

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2025/1628

Date: 19 Sept 2025



Yarrabilba, Precinct 6 ROL 3

Traffic Impact Assessment

Stockland Residential Communities

Level 4, 99 Melbourne Street
South Brisbane, QLD, 4101

Prepared by:

SLR Consulting Australia

SLR Project No.: 620.V11743.00001

16 May 2025

Revision: v1.0

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
v0.1	30 April 2025	J. Huang	B. Rheinberger	
v1.0	16 May 2025	J. Huang	B. Rheinberger	B. Rheinberger
	Click to enter a date.			
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Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Stockland Residential Communities (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.



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1.0 Introduction

SLR Consulting Australia (SLR) has been commissioned by Stockland Residential Communities (**Stockland**) to provide traffic engineering and transport planning advice for the Yarrabilba master planned development area. The Yarrabilba master planned development is located within the extents of the Yarrabilba Priority Development Area (**PDA**), which is situated approximately 20km south of Logan Central and Springwood. When fully developed, it is anticipated that the ultimate Yarrabilba development will yield approximately 17,000 residential dwellings and approximately 45,000 residents.

The traffic and transport aspects of the overall Yarrabilba master plan have been extensively documented within several reports, which are referenced in **Section 1.1**. This report specifically addresses the traffic and transport aspects of Precinct 6 ROL 3. The proposed layout plan for the Precinct 6 ROL 3 application is included at **Appendix A**.

1.1 Previous Reporting

The traffic and transport aspects of the entire Yarrabilba master plan development (and other relevant precincts) have been previously addressed within many documents, including the following:

- *Yarrabilba Master Plan Micro-simulation Modelling - Revised Land Use and Road Network* (Cardno, May 2015).
- *Yarrabilba Movement Infrastructure Master Plan* (Cardno, October 2015) – endorsed by EDQ on 11 November 2015, and on 3 July 2019. **Referred herein as the 'Endorsed MIMP (2019)'**.
- *Yarrabilba Master Plan Development – Movement Infrastructure Master Plan* (SLR, April 2017).
- *Yarrabilba Master Plan Development Traffic Model and Intersection Analysis Data Compendium* (SLR, November 2019) – submitted to and under review by EDQ.
- *Yarrabilba Master Plan Development Movement Infrastructure Master Plan (Revision 8 Version 1.0)* (SLR, October 2022) – submitted to and under review by EDQ. **Referred herein as the 'Current MIMP (2025)'**.
- *Yarrabilba Precinct 6 ROL 1 – Traffic Impact Assessment* (SLR, August 2023) – approved by EDQ on 23 December 2023.
- *Yarrabilba Precinct 6 ROL 2 – Traffic Impact Assessment* (SLR, October 2023) – approved by EDQ on 7 June 2024.

For clarity, it is acknowledged that:

- The October 2015 IMP (Cardno) has been endorsed by EDQ but uses traffic modelling information that is superseded.
- Updated traffic modelling was undertaken in 2018, and the volumes from this are most representative of current Yarrabilba planning and have been used for all traffic design and assessment since 2018.
- The updated traffic modelling (2018) is included in the Current MIMP (2025) and represents the most recent traffic forecasts and assessment for Yarrabilba.
- The Precinct 6 ROL 3 assessment herein uses volumes from the traffic model update in 2018.



Where relevant, some elements of these reports have been used to inform the traffic assessment herein. In particular, it is intended that the traffic and transport aspects of Precinct 6 are generally consistent with both the Endorsed MIMP (2019) and the Current MIMP (2025).

1.2 Traffic Model Update

The overall Yarrabilba road network and demographics were revised in 2018, which included reference to the initial traffic model (2015) and the Endorsed MIMP (2018). Whilst the demographics have been updated in various precincts, the demographics for the total Yarrabilba PDA are largely unchanged.

The Precinct 6 ROL 3 assessment herein is based on the most recent traffic model volumes and demographics (2018). This is discussed in **Section 4.0**. The traffic volume results from the 2018 modelling have been considered and incorporated herein. Such results include updated forecasts of traffic volumes and updated intersection capacity analysis. The latter includes key intersections providing access to Precinct 6 ROL 3.



2.0 Proposed Development

The proposed Precinct 6 ROL 3 (**ROL 3**) development is situated towards the west of the broader Precinct 6 area. Primary vehicular access for this precinct will be via Yarrabilba Drive (formerly Town Centre North-South Road), which provides connectivity to the wider road network and travels along the eastern boundary of the ROL 3 area. It is noted that Jimbillunga Drive (formerly Ridge East-West Link) will play a smaller, yet key role in supporting ROL 3.

The proposed yield of ROL 3 represents 74 residential lots, with the overall Precinct 6 consisting of 1,103 lots (including the previous application for ROL 1 and ROL 2). This is illustrated on **Figure 1** in the context of the overall Yarrabilba Development Area.

It is noted that historically, for the ROL 1 and ROL 2 Traffic Impact Assessments (**TIA**), ROL 3 was not captured as part of Precinct 6. For the purposes of this report, the assessment will focus on ROL 3 rather than the wider precinct to better understand the localised impacts. As the transport network for ROL 3 is largely independent of the wider Precinct 6, SLR does not foresee any significant operational impacts on the transport infrastructure proposed as part of the previously approved ROL 1 and ROL 2.

Figure 1 Precinct 6 ROL 3 Site Context



The proposed development plan for ROL 3 has been prepared by RPS and incorporates input from the wider design team (including advice on traffic and transport design matters provided by SLR). The plan will be submitted as part of the planning documents for the application and has been used as the basis of the traffic assessment herein.

Based on information provided by Stockland and RPS and as detailed within the precinct layout plan, ROL 3 is proposed to include the following key land uses and yields:

- 74 residential lots
- Local recreational park, and



- Bio-basin for stormwater detention.

The lot layout and road network are illustrated on **Figure 2**, with the full-scale plan provided at **Appendix A**.

Figure 2 Precinct 6 ROL 3 POD



It is recognised that in the interim, ROL 3 will only have vehicle access to Waterford-Tamborine Road via Jimbillunga Drive to/from the west and Yarrabilba Drive to/from the north. There will also be an external road connection provided at Plunkett Road, via the Hootman Drive link with Jimbillunga Drive. In the ultimate horizon, Yarrabilba Drive will connect to Plunkett Road to the south and another connection via Wentland Avenue to the south-east. This will ultimately result in three potential connections to Waterford-Tamborine Road and three potential connections to Plunkett Road for ROL 3 residents.



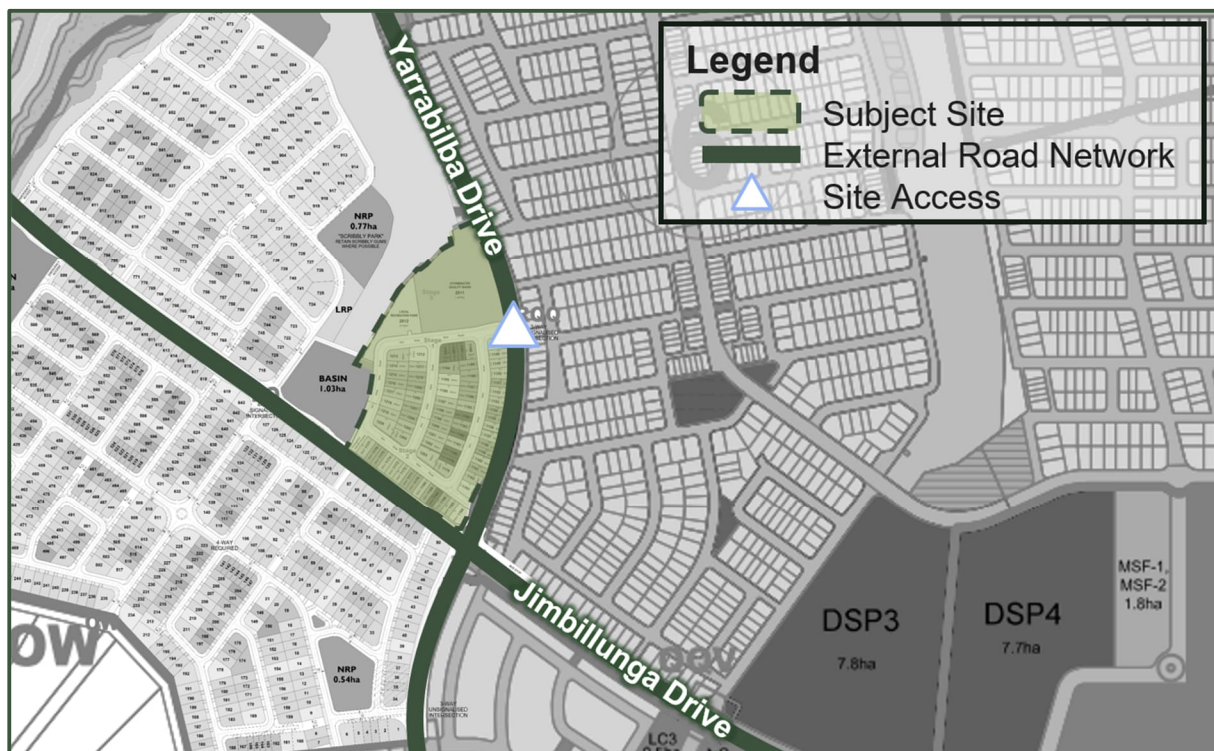
3.0 Design Review

3.1 External Access

ROL 3 does not include any major road connections that differ from what was identified in the Endorsed MIMP (2019) and the Current MIMP (2025), nor does it propose any changes to these roads. As such, the design review undertaken as a part of this traffic assessment focuses on the geometric suitability of the lower-order roads and connections specific to the ROL 3 network.

For completeness, the location of the ROL 3 access location to the major road network has been illustrated on **Figure 3**.

Figure 3 Precinct 6 ROL 3 External Road Connections



3.2 Internal Road Network

The internal roads (and their respective road reserve widths) proposed as part of the ROL 3 development will comprise of the following:

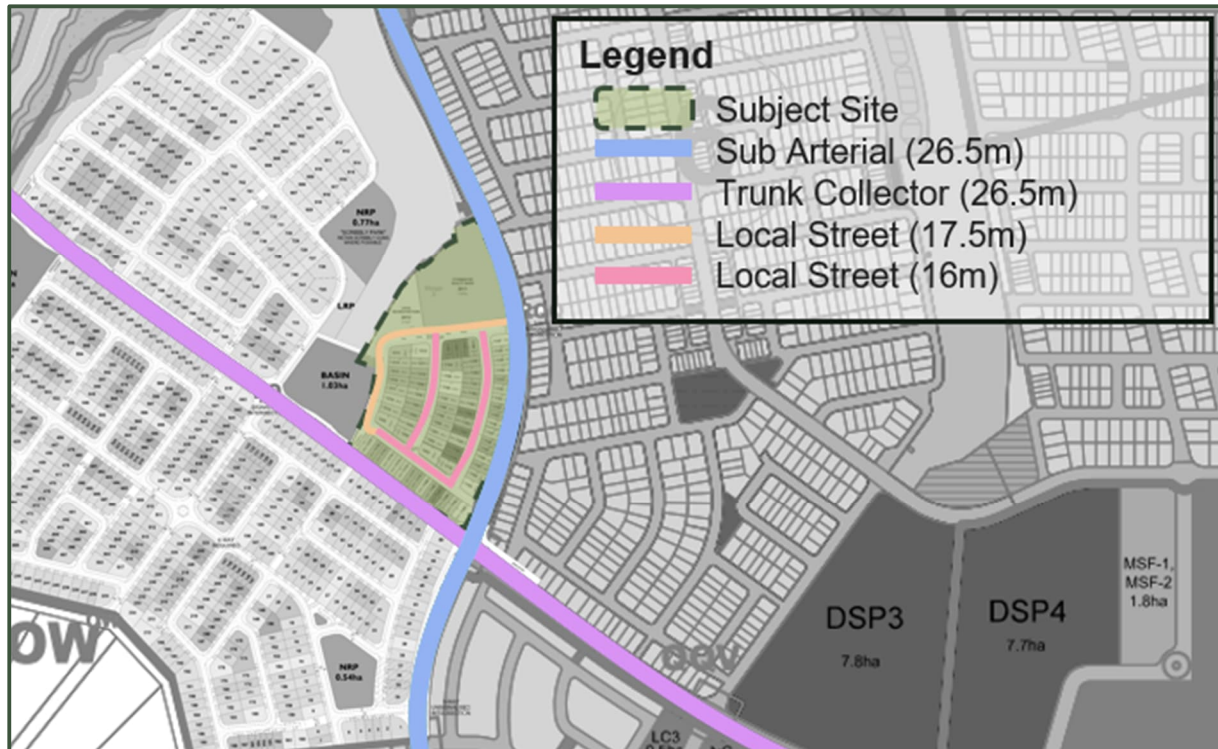
- Local Street (17.5m).
- Local Street (16.0m)

The allocation of the above road cross sections to the ROL 3 road network can be seen in **Figure 4**. The cross sections for the roads within ROL 3 are shown in the Functional Plans prepared by KN Group (at **Appendix B**).

The road hierarchy and general road alignments are compliant with those identified in both the Endorsed MIMP (2019) and the Current MIMP (2025).



Figure 4 Proposed Road Network Layout and Hierarchy



The cross sections for each road type have been developed by the project team with traffic input from SLR and were based on the design principles outlined within the Endorsed MIMP (2019) and the Current MIMP (2025). These cross sections are generally consistent with those designed/constructed previously in Yarrabilba and are underpinned by the typical cross sections detailed within the Endorsed MIMP (2019) and the Current MIMP (2025).

It is important to note that the cross sections proposed for ROL 3 (see **Appendix B**) have some differences from those included in the Endorsed MIMP (2019) and the Current MIMP (2025). These differences are not considered significant, and the relevant/appropriate transport functions for all roads are retained/achieved by the proposed cross sections. Therefore, the variations to the cross sections are acceptable for ROL 3.

3.3 Active Transport Provisions

The key elements of the walk and cycle network proposed in ROL 3 are consistent with the connections and elements within the Endorsed MIMP (2019) and the Current MIMP (2025). It is recognised that some active transport links, as proposed in Precinct 6, are additional to those identified in the Endorsed MIMP (2019) and the Current MIMP (2025).

Key elements of the active transport network relative to ROL 3 have been reproduced below for ease of reference, as identified within the Endorsed MIMP (2019) and the Current MIMP (2025):

- Primary / Principal Cycle Route (as per TMR's PCNP) along Yarrabilba Drive.
- Secondary Cycle Route along Jimbillunga Drive.

Within ROL 3, the following specific active transport infrastructure is proposed:

- Yarrabilba Drive (Principal / Primary Cycle Route) will include a Two-Way Cycle Track along the western verge + Shared Path along the eastern verge.



- Jimbillunga Drive (Principal / Primary Cycle Route) will include a Two-Way Cycle Track along the southern verge + Shared Path along the northern verge.
- The Local Street on the western side of ROL 3, with a north-south orientation, provides a Shared Path on the western verge.
- All other Local Streets will include a footpath on at least one side.

The proposed active transport paths are compliant with and exceed those identified in both the Endorsed MIMP (2019) and the Current MIMP (2025).

The location of the Cycle Track can be seen in **Figure 5**.

Figure 5 Proposed Active Transport Provisions



3.4 Public Transport Provisions

In accordance with the provisions outlined in the Movement IMP, the Yarrabilba Master Plan Area aims to provide public transport connections within a 500m walking distance of residents within precinct developments.

As identified in **Figure 6**, several bus routes and bus stops (indicative locations only) are proposed within the subject site. Bus routes and bus stops are proposed along the Sub Arterial (Yarrabilba Drive) and the Trunk Collector (Jimbillunga Drive) running through the site. The 500m walking distance assessment has been undertaken adopting a 400m circle radius measured around each proposed bus stop pair. This assessment is depicted at **Figure 6**.



Figure 6 Proposed Public Transport Provisions



Figure 6 identifies that all lots in ROL 3 will be within 500m walking distance of a proposed bus stop.

It is recognised that bus services may not be implemented by TransLink on the identified routes (this is to be negotiated by contract with the bus operator, Stockland and TransLink), however, the relevant roads have been designed to enable such bus routes to occur. The bus stops will be constructed in accordance with TransLink's Public Transport Infrastructure Manual (**PTIM**).

On this basis, the public transport stops proposed within ROL 3 will adequately service the catchment and comply with those identified in both the Endorsed MIMP (2019) and the Current MIMP (2025).



4.0 Traffic Analysis

4.1 Development Scenarios

As identified in **Section 1.2**, since the original traffic modelling was completed in 2015, updates to the model were undertaken in 2018. The proposed scenarios assessed within the revised modelling were consistent with those originally assessed. In line with this updated modelling, the analysis herein assesses the same two scenarios, identified as follows:

- Scenario 1: Interim (2031) – assumes partial (approximately 75%) development of the Yarrabilba Masterplan, excluding some precincts to the south and east predominantly. This scenario also assumes that no external road connections to the south via Plunkett Road are constructed.
 - o Used to establish the interim access intersection form for ROL 3.
- Scenario 2: Ultimate – which assumes the full development of the wider Yarrabilba Masterplan, with a completed external road network in line with the Movement IMP (including a future connection to the Southern Infrastructure Corridor).
 - o Used to establish the ultimate access intersection form for ROL 3.

4.2 Trunk Road Background Traffic Volumes

For the purposes of the following analysis, the traffic volumes on Jimbillunga Drive and Yarrabilba Drive for both scenarios were obtained from the 2018 modelling volumes (as reported in the Yarrabilba Master Plan Development Traffic Model and Intersection Analysis Data Compendium (SLR, November 2019)).

4.3 Precinct 6 ROL 3 Development Traffic Assumptions

4.3.1 Traffic Generation

A traffic generation rate of 0.8 vph/lot has been applied to the development yield in ROL 3, with the total trips for each peak hour shown in **Table 1**.

Table 1 Precinct 6 ROL 3 Trip Generation – Residential

Number of Lots	AM Trip Rate	PM Trip Rate	AM Trips	PM Trips
74	0.8 vph/lot	0.8 vph/lot	60	60

4.3.2 Traffic Distribution

The distribution of traffic generated by ROL 3 has been assigned to the external road network consistent with the distribution assumptions adopted in the previously approved trigger analysis. These distribution assumptions have been reproduced in **Table 2** for the interim scenarios, and **Table 3** for the ultimate scenario.

Table 2 Distribution of Precinct 6 ROL 3 Traffic – Interim (2031)

To / From Yarrabilba Drive (N)	To / From Yarrabilba Drive (S) ^[1]	To / From Jimbillunga Drive (E)	To / From Jimbillunga Drive (W)
80%	0%	12%	8%

^[1] Yarrabilba Drive (S) link to external road network is incomplete in the interim (2031).



Table 3 Distribution of Precinct 6 ROL 3 Traffic – Ultimate

To / From Yarrabilba Drive (N)	To / From Yarrabilba Drive (S)	To / From Jimbillunga Drive (E)	To / From Jimbillunga Drive (W)
68%	10%	12%	10%

4.3.3 In / Out Split

In line with previous assessments, typical industry accepted in / out splits have been adopted for the residential component within the ROL 3 development, summarised in **Table 4**.

Table 4 In / Out Split

Peak Period	Residential Trips	
	IN	OUT
AM	20%	80%
PM	70%	30%

The resultant traffic volume diagrams have been included in **Appendix C**.

4.4 Study Intersections

The following analysis considers the intersections identified, providing access for ROL 3. The intersection location, along with the interim and ultimate form allocations, are identified in **Figure 7** and **Table 5**. The intersection layouts for the interim and ultimate forms have been provided in **Appendix D** and **Appendix E** respectively.

Figure 7 Study Intersections



Table 5 Intersection Form

ID	Interim Form	Ultimate Form
RQQ		

4.5 Scenario 1 – Interim

The general interim intersection form of RQQ has adopted the ultimate road hierarchy and cross-sectional requirements of the major roads identified in the Movement IMP. The key roads and the lane capacity requirements have been summarised in **Table 6**.

Table 6 Ultimate Lane Capacity Requirements

Road Name	Link Location	Proposed Traffic Lanes
Yarrabilba Drive	North of RQQ	2 Lanes
	RQQ – Q	2 Lanes

The performance of all key intersections has been assessed in SIDRA Intersection 9.1 to establish the operational performance of the proposed layout. Detailed outputs for Scenario 1 (Interim), including intersection layout plans and movement summaries, have been provided in **Appendix D**. A summary of the results is provided in **Table 7**.

Table 7 Summary of Interim Intersection Results

Intersection Location	Control Type	Operational Element	AM Peak	PM Peak
Node RQQ	Priority Controlled (T-junction)	DoS	0.15	0.14
		Average Delay (s)	1	1
		95 th ile Queue (m)	1	1

The performance of RQQ within ROL 3 in the interim scenario (Scenario 1) is within the maximum operating parameters for signalised (maximum DoS 0.90) and unsignalised (maximum DoS 0.80) intersections.

4.6 Scenario 2 – Ultimate

The performance of RQQ for the ultimate scenario has been assessed in SIDRA 9.1. The analysis results are summarised in **Table 8**, with the detailed outputs (including intersection layout plans) provided in **Appendix E**.

Table 8 Summary of Ultimate Intersection Results

Intersection Location	Control Type	Operational Element	AM Peak	PM Peak
Node RQQ	Priority Controlled (T-junction)	DoS	0.29	0.25
		Average Delay (s)	1	1
		95 th ile Queue (m)	2	1

The results reported in **Table 8** confirm that the performance of RQQ within ROL 3 in the ultimate scenario (Scenario 2) is within the adopted maximum operating parameters.

The functional drawings for ROL 3 have been prepared by KN Group and provide sufficient road reserve allocation to accommodate the necessary road and intersection configurations.



5.0 Summary

The following summarises the key conclusions in respect of the traffic and transport aspects of Precinct 6 ROL 3 and considers the need for consistency with the Movement Infrastructure Master Plan (**MIMP**):

- **Road Hierarchy** – The network of roads within and adjacent to ROL 3 is consistent with the road hierarchy identified in both the Endorsed MIMP (2019) and the Current MIMP (2025). The proposed network of roads is appropriate for the proposed ROL 3 development and the overall Yarrabilba development.
- **Key Intersections** – The design form of key intersections within ROL 3 is appropriate to accommodate the anticipated traffic volumes. Adequate allowance has been made in these intersection forms to facilitate the needs of the ultimate Yarrabilba development.
- **Local Street Network** – The local street network has been designed to achieve sound street design principles, particularly related to local traffic speeds and active transport needs.
- **Cross Sections** – The proposed cross sections in ROL 3, whilst differing in some aspects, are generally consistent with the Endorsed MIMP (2019) and the Current MIMP (2025). The transport functions of these MIMPs are achieved by the proposed cross sections.
- **Active Transport** – The active transport provisions are consistent with, and exceed, those identified in both the Endorsed MIMP (2019) and the Current MIMP (2025), and these are appropriate to satisfy the needs of ROL 3 in conjunction with the surrounding development of Yarrabilba.
- **Public Transport** – The layout and design of streets within ROL 3 provide the appropriate provisions for public transport (bus services) and potential bus stops. This is consistent with what was identified in both the Endorsed MIMP (2019) and the Current MIMP (2025).

6.0 RPEQ Certification

This traffic assessment and report has been prepared under the direction of a Registered Professional Engineer of Queensland (RPEQ) and Road Safety Auditor (as accredited by TMR) who is experienced in traffic engineering, transport planning and road safety. The report is endorsed by this RPEQ accordingly.

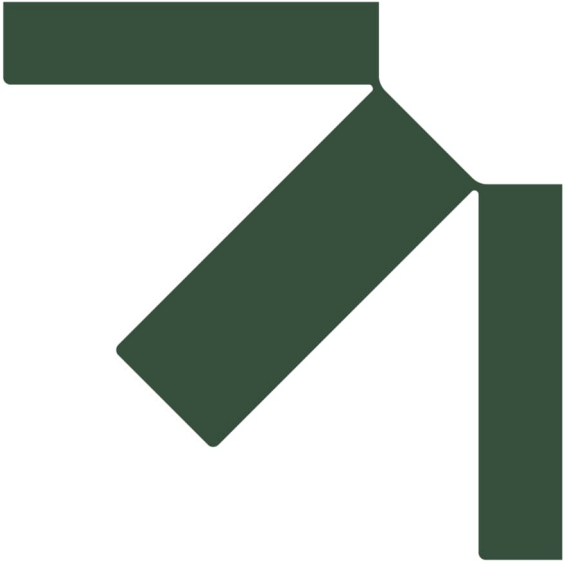
Sincerely,

SLR Consulting Australia



Brendyn Rheinberger, RPEQ #17962
Principal Consultant – Transport Advisory





Appendix A Development Plans

Yarrabilba, Precinct 6 ROL 3

Traffic Impact Assessment

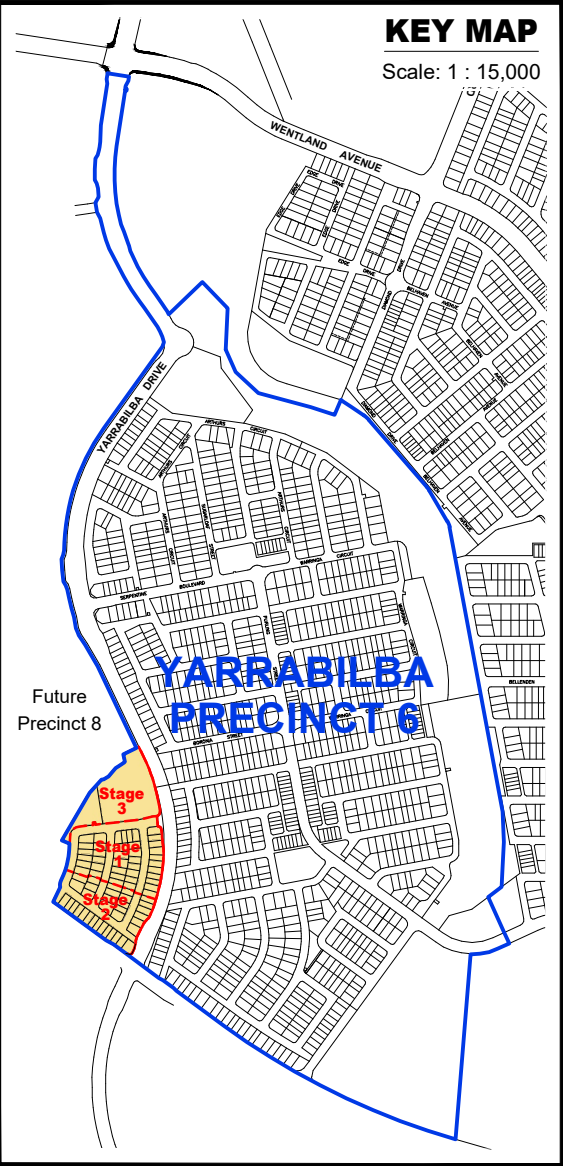
Stockland Residential Communities

SLR Project No.: 620.V11743.00001

16 May 2025

KEY MAP

Scale: 1 : 15,000

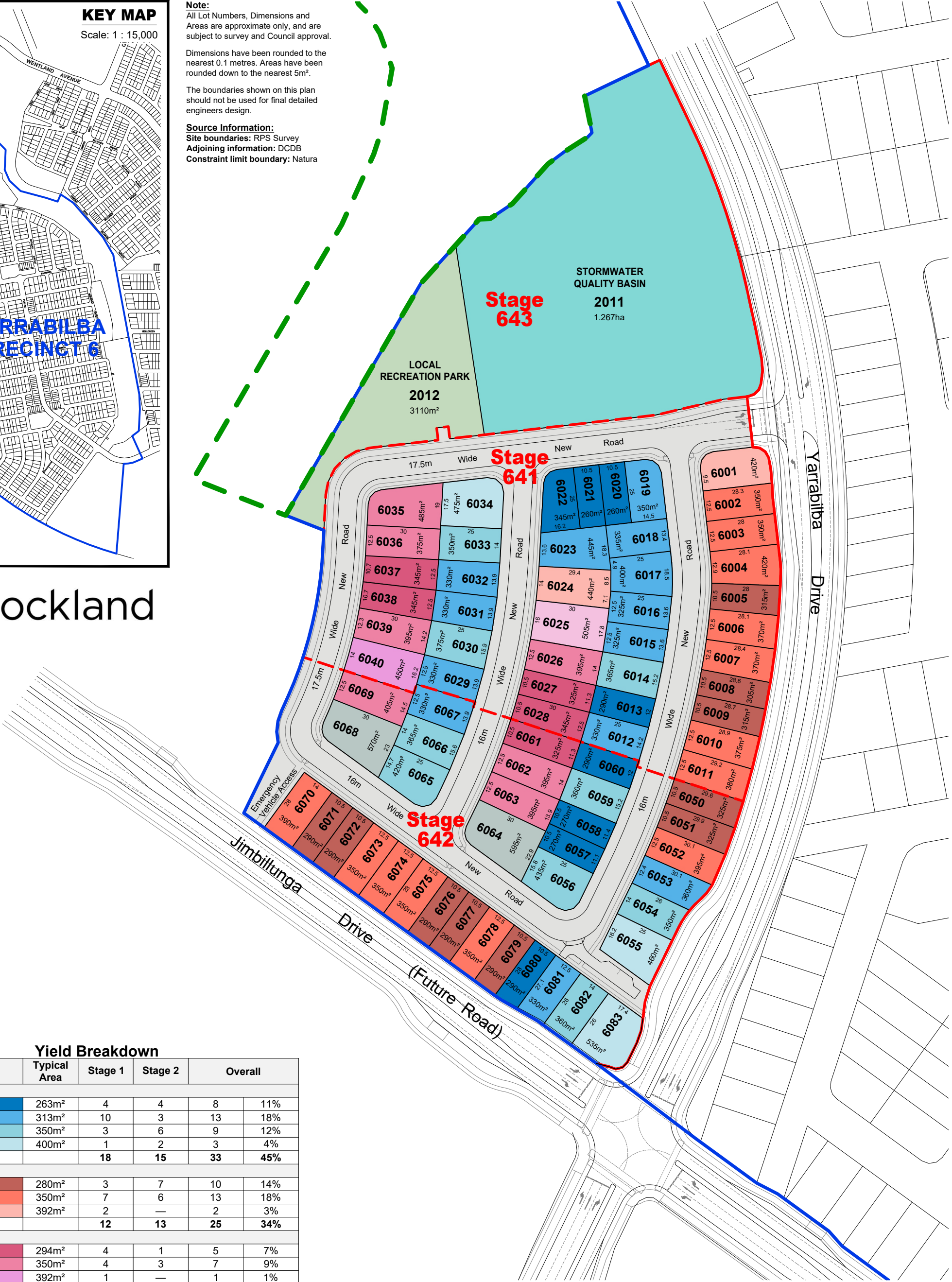


Note:
All Lot Numbers, Dimensions and Areas are approximate only, and are subject to survey and Council approval.

Dimensions have been rounded to the nearest 0.1 metres. Areas have been rounded down to the nearest 5m².

The boundaries shown on this plan should not be used for final detailed engineers design.

Source Information:
Site boundaries: RPS Survey
Adjoining information: DCDB
Constraint limit boundary: Natura



Yield Breakdown

Allotment Typology	Typical Area	Stage 1	Stage 2	Overall	
25m Deep Product					
25m x 10.5m	263m ²	4	4	8	11%
25m x 12.5m	313m ²	10	3	13	18%
25m x 14m	350m ²	3	6	9	12%
25m x 16m	400m ²	1	2	3	4%
Subtotal		18	15	33	45%
28m Deep Product					
28m x 10.5m	280m ²	3	7	10	14%
28m x 12.5m	350m ²	7	6	13	18%
28m x 14m	392m ²	2	—	2	3%
Subtotal		12	13	25	34%
30m Deep Product					
30m x 10.5m	294m ²	4	1	5	7%
30m x 12.5m	350m ²	4	3	7	9%
30m x 14m	392m ²	1	—	1	1%
30m x 16m	448m ²	1	—	1	1%
Subtotal		10	4	14	19%
Multi-unit Dwellings (MFS)	550m ² +	—	2	2	3%
Total Residential Allotments		40	34	74	100%
Density (calc. includes area of residential lots, local roads and local park)				16.8 dw/ha	

Land Budget

Land Use	Stage 1	Stage 2	Stage 3	Overall	
Residential Allotments	1.467 ha	1.245 ha	—	2.712 ha	47.9%
Local Roads	0.805 ha	0.565 ha	—	1.370 ha	24.2%
Local Recreation Park	—	—	0.311 ha	0.311 ha	5.5%
Drainage Open Space	—	—	1.267 ha	1.267 ha	22.4%
Total Stage Area	2.272 ha	1.810 ha	1.578 ha	5.660 ha	100.0%

Legend

- Precinct Boundary
- Application Boundary
- Stage Boundary
- Constraints Limit

PLAN REF: AU13933 – 26
Rev No: B
DATE: 15 May 2025
CLIENT: Stockland
DRAWN BY: MM / BM
CHECKED BY: BM



YARRABILBA
PRECINCT 6 - APPLICATION 3
RECONFIGURATION OF A LOT

URBAN DESIGN
Level 8, 31 Duncan Street
PO Box 1559
Fortitude Valley QLD 4006
T +61 7 3539 9500
W rpsgroup.com

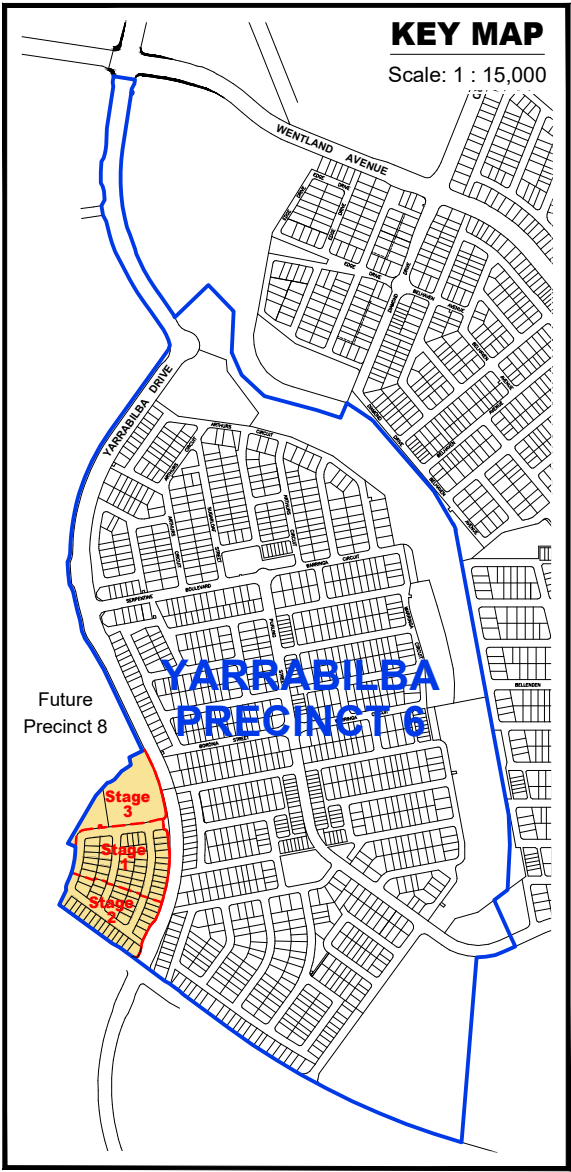


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KEY MAP

Scale: 1 : 15,000



Note:
All Lot Numbers, Dimensions and Areas are approximate only, and are subject to survey and Council approval.

Dimensions have been rounded to the nearest 0.1 metres. Areas have been rounded down to the nearest 5m².

The boundaries shown on this plan should not be used for final detailed engineers design.

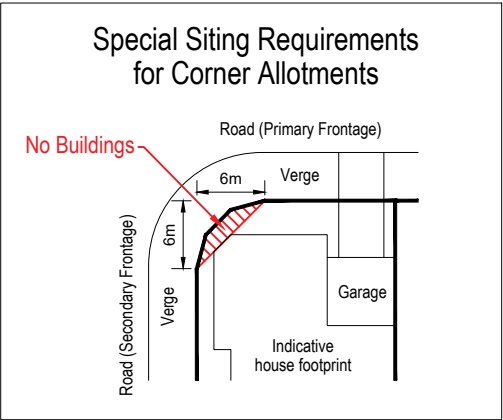
Source Information:
Site boundaries: RPS Survey
Adjoining information: DCDB
Constraint limit boundary: Natura
Acoustic Attenuation: NWA Environmental



THIS PLAN IS TO BE READ IN CONJUNCTION WITH PLAN OF DEVELOPMENT - DESIGN CRITERIA [PLAN REF. AU13933 – 28]

Setback Table

Allotment Typology by Frontage	Villa Allotments (10.5m Wide)		Premium Villa Allotments (12.5m Wide)		Courtyard Allotments (14m, 16m Wide)		Multi-unit Dwellings (MFS)	
	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor
Front Setbacks								
Primary Frontage	3.0m	3.0m	3.0m	3.0m	3.0m	3.0m	3.0m	3.0m
Garage	5.0m	5.0m	5.0m	5.0m	5.0m	5.0m	5.0m	5.0m
Garage Door (240mm behind garage setback)	5.24m	5.24m	5.24m	5.24m	5.24m	5.24m	5.24m	5.24m
Rear Setbacks								
Rear	0.9m	0.9m	0.9m	0.9m	0.9m	0.9m	0.9m	0.9m
Side Setbacks								
Built to Boundary	0.0m	0.0m	0.0m	0.0m	0.0m	0.0m	0.0m	0.0m
Non Built to Boundary	0.9m	1.0m	0.9m	1.0m	0.9m	1.0m	0.9m	1.0m
Corner Setbacks								
Secondary Road Frontage	1.5m	1.5m	1.5m	1.5m	1.5m	1.5m	1.5m	1.5m
General								
Garage Location	Garages are to be located along the built to boundary wall. If there is no built to boundary wall, garages are to be located on the low side of the allotment or the western or southern boundary of the allotment.							
On site parking requirements (minimum)	1 car parking space to be covered and enclosed. Single, tandem or double garage acceptable.	1 car parking space to be covered and enclosed. Single, tandem or double garage acceptable.	1 car parking space to be covered and enclosed. Single, tandem or double garage acceptable.	1 car parking space to be covered and enclosed. Single, tandem or double garage acceptable.	1 car parking space to be covered and enclosed. Single, tandem or double garage acceptable.	1 car parking space to be covered and enclosed. Single, tandem or double garage acceptable.	1 car parking space to be covered and enclosed. Single, tandem or double garage acceptable.	1 car parking space to be covered and enclosed. Single, tandem or double garage acceptable.



Legend

- Precinct Boundary
- Application Boundary
- Stage Boundary
- Maximum 3 Dwellings for MFS lots
- Indicative Driveway Location
- Indicative Built to Boundary Wall - Optional
- No Vehicular Access
- Potential Entry Statement Location
- Indicative Bin Pad Location
- Potential Acoustic Attenuation (In Accordance with Traffic Noise Assessment Report prepared by NWA Environmental)
- Electrical Transformer and Buffer

PLAN REF: AU13933 – 27

Rev No: B
DATE: 15 May 2025
CLIENT: Stockland
DRAWN BY: MM / BM
CHECKED BY: BM



YARRABILBA
PRECINCT 6 - APPLICATION 3
PLAN OF DEVELOPMENT

URBAN DESIGN
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Fortitude Valley QLD 4006
T +61 7 3539 9500
W rpsgroup.com



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1.

General
- 1.1.

Easements over infrastructure have not been shown which may affect setbacks. Eaves must not protrude into easements.
- 1.2.

The maximum height of unattached buildings shall not exceed 8.5m above natural ground level. For attached buildings on lots greater than 450sqm a building height of 10.5m may be permitted as measured from the natural ground level.
- 1.3.

It is assumed that the pad level of each block will be the average of the four corners of the block. Buildings will be built to this pad level unless the consent of property owners on both sides of the block is obtained to vary the pad level.
- 1.4.

Acoustic treatment may be required for some lots. Refer to report prepared by MWA Environmental.
- 1.5.

Construction standards / setbacks may be affected by bushfire risk. Refer to the Sub-Precinct Specific Bushfire Hazard Assessment and Mitigation Plan prepared by Bushfire Protection Systems Ply Ltd.

2.

Setbacks
- 2.1.

Setbacks are as per the Setback Table included on the Plan of Development unless otherwise specified.
- 2.2.

All setbacks are measured to the wall. No projection will be closer to a site boundary than 450mm including gutter or fascia, with the exception of any eave returning to a built to boundary wall.
- 2.3.

Front verandah and covered areas to the front door are permitted to extend into the front setback on the condition that the roofed area is not enclosed. For front setbacks, this roofed area can extend to 1.0m from the front property line.
- 2.4.

The built to boundary line is nominated on this plan. The length of wall built to this boundary is not to exceed 15.0m (excluding the terrace product) unless specified otherwise in a Plan of Development. Parapets are considered to be a wall and are to comply with the Setback table included on the Plan of Development.
- 2.5.

Buildings to be sited in accordance with the 'Special Siting Requirements for Corner Allotments'.
- 2.6.

Front setbacks on corner lots are determined by the frontage that the primary facade is addressing. The primary frontage is taken to be the frontage where the front door and letterbox is located.
- 2.7.

Allotments containing or adjoining the lower face of a rear retaining wall exceeding 2.0m in height are required to have a minimum rear setback of 2.5m to the rear property boundary from the ground and second floor of the dwelling.

3.

Site Cover and Amenity
- 3.1.

Site cover for each lot is not to exceed the following:

a.

80% for dual attached lots;

b.

65% for built to the boundary lots;

c.

60% for lots that do not use a built to boundary;
- 3.2.

Total outdoor private open space accessible from the ground floor dwelling, either covered or uncovered, should be generally flat without any fall exceeding 70mm vertical or every 1.0m horizontally. Private outdoor space excludes area for driveways and must include an area with a minimum dimension of 2.4m. The total outdoor space should equal at least 15% of the total site area.

4.

Parking, Garages and Carports
- 4.1.

Each allotment must provide one covered car parking space
- 4.2.

Carports must include a roof design, design features and materials which are consistent with the form and materials of the home.
- 4.3.

Carports must include either a garage door at the front or screening to the rear
- 4.4.

Any column or wall provided to support a carport must be set back a minimum of 5.0m from the front boundary of the property
- 4.5.

For garages on front loaded lots less than 10.0m in width the following criteria must be met:

a.

Single storey homes must have a single or tandem garage.

b.

Double storey homes can have a double garage, provided the second floor front wall or balcony is a minimum of 560mm forward of the garage wall.

5.

Driveways
- 5.1.

The driveway must be laid at the grade of the adjacent verge area. No grade change to the verge for the construction of a driveway will be allowed.
- 5.2.

Where there is a footpath within the verge, the driveway prevails, i.e. the portion of the footpath where the driveway crosses is removed.
- 5.3.

Maximum driveway grades within lots must not exceed 1:5 or 1:4 with transitions at both ends of the driveway.
- 5.4.

Driveways must be offset at least 300mm from the side property boundary
- 5.5.

Driveways must be completed prior to occupation and be located as shown on the approved Functional Layout Roadworks Plan, unless otherwise agreed by EDQ.
- 5.6.

Driveways across the verge cannot exceed 3.0m for a single garage or 5.0m for a double garage.
- 5.7.

Driveways, unless varied by a provision above, shall accord with Logan City Council's standards (except for the driveway siting requirements in relation to intersections which is as per the approved POD). Prior to construction, approval from Logan City Council for Vehicular Access to Residential Premises is required.

6.

Retaining Walls, Earthworks and Sloping Land (where occurring following construction by Stockland):
- 6.1.

If elevated construction is to be used, under floor services must be located or screened to minimise their appearance to adjoining properties and public spaces.
- 6.2.

Retaining walls along street or park frontages cannot exceed 1.0m in height. A planted strip of a minimum width of 500mm must exist between any terraced retaining walls.
- 6.3.

Retaining walls to side boundaries between lots cannot exceed 1.8m high at the front wall of the house and must taper down to natural ground level forward of the house.
- 6.4.

Retaining walls over 900mm high require a 1.0m high fence above the wall and adequate landscape screening.
- 6.5.

Where the block allows for build to the boundary, the build to the boundary wall must be projected to 150mm below the likely pad level of the adjacent block. The pad level can be assumed to be the average of the four corners of the adjacent block using the As Built levels. The build down or the build to boundary wall must be in a material consistent with the wall above it.
- 6.6.

The front wall of the home must not be more than 50% below the midpoint level of the front boundary.

7.

External Building Materials
- No raw, unfinished or untreated materials are permitted for external building works. This includes galvanised iron, zinc or aluminium coated steel, corrugated or unpainted fibre cement sheeting and bare, painted or uncoloured concrete block work or commons brickwork.

8.

Front Facade Articulation
- 8.1.

Facades of the home fronting the street must include a highly visible entry and include a substantial verandah or include two materials or finishes to the entry.
- 8.2.

Homes must include articulation between the alignment of the front wall and the garage on the primary frontage. The minimum acceptable alignment variation is 560mm. Garages are permitted to be a maximum 1.0m forward of the front building wall where the roof of the entry is positioned forward of the roof of the garage.
- 8.3.

Double storey homes which incorporate a verandah or balcony to the first floor to at least 40% of the front elevation width do not require articulation between the alignment of the front wall and the garage.

9.

Homes with more than one Visible Facade (corner homes / homes with frontage to park)
- 9.1.

Homes on corners or with park frontage must provide feature windows and detailing to match the front elevation along the secondary frontage or extend the detailing of the priority street facade to the front 4m of the secondary frontage.

10.

Fencing
- 10.1.

Fencing on the primary street frontage is to be a maximum of 1.2m in height and decorative in style, except for regulation fencing required around pools.
- 10.2.

Fencing on the primary street frontage can be up to 1.5m in height if it is:

a.

an open style fence that is 50% transparent where the height exceeds 1.2m.

b.

is a courtyard wall constructed of face brickwork or masonry piers with coloured render or textured finish.
- 10.1.

Fencing fronting a secondary street frontage or public open space can be up to 1.8m in height and must be decorative fencing.
- 10.2.

All side fencing must either return to the house a minimum of 1.0m behind the front building line or continue forward of the front building line as decorative fencing.
- 10.3.

Secondary street frontage fencing must finish 4.0m behind the front wall of your home.
- 10.4.

Decorative fencing is to be constructed of rendered and painted masonry piers or painted or stained posts, with infill panels of coloured metal tube, painted or stained timber palings or horizontal battens. Timber paling fences will only be accepted if they are painted and treated with decorative capping or trims and provided with pronounced posts.
- 10.5.

Untreated or coloured metal sheeting or fibrous cement is not acceptable as a decorative fence.
- 10.6.

Fencing and retaining walls erected by Stockland must not be altered, removed or modified in any way, without the prior written approval from Stockland.

11.

Landscaping:
- At least 50% of your front yard is landscaped with grass and /or garden beds. 25% of the front yard must be planted garden beds with trees and/or shrubs capable of growing to 3m tall and at least 600mm high at the time of planting. Refer to the preferred Yarrabilba plant species list for guidance.

12.

Outdoor Structure and Services
- 12.11.

All outdoor structures visible from the street or public spaces including but not limited to, roof or wall mounted air-conditioning units, satellite dishes, antennas, sheds, water tanks and clotheslines must be suitably screened and located to minimise detrimental visual impact.
- 12.12.

Solar panels and collectors for hot water units are the exception to this standard when orientated to maximise their effectiveness.

13.

Houses on Narrow Residential Lots (10m-12.49m in width)
- Houses on Lots 10m-12.49m in width must adhere to the following design criteria:
- 13.1.

The front facing building wall, which comprises the garage door must not exceed an external width of 5.7m.
- 13.2.

The garage door:

a.

Width must not exceed 4.8m;

b.

Must have a minimum 450mm eave above it;

c.

Must be setback a minimum of 240mm behind the garage wall and

d.

Must have a sectional, tilt or a roller door.
- 13.3.

The front facade of the dwelling must be forward of the alignment of the garage wall and must include the following:

a.

A front entrance door and windows and a side light is required where there is no habitable room facing the street.

b.

A front verandah, portico or porch located over the front entrance, which extends a minimum of 1600mmmm forward of the entrance door.

c.

The verandah, portico or porch is to include front piers with distinct materials and / or colours.

14.

Residential Lots with Park Frontage
- 14.1.

Fencing along park frontages must be-

a.

1.2m high solid; or

b.

Up to 1.8m high if containing openings that make it more than 50% transparent.
- 14.2.

Dwellings are designed to include habitable rooms that face the park.

15.

Secondary Dwellings
- | | |
|---|--|
| Minimum Lot Size | Secondary dwellings are not permitted on lots less than 400sqm in size. |
| Floor Area of Secondary Dwelling | Maximum 60sqm GFA. |
| Design and Siting of buildings and structures | The dwelling / secondary dwelling must have the design effect of one (1) single dwelling from the road / street frontage or within public view. |
| Materials and Detailing | Materials, detailing, colours and roof forms are consistent with those of the primary house. |
| Outdoor Living Space | Minimum 9sqm with a minimum dimension of 3m and directly accessible from a main living area. |
| Driveway | The secondary dwelling must share the driveway of the primary dwelling |
| Car Parking and Garaging | Minimum one space in addition to the primary dwelling requirement - with minimum dimensions of 5m x 3m. |
| Street Surveillance | On a single street frontage, the secondary dwelling entry must be hidden from view from the street, so as to give the effect that the home is one (1) single residential dwelling. |
| Letterboxes | Any secondary dwelling is not permitted its own letterbox and must be shared with the primary dwelling. |
| Titling | Any secondary dwelling is unable to be separately titled to the primary dwelling. |
| Separate Services | No separate infrastructure servicing to the secondary dwelling is permitted (i.e., water, gas, electricity) |

16.

Electronic Vehicle Readiness:
- Each dwelling is to include a separate dedicated electrical circuit (conduit and wiring) into the garage or carport to enable the installation of Electric Vehicle Supply Equipment. Where not used for Electric Vehicle Supply Equipment, the circuit is to be fitted with a minimum 15amp GPO outlet.

17.

Design Criteria for Mult-unit Dwellings (MFS) Lots (constitutes Multiple Residential Development)
- 17.1.

MFS lots are identified on this Plan of Development and can be developed for the purpose of a House or Multiple Residential development (i.e., two or more dwellings on a single lot).
- 17.2.

The maximum number of dwellings per MFS lot is shown on this Plan of Development and must not be exceeded.
- 17.3.

Where an MFS lot is to be developed as Multiple Residential, the following design criteria apply:

a.

The Multiple Residential development must address all street frontages and present with the appearance of a traditional house.

b.

Each dwelling comprising the Multiple Residential development must include a laundry, food preparation area, sanitary facilities, bin storage and clothes drying areas.

c.

Bin storage and clothes drying areas must not be visible from any street frontage.

d.

The Multiple Residential development must be sited in accordance with this Plan of Development.

e.

The Multiple Residential development must address all streets as primary frontages with a minimum of one (1) dwelling per frontage.

f.

All buildings with a width of more than 10m that are visible from a road or a park, are to be articulated to reduce the mass of the building by one or more of the following:

-

Windows are recessed into the facade

-

Balconies, porches or verandas are provided;

-

Window hoods are provided; or

-

Shadow lines are created on the building through minor changes in the facade (100mm minimum).

g.

Lots that have a park frontage are to address the park through the inclusion of at least three of the following design elements:

-

A verandah, porch or portico;

-

Awning and shade structures;

-

Variation to roof and building lines;

-

Inclusion of window openings; or

-

Use of varying building materials and treatments.

h.

The extent of garage doors must not exceed 40% of the lot frontage on any street frontage, except where Houses on Narrow Residential Lots requirements are met.

i.

Private open space must be provided at a minimum rate of 25sqm for each dwelling comprising the Multiple Residential development and must:

-

Incorporate a minimum of one single area of 16m² on the ground floor, or 12m² for elevated areas of outdoor living space;

-

Primary outdoor spaces must be accessible from indoor living spaces and must have a minimum dimension of 4.0 metres for ground level living or 2.0 metres for elevated outdoor living spaces.

-

Primary spaces must not have a slope of more than 10%; and

-

Private outdoor living spaces must be clearly delineated for each dwelling.

j.

Site cover for MFS lots shall not exceed 60% (excluding Lot 202 where site cover is not to exceed 75% in accordance with PDA Guideline No. 01).

18.

Criteria for Variations to an Approved Plan assessed via Compliance Assessment
- Applications for compliance assessment to vary the layout must be in accordance with the criteria outlined below. Changes that are not in accordance with these criteria will require lodgement of a change application, pursuant to Section 99 of the Economic Development Act 2012.
- 18.1.

Minor variation to the boundaries of parks subject to achieving the following

a.

The size of the park does not vary by+/- 5%;

b.

The boundary of a park does not vary by more than 10m in any direction; and

c.

No change to the location and classification of the proposed park are made; and

d.

Minimum park size and embellishments under Community Greenspace IMP and EDQ Park Planning and Design Guideline 12 and met; and if it is required to accommodate a pad mount transformer - with a maximum area of 5m x 5m.
- 18.2.

Minor variations to the road network subject to achieving the following:

a.

The classification of the road is not varied;

b.

The location of a road is moved by not more than 10m in any direction;

c.

Any change to a road location does not result in a new intersection within 50m of another intersection; and

d.

The change of the road does not result in a block length of more than 200m, and

e.

Retains grid or modified grid responsive to site characteristics; and

f.

Does not result in an additional cul de sac; and

g.

Demonstrate the variation accords with provisions within Guidelines 5, 6 and 13.
- 18.3.

Variation to lots subject to achieving the following:

a.

The total number of lots is within+/- 5% of the number of lots already approved; and

b.

The footprint of the lots is within the existing residential lot footprint (with the exception being where a road is moved in accordance with the provisions in Item b(i) above; and

c.

It can be demonstrated where a lot increase is proposed that adequate on-street parking exists for visitors to the lots, and

d.

Where a paramount transformer is required- max 5m x 5m.
- 18.4.

Variation to the approved POD where:

a.

To amend setbacks as a result of a lot change; or

b.

To change the location of a built to boundary wall or driveway

c.

It is noted a compliance assessment process cannot be used once any lot in the stage subject to the change has been sold.
- 18.5.

Variations to staging or creation of sub-stages:

a.

Permitted when not resulting in a park being created in a stand-alone stage or where a park is in the final stage with less than 10 residential lots associated with it.
- 18.6.

Where a variation is proposed, the applicant must submit to EDQ for compliance assessment:

a.

A statement demonstrating compliance with the criteria above and relevant section of PDA Guidelines and Practice Notes;

b.

Where minor variations are required due to detailed engineering design a statement outlining the reason for the variation and how the variation responds to Guidelines 13-Engineering Standards;

c.

Updated ROL and POD plans as applicable;

d.

Updated Functional Layout Plans (if applicable).



THESE NOTES ARE TO BE
READ IN CONJUNCTION WITH
PLAN OF DEVELOPMENT
[PLAN REF. AU13933 – 27]

YARRABILBA
PRECINCT 6 - APPLICATION 3
PLAN OF DEVELOPMENT - DESIGN CRITERIA

PLAN REF: AU13933 – 28
Rev No: B
DATE: 15 May 2025
CLIENT: Stockland
DRAWN BY: MM / BM
CHECKED BY: BM



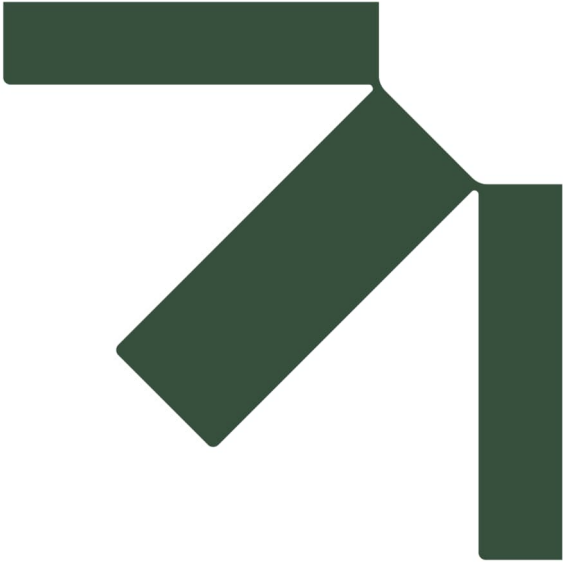
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URBAN DESIGN
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Appendix B Functional Plans

Yarrabilba, Precinct 6 ROL 3

Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00001

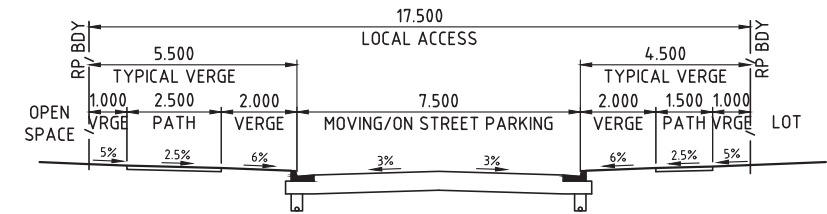
16 May 2025



ROADWORKS PLAN
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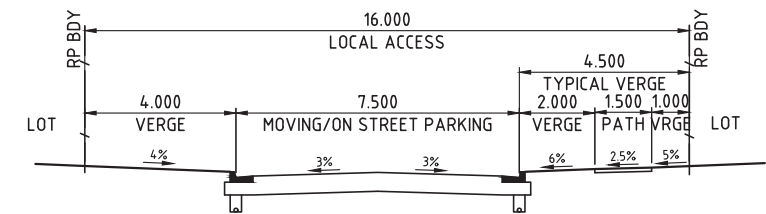
LEGEND

- STAGE BOUNDARY
- PROPOSED KERB FACE
- PROPOSED ROAD CENTRELINE
- PROPOSED 1.5m WIDE FOOTPATH
- PROPOSED 2.5m WIDE FOOTPATH
- NOMINATED DRIVEWAY LOCATION
- NOMINATED ZERO LOT LINE

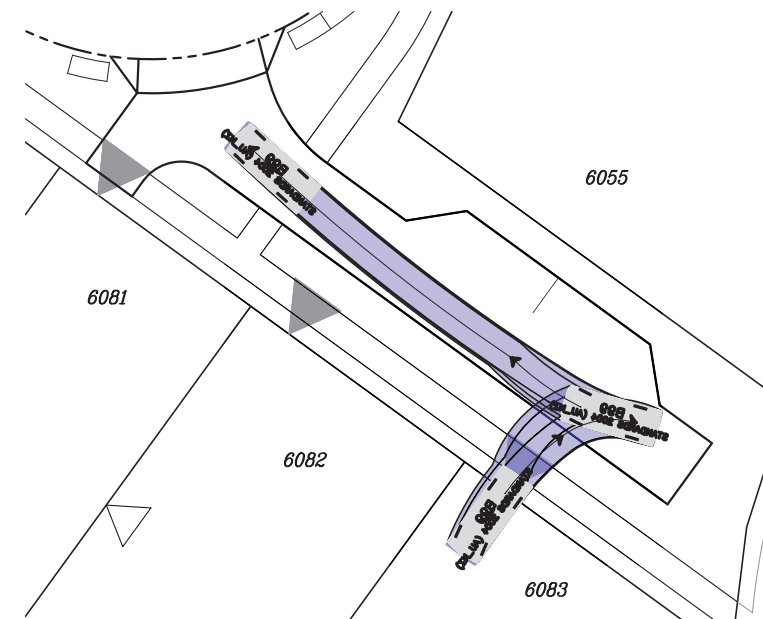


NOTE
KERB TYPES TO BE CONFIRMED
DURING DETAILED DESIGN

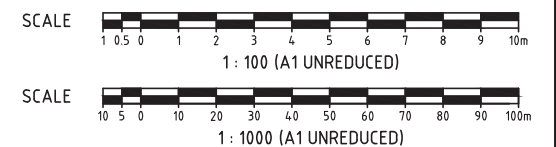
LOCAL ACCESS STREET
SCALE 1:100



LOCAL ACCESS STREET
SCALE 1:100



DRIVEWAY TURNPATH PLAN
SCALE 1:200



FOR
APPROVAL

REVISIONS					
No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	JAS	JAS	RWM	12.05.25

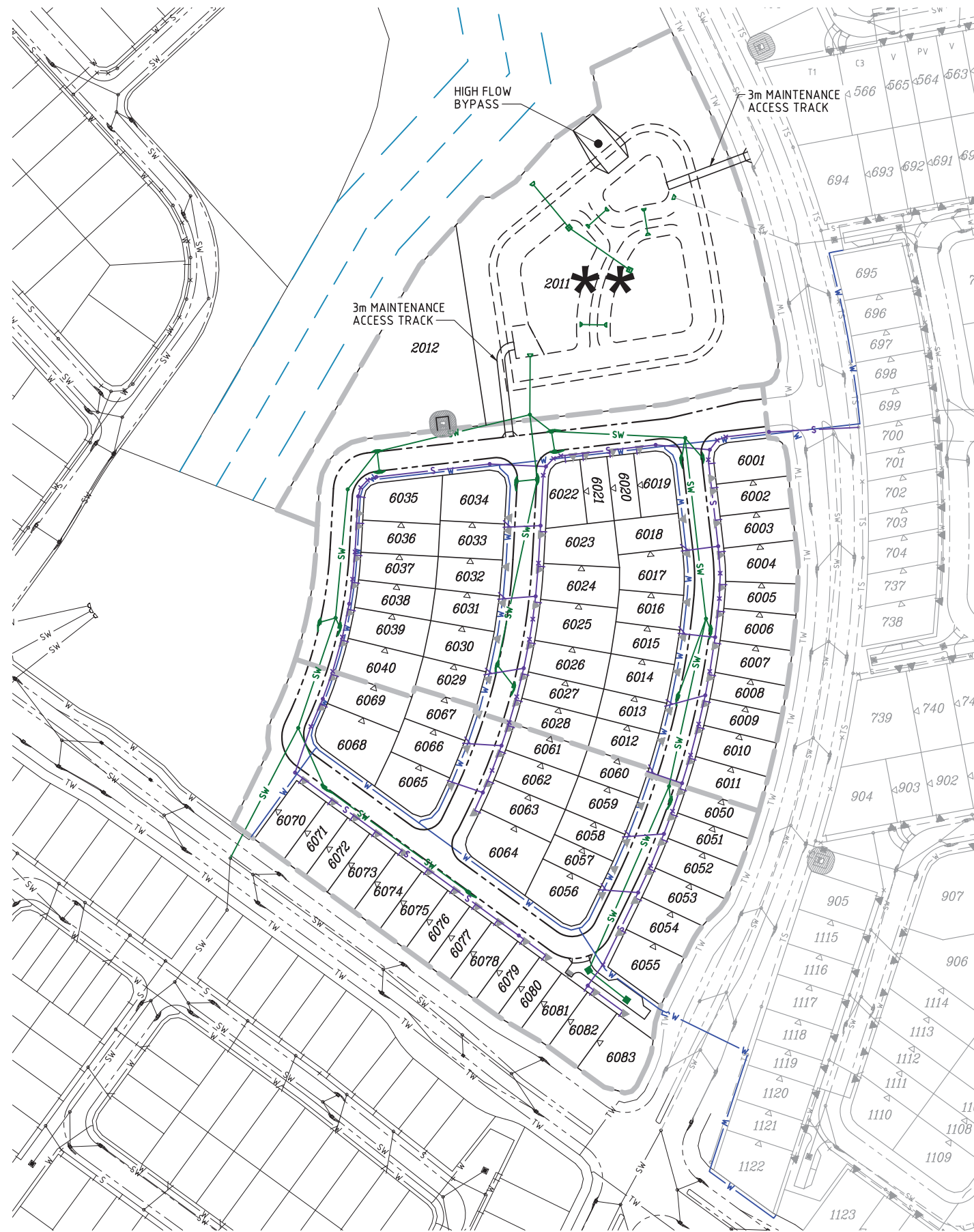
Project
YARRABILBA
PRECINCT 6 - ROL3
FUNCTIONAL DRAWINGS

Client
Stockland
Approved - RPEQ 12805
Digitally signed by Robert William Mander BEng (Civ), CPEng, RPEQ 12805
Date: 2025.05.14 17:15:41+10'00'

DO NOT SCALE THIS
DRAWING
IF IN DOUBT - ASK!
Application No.

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Drawing Title
**P06ROL3 FUNCTIONAL LAYOUT
ROADWORKS PLAN**
Scale
AS SHOWN
A1
Drawing No
21-233-SK151
Sheet
01 of 03
Revision
A



LEGEND

---	STAGE BOUNDARY
- - -	PROPOSED KERB FACE
S	PROPOSED SEWER
TS	PROPOSED TRUNK SEWER
SW	PROPOSED STORMWATER
W	PROPOSED WATER
TW	PROPOSED TRUNK WATER
S	EXISTING SEWER
TS	EXISTING TRUNK SEWER
SW	EXISTING STORMWATER
W	EXISTING WATER
TW	EXISTING TRUNK WATER
**	BIO BASIN/SEDIMENT POND
**	REFER DESIGNFLOW'S REPORT: SMP - PRECINCT 6

SERVICES PLAN
SCALE 1:1000



FOR
APPROVAL

REVISIONS					
No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	JAS	JAS	RWM	12.05.25

Project

YARRABILBA

**PRECINCT 6 - ROL3
FUNCTIONAL DRAWINGS**

Client

Stockland

Approved - RPEQ 12805

Robert William Mander
Digitally signed by Robert William Mander BEng (Civ), CPEng, RPEQ 12805
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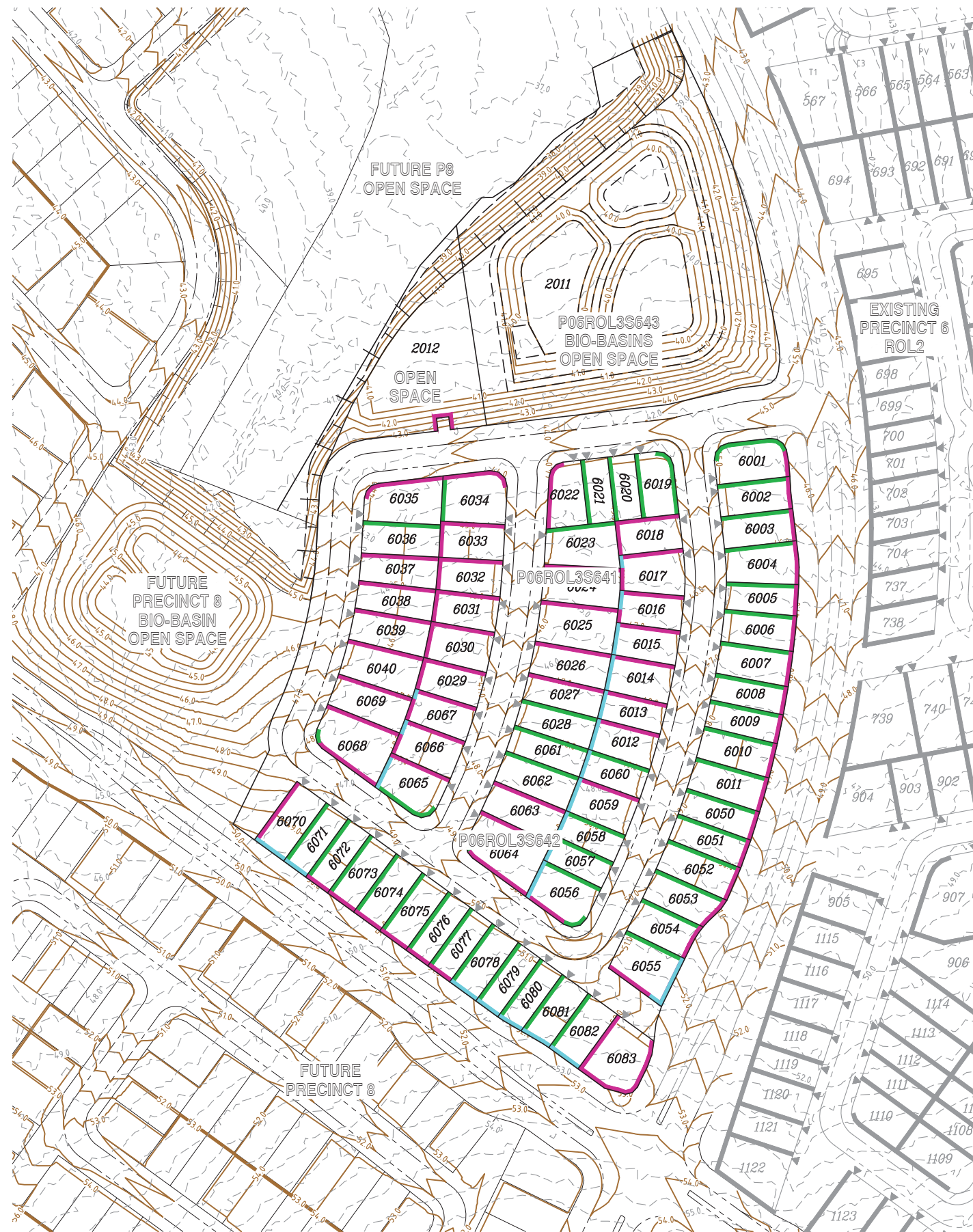
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Application No.

kn group

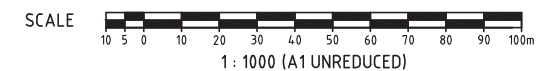
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www.kngroup.com.au | 07 3017 1900

Drawing Title P06ROL3 FUNCTIONAL LAYOUT SERVICES PLAN			
Scale AS SHOWN		Sheet 02 of 03	
A1	Drawing No 21-233-SK152	Revision A	



LEGEND

- PROPOSED KERB FACE
- PRELIMINARY CONTOURS
- EXISTING CONTOURS (LIDAR)
- BATTER LINE - TOP
- BATTER LINE - BOTTOM
- PROPOSED BATTER <0.4m
- PROPOSED RETAINING WALL 0.4-1.0m
- PROPOSED RETAINING WALL 1.0-2.0m
- PROPOSED RETAINING WALL 2.0-2.5m



FOR
APPROVAL

REVISIONS					
No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	JAS	JAS	RWM	12.05.25

Project

YARRABILBA

**PRECINCT 6 - ROL3
FUNCTIONAL DRAWINGS**

Client

Stockland

Approved - RPEQ 12805

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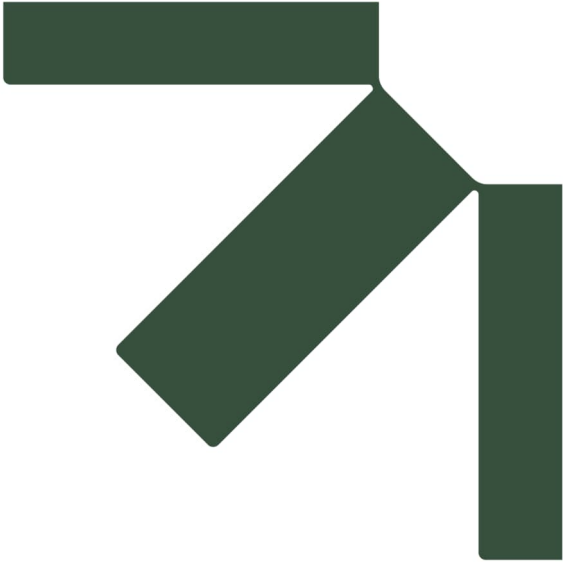
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NORTH

Application No.

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Drawing Title			
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A1	Drawing No 21-233-SK153	Revision A	



Appendix C Traffic Volume Diagrams

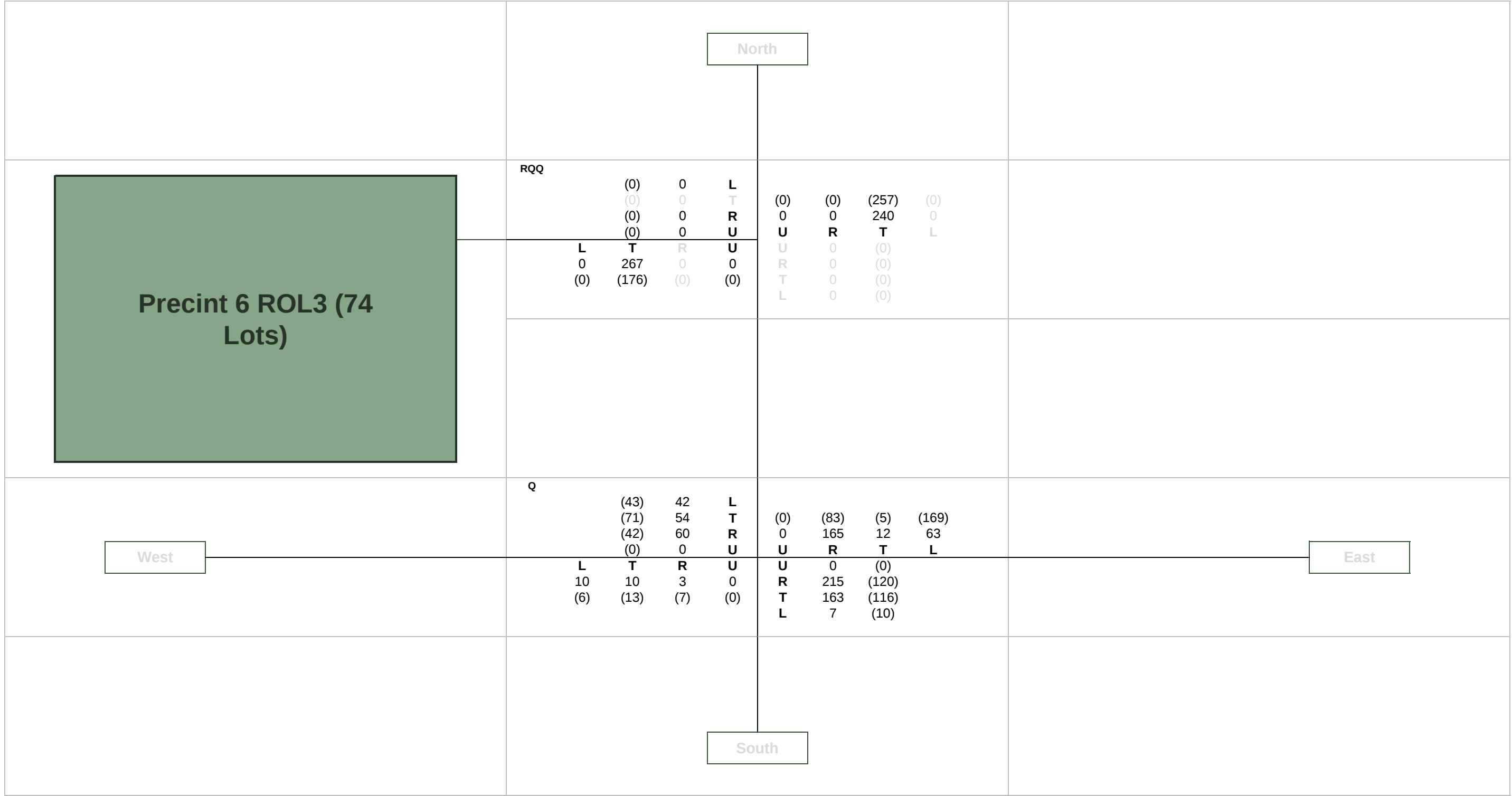
Yarrabilba, Precinct 6 ROL 3

Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00001

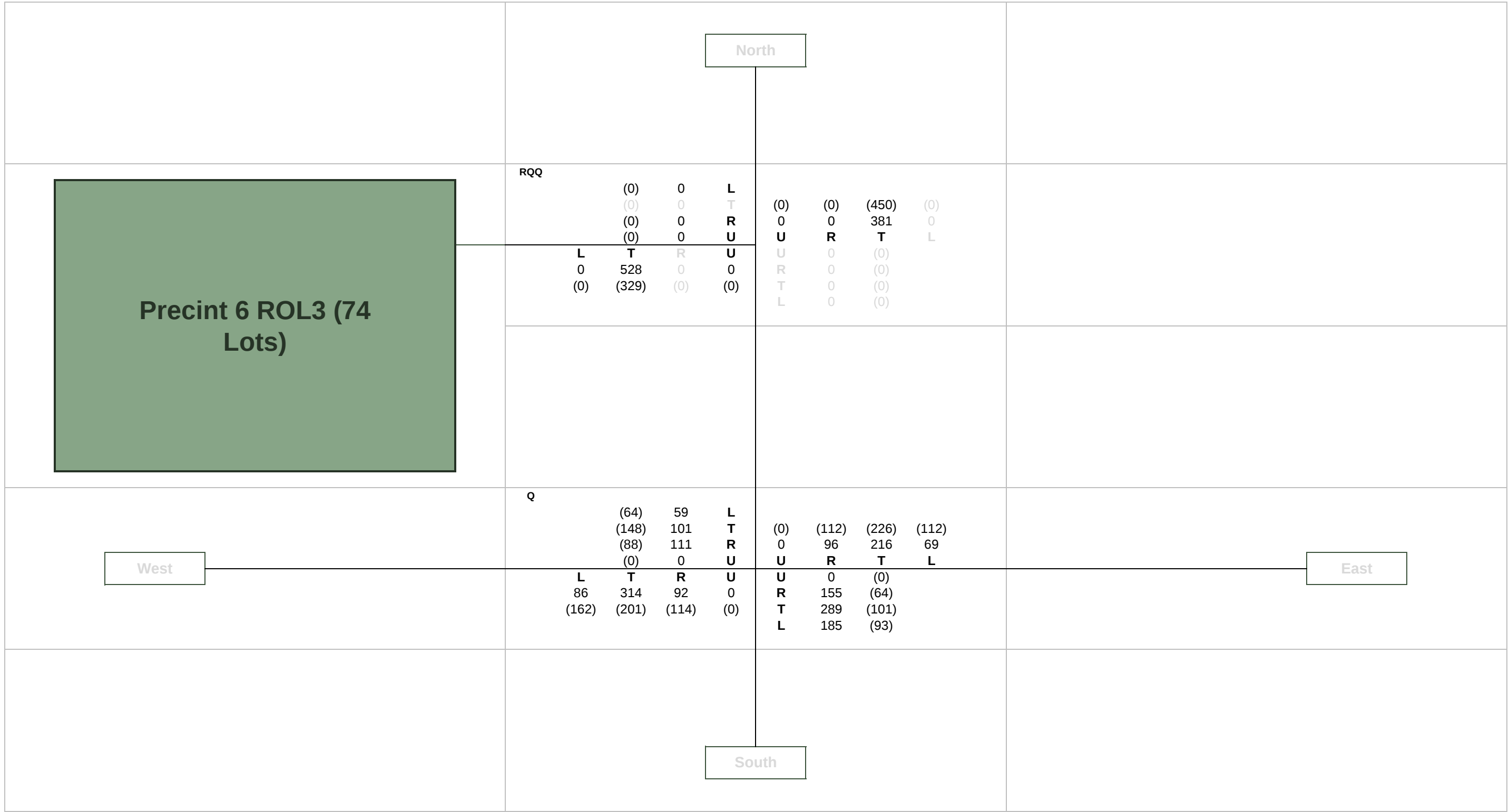
16 May 2025



A1
Traffic Model 2031 Traffic Volumes
620.11743.00006
Yarrabilba Master Plan Development Precinct 6

- Legend**
- L Left Turn
 - T Through
 - R Right Turn
 - U U-Turn
 - 00 Weekday AM Peak Hour Volumes
 - (00) Weekday PM Peak Hour Volumes
 - Subject Site





A2
Traffic Model Ultimate Year Traffic Volumes
620.11743.00006
Yarrabilba Master Plan Development Precinct 6

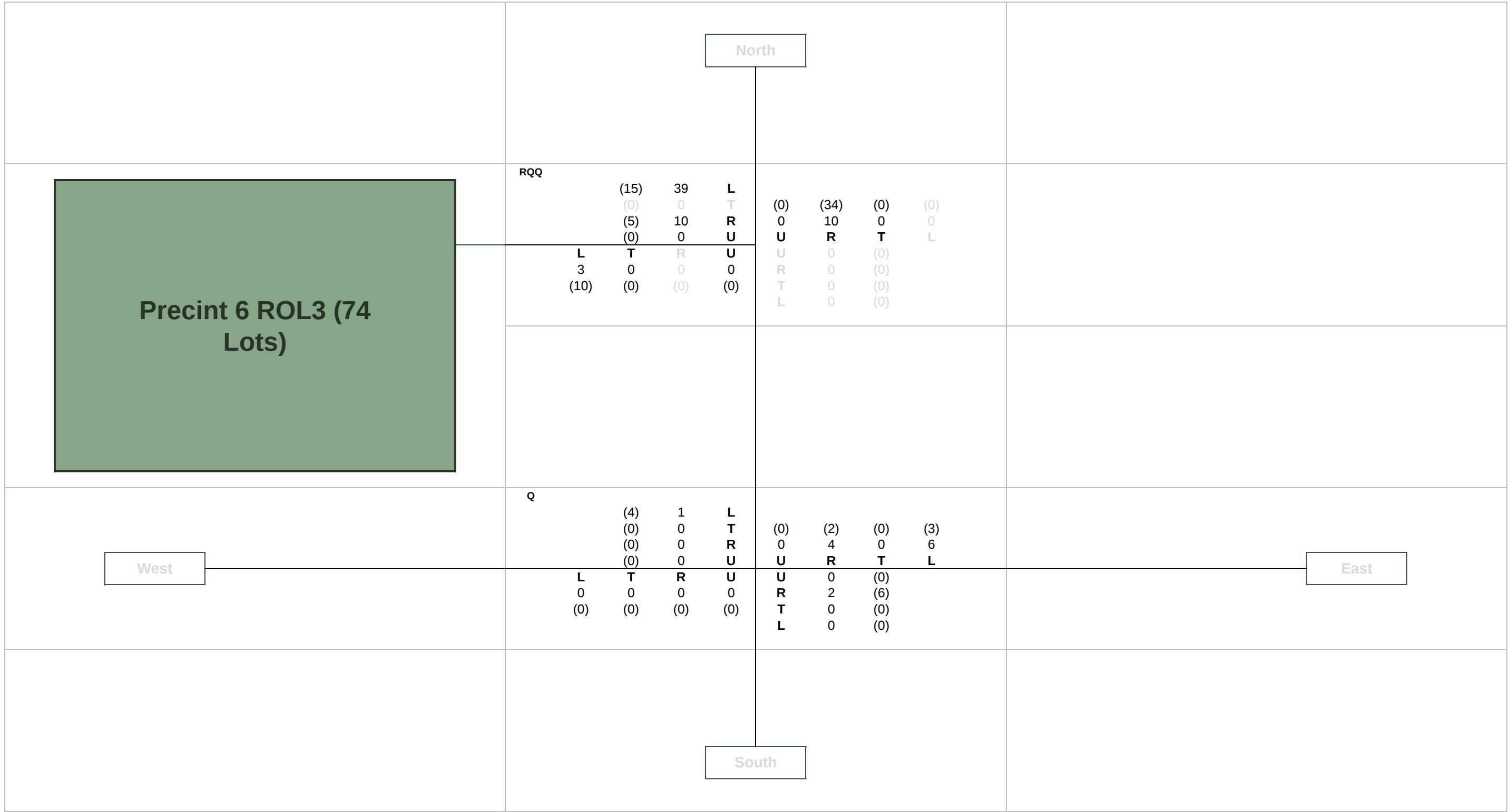
Legend

L Left Turn
T Through
R Right Turn
U U-Turn

00 Weekday AM Peak Hour Volumes
(00) Weekday PM Peak Hour Volumes

 **Subject Site**

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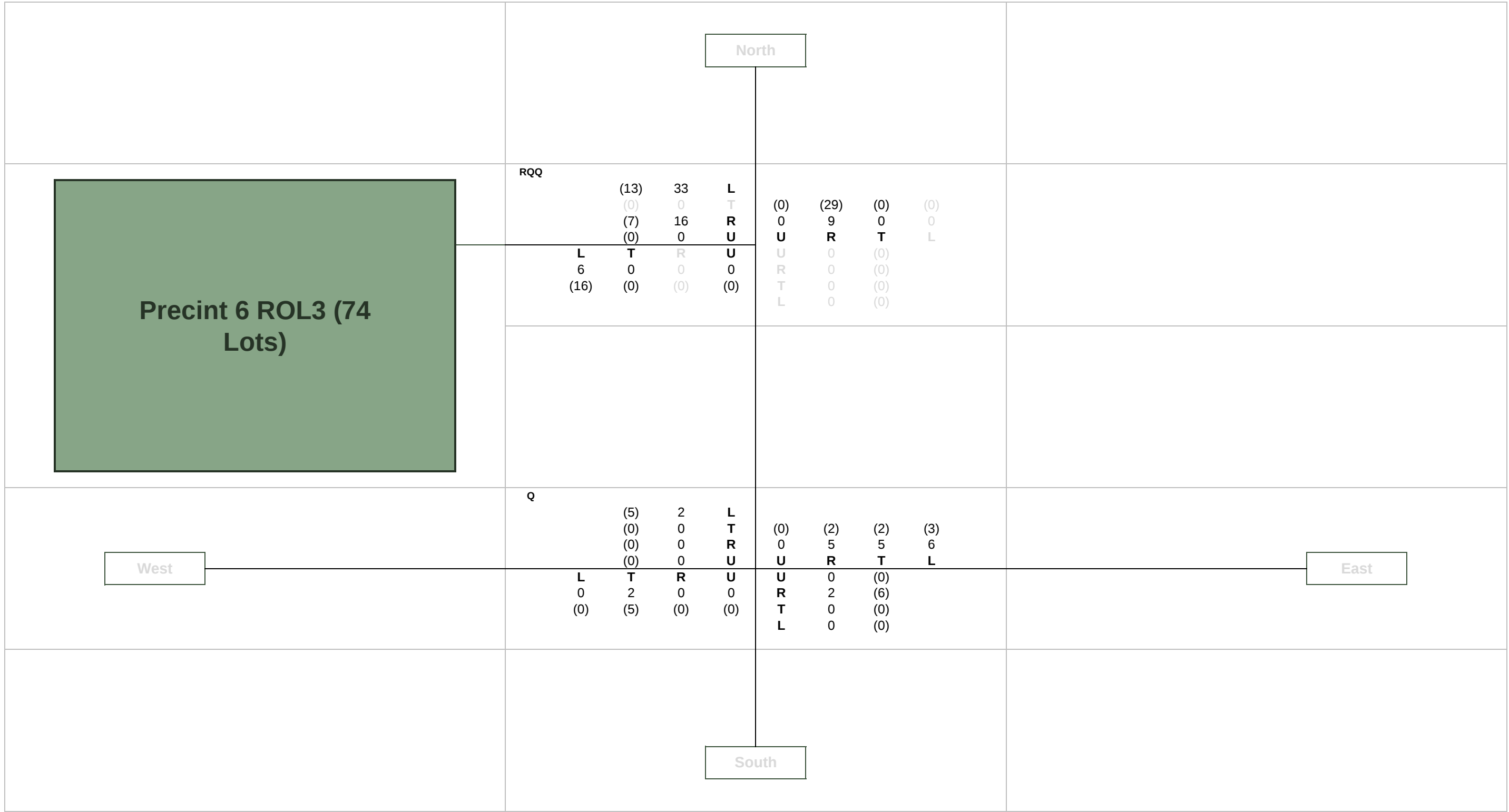



A3
2031 Development Traffic Volumes
620.11743.00006
Yarrabilba Master Plan Development Precinct 6

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- T Through
- R Right Turn
- U U-Turn

Legend
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(00) Weekday PM Peak Hour Volumes
 **Subject Site**



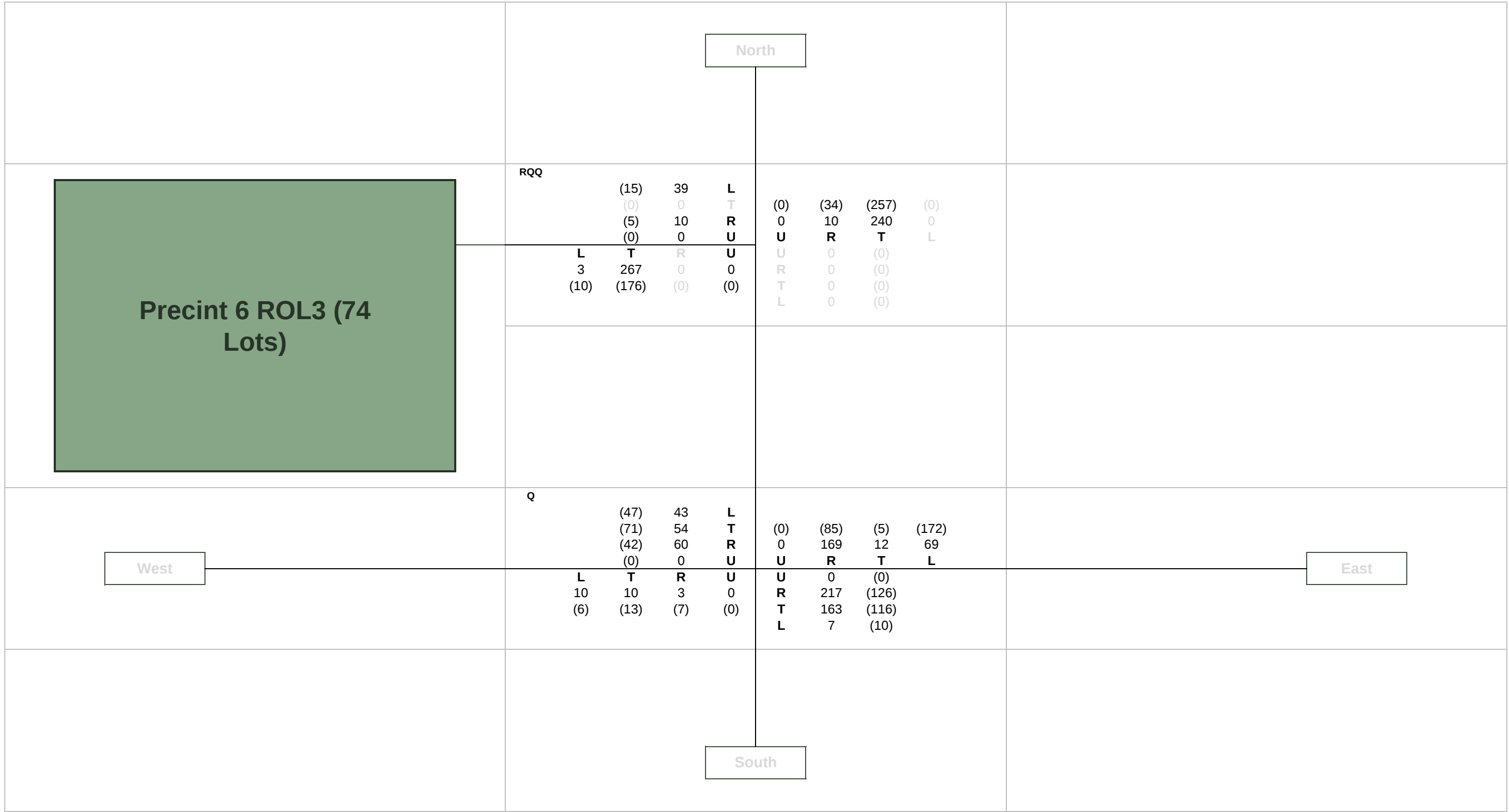


A4
Ultimate Year Development Traffic Volumes
 620.11743.00006
 Yarrabilba Master Plan Development Precinct 6

- L** Left Turn
- T** Through
- R** Right Turn
- U** U-Turn

Legend
 00 Weekday AM Peak Hour Volumes
 (00) Weekday PM Peak Hour Volumes
 **Subject Site**



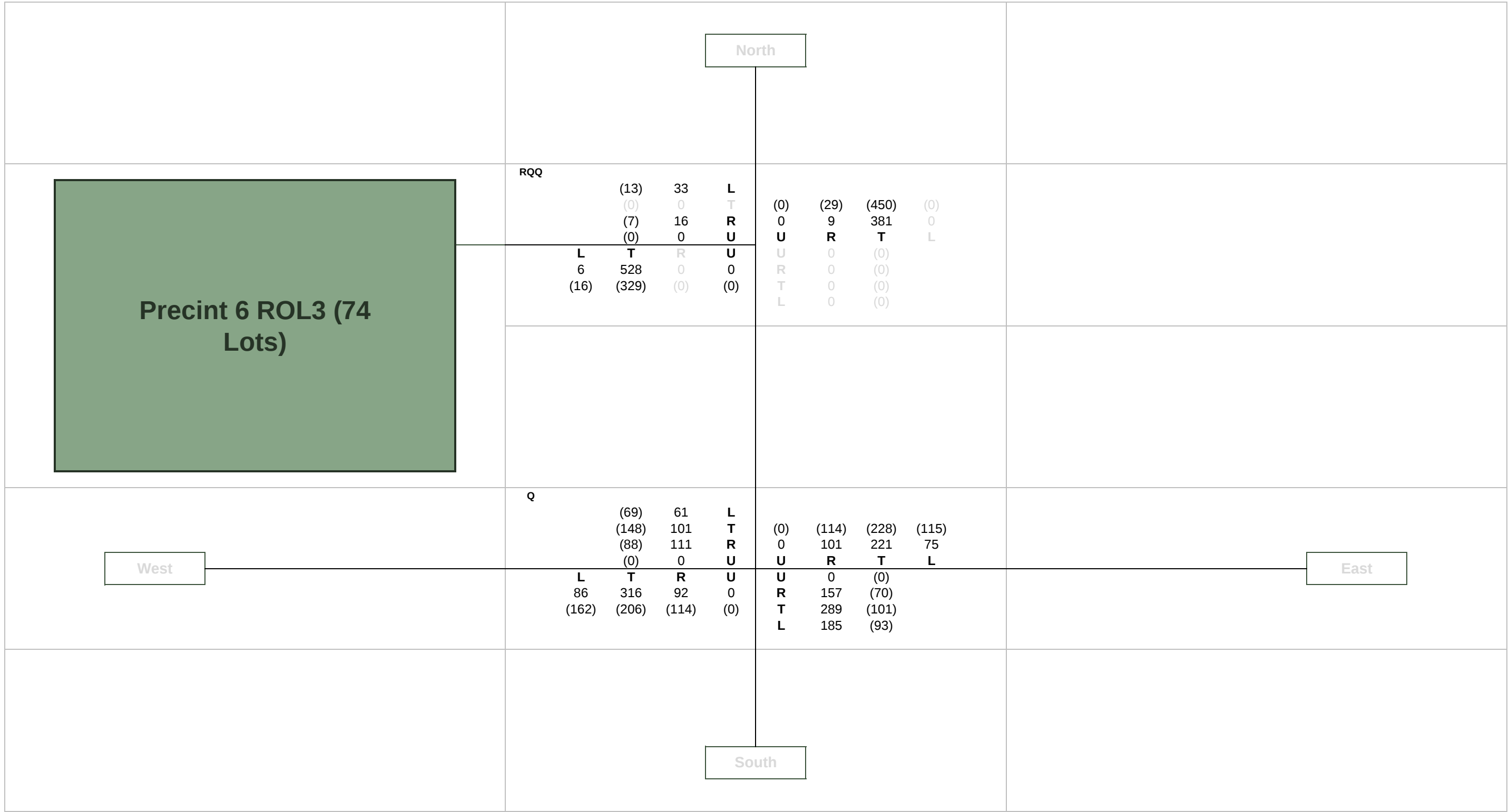


A5
2031 Background and Development Traffic
620.11743.00006
Yarrabilba Master Plan Development Precinct 6

- L** Left Turn
- T** Through
- R** Right Turn
- U** U-Turn

Legend
00 Weekday AM Peak Hour Volumes
(00) Weekday PM Peak Hour Volumes
 Subject Site





A6
Ultimate Year Background and Development Traffic
620.11743.00006
Yarrabilba Master Plan Development Precinct 6

L

T

R

U

Left Turn
Through
Right Turn
U-Turn

00

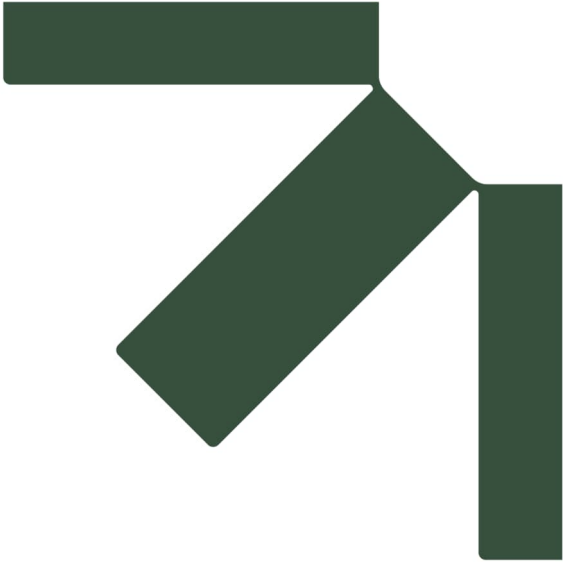
(00)

Weekday AM Peak Hour Volumes
Weekday PM Peak Hour Volumes

Subject Site

N

↑



Appendix D Detailed SIDRA Outputs Scenario 1 (Interim)

Yarrabilba, Precinct 6 ROL 3

Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00001

16 May 2025

SITE LAYOUT

 Site: RQQ [Int RQQ 2031 AM (Site Folder: General)]

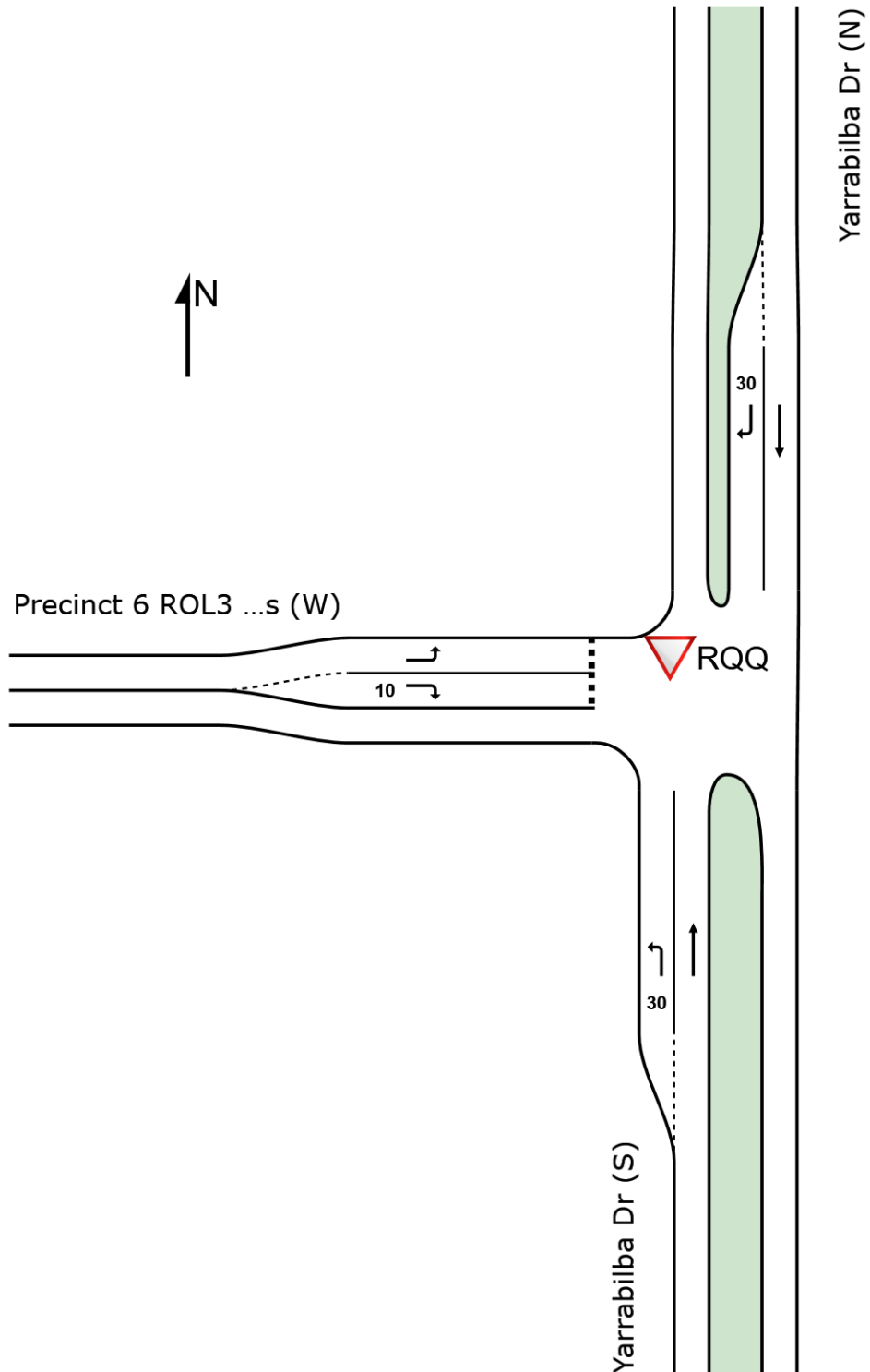
Intersection: RQQ - Yarrabilba Drive / Precinct 6 ROL3 Access

Prepared by: JH

Site Category: Proposed Layout

Give-Way (Two-Way)

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



MOVEMENT SUMMARY

Site: RQQ [Int RQQ 2031 AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Intersection: RQQ - Yarrabilba Drive / Precinct 6 ROL3 Access

Prepared by: JH

Site Category: Proposed Layout

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Yarrabilba Dr (S)															
1	L2	All MCs	3	3.0	3	3.0	0.002	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	45.2
2	T1	All MCs	281	3.0	281	3.0	0.147	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			284	3.0	284	3.0	0.147	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
North: Yarrabilba Dr (N)															
8	T1	All MCs	253	3.0	253	3.0	0.132	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	11	3.0	11	3.0	0.010	6.7	LOS A	0.0	0.3	0.32	0.56	0.32	47.3
Approach			263	3.0	263	3.0	0.132	0.3	NA	0.0	0.3	0.01	0.02	0.01	59.3
West: Precinct 6 ROL3 Access (W)															
10	L2	All MCs	41	3.0	41	3.0	0.041	5.8	LOS A	0.2	1.1	0.35	0.56	0.35	47.1
12	R2	All MCs	11	3.0	11	3.0	0.019	8.8	LOS A	0.1	0.5	0.53	0.65	0.53	38.9
Approach			52	3.0	52	3.0	0.041	6.4	LOS A	0.2	1.1	0.39	0.58	0.39	45.8
All Vehicles			599	3.0	599	3.0	0.147	0.7	NA	0.2	1.1	0.04	0.06	0.04	58.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

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

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: RQQ [Int RQQ 2031 PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Intersection: RQQ - Yarrabilba Drive / Precinct 6 ROL3 Access

Prepared by: JH

Site Category: Proposed Layout

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	Dist] m				
South: Yarrabilba Dr (S)															
1	L2	All MCs	11	3.0	11	3.0	0.006	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	45.2
2	T1	All MCs	185	3.0	185	3.0	0.097	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			196	3.0	196	3.0	0.097	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.3
North: Yarrabilba Dr (N)															
8	T1	All MCs	271	3.0	271	3.0	0.141	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	36	3.0	36	3.0	0.030	6.3	LOS A	0.1	0.8	0.26	0.56	0.26	47.5
Approach			306	3.0	306	3.0	0.141	0.8	NA	0.1	0.8	0.03	0.07	0.03	58.2
West: Precinct 6 ROL3 Access (W)															
10	L2	All MCs	16	3.0	16	3.0	0.014	5.3	LOS A	0.1	0.4	0.27	0.51	0.27	47.4
12	R2	All MCs	5	3.0	5	3.0	0.009	8.2	LOS A	0.0	0.2	0.51	0.61	0.51	39.4
Approach			21	3.0	21	3.0	0.014	6.0	LOS A	0.1	0.4	0.33	0.53	0.33	45.8
All Vehicles			523	3.0	523	3.0	0.141	0.8	NA	0.1	0.8	0.03	0.07	0.03	58.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

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

Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).

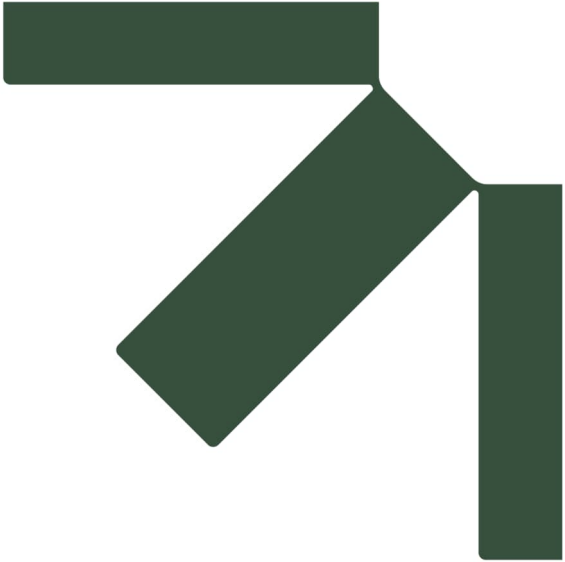
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Appendix E Detailed SIDRA Outputs Scenario 2 (Ultimate)

Yarrabilba, Precinct 6 ROL 3

Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00001

16 May 2025

SITE LAYOUT

▽ Site: RQQ [Int RQQ Ult AM (Site Folder: General)]

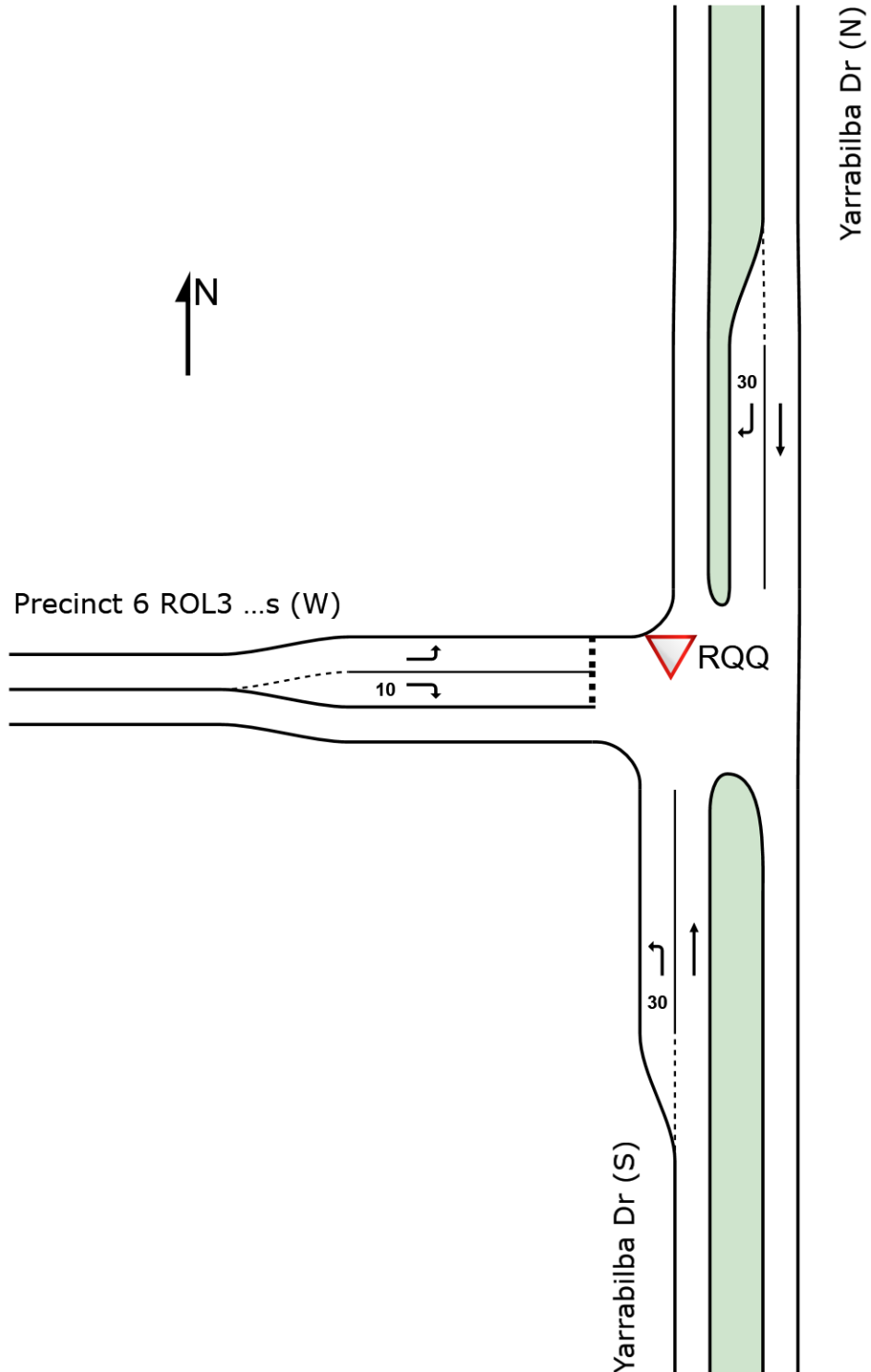
Intersection: RQQ - Yarrabilba Drive / Precinct 6 ROL3 Access

Prepared by: JH

Site Category: Proposed Layout

Give-Way (Two-Way)

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



MOVEMENT SUMMARY

▼ Site: RQQ [Int RQQ Ult AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Intersection: RQQ - Yarrabilba Drive / Precinct 6 ROL3 Access

Prepared by: JH

Site Category: Proposed Layout

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Yarrabilba Dr (S)															
1	L2	All MCs	6	3.0	6	3.0	0.003	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	45.2
2	T1	All MCs	556	3.0	556	3.0	0.291	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			562	3.0	562	3.0	0.291	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.7
North: Yarrabilba Dr (N)															
8	T1	All MCs	401	3.0	401	3.0	0.210	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	9	3.0	9	3.0	0.012	8.4	LOS A	0.0	0.3	0.47	0.64	0.47	45.9
Approach			411	3.0	411	3.0	0.210	0.2	NA	0.0	0.3	0.01	0.01	0.01	59.5
West: Precinct 6 ROL3 Access (W)															
10	L2	All MCs	35	3.0	35	3.0	0.048	7.6	LOS A	0.2	1.2	0.51	0.68	0.51	45.8
12	R2	All MCs	17	3.0	17	3.0	0.061	16.5	LOS C	0.2	1.5	0.75	0.88	0.75	32.7
Approach			52	3.0	52	3.0	0.061	10.5	LOS B	0.2	1.5	0.59	0.74	0.59	41.8
All Vehicles			1024	3.0	1024	3.0	0.291	0.7	NA	0.2	1.5	0.03	0.05	0.03	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

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

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

▼ Site: RQQ [Int RQQ Ult PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Intersection: RQQ - Yarrabilba Drive / Precinct 6 ROL3 Access

Prepared by: JH

Site Category: Proposed Layout

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Yarrabilba Dr (S)															
1	L2	All MCs	17	3.0	17	3.0	0.009	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	45.2
2	T1	All MCs	346	3.0	346	3.0	0.181	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			363	3.0	363	3.0	0.181	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.4
North: Yarrabilba Dr (N)															
8	T1	All MCs	474	3.0	474	3.0	0.248	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	31	3.0	31	3.0	0.031	7.1	LOS A	0.1	0.8	0.37	0.60	0.37	47.0
Approach			504	3.0	504	3.0	0.248	0.5	NA	0.1	0.8	0.02	0.04	0.02	58.9
West: Precinct 6 ROL3 Access (W)															
10	L2	All MCs	14	3.0	14	3.0	0.015	6.1	LOS A	0.1	0.4	0.39	0.56	0.39	47.0
12	R2	All MCs	7	3.0	7	3.0	0.022	13.6	LOS B	0.1	0.5	0.69	0.79	0.69	34.7
Approach			21	3.0	21	3.0	0.022	8.7	LOS A	0.1	0.5	0.49	0.64	0.49	43.2
All Vehicles			888	3.0	888	3.0	0.248	0.6	NA	0.1	0.8	0.02	0.05	0.02	58.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

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

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

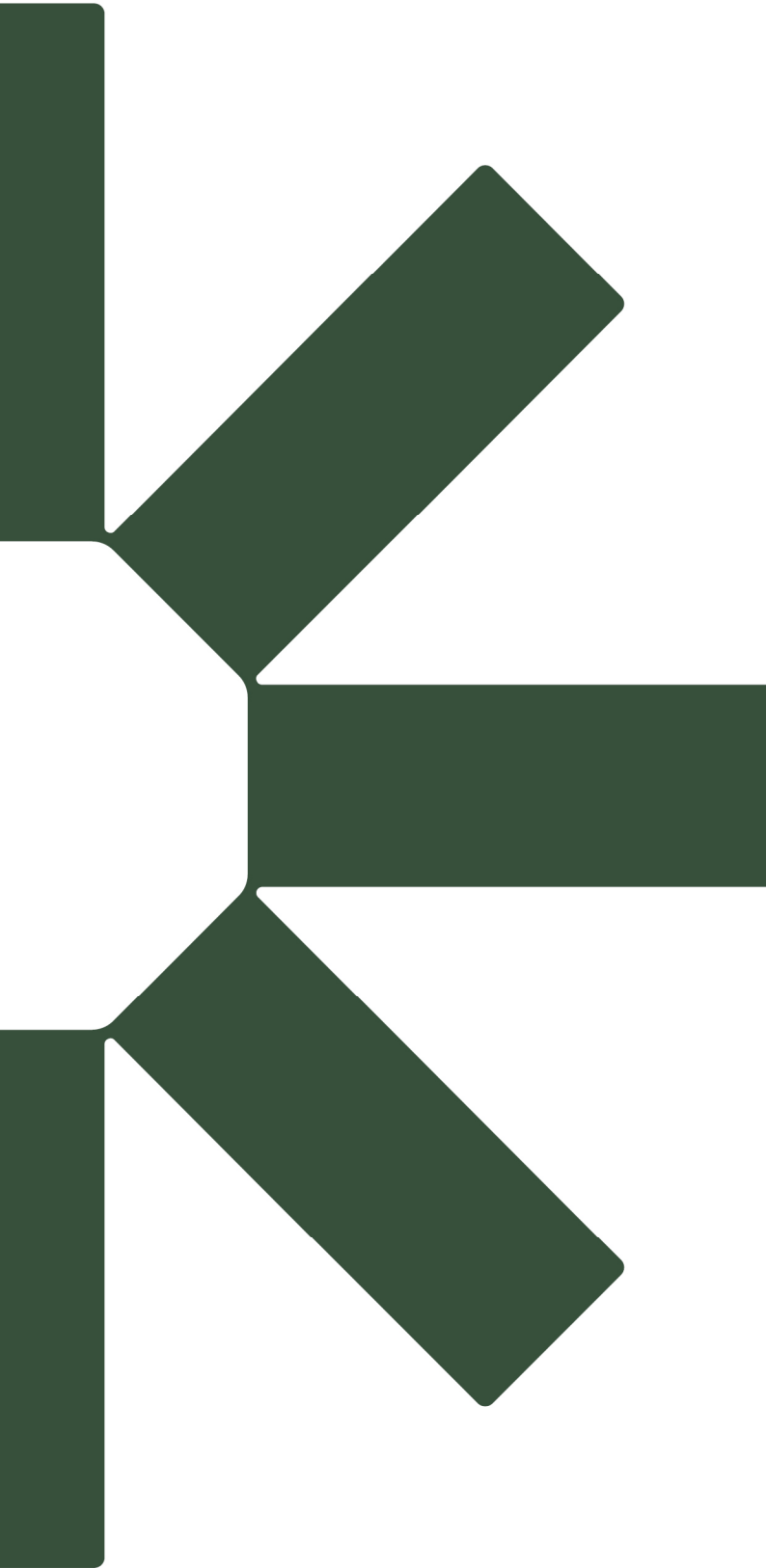
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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