

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2025/1646

Date: 22 Sept 2025



Yarrabilba, MIBA South ROL 1

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

13 June 2025

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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 MIBA South ROL 1. The proposed layout plan for the MIBA South ROL 1 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 a number of 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.
- *Movement Infrastructure Master Plan - Yarrabilba Master Plan Development (Revision 9 Version 2.0)* (SLR, 30 May 2025) – endorsed by EDQ on 03 June 2025. **Referred herein as the 'Endorsed 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 MIMP (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 most recent traffic modelling (2018) is included in the Endorsed MIMP (2025) and represents the most recent traffic forecasts and assessment for Yarrabilba.
- The MIBA South 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 MIBA South are generally consistent with the Endorsed MIMP (2025).

Both MIMPs have previously identified the MIBA Connection Road that runs East-West connecting Wongawallan Drive to Waterford-Tamborine Road. This road would have connected MIBA South directly to Waterford-Tamborine Road, however, the connection to Waterford-Tamborine Road (intersection G) is optional. Based on current planning, as reflected by the plans provided at **Appendix A**, the intersection and road connection are no longer proposed and are not considered as part of the analysis conducted herein.

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 (2019). Whilst the demographics have been updated in various precincts, the demographics for the total Yarrabilba PDA are largely unchanged.

The MIBA South ROL 1 assessment is based on the most recent traffic model volumes and demographics (2018). This is discussed in **Section 4.0** herein. 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 MIBA South.

It is recognised that whilst the traffic modelling undertaken in 2018 is still relevant and suitable for use, updated traffic modelling of the entire Yarrabilba transport network is commencing in 2025.



2.0 Proposed Development

The proposed MIBA South ROL 1 (**ROL 1**) development is situated towards the north of the broader MIBA South area, immediately south of the Open Space corridor. Of relevance, immediately north of this Open Space corridor is MIBA North, which is approved and under construction.

Primary vehicular access for this precinct will be via Wongawallan Drive, which is a Major (Trunk) Collector, and provides connectivity to the wider road network travelling North-South through the centre of the MIBA South precinct. Wongawallan Drive connects between Yarrabilba Drive (north) and Jimbillunga Drive (south).

The proposed yield of ROL 1 represents 51 mixed industrial and business lots. The precincts are illustrated on **Figure 1** in the context of the precinct staging and overall Yarrabilba Development Area.

Figure 1 ROL 1 Site Context



The proposed development plan for ROL 1 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 is 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 1 is proposed to include the following key land uses and yields:

- 51 mixed industry and business lots, and
- Detention basin for stormwater treatment.

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



Figure 2 MIBA South ROL 1 POD



It is recognised that in the ultimate horizon, referred to herein as **Scenario 2: Ultimate**, ROL 1 (and the broader MIBA South precinct) will have vehicle access to the external road network via the following key routes:

- North - Wongawallan Drive, Yarrabilba Drive to Waterford-Tamborine Road.
- South – Wongawallan Drive, Jimbillunga Drive to Waterford-Tamborine Road.

The above routes also facilitate access between MIBA South and the other areas (residential and non-residential) within Yarrabilba (i.e. these routes connect to the internal Yarrabilba transport network).

It is also acknowledged that when the development of ROL 1 opens, it is expected to only have vehicle access to the external road network via Wongawallan Drive and Yarrabilba Drive to Waterford-Tamborine Road to the north.

A 2031 interim road network, referred to herein as **Scenario 1: Interim (2031)**, has also been assessed herein. In respect of ROL1 (and the broader MIBA South precinct), vehicle access to the external road network in Scenario 1: Interim will be as per the key routes described as part of the Scenario 2: Ultimate road network above. Whilst there are differences in the interim (2031) and ultimate road networks for the overall Yarrabilba master planned development, these are not expected to impact travel patterns for vehicles travelling to/from the MIBA South precinct, due to the proximity of this precinct to Waterford-Tamborine Road immediately to the west.

The intersection assessment undertaken herein (see **Section 4.0**) considers Scenario 1: Interim (2031) and Scenario 2: Ultimate above, whereby the difference between the two scenarios relates to the increase in background traffic volumes for the latter scenario.



3.0 Design Review

3.1 External Access

ROL 1 does not include any major road connections that differ from the overall network connections identified in the Endorsed MIMP (2025), with the exception of the removal of road link G-H and the intersection of Waterford-Tamborine Road/MIBA Connection Road (intersection G), both of which are optional. It is noted that this change is expected to increase traffic travelling through the intersections of Waterford-Tamborine Road/Yarrabilba Drive/Camp Cable Road and Waterford-Tamborine Road/Jimbillunga Drive/Dollarbird Drive, and has been considered as part of the traffic analysis undertaken herein (see **Section 4.0**). As such, the design review undertaken as a part of this traffic assessment focuses on the geometric suitability of the lower-order streets and adjoining road connections specific to the ROL 1 application.

For completeness, the location of ROL 1 has been illustrated on **Figure 2** with respect to the wider road alignments and intersection locations. The access locations to the major road network can be seen in **Figure 3**.

Figure 3 MIBA South ROL 1 External Road Connections



3.2 Internal Road Network

The internal roads (and their respective road reserve widths) proposed as part of the ROL 1 development will comprise the following:

- MIBA Collector with Cycle Lane (24.6m) – Wongawallan Drive.
- MIBA Access Street (23m).
- MIBA Access Street (21.0m).



These cross sections have been designed considering the intent to accommodate heavy vehicles up to a 26m B-Double. The road network within ROL 1 has been informed by undertaking swept path assessments, adopting a 26m B-Double as the design vehicle. The cross sections, as well as swept path diagrams, are included within the Functional Plans prepared by KN Group and provided at **Appendix C**.

The allocation of the above road cross sections to the ROL 1 road network can be seen in **Figure 4**. The road reference points for the Yarrabilba Development are provided at **Appendix B**.

The road hierarchy and general road alignments are generally compliant with those identified in the Endorsed 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 (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 (2025).

It is important to note that the cross sections proposed for ROL 1 (see **Appendix C**) have some differences from those included in the Endorsed MIMP (2025). These differences are not considered to be 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 1.

3.3 Active Transport Provisions

The key elements of the walk and cycle network proposed in ROL 1 are generally consistent with the connections and elements within the Endorsed MIMP (2025).



Key elements of the active transport network relative to ROL 1 have been reproduced below for ease of reference, as identified within the Endorsed MIMP (2025):

- Primary Cycle Route along Waterford-Tamborine Road.
- Secondary Cycle Route along Wongawallan Drive.

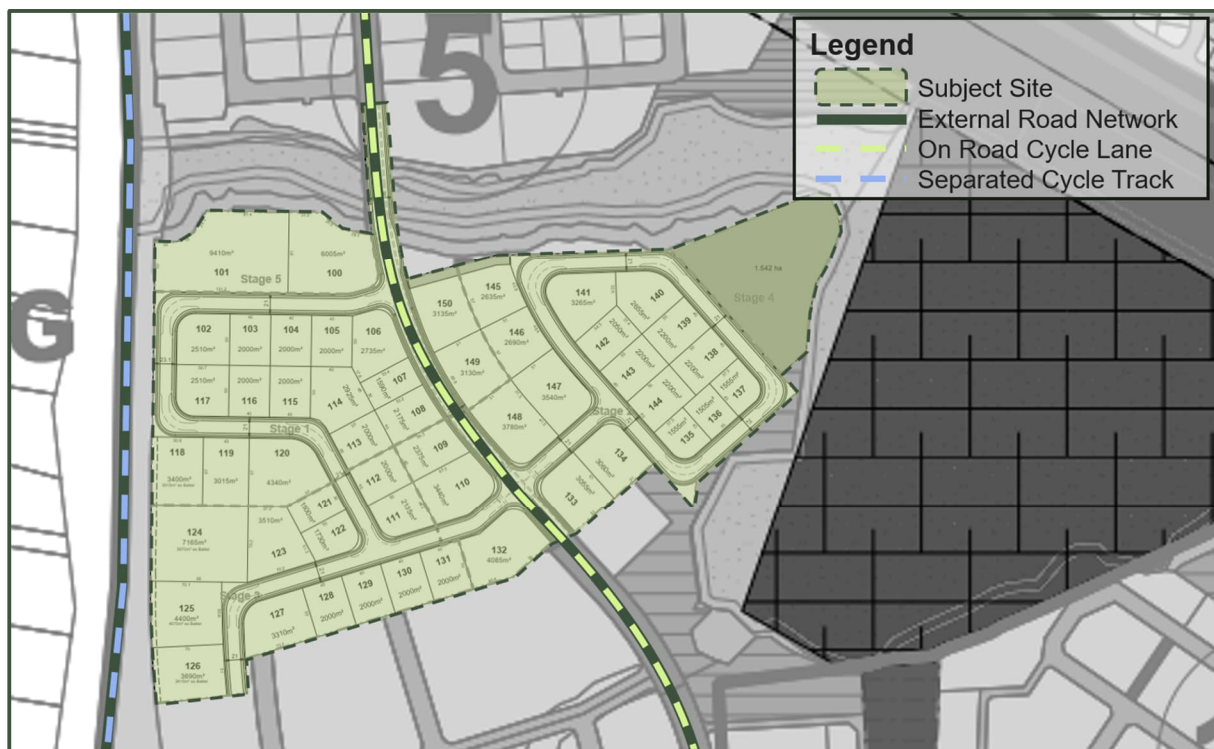
Within ROL 1, the following specific active transport infrastructure is proposed:

- Wongawallan Drive (Secondary Cycle Route) will include On-Road Cycle Lanes along the full length (between Yarrabilba Drive and Jimbillunga Drive). This is a continuation of the approved/constructed cross-section of Wongawallan Drive (including on-road cycle lanes) through MIBA North.
- All Local Streets will include a footpath on both sides.

The proposed active transport paths achieve outcomes consistent with the active transport network identified in the Endorsed MIMP (2025).

The location of the Cycle Track and Shared Path 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 aims to provide public transport connections within a 500m walking distance of residents within precinct developments. As there are no proposed residential uses as part of ROL 1, these provisions do not specifically relate to this precinct.

Nonetheless, as identified in **Figure 6**, a bus route and bus stops (indicative locations only) are proposed within the subject site to facilitate public transport travel opportunities to these employment destinations. A bus route and bus stops are proposed along Wongawallan Drive (MIBA Collector) that runs through the site. The 500m walking distance assessment applicable



to residential lots has also been undertaken for the MIBA lots. This assessment adopts a 400m radius circle measured around the proposed bus stop pair. This assessment is depicted at **Figure 6**.

Figure 6 Proposed Public Transport Provisions

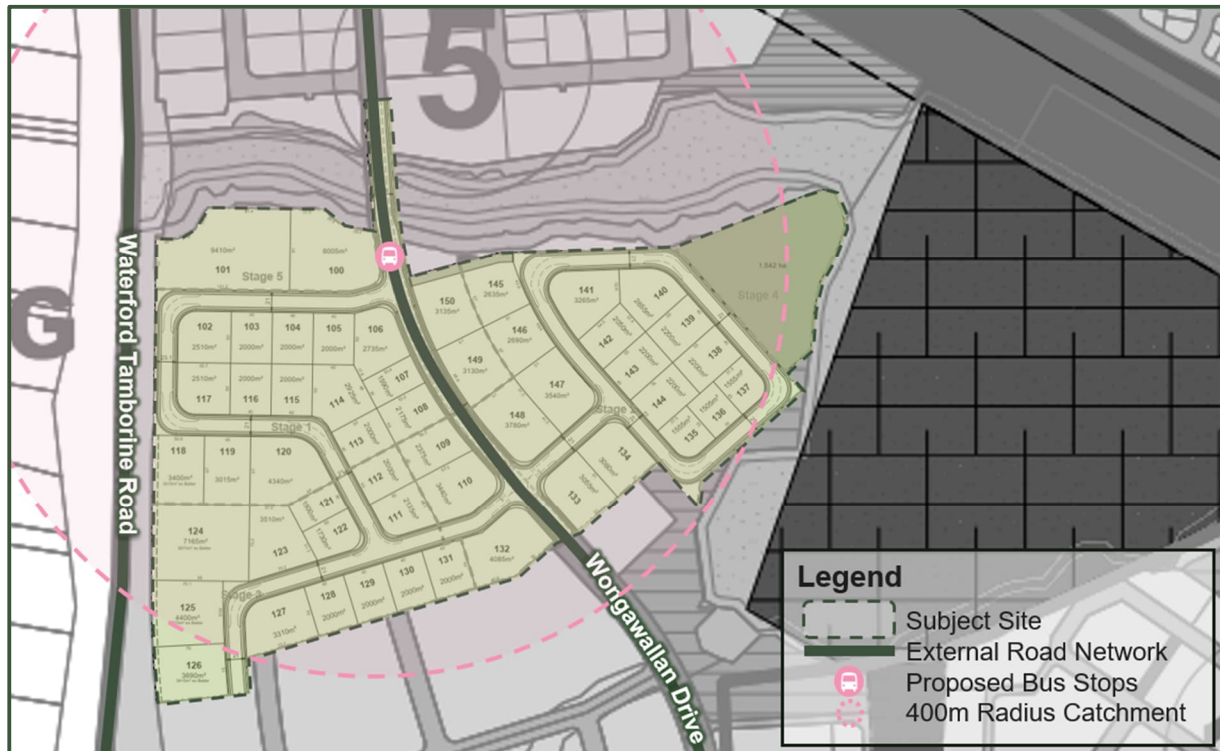


Figure 6 identifies that most lots in MIBA South ROL 1 will be within a 400m radius of a proposed bus stop. A single lot (lot 126) is outside the drawn circles, which is equivalent to 2.0% of the total 51 lots in ROL 1. Importantly, the proposed bus stop also serves a considerable catchment immediately to the north (within MIBA North).

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 a bus route 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 1 will adequately service the catchment and generally align with the strategic intent for public transport as described in the Endorsed MIMP (2025).



4.0 Traffic Analysis

4.1 Development Scenarios

As identified in **Section 1.2**, following the completion of the original traffic modelling in 2015, updates to the model were undertaken in 2018. The proposed scenarios (interim and ultimate) assessed within the revised modelling are 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 forms for ROL 1.
- 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 forms for ROL 1.

4.2 Trunk Road Background Traffic Volumes

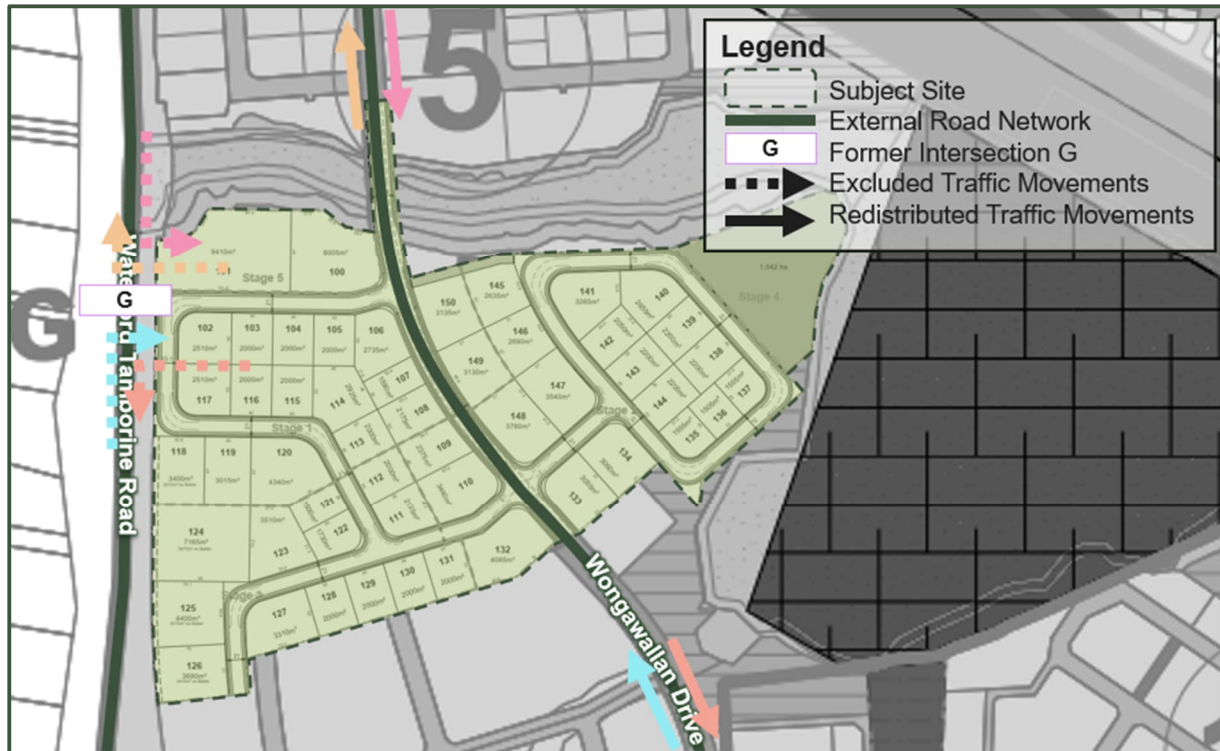
For the purposes of the following analysis, the traffic volumes on Wongawallan Drive for both scenarios were obtained from the 2018 modelling volumes (as reported in the Yarrabilba Master Plan Development Traffic Model and Intersection Analysis Data Compendium (SLR, November 2019)).

The 2018 model previously considered an intersection between the MIBA Connection Road and Waterford-Tamborine Road (intersection G). This intersection is no longer planned to be delivered. As such, the volumes associated with this intersection have been redistributed between the intersections of Waterford-Tamborine Road/Yarrabilba Drive/Camp Cable Road and Waterford-Tamborine Road/Jimbillunga Drive/Dollarbird Drive, as shown in **Figure 7**. This redistribution is based on the following assumptions:

- Movements to/from the north will use the Waterford-Tamborine Road/Yarrabilba Drive/Camp Cable Road intersection, and
- Movements to/from the south will use the Waterford-Tamborine Road/Jimbillunga Drive/Dollarbird Drive intersection.



Figure 7 Redistributed Traffic Movements from Former Intersection G



4.3 ROL 1 Development Traffic Assumptions

4.3.1 Traffic Generation

A traffic generation rate of 0.9 vph/100 m² GFA has been applied to the development yield in ROL 1. The gross floor area (GFA) for each future development has been assumed as 50% of the total site area for each lot. The total trips for each peak hour are shown in **Table 1**.

Table 1 ROL 1 Trip Generation – Industrial

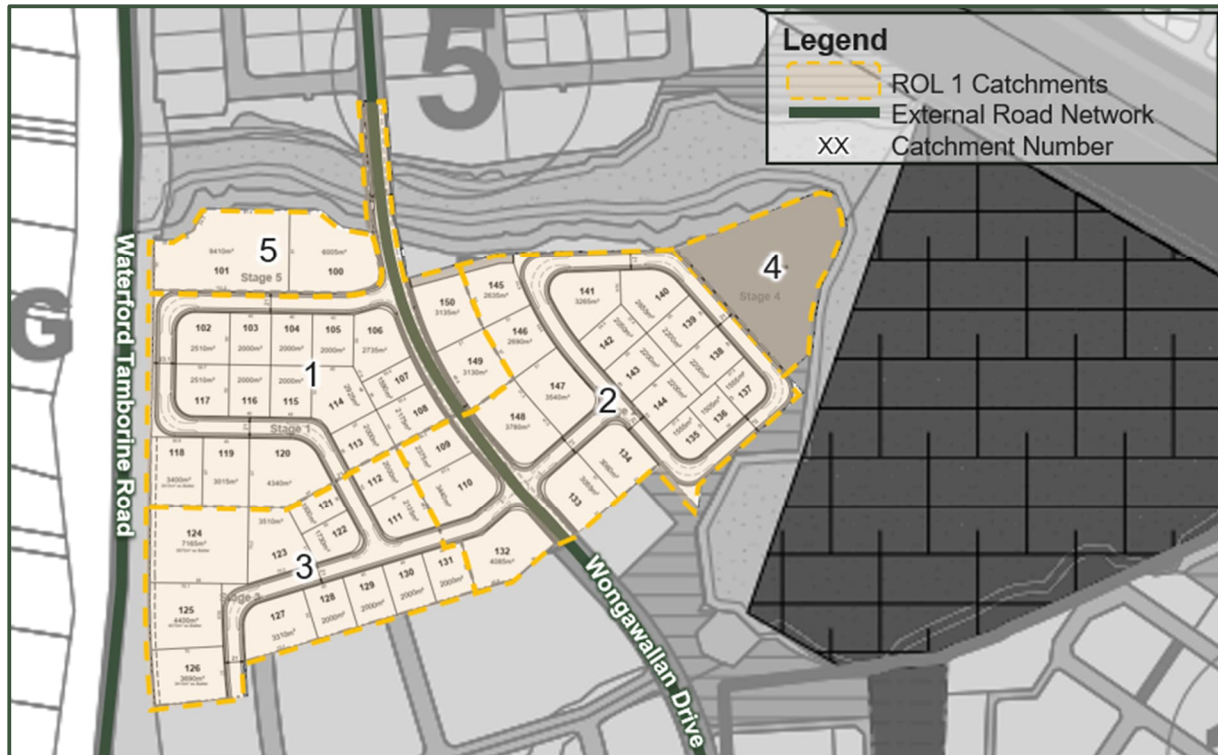
Catchment	Number of Lots	GFA (m ²)	AM/PM Trip Rate	AM/PM Trips
1	20	26,490	0.9 vph/100 m ² GFA	247
2	16	20,073		185
3	13	17,670		162
4	0	0		0
5	2	7,708		71
Total	51	71,940	-	665

4.3.2 Traffic Distribution

To quantify the traffic movements at the two site access points, MIBA South ROL 1 has been divided into smaller catchments for the purposes of distribution. The identified catchments can be seen in **Figure 8**.



Figure 8 ROL 1 Catchments



The distribution of traffic generated by ROL 1 has been assigned to the external road network consistent with the distribution assumptions adopted in the previously approved trigger analysis, with additional consideration given to the routing of traffic internal to Yarrabilba. These distribution assumptions have been reproduced in **Table 2** for the interim scenario, and **Table 3** for the ultimate scenario.

Table 2 Distribution of ROL 1 Traffic – Interim (2031)

Catchment	To / From Wongawallan Drive (N)	To / From Wongawallan Drive (S)
1	50%	50%
2	50%	50%
3	50%	50%
4	50%	50%
5	50%	50%



Table 3 Distribution of ROL 1 Traffic – Ultimate

Catchment	To / From Wongawallan Drive (N)	To / From Wongawallan Drive (S)
1	50%	50%
2	50%	50%
3	50%	50%
4	50%	50%
5	50%	50%

4.3.3 In / Out Split

In line with previous assessments, typical industry adopted in / out splits have been adopted for the industrial component within the ROL 1 development, summarised in **Table 4**.

Table 4 In / Out Split

Peak Period	Industrial Trips	
	IN	OUT
AM	65%	35%
PM	35%	65%

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

4.4 Study Intersections

The following analysis considers the two (2) intersections identified providing access for the ROL 1 lots. The intersection locations, along with their interim and ultimate forms, are identified in **Figure 9** and **Table 5** respectively.



Figure 9 Study Intersections

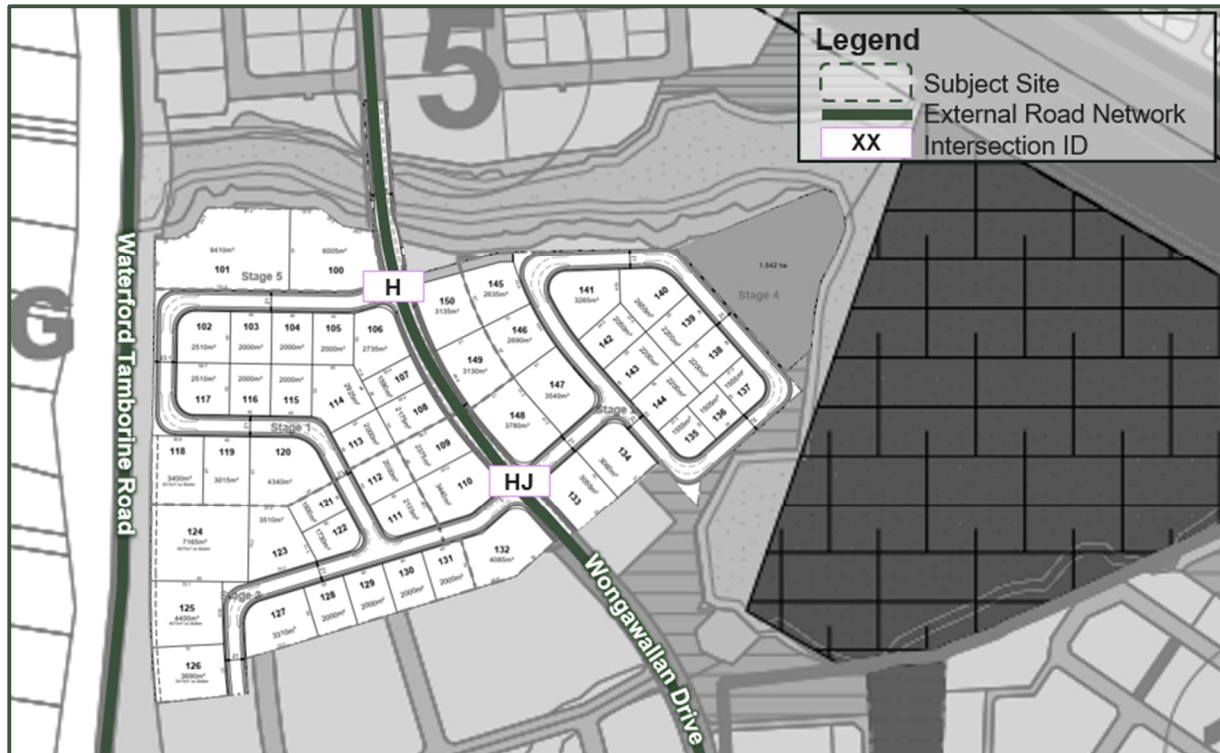


Table 5 Intersection Form

ID	Interim Form	Ultimate Form
H		
HJ		

4.5 Scenario 1 – Interim

The general interim intersection forms of key intersections within ROL 1 have 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
Wongawallan Drive	North of H	2 Lanes
	H – HJ	2 Lanes
	South of HJ	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 E**. 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 H	Priority Controlled (T-junction)	DoS	0.13	0.17
		Average Delay (s)	2	2
		95 th ile Queue (m)	3	5
Node HJ	Signalised (4-way)	DoS	0.48	0.54
		Average Delay (s)	22	23
		95 th ile Queue (m)	57	60

The performance of all key intersections within ROL 1 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 all intersections 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 F**.

Table 8 Summary of Ultimate Intersection Results

Intersection Location	Control Type	Operational Element	AM Peak	PM Peak
Node H	Priority Controlled (T-junction)	DoS	0.17	0.17
		Average Delay (s)	2	2
		95 th ile Queue (m)	3	5
Node HJ	Signalised (4-way)	DoS	0.76	0.74
		Average Delay (s)	30	29
		95 th ile Queue (m)	92	72

The results reported in **Table 8** confirm that the performance of all intersections within ROL 1 in the ultimate scenario (Scenario 2) is within the adopted maximum operating parameters for signalised (maximum DoS 0.90) and unsignalised (maximum DoS 0.80) intersections.

The functional drawings for MIBA South have been prepared by KN Group to 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 MIBA South ROL 1 and considers the need for consistency with the Movement Infrastructure Master Plan (**MIMP**):

- **Road Hierarchy** – The network of roads within and adjacent to ROL 1 is consistent with the road hierarchy identified in the Endorsed MIMP (2025). The proposed network of roads is appropriate for the proposed ROL 1 development and the overall Yarrabilba development. The latter recognises that road link G-H and the intersection of Waterford-Tamborine Road/MIBA Connection Road (intersection G), both of which are optional, are no longer proposed.
- **Key Intersections** – The design form of key intersections within ROL 1, providing connections to/from each catchment, is appropriate to accommodate the anticipated traffic volumes within ROL 1. 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 good street design principles, particularly related to local traffic speeds, active transport needs and heavy vehicle access.
- **Cross Sections** – The proposed cross sections in ROL 1, whilst differing in some aspects, are generally consistent with the Endorsed MIMP (2025). The transport functions of these MIMPs are achieved by the proposed cross sections.
- **Active Transport** – The active transport provisions are consistent with those identified in the Endorsed MIMP (2025), and these are appropriate to satisfy the needs of ROL 1 in conjunction with the surrounding development of Yarrabilba. The latter recognises that Wongawallan Road will provide On-Road Cycle Lanes along the full length (between Yarrabilba Drive and Jimbillunga Drive) as a continuation of the approved/constructed cross section of Wongawallan Drive (including on-road cycle lanes) through MIBA North.
- **Public Transport** – The layout and design of streets within ROL 1 makes the appropriate provision for public transport (bus services) and potential bus stops. This is consistent with the Endorsed 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 that RPEQ accordingly.

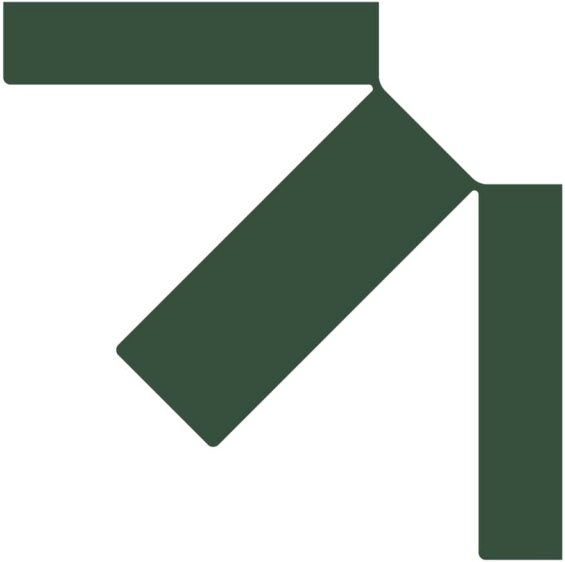
Sincerely,

SLR Consulting Australia



Brendyn Rheinberger, RPEQ #17962
Principal Consultant – Transport Advisory





Appendix A Development Plans

Yarrabilba, MIBA South ROL 1

Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00001

13 June 2025





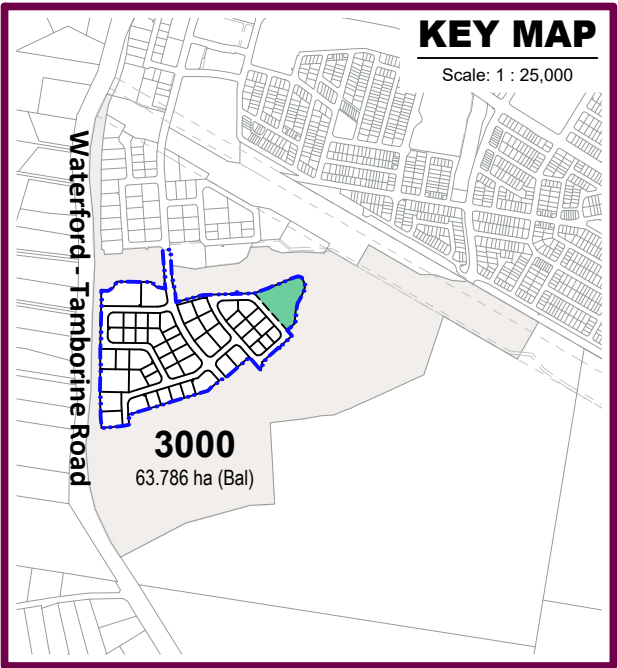
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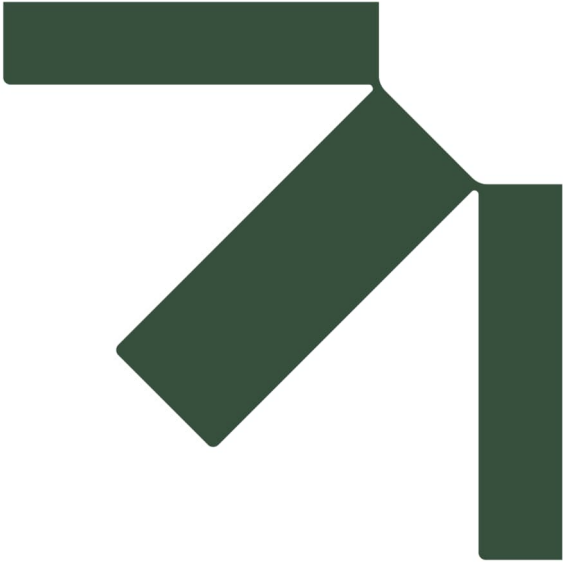
Proposed Precinct Boundary
Mixed Industry and Business
Pedestrian Link
Stormwater Treatment Area
Indicative Fire Access Trail (See BPH Report)

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.

Development Statistics							
	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Overall	
Mixed Industry and Business Allotments	17	19	13	—	2	51	
Total Stage Area	6.404 ha	7.408 ha	4.570 ha	1.542 ha	1.539 ha	21.463 ha	100.0%
Saleable Area							
Mixed Industry and Business	4.344 ha	4.990 ha	3.740 ha	—	1.539 ha	14.613 ha	68.08%
Total Area of Allotments	4.344 ha	4.990 ha	3.740 ha	—	1.539 ha	14.613 ha	68.08%
Open Space							
Pedestrian Link (Landscape Embellishment)	0.050 ha	0.053 ha	—	—	—	0.103 ha	0.48%
Stormwater Treatment Area	—	—	—	1.542 ha	—	1.542 ha	7.18%
Total Open Space	0.050 ha	0.053 ha	—	1.542 ha	—	1.645 ha	7.66%
Roads							
Collector Road (24.6m Wide)	0.838 ha	0.451 ha	—	—	—	1.289 ha	6.01%
Local Access Road (21m & 23.1m Wide)	1.172 ha	1.914 ha	0.830 ha	—	—	3.916 ha	18.25%
Total Road Area	2.010 ha	2.365 ha	0.830 ha	—	—	5.205 ha	24.25%





Appendix B Yarrabilba Road Network Plan

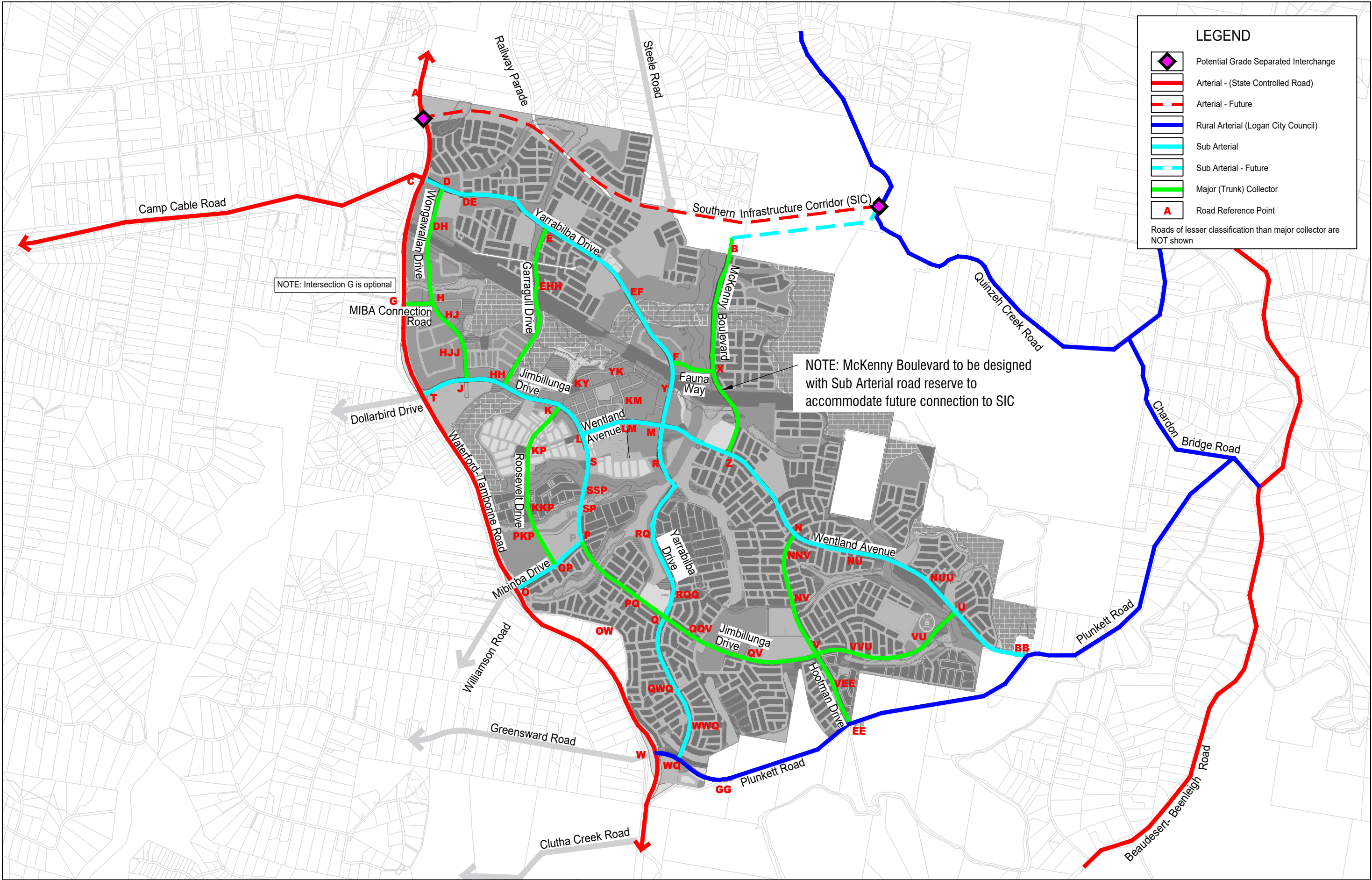
Yarrabilba, MIBA South ROL 1

Traffic Impact Assessment

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13 June 2025

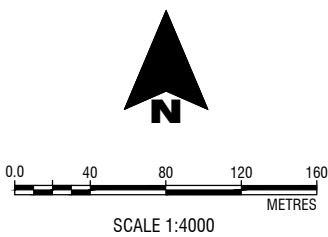




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Project No:	620.11743.00101
Date:	14/04/2025
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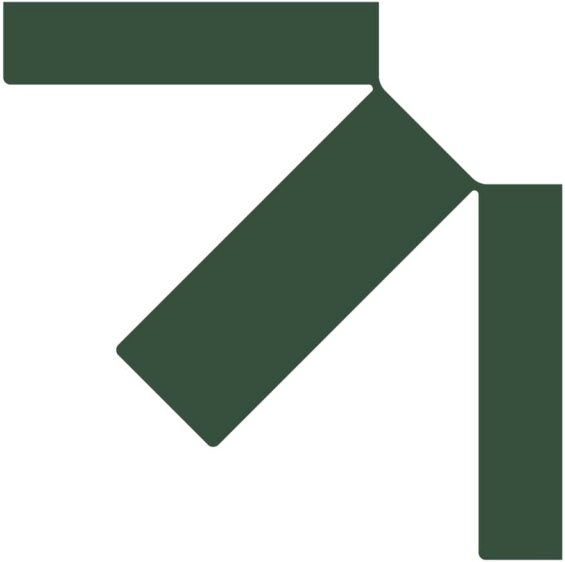


Stockland Residential Communities

Yarrabilba Masterplan

Functional Road Hierarchy
and Road Reference Points

FIGURE 508



Appendix C Functional Plans

Yarrabilba, MIBA South ROL 1

Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00001

13 June 2025

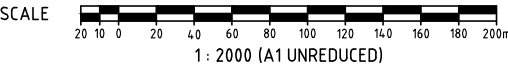


PRECINCT 5 - MIBA SOUTH - ROL1
FUNCTIONAL PLANS



DRAWING INDEX

DRAWING NO.	DRAWING TITLE
24-157-SK001	GENERAL - LOCALITY PLAN, DRAWING INDEX AND NOTES
24-157-SK002	FUNCTIONAL LAYOUT - STAGING PLAN - SHEET 1
24-157-SK003	FUNCTIONAL LAYOUT - STAGING PLAN - SHEET 2
24-157-SK004	FUNCTIONAL LAYOUT - ROADWORKS PLAN - SHEET 1
24-157-SK005	FUNCTIONAL LAYOUT - ROADWORKS PLAN - SHEET 2
24-157-SK006	FUNCTIONAL LAYOUT - TYPICAL CROSS SECTIONS
24-157-SK007	FUNCTIONAL LAYOUT - SERVICES PLAN - SHEET 1
24-157-SK008	FUNCTIONAL LAYOUT - SERVICES PLAN - SHEET 2
24-157-SK009	FUNCTIONAL LAYOUT - STORMWATER PLAN - SHEET 1
24-157-SK010	FUNCTIONAL LAYOUT - STORMWATER PLAN - SHEET 2
24-157-SK011	FUNCTIONAL LAYOUT - SEWER RETICULATION PLAN - SHEET 1
24-157-SK012	FUNCTIONAL LAYOUT - SEWER RETICULATION PLAN - SHEET 2
24-157-SK013	FUNCTIONAL LAYOUT - WATER RETICULATION PLAN - SHEET 1
24-157-SK014	FUNCTIONAL LAYOUT - WATER RETICULATION PLAN - SHEET 2
24-157-SK015	FUNCTIONAL LAYOUT - EARTHWORKS CONTOUR PLAN - SHEET 1
24-157-SK016	FUNCTIONAL LAYOUT - EARTHWORKS CONTOUR PLAN - SHEET 2
24-157-SK017	FUNCTIONAL LAYOUT - RETAINING WALLS PLAN - SHEET 1
24-157-SK018	FUNCTIONAL LAYOUT - RETAINING WALLS PLAN - SHEET 2
24-157-SK019	FUNCTIONAL LAYOUT - TURN PATHS PLAN - SHEET 1
24-157-SK020	FUNCTIONAL LAYOUT - TURN PATHS PLAN - SHEET 2
24-157-SK021	FUNCTIONAL LAYOUT - TURN PATHS PLAN - SHEET 3
24-157-SK022	FUNCTIONAL LAYOUT - TURN PATHS PLAN - SHEET 4
24-157-SK023	FUNCTIONAL LAYOUT - TURN PATHS PLAN - SHEET 5
24-157-SK024	FUNCTIONAL LAYOUT - TURN PATHS PLAN - SHEET 6



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PRECINCT 5 - MIBA STH - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client

Stockland

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Drawing Title

GENERAL
LOCALITY PLAN,
DRAWING INDEX AND NOTES

Scale

AS SHOWN

Drawing No

24-157-SK001

Sheet

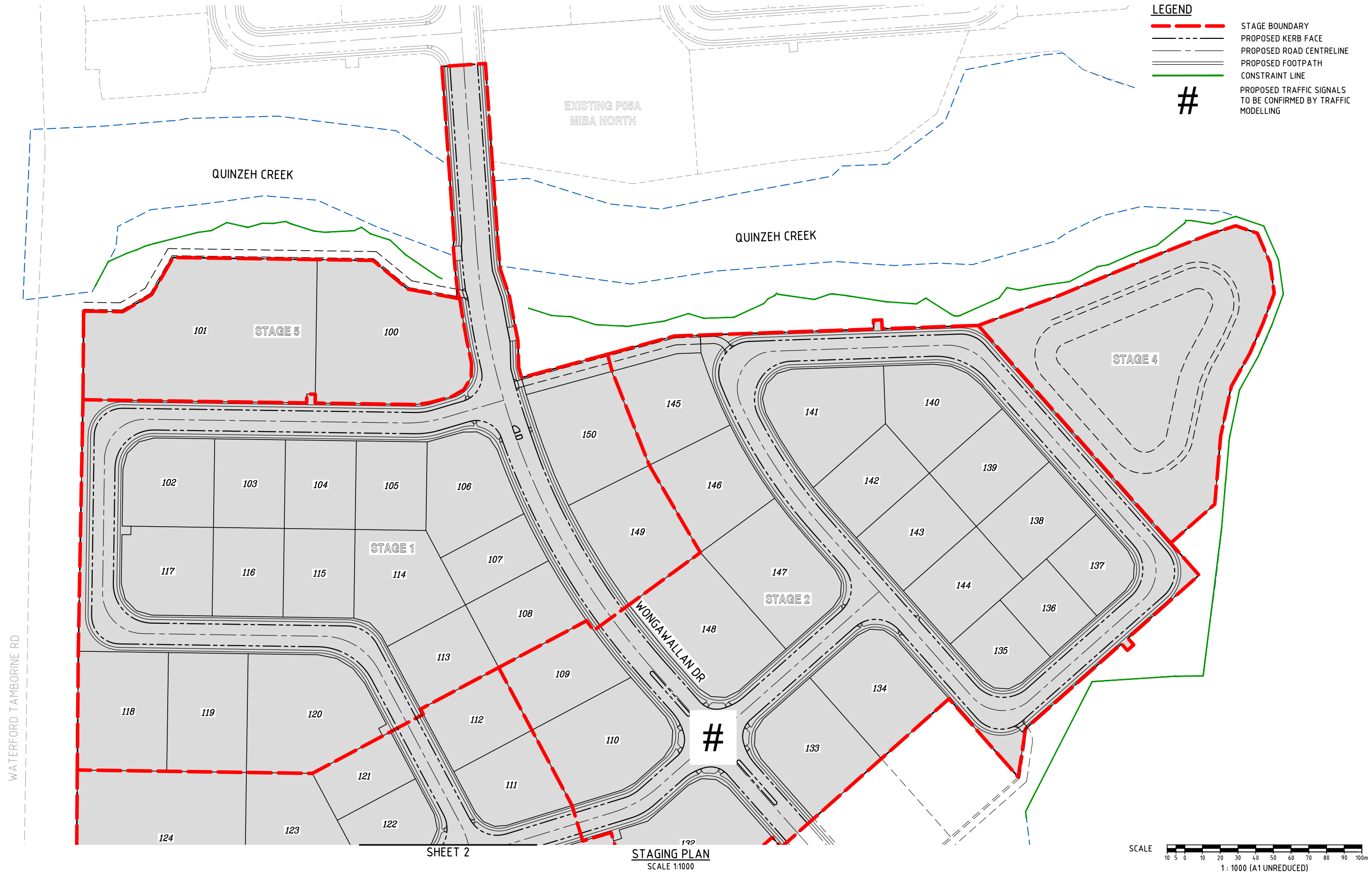
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Revision

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PRELIMINARY PLANNING
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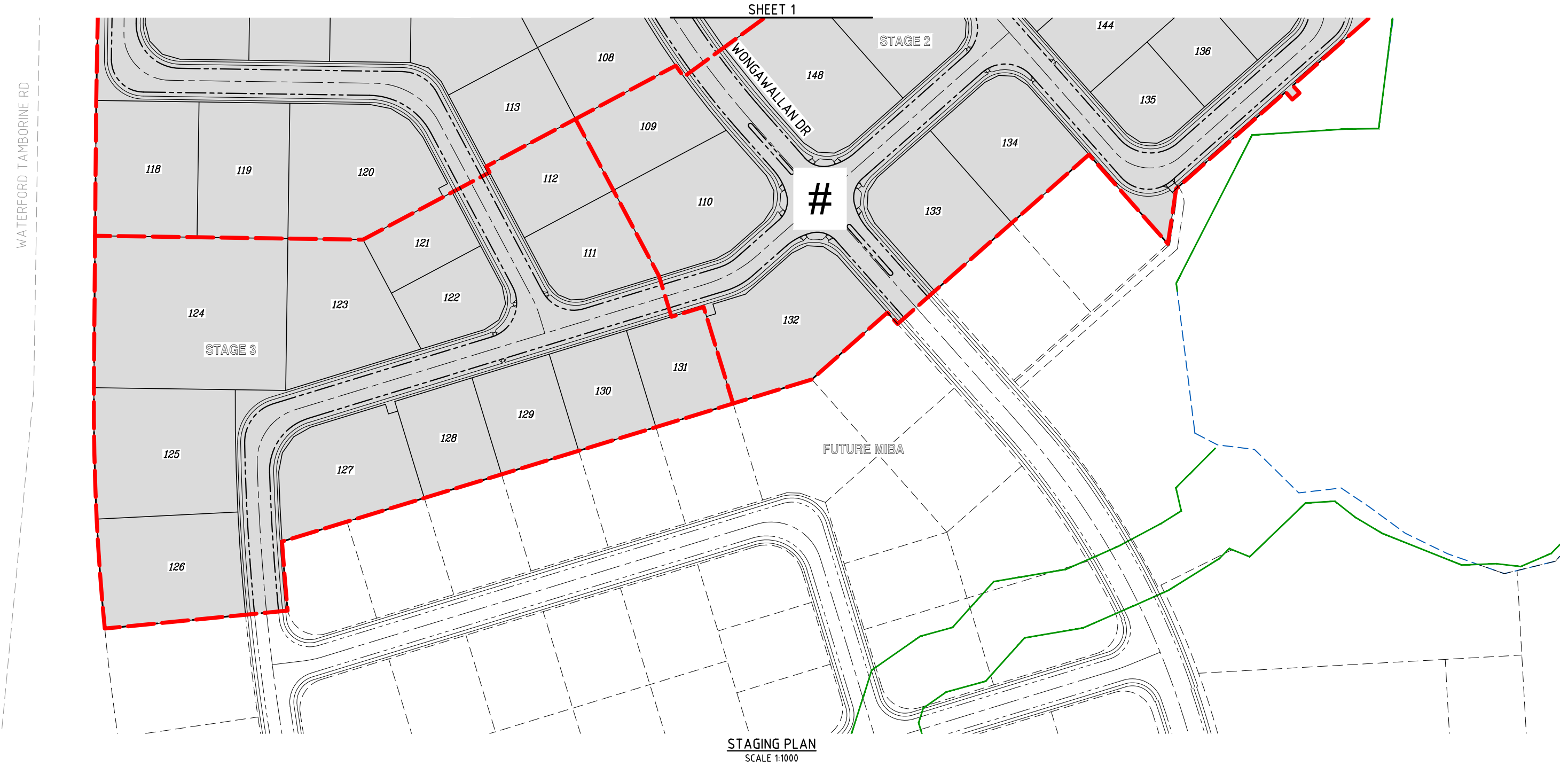
L1, 62 Astor Terrace, Spring Hill, QLD 4000
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Drawing Title

**FUNCTIONAL LAYOUT
STAGING PLAN
SHEET 1**

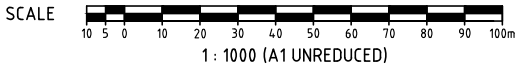
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LEGEND

- STAGE BOUNDARY
- PROPOSED KERB FACE
- PROPOSED ROAD CENTRELINE
- PROPOSED FOOTPATH
- CONSTRAINT LINE
- # PROPOSED TRAFFIC SIGNALS TO BE CONFIRMED BY TRAFFIC MODELLING



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A	FOR APPROVAL	SLK	JAS	RWM	11.06.25

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PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

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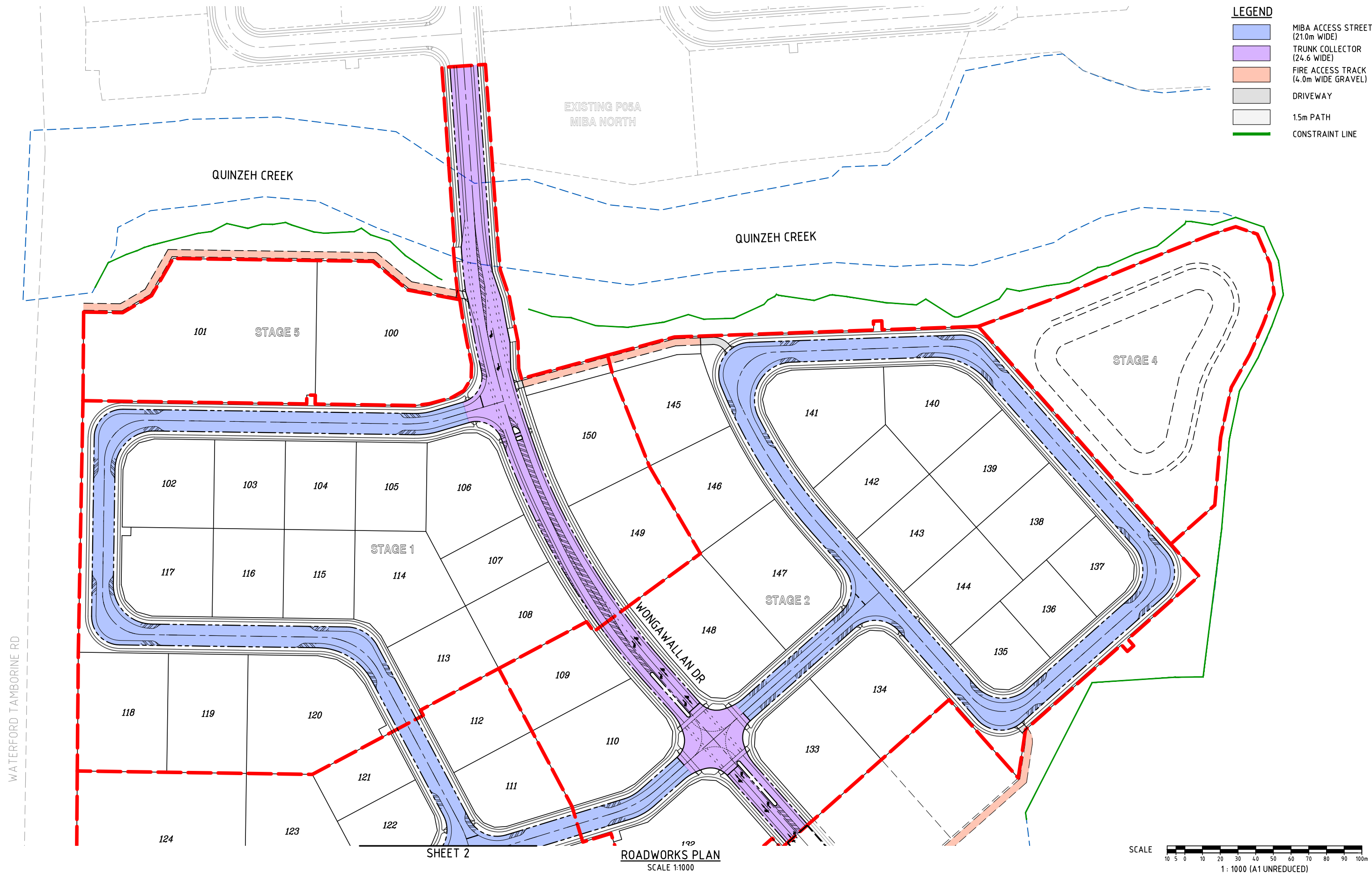
L1, 62 Astor Terrace, Spring Hill, QLD 4000
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Drawing Title

FUNCTIONAL LAYOUT
STAGING PLAN
SHEET 2

Scale	AS SHOWN	Sheet	03 of 24
A1	Drawing No 24-157-SK003	Revision	A

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PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client

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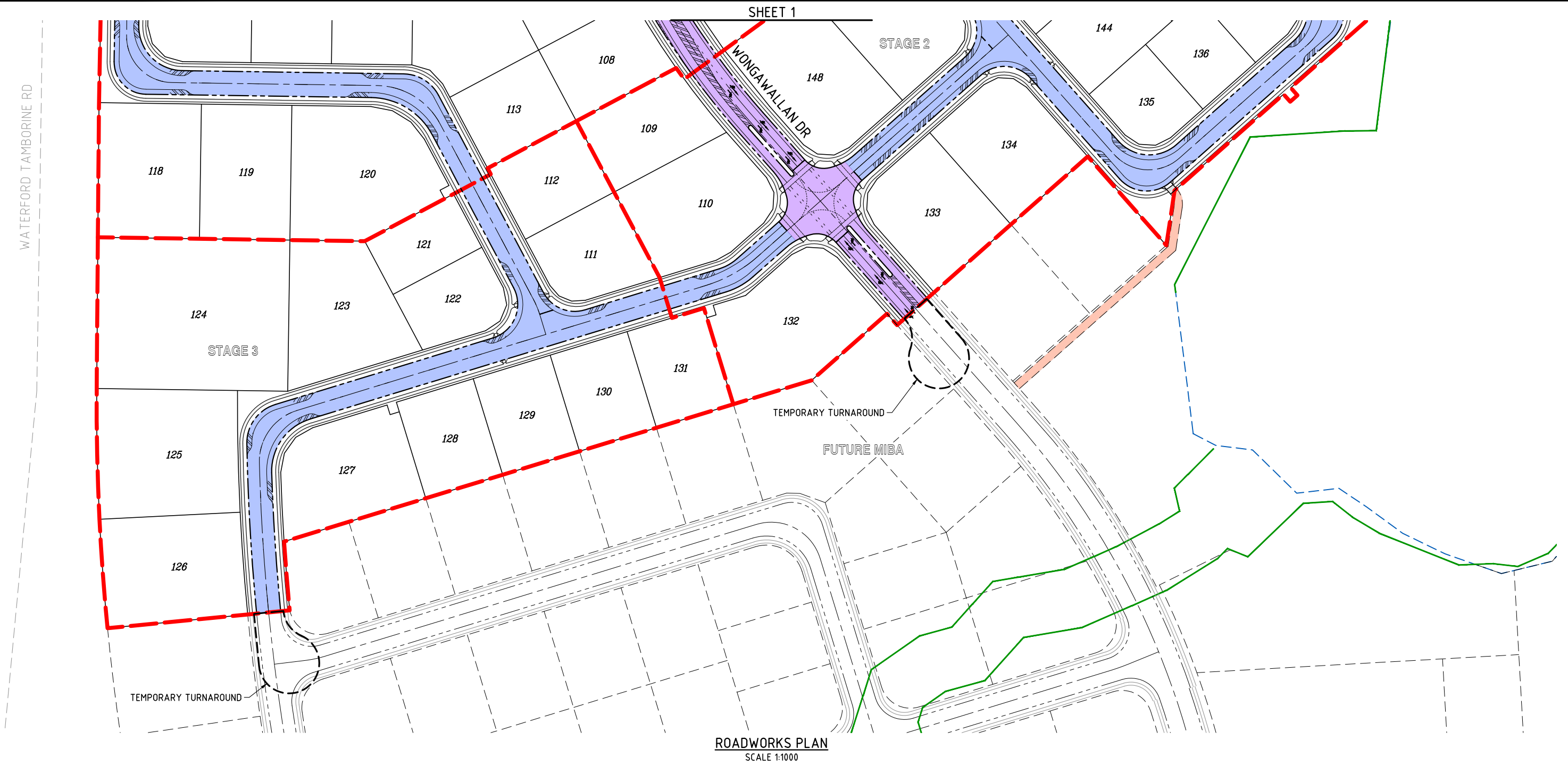
L1, 62 Astor Terrace, Spring Hill, QLD 4000
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Drawing Title

**FUNCTIONAL LAYOUT
ROADWORKS PLAN
SHEET 1**

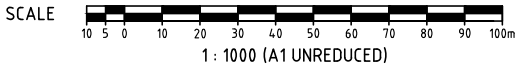
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LEGEND

- MIBA ACCESS STREET (21.0m WIDE)
- TRUNK COLLECTOR (24.6 WIDE)
- FIRE ACCESS TRACK (4.0m WIDE GRAVEL)
- DRIVEWAY
- 1.5m PATH
- CONSTRAINT LINE



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PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client

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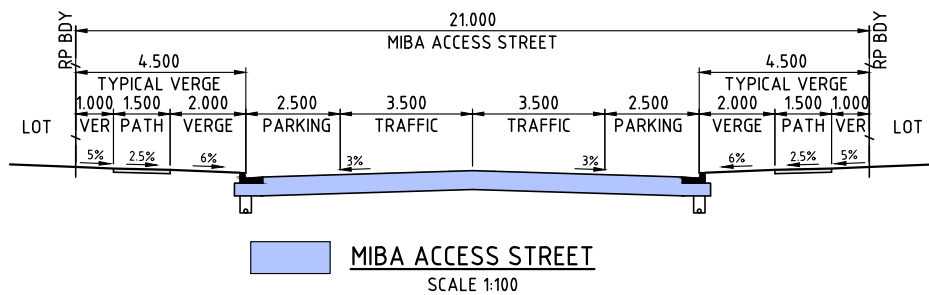
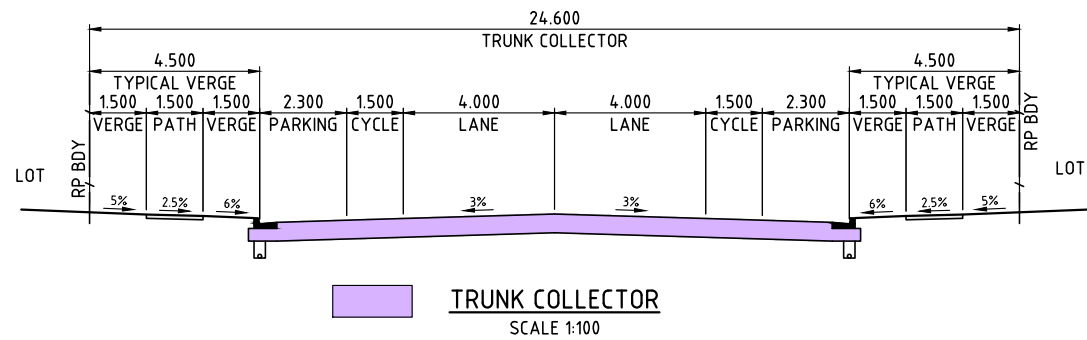
L1, 62 Astor Terrace, Spring Hill, QLD 4000
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Drawing Title

**FUNCTIONAL LAYOUT
ROADWORKS PLAN
SHEET 2**

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A1	Drawing No 24-157-SK005	Revision	A

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NB
KERB TYPES TO BE CONFIRMED
DURING DETAILED DESIGN



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FUNCTIONAL DRAWINGS

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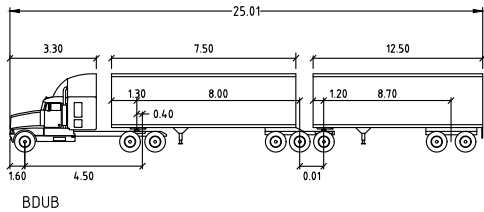
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Drawing Title

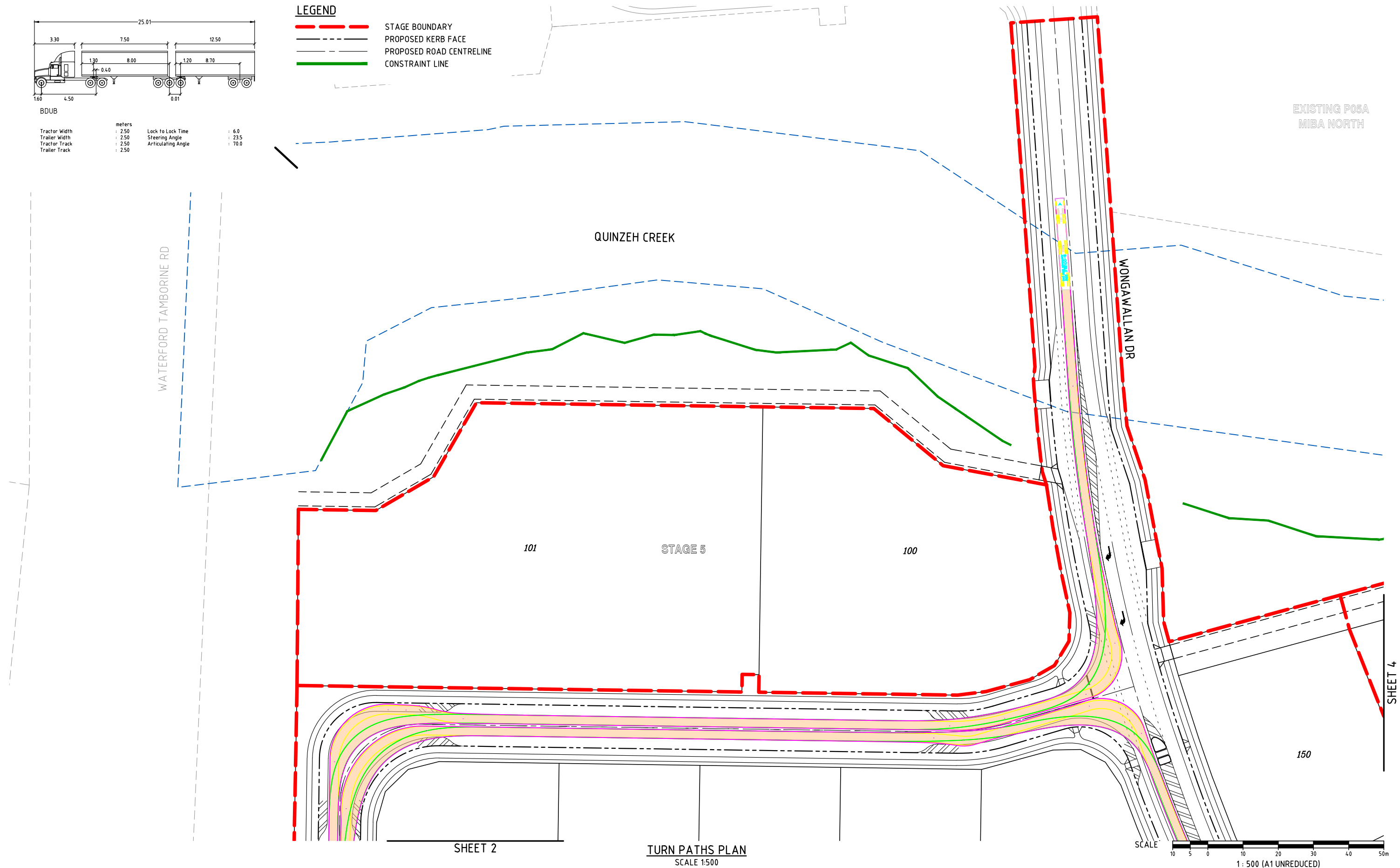
**FUNCTIONAL LAYOUT
TYPICAL CROSS SECTIONS**

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A1	Drawing No 24-157-SK006	Revision	A



BDUB				
Tractor Width	: 2.50	Lock to Lock Time	: 6.0	
Trailer Width	: 2.50	Steering Angle	: 23.5	
Tractor Track	: 2.50	Articulating Angle	: 70.0	
Trailer Track	: 2.50			

- LEGEND**
- STAGE BOUNDARY
 - PROPOSED KERB FACE
 - PROPOSED ROAD CENTRELINE
 - CONSTRAINT LINE



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Drawing Title

FUNCTIONAL LAYOUT
TURN PATHS PLAN
SHEET 1

Scale	AS SHOWN	Sheet	19 of 24
A1	Drawing No 24-157-SK019	Revision	A

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LEGEND

- STAGE BOUNDARY
- PROPOSED KERB FACE
- PROPOSED ROAD CENTRELINE
- CONSTRAINT LINE

WATERFORD TAMBORINE RD

SHEET 1

STAGE 2

100

150

WONGAWALLAN DR

STAGE 1

102

103

104

105

106

117

116

115

114

107

108

113

109

118

119

120

112

110

TURN PATHS PLAN
SCALE 1:500

SCALE
10 5 0 10 20 30 40 50m
1 : 500 (A1 UNREDUCED)

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PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

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Drawing Title			
FUNCTIONAL LAYOUT TURN PATHS PLAN SHEET 2			
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A1	Drawing No 24-157-SK020	Revision	A

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LEGEND

- STAGE BOUNDARY
- PROPOSED KERB FACE
- PROPOSED ROAD CENTRELINE
- CONSTRAINT LINE

WATERFORD TAMBORINE RD

SHEET 2

STAGE 3

SHEET 5

TURN PATHS PLAN
SCALE 1:500

SCALE
1 : 500 (A1 UNREDUCED)

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A	FOR APPROVAL	SLK	JAS	RWM	11.06.25

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FUNCTIONAL DRAWINGS

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Drawing Title			
FUNCTIONAL LAYOUT TURN PATHS PLAN SHEET 3			
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- LEGEND**
- STAGE BOUNDARY
 - PROPOSED KERB FACE
 - PROPOSED ROAD CENTRELINE
 - CONSTRAINT LINE

QUINZEH CREEK

STAGE 4

WONGAWALLAN DR

TURN PATHS PLAN
SCALE 1:500

1 : 500 (A1 UNREDUCED)

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A	FOR APPROVAL	SLK	JAS	RWM	11.06.25

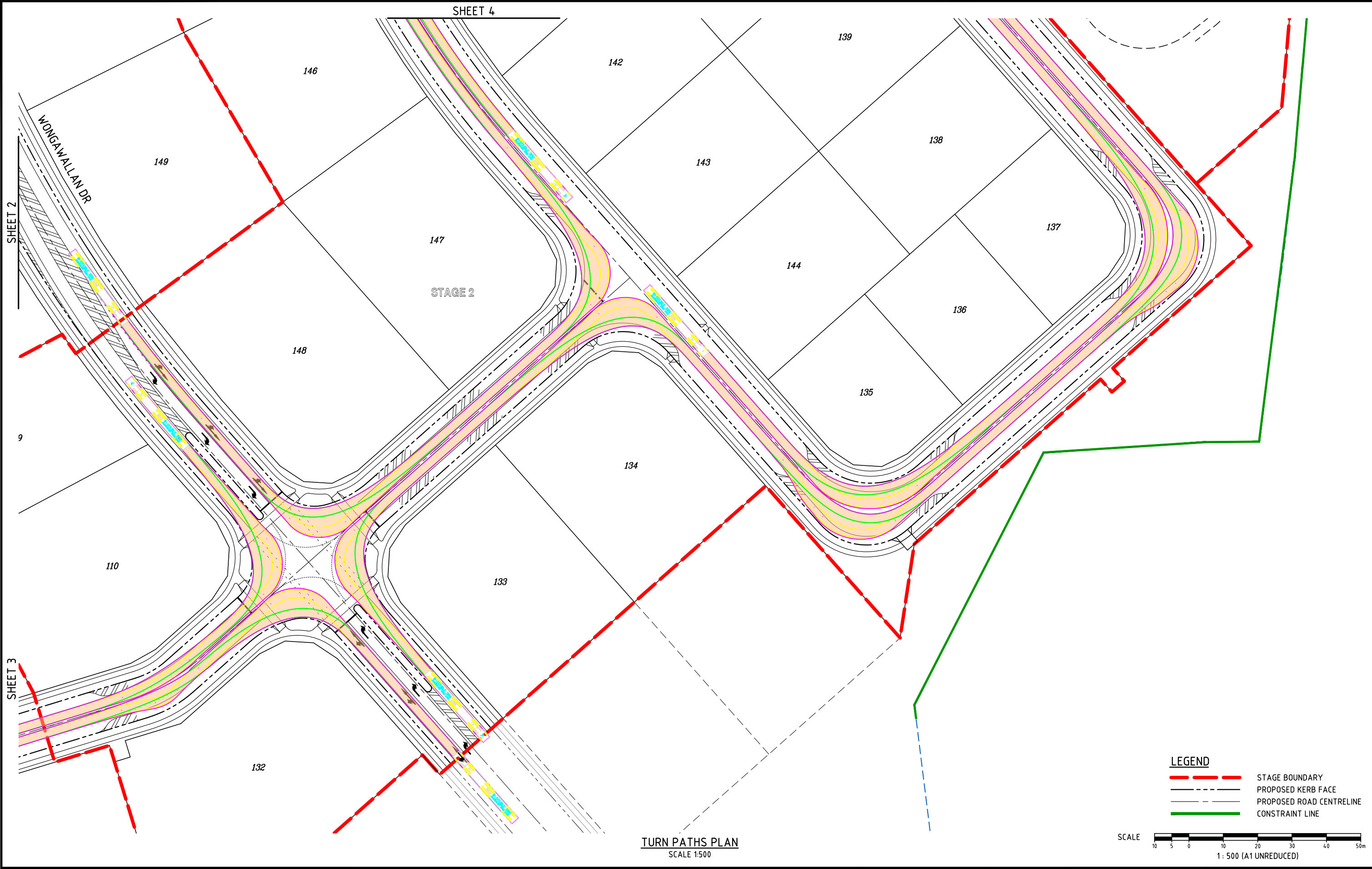
Project
YARRABILBA
PRECINCT 5 - MIBA STH - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

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Stockland
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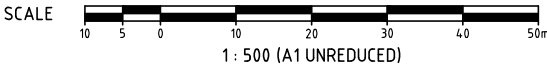
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**FUNCTIONAL LAYOUT
TURN PATHS PLAN
SHEET 4**
Scale
AS SHOWN
A1
Drawing No
24-157-SK022
Sheet
22 of 24
Revision
A



TURN PATHS PLAN
SCALE 1:500

LEGEND

- STAGE BOUNDARY
- PROPOSED KERB FACE
- PROPOSED ROAD CENTRELINE
- CONSTRAINT LINE



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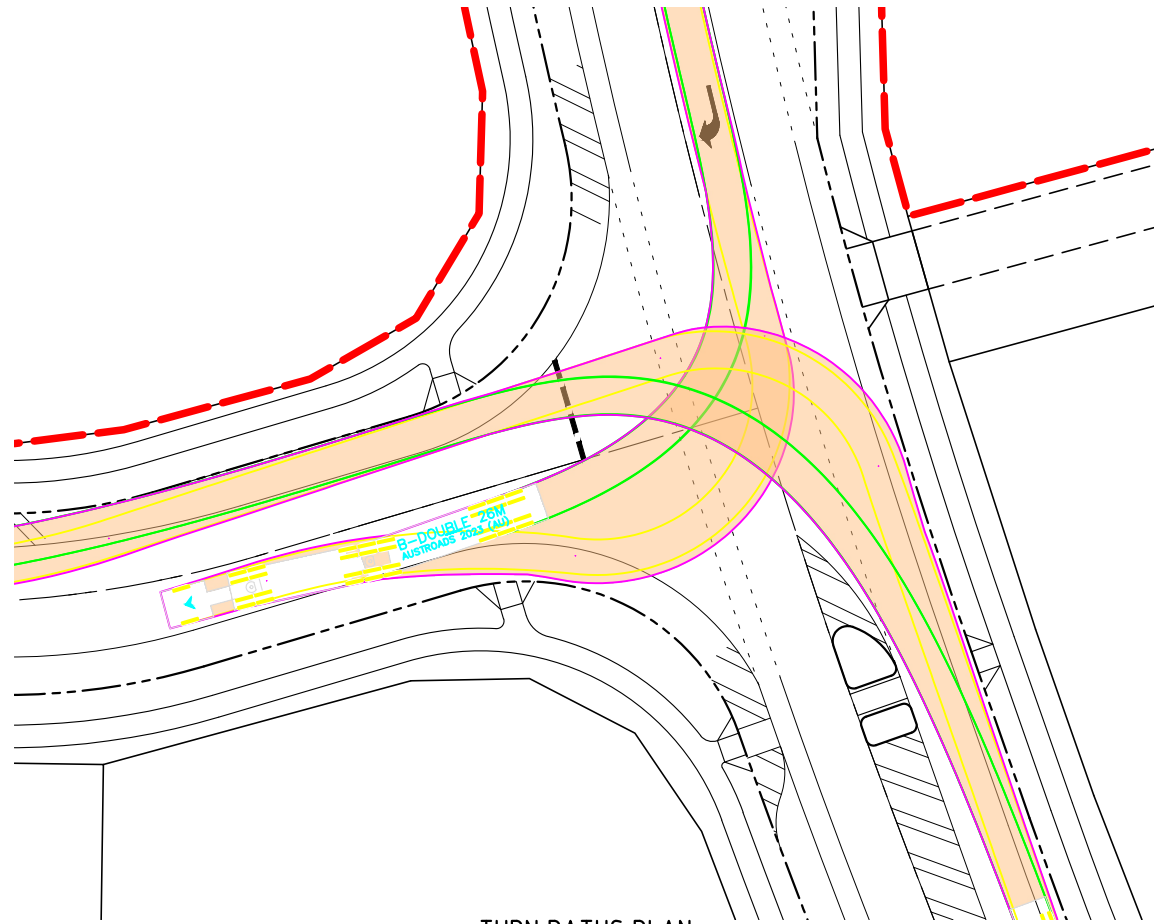
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Drawing Title

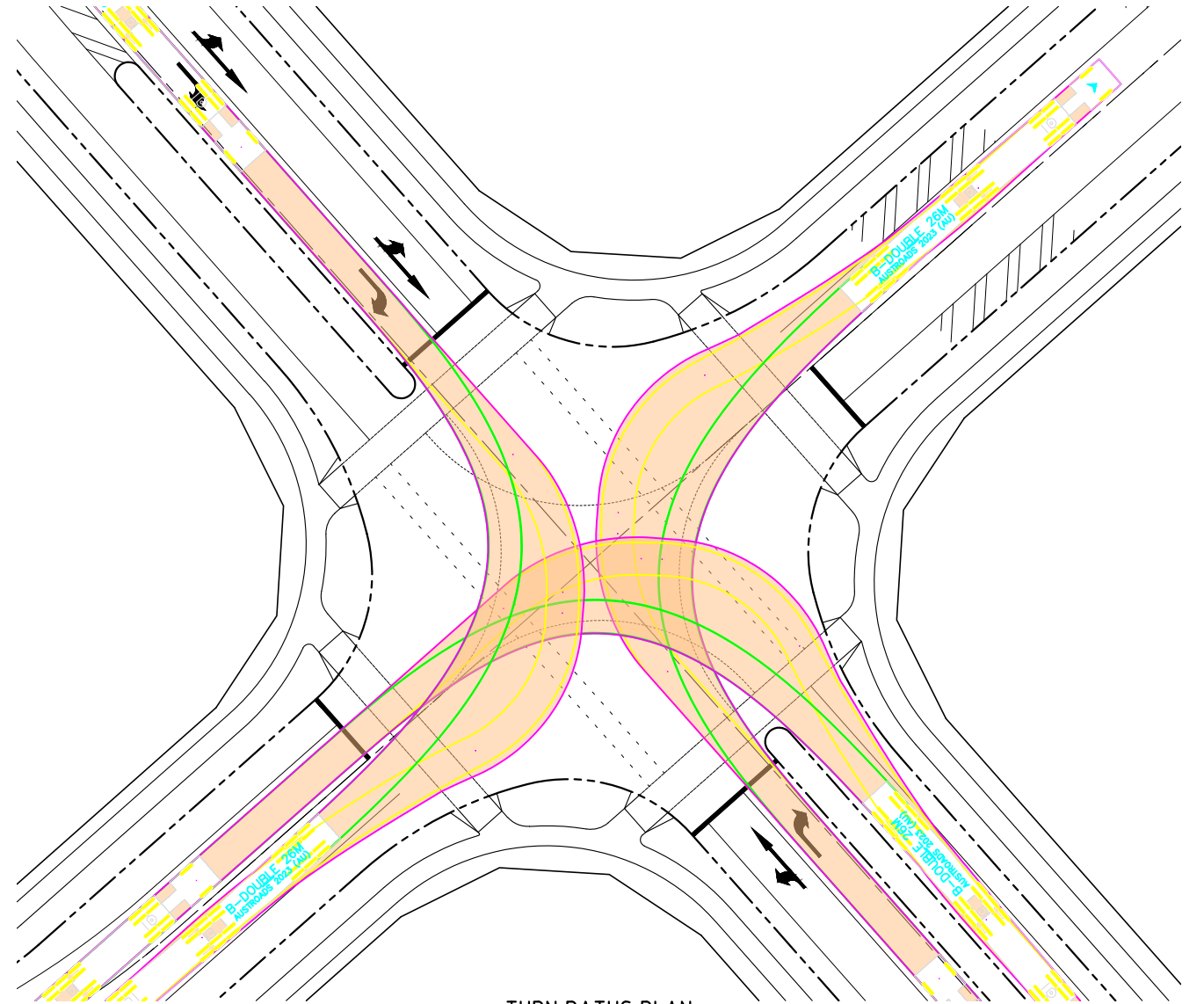
**FUNCTIONAL LAYOUT
TURN PATHS PLAN
SHEET 5**

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A1	Drawing No. 24-157-SK023	Revision	A

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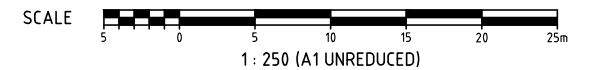
TURN PATHS PLAN
SCALE 1:250



TURN PATHS PLAN
SCALE 1:1050

LEGEND

- STAGE BOUNDARY
- PROPOSED KERB FACE
- PROPOSED ROAD CENTRELINE
- CONSTRAINT LINE



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FUNCTIONAL DRAWINGS

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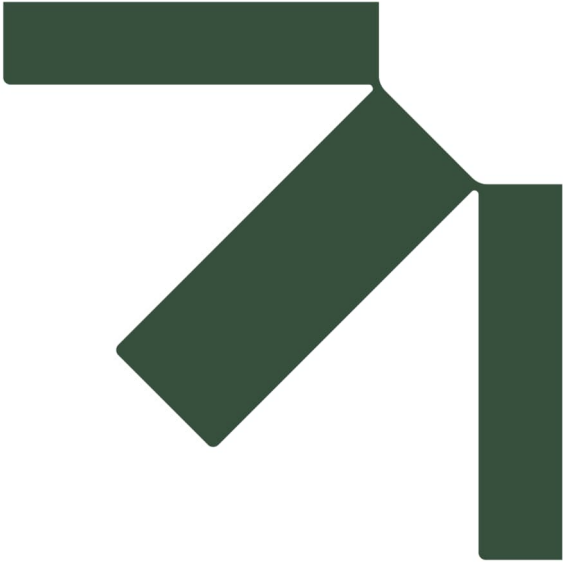


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Drawing Title

FUNCTIONAL LAYOUT
TURN PATHS PLAN
SHEET 6

Scale	AS SHOWN	Sheet	24 of 24
A1	Drawing No 24-157-SK024	Revision	A



Appendix D Traffic Volume Diagrams

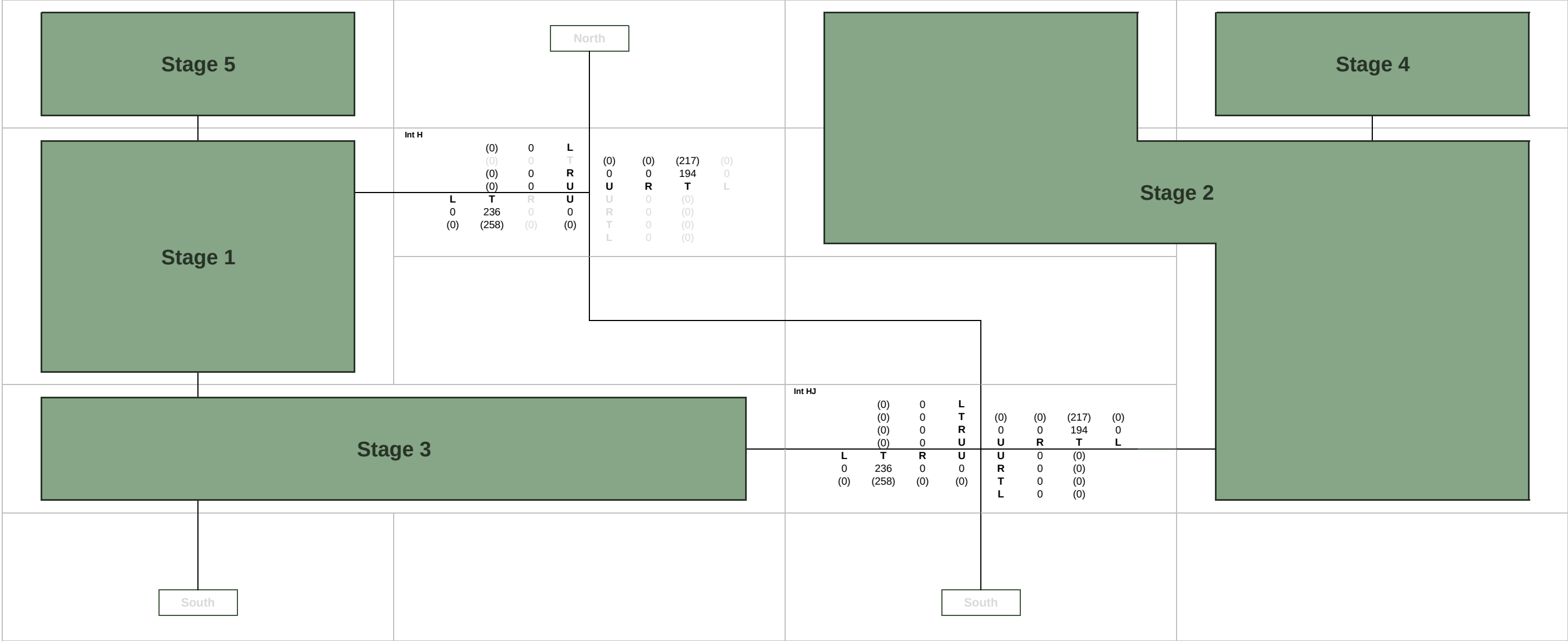
Yarrabilba, MIBA South ROL 1

Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00001

13 June 2025

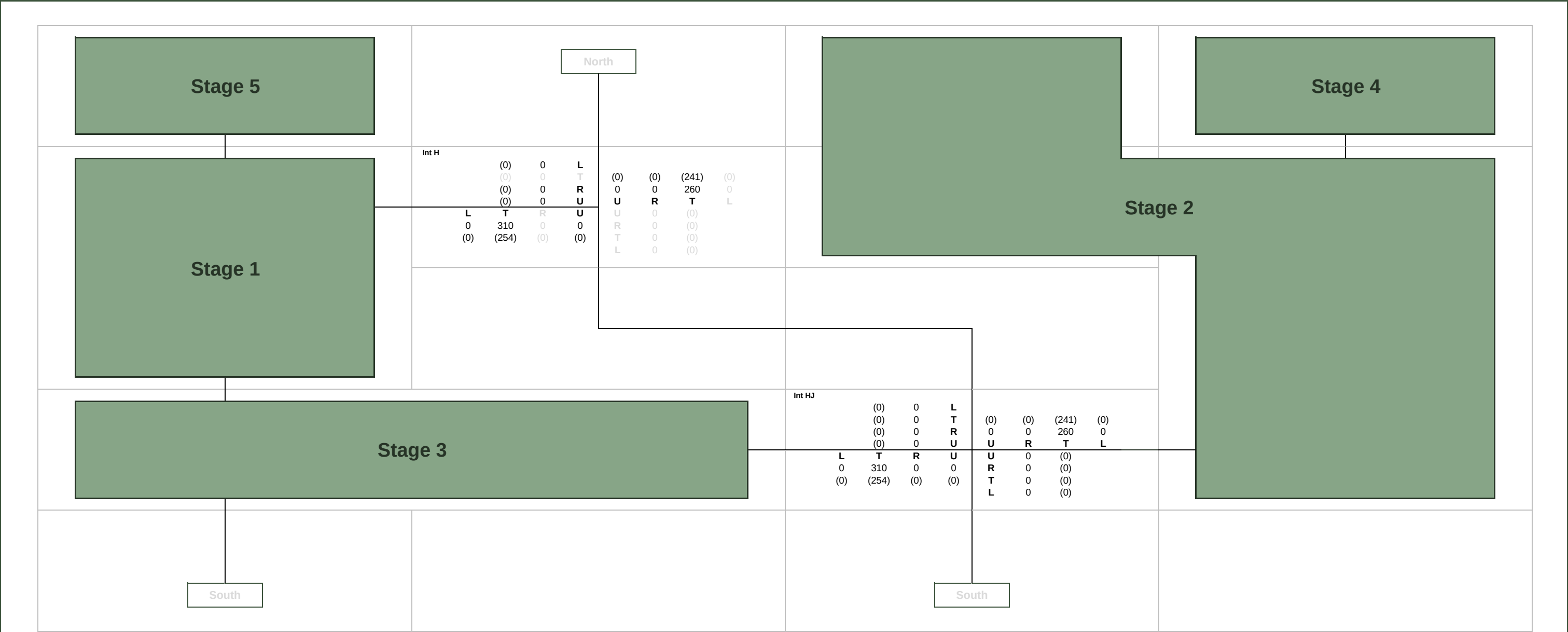


A1
Traffic Model 2031 Traffic Volumes
620.11743.00004
Yarrabilba Master Plan Development MIBA South ROL 1

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



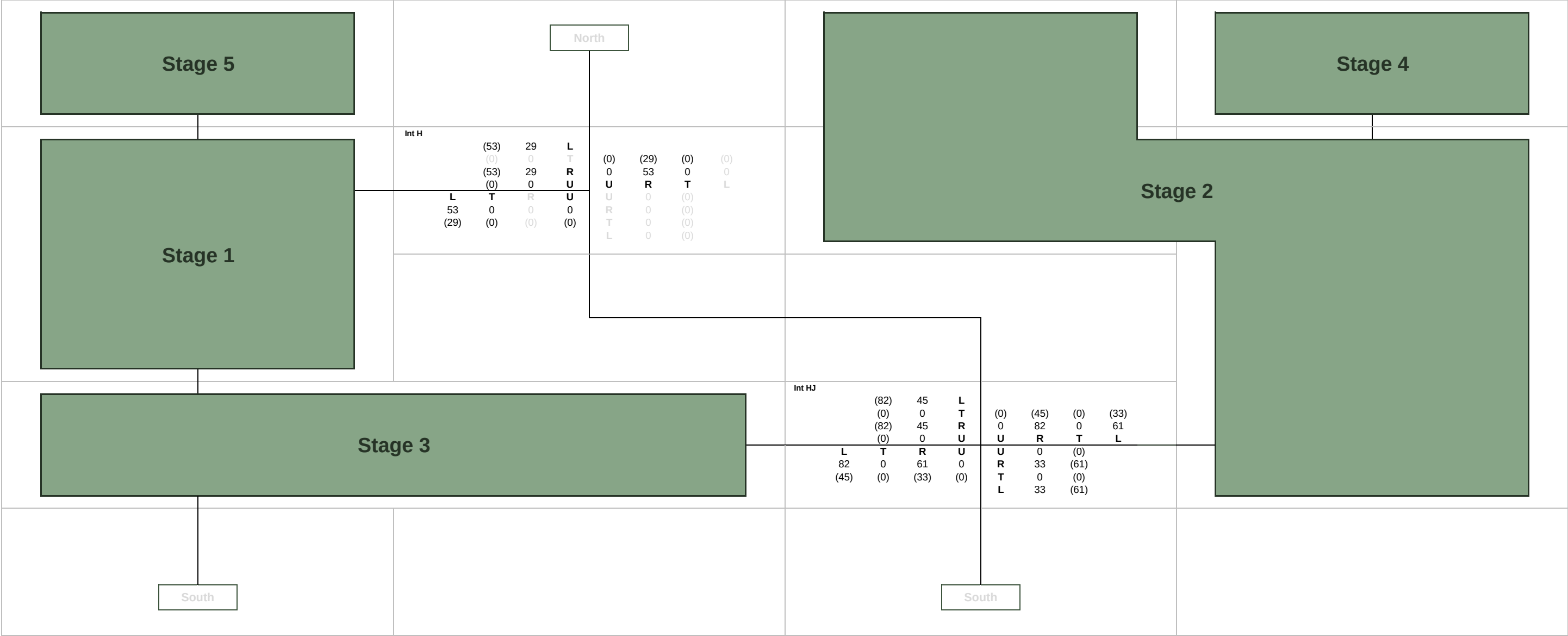


A2
Traffic Model Ultimate Year Traffic Volumes
620.11743.00004
Yarrabilba Master Plan Development MIBA South ROL 1

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



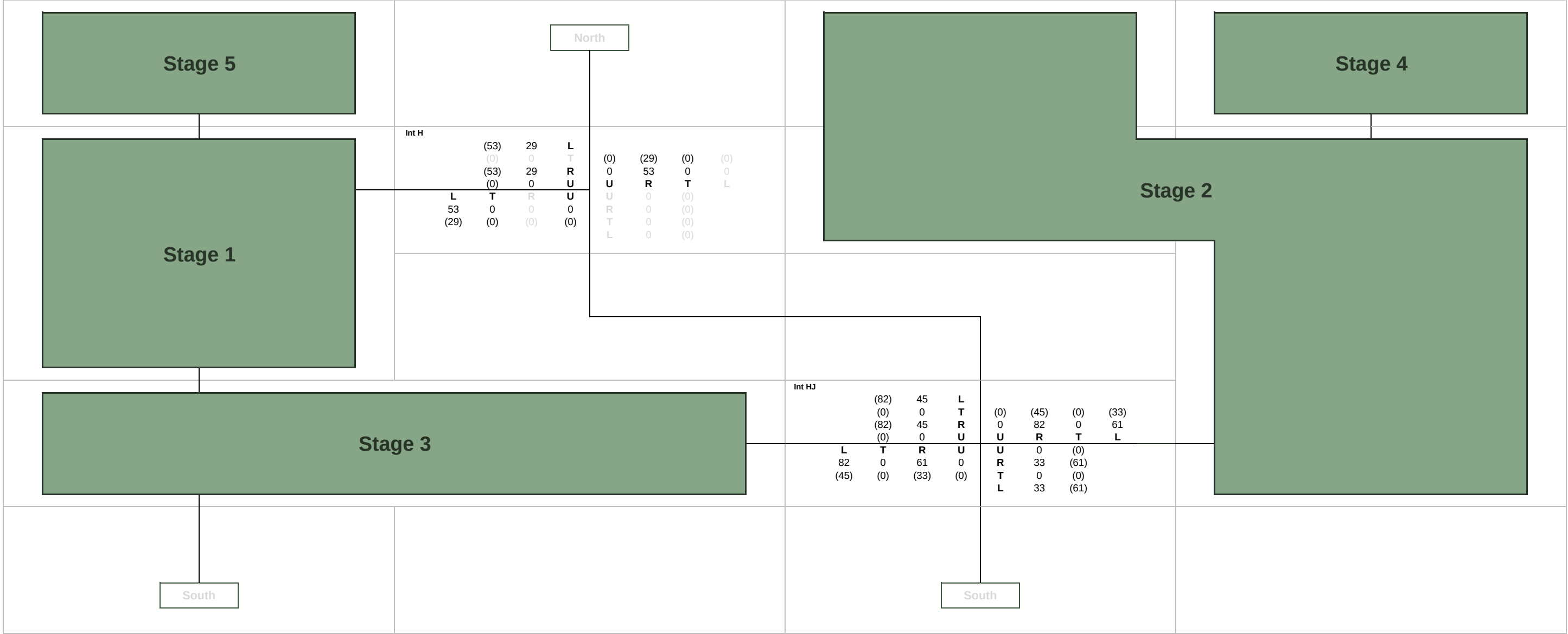


A3
2031 Development Traffic Volumes
620.11743.00004
Yarrabilba Master Plan Development MIBA South ROL 1

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**



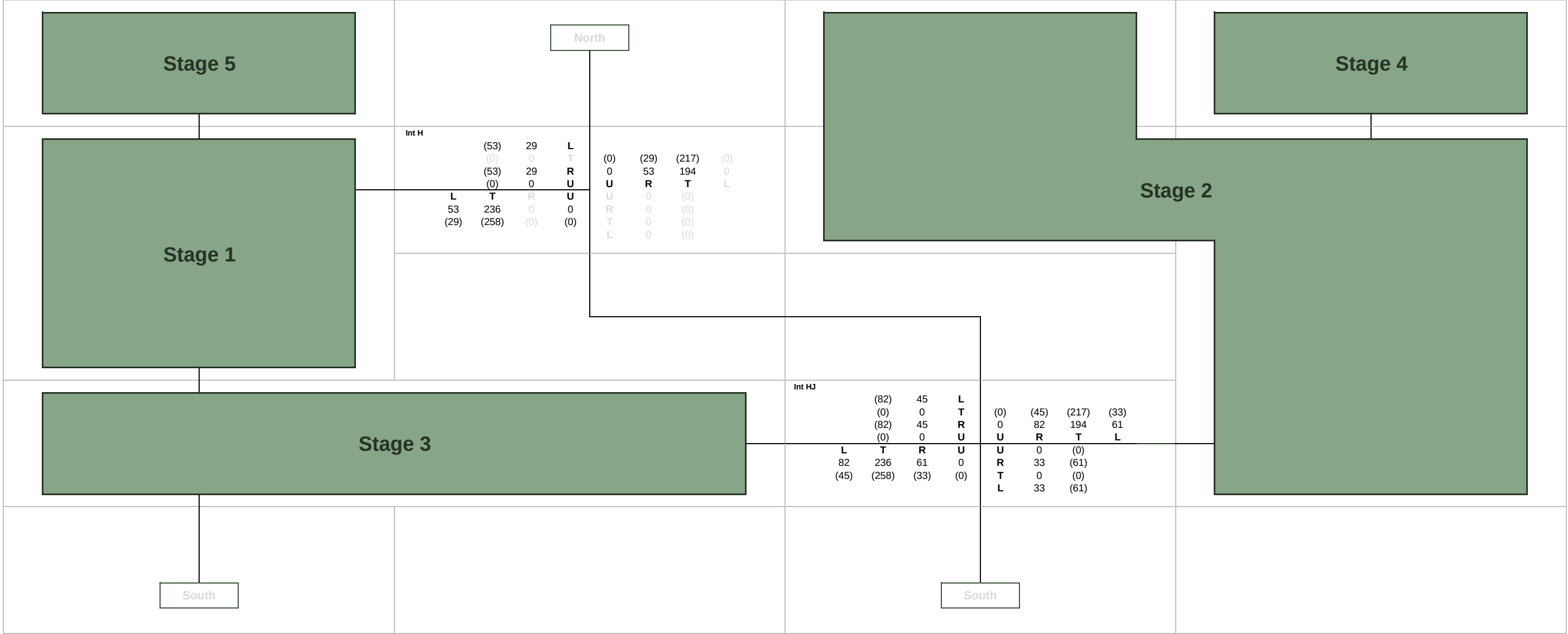


A4
Ultimate Year Development Traffic Volumes
620.11743.00004
Yarrabilba Master Plan Development MIBA South ROL 1

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



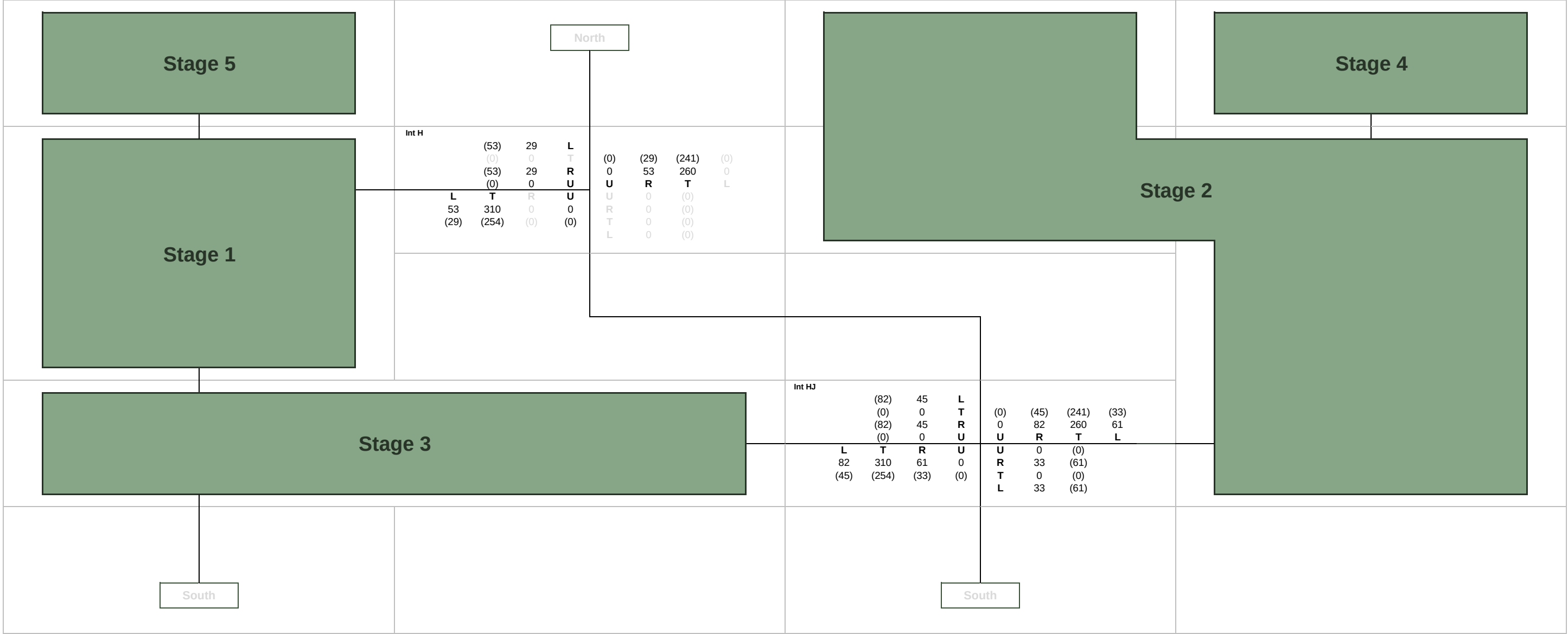


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2031 Background and Development Traffic Volumes
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Yarrabilba Master Plan Development MIBA South ROL 1

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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



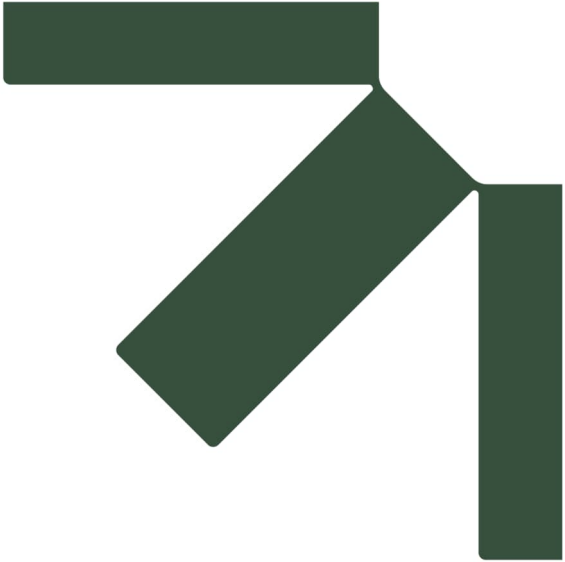


A6
Ultimate Year Background and Development Traffic Volumes
620.11743.00004
Yarrabilba Master Plan Development MIBA South ROL 1

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





Appendix E Detailed SIDRA Outputs Scenario 1 Interim (2031)

Yarrabilba, MIBA South ROL 1

Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00001

13 June 2025

SITE LAYOUT

 **Site: H [Int H - 2031 AM (Site Folder: General)]**

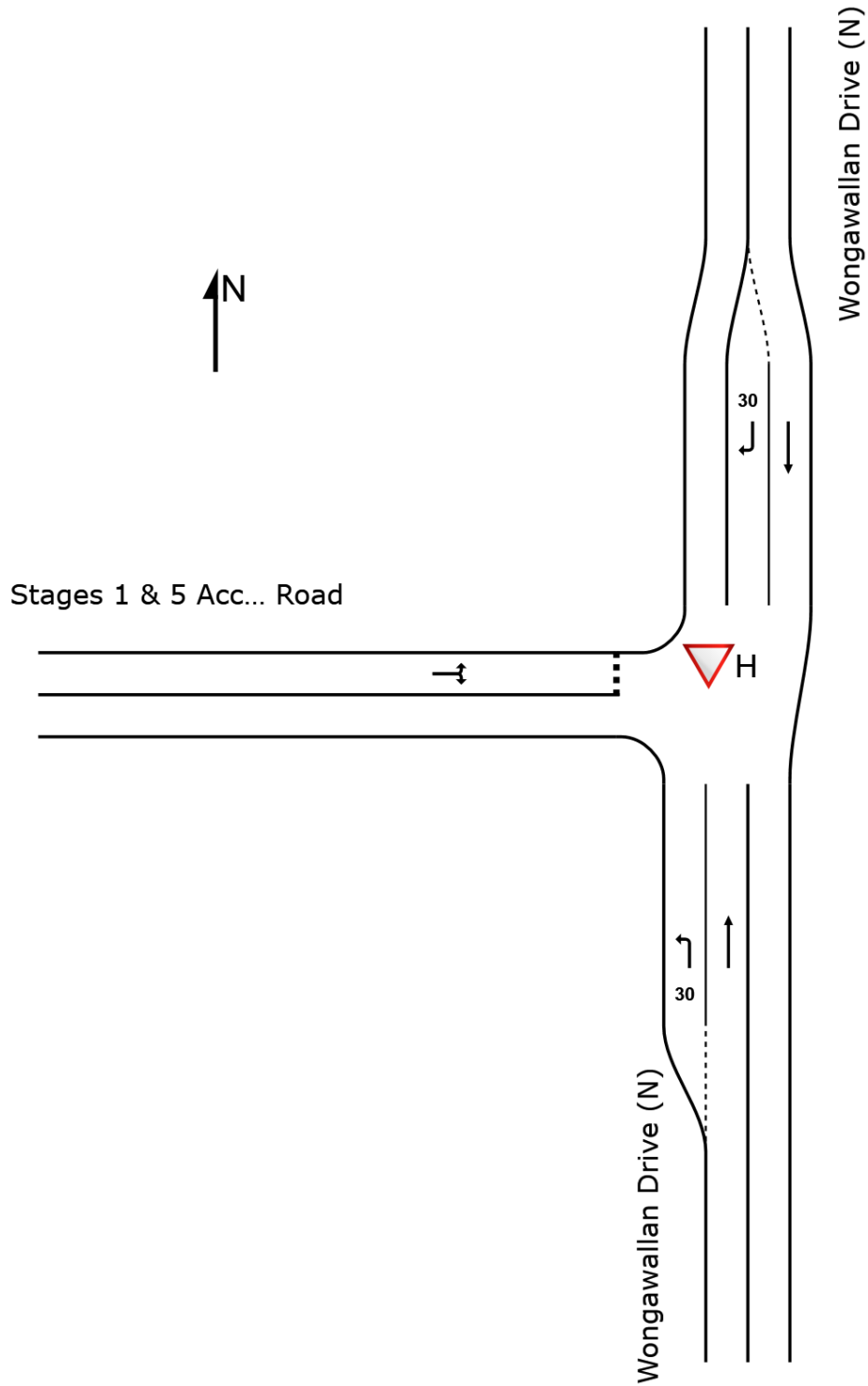
Intersection: Wongawallan Drive / MIBA South Stages 1-5 Access Road

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: H [Int H - 2031 PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Intersection: Wongawallan Drive / MIBA South Stages 1-5 Access Road

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]											
			veh/h	%	veh/h	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Wongawallan Drive (N)															
1	L2	All MCs	31	10.0	31	10.0	0.017	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	41.4
2	T1	All MCs	272	10.0	272	10.0	0.143	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			302	10.0	302	10.0	0.143	0.6	NA	0.0	0.0	0.00	0.06	0.00	57.9
North: Wongawallan Drive (N)															
8	T1	All MCs	228	10.0	228	10.0	0.120	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	31	10.0	31	10.0	0.030	7.0	LOS A	0.1	0.9	0.36	0.59	0.36	38.3
Approach			259	10.0	259	10.0	0.120	0.8	NA	0.1	0.9	0.04	0.07	0.04	57.0
West: Stages 1 & 5 Access Road															
10	L2	All MCs	56	10.0	56	10.0	0.170	6.1	LOS A	0.7	5.2	0.51	0.66	0.51	35.2
12	R2	All MCs	56	10.0	56	10.0	0.170	10.4	LOS B	0.7	5.2	0.51	0.66	0.51	35.2
Approach			112	10.0	112	10.0	0.170	8.3	LOS A	0.7	5.2	0.51	0.66	0.51	35.2
All Vehicles			673	10.0	673	10.0	0.170	2.0	NA	0.7	5.2	0.10	0.16	0.10	52.9

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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MOVEMENT SUMMARY

▼ Site: H [Int H - 2031 AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Intersection: Wongawallan Drive / MIBA South Stages 1-5 Access Road

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]						[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Wongawallan Drive (N)															
1	L2	All MCs	56	10.0	56	10.0	0.031	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	41.4
2	T1	All MCs	248	10.0	248	10.0	0.131	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			304	10.0	304	10.0	0.131	1.0	NA	0.0	0.0	0.00	0.11	0.00	56.2
North: Wongawallan Drive (N)															
8	T1	All MCs	204	10.0	204	10.0	0.108	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	56	10.0	56	10.0	0.055	7.0	LOS A	0.2	1.7	0.37	0.60	0.37	38.3
Approach			260	10.0	260	10.0	0.108	1.5	NA	0.2	1.7	0.08	0.13	0.08	54.6
West: Stages 1 & 5 Access Road															
10	L2	All MCs	31	10.0	31	10.0	0.091	5.9	LOS A	0.3	2.7	0.47	0.63	0.47	35.6
12	R2	All MCs	31	10.0	31	10.0	0.091	9.8	LOS A	0.3	2.7	0.47	0.63	0.47	35.6
Approach			61	10.0	61	10.0	0.091	7.8	LOS A	0.3	2.7	0.47	0.63	0.47	35.6
All Vehicles			625	10.0	625	10.0	0.131	1.9	NA	0.3	2.7	0.08	0.17	0.08	53.1

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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SITE LAYOUT

 **Site: HJ [Int HJ - 2031 AM (Site Folder: General)]**

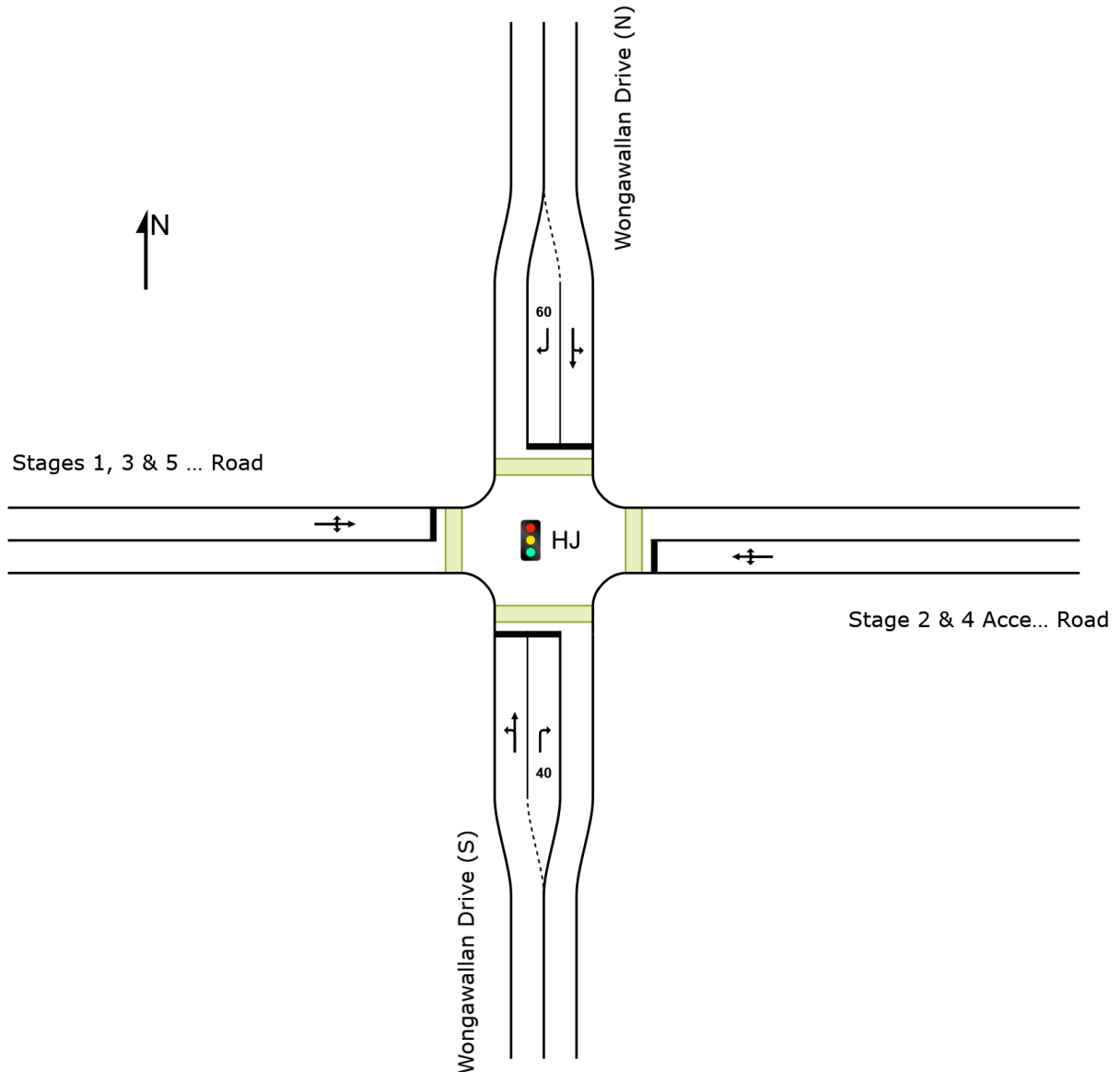
Intersection: Wongawallan Drive / MIBA South Stages 1-5 Access Road

Prepared by: JH

Site Category: Proposed Layout

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Wongawallan Drive (S)												
P1	Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
East: Stage 2 & 4 Access Road												

P2 Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
North: Wongawallan Drive (N)											
P3 Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
West: Stages 1, 3 & 5 Access Road											
P4 Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
All Pedestrians	40	42	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

 Site: HJ [Int HJ - 2031 AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Intersection: Wongawallan Drive / MIBA South Stages 1-5 Access Road

Prepared by: JH

Site Category: Proposed Layout

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Int HJ Phasing

Input Phase Sequence: A, B, C

Output Phase Sequence: A, B, C

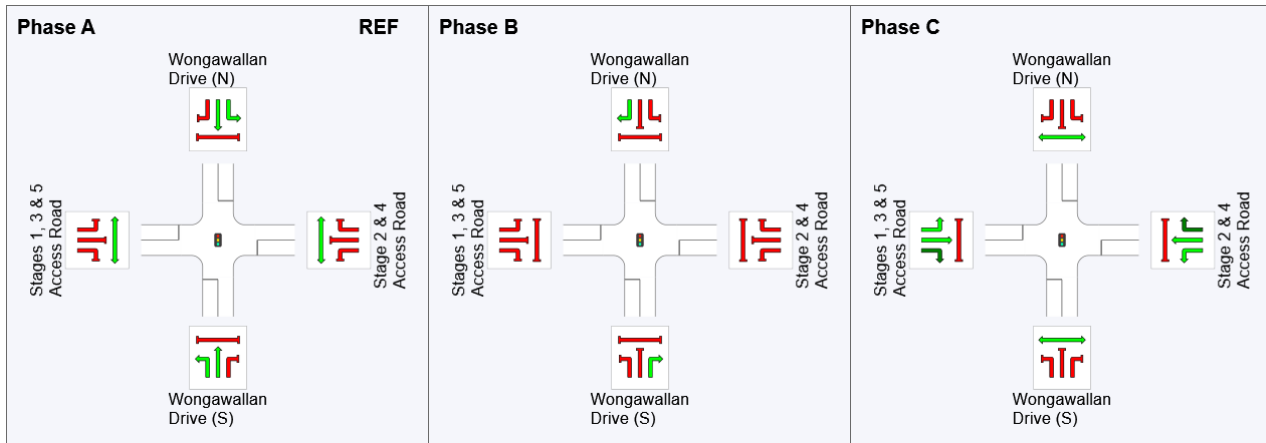
Reference Phase: Phase A

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0	31	43
Green Time (sec)	25	6	11
Phase Time (sec)	31	12	17
Phase Split	52%	20%	28%
Phase Frequency (%)	100.0	100.0	100.0

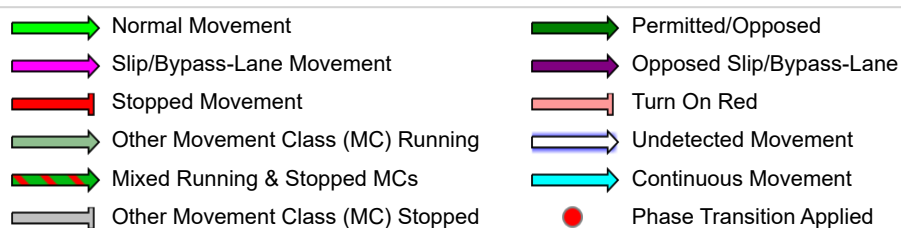
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase



Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Wongawallan Drive (S)												
P1	Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
East: Stage 2 & 4 Access Road												

P2 Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
North: Wongawallan Drive (N)											
P3 Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
West: Stages 1, 3 & 5 Access Road											
P4 Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
All Pedestrians	40	42	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

 Site: HJ [Int HJ - 2031 PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Intersection: Wongawallan Drive / MIBA South Stages 1-5 Access Road

Prepared by: JH

Site Category: Proposed Layout

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Int HJ Phasing

Input Phase Sequence: A, B, C

Output Phase Sequence: A, B, C

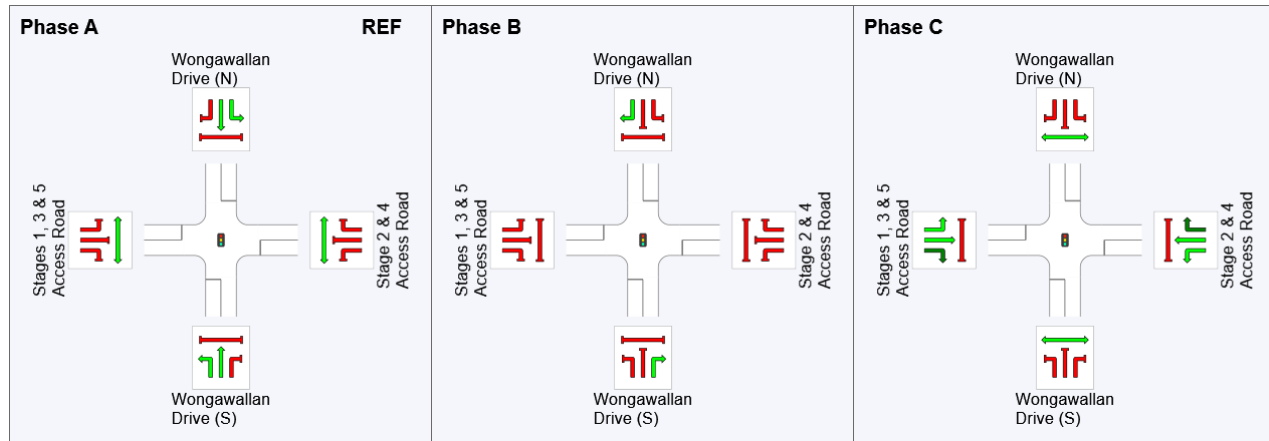
Reference Phase: Phase A

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0	26	38
Green Time (sec)	20	6	16
Phase Time (sec)	26	12	22
Phase Split	43%	20%	37%
Phase Frequency (%)	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

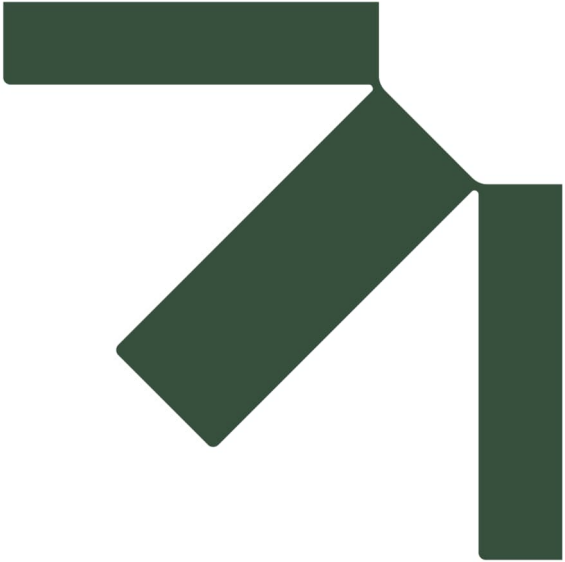
Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

 Normal Movement	 Permitted/Opposed
 Slip/Bypass-Lane Movement	 Opposed Slip/Bypass-Lane
 Stopped Movement	 Turn On Red
 Other Movement Class (MC) Running	 Undetected Movement
 Mixed Running & Stopped MCs	 Continuous Movement
 Other Movement Class (MC) Stopped	 Phase Transition Applied



Appendix F Detailed SIDRA Outputs Scenario 2 Ultimate

Yarrabilba, MIBA South ROL 1

Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00001

13 June 2025

SITE LAYOUT

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

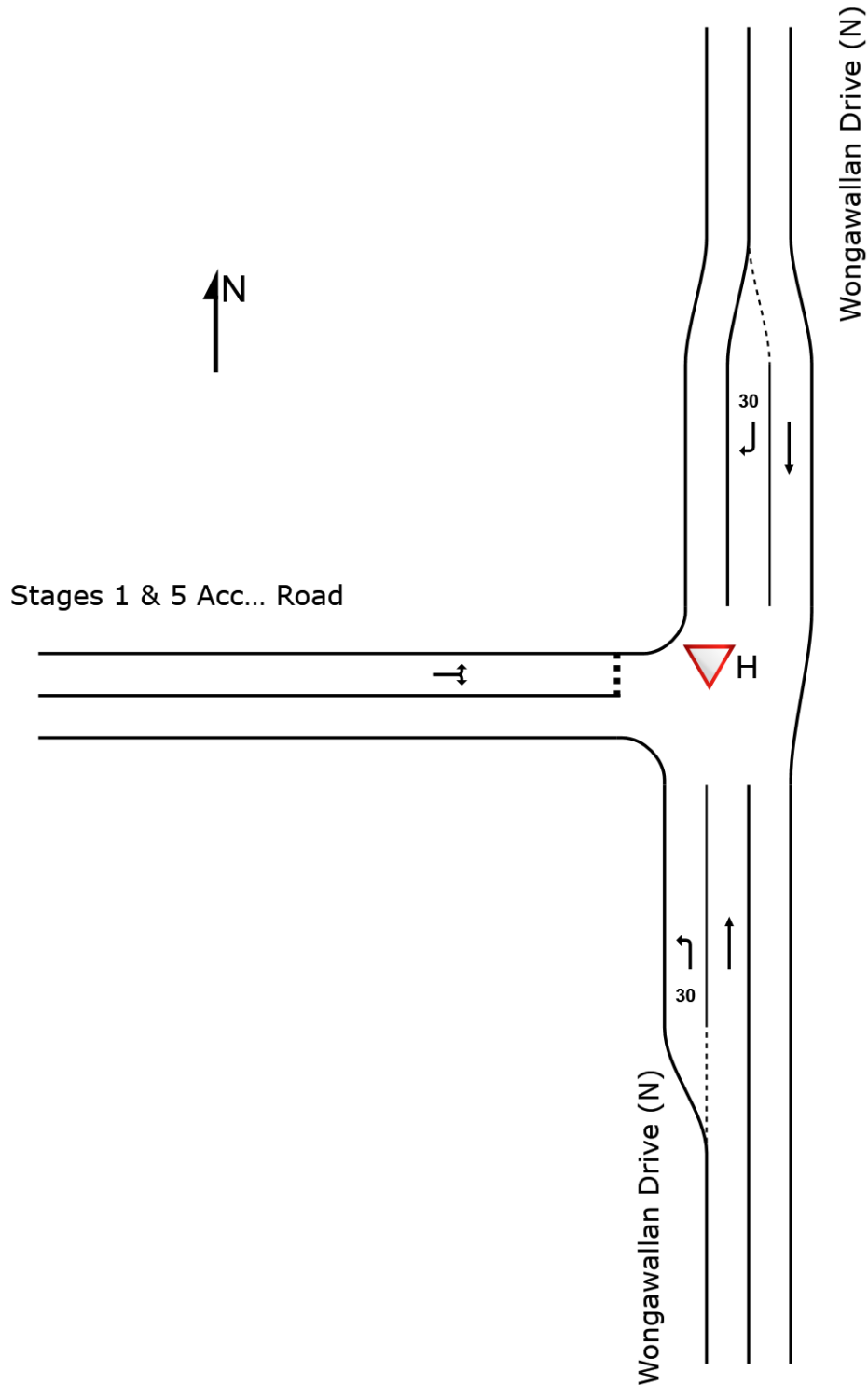
Intersection: Wongawallan Drive / MIBA South Stages 1-5 Access Road

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: H [Int H - Ult PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Intersection: Wongawallan Drive / MIBA South Stages 1-5 Access Road

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]											
			veh/h	%	veh/h	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Wongawallan Drive (N)															
1	L2	All MCs	31	10.0	31	10.0	0.017	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	41.4
2	T1	All MCs	267	10.0	267	10.0	0.141	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			298	10.0	298	10.0	0.141	0.6	NA	0.0	0.0	0.00	0.06	0.00	57.8
North: Wongawallan Drive (N)															
8	T1	All MCs	254	10.0	254	10.0	0.134	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	31	10.0	31	10.0	0.030	7.0	LOS A	0.1	0.9	0.36	0.59	0.36	38.3
Approach			284	10.0	284	10.0	0.134	0.8	NA	0.1	0.9	0.04	0.06	0.04	57.2
West: Stages 1 & 5 Access Road															
10	L2	All MCs	56	10.0	56	10.0	0.173	6.1	LOS A	0.7	5.3	0.51	0.66	0.51	35.0
12	R2	All MCs	56	10.0	56	10.0	0.173	10.7	LOS B	0.7	5.3	0.51	0.66	0.51	35.0
Approach			112	10.0	112	10.0	0.173	8.4	LOS A	0.7	5.3	0.51	0.66	0.51	35.0
All Vehicles			694	10.0	694	10.0	0.173	1.9	NA	0.7	5.3	0.10	0.16	0.10	53.1

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: H [Int H - Ult AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Intersection: Wongawallan Drive / MIBA South Stages 1-5 Access Road

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: Wongawallan Drive (N)															
1	L2	All MCs	56	10.0	56	10.0	0.031	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	41.4
2	T1	All MCs	326	10.0	326	10.0	0.172	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			382	10.0	382	10.0	0.172	0.8	NA	0.0	0.0	0.00	0.08	0.00	57.0
North: Wongawallan Drive (N)															
8	T1	All MCs	274	10.0	274	10.0	0.144	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	56	10.0	56	10.0	0.060	7.5	LOS A	0.2	1.8	0.42	0.63	0.42	37.6
Approach			329	10.0	329	10.0	0.144	1.3	NA	0.2	1.8	0.07	0.11	0.07	55.5
West: Stages 1 & 5 Access Road															
10	L2	All MCs	31	10.0	31	10.0	0.110	6.4	LOS A	0.4	3.1	0.55	0.70	0.55	34.0
12	R2	All MCs	31	10.0	31	10.0	0.110	12.3	LOS B	0.4	3.1	0.55	0.70	0.55	34.0
Approach			61	10.0	61	10.0	0.110	9.3	LOS A	0.4	3.1	0.55	0.70	0.55	34.0
All Vehicles			773	10.0	773	10.0	0.172	1.7	NA	0.4	3.1	0.07	0.14	0.07	54.0

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 (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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SITE LAYOUT

 **Site: HJ [Int HJ - Ult AM - S3 3Phase (Site Folder: General)]**

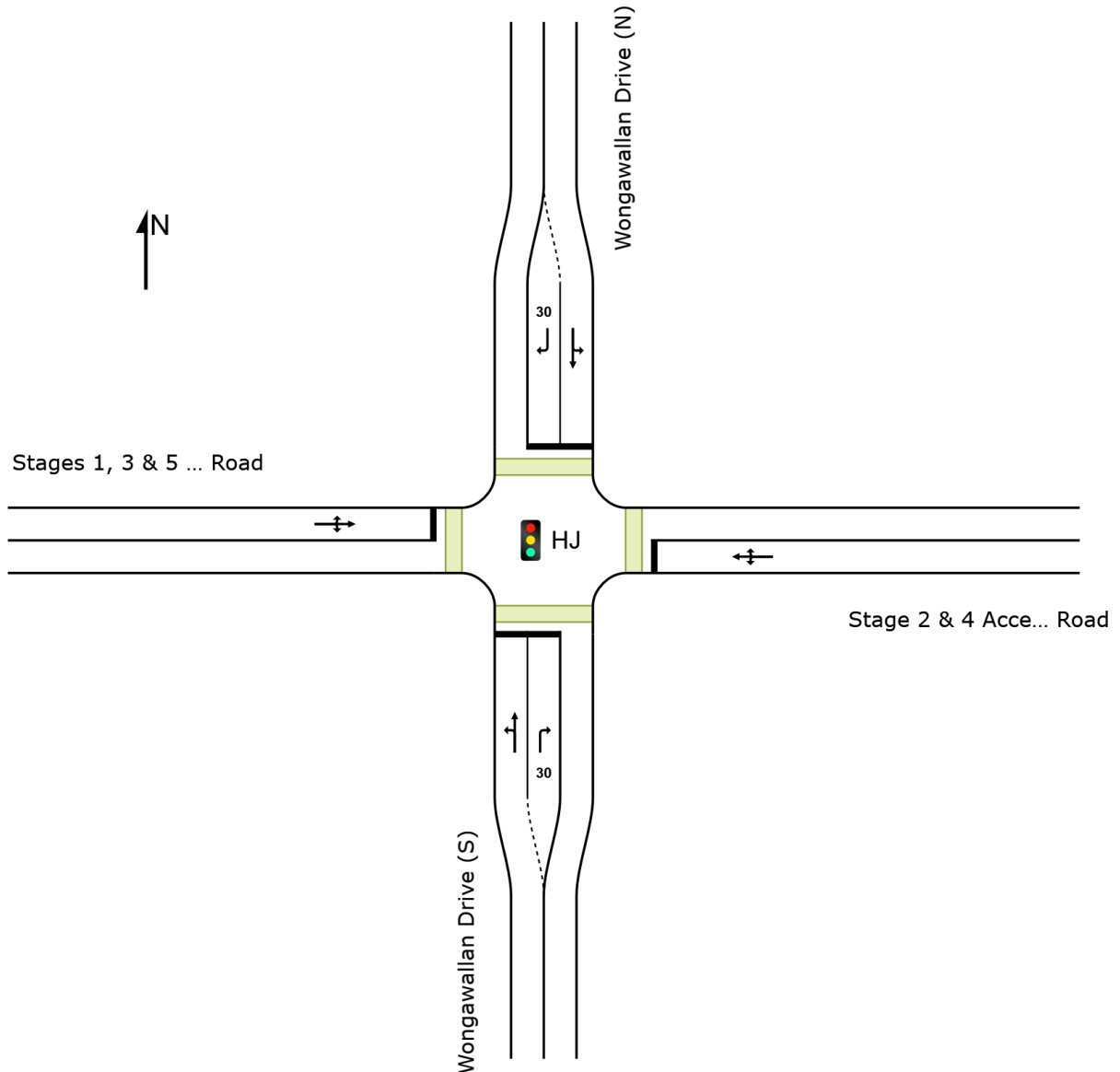
Intersection: Wongawallan Drive / MIBA South Stages 1-5 Access Road

Prepared by: JH

Site Category: Proposed Layout

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



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Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Wongawallan Drive (S)												
P1	Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
East: Stage 2 & 4 Access Road												

P2 Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
North: Wongawallan Drive (N)											
P3 Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
West: Stages 1, 3 & 5 Access Road											
P4 Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
All Pedestrians	40	42	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: H:\Projects-SLR\620-BNE\620-BNE\620.11743 Yarrabilba Master Plan Development\00 Data\MIBA masterplanning\2025 03 26 - SLR MIBA South ROL 1 SIDRA and TIA\Analysis\620.V11743.00004-S01-v0.2 20250513.sip9

PHASING SUMMARY

 Site: HJ [Int HJ - Ult AM - S3 3Phase (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Intersection: Wongawallan Drive / MIBA South Stages 1-5 Access Road

Prepared by: JH

Site Category: Proposed Layout

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Int HJ Phasing

Input Phase Sequence: A, B, C

Output Phase Sequence: A, B, C

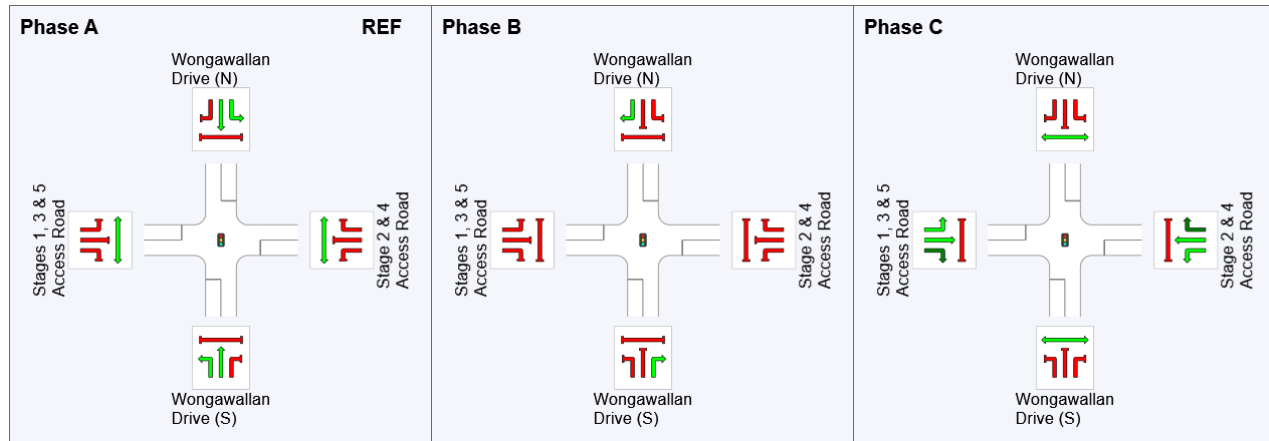
Reference Phase: Phase A

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0	26	38
Green Time (sec)	20	6	16
Phase Time (sec)	26	12	22
Phase Split	43%	20%	37%
Phase Frequency (%)	100.0	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement		Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running		Undetected Movement
	Mixed Running & Stopped MCs		Continuous Movement
	Other Movement Class (MC) Stopped		Phase Transition Applied

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Wongawallan Drive (S)												
P1	Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
East: Stage 2 & 4 Access Road												

P2 Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
North: Wongawallan Drive (N)											
P3 Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
West: Stages 1, 3 & 5 Access Road											
P4 Full	10	11	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
All Pedestrians	40	42	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: H:\Projects-SLR\620-BNE\620-BNE\620.11743 Yarrabilba Master Plan Development\00 Data\MIBA masterplanning\2025 03 26 - SLR MIBA South ROL 1 SIDRA and TIA\Analysis\620.V11743.00004-S01-v0.2 20250513.sip9

PHASING SUMMARY

 Site: HJ [Int HJ - Ult PM - S3 3Phase (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Intersection: Wongawallan Drive / MIBA South Stages 1-5 Access Road

Prepared by: JH

Site Category: Proposed Layout

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Int HJ Phasing

Input Phase Sequence: A, B, C

Output Phase Sequence: A, B, C

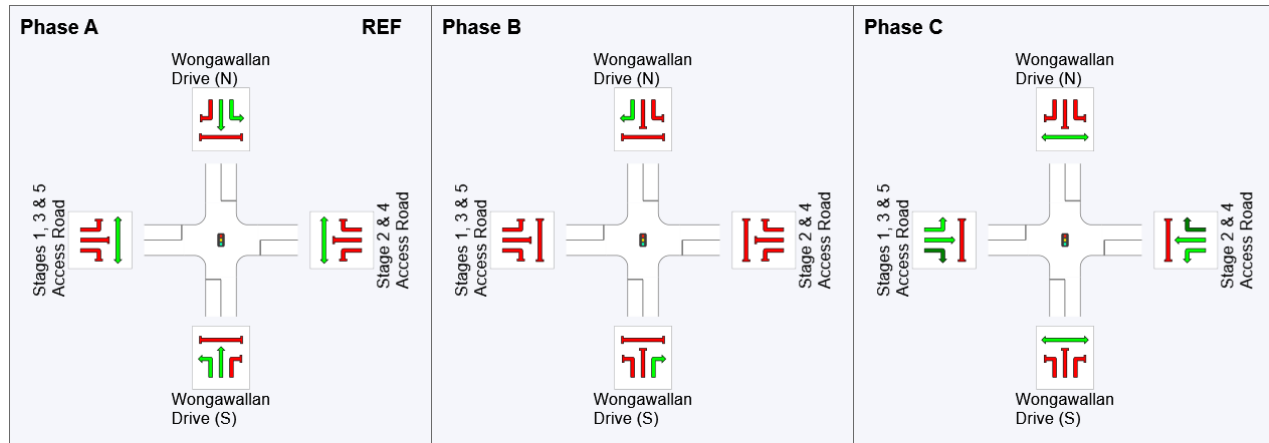
Reference Phase: Phase A

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0	21	33
Green Time (sec)	15	6	21
Phase Time (sec)	21	12	27
Phase Split	35%	20%	45%
Phase Frequency (%)	100.0	100.0	100.0

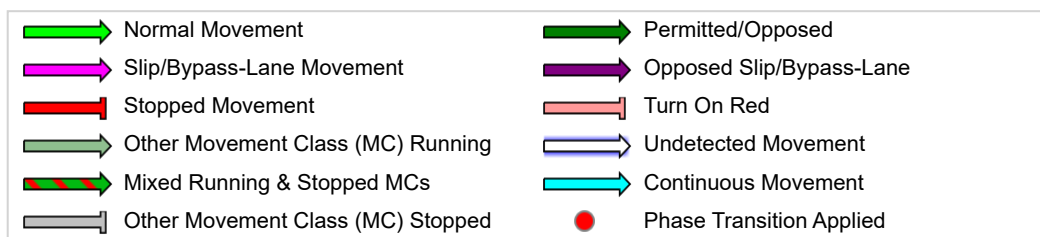
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

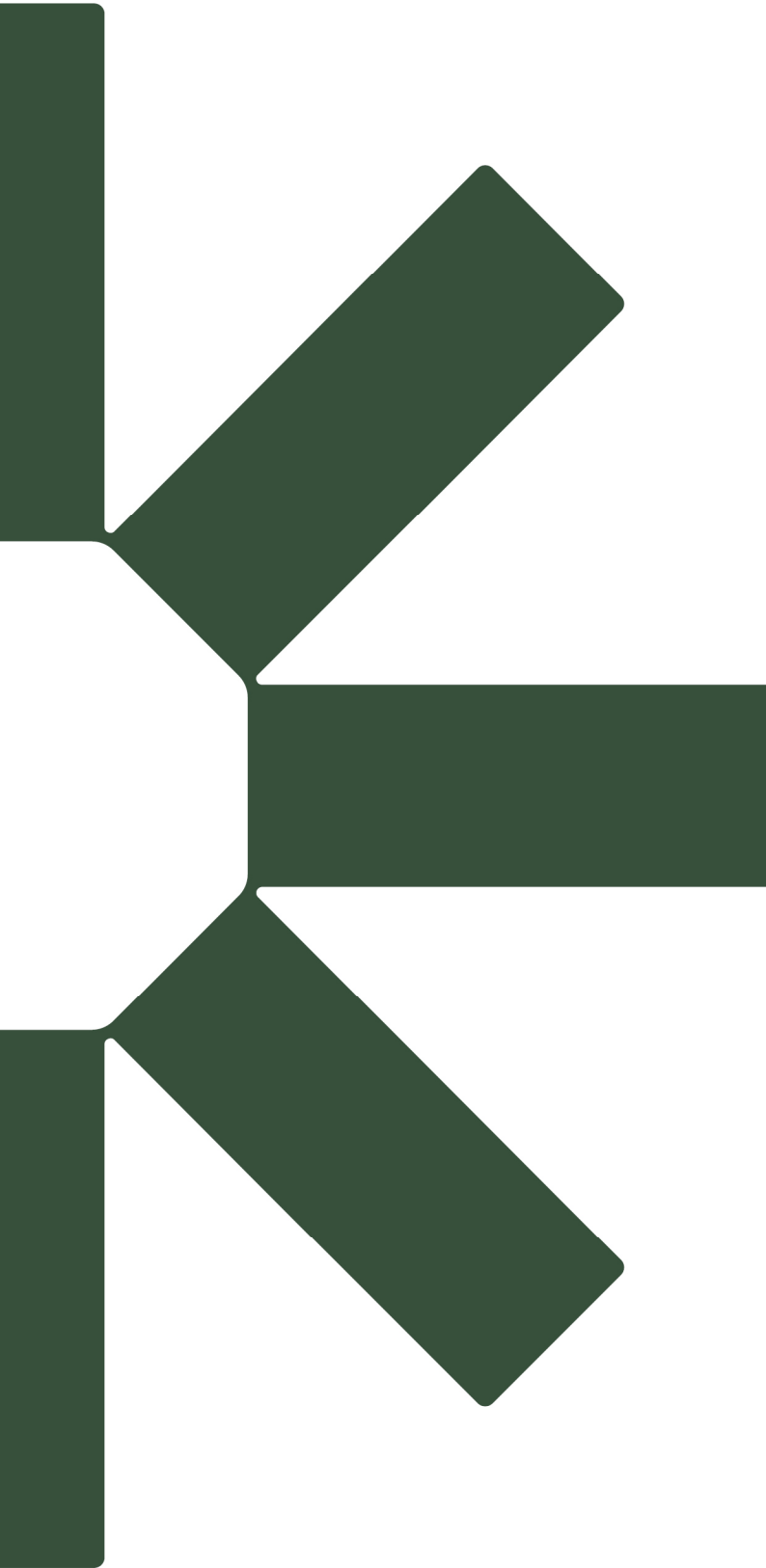
Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase





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