

EDQ Planning Report

Reconfiguration of a Lot, Material Change of Use (Residential and Other Uses in accordance with Plan of Development) and Operational Works (Advertising Devices)

208 & 325 Wyatt Road, Kagaru Queensland 4285



Prepared for Litoba Developments Pty Ltd

Our Reference: 11560
28 August 2026

Saunders Havill

PATHWAYS TO SUCCESS

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Document Issue

Issue	Date	Prepared By	Checked By
Draft (for QA)	05/06/2026	HAB	RC
Final (for lodgement)	28/08/2026	RC	NC

Executive Summary

This report is written on behalf of Litoba Developments Pty Ltd who seek to develop land situated at 208 & 325 Wyatt Road, Kagaru Queensland 4285 for the purposes of a Residential Subdivision. In particular, the proposal is for an urban residential subdivision of 5 lots into 1,735 residential lots, new roads, detention basin/drainage reserve, local parks and a regional park.

The site is located within the Greater Flagstone Priority Development Area (PDA) and is within the Urban Living Zone under the Greater Flagstone Development Scheme (GFDS). The development contains provisions for urban low density residential neighbourhoods, local and regional parks, trunk roads and State infrastructure, generally consistent with the GFDS and Flagstone Development Charges and Offset Plan (DCOP)

To facilitate the intended development across the site, this application seeks approval for the following aspects of development:

- **PDA Development Permit: Reconfiguring a Lot** (5 lots into 1,735 residential lots, two (2) local park lots, eight (8) local linear park lots, one (1) regional sports park, one (1) regional recreation park lot, two (2) major linear park lots, four (4) balance lots, one (1) sewer pump station lot and new roads);
- **PDA Development Permit: Material Change of Use** for residential and other uses (house, multiple dwelling, display home, home based business, park and sale office) in accordance with a Plan of Development (POD); and
- **PDA Development Permit: Operational Works** for Advertising Devices in accordance with a Plan of Development.

This application is supported by several technical reports/plans, including:

- Masterplan prepared by Saunders Havill;
- ROL and Staging Plans prepared by Saunders Havill;
- Plan of Development prepared by Saunders Havill;
- Engineering Services Report prepared by Colliers;
- Traffic Impact Assessment prepared by Bitzios Consulting;
- Car Parking Analysis Plan prepared by Bitzios Consulting;
- Movement Infrastructure Master Plan prepared by Bitzios Consulting;
- Flood Assessment and Stormwater Management Plan prepared by Water Technology;
- Significant Biodiversity Assessment Report (SBAR) prepared by Saunders Havill;
- Natural Environment Site Strategy (NESS) prepared by Saunders Havill;
- Ecological Sustainability and Innovation Strategy prepared by Saunders Havill;
- Landscape Master Plan prepared by Saunders Havill;
- Noise Impact Assessment prepared by Colliers;
- Housing Diversity and Affordability Overarching Site Strategy prepared by Saunders Havill;
- Community Facilities Infrastructure Master Plan prepared by Saunders Havill; and
- Endorsed Context Plan prepared by Saunders Havill.

Having regard to the subject site and surrounds, the proposed development and the relevant planning framework, the following key considerations have been identified:

- Context Plan
- Infrastructure Master Plans & Overarching Site Strategies
- Flooding and Stormwater Management
- Engineering Services
- Significant Biodiversity Assessment Report
- Traffic Impact Assessment
- Bushfire Assessment
- Road Noise Acoustic Assessment
- Proposed Parks
- Integration with Surrounding Development

This Town Planning Report, and supporting documents, have assessed the proposed development against the provisions of the Development Scheme and other relevant legislation. We believe the development is consistent with the Development Scheme and is appropriate for the locality. It is therefore recommended that the development application be approved, subject to relevant and reasonable conditions.

Project Summary

Applicant Details

Applicant	Litoba Developments Pty Ltd c/- Saunders Havill Suite 1B, 6 Yoga Way Springfield Central, QLD 4300
Contact	Rachael Caton Telephone: (07) 3539 6703 Email: rachaelcaton@saundershavill.com Nick Christofis Telephone: (07) 3539 6700 Email: nickchristofis@saundershavill.com

Property Summary

Site Address	208, 280 & 325 Wyatt Road, Kagaru, Queensland 4285
Real Property Description	▪ Lot 22 on SP341889 ▪ Lot 11 on SP341889 ▪ Lot 12 on S31468 ▪ Lot 1 on SP360332 ▪ Lot 1000 on SP360332
Site Area	309.350ha
Easements / Encumbrances	▪ Easement B on SP281238 – burdening the land to Lot 3 on CP S311896, Lot 200 on SP133189, Lot 1 on RP97710 ▪ Easement C on SP281238 – burdening the land to Lot 3 on CP S311896, Lot 200 on SP133189, Lot 1 on RP97710 ▪ Easement P on SP209564 - burdening the land Queensland Water Infrastructure Pty Ltd ▪ Easement Q on SP209564 - burdening the land Queensland Water Infrastructure Pty Ltd
Contaminated Land Search / Environmental Management Register	Lot 22 on SP341889 and Lot 11 on SP341889 are on the EMR/CLR – subject to a notifiable activity or hazardous contaminant (livestock dip or spray)
Landowners	▪ Lot 11 owned by Prudence Poole ▪ Lot 12 and Lot 1000 owned by Anthony Daniel Brennan & Margaret Denise Brennan ▪ Lot 1 and Lot 22 owned by Litoba Holdings Pty Ltd
Local Government	Logan City Council

Planning Framework Summary

PDA	Greater Flagstone PDA
Development Scheme	Greater Flagstone Development Scheme (GFDS)
Zone	Urban Living
Overlays (Greater Flagstone Development Scheme and DCOP)	GFDS: ▪ Map 3 – Centres and transport ▪ Map 4 – Community greenspace network ▪ Map 5 – Community facilities ▪ Map 6 – Natural values ▪ Map 7 – Development constraints DCOP: ▪ Map 3 – Transport (roads) – Trunk Infrastructure ▪ Map 4 – Transport (intersections) – Trunk Infrastructure ▪ Map 5 – Transport (structures) – Trunk Infrastructure ▪ Map 7 – Parks and Open space – Trunk Infrastructure ▪ Map 9 – State Community Facilities – Trunk Infrastructure ▪ Map 10 – Water Supply – Trunk Infrastructure ▪ Map 11 – Sewerage – Trunk Infrastructure
State Planning Policy Mapping	AGRICULTURE ▪ Agricultural land classification - class A and B ▪ Important agricultural areas DEVELOPMENT AND CONSTRUCTION ▪ Priority development area BIODIVERSITY ▪ MSES - Regulated vegetation (intersecting a watercourse) ▪ MSES - Regulated vegetation (essential habitat) ▪ MSES – High ecological significance wetlands ▪ MSES - Regulated vegetation (category C) ▪ MSES – Regulated vegetation (category B) ▪ MSES – Regulated vegetation (wetland) ▪ MSES - Wildlife habitat (koala habitat areas - core) ▪ MSES - Wildlife habitat (special least concern animal) WATER QUALITY ▪ Water supply buffer area ▪ Water resource catchments NATURAL HAZARDS RISK AND RESILIENCE ▪ Flood hazard area - local government flood mapping area ▪ Bushfire prone area

Development Assessment Mapping	SEQ REGIONAL PLAN TRIGGERS ▪ SEQ Regional Plan land use categories FISH HABITAT AREAS ▪ Queensland waterways for waterway barrier works WATER RESOURCES ▪ Water resource planning area boundaries NATIVE VEGETATION CLEARING ▪ Regulated vegetation management map (Category A and B extract) KOALA HABITAT AREA ▪ Core koala habitat area
Regional Plan	Shaping SEQ (Urban Footprint)

Application Summary

Proposal overview	Proposed Masterplanned Residential Subdivision
Type of Approval Sought	▪ **PDA Development Permit: Reconfiguring a Lot** (5 lots into 1,735 residential lots, two (2) local park lots, eight (8) local linear park lots, one (1) regional sports park, one (1) regional recreation park lot, two (2) major linear park lots, four (4) balance lots, one (1) sewer pump station lot and new roads); ▪ **PDA Development Permit: Material Change of Use** for residential and other uses (house, multiple dwelling, display home, home based business, park and sale office) in accordance with a Plan of Development (POD); and ▪ **PDA Development Permit: Operational Works** for Advertising Devices in accordance with a Plan of Development.
Assessment Manager	Economic Development Queensland
Category of Assessment	PDA Assessable

Supporting Documentation

	Report / Plan	Consultant
Appendix A.	Property Searches	Saunders Havill
Appendix B.	Subdivision Masterplan	Saunders Havill
Appendix C.	ROL and Staging Plans	Saunders Havill
Appendix D.	Plan of Development	Saunders Havill
Appendix E.	Engineering Services Report	Colliers
Appendix F.	Traffic Impact Assessment	Bitzios Consulting

Appendix G.	Car Parking Analysis Plan	Bitzios Consulting
Appendix H.	Movement Infrastructure Master Plan	Bitzios Consulting
Appendix I.	Flood Assessment and Stormwater Management Plan	WaterTech
Appendix J.	Significant Biodiversity Assessment Report (SBAR)	Saunders Havill
Appendix K.	Natural Environment Site Strategy (NESS	Saunders Havill
Appendix L.	Ecological Sustainability and Innovation Strategy	Saunders Havill
Appendix M.	Landscape Master Plan	Saunders Havill
Appendix N.	Noise Impact Assessment	Colliers
Appendix O.	Housing Diversity and Affordability Overarching Site Strategy	Saunders Havill
Appendix P.	Community Facilities Infrastructure Master Plan	Saunders Havill
Appendix Q.	Endorsed Context Plan	Saunders Havill

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1. Introduction

Saunders Havill has been engaged by Litoba Developments Pty Ltd (the Applicant) to prepare this development application. The development application seeks approval for the following aspects of development:

- **PDA Development Permit: Reconfiguring a Lot** (5 lots into 1,735 residential lots, two (2) local park lots, eight (8) local linear park lots, one (1) regional sports park, one (1) regional recreation park lot, two (2) major linear park lots, four (4) balance lots, one (1) sewer pump station lot and new roads);
- **PDA Development Permit: Material Change of Use** for residential and other uses (house, multiple dwelling, display home, home based business, park and sale office) in accordance with a Plan of Development (POD); and
- **PDA Development Permit: Operational Works** for Advertising Devices in accordance with a Plan of Development.

The application relates to land located at 208, 280 and 325 Wyatt Road, Kagaru, Queensland 4285 (the "subject site"). The parcels comprising the subject site are formally described as Lot 11 and 22 on SP341889, Lot 1 and 1000 on SP360332 and Lot 12 on S31468.

This Town Planning Report assesses the proposal against the relevant provisions of the GFDS, relevant PDA Guidelines, DCOP and the *Economic Development Act 2012* and other relevant legislation. This report is accompanied by the following specialist reports/plans:

- **Appendix A** – Property Searches prepared by Saunders Havill;
- **Appendix B** – Subdivision Masterplan prepared by Saunders Havill;
- **Appendix C** – ROL and Staging Plans prepared by Saunders Havill;
- **Appendix D** – Plan of Development prepared by Saunders Havill;
- **Appendix E** – Engineering Services Report prepared by Colliers;
- **Appendix F** – Traffic Impact Assessment prepared by Bitzios Consulting;
- **Appendix G** – Car Parking Analysis Plan prepared by Bitzios Consulting;
- **Appendix H** - Movement Infrastructure Master Plan prepared by Bitzios Consulting;
- **Appendix I** – Flood Assessment and Stormwater Management Plan prepared by Water Technology;
- **Appendix J** – Significant Biodiversity Assessment Report (SBAR) prepared by Saunders Havill;
- **Appendix K** – Natural Environment Site Strategy (NESS) prepared by Saunders Havill;
- **Appendix L** – Ecological Sustainability and Innovation Strategy prepared by Saunders Havill;
- **Appendix M** – Landscape Master Plan prepared by Saunders Havill;
- **Appendix N** – Noise Impact Assessment prepared by Colliers;
- **Appendix O** – Housing Diversity and Affordability Overarching Site Strategy prepared by Saunders Havill;
- **Appendix P** – Community Facilities Infrastructure Master Plan prepared by Saunders Havill; and
- **Appendix Q** – Endorsed Context Plan prepared by Saunders Havill.

2. Site Overview

2.1. Site Location

The subject site is located at 208, 280 & 325 Wyatt Road, Kagaru Queensland, more specifically known as Lot 11 on SP341889, Lot 22 on SP341889, Lot 12 on S31468, Lot 1 on SP360332 and Lot 1000 on SP360332.The site has a total area of approximately 309.350 ha and has a frontage to the north and south of Wyatt Road.

Teviot Brook (a tributary of the larger Logan River catchment) adjoins the site along its southern boundary. There is an easement that encumbers the site along the north-eastern boundary, which we understand is for the purpose of facilitating pumped water movement from Teviot Brook.

The site is located at the southern part of the PDA, adjoining the Flinders Lake Context Plan Area and Monarch Glen Context Plan Area. Access to the subject site is currently undertaken from Undullah Road to the south-east and Kilmoylar Road to the north-west. The site is within the Urban Living Zone of the Greater Flagstone Development Scheme and is subject to an endorsed Context Plan (**Appendix Q**) (DEV2023/1431) approved by EDQ.



***Figure 1**: Subject Site (Source: QLD Globe)*

Property searches, including a Smart Map and Current Titles Search are included within **Appendix A.**

2.2. Ownership and Encumbrances

- Lot 11 owned by Prudence Poole
- Lot 12 and Lot 1000 owned by Anthony Daniel Brennan & Margaret Denise Brennan
- Lot 22 and Lot 1 owned by Litoba Holdings Pty Ltd

The subject site is benefitted and encumbered by the following easements:

- Easement B on SP281238 – burdening the land to Lot 3 on CP S311896, Lot 200 on SP133189, Lot 1 on RP97710
- Easement C on SP281238 – burdening the land to Lot 3 on CP S311896, Lot 200 on SP133189, Lot 1 on RP97710
- Easement P on SP209564 - burdening the land Queensland Water Infrastructure Pty Ltd
- Easement Q on SP209564 - burdening the land Queensland Water Infrastructure Pty Ltd

A copy of the Current Titles Search, Smart Map and relevant Easement documents is provided in **Appendix A.**

2.3. Contaminated Land

Lot 22 on SP341889 and Lot 11 on SP341889 are on the EMR/CLR – subject to a notifiable activity or hazardous contaminant (livestock dip or spray).

2.4. Site Context

A Site Context Plan has been prepared by Saunders Havill and is provided in the Figure below:

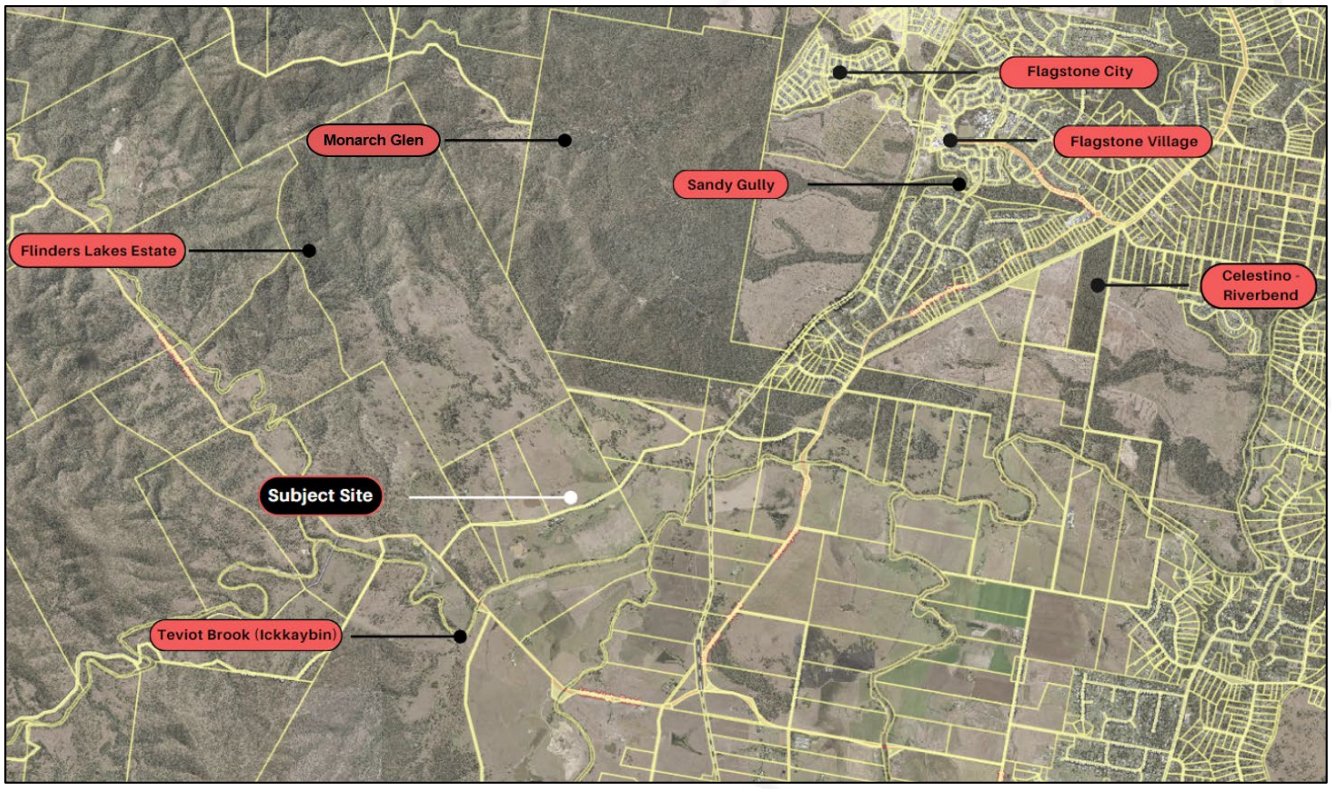


Figure 2: *Site Context Plan (Source: Saunders Havill)*

2.5. General site observations

A site inspection has been carried out and the following observations, as relevant to the proposal, are made:

Characteristic	Observation
Existing land uses and improvements	The site has predominantly been used for rural purposes with a residential dwelling house and farming structures located on the southern side of Wyatt Road. The site is largely cleared of vegetation.
Adjoining land uses and character	The surrounding area is primarily rural/rural residential land uses. Adjoining sites to the north, east and west are all within the Greater Flagstone PDA.
Vegetation – site and verge	Please refer to **Appendix J** for further information.
Access	Access to the site is currently obtained via Wyatt Road, which is an unformed road (gravel carriageway) from the intersection with Bushman Drive/Kilmoylar Road.

2.6. Existing Infrastructure

Refer to the Engineering Serviceability Report (**Appendix E**) for further details.

2.7. Ecological Assessment of Site

A Significant Biodiversity Assessment Report (SBAR) prepared by Saunders Havill provides a review of the site's ecological values in accordance with Commonwealth and State Government legislation. Please refer to **Appendix J** for further information.

3. Background

3.1. Subject Site

The following recent development approval history is relevant to the subject site:

EDQ Reference	Address	Description	Approval Date
DEV2023/1384	325 Wyatt Road, Kagaru	Reconfiguring a Lot (1 into 2 management lots)	23 May 2023
DEV2018/971	325 Wyatt Road, Kagaru	Reconfiguring a Lot (1 into 2 lots)	21 Nov 2018
DEV2014/585	325 Wyatt Road, Kagaru	Reconfiguring a Lot (2 lot subdivision – management lot subdivision)	5 Aug 2014
DEV2023/1431	325 Wyatt Road, Kagaru	Reconfiguring a Lot (1 lot into 2 lots management lot subdivision) with the request for a Context Plan endorsement	4 Dec 2025

There have been a number of approvals over the subject site. The first noteworthy approval is DEV2018/971 to facilitate the subdivision of Lot 10 on SP310604, from the original base parcel. Lot 10 immediately adjoins the site to the west and appears to have a telecommunications tower installed. A management subdivision by the applicant was recently approved (DEV2023/1384) to better facilitate future development and assist with the staged settlement.

The most significant application over the site is a current approval which was approved on 4 December 2025 (DEV2023/1431), which aimed at facilitating the ultimate development outcome (ROL/MCU application). This application included the request for a Context Plan endorsement to facilitate the future residential development over the site. The Context Plan was developed in accordance with the PDA development scheme, PDA guidelines, amended IMPs, and OSSs to provide a more detailed level of spatial planning compared to the whole of site MCU. An extract of the endorsed Wyatt Road Context Plan is shown in **Figure 3** below.

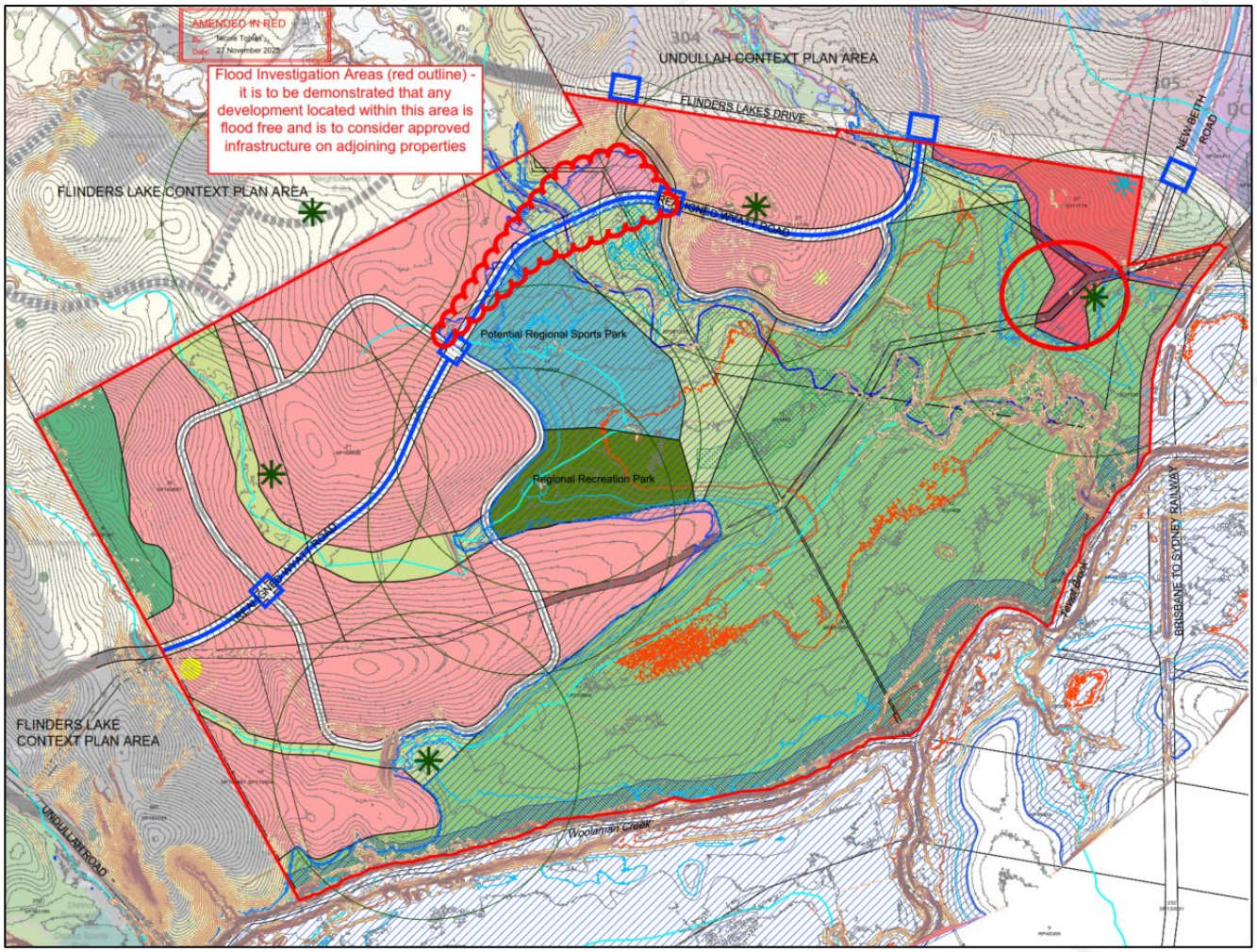


***Figure 3**: Endorsed Wyatt Road Context Plan (Source: Saunders Havill)*

3.2. Surrounding Sites

The following recent development application/approval history is relevant to the surrounds:

EDQ Reference	Address	Description	Approval Date
FLAGSTONE CITY (PEET)			
DEV2010/085	34 Creekside Cresent, New Beith	Material Change of Use	9 Mar 2011
DEV2012/402	New Beith Road & Homestead Drive, Undullah (Stage 1)	Reconfiguring a Lot (714 Residential Lots, 3 Future Allotments, Open Space, New Road - with a Plan of Development and 5 into 7 Management Lots) and Endorsement of Context Plan • Change Approved – 3 Apr 2023	Approved - 5 Mar 2015
DEV2012/403	New Beith Road and Flagstonian Drive, Flagstone	Reconfiguring a Lot (1,628 residential lots, 1 commercial lot, 1 medium density lot, 1 community facility lot, 12	28 Apr 2023

		management lots, open space, new roads) with a plan of development	
DEV2014/637	Homestead Drive and New Beith Road, Undullah	Reconfiguring a Lot (2 into 36 lots) – 10 centre frame and 22 terrace housing lots, 2 service lots, 2 balance lots, new road and access easement (4 stages) ▪ Change approved - 4 Nov 2020	8 July 2015
DEV2017/866	Homestead Drive and Wild Mint Drive, Undullah	Material Change of Use (business, fast food premises, food premises, health care services, service station, shop and shopping centre) with a plan of development, and Operational Works for advertising devices (service station component). ▪ Change approved - 27 July 2018	19 Dec 2017
DEV2017/907	Wyatt Road, New Beith Road and Homestead Drive, Undullah	Reconfiguring a Lot (Road Opening)	15 Mar 2018
DEV2018/915	Homestead Drive, Undullah	Material Change of Use (educational Establishment) and Reconfiguring a Lot (4 into 7) ▪ Change approved - 15 Apr 2021	4 May 2018
DEV2018/917	Homestead Drive, Undullah	Reconfiguring a Lot (1 into 12) ▪ Change approved - 13 May 2019	9 July 2018
DEV2020/1155	Homestead Road, Flagstone	Reconfiguring a Lot (1 lot into 2) and Endorsement of Context Plan (Context Area 4)	4 June 2025
DEV2020/1154	New Beith Road, New Beith and Everdell Road, New Beith	Reconfiguring a Lot (1 into 2) and Endorsement of Context Plan (Context Area 3)	31 May 2023
DEV2023/1381	71 Flagstonian Drive Flagstone	Reconfiguring a lot (1 lot into 2 lots and access easement) with Endorsement of context plan (Context Area 5)	12 Dec 2025
DEV2023/1414	New Beith Road and Everdell Road, New Beith	Reconfiguring a Lot (3 lots into 4 lots with access easements and new road)	18 Dec 2025

DEV2012/209/25	New Beith Road, Mountain Ridge Road and Homestead Road, Undullah QLD	Change to Approval	28 April 2025
FLINDERS LAKES			
DEV2012/247	Dairy Road, Undullah Road and Wyatt Road, Undullah QLD 4285	Material Change of Use Application (use rights over Precinct 1 of the Flinders Development, including the following use categories: Commercial Uses, Industrial Uses, Residential Uses, Retail Uses, Rural Uses, Services, Community and Other Uses; and Sport, Recreation and Entertainment Uses) in accordance with The Flinders Land Use Plan and associated documents.	25 Jan 2013
DEV2017/844	Dairy, Undullah and Wyatt Road, Undullah	Material Change of Use (Whole of Site (commercial; industrial; residential; retail; rural; service, community and other; sport, recreation and entertainment))	25 Oct 2017
DEV2019/1085	Lot 3 Mount Elliot Road, Flinders Lakes	Reconfiguring a Lot (1 into 426, associated park and road reserve)	Properly Made
DEV2019/1058	Lot 3 Mount Elliott Road, Flinders Lakes	Reconfiguring a Lot (1 lot into 5 management lots, 2 park lots, access easement and associated roads)	4 Oct 2019
MONARCH GLEN			
DEV2012/248	Wyatt Road, Undullah	Material Change of use - whole of site	1 Nov 2016
DEV2017/857	Wyatt Road, Undullah	Reconfiguring a Lot (1 into 11 management lots)	18 Jan 2018
DEV2024/1542	Wyatt Road, Undullah	Reconfiguring a Lot – 3 Lots into 3 Lots and access easement (Management Subdivision)	6 Nov 2024
DEV2025/1612	Wyatt Road, Undullah	Reconfiguring a Lot - 575 residential lots, parks and road in accordance with a Plan of Development and Operational Work - advertising devices, in accordance with a Plan of Development (Advertising Devices) (including updated context plan for Monarch Glen)	31 Oct 2025
DEV-2026-FLA-4580	Rice Road, Undullah	Reconfiguring a Lot – 2 Lots into 3 Lots (Management Subdivision)	Properly Made



CELESTINO - RIVERBEND (TEVIOT BROOK)			
DEV2012/312	368 Bushman Drive, Jimboomba	Material Change of Use (residential, commercial, retail, industrial, service, sport and community uses) and Reconfiguring a Lot (Boundary realignment – 6 into 6)	1 June 2016
DEV2016/811	72 Riverbend Blvd, 1434-1586 Teviot Rd, 155-243 Bushland Rd, 245-247 Bushland Rd, 1394-1432 Teviot Rd and 1294-1352 Teviot Rd, Jimboomba	Material Change of Use (Master Plan)	21 Sept 2017
DEV2017/901	72 Riverbend Boulevard; 155-243 Bushland Road; 1394-1432 and 1294-1352 Teviot Road, Jimboomba	Reconfiguring a Lot (4 lots into 582 lots with associated roads, parks and balance lots) ▪ Change approved - 12 Nov 2020	21 Aug 2019
PEBBLE CREEK			
DEV2019/1013	176-228 Mountain Ridge Road, South Mclean	Material Change of Use (Residential and other uses (display home, home based business, house, park and sales office) in accordance with a plan of development and Endorsement of Context Plan and Reconfiguring a Lot (1 lot into 515 lots, new roads, drainage reserve and park) Operational Works (advertising devices) ▪ Change approved – 25 July 2025	30 Apr 2020
TARNBRAE			
DEV2013/455	New Beth Road, New Beith	Material Change of Use ▪ Change approved 16 Dec 2021	20 Dec 2013
DEV2023/1382	New Beith Road, New Beith	Reconfiguring a Lot (5 into 5 lots) and road widening	10 May 2023
DEV2023/1413	New Beith Road, New Beith	Reconfiguring a Lot (management lot subdivision) and Context Plan for endorsement	19 Dec 2024
OTHER			

DEV2016/776	Homestead Drive and New Beith Road, Undullah	Material change of use (food premises, shop and shopping centre), and Operational works (advertising devices); and Preliminary approval for a material change of use (business, food premises, health care services, indoor entertainment (hotel/tavern), indoor sport and recreation (gym), shop and shopping centre) in accordance with a plan of development.	17 Aug 2018

4. Context Plan Compliance

The site is subject to the Wyatt Road Context Plan (EDQ: DEV2023/1431) which was endorsed on 4 December 2025. The Context Plan area consists of a future master-planned development comprising residential uses (including urban residential, medium residential); a network of greenspace (including major linear park, regional recreation park, local linear park, environmental park and neighbourhood recreation park); non-residential uses (including commercial/retail and potential school); and necessary infrastructure to support the creation of the development.

The Context Plan establishes a variety of residential development, ranging from low density residential development (detached/attached dwellings) through to medium density residential (townhouses). A potential primary school site is shown, subject to separate Department of Education and State Agency acquisition. A commercial area designated for retail showroom uses is bounded by Wyatt Road realignment and Flinders Lake Drive.

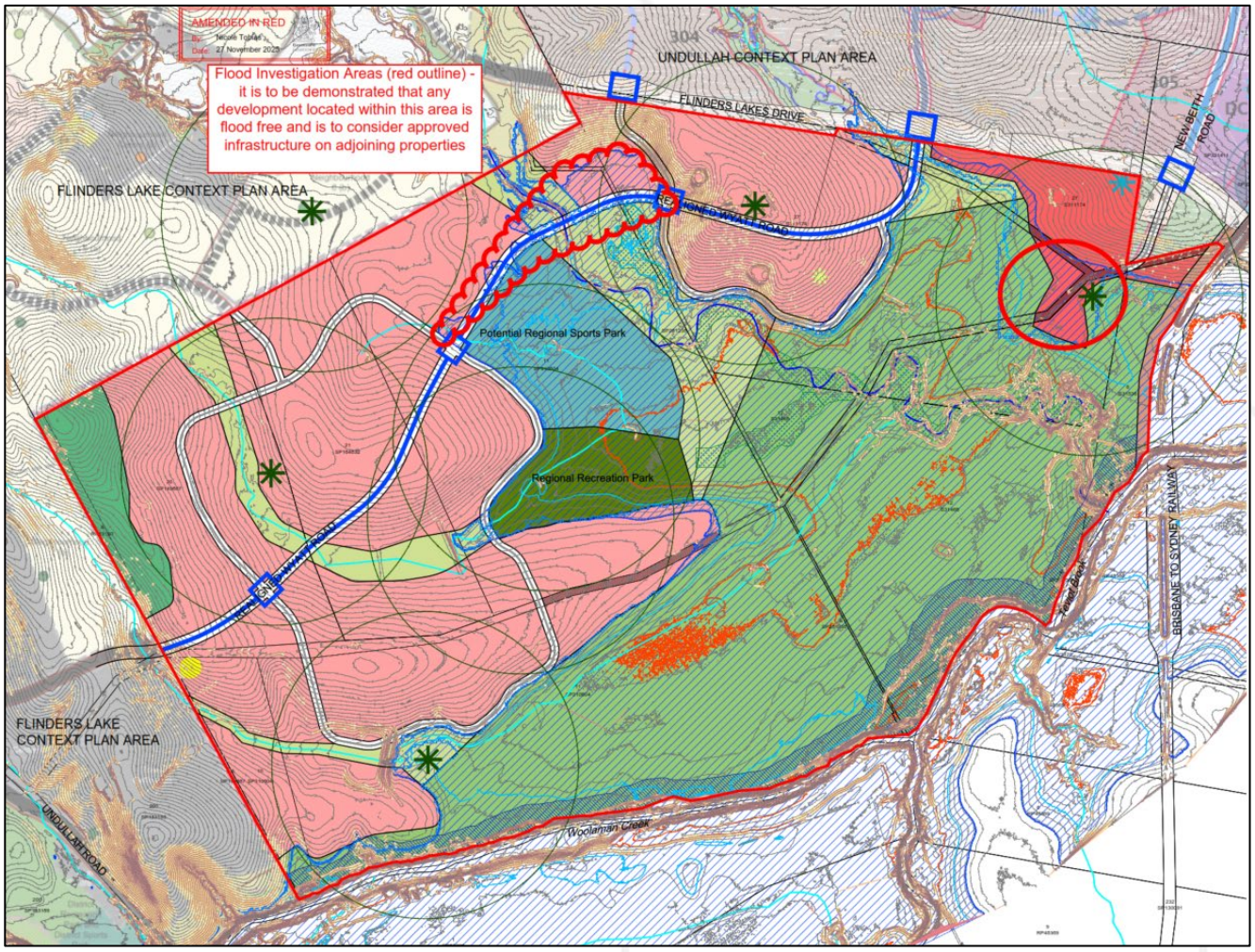


***Figure 4**: Endorsed Wyatt Road Context Plan (Source: Saunders Havill)*

The proposed residential subdivision has been designed and developed in alignment with the Context Plan, relevant legislative and planning frameworks, and informed by comprehensive

technical advice. The design incorporates findings from technical reports prepared for both the Context Plan and the ROL application. Residential stages are located within the 'Urban Residential' zone identified in the Context Plan, carefully avoiding all identified constraints and accommodating the required trunk infrastructure. Additionally, this application includes provision for a potential future Regional Sports Park and a Regional Recreation Park, as outlined in the Context Plan, with further details provided in the Landscape Master Plan (**Appendix M**).

As outlined in the Context Plan, Wyatt Road has been realigned. This application reflects the proposed realignment, with the Traffic Impact Assessment (**Appendix F**) prepared by Bitzios supporting both the realignment and the detailed design of the road network within the development.

The site contains 'flood investigation areas' as noted on the endorsed Context Plan. Development of these areas has been addressed within the Flood Assessment and Stormwater Management Plan (**Appendix I**) prepared by Water Technology.

No development is proposed within the eastern part of the Context Plan area at this stage (area designated medium density residential). This will be subject to future application/s.

Overall, we consider the proposed development consistent with the endorsed Context Plan.

5. Development Proposal

5.1. Proposal Intent

The proposal is intended to facilitate residential development in accordance with the site's designation within the Urban Living Area of the Greater Flagstone Development Scheme, the endorsed Context Plan, and the POD. The proposal seeks approval for Reconfiguring a Lot to subdivide the existing five (5) parcels of land into 1,735 lots over fifty-seven (57) stages to accommodate new dwelling houses, parks, roads, stormwater drainage/detention and other future land uses in accordance with the POD.

The proposed development demonstrates through technical assessments that all new lots will be able to connect to all necessary urban infrastructure and serviced by water, sewer, transport, electricity, stormwater and community infrastructure. Importantly, the proposal provides for current and future connectivity and integration into the wider locality.

5.2. Proposal Summary

The proposed development is the detailed subdivision application for 208, 280 and 325 Wyatt Road, Kagaru. The proposed development is a residential subdivision to create low-density residential lots with accompanying parklands, roads and open space.

A summary of the proposed development, is as following:

- 1,735 residential lots to be delivered across 57 stages;
- Eight (8) Local Linear Park lots (Lots 9001-9004, 9008 & 9011-9013);
- Two (2) Major Linear Park lots (Lots 9009 & 9014) that is approximately 137.505ha;
- A sewer pump station (7000)
- Four (4) balance lots (5000, 6001, 6002 & 6003);
- Two (2) local parks with a total area of 1.053ha (Lot 9005 & 9010);
- A potential future Regional Sports Park that is approximately 15.684ha (Lot 9006);
- A 10.054ha Regional Recreation Park (Lot 9007);
- POD provisions for all residential lots;
- An appropriate detailed road network, including the realignment of Wyatt Road through the northern regions of the site, above the floodplain; and
- Wetlands identified and retained where possible, with proposed rehabilitation areas as required.

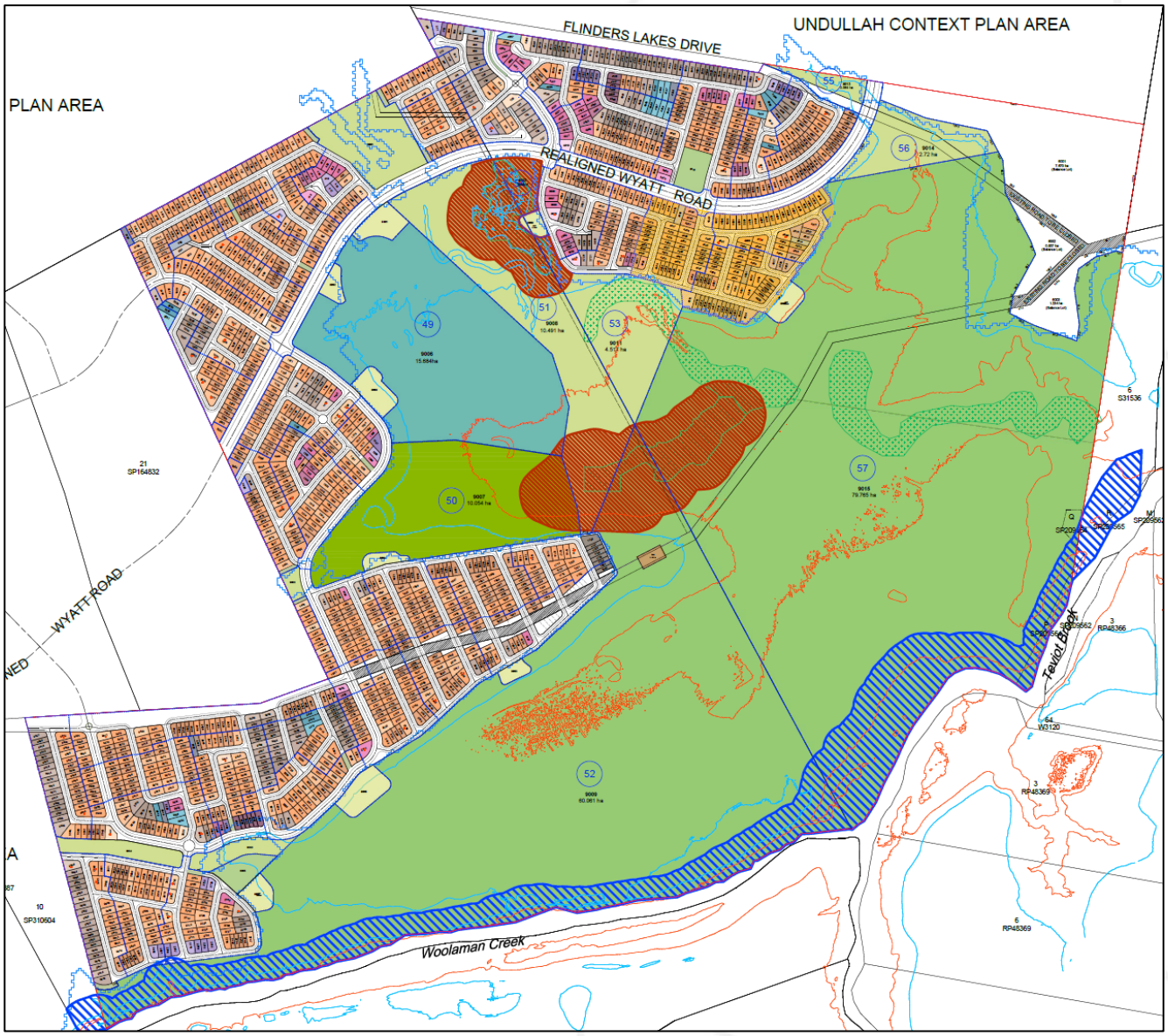


Figure 5: *Proposed Layout Plan (Source: Saunders Havill)*

5.3. Proposal Details

The specific details of the proposal are included below:

Aspect	Description
Reconfiguration of a Lot	Five (5) lots into 1,735 residential lots, eight (8) Local Linear Park lots, two (2) Major Linear Park lots, two (2) local parks, a potential future Regional Sports Park, a Regional Recreation Park, one (1) sewer pump station, four (4) balance lots, new roads and drainage reserve.
Material Change of Use (residential & other uses) in accordance with a Plan of Development	Residential (house - 7 dwelling types) and other uses (multiple dwelling, display home, home based business, park and sale office) in accordance with a Plan of Development (POD).

Operational Works	Advertising Devices in accordance with the Plan of Development.

5.4. Staging

The specific details of the proposal are included in the sections below.

5.4.1 Residential Staging (including Wyatt Road)

Stage	Total Area	No. of Lots	Net Residential Area	Area of Road	Area of Greenspace
1	2.339ha	27	1.280ha	1.059ha	-
2	1.565ha	29	1.090ha	0.445ha	-
3	1.778ha	29	1.317ha	0.559ha	0.040ha
3a	0.135ha	2	0.135ha	-	-
4	6.293ha	24	0.913ha	2.192ha	2.188ha
5	1.231ha	23	0.871ha	0.360ha	-
6	2.033ha	35	1.232ha	0.480ha	0.060ha
7	1.945ha	39	1.394ha	0.483ha	0.068ha
8	2.127ha	42	1.636ha	0.491ha	-
9	1.270ha	-	-	1.270ha	-
10	2.974ha	51	2.010ha	0.964ha	-
11	3.562ha	52	2.001ha	1.030ha	-
12	1.611ha	24	0.952ha	0.628ha	-
13	2.700ha	47	1.824ha	0.876ha	-
14	2.391ha	37	1.317ha	0.865ha	0.209ha
14a	0.486ha	12	0.464ha	-	-
15	2.476ha	46	1.600ha	0.651ha	-
16	2.218ha	44	1.543ha	0.675ha	-
17	1.630ha	28	1.123ha	0.507ha	-
18	0.515ha	5	0.202ha Balance lot 5000 – 0.053ha	0.199ha To be closed – 0.061ha	-
19	2.4686ha	20	0.690ha + Balance lot 5000 – 0.449ha	0.888 ha To be closed – 0.458ha	-

Stage	Total Area	No. of Lots	Net Residential Area	Area of Road	Area of Greenspace
20	2.296ha	33	1.218ha Balance lot 5000 – 0.172ha	0.661 ha To be closed – 0.245ha	-
21	3.396ha	47	1.662ha Balance lot 5000 – 0.080ha	0.888ha To be closed – 0.121ha	-
22	2.420ha	35	1.454ha	0.932ha	0.034ha
23	1.783ha	36	1.401ha	0.382ha	-
24	3.554ha	56	2.015ha	0.741ha	0.798ha
25	3.729ha	45	1.760ha	1.124ha	0.845ha
26	1.915 ha	42	1.474ha	0.441ha	-
27	4.047ha	49	1.920ha	1.185ha	0.578ha
28	2.312ha	45	1.597 ha	0.715ha	-
29	2.186ha	35	1.509 ha	0.628ha	0.049ha
30	1.847ha	34	1.285 ha	0.533ha	-
30a	0.106ha	2	0.106ha	-	-
31	1.945ha	38	1.424ha	0.521ha	-
31a	0.102	2	0.102	-	-
32	1.765ha	28	1.142ha	0.623ha	-
32a	0.177ha	3	0.177ha	-	-
33	2.112ha	36	1.467ha	0.645ha	-
34	3.683ha	50	1.719ha	1.964ha	-
35	0.763ha	-	-	0.763ha	-
36	2.372ha	38	1.418ha	0.743ha	-
37	1.691 ha	32	1.127ha	0.564ha	-
38	3.905ha	70	2.368ha	1.032ha	0.505ha
39	2.006ha	36	1.424ha	0.582ha	-
40	2.529ha	53	1.835ha	0.694ha	-
41	1.676ha	38	1.293ha	0.383ha	-
42	1.883ha	33	1.408ha	0.475ha	-
43	3.208ha	69	2.561ha	0.692ha	-



Stage	Total Area	No. of Lots	Net Residential Area	Area of Road	Area of Greenspace
44	2.377ha	48	1.642ha	0.735ha	-
45	2.892ha	49	1.785ha	0.742ha	-
46	2.151ha	37	1.445ha	0.031ha	-
47	1.168ha	-	-	1.168ha	-
48	1.532ha	-	-	1.532ha	-

5.4.2 Open Space and Park

Stage	Proposed Use	Area
49	Potential Regional Sports Park	15.684ha
50	Regional Recreation Park	10.054ha
51	Local Linear Park	10.491ha
52	Major Linear Park	60.061ha
53	Local Linear Park	4.517ha
54	Local Linear Park	0.765ha
55	Local Linear Park	0.564ha
56	Local Linear Park	2.720ha
57	Major Linear Park	79.765ha

5.5. Residential Lots

Residential lots range in size from approximately 250m² to 750m², including a variety of lot widths. The proposal includes seven (7) different residential lot typologies based on lot frontage, including Terrace, Villa, Premium Villa, Courtyard, Premium Courtyard, Traditional and Multiple Residential with differencing design criteria applicable to each type.

Lot Typology	Frontage	Size
Terrace	< 10.0m	Typically, 250m² to 300m²
Villa	10.0m – 12.49m	Typically, 300m² to 400m²
Premium Villa	12.5m – 13.9m	Typically, 350m² to 464m²
Courtyard	14.0m – 15.9m	Typically, 400m² to 580m²
Premium Courtyard	16.0m - < 18.0m	Typically, 500m² - 700m²
Traditional	18.0m +	Typically, 600m² +
Multiple Residential	Corner lots	Typically, 450m² +

5.6. Plan of Development

A POD has been prepared and accompanies this development application. The intent of the POD is to set up a framework for the future use of land within the POD Area (the subject site).

The POD provides design criteria which will be applicable to all future dwellings constructed within the POD area. The design criteria have been based on the following Guidelines and Practice Notes:

- Guideline 1 – Residential 30 (May 2015);
- Guideline 5 – Neighbourhood Planning and Design (May 2015);
- Guideline 6 – Street and Movement Network (February 2019);
- Guideline 7 – Low Rise Buildings (May 2015);
- Guideline 13 – Engineering Standards (September 2017);
- Guideline 18 – Development Interfaces (May 2015);
- Practice Note 07 – Designing for Small Lots (March 2014); and
- Practice Note 10 – Plans of Development (March 2014).

5.6.1 Plan of Development – Design Criteria

As indicated above, the POD sets up design criteria that will be applicable to future development within the POD Area. The design criteria provide specific requirements on future design and location of dwellings, such as:

- Setbacks;
- Building heights;
- Building design;
- Site cover;
- Private open space;
- Fencing; and
- Car parking and driveways.

Figure 6 below is an extract from the POD, including design criteria (setbacks/site cover):

	Terrace Lots	10.0m - < 12.5m Frontage	12.5m - < 14.0m Frontage	14.0m - < 16.0m Frontage	16.0m - < 18.0m Frontage	18.0m + - Frontage	Multiple Residential Allotments
Front Setback							
To Wall (Ground Floor)	2.4m	3.0 m	3.0 m	3.0 m	4.0 m	5.0 m	3.0 m
To Wall (First Floor)	2.4m	3.0 m	3.0 m	3.0 m	4.0 m	5.0m	3.0 m
Garage	5.5 m	5.0 m	5.0 m	5.0 m	5.0 m	5.0m	5.0 m
Secondary Frontage							
To Wall (Ground Floor)	1.5 m	1.5 m	2.0 m	2.0 m	2.0 m	3.0 m	1.5 m
To Wall (First Floor)	1.8 m	2.0 m	2.0 m	2.0 m	2.0 m	3.0 m	1.5 m
Garage	n/a	5.0 m	5.0 m	5.0 m	5.0 m	5.0 m	5.0 m
Rear Setback							
Ground Floor	6.0 m	0.9m*	0.9m*	0.9m*	0.9m*	1.5 m	1.5 m
First Floor	6.0 m	1.0 m	1.0 m	1.0 m	1.0 m	2.0 m	1.5 m
Side Setback (BTB)							
Ground Floor	0 - 0.2 m	0 - 0.2 m	0 - 0.2 m	0 - 0.2 m	0 - 0.2 m	0 - 0.2 m	n/a
First Floor	0 - 0.2m	0.9 m	1.0 m	1.0 m	1.0 m	1.5 m	n/a
Side Setback (non-BTB)							
Ground Floor	n/a	0.9 m	1.0 m	1.0 m	1.0 m	1.5 m	1.0 m
First Floor	n/a	0.9 m	1.0 m	1.0 m	1.5 m	2.0 m	1.5 m
Site Coverage (Maximum)	75%	65%	60%	60%	60%	60%	75%
Rear boundary setback for a lot including a stepped retaining wall (or retaining wall exceeding 2.5m) is to be increased to 2.5m							
Within the above table BTB means Built-to-Boundary wall. If a Built-to-Boundary wall is constructed then the indicated BTB side shown on the Envelope Plans is mandatory not optional.							

***Figure 6**: Extract of Plan of Development (Source: SHG)*

5.7. Proposed Servicing Arrangements

Please refer to the Engineering Serviceability Report (**Appendix E**) for further information on the proposed servicing arrangements.

5.8. Supporting Information

The proposal plans and this Planning Report are supported by the following technical reports / plans.

Report / Plan	Location
Subdivision Masterplan Prepared by **Saunders Havill**	Appendix B
ROL and Staging Plans Prepared by **Saunders Havill**	Appendix C
Plan of Development Prepared by **Saunders Havill**	Appendix D
Engineering Services Report Prepared by **Colliers**	Appendix E
Traffic Impact Assessment	Appendix F

Report / Plan	Location
Prepared by **Bitzios Consulting**	
Car Parking Analysis Plan Prepared by **Bitzios Consulting**	Appendix G
Movement Infrastructure Master Plan Prepared by **Bitzios Consulting**	Appendix H
Flood Assessment and Stormwater Management Plan Prepared by **Water Technology**	Appendix I
Significant Biodiversity Assessment Report (SBAR) Prepared by **Saunders Havill**	Appendix J
Natural Environment Site Strategy (NESS) Prepared by **Saunders Havill**	Appendix K
Ecological Sustainability and Innovation Strategy Prepared by **Saunders Havill**	Appendix L
Landscape Master Plan Prepared by **Saunders Havill**	Appendix M
Noise Impact Assessment Prepared by **Colliers**	Appendix N
Housing Diversity and Affordability Overarching Site Strategy Prepared by **Saunders Havill**	Appendix O
Community Facilities Infrastructure Master Plan Prepared by **Saunders Havill**	Appendix P
Endorsed Context Plan Prepared by **Saunders Havill**	Appendix Q

6. State Framework and Assessment

6.1. Economic Development Act 2012

The proposed development is assessable and subject to assessment under the *Economic Development Act* 2012 (The Act). The Act provides for particular parts of the State to be declared as areas called Priority Development Areas. Its main purpose is to facilitate economic development, and development for community purposes, in the State.

6.2. Greater Flagstone Priority Development Area

The Greater Flagstone Priority Development Area was declared by regulation on 8 October 2010.

6.3. Greater Flagstone Development Scheme

The Greater Flagstone Development Scheme is applicable to all development on land within the boundaries of the Greater Flagstone Priority Development Area. It is the regulatory document which assists with planning, carrying out, promoting, coordinating and controlling land development within the PDA.

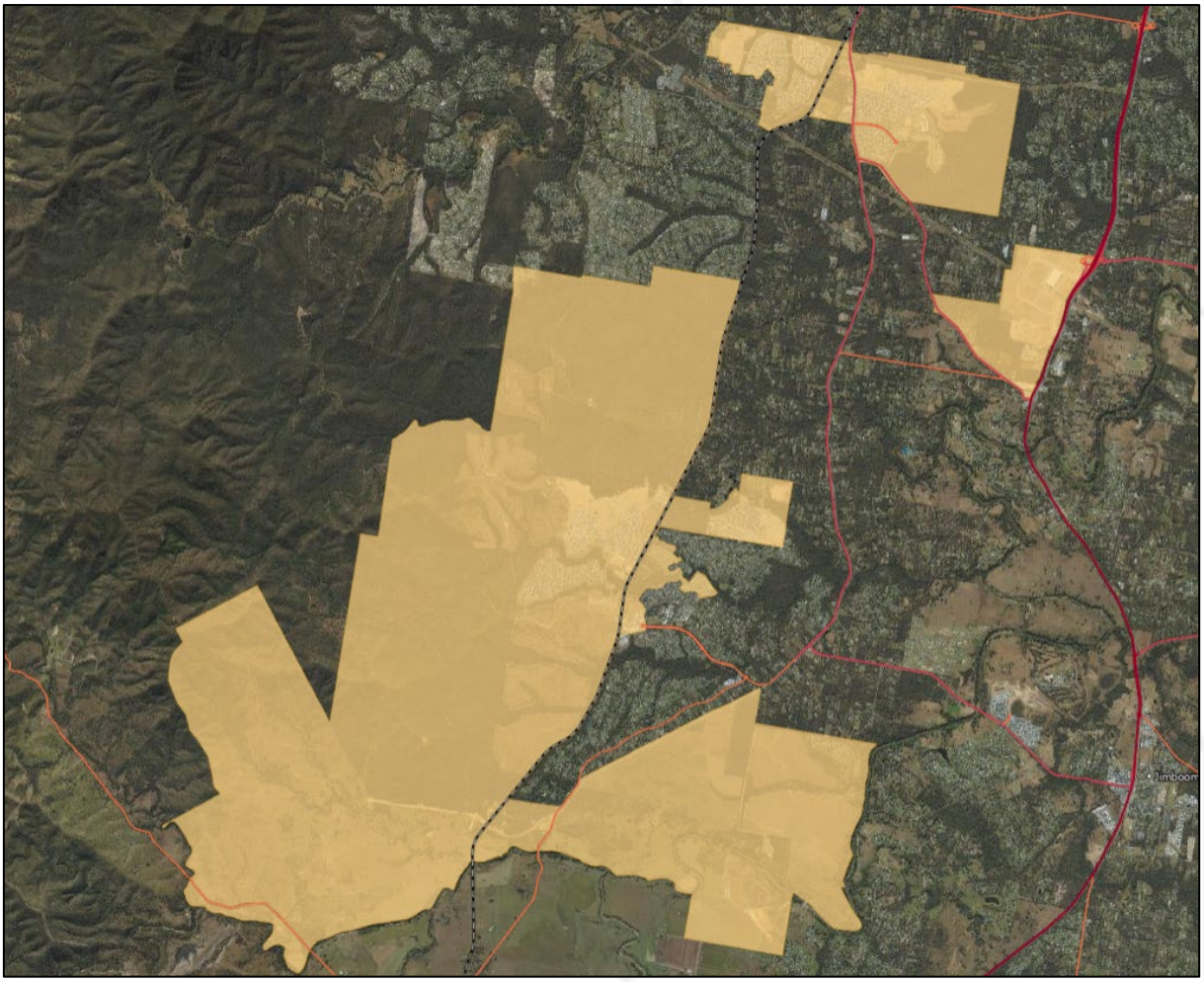


***Figure 7**: Greater Flagstone PDA (Source: QLD Globe)*

6.4. Level of Assessment

For the purposes of the Development Scheme, the proposal involves the following activities:

- **PDA Development Permit: Reconfiguring a Lot** (5 lots into 1,735 residential lots, eight (8) Local Linear Park lots, two (2) Major Linear Park lots, two (2) local parks, a potential future Regional Sports Park, a Regional Recreation Park, one (1) sewer pump station, four (4) balance lots, new roads and drainage reserve;
- **PDA Development Permit: Material Change of Use** for residential and other uses (house, multiple dwelling, display home, home based business, park and sales office) in accordance with a Plan of Development (POD); and
- **PDA Development Permit: Operational Works** for Advertising Devices in accordance with the Plan of Development.

The proposed development is PDA Assessable Development.

6.5. Zone

The subject site is within the Urban Living of the Greater Flagstone Development Scheme and is subject to the Endorsed Context Plan.

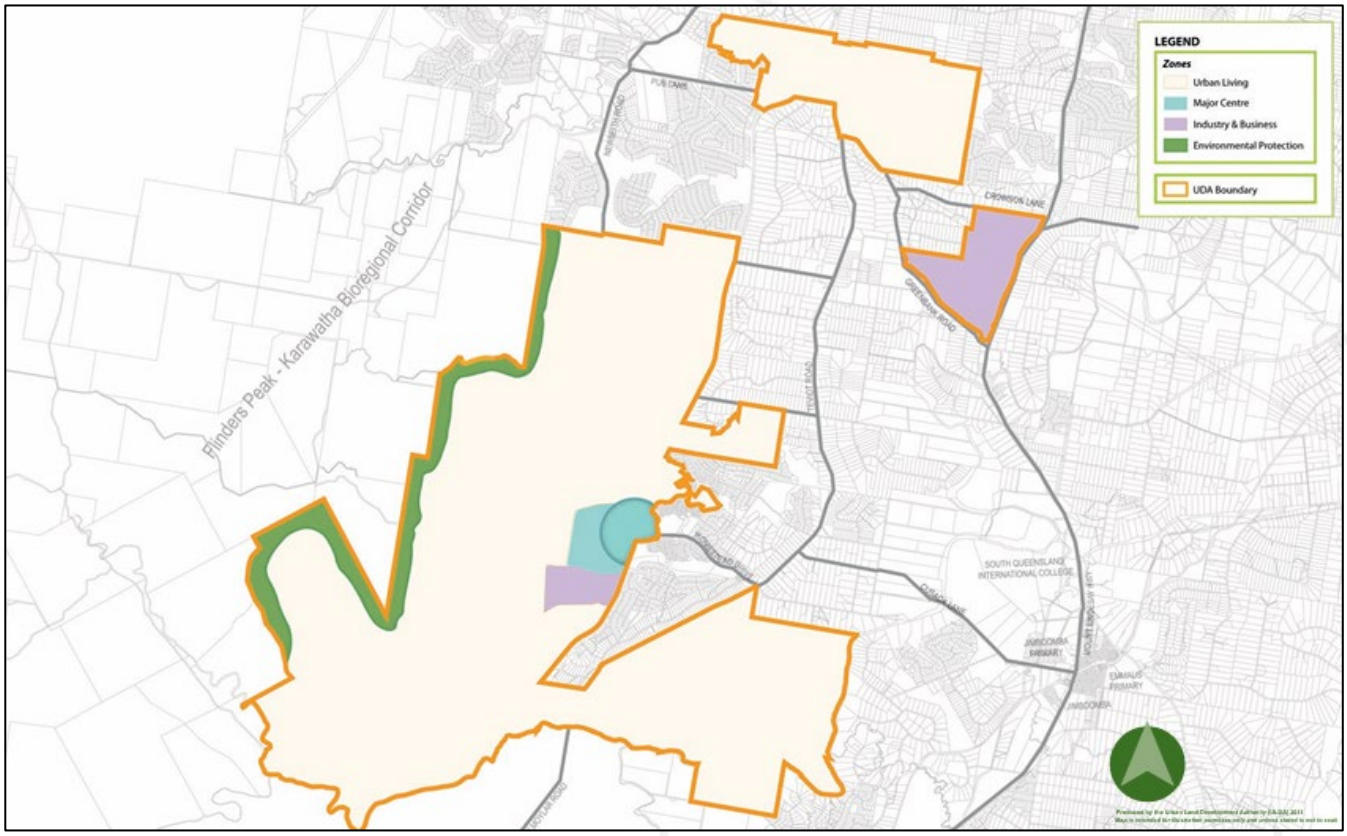
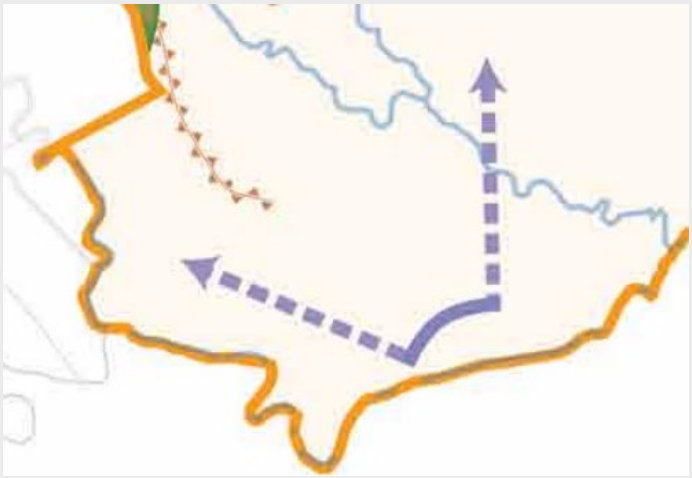


***Figure 8**: Development Scheme zoning (Source: GFDS)*

6.6. Overlays

The subject site is affected by the following Development Scheme overlays:

Overlay	Comment
Map 4 – Community Greenspace Network 	The GFDS mapping shows a biodiversity protection area to the south of the site (providing a buffer to the area outside the PDA and following Woollaman Creek). The areas surrounding Woollaman Creek/Teviot Brook are retained as major linear park in the endorsed Context Plan and proposed subdivision. The mapping shows other greenspace corridors, which are generally to be retained as part of the proposed development, as either major linear, local linear or environmental open space.
Map 5 – Community Facilities 	There are no community facilities shown within the Context Plan area within the GFDS.
Map 6 – Natural Values 	The proposed development aims to take advantage of those views/vistas, however, there does not appear to be any relevant requirements.
Map 7 – Development Constraints	The subject site is mapped as containing 'Q100 Flood' constraint. Please refer to the attached Flood Assessment Report and

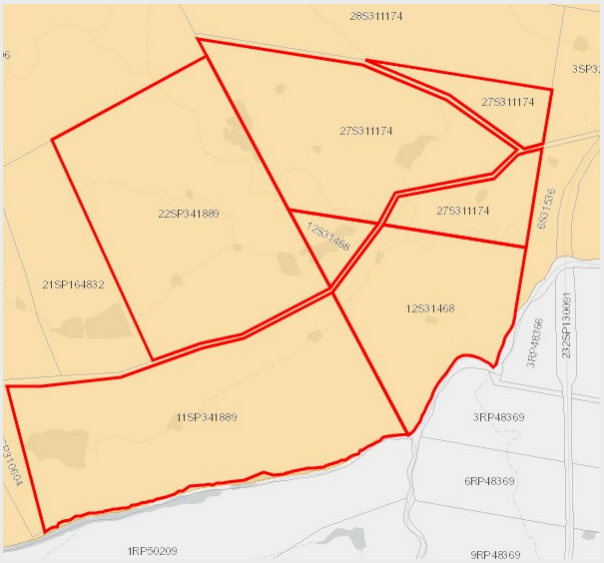
Overlay	Comment
	Stormwater Management Report (**Appendix I**), which has undertaken a detailed investigation of the flooding within the site; noting the current and updated regional flood level for the site.

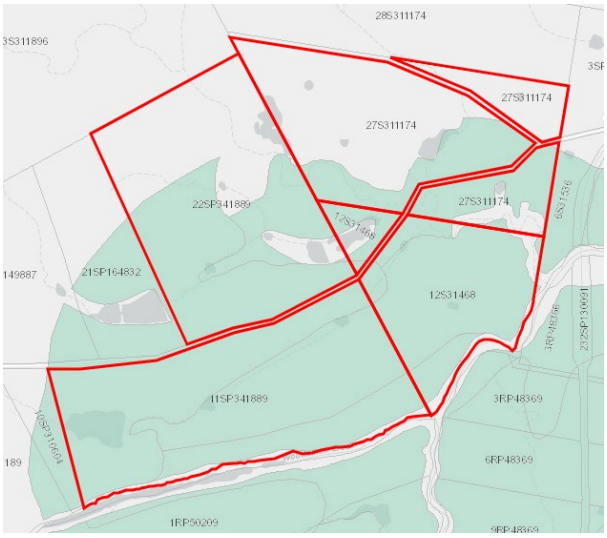
6.7. State Interests

State interests are reflected in the State Planning Policy (SPP) and State Development Assessment (DA) Mapping. To assist EDQ and the relevant agencies with their assessment, we have provided a compliance statement for each state interest in the following sections.

6.7.1 State Planning Policy

The following table includes a compliance statement for each State interest reflected in the SPP mapping.

State Interest (SPP Mapping)	Response
Development and Construction – Priority Development Area 	The site is within the Greater Flagstone PDA as noted within this report.
Agriculture – Agricultural land classification (Class A & B)	The site is mapped as containing agricultural land and is currently being used (in part) for agricultural purposes. The PDA overrides any importance of the



land from an agricultural use perspective and therefore this State interest does not require any further consideration.

Agriculture – Important Agricultural areas



The site is mapped as an important agricultural area and is currently being used (in part) for agricultural purposes. The PDA overrides any importance of the land from an agricultural use perspective therefore this State interest does not require any further consideration.

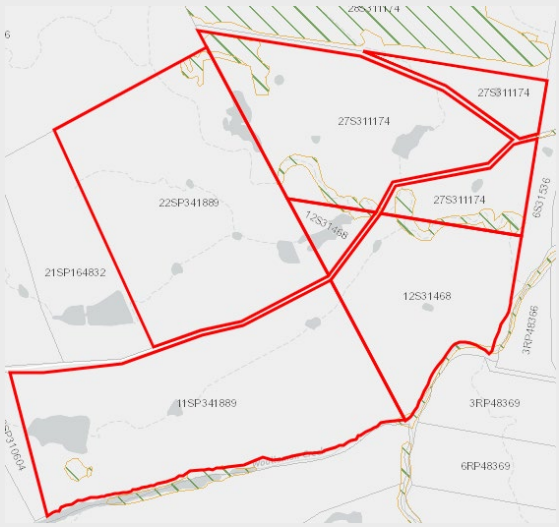
Biodiversity - MSES Wildlife habitat (special least concern animal)



A Significant Biodiversity Assessment Report (SBAR) has been prepared (**Appendix J**), which has undertaken a detailed assessment of the relevant biodiversity over the subject site. The SBAR has considered the relevant matters of State interest relating to wildlife habitat.

Biodiversity - MSES Wildlife habitat (koala habitat areas - core)

A Significant Biodiversity Assessment Report (SBAR) has been prepared (**Appendix J**), which has



undertaken a detailed assessment of the relevant biodiversity over the subject site. The SBAR has considered the relevant matters of State interest relating to biodiversity.

Biodiversity - MSES Regulated vegetation (category B)



A SBAR has been prepared (**Appendix J**), which has undertaken a detailed assessment of the relevant biodiversity over the subject site. The SBAR has considered the relevant matters of State interest relating to biodiversity.

The SBAR provides details on how the existing identified ecological features will be retained (where applicable); and how the proposed development will seek to improve ecological outcomes. We note that the two biggest ecological benefits are the realignment of Wyatt Road further north, creating a contiguous area of major linear open space along Woollaman Creek; and future rehabilitation of areas of open space that are currently devoid of vegetation (including riparian areas).

Biodiversity - MSES Regulated vegetation (category C)



Biodiversity - MSES Regulated vegetation (essential habitat)

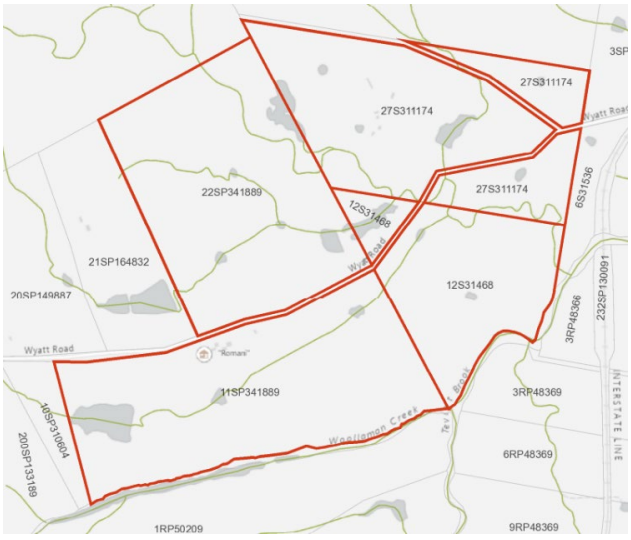


Biodiversity - MSES Regulated vegetation (wetland)

A SBAR has been prepared (**Appendix J**), which has undertaken a detailed assessment of the relevant biodiversity over the subject site. The SBAR has considered the relevant matters of State interest relating to the wetland and watercourse.

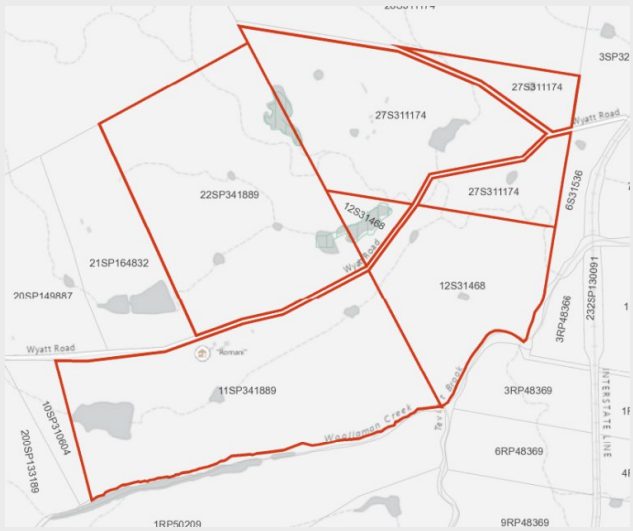


Biodiversity - MSES Regulated vegetation (intersecting a watercourse)



Biodiversity - MSES High ecological significance wetlands

The northern wetland area is proposed to be retained; however the new Wyatt Road alignment



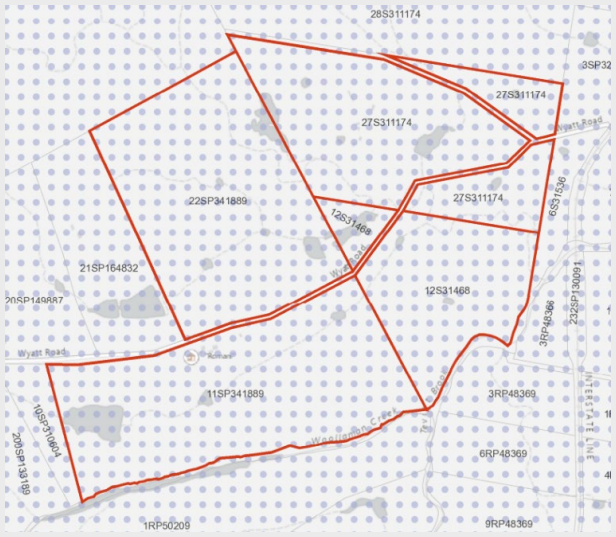
will directly adjoin this area, therefore rehabilitation will be completed where impacts occur. Both wetlands will be retained and rehabilitated as part of the onsite parks. Refer to the SBAR (**Appendix J**), that has been prepared by Saunders Havill, for further detail.

Water Quality – Water Supply Buffer Area



The proposal addresses water quality outcomes through the Flood Assessment and Stormwater Management Plan and relevant PDA Guidelines.

Water Quality – Water Resource Catchment



There appear to be no relevant requirements for this state interest. Water quality from future development will be managed in accordance with a Stormwater IMP, relevant PDA Guidelines, Engineering Services Report and the Flooding and Stormwater Management Plan.

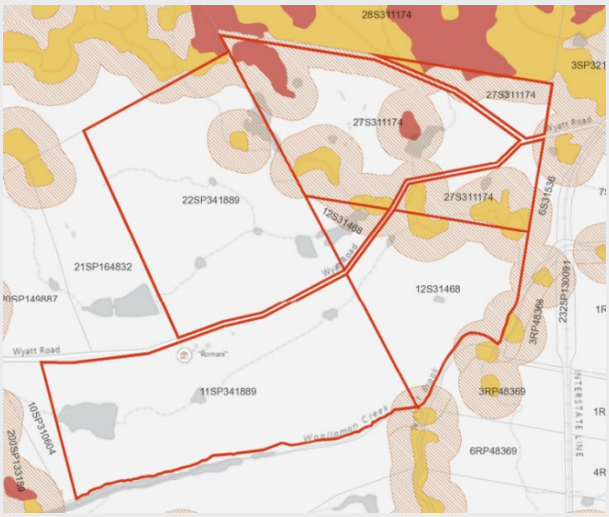
Natural Hazards Risk and Resilience – Flood Hazard Area

The site is mapped as a flood hazard area and is subject to significant flooding. Water Technology have prepared a Flood Assessment & Stormwater



Management Plan (**Appendix I**), which has further details.

Natural Hazards Risk and Resilience – Bushfire Prone Area



The site is within mapped potential impact buffer, medium and high potential bushfire intensity hazard. This reflects the vegetated nature of the site and the surroundings. A Bushfire Hazard Assessment has been carried out by Land and Environment Consultants. This assessment has informed the ROL design and the POD provisions (setbacks etc). A Bushfire Management Plan, consistent with the ROL/POD will be submitted when available.

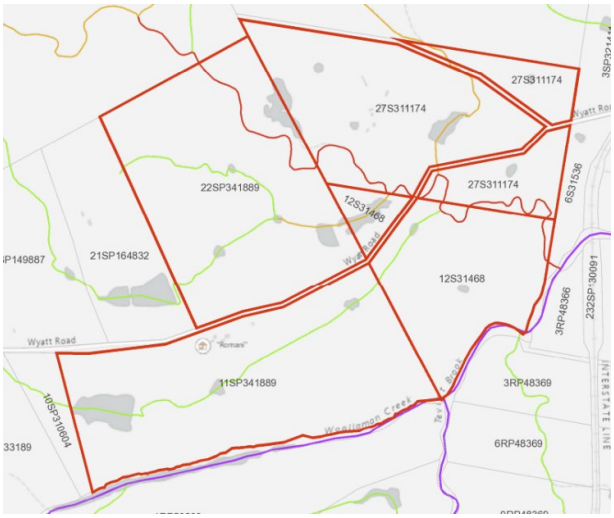
6.7.2 Development Assessment Mapping

Typically, the State Assessment and Referral Agency (SARA) acts as the referral agency for all matters that require referral to the Chief Executive of the Planning Regulation. For development under the ED Act, EDQ facilitate assessment of State interests. The following table includes a compliance statement for each State interest reflected in the DA Mapping.

State Interest (DA Mapping)	Response
SEQ Regional Plan	The site is within the urban footprint. The proposed development, including Context Plan is consistent with the intent of *ShapingSEQ* and the urban footprint to accommodate a master planned development within the Greater Flagstone PDA.



Fish Habitat Areas (Queensland Waterways for waterway barrier work)



The proposed development generally preserves existing mapped fisheries waterways. Road crossings are shown; however, it is the intention that future road crossings or barrier works will comply with the Accepted Development Requirements (and would not trigger assessment by the State); or alternatively, the project team will seek a determination from the Department of Agriculture and Fisheries that the waterway is not a waterway for the purposes of fish passage.

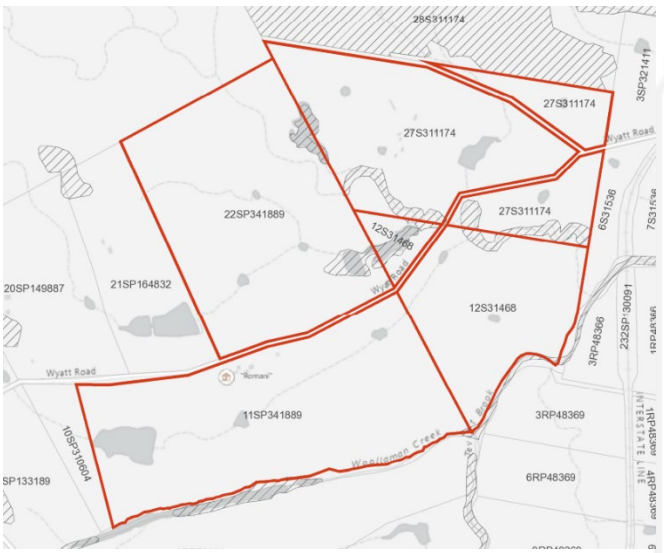
Water Resources



There are no relevant requirements of this State interest. Water quality from future development will be managed in accordance with a Stormwater IMP, relevant PDA Guidelines and relevant State water quality requirements.

Native Vegetation (Regulated vegetation management map - Category A and B extract)

Mapped vegetation including remnant vegetation composing various regional ecosystems covers a small portion of the site. It is mainly confined to



the areas of the site to be dedicated as open space and rehabilitated, aside from the wetland area described above. Refer to the SBAR (**Appendix J**), that has been prepared by Saunders Havill, for further detail.

Koala Habitat Area (Core Koala Habitat Area)



The mapping shows koala habitat area (core) covers a very small portion of the site. Any identified loss in ecological values will be offset through the creation of significantly enhanced and improved riparian areas within the major and local linear open space (along the identified waterway corridors). Refer to the SBAR (**Appendix J**), that has been prepared by Saunders Havill, for further detail.

A copy of the Development Assessment Mapping System searches is provided within **Appendix A**.

6.8. PDA Guidelines and Practice Notes

Consideration has been given to the relevant PDA Guidelines and Practice Notes, to the extent they are relevant to the proposal. The Guidelines and Practice Notes are relevant requirements for the proposed Masterplan subdivision to the extent of informing the overall design.

6.8.1 Guideline 5 – Neighbourhood Planning and Design

The Neighbourhood Planning guideline has requirements for new developments (Neighbourhood Design Standards), block design requirements; and lot design requirements. Guideline 5 has been considered in the design development phase, as follows:

Criteria	Design standards and Response
Access	***Design Standards:***

	▪ *Maximum 400 metres walk to neighbourhood recreation park or equivalent (see PDA Guideline no. 12 Park planning and design).* ▪ *Clear, direct walk or cycle access to neighbourhood centre.* ▪ *Ninety percent of all dwellings are within 400 metres of an existing or planned public transport stop*

Response: Approximately 90% of the proposed development is within 400m of a park. Multiple pedestrian pathways have been allocated through the proposed plans which will provided access to the internal road and path network. The footpaths will provide pedestrian (and cycling) connections from the frontage of each lot and to/from the surrounding road network as well as the proposed open spaces within the development.

The proposed development does not currently have active public transport stop/facilities within 400m, due to several unfinished developments and unconnected roads in the vicinity. However, once this area is completely developed, it is anticipated the proposed dwellings will have access to public transport consistent with the recommendations and conclusions of the Movement IMP (**Appendix H**) and the Traffic Impact Assessment (**Appendix F**), which indicate that 98% of lots will be within walking distance of public transport.

Dwelling Density	*Design Standards:* ▪ *Suburban neighbourhood - average net residential density of at least 15 dwellings per hectare (unless prevented by topography or other constraints).* ▪ *Urban neighbourhood - average net residential density of at least 30 dwellings per hectare.* ▪ *Higher density residential development is located in and around neighbourhood centres, along connector streets and within 400 metres of transit nodes.* *Note: net residential density means the total number of dwellings divided by the combined area of residential lots, local parks, internal local roads and half the width of local roads bordering the site. Average net residential density means net residential density calculated for a whole neighbourhood.*

Response: The proposed development provides an overall net residential density of 17.89 dwellings per hectare, which is consistent with the 15dw/ha shown on the endorsed Context Plan over the subject site and the surrounding suburban neighbourhood.

Land use	*Design Standards:* ▪ *Neighbourhood centres serve a catchment of several neighbourhoods and should be located on major connector or arterial roads for exposure and access.* ▪ *Land intensive uses such as district and major parks should be located at the periphery of neighbourhoods.*

Response: A neighbourhood centre is not proposed as part of the development are proposed. Land uses proposed are residential and are consistent with the intent of the Urban Living Zone and endorsed Context Plan. The application includes plans for a potential Regional Sports Park and a Regional

Recreation Park, designed to be accessible to the entire neighbourhood via an extensive network of roads and pedestrian pathways.

Street network	*Design Standards:* ▪ *Grid pattern or modified grid responsive to site characteristics.* ▪ *Where slope allows, orientation within 15 degrees of north-south or east-west.* ▪ *Connector and main streets of centres orientated to landmarks.* ▪ *To minimise cut & fill, streets follow ridges, gullies, and/or are perpendicular to slope.*

Response: The proposed development adopts a grid or modified grid layout, designed to align with the site's topography and key features. Details of the proposed cut-and-fill work can be found in the Engineering Serviceability Report (**Appendix E**).

Streets	*Design Standards:* ▪ *neighbourhood streets within neighbourhoods* ▪ *neighbourhood connector streets (approx. 800 metre grid) linking neighbourhoods* ▪ *major connector streets linking groups of neighbourhoods* ▪ *neighbourhood main streets in centres* ▪ *rear lanes*

Response: The street network includes:

- Modified grid to respond to site constraints and characteristics;
- Neighbourhood access streets linking to the neighbourhood connector road;
- Minimal use of laneways.

The proposed road hierarchy and sections are in accordance with PDA Guideline 6. Please refer to the Traffic Impact Assessment (**Appendix F**) for further details.

Block sizes	*Design Standards:* ▪ Length 100-200 metres ▪ Mid-block break providing a pedestrian link when blocks are over 130 metres. ▪ Depth 40-80 metres

Response: All blocks have a length of approximately 100m to 200m, where possible;

- Block depths are generally 40-60m;
- The lot layout and design provide a consistency in block shape and dimension, wherever possible having regard to the natural topography and constraints of the site; and
- The planned road and pedestrian infrastructure will offer effective connectivity and clarity, ensuring appropriate access throughout the area.

Suburban neighbourhood lot layout	*Design Standard:* ▪ *No more than eight narrow (less than 10.0 metres) frontage lots in a row.* ▪ *No more than six lots with a width of 7.5 metres to 5.0 metres in a row unless serviced by a rear lane.*



	▪ *No more than twelve lots with a width of less than 5.0 metres in a row.* ▪ *Multiple residential lots located on highly accessible block ends, corner lots and lots with dual road frontage.* ▪ *Lot corners match or are within 1.0 metre of corners of adjoining lots.*

Response: Review of the subdivision layout confirms compliance with the relevant frontage sequencing and lot arrangement requirements.

Urban neighbourhood lot layout	*Design Standard*: ▪ *Lots intended for mixed use or multiple residential and lots with a width of 7.5 metres or less take up entire street block or are located on highly accessible block ends, corner lots and lots with dual road frontage.* ▪ *One lot type is not to dominate a street block.* ▪ *Concentrations of lots with a width of 7.5 metres or less in an urban neighbourhood should be served by a rear lane.*

Response: Not Applicable- the site does not include an urban neighbourhood.

Natural hazards	*Design Standard:* ▪ *State Planning Policy 1/03 Mitigating the adverse impacts of flood, bushfire and landslide.*

Response: The proposal has been designed to avoid and mitigate against adverse impacts of natural hazards. Please refer to the attached Flood Assessment and Stormwater Management Plan (**Appendix I**), which address the issues of stormwater management and flooding.

Criteria	Design Standards
Suburban neighbourhood planning and design model	*Suburban neighbourhoods generally have a net residential density of 15-30 dwellings per hectare (dw/ha) with a community facility such as a local recreation park providing a focal point. Three or more neighbourhoods are generally required to support a neighbourhood centre*

Response: It is also noted that the proposed residential density is consistent with the Suburban Neighbourhood requirements with a net residential density of between 15-30 dwellings per hectare. The proposed residential density is 17.89 dwellings per hectare.

Urban neighbourhood planning and design model	*Urban neighbourhoods are higher density neighbourhoods typically located around a major centre or secondary centre or large transit node such as a railway station.*

Response: Not Applicable – the site does not comprise of an urban neighbourhood.

Block Design	*The size and dimension of blocks should facilitate efficient neighbourhood pattern, scale and area, pedestrian connectivity, access to destinations such as centres, transport hubs and parks, housing choice and rear lanes. Where not constrained by adjoining road pattern, a rectilinear or modified grid pattern is necessary to achieve densities of 20-30 dw/ha*

Response: The lot layout and design prioritise the following:

- Blocks are shaped and dimensioned consistently, providing clear street networks and accommodating diverse housing options.
- Proximity to the nearest park is designed for convenience, supporting both walking and driving.
- A range of residential lot types is incorporated, including traditional lots suitable for standard detached homes.

Lot Design:

Criteria	Design Standard
Size	*No minimum lot size*
Response: No minimum lot size applicable. The proposed development provides a range of lot sizes. Please refer to the Subdivision and Staging Plans (**Appendix C**) for further details.	
Shape	*Typical depth 20.0 - 40.0 metres, but can be less in urban neighbourhoods* *Width in multiples of 2.5 metres and 5.0 metres consistent with typical lot dimensions.*
Response: The proposed lot depth is generally between 26m-32m throughout the entire master planned subdivision.	
Slope	*Unless constructed in an integrated or attached development, the slope on a lot less than 450m^2 in area does not exceed:* ▪ *10 per cent side slope* ▪ *5 per cent lengthwise slope* ▪ *Less, if both these figures approach the maximum together* *Platform construction required when finished slope on lot is 16 per cent or greater.*
Response: Earthworks design provides generally level or benched allotments capable of accommodating residential development. Detailed lot grading will be addressed through future detailed engineering design, which will be consistent with the plans within the Engineering Serviceability Report and Engineering Plans in **Appendix E**.	

6.8.2 PDA Guideline 6 – Street and Movement Network

A Traffic Impact Assessment (**Appendix F**), prepared by Bitzios, has undertaken an assessment of the traffic and transport components of the proposed master-planned subdivision. Bitzios support the proposed development, noting that the configuration of roads and intersections is generally in accordance with the DCOP and PDA Guideline 6.

6.8.3 PDA Guideline 11 – Community Facilities

The DCOP shows an 'additional' State primary school is required within the Context Plan area (approximately located at 208 Wyatt Road). The proposed potential school location is in a highly visible location within a walkable catchment of the centre, with good access to shops and meeting places and spaces to encourage social gathering and community building.



6.8.4 PDA Guideline 12 – Park Planning and Design

The Context Plan approval (DEV2023/1431) includes the approval of a Greenspace IMP, including an assessment against PDA Guideline 12. In addition, the Landscape Master Plan (**Appendix M**) has undertaken a detailed assessment of PDA Guideline 12.

6.8.5 PDA Guideline 14 – Environmental Values and Sustainable Resource Use

Please refer to Section 5.9 of the SBAR (**Appendix J**) which addresses PDA Guideline 14.

6.8.6 PDA Guideline 15 – Protection from Flood and Storm Tide Inundation

The Flood Assessment and Stormwater Management Plan (**Appendix I**) has been prepared by Water Technology, with the intent of addressing the relevant requirements of the PDA Guideline 15 to support the development.

6.8.7 Practice Note 1 – House Density

Designing House on Small Lots & Lot and House Types

How the house is sited on the lot is a key consideration: the smaller the lot, the better the house design needs to be to ensure there is no wasted space. In some cases an entire lot may be covered with a blend of indoor and outdoor 'rooms', thus making the living space (or the 'house') as big as the lot on which it is sited.

In order to achieve diverse liveable housing outcomes on small lots, flexible traditional approaches to setbacks, site cover and on-site visitor car parking are required. For example, narrow lots such as the 5 metre wide terrace house may require building up to both side boundaries, more than 50 per cent coverage and reduced street setbacks.

The use of built to boundary walls, garages located on the west or south and verandahs and private open space to the north and east are typical site planning and design solutions for achieving liveability and flexibility on small lots.

The PDA guidelines provide recommended setbacks and site cover facilitate successful small lot development.

Response:

The proposal encourages housing diversity by incorporating a variety of lot sizes and frontages. Seven (7) different lot types have been proposed and are summarised below:

Lot Typologies	Average Frontage	Average Size (m²)	On-site parking	% of Total Lots
Terrace	< 10.0m	Typically, 250m² to 300m²	1	12.0%
Villa	10.0m – 12.49m	Typically, 300m² to 400m²	2	35.3%
Premium Villa	12.5m – 13.9m	Typically, 350m² to 464m²	2	36.9%
Courtyard	14.0m – 15.9m	Typically, 400m² to 580m²	2	12.4%

Premium Courtyard	16.0m - < 18.0m	Typically, 500m² - 700m²	2	2.4%
Traditional	18.0m +	Typically, 600m² +	2	0.9%
Multiple Residential	N/A	N/A	N/A	N/A

The Plan of Development sets up design criteria that will be applicable to future development within the subject site. The design criteria provide specific requirements on the future dwelling design and location, such as:

- Front, rear and side setbacks;
- Building design;
- Site cover;
- Private open space;
- Fencing;
- Car parking and driveways; and
- Energy efficiency.

These design criteria are established to ensure that dwellings offer suitable levels of amenity and privacy, along with sufficient outdoor spaces and parking facilities to meet the diverse needs of households residing on smaller lots.

A variety of lot sizes are proposed to cater for a range of different housing types and price-points. A range of different lot types are also provided within each proposed stage.

6.8.8 Practice Note 2 – Footpath Provision in Residential Subdivisions

The proposed development will provide street verges that incorporate street trees, footpaths, and turf. The footpaths will be provided to enable walkability within the neighbourhood and will be provided as per standard road cross sections outlined in PDA Guideline 6. Refer to the Landscape Concept Plan (**Appendix M**) prepared by Saunders Havill, which provides a comprehensive connectivity and detailed landscape concept plans.

6.8.9 Practice Note 3 – Integrated Residential Development

As identified above, the proposed development will provide a variety of lot types and designs that will encourage diverse housing product and cater for a range of lifestyles in the context of a suburban neighbourhood. The proposed POD will ensure that housing product is provided at several price points and styles to cater for a range of family and personal circumstances.

6.8.10 Practice Note 4 – Integrating Sustainable Principles into Residential Subdivisions

The proposal will integrate several sustainable development principles to ensure the attainment of environmental objectives. Additionally, design strategies will be employed to decrease water and energy usage and to promote the use of environmentally friendly building materials.

6.8.11 Practice Note 5 – Lot Mix and Yield in Integrated Residential Developments

The proposal will incorporate a lot mix that will result in a net density of 17.89 dwellings per hectare and a variety of lot sizes and configurations (ranging from approximately 250m² to 750m²).

6.8.12 Practice Note 10 – Plans of Development

A Plan of Development has been prepared and is provided in **Appendix D**. The Plan of Development has been prepared to align with the guidance provided by Practice Note 10.

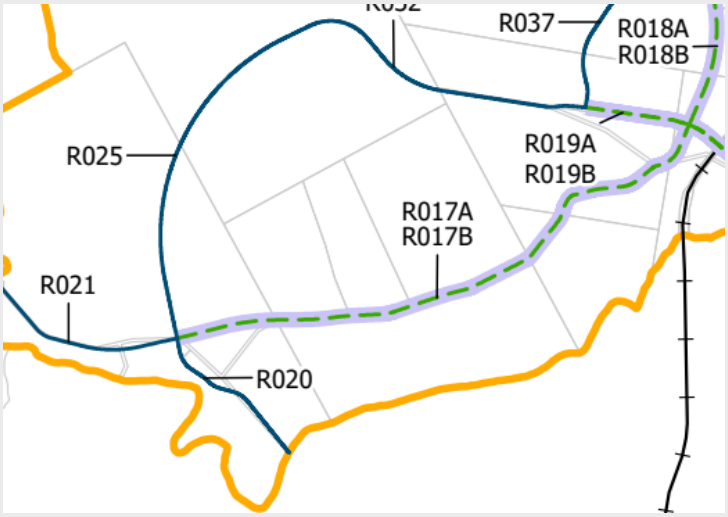
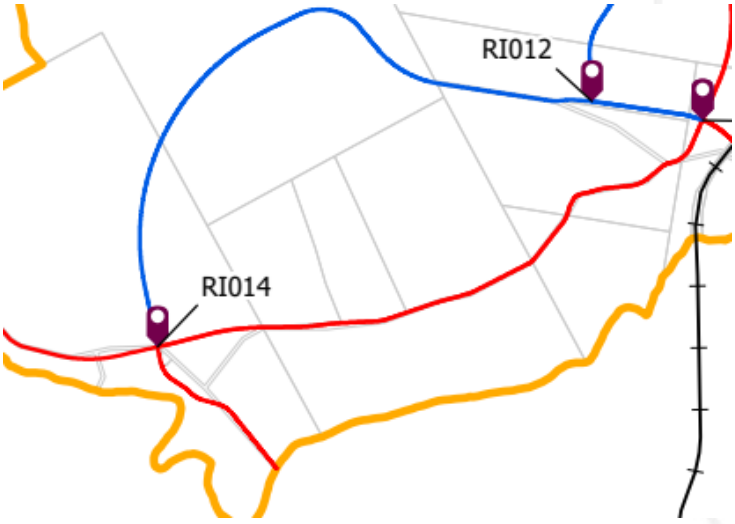
7. Infrastructure Charges

7.1. Development Charges and Offsets Plan

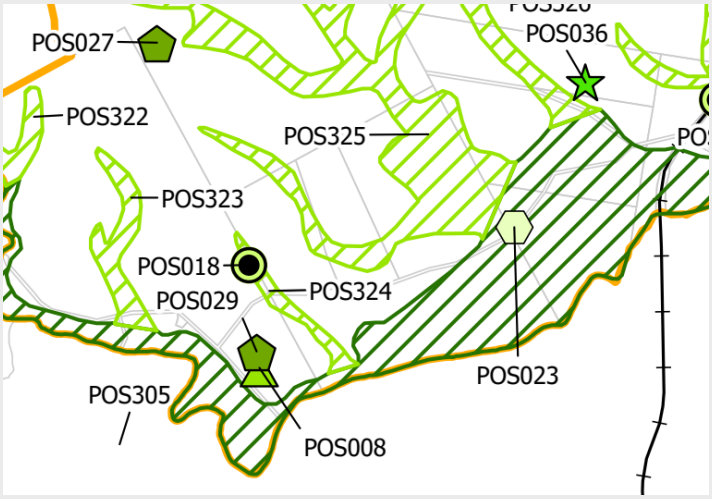
The proposed development generally reflects all the infrastructure required to be accommodated on the subject site as identified in the DCOP (and endorsed IMP's). The following sections summarise development compliance with the DCOP across the municipal and state infrastructure networks.

7.1.1 Municipal Infrastructure

The municipal network encompasses the trunk infrastructure typically located within the PDA, providing services exclusively to it. This includes key elements such as trunk roads and intersections, sewer systems, water supply, serviced land for municipal community facilities, public transport, and parks and open spaces. The table below outlines the trunk infrastructure identified in the DCOP and the corresponding development response.

Trunk Network	Response
Transport – Roads 	The DCOP notes the trunk infrastructure network includes Wyatt Road (R017A/B) extending from south of the site to the PDA boundary. Wyatt Road is shown as a trunk road on the endorsed Context Plan.
Transport – Intersections 	The DCOP identifies a future intersection (RI012).

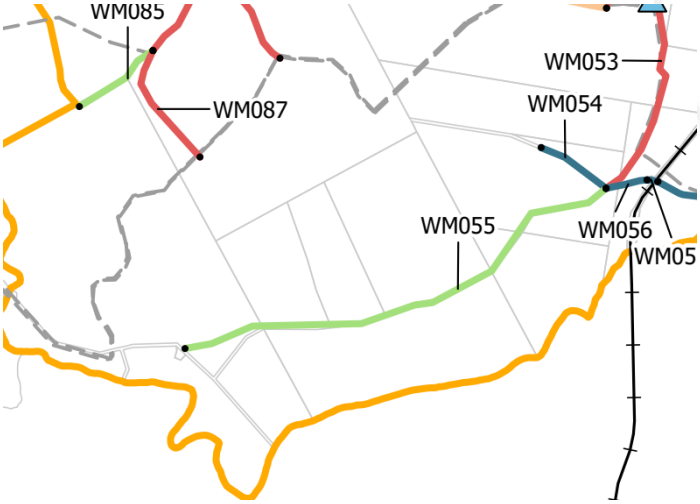
Parks and Open Space



The DCOP contains provision for the following trunk park infrastructure on the site:

- **POS023** – Regional Recreation Park
- **POS324** – Linear Park
- **POS325** – Linear Park
- **POS305** – Major Linear

Water Supply

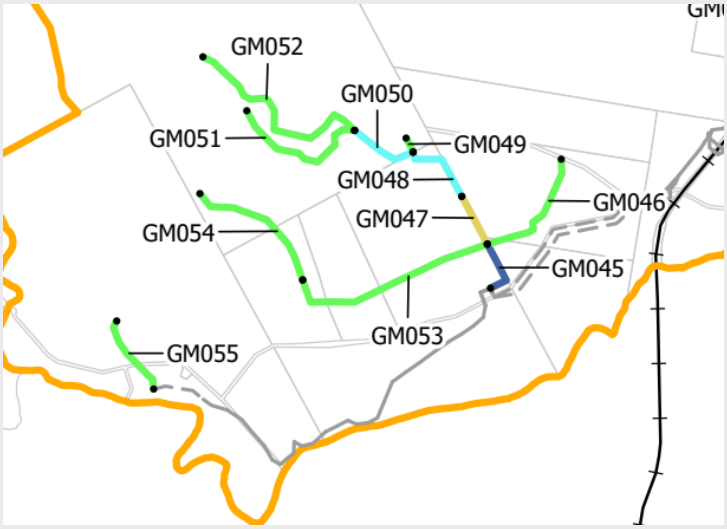


The DCOP identifies the following water supply trunk infrastructure, within the proposed development area:

- WM053 – Water main (PVC)
- WM054 – Water main (GRP)
- WM055 - Water main (PVC)
- WM056 - Water main (GRP)

Refer to the Engineering Serviceability Report (**Appendix E**) for further details.

Sewerage



The DCOP identifies the following trunk sewer infrastructure on the site:

- GM045 – Gravity Main (GRP)
- GM046 - Gravity Main (PVC-U)
- GM047 – Gravity Main (GRP)
- GM048 - Gravity Main (GRP)
- GM053 – Gravity Main (PVC-U)
- GM054 – Gravity Main (PVC-U)

Refer to the Engineering Serviceability Report (**Appendix E**) for further details.

8. Key Considerations

8.1. Summary of Compliance / Merits of Proposal

An assessment of the proposal has been carried out against the GFDS, PDA Guidelines and Practice Notes (where applicable), DCOP and relevant State requirements. The following provides a summary of the key matters relevant to the proposal:

- The site is within the Greater Flagstone PDA and under the GFDS is within the Urban Living Zone;
- The proposed master-planned development, incorporating residential neighbourhoods, non-residential development and infrastructure supporting the community is consistent with the intent of the GFDS;
- The proposed development is consistent with the endorsed Context Plan (DEV2023/1431) and relevant planning framework.

Further to the above, the following key considerations have been identified for the development that have been discussed in the following sections:

- Context Plan
- Infrastructure Master Plans & Overarching Site Strategies
- Flooding and Stormwater Management
- Engineering Services
- Significant Biodiversity Assessment Report
- Traffic Impact Assessment
- Bushfire Assessment
- Road Noise Acoustic Assessment
- Proposed Parks
- Integration with Surrounding Development

8.2. Context Plan Compliance

The Wyatt Road Context Plan was approved EDQ on 4 December 2025 (DEV2023/1431). The endorsed Context Plan provides a framework for development of the subject site, including identification of developable footprint.

The Context Plan outlines a future master-planned development featuring diverse residential uses (urban and medium density), a comprehensive greenspace network (regional and neighbourhood parks, linear parks, and environmental parks), non-residential uses (possible commercial/retail and a potential school site), and the necessary supporting infrastructure. Residential areas range from low-density detached and attached dwellings to medium-density townhouses, terraces and multiple dwellings. A potential primary school site is identified, pending acquisition by the Department of Education, alongside a small commercial zone for possible retail uses near New Beith Road and Flinders Lake Drive intersection.

The proposed residential subdivision aligns with the Context Plan, adhering to legislative and planning frameworks and incorporating insights from technical reports. The Context Plan includes the two residential precincts as listed below:

- Urban Residential Precinct (min. 15 dw/ha); and
- Medium Density Residential Precinct (20-50 dw/ha).

The proposed residential stages are situated within the 'Urban Residential Precinct', avoiding identified constraints. The proposed residential density of 17.89 dw/ha reflects the site's unique challenges, including steep slopes and other significant physical constraints, while accommodating the necessary trunk infrastructure. Additionally, the development incorporates a potential Regional Sports Park and a Regional Recreation Park, as outlined in the Landscape Master Plan (**Appendix M**). The site's topography demands meticulous planning to ensure safe, functional, and sustainable land use, while minimizing environmental impacts and addressing infrastructure challenges.

8.3. Infrastructure Master Plans & Overarching Site Strategies

As part of the Wyatt Road Context Plan endorsement (DEV2023/1431), a number of Infrastructure Master Plans (IMPs) and Overarching Site Strategies (OSSs) were approved to support future development applications within the site. The approved documents included:

- Earthworks Strategy Infrastructure Master Plan;
- Sewer and Water Supply Infrastructure Master Plan; and
- Greenspace Infrastructure Master Plan.

To support the proposed development application, a number of additional IMPs and OSSs have been prepared. These documents have been developed to support the proposed development and ensure consistency with the endorsed Context Plan and previously approved IMPs and OSSs. The additional documents include:

- Community Facilities Infrastructure Master Plan;
- Movement Network Infrastructure Master Plan;
- Ecological Sustainability and Innovation Site Strategy;
- Natural Environment Site Strategy; and
- Housing Affordability Overarching Site Strategy.

The following sections provide a summary of the supporting IMPs and OSSs relevant to the proposed development.

8.3.1 Earthworks Strategy IMP

Please refer to the high-level Earthworks IMP document for further detailed design of earthworks on the subject site. The IMP has informed the earthworks strategy and has been used to inform the proposed subdivision design.

8.3.2 Greenspace IMP

The greenspace strategy is approved as part of the endorsed Context Plan application. The IMP provides sufficient parkland for sport and recreation purposes to support the future



residents of the development and the wider Context Plan area/catchment. The DCOP contains provision for the following trunk park infrastructure within the Context Plan area and subsequently this ROL application:

- Regional recreation park (POS023);
- Part of major linear park (POS305);
- Part of local linear park (POS324);
- Part of local linear park (POS325);
- Part of local linear park (POS326); and
- Neighbourhood recreation parks (2).

The proposed greenspace is to be provided generally in accordance with the approved Context Plan, Greenspace IMP and the DCOP mapping.

8.3.3 Sewer and Water Supply IMP

The Sewer and Water Supply IMP was approved as part of the Context Plan endorsement to support the future development of the subject site.

8.3.4 Community Facilities IMP

The Flagstone DCOP mapping was updated in July 2023, which has shown that an 'additional' state primary school within the Wyatt Road Context Plan area. It is noted that an 'additional' state primary school has been located but no cost has been attributed in the DCOP. In addition, an 'additional' police station site is also included in the DCOP.

These infrastructure items would be subject to separate negotiation and acquisition directly by the relevant State agency. Nonetheless, we are aware that within the endorsed Context Plan, a notation indicates potential locations for these community facilities. A Community Facilities IMP has been prepared and submitted with this application (**Appendix O**).

In response to the 'additional' state primary school, an area has been shown on the proposal plans for 'potential primary school site' (7.075ha) and comprising Stages 44-46. We anticipate that EDQ will condition that construction of these stages will be delayed until the Department of Education (DoE) confirms they require the school site and it can be acquired. Such a delay should be reasonable in nature and decision by DoE should occur prior to completion of the development (ideally within 5 years of approval).

8.3.5 Movement Network

The Movement IMP has been prepared to address the whole of site traffic and transport networks outlining a strategy for the development and management of transportation and connectivity within the region.

As shown on the endorsed Context Plan, Wyatt Road has been realigned to avoid the significant flooding constraints on the site. The realigned Wyatt Road will be as per the DCOP, being a four (4) lane ultimate with a two (2) lane interim. As such, the proposed development has incorporated the endorsed realignment.

For further details, please refer to the Movement IMP (**Appendix H**) prepared by Bitzios, on the road network for entire development.

8.3.6 Ecological Sustainability & Innovation Site Strategy

An Ecological Sustainability and Innovation Site Strategy (ESISS) has been prepared for the proposed development for the purpose of implementing requirements and strategies from EDQ Guideline 14. The four (4) key areas that are focused on for this application are:

1. Climate change resilience and greenhouse gas emissions reduction;
2. Minimisation of pollution;
3. Effective use of materials; and
4. Waste Reduction from construction activities.

The ESISS identifies and addresses opportunities for ecological sustainability and innovation to be incorporated into the development over the subject site. Please refer to **Appendix L** for further details.

8.3.7 Natural Environment Site Strategy

The site strategies have been developed to manage environmental and development outcomes for proposed development. This overarching site strategy for the management of the natural environment considers the bellow:

1. Application of Guideline 14
2. Strategies
3. Natural Environment Features
4. Ongoing monitoring, reporting and amendment

The three primary strategies focus on greenspaces, development land, and park spaces. These strategies aim to preserve the highest ecological values within the designated Greenspace Network and Teviot Brook riparian zone. It also seeks to retain environmental values where feasible, implement restoration measures before dedication, and establish systems for ongoing assessment, reporting, and protection.

Regarding the natural environment features, at the whole of site scale, can be categorised as:

- Vegetation communities
- Areas of non-remnant native vegetation
- Vegetation Management Wetlands
- Teviot Brook tributary (Stream Order 3 Watercourse)
- Woollaman Creek (Stream Order 6 Watercourse)
- Teviot Brook and Woollaman Creek riparian zone and buffer areas
- Other confirmed waterways and drainage features (Stream Order 1 & 2)

Each of the above core values are further detailed in Section 5 of the NESS (**Appendix K**).



8.3.8 Housing Diversity and Affordability Overarching Site Strategy

The Housing Diversity and Affordability OSS provides an overall site strategy and vision for housing diversity and affordable outcomes within this development.

The proposed master planned residential estate (The development) aims to contribute to housing affordability in several ways, including:

- **Establishment of Increased Housing Supply** to increase the overall housing supply in the region. By creating new residential areas, more homes become available, potentially helping to meet demand and stabilise or lower housing prices.
- **Provide Diverse Housing Options** through a variety of housing types, including more affordable housing options such as townhouses, and smaller single-family homes. This diversity caters to a broader range of income levels.

Section 3.3 of the Housing Diversity and Affordability OSS outlines affordability bands based on the Logan local government area median household income; the maximum house price/weekly rent for each band; and a target for provision of housing within each affordability band which needs to be achieved in order to meet the requirement for 25% affordable housing in accordance with PDA Guideline 16.

As identified in **Section 3.4** of the Housing Diversity and Affordability OSS, the proposed development will provide the diversity of housing, through establishment of residential neighbourhoods (Urban Residential Neighbourhood & Medium Density Residential Neighbourhood) with differing density requirements and built form parameters. The estate's standardised grid layout enables a diverse mix of residential lots, varying in size and typology, to be evenly distributed. Housing options include small and standard lots, block-end designs, lot frontages from 7.5m to 18+m, lot depths from 20m to 32m, and multiple allotment sites for duplexes and triplexes. This diversity supports housing affordability and helps achieve densities exceeding the 15 dwellings per hectare minimum, aligning with **Section 3.3** targets.

The GFDS identifies a stretch target for development to provide 5% social housing. Section 3.5 of the Housing Diversity and Affordability OSS identifies the requirement for future reporting/evidence of efforts made to partner with either the State or Community Housing Programs (CHP's.)

Refer to **Appendix O** for further information.

8.4. Flooding and Stormwater Management

Water Technology Pty Ltd were engaged to prepare a Flood Assessment and Stormwater Management Plan to support the proposed development. A summary of the key findings is provided below.

The site is located adjacent to Woollaman Creek and Teviot Brook, which form part of the larger Logan Albert River system. These waterways are capable of generating significant



regional flood levels across the low-lying floodplain areas of the site. The Defined Flood Event (DFE) for the site is the 1% AEP event with climate change, which we understand to be the 4.5% RCP scenario which has been adopted for the assessment.

All proposed development areas have been designed to sit above the DFE, with localised filling proposed at the fringes of the floodplain where required. Compensatory earthworks have been incorporated to ensure no net loss of floodplain storage, and regional hydraulic modelling has confirmed the filling strategy results in no adverse flood impacts to the site or surrounding properties.

Site-specific hydrological and hydraulic modelling has demonstrated that the development will not result in a material increase in peak stormwater discharge to the receiving waterway. Given that flood conditions within Teviot Brook are dominated by the much larger regional catchment of approximately 68,000 hectares, onsite detention infrastructure is not required. Stormwater will be discharged via existing overland flow paths to Teviot Brook, which is a defined watercourse under the Water Act 2000, satisfying Lawful Point of Discharge requirements.

Stormwater quality treatment will be delivered through bioretention basins positioned within open space areas on the fringes of the development. Preliminary modelling indicates that a bioretention filter media area of approximately 0.7% of the contributing development area is sufficient to meet the State Planning Policy (SPP 2017) pollutant load reduction targets. Detailed design of these systems will be progressed at a later stage. On this basis, the proposed development is considered appropriate with respect to flood risk and stormwater management.

Refer to the **Appendix I** for the full technical assessment.

8.5. Engineering Services Report

Colliers were engaged to prepare a Civil Engineering Services Report to support the proposed Reconfiguration of a Lot application. This report covers the following civil infrastructure, for the proposed development:

- Earthworks;
- Sediment and Erosion Control;
- Roadworks;
- Sewerage Reticulation;
- Water Supply;
- Stormwater Quality and Quantity; and
- Utilities.

Refer to the Engineering Services Report (**Appendix E**) for a comprehensive overview, including Concept Engineering Drawings. However, we note that the primary engineering factor that influenced the design was the earthworks strategy. See **Section 8.5.1** below for a summary of the Earthworks strategy for the proposed development.



8.5.1 Earthworks

Due to the steep topography of the subject site, an extensive earthworks strategy is required to facilitate the proposed development. Earthworks will be undertaken in accordance with AS3798-2007, with topsoil stripped and reused on-site where practicable. The site contains a central north-south gully, with surrounding land generally falling towards Woollaman Creek and Teviot Brook. Elevated ridgelines along the northern and western portions of the site have gradients generally ranging between 15% and 25%. Existing constraints include steep terrain, vegetation retention areas, waterways and associated flood hazard areas, and the interface with Flinders Lake Boulevard. Accordingly, the proposed lot layout has been designed to respond to the natural topography of these areas.

The proposed earthworks have been designed to minimise cut in rock while accommodating road and lot layout requirements. Fill is proposed in suitable areas to balance earthworks across the site and reduce the need for significant export of material. An extract of the proposed cut and fill strategy is provided in **Figure 9**.

Throughout the development, residential allotments are generally proposed as level, benched building pads, with retaining walls minimised where practicable. Where required, retaining structures will generally be limited to a maximum height of 3.0 metres, with rear-sloping and occasional split-level allotments incorporated to accommodate changes in grade and better respond to the natural topography. Detailed earthworks design, retaining wall treatments and any required geotechnical assessments to confirm slope stability will be undertaken as part of the future pre-construction submissions.

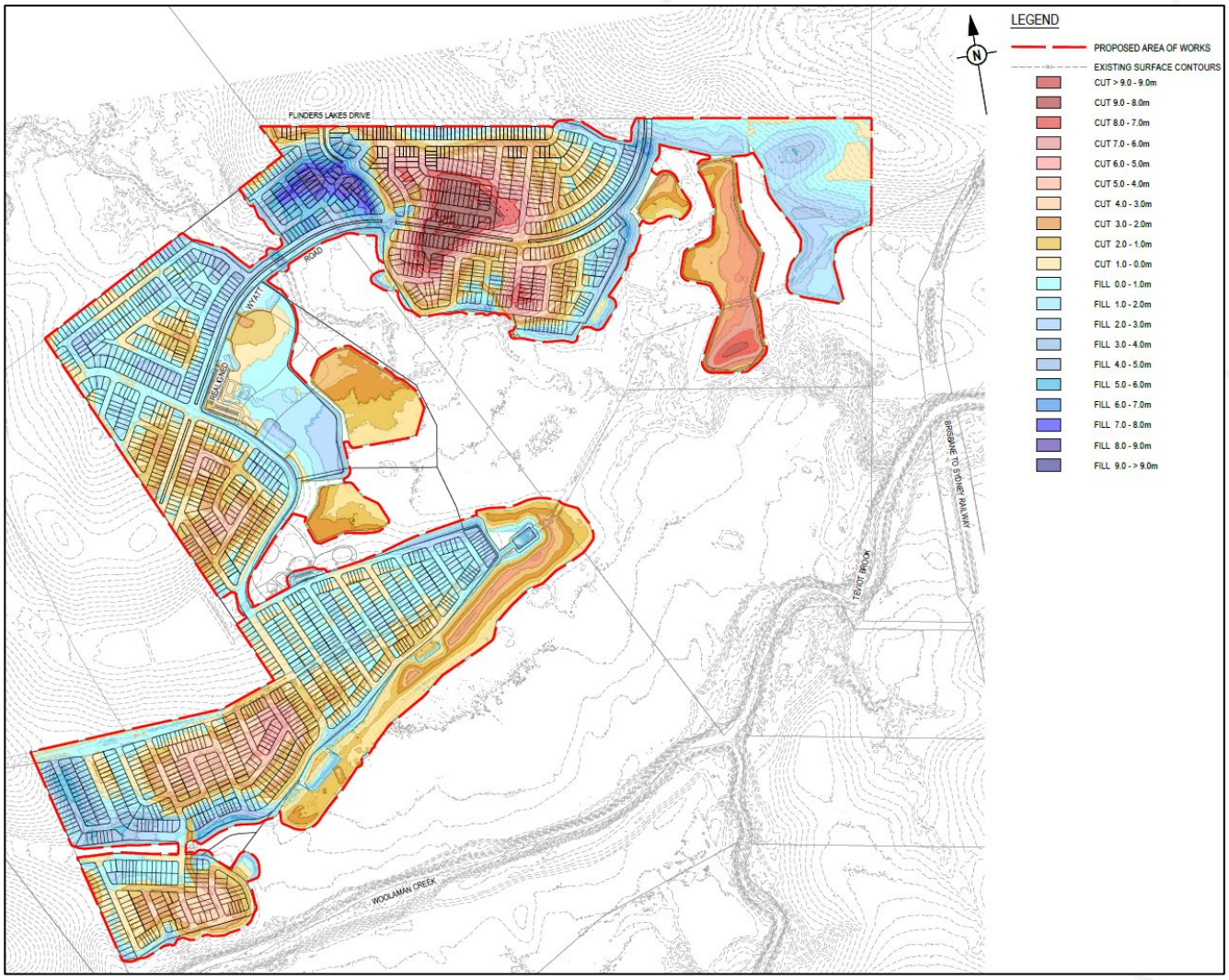


***Figure 9**: Extract of proposed earthworks for the subject site (Source: Colliers)*

For detailed earthworks design, refer to **Appendix A** within **Appendix E.**

8.6. Significant Biodiversity Assessment Report

A SBAR was prepared to provide a contemporary review of the ecological values across the site in accordance with Commonwealth, State and Local Government legislation.

Through detailed field surveys, some areas of ecological value were identified; however, the majority of the site contains cleared paddocks with disturbance from historic clearing and use for cattle grazing, containing only scattered trees and patches of regrowth vegetation. Based on aerial photography, significant portions of the site were cleared of vegetation prior to 1944, particularly in the southern portion of the site, with land used for cropping through 1970 to 2002.

The site's ecological values trigger consideration against both Commonwealth and State legislation. By way of summary, the proposal has considered the following:

- Remnant vegetation is mapped on site associated with several watercourses, consisting of approximately 6.8 ha of Least Concern Regional Ecosystem (RE) 12.3.7, described as

Eucalyptus tereticornis, Casuarina cunninghamiana subsp. *cunninghamiana* +/- *Melaleuca* spp. fringing woodland.

- The site also includes approximately 4.84 ha of remnant vegetation containing Of Concern RE 12.3.8, representative of two palustrine wetlands, which are also mapped within State Planning Policy 2017 (SPP) biodiversity mapping as 'high ecological significance wetlands'.
    - Assessment of the northern wetland area against the AquaBAAM criteria considered the wetland to have moderate value to the overall protection of wetlands in the catchment, rather than providing attributes of a wetland of High Ecological Significance. Both wetland areas are proposed to be rehabilitated to restore ecosystem function.
- The site contains regrowth vegetation at the northern extent mapped as Of Concern composite RE 12.9-10.2 / 12.9-10.7 / 12.9-10.3 / 12.9-10.17a and Endangered RE 12.3.3, and at the southern extent Least Concern RE 12.9-10.17. Ground truthing confirmed that the mapped endangered regrowth vegetation does not meet the definition of viable remnant vegetation.
- Four watercourses mapped under the Vegetation Management Act 1999 are present onsite, being a main tributary of Teviot Brook / Woollaman Creek and associated tributaries. The central watercourse is mapped as a red 'high value' waterway for waterway barrier works (WWBW) under the Fisheries Act 1994 and Stream Order 3 under the Vegetation Management Act 1999. South of the project area, Teviot Brook transitioning to Woollaman Creek represents a purple 'major value' WWBW and stream order 6 watercourse. Only Teviot Brook / Woollaman Creek and the main central watercourse were found to have significant bed and bank features, with riparian vegetation consisting of scattered large native trees and shrubs. A minimum buffer of 50m for Teviot Brook / Woollaman Creek has been incorporated into the development plan.
- Fauna connectivity through the site is strongest at the southern extent. Teviot Brook / Woollaman Creek provides lineal connectivity through to vegetation west of the site. The current alignment of Wyatt Road traversing through the centre of the site restricts fauna movement and is likely to create a significant barrier through the proposed major linear park and biodiversity corridor. The proposed realignment of Wyatt Road further north avoids impacts to the greenspace area and improves connectivity through the planned major linear park.
- No EPBC Act or Nature Conservation Act listed fauna species were directly observed on site. Koala (*Phascolarctos cinereus*) and Grey-Headed Flying Fox (*Pteropus poliocephalus*) were identified as the only two threatened species with potential to utilise the site in its current form.

The proposed development plan has been shaped by historical and ongoing ecological advice, including the findings of the SBAR. Key management activities will include rehabilitating the riparian zone along Teviot Brook / Woollaman Creek, restoring both on-site wetlands, and implementing weed management across the various park areas. The plan prioritises retaining and enhancing vegetation associated with the central watercourse and the Teviot Brook /

Woollaman Creek corridor in the south through rehabilitation within the environmental open space area.

8.7. Traffic Impact Assessment

A detailed Traffic Impact Assessment has been undertaken by Bitzios (**Appendix F**). This report looks at the existing conditions of the area; the road network, alternative transport networks and the key intersections.

8.7.1 Roads and Access

As per the endorsed Context Plan, Wyatt Road is shown to be realigned to avoid significant flooding constraints. The realigned Wyatt Road will be as per the DCOP, being a four (4) lane ultimate with a two (2) lane interim.

The development is centred around the realignment of Wyatt Road, which is proposed as a future urban arterial road providing a key connection within the broader Flagstone transport network. The internal road network has been designed in accordance with the planned road hierarchy, incorporating arterial, connector and local roads that provide safe and efficient access throughout the development while supporting pedestrian, cyclist and public transport movements. The proposed road network prioritises access from lower-order roads, minimising direct access to higher-order routes and maintaining the safety and operational efficiency of the broader transport network. The proposed road hierarchy is shown in **Figure 10** below.



Figure 10: *Extract of Proposed Road Hierarchy (Source: Bitzios)*

Bitzios noted that the 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. In addition, 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 Bitzios' 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 development.

Please refer to the Traffic Impact Assessment (**Appendix F**) for further details.

8.7.2 Road Closures

The development is based on the endorsed realignment of Wyatt Road, which relocates the road corridor outside the floodplain and improves the overall development outcome. As part of this approach, the existing Wyatt Road reserve is proposed to be closed in the future, subject to the relevant approvals. The closure of the existing road alignment presents an opportunity for additional development land; however, any future development within the former road reserve is dependent upon the formal road closure process and would be subject to separate approvals. The TIA concludes that the proposed road realignment and closure can be accommodated within the future transport network, with traffic redistributed through the upgraded internal road system while maintaining acceptable levels of safety, access and network performance.

Please refer to the Traffic Impact Assessment (**Appendix F**) for further details.

8.8. Bushfire Hazard

A Bushfire Management Plan (BMP) is currently being prepared for the proposed development and will be provided to EDQ once complete. The BMP will include a detailed assessment of the bushfire hazard affecting the site and demonstrate how the development addresses the requirements of the State Planning Policy and other relevant bushfire assessment and construction standards for development within mapped bushfire-prone areas.

In the interim, advice has been received from the project bushfire consultant regarding the required Asset Protection Zones (APZs), and these areas have been incorporated into the proposed layout. The Plan of Development also identifies the 29 kW/m² radiant heat flux contour, which delineates the areas and lots affected by the bushfire hazard. To appropriately manage these constraints, a number of lots within the affected area have been allocated to later development stages. This approach ensures that these lots will only be developed once

the bushfire hazard has been sufficiently mitigated, thereby maintaining compliance with applicable bushfire management requirements.

With the above staging approach for bushfire-affected lots, we request that any condition requiring development to be undertaken in a strict sequential order not be imposed. This will provide the flexibility to defer development of lots affected by the bushfire hazard until the hazard has been appropriately mitigated, while allowing other unconstrained stages of the development to proceed.

8.9. Road Noise Acoustic Assessment

A Road Traffic Noise assessment is currently being prepared, by Colliers, for the proposed development at Wyatt Road, Kagaru. This will be supplied to EDQ as soon as it is available and will provide further details on the potential noise affected lots form the road traffic on Wyatt Road and Flinders Lake Drive. The report will undertake an assessment to provide recommendations on any required acoustic barriers to reduce road traffic noise levels.

8.10. Parks

Greenspace is shown on the Endorsed Wyatt Road Context Plan (EDQ Ref: DEV2023/1431) and generally aligns with the requirements of the GFDS, PDA Guideline 12 and the DCOP. In accordance with the proposed Context Plan and other relevant requirements, the proposed development has incorporated and designed the following types of open space/parks:

- Major linear park;
- Regional recreational park;
- Potential Regional sports park;
- Neighbourhood recreation park;
- Local linear park; and
- Environmental Park (for conservation purposes).

8.10.1 Potential Regional Sports Park

The endorsed Wyatt Road Context Plan identifies a *potential* Regional Sports Park within the subject site; however, this designation was established prior to the approval of amendments to the surrounding planning framework. Since endorsement of the Context Plan, the Monarch Glen (previously Undullah) Context Plan (DEV2025/1612) has been approved and incorporates the DCOP Regional Sports Park (POS036) within that development area. It is understood from discussions with EDQ including the recent pre-lodgement process, that the regional sports park identified by the DCOP is intended to be accommodated within the approved Monarch Glen Context Plan. In this context, the Regional Sports Park shown within the subject site's endorsed Context Plan is considered indicative only.

Accordingly, EDQ has confirmed that the DCOP Regional Sports Park (POS036) is to be accommodated within the approved Monarch Glen Context Plan area. On this basis, it is understood that POS036 does not apply to the subject site and, consequently, no offsets are

available in respect of this infrastructure within the proposed development. Given POS036 is intended to be provided elsewhere, it is considered that this trunk infrastructure is no longer required on the subject site. Accordingly, confirmation is sought from EDQ that no obligation exists for the provision of a Regional Sports Park within the Wyatt Road Context Plan area.

Notwithstanding the above, the planning documentation and development plans continue to identify a *potential* Regional Sports Park within the subject site, consistent with the endorsed Context Plan and applicable EDQ planning requirements. The potential facility has been retained within the plans to demonstrate consistency with the currently endorsed planning framework. However, given the subsequent approval of the Monarch Glen Context Plan, which accommodates the DCOP Regional Sports Park (POS036), it is considered that the regional sports and recreation function intended by the DCOP is now provided elsewhere within the broader Flagstone/PDA area. As such, the identification of a potential Regional Sports Park within the subject site should not be interpreted as creating an obligation for its delivery, but rather as a reflection of the historical Context Plan endorsed prior to the approval of the Monarch Glen Context Plan and subject to further discussions with EDQ.

Refer to the Landscape Master Plan (**Appendix M**) for further detail.

8.10.2 Regional Recreation Park

The proposed recreation park meets the size requirements outlined in the EDQ guidelines, ensuring it aligns with the standards for functionality and accessibility. These parks are designed to accommodate a variety of activities, promoting inclusivity and encouraging community engagement.

See **Figure 11** below, with an extract of the proposed Regional Recreation Park.



Figure 11: *Proposed Regional District Recreation Park*

Refer to the Landscape Master Plan (**Appendix M**) for further detail.

8.11. Integration with Surrounding Development

The proposed development will be accessed via a connection to Flinders Lake Boulevard to the northeast, which is currently under construction. Wyatt Road is proposed to be realigned in this layout, connecting to Flinders Lake Boulevard further west and traversing the site to service future adjoining developments to the southwest. This realignment enhances road network connectivity, integrating seamlessly with approved and proposed surrounding developments.

In addition to the improved road network, the development incorporates parks and green spaces, fostering community interaction and recreational opportunities. These shared spaces, alongside the well-connected road network, contribute to creating a cohesive and accessible community that integrates with the broader area.

9. Conclusion

This report is written on behalf of Litoba Developments Pty Ltd who seek to develop land situated at Wyatt Road, Kagaru Queensland 4124 for the purposes of an urban residential subdivision of 5 lots into 1,735 urban residential lots, new road, detention basin/drainage reserve and local/regional parks, including a Plan of Development.

This planning report, and supporting documents, have assessed the proposed development against the provisions of the GFDS and other relevant legislation. We believe the development is consistent with the GFDS and is appropriate for the locality. It is therefore recommended that the development application be approved, subject to relevant and reasonable conditions.

It is therefore recommended that the proposed development be approved, subject to relevant and reasonable conditions.

10. Appendices

Appendix A
Property Searches

Appendix B
Subdivision Masterplan

Appendix C
ROL and Staging Plans

Appendix D
Plan of Development

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Appendix G
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Appendix I
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Appendix K
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Appendix L
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Appendix M
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Appendix N
Noise Impact Assessment

Appendix O

Housing Diversity and Affordability Overarching Site Strategy

Appendix P

Community Facilities Infrastructure Master Plan

Appendix Q

Endorsed Context Plan