rev B	Colliers	29/07/2026
312	Stage 9 & 13 Concept Roadworks and Drainage Layout Plan Sheet 7 of 15	20-0211-DA-1106, Rev B	Colliers	29/07/2026
313	Stage 9 & 13 Concept Roadworks and Drainage Layout Plan Sheet 8 of 15	20-0211-DA-1107, Rev B	Colliers	29/07/2026
314	Stage 9 & 13 Concept Roadworks and Drainage Layout Plan Sheet 9 of 15	20-0211-DA-1108, Rev B	Colliers	29/07/2026
315	Stage 9 & 13 Concept Roadworks and Drainage Layout Plan Sheet 10 of 18	20-0211-DA-1109, Rev B	Colliers	29/07/2026
316	Stage 9 & 13 Concept Roadworks and Drainage Layout Plan Sheet 11 of 15	20-0211-DA-1110, Rev B	Colliers	29/07/2026
317	Stage 9 & 13 Concept Roadworks and Drainage Layout Plan Sheet 12 of 15	20-0211-DA-1111, Rev B	Colliers	29/07/2026
318	Stage 9 & 13 Concept Roadworks and Drainage Layout Plan Sheet 13 of 15	20-0211-DA-1112, Rev B	Colliers	29/07/2026

Approved plans and documents		Number	Prepared by	Date
319	Stage 9 & 13 Concept Roadworks and Drainage Layout Plan Sheet 14 of 15	20-0211-DA-1113, Rev B	Colliers	29/07/2026
320	Stage 9 & 13 Concept Roadworks and Drainage Layout Plan Sheet 15 of 15	20-0211-DA-1114, Rev B	Colliers	29/07/2026
321	Stage 9 & 13 Concept Road Types Layout	20-0211-DA-1150, Rev B	Colliers	29/07/2026
322	Stage 9 & 13 Concept Road Typical Cross Sections	20-0211-DA-1151, Rev B	Colliers	29/07/2026
323	Stage 9 & 13 Concept Bio Retention Overall Layout Plan	20-0211-DA-1200, Rev B	Colliers	29/07/2026
324	Stage 9 & 13 Concept Sewerage and Water Overall Layout	20-0211-DA-1300, Rev B	Colliers	29/07/2026
325	Stage 9 & 13 Concept Sewerage and Water Layout Plan Sheet 1 of 15	20-0211-DA-1301, Rev B	Colliers	29/07/2026
326	Stage 9 & 13 Concept Sewerage and Water Layout Plan Sheet 2 of 15	20-0211-DA-1302, Rev B	Colliers	29/07/2026
327	Stage 9 & 13 Concept Sewerage and Water Layout Plan Sheet 3 of 15	20-0211-DA-1303, Rev B	Colliers	29/07/2026
328	Stage 9 & 13 Concept Sewerage and Water Layout Plan Sheet 4 of 15	20-0211-DA-1304, Rev B	Colliers	29/07/2026
329	Stage 9 & 13 Concept Sewerage and Water Layout Plan Sheet 5 of 15	20-0211-DA-1305, Rev B	Colliers	29/07/2026
330	Stage 9 & 13 Concept Sewerage and Water Layout Plan Sheet 6 of 15	20-0211-DA-1306, Rev B	Colliers	29/07/2026
331	Stage 9 & 13 Concept Sewerage and Water Layout Plan Sheet 7 of 15	20-0211-DA-1307, Rev B	Colliers	29/07/2026
332	Stage 9 & 13 Concept Sewerage and Water Layout Plan Sheet 8 of 15	20-0211-DA-1308, Rev B	Colliers	29/07/2026
333	Stage 9 & 13 Concept Sewerage and Water Layout Plan Sheet 9 of 15	20-0211-DA-1309, Rev B	Colliers	29/07/2026
334	Stage 9 & 13 Concept Sewerage and Water Layout Plan Sheet 10 of 15	20-0211-DA-1310, Rev B	Colliers	29/07/2026
335	Stage 9 & 13 Concept Sewerage and Water Layout Plan Sheet 11 of 15	20-0211-DA-1311, Rev B	Colliers	29/07/2026
336	Stage 9 & 13 Concept Sewerage and Water Layout Plan Sheet 12 of 15	20-0211-DA-1312, Rev B	Colliers	29/07/2026
337	Stage 9 & 13 Concept Sewerage and Water Layout Plan Sheet 13 of 15	20-0211-DA-1313, Rev B	Colliers	29/07/2026
338	Stage 9 & 13 Concept Sewerage and Water Layout Plan Sheet 14 of 15	20-0211-DA-1314, Rev B	Colliers	29/07/2026
339	Stage 9 & 13 Concept Sewerage and Water Layout Plan Sheet 15 of 15	20-0211-DA-1315, Rev B	Colliers	29/07/2026
Supporting plans and documents				
340	Flagstone City Masterplan Flood Management Strategy	QC4012_002-REP-001-4 Rev 4	Colliers	26 August 2024
341	New Beith Road – Flagstone, Road Functional Package Homestead Drive, Flagstone, prepared by Colliers	Project No: 22-0145 P100-P102 Rev A P110-P117 Rev A P120-P133 Rev A P140-P159 Rev A P170-P183 Rev A P190-P222 Rev A	Colliers	12/09/2024

Approved plans and documents		Number	Prepared by	Date
		P300-P313 Rev A		
342	New Beith Road – Flagstone, Road Functional Package Homestead Drive, Flagstone, prepared by Colliers	Project No: 19-0158 100 Rev 3 101-107 Rev 4 110-115 Rev 3	Colliers	6/10/2022

2.3 Approved Conditions

As identified in this letter, conditions are proposed to change to reflect the proposed amendments to design, compliance assessments and infrastructure delivery.

The remainder of the changes to conditions of approval relate to minor administrative corrections. **Table 11** summarises changes to conditions of approval (~~deletions~~ / **insertions**).

Table 11: Changes to conditions of approval

No.	Condition	Timing
20.	Dedication of new road reserve – New Beith Rd - South of Flagstonian Dr intersection to Lot 1 on SP351245 (formerly Lot 3 on RP45236) Dedicate stages 11L-1 and 11L-2 as road reserve.	Prior to endorsement of the 200th lot of this approval 30 June 2027
21.	Compliance Assessment – Secondary Access – New Beith Road – Internal to the PDA (South of Flagstonian Dr intersection to Gateway Drive Intersection) and intersections a) Submit to EDQ IS for compliance assessment, detailed design plans interim road layout plans certified by a suitably qualified RPEQ for the upgrade of New Beith Road south of Flagstonian Drive intersection to Lot 3 on RP45236 and including Gateway Drive intersection. The interim 2 lane road layout on the ultimate alignment shall generally include the following: i) Two (2) lane (interim) upgrade of New Beith Road (R022A and R013A on Map 3: Transport (roads) – DCOP Map June 2022), from the south of Flagstonian Dr intersection to and including the intersection at the location for RI007A shown on Map 4: Transport (intersections) – DCOP Map June 2022, including earthworks; ii) culverts RC010A on New Beith Road (as shown on Map 5: Transport (structures) – DCOP Map June 2022), for the interim (two (2) lane) design for the New Beith Road upgrade in paragraph (i) above; iii) New Beith Road priority controlled intersection (RI007A on Map 4: Transport (intersections) – DCOP Map June 2022) Including all infrastructure that is: i) ancillary to, and services related to, the infrastructure identified in paragraphs (i)-(iii) above, to the extent	a) Prior to endorsement of the 150th 250th lot of this approval

No.	Condition	Timing
	reasonably required for the provision of that infrastructure; and ii) required by an Approval to be delivered as part of, or to interrelate with, the infrastructure identified in paragraphs (i)-(iii) above.	
22	Compliance Assessment – Secondary Access – New Beith Road – Internal to the PDA (Gateway Drive Intersection to Lot 1 on SP351245 (formerly Lot 3 on RP45236)) a) Submit to EDQ IS for compliance assessment, detailed design plans interim road layout plans certified by a suitably qualified RPEQ for the upgrade of New Beith Road south of Flagstonian Gateway Drive intersection to Lot 3 on RP45236/ Lot 1 on SP351245. The interim 2 lane road layout on the ultimate alignment shall generally include the two (2) lane (interim) upgrade of New Beith Road (R022A and R013A on Map 3: Transport (roads) – DCOP Map June 2022), from the south of Flagstonian Gateway Dr intersection to Lot 3 on RP45236/Lot 1 on SP351245, including earthworks. Including all infrastructure that is: i) ancillary to, and services related to, the infrastructure identified in paragraph (i) above, to the extent reasonably required for the provision of that infrastructure; and ii) required by an Approval to be delivered as part of, or to interrelate with, the infrastructure identified in paragraph (i) above. b) Submit to EDQ IS for compliance assessment detailed design plans for the ultimate functional road layout including intersections and culverts, certified by a suitably qualified RPEQ for the upgrade of New Beith Road. The interim 2 lane road layout on the ultimate alignment shall generally include the following: • 32m road reserve width • 4 x 3.5m wide traffic lanes • 5m median • 2 x 6.35m verge (including 2.4m cycleway & 1.5m footpath)	a) Prior to endorsement of the 150th 1,000th lot of this approval b) Prior to commencement of works

No.	Condition	Timing
48	Compliance Assessment – Rehabilitation Plan d) Submit for compliance assessment an updated rehabilitation plan. The rehabilitation plan must: vi) Outline the rehabilitation works required to rehabilitate areas identified in Map 1 – Proposed Rehabilitation Areas (refer to Attachment 2) vii) Identify the rehabilitation works, including (but not limited to): 5. the establishment of a 10m (minimum) vegetated buffer from top of bank that is consistent with the pre-clearing ecosystem on identified watercourses 6. rehabilitate identified fauna corridors 7. rehabilitate the environmental protection zone and 8. the establishment of vegetative ground covers to promote regeneration of native plant species. The ground covers must be designed to not inhibit native species generation nor introduce exotic or pest species into the area. viii) Identify the staging associated with the required rehabilitation works to ensure the long term success. ix) Be prepared in accordance with the methods outlined in the Guideline and Manual components of the SEQ Ecological Restoration Framework to return the vegetation to a self-sustaining ecosystem as defined in the SEQ Ecological Restoration Framework. x) Include a detailed monitoring program that outlines the criteria, objectives, locations and frequency for monitoring. e) Following the EDQ's endorsement of the rehabilitation plan outlined in (a) complete rehabilitation works in accordance with the endorsed rehabilitation plan. f) Submit certification from an AILA registered professional, that the works have been completed in accordance with part b of this condition.	e) Prior to survey plan endorsement of the first sub-stage d) Prior to survey plan endorsement for the relevant sub-stage e) Prior to survey plan endorsement for the relevant sub-stage

3 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 12.

Table 12: Substantially Different Development Criteria

DA Rules, 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 change to the application proposes to include an additional 166 residential allotments, primarily within the layout for Stage 13. While the proposal changes the number of allotments within CA3 South, the design of the lots does not introduce new lot types for within the layout. The change to the application proposes a setback variation of approximately 0.45m all lots within Stages 9 and 13 to account for the amendment of the rear boundary setback provision for POD Note 16 and 17. The changes reflect what was previously agreed to as meeting the substantially different development requirements. No change to building height or appearance from the street is proposed. Site cover limits remain unchanged which means that the change simply relates to the position of the dwelling on the lot.
<i>changes the ability of the proposed development to operate as intended</i>	The proposed change does not change the ability for the development to operate as a residential subdivision.
<i>removes a component that is integral to the operation of the development</i>	The change application does not remove any component of the development that is integral to its operation.
<i>significantly impacts on traffic flow and the transport network, such as increasing traffic to the site</i>	The change application introduces 166 additional residential lots. Despite the increase to residential allotments, the performance of the key intersections has improved during peak periods with all intersection degrees of saturation now below 0.9. No changes to the trunk road network or the neighbourhood connector roads are proposed as part of the change to the approval. The changes will not impact on the transport network and will not increase traffic to the site.
<i>introduces new impacts or increase the severity of known impacts</i>	The change application does not introduce any new impacts or exacerbate the effect of any known impacts on the development. Stormwater peak flows, depths and stormwater quality is not proposed to change as part of the application. Acoustic requirements remain low with approximately 15-20 additional lots impacted by the lowest level of measurable noise from the road network. No additional noise barriers are proposed to be included in the layout as a result of the change. Bushfire risks are removed as future vegetated areas in the rear of steeply sloping lots in Stage 13 have been removed due to the revised design.
<i>for a development prescribed by the Planning Regulation as requiring social impact assessment as identified under section 106T of the Act –</i> Introduces new social impacts or increase the severity of known social impacts; or	Not applicable to the proposed development.
<i>removes an incentive or offset component that would have balanced a negative impact of the development</i>	The change application does not remove an incentive or offset component that would have balanced a negative impact of the development.
<i>impacts on infrastructure provisions.</i>	The change application will not impact on infrastructure provision. The existing infrastructure capacity is capable of servicing the additional 166 residential allotments proposed as part of the change application.

4 Owners Consent

The applicant requests that MEDQ accept the application without receiving all the owner's consent as provided for in Section 82(3)(b) of the *Economic Development Act 2012*.

The land subject to this application was formerly described as Lot 1 on RP35155, Lot 989 on SP348566, Lot 908 on SP348566 and Lot 911 on SP346330 (as per the current CA3 South RAL PDA Development Approval, EDQ Ref: DEV2024/1491/3, dated 18 June 2026).

The land, excluding titled residential lots, is now described as:

- Lot 1 on SP362514 (Peet) - Lot 1 on RP35155 has been superseded by a management subdivision.
- Lot 989 on SP362514 (Peet) – Lot 989 on SP348566 has been superseded by a management subdivision.
- Lot 912 on SP362514 (Peet) – formerly formed part of Lot 989 on SP348566. New lot created by management subdivision.
- Lot 908 on SP354746 (Peet) – Lot 908 on SP348566 relates to the balance land surrounding the Stage 1 approval. This land has been subdivided since the original CA3 South approval, however the change application does not relate to stages located on this allotment or lots registered since the original application. The balance land remains in ownership of the Applicant.
- Lot 911 on SP356636 (Peet) – Lot 911 on SP346330 relates to the balance land surrounding the Stages 2-5 approval and balance land within CA3 South as changed by subsequent management subdivision. This land has been subdivided since the original CA3 South approval, however the change application proposes to impact future lots in Stages 10 and 12 (management lot area) and is not related to the land which has since been registered in Stages 2-5. The balance land remains in ownership of the Applicant.

While the application is for CA3 South, for which no lots (other than balance lots) have been sealed or registered, balance lots which comprised the original application area are shared with balance land forming part of the Stages 1 and Stages 2-5 approval areas.

Excluding some balance land approved for future open space areas, the remainder of the residential areas of Stage 1 and Stages 2-5 are described as the 'subdivided land'. These areas have been subdivided and sold to many different owners and it would be impracticable to obtain their consent. The proposed changes do not relate to the existing dwellings on subdivided land as the application relates predominantly to Stages 9 and 13 of CA3 South which is yet to be developed. Minor changes made to other stages in CA3 South also has no impact on the existing dwellings on subdivided land.

Peet Flagstone City Pty Ltd was the original applicant and is making this change request. A copy of the owner's consent letter for the abovementioned lots is enclosed as **Attachment B**.

5 Application Fee

The application fee for change applications (s.99 of ED Act 2012) is 10% of the current applicable assessment fee as per EDQ's current 2026-2027 Fees and Charges Schedule. The original application fee was \$100,000.00.

The fee is to be negotiated between EDQ and Peet. Subsequent to the agreement of a fee, Peet will subsequently provide written consent for the fee to be taken from the masterfund. RPS will coordinate this process.

6 Summary

As detailed within this letter, the proposed amendment application seeks to make amendments to the approved development, in particular in the layout and design for Stages 9 and 13 to facilitate a new earthworks strategy. The application seeks to make a minor increase in yield, being only 166 lots (~9% of the overall masterplan yield) to better utilise developable area over the site and provide housing supply necessary to support growth in greenfield areas of SEQ. The development will not result in 'substantially different development'.

It is requested that EDQ now proceed with the assessment of the request to amend the development approval and accordingly enclose the following documentation.

- **Attachment A** – MEDQ Development Application Form
- **Attachment B** – Landowner's Consent
- **Attachment C** – RAL Plan Set (Rev I dated 22 July 2026)
- **Attachment D** – Civil Engineering Drawings
- **Attachment E** – Site Based Stormwater Management Plan
- **Attachment F** – Traffic and Transport Assessment
- **Attachment G** – Landscape Masterplan
- **Attachment H** – Vegetation Management Plan
- **Attachment I** – Bushfire Management Plan
- **Attachment J** – Road Traffic Noise Intrusion Assessment

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 Emma Gurney by telephone on 07 3539 9692.

Yours sincerely,
for RPS AAP Consulting Pty Ltd



Nick Meadows

Principal Planner

nick.meadows@rpsconsulting.com

(07) 3539 9708