

Our ref: DEV-2026-FLA-4861

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Dear Applicant

Information Request and Public Notice of development application
Notice given under section 83(1) of the Economic Development Act 2012

Priority Development Area (PDA):	Greater Flagstone PDA
PDA Development Type:	Development Permit for Reconfiguring a Lot (1 into 437 Lots, New Road, Drainage Reserve, Local Recreation Park, Local Linear Park, and Open Space); and Material Change of Use for Residential and other uses (house, display home, home-based business, park and sales office) in accordance with a Plan of Development (POD).
Property Location:	400 Wyatt Road, Flagstone
Property Description:	Lot 20 on SP149887

An initial review of the above PDA Development Application has been undertaken, and the following additional information is required;

1. Flood Free Access and Flood Risk Assessment

The proposed application has not demonstrated how the subject site will obtain flood free access as part of the proposed interim access arrangement off the existing Wyatt Road.

Prepare and submit a Flood Risk Assessment, prepared and certified by a Registered Professional Engineer of Queensland (RPEQ) at a minimum, the report is to address the following:

- i. Confirm the flood event at which access via the existing Wyatt Road becomes inundated or no longer trafficable.
- ii. Assess the frequency and duration of isolation associated with the proposed interim access arrangement.
- iii. Assess the risks to future residents, visitors and emergency services associated with reliance on the existing Wyatt Road corridor.
- iv. Identify any mitigation measures proposed to manage flood risks, including warning signage, emergency response procedures and any interim road upgrades.
- v. Identify the extent of development and/or staging that can be safely accommodated using the existing Wyatt Road corridor prior to delivery of the ultimate Wyatt Road realignment.
- vi. Identify a suitable trigger or threshold at which the ultimate Wyatt Road realignment would be required to support additional development.
- vii. Provide a Flood Emergency Management Plan applicable to the proposed interim access arrangement which is to identify routes for evacuation.

2. Water and Sewer Requirements.

The proposed application has not demonstrated how the newly created lots would be serviced by both Water and Sewerage infrastructure within a definitive timeframe. EDQ is not supportive of tankering as a solution for these sites.

Prepare and submit a revised Engineering Services Report and supporting water and sewer servicing plans demonstrating how the development will be serviced in accordance with the Greater Flagstone Development Charges and Offset Plan (DCOP) and the SEQ Water Supply and Sewerage Design and Construction Code. As a minimum, the following is to be addressed / provided:

- i. Include plans showing the interim water and sewer servicing solution for the site.
- ii. Confirmation of the ultimate water and sewer servicing strategy, including the timing for delivery. EDQ recommends continued discussion and consultation with neighbouring developments to understand the delivery, timing and invert levels of water and sewer infrastructure which will be required to service the site.
- iii. Revised plans showing sewer and water infrastructure consistent with the ultimate trunk networks identified within the DCOP Maps 10 & 11, including justification for any proposed departures from the nominated trunk sewer alignments for EDQ's consideration.
- iv. Revised water and sewer plans showing proposed pipe sizes, supported by assessment and consideration of ultimate catchments, and capacity to confirm that sizing of planned infrastructure is adequate.
NOTE: It is anticipated that a sewer connection to the neighbouring development site to the North on the western side of the waterway as per Map 11, and a water connection would need to be extended to the neighbouring property to the north as per Map 10. This may necessitate obtaining landowner consent from relevant property owners.
- v. The layout of the proposed Community Title Scheme lots within Stage 3 must be amended to provide a gravity sewer solution to eliminate the need for a privately owned pump station.

3. Ultimate Wyatt Road Corridor and 4-Way Signalised Intersection

Prepare and submit a revised Traffic Impact Assessment, Engineering Services Report and supporting concept engineering drawings demonstrating that the proposed subdivision layout, road network, drainage infrastructure and earthworks will not prejudice the ultimate delivery of the endorsed Wyatt Road corridor and future 4-way signalised intersection. The revised information should include, as a minimum:

- i. Concept design plans for the ultimate signalised intersection, including lane arrangements, turn lanes, active transport facilities, traffic signal infrastructure and intersection widening.
- ii. A concept signage and linemarking plan for the ultimate signalised intersection.
- iii. Swept path assessment for the relevant design vehicles demonstrating all turning movements can be accommodated within the proposed road reserve.
- iv. Assessment of sight distance and stopping sight distance for the ultimate intersection arrangement, having regard to the proposed road geometry, crest locations and approach grades.
- v. Assessment of intersection approach grades against Austroads requirements for signalised intersections.

- vi. Demonstrate that proposed lot boundaries, earthworks, retaining walls, drainage infrastructure and stormwater treatment devices do not encroach into or compromise the ultimate Wyatt Road corridor.
- vii. Demonstrate that the proposed subdivision layout does not prejudice the future active transport network identified within the endorsed Wyatt Road Context Plan.
- viii. A consolidated earthworks plan showing the interface between the proposed development and the ultimate Wyatt Road alignment.
- ix. Provide a noise report to confirm acoustic mitigation requirements for the proposed lots along the realigned Wyatt Road corridor.
- x. Obtain signed owners consent letter from the neighbouring property owner of 346 Wyatt Road (Lot 21 on SP164832) confirming that the proposed realigned Wyatt Road corridor, and interface at property boundary is supported.

NOTE: To adequately design the outcome of the realigned Wyatt Road, EDQ highly encourages that consultation with neighbouring property owners occur to ensure that the ultimate road layout is designed to connect seamlessly through the different lots. Evidence that the ultimate Wyatt Road outcome has been designed in conjunction with the neighbouring property owners will be required to satisfy this requirement to ensure the road network is consistent and fit for purpose.

4. Local Flood Impact Study

Prepare and submit a local flood modelling and a site-based flood impact study report prepared and certified by a Registered Professional Engineer of Queensland (RPEQ), generally in accordance with the endorsed Wyatt Road Context Plan and the associated supporting Flood Assessment Report (DEV2023/1431), Greater Flagstone Priority Development Area Scheme, PDA Guideline No. 13 Engineering standards, Logan City Planning Scheme Policy (SC6.11), and the State Planning Policy (SPP 2017). The model and the associated flood report should consider / demonstrate the following:

- i. That the proposed development, including earthworks, retaining walls, stormwater devices and cross-drainage structures at and around the waterways have been considered in accordance with the ARR 2019 with appropriate blockages, roughness and climate change etc. Present the model geometry and other parameters, such as the roughness maps, topographic maps, culvert information etc.
- ii. That the model has considered all required culverts, including the realigned culvert between the site and 346 Wyatt Road, and culvert required at Wyatt Road to the southwest (Ref: Figure 4.1). It is noted that culverts associated with the future Wyatt Road realignment are proposed to be designed at a later stage and were not included in the current analysis which is not supported. All culverts must be considered as part of this assessment.
- iii. Extend the model downstream to adequately assess and identify potential impacts on downstream properties.
- iv. That the model has considered both the interim, and ultimate developed external catchment flows, including appropriate upstream and downstream boundary conditions.
- v. That overland flow safety hazards at road sections adjacent to cross-drainage structures comply with the QUDM overland flow safety criteria.
- vi. That the development will not result in hydraulic impacts (e.g., afflux, velocity) or change the natural flow regime external to the site for all events in the existing case and ultimate case up to 1% AEP flood.
- vii. Submit the hydrologic and hydraulic modelling files for EDQ's review.

5. Online Detention System

Provide the following information to support the proposed online detention systems, including:

- i. Confirmation that the hydraulic model has correctly accounted for the levels and structures of the online detention systems.
- ii. The required detention volume needed to replicate the existing flow conditions.
- iii. Cross-sectional and longitudinal section details of the online detention structures, including the low-flow structures and interface with the surrounding land.
- iv. All necessary provisions for inspection, sediment management, maintenance access and long-term asset management etc.

6. Lawful Point of Discharge

Demonstrate that stormwater runoff from the site will discharge to a lawful point of discharge by addressing the following:

- i. Confirm that the discharge points to 346 Wyatt Road (southeast) and Wyatt Road (southwest) meet the QUDM lawful point of discharge requirements (Ref: Figure 4.1).
Note: Subject to the above, a hydrograph comparison may be required showing that post-development peak flows are equal to or less than pre-development peak flows for all storm events up to and including the 1% AEP event.
- ii. Identify the lawful point of discharge for the proposed vendor retention lot (1.004 ha).

7. Stormwater Basin Design

Prepare and submit a revised stormwater management plan, and associated engineering drawings, to reflect the following aspects:

- i. Amend the design to ensure that the entire basin is located within the development site, and all run-off is connected to a lawful point of discharge.
- ii. The entirety of Basin A and Basin B, including batters, is wholly contained clear of the realigned Wyatt Road reserve.
- iii. The conceptual engineering plans must be amended to reflect the ultimate downslope environment of Basin C to the realigned Wyatt Road corridor.
- iv. Demonstrate that the proposed stormwater treatment devices will retain the existing flood conveyance and storage regimes of the waterways. Also provide updated engineering drawings showing the post-development flood levels and design tailwater levels within the waterway; in accordance with the Water by Design Guidelines, and Logan City Council planning scheme requirements.
NOTE: It is anticipated that the basins adjacent to the waterway would need to be raised in order to discharge suitably to the waterway, which would subsequently necessitate all upslope roads and lots to be raised.
- v. A Humefilter UPT3600 proprietary device has been proposed to treat stormwater runoff from catchment C. Demonstrate that the proposed device is an approved product recommended by the SQIDEP.
- vi. Submit the MUSIC modelling files for EDQ's review.

8. Management of Upslope Catchments

It is noted that a number of the lots proposed are subject to an upslope catchment (either from the Environmental Park for lots in Stage 7, or from the neighbouring lot to the East). Whilst a "Cut Off Drain" has been shown on the proposed Earthworks Sections Plan Sheet 1 of 2 C121 Section 4, it is not shown how the drain would be suitably connected to a lawful point of discharge, and whether the cut off drain has been designed with suitable capacity. It is also unclear whether the proposed lots which backyards front onto the Environmental Park Lot; will require a similar "Cut Off Drain", to manage surface flows.

To confirm that upslope flows are managed in a suitable manner, address the following:

- i. Identify the catchment areas which are upslope of (and drain into) the proposed lots.
- ii. Confirm the 1% AEP flow, and confirm that the proposed drainage is provided with sufficient capacity to accommodate the flows.
- iii. Submit revised concept drainage plans reflecting the cut off drainage required to manage the upslope catchment(s), and include the relevant easements on the plans.

9. Waterway Barrier Permit

Provide evidence that the proposed works have been assessed by SARA in relation to waterway barrier works under the Fisheries Act 1994, including either:

- i. A Waterway Barrier Works approval/permit issued by SARA; or
- ii. Written confirmation from SARA that a Waterway Barrier Works approval/permit is not required for the proposed works.

10. Public Transport Infrastructure

Prepare and submit revised concept roadworks, drainage and streetscape plans demonstrating how the bus stop locations identified within the Traffic Impact Assessment will be accommodated within the proposed road reserve. As a minimum, the revised plans are to:

- i. Show all proposed bus stop locations identified within the Traffic Impact Assessment on the engineering drawings.
- ii. Demonstrate that the proposed bus stops can be accommodated without conflict with stormwater infrastructure, utility infrastructure, maintenance access arrangements, driveways, bin presentation areas or other roadside features.
- iii. Demonstrate that bus stop boarding areas and associated pedestrian facilities comply with the requirements of the Disability Standards for Accessible Public Transport (DSAPT) and the Public Transport Infrastructure Manual (PTIM), including bus stop grade requirements.
- iv. Demonstrate that suitable pedestrian crossing opportunities are available to provide safe access to bus services travelling in both directions.
- v. Demonstrate that any indented bus bays comply with the requirements of the Public Transport Infrastructure Manual (PTIM), including the minimum 3.0 m bus bay width requirement.

11. Pedestrian and Cycle Permeability

Provide revised plans showing the following additional pedestrian and active transport connections:

- i. 6.0m wide cross-block link between the southern-most new road (16m wide) and the realigned Wyatt Road corridor.
- ii. 6.0m wide cross-block link between the northern-most new road (16m wide) and the residential area within the neighbouring development area to the North (as per the endorsed Flinders Context Plan)

12. Retaining Walls

Prepare and submit revised earthworks plans and supporting justification addressing the proposed retaining wall outcomes across the development. As a minimum:

- i. Review the proposed retaining wall arrangements and, where practicable, amend the design to achieve retaining wall outcomes generally consistent with EDQ's preferred outcomes, being:
 - a. Single-tier retaining walls not exceeding 2.0 m in height; and

- b. Tiered retaining wall arrangements not exceeding a maximum combined height of 2.5 m.
- ii. Demonstrate that alternative design approaches, including amended lot grading, terracing, battering, road level adjustments and lot layout modifications, have been considered to minimise retaining wall heights.
- iii. Where retaining walls exceed EDQ's preferred outcomes, provide suitable justification demonstrating why lower retaining wall outcomes are not feasible, and how suitable treatments would manage impacts from an amenity perspective.

NOTE: One circumstance where EDQ may in a position to consider retaining walls exceeding 2.5m is where increased retaining wall heights are necessary to facilitate a gravity sewer servicing solution to the proposed Community Title Scheme lots within Stage 3.

13. Easement Over Subject Site Not Identified

The subject site is currently burdened by an easement along the western boundary for water supply. The proposed application seeks to extinguish this easement and to construct within the easement area without providing justification as to why this easement is no longer required. Also, no justification has been provided that confirms that the grantee of this easement has provided permission for this easement to be extinguished. Provide further information regarding the requirements of this easement, the current grantors and grantees of this easement and the justification for the extinguishment of this easement.

14. Layout Design Adversely Impacting on Neighbouring Design Outcomes

Provide an indicative plan that demonstrates that the proposed layout does not adversely impact the ability for the neighbouring property of 346 Wyatt Road (Lot 21 on SP164832) to development in the future. EDQ would highly encourage that the interface with the lot to the east be redesigned so that the proposed works do not fetter the potential future development of the neighbouring site.

15. Lot Layout and Design

As Per EDQ Guideline 1: Residential 30, provided amended plans in which the use of cul-de-sacs are minimised to improve wayfinding throughout the site.

16. Built to Boundary Requirements

The proposed Plan of Development identifies a number of proposed lots with built to boundary walls along the Eastern / Southeastern boundary in lieu of the requirement of the EDQ Guideline 1: Residential 30 which requires Western / Southwestern built to boundary walls.

It is required that either:

1. Amended plans are provided that relocates the built to boundary walls to the Western / Southwestern boundaries as per EDQ Guideline 1: Residential 30; or
2. Justification is provided outlining the requirement for built to boundary wall being located along the Eastern / Southeastern Boundary.

17. Potential Community Title Scheme Lot

Stage 3 of the proposed application is seeking to implement a community title scheme within the applications neighbourhood area. Justification is required to be provided as to why a community title scheme solution is required for this area in lieu of adopting a free hold lot layout and design.

Further advice:

As raised during the prelodgement meeting held on the 26 February 2026 (PRE-2026-FLA-4402), the proposed development is reliant on infrastructure and flood free access delivered as development occurs to the east of the site, to bring forward the required infrastructure. Due to the uncertainty in the delivery of this infrastructure to support the development, it is recommended that further discussions are held with EDQ to discuss the progress of this application given the constraints that apply to this development proposal.

The due date for providing the requested information is 27 February 2026. The PDA Development Application will lapse if a response to this information request is not received by this date, in accordance with section 83A of the *Economic Development Act 2012* (Act).

Public Notice of Application

This application **is not** required to be publicly notified in accordance with section 84 of the Act.

If you require any further information, please contact Andrew Edwards on 3035 0120 or by email at andrew.edwards@edq.qld.gov.au.

Yours sincerely



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