

Issue History

File Name	Prepared	Reviewed	Issued	Date	Issued to
P6887.001T DCC Road ROL Technical Memo	A. Payne	M. Bitzios	A. Payne	19/12/2025	emma.gurney@rpsconsulting.com
P6887.002T DCC Road ROL Technical Memo	A. Payne	M. Bitzios	A. Payne	12/03/2026	emma.gurney@rpsconsulting.com
P6887.003T DCC Road ROL Technical Memo	A. Payne	M. Bitzios	A. Payne	10/06/2026	emma.gurney@rpsconsulting.com
P6887.004T DCC Road ROL Technical Memo	A. Payne	B. James	A. Payne	19/08/2026	emma.gurney@rpsconsulting.com

Flagstone DCC Stage 1D Road

Traffic Impact Statement

1. Introduction

Bitzios Consulting has been engaged to prepare a traffic impact statement for an ROL application over the eastern portion of the Flagstone Town Centre. The purpose of this ROL application is to create road reserve connecting Parklands Drive to the Flagstone Regional Recreation Park, around the District Community Centre (DCC) location. The ROL plan is shown in Figure 1.1 and provided at **Attachment A**.

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV-2026-FLA-4983

Date: 29 September 2026

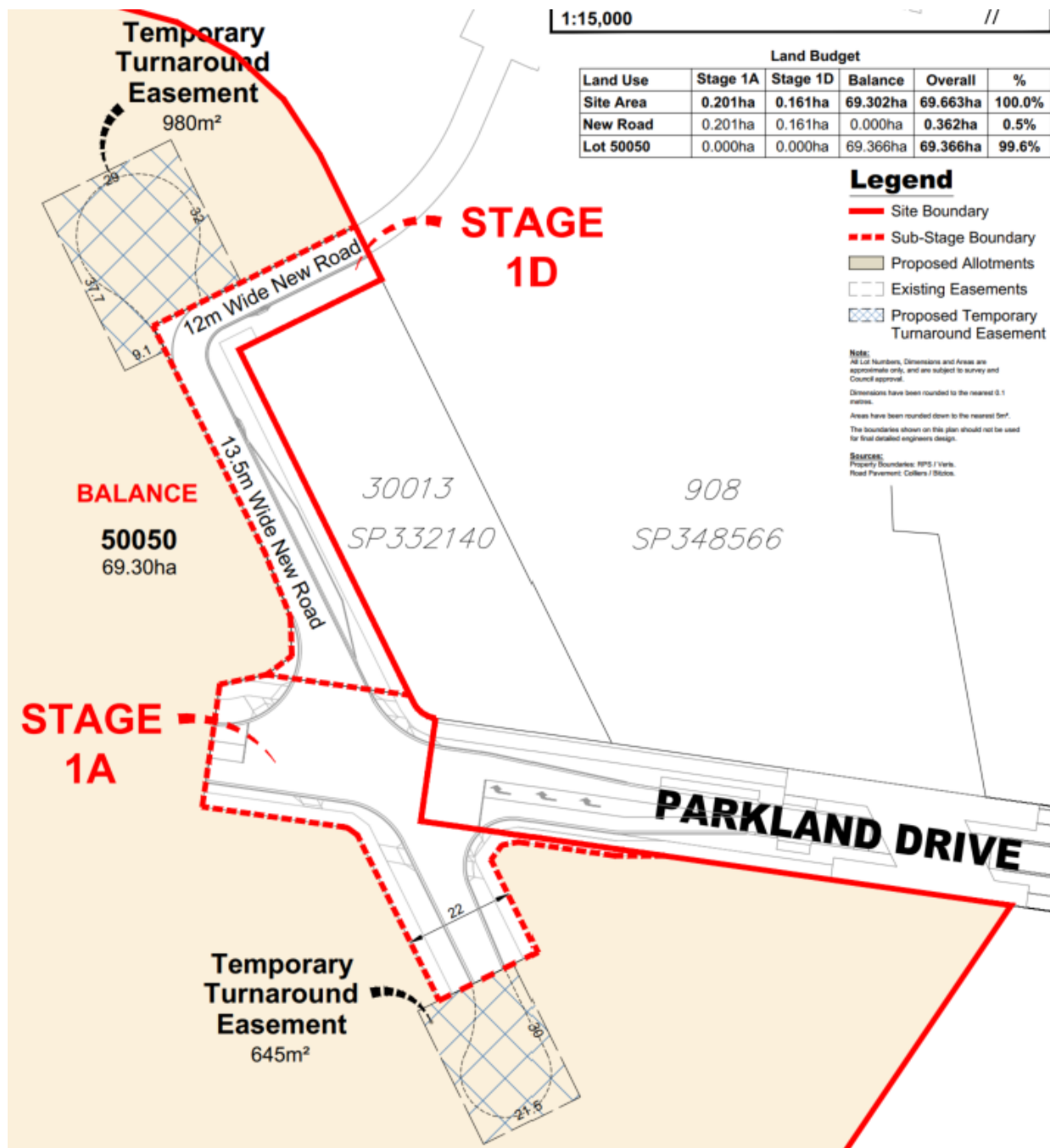


Figure 1.1: Proposed ROL

2. Planning Context

2.1 Town Centre Masterplan

The ultimate Flagstone City Town Centre Masterplan in the vicinity of the site is illustrated in Figure 2.1 as approved by Economic Development Queensland (EDQ) July 2024 (DEV2022/1312).



Figure 2.1: Flagstone Town Centre Masterplan

2.2 Existing Approvals

A ROL application was previously submitted and subsequently approved for the creation of the DCC lot (DEV2021/1186). The approved plan is shown in Figure 2.2.

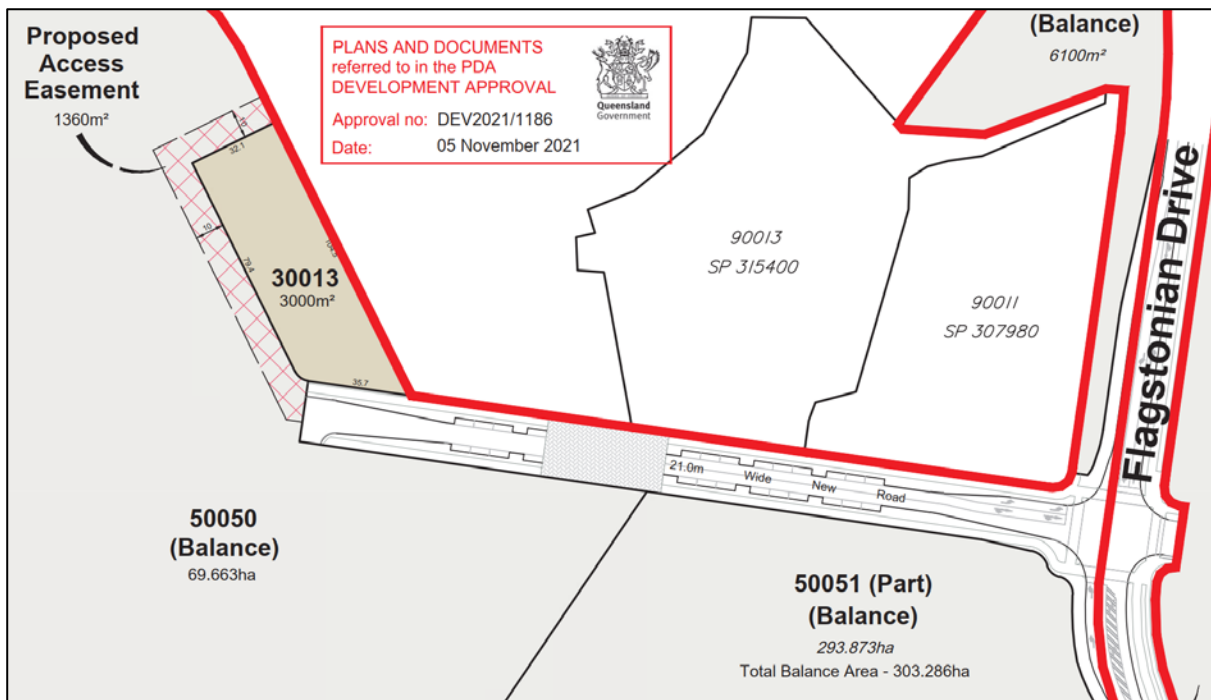


Figure 2.2: Approved DCC ROL

A further ROL application was previously submitted and subsequently approved Stage 1 of the Flagstone Town Centre (DEV2022/11313). The approved plan is shown in Figure 2.3.

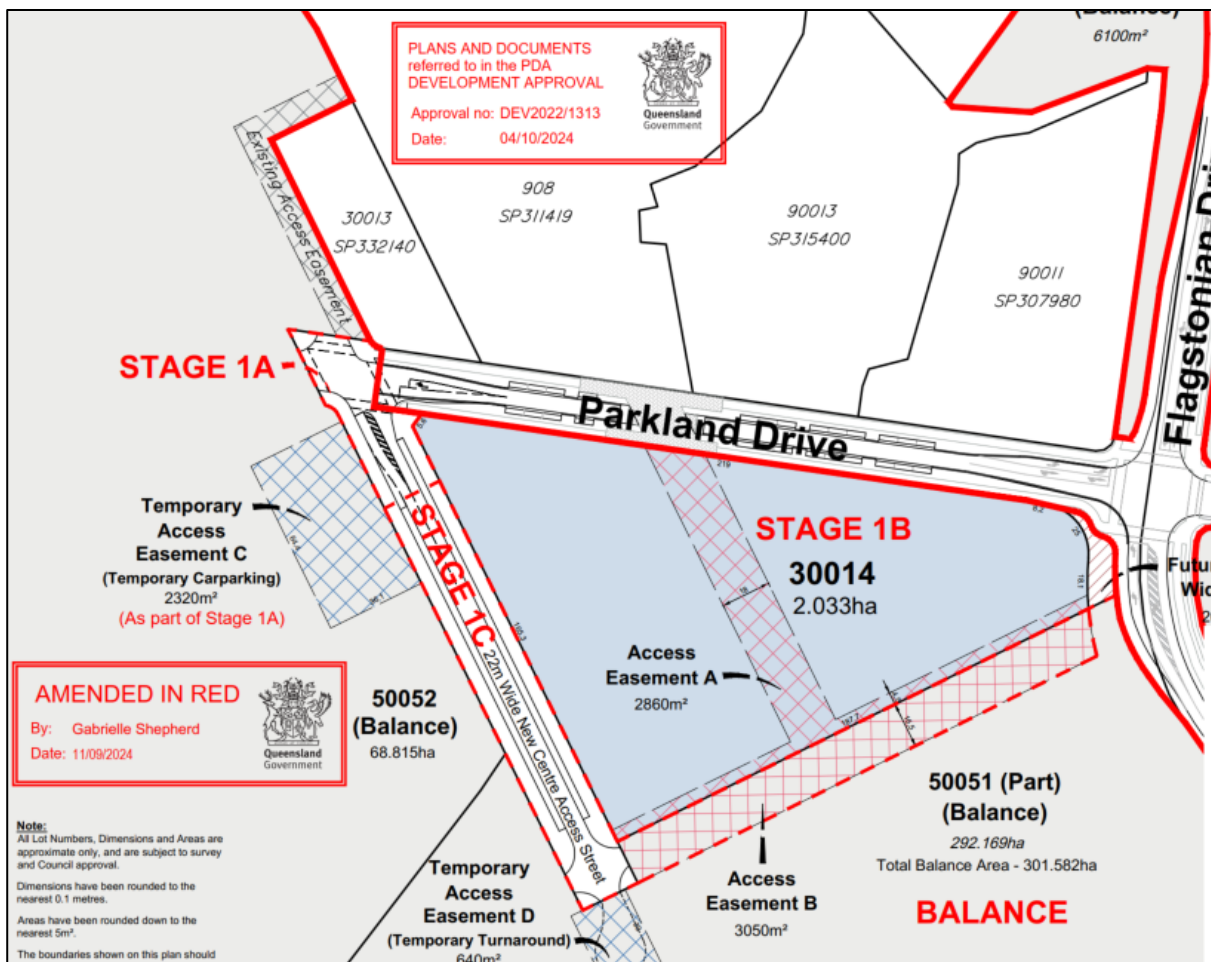


Figure 2.3: Approved Town Centre Stage 1 ROL

As shown on approved plans above, vehicular access to the regional recreation park (RRP), fronting the western and northern boundaries of the DCC lot, is currently gained via a 10m wide access easement. As a part of the proposed creation of the Stage 1D road, this access easement will be replaced with public road reserve.

2.3 Movement IMP

The endorsed Flagstone City Movement Network Infrastructure Master Plan (IMP) (P2300.005R. *Flagstone City Movement Network IMP*), includes active transport connections in the vicinity of the subject site, as illustrated in Figure 2.4.

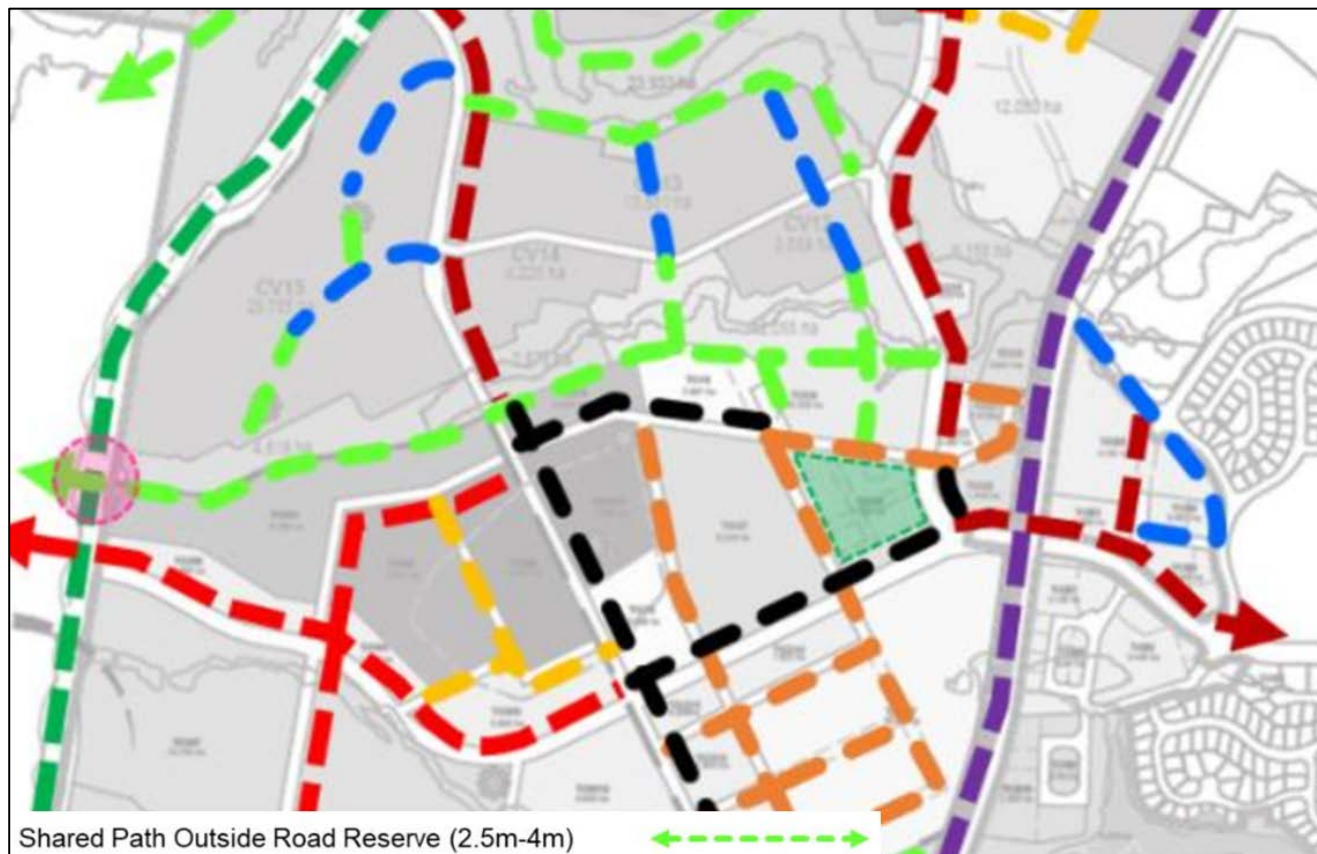


Figure 2.4: Movement IMP Active Transport Network

As shown, a 2.5m-4m outside of road reserve shared path is directly adjacent the proposed public road in the endorsed active transport network. Previously it would be expected that this shared path would be included within the approved access easement. To align with the provisions included in the Movement IMP active transport network, this shared path should be included within the proposed road reserve width.

While the proposed road reserve is not included within the endorsed Movement IMP, the cross-section of the proposed road fronting the DCC lot shall generally comply with typical cross-sections in the IMP.

3. Proposed Road Requirements

The proposed road is located within the Flagstone City Town Centre and is required to provide vehicle access to the DCC and RRP car parking as well as a potential access to the future leisure centre on the western side of the road. Active transport provisions on the western side of the road are considered subject to the future design of the leisure centre and its street frontage to be determined by Logan City Council in future designs. As such, it is proposed that the road reserve width include only the sealed carriageway width and the verge width fronting the DCC lot at this stage. This allows for the verge width fronting the leisure centre lot to be dedicated at a later stage and therefore constructed to cater for the specific needs of the leisure centre when designed in detail.

The road carriageway and verge width on the eastern side of the road is required to:

- Provide two-way general vehicle access to the DCC and RRP
- Incorporate a bus stop on the western frontage of the DCC lot
- Include a shared path connection fronting the DCC lot of a sufficient width for compliance with the active transport requirements of the endorsed Movement IMP.

With consideration to the above and typical road cross-sections identified in the endorsed Movement IMP, cross-sectional requirements are outlined in Table 3.1.

Table 3.1: Required Road Characteristics

Road Characteristic	Dimension	Comment
Traffic Lane Width	3.25m*	Consistent with Centre Access (High Street) cross-section and sufficient general vehicle and bus movements
Indented Bus Stop Width	3m	Consistent with the DTMR Public Transport Infrastructure Manual (PTIM)
Clearance Width (Travel Lane to Path)	Minimum 1.5m	Consistent with centre access street road type in the Movement IMP
Footpath / Shared Path Width	Minimum 3.0m	Consistent with the IMP active transport map and centre access street road type in the Movement IMP

*Measured from kerb invert

Example road cross-sections that align with the above are illustrated in Figure 3.1 to Figure 3.3 below.

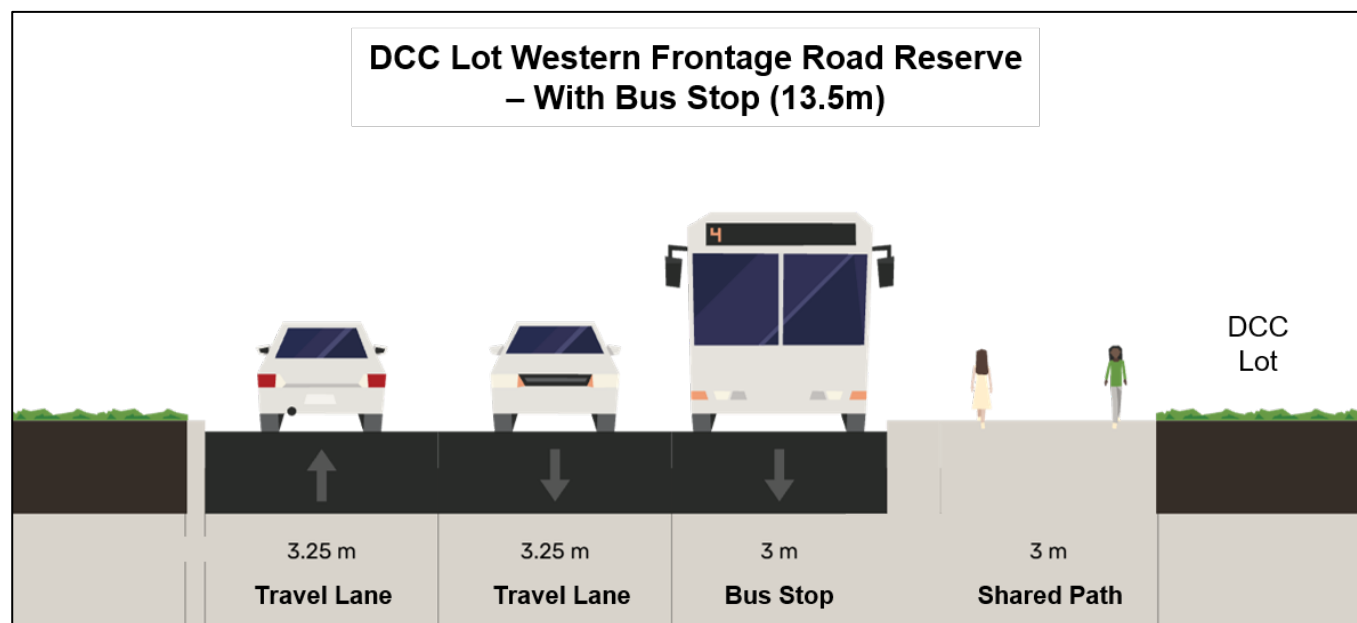


Figure 3.1: Example Cross-Section, DCC Lot Western Frontage Road Reserve with Bus (13.5m)

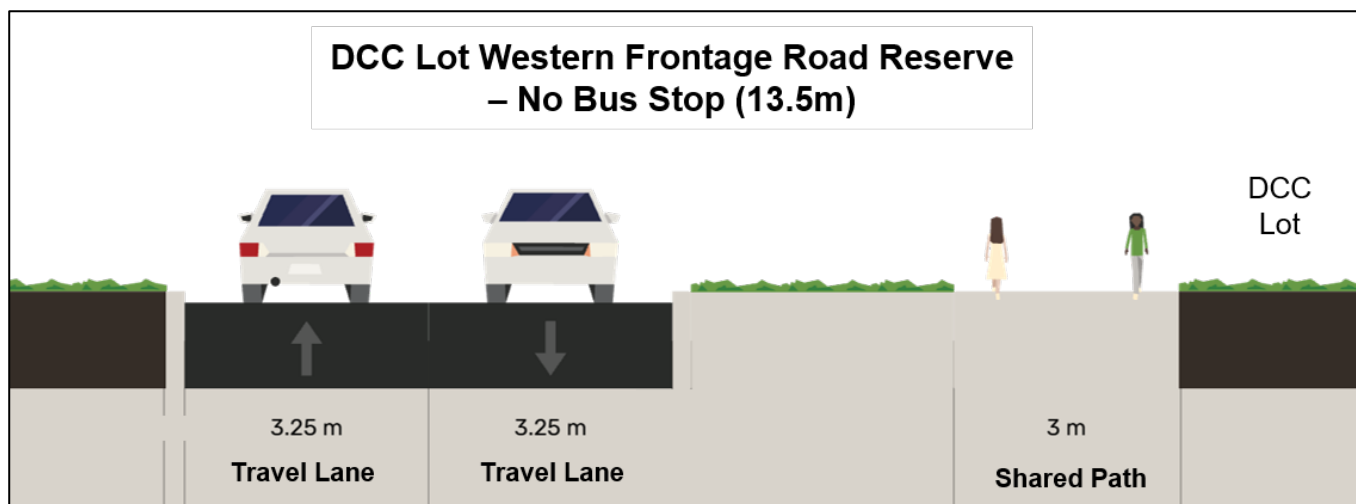


Figure 3.2: Example Cross-Section, DCC Lot Western Frontage Road Reserve No Bus Stop (13.5m)

The proposed 13.5m road reserve width on the western frontage of the DCC lot is consistent with road typology identified on the approved Town Centre Masterplan (DEV2022/1312), Section A for the 'DCC Access 2 Lane' road. This road type is also consistent with the relevant requirements of the endorsed Movement IMP and EDQ design guidelines, while providing sufficient width for bus services as per the requirements of the PTIM.

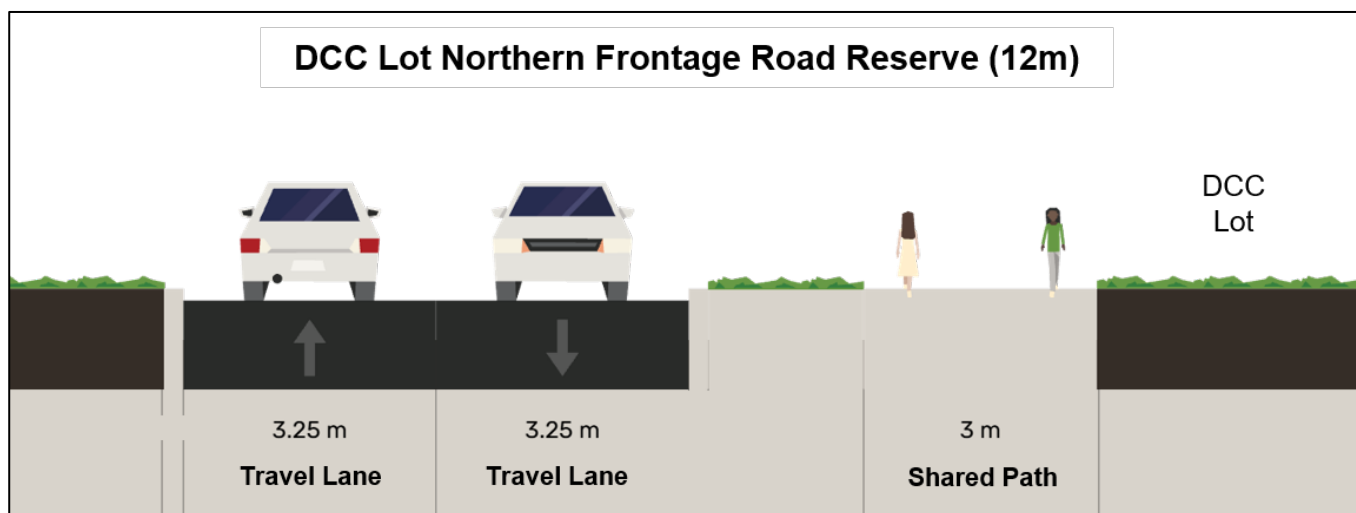


Figure 3.3: Example Cross-Section, DCC Lot Northern Frontage Road Reserve (12m)

A narrower 12m cross-section is proposed on the northern frontage of the DCC lot. A reduced road reserve width, narrower than the endorsed 13.5m wide, is considered acceptable at this location considering:

- A bus stop is not required on the northern frontage of the DCC lot
- The land on the northern side of this narrower road is planned for future dedication to Logan City Council as part of the future Flagstone City sports and leisure precinct. Additional green space, landscaping and / or pedestrian paths will be provided on the northern side of this road at a later date, as required to suit the needs of this precinct
- Sufficient width is available in the narrower 12m cross-section to provide widths of road elements in accordance with minimum requirements specified in Table 3.1.

A swept path assessment is provided at **Attachment B** demonstrating that B99 passenger cars can pass in opposing directions on both cross-sections and around the bend in the road on the northwest corner of the DCC.

A temporary turnaround is also proposed at northern end of the DCC road. The intent of this turnaround, until construction of the Leisure Centre is complete, is to provide a turnaround location for a private bus service using the bus stop proposed or any large service vehicle. This facilitates turnaround of larger vehicles without need to utilise the RRP car park removing potential conflicts through that shared area.

Consistent with the Movement IMP, it is not expected that the bus stop fronting the DCC will cater for regular public bus services and as such bus movements in this area are expected to be very infrequent. This bus stop is instead expected to provide a bus stop location for the benefit of the DCC, RRP and potentially also the future leisure centre use.

To facilitate turnaround of a bus or large service vehicle, the turnaround is proposed in accordance with Logan City Council standards for a cul-de-sac in an industrial estate namely:

- 12.5m turning circle radius
- 30m radius approach curve to the turning circle.

4. Stage 1A Intersection

4.1 Overview

Delivery of the Stage 1D road within the proposed road reserve will require construction of an interim form of the Parkland Drive / Centre Access Street intersection, contained within Stage 1A. In accordance with the endorsed Town Centre Masterplan, this intersection will ultimately be a 4-way signalised intersection. In the interim, no road reserve is proposed to the west of this intersection and therefore an interim T-intersection will comprise of the following:

- **Northern Leg:** Proposed Stage 1D road providing access to the DCC and RRP
- **Eastern Leg:** Existing Parkland Drive connection to Flagstonian Drive
- **Southern Leg:** Centre Access Street providing access to the endorsed Town Centre Stage 1 once developed, and a future connection to Homestead Drive.

In its interim form, the Parkland Drive / Centre Access Street intersection will cater only for traffic accessing the DCC, RRP and the endorsed Stage 1 of the Town Centre. Signalisation of the intersection is therefore not warranted in this interim scenario. Signalisation of the Parkland Drive / Centre Access Street intersection would likely be warranted with:

- The extension of Parkland Drive to / from the intersection's western approach
- Further development of the Flagstone Town Centre to the south of the intersection and the coinciding connection to Homestead Drive.

Considering the above an interim, priority-controlled T-intersection form is recommended at the Parkland Drive / Centre Access Street intersection (Stage 1A) to cater for traffic associated with endorsed uses surrounding this intersection being the DCC, RRP and Stage 1 of the Town Centre. The potential need for the signalisation, in line with the ultimate intersection design, should be considered as a part of future applications within the Town Centre, where development traffic may impact the intersection.

4.2 Intersection Form

Interim intersection line marking for interim intersection priority is illustrated in Figure 4.1 below.

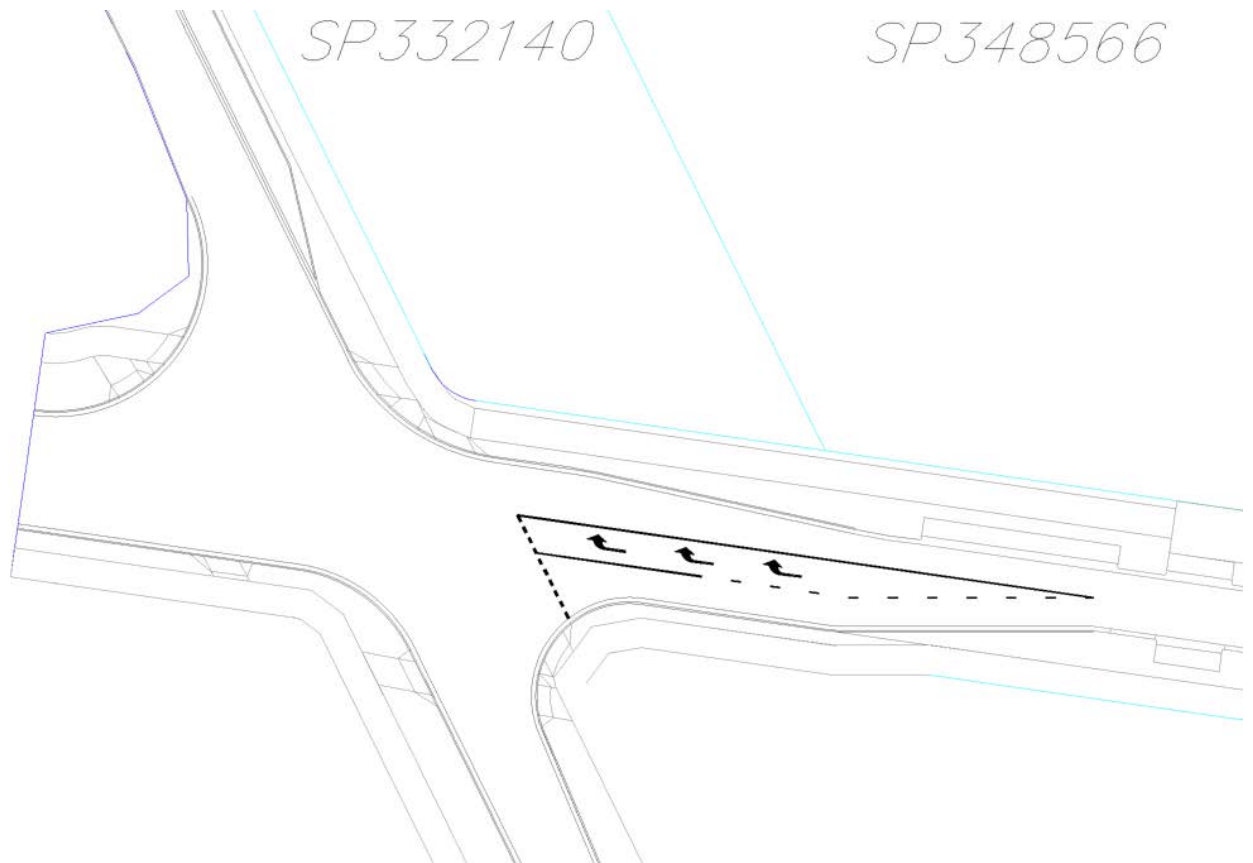


Figure 4.1: Parkland Drive / Centre Access Street interim intersection layout

As shown, this interim priority-controlled intersection may be delivered within the footprint of the ultimate 4-way signalised intersection. Detailed design of this intersection shall cater for the following design service vehicles:

- Movements to / from northern leg (DCC and RRP): 12.5m bus
- Movements to / from southern leg (Town Centre Stage 1): 12.5m HRV.

5. DCC Access Assessment

The approved DCC development access arrangements as per the 2024 approval (DEV2024/1523) are illustrated in Figure 5.1. The interim access arrangement, as currently constructed, is a Type B vehicular crossover on the northern side of Parkland Drive, east of the intersection with the centre access street.



Source: Flagstone District Community Centre Traffic Impact Assessment (prepared by PTT)

Figure 5.1: Endorsed DCC Access Arrangement

Consistent with the Traffic Impact Assessment prepared by PTT, ample sight lines are available to the east from the current DCC access location. In the interim intersection form of the Parkland Drive / Centre Access Street intersection, following construction of the proposed RRP access road and centre access street to the south, vehicles will be turning from these roads into the eastbound lane on Parkland Drive. The turning speed of these vehicles is anticipated to be low and as such, ample sight lines are considered to also be present with the existing access arrangement. As such, the existing DCC access arrangement is considered suitable with the construction of the interim Parkland Drive / Centre Access Street intersection.

With further development of the Town Centre and extension of Parkland Drive, additional east-west vehicle and pedestrian traffic is anticipated on Parkland Drive. This will also trigger the construction of the ultimate, signalised Parkland Drive / Centre Access Street intersection. To minimise conflicts between vehicles accessing the DCC and pedestrian / vehicle traffic on Parkland Drive, this access shall therefore be relocated to the site's western frontage once the western leg of the Parkland Drive / Centre Access Street intersection is open to traffic. The future access location is located sufficiently clear of the ultimate intersection form in accordance with the requirements of AS2890 and shall be constructed as a Type A access generally in accordance with IPWEAQ Standard Drawing RS-051. The proposed future access is expected to conflict with the turnout area from the proposed bus stop on the site's western frontage but not anticipated to result in adverse impacts to bus stop operations. The proposed ultimate DCC lot access arrangement is therefore considered appropriate with the proposed Stage 1D road layout.

6. Conclusion

The traffic and transport findings for the proposed Stage 1D road reserve are summarised as follows:

- Stage 1D is proposed to be located on the northern leg of the Parkland Drive / Centre Access Street intersection within the Flagstone City Town Centre
- The proposed road reserve is intended to facilitate construction of a public road to provide access to the DCC and RRP. Existing Town Centre Stage 1 approvals provide only an access easement for the benefit of vehicle access to these uses
- The proposed road reserve includes a shared path width of 3m consistent with the endorsed Movement IMP active transport provisions and the Town Centre Masterplan
- The road reserve widths proposed facilitate construction of a public road generally in accordance with typical cross-sectional requirements of a centre access street, consistent with the surrounding road environment, and providing a shared path width consistent with the endorsed Movement IMP
- A bus stop is proposed fronting the DCC. This stop is expected to facilitate future bus services for the benefit of the DCC, RRP and leisure centre and can be provided in accordance with relevant requirements of the PTIM
- A temporary turnaround is proposed at the northern end of the proposed DCC road, in accordance with Logan City Council, facilitating bus or large service vehicle turnaround without impacting the internal RRP roadway or car parking area
- The ultimate Parklands Drive / Centre Access Street intersection will be a 4-way signalised intersection, as detailed in the current Town Centre approvals
- With construction of the proposed Stage 1D road and Stage 1 of the Town Centre only, signalisation of this intersection is not warranted. As such, an interim priority-controlled intersection layout may be delivered catering for the design service vehicles of approved / proposed uses in the vicinity of the intersection
- The existing DCC access arrangement is considered suitable with the construction of the interim Parkland Drive / Centre Access Street intersection
- The proposed ultimate DCC lot access arrangement is considered appropriate with the proposed road layout.

Based on the above assessment, it is concluded that there are no significant traffic or transport impacts associated with the proposed Stage 1D road to preclude its approval and relevant conditioning on transport planning grounds.

This report has been reviewed and authorised by:

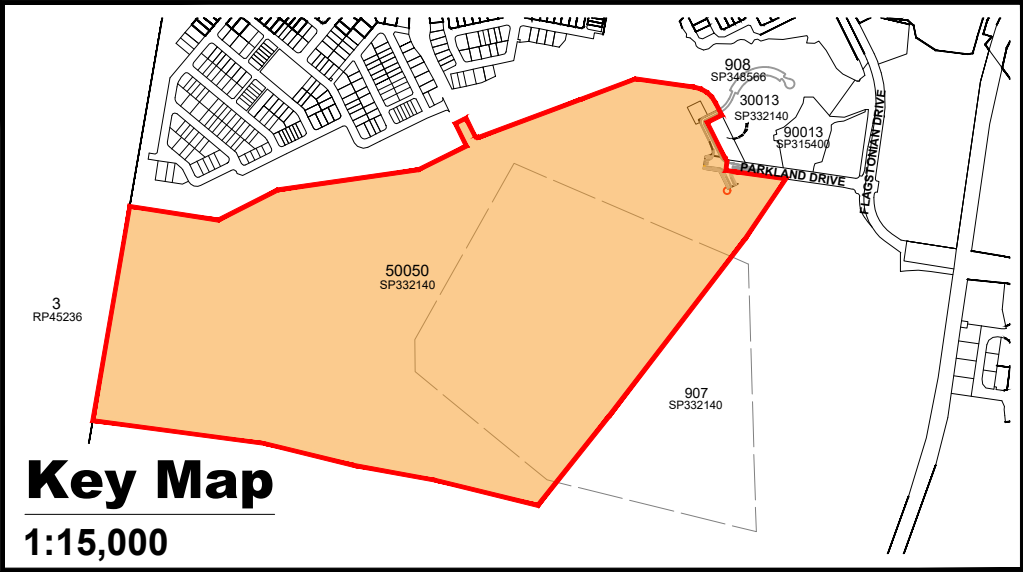


Ben James (RPEQ: #26224)

Senior Traffic Engineer / Transport Planner

Bitzios Consulting

Attachment A: Proposed ROL Plan

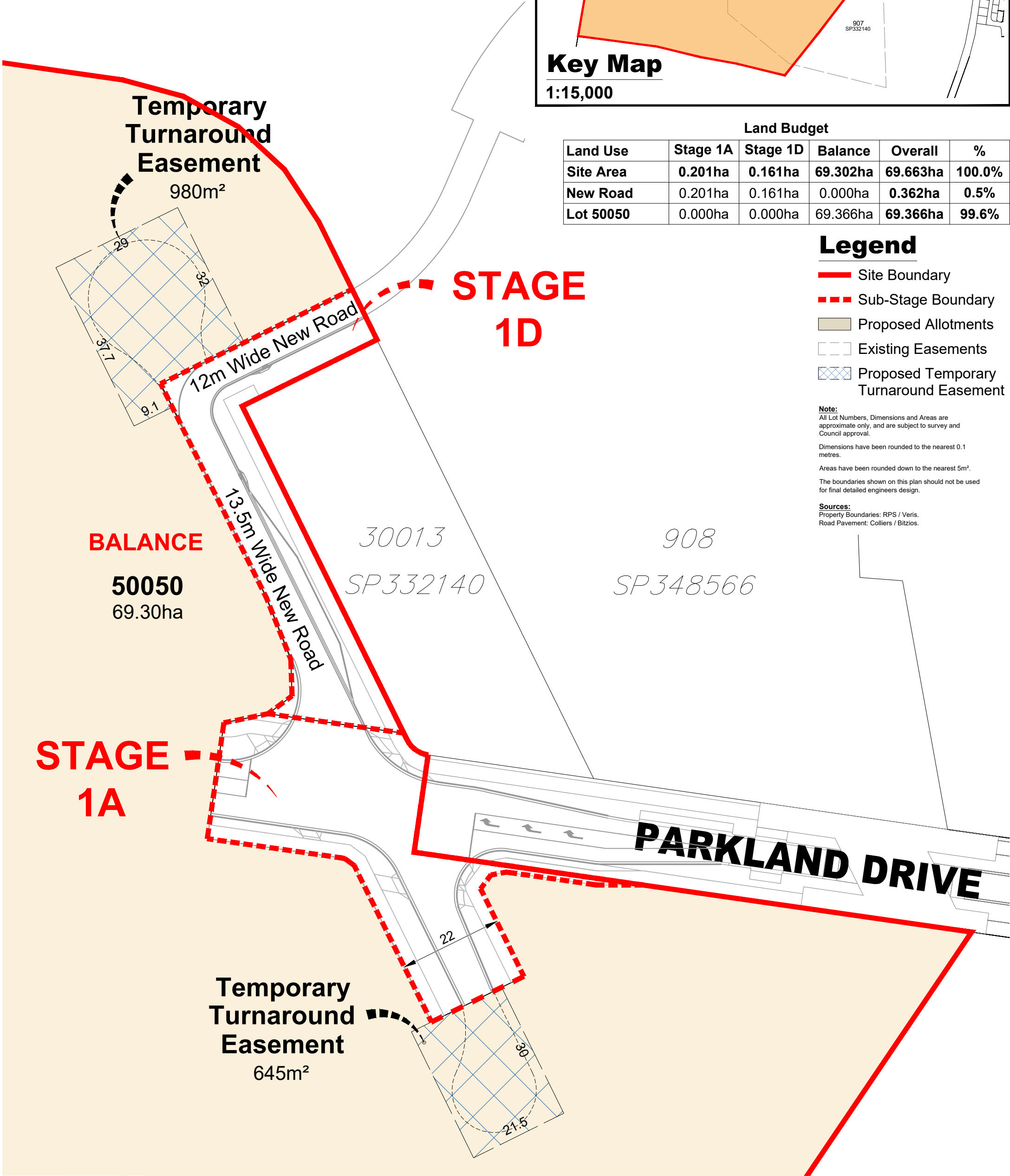


Land Budget					
Land Use	Stage 1A	Stage 1D	Balance	Overall	%
Site Area	0.201ha	0.161ha	69.302ha	69.663ha	100.0%
New Road	0.201ha	0.161ha	0.000ha	0.362ha	0.5%
Lot 50050	0.000ha	0.000ha	69.366ha	69.366ha	99.6%

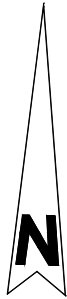
- Legend**
- Site Boundary
 - Sub-Stage Boundary
 - Proposed Allotments
 - Existing Easements
 - Proposed Temporary Turnaround Easement

Note:
All Lot Numbers, Dimensions and Areas are approximate only, and are subject to survey and Council approval.
Dimensions have been rounded to the nearest 0.1 metres.
Areas have been rounded down to the nearest 5m².
The boundaries shown on this plan should not be used for final detailed engineers design.

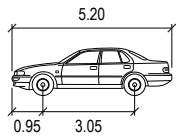
Sources:
Property Boundaries: RPS / Veris.
Road Pavement: Colliers / Bitzios.



Attachment B: Swept Path Assessment



Vehicle Clearance (500mm)



B99		meters
Width	: 1.94	
Track	: 1.84	
Lock to Lock Time	: 6.0	
Steering Angle	: 38.0	

DESIGN VEHICLE

BALANCE

30013



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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Concept Intersection Sketch	A.P	10.06.26

Scale @ A3  1:250

Project Flagstone Town Centre Stage 1D DCC Road	Design A.P	Drawn A.P	Checked L.D
	CONCEPT ONLY		
	Project Number P6887	Sheet Number 1	Date 10.06.2026
Title Stage 1D Road B99 (Large Car) Passing Manoeuvres		Issue 001	