

To: Graeme Knox
From: Brett McClurg
Date: 23 June 2022
Subject: Yarrabilba Masterplan Community
Precinct 4E Application
Response to EDQ Information Request

At: Lendlease
At: SLR Consulting Australia Pty Ltd
Ref: 620.11743-M02-v0.3-20220623.docx

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL



Approval no. DEV2022/1280

Date: 6 October 2022

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1 Introduction

This memorandum has been prepared supplementary to the initial Traffic Statement for Precinct 4E, as prepared by SLR Consulting and dated 29 March 2022. It should be considered in conjunction with this latter document.

The memorandum specifically responds to the traffic and transport related items within the Information Request from Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) issued on 23 May 2022 (see **Appendix A**).

2 Response to Traffic and Transport Items

Each Item is repeated in italics herein, and the response from SLR Consulting follows.

It is noted that a number of changes to the development plan have been made, and the updated development plan is included at **Appendix B**.

2.1 Item 11 – 1st Dot Point – Movement Infrastructure Master Plan (MIMP)

Issue: The overall movement network (roads, public transport and intersections) is not in accordance with the endorsed movement network IMP. Submit an updated IMP for endorsement. Note – the traffic impact statement (SLR) shall be revised and be in accordance with an updated IMP.

Response: It is recognised that the most recent endorsed MIMP is out of date and that the movement network being planned and delivered within Yarrabilba since 2016/2017 has represented a change to what is shown in the endorsed MIMP. Notwithstanding the latter, the movement outcomes within and external to Yarrabilba are unaffected by any such changes.

For information, the recent history of the MIMP is summarised as follows:

- “Yarrabilba Movement Infrastructure Master Plan” by Cardno dated October 2015. This was endorsed by Economic Development Queensland (EDQ) on 11 November 2015.

- “Yarrabilba Master Plan Development - Movement Infrastructure Master Plan” by SLR Consulting dated April 2017. This has been issued to, but not endorsed by, EDQ. This version reflected a revised major road network, and a manual reassignment of traffic volumes. Note that the revised major road network did not significantly change the road network function from the endorsed MIMP.
- “Yarrabilba Movement Infrastructure Master Plan” by Cardno dated October 2015. This was endorsed by Economic Development Queensland (EDQ) on 3 July 2019, reflecting the agreed transition of bus services to TransLink by May 2020.
- “Yarrabilba Master Plan Development - Movement Infrastructure Master Plan” by SLR Consulting, DRAFT version, dated December 2019. This has not been completed and therefore has not been issued to, nor endorsed by, EDQ. This version reflected updated traffic modelling (undertaken in 2018) using the revised major road network and revised development layout. Note, the total development yields remain consistent with the endorsed Movement IMP. This DRAFT version is still ‘work in progress’ and is expected to be completed and issued in late-July 2022.

Of relevance to the Precinct 4E (P4E) application and development plan, the following comments are made when considering the relevance of, or compliance with, the EDQ-endorsed MIMP (1 July 2019):

1. The EDQ-endorsed 2019 MIMP includes a road network designation for Major Collector streets and above. Within or adjacent to P4E, the only roads of Major Collector or higher road hierarchy are:
 - a. Wentland Avenue along the northern edge of P4E. The equivalent alignment of this in the EDQ-endorsed 2019 MIMP is an Arterial and in the latest DRAFT 2019 MIMP (and the 2017 MIMP) this is an Arterial. Whilst the alignment has been changed, that alignment still provides the same road hierarchy function and connections to other key roads. There is therefore consistency with the EDQ-endorsed MIMP.
 - b. The north-south road along the eastern edge of P4E. This is a Major Collector in the EDQ-endorsed 2019 MIMP and in the latest DRAFT 2019 MIMP (and the 2017 MIMP) remains a Major Collector on a very similar alignment, and with similar connections to other key roads. There is therefore consistency with the EDQ-endorsed MIMP.
2. Within the EDQ-endorsed 2019 MIMP the public transport network includes north-south bus routes generally located either side of P4E which enables all residences to be within 400m of a bus route. The public transport network within the latest DRAFT 2019 MIMP (and the 2017 MIMP) includes a north-south bus route along the northern and eastern edges of P4E which enables all residences to be within 400m of a bus route. There is therefore consistency with the EDQ-endorsed MIMP.
3. Within the EDQ-endorsed 2019 MIMP the active transport Commuter Cycle routes running north-south generally either side of P4E and a Local Active Transport Route running east-west through the P4E site. The active transport network within the latest DRAFT 2019 MIMP (and the 2017 MIMP) includes a north-south Commuter Cycle route along the northern and eastern edges of P4E, and Local Active Transport Routes along the western side of P4E (in the open space corridor as part of the adjacent Precinct) and a Local Active Transport Route connecting east-west through the precinct to the immediate south of the P4E site. There is therefore consistency with the EDQ-endorsed MIMP.

2.2 Item 11 – 2nd Dot Point – Cross Section C/201

Issue: Amend the cross section of the “Local Collector with Greenway” (C/201) to meet the minimum required road width of 22m, and clearly mark the cross section C/201 on the road layout plan.

Response: The subject road section was incorrectly labelled and has now been correctly labelled as ‘Local Street’ on the updated functional plans included at **Appendix C**.

The updated cross section is shown (on the updated functional plans) as 4.5m verge + 7.5m pavement + 8m verge = 20m reserve. This cross section will apply to the east-west street along the southern edge of P4E (see south-west corner of development plan. This road will have a two way daily traffic volume less than 500vpd.

In the EDQ-endorsed 2019 MIMP the cross section for a Local Street (with up to 5,000vpd) is 4m verge + 7.5m pavement + 4.5m verge = 16m reserve. Therefore the pavement width matches what is proposed.

There is therefore consistency with the EDQ-endorsed MIMP.

2.3 Item 11 – 3rd Dot Point – Cross Section F1/201

Issue: Amend cross F1/201 & F1/202 to meet the minimum required road width of 12m for the local access street adjoining the park.

Response: The subject road cross section is shown (on the updated functional plans) as 4.5m verge + 6.5m pavement = 11m reserve (the 90 degree parking indented is not shown on the cross section but is additional to the 11m reserve). This road will have a minimal volume, being less than 100vpd. The 90 degree car parking spaces are proposed within road reserve (additional to 11m) and the adjoining space is landscaping, not park, within that road reserve.

In the EDQ-endorsed 2019 MIMP the cross section for a Local Access Street (with up to 2,500vpd) is 4m verge + 5.5m (or 6.5m) pavement + 4.5m verge = 14m (or 15m) reserve. The pavement width of 6.5 matches what is proposed.

There is therefore consistency with the EDQ-endorsed MIMP

2.4 Item 11 – 4th Dot Point – Verge at Lot 249

Issue: Clarify the design intent and reasons behind the non-standard road verge along the frontage of Lot 249.

Response: The non-standard verge is simply a reflection of the lot boundaries and road alignment at this location. This does not cause any traffic/transport issues.

3 Summary

In summary, the proposed movement network for Precinct 4E is consistent with the movement network (road hierarchy, public transport, active transport, street cross sections) in the following iterations/versions of the Movement Infrastructure Master Plan (MIMP):

- “Yarrabilba Movement Infrastructure Master Plan” by Cardno dated October 2015. This was endorsed by Economic Development Queensland (EDQ) on 11 November 2015.
- “Yarrabilba Master Plan Development - Movement Infrastructure Master Plan” by SLR Consulting dated April 2017. This has been issued to, but not endorsed by, EDQ.
- “Yarrabilba Movement Infrastructure Master Plan” by Cardno dated October 2015. This was endorsed by Economic Development Queensland (EDQ) on 3 July 2019, reflecting the agreed transition of bus services to TransLink by May 2020.
- “Yarrabilba Master Plan Development - Movement Infrastructure Master Plan” by SLR Consulting, DRAFT version, dated December 2019. This has not been completed and therefore has not been issued to, nor endorsed by, EDQ.

3.1 Certification

The traffic assessment and report for Precinct 4E, including this response memorandum, have been prepared under the direction of a Registered Professional Engineer of Queensland (RPEQ) who is experienced in traffic engineering and transport planning. The report is endorsed by that RPEQ accordingly.



BRENDYN RHEINBERGER
Associate Consultant – Transport Advisory
RPEQ #17962

Checked/
Authorised by: BM



BRETT McCLURG
Technical Director – Transport Advisory
RPEQ #7628

APPENDIX A

DSDILGP Information Request



Department of
**State Development, Infrastructure,
Local Government and Planning**

Our ref: DEV2022/1280

Your ref:

23 May 2022

Lendlease Communities (Yarrabilba) Pty Ltd
C/- RPS Australia East Pty Ltd
Att: Mr Ken Burmeister and Mr Gavin Edwards
PO Box 1559
FORTITUDE VALLEY QLD 4006

Email: ken.burmeister@rpsgroup.com.au; gavin.edwards@rpsgroup.com.au

Dear Mr Burmeister and Mr Edwards

FURTHER ISSUES

Development Permit for Reconfiguring a Lot - 1 lot into 230 residential lots, new road and open space with associated Plan of Development at Lot 3004 McKenny Boulevard, Yarrabilba described as Lot 3004 on SP327425 and Part of Lot 3002 on SP327417

After undertaking an assessment of the PDA development application, the Minister for Economic Development Queensland (MEDQ) has identified the following further issues:

Planning:

1. EDQ does not support lots directly backing onto open space. **Amend** plans to remove the TCF park lots or provide an alternative approach where some of these lots may remain and address the park.
2. **Provide** a full assessment against EDQ's guideline 12 – park planning for the proposed Neighbourhood park.
3. **Amend** the POD Design Criteria sheet to include the heading, and reduce the site cover for built to boundary lots to 65%.
4. **Clarify** how the proposed on-street parking adjacent to Lots 35 and 41 in Stage 32 will appear (eg landscaping)
5. **Identify** the location of the neighbourhood meeting room required under the AI, or provide confirmation from Logan City Council that alternative arrangements have been agreed to.

6. **Amend** the plans to show a mid-block pedestrian link across Lots 54 and 89, in accordance with EDQ's guideline 5 – neighbourhood planning and design
7. **Demonstrate** how CPTED principles will ultimately be achieved to Wentland Drive.
8. **Remove** the TCD lots from the POD and design criteria and relevant plans, as there doesn't appear to be any lots with this classification
9. **Clarify** what "non-zero" means over Lots 31 and 32 on the ROL plans
10. **Amend** the Neighbourhood Park landscape plan to include bike parking and reflect changes required above

Engineering:

11. Road design (KN group) & Traffic Impact Statement (SLR)

- The overall movement network (roads, public transport and intersections) is not in accordance with the endorsed movement network IMP. Submit an updated IMP for endorsement

Note - The traffic impact statement (SLR) shall be **revised** and be in accordance with an updated IMP.

- **Amend** the cross section of the "Local Collector with Greenway" (C/201) to meet the minimum required road width of 22m, and clearly mark the cross section C/201 on the road layout plan.
- **Amend** cross section F1/201 & F1/202 to meet the minimum required road width of 12m for the local access street adjoining the park.
- **Clarify** the design intent and reasons behind the non-standard road verge along the frontage to Lot 249.

12. Stormwater design (KN group) & Stormwater

- It is noted that the portion of this precinct, for example Wentland Ave and new road falls into separate catchment which differs to the endorsed stormwater IMP (2022).

Clarify the lawful point of discharge for this portion of this catchment and clearly show proposed pipe sizes and connection points to existing network on stormwater plans.

13. Water and sewer design (KN group)

- **Show** proposed pipe sizes and connection points to existing network on service plans.

Should you have any queries in relation to this matter, please do not hesitate to contact Gabrielle Shepherd on (07) 3452 7914 or at gabrielle.shepherd@dsdilqp.qld.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Bouda', with a long horizontal stroke extending to the right.

Brandon Bouda
Manager
Development Assessment
Economic Development Queensland

APPENDIX B

Revised Precinct Layout Plan



- PRECINCT FOUR - APPLICATION FOUR BOUNDARY
- STAGE BOUNDARY
- OPEN SPACE
- LOCAL STAGE ROAD
- PATHWAY CONNECTION
- VILLAGE ROAD
- MAJOR ROAD

LAND USE	AREA (ha)
Residential	9.99 ha
Open Space	0.78 ha
Road - Major Road	1.66 ha
Road - Collector Road	0.52 ha
Road - Local Street	4.21 ha
TOTAL	17.16 ha

MINIMUM RESIDENTIAL DENSITY - 15.50 ha
230 dw
14.8 dw/ha
MAXIMUM RESIDENTIAL DENSITY - 15.50 ha
236 dw
15.2 dw/ha

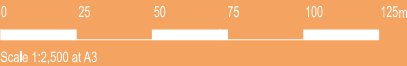
LOT YIELD BY LOT TYPE						
LOT TYPE	No.	No. %	AREA	AREA %	MINIMUM	MAXIMUM
T1	11	4.93%	7762.18m ²	7.77%	640.00m ²	812.26m ²
T3	10	4.48%	6872.55m ²	6.88%	600.00m ²	930.74m ²
C2	40	17.94%	20296.18m ²	20.30%	420.00m ²	763.98m ²
C3	27	12.11%	15234.47m ²	15.26%	512.00m ²	859.66m ²
PV	42	18.83%	17174.64m ²	17.20%	375.00m ²	567.89m ²
V	11	4.93%	3744.81m ²	3.75%	312.00m ²	446.10m ²
TT1	1	0.45%	590.25m ²	0.59%	590.25m ²	590.25m ²
TCY2	18	8.07%	7225.71m ²	7.24%	350.00m ²	618.65m ²
TCY3	10	4.48%	4714.04m ²	4.72%	400.00m ²	558.76m ²
TPV	28	12.56%	9681.88m ²	9.60%	312.50m ²	445.22m ²
TV	8	3.59%	2084.26m ²	2.09%	260.00m ²	264.26m ²
TCF	9	4.04%	2156.65m ²	2.16%	189.00m ²	365.56m ²
TCD	6	2.69%	1200.00m ²	1.20%	187.50m ²	225.00m ²
MFS	2	0.90%	1245.86m ²	1.25%	524.73m ²	721.13m ²
TOTALS	223	100%	98953.47m ²	100%	187.50m ²	930.74m ²

NOTE:
MINIMUM DWELLINGS is based on the development of one dwelling on each single family and multi-family strata (MFS) lot.
MAXIMUM DWELLINGS is based on the development of one dwelling on each single family lot, and three dwellings on each multi family strata (MFS).

DENSITY calculations include the area of residential lots, local roads and credited park. The boundaries, roads and pathways shown hereon are subject to detailed engineering design, final survey and approval of subsequent development applications by the relevant authorities.

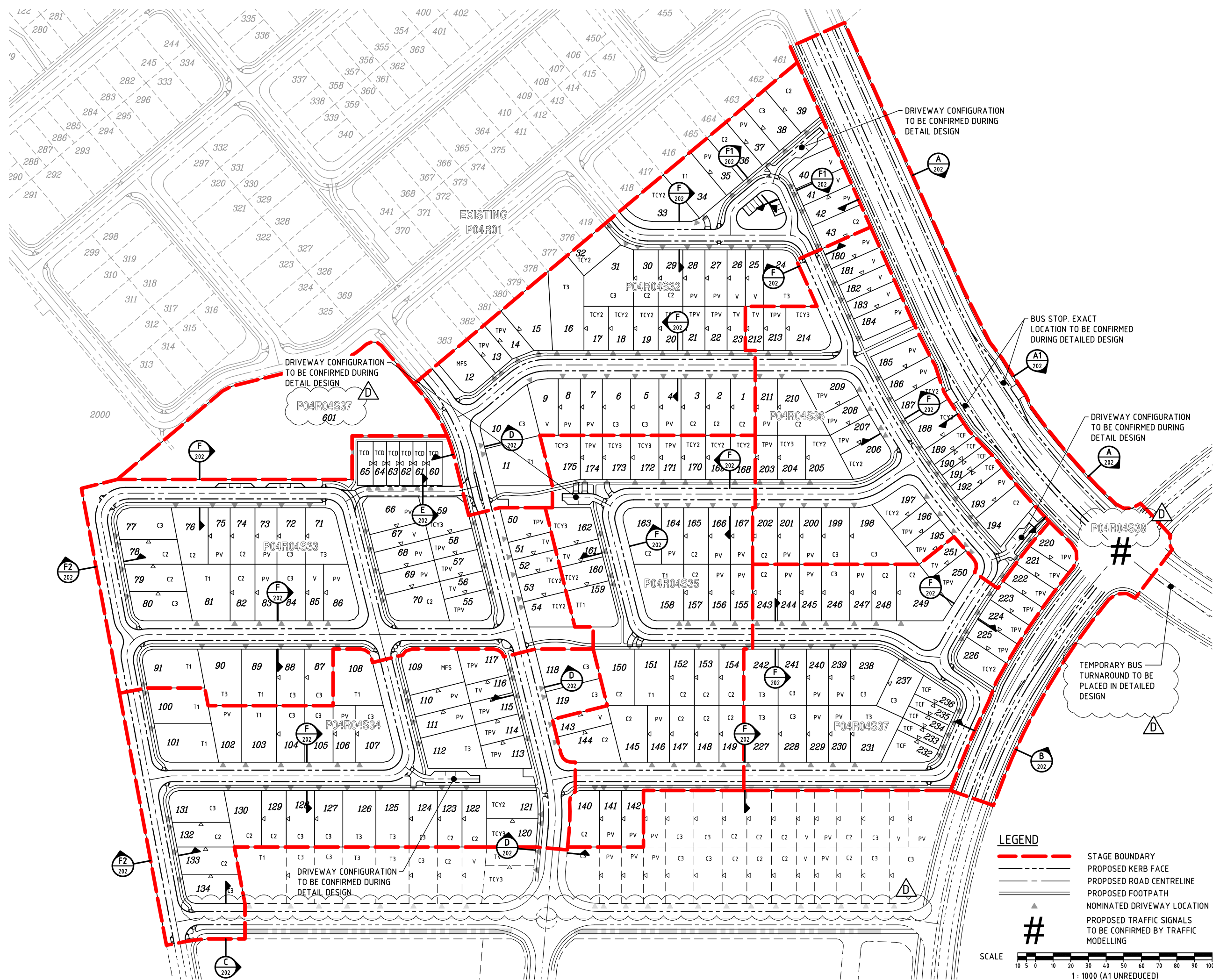
PRECINCT FOUR - APPLICATION FOUR RECONFIGURATION OF A LOT

NOTE: This plan is indicative only, and specific uses, road alignment, boundaries, setbacks, and building layout shown may vary due to detailed design consideration. ©2022 Lendlease Communities (Australia). All rights reserved. Except as permitted by Lendlease, no part of this publication may be reproduced or distributed in any form or by any means, or stored in a database or retrieval system, without the permission of Lendlease.



APPENDIX C

Revised Functional Plans

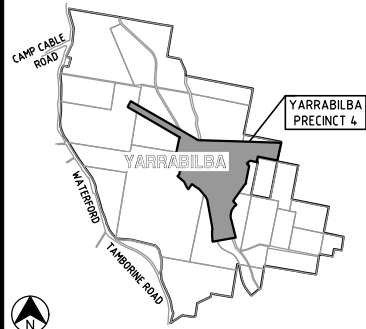


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IF IN DOUBT - ASK!



LOCALITY PLAN



REVISIONS

[illegible]

Associated Consultants



Client



Project



PRECINCT 4 - ROL4
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS



BN 35 112 53 611
L1, 62 Astor Tce
Spring Hill Q 4000
07 3017 1900
kngroup.com.au

Approved

Drawing Title

P04ROL4 FUNCTIONAL LAYOUT
ROADWORKS PLAN

Drawn JS	Designed JS	Checked GBG	Date FEB 22
Scale AS SHOWN			Sheet 01 of 05
A1	Drawing No 16-217-SK201		Revision D

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