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25 September 2026

Peet Flagstone City
Issued via email

Attention: Troy Thompson

Dear Troy

RE: CONTEXT AREA 3 SOUTH – STAGE 10E – TEMPORARY OVERFLOW CARKPARK - STORMWATER

OVERVIEW

Engeny Australia (Engeny) have been engaged by Peet Flagstone City (Peet) to determine if any further consideration of stormwater management is required due to the engineering design, completed by Colliers, of Stage 10e Overflow Carpark 10e (located within Context Area 3 South). The location of the two overflow carparks is shown below in Figure 1. These two carparks are temporary in nature and currently approved to be used for the next 5 years. Once the use of this land for carparking has ceased, they will be re-instated and sold as residential allotments as is intended by the approved Master Plan for Context Area 3 South.

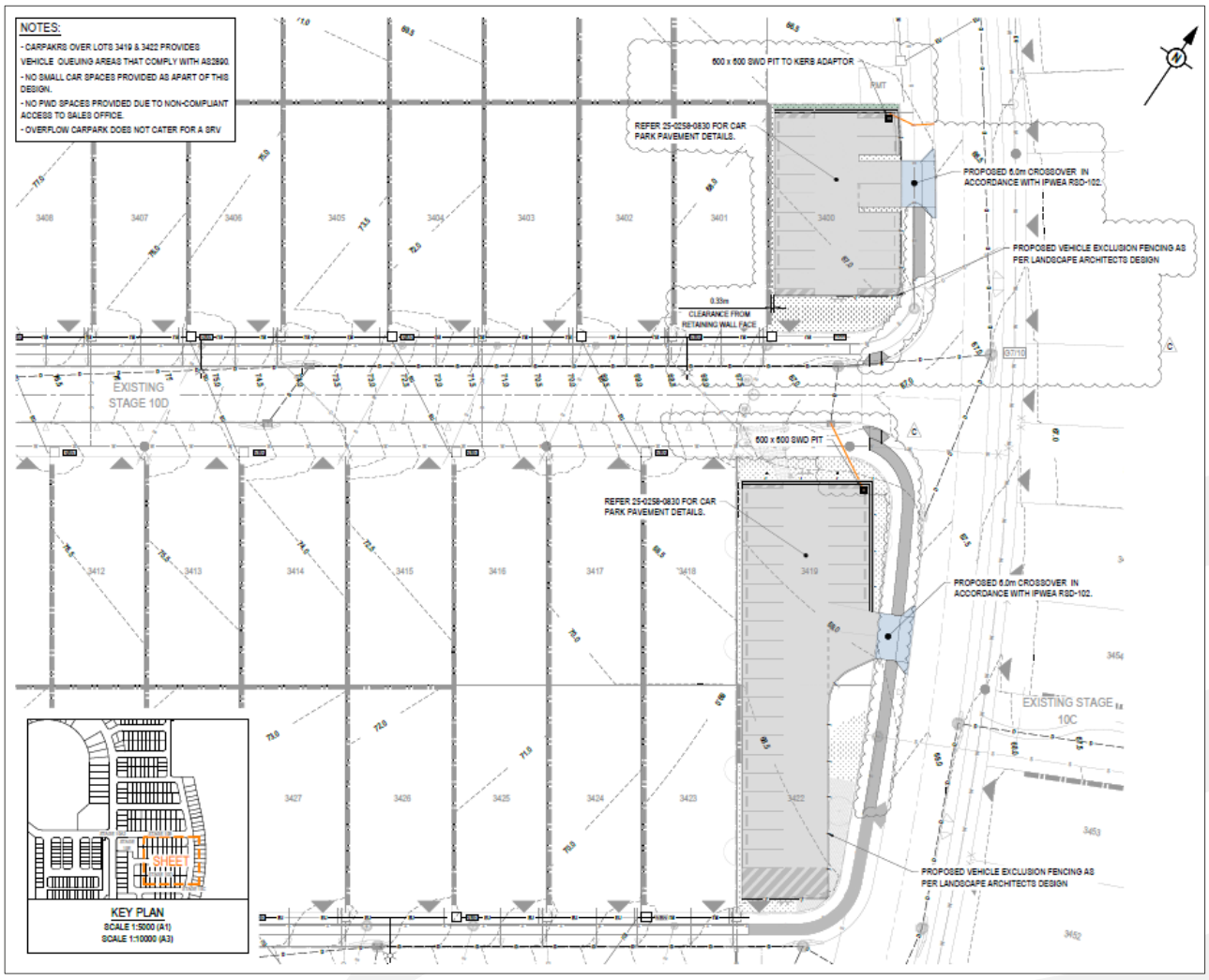


Figure 1: Locality of Overflow Carpark

IMPERVIOUSNESS ASSESSMENT

As part of the current Site-Based Stormwater Management Plan (SBSMP) for CA3 South (Engeny, September 2026 – Rev6), the urban residential allotments where the overflow carparks are proposed is represented as having an impervious value of 70%. Figure 2 presents an overview of the imperviousness of the two overflow carparks. It was estimated that the two overflow carparks represents an approximate imperviousness of 62%, which is lower than the assumed imperviousness of 70% for urban residential. As such no changes or further updates are required for the SBSMP to accommodate these two overflow carparks.

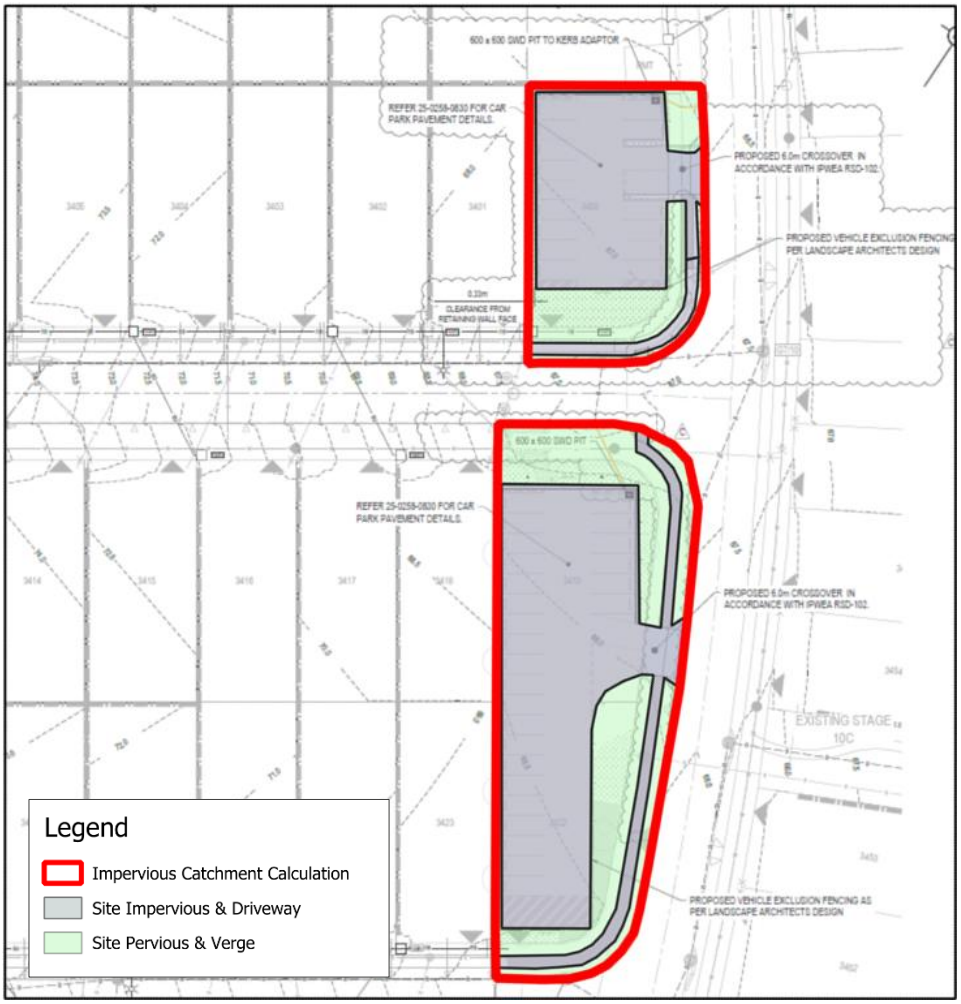


Figure 2: Impervious Breakdown of Overflow Carpark

CONCLUSION

An assessment was completed to determine if the proposed two overflow carparks in Stage 10e (within Context Area 3 South) would require any further consideration with respect to stormwater management due to changes in the use. The current zoning of these three lots is urban residential with an allowance of 70% impervious. The two overflow carparks were estimated to have an imperviousness of approximately 62%. As such no changes or further updates are required for the SBSMP to accommodate these two overflow carparks.

We trust this response adequately addresses any potential queries with respect to changes in imperviousness due to the two overflow carparks, however, please don't hesitate to contact the undersigned below should there be any further queries.

Regards,

Brendon Bolt
Senior Principal Engineer (RPEQ 11523)

DISCLAIMER

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