Kagaru Flagstone Masterplan

Traffic Impact Assessment

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21 August 2026



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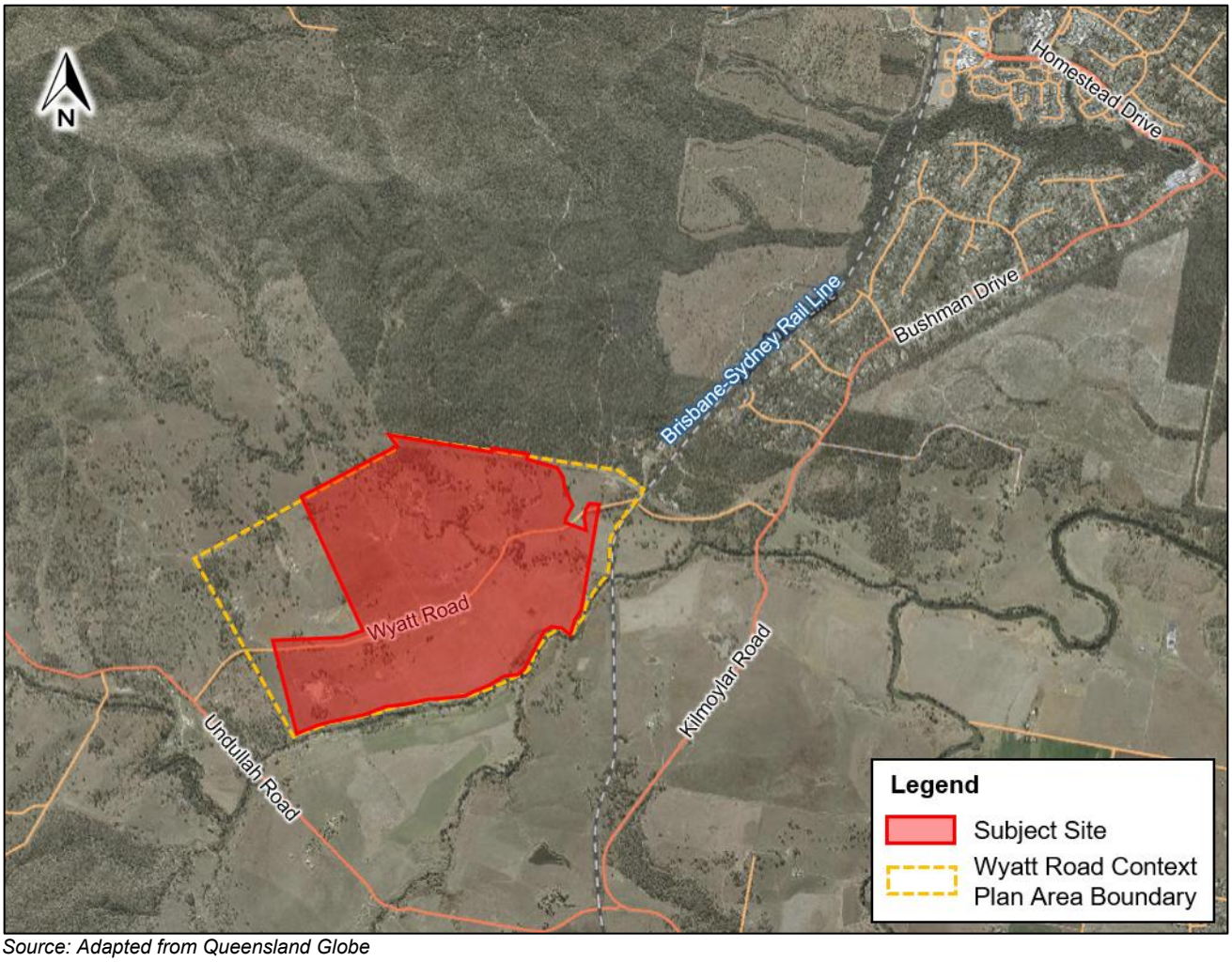
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1. INTRODUCTION

1.1 Background

Bitzios Consulting previously prepared a Traffic Impact Assessment for the approved Wyatt Road Masterplan application (DEV2023/1431). Subsequent amendments to the development have resulted in the revised Kagaru Flagstone Masterplan, which is assessed in this report. The location of the subject site with respect to the Wyatt Road Context Plan Area is illustrated in Figure 1.1.



Source: Adapted from Queensland Globe

Figure 1.1: Site Location

This report documents the proposed transport network and its integration with the surrounding network and future planning in the region. It includes an assessment of key intersections and identifies the necessary alternative transport provisions to suitably service the development.

1.2 Development Details

The proposed development is a residential subdivision of 1,734 low-density residential allotments with accompanying parklands and open space. The development Masterplan prepared by Saunders Havill Group is provided at **Appendix A**, including proposed development yields.

For traffic assessment purposes only, a conservative allowance has also been made for a potential additional 40 lots within the existing Wyatt Road reserve, resulting in an assessed yield of 1,774 lots. These additional lots are not included in the current Masterplan and would be subject to the future closure of Wyatt Road and separate planning and approval.

An overview of the site layout is shown in Figure 1.2.

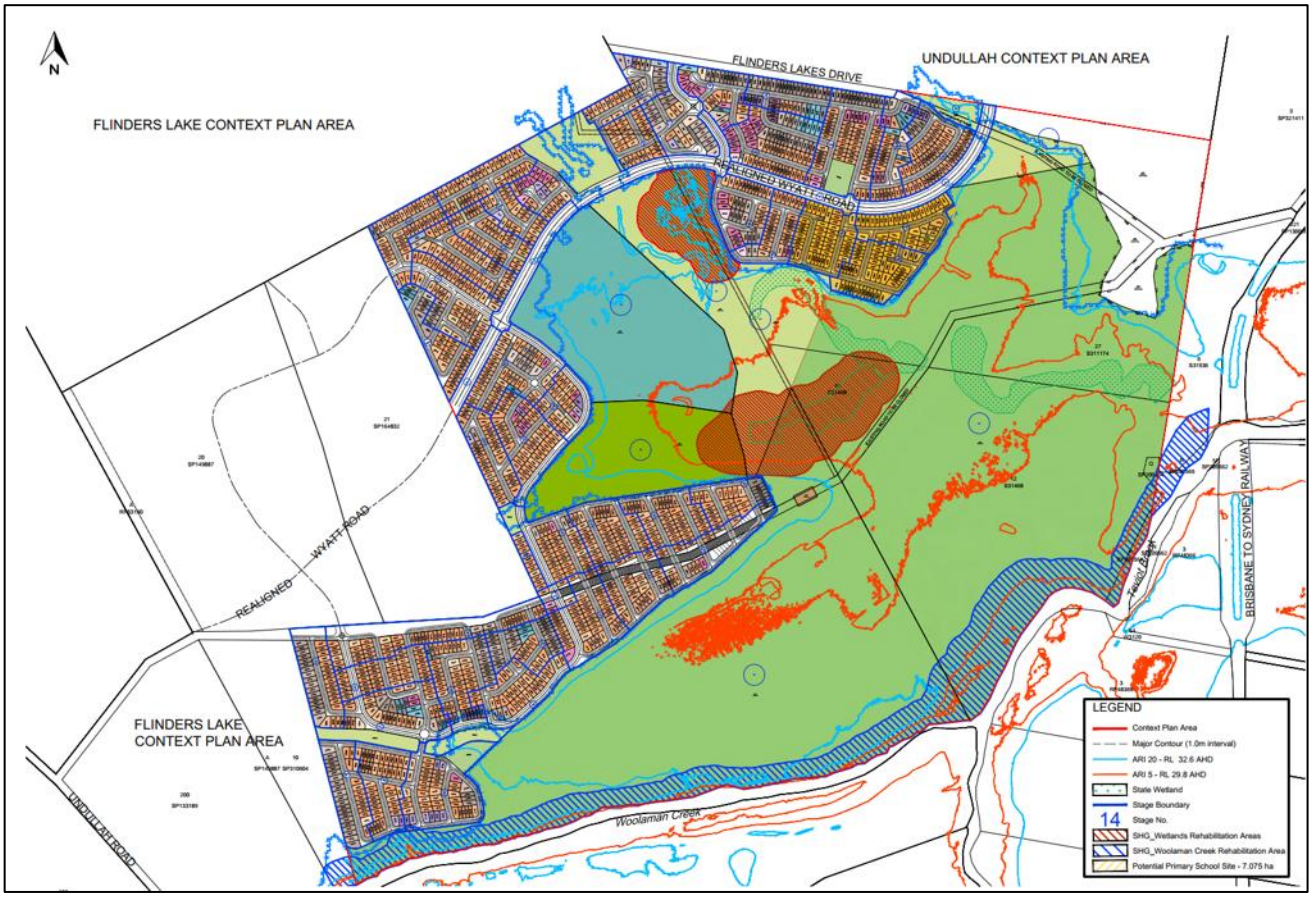


Figure 1.2: Development Plans

1.3 Scope of Assessment

The purpose of this assessment is to provide an overview and analysis of traffic and transport related elements of the subject site with the following scope of assessment:

- A review of the development's context with relation to transport planning within Wyatt Road Context Plan Area, the Greater Flagstone PDA and overarching transport planning in the South Logan area
- A review of the proposed development against relevant planning to date
- Detailing previous strategic modelling undertaken used to identify and evaluate appropriate road layout and road cross-sections within the subject site
- Source traffic volumes from the strategic modelling to assess key road links and intersections within the subject site
- Review alternate transport provisions throughout the site, including consideration of public and active transport facilities and connections.

1.4 Reference Material

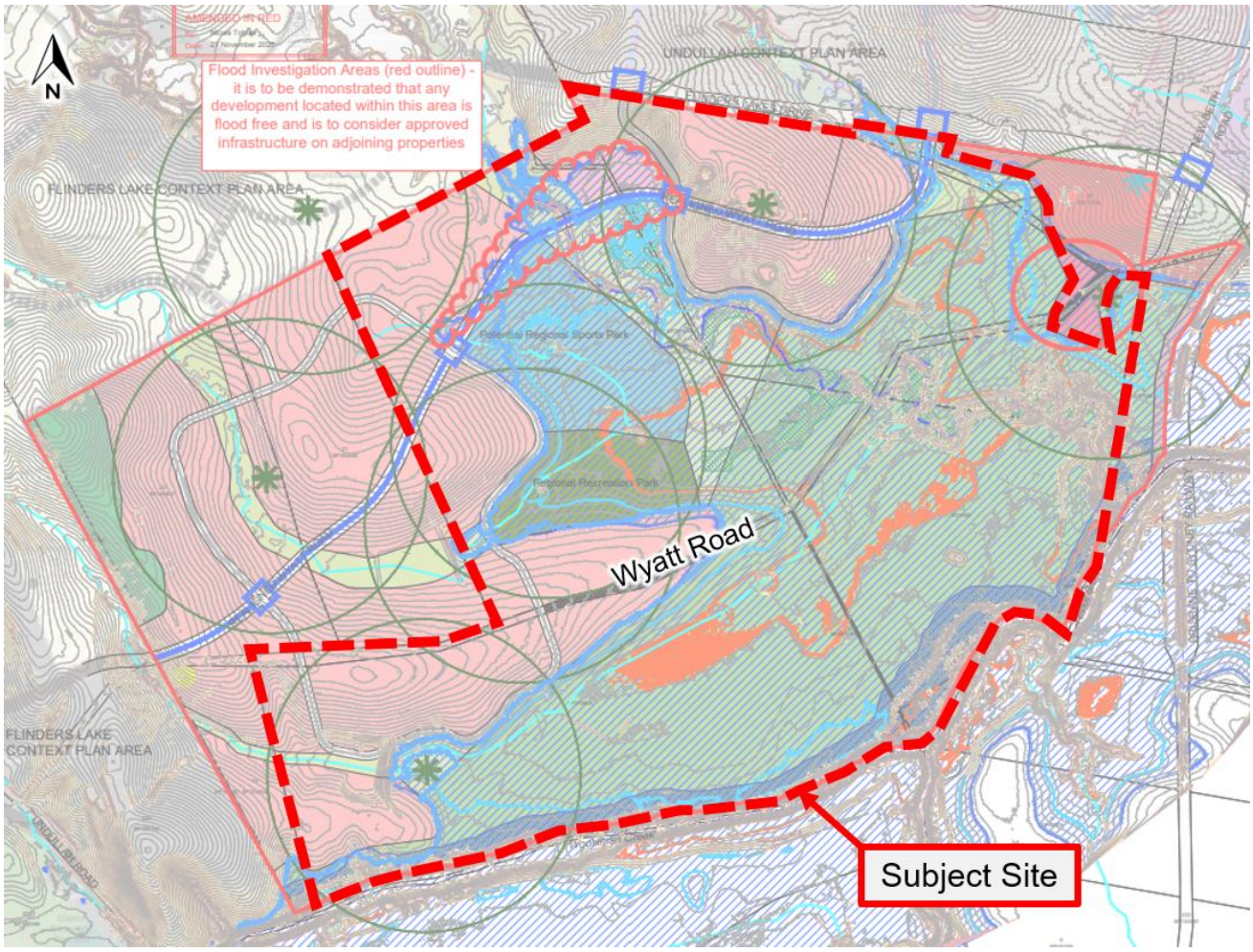
The following planning documents have been considered as a part of this assessment including (but not limited to):

- Greater Flagstone PDA Development Scheme
- The Development Charges and Offset Plan (DCOP) and DCOP maps
- The Greater Flagstone PDA Infrastructure Plan Background Report (IPBR)
- South Logan Strategic Transport Model Update: Model Development and Network Apportionments (VLC, 18 June 2020)
- Greater Flagstone Priority Development Area – Bicycle Network Plan (VLC, June 2017)
- Wyatt Road Realignment Review (VLC, August 2023)
- Wyatt Road Kagaru Context Area Plan (approved by EDQ (DEV2023/1431)
- Relevant Context Area Plans associated with the Flagstone PDA
- Relevant EDQ Guidelines and Practice Notes.

2. SITE LOCATION & PLANNING CONTEXT

2.1 Context Area Plan

The Wyatt Road Context Plan (DEV2023/1431) has been endorsed by Economic Development Queensland (EDQ). The location of the subject site with respect to the endorsed context area plan is illustrated in Figure 2.1.



Source: Google Earth (edited by Bitzios)

Figure 2.1: Subject Site

2.2 Greater Flagstone Priority Development Area

2.2.1 Overview

The Greater Flagstone PDA was declared on 8th October 2010 and is located west of Jimboomba within the southern part of Council's LGA. Key PDA information is as follows:

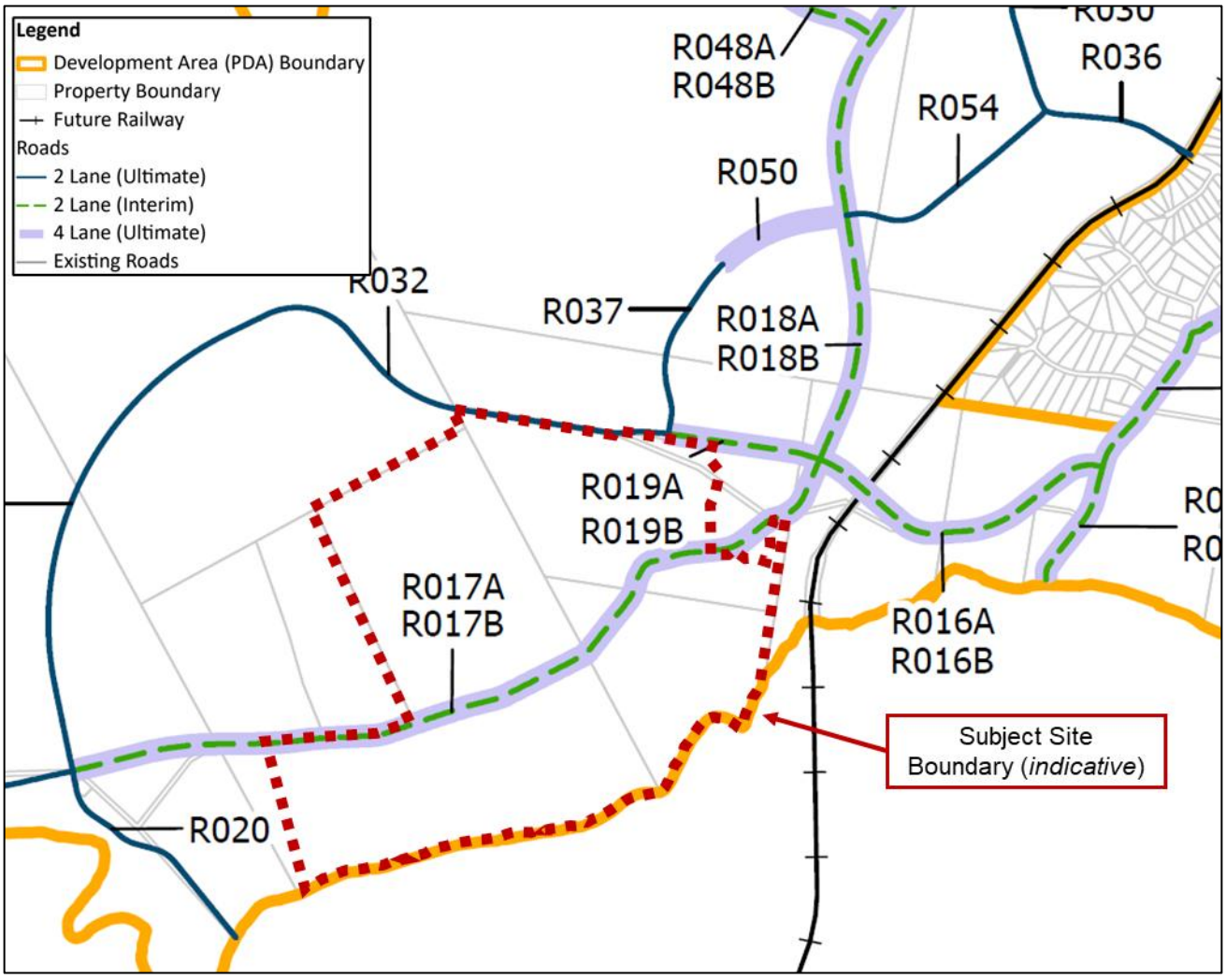
- The PDA is made up of three (3) separate land areas totalling 7,188ha
- It is projected to experience significant growth in employment and industry
- It is estimated to accommodate approximately 51,500 dwellings & 138,000 residents.

The larger PDA land area is bordered by the Brisbane-Sydney rail line (which is predominantly a freight line at present) located east of the subject site, while the Mount Lindesay Highway is located further to the east. The proposed Town Centre Masterplan forms a key portion of the PDA employment area.

2.2.2 Greater Flagstone Development Charges and Offset Plan (DCOP)

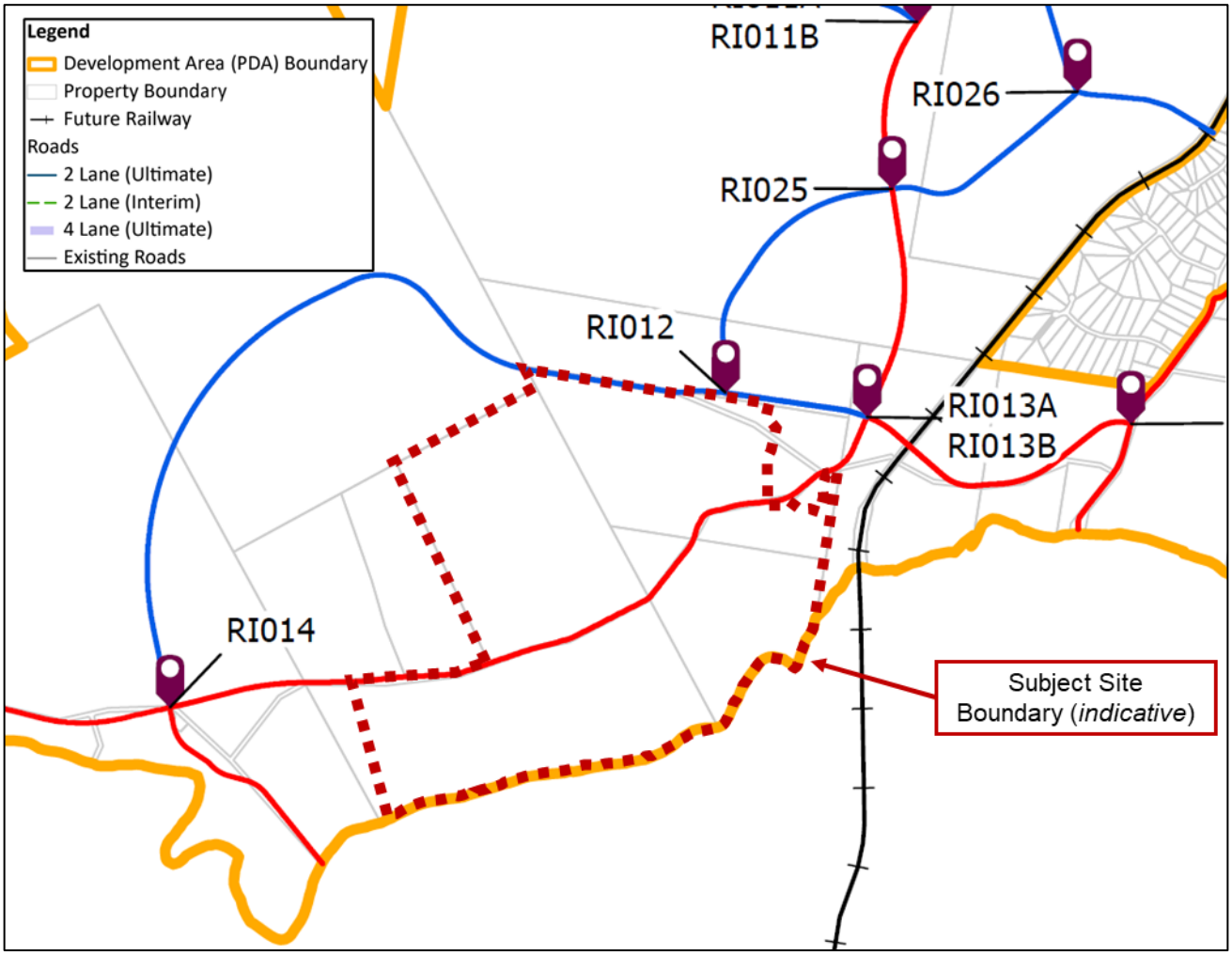
The Greater Flagstone PDA Development Charges and Offset Plan (DCOP) took effect on 1 July 2022 and was most recently updated in July 2026. The DCOP provides guidance on infrastructure matters within the PDA, including development charges, trunk infrastructure plans and schedules of works, and the calculation of infrastructure credits, offsets and refunds

Planned trunk transport infrastructure in the vicinity of the subject site is illustrated in Figure 2.2 and Figure 2.3.



Source: EDQ DCOP Map 3 (edited by Bitzios)

Figure 2.2: DCOP Transport (Roads) Trunk Infrastructure



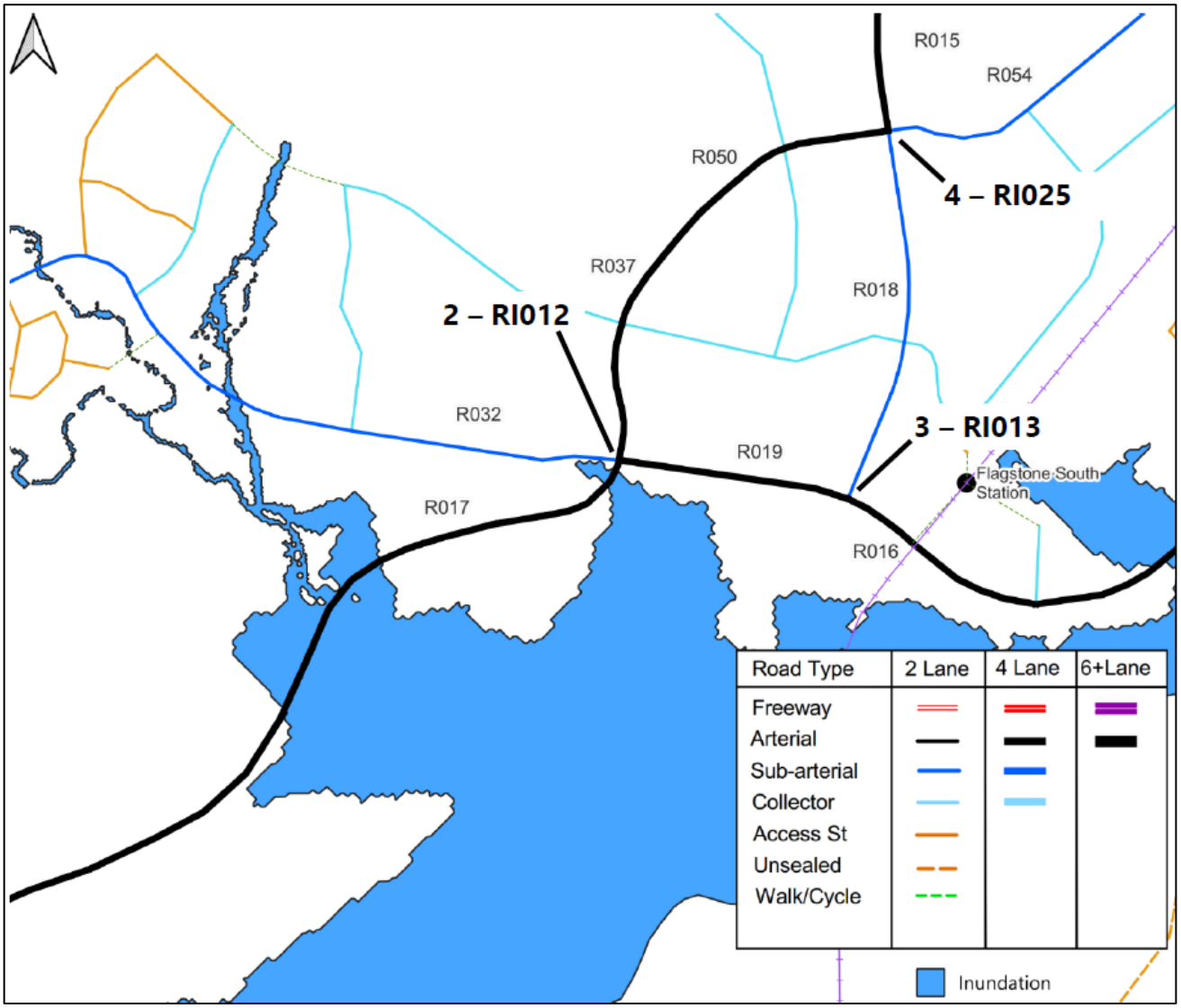
Source: EDQ DCOP Map 4 (edited by Bitzios)

Figure 2.3: DCOP Transport (Intersections) Trunk Infrastructure

2.3 Wyatt Road Realignment Review

Veitch Lister Consulting (VLC) was engaged by EDQ to investigate traffic scenarios exploring the potential realignment of Wyatt Road (RO17). The intent of this investigation was to identify new road alignment options avoiding impacts to the existing flood plain within the development's subject site. New road alignment scenarios were developed from the 2066 South Logan Strategic Transport Model (SLSTM).

The findings of the review, as outlined in the Wyatt Road Realignment Review report, indicated Scenario 3 as the recommended road network option. The Scenario 3 road network recommended is illustrated in Figure 2.4.



Source: Wyatt Road Realignment Review (VLC, August 2023)

Figure 2.4: Wyatt Road Realignment Preferred Option (Scenario 3)

Since the completion of the study, EDQ has advised that the Scenario 3 alignment should be adopted for road network planning and transport assessment going forward. As such, plans for any proposed development within the Wyatt Road Context Plan area will adopt this revised alignment.

3. DEVELOPMENT DETAILS

3.1 Proposed Development

The proposed development comprises the following:

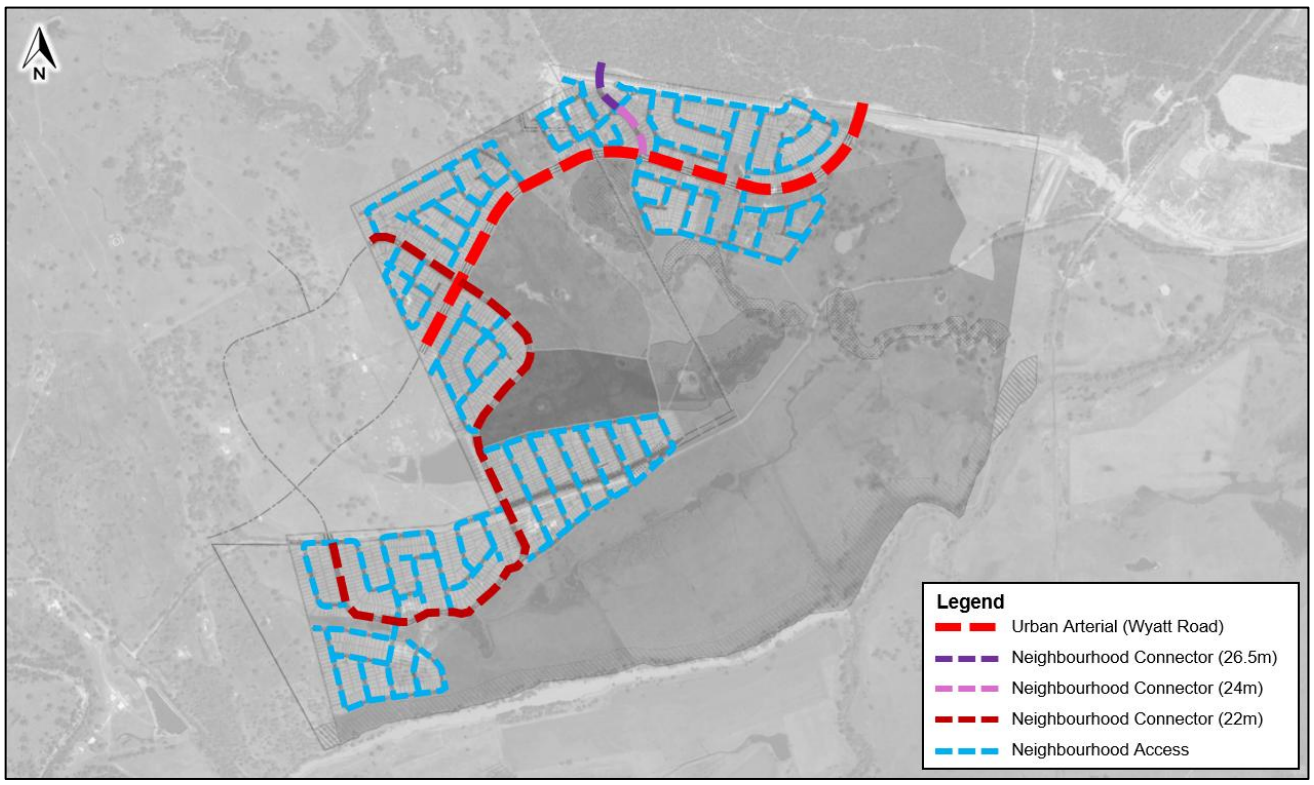
- 1,734 low-density residential allotments
- Regional recreation park
- Regional sports park
- Various local and linear parks
- Associated road connections.

Potential future education facility within Precinct 2 shown in Figure 4.3, excluded from this assessment as no plans are currently available.

The current Masterplan does not include the potential additional 40 lots within the existing Wyatt Road reserve. These lots have been included as a conservative allowance for traffic assessment purposes only, as discussed in Section 4.2.1.

3.2 Road Hierarchy Overview

The road hierarchy of the proposed masterplan is illustrated in Figure 3.1.



Source: Google Earth (edited by Bitzios)

Figure 3.1: Road Hierarchy

Wyatt Road is defined as an urban arterial road in the DCOP (R017A/B) and as such, interim and ultimate Wyatt Road cross-sections, shall generally be provided in accordance with Figure 7-14 and 7-15 of the Greater Flagstone IPBR, illustrated in Figure 3.2.

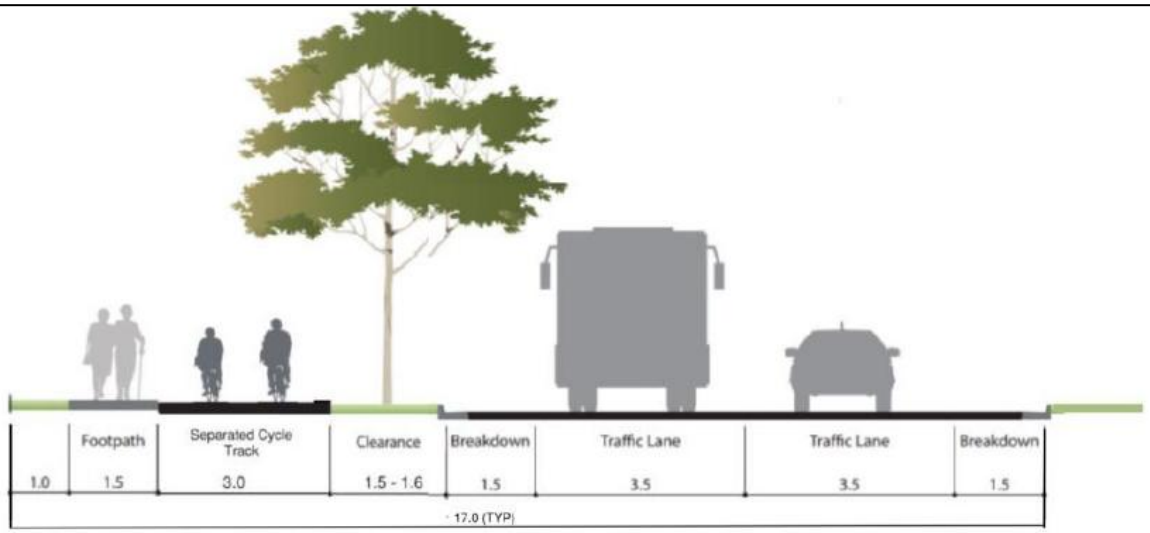


Figure 7-14 Interim 4 Lane Urban Arterial (2 lane no parking)

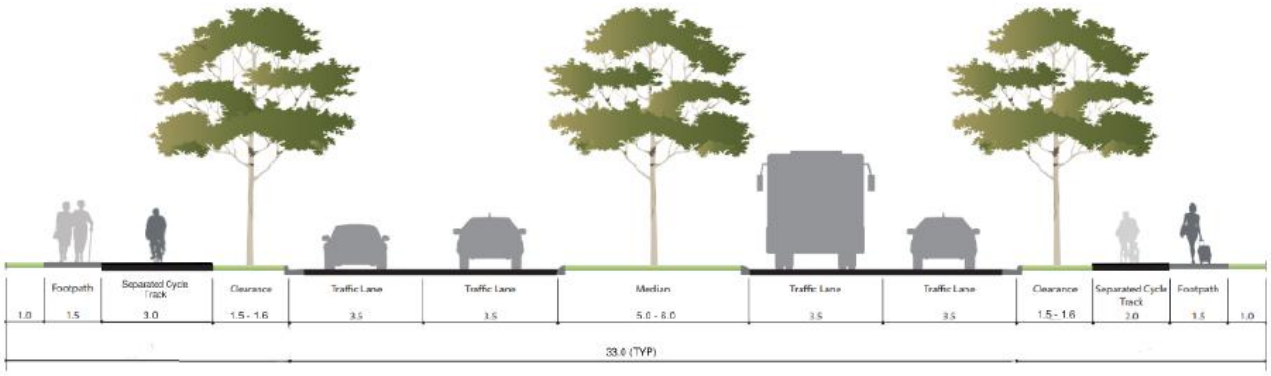


Figure 7-15 Ultimate 4 Lane Urban Arterial (no parking)

Figure 3.2: Urban Arterial Interim and Ultimate Typical Cross-Sections

Development plans provided at **Appendix A** demonstrate a proposed 33m wide road corridor for the Wyatt Road alignment facilitating the typical ultimate 4-lane arterial cross-section outlined in the Greater Flagstone IPBR.

Local roads within the Masterplan are proposed, generally in accordance with the EDQ's Guideline No. 6 – Street and Movement Network. Typical cross-section parameters for each of the proposed local road types are detailed in Table 3.1.

Table 3.1: Typical Local Road Cross-Sections Proposed

Hierarchy	Road Reserve	Seal Width[1]	Lanes	Median	Parking	Bus	Footpath	Cycling
Neighbourhood Connector	26.5m	9.6m	2	Yes (3.5m)	No	Yes	1.5m (one side)	3m shared path (one side)
	24m			No				
	22m	11.2m	2	No	Yes	Yes		
Neighbourhood Access	16m	7.5m	2	No	Yes	No	1.5m (one side)	On-road
Neighbourhood Lane	10m	7m	2	No	Yes	No	No	On-road

[1]*Seal width includes parking lane / indented parking widths*

As shown above, the 22m neighbourhood connector road and 16m neighbourhood access road cross-sections proposed are in-line with the requirements of the EDQ's Guideline No. 6 – Street and Movement Network. Where neighbourhood connector streets and neighbourhood access streets are located adjacent parklands / open space, the proposed verge width is reduced by 1m on the side of the road fronting the green space. This is considered acceptable from a traffic perspective on the condition that active transport provisions required for the relevant road type may be provided either within the reduced verge width or adjacent park / open space.

Alternate neighbourhood connector cross-sections are proposed for a short distance of road at the northern extent of the site, connecting Wyatt Road and Flinders Lake Drive, as shown in Figure 3.1. Based on the planned sequencing of Masterplan Lot delivery, this connector road will initially function as the primary entrance road to the development. As such, wider road reserves are proposed for this entrance to facilitate an improved road environment on entrance to the subject site. Noting the alignment of the road, and the ultimate proximity to intersections with surrounding trunk roads, there is also limited ability to safely provide on-street parking on this length of collector road. Considering the above, proposed 24m and 26.5m wide neighbourhood connector cross-sections vary from the typical cross-section to achieve the following outcomes:

- Wider verge widths to provide improved landscaping / streetscaping outcomes as well as the potential for improved active transport facilities
- A green median divide on the 26.5m wide cross-section to further improve landscaping / streetscaping outcomes
- Reduced total sealed pavement width from 11.2m to 9.6m, facilitating a 3.3m traffic lane and 1.5m wide breakdown lane on each side of the road.

The proposed neighbourhood lane cross-section is shown in Figure 3.3.

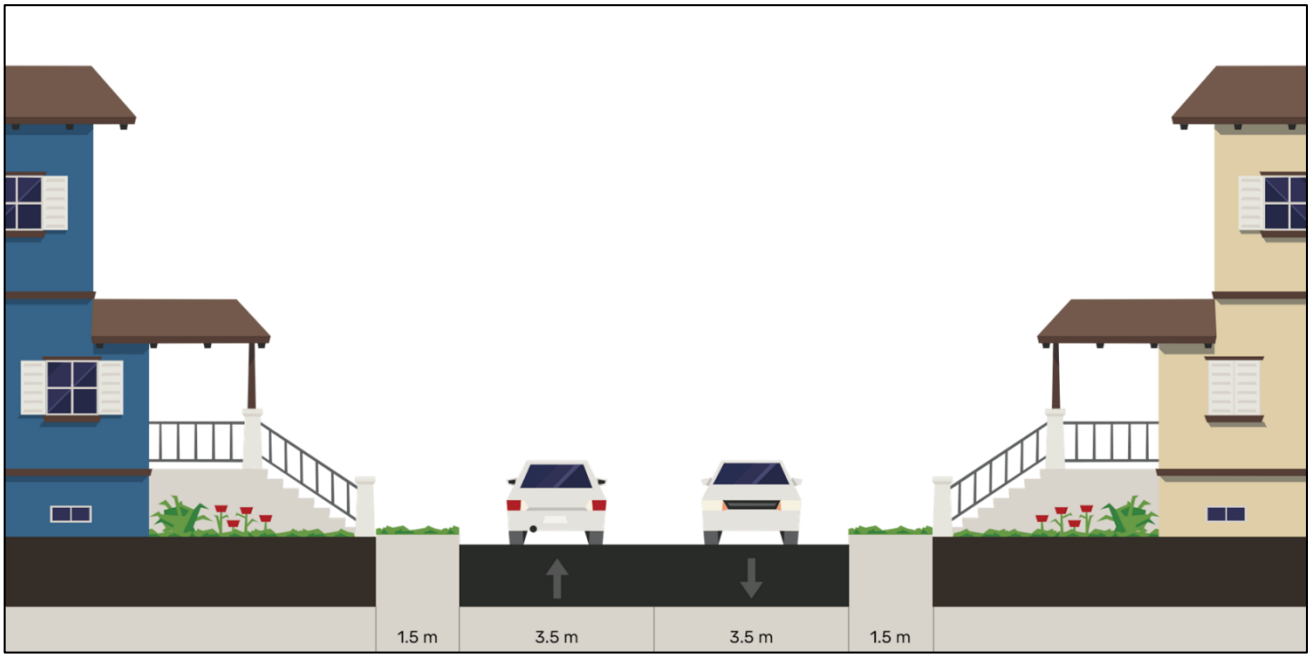


Figure 3.3: Neighbourhood Lane Cross-Section

As shown, the proposed cross-section provides additional road width and verge widths compared to the cross-section detailed in the EDQ's Guideline and is therefore considered an improved transport outcome. Neighbourhood lanes are proposed only for access to a number of dwellings (<10 Lots) consistent with similar laneway / driveway accesses in existing Greater Flagstone development areas.

3.3 Intersections

Key principles for the proposed intersection forms and their locations were as follows:

- Intersections with four-lane roads shall be signalised or otherwise restricted to left-in / left-out
- Roundabouts are considered appropriate at four-way intersections, where servicing a primary component of residential land uses
- Intersection spacings shall generally comply with those specified in EDQ's Guideline No. 6 for the relevant hierarchy, unless otherwise constrained by topography or other constraint, where spacing shall be appropriately justified.

The proposed road layout is compliant with the above principles. By specific road types, minimum intersection spacing requirements are as follows:

- Trunk Road (Wyatt Road): 300m
- Neighbourhood Connector: 120m
- Neighbourhood Access / Lane: N/A.

As shown in the proposed Masterplan at **Appendix A**, intersection spacing is complaint with the above requirements apart from one neighbourhood connector location, as shown in Figure 3.4.

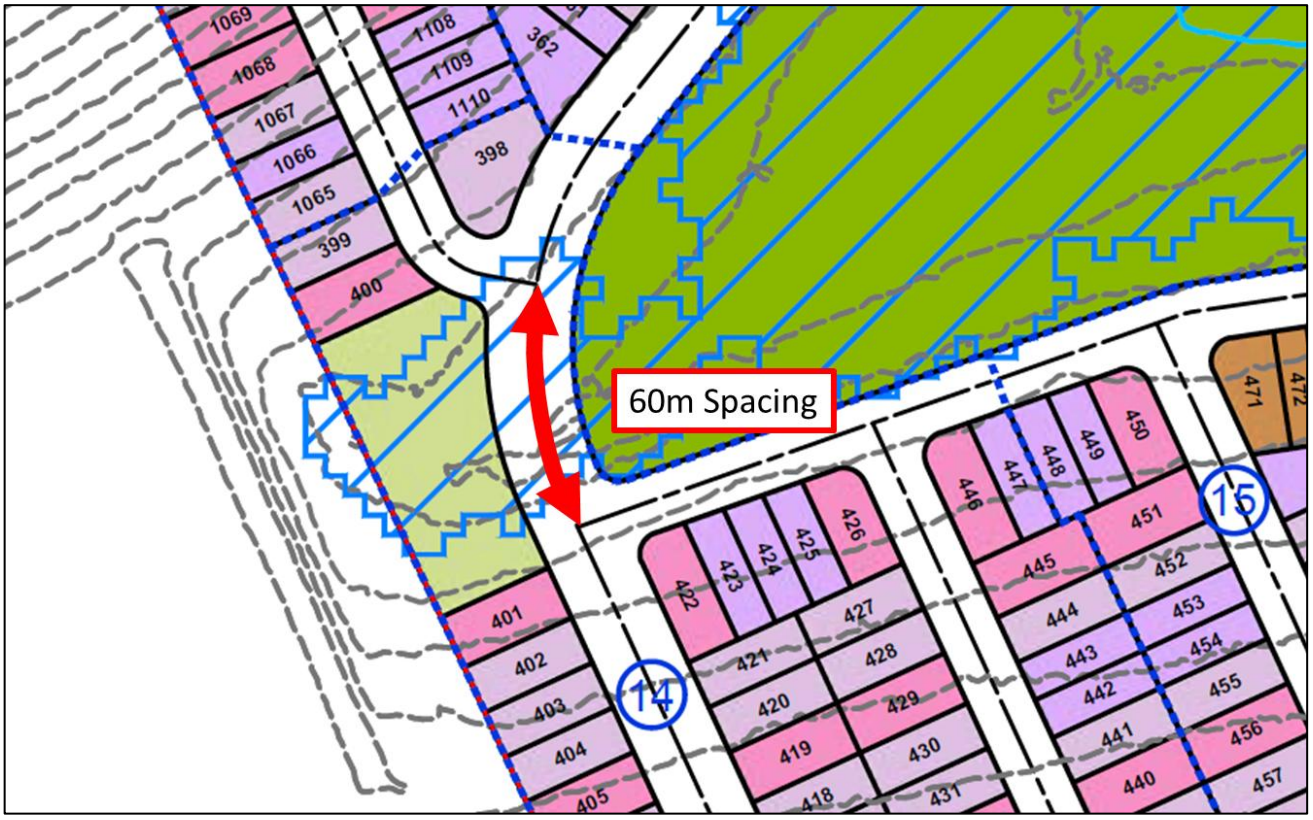


Figure 3.4: Non-Typical Intersection Spacing

In this specific location, the reduced intersection spacing is considered acceptable noting the following:

- Intersections are staggered T intersections servicing local residential catchments only
- There is no potential for queuing from one intersection to impact the other as each relevant connector road movements have priority.

3.4 Access Considerations

A base set of principles was adhered to when determining access locations throughout the development and provided generally in accordance with the following requirements:

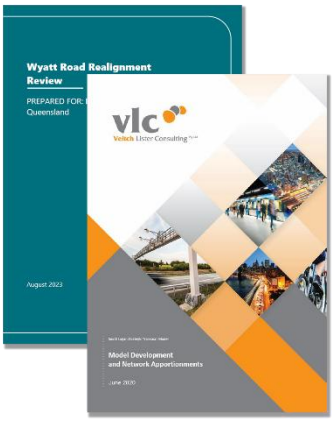
- Property accesses shall be provided on a property's lower order frontage road where practical
- Direct property access should be minimised on Trunk Connector roads where traffic volumes >10,000 veh/d or posted speeds >60km/h
- Property accesses shall be clear of prohibited access locations, in particular:
  - Be located clear of nearby intersections as per AS2890.1
  - Be located outside of the functional area of an intersection to avoid queuing impacts
  - Be provided perpendicular to the road unless designed as a one-way access for ease of manoeuvring
- Vehicle crossover design and separation of vehicle crossovers shall be as per the relevant requirements of IPWEAQ Standard Drawings RS-049, RS-050 and RS-051 and Logan City Council requirements.

As mentioned, detailed access design shall be undertaken with each future development application and apply the above general principles to ensure there is no adverse impact to the surrounding road network and that safety is not compromised.

4. TRAFFIC ASSESSMENT

4.1 Strategic Modelling

4.1.1 Overview



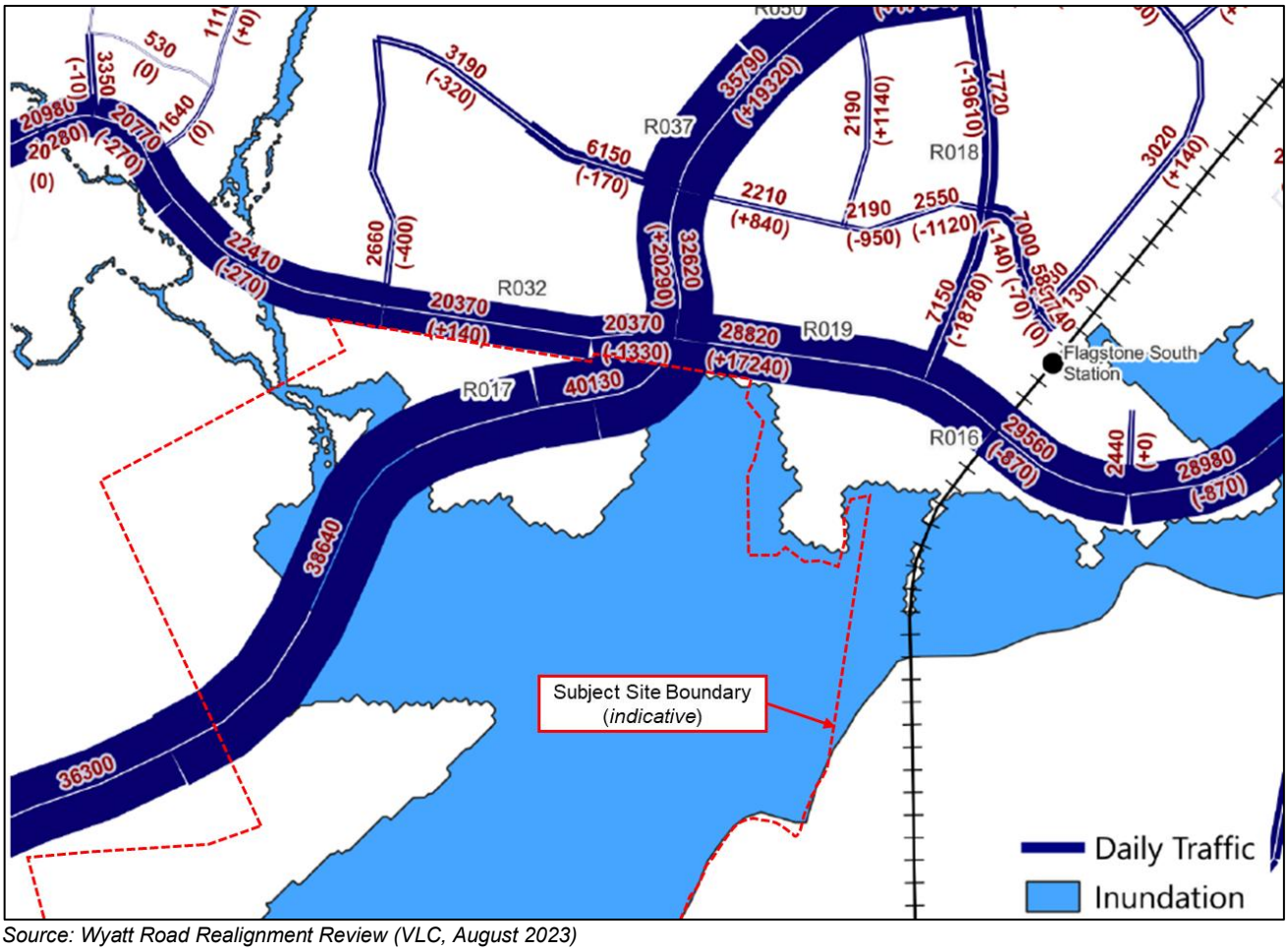
A strategic transport model was developed by Veitch Lister Consulting (VLC), on behalf of EDQ, known as the South Logan Strategic Transport Model (SLSTM). This model uses the planned and projected demographic data for population, enrolments and employment to plan and assess the road network needs and requirements for the broader area.

VLC was also engaged by EDQ to assess the realignment of the planned Wyatt Road trunk infrastructure link (DCOP R017). This assessment involved testing a number of scenarios with amendments to the SLSTM to investigate alternate alignments of Wyatt Road and subsequent impacts to surrounding trunk infrastructure.

As detailed in the *Wyatt Road Realignment Review* (2023), Scenario 3 was recommended, incorporating a realignment of Wyatt Road (R017) as well as changes to R037 and R018 trunk roads. Advice from EDQ representatives was that this Scenario 3 trunk road network should be adopted for transport planning in the area instead of the road network shown in the DCOP mapping. Details of this updated trunk road network is detailed further below.

4.1.2 Wyatt Road Realignment Review Scenario 3

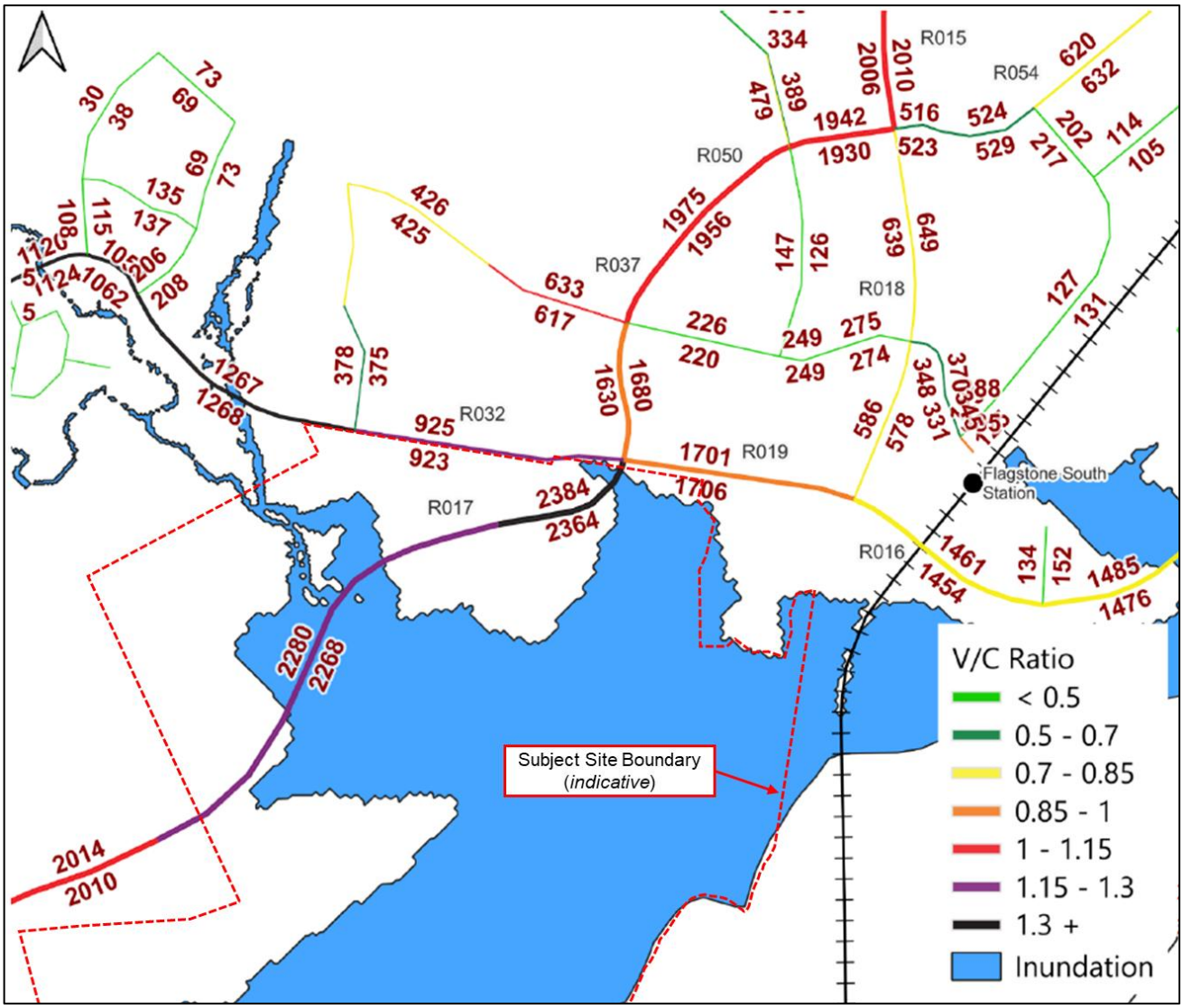
Ultimate (2066) forecast daily traffic volumes are shown in Figure 4.1.



Source: Wyatt Road Realignment Review (VLC, August 2023)

Figure 4.1: Wyatt Road Realignment Scenario 3 Ultimate (2066) Daily Traffic Volumes

Maximum peak hour traffic volumes from the Scenario 3 model are shown in Figure 4.2.



Source: Wyatt Road Realignment Review (VLC, August 2023)

Figure 4.2: Wyatt Road Realignment Scenario 3 Ultimate (2066) Maximum Peak Volumes

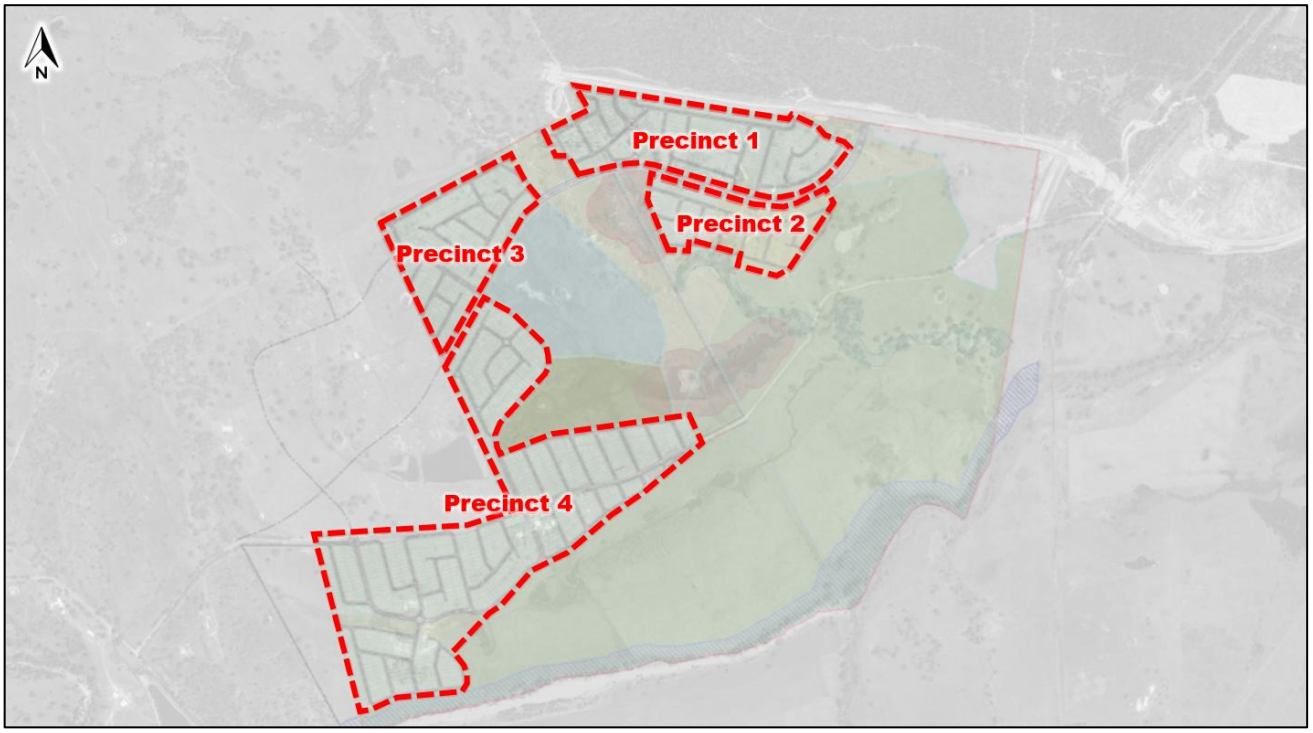
Intersection turn volumes were also sourced from the Scenario 3 model for Flinders Lake Drive trunk intersections (RI012 & RI013) as a part of the Wyatt Road Realignment Review. These turn volumes were used to inform intersection modelling undertaken below.

4.2 Intersection Modelling

4.2.1 Development Traffic

For the purposes of estimating traffic distribution for ultimate intersection modelling, the proposed development was divided into four precincts as illustrated in Figure 4.3. These precincts are for traffic distribution purpose only and do not relate to the sequencing of the proposed development in any way.

The Queensland Department of Education intends to establish a future school within Precinct 2, as shown in Figure 4.3. However, no detailed plans, anticipated student capacity, access arrangements or delivery timeframe are currently available. The potential school is therefore noted for context only and has not been included in the current assessment.



Source: Google Earth (edited by Bitzios)

Figure 4.3: Development Precincts for Intersection Modelling

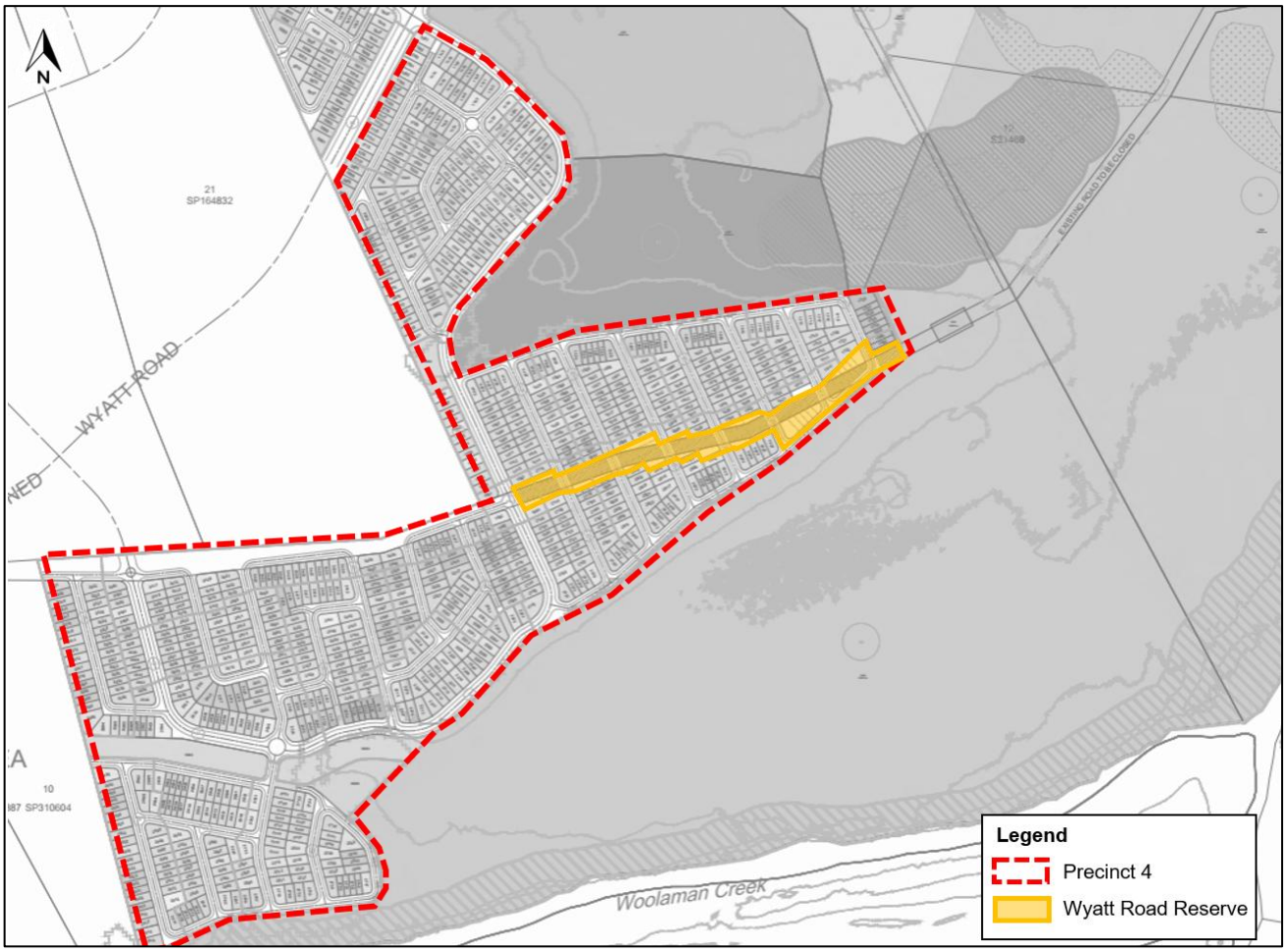


Figure 4.4: Potential Development within the Existing Wyatt Road Reserve

For a conservative assessment, an allowance has been made for a potential additional 40 lots within the area currently affected by the existing Wyatt Road reserve, as shown in Figure 4.4. These lots are not included in the current Masterplan and would be subject to the future closure of Wyatt Road and separate planning and approval. The conservative assessed yield is therefore 1,774 lots.

Traffic generation for each precinct was adopted using trip generation rates sourced from the *TfNSW Guide to Traffic Generating Developments: Technical Direction* (2013) as detailed in Table 3.1.

Table 4.1: Development Peak Hour Traffic Generation

Precinct	Yield	Traffic Generation Rate		Peak Hour Trips	
		AM	PM	AM	PM
1	386 Dwellings	0.71 peak hour trips per dwelling	0.78 peak hour trips per dwelling	274	301
2	204 Dwellings			145	159
3	285 Dwellings			202	222
4	859 Dwellings			638	701
4 (Additional Road Reserve Allowance)	40 Dwellings				
			Total	**1260**	**1384**

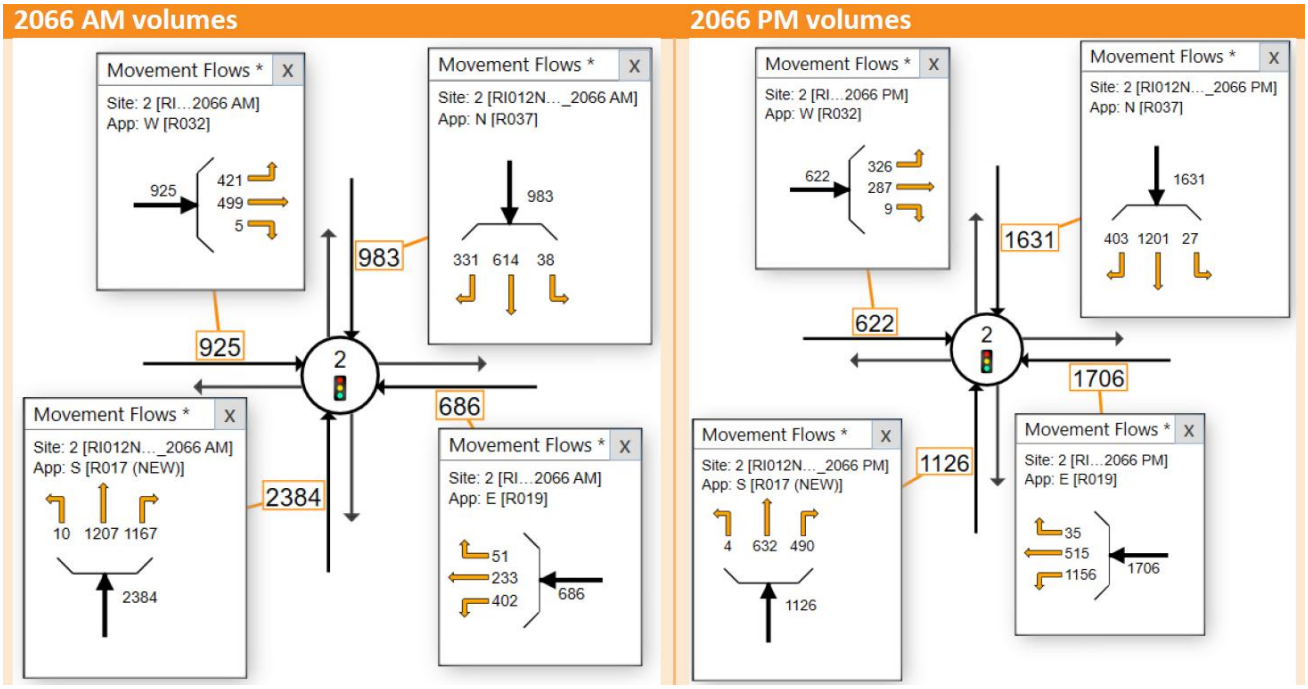
Adopting typical in / out splits for residential uses, development trip directionality is shown in Table 4.2.

Table 4.2: Development Peak Hour Trip Directionality

Precinct	Trip Directionality Split				Trips			
	AM		PM		AM		PM	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	20%	80%	70%	30%	55	219	211	90
2	20%	80%	70%	30%	29	116	111	48
3	20%	80%	70%	30%	40	162	156	67
4	20%	80%	70%	30%	128	511	491	210
				Total	**252**	**1008**	**969**	**415**

The distribution of development trips onto the surrounding road network was determined from peak strategic model flows. Traffic distributions to / from each of development precincts are subsequently outlined in **Appendix B** (Sheet 1 – Sheet 8). Applying these expected distributions to the above forecast traffic generation, development trip assignment onto the road network for each precinct is shown at **Appendix B** (Sheet 9 – Sheet 12). Total development trips for all precincts are subsequently provided at **Appendix B** (Sheet 13).

Peak hour traffic volumes at the new Wyatt Road / Flinders Lake Drive intersection (RI012) were sourced from the Wyatt Road Realignment Review report, as shown in Figure 4.5. Noting that the SLSTM included full development of the Wyatt Road Context Area (2,240 total dwellings), these intersection volumes are considered inclusive of the conservative assessed development yield of 1,774 dwellings.



Source: Wyatt Road Realignment Review (VLC, August 2023)

Figure 4.5: Wyatt Road / Flinders Lake Drive Ultimate (2066) Intersection Turn Volumes

Working out from the Wyatt Road / Flinders Lake Drive intersection, using these turn volumes and the development traffic volumes determined above, forecast ultimate (2066) turn volumes at key development intersections were determined as shown at **Appendix B** (Sheet 14).

Key intersections to be assessed are shown in Figure 4.6. Intersection modelling was undertaken in the Wyatt Road Realignment Review and as such, the Wyatt Road / Flinders Lake Drive intersection (RI012) was not reassessed.



Source: Google Earth (edited by Bitzios)

Figure 4.6: Key Intersection for Intersection Modelling

4.2.2 SIDRA Modelling

Key intersection layouts were developed in SIDRA Intersection 9.1 to evaluate critical peak performance at the intersection level. However, these intersection forms are considered indicative only and subject to change based on further detailed assessment, detailed design and assessment associated with future surrounding developments. Importantly, intersection forms tested are based on 2066 forecasts (40 years into the future) and therefore are subject to change over time. SIDRA intersection layouts are provided at **Appendix C**.

A summary of the SIDRA intersection results for the key intersections identified is outlined in Table 4.3, with detailed SIDRA outputs provided at **Appendix C**.

Table 4.3: Ultimate (2066) SIDRA Intersection results Summary

Intersection ID	DOS (v/c)		Avg. Delay (s)		LOS	
	AM	PM	AM	PM	AM	PM
1	0.85	0.84	20	32	B	C
2	0.82	0.81	19	14	B	B
3	0.80	0.78	3	4	A	A
4	0.90	0.91	50	29	D	C
5	0.84	0.80	12	10	A	A

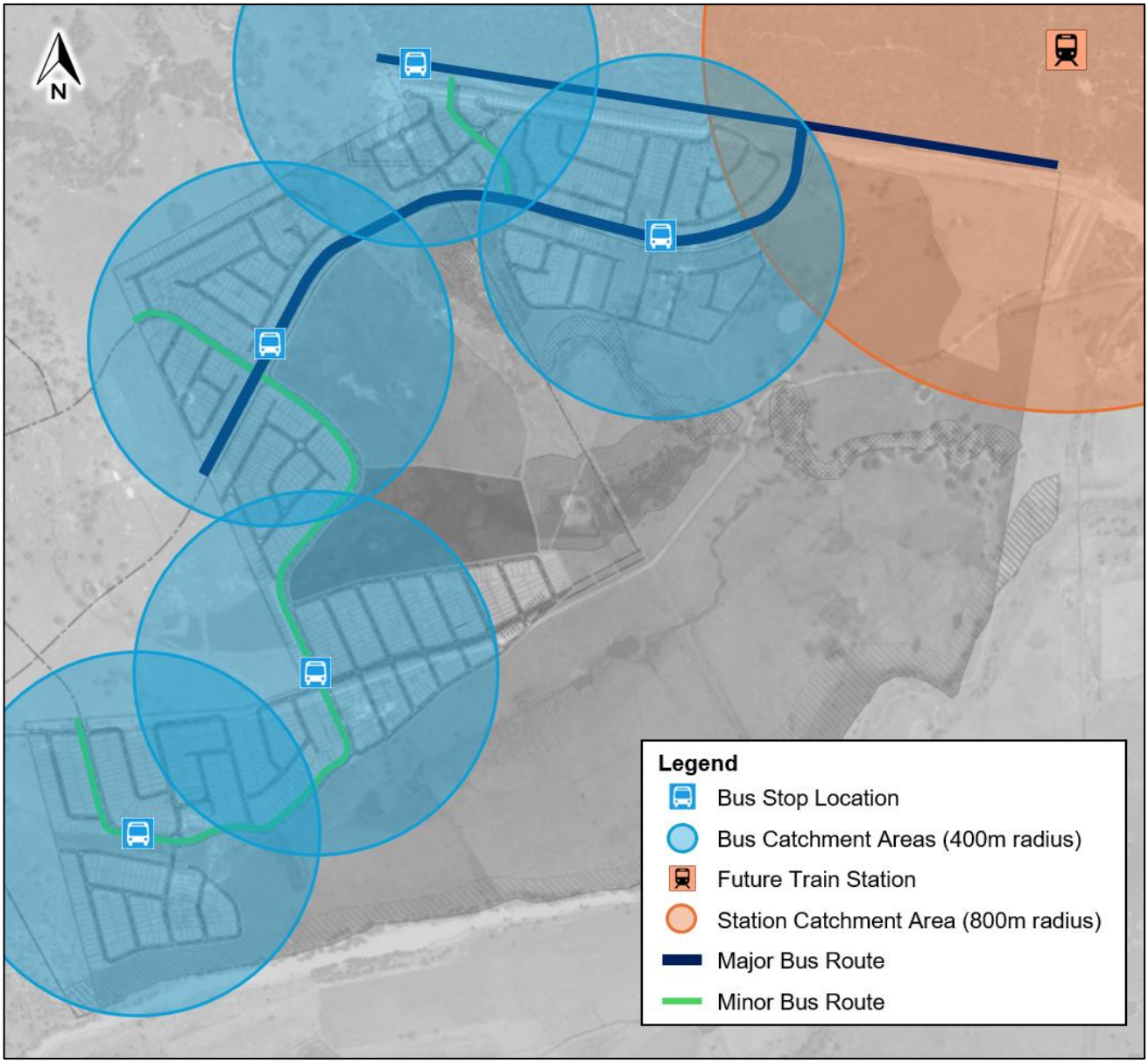
As shown, key intersections can cater for forecast ultimate (2066) traffic volumes adopting intersection forms shown at **Appendix C**.

5. ALTERNATE TRANSPORT PROVISIONS

5.1 Public Transport

Regional and local bus routes are proposed throughout the subject site, noting that details of future public transport services are subject to consultation with TMR / TransLink. Regardless, proposed locations of bus stop pairs have been identified within the subject site to public transport maximise accessibility and coverage.

Bus stop locations proposed are shown in Figure 5.1, with a 400m radius representing the coverage of each bus stop. The indicative location and catchment of the nearby future train station is also shown.



Source: Google Earth (edited by Bitzios)

Figure 5.1: Public Transport Stop Locations and Coverage

As shown, the majority of the proposed development area is located within reasonable walking distance of a future public transport route / stop, with only a small portion (~42 lots) outside of the typical catchment of a public transport stop. As such, approximately 98% of the 1,734 residential lots shown on the current Masterplan are within the catchment of a future public transport service, in line with the requirements of the Greater Flagstone Development Scheme.

5.2 Active Transport

5.2.1 Overview

Pedestrian and cycle infrastructure will be provided throughout the subject site both within the road reserve and outside the road reserve, through park linkages and open space.

Shared paths shall also be provided along all neighbourhood connector roads, and within parks / open space aligned with the landscape plan / strategy. Pedestrian linkages are also proposed within the site area with a large number of linkages between residential lots to provide direct pedestrian access between local neighbourhoods and the wider active (and public) transport network.

5.2.2 Active Transport Strategy Development

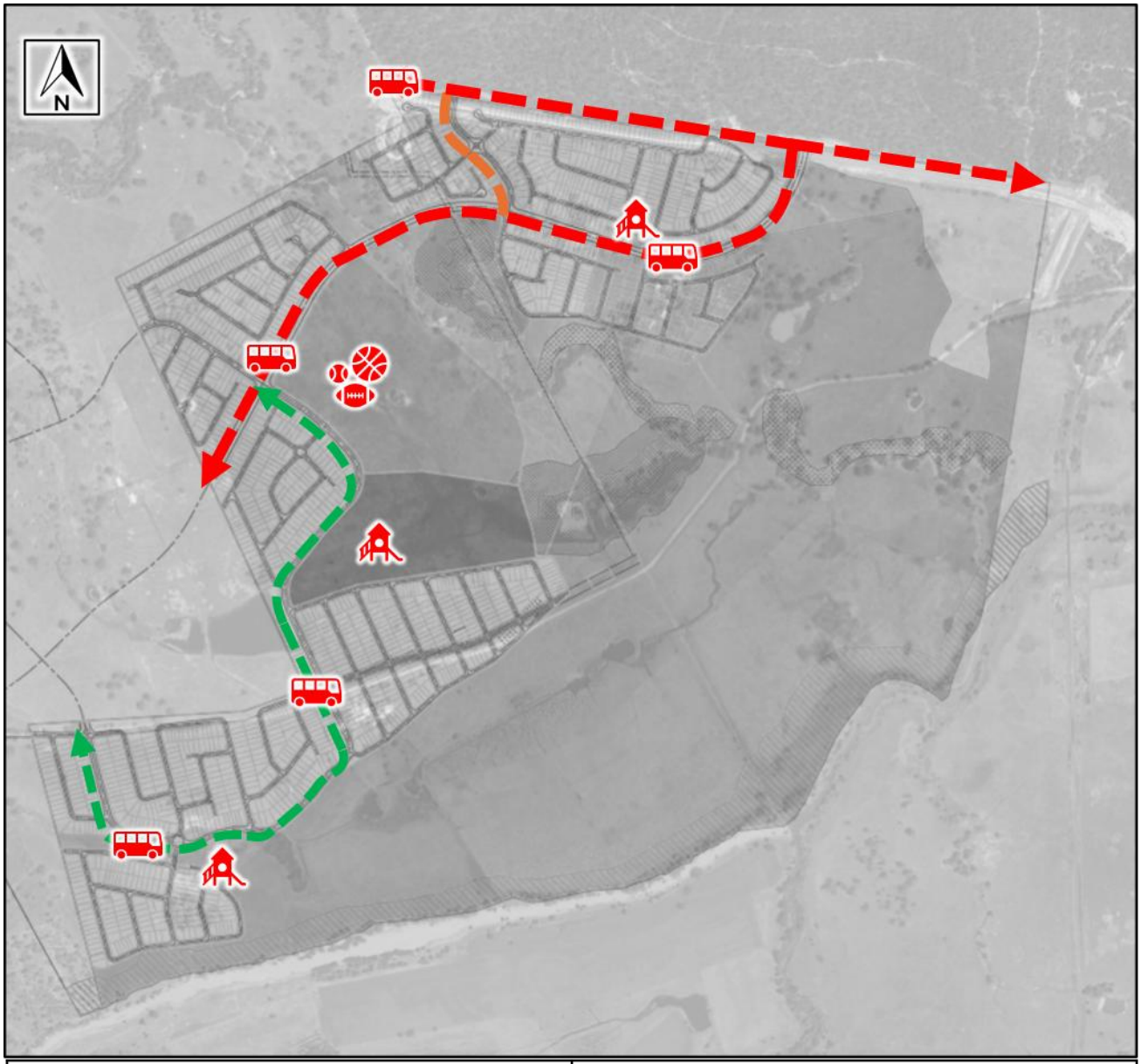
An active transport strategy was developed for the site area to deliver a hierarchy of active transport provisions. The strategy is based on:

- Key active transport attractors
- Relevant user types
- Key active transport desire line routes.

Key active transport attractors internal to the subject site consist of the major land uses including neighbourhood centre and various types of parklands. These land uses are expected to attract active transport demand from the residential lots throughout the site area.

Key active transport attractors external to the subject site include retail / commercial centres, schools, and various types of parklands in neighbouring context plans.

The key attractors and key pedestrian desire line routes through the site area are depicted in Figure 5.2. The subject site is predominantly made up of residential land uses and open space / park areas.



Desire Line Routes	Key Attractors
Major	Neighbourhood Centre
Medium	Sports Park
Low	Local / Recreation Parks
	Bus Stops

Source: Google Earth (edited by Bitzios)

Figure 5.2: Key Attractors and Active Transport Desire Line Routes

Based on the above attractors and desire line routes, an active transport route hierarchy was developed to specify a set of criteria and relevant infrastructure based on route classification.

The overarching hierarchy classification considers three levels, being:

- Major
- Medium
- Low.

The hierarchy does not suggest any lower level of importance or quality of infrastructure, rather defines the type of trip attractors/generators and user types that are most likely to use the prevailing facility, and therefore assist in the determination of an appropriate facility/infrastructure type.

For example:

a Major classification applies to routes / infrastructure that service multiple trip attractors such as connections between schools, parklands and major retail centres. This hierarchy may warrant a wider treatment due to a higher volume of active transport users.

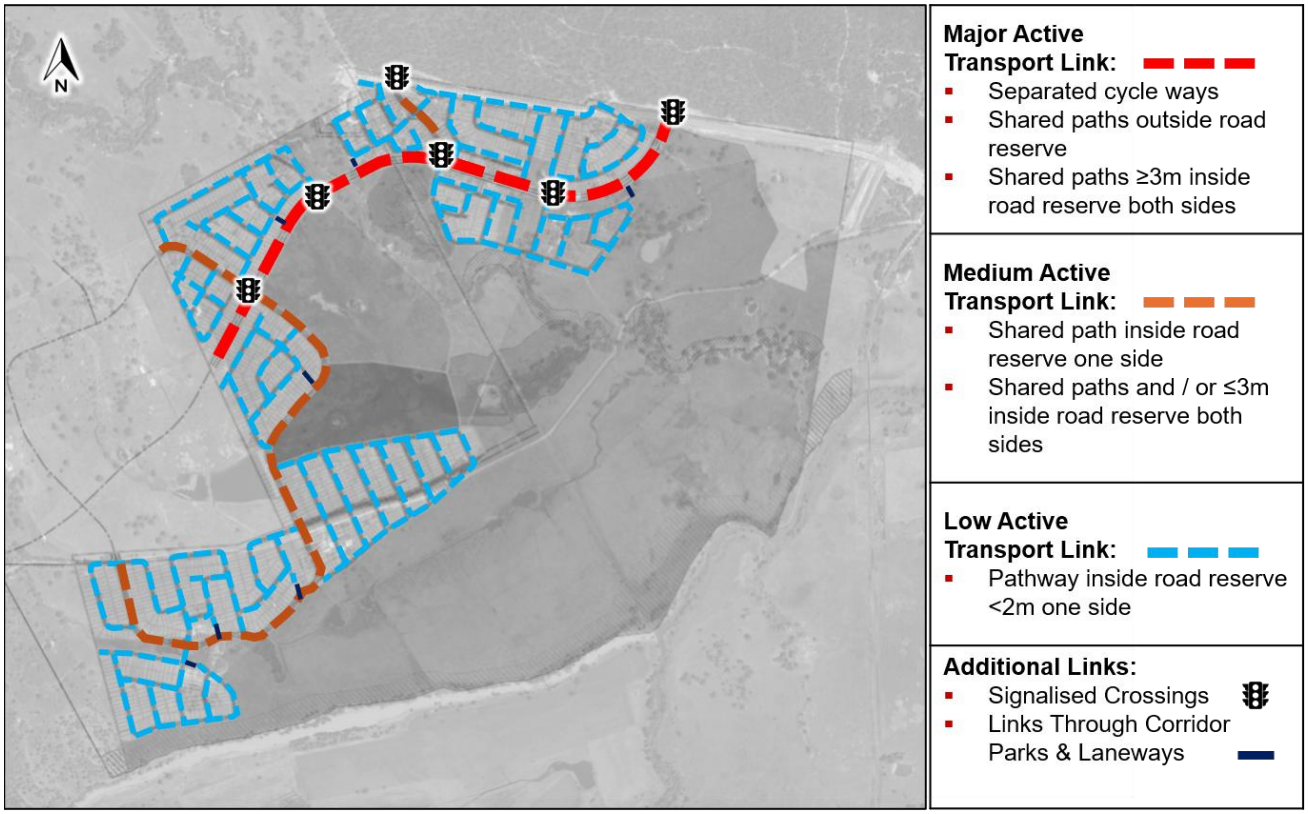
a Low classification applies to routes / infrastructure that primarily service the immediate catchment, are not expected to service a large number of user types and warrant pathway treatments within the road reserve e.g. 1.5m footpath(s).

The route hierarchy criteria are summarised in Table 5.1.

Table 5.1: Criteria to Determine Route Hierarchy

Classification	Criteria	Infrastructure
Major	Provides connections: ▪ Within or between key centres ▪ To schools, shopping centres, transit hubs/stops ▪ Along major, higher volume transport routes	Includes: ▪ Separated cycleways ▪ Shared paths outside road reserve ▪ Shared paths ≥3m inside road reserve both sides of road
Medium	Provides connections: ▪ Within and between residential areas ▪ To major active transport routes ▪ To open space / parks ▪ To public transport stops	Includes: ▪ Shared path inside road reserve one side ▪ Shared paths ≤3m inside road reserve both sides of road ▪ Pathways outside road reserve (open space)
Low	Provides connections: ▪ Within immediate catchment (400m) ▪ On lower order, lower volume transport routes	Includes: ▪ Pathways inside road reserve one side (e.g. 1.5m footpath)

The key active transport linkages throughout the site area were therefore developed adopting the strategy of key attractors, key desire line routes and the criteria outlined in the route hierarchy classification. The key active transport linkages and route hierarchy is shown in Figure 5.3.



Source: Google Earth (edited by Bitzios)

Figure 5.3: Active Transport Linkages

As shown, the proposed key active transport linkages are considered to provide a high-level of service and accessibility for the subject site and provide connectivity to surrounding services and properties. There is also opportunity to provide recreational pathways within the parklands. Whilst providing a positive outcome for the community, these will not be critical to the active transport network.

6. SUMMARY AND CONCLUSIONS

The traffic and transport findings for the Kagaru Flagstone Masterplan are summarised below:

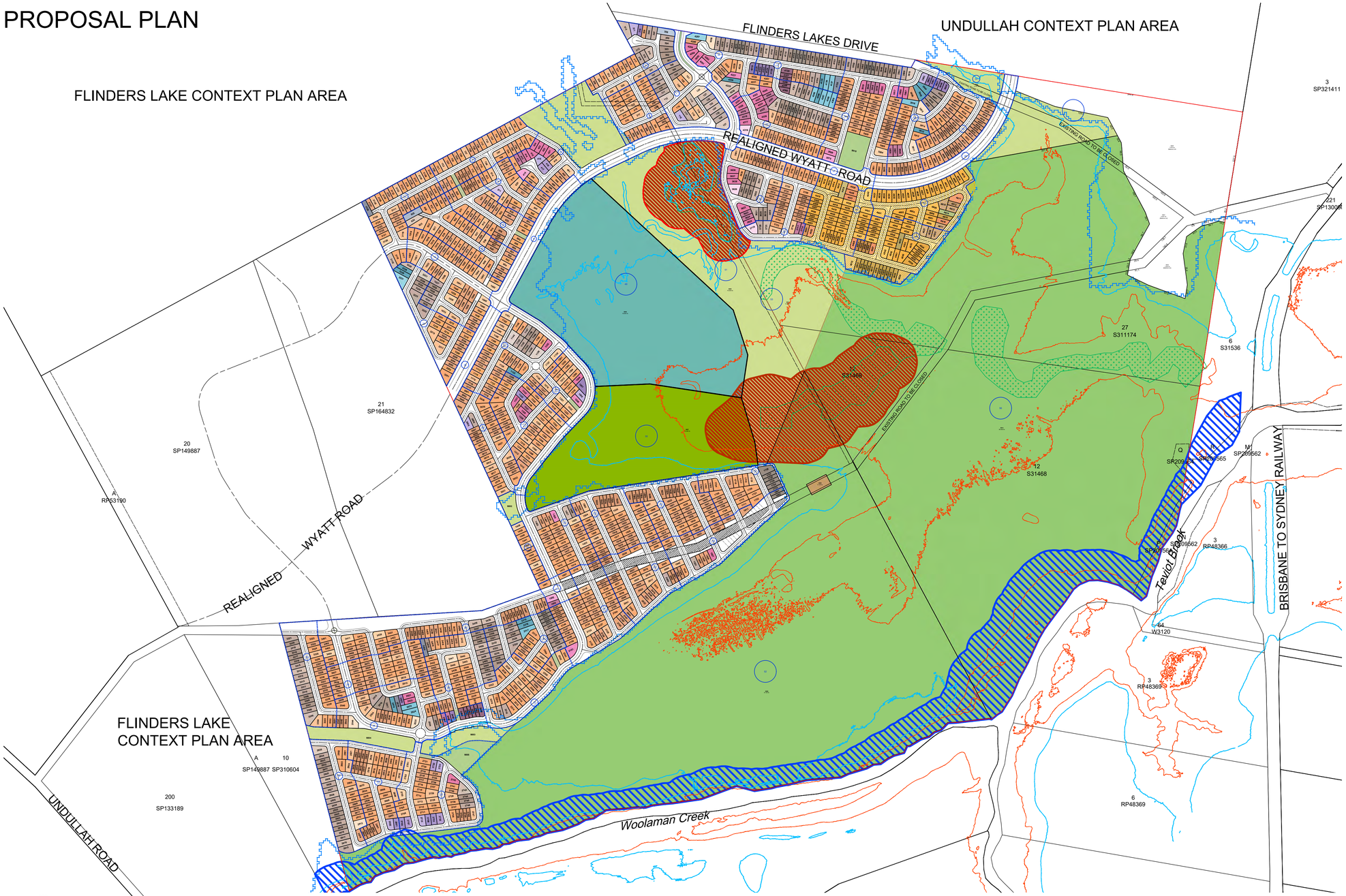
- The proposed development is located within the Wyatt Road Context Area and incorporates predominantly residential uses
- The current Masterplan proposes 1,734 low-density residential lots accompanied by a range of parklands and open space provisions. For traffic assessment purposes, a conservative allowance has been made for a potential additional 40 lots within the existing Wyatt Road reserve, resulting in an assessed yield of 1,774 lots. These additional lots are not included in the current Masterplan and would be subject to the future closure of Wyatt Road and separate planning and approval
- Proposed road hierarchies are generally in accordance with the Greater Flagstone IPBR and EDQ Street and Movement Network PDA Guideline
- Strategic transport modelling was undertaken by VLC as a part of the Wyatt Road Realignment Review for the purpose of determining ultimate (2066) forecast traffic volumes on the trunk road network
- Key intersection traffic volumes were determined based on the expected traffic generation of the proposed development and the turn volumes sourced from the VLC modelling for use in SIDRA Intersection testing
- Intersection modelling indicated that key intersections are able to cater for forecast ultimate (2066) traffic volumes, noting that the form of these intersections are subject to change over time
- Approximately 98% of the proposed site is located within 400m of a future public transport service achieving the public transport requirements of the Development Scheme
- The subject site is considered to provide a highly accessible active transport network, with a range of route options both within and outside the road reserve.

Based on the above assessment, it is concluded that the proposed road network, intersection arrangements and alternate transport provisions are expected to accommodate transport demands associated with the proposed Kagaru Flagstone Masterplan development.

Appendix A: Development Plans



PROPOSAL PLAN



Land Budget - Overall	Area (Ha)	%
Area of Subject Site / Stage	**309.350 ha**	
Residential Allotments (Net)	**66.298 ha**	21.4%
Pedestrian Linkage / Landscaping	**0.273 ha**	0.1%
Detention	**—**	0.0%
Local Park (Lots 9005 & 9010)	**1.052 ha**	0.3%
Local Linear Park (Lots 9001-9004, 9008, 9011-9013)	**23.800 ha**	7.7%
Potential Regional Sports Park (Lot 9006)	**16.994 ha**	5.5%
Regional Recreation Park (Lot 9007)	**10.286 ha**	3.3%
Major Linear Park (Lots 9009 & 9014)	**141.804 ha**	45.8%
Existing Road Reserves (Balance Areas)	**0.975 ha**	0.3%
Road Areas	**36.240 ha**	11.7%
Road Areas to be Closed	**0.885 ha**	0.3%
Balance Lots (Lots 8000, 8001, 8002)	**9.841 ha**	3.2%
Balance Lot (Lot 5000)	**0.754 ha**	0.2%
Sewer Pump Station (Lot 7000)	**0.148 ha**	0.0%
Total Area	**309.350 ha**	100.0%

DEVELOPMENT STATISTICS - Overall

RESIDENTIAL ALLOTMENTS	Typical Width	26m Deep Lots	%	Net Area	28m Deep Lots	%	Net Area	30m Deep Lots	%	Net Area	32m Deep Lots	%	Net Area	36m Deep Lots	%	Net Area	40m Deep Lots	%	Net Area	Total Dwellings	%	Net Area
Terrace Lot	8.5	6	14.3%	0.160 ha	16	16.5%	0.436 ha	154	11.8%	4.188 ha	32	12.4%	0.951 ha	—	0.0%	—	—	0.0%	—	208	12.0%	5.735 ha
10m - < 12.5m frontage	10	10	23.8%	0.285 ha	23	23.7%	0.750 ha	462	35.4%	15.089 ha	101	39.1%	3.629 ha	12	54.5%	0.535 ha	4	40.0%	0.183 ha	612	35.3%	20.471 ha
12.5m - < 14.0m frontage	12.5	6	14.3%	0.213 ha	39	40.2%	2.179 ha	503	38.5%	19.862 ha	81	31.4%	3.558 ha	9	40.9%	0.463 ha	2	20.0%	0.112 ha	640	36.9%	26.387 ha
14.0m - < 16.0m frontage	14	9	21.4%	0.375 ha	13	13.4%	0.590 ha	157	12.0%	7.100 ha	34	13.2%	1.794 ha	1	4.5%	0.070 ha	2	20.0%	0.123 ha	216	12.5%	10.052 ha
16.0m - < 18.0m frontage	16	10	23.8%	0.445 ha	3	3.1%	0.147 ha	21	1.6%	1.066 ha	6	2.3%	0.395 ha	—	0.0%	—	2	20.0%	0.138 ha	42	2.4%	2.191 ha
18.0m + frontage	18	1	2.4%	0.053 ha	3	3.1%	0.645 ha	8	0.6%	0.468 ha	4	1.6%	0.296 ha	—	0.0%	—	—	0.0%	—	16	0.9%	1.462 ha
Total Residential Allotments		**42**	**100.0%**	**1.531 ha**	**97**	**100.0%**	**4.747 ha**	**1305**	**100.0%**	**47.773 ha**	**258**	**100.0%**	**10.623 ha**	**22**	**100.0%**	**1.068 ha**	**10**	**100.0%**	**0.556 ha**	**1734**	**100.0%**	**66.298 ha**

LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.
- SHG_Wetlands Rehabilitation Areas
- SHG_Woolaman Creek Rehabilitation Area
- Potential Primary School Site - 7.075 ha

SCALE @A1 1:750 @A3 1:1500 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90

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LOCAL OVERLAYS: LOGAN CITY COUNCIL

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SITE ADDRESS
WYATT ROAD, KAGARU

RP DESCRIPTION
LOT 11 & 22 ON SP341889

DRAWN
AJB

DATE
01/07/2026

DRAWING NO.
11560 P 38 Rev D - PRO 01

STAGING PLAN - STAGES 1, 2, 3 & 42

DEVELOPMENT STATISTICS - Stage 3																
RESIDENTIAL ALLOTMENTS	Typical Width	25m Deep Lots	%	Net Area	30m Deep Lots	%	Net Area	32m Deep Lots	%	Net Area	40m Deep Lots	%	Net Area	Total Dwellings	%	Net Area
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	1	50.0%	0.030 ha	4	26.7%	0.127 ha	3	23.1%	0.138 ha	—	0.0%	—	8	25.8%	0.295 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	6	40.0%	0.225 ha	7	53.8%	0.290 ha	—	0.0%	—	13	41.9%	0.515 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	5	33.3%	0.212 ha	3	23.1%	0.175 ha	—	0.0%	—	8	25.8%	0.387 ha
16.0m - < 18.0m frontage	16	1	50.0%	0.052 ha	—	0.0%	—	—	0.0%	—	1	100.0%	0.068 ha	2	6.5%	0.120 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**2**	**100.0%**	**0.082 ha**	**15**	**100.0%**	**0.564 ha**	**13**	**100.0%**	**0.603 ha**	**1**	**100.0%**	**0.068 ha**	**31**	**100.0%**	**1.317 ha**

DEVELOPMENT STATISTICS - Stage 42																
RESIDENTIAL ALLOTMENTS	Typical Width	26m Deep Lots	%	Net Area	28m Deep Lots	%	Net Area	30m Deep Lots	%	Net Area	32m Deep Lots	%	Net Area				Total Dwellings	%	Net Area
Terrace Lot	8.5	1	100.0%	0.034 ha	—	0.0%	—	—	0.0%	—	3	25.0%	0.082 ha	—	0.0%	—	4	12.1%	0.116 ha
10m - < 12.5m frontage	10	—	0.0%	—	—	0.0%	—	3	27.3%	0.100 ha	3	25.0%	0.099 ha	1	50.0%	0.044 ha	7	21.2%	0.243 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	4	57.1%	0.178 ha	4	36.4%	0.171 ha	4	33.3%	0.160 ha	—	0.0%	—	12	36.4%	0.509 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	3	42.9%	0.133 ha	3	27.3%	0.150 ha	1	8.3%	0.050 ha	1	50.0%	0.066 ha	8	24.2%	0.399 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—	1	8.3%	0.081 ha	—	0.0%	—	1	3.0%	0.081 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	1	9.1%	0.060 ha	—	0.0%	—	—	0.0%	—	1	3.0%	0.060 ha
Total Residential Allotments		**1**	**100.0%**	**0.034 ha**	**7**	**100.0%**	**0.311 ha**	**11**	**100.0%**	**0.481 ha**	**12**	**100.0%**	**0.472 ha**	**2**	**100.0%**	**0.110 ha**	**33**	**100.0%**	**1.408 ha**

DEVELOPMENT STATISTICS - Stage 2							
RESIDENTIAL ALLOTMENTS	Typical Width	30m Deep Lots	%	Net Area	Total Dwellings	%	Net Area
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	9	31.0%	0.295 ha	9	31.0%	0.295 ha
12.5m - < 14.0m frontage	12.5	17	58.6%	0.662 ha	17	58.6%	0.662 ha
14.0m - < 16.0m frontage	14	3	10.3%	0.133 ha	3	10.3%	0.133 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**29**	**100.0%**	**1.090 ha**	**29**	**100.0%**	**1.090 ha**



DEVELOPMENT STATISTICS - Stage 1													
RESIDENTIAL ALLOTMENTS	Typical Width	26m Deep Lots	%	Net Area	30m Deep Lots	%	Net Area	32m Deep Lots	%	Net Area	Total Dwellings	%	Net Area
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	—	0.0%	—	—	0.0%	—	3	15.8%	0.130 ha	3	11.1%	0.130 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	2	28.6%	0.081 ha	9	47.4%	0.386 ha	11	40.7%	0.467 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	4	57.1%	0.185 ha	4	21.1%	0.191 ha	8	29.6%	0.376 ha
16.0m - < 18.0m frontage	16	1	100.0%	0.050 ha	1	14.3%	0.046 ha	2	10.5%	0.138 ha	4	14.8%	0.234 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	1	5.3%	0.073 ha	1	3.7%	0.073 ha
Total Residential Allotments		**1**	**100.0%**	**0.050 ha**	**7**	**100.0%**	**0.312 ha**	**19**	**100.0%**	**0.918 ha**	**27**	**100.0%**	**1.280 ha**

Land Budget - Stage 1	Area (Ha)	%
Area of Subject Site / Stage	**2.339 ha**	
Residential Allotments (Net)	**1.280 ha**	54.7%
Road Areas	1.059 ha	45.3%
Total Area	**2.339 ha**	**100.0%**

Land Budget - Stage 2	Area (Ha)	%
Area of Subject Site / Stage	**1.565 ha**	
Residential Allotments (Net)	**1.090 ha**	69.6%
Road Areas	0.445 ha	28.4%
Total Area	**1.565 ha**	**100.0%**

Land Budget - Stage 3	Area (Ha)	%
Area of Subject Site / Stage	**1.876 ha**	
Residential Allotments (Net)	**1.317 ha**	70.2%
Road Areas	0.559 ha	29.8%
Total Area	**1.876 ha**	**100.0%**

Land Budget - Stage 42	Area (Ha)	%
Area of Subject Site / Stage	**1.883 ha**	
Residential Allotments (Net)	**1.408 ha**	74.8%
Road Areas	0.475 ha	25.2%
Total Area	**1.883 ha**	**100.0%**

LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.

SCALE @A1 1:800 @A3 1:1600 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90

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LOCAL OVERLAYS: LOGAN CITY COUNCIL

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WYATT ROAD, KAGARU

DRAWN
AJB

DATE
01/07/2026

RP DESCRIPTION
LOT 11 & 22 ON SP341889

DRAWING NO.
11560 P 38 Rev D - STG 01

STAGING PLAN - STAGES 4, 5 & 7

DEVELOPMENT STATISTICS - Stage 4													
RESIDENTIAL ALLOTMENTS	**Typical Width**	**26m Deep Lots**	**%**	**Net Area**	**28m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	—	0.0%	—	2	22.2%	0.059 ha	6	50.0%	0.194 ha	8	33.3%	0.253 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	6	66.7%	0.221 ha	4	33.3%	0.168 ha	10	41.7%	0.389 ha
14.0m - < 16.0m frontage	14	2	66.7%	0.077 ha	—	0.0%	—	1	8.3%	0.043 ha	3	12.5%	0.120 ha
16.0m - < 18.0m frontage	16	1	33.3%	0.045 ha	1	11.1%	0.055 ha	1	8.3%	0.051 ha	3	12.5%	0.151 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**3**	**100.0%**	**0.122 ha**	**9**	**100.0%**	**0.335 ha**	**12**	**100.0%**	**0.456 ha**	**24**	**100.0%**	**0.913 ha**

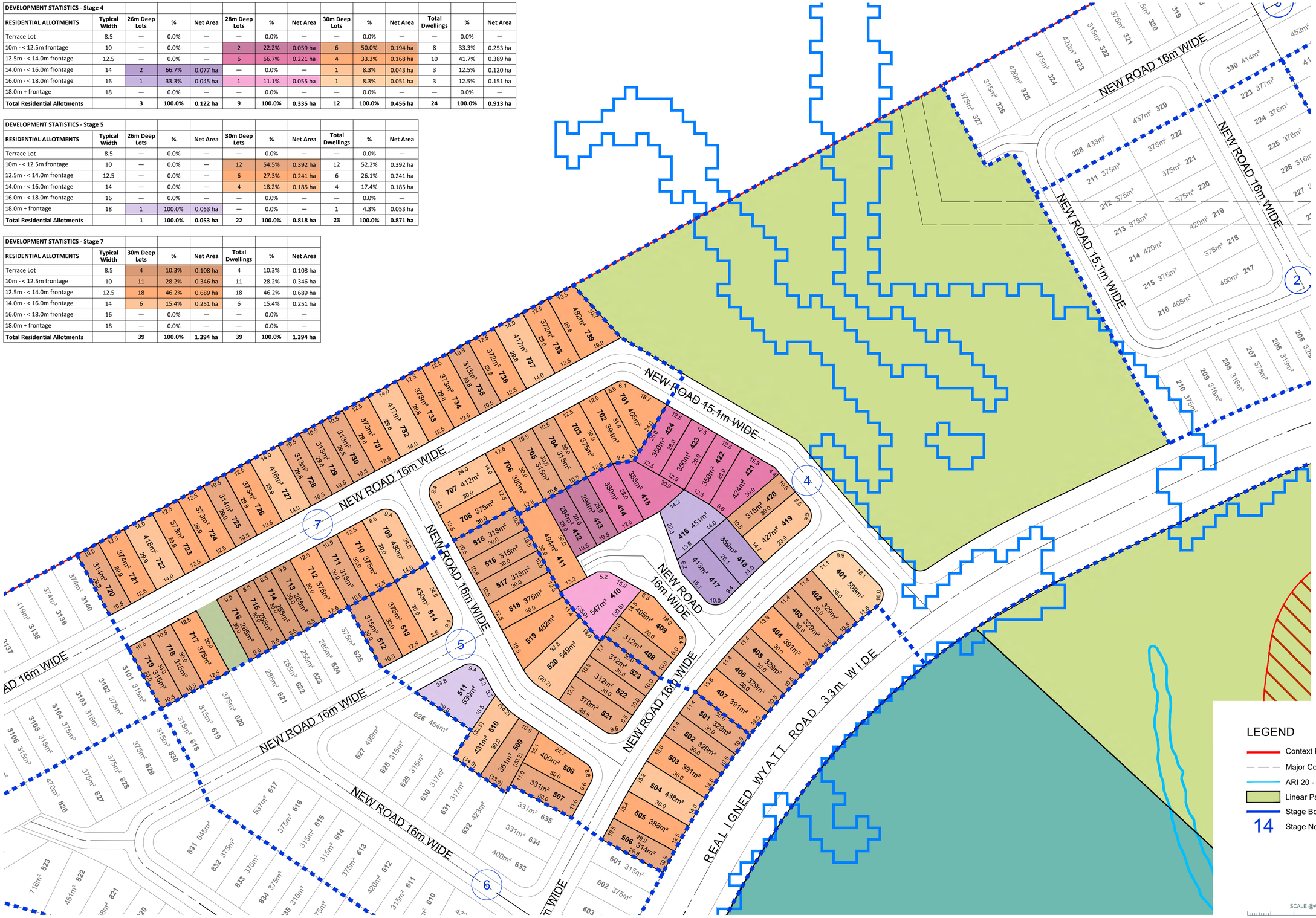
DEVELOPMENT STATISTICS - Stage 5										
RESIDENTIAL ALLOTMENTS	**Typical Width**	**26m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	—	0.0%	—	12	54.5%	0.392 ha	12	52.2%	0.392 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	6	27.3%	0.241 ha	6	26.1%	0.241 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	4	18.2%	0.185 ha	4	17.4%	0.185 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	1	100.0%	0.053 ha	—	0.0%	—	1	4.3%	0.053 ha
Total Residential Allotments		**1**	**100.0%**	**0.053 ha**	**22**	**100.0%**	**0.818 ha**	**23**	**100.0%**	**0.871 ha**

DEVELOPMENT STATISTICS - Stage 7							
RESIDENTIAL ALLOTMENTS	**Typical Width**	**30m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	4	10.3%	0.108 ha	4	10.3%	0.108 ha
10m - < 12.5m frontage	10	11	28.2%	0.346 ha	11	28.2%	0.346 ha
12.5m - < 14.0m frontage	12.5	18	46.2%	0.689 ha	18	46.2%	0.689 ha
14.0m - < 16.0m frontage	14	6	15.4%	0.251 ha	6	15.4%	0.251 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**39**	**100.0%**	**1.394 ha**	**39**	**100.0%**	**1.394 ha**

Land Budget - Stage 4	Area (Ha)	%
Area of Subject Site / Stage	**5.853 ha**	
Residential Allotments (Net)	**0.913 ha**	15.6%
Local Linear Park	2.748 ha	47.0%
Road Areas	2.192 ha	37.5%
Total Area	**5.853 ha**	**100.0%**

Land Budget - Stage 5	Area (Ha)	%
Area of Subject Site / Stage	**1.231 ha**	
Residential Allotments (Net)	**0.871 ha**	70.8%
Road Areas	0.360 ha	29.2%
Total Area	**1.231 ha**	**100.0%**

Land Budget - Stage 7	Area (Ha)	%
Area of Subject Site / Stage	**1.907 ha**	
Residential Allotments (Net)	**1.394 ha**	73.1%
Pedestrian Linkage / Landscaping	0.030 ha	1.6%
Road Areas	0.483 ha	25.3%
Total Area	**1.907 ha**	**100.0%**



LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- Linear Park
- Stage Boundary
- 14 Stage No.

SCALE @A1 1:800 @A3 1:1600 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90

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LOCAL OVERLAYS: LOGAN CITY COUNCIL

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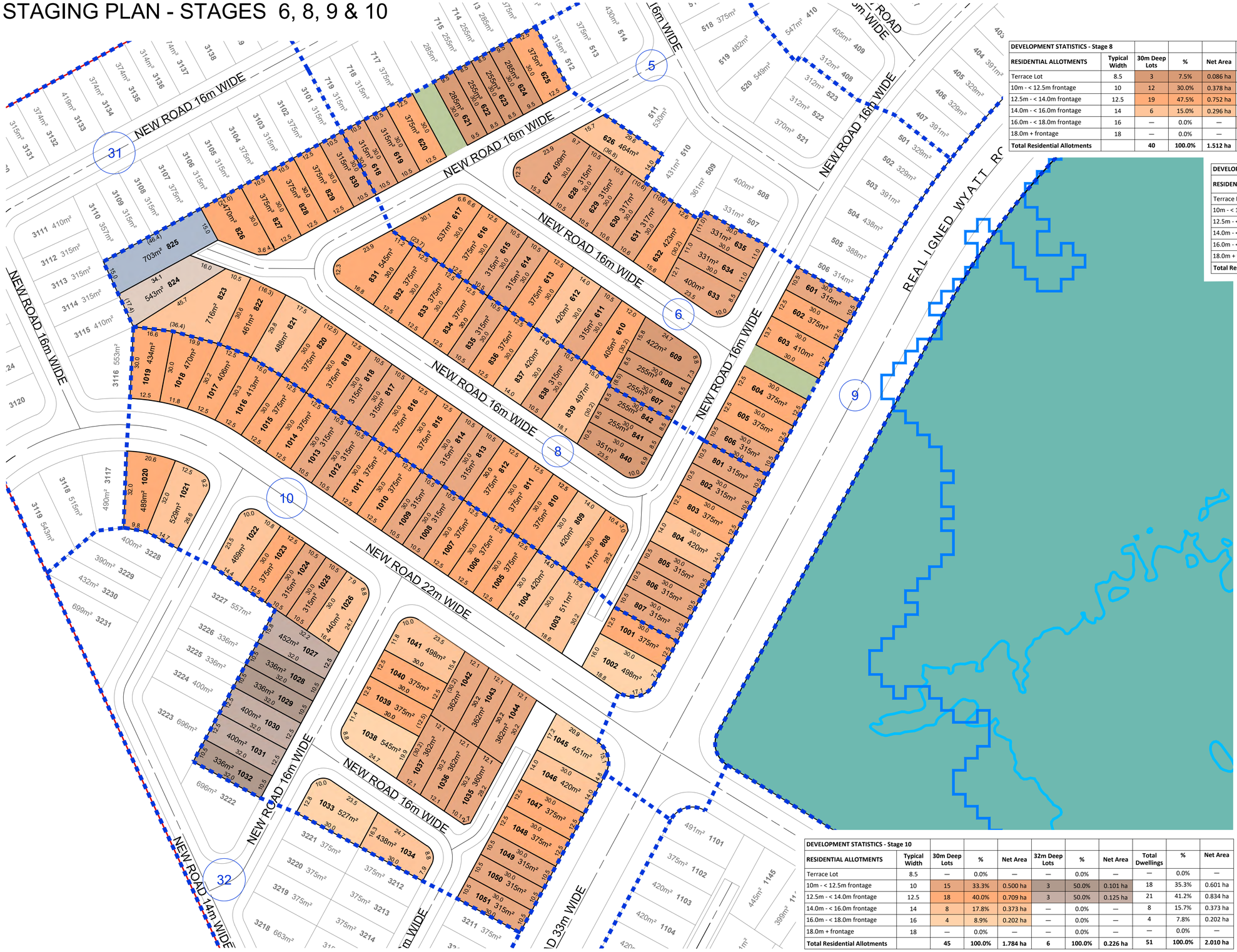
RP DESCRIPTION
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STAGING PLAN - STAGES 6, 8, 9 & 10



DEVELOPMENT STATISTICS - Stage 8												
RESIDENTIAL ALLOTMENTS	Typical Width	30m Deep Lots	%	Net Area	32m Deep Lots	%	Net Area	40m Deep Lots	%	Net Area	Total Dwellings	%	Net Area
Terrace Lot	8.5	3	7.5%	0.086 ha	—	0.0%	—	—	0.0%	—	3	7.1%	0.086 ha
10m - < 12.5m frontage	10	12	30.0%	0.378 ha	—	0.0%	—	—	0.0%	—	12	28.6%	0.378 ha
12.5m - < 14.0m frontage	12.5	19	47.5%	0.752 ha	—	0.0%	—	—	0.0%	—	19	45.2%	0.752 ha
14.0m - < 16.0m frontage	14	6	15.0%	0.296 ha	—	0.0%	—	—	0.0%	—	6	14.3%	0.296 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	1	100.0%	0.054 ha	1	100.0%	0.070 ha	2	4.8%	0.124 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**40**	**100.0%**	**1.512 ha**	**1**	**100.0%**	**0.054 ha**	**1**	**100.0%**	**0.070 ha**	**42**	**100.0%**	**1.636 ha**

DEVELOPMENT STATISTICS - Stage 6							
RESIDENTIAL ALLOTMENTS	Typical Width	30m Deep Lots	%	Net Area	Total Dwellings	%	Net Area
Terrace Lot	8.5	7	20.0%	0.201 ha	7	20.0%	0.201 ha
10m - < 12.5m frontage	10	15	42.9%	0.503 ha	15	42.9%	0.503 ha
12.5m - < 14.0m frontage	12.5	11	31.4%	0.440 ha	11	31.4%	0.440 ha
14.0m - < 16.0m frontage	14	2	5.7%	0.088 ha	2	5.7%	0.088 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**35**	**100.0%**	**1.232 ha**	**35**	**100.0%**	**1.232 ha**

Land Budget - Stage 6	Area (Ha)	%
Area of Subject Site / Stage	**1.772 ha**	
Residential Allotments (Net)	**1.232 ha**	69.5%
Pedestrian Linkage / Landscaping	0.060 ha	3.4%
Road Areas	0.480 ha	27.1%
Total Area	**1.772 ha**	**100.0%**

Land Budget - Stage 8	Area (Ha)	%
Area of Subject Site / Stage	**2.127 ha**	
Residential Allotments (Net)	**1.636 ha**	76.9%
Road Areas	0.491 ha	23.1%
Total Area	**2.127 ha**	**100.0%**

Land Budget - Stage 9	Area (Ha)	%
Area of Subject Site / Stage	**1.270 ha**	
Road Areas	1.270 ha	100.0%
Total Area	**1.270 ha**	**100.0%**

Land Budget - Stage 10	Area (Ha)	%
Area of Subject Site / Stage	**2.974 ha**	
Residential Allotments (Net)	**2.010 ha**	67.6%
Road Areas	0.964 ha	32.4%
Total Area	**2.974 ha**	**100.0%**

DEVELOPMENT STATISTICS - Stage 10										
RESIDENTIAL ALLOTMENTS	Typical Width	30m Deep Lots	%	Net Area	32m Deep Lots	%	Net Area	Total Dwellings	%	Net Area
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	15	33.3%	0.500 ha	3	50.0%	0.101 ha	18	35.3%	0.601 ha
12.5m - < 14.0m frontage	12.5	18	40.0%	0.709 ha	3	50.0%	0.125 ha	21	41.2%	0.834 ha
14.0m - < 16.0m frontage	14	8	17.8%	0.373 ha	—	0.0%	—	8	15.7%	0.373 ha
16.0m - < 18.0m frontage	16	4	8.9%	0.202 ha	—	0.0%	—	4	7.8%	0.202 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**45**	**100.0%**	**1.784 ha**	**6**	**100.0%**	**0.226 ha**	**51**	**100.0%**	**2.010 ha**

LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.

SCALE @A1 1:800 @A3 1:1600 - LENGTHS ARE IN METRES

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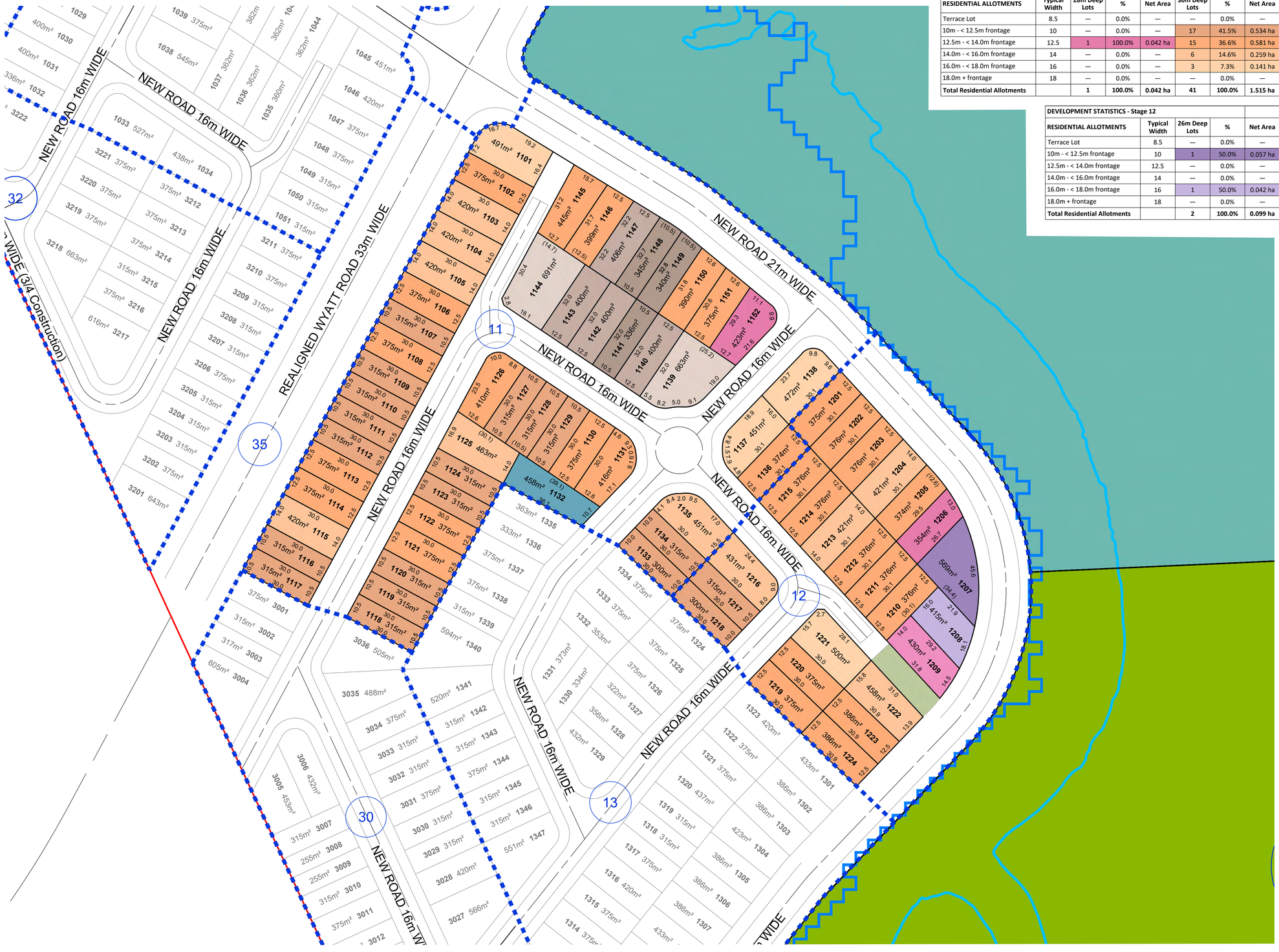
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RP DESCRIPTION
LOT 11 & 22 ON SP341889

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STAGING PLAN - STAGE 11, 12 & 35



DEVELOPMENT STATISTICS - Stage 11														
RESIDENTIAL ALLOTMENTS	**Typical Width**	**28m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**36m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	—	0.0%	—	17	41.5%	0.534 ha	3	33.3%	0.102 ha	1	100.0%	0.046 ha	21	40.4%	0.682 ha
12.5m - < 14.0m frontage	12.5	1	100.0%	0.042 ha	15	36.6%	0.581 ha	4	44.4%	0.161 ha	—	0.0%	—	20	38.5%	0.784 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	6	14.6%	0.259 ha	—	0.0%	—	—	0.0%	—	6	11.5%	0.259 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	3	7.3%	0.141 ha	—	0.0%	—	—	0.0%	—	3	5.8%	0.141 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	2	22.2%	0.135 ha	—	0.0%	—	2	3.8%	0.135 ha
Total Residential Allotments		**1**	**100.0%**	**0.042 ha**	**41**	**100.0%**	**1.515 ha**	**9**	**100.0%**	**0.398 ha**	**1**	**100.0%**	**0.046 ha**	**52**	**100.0%**	**2.001 ha**

DEVELOPMENT STATISTICS - Stage 12												
RESIDENTIAL ALLOTMENTS	**Typical Width**	**26m Deep Lots**	**%**	**Net Area**	**28m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	1	50.0%	0.057 ha	—	0.0%	—	2	10.0%	0.062 ha	3	12.5%	0.119 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	1	50.0%	0.035 ha	13	65.0%	0.490 ha	14	58.3%	0.525 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	1	50.0%	0.043 ha	4	20.0%	0.173 ha	5	20.8%	0.216 ha
16.0m - < 18.0m frontage	16	1	50.0%	0.042 ha	—	0.0%	—	1	5.0%	0.050 ha	2	8.3%	0.092 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**2**	**100.0%**	**0.099 ha**	**2**	**100.0%**	**0.078 ha**	**20**	**100.0%**	**0.775 ha**	**24**	**100.0%**	**0.952 ha**

Land Budget - Stage 35	**Area (Ha)**	**%**
Area of Subject Site / Stage	**0.763 ha**	
Road Areas	0.763 ha	100.0%
Total Area	**0.763 ha**	**100.0%**

Land Budget - Stage 11	**Area (Ha)**	**%**
Area of Subject Site / Stage	**3.031 ha**	
Residential Allotments (Net)	**2.001 ha**	66.0%
Road Areas	1.030 ha	34.0%
Total Area	**3.031 ha**	**100.0%**

Land Budget - Stage 12	**Area (Ha)**	**%**
Area of Subject Site / Stage	**1.611 ha**	
Residential Allotments (Net)	**0.952 ha**	59.1%
Road Areas	0.628 ha	39.0%
Total Area	**1.611 ha**	**100.0%**

LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.

SCALE @A1 1:800 @A3 1:1600 - LENGTHS ARE IN METRES

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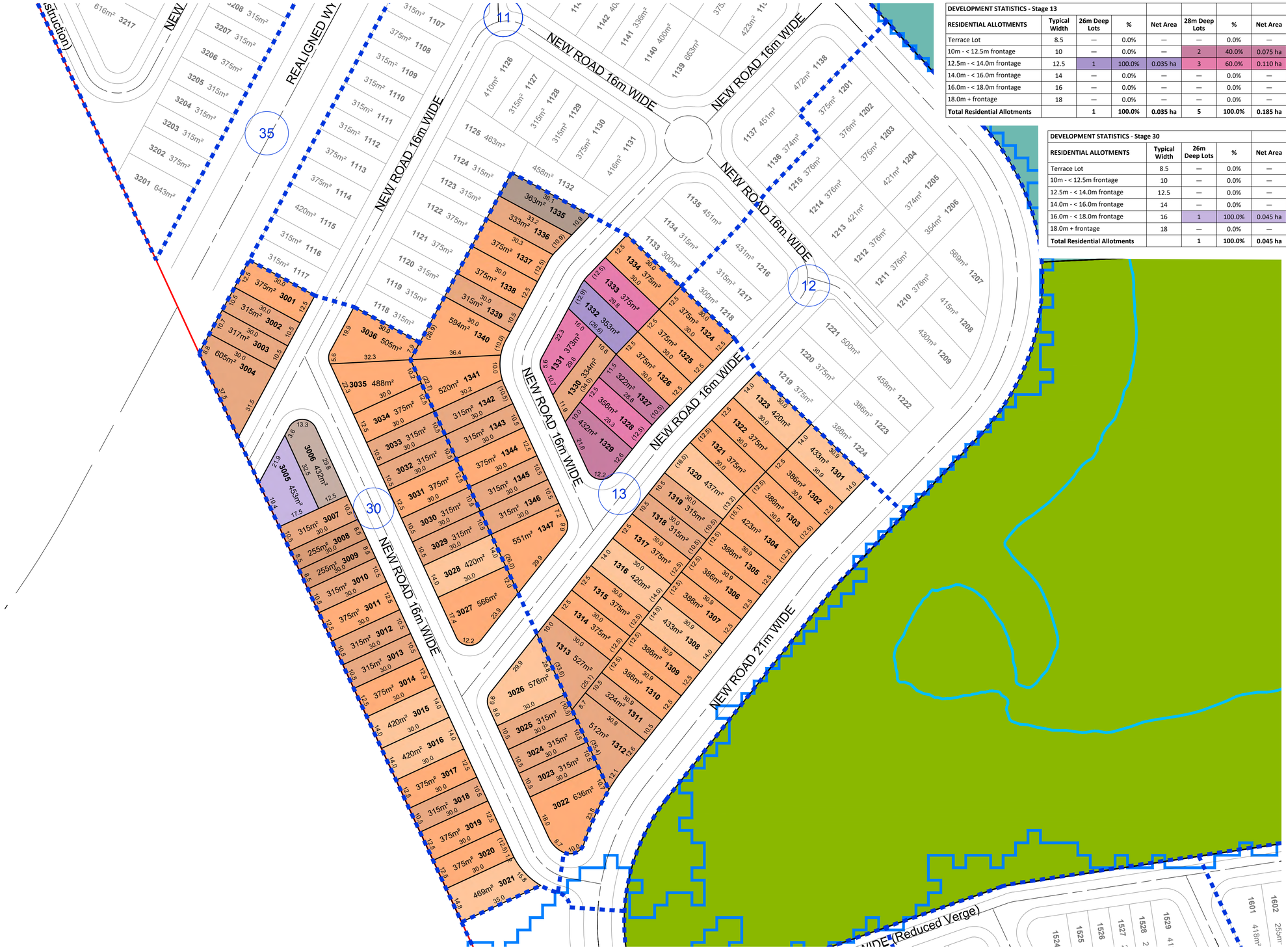
RP DESCRIPTION
LOT 11 & 22 ON SP341889

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11560 P 38 Rev D - STG 04

STAGING PLAN - STAGE 13 & 30



DEVELOPMENT STATISTICS - Stage 13

RESIDENTIAL ALLOTMENTS	Typical Width	26m Deep Lots	%	Net Area	28m Deep Lots	%	Net Area	30m Deep Lots	%	Net Area	32m Deep Lots	%	Net Area	Total Dwellings	%	Net Area
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	—	0.0%	—	2	40.0%	0.075 ha	12	30.0%	0.424 ha	1	100.0%	0.036 ha	15	31.9%	0.535 ha
12.5m - < 14.0m frontage	12.5	1	100.0%	0.035 ha	3	60.0%	0.110 ha	22	55.0%	0.888 ha	—	0.0%	—	26	55.3%	1.033 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	—	0.0%	—	6	15.0%	0.256 ha	—	0.0%	—	6	12.8%	0.256 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**1**	**100.0%**	**0.035 ha**	**5**	**100.0%**	**0.185 ha**	**40**	**100.0%**	**1.568 ha**	**1**	**100.0%**	**0.036 ha**	**47**	**100.0%**	**1.824 ha**

DEVELOPMENT STATISTICS - Stage 30

RESIDENTIAL ALLOTMENTS	Typical Width	26m Deep Lots	%	Net Area	30m Deep Lots	%	Net Area	32m Deep Lots	%	Net Area	Total Dwellings	%	Net Area
Terrace Lot	8.5	—	0.0%	—	2	5.9%	0.051 ha	—	0.0%	—	2	5.6%	0.051 ha
10m - < 12.5m frontage	10	—	0.0%	—	15	44.1%	0.502 ha	—	0.0%	—	15	41.7%	0.502 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	12	35.3%	0.519 ha	1	100.0%	0.043 ha	13	36.1%	0.562 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	5	14.7%	0.231 ha	—	0.0%	—	5	13.9%	0.231 ha
16.0m - < 18.0m frontage	16	1	100.0%	0.045 ha	—	0.0%	—	—	0.0%	—	1	2.8%	0.045 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**1**	**100.0%**	**0.045 ha**	**34**	**100.0%**	**1.303 ha**	**1**	**100.0%**	**0.043 ha**	**36**	**100.0%**	**1.391 ha**

Land Budget - Stage 13	Area (Ha)	%
Area of Subject Site / Stage	**2.700 ha**	
Residential Allotments (Net)	**1.824 ha**	67.6%
Road Areas	0.876 ha	32.4%
Total Area	**2.700 ha**	**100.0%**

Land Budget - Stage 30	Area (Ha)	%
Area of Subject Site / Stage	**1.924 ha**	
Residential Allotments (Net)	**1.391 ha**	72.3%
Road Areas	0.533 ha	27.7%
Total Area	**1.924 ha**	**100.0%**

LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.

SCALE @A1 1:800 @A3 1:1600 - LENGTHS ARE IN METRES

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RP DESCRIPTION
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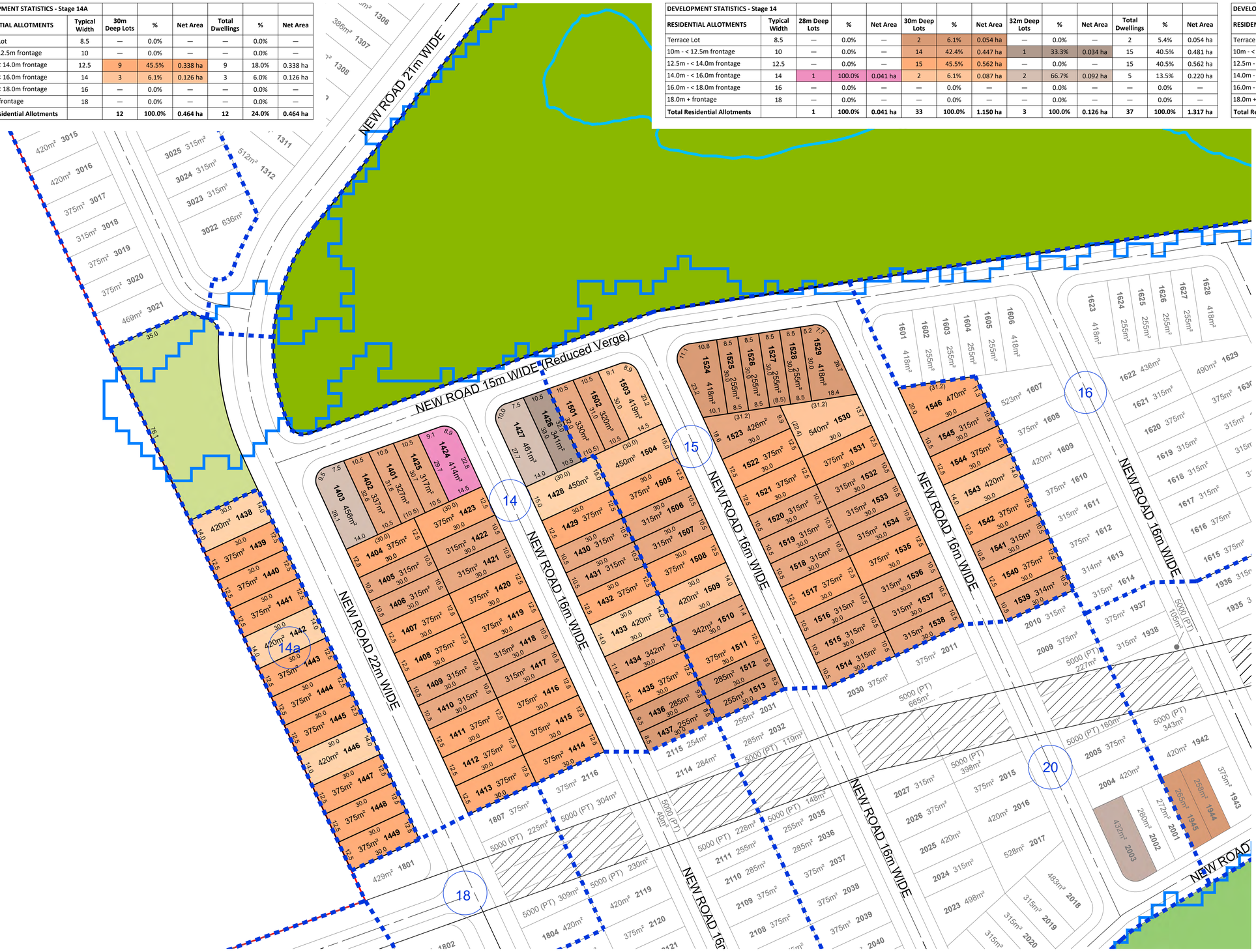
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STAGING PLAN - STAGES 14, 14A & 15

DEVELOPMENT STATISTICS - Stage 14A							
RESIDENTIAL ALLOTMENTS	**Typical Width**	**30m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	—	0.0%	—	—	0.0%	—
12.5m - < 14.0m frontage	12.5	9	45.5%	0.338 ha	9	18.0%	0.338 ha
14.0m - < 16.0m frontage	14	3	6.1%	0.126 ha	3	6.0%	0.126 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**12**	**100.0%**	**0.464 ha**	**12**	**24.0%**	**0.464 ha**

DEVELOPMENT STATISTICS - Stage 14													
RESIDENTIAL ALLOTMENTS	**Typical Width**	**28m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	2	6.1%	0.054 ha	—	0.0%	—	2	5.4%	0.054 ha
10m - < 12.5m frontage	10	—	0.0%	—	14	42.4%	0.447 ha	1	33.3%	0.034 ha	15	40.5%	0.481 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	15	45.5%	0.562 ha	—	0.0%	—	15	40.5%	0.562 ha
14.0m - < 16.0m frontage	14	1	100.0%	0.041 ha	2	6.1%	0.087 ha	2	66.7%	0.092 ha	5	13.5%	0.220 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**1**	**100.0%**	**0.041 ha**	**33**	**100.0%**	**1.150 ha**	**3**	**100.0%**	**0.126 ha**	**37**	**100.0%**	**1.317 ha**

DEVELOPMENT STATISTICS - Stage 15							
RESIDENTIAL ALLOTMENTS	**Typical Width**	**30m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	8	17.4%	0.240 ha	8	17.4%	0.240 ha
10m - < 12.5m frontage	10	21	45.7%	0.677 ha	21	45.7%	0.677 ha
12.5m - < 14.0m frontage	12.5	12	26.1%	0.458 ha	12	26.1%	0.458 ha
14.0m - < 16.0m frontage	14	5	10.9%	0.225 ha	5	10.9%	0.225 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**46**	**100.0%**	**1.600 ha**	**46**	**100.0%**	**1.600 ha**



Land Budget - Stage 14	Area (Ha)	%
Area of Subject Site / Stage	**2.442 ha**	
Residential Allotments (Net)	**1.317 ha**	53.9%
Local Linear Park (Lot 9002)	0.260 ha	10.6%
Road Areas	0.865 ha	35.4%
Total Area	**2.442 ha**	**100.0%**

Land Budget - Stage 14A	Area (Ha)	%
Area of Subject Site / Stage	**0.464 ha**	
Residential Allotments (Net)	**0.464 ha**	100.0%
Total Area	**0.464 ha**	**100.0%**

Land Budget - Stage 15	Area (Ha)	%
Area of Subject Site / Stage	**2.251 ha**	
Residential Allotments (Net)	**1.600 ha**	71.1%
Road Areas	0.651 ha	28.9%
Total Area	**2.251 ha**	**100.0%**

LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.

SCALE @A1 1:800 @A3 1:1600 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90

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SUBJECT BOUNDARIES: COMPILED FROM RECORDS
CONTOURS: ELVIS - LIDAR (2016)
STATE OVERLAYS: QUEENSLAND GOVERNMENT
LOCAL OVERLAYS: LOGAN CITY COUNCIL

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RP DESCRIPTION
LOT 11 & 22 ON SP341889

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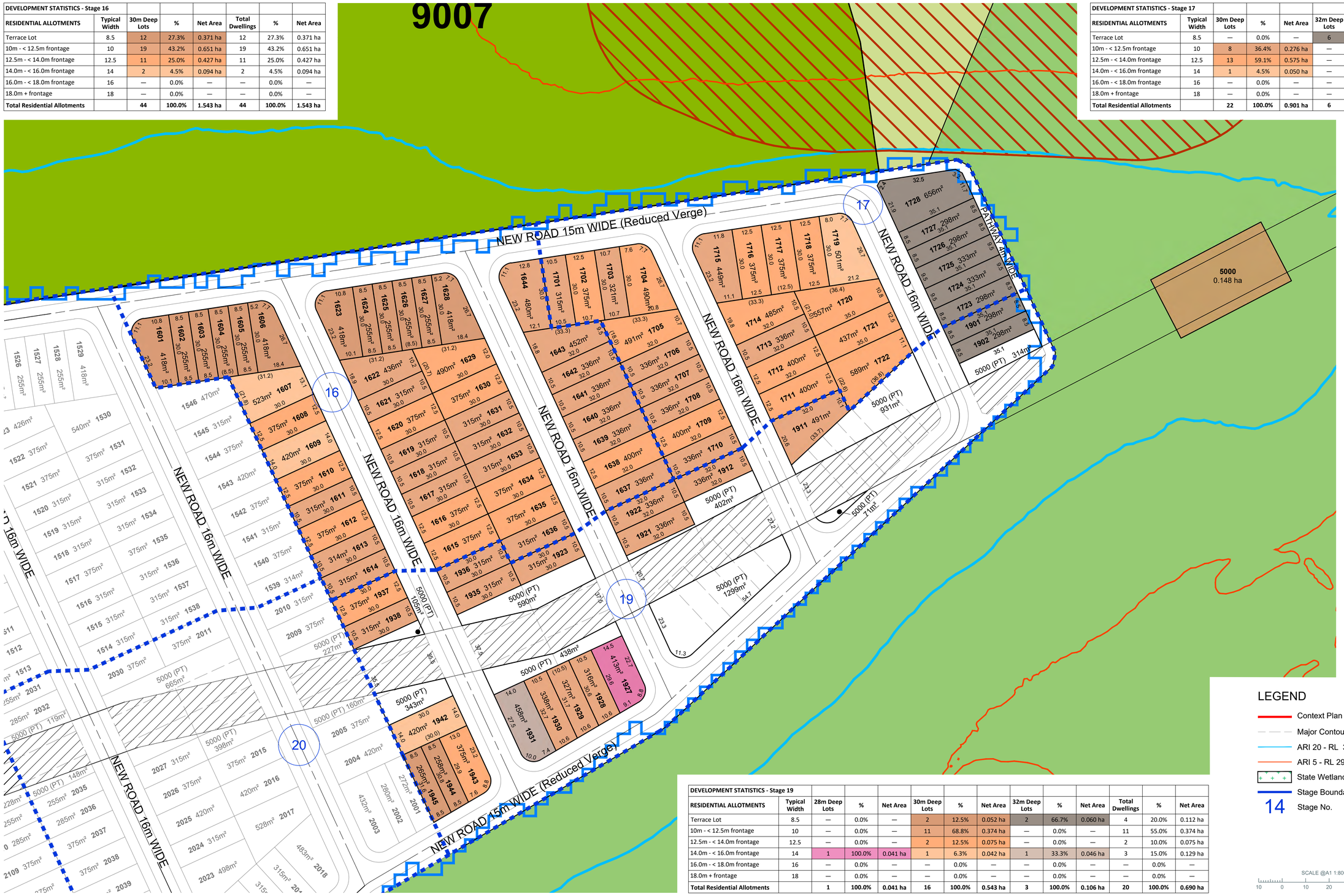
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STAGING PLAN - STAGES 16, 17 & 19

DEVELOPMENT STATISTICS - Stage 16							
RESIDENTIAL ALLOTMENTS	**Typical Width**	**30m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	12	27.3%	0.371 ha	12	27.3%	0.371 ha
10m - < 12.5m frontage	10	19	43.2%	0.651 ha	19	43.2%	0.651 ha
12.5m - < 14.0m frontage	12.5	11	25.0%	0.427 ha	11	25.0%	0.427 ha
14.0m - < 16.0m frontage	14	2	4.5%	0.094 ha	2	4.5%	0.094 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**44**	**100.0%**	**1.543 ha**	**44**	**100.0%**	**1.543 ha**

DEVELOPMENT STATISTICS - Stage 17										
RESIDENTIAL ALLOTMENTS	**Typical Width**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	6	100.0%	0.222 ha	6	21.4%	0.222 ha
10m - < 12.5m frontage	10	8	36.4%	0.276 ha	—	0.0%	—	8	28.6%	0.276 ha
12.5m - < 14.0m frontage	12.5	13	59.1%	0.575 ha	—	0.0%	—	13	46.4%	0.575 ha
14.0m - < 16.0m frontage	14	1	4.5%	0.050 ha	—	0.0%	—	1	3.6%	0.050 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**22**	**100.0%**	**0.901 ha**	**6**	**100.0%**	**0.222 ha**	**28**	**100.0%**	**1.123 ha**


9007
NEW ROAD 15m WIDE (Reduced Verge)
NEW ROAD 16m WIDE
NEW ROAD 16m WIDE
NEW ROAD 16m WIDE

STAGING PLAN - STAGES 18, 20 & 21



DEVELOPMENT STATISTICS - Stage 18										
RESIDENTIAL ALLOTMENTS	**Typical Width**	**28m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	1	50.0%	0.035 ha	—	0.0%	—	1	20.0%	0.035 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	2	66.7%	0.080 ha	2	40.0%	0.080 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	1	33.3%	0.042 ha	1	20.0%	0.042 ha
16.0m - < 18.0m frontage	16	1	50.0%	0.045 ha	—	0.0%	—	1	20.0%	0.045 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**2**	**100.0%**	**0.080 ha**	**3**	**100.0%**	**0.122 ha**	**5**	**100.0%**	**0.202 ha**

Land Budget - Stage 18	**Area (Ha)**	**%**
Area of Subject Site / Stage	**0.515 ha**	
Residential Allotments (Net)	**0.202 ha**	39.2%
Road Areas	0.199 ha	38.6%
Road Areas to be Closed	0.061 ha	11.8%
Balance Lot (Lot 5000)	0.053 ha	10.3%
Total Area	**0.515 ha**	**100.0%**

Land Budget - Stage 20	**Area (Ha)**	**%**
Area of Subject Site / Stage	**2.296 ha**	
Residential Allotments (Net)	**1.218 ha**	53.0%
Road Areas	0.661 ha	28.8%
Road Areas to be Closed	0.245 ha	10.7%
Balance Lot (Lot 5000)	0.172 ha	7.5%
Total Area	**2.296 ha**	**100.0%**

Land Budget - Stage 21	**Area (Ha)**	**%**
Area of Subject Site / Stage	**2.751 ha**	
Residential Allotments (Net)	**1.680 ha**	61.1%
Road Areas	0.870 ha	31.6%
Road Areas to be Closed	0.121 ha	4.4%
Balance Lot (Lot 5000)	0.080 ha	2.9%
Total Area	**2.751 ha**	**100.0%**

DEVELOPMENT STATISTICS - Stage 20										
RESIDENTIAL ALLOTMENTS	**Typical Width**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	6	18.8%	0.163 ha	—	0.0%	—	6	18.2%	0.163 ha
10m - < 12.5m frontage	10	10	31.3%	0.346 ha	—	0.0%	—	10	30.3%	0.346 ha
12.5m - < 14.0m frontage	12.5	11	34.4%	0.434 ha	1	100.0%	0.043 ha	12	36.4%	0.477 ha
14.0m - < 16.0m frontage	14	5	15.6%	0.232 ha	—	0.0%	—	5	15.2%	0.232 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**32**	**100.0%**	**1.175 ha**	**1**	**100.0%**	**0.043 ha**	**33**	**100.0%**	**1.218 ha**

DEVELOPMENT STATISTICS - Stage 21										
RESIDENTIAL ALLOTMENTS	**Typical Width**	**28m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	8	17.4%	0.210 ha	8	17.0%	0.210 ha
10m - < 12.5m frontage	10	—	0.0%	—	20	43.5%	0.644 ha	20	42.6%	0.644 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	15	32.6%	0.593 ha	15	31.9%	0.593 ha
14.0m - < 16.0m frontage	14	1	100.0%	0.072 ha	2	4.3%	0.089 ha	3	6.4%	0.161 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	1	2.2%	0.072 ha	1	2.1%	0.072 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**1**	**100.0%**	**0.072 ha**	**46**	**100.0%**	**1.608 ha**	**47**	**100.0%**	**1.680 ha**

LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.

SCALE @A1 1:750 @A3 1:1500 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90

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LOCAL OVERLAYS: LOGAN CITY COUNCIL

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RP DESCRIPTION
LOT 11 & 22 ON SP341889

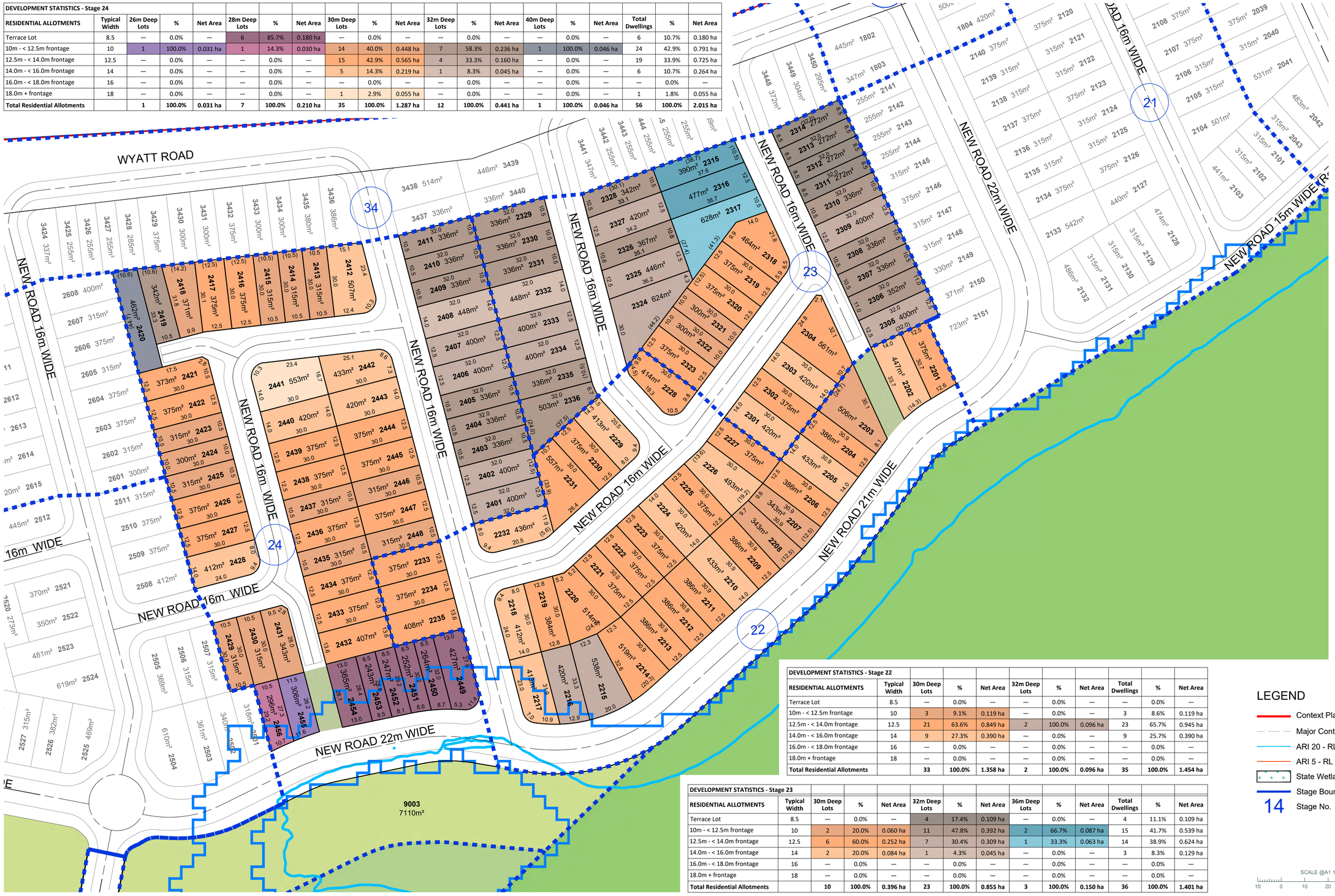
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STAGING PLAN - STAGES 22, 23 & 24

DEVELOPMENT STATISTICS - Stage 24																		
RESIDENTIAL ALLOTMENTS	**Typical Width**	**26m Deep Lots**	**%**	**Net Area**	**28m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**40m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	6	85.7%	0.180 ha	—	0.0%	—	—	0.0%	—	—	0.0%	—	6	10.7%	0.180 ha
10m - < 12.5m frontage	10	1	100.0%	0.031 ha	1	14.3%	0.030 ha	14	40.0%	0.448 ha	7	58.3%	0.236 ha	1	100.0%	0.046 ha	24	42.9%	0.791 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	—	0.0%	—	15	42.9%	0.565 ha	4	33.3%	0.160 ha	—	0.0%	—	19	33.9%	0.725 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	—	0.0%	—	5	14.3%	0.219 ha	1	8.3%	0.045 ha	—	0.0%	—	6	10.7%	0.264 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	1	2.9%	0.055 ha	—	0.0%	—	—	0.0%	—	1	1.8%	0.055 ha
Total Residential Allotments		**1**	**100.0%**	**0.031 ha**	**7**	**100.0%**	**0.210 ha**	**35**	**100.0%**	**1.287 ha**	**12**	**100.0%**	**0.441 ha**	**1**	**100.0%**	**0.046 ha**	**56**	**100.0%**	**2.015 ha**



Land Budget - Stage 22	Area (Ha)	%
Area of Subject Site / Stage	**2.420 ha**	
Residential Allotments (Net)	**1.454 ha**	60.1%
Pedestrian Linkage / Landscaping	0.034 ha	1.4%
Road Areas	0.932 ha	38.5%
Total Area	**2.420 ha**	**100.0%**

Land Budget - Stage 23	Area (Ha)	%
Area of Subject Site / Stage	**1.783 ha**	
Residential Allotments (Net)	**1.401 ha**	89.5%
Road Areas	0.382 ha	24.4%
Total Area	**1.783 ha**	**113.9%**

Land Budget - Stage 24	Area (Ha)	%
Area of Subject Site / Stage	**3.554 ha**	
Residential Allotments (Net)	**2.015 ha**	56.7%
Pedestrian Linkage / Landscaping	0.027 ha	0.8%
Linear Local Park (Lot 9003)	0.771 ha	21.7%
Road Areas	0.741 ha	20.8%
Total Area	**3.554 ha**	**100.0%**

DEVELOPMENT STATISTICS - Stage 22									
RESIDENTIAL ALLOTMENTS	**Typical Width**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	3	9.1%	0.119 ha	—	0.0%	—	3	8.6%	0.119 ha
12.5m - < 14.0m frontage	12.5	21	63.6%	0.849 ha	2	100.0%	0.096 ha	23	65.7%	0.945 ha
14.0m - < 16.0m frontage	14	9	27.3%	0.390 ha	—	0.0%	—	9	25.7%	0.390 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**33**	**100.0%**	**1.358 ha**	**2**	**100.0%**	**0.096 ha**	**35**	**100.0%**	**1.454 ha**

DEVELOPMENT STATISTICS - Stage 23													
RESIDENTIAL ALLOTMENTS	**Typical Width**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**36m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	4	17.4%	0.109 ha	—	0.0%	—	4	11.1%	0.109 ha
10m - < 12.5m frontage	10	2	20.0%	0.060 ha	11	47.8%	0.392 ha	2	66.7%	0.087 ha	15	41.7%	0.539 ha
12.5m - < 14.0m frontage	12.5	6	60.0%	0.252 ha	7	30.4%	0.309 ha	1	33.3%	0.063 ha	14	38.9%	0.624 ha
14.0m - < 16.0m frontage	14	2	20.0%	0.084 ha	1	4.3%	0.045 ha	—	0.0%	—	3	8.3%	0.129 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**10**	**100.0%**	**0.396 ha**	**23**	**100.0%**	**0.855 ha**	**3**	**100.0%**	**0.150 ha**	**36**	**100.0%**	**1.401 ha**

LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
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- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.

SCALE @A1 1:800 @A3 1:1600 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90

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DATE
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RP DESCRIPTION
LOT 11 & 22 ON SP341889

DRAWING NO.
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STAGING PLAN - STAGES 25, 26 & 33

DEVELOPMENT STATISTICS - Stage 25																					
RESIDENTIAL ALLOTMENTS	**Typical Width**	**26m Deep Lots**	**%**	**Net Area**	**28m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**36m Deep Lots**	**%**	**Net Area**	**40m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	4	12.9%	0.102 ha	—	0.0%	—	—	0.0%	—	—	0.0%	—	4	9.1%	0.102 ha
10m - < 12.5m frontage	10	1	100.0%	0.027 ha	1	33.3%	0.032 ha	11	35.5%	0.352 ha	3	50.0%	0.147 ha	1	50.0%	0.043 ha	1	100.0%	0.045 ha	18	40.9%	0.646 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	2	66.7%	0.720 ha	8	25.8%	0.310 ha	1	16.7%	0.067 ha	1	50.0%	0.061 ha	—	0.0%	—	12	27.3%	1.158 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	—	0.0%	—	6	19.4%	0.285 ha	2	33.3%	0.139 ha	—	0.0%	—	—	0.0%	—	8	18.2%	0.424 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	2	6.5%	0.107 ha	—	0.0%	—	—	0.0%	—	—	0.0%	—	2	4.5%	0.107 ha
Total Residential Allotments		**1**	**100.0%**	**0.027 ha**	**3**	**100.0%**	**0.752 ha**	**31**	**100.0%**	**1.156 ha**	**6**	**100.0%**	**0.353 ha**	**2**	**100.0%**	**0.104 ha**	**1**	**100.0%**	**0.045 ha**	**44**	**100.0%**	**2.437 ha**

DEVELOPMENT STATISTICS - Stage 26							
RESIDENTIAL ALLOTMENTS	**Typical Width**	**30m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	20	47.6%	0.629 ha	20	47.6%	0.629 ha
12.5m - < 14.0m frontage	12.5	18	42.9%	0.677 ha	18	42.9%	0.677 ha
14.0m - < 16.0m frontage	14	4	9.5%	0.168 ha	4	9.5%	0.168 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**42**	**100.0%**	**1.474 ha**	**42**	**100.0%**	**1.474 ha**

DEVELOPMENT STATISTICS - Stage 33										
RESIDENTIAL ALLOTMENTS	**Typical Width**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	1	5.3%	0.026 ha	—	0.0%	—	1	2.8%	0.026 ha
10m - < 12.5m frontage	10	8	42.1%	0.260 ha	7	41.2%	0.257 ha	15	41.7%	0.517 ha
12.5m - < 14.0m frontage	12.5	8	42.1%	0.329 ha	7	41.2%	0.313 ha	15	41.7%	0.642 ha
14.0m - < 16.0m frontage	14	2	10.5%	0.106 ha	3	17.6%	0.176 ha	5	13.9%	0.282 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**19**	**100.0%**	**0.721 ha**	**17**	**100.0%**	**0.746 ha**	**36**	**100.0%**	**1.467 ha**

Land Budget - Stage 25	Area (Ha)	%
Area of Subject Site / Stage	**3.729 ha**	
Residential Allotments (Net)	**2.437 ha**	65.4%
Linear Local Park (Lot 9004)	0.845 ha	22.7%
Road Areas	0.447 ha	12.0%
Total Area	**3.729 ha**	**100.0%**

Land Budget - Stage 26	Area (Ha)	%
Area of Subject Site / Stage	**1.915 ha**	
Residential Allotments (Net)	**1.474 ha**	77.0%
Road Areas	0.441 ha	23.0%
Total Area	**1.915 ha**	**100.0%**

Land Budget - Stage 33	Area (Ha)	%
Area of Subject Site / Stage	**2.112 ha**	
Residential Allotments (Net)	**1.467 ha**	69.5%
Road Areas	0.645 ha	30.5%
Total Area	**2.112 ha**	**100.0%**



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LOCAL OVERLAYS: LOGAN CITY COUNCIL

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RP DESCRIPTION
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STAGING PLAN - STAGES 27, 28 & 29

DEVELOPMENT STATISTICS - Stage 27																
RESIDENTIAL ALLOTMENTS	**Typical Width**	**26m Deep Lots**	**%**	**Net Area**	**28m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	4	11.1%	0.102 ha	—	0.0%	—	4	8.2%	0.102 ha
10m - < 12.5m frontage	10	—	0.0%	—	—	0.0%	—	7	19.4%	0.220 ha	2	50.0%	0.074 ha	9	18.4%	0.294 ha
12.5m - < 14.0m frontage	12.5	3	37.5%	0.108 ha	1	100.0%	0.051 ha	16	44.4%	0.622 ha	1	25.0%	0.044 ha	21	42.9%	0.825 ha
14.0m - < 16.0m frontage	14	3	37.5%	0.128 ha	—	0.0%	—	6	16.7%	0.281 ha	1	25.0%	0.063 ha	10	20.4%	0.472 ha
16.0m - < 18.0m frontage	16	2	25.0%	0.083 ha	—	0.0%	—	3	8.3%	0.144 ha	—	0.0%	—	5	10.2%	0.227 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**8**	**100.0%**	**0.319 ha**	**1**	**100.0%**	**0.051 ha**	**36**	**100.0%**	**1.369 ha**	**4**	**100.0%**	**0.181 ha**	**49**	**100.0%**	**1.920 ha**

DEVELOPMENT STATISTICS - Stage 28										
RESIDENTIAL ALLOTMENTS	**Typical Width**	**26m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	12	27.9%	0.306 ha	12	26.7%	0.306 ha
10m - < 12.5m frontage	10	—	0.0%	—	7	16.3%	0.234 ha	7	15.6%	0.234 ha
12.5m - < 14.0m frontage	12.5	1	50.0%	0.036 ha	16	37.2%	0.621 ha	17	37.8%	0.657 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	8	18.6%	0.356 ha	8	17.8%	0.356 ha
16.0m - < 18.0m frontage	16	1	50.0%	0.044 ha	—	0.0%	—	1	2.2%	0.044 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**2**	**100.0%**	**0.080 ha**	**43**	**100.0%**	**1.517 ha**	**45**	**100.0%**	**1.597 ha**

Land Budget - Stage 27	**Area (Ha)**	**%**
Area of Subject Site / Stage	**3.683 ha**	
Residential Allotments (Net)	**1.920 ha**	**52.1%**
Pedestrian Linkage / Landscaping	0.030 ha	0.8%
Local Park (Lot 9005)	0.548 ha	14.9%
Road Areas	1.185 ha	32.2%
Total Area	**3.683 ha**	**100.0%**

Land Budget - Stage 28	**Area (Ha)**	**%**
Area of Subject Site / Stage	**2.312 ha**	
Residential Allotments (Net)	**1.597 ha**	69.1%
Road Areas	0.715 ha	30.9%
Total Area	**2.312 ha**	**100.0%**

Land Budget - Stage 29	**Area (Ha)**	**%**
Area of Subject Site / Stage	**2.137 ha**	
Residential Allotments (Net)	**1.509 ha**	70.6%
Road Areas	0.628 ha	29.4%
Total Area	**2.137 ha**	**100.0%**

DEVELOPMENT STATISTICS - Stage 29										
RESIDENTIAL ALLOTMENTS	**Typical Width**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	4	13.8%	0.134 ha	7	33.3%	0.257 ha	11	37.9%	0.391 ha
12.5m - < 14.0m frontage	12.5	7	24.1%	0.301 ha	10	47.6%	0.454 ha	17	58.6%	0.755 ha
14.0m - < 16.0m frontage	14	2	6.9%	0.089 ha	3	14.3%	0.147 ha	5	17.2%	0.236 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	1	4.8%	0.066 ha	1	3.4%	0.066 ha
18.0m + frontage	18	1	3.4%	0.061 ha	—	0.0%	—	1	3.4%	0.061 ha
Total Residential Allotments		**14**	**48.3%**	**0.585 ha**	**21**	**100.0%**	**0.924 ha**	**35**	**120.7%**	**1.509 ha**

LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.

SCALE @A1 1:800 @A3 1:1600 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90

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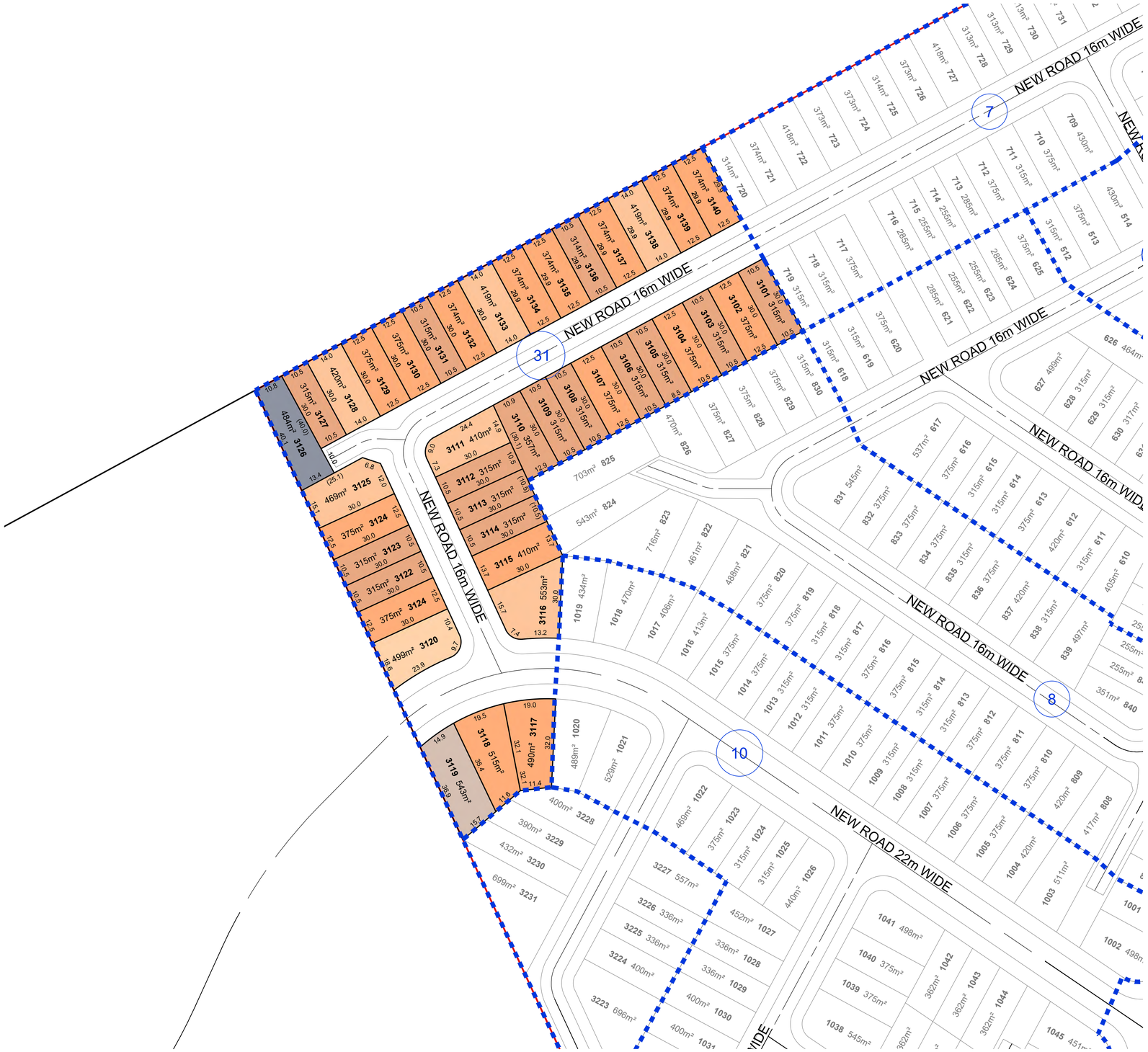
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STAGING PLAN - STAGE 31



DEVELOPMENT STATISTICS - Stage 31									
RESIDENTIAL ALLOTMENTS	**Typical Width**	**30m Deep Lots**	**%**	**Net Area**	**40m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	15	39.5%	0.477 ha	1	100.0%	0.048 ha	16	40.0%	0.525 ha
12.5m - < 14.0m frontage	12.5	16	42.1%	0.628 ha	—	0.0%	—	16	40.0%	0.628 ha
14.0m - < 16.0m frontage	14	6	15.8%	0.269 ha	—	0.0%	—	7	17.5%	0.323 ha
16.0m - < 18.0m frontage	16	1	2.6%	0.050 ha	—	0.0%	—	1	2.5%	0.050 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**38**	**100.0%**	**1.424 ha**	**1**	**100.0%**	**0.048 ha**	**40**	**100.0%**	**1.526 ha**

Land Budget - Stage 31	Area (Ha)	%
Area of Subject Site / Stage	**2.047 ha**	
Residential Allotments (Net)	**1.526 ha**	74.5%
Road Areas	0.521 ha	25.5%
Total Area	**2.047 ha**	**100.0%**

LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.

SCALE @A1 1:800 @A3 1:1600 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90

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STAGING PLAN - STAGE 32

DEVELOPMENT STATISTICS - Stage 32													
RESIDENTIAL ALLOTMENTS	**Typical Width**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**36m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	7	33.3%	0.221 ha	2	28.6%	0.067 ha	2	66.7%	0.082 ha	11	35.5%	0.370 ha
12.5m - < 14.0m frontage	12.5	12	57.1%	0.477 ha	3	42.9%	0.179 ha	—	0.0%	—	15	48.4%	0.656 ha
14.0m - < 16.0m frontage	14	2	9.5%	0.128 ha	1	14.3%	0.040 ha	1	33.3%	0.070 ha	4	12.9%	0.238 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	1	14.3%	0.056 ha	—	0.0%	—	1	3.2%	0.056 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**21**	**100.0%**	**0.826 ha**	**7**	**100.0%**	**0.342 ha**	**3**	**100.0%**	**0.152 ha**	**31**	**100.0%**	**1.320 ha**

Land Budget - Stage 32	Area (Ha)	%
Area of Subject Site / Stage	**1.943 ha**	
Residential Allotments (Net)	**1.320 ha**	67.9%
Road Areas	0.623 ha	32.1%
Total Area	**1.943 ha**	**100.0%**

NEW ROAD 22m WIDE
NEW ROAD 16m WIDE
NEW ROAD 14m WIDE (3/4 Construction)
REALIGNED WYATT ROAD 33m WIDE
NEW ROAD 21m WIDE

LEGEND
- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.

SCALE @A1 1:800 @A3 1:1600 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90

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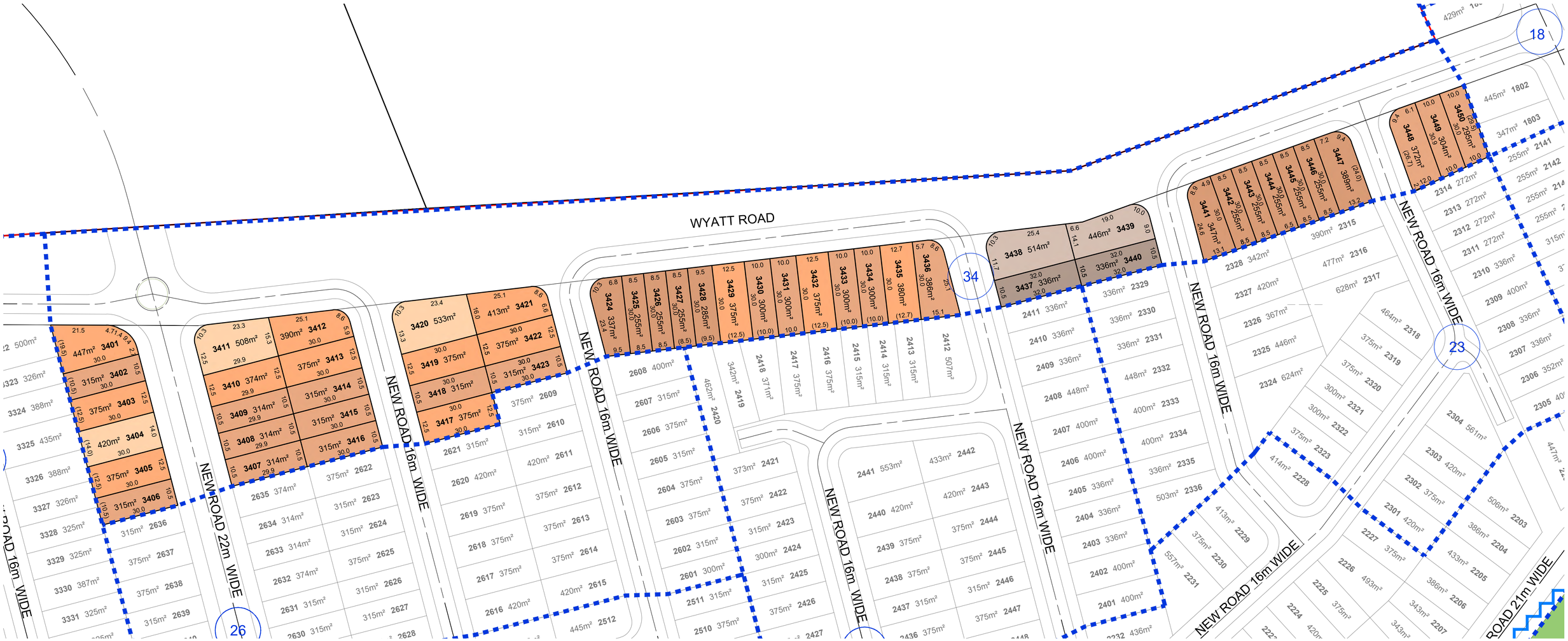
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STAGING PLAN - STAGE 34



DEVELOPMENT STATISTICS - Stage 34										
RESIDENTIAL ALLOTMENTS	**Typical Width**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	12	26.1%	0.340 ha	—	0.0%	—	12	24.0%	0.340 ha
10m - < 12.5m frontage	10	18	39.1%	0.570 ha	2	50.0%	0.067 ha	20	40.0%	0.637 ha
12.5m - < 14.0m frontage	12.5	13	28.3%	0.500 ha	—	0.0%	—	13	26.0%	0.500 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	2	50.0%	0.096 ha	—	0.0%	0.096 ha
16.0m - < 18.0m frontage	16	3	6.5%	0.146 ha	—	0.0%	—	3	6.0%	0.146 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**46**	**100.0%**	**1.556 ha**	**4**	**100.0%**	**0.163 ha**	**50**	**96.0%**	**1.719 ha**

Land Budget - Stage 34	Area (Ha)	%
Area of Subject Site / Stage	**3.683 ha**	
Residential Allotments (Net)	**1.719 ha**	46.7%
Road Areas	1.964 ha	53.3%
Total Area	**3.683 ha**	**100.0%**

LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.

SCALE @A1 1:750 @A3 1:1500 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90

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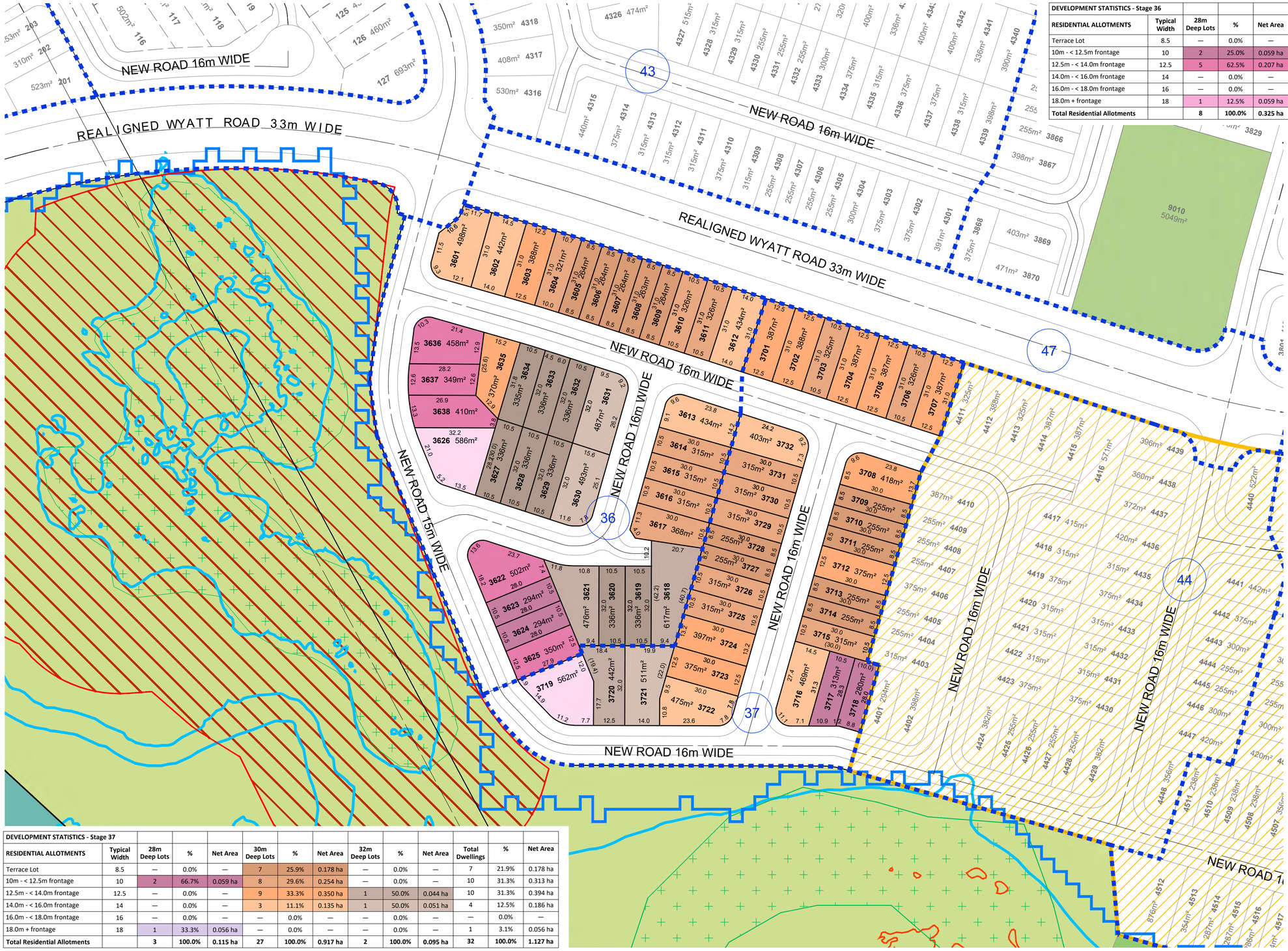
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RP DESCRIPTION
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STAGING PLAN - STAGES 36 & 37



DEVELOPMENT STATISTICS - Stage 36												
RESIDENTIAL ALLOTMENTS	Typical Width	28m Deep Lots	%	Net Area	30m Deep Lots	%	Net Area	32m Deep Lots	%	Net Area	Total Dwellings	%	Net Area
Terrace Lot	8.5	—	0.0%	—	5	27.8%	0.132 ha	—	0.0%	—	5	13.2%	0.132 ha
10m - < 12.5m frontage	10	2	25.0%	0.059 ha	7	38.9%	0.228 ha	8	66.7%	0.269 ha	17	44.7%	0.556 ha
12.5m - < 14.0m frontage	12.5	5	62.5%	0.207 ha	2	11.1%	0.076 ha	2	16.7%	0.109 ha	9	23.7%	0.392 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	4	22.2%	0.181 ha	2	16.7%	0.098 ha	6	15.8%	0.279 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	1	12.5%	0.059 ha	—	0.0%	—	—	0.0%	—	1	2.6%	0.059 ha
Total Residential Allotments		**8**	**100.0%**	**0.325 ha**	**18**	**100.0%**	**0.617 ha**	**12**	**100.0%**	**0.476 ha**	**38**	**100.0%**	**1.418 ha**

Land Budget - Stage 36	Area (Ha)	%
Area of Subject Site / Stage	**2.161 ha**	
Residential Allotments (Net)	**1.418 ha**	65.6%
Road Areas	0.743 ha	34.4%
Total Area	**2.161 ha**	**100.0%**

Land Budget - Stage 37	Area (Ha)	%
Area of Subject Site / Stage	**1.691 ha**	
Residential Allotments (Net)	**1.127 ha**	66.6%
Road Areas	0.564 ha	33.4%
Total Area	**1.691 ha**	**100.0%**

DEVELOPMENT STATISTICS - Stage 37												
RESIDENTIAL ALLOTMENTS	Typical Width	28m Deep Lots	%	Net Area	30m Deep Lots	%	Net Area	32m Deep Lots	%	Net Area	Total Dwellings	%	Net Area
Terrace Lot	8.5	—	0.0%	—	7	25.9%	0.178 ha	—	0.0%	—	7	21.9%	0.178 ha
10m - < 12.5m frontage	10	2	66.7%	0.059 ha	8	29.6%	0.254 ha	—	0.0%	—	10	31.3%	0.313 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	9	33.3%	0.350 ha	1	50.0%	0.044 ha	10	31.3%	0.394 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	3	11.1%	0.135 ha	1	50.0%	0.051 ha	4	12.5%	0.186 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	1	33.3%	0.056 ha	—	0.0%	—	—	0.0%	—	1	3.1%	0.056 ha
Total Residential Allotments		**3**	**100.0%**	**0.115 ha**	**27**	**100.0%**	**0.917 ha**	**2**	**100.0%**	**0.095 ha**	**32**	**100.0%**	**1.127 ha**

LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.
- Potential Primary School Site - 7.075 ha

SCALE @A1 1:800 @A3 1:1600 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90

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PROJECTION: PSEUDO GDA2020 MGA56
SUBJECT BOUNDARIES: COMPILED FROM RECORDS
CONTOURS: ELVIS - LIDAR (2016)
STATE OVERLAYS: QUEENSLAND GOVERNMENT
LOCAL OVERLAYS: LOGAN CITY COUNCIL

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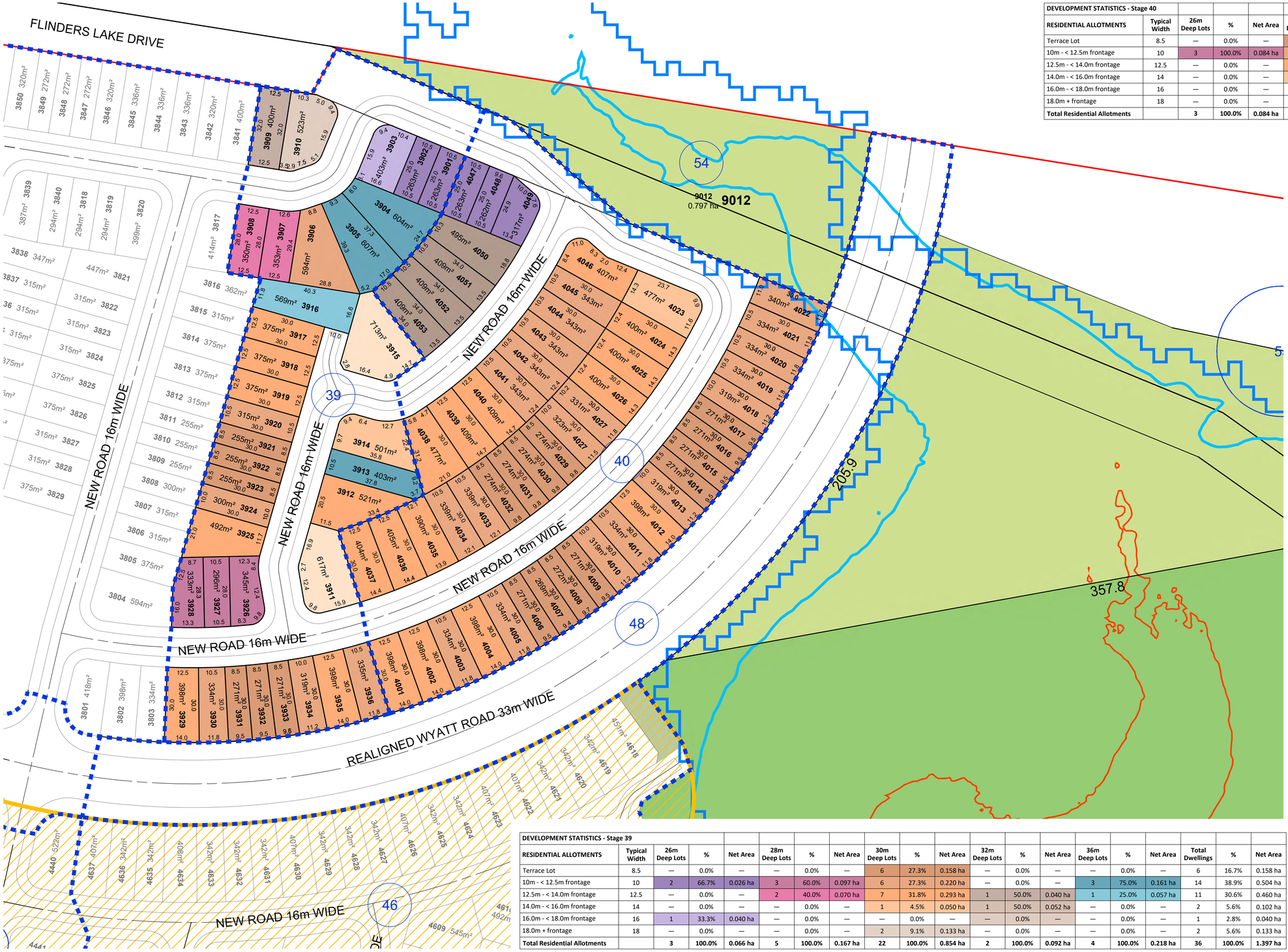
RP DESCRIPTION
LOT 11 & 22 ON SP341889

DRAWN
AJB

DATE
01/07/2026

DRAWING NO.
11560 P 38 Rev D - STG 15

STAGING PLAN - STAGES 39, 40 & 48



DEVELOPMENT STATISTICS - Stage 40												
RESIDENTIAL ALLOTMENTS	Typical Width	26m Deep Lots	%	Net Area	30m Deep Lots	%	Net Area	32m Deep Lots	%	Net Area	Total Dwellings	%	Net Area
Terrace Lot	8.5	—	0.0%	—	12	26.1%	0.326 ha	—	0.0%	—	12	22.6%	0.326 ha
10m - < 12.5m frontage	10	3	100.0%	0.084 ha	19	41.3%	0.635 ha	4	100.0%	0.172 ha	26	49.1%	0.891 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	14	30.4%	0.570 ha	—	0.0%	—	14	26.4%	0.570 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	1	2.2%	0.048 ha	—	0.0%	—	1	1.9%	0.048 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**3**	**100.0%**	**0.084 ha**	**46**	**100.0%**	**1.579 ha**	**4**	**100.0%**	**0.172 ha**	**53**	**100.0%**	**1.835 ha**

Land Budget - Stage 40	Area (Ha)	%
Area of Subject Site / Stage	**2.529 ha**	
Residential Allotments (Net)	**1.835 ha**	72.6%
Road Areas	0.694 ha	27.4%
Total Area	**2.529 ha**	**100.0%**

Land Budget - Stage 39	Area (Ha)	%
Area of Subject Site / Stage	**2.006 ha**	
Residential Allotments (Net)	**1.397 ha**	69.6%
Road Areas	0.609 ha	30.4%
Total Area	**2.006 ha**	**100.0%**

LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.
- Potential Primary School Site - 7.075 ha

SCALE @A1 1:800 @A3 1:1600 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90

DEVELOPMENT STATISTICS - Stage 39																			
RESIDENTIAL ALLOTMENTS	Typical Width	26m Deep Lots	%	Net Area	28m Deep Lots	%	Net Area	30m Deep Lots	%	Net Area	32m Deep Lots	%	Net Area	36m Deep Lots	%	Net Area	Total Dwellings	%	Net Area
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	6	27.3%	0.158 ha	—	0.0%	—	—	0.0%	—	6	16.7%	0.158 ha
10m - < 12.5m frontage	10	2	66.7%	0.026 ha	3	60.0%	0.097 ha	6	27.3%	0.220 ha	—	0.0%	—	3	75.0%	0.161 ha	14	38.9%	0.504 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	2	40.0%	0.070 ha	7	31.8%	0.293 ha	1	50.0%	0.040 ha	1	25.0%	0.057 ha	11	30.6%	0.460 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	—	0.0%	—	1	4.5%	0.050 ha	1	50.0%	0.052 ha	—	0.0%	—	2	5.6%	0.102 ha
16.0m - < 18.0m frontage	16	1	33.3%	0.040 ha	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	1	2.8%	0.040 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	2	9.1%	0.133 ha	—	0.0%	—	—	0.0%	—	2	5.6%	0.133 ha
Total Residential Allotments		**3**	**100.0%**	**0.066 ha**	**5**	**100.0%**	**0.167 ha**	**22**	**100.0%**	**0.854 ha**	**2**	**100.0%**	**0.092 ha**	**4**	**100.0%**	**0.218 ha**	**36**	**100.0%**	**1.397 ha**

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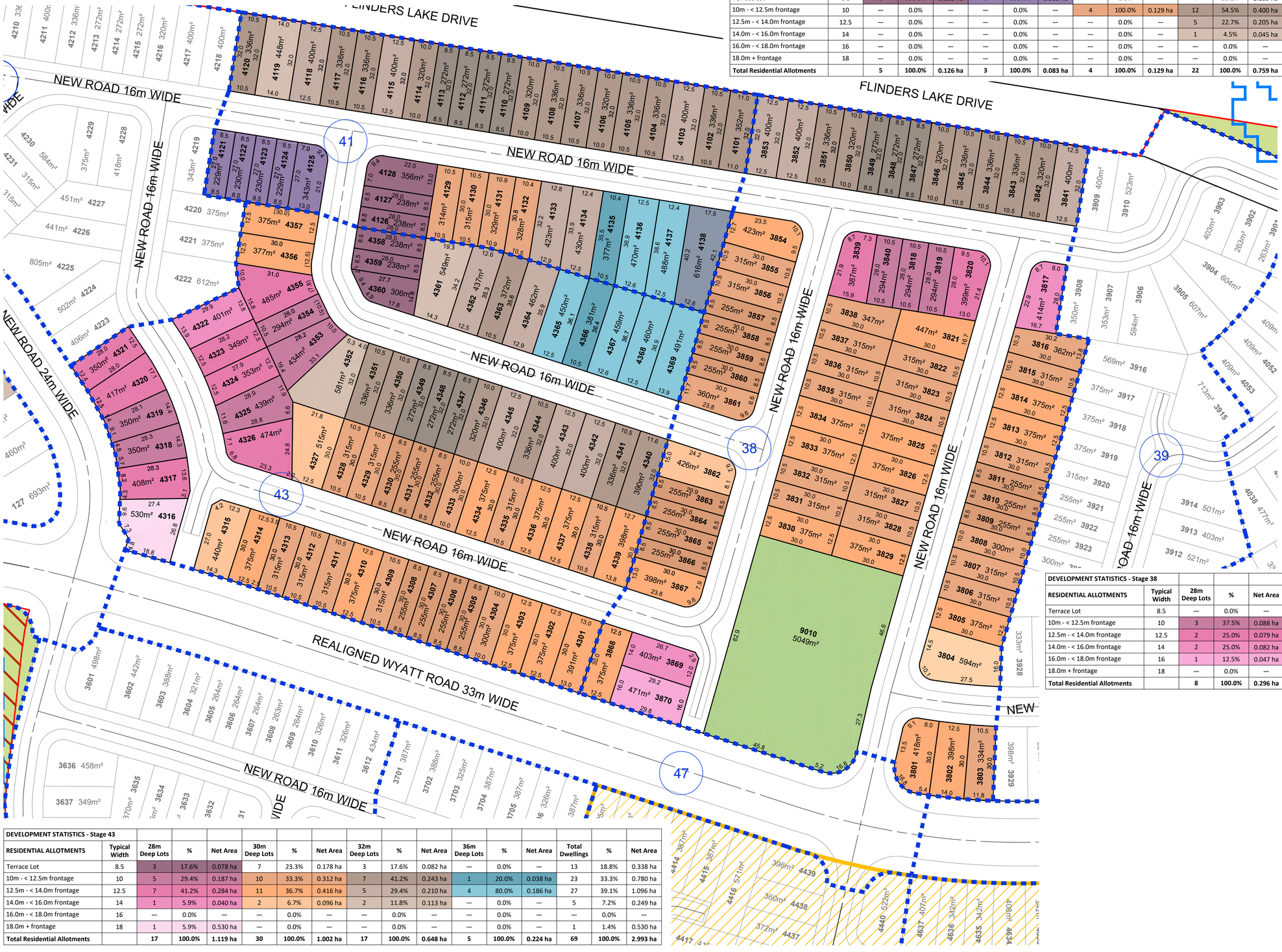
RP DESCRIPTION
LOT 11 & 22 ON SP341889

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DATE
01/07/2026

DRAWING NO.
11560 P 38 Rev D - STG 16

STAGING PLAN - STAGES 38, 41, & 43



DEVELOPMENT STATISTICS - Stage 41																						
RESIDENTIAL ALLOTMENTS	**Typical Width**	**26m Deep Lots**	**%**	**Net Area**	**28m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**36m Deep Lots**	**%**	**Net Area**	**40m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	5	100.0%	0.126 ha	3	100.0%	0.083 ha	—	0.0%	—	4	18.2%	0.109 ha	—	0.0%	—	—	0.0%	—	12	31.6%	0.318 ha
10m - < 12.5m frontage	10	—	0.0%	—	—	0.0%	—	4	100.0%	0.129 ha	12	54.5%	0.400 ha	1	33.3%	0.038 ha	—	0.0%	—	17	44.7%	0.567 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	—	0.0%	—	—	0.0%	—	5	22.7%	0.205 ha	2	66.7%	0.096 ha	1	100.0%	0.062 ha	8	21.1%	0.363 ha
14.0m - < 16.0m frontage	14	—	0.0%	—	—	0.0%	—	—	0.0%	—	1	4.5%	0.045 ha	—	0.0%	—	—	0.0%	—	1	2.6%	0.045 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**5**	**100.0%**	**0.126 ha**	**3**	**100.0%**	**0.083 ha**	**4**	**100.0%**	**0.129 ha**	**22**	**100.0%**	**0.759 ha**	**3**	**100.0%**	**0.134 ha**	**1**	**100.0%**	**0.062 ha**	**38**	**100.0%**	**1.293 ha**

Land Budget - Stage 38	Area (Ha)	%
Area of Subject Site / Stage	**3.905 ha**	
Residential Allotments (Net)	2.368 ha	60.6%
Local Park	0.505 ha	12.9%
Road Areas	1.032 ha	26.4%
Total Area	**3.905 ha**	**100.0%**

Land Budget - Stage 41	Area (Ha)	%
Area of Subject Site / Stage	**1.676 ha**	
Residential Allotments (Net)	**1.293 ha**	77.1%
Road Areas	0.383 ha	22.9%
Total Area	**1.676 ha**	**100.0%**

Land Budget - Stage 43	Area (Ha)	%
Area of Subject Site / Stage	**3.208 ha**	
Residential Allotments (Net)	**2.993 ha**	67.2%
Road Areas	0.215 ha	31.4%
Total Area	**3.208 ha**	**100.0%**

DEVELOPMENT STATISTICS - Stage 38													
RESIDENTIAL ALLOTMENTS	**Typical Width**	**28m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	11	22.4%	0.280 ha	3	23.1%	0.082 ha	14	20.0%	0.362 ha
10m - < 12.5m frontage	10	3	37.5%	0.088 ha	21	42.9%	0.674 ha	7	53.8%	0.231 ha	31	44.3%	0.993 ha
12.5m - < 14.0m frontage	12.5	2	25.0%	0.079 ha	15	30.6%	0.583 ha	3	23.1%	0.120 ha	20	28.6%	0.782 ha
14.0m - < 16.0m frontage	14	2	25.0%	0.082 ha	1	2.0%	0.043 ha	—	0.0%	—	3	4.3%	0.125 ha
16.0m - < 18.0m frontage	16	1	12.5%	0.047 ha	1	2.0%	0.059 ha	—	0.0%	—	2	2.9%	0.106 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**8**	**100.0%**	**0.296 ha**	**49**	**100.0%**	**1.639 ha**	**13**	**100.0%**	**0.433 ha**	**70**	**100.0%**	**2.368 ha**

DEVELOPMENT STATISTICS - Stage 43																
RESIDENTIAL ALLOTMENTS	**Typical Width**	**28m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**36m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	3	17.6%	0.078 ha	7	23.3%	0.178 ha	3	17.6%	0.082 ha	—	0.0%	—	13	18.8%	0.338 ha
10m - < 12.5m frontage	10	5	29.4%	0.187 ha	10	33.3%	0.312 ha	7	41.2%	0.243 ha	1	20.0%	0.038 ha	23	33.3%	0.780 ha
12.5m - < 14.0m frontage	12.5	7	41.2%	0.284 ha	11	36.7%	0.416 ha	5	29.4%	0.210 ha	4	80.0%	0.186 ha	27	39.1%	1.096 ha
14.0m - < 16.0m frontage	14	1	5.9%	0.040 ha	2	6.7%	0.096 ha	2	11.8%	0.113 ha	—	0.0%	—	5	7.2%	0.249 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	1	5.9%	0.530 ha	—	0.0%	—	—	0.0%	—	—	0.0%	—	1	1.4%	0.530 ha
Total Residential Allotments		**17**	**100.0%**	**1.119 ha**	**30**	**100.0%**	**1.002 ha**	**17**	**100.0%**	**0.648 ha**	**5**	**100.0%**	**0.224 ha**	**69**	**100.0%**	**2.993 ha**

LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.
- Potential Primary School Site - 7.075 ha

SCALE @A1 1:800 @A3 1:1600 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90

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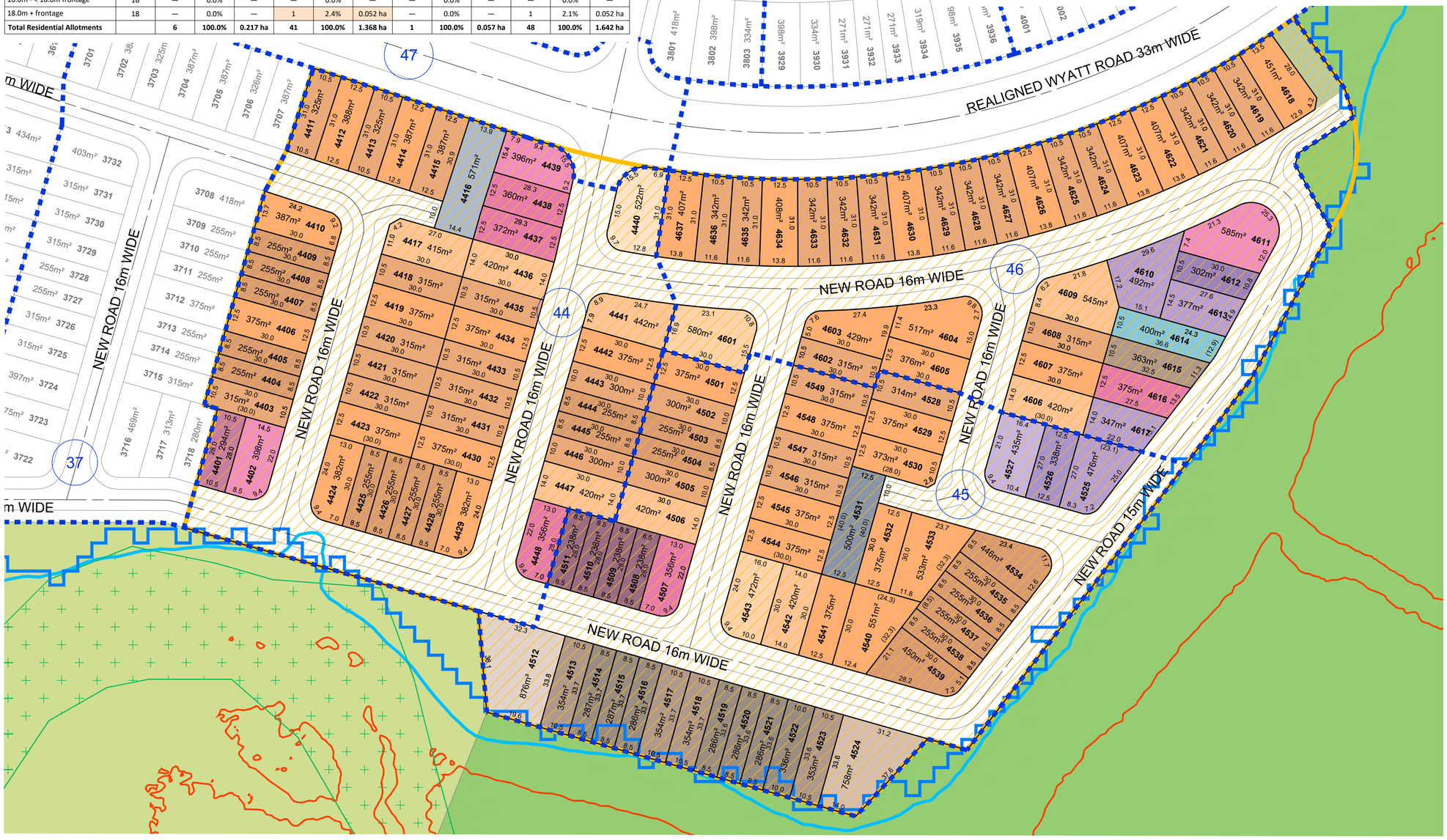
RP DESCRIPTION
LOT 11 & 22 ON SP341889

DRAWING NO.
11560 P 38 Rev D - STG 17

STAGING PLAN - STAGES 44, 45 & 46

DEVELOPMENT STATISTICS - Stage 44													
RESIDENTIAL ALLOTMENTS	**Typical Width**	**28m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**40m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	11	26.8%	0.281 ha	—	0.0%	—	11	22.9%	0.281 ha
10m - < 12.5m frontage	10	1	16.7%	0.029 ha	14	34.1%	0.447 ha	—	0.0%	—	15	31.3%	0.476 ha
12.5m - < 14.0m frontage	12.5	3	50.0%	0.109 ha	11	26.8%	0.418 ha	—	0.0%	—	14	29.2%	0.527 ha
14.0m - < 16.0m frontage	14	2	33.3%	0.079 ha	4	9.8%	0.170 ha	1	100.0%	0.057 ha	7	14.6%	0.306 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
18.0m + frontage	18	—	0.0%	—	1	2.4%	0.052 ha	—	0.0%	—	1	2.1%	0.052 ha
Total Residential Allotments		**6**	**100.0%**	**0.217 ha**	**41**	**100.0%**	**1.368 ha**	**1**	**100.0%**	**0.057 ha**	**48**	**100.0%**	**1.642 ha**

DEVELOPMENT STATISTICS - Stage 46																		
RESIDENTIAL ALLOTMENTS	**Typical Width**	**26m Deep Lots**	**%**	**Net Area**	**28m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**36m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
10m - < 12.5m frontage	10	1	25.0%	0.030 ha	—	0.0%	—	15	51.7%	0.508 ha	1	100.0%	0.036 ha	1	100.0%	0.040 ha	18	48.6%	0.614 ha
12.5m - < 14.0m frontage	12.5	—	0.0%	—	1	50.0%	0.037 ha	11	37.9%	0.459 ha	—	0.0%	—	—	0.0%	—	12	32.4%	0.496 ha
14.0m - < 16.0m frontage	14	3	75.0%	0.122 ha	1	50.0%	0.059 ha	2	6.9%	0.096 ha	—	0.0%	—	—	0.0%	—	6	16.2%	0.277 ha
16.0m - < 18.0m frontage	16	—	0.0%	—	—	0.0%	—	1	3.4%	0.058 ha	—	0.0%	—	—	0.0%	—	1	2.7%	0.058 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—	—	0.0%	—
Total Residential Allotments		**4**	**100.0%**	**0.152 ha**	**2**	**100.0%**	**0.096 ha**	**29**	**100.0%**	**1.121 ha**	**1**	**100.0%**	**0.036 ha**	**1**	**100.0%**	**0.040 ha**	**37**	**100.0%**	**1.445 ha**



Land Budget - Stage 44	Area (Ha)	%
Area of Subject Site / Stage	**2.377 ha**	
Residential Allotments (Net)	**1.642 ha**	69.1%
Road Areas	0.735 ha	30.9%
Total Area	**2.377 ha**	**100.0%**

Land Budget - Stage 45	Area (Ha)	%
Area of Subject Site / Stage	**2.527 ha**	
Residential Allotments (Net)	**1.785 ha**	69.6%
Road Areas	0.742 ha	30.4%
Total Area	**2.527 ha**	**100.0%**

Land Budget - Stage 46	Area (Ha)	%
Area of Subject Site / Stage	**2.151 ha**	
Residential Allotments (Net)	**1.445 ha**	72.6%
Pedestrian Linkage / Landscaping	**0.031 ha**	0.0%
Road Areas	0.675 ha	27.4%

LEGEND

- Context Plan Area
- Major Contour (1.0m interval)
- ARI 20 - RL 32.6 AHD
- ARI 5 - RL 29.8 AHD
- State Wetland
- Stage Boundary
- 14 Stage No.
- Potential Primary School Site - 7.075 ha

SCALE @A1 1:800 @A3 1:1600 - LENGTHS ARE IN METRES

10 0 10 20 30 40 50 60 70 80 90

DEVELOPMENT STATISTICS - Stage 45																			
RESIDENTIAL ALLOTMENTS	**Typical Width**	**26m Deep Lots**	**%**	**Net Area**	**28m Deep Lots**	**%**	**Net Area**	**30m Deep Lots**	**%**	**Net Area**	**32m Deep Lots**	**%**	**Net Area**	**40m Deep Lots**	**%**	**Net Area**	**Total Dwellings**	**%**	**Net Area**
Terrace Lot	8.5	—	0.0%	—	4	80.0%	0.095 ha	8	29.6%	0.243 ha	7	53.8%	0.205 ha	—	0.0%	—	19	38.8%	0.543 ha
10m - < 12.5m frontage	10	—	0.0%	—	—	0.0%	—	6	22.2%	0.186 ha	4	30.8%	0.141 ha	—	0.0%	—	10	20.4%	0.327 ha
12.5m - < 14.0m frontage	12.5	1	33.3%	0.034 ha	1	20.0%	0.036 ha	10	37.0%	0.408 ha	—	0.0%	—	1	100.0%	0.050 ha	13	26.5%	0.528 ha
14.0m - < 16.0m frontage	14	1	33.3%	0.048 ha	—	0.0%	—	2	7.4%	0.084 ha	1	7.7%	0.076 ha	—	0.0%	—	4	8.2%	0.208 ha
16.0m - < 18.0m frontage	16	1	33.3%	0.044 ha	—	0.0%	—	1	3.7%	0.047 ha	—	0.0%	—	—	0.0%	—	2	4.1%	0.091 ha
18.0m + frontage	18	—	0.0%	—	—	0.0%	—	—	0.0%	—	1	7.7%	0.088 ha	—	0.0%	—	1	2.0%	0.088 ha
Total Residential Allotments		**3**	**100.0%**	**0.126 ha**	**5**	**100.0%**	**0.131 ha**	**27**	**100.0%**	**0.968 ha**	**13**	**100.0%**	**0.510 ha**	**1**	**100.0%**	**0.050 ha**	**49**	**100.0%**	**1.785 ha**

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PROJECTION: PSEUDO GDA2020 MGA56
SUBJECT BOUNDARIES: COMPILED FROM RECORDS
CONTOURS: ELVIS - LIDAR (2016)
STATE OVERLAYS: QUEENSLAND GOVERNMENT
LOCAL OVERLAYS: LOGAN CITY COUNCIL

N

CLIENT
WELCO GROUP PTY LTD

SITE ADDRESS
WYATT ROAD, KAGARU

DRAWN
AJB

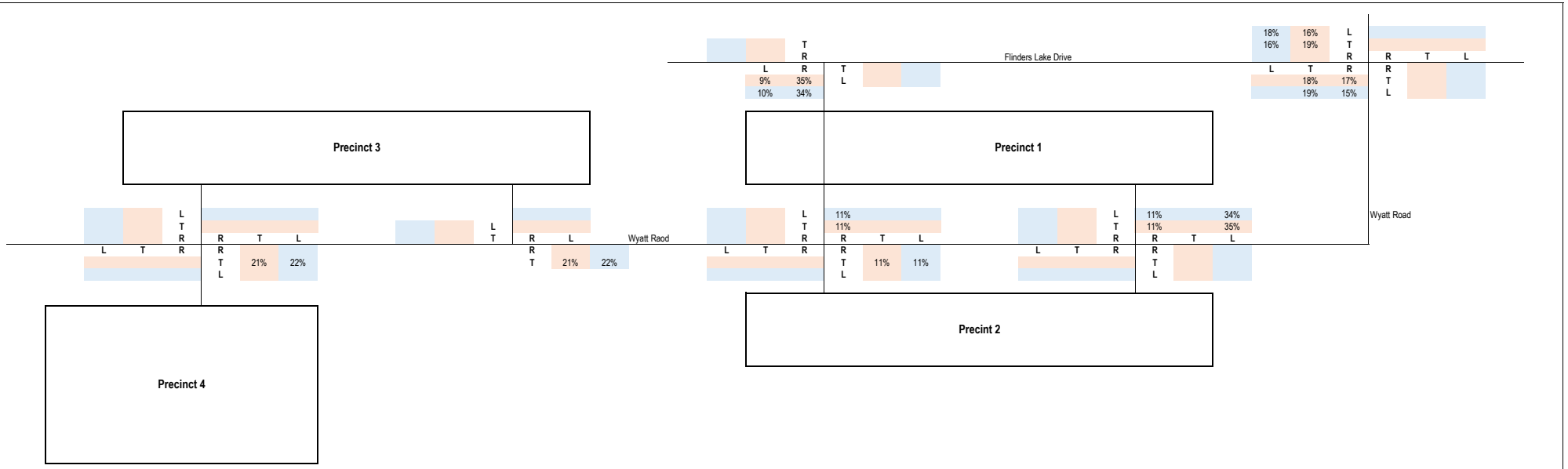
DATE
01/07/2026

RP DESCRIPTION
LOT 11 & 22 ON SP341889

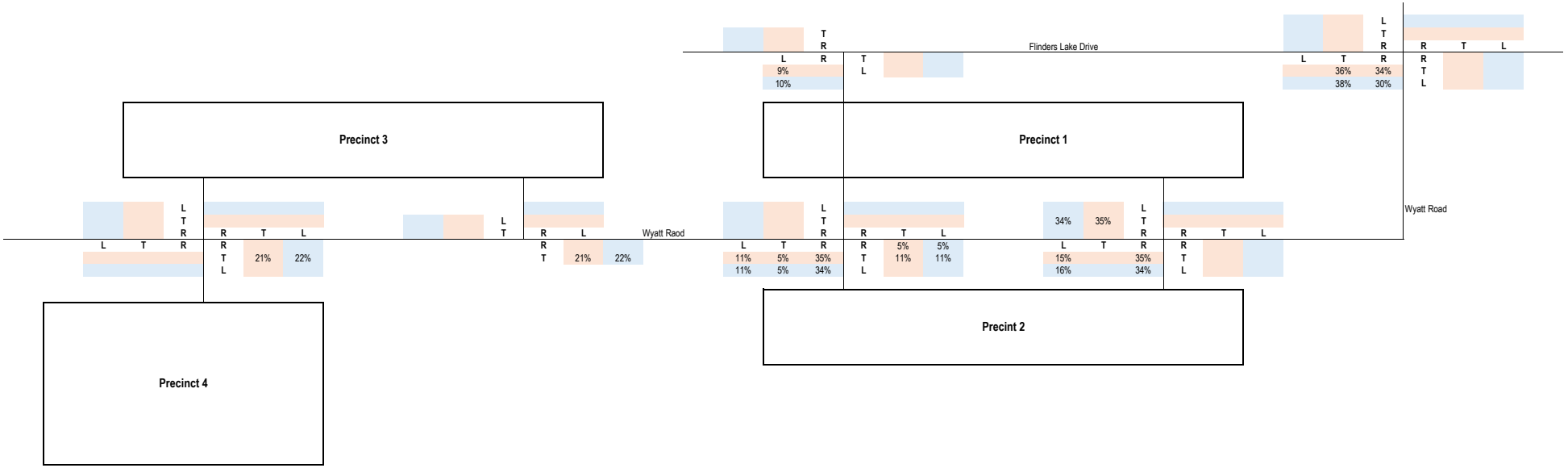
DRAWING NO.
11560 P 38 Rev D - STG 18

Appendix B: Network Diagrams

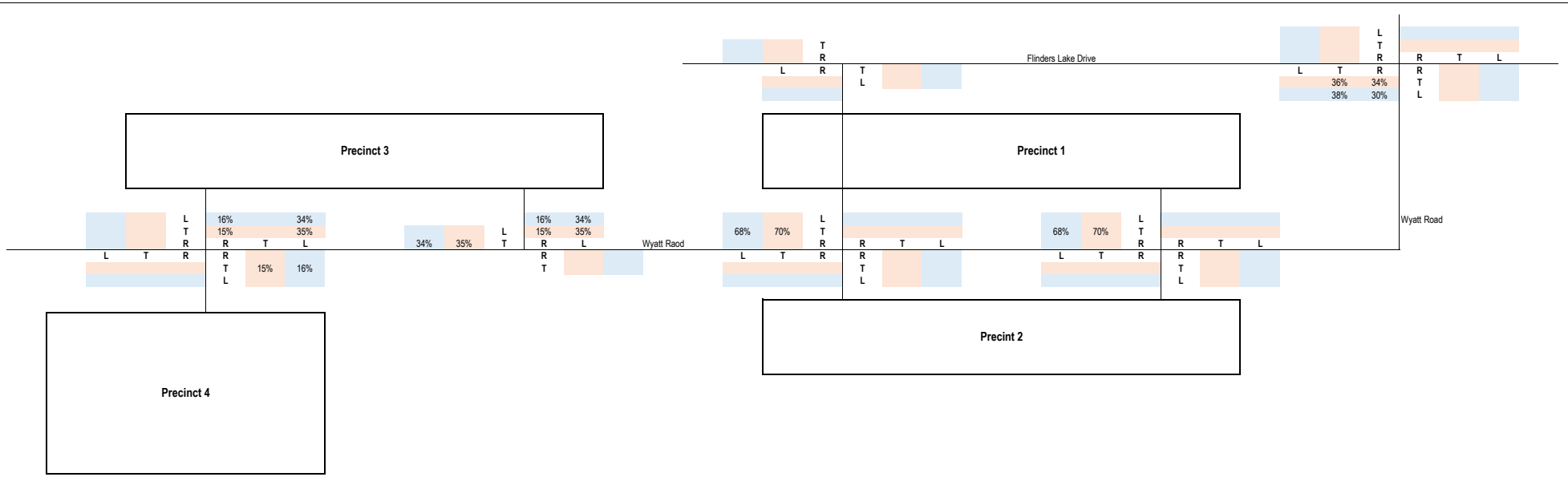




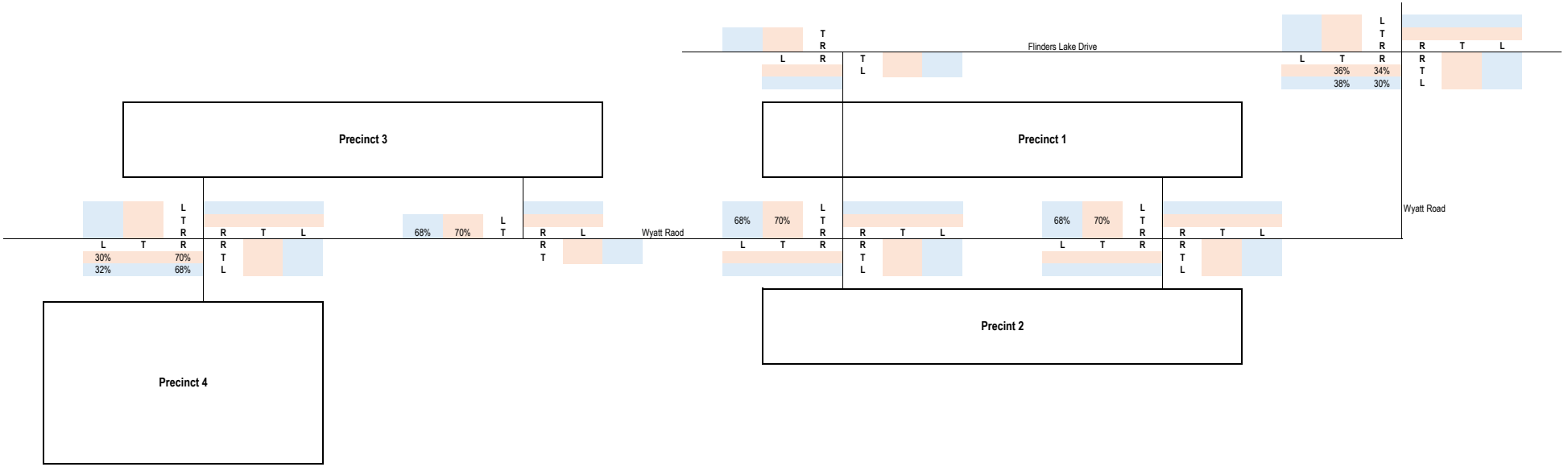
Project Name: Wyatt Road Masterplan	Sheet Name: Precinct 1 Development Traffic Distriubtion OUT	Sheet 1



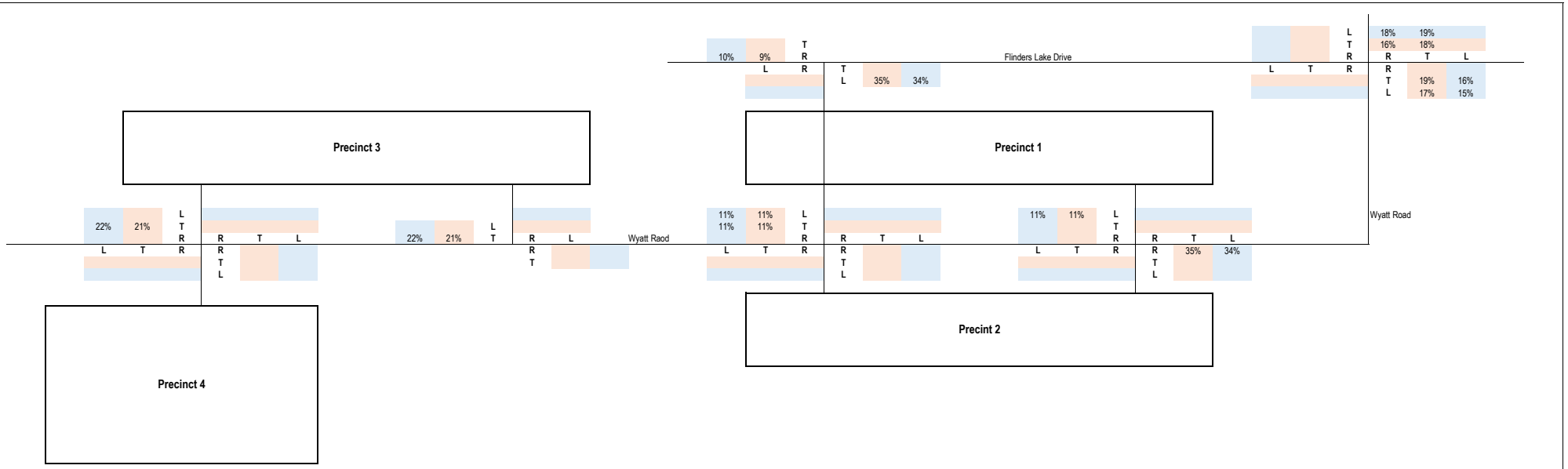
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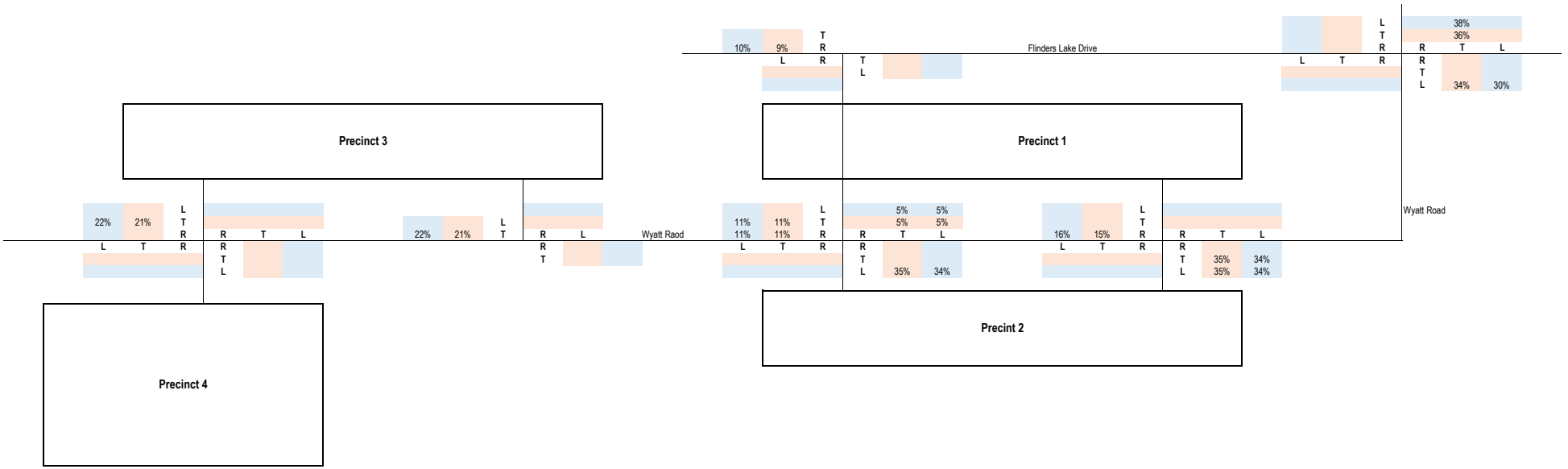
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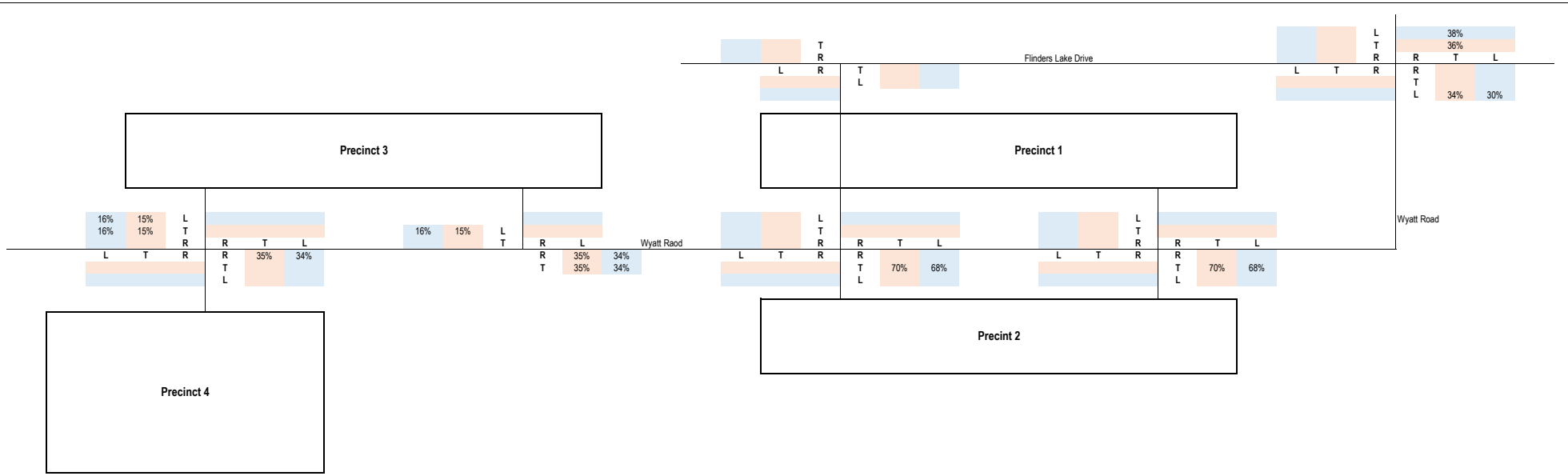
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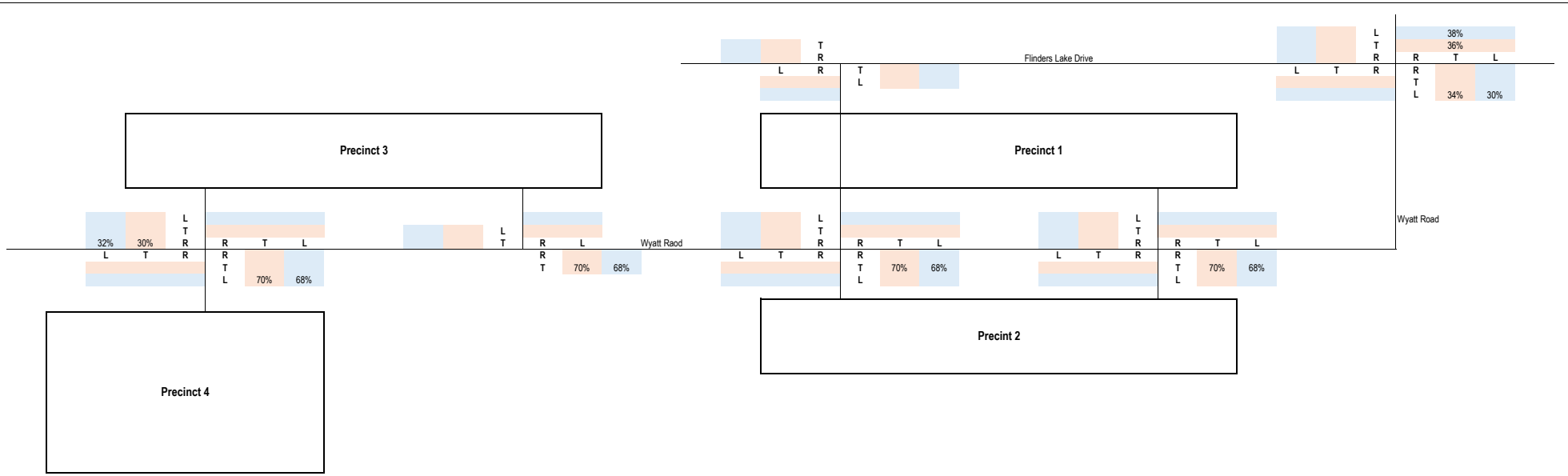
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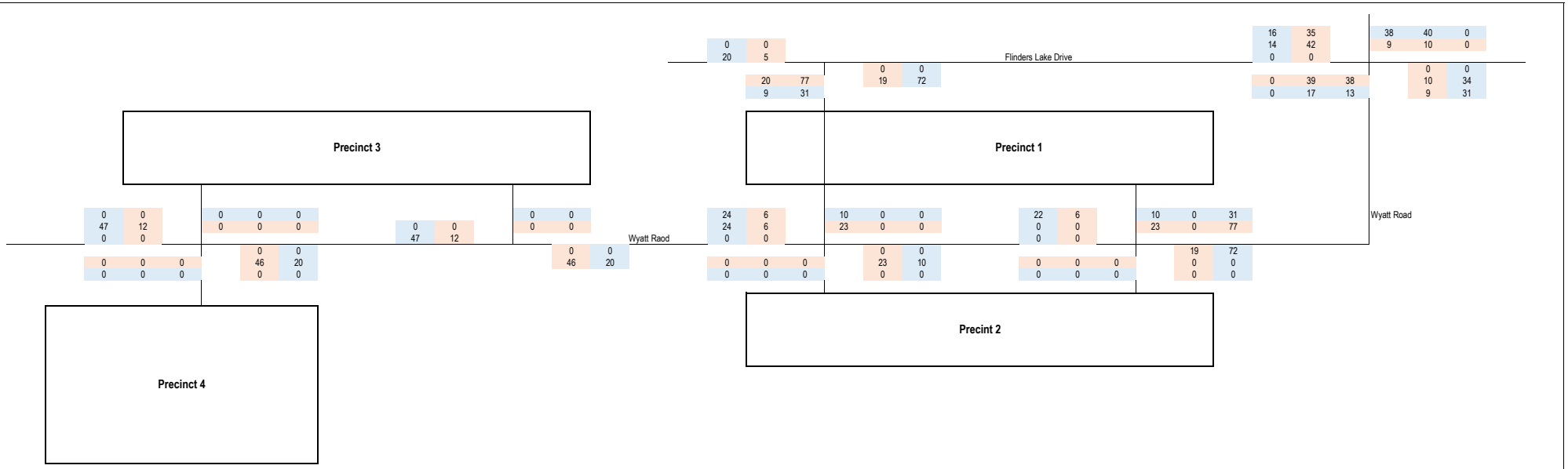
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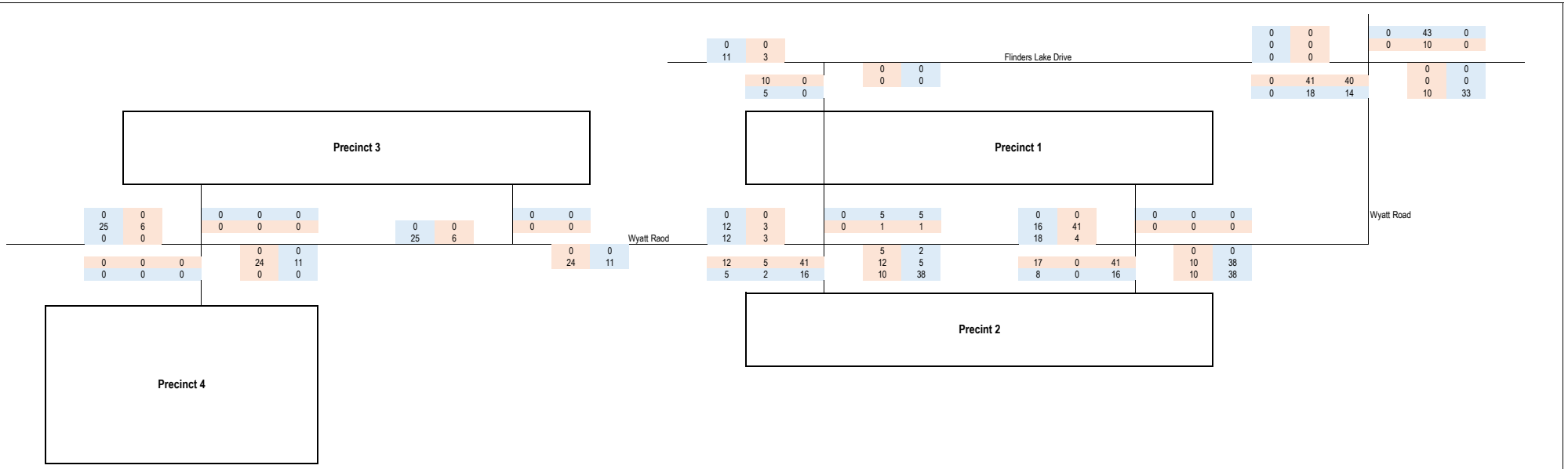
Project Name: Wyatt Road Masterplan	Sheet Name: Precinct 3 Development Traffic Distriubtion IN	Sheet 7



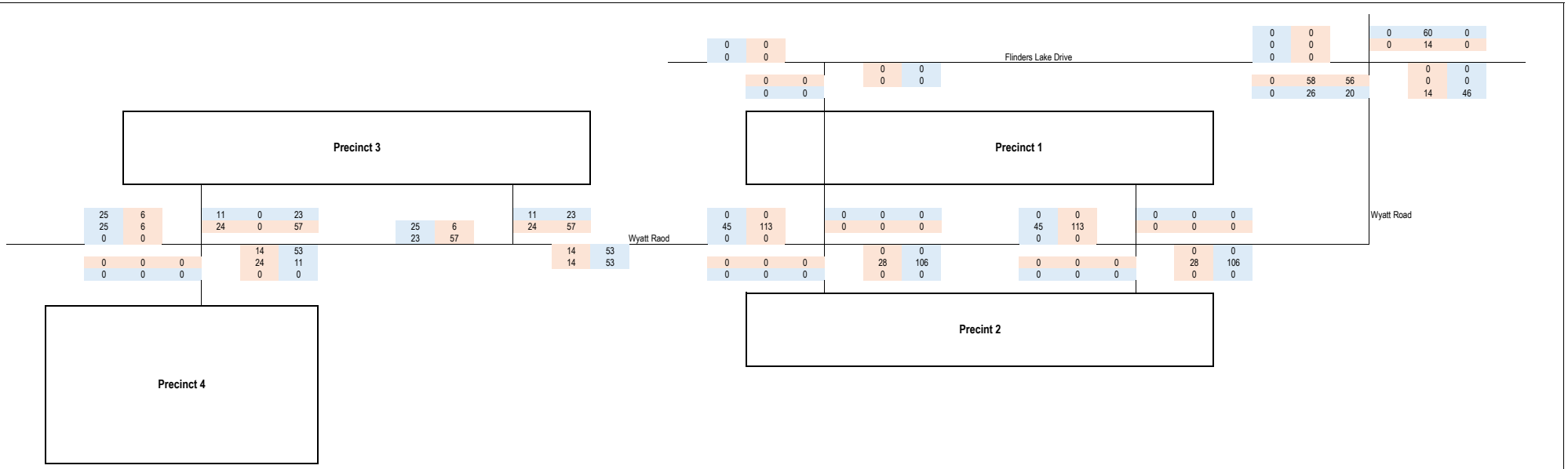
Project Name: Wyatt Road Masterplan	Sheet Name: Precinct 4 Development Traffic Distriubtion IN	Sheet 8



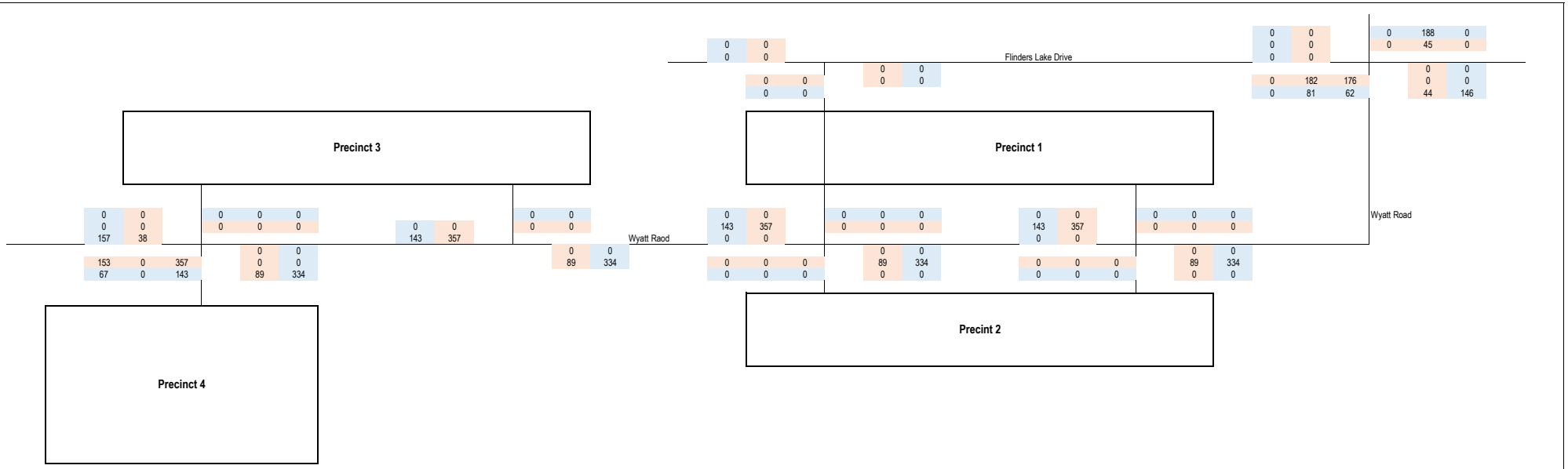
Project Name: Wyatt Road Masterplan	Sheet Name: Precinct 1 Development Trip Assignment	Sheet 9



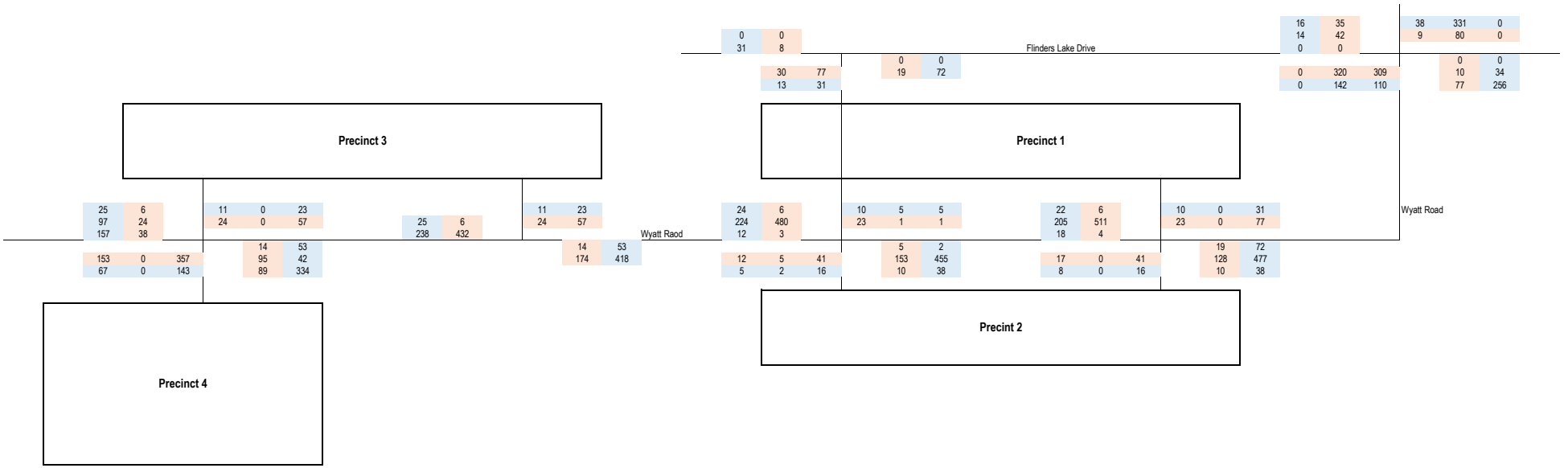
Project Name: Wyatt Road Masterplan	Sheet Name: Precinct 2 Development Trip Assignment	Sheet 10



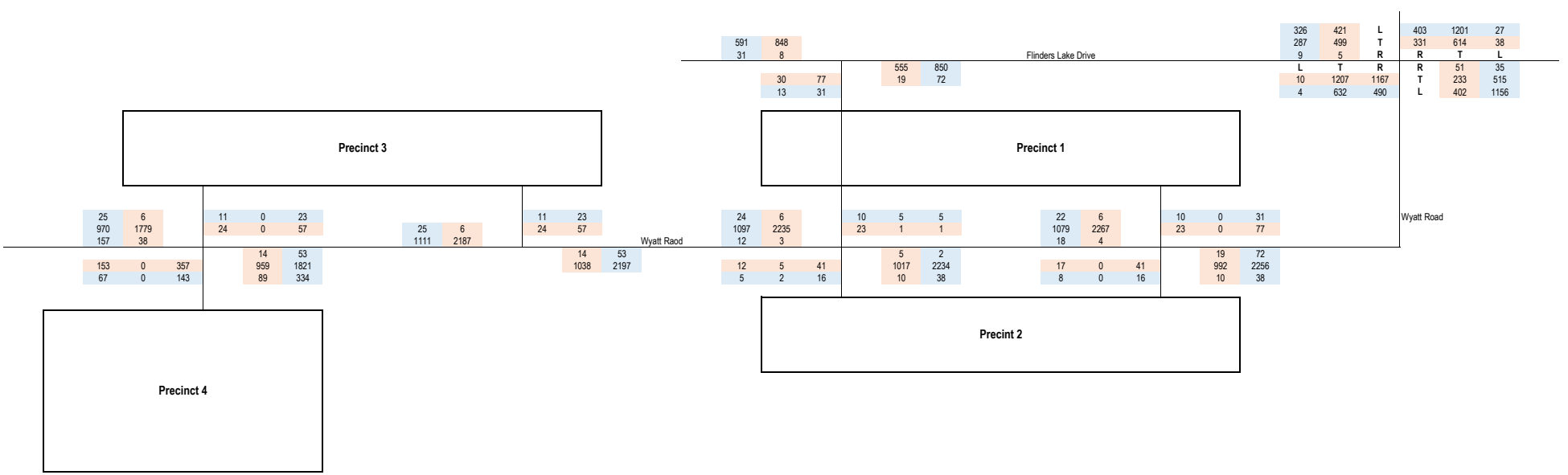
Project Name: Wyatt Road Masterplan	**Sheet Name: Precinct 3 Development Trip Assignment**	**Sheet 11**



Project Name: Wyatt Road Masterplan	Sheet Name: Precinct 4 Development Trip Assignment	Sheet 12



Project Name: Wyatt Road Masterplan	Sheet Name: Total Development Trips	Sheet 13



Project Name: Wyatt Road Masterplan	Sheet Name: 2066 Forecast Intersection Traffic Volumes	Sheet 14

Appendix C: SIDRA Outputs

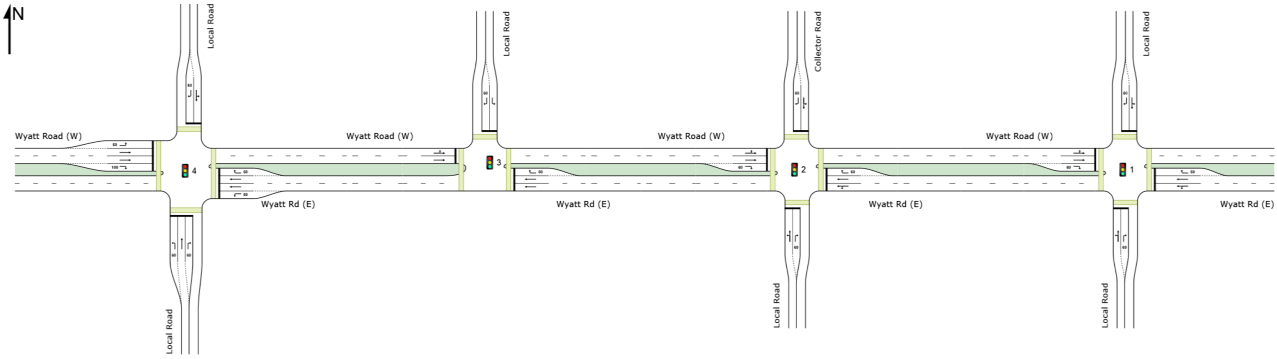


NETWORK LAYOUT

Network: N101 [2066 AM (Network Folder: General)]

New Network
Network Category: (None)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
1	NA	1_2066 AM
2	NA	2_2066 AM
3	NA	3_2066 AM
4	NA	4_2066 AM

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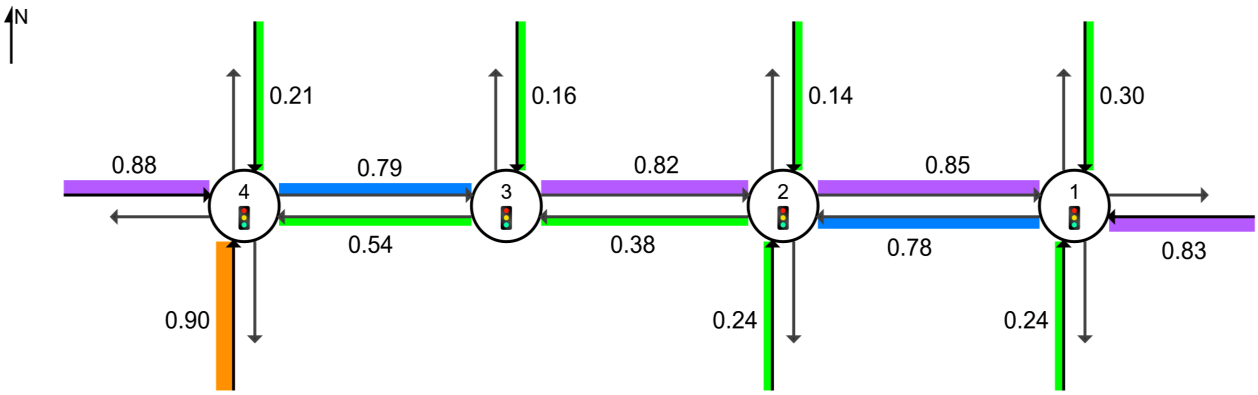
DEGREE OF SATURATION

Ratio of Arrival Flow to Capacity, v/c ratio (worst lane for the approach)

Network: N101 [2066 AM (Network Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Network
Network Category: (None)
Network Cycle Time = 120 seconds (Network Practical Cycle Time)
Critical Site / Common Control Group that determines the Network Cycle Time (for Coordinated Sites): 4 [4_2066 AM]



Colour code based on Degree of Saturation

[< 0.6]	[0.6 – 0.7]	[0.7 – 0.8]	[0.8 – 0.9]	[0.9 – 1.0]	[> 1.0]

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Organisation: BITZIOS CONSULTING | Licence: NETWORK / 1PC | Processed: Wednesday, 19 August 2026 1:17:07 PM
Project: P:\P7604 Kagaru Flagstone Revised Traffic Assessment\Technical\Models\P7604 Model\P7604.001M TIA SIDRA Models.sip9

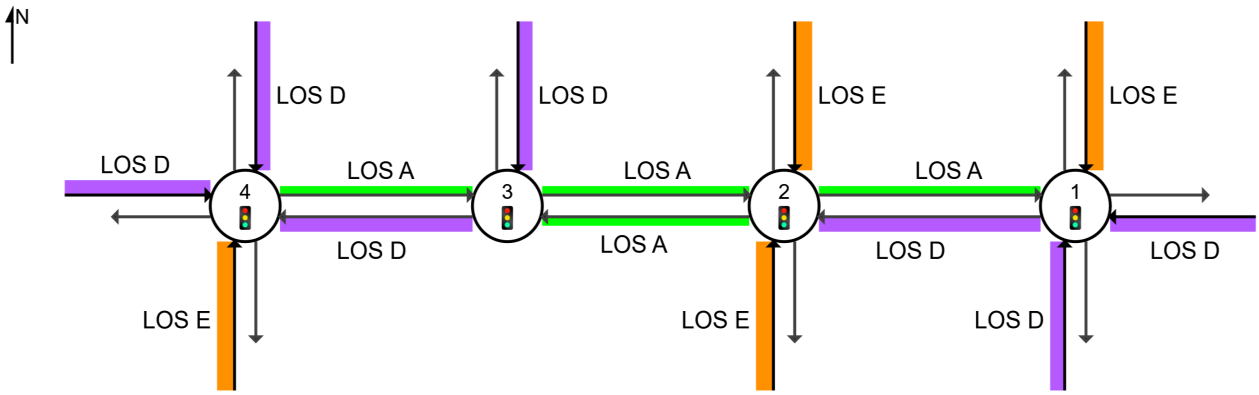
APPROACH LEVEL OF SERVICE

Approach Level of Service

Network: N101 [2066 AM (Network Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Network
Network Category: (None)
Network Cycle Time = 120 seconds (Network Practical Cycle Time)
Critical Site / Common Control Group that determines the Network Cycle Time (for Coordinated Sites): 4 [4_2066 AM]



Colour code based on Level of Service



Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

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QUEUE STORAGE RATIO (PERCENTILE)

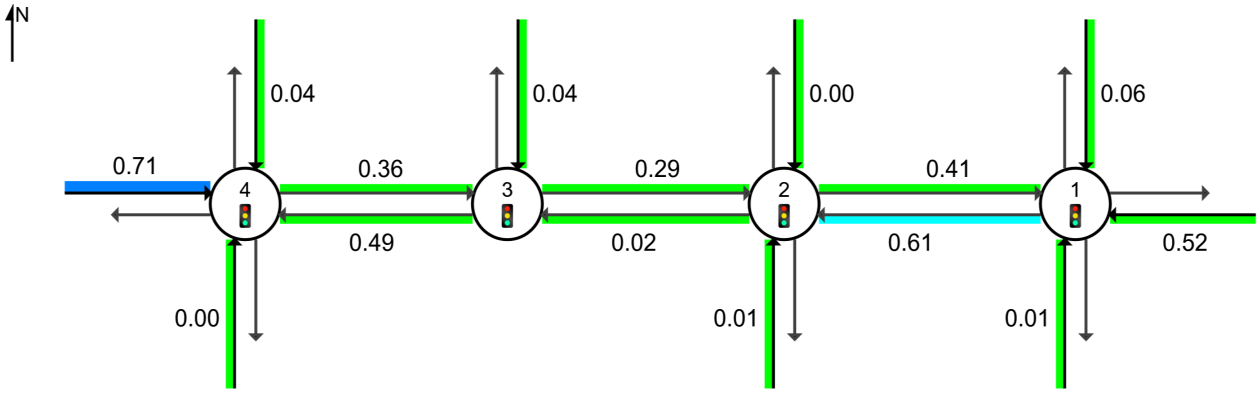
Largest Ratio of the 95% Back of Queue Distance to the available queue storage distance for any lane on the approach

Network: N101 [2066 AM (Network Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Network
Network Category: (None)
Network Cycle Time = 120 seconds (Network Practical Cycle Time)
Critical Site / Common Control Group that determines the Network Cycle Time (for Coordinated Sites): 4 [4_2066 AM]

Short Lanes are not included in determining Queue Storage Ratios.



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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Organisation: BITZIOS CONSULTING | Licence: NETWORK / 1PC | Processed: Wednesday, 19 August 2026 1:17:07 PM
Project: P:\P7604 Kagaru Flagstone Revised Traffic Assessment\Technical\Models\P7604 Model\P7604.001M TIA SIDRA Models.sip9

MOVEMENT SUMMARY

Site: 1 [1_2066 AM (Site Folder: AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2066 AM (Network Folder: General)]

Key Intersection 1
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Local Road															
1	L2	All MCs	17	2.0	17	2.0	0.032	31.6	LOS C	0.4	3.2	0.72	0.66	0.72	25.7
2	T1	All MCs	1	2.0	1	2.0	0.032	92.4	LOS F	0.4	3.2	0.72	0.66	0.72	33.8
3	R2	All MCs	41	2.0	41	2.0	* 0.244	61.1	LOS E	1.4	10.1	0.97	0.73	0.97	27.0
Approach			59	2.0	59	2.0	0.244	53.1	LOS D	1.4	10.1	0.89	0.71	0.89	26.8
East: Wyatt Rd (E)															
4	L2	All MCs	10	2.0	10	2.0	0.830	51.7	LOS D	17.9	127.7	0.99	0.94	1.08	31.4
5	T1	All MCs	992	2.0	992	2.0	0.830	53.9	LOS D	17.9	127.7	0.99	0.94	1.08	22.3
6	R2	All MCs	19	2.0	19	2.0	* 0.415	92.9	LOS F	0.8	5.4	1.00	0.70	1.00	24.4
Approach			1021	2.0	1021	2.0	0.830	54.6	LOS D	17.9	127.7	0.99	0.93	1.08	20.0
North: Local Road															
7	L2	All MCs	77	2.0	77	2.0	0.304	55.3	LOS D	2.6	18.3	0.94	0.76	0.94	28.2
8	T1	All MCs	1	2.0	1	2.0	* 0.304	57.8	LOS E	2.6	18.3	0.94	0.76	0.94	28.5
9	R2	All MCs	23	2.0	23	2.0	0.151	61.5	LOS E	0.8	5.6	0.96	0.71	0.96	18.9
Approach			101	2.0	101	2.0	0.304	56.7	LOS E	2.6	18.3	0.94	0.75	0.94	26.3
West: Wyatt Road (W)															
10	L2	All MCs	6	2.0	6	2.0	0.854	6.9	LOS A	4.9	35.0	0.13	0.10	0.13	54.1
11	T1	All MCs	2267	2.0	2267	2.0	* 0.854	1.4	LOS A	11.9	84.8	0.23	0.20	0.23	67.8
12	R2	All MCs	4	2.0	4	2.0	0.005	26.4	LOS B	0.1	0.5	0.54	0.64	0.54	37.6
Approach			2277	2.0	2277	2.0	0.854	1.5	LOS A	11.9	84.8	0.23	0.21	0.23	67.2
All Vehicles			3458	2.0	3458	2.0	0.854	19.7	LOS B	17.9	127.7	0.49	0.44	0.51	43.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Local Road											
P1	Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
East: Wyatt Rd (E)											

P2 Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
North: Local Road										
P3 Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
West: Wyatt Road (W)										
P4 Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians	60	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: 2 [2_2066 AM (Site Folder: AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2066 AM (Network Folder: General)]

Key Intersection 2
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Local Road															
1	L2	All MCs	12	2.0	12	2.0	0.070	35.8	LOS C	0.5	3.8	0.90	0.68	0.90	20.7
2	T1	All MCs	5	2.0	5	2.0	0.070	93.4	LOS F	0.5	3.8	0.90	0.68	0.90	29.1
3	R2	All MCs	41	2.0	41	2.0	* 0.244	61.1	LOS E	1.4	10.1	0.97	0.73	0.97	19.0
Approach			58	2.0	58	2.0	0.244	58.6	LOS E	1.4	10.1	0.95	0.72	0.95	20.4
East: Wyatt Rd (E)															
4	L2	All MCs	10	2.0	10	2.0	0.783	54.7	LOS D	17.9	127.4	1.00	0.92	1.02	29.4
5	T1	All MCs	1017	2.0	1017	2.0	0.783	55.5	LOS D	17.9	127.4	1.00	0.91	1.02	19.4
6	R2	All MCs	5	2.0	5	2.0	* 0.164	93.5	LOS F	0.2	1.4	1.00	0.63	1.00	23.2
Approach			1032	2.0	1032	2.0	0.783	55.7	LOS D	17.9	127.4	1.00	0.91	1.02	17.5
North: Collector Road															
7	L2	All MCs	1	2.0	1	2.0	0.010	53.2	LOS D	0.1	0.5	0.91	0.59	0.91	20.5
8	T1	All MCs	1	2.0	1	2.0	0.010	54.4	LOS D	0.1	0.5	0.91	0.59	0.91	28.8
9	R2	All MCs	23	2.0	23	2.0	* 0.137	60.2	LOS E	0.8	5.6	0.95	0.71	0.95	19.2
Approach			25	2.0	25	2.0	0.137	59.7	LOS E	0.8	5.6	0.95	0.70	0.95	19.7
West: Wyatt Road (W)															
10	L2	All MCs	6	2.0	6	2.0	0.822	7.8	LOS A	9.4	66.9	0.26	0.25	0.26	54.0
11	T1	All MCs	2235	2.0	2235	2.0	* 0.822	0.9	LOS A	9.4	66.9	0.19	0.17	0.19	66.7
12	R2	All MCs	3	2.0	3	2.0	0.004	29.4	LOS C	0.1	0.4	0.60	0.63	0.60	36.9
Approach			2244	2.0	2244	2.0	0.822	1.0	LOS A	9.4	66.9	0.19	0.17	0.19	66.4
All Vehicles			3359	2.0	3359	2.0	0.822	19.2	LOS B	17.9	127.4	0.46	0.41	0.46	35.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Local Road											
P1	Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
East: Wyatt Rd (E)											

P2	Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
North: Collector Road											
P3	Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
West: Wyatt Road (W)											
P4	Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		60	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: 3 [3_2066 AM (Site Folder: AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2066 AM (Network Folder: General)]

Key Intersection 3
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Wyatt Rd (E)															
5	T1	All MCs	1038	2.0	1038	2.0	0.376	0.4	LOS A	0.6	4.1	0.03	0.03	0.03	68.7
6	R2	All MCs	14	2.0	14	2.0	* 0.092	66.7	LOS E	0.5	3.6	1.00	0.70	1.00	25.9
Approach			1052	2.0	1052	2.0	0.376	1.3	LOS A	0.6	4.1	0.05	0.04	0.05	65.5
North: Local Road															
7	L2	All MCs	57	2.0	57	2.0	0.156	47.4	LOS D	1.7	12.1	0.86	0.74	0.86	22.0
9	R2	All MCs	24	2.0	24	2.0	* 0.157	61.5	LOS E	0.8	5.9	0.96	0.71	0.96	18.9
Approach			81	2.0	81	2.0	0.157	51.6	LOS D	1.7	12.1	0.89	0.73	0.89	21.0
West: Wyatt Road (W)															
10	L2	All MCs	6	2.0	6	2.0	0.795	6.8	LOS A	9.3	66.1	0.26	0.25	0.26	53.7
11	T1	All MCs	2187	2.0	2187	2.0	* 0.795	2.0	LOS A	11.5	82.1	0.29	0.28	0.29	63.6
Approach			2193	2.0	2193	2.0	0.795	2.0	LOS A	11.5	82.1	0.29	0.28	0.29	63.6
All Vehicles			3326	2.0	3326	2.0	0.795	3.0	LOS A	11.5	82.1	0.23	0.21	0.23	60.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Wyatt Rd (E)											
P2	Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
North: Local Road											
P3	Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
West: Wyatt Road (W)											
P4	Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		45	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 4 [4_2066 AM (Site Folder: AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2066 AM (Network Folder: General)]

Key Intersection 4
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Local Road															
1	L2	All MCs	153	2.0	153	2.0	0.286	39.9	LOS C	4.2	30.1	0.82	0.77	0.82	34.3
2	T1	All MCs	1	2.0	1	2.0	0.002	51.1	LOS D	0.0	0.2	0.80	0.48	0.80	32.8
3	R2	All MCs	357	2.0	357	2.0	* 0.901	79.8	LOS F	14.6	104.0	1.00	1.03	1.26	17.9
Approach			511	2.0	511	2.0	0.901	67.8	LOS E	14.6	104.0	0.94	0.95	1.13	21.1
East: Wyatt Rd (E)															
4	L2	All MCs	89	2.0	89	2.0	0.069	21.7	LOS B	0.8	5.7	0.46	0.65	0.46	46.6
5	T1	All MCs	959	2.0	959	2.0	0.538	46.7	LOS D	15.7	111.7	0.97	0.70	0.97	39.4
6	R2	All MCs	14	2.0	14	2.0	* 0.306	84.7	LOS F	0.5	3.8	0.99	0.68	0.99	24.4
Approach			1062	2.0	1062	2.0	0.538	45.1	LOS D	15.7	111.7	0.93	0.69	0.93	34.8
North: Local Road															
7	L2	All MCs	57	2.0	57	2.0	0.214	53.5	LOS D	1.9	13.2	0.92	0.74	0.92	20.5
8	T1	All MCs	1	2.0	1	2.0	* 0.214	55.8	LOS D	1.9	13.2	0.92	0.74	0.92	28.9
9	R2	All MCs	24	2.0	24	2.0	0.143	60.2	LOS E	0.8	5.8	0.95	0.71	0.95	28.9
Approach			82	2.0	82	2.0	0.214	55.5	LOS D	1.9	13.2	0.93	0.73	0.93	23.7
West: Wyatt Road (W)															
10	L2	All MCs	6	2.0	6	2.0	0.006	36.6	LOS C	0.1	0.7	0.48	0.65	0.48	43.3
11	T1	All MCs	1779	2.0	1779	2.0	* 0.877	46.0	LOS D	30.5	216.9	0.95	0.93	1.02	31.7
12	R2	All MCs	38	2.0	38	2.0	0.498	83.4	LOS F	1.5	10.3	1.00	0.74	1.01	26.8
Approach			1823	2.0	1823	2.0	0.877	46.7	LOS D	30.5	216.9	0.95	0.92	1.02	25.7
All Vehicles			3478	2.0	3478	2.0	0.901	49.5	LOS D	30.5	216.9	0.94	0.85	1.00	27.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Local Road											
P1	Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
East: Wyatt Rd (E)											

P2 Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
North: Local Road										
P3 Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
West: Wyatt Road (W)										
P4 Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians	60	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

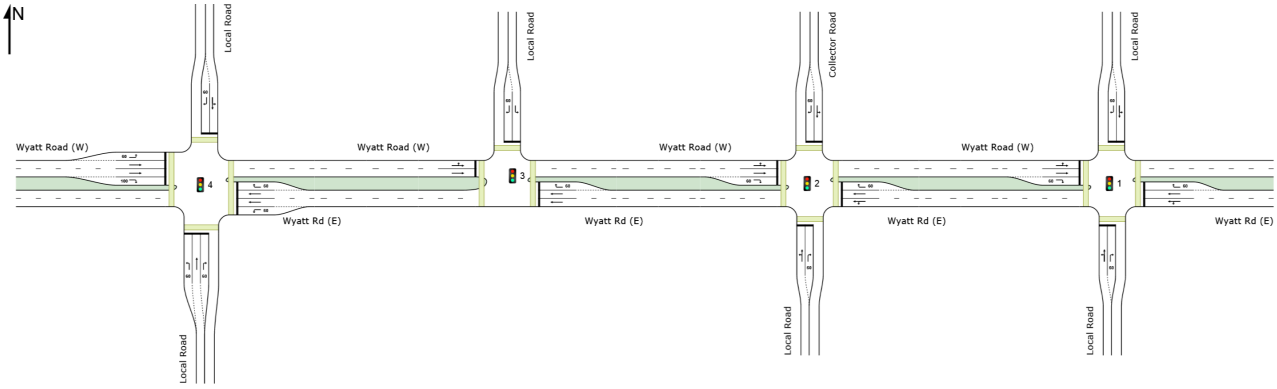
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NETWORK LAYOUT

Network: N101 [2066 PM (Network Folder: General)]

New Network
Network Category: (None)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
1	NA	1_2066 PM
2	NA	2_2066 PM
3	NA	3_2066 PM
4	NA	4_2066 PM

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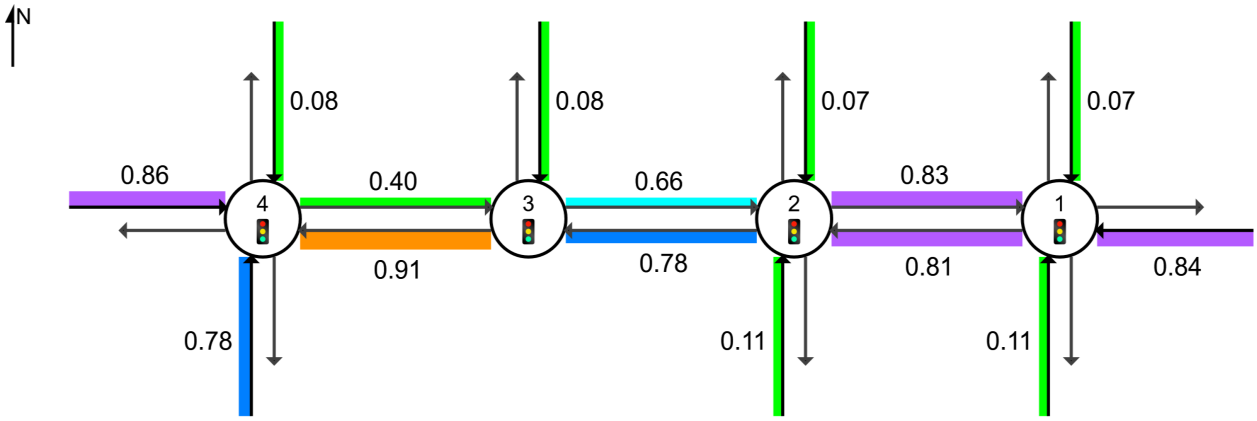
DEGREE OF SATURATION

Ratio of Arrival Flow to Capacity, v/c ratio (worst lane for the approach)

Network: N101 [2066 PM (Network Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Network
Network Category: (None)
Network Cycle Time = 150 seconds (Network Practical Cycle Time)
Critical Site / Common Control Group that determines the Network Cycle Time (for Coordinated Sites): 4 [4_2066 PM]



Colour code based on Degree of Saturation

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

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Project: P:\P7604 Kagaru Flagstone Revised Traffic Assessment\Technical\Models\P7604 Model\P7604.001M TIA SIDRA Models.sip9

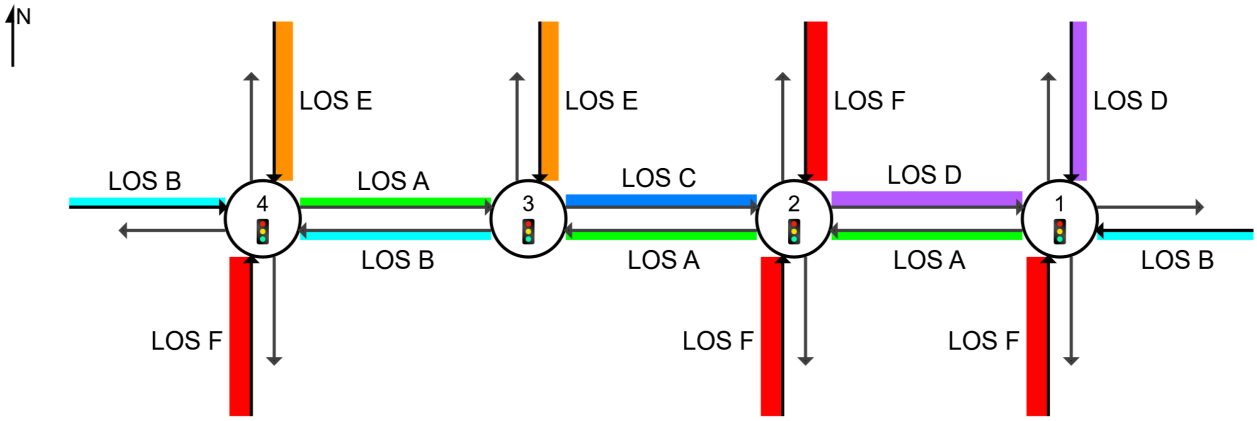
APPROACH LEVEL OF SERVICE

Approach Level of Service

Network: N101 [2066 PM (Network Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Network
Network Category: (None)
Network Cycle Time = 150 seconds (Network Practical Cycle Time)
Critical Site / Common Control Group that determines the Network Cycle Time (for Coordinated Sites): 4 [4_2066 PM]



Colour code based on Level of Service



Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

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QUEUE STORAGE RATIO (PERCENTILE)

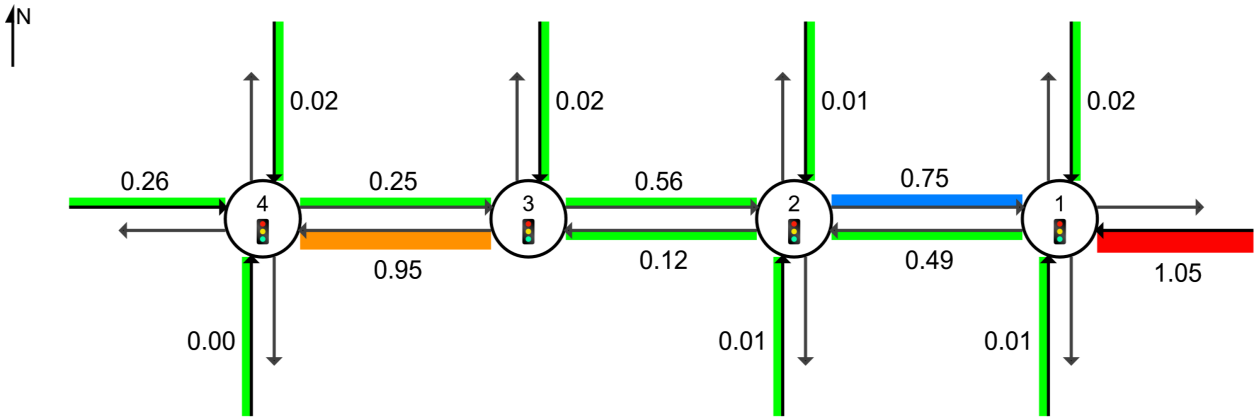
Largest Ratio of the 95% Back of Queue Distance to the available queue storage distance for any lane on the approach

Network: N101 [2066 PM (Network Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Network
Network Category: (None)
Network Cycle Time = 150 seconds (Network Practical Cycle Time)
Critical Site / Common Control Group that determines the Network Cycle Time (for Coordinated Sites): 4 [4_2066 PM]

Short Lanes are not included in determining Queue Storage Ratios.



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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Organisation: BITZIOS CONSULTING | Licence: NETWORK / 1PC | Processed: Wednesday, 19 August 2026 1:17:10 PM
Project: P:\P7604 Kagaru Flagstone Revised Traffic Assessment\Technical\Models\P7604 Model\P7604.001M TIA SIDRA Models.sip9

MOVEMENT SUMMARY

Site: 1 [1_2066 PM (Site Folder: PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2066 PM (Network Folder: General)]

Key Intersection 1
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 150 seconds (Network Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Local Road															
1	L2	All MCs	8	2.0	8	2.0	0.044	68.0	LOS E	0.4	2.6	0.92	0.67	0.92	17.7
2	T1	All MCs	1	2.0	1	2.0	0.044	69.3	LOS E	0.4	2.6	0.92	0.67	0.92	25.9
3	R2	All MCs	16	2.0	16	2.0	* 0.109	75.1	LOS F	0.7	4.8	0.96	0.69	0.96	24.2
Approach			25	2.0	25	2.0	0.109	72.5	LOS F	0.7	4.8	0.94	0.68	0.94	22.5
East: Wyatt Rd (E)															
4	L2	All MCs	38	2.0	38	2.0	0.841	21.5	LOS B	36.1	256.8	0.77	0.71	0.77	44.2
5	T1	All MCs	2256	2.0	2256	2.0	* 0.841	20.3	LOS B	36.1	256.8	0.77	0.70	0.77	40.8
6	R2	All MCs	72	2.0	72	2.0	0.103	48.5	LOS D	2.0	14.5	0.68	0.73	0.68	33.9
Approach			2366	2.0	2366	2.0	0.841	21.2	LOS B	36.1	256.8	0.77	0.71	0.77	35.6
North: Local Road															
7	L2	All MCs	31	2.0	31	2.0	0.052	37.3	LOS C	0.9	6.7	0.70	0.68	0.70	32.6
8	T1	All MCs	1	2.0	1	2.0	0.052	105.2	LOS F	0.9	6.7	0.70	0.68	0.70	32.5
9	R2	All MCs	10	2.0	10	2.0	* 0.068	74.5	LOS F	0.4	3.0	0.95	0.67	0.95	16.7
Approach			42	2.0	42	2.0	0.068	47.8	LOS D	0.9	6.7	0.76	0.68	0.76	28.5
West: Wyatt Road (W)															
10	L2	All MCs	22	2.0	22	2.0	0.834	44.4	LOS D	21.8	155.3	0.92	0.85	0.95	32.6
11	T1	All MCs	1079	2.0	1079	2.0	0.834	51.5	LOS D	21.8	155.3	0.92	0.85	0.95	35.1
12	R2	All MCs	18	2.0	18	2.0	* 0.492	115.7	LOS F	0.9	6.2	0.99	0.69	1.01	21.1
Approach			1119	2.0	1119	2.0	0.834	52.4	LOS D	21.8	155.3	0.92	0.85	0.95	29.7
All Vehicles			3552	2.0	3552	2.0	0.841	31.7	LOS C	36.1	256.8	0.82	0.75	0.83	32.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Local Road											
P1	Full	15	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90
East: Wyatt Rd (E)											

P2	Full	15	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90
North: Local Road											
P3	Full	15	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90
West: Wyatt Road (W)											
P4	Full	15	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90
All Pedestrians		60	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: 2 [2_2066 PM (Site Folder: PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2066 PM (Network Folder: General)]

Key Intersection 2
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 150 seconds (Network Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Local Road															
1	L2	All MCs	5	2.0	5	2.0	0.038	69.2	LOS E	0.3	2.0	0.93	0.65	0.93	17.5
2	T1	All MCs	2	2.0	2	2.0	0.038	69.6	LOS E	0.3	2.0	0.93	0.65	0.93	25.7
3	R2	All MCs	16	2.0	16	2.0	* 0.109	75.1	LOS F	0.7	4.8	0.96	0.69	0.96	16.6
Approach			23	2.0	23	2.0	0.109	73.3	LOS F	0.7	4.8	0.95	0.68	0.95	17.8
East: Wyatt Rd (E)															
4	L2	All MCs	38	2.0	38	2.0	0.806	8.6	LOS A	13.1	93.2	0.29	0.29	0.29	52.6
5	T1	All MCs	2234	2.0	2234	2.0	* 0.806	2.9	LOS A	14.3	102.0	0.30	0.29	0.30	61.7
6	R2	All MCs	2	2.0	2	2.0	0.003	32.6	LOS C	0.0	0.3	0.49	0.62	0.49	35.2
Approach			2274	2.0	2274	2.0	0.806	3.1	LOS A	14.3	102.0	0.30	0.29	0.30	59.5
North: Collector Road															
7	L2	All MCs	5	2.0	5	2.0	0.057	41.7	LOS C	0.4	2.9	0.94	0.66	0.94	17.4
8	T1	All MCs	5	2.0	5	2.0	0.057	97.8	LOS F	0.4	2.9	0.94	0.66	0.94	25.6
9	R2	All MCs	10	2.0	10	2.0	* 0.068	74.5	LOS F	0.4	3.0	0.95	0.67	0.95	16.7
Approach			20	2.0	20	2.0	0.068	72.1	LOS F	0.4	3.0	0.95	0.67	0.95	19.6
West: Wyatt Road (W)															
10	L2	All MCs	24	2.0	24	2.0	0.656	36.0	LOS C	18.2	129.6	0.79	0.72	0.79	36.5
11	T1	All MCs	1097	2.0	1097	2.0	0.656	34.8	LOS C	18.2	129.6	0.76	0.69	0.76	29.5
12	R2	All MCs	12	2.0	12	2.0	* 0.328	106.2	LOS F	0.6	4.2	1.00	0.67	1.00	21.5
Approach			1133	2.0	1133	2.0	0.656	35.5	LOS C	18.2	129.6	0.77	0.69	0.77	25.9
All Vehicles			3450	2.0	3450	2.0	0.806	14.6	LOS B	18.2	129.6	0.46	0.43	0.46	39.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Local Road											
P1	Full	15	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90
East: Wyatt Rd (E)											

P2	Full	15	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90
North: Collector Road											
P3	Full	15	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90
West: Wyatt Road (W)											
P4	Full	15	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90
All Pedestrians		60	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 3 [3_2066 PM (Site Folder: PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2066 PM (Network Folder: General)]

Key Intersection 3
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 150 seconds (Network Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Wyatt Rd (E)															
5	T1	All MCs	2197	2.0	2197	2.0	*0.779	0.5	LOS A	4.1	29.0	0.09	0.09	0.09	68.3
6	R2	All MCs	53	2.0	53	2.0	*0.334	83.1	LOS F	2.4	17.2	1.00	0.78	1.00	22.9
Approach			2250	2.0	2250	2.0	0.779	2.4	LOS A	4.1	29.0	0.11	0.10	0.11	61.9
North: Local Road															
7	L2	All MCs	23	2.0	23	2.0	0.067	58.3	LOS E	0.8	6.0	0.86	0.70	0.86	19.5
9	R2	All MCs	11	2.0	11	2.0	*0.082	75.9	LOS F	0.5	3.4	0.96	0.68	0.96	16.5
Approach			34	2.0	34	2.0	0.082	64.0	LOS E	0.8	6.0	0.89	0.69	0.89	18.4
West: Wyatt Road (W)															
10	L2	All MCs	25	2.0	25	2.0	0.403	8.5	LOS A	8.1	57.6	0.35	0.34	0.35	49.5
11	T1	All MCs	1111	2.0	1111	2.0	0.403	5.9	LOS A	8.1	57.6	0.33	0.31	0.33	53.7
Approach			1136	2.0	1136	2.0	0.403	6.0	LOS A	8.1	57.6	0.33	0.31	0.33	53.5
All Vehicles			3420	2.0	3420	2.0	0.779	4.2	LOS A	8.1	57.6	0.19	0.18	0.19	57.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Wyatt Rd (E)											
P2	Full	15	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90
North: Local Road											
P3	Full	15	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90
West: Wyatt Road (W)											
P4	Full	15	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90
All Pedestrians		45	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 4 [4_2066 PM (Site Folder: PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2066 PM (Network Folder: General)]

Key Intersection 4
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 150 seconds (Network Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Local Road															
1	L2	All MCs	67	2.0	67	2.0	0.152	52.6	LOS D	2.4	16.7	0.83	0.74	0.83	30.6
2	T1	All MCs	1	2.0	1	2.0	0.005	64.8	LOS E	0.0	0.3	0.92	0.55	0.92	26.6
3	R2	All MCs	143	2.0	143	2.0	0.781	80.9	LOS F	6.7	47.6	1.00	0.90	1.14	15.9
Approach			211	2.0	211	2.0	0.781	71.8	LOS F	6.7	47.6	0.94	0.85	1.04	20.6
East: Wyatt Rd (E)															
4	L2	All MCs	334	2.0	334	2.0	* 0.271	14.0	LOS A	1.6	11.4	0.20	0.66	0.20	48.2
5	T1	All MCs	1821	2.0	1821	2.0	* 0.908	25.3	LOS B	30.2	215.3	0.63	0.62	0.68	51.5
6	R2	All MCs	53	2.0	53	2.0	0.434	93.5	LOS F	2.4	16.9	1.00	0.75	1.00	22.9
Approach			2208	2.0	2208	2.0	0.908	25.2	LOS B	30.2	215.3	0.57	0.63	0.61	43.8
North: Local Road															
7	L2	All MCs	23	2.0	23	2.0	0.082	61.6	LOS E	0.9	6.5	0.88	0.70	0.88	18.7
8	T1	All MCs	1	2.0	1	2.0	* 0.082	70.7	LOS F	0.9	6.5	0.88	0.70	0.88	27.1
9	R2	All MCs	11	2.0	11	2.0	0.075	74.6	LOS F	0.5	3.3	0.95	0.68	0.95	26.0
Approach			35	2.0	35	2.0	0.082	66.0	LOS E	0.9	6.5	0.91	0.70	0.91	21.9
West: Wyatt Road (W)															
10	L2	All MCs	25	2.0	25	2.0	0.022	21.0	LOS B	0.4	3.0	0.41	0.67	0.41	44.3
11	T1	All MCs	970	2.0	970	2.0	0.413	17.2	LOS B	11.0	78.6	0.56	0.50	0.56	44.0
12	R2	All MCs	157	2.0	157	2.0	* 0.857	87.6	LOS F	7.6	54.4	1.00	0.93	1.24	24.2
Approach			1152	2.0	1152	2.0	0.857	26.8	LOS B	11.0	78.6	0.62	0.56	0.65	36.1
All Vehicles			3606	2.0	3606	2.0	0.908	28.8	LOS C	30.2	215.3	0.61	0.62	0.65	39.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Local Road											
P1	Full	15	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90
East: Wyatt Rd (E)											

P2	Full	15	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90
North: Local Road											
P3	Full	15	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90
West: Wyatt Road (W)											
P4	Full	15	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90
All Pedestrians		60	69.2	LOS F	0.1	0.1	0.96	0.96	223.0	200.0	0.90

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

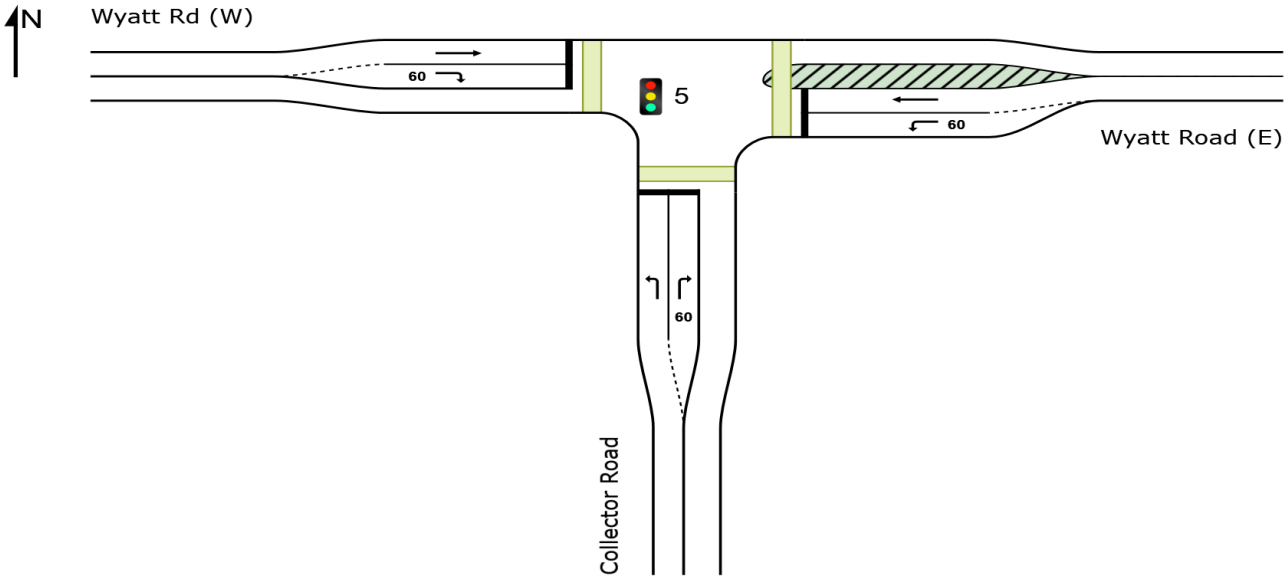
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SITE LAYOUT

Site: 5 [5_2066 AM (Site Folder: AM)]

Key Intersection 5
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 5 [5_2066 AM (Site Folder: AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Key Intersection 5
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Collector Road															
7	L2	All MCs	30	2.0	30	2.0	0.055	15.6	LOS B	0.4	3.1	0.74	0.68	0.74	42.7
9	R2	All MCs	77	2.0	77	2.0	* 0.336	23.5	LOS B	1.5	10.7	0.95	0.75	0.95	37.8
Approach			107	2.0	107	2.0	0.336	21.3	LOS B	1.5	10.7	0.89	0.73	0.89	39.1
East: Wyatt Road (E)															
10	L2	All MCs	19	2.0	19	2.0	0.013	7.2	LOS A	0.1	0.5	0.21	0.63	0.21	48.8
11	T1	All MCs	555	2.0	555	2.0	0.549	7.0	LOS A	7.4	52.9	0.71	0.63	0.71	59.4
Approach			574	2.0	574	2.0	0.549	7.0	LOS A	7.4	52.9	0.70	0.63	0.70	58.9
West: Wyatt Rd (W)															
5	T1	All MCs	848	2.0	848	2.0	* 0.839	14.8	LOS B	18.2	129.6	0.91	0.96	1.16	50.9
6	R2	All MCs	8	2.0	8	2.0	* 0.044	25.2	LOS B	0.2	1.1	0.93	0.66	0.93	38.9
Approach			856	2.0	856	2.0	0.839	14.9	LOS B	18.2	129.6	0.91	0.96	1.16	50.7
All Vehicles			1537	2.0	1537	2.0	0.839	12.4	LOS A	18.2	129.6	0.83	0.82	0.97	52.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Collector Road												
P3	Full	15	15	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19
East: Wyatt Road (E)												
P4	Full	15	15	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19
West: Wyatt Rd (W)												
P2	Full	15	15	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19
All Pedestrians		45	45	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

Site: 5 [5_2066 PM (Site Folder: PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Key Intersection 5
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Collector Road															
7	L2	All MCs	13	2.0	13	2.0	0.028	17.1	LOS B	0.2	1.4	0.78	0.65	0.78	41.9
9	R2	All MCs	31	2.0	31	2.0	* 0.169	24.1	LOS B	0.6	4.3	0.95	0.70	0.95	37.6
Approach			44	2.0	44	2.0	0.169	22.1	LOS B	0.6	4.3	0.90	0.69	0.90	38.8
East: Wyatt Road (E)															
10	L2	All MCs	72	2.0	72	2.0	0.049	7.3	LOS A	0.3	2.1	0.22	0.65	0.22	48.7
11	T1	All MCs	850	2.0	850	2.0	* 0.803	11.8	LOS A	16.3	116.1	0.87	0.88	1.03	53.9
Approach			922	2.0	922	2.0	0.803	11.4	LOS A	16.3	116.1	0.82	0.86	0.97	53.4
West: Wyatt Rd (W)															
5	T1	All MCs	591	2.0	591	2.0	0.558	6.4	LOS A	7.7	54.7	0.70	0.61	0.70	60.1
6	R2	All MCs	31	2.0	31	2.0	* 0.169	25.9	LOS B	0.6	4.3	0.95	0.71	0.95	38.6
Approach			622	2.0	622	2.0	0.558	7.4	LOS A	7.7	54.7	0.71	0.62	0.71	58.2
All Vehicles			1588	2.0	1588	2.0	0.803	10.2	LOS A	16.3	116.1	0.78	0.76	0.86	54.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Collector Road												
P3	Full	15	15	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19
East: Wyatt Road (E)												
P4	Full	15	15	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19
West: Wyatt Rd (W)												
P2	Full	15	15	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19
All Pedestrians		45	45	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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