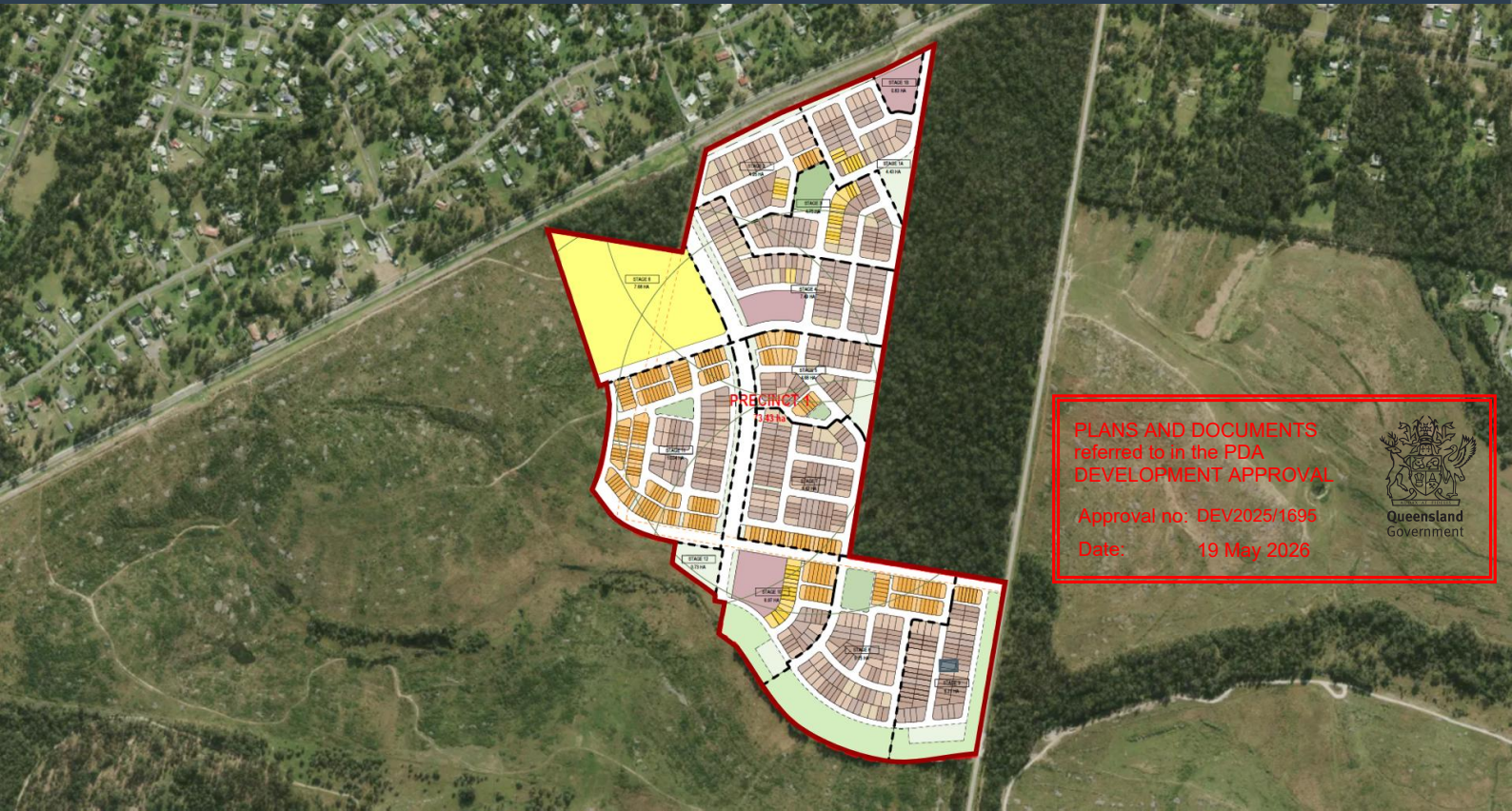


# Riverbend Precinct 1

## Traffic Impact Assessment



17 April 2026





## DOCUMENT CONTROL

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## LIST OF ACRONYMS

DOS	Degree of Saturation
EDQ	Economic Development Queensland
GTIA	Guide in Traffic Impact Assessment
IMP	Infrastructure Master Plan
LOS	Level of Service
PDA	Priority Development Area
PSA	PSA Consulting
TIA	Traffic Impact Assessment
TMR	Department of Transport and Main Road



# 1. INTRODUCTION

## 1.1 BACKGROUND

PSA Consulting (PSA) has been engaged by Celestino to prepare a Traffic Impact Assessment (TIA) to accompany a Development Application (DA) for the proposed development at 155-243 Bushland Road, 1394-1432 Teviot Road, 1294-1352 Teviot Road, Jimboomba (Lots 102, 105, and 106 SP254145). The site is located within the Greater Flagstone Priority Development Area (PDA), as designated by Economic Development Queensland (EDQ).

This report includes traffic engineering advice for Precinct 1 of the Riverbend Master Planned Community. A Movement Network Infrastructure Master Plan (IMP) was also completed by PSA in March 2025 and was endorsed by EDQ on 12 June 2025. Figure 1 shows the development site in relation to the surrounding area and road network.



Figure 1: Site Locality (Source: Nearmap, goodrock, PSA)

## 1.2 REPORT STRUCTURE

This TIA has been prepared in accordance with the EDQ PDA Guideline No.06 Street and movement network and Department of Transport and Main Road (TMR) Guide in Traffic Impact Assessment (GTIA).

This report includes the following sections:

- Existing Conditions
- Development Profile
- Movement Network Infrastructure Master Plan
  - Road Network
  - Public Transport Network
  - Active Transport Network
- Traffic Impact Assessment
- Site Access Assessment
- Summary



## 2. EXISTING CONDITIONS

### 2.1 EXISTING SITE

The proposed development site is located on land that has traditionally been used for cattle grazing at 155-243 Bushland Road, 1394-1432 Teviot Road, 1294-1352 Teviot Road, Jimboomba. The immediate area is surrounded by residential developments to the north and west and a vegetated area to the east which is state-owned land. Figure 2 shows the development site in relation to the surrounding area and road network.

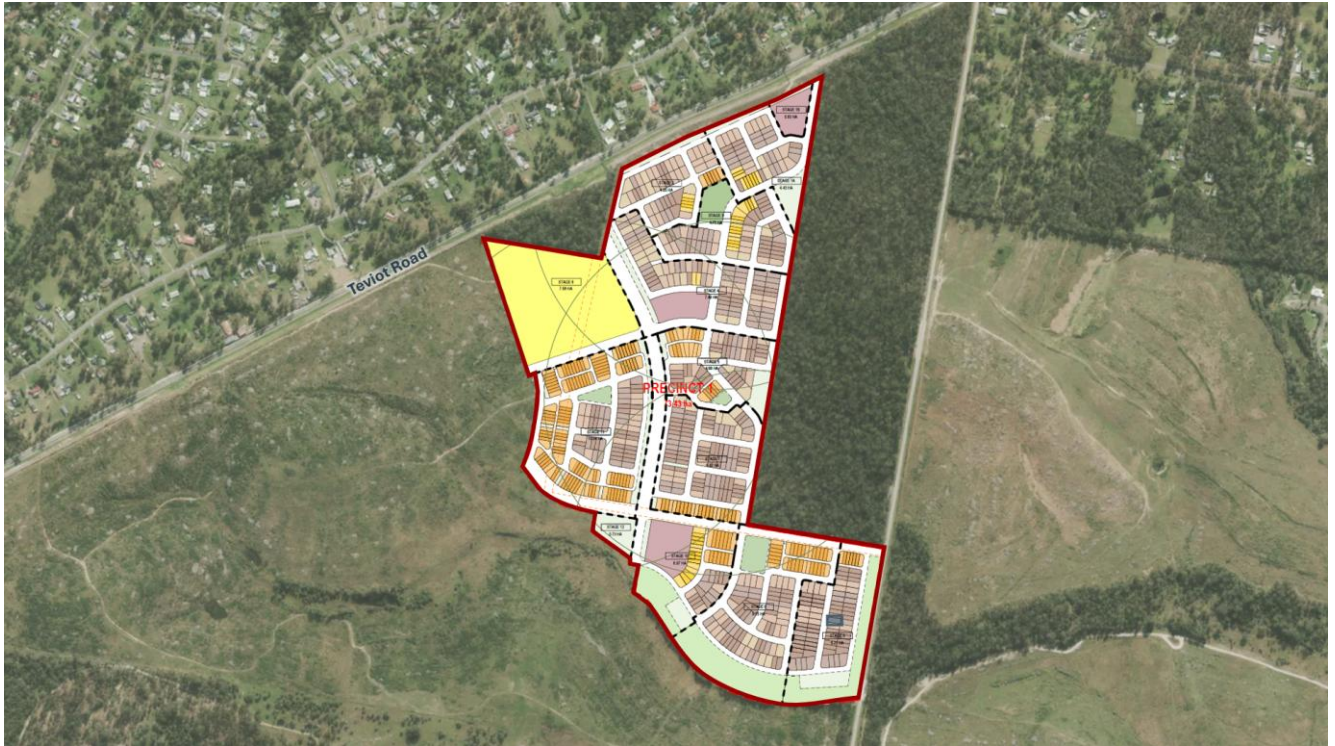


Figure 2: Development Site Overview (Source: Nearmap, PSA)

### 2.2 SURROUNDING ROAD NETWORK

The proposed development is bounded by Teviot Road to the north-west. Teviot Road is currently a two-lane, two-way, undivided arterial road, spanning from Middle Road, Greenbank to Glynton Road, Jimboomba. South of Glynton Road, Teviot Road (interim design) is constructed up to Gittins Road, however, is not currently operational for public use between Bushland Drive and Bushman Drive. An existing footpath is present along Teviot Road opposite to the development site. Teviot Road is proposed to be ultimately widened to a four-lane dual carriageway and separated cycle track for the full length from Middle Road, Greenbank to Gittins Road in the south.

### 2.3 EXISTING PUBLIC TRANSPORT

TransLink Bus Route 535 currently services the Flagstone area, travelling along Teviot Road before turning right onto Homestead Drive, with its final destination at Undullah. The alignment of Route 535 is illustrated in Figure 3.

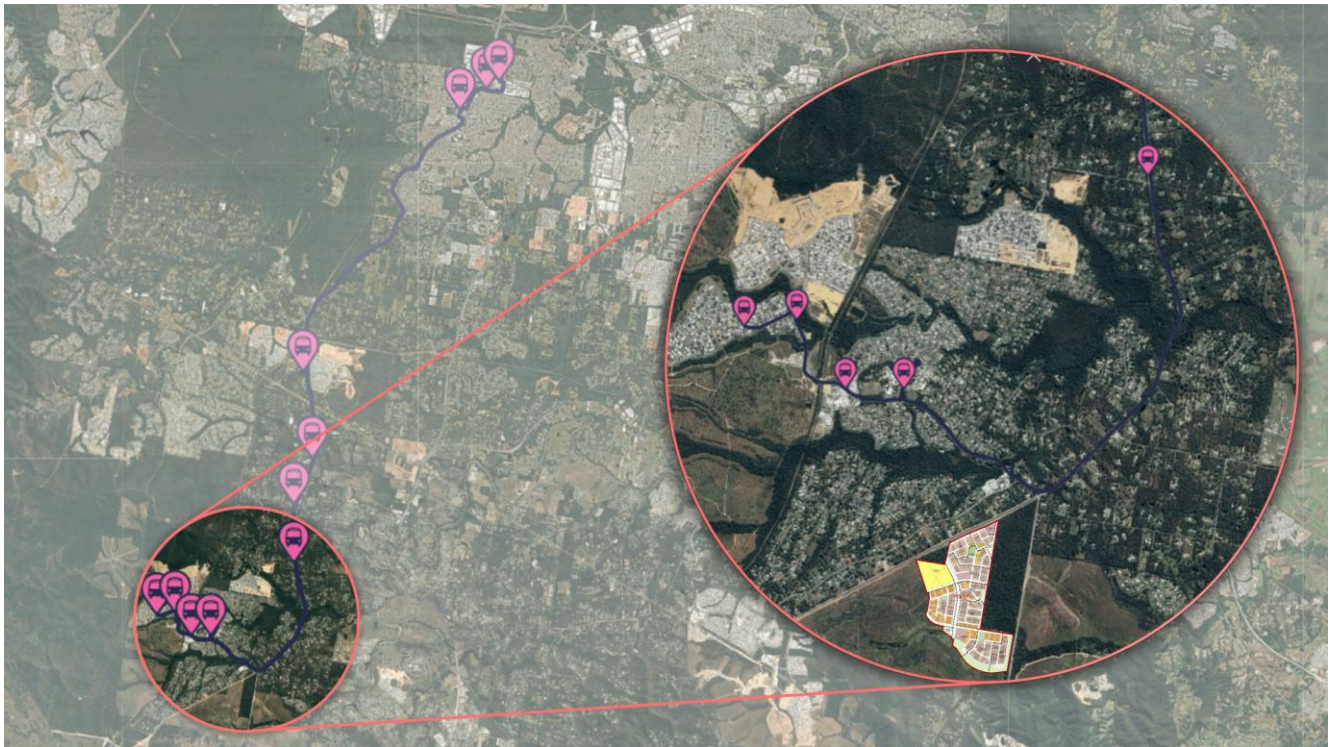


Figure 3: TransLink 535 Bus Route (Source: TransLink, PSA)

## 2.4 EXISTING ACTIVE TRANSPORT

Teviot Road currently features a footpath on the side opposite the development site. The planned upgrade of the Teviot Road / Homestead Drive / Glynton Road intersection indicates that Teviot Road will feature a shared path along the development frontage, while a separated cycle track will be provided on the opposite side. Moreover, this footpath will extend to connect with Homestead Drive.



### 3. DEVELOPMENT PROFILE

#### 3.1 DEVELOPMENT DETAILS

Precinct 1 of the Riverbend Master Planned Community consists of 974 residential dwellings and a school which will be constructed in 11 stages. The site layout of the proposed development is shown in Figure 4 while full development plans are provided in Appendix 1.

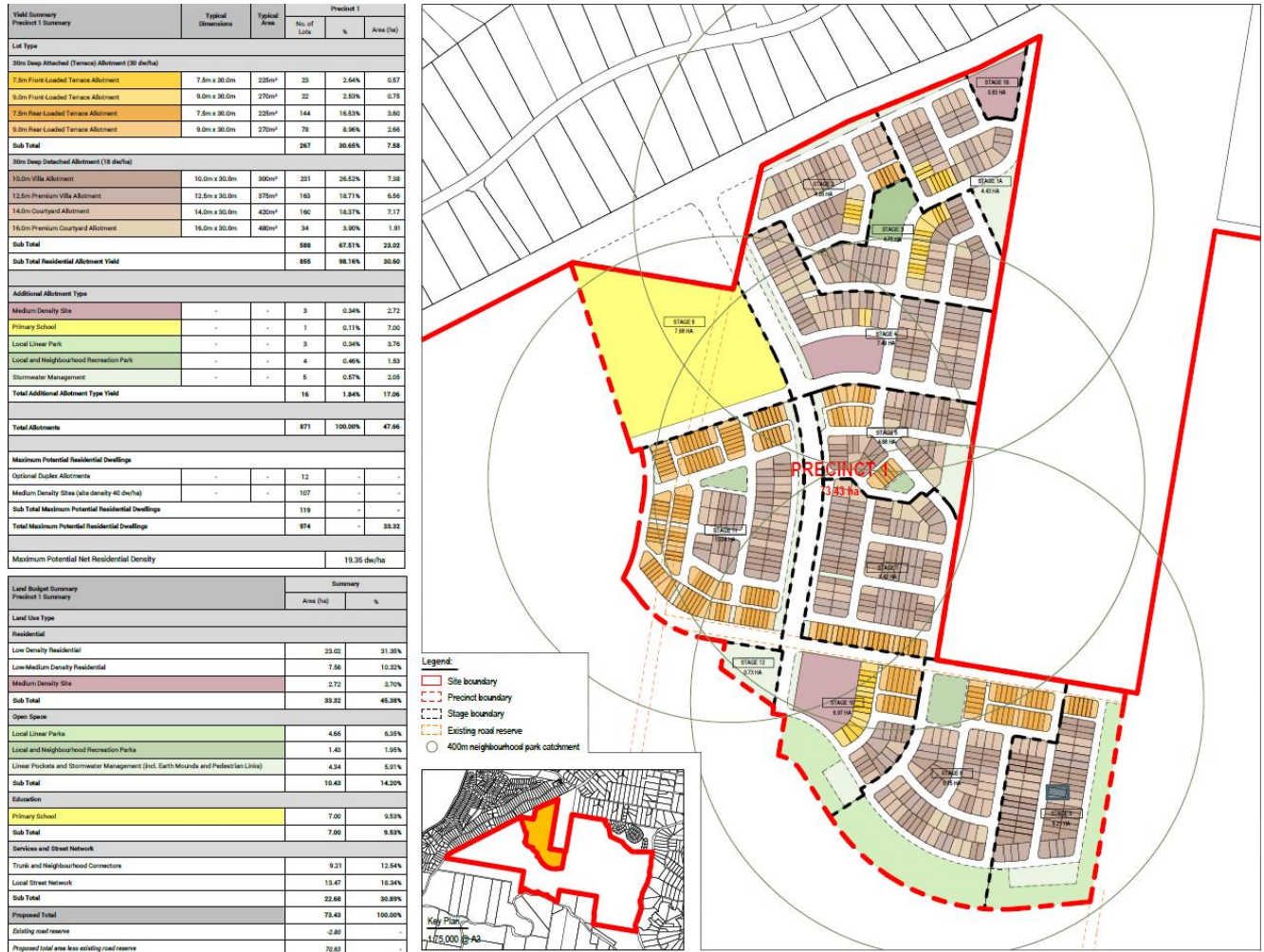


Figure 4: Riverbend Precinct 1 Site Layout (Source: Place Design Group)

#### 3.2 ACCESS ARRANGEMENT

The development access arrangement will be delivered in two stages. For the interim phase, accommodating the first 208 residential lots anticipated in 2027, the interim access will operate as an all-movement intersection. Within 5 years of titling of the 208<sup>th</sup> residential lot a new signalised all-movement intersection will be constructed to the south, and the existing northern intersection will be modified to a left-in / left-out configuration, to cater for the full completion of Precinct 1 by 2030. The interim and ultimate access arrangements are illustrated in Figure 5.

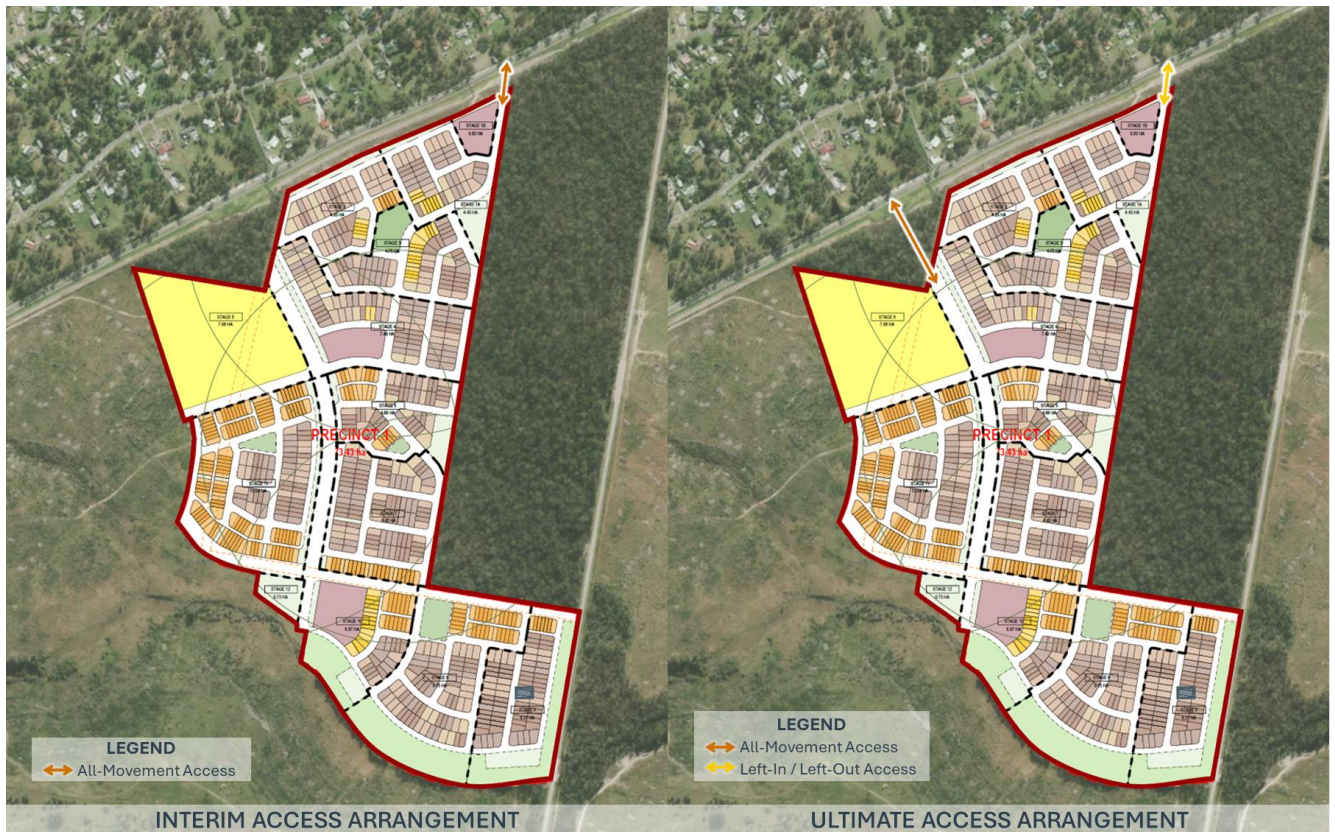


Figure 5: Riverbend Precinct 1 Access Arrangement (Source: MetroMap, PSA)

### 3.3 TRAFFIC GENERATION

A mesoscopic traffic model was developed using AIMSUN software, incorporating outputs from the Veitch Lister Consulting (VLC) Zenith strategic transport model. These outputs were used to calibrate traffic demand and estimate traffic volumes and delays across both the internal road network and surrounding external roads for the 2031 and 2066 future background and design years.

For the purposes of the access arrangements, Precinct 1 of the Riverbend Master Planned Community has been analysed in two phases:

- **Interim scenario (2027):** 208 residential dwellings
- **Ultimate scenario (2030):** 974 residential dwellings and a school

Trip generation for residential dwellings was calculated in accordance with the RTA Guide to Traffic Generating Developments, which outlines a rate of 0.85 trips per dwelling during peak periods. School-related trips were based on the approved Movement Network Infrastructure Master Plan (IMP), which estimates 430 trips during the AM peak and 235 trips during the PM peak.



## 4. TRAFFIC IMPACT ASSESSMENT

### 4.1 KEY PERFORMANCE PARAMETERS

Three key measures of performance are generally used when assessing the operations of intersections. These include:

- Level of Service (LoS);
- Degree of Saturation (DoS) and practical capacity; and
- Queue Length for critical movements.

Allowable thresholds used for this study are defined in the following sections. These thresholds are based on standard practice adopted within Queensland and form the basis of the determination of any deficiencies within the existing or future road network.

#### 4.1.1 Level of Service

The definitions of Levels of Service and delay, as outlined in SIDRA intersection are shown in Table 1. These values are also included in Austroads' Guide to Traffic management Part 3: Transport Study and Analysis Method and acknowledge the extensive use of SIDRA method in the industry practice.

**Table 1: Level of Service (Source: SIDRA)**

LEVEL OF SERVICE	SIGNALISED INTERSECTION	ROUNDBABOUT	UNSIGNALISED INTERSECTION
A	$d \leq 10$	$d \leq 10$	$d \leq 10$
B	$10 < d \leq 20$	$10 < d \leq 20$	$10 < d \leq 15$
C	$20 < d \leq 35$	$20 < d \leq 35$	$20 < d \leq 25$
D	$35 < d \leq 55$	$35 < d \leq 50$	$25 < d \leq 35$
E	$55 < d \leq 80$	$50 < d \leq 70$	$35 < d \leq 50$
F	$80 < d$	$70 < d$	$50 < d$

#### 4.1.2 Critical Delay

As outlined in the Guide to Traffic Impact Assessment (GTIA), for priority-controlled intersections, where average peak hour delays for any turn movement exceeds 42 seconds (the LOS C / D threshold), the intersection should be upgraded for safety reasons, where it is practical to do so. If the delay at a priority-controlled intersection is worsened, the next logical upgrade works item such as an additional turn pocket or a median for two part turns, or then a complete intersection upgrade should be determined.

#### 4.1.3 Degree of Saturation

The effect of differing levels of traffic flow on the operating performance of intersections has traditionally been assessed by dividing the intersection volume with its capacity – referred to as the Degree of Saturation (DOS). As traffic volumes approach the capacity of the intersection, the DOS approaches the theoretical capacity of 1. The practical DOS thresholds used for assessment are presented in Table 2, which are industry standard across jurisdictions.



**Table 2: Practical Degree of Saturation at Intersections (Source: Austroads)**

INTERSECTION TYPE	PRACTICAL DOS
Sign Controlled	0.80
Roundabout	0.85
Signalised	0.90

### 4.1.4 Queue Lengths

The SIDRA queue lengths reported herein are 95th percentile queues. This means that 95% of the time, queue lengths will not exceed the specified queue length. Queue lengths are deemed acceptable if queuing is contained within given storage areas. Where queuing exceeds the short lane capacity, queue lengths can also be deemed acceptable provided that queues do not impact upon major adjacent conflict points (e.g. an adjacent through lane).

## 4.2 TRAFFIC ASSESSMENT SCENARIOS

For this assessment, key intersections have been analysed in the following scenarios:

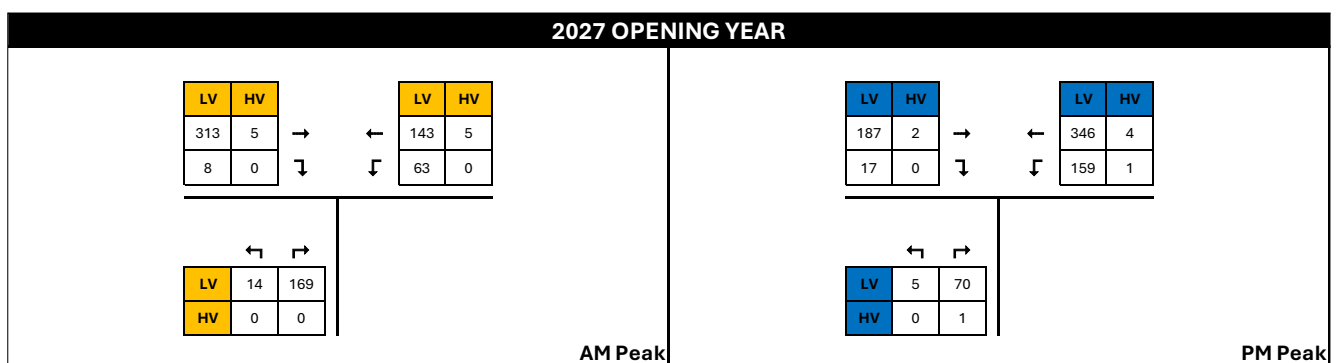
- 2027 opening year
- 2030 Riverbend Precinct 1 completion year
- 2066 Riverbend completion year

SIDRA movement summaries for each scenario are included in Appendix 2.

## 4.3 FUTURE DESIGN TRAFFIC

The AIMSUN model outputs were used to calibrate traffic demand and estimate traffic volumes and delays across both the internal road network and surrounding external roads for the 2031 and 2066 future background years. Trip generation for Riverbend Precinct 1 was added to the background traffic to calculate design traffic, while design traffic volumes for the 2066 were based on the AIMSUN modelling outputs of the entire Riverbend development. The traffic volume turn movement for 2027 opening year, 2030 Riverbend Precinct 1 completion year, and 2066 Riverbend completion year is illustrated in Figure 6 to Figure 8, respectively.

Conservative assessment has been undertaken with turning movements into the Precinct 1 for the full development of Stages 1-3 of 300 lots, despite access arrangements proposing to change after the development of 208 lots.



**Figure 6: 2027 Opening Year Traffic Volume (Source: PSA)**

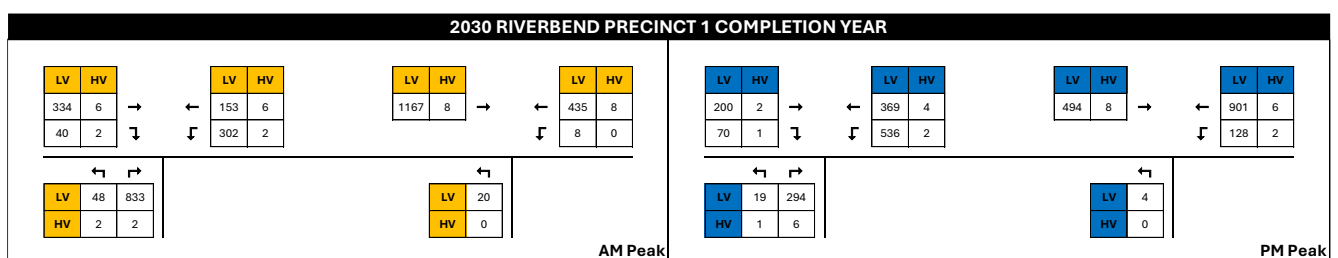




Figure 7: 2030 Riverbend Precinct 1 Completion Year Traffic Volume (Source: PSA)

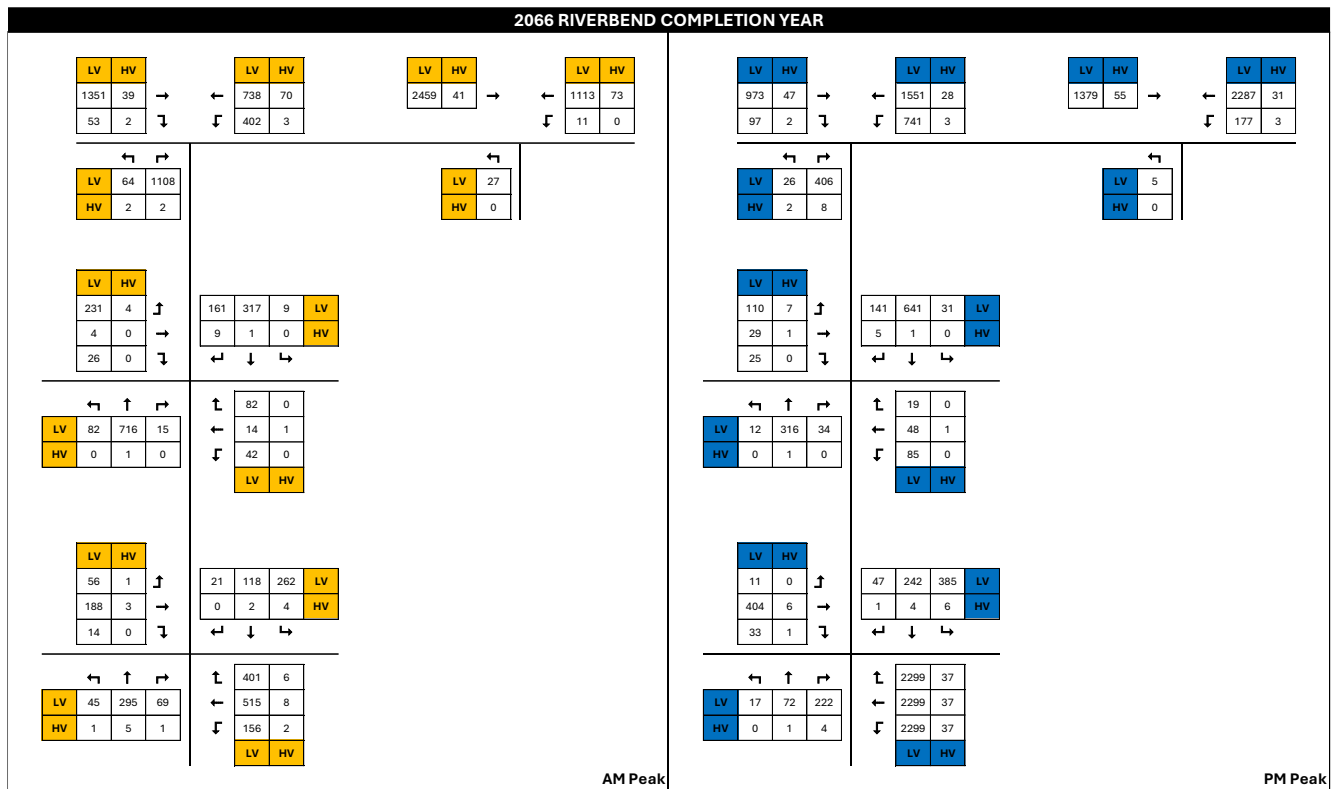
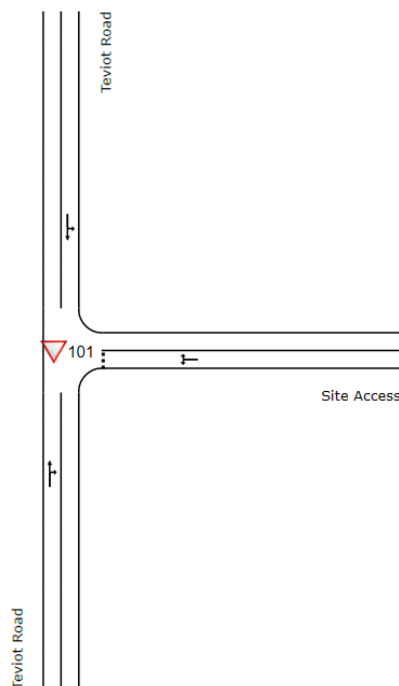


Figure 8: 2066 Riverbend Completion Year Traffic Volume (Source: PSA)

## 4.4 SIDRA ANALYSIS

### 4.4.1 2027 Opening Year Scenario

In Precinct 1 opening year, which will accommodate approximately 208 residential lots, the left-in/left-out access intersection will temporarily operate as an all-movement intersection to serve the development site. The interim site access layout is illustrated in Figure 9.





**Figure 9: Interim Site Access Layout (Source: SIDRA)**

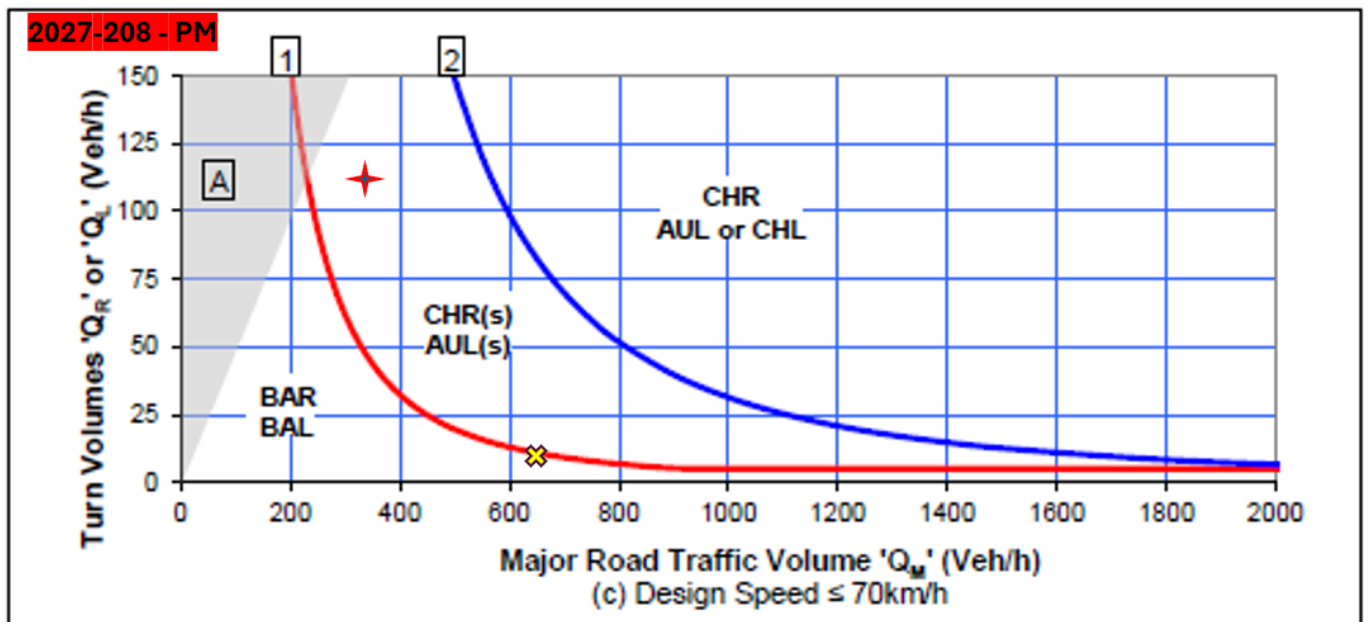
The SIDRA analysis results for the Teviot Road / Interim Access intersection under the 2027 opening year scenario is outlined in Table 3.

**Table 3: 2027 Teviot Road / Interim Site Access Intersection Performance (Source: SIDRA, PSA)**

PARAMETER	AM PEAK	PM PEAK
DOS	0.241	0.281
Average Delay (s)	2.6	2.3
LOS	-	-
Queue Length (m)	6.1	2.8

The SIDRA analysis indicates that the interim access arrangement will operate well within the intersection performance threshold. Therefore, no further mitigation measures are deemed necessary during opening year.

To ensure conservativeness of the conditioning of the turning restrictions to accommodate future background traffic growth, it is proposed that the restriction of the intersection to left-in / left-out will occur within five years after the delivery of 208 residential lots. Figure 10 and Figure 11 outline the turn warrants assessment indicating that the requirement for the Channelised Right turn is only required after 5 years due to the growth in background traffic. Given that the current timing is for the signalised access to the south to be provided in 2030, this is considered an acceptable alternative condition.



**Figure 10: Teviot Road / North Site Access Intersection Turn Warrant Assessment for opening year (2027) design horizon (Source: PSA)**

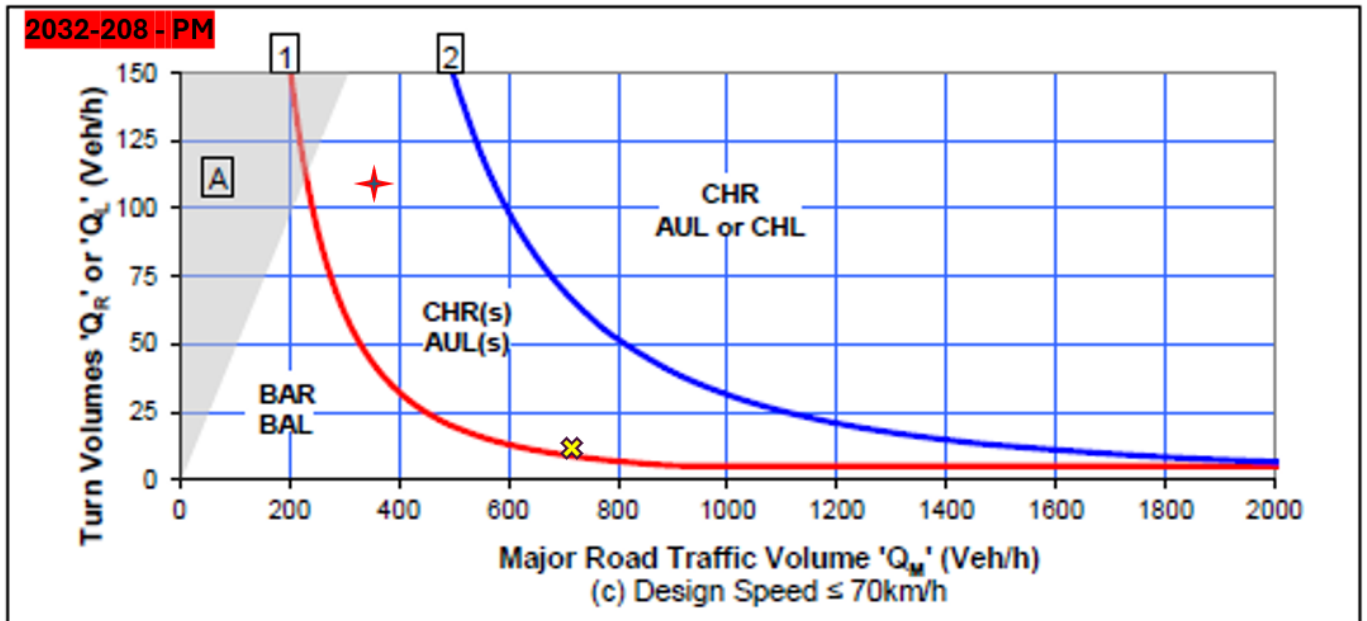


Figure 11: Teviot Road / North Site Access Intersection Turn Warrant Assessment for 5 year design horizon (Source: PSA)

#### 4.4.2 2030 Riverbend Precinct 1 Completion Year Scenario

Upon full completion of Precinct 1 in 2030, a new signalised all-movement intersection will be constructed, and the existing access will be modified to a left-in/left-out configuration. The 2030 intersection layout for both site access points are illustrated in Figure 12.

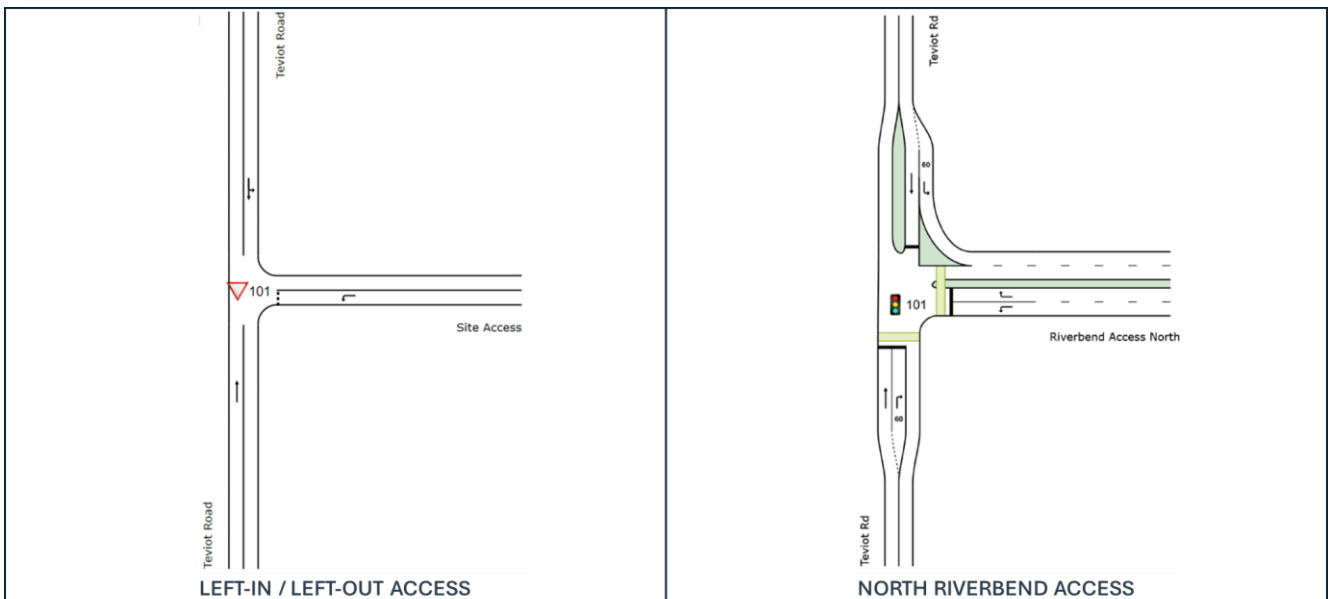


Figure 12: 2030 Left-In / Left-Out and North Riverbend Access Layout (Source: SIDRA, Goodrock, PSA)

The SIDRA analysis results for the Left-In / Left-Out Access and North Riverbend Access intersection under the 2030 Riverbend Precinct 1 completion year scenario is illustrated in Table 4.



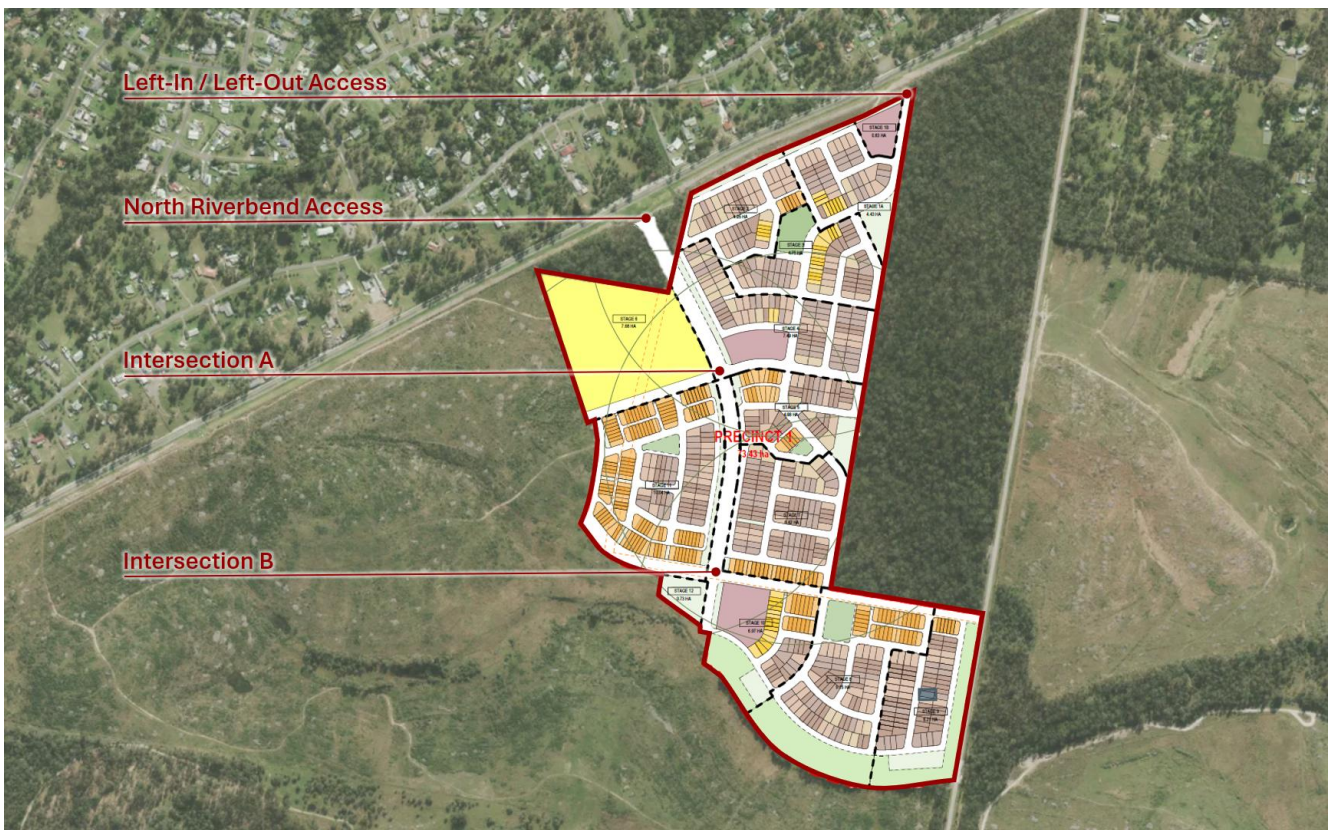
**Table 4: 2030 Teviot Road / North Riverbend Access Intersection Performance (Source: SIDRA, PSA)**

PARAMETER	LEFT-IN / LEFT-OUT ACCESS		NORTH RIVERBEND ACCESS	
	AM Peak	PM Peak	AM Peak	PM Peak
DOS	0.605	0.538	0.795	0.698
Average Delay (s)	0.4	0.7	20.0	9.3
LOS	-	-	LOS B	LOS A
Queue Length (m)	0.5	0.2	193.5	41.1

The SIDRA analysis indicates that both site access points will operate well within the intersection performance threshold. Therefore, no further mitigation measures are deemed necessary during Riverbend Precinct 1 completion year.

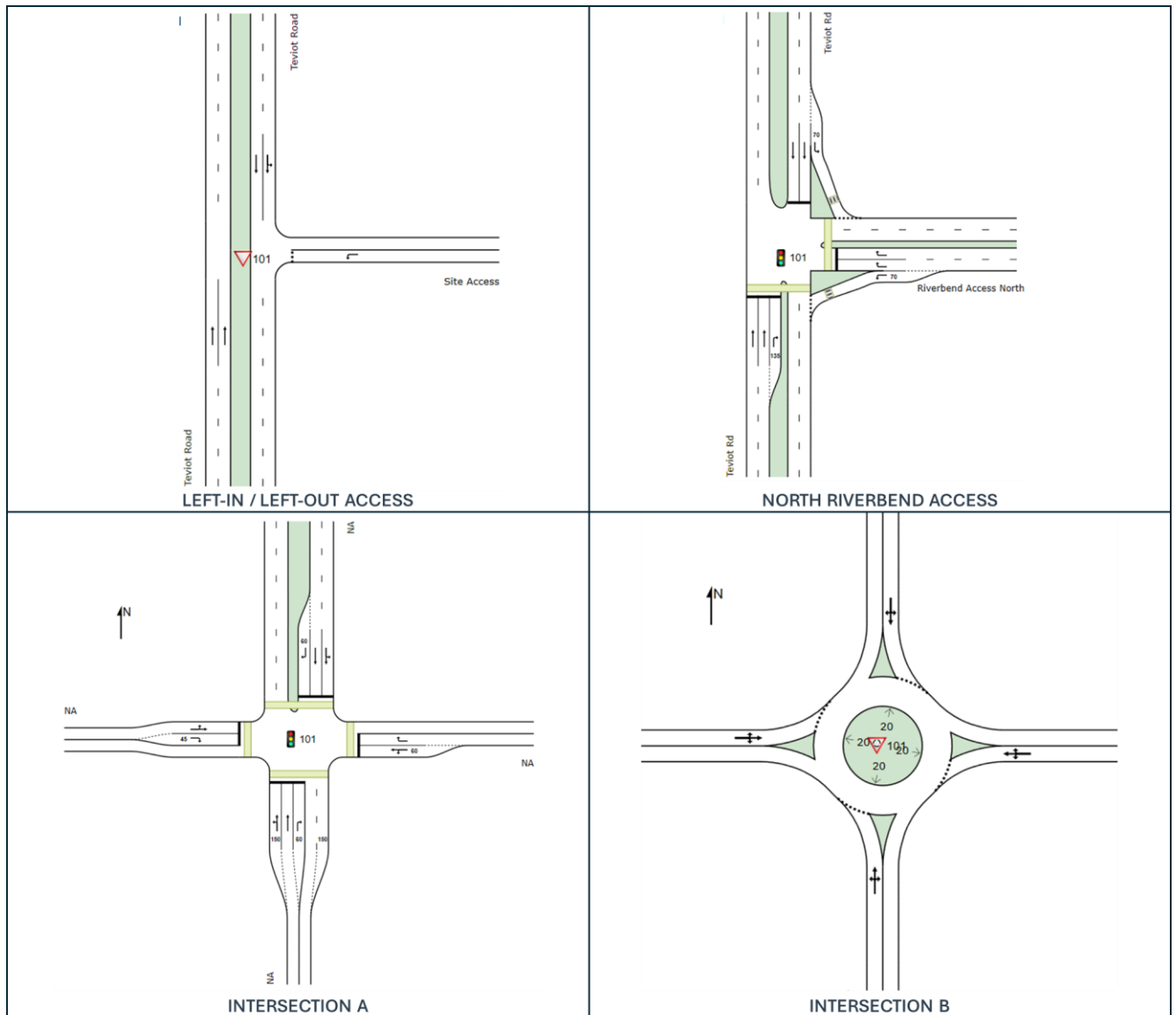
#### 4.4.3 2066 Riverbend Completion Year Scenario

An intersection analysis was undertaken under Riverbend completion year scenario, considering the entire Riverbend development traffic volumes to evaluate whether the proposed site access points and internal road network can adequately accommodate projected traffic demands. The key intersections subject for analysis illustrated in Figure 13.



**Figure 13: 2066 Key Intersections (Source: MetroMap, PSA)**

It should be noted that Teviot Road will be completely upgraded to 4 lanes by 2066. The ultimate key intersection layouts are illustrated in Figure 14.



**Figure 14: 2066 Key Intersections Layout (Source: SIDRA, Goodrock, PSA)**

The SIDRA analysis results for key intersections under the 2066 Riverbend completion year scenario is illustrated in Table 5.

**Table 5: 2066 Key Intersection Performance (Source: SIDRA, PSA)**

PARAMETER	LEFT-IN / LEFT-OUTACCESS		NORTH RIVERBEND ACCESS		INTERSECTION A		INTERSECTION B	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
DOS	0.648	0.649	0.785	0.852	0.581	0.830	0.907	0.823
Average Delay (s)	0.4	0.6	24.8	21.3	30.8	36.3	17.2	18.9
LOS	-	-	LOS C	LOS C	LOS C	LOS D	LOS B	LOS B
Queue Length (m)	0.9	0.4	173.8	229.2	112.8	133.7	129.7	170.2

The SIDRA analysis indicates that the key intersections within Precinct 1 will operate well within the intersection performance threshold, with sufficient capacity to accommodate projected traffic volumes through to the ultimate development stage. Therefore, no further mitigation measures are deemed necessary during Riverbend completion year.



## 5. MOVEMENT NETWORK INFRASTRUCTURE MASTER PLAN

### 5.1 ROAD NETWORK

The proposed development transport network is generally consistent with the approved Context Plan and the Movement Network Infrastructure Master Plan (IMP) and has been designed in accordance with EDQ Guideline No. 06 Street and movement network.

The truck connector road linking to the southern site access will initially feature a 33m wide, four-lane cross-section, which will taper to a two-lane configuration prior to the roundabout. Moreover, the neighbourhood connector road providing access to the left-in / left-out intersection has been provided as a modified 22m Neighbourhood Connector. Where the modified neighbourhood connector road connects to Teviot Road, the eastern side of Road 2 does not have a 2.3m wide parking aisle, provides a 2.5m shared path and 1.5m footpath, provides 1.3m between the kerb and the footpath and 4.9m for the batter and retaining wall adjacent to the State land (Lot 71 on SL8963). This arrangement is considered appropriate as there are no changes lane widths and this section of road adjoins the State land to the east which will not generate any demand for on-street car parking. The proposed reduced Neighbourhood Connector will not reduce road capacity in any way, as the original road reserve and cross-section will be retained, and amendments will be limited to the verge.

The modified neighbourhood connector is limited to one of the neighbourhood connector roads. The remainder of the roads are proposed to include the typical 3m shared path. It is noted that the section of the northern modified neighbourhood connector links to the approved 2.5m shared path along the eastern side of Teviot Road and is not anticipated to be the primary connection to Teviot Road, as outlined in **Error! Reference source not found.** In addition to the 2.5m shared path a 1.5m footpath is also provided along the neighbourhood connector. The Stage 4 main entry road is intended to provide the primary cycle/pedestrian movement which has separated cycle and footpaths on both sides of the road providing connection to the primary school, regional recreation park and future district centre to the west. At the Stage 4 main entry, there will be access to the separated cycle and footpaths along Teviot Road via the signalised crossings which will not be available at the northern connection which is ultimately a left-in / left-out configuration.

This extent of the modified neighbourhood connector road is constrained due to road geometry and earthworks requirements including minimising retaining and batter impacts along the State land to the east.

The road hierarchy for Riverbend Precinct 1 is illustrated in Figure 15 while the road types and associated design specifications are detailed in Table 6.

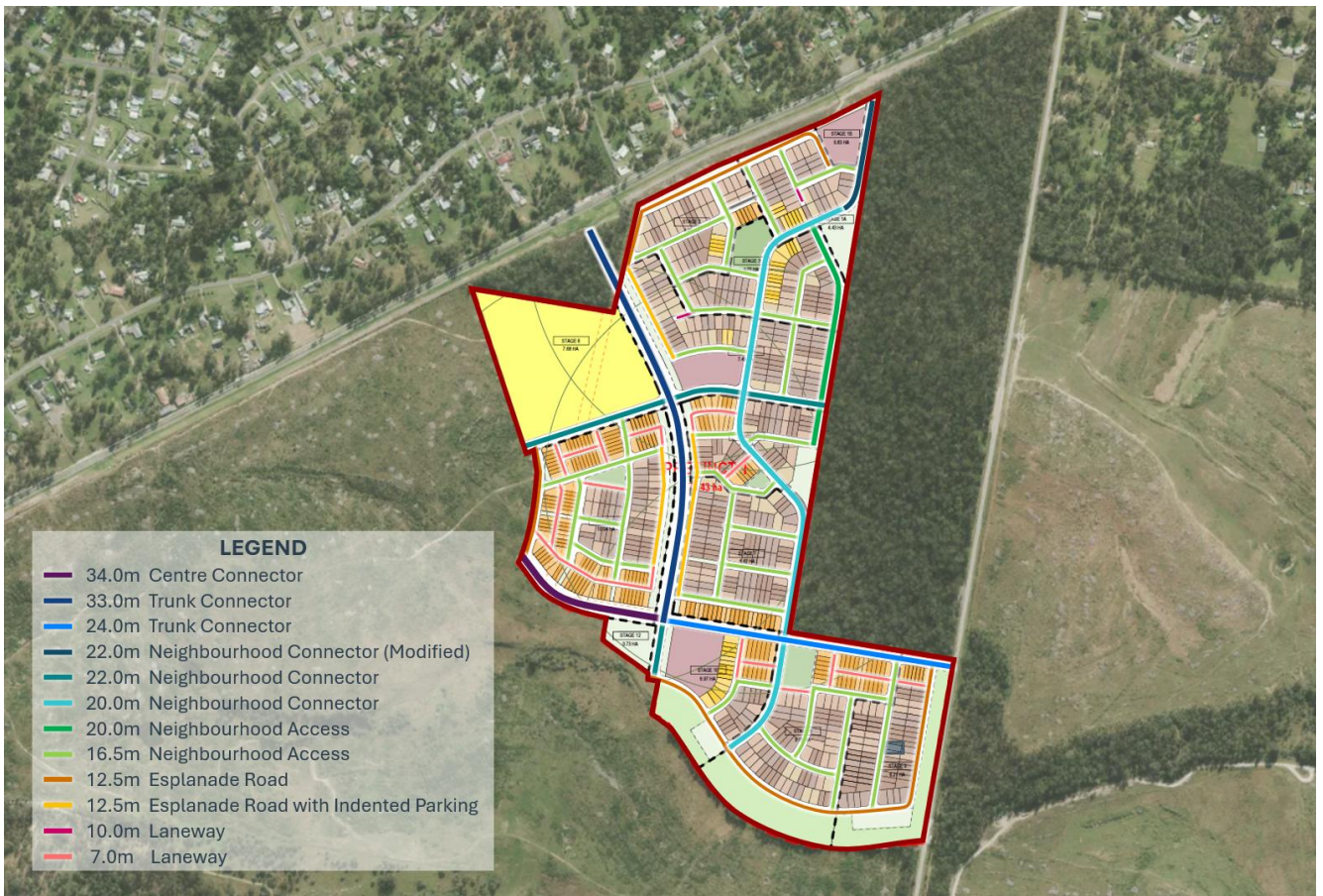


Figure 15: Riverbend Precinct 1 Road Hierarchy (Source: Place Design Group, PSA)

Table 6: Road Type and Specifications (Source: EDQ, PSA)

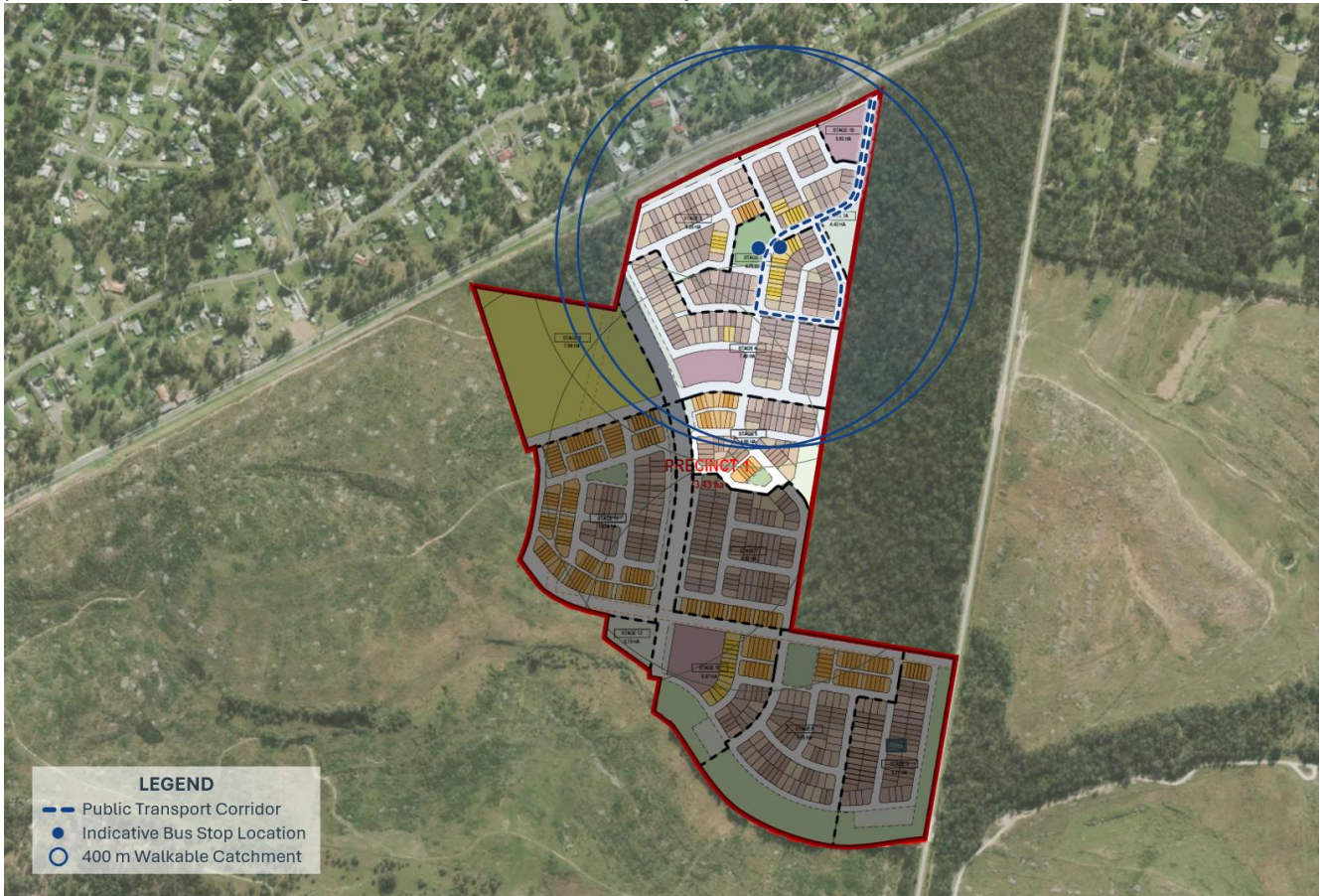
ROAD TYPE	DAILY TRAFFIC VOLUME	CARRIAGE WIDTH	NO. OF LANE	POSTED SPEED LIMIT
Centre Connector	7,500 – 15,000 vpd	34m	4	50 km/h
Trunk Connector	18,001 – 30,000 vpd	33m	4	50 km/h
Trunk Connector	7,500 – 18,000 vpd	24m	2	50 km/h
Modified Neighbourhood Connector	3,000 – 7,499 vpd	22m	2	50 km/h
Neighbourhood Connector	3,000 – 7,499 vpd	22m	2	50 km/h
Neighbourhood Connector	3,000 – 7,499 vpd	20m	2	50 km/h
Neighbourhood Access	<3,000 vpd	20.0m	2	50 km/h
Neighbourhood Access	<3,000 vpd	16.5m	2	50 km/h
Esplanade Road	< 1,000 vpd	12.5m-13m	2	50 km/h
Laneway	<1,00 vpd	10m	2	50 km/h
Laneway	<500 vpd	7m	2	50 km/h

## 5.2 PUBLIC TRANSPORT NETWORK

TransLink Bus Route 535 currently services the Flagstone area, travelling along Teviot Road before turning right onto Homestead Drive, with its final destination at Undullah. In the ultimate development scenario, the bus route will be extended to include stops within the site, enhancing public transport accessibility for future residents.



The interim layout has been designed to accommodate temporary bus routes during early stages of development. Development access will be provided via a left-in/left-out arrangement, which will operate as an all-movement intersection during the interim period, up to 5 years after the construction of the 208<sup>th</sup> residential lot. Temporary bus stops and routes will be designated at the locations illustrated in Figure 16. These temporary bus stops will be provided within the parking lanes rather than as indented bays.



**Figure 16: Interim Public Transport Network (Source: MetroMap, PSA)**

Indented bus stops will be provided at designated ultimate bus stop locations. The proposed bus routes and stop locations for ultimate development scenarios is illustrated in Figure 17.

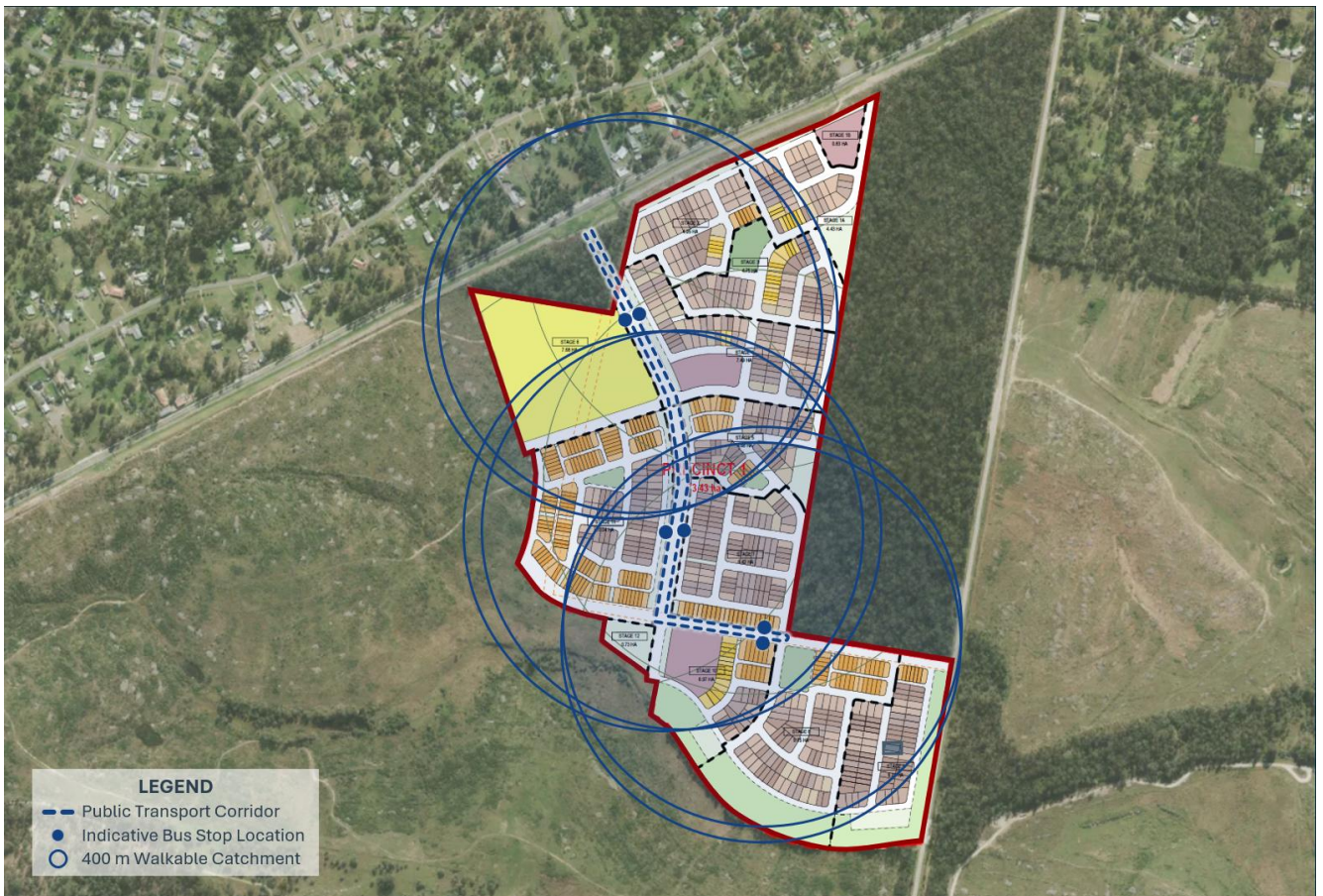


Figure 17: Ultimate Public Transport Network (Source: MetroMap, PSA)

### 5.3 ACTIVE TRANSPORT NETWORK

The active transport network within Riverbend Precinct 1 will comprise footpaths and cycle lanes integrated into the internal road network, consistent with the approved Context Plan and Movement Network Infrastructure Master Plan (IMP). These facilities have been designed to align with the road hierarchy and support pedestrian and cyclist connectivity throughout the precinct. The proposed cycle and pedestrian network is illustrated in Figure 18 and Figure 19, respectively.

The street network is permeable, with pedestrian and cycle connections provided throughout the development, with links to Teviot Road where necessary and available. This well-connected network is expected to encourage active transport uptake and facilitate access to proposed public transport services within the precinct and the broader Priority Development Area (PDA). Cycle lanes and shared paths will generally be designed in accordance with the Department of Transport and Main Roads (TMR) Technical Note TN128 Selection and Design of Cycle Tracks.

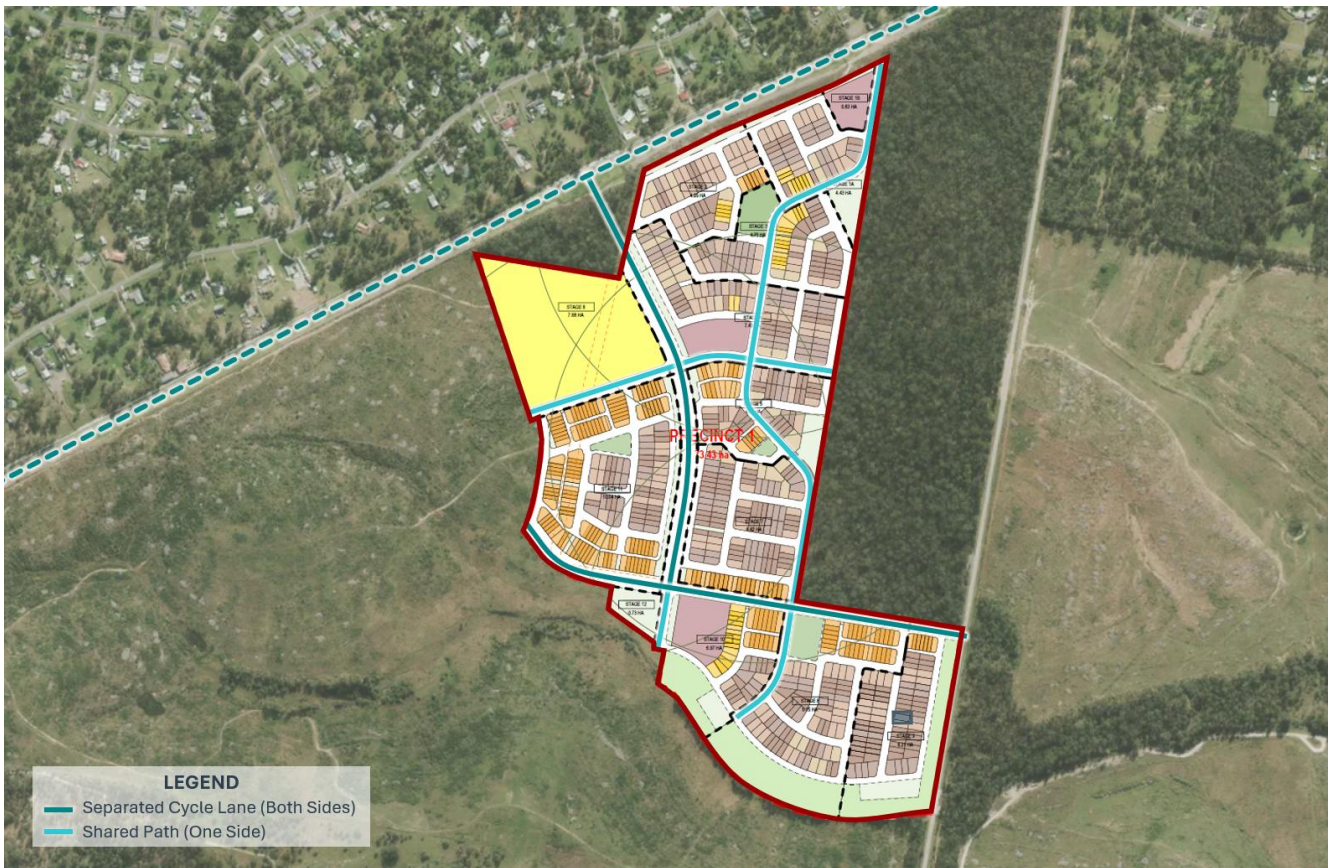


Figure 18: Cycle Network (Source: MetroMap, PSA)

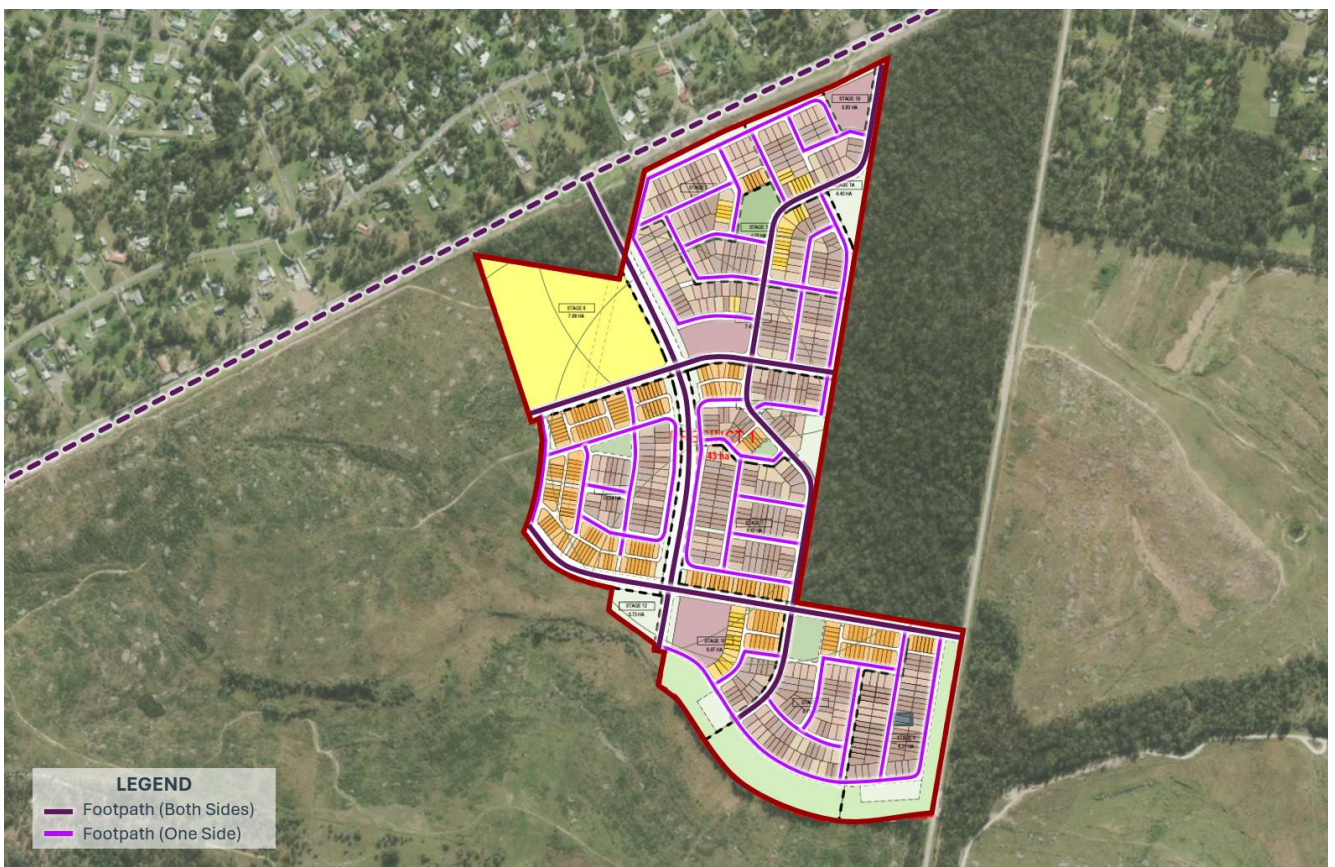


Figure 19: Pedestrian Network (Source: MetroMap, PSA)



## 6. SUMMARY

PSA Consulting (PSA) has been engaged by Celestino to prepare a Traffic Impact Assessment (TIA) to accompany a Development Application (DA) for the proposed development at 155-243 Bushland Road, 1394-1432 Teviot Road, 1294-1352 Teviot Road, Jimboomba (Lots 102, 105, and 106 SP254145).

A summary of the findings of the TIA is as follows:

- Precinct 1 of the Riverbend Master Planned Community consists of 974 residential dwellings and a school which will be constructed in 11 stages.
- The development access arrangement will be delivered multiple stages and for the purposes of intersection assessment these have been assessed in two stages. For the interim phase, accommodating the first 208 residential lots anticipated in 2027, the interim access will operate as an all-movement intersection. Within 5 years of titling of the 208<sup>th</sup> residential lot, a new signalised all-movement intersection will be constructed, and the existing access will be modified to a left-in/left-out configuration, catering also for the full completion of Precinct 1 proposed by 2030.
- Trip generation for residential dwellings was calculated using rate of 0.85 trips per dwelling during peak periods. School-related trips were based on the approved Movement Network IMP, which estimates 430 trips during the AM peak and 235 trips during the PM peak.
- The SIDRA analysis indicates that the interim access arrangement will operate well within the intersection performance threshold. Therefore, no further mitigation measures are deemed necessary during opening year.
- The SIDRA analysis indicates that both site access points will operate well within the intersection performance threshold. Therefore, no further mitigation measures are deemed necessary during Riverbend Precinct 1 completion year.
- The SIDRA analysis indicates that the key intersections within Precinct 1 will operate well within the intersection performance threshold, with sufficient capacity to accommodate projected traffic volumes through to the ultimate development stage. Therefore, no further mitigation measures are deemed necessary during Riverbend completion year.
- The proposed development transport network is generally consistent with the approved Context Plan and the Movement Network Infrastructure Master Plan (IMP) and has been designed in accordance with EDQ Guideline No. 06 Street and movement network.
- TransLink Bus Route 535 currently services the Flagstone area, travelling along Teviot Road before turning right onto Homestead Drive, with its final destination at Undullah. In the ultimate development scenario, the bus route will be extended to include stops within the site, enhancing public transport accessibility for future residents.
- The active transport network within Riverbend Precinct 1 will comprise footpaths and cycle lanes integrated into the internal road network, consistent with the approved Context Plan and Movement Network Infrastructure Master Plan (IMP). These facilities have been designed to align with the road hierarchy and support pedestrian and cyclist connectivity throughout the precinct.



**APPENDIX 1 RIVERBEND PRECINCT 1 CONCEPT  
PLAN**

AP01

PROJECT

RIVERBEND

CLIENT



NOTES

ALL LOT NUMBER AND DIMENSIONS (INCLUDING AREAS) ARE APPROXIMATE ONLY AND SUBJECT TO FURTHER DESIGN DEVELOPMENT.

ALL DIMENSIONS HAVE BEEN ROUNDED TO THE NEAREST 0.1 METRES AND ALL AREAS HAVE BEEN ROUNDED TO THE NEAREST SQUARE METRE.

THE BOUNDARIES ON THIS PLAN SHOULD NOT BE USED FOR THE FINAL DESIGN AND ARE SUBJECT TO FINAL DETAILED DESIGN BY ENGINEERS.

INFORMATION ON THIS PLAN ARE FROM THE FOLLOWING SOURCES:

SITE BOUNDARIES: COLLIERS (JANUARY 2026)  
ADJOINING CADASTRE: QSPATIAL  
DESIGN CONTOURS: COLLIERS (FEBRUARY 2026)  
EXISTING CONTOURS: COLLIERS (JANUARY 2026)

ISSUE CODE	ISSUE DESCRIPTION	BY	CHK	DATE
-	PRE DRAFT ISSUE	NV	NV	05/09/2025
A	PRE DRAFT ISSUE	NV	NV	12/09/2025
B	PRE FINAL ISSUE	NV	NV	30/09/2025
C	PRE DRAFT ISSUE	NV	NV	02/02/2026
D	PRE FINAL ISSUE	NV	NV	04/03/2026
E	PRE FINAL ISSUE	NV	NV	10/03/2026
F	PRE FINAL ISSUE	NV	NV	12/03/2026

PRE - Preliminary | CA - Council Approval | T - Tender | CON - Construction

DRAWING TITLE

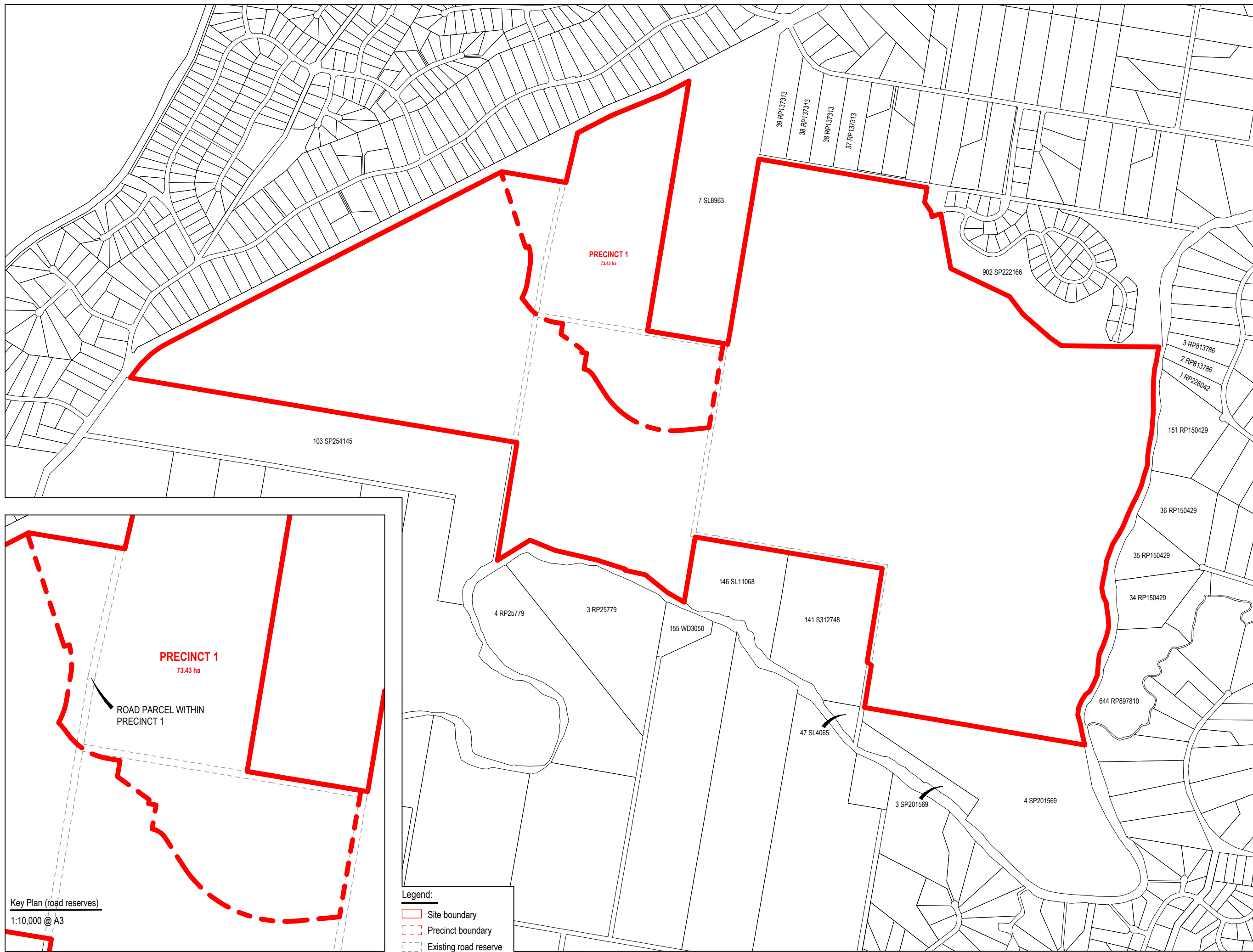
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OVERALL PRECINCT 1

DESIGN : TD  
DOCUMENT : TD / NV  
PROJECT : 4123001  
1:15,000 @ A3



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DRAWING NUMBER : 4123001 - 26  
REVISION : F



**Legend:**

- Site boundary
- Precinct boundary
- Existing road reserve

Key Plan (road reserves)  
1:10,000 @ A3

**PRECINCT 1**  
73.43 ha

ROAD PARCEL WITHIN  
PRECINCT 1

PROJECT

RIVERBEND

CLIENT



NOTES

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- ADJOINING CADASTRE: QSPATIAL
- DESIGN CONTOURS: COLLIERS (FEBRUARY 2026)
- EXISTING CONTOURS: COLLIERS (JANUARY 2026)

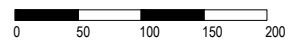
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B	PRE	FINAL ISSUE	NV	NV	30/09/2025
C	PRE	DRAFT ISSUE	NV	NV	02/02/2026
D	PRE	FINAL ISSUE	NV	NV	04/03/2026
E	PRE	FINAL ISSUE	NV	NV	10/03/2026
F	PRE	FINAL ISSUE	NV	NV	12/03/2026

PRE - Preliminary | CA - Council Approval | T - Tender | CON - Construction

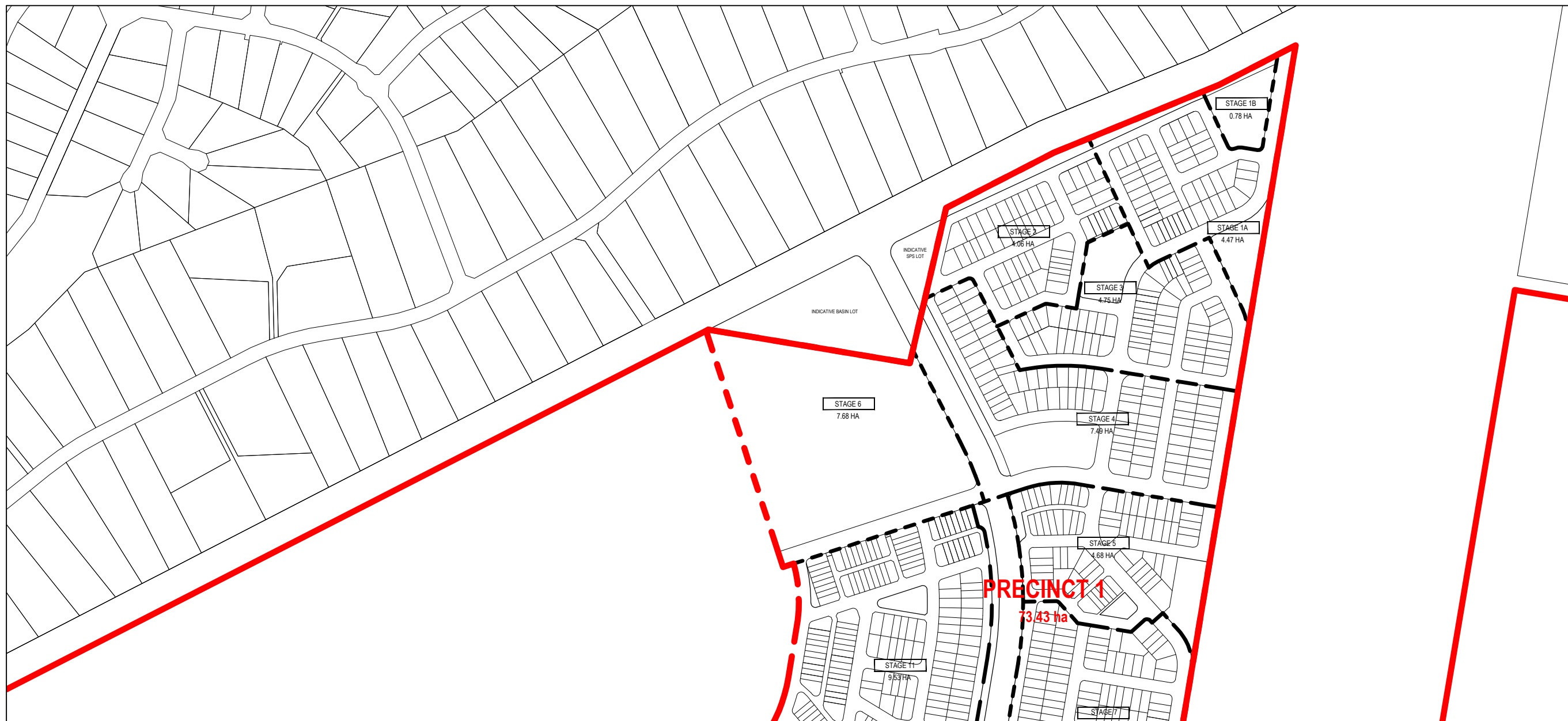
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PRECINCT 1 -  
STAGING PLAN

DESIGN : TD  
DOCUMENT : TD / NV  
PROJECT : 4123001  
1:6,000 @ A3



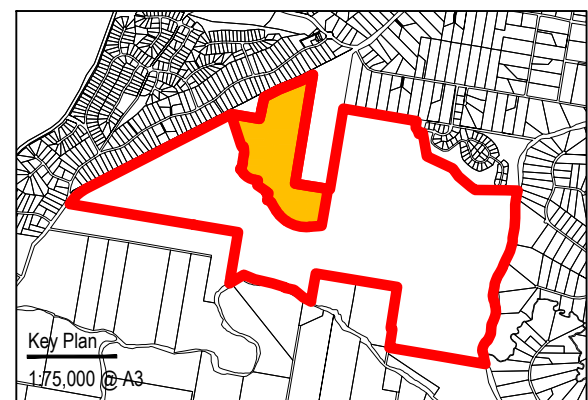
DRAWING NUMBER : 4123001 - 27  
REVISION : F



**PRECINCT 1**  
73.43 ha

Residential Net Density Precinct 1	Calculation **		Rate
	Area (ha) **	Total Lots/Dwellings	
Stage 1A	3.04	50	16.45
Stage 1B	0.78	29	37.18
Stage 2	4.06	60	14.78
Stage 3	4.43	69	15.58
Stage 4	5.69	119	20.91
Stage 5	3.76	74	19.68
Stage 6 (School)	0	0	N/A
Stage 7	5.81	124	21.34
Stage 8	6.50	100	15.38
Stage 9	3.86	83	21.50
Stage 10	3.97	90	22.67
Stage 11	8.55	176	20.58
Stage 12 (Temp. Stormwater Basin)	0	0	N/A
<b>Precinct 1 Total</b>	<b>50.45</b>	<b>974</b>	<b>19.31</b>

- Legend:
- Site boundary
  - Precinct boundary
  - Stage boundary



\*\* EDQ PDA Guideline No. 01 (Residential 30) definition of net residential density: the number of residential lots/dwellings divided by the area of residential lots/dwellings, local roads and local parks

PROJECT

RIVERBEND

CLIENT



NOTES

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ADJOINING CADASTRE: QSPATIAL  
DESIGN CONTOURS: COLLIERS (FEBRUARY 2026)  
EXISTING CONTOURS: COLLIERS (JANUARY 2026)

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A	PRE DRAFT ISSUE	NV	NV	12/09/2025
B	PRE FINAL CONSULTANT ISSUE	NV	NV	24/09/2025
C	PRE FINAL CONSULTANT ISSUE	NV	NV	26/09/2025
D	PRE FINAL ISSUE	NV	NV	30/09/2025
E	PRE DRAFT ISSUE	NV	NV	02/02/2026
F	PRE FINAL ISSUE	NV	NV	04/03/2026
G	PRE FINAL ISSUE	NV	NV	10/03/2026
H	PRE FINAL ISSUE	NV	NV	12/03/2026

PRE - Preliminary | CA - Council Approval | T - Tender | CON - Construction

DRAWING TITLE

PRECINCT 1 -  
PLAN OF SUBDIVISION

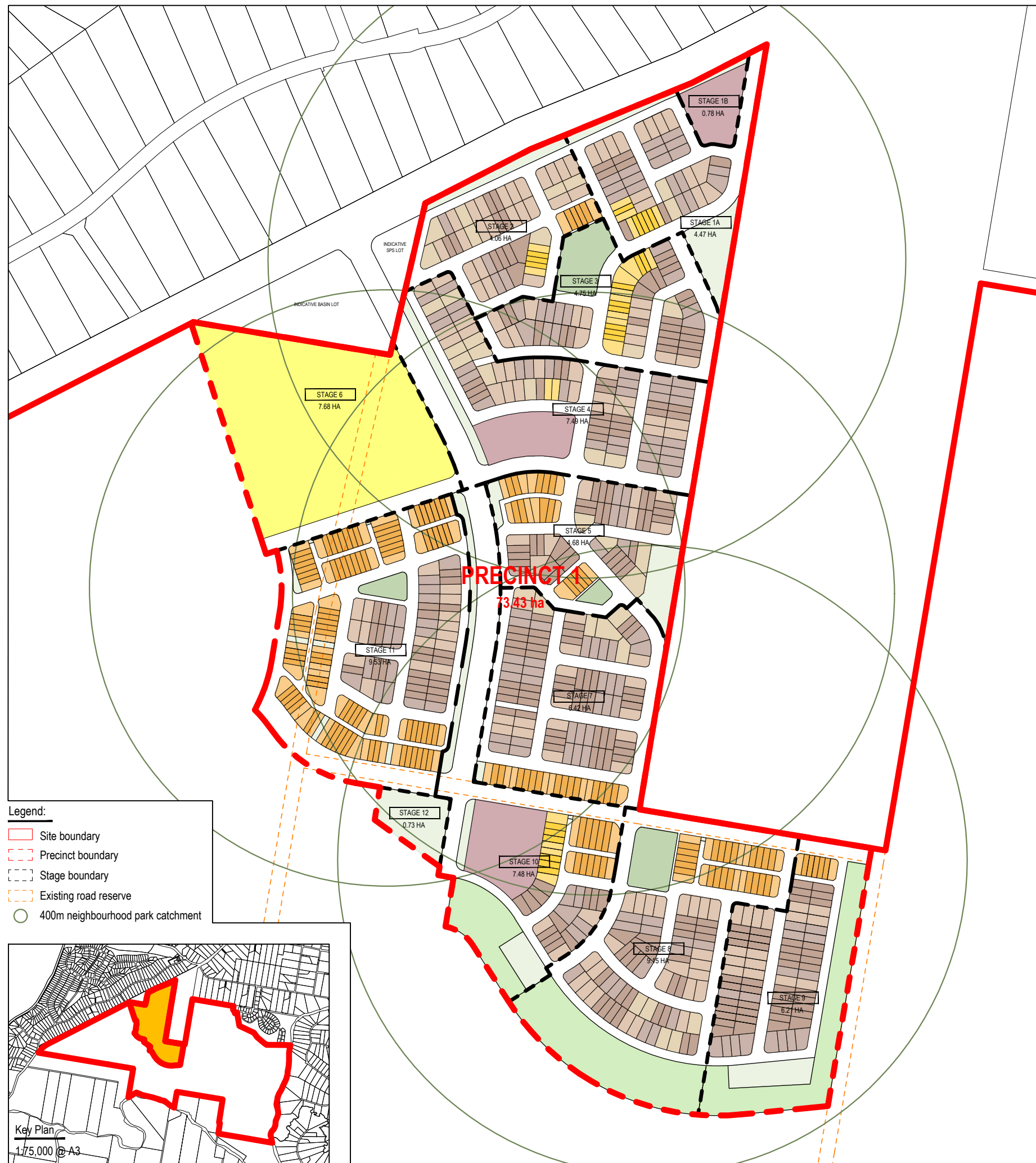
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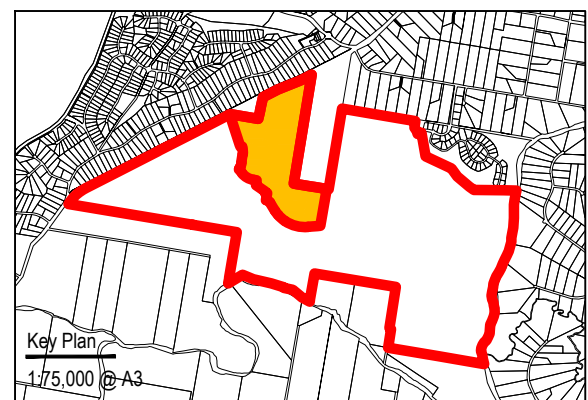
DRAWING NUMBER REVISION  
4123001 - 28 H

Yield Summary Precinct 1 Summary	Typical Dimensions	Typical Area	Precinct 1		
			No. of Lots	%	Area (ha)
<b>Lot Type</b>					
<b>30m Deep Attached (Terrace) Allotment (30 dw/ha)</b>					
7.5m Front-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	22	2.53%	0.52
9.0m Front-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	20	2.30%	0.68
7.5m Rear-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	148	16.99%	3.72
9.0m Rear-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	74	8.50%	2.53
<b>Sub Total</b>			<b>264</b>	<b>30.31%</b>	<b>7.45</b>
<b>30m Deep Detached Allotment (18 dw/ha)</b>					
10.0m Villa Allotment	10.0m x 30.0m	300m <sup>2</sup>	241	27.67%	7.72
12.5m Premium Villa Allotment	12.5m x 30.0m	375m <sup>2</sup>	157	18.03%	6.33
14.0m Courtyard Allotment	14.0m x 30.0m	420m <sup>2</sup>	157	18.03%	7.05
16.0m Premium Courtyard Allotment	16.0m x 30.0m	480m <sup>2</sup>	36	4.13%	2.04
<b>Sub Total</b>			<b>591</b>	<b>67.85%</b>	<b>23.14</b>
<b>Sub Total Residential Allotment Yield</b>			<b>855</b>	<b>98.16%</b>	<b>30.59</b>
<b>Additional Allotment Type</b>					
Medium Density Site	-	-	3	0.34%	2.68
Primary School	-	-	1	0.11%	7.00
Local Linear Park	-	-	3	0.34%	4.66
Local and Neighbourhood Recreation Park	-	-	4	0.46%	1.38
Stormwater Management	-	-	5	0.57%	2.52
<b>Total Additional Allotment Type Yield</b>			<b>16</b>	<b>1.84%</b>	<b>18.24</b>
<b>Total Allotments</b>			<b>871</b>	<b>100.00%</b>	<b>48.83</b>
<b>Maximum Potential Residential Dwellings</b>					
Optional Duplex Allotments	-	-	12	-	-
Medium Density Sites (site density 40 dw/ha)	-	-	107	-	-
<b>Sub Total Maximum Potential Residential Dwellings</b>			<b>119</b>	-	-
<b>Total Maximum Potential Residential Dwellings</b>			<b>974</b>	-	<b>33.27</b>
Maximum Potential Net Residential Density					19.31 dw/ha
<b>Land Budget Summary Precinct 1 Summary</b>	<b>Summary</b>				
<b>Land Use Type</b>					
<b>Residential</b>					
Low Density Residential			23.14	31.51%	
Low-Medium Density Residential			7.45	10.15%	
Medium Density Site			2.68	3.65%	
<b>Sub Total</b>			<b>33.27</b>	<b>45.31%</b>	
<b>Open Space</b>					
Local Linear Parks			4.66	6.35%	
Local and Neighbourhood Recreation Parks			1.38	1.88%	
Linear Pockets (incl. Earth Mounds and Pedestrian Links)			1.80	2.45%	
Stormwater Management			2.52	3.43%	
<b>Sub Total</b>			<b>10.36</b>	<b>14.11%</b>	
<b>Education</b>					
Primary School			7.00	9.53%	
<b>Sub Total</b>			<b>7.00</b>	<b>9.53%</b>	
<b>Services and Street Network</b>					
Trunk and Neighbourhood Connectors			8.80	11.98%	
Local Street Network			14.00	19.07%	
<b>Sub Total</b>			<b>22.80</b>	<b>31.05%</b>	
<b>Proposed Total</b>			<b>73.43</b>	<b>100.00%</b>	
Existing road reserve			-2.80	-	
<b>Proposed total area less existing road reserve</b>			<b>70.63</b>	-	



**Legend:**

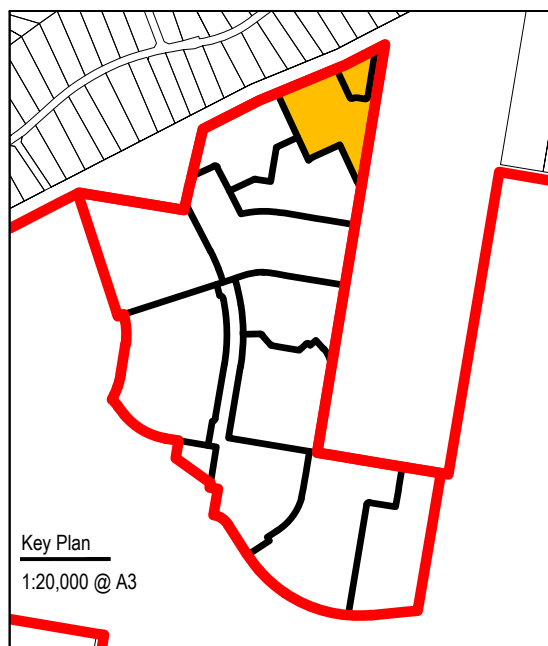
- Site boundary
- Precinct boundary
- Stage boundary
- Existing road reserve
- 400m neighbourhood park catchment



Yield Summary Precinct 1	Typical Dimensions	Typical Area	Stage 1A		Stage 1B		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6		Stage 7		Stage 8		Stage 9		Stage 10		Stage 11		Stage 12		Total	
			No. of Lots	Area (ha)	No. of Lots	Area (ha)	No. of Lots	Area (ha)	No. of Lots	Area (ha)	No. of Lots	Area (ha)	No. of Lots	Area (ha)	No. of Lots	Area (ha)	No. of Lots	Area (ha)	No. of Lots	Area (ha)	No. of Lots	Area (ha)	No. of Lots	Area (ha)	No. of Lots	Area (ha)	No. of Lots	Area (ha)	No. of Lots	Area (ha)
<b>Residential Allotment Type</b>																														
<b>30m Deep Attached (Terrace) Allotment (30 dw/ha)</b>																														
7.5m Front-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	5	0.11	0	0.00	3	0.07	8	0.18	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	6	0.16	0	0.00	0	0.00	22	0.52
9.0m Front-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	4	0.12	0	0.00	2	0.06	8	0.30	2	0.06	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	4	0.14	0	0.00	0	0.00	20	0.68
7.5m Rear-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	0	0.00	0	0.00	4	0.10	0	0.00	0	0.00	13	0.35	0	0.00	14	0.38	21	0.57	5	0.11	10	0.33	81	1.88	0	0.00	148	3.72
9.0m Rear-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	0	0.00	0	0.00	2	0.08	0	0.00	0	0.00	10	0.33	0	0.00	8	0.23	10	0.30	2	0.07	4	0.18	38	1.34	0	0.00	74	2.53
<b>Sub Total</b>			<b>9</b>	<b>0.23</b>	<b>0</b>	<b>0.00</b>	<b>11</b>	<b>0.31</b>	<b>16</b>	<b>0.48</b>	<b>2</b>	<b>0.06</b>	<b>23</b>	<b>0.68</b>	<b>0</b>	<b>0.00</b>	<b>22</b>	<b>0.61</b>	<b>31</b>	<b>0.87</b>	<b>7</b>	<b>0.18</b>	<b>24</b>	<b>0.81</b>	<b>119</b>	<b>3.22</b>	<b>0</b>	<b>0.00</b>	<b>264</b>	<b>7.45</b>
<b>30m Deep Detached Allotment (18 dw/ha)</b>																														
10.0m Villa Allotment	10.0m x 30.0m	300m <sup>2</sup>	7	0.23	0	0.00	11	0.41	23	0.75	19	0.58	29	0.91	0	0.00	46	1.39	26	0.89	44	1.39	12	0.43	24	0.74	0	0.00	241	7.72
12.5m Premium Villa Allotment	12.5m x 30.0m	375m <sup>2</sup>	18	0.70	0	0.00	4	0.15	12	0.54	33	1.30	7	0.26	0	0.00	31	1.19	14	0.58	16	0.67	5	0.23	17	0.71	0	0.00	157	6.33
14.0m Courtyard Allotment	14.0m x 30.0m	420m <sup>2</sup>	14	0.64	0	0.00	24	1.06	13	0.59	23	1.03	8	0.39	0	0.00	16	0.70	24	1.10	16	0.68	3	0.15	16	0.71	0	0.00	157	7.05
16.0m Premium Courtyard Allotment	16.0m x 30.0m	480m <sup>2</sup>	2	0.10	0	0.00	7	0.39	2	0.12	10	0.52	4	0.27	0	0.00	6	0.38	5	0.26	0	0.00	0	0.00	0	0.00	0	0.00	36	2.04
<b>Sub Total</b>			<b>41</b>	<b>1.67</b>	<b>0</b>	<b>0.00</b>	<b>46</b>	<b>2.01</b>	<b>50</b>	<b>2.00</b>	<b>85</b>	<b>3.43</b>	<b>48</b>	<b>1.83</b>	<b>0</b>	<b>0.00</b>	<b>99</b>	<b>3.66</b>	<b>69</b>	<b>2.83</b>	<b>76</b>	<b>2.74</b>	<b>20</b>	<b>0.81</b>	<b>57</b>	<b>2.16</b>	<b>0</b>	<b>0.00</b>	<b>591</b>	<b>23.14</b>
<b>Sub Total Residential Allotment Yield</b>			<b>50</b>	<b>1.90</b>	<b>0</b>	<b>0.00</b>	<b>57</b>	<b>2.32</b>	<b>66</b>	<b>2.48</b>	<b>87</b>	<b>3.49</b>	<b>71</b>	<b>2.51</b>	<b>0</b>	<b>0.00</b>	<b>121</b>	<b>4.27</b>	<b>100</b>	<b>3.70</b>	<b>83</b>	<b>2.92</b>	<b>44</b>	<b>1.62</b>	<b>176</b>	<b>5.38</b>	<b>0</b>	<b>0.00</b>	<b>855</b>	<b>30.59</b>
<b>Additional Allotment Type</b>																														
Medium Density Site	-	-	0	0.00	1	0.69	0	0.00	0	0.00	1	0.82	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	1	1.17	0	0.00	0	0.00	3	2.68
Primary School	-	-	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	1	7.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	1	7.00
Local Linear Park	-	-	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	1	2.05	1	1.70	1	0.91	0	0.00	0	0.00	0	0.00	3	4.66
Local and Neighbourhood Recreation Park	-	-	0	0.00	0	0.00	0	0.00	1	0.61	0	0.00	1	0.10	0	0.00	0	0.00	1	0.50	0	0.00	0	0.00	1	0.17	0	0.00	4	1.38
Stormwater Management	-	-	1	0.61	0	0.00	0	0.00	0	0.00	0	0.00	1	0.48	0	0.00	0	0.00	0	0.00	1	0.41	1	0.29	0	0.00	1	0.73	5	2.52
<b>Total Additional Allotment Type Yield</b>			<b>1</b>	<b>0.61</b>	<b>1</b>	<b>0.69</b>	<b>0</b>	<b>0.00</b>	<b>1</b>	<b>0.61</b>	<b>1</b>	<b>0.82</b>	<b>2</b>	<b>0.58</b>	<b>1</b>	<b>7.00</b>	<b>0</b>	<b>0.00</b>	<b>2</b>	<b>2.55</b>	<b>2</b>	<b>2.11</b>	<b>3</b>	<b>2.37</b>	<b>1</b>	<b>0.17</b>	<b>1</b>	<b>0.73</b>	<b>16</b>	<b>18.24</b>
<b>Total Allotments</b>			<b>51</b>	<b>2.51</b>	<b>1</b>	<b>0.69</b>	<b>57</b>	<b>2.32</b>	<b>67</b>	<b>3.09</b>	<b>88</b>	<b>4.31</b>	<b>73</b>	<b>3.09</b>	<b>1</b>	<b>7.00</b>	<b>121</b>	<b>4.27</b>	<b>102</b>	<b>6.25</b>	<b>85</b>	<b>5.03</b>	<b>47</b>	<b>3.99</b>	<b>177</b>	<b>5.55</b>	<b>1</b>	<b>0.73</b>	<b>871</b>	<b>48.83</b>
<b>Maximum Potential Residential Dwellings</b>																														
Optional Duplex Allotments	-	-	0	-	0	-	3	-	3	-	0	-	3	-	0	-	3	-	0	-	0	-	0	-	0	-	0	-	12	-
Medium Density Sites (site density 40 dw/ha)	-	-	0	-	29	-	0	-	0	-	32	-	0	-	0	-	0	-	0	-	0	-	46	-	0	-	0	-	107	-
<b>Sub Total Maximum Potential Residential Dwellings</b>			<b>0</b>	<b>-</b>	<b>29</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>32</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>46</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>119</b>	<b>-</b>
<b>Total Maximum Potential Residential Dwellings</b>			<b>50</b>	<b>1.90</b>	<b>29</b>	<b>0.69</b>	<b>60</b>	<b>2.32</b>	<b>69</b>	<b>2.48</b>	<b>119</b>	<b>4.31</b>	<b>74</b>	<b>2.51</b>	<b>0</b>	<b>0.00</b>	<b>124</b>	<b>4.27</b>	<b>100</b>	<b>3.70</b>	<b>83</b>	<b>2.92</b>	<b>90</b>	<b>2.79</b>	<b>176</b>	<b>5.38</b>	<b>0</b>	<b>0.00</b>	<b>974</b>	<b>33.27</b>
<b>Maximum Potential Net Residential Density</b>																														
			16.45 dw/ha		37.18 dw/ha		14.78 dw/ha		15.58 dw/ha		20.91 dw/ha		19.68 dw/ha		N/A		21.34 dw/ha		15.38 dw/ha		21.50 dw/ha		22.67 dw/ha		20.58 dw/ha		N/A		19.31 dw/ha	
<b>Land Budget Summary Precinct 1</b>																														
Land Use Type	Stage 1A		Stage 1B		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6		Stage 7		Stage 8		Stage 9		Stage 10		Stage 11		Stage 12		Total			
	Area (ha)	%	Area (ha)	%	Area (ha)	%	Area (ha)	%	Area (ha)	%	Area (ha)	%	Area (ha)	%	Area (ha)	%	Area (ha)	%	Area (ha)	%	Area (ha)	%	Area (ha)	%	Area (ha)	%	Area (ha)	%		
<b>Residential</b>																														
Low Density Residential	1.67	37.36%	0.00	0.00%	2.01	49.51%	2.00	42.11%	3.43	45.79%	1.83	39.10%	0.00	0.00%	3.66	57.01%	2.83	30.93%	2.74	44.12%	0.81	10.83%	2.16	22.67%	0.00	0.00%	23.14	31.51%		
Low-Medium Density Residential	0.23	5.15%	0.00	0.00%	0.31	7.64%	0.48	10.11%	0.06	0.80%	0.68	14.53%	0.00	0.00%	0.61	9.50%	0.87	9.51%	0.18	2.90%	0.81	10.83%	3.22	33.79%	0.00	0.00%	7.45	10.15%		
Medium Density Site	0.00	0.00%	0.69	88.46%	0.00	0.00%	0.00	0.00%	0.82	10.95%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	1.17	15.64%	0.00	0.00%	0.00	0.00%	2.68	3.65%		
<b>Sub Total</b>	<b>1.90</b>	<b>42.51%</b>	<b>0.69</b>	<b>88.46%</b>	<b>2.32</b>	<b>57.14%</b>	<b>2.48</b>	<b>52.21%</b>	<b>4.31</b>	<b>57.54%</b>	<b>2.51</b>	<b>53.63%</b>	<b>0.00</b>	<b>0.00%</b>	<b>4.27</b>	<b>66.51%</b>	<b>3.70</b>	<b>40.44%</b>	<b>2.92</b>	<b>47.02%</b>	<b>2.79</b>	<b>37.30%</b>	<b>5.38</b>	<b>56.45%</b>	<b>0.00</b>	<b>0.00%</b>	<b>33.27</b>	<b>45.31%</b>		
<b>Open Space</b>																														
Local Linear Parks	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	2.05	22.40%	1.70	27.38%	0.91	12.17%	0.00	0.00%	0.00	0.00%	4.66	6.35%		
Local and Neighbourhood Recreation Parks	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.61	12.84%	0.00	0.00%	0.10	2.14%	0.00	0.00%	0.00	0.00%	0.50	5.46%	0.00	0.00%	0.00	0.00%	0.17	1.78%	0.00	0.00%	1.38	1.88%		
Linear Pockets (incl. Earth Mounds and Pedestrian Links)	0.19	4.25%	0.09	11.54%	0.32	7.88%	0.00	0.00%	0.32	4.27%	0.10	2.14%	0.00	0.00%	0.08	1.25%	0.00	0.00%	0.00	0.00%	0.56	7.49%	0.14	1.47%	0.00	0.00%	1.80	2.45%		
Stormwater Management	0.61	13.65%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.48	10.26%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.41	6.60%	0.29	3.88%	0.00	0.00%	0.73	100.00%	2.52	3.43%		
<b>Sub Total</b>	<b>0.80</b>	<b>17.90%</b>	<b>0.09</b>	<b>11.54%</b>	<b>0.32</b>	<b>7.88%</b>	<b>0.61</b>	<b>12.84%</b>	<b>0.32</b>	<b>4.27%</b>	<b>0.68</b>	<b>14.53%</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.08</b>	<b>1.25%</b>	<b>2.55</b>	<b>27.87%</b>	<b>2.11</b>	<b>33.98%</b>	<b>1.76</b>	<b>23.53%</b>	<b>0.31</b>	<b>3.25%</b>	<b>0.73</b>	<b>100.00%</b>	<b>10.36</b>	<b>14.11%</b>		
<b>Education</b>																														
Primary School	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	7.00	91.15%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	7.00	9.53%
<b>Sub Total</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>	<b>7.00</b>	<b>91.15%</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>	<b>7.00</b>	<b>9.53%</b>
<b>Services and Street Network</b>																														
Trunk and Neighbourhood Connectors	0.82	18.34%	0.00	0.00%	0.00	0.00%	0.32	6.74%	1.80	24.03%	0.44	9.40%	0.68	8.85%	0.61	9.50%	0.60	6.56%	0.24	3.86%	2.31	30.88%	0.98	10.2						

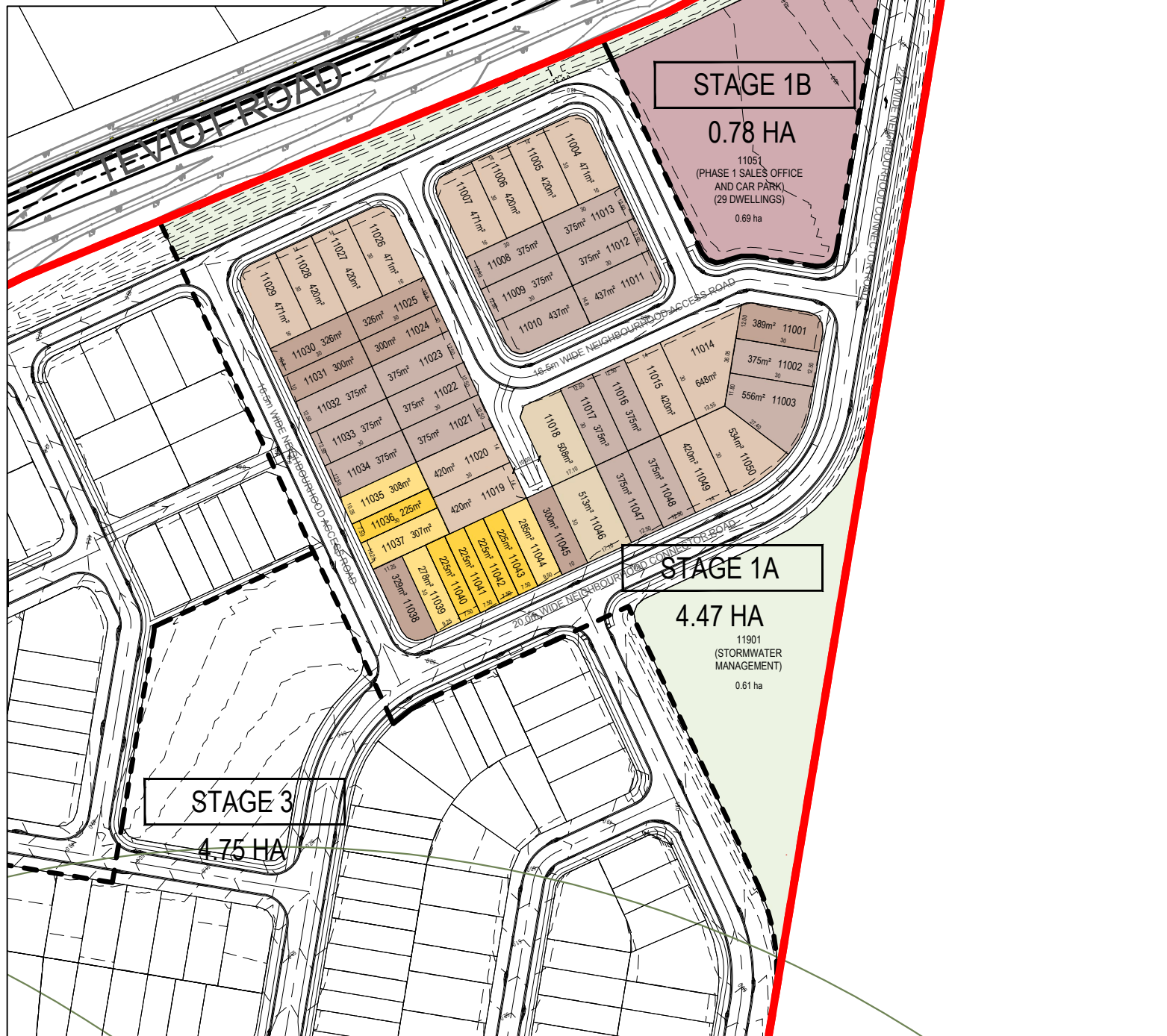
Yield Breakdown Stages 1A and 1B	Typical Dimensions	Typical Area	Stage 1A			Stage 1B		
			No. of Lots	%	Area (ha)	No. of Lots	%	Area (ha)
<b>Lot Type</b>								
<b>30m Deep Attached (Terrace) Allotment (30 dw/ha)</b>								
7.5m Front-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	5	9.80%	0.11	0	0.00%	0.00
9.0m Front-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	4	7.84%	0.12	0	0.00%	0.00
7.5m Rear-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	0	0.00%	0.00	0	0.00%	0.00
9.0m Rear-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	0	0.00%	0.00	0	0.00%	0.00
<b>Sub Total</b>			<b>9</b>	<b>17.65%</b>	<b>0.23</b>	<b>0</b>	<b>0.00%</b>	<b>0.00</b>
<b>30m Deep Detached Allotment (18 dw/ha)</b>								
10.0m Villa Allotment	10.0m x 30.0m	300m <sup>2</sup>	7	13.73%	0.23	0	0.00%	0.00
12.5m Premium Villa Allotment	12.5m x 30.0m	375m <sup>2</sup>	18	35.29%	0.70	0	0.00%	0.00
14.0m Courtyard Allotment	14.0m x 30.0m	420m <sup>2</sup>	14	27.45%	0.64	0	0.00%	0.00
16.0m Premium Courtyard Allotment	16.0m x 30.0m	480m <sup>2</sup>	2	3.92%	0.10	0	0.00%	0.00
<b>Sub Total</b>			<b>41</b>	<b>80.39%</b>	<b>1.67</b>	<b>0</b>	<b>0.00%</b>	<b>0.00</b>
<b>Sub Total Residential Allotment Yield</b>			<b>50</b>	<b>98.04%</b>	<b>1.90</b>	<b>0</b>	<b>0.00%</b>	<b>0.00</b>
<b>Additional Allotment Type</b>								
Medium Density Site	-	-	0	0.00%	0.00	1	100.00%	0.69
Primary School	-	-	0	0.00%	0.00	0	0.00%	0.00
Local Linear Park	-	-	0	0.00%	0.00	0	0.00%	0.00
Local and Neighbourhood Recreation Park	-	-	0	0.00%	0.00	0	0.00%	0.00
Stormwater Management	-	-	1	1.96%	0.61	0	0.00%	0.00
<b>Total Additional Allotment Type Yield</b>			<b>1</b>	<b>1.96%</b>	<b>0.61</b>	<b>1</b>	<b>100.00%</b>	<b>0.69</b>
<b>Total Allotments</b>			<b>51</b>	<b>100.00%</b>	<b>2.51</b>	<b>1</b>	<b>100.00%</b>	<b>0.69</b>
<b>Maximum Potential Residential Dwellings</b>								
Optional Duplex Allotments	-	-	0	-	-	0	-	-
Medium Density Sites (site density 40 dw/ha)	-	-	0	-	-	29	-	-
<b>Sub Total Maximum Potential Residential Dwellings</b>			<b>0</b>	<b>-</b>	<b>-</b>	<b>29</b>	<b>-</b>	<b>-</b>
<b>Total Maximum Potential Residential Dwellings</b>			<b>50</b>	<b>-</b>	<b>1.90</b>	<b>29</b>	<b>-</b>	<b>0.69</b>
<b>Maximum Potential Net Residential Density</b>			16.45 dw/ha			37.18 dw/ha		
<b>Land Budget Breakdown Stages 1A and 1B</b>			<b>Stage 1A</b>		<b>Stage 1B</b>			
			Area (ha)	%	Area (ha)	%		
<b>Land Use Type</b>								
<b>Residential</b>								
Low Density Residential			1.67	37.36%	0.00	0.00%		
Low-Medium Density Residential			0.23	5.15%	0.00	0.00%		
Medium Density Site			0.00	0.00%	0.69	88.46%		
<b>Sub Total</b>			<b>1.90</b>	<b>42.51%</b>	<b>0.69</b>	<b>88.46%</b>		
<b>Open Space</b>								
Local Linear Parks			0.00	0.00%	0.00	0.00%		
Local and Neighbourhood Recreation Parks			0.00	0.00%	0.00	0.00%		
Linear Pockets (incl. Earth Mounds and Pedestrian Links)			0.19	4.25%	0.09	11.54%		
Stormwater Management			0.61	13.65%	0.00	0.00%		
<b>Sub Total</b>			<b>0.80</b>	<b>17.90%</b>	<b>0.09</b>	<b>11.54%</b>		
<b>Education</b>								
Primary School			0.00	0.00%	0.00	0.00%		
<b>Sub Total</b>			<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>		
<b>Services and Street Network</b>								
Trunk and Neighbourhood Connectors			0.82	18.34%	0.00	0.00%		
Local Street Network			0.95	21.25%	0.00	0.00%		
<b>Sub Total</b>			<b>1.77</b>	<b>39.60%</b>	<b>0.00</b>	<b>0.00%</b>		
<b>Proposed Total</b>			<b>4.47</b>	<b>100.00%</b>	<b>0.78</b>	<b>100.00%</b>		

Existing road reserve = 0.00ha



- Legend:**
- Site boundary
  - Stage boundary
  - Existing road reserve
  - Easement
  - Design contours (0.5 metres)
  - Optional duplex allotment
  - 400m neighbourhood park catchment

**Net Residential Density:**  
EDQ PDA Guideline No. 01 (Residential 30) definition of net residential density: the number of residential lots/dwellings divided by the area of residential lots/dwellings, local roads and local parks.



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PROJECT  
**RIVERBEND**

CLIENT  
**CELESTINO**

NOTES  
ALL LOT NUMBER AND DIMENSIONS (INCLUDING AREAS) ARE APPROXIMATE ONLY AND SUBJECT TO FURTHER DESIGN DEVELOPMENT.  
ALL DIMENSIONS HAVE BEEN ROUNDED TO THE NEAREST 0.1 METRES AND ALL AREAS HAVE BEEN ROUNDED TO THE NEAREST SQUARE METRE.  
THE BOUNDARIES ON THIS PLAN SHOULD NOT BE USED FOR THE FINAL DESIGN AND ARE SUBJECT TO FINAL DETAILED DESIGN BY ENGINEERS.  
INFORMATION ON THIS PLAN ARE FROM THE FOLLOWING SOURCES:  
SITE BOUNDARIES: COLLIER'S (JANUARY 2026)  
ADJOINING CADASTRE: QSPATIAL  
DESIGN CONTOURS: COLLIER'S (FEBRUARY 2026)  
EXISTING CONTOURS: COLLIER'S (JANUARY 2026)

ISSUE	CODE	ISSUE DESCRIPTION	BY	CHK	DATE
-	PRE	DRAFT ISSUE	NV	NV	05/09/2025
A	PRE	DRAFT ISSUE	NV	NV	12/09/2025
B	PRE	FINAL CONSULTANT ISSUE	NV	NV	24/09/2025
C	PRE	FINAL CONSULTANT ISSUE	NV	NV	26/09/2025
D	PRE	FINAL ISSUE	NV	NV	30/09/2025
E	PRE	DRAFT ISSUE	NV	NV	02/02/2026
F	PRE	FINAL ISSUE	NV	NV	04/03/2026
G	PRE	FINAL ISSUE	NV	NV	10/03/2026
H	PRE	FINAL ISSUE	NV	NV	12/03/2026

PRE - Preliminary | CA - Council Approval | T - Tender | CON - Construction

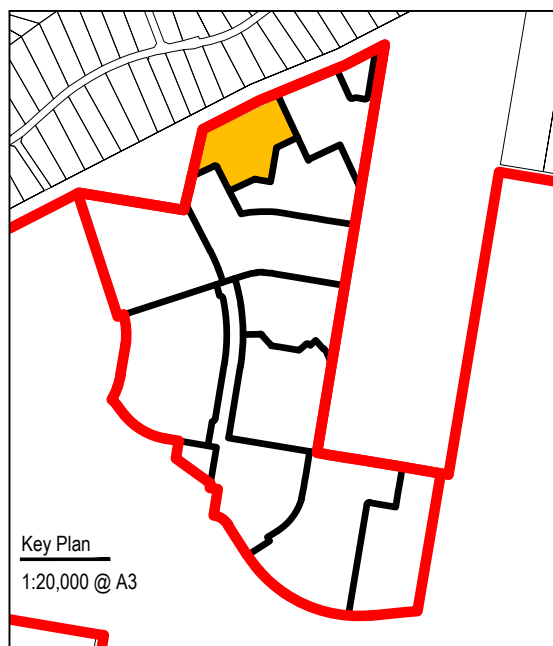
DRAWING TITLE  
**PRECINCT 1 ROL - STAGE 1A AND STAGE 1B**

DESIGN : TD  
DOCUMENT : TD / NV  
PROJECT : 4123001  
1:2,000 @ A3

DRAWING NUMBER : 4123001 - 30  
REVISION : H

Yield Breakdown Stage 2	Typical Dimensions	Typical Area	Stage 2		
			No. of Lots	%	Area (ha)
<b>Lot Type</b>					
<b>30m Deep Attached (Terrace) Allotment (30 dw/ha)</b>					
7.5m Front-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	3	5.26%	0.07
9.0m Front-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	2	3.51%	0.06
7.5m Rear-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	4	7.02%	0.10
9.0m Rear-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	2	3.51%	0.08
<b>Sub Total</b>			<b>11</b>	<b>19.30%</b>	<b>0.31</b>
<b>30m Deep Detached Allotment (18 dw/ha)</b>					
10.0m Villa Allotment	10.0m x 30.0m	300m <sup>2</sup>	11	19.30%	0.41
12.5m Premium Villa Allotment	12.5m x 30.0m	375m <sup>2</sup>	4	7.02%	0.15
14.0m Courtyard Allotment	14.0m x 30.0m	420m <sup>2</sup>	24	42.11%	1.06
16.0m Premium Courtyard Allotment	16.0m x 30.0m	480m <sup>2</sup>	7	12.28%	0.39
<b>Sub Total</b>			<b>46</b>	<b>80.70%</b>	<b>2.01</b>
<b>Sub Total Residential Allotment Yield</b>			<b>57</b>	<b>100.00%</b>	<b>2.32</b>
<b>Additional Allotment Type</b>					
Medium Density Site	-	-	0	0.00%	0.00
Primary School	-	-	0	0.00%	0.00
Local Linear Park	-	-	0	0.00%	0.00
Local and Neighbourhood Recreation Park	-	-	0	0.00%	0.00
Stormwater Management	-	-	0	0.00%	0.00
<b>Total Additional Allotment Type Yield</b>			<b>0</b>	<b>0.00%</b>	<b>0.00</b>
<b>Total Allotments</b>			<b>57</b>	<b>100.00%</b>	<b>2.32</b>
<b>Maximum Potential Residential Dwellings</b>					
Optional Duplex Allotments	-	-	3	-	-
Medium Density Sites (site density 40 dw/ha)	-	-	0	-	-
<b>Sub Total Maximum Potential Residential Dwellings</b>			<b>3</b>	<b>-</b>	<b>-</b>
<b>Total Maximum Potential Residential Dwellings</b>			<b>60</b>	<b>-</b>	<b>2.32</b>
Maximum Potential Net Residential Density					14.78 dw/ha
<b>Land Budget Breakdown Stage 2</b>			<b>Stage 2</b>		
			Area (ha)	%	
<b>Land Use Type</b>					
<b>Residential</b>					
Low Density Residential			2.01	49.51%	
Low-Medium Density Residential			0.31	7.64%	
Medium Density Site			0.00	0.00%	
<b>Sub Total</b>			<b>2.32</b>	<b>57.14%</b>	
<b>Open Space</b>					
Local Linear Parks			0.00	0.00%	
Local and Neighbourhood Recreation Parks			0.00	0.00%	
Linear Pockets (incl. Earth Mounds and Pedestrian Links)			0.32	7.88%	
Stormwater Management			0.00	0.00%	
<b>Sub Total</b>			<b>0.32</b>	<b>7.88%</b>	
<b>Education</b>					
Primary School			0.00	0.00%	
<b>Sub Total</b>			<b>0.00</b>	<b>0.00%</b>	
<b>Services and Street Network</b>					
Trunk and Neighbourhood Connectors			0.00	0.00%	
Local Street Network			1.42	34.98%	
<b>Sub Total</b>			<b>1.42</b>	<b>34.98%</b>	
<b>Proposed Total</b>			<b>4.06</b>	<b>100.00%</b>	

Existing road reserve = 0.00ha



- Legend:**
- Site boundary
  - Stage boundary
  - Existing road reserve
  - Easement
  - Design contours (0.5 metres)
  - Optional duplex allotment
  - 400m neighbourhood park catchment

**Net Residential Density:**  
EDQ PDA Guideline No. 01 (Residential 30) definition of net residential density: the number of residential lots/dwellings divided by the area of residential lots/dwellings, local roads and local parks.



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PROJECT  
**RIVERBEND**

CLIENT  
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ADJOINING CADASTRE: QSPATIAL  
DESIGN CONTOURS: COLLIERS (FEBRUARY 2026)  
EXISTING CONTOURS: COLLIERS (JANUARY 2026)

ISSUE	CODE	ISSUE DESCRIPTION	BY	CHK	DATE
-	PRE	DRAFT ISSUE	NV	NV	05/09/2025
A	PRE	DRAFT ISSUE	NV	NV	12/09/2025
B	PRE	FINAL CONSULTANT ISSUE	NV	NV	24/09/2025
C	PRE	FINAL CONSULTANT ISSUE	NV	NV	26/09/2025
D	PRE	FINAL ISSUE	NV	NV	30/09/2025
E	PRE	DRAFT ISSUE	NV	NV	02/02/2026
F	PRE	FINAL ISSUE	NV	NV	04/03/2026
G	PRE	FINAL ISSUE	NV	NV	10/03/2026
H	PRE	FINAL ISSUE	NV	NV	12/03/2026

PRE - Preliminary | CA - Council Approval | T - Tender | CON - Construction  
DRAWING TITLE

**PRECINCT 1 ROL - STAGE 2**

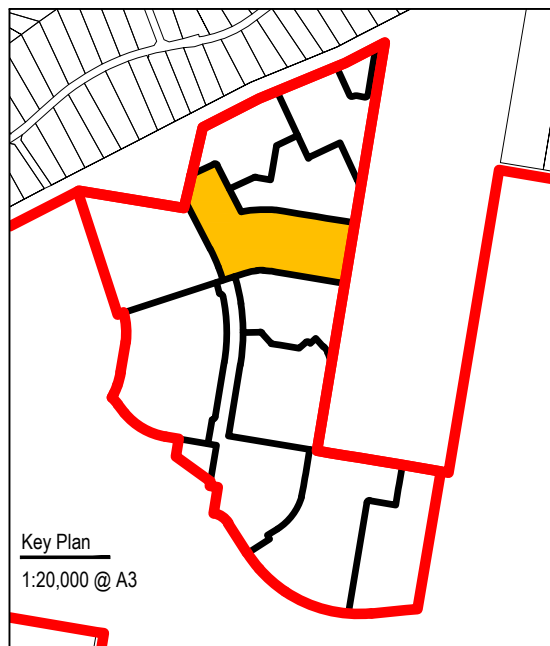
DESIGN : TD  
DOCUMENT : TD / NV  
PROJECT : 4123001  
1:2,000 @ A3

DRAWING NUMBER REVISION  
4123001 - 31 H



Yield Breakdown Stage 4	Typical Dimensions	Typical Area	Stage 4		
			No. of Lots	%	Area (ha)
<b>Residential Allotment Type</b>					
<b>30m Deep Attached (Terrace) Allotment (30 dw/ha)</b>					
7.5m Front-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	0	0.00%	0.00
9.0m Front-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	2	2.27%	0.06
7.5m Rear-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	0	0.00%	0.00
9.0m Rear-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	0	0.00%	0.00
<b>Sub Total</b>			<b>2</b>	<b>2.27%</b>	<b>0.06</b>
<b>30m Deep Detached Allotment (18 dw/ha)</b>					
10.0m Villa Allotment	10.0m x 30.0m	300m <sup>2</sup>	19	21.59%	0.58
12.5m Premium Villa Allotment	12.5m x 30.0m	375m <sup>2</sup>	33	37.50%	1.30
14.0m Courtyard Allotment	14.0m x 30.0m	420m <sup>2</sup>	23	26.14%	1.03
16.0m Premium Courtyard Allotment	16.0m x 30.0m	480m <sup>2</sup>	10	11.36%	0.52
<b>Sub Total</b>			<b>85</b>	<b>96.59%</b>	<b>3.43</b>
<b>Total Residential Allotment Yield</b>			<b>87</b>	<b>98.86%</b>	<b>3.49</b>
<b>Additional Allotment Type</b>					
Medium Density Site	-	-	1	1.14%	0.82
Primary School	-	-	0	0.00%	0.00
Local Linear Park	-	-	0	0.00%	0.00
Local and Neighbourhood Recreation Park	-	-	0	0.00%	0.00
Stormwater Management	-	-	0	0.00%	0.00
<b>Total Additional Allotment Type Yield</b>			<b>1</b>	<b>1.14%</b>	<b>0.82</b>
<b>Total Allotments</b>			<b>88</b>	<b>100.00%</b>	<b>4.31</b>
<b>Maximum Potential Residential Dwellings</b>					
Optional Duplex Allotments	-	-	0	-	-
Medium Density Sites (site density 40 dw/ha)	-	-	32	-	-
<b>Sub Total Maximum Potential Residential Dwellings</b>			<b>32</b>	-	-
<b>Total Maximum Potential Residential Dwellings</b>			<b>119</b>	-	<b>4.31</b>
Maximum Potential Net Residential Density					20.91 dw/ha
<b>Land Budget Breakdown Stage 4</b>					
Land Use Type	Stage 4				
	Area (ha)	%			
<b>Residential</b>					
Low Density Residential			3.43	45.79%	
Low-Medium Density Residential			0.06	0.80%	
Medium Density Site			0.82	10.95%	
<b>Sub Total</b>			<b>4.31</b>	<b>57.54%</b>	
<b>Open Space</b>					
Local Linear Parks			0.00	0.00%	
Local and Neighbourhood Recreation Parks			0.00	0.00%	
Linear Pockets (incl. Pedestrian Links)			0.32	4.27%	
Stormwater Management			0.00	0.00%	
<b>Sub Total</b>			<b>0.32</b>	<b>4.27%</b>	
<b>Education</b>					
Primary School			0.00	0.00%	
<b>Sub Total</b>			<b>0.00</b>	<b>0.00%</b>	
<b>Services and Street Network</b>					
Trunk and Neighbourhood Connectors			1.80	24.03%	
Local Street Network			1.06	14.15%	
<b>Sub Total</b>			<b>2.86</b>	<b>38.18%</b>	
<b>Proposed Total</b>			<b>7.49</b>	<b>100.00%</b>	

Existing road reserve = 0.00ha

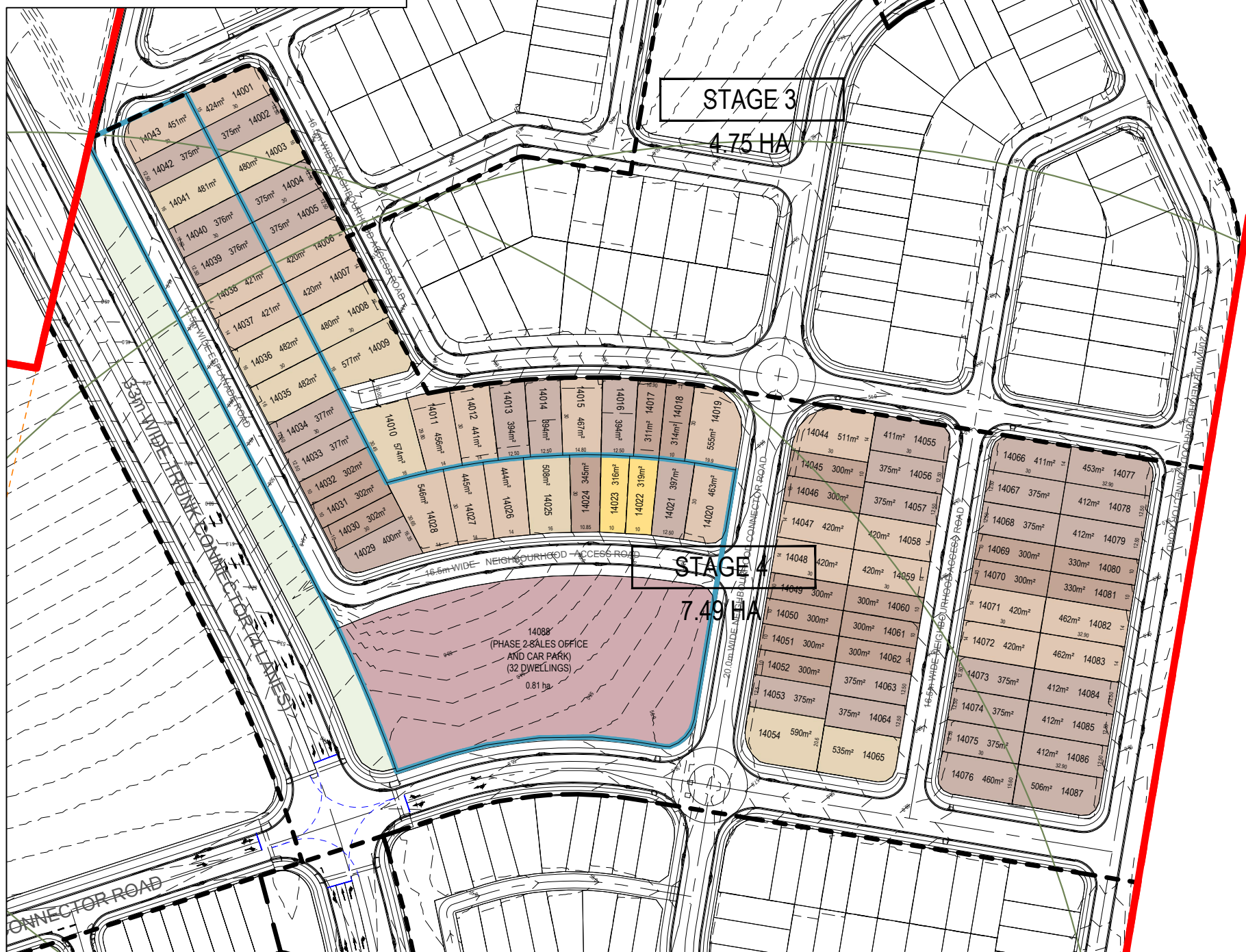


**Net Residential Density:**

EDQ PDA Guideline No. 01 (Residential 30) definition of net residential density: the number of residential lots/dwellings divided by the area of residential lots/dwellings, local roads and local parks.

**Legend:**

- Site boundary
- Stage boundary
- Existing road reserve
- Easement
- Design contours (0.5 metres)
- 2 Optional duplex allotment
- 400m neighbourhood park catchment
- Phase 2 display village extent



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PROJECT

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DESIGN CONTOURS: COLLIER'S (FEBRUARY 2026)  
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H	PRE	FINAL ISSUE	NV	NV	12/03/2026

PRE - Preliminary | CA - Council Approval | T - Tender | CON - Construction

DRAWING TITLE

PRECINCT 1 ROL -  
STAGE 4

DESIGN : TD  
DOCUMENT : TD / NV  
PROJECT : 4123001  
1:2,000 @ A3

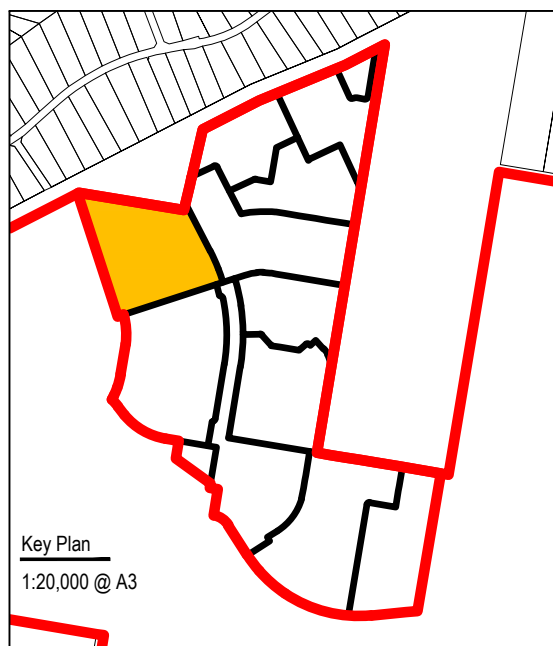
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DRAWING NUMBER REVISION  
4123001 - 33 H



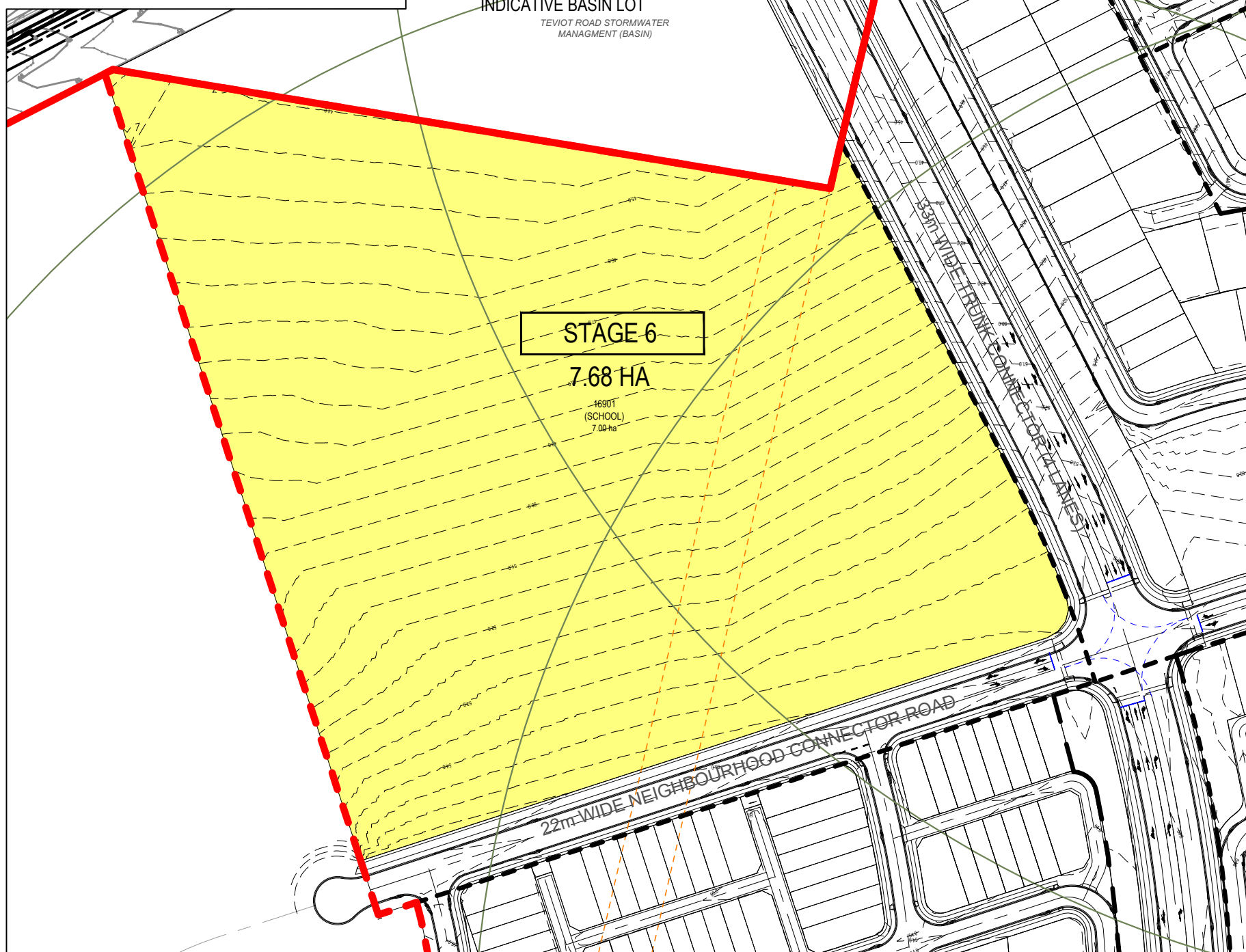
Yield Breakdown Stage 6	Typical Dimensions	Typical Area	Stage 6		
			No. of Lots	%	Area (ha)
<b>Lot Type</b>					
<b>30m Deep Attached (Terrace) Allotment (30 dw/ha)</b>					
7.5m Front-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	0	0.00%	0.00
9.0m Front-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	0	0.00%	0.00
7.5m Rear-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	0	0.00%	0.00
9.0m Rear-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	0	0.00%	0.00
<b>Sub Total</b>			<b>0</b>	<b>0.00%</b>	<b>0.00</b>
<b>30m Deep Detached Allotment (18 dw/ha)</b>					
10.0m Villa Allotment	10.0m x 30.0m	300m <sup>2</sup>	0	0.00%	0.00
12.5m Premium Villa Allotment	12.5m x 30.0m	375m <sup>2</sup>	0	0.00%	0.00
14.0m Courtyard Allotment	14.0m x 30.0m	420m <sup>2</sup>	0	0.00%	0.00
16.0m Premium Courtyard Allotment	16.0m x 30.0m	480m <sup>2</sup>	0	0.00%	0.00
<b>Sub Total</b>			<b>0</b>	<b>0.00%</b>	<b>0.00</b>
<b>Sub Total Residential Allotment Yield</b>			<b>0</b>	<b>0.00%</b>	<b>0.00</b>
<b>Additional Allotment Type</b>					
Medium Density Site	-	-	0	0.00%	0.00
Primary School	-	-	1	100.00%	7.00
Local Linear Park	-	-	0	0.00%	0.00
Local and Neighbourhood Recreation Park	-	-	0	0.00%	0.00
Stormwater Management	-	-	0	0.00%	0.00
<b>Total Additional Allotment Type Yield</b>			<b>1</b>	<b>100.00%</b>	<b>7.00</b>
<b>Total Allotments</b>			<b>1</b>	<b>100.00%</b>	<b>7.00</b>
<b>Maximum Potential Residential Dwellings</b>					
Optional Duplex Allotments	-	-	0	-	-
Medium Density Sites (site density 40 dw/ha)	-	-	0	-	-
<b>Sub Total Maximum Potential Residential Dwellings</b>			<b>0</b>	<b>-</b>	<b>-</b>
<b>Total Maximum Potential Residential Dwellings</b>			<b>0</b>	<b>-</b>	<b>0.00</b>
Maximum Potential Net Residential Density					N/A
<b>Land Budget Breakdown Stage 6</b>			<b>Stage 6</b>		
			Area (ha)	%	
<b>Land Use Type</b>					
<b>Residential</b>					
Low Density Residential			0.00	0.00%	
Low-Medium Density Residential			0.00	0.00%	
Medium Density Site			0.00	0.00%	
<b>Sub Total</b>			<b>0.00</b>	<b>0.00%</b>	
<b>Open Space</b>					
Local Linear Parks			0.00	0.00%	
Local and Neighbourhood Recreation Parks			0.00	0.00%	
Linear Pockets (incl. Pedestrian Links)			0.00	0.00%	
Stormwater Management			0.00	0.00%	
<b>Sub Total</b>			<b>0.00</b>	<b>0.00%</b>	
<b>Education</b>					
Primary School			7.00	91.15%	
<b>Sub Total</b>			<b>7.00</b>	<b>91.15%</b>	
<b>Services and Street Network</b>					
Trunk and Neighbourhood Connectors			0.68	8.85%	
Local Street Network			0.00	0.00%	
<b>Sub Total</b>			<b>0.68</b>	<b>8.85%</b>	
<b>Proposed Total</b>			<b>7.68</b>	<b>100.00%</b>	

Existing road reserve = 0.52ha



- Legend:**
- Site boundary
  - Stage boundary
  - Existing road reserve
  - Easement
  - Design contours (0.5 metres)
  - Optional duplex allotment
  - 400m neighbourhood park catchment

**Net Residential Density:**  
EDQ PDA Guideline No. 01 (Residential 30) definition of net residential density: the number of residential lots/dwellings divided by the area of residential lots/dwellings, local roads and local parks.



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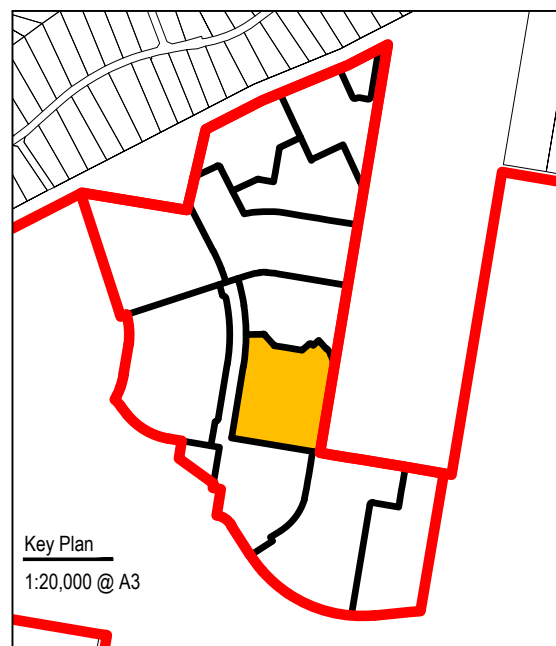
DRAWING TITLE  
**PRECINCT 1 ROL - STAGE 6**

DESIGN : TD  
DOCUMENT : TD / NV  
PROJECT : 4123001  
1:2,000 @ A3

DRAWING NUMBER : 4123001 - 35  
REVISION : H

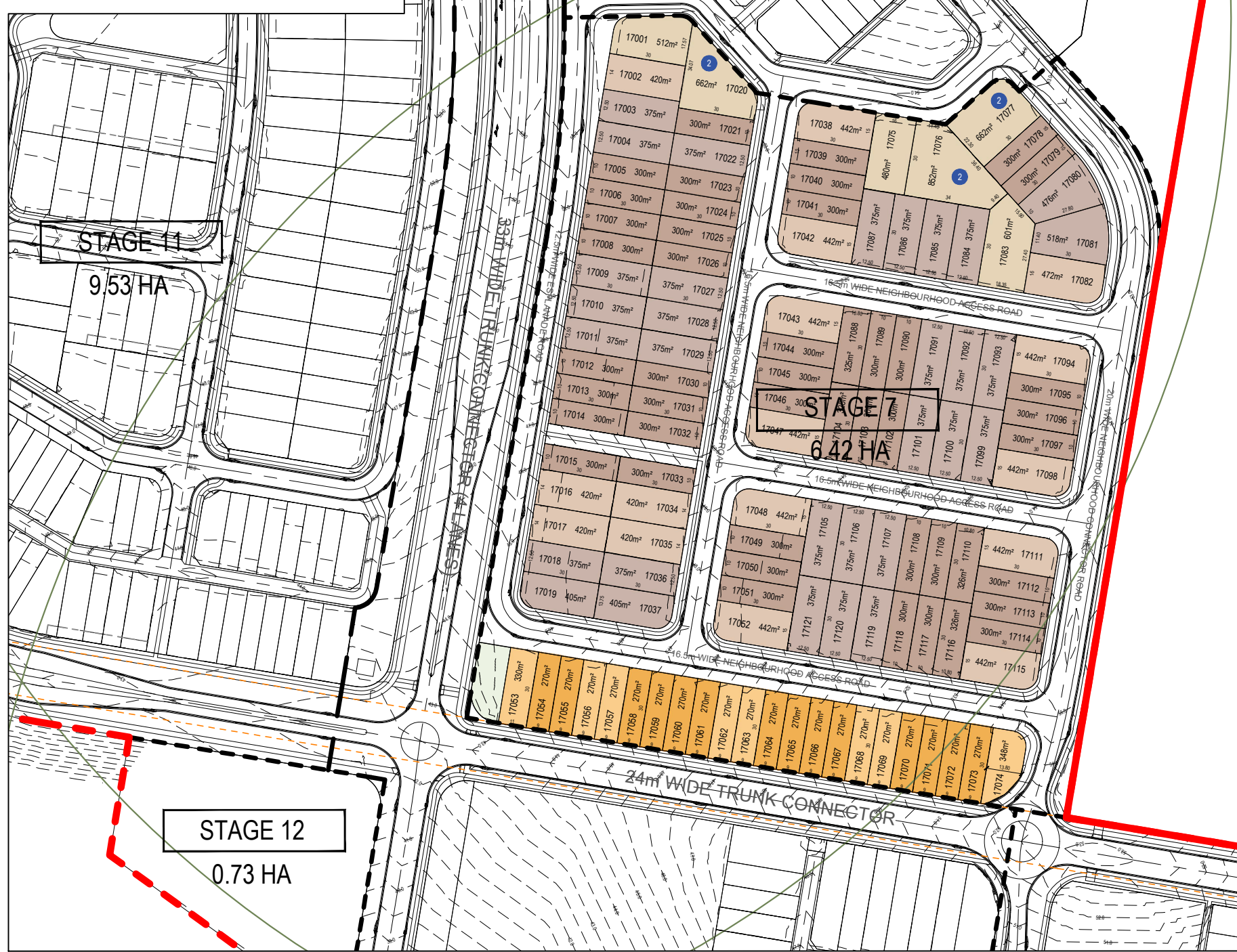
Yield Breakdown Stage 7	Typical Dimensions	Typical Area	Stage 7		
			No. of Lots	%	Area (ha)
<b>Lot Type</b>					
<b>30m Deep Attached (Terrace) Allotment (30 dw/ha)</b>					
7.5m Front-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	0	0.00%	0.00
9.0m Front-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	0	0.00%	0.00
7.5m Rear-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	14	11.57%	0.38
9.0m Rear-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	8	6.61%	0.23
<b>Sub Total</b>			<b>22</b>	<b>18.18%</b>	<b>0.61</b>
<b>30m Deep Detached Allotment (18 dw/ha)</b>					
10.0m Villa Allotment	10.0m x 30.0m	300m <sup>2</sup>	46	38.02%	1.39
12.5m Premium Villa Allotment	12.5m x 30.0m	375m <sup>2</sup>	31	25.62%	1.19
14.0m Courtyard Allotment	14.0m x 30.0m	420m <sup>2</sup>	16	13.22%	0.70
16.0m Premium Courtyard Allotment	16.0m x 30.0m	480m <sup>2</sup>	6	4.96%	0.38
<b>Sub Total</b>			<b>99</b>	<b>81.82%</b>	<b>3.66</b>
<b>Sub Total Residential Allotment Yield</b>			<b>121</b>	<b>100.00%</b>	<b>4.27</b>
<b>Additional Allotment Type</b>					
Medium Density Site	-	-	0	0.00%	0.00
Primary School	-	-	0	0.00%	0.00
Local Linear Park	-	-	0	0.00%	0.00
Local and Neighbourhood Recreation Park	-	-	0	0.00%	0.00
Stormwater Management	-	-	0	0.00%	0.00
<b>Total Additional Allotment Type Yield</b>			<b>0</b>	<b>0.00%</b>	<b>0.00</b>
<b>Total Allotments</b>			<b>121</b>	<b>100.00%</b>	<b>4.27</b>
<b>Maximum Potential Residential Dwellings</b>					
Optional Duplex Allotments	-	-	3	-	-
Medium Density Sites (site density 40 dw/ha)	-	-	0	-	-
<b>Sub Total Maximum Potential Residential Dwellings</b>			<b>3</b>		
<b>Total Maximum Potential Residential Dwellings</b>			<b>124</b>		<b>4.27</b>
Maximum Potential Net Residential Density					21.34 dw/ha
<b>Land Budget Breakdown Stage 7</b>			<b>Stage 7</b>		
			Area (ha)	%	
<b>Land Use Type</b>					
<b>Residential</b>					
Low Density Residential			3.66	57.01%	
Low-Medium Density Residential			0.61	9.50%	
Medium Density Site			0.00	0.00%	
<b>Sub Total</b>			<b>4.27</b>	<b>66.51%</b>	
<b>Open Space</b>					
Local Linear Parks			0.00	0.00%	
Local and Neighbourhood Recreation Parks			0.00	0.00%	
Linear Pockets (incl. Pedestrian Links)			0.08	1.25%	
Stormwater Management			0.00	0.00%	
<b>Sub Total</b>			<b>0.08</b>	<b>1.25%</b>	
<b>Education</b>					
Primary School			0.00	0.00%	
<b>Sub Total</b>			<b>0.00</b>	<b>0.00%</b>	
<b>Services and Street Network</b>					
Trunk and Neighbourhood Connectors			0.61	9.50%	
Local Street Network			1.46	22.74%	
<b>Sub Total</b>			<b>2.07</b>	<b>32.24%</b>	
<b>Proposed Total</b>			<b>6.42</b>	<b>100.00%</b>	

Existing road reserve = 0.00ha



- Legend:**
- Site boundary
  - Stage boundary
  - Existing road reserve
  - Easement
  - Design contours (0.5 metres)
  - Optional duplex allotment
  - 400m neighbourhood park catchment

**Net Residential Density:**  
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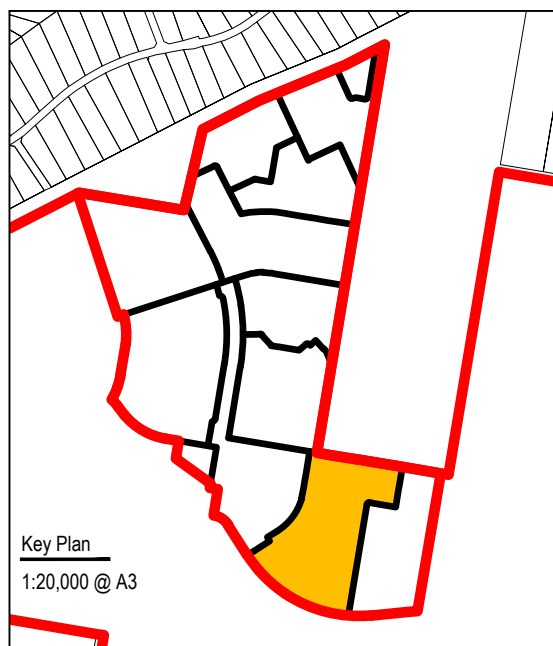
DRAWING TITLE  
**PRECINCT 1 ROL - STAGE 7**

DESIGN : TD  
DOCUMENT : TD / NV  
PROJECT : 4123001  
1:2,000 @ A3

DRAWING NUMBER : 4123001 - 36  
REVISION : H

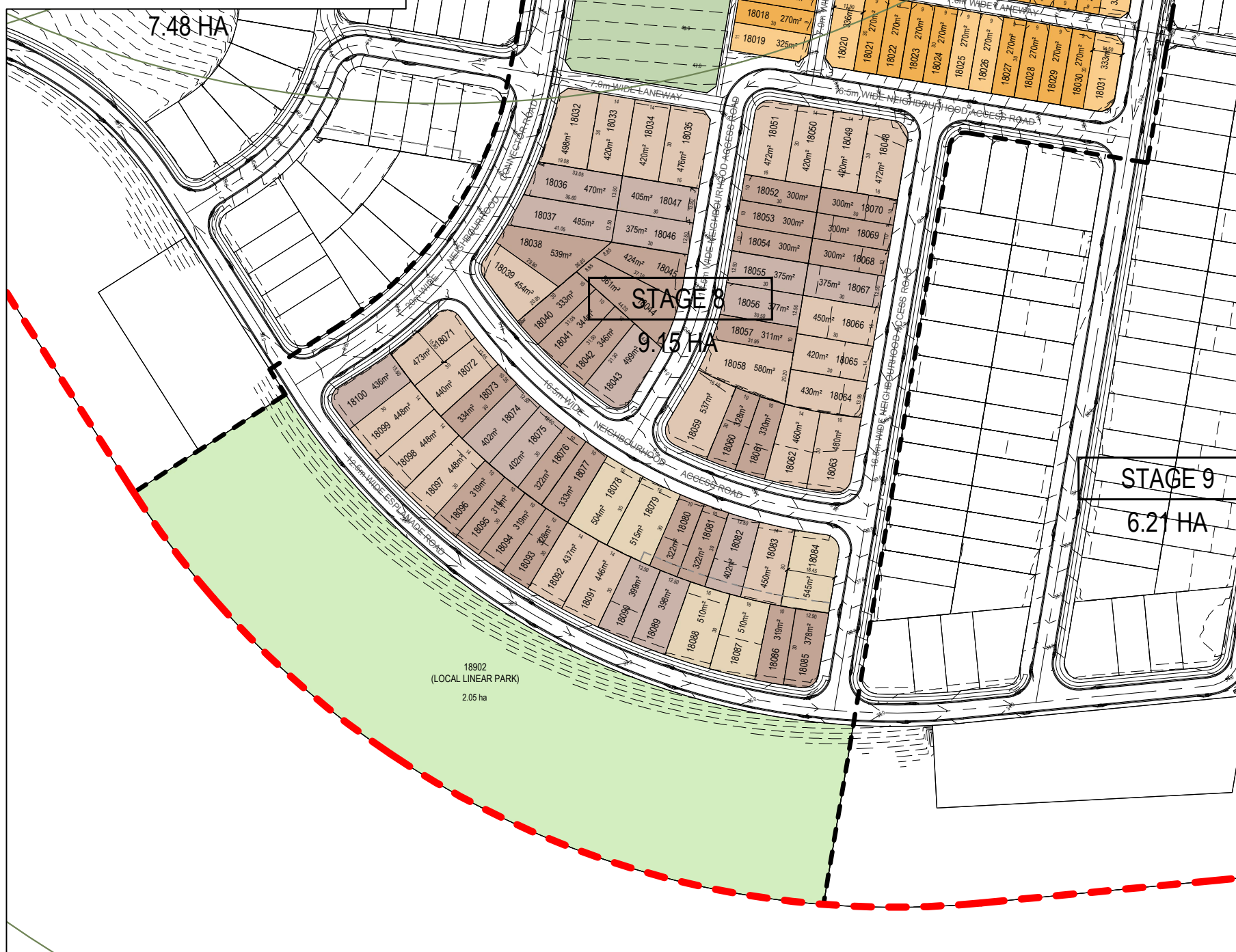
Yield Breakdown Stage 8	Typical Dimensions	Typical Area	Stage 8		
			No. of Lots	%	Area (ha)
<b>Lot Type</b>					
<b>30m Deep Attached (Terrace) Allotment (30 dw/ha)</b>					
7.5m Front-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	0	0.00%	0.00
9.0m Front-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	0	0.00%	0.00
7.5m Rear-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	21	20.59%	0.57
9.0m Rear-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	10	9.80%	0.30
<b>Sub Total</b>			<b>31</b>	<b>30.39%</b>	<b>0.87</b>
<b>30m Deep Detached Allotment (18 dw/ha)</b>					
10.0m Villa Allotment	10.0m x 30.0m	300m <sup>2</sup>	26	25.49%	0.89
12.5m Premium Villa Allotment	12.5m x 30.0m	375m <sup>2</sup>	14	13.73%	0.58
14.0m Courtyard Allotment	14.0m x 30.0m	420m <sup>2</sup>	24	23.53%	1.10
16.0m Premium Courtyard Allotment	16.0m x 30.0m	480m <sup>2</sup>	5	4.90%	0.26
<b>Sub Total</b>			<b>69</b>	<b>67.65%</b>	<b>2.83</b>
<b>Sub Total Residential Allotment Yield</b>			<b>100</b>	<b>98.04%</b>	<b>3.70</b>
<b>Additional Allotment Type</b>					
Medium Density Site	-	-	0	0.00%	0.00
Primary School	-	-	0	0.00%	0.00
Local Linear Park	-	-	1	0.98%	2.05
Local and Neighbourhood Recreation Park	-	-	1	0.98%	0.50
Stormwater Management	-	-	0	0.00%	0.00
<b>Total Additional Allotment Type Yield</b>			<b>2</b>	<b>1.96%</b>	<b>2.55</b>
<b>Total Allotments</b>			<b>102</b>	<b>100.00%</b>	<b>6.25</b>
<b>Maximum Potential Residential Dwellings</b>					
Optional Duplex Allotments	-	-	0	-	-
Medium Density Sites (site density 40 dw/ha)	-	-	0	-	-
<b>Sub Total Maximum Potential Residential Dwellings</b>			<b>0</b>	<b>-</b>	<b>-</b>
<b>Total Maximum Potential Residential Dwellings</b>			<b>100</b>	<b>-</b>	<b>3.70</b>
Maximum Potential Net Residential Density					15.38 dw/ha
<b>Land Budget Breakdown Stage 8</b>			<b>Stage 8</b>		
			Area (ha)	%	
<b>Land Use Type</b>					
<b>Residential</b>					
Low Density Residential			2.83	30.93%	
Low-Medium Density Residential			0.87	9.51%	
Medium Density Site			0.00	0.00%	
<b>Sub Total</b>			<b>3.70</b>	<b>40.44%</b>	
<b>Open Space</b>					
Local Linear Parks			2.05	22.40%	
Local and Neighbourhood Recreation Parks			0.50	5.46%	
Linear Pockets (incl. Pedestrian Links)			0.00	0.00%	
Stormwater Management			0.00	0.00%	
<b>Sub Total</b>			<b>2.55</b>	<b>27.87%</b>	
<b>Education</b>					
Primary School			0.00	0.00%	
<b>Sub Total</b>			<b>0.00</b>	<b>0.00%</b>	
<b>Services and Street Network</b>					
Trunk and Neighbourhood Connectors			0.60	6.56%	
Local Street Network			2.30	25.14%	
<b>Sub Total</b>			<b>2.90</b>	<b>31.69%</b>	
<b>Proposed Total</b>			<b>9.15</b>	<b>100.00%</b>	

Existing road reserve = 0.50ha



- Legend:**
- Site boundary
  - Stage boundary
  - Existing road reserve
  - Easement
  - Design contours (0.5 metres)
  - Optional duplex allotment
  - 400m neighbourhood park catchment

**Net Residential Density:**  
EDQ PDA Guideline No. 01 (Residential 30) definition of net residential density: the number of residential lots/dwellings divided by the area of residential lots/dwellings, local roads and local parks.



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NOTES

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ADJOINING CADASTRE: QSPATIAL  
DESIGN CONTOURS: COLLIER'S (FEBRUARY 2026)  
EXISTING CONTOURS: COLLIER'S (JANUARY 2026)

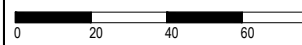
ISSUE	CODE	ISSUE DESCRIPTION	BY	CHK	DATE
-	PRE	DRAFT ISSUE	NV	NV	05/09/2025
A	PRE	DRAFT ISSUE	NV	NV	12/09/2025
B	PRE	FINAL CONSULTANT ISSUE	NV	NV	24/09/2025
C	PRE	FINAL CONSULTANT ISSUE	NV	NV	26/09/2025
D	PRE	FINAL ISSUE	NV	NV	30/09/2025
E	PRE	DRAFT ISSUE	NV	NV	02/02/2026
F	PRE	FINAL ISSUE	NV	NV	04/03/2026
G	PRE	FINAL ISSUE	NV	NV	10/03/2026
H	PRE	FINAL ISSUE	NV	NV	12/03/2026

PRE - Preliminary | CA - Council Approval | T - Tender | CON - Construction

DRAWING TITLE

PRECINCT 1 ROL -  
STAGE 8

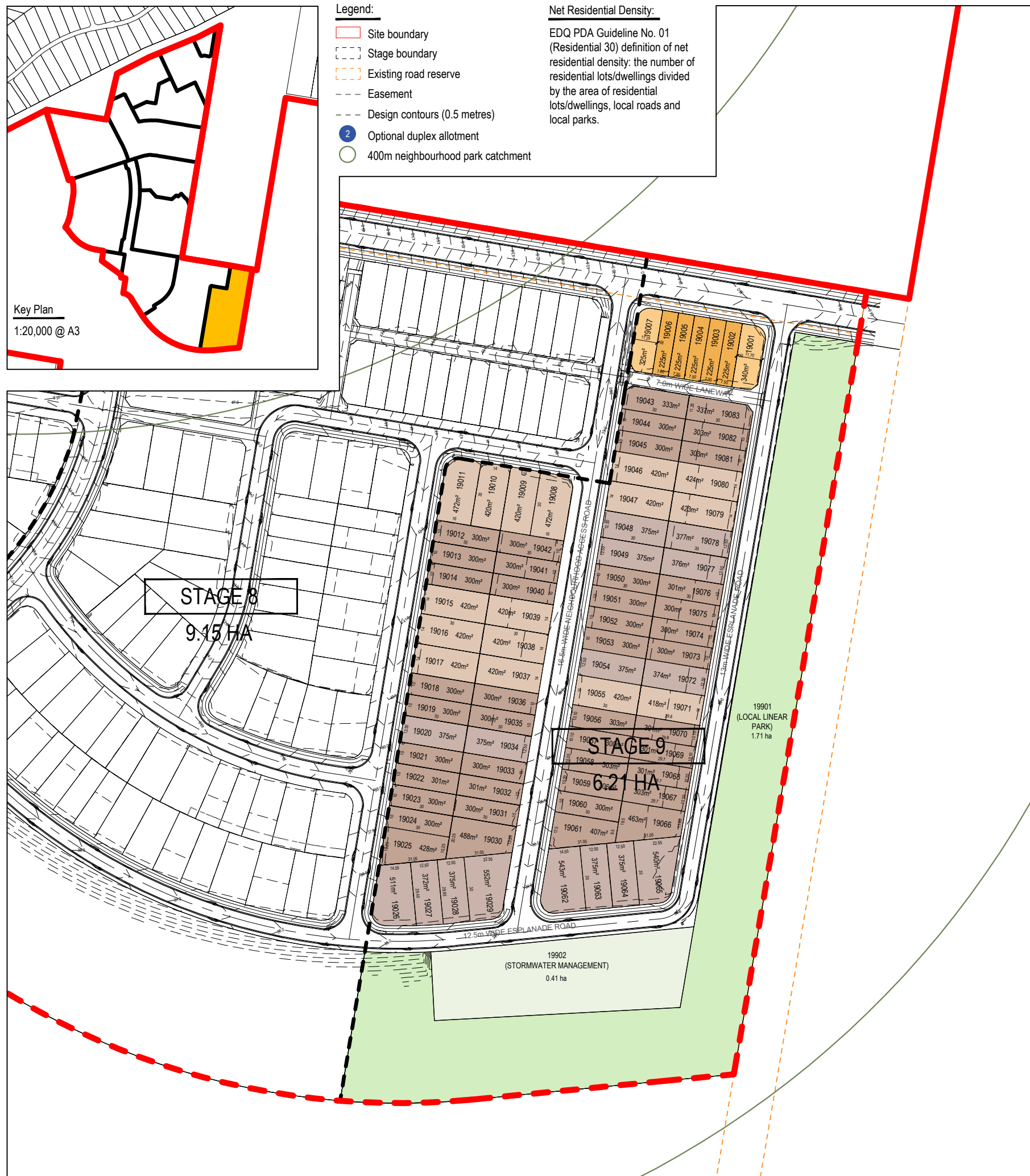
DESIGN : TD  
DOCUMENT : TD / NV  
PROJECT : 4123001  
1:2,000 @ A3



DRAWING NUMBER REVISION  
4123001 - 37 H

Yield Breakdown Stage 9	Typical Dimensions	Typical Area	Stage 9		
			No. of Lots	%	Area (ha)
<b>Lot Type</b>					
<b>30m Deep Attached (Terrace) Allotment (30 dw/ha)</b>					
7.5m Front-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	0	0.00%	0.00
9.0m Front-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	0	0.00%	0.00
7.5m Rear-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	5	5.88%	0.11
9.0m Rear-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	2	2.35%	0.07
<b>Sub Total</b>			<b>7</b>	<b>8.24%</b>	<b>0.18</b>
<b>30m Deep Detached Allotment (18 dw/ha)</b>					
10.0m Villa Allotment	10.0m x 30.0m	300m <sup>2</sup>	44	51.76%	1.39
12.5m Premium Villa Allotment	12.5m x 30.0m	375m <sup>2</sup>	16	18.82%	0.67
14.0m Courtyard Allotment	14.0m x 30.0m	420m <sup>2</sup>	16	18.82%	0.68
16.0m Premium Courtyard Allotment	16.0m x 30.0m	480m <sup>2</sup>	0	0.00%	0.00
<b>Sub Total</b>			<b>76</b>	<b>89.41%</b>	<b>2.74</b>
<b>Sub Total Residential Allotment Yield</b>			<b>83</b>	<b>97.65%</b>	<b>2.92</b>
<b>Additional Allotment Type</b>					
Medium Density Site	-	-	0	0.00%	0.00
Primary School	-	-	0	0.00%	0.00
Local Linear Park	-	-	1	1.18%	1.70
Local and Neighbourhood Recreation Park	-	-	0	0.00%	0.00
Stormwater Management	-	-	1	1.18%	0.41
<b>Total Additional Allotment Type Yield</b>			<b>2</b>	<b>2.35%</b>	<b>2.11</b>
<b>Total Allotments</b>			<b>85</b>	<b>100.00%</b>	<b>5.03</b>
<b>Maximum Potential Residential Dwellings</b>					
Optional Duplex Allotments	-	-	0	-	-
Medium Density Sites (site density 40 dw/ha)	-	-	0	-	-
<b>Sub Total Maximum Potential Residential Dwellings</b>			<b>0</b>	<b>-</b>	<b>-</b>
<b>Total Maximum Potential Residential Dwellings</b>			<b>83</b>	<b>-</b>	<b>2.92</b>
Maximum Potential Net Residential Density					21.50 dw/ha
<b>Land Budget Breakdown Stage 9</b>			<b>Stage 9</b>		
			Area (ha)	%	
<b>Land Use Type</b>					
<b>Residential</b>					
Low Density Residential			2.74	44.12%	
Low-Medium Density Residential			0.18	2.90%	
Medium Density Site			0.00	0.00%	
<b>Sub Total</b>			<b>2.92</b>	<b>47.02%</b>	
<b>Open Space</b>					
Local Linear Parks			1.70	27.38%	
Local and Neighbourhood Recreation Parks			0.00	0.00%	
Linear Pockets (incl. Pedestrian Links)			0.00	0.00%	
Stormwater Management			0.41	6.60%	
<b>Sub Total</b>			<b>2.11</b>	<b>33.98%</b>	
<b>Education</b>					
Primary School			0.00	0.00%	
<b>Sub Total</b>			<b>0.00</b>	<b>0.00%</b>	
<b>Services and Street Network</b>					
Trunk and Neighbourhood Connectors			0.24	3.86%	
Local Street Network			0.94	15.14%	
<b>Sub Total</b>			<b>1.18</b>	<b>19.00%</b>	
<b>Proposed Total</b>			<b>6.21</b>	<b>100.00%</b>	

Existing road reserve = 0.21ha



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EXISTING CONTOURS: COLLIER'S (JANUARY 2026)

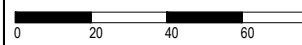
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-	PRE	DRAFT ISSUE	NV	NV	05/09/2025
A	PRE	DRAFT ISSUE	NV	NV	12/09/2025
B	PRE	FINAL CONSULTANT ISSUE	NV	NV	24/09/2025
C	PRE	FINAL CONSULTANT ISSUE	NV	NV	26/09/2025
D	PRE	FINAL ISSUE	NV	NV	30/09/2025
E	PRE	DRAFT ISSUE	NV	NV	02/02/2026
F	PRE	FINAL ISSUE	NV	NV	04/03/2026
G	PRE	FINAL ISSUE	NV	NV	10/03/2026
H	PRE	FINAL ISSUE	NV	NV	12/03/2026

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DRAWING TITLE

PRECINCT 1 ROL -  
STAGE 9

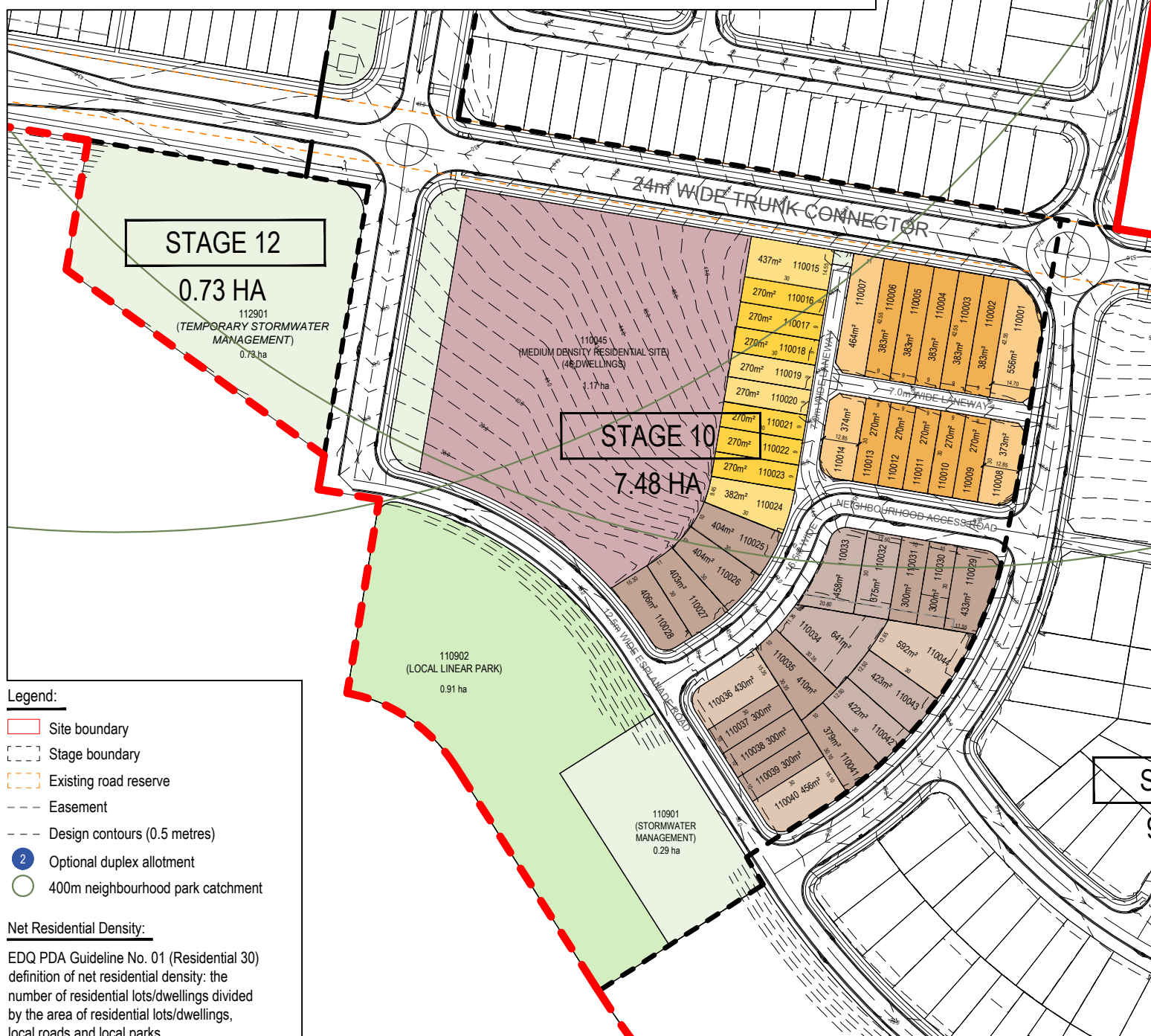
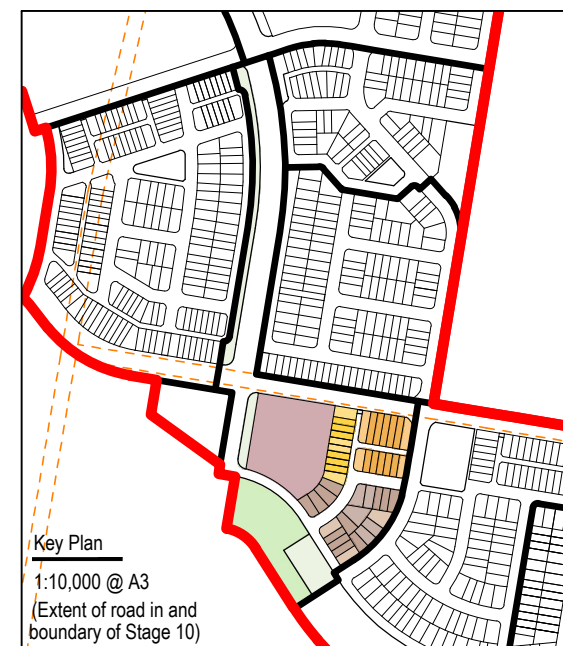
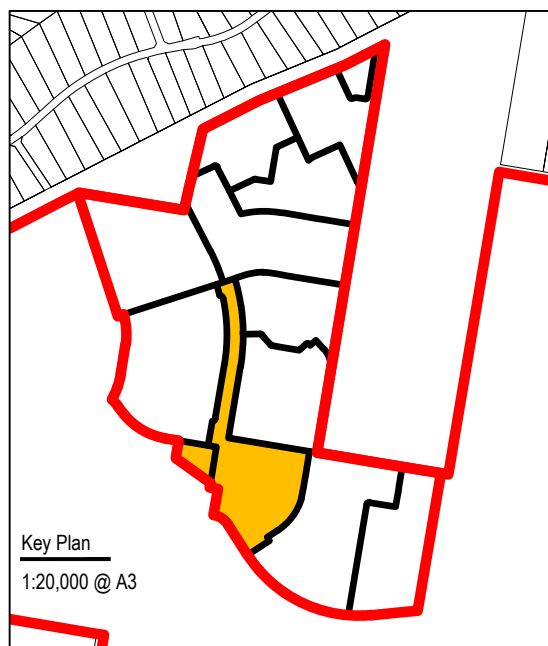
DESIGN : TD  
DOCUMENT : TD / NV  
PROJECT : 4123001  
1:2,000 @ A3



DRAWING NUMBER : 4123001 - 38  
REVISION : H

Yield Breakdown Stages 10 and 12	Typical Dimensions	Typical Area	Stage 10			Stage 12		
			No. of Lots	%	Area (ha)	No. of Lots	%	Area (ha)
<b>Lot Type</b>								
<b>30m Deep Attached (Terrace) Allotment (30 dw/ha)</b>								
7.5m Front-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	6	12.77%	0.16	0	0.00%	0.00
9.0m Front-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	4	8.51%	0.14	0	0.00%	0.00
7.5m Rear-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	10	21.28%	0.33	0	0.00%	0.00
9.0m Rear-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	4	8.51%	0.18	0	0.00%	0.00
<b>Sub Total</b>			<b>24</b>	<b>51.06%</b>	<b>0.81</b>	<b>0</b>	<b>0.00%</b>	<b>0.00</b>
<b>30m Deep Detached Allotment (18 dw/ha)</b>								
10.0m Villa Allotment	10.0m x 30.0m	300m <sup>2</sup>	12	25.53%	0.43	0	0.00%	0.00
12.5m Premium Villa Allotment	12.5m x 30.0m	375m <sup>2</sup>	5	10.64%	0.23	0	0.00%	0.00
14.0m Courtyard Allotment	14.0m x 30.0m	420m <sup>2</sup>	3	6.38%	0.15	0	0.00%	0.00
16.0m Premium Courtyard Allotment	16.0m x 30.0m	480m <sup>2</sup>	0	0.00%	0.00	0	0.00%	0.00
<b>Sub Total</b>			<b>20</b>	<b>42.55%</b>	<b>0.81</b>	<b>0</b>	<b>0.00%</b>	<b>0.00</b>
<b>Sub Total Residential Allotment Yield</b>			<b>44</b>	<b>93.62%</b>	<b>1.62</b>	<b>0</b>	<b>0.00%</b>	<b>0.00</b>
<b>Additional Allotment Type</b>								
Medium Density Site	-	-	1	2.13%	1.17	0	0.00%	0.00
Primary School	-	-	0	0.00%	0.00	0	0.00%	0.00
Local Linear Park	-	-	1	2.13%	0.91	0	0.00%	0.00
Local and Neighbourhood Recreation Park	-	-	0	0.00%	0.00	0	0.00%	0.00
Stormwater Management	-	-	1	2.13%	0.29	1	100.00%	0.73
<b>Total Additional Allotment Type Yield</b>			<b>3</b>	<b>6.38%</b>	<b>2.37</b>	<b>1</b>	<b>100.00%</b>	<b>0.73</b>
<b>Total Allotments</b>			<b>47</b>	<b>100.00%</b>	<b>3.99</b>	<b>1</b>	<b>100.00%</b>	<b>0.73</b>
<b>Maximum Potential Residential Dwellings</b>								
Optional Duplex Allotments	-	-	0	-	-	0	-	-
Medium Density Sites (site density 40 dw/ha)	-	-	46	-	-	0	-	-
<b>Sub Total Maximum Potential Residential Dwellings</b>			<b>46</b>			<b>0</b>		
<b>Total Maximum Potential Residential Dwellings</b>			<b>90</b>		<b>2.79</b>	<b>0</b>		<b>0.00</b>
Maximum Potential Net Residential Density				22.67 dw/ha			N/A	
<b>Land Budget Breakdown Stages 10 and 12</b>			<b>Stage 10</b>		<b>Stage 12</b>			
			Area (ha)	%	Area (ha)	%		
<b>Land Use Type</b>								
<b>Residential</b>								
Low Density Residential			0.81	10.83%	0.00	0.00%		
Low-Medium Density Residential			0.81	10.83%	0.00	0.00%		
Medium Density Site			1.17	15.64%	0.00	0.00%		
<b>Sub Total</b>			<b>2.79</b>	<b>37.30%</b>	<b>0.00</b>	<b>0.00%</b>		
<b>Open Space</b>								
Local Linear Parks			0.91	12.17%	0.00	0.00%		
Local and Neighbourhood Recreation Parks			0.00	0.00%	0.00	0.00%		
Linear Pockets (incl. Pedestrian Links)			0.56	7.49%	0.00	0.00%		
Stormwater Management			0.29	3.88%	0.73	100.00%		
<b>Sub Total</b>			<b>1.76</b>	<b>23.53%</b>	<b>0.73</b>	<b>100.00%</b>		
<b>Education</b>								
Primary School			0.00	0.00%	0.00	0.00%		
<b>Sub Total</b>			<b>0.00</b>	<b>0.00%</b>	<b>0.00</b>	<b>0.00%</b>		
<b>Services and Street Network</b>								
Trunk and Neighbourhood Connectors			2.31	30.88%	0.00	0.00%		
Local Street Network			0.62	8.29%	0.00	0.00%		
<b>Sub Total</b>			<b>2.93</b>	<b>39.17%</b>	<b>0.00</b>	<b>0.00%</b>		
<b>Proposed Total</b>			<b>7.48</b>	<b>100.00%</b>	<b>0.73</b>	<b>100.00%</b>		

Existing road reserve = 0.50ha (Stage 10)



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C	PRE	FINAL CONSULTANT ISSUE	NV	NV	26/09/2025
D	PRE	FINAL ISSUE	NV	NV	30/09/2025
E	PRE	DRAFT ISSUE	NV	NV	02/02/2026
F	PRE	FINAL ISSUE	NV	NV	04/03/2026
G	PRE	FINAL ISSUE	NV	NV	10/03/2026
H	PRE	FINAL ISSUE	NV	NV	12/03/2026

PRE - Preliminary | CA - Council Approval | T - Tender | CON - Construction  
DRAWING TITLE

**PRECINCT 1 ROL - STAGES 10 AND 12**

DESIGN : TD  
DOCUMENT : TD / NV  
PROJECT : 4123001  
1:2,000 @ A3

DRAWING NUMBER REVISION  
4123001 - 39 H

PROJECT

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- DESIGN CONTOURS: COLLIER'S (FEBRUARY 2026)
- EXISTING CONTOURS: COLLIER'S (JANUARY 2026)

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B	PRE	FINAL CONSULTANT ISSUE	NV	NV	24/09/2025
C	PRE	FINAL CONSULTANT ISSUE	NV	NV	26/09/2025
D	PRE	FINAL ISSUE	NV	NV	30/09/2025
E	PRE	DRAFT ISSUE	NV	NV	02/02/2026
F	PRE	FINAL ISSUE	NV	NV	04/03/2026
G	PRE	FINAL ISSUE	NV	NV	10/03/2026
H	PRE	FINAL ISSUE	NV	NV	12/03/2026

PRE - Preliminary | CA - Council Approval | T - Tender | CON - Construction

DRAWING TITLE

PRECINCT 1 ROL -  
STAGE 11

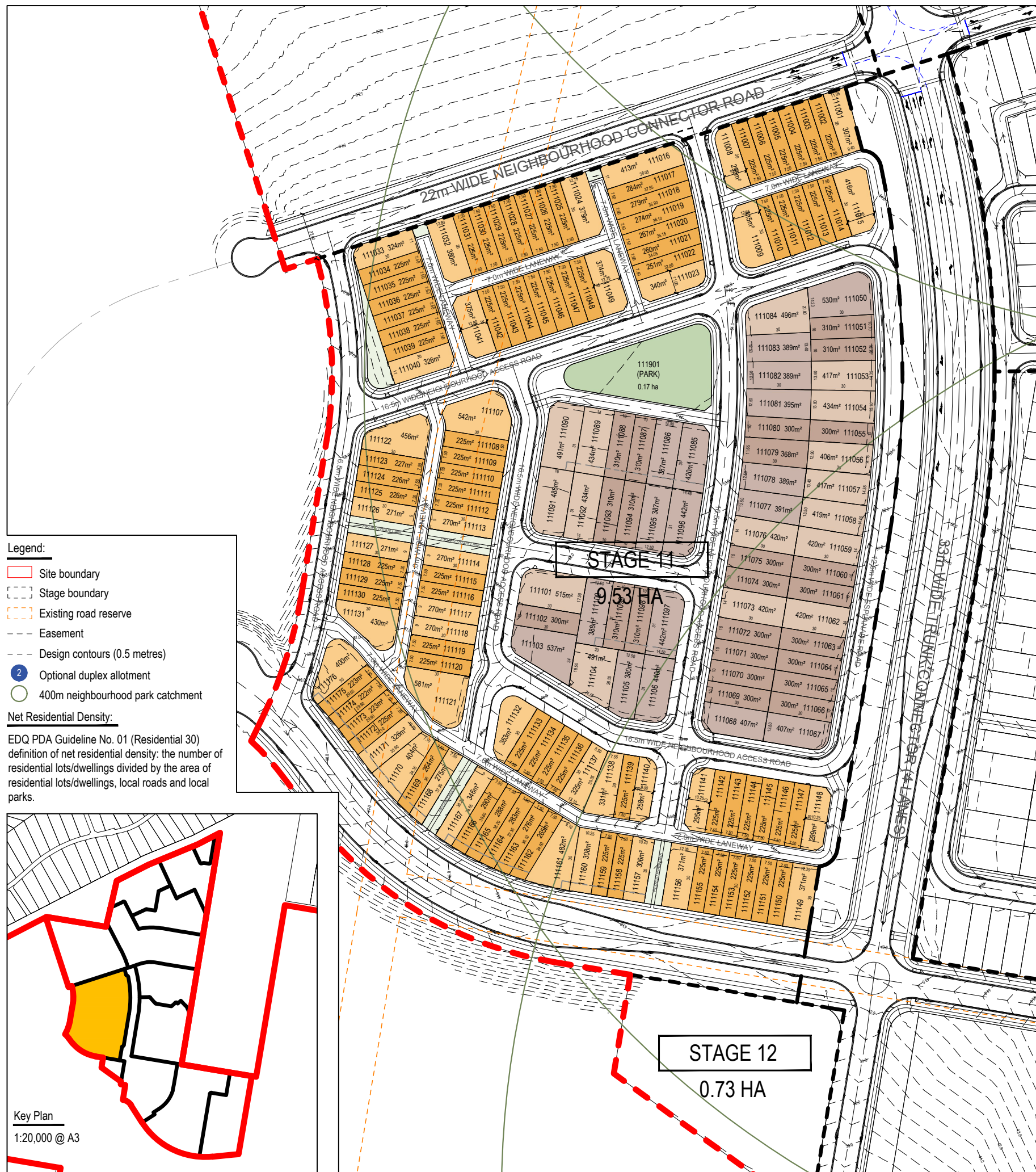
DESIGN : TD  
DOCUMENT : TD / NV  
PROJECT : 4123001  
1:2,000 @ A3



0 20 40 60  
DRAWING NUMBER REVISION  
4123001 - 40 G

Yield Breakdown Stage 11	Typical Dimensions	Typical Area	Stage 11		
			No. of Lots	%	Area (ha)
<b>Lot Type</b>					
<b>30m Deep Attached (Terrace) Allotment (30 dw/ha)</b>					
7.5m Front-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	0	0.00%	0.00
9.0m Front-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	0	0.00%	0.00
7.5m Rear-Loaded Terrace Allotment	7.5m x 30.0m	225m <sup>2</sup>	81	45.76%	1.88
9.0m Rear-Loaded Terrace Allotment	9.0m x 30.0m	270m <sup>2</sup>	38	21.47%	1.34
<b>Sub Total</b>			<b>119</b>	<b>67.23%</b>	<b>3.22</b>
<b>30m Deep Detached Allotment (18 dw/ha)</b>					
10.0m Villa Allotment	10.0m x 30.0m	300m <sup>2</sup>	24	13.56%	0.74
12.5m Premium Villa Allotment	12.5m x 30.0m	375m <sup>2</sup>	17	9.60%	0.71
14.0m Courtyard Allotment	14.0m x 30.0m	420m <sup>2</sup>	16	9.04%	0.71
16.0m Premium Courtyard Allotment	16.0m x 30.0m	480m <sup>2</sup>	0	0.00%	0.00
<b>Sub Total</b>			<b>57</b>	<b>32.20%</b>	<b>2.16</b>
<b>Sub Total Residential Allotment Yield</b>			<b>176</b>	<b>99.44%</b>	<b>5.38</b>
<b>Additional Allotment Type</b>					
Medium Density Site	-	-	0	0.00%	0.00
Primary School	-	-	0	0.00%	0.00
Local Linear Park	-	-	0	0.00%	0.00
Local and Neighbourhood Recreation Park	-	-	1	0.56%	0.17
Stormwater Management	-	-	0	0.00%	0.00
<b>Total Additional Allotment Type Yield</b>			<b>1</b>	<b>0.56%</b>	<b>0.17</b>
<b>Total Allotments</b>			<b>177</b>	<b>100.00%</b>	<b>5.55</b>
<b>Maximum Potential Residential Dwellings</b>					
Optional Duplex Allotments	-	-	0	-	-
Medium Density Sites (site density 40 dw/ha)	-	-	0	-	-
<b>Sub Total Maximum Potential Residential Dwellings</b>			<b>0</b>	<b>-</b>	<b>-</b>
<b>Total Maximum Potential Residential Dwellings</b>			<b>176</b>	<b>-</b>	<b>5.38</b>
Maximum Potential Net Residential Density					20.58 dw/ha
<b>Land Budget Breakdown Stage 11</b>					
Land Use Type	Stage 11				
	Area (ha)	%			
<b>Residential</b>					
Low Density Residential			2.16		22.67%
Low-Medium Density Residential			3.22		33.79%
Medium Density Site			0.00		0.00%
<b>Sub Total</b>			<b>5.38</b>		<b>56.45%</b>
<b>Open Space</b>					
Local Linear Parks			0.00		0.00%
Local and Neighbourhood Recreation Parks			0.17		1.78%
Linear Pockets and Stormwater Management (incl. Pedestrian Links)			0.14		1.47%
Stormwater Management			0.00		0.00%
<b>Sub Total</b>			<b>0.31</b>		<b>3.25%</b>
<b>Education</b>					
Primary School			0.00		0.00%
<b>Sub Total</b>			<b>0.00</b>		<b>0.00%</b>
<b>Services and Street Network</b>					
Trunk and Neighbourhood Connectors			0.98		10.28%
Local Street Network			2.86		30.01%
<b>Sub Total</b>			<b>3.84</b>		<b>40.29%</b>
<b>Proposed Total</b>			<b>9.53</b>		<b>100.00%</b>

Existing road reserve = 1.07ha

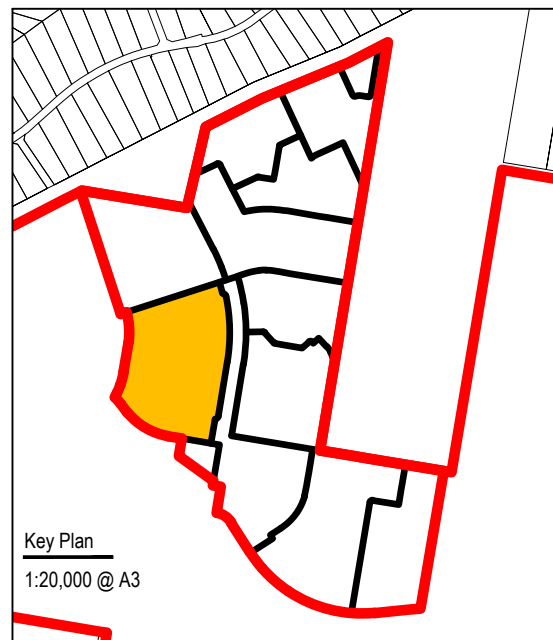


Legend:

- Site boundary
- Stage boundary
- Existing road reserve
- Easement
- Design contours (0.5 metres)
- Optional duplex allotment
- 400m neighbourhood park catchment

Net Residential Density:

EDQ PDA Guideline No. 01 (Residential 30) definition of net residential density: the number of residential lots/dwellings divided by the area of residential lots/dwellings, local roads and local parks.



Key Plan  
1:20,000 @ A3



**APPENDIX 2    SIDRA MOVEMENT SUMMARY**

AP02

# MOVEMENT SUMMARY

Site: 101 [2027 Teviot Rd/LILO Access AM Peak (Site Folder: Teviot Road / LILO Access)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site  
 Site Category: (None)  
 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: Teviot Road															
2	T1	All MCs	335	1.6	335	1.6	0.173	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			335	1.6	335	1.6	0.173	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
East: Site Access															
4	L2	All MCs	15	0.0	15	0.0	0.240	6.1	LOS A	0.9	6.1	0.49	0.73	0.49	51.0
6	R2	All MCs	178	0.0	178	0.0	0.240	8.3	LOS A	0.9	6.1	0.49	0.73	0.49	50.7
Approach			193	0.0	193	0.0	0.240	8.1	LOS A	0.9	6.1	0.49	0.73	0.49	50.7
North: Teviot Road															
7	L2	All MCs	75	0.0	75	0.0	0.122	5.6	LOS A	0.0	0.0	0.00	0.19	0.00	55.8
8	T1	All MCs	156	3.4	156	3.4	0.122	0.0	LOS A	0.0	0.0	0.00	0.19	0.00	58.2
Approach			231	2.3	231	2.3	0.122	1.8	NA	0.0	0.0	0.00	0.19	0.00	57.4
All Vehicles			758	1.4	758	1.4	0.240	2.6	NA	0.9	6.1	0.12	0.24	0.12	56.6

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.

# MOVEMENT SUMMARY

Site: 101 [2027 Teviot Rd/LILO Access PM Peak (Site Folder: Teviot Road / LILO Access)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site  
 Site Category: (None)  
 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: Teviot Road															
2	T1	All MCs	199	1.1	199	1.1	0.103	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			199	1.1	199	1.1	0.103	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
East: Site Access															
4	L2	All MCs	5	0.0	5	0.0	0.120	6.9	LOS A	0.4	2.8	0.52	0.79	0.52	50.4
6	R2	All MCs	75	1.4	75	1.4	0.120	9.0	LOS A	0.4	2.8	0.52	0.79	0.52	50.1
Approach			80	1.3	80	1.3	0.120	8.9	LOS A	0.4	2.8	0.52	0.79	0.52	50.1
North: Teviot Road															
7	L2	All MCs	186	0.6	186	0.6	0.291	5.6	LOS A	0.0	0.0	0.00	0.20	0.00	55.7
8	T1	All MCs	368	1.1	368	1.1	0.291	0.1	LOS A	0.0	0.0	0.00	0.20	0.00	58.1
Approach			555	0.9	555	0.9	0.291	1.9	NA	0.0	0.0	0.00	0.20	0.00	57.2
All Vehicles			834	1.0	834	1.0	0.291	2.2	NA	0.4	2.8	0.05	0.21	0.05	57.1

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.

# MOVEMENT SUMMARY

Site: 101 [2030 Teviot Rd/LILO Access AM Peak (Site Folder: Teviot Road / LILO Access)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site  
 Site Category: (None)  
 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. ]	[ Dist ]				km/h
			veh/h		veh/h					veh	m				
South: Teviot Road															
2	T1	All MCs	1175	0.7	1175	0.7	0.605	0.3	LOS A	0.0	0.0	0.00	0.00	0.00	59.4
Approach			1175	0.7	1175	0.7	0.605	0.3	NA	0.0	0.0	0.00	0.00	0.00	59.4
East: Site Access															
4	L2	All MCs	20	0.0	20	0.0	0.019	7.1	LOS A	0.1	0.5	0.44	0.62	0.44	51.6
Approach			20	0.0	20	0.0	0.019	7.1	LOS A	0.1	0.5	0.44	0.62	0.44	51.6
North: Teviot Road															
7	L2	All MCs	8	0.0	8	0.0	0.234	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.3
8	T1	All MCs	443	1.8	443	1.8	0.234	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			451	1.8	451	1.8	0.234	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles			1646	1.0	1646	1.0	0.605	0.4	NA	0.1	0.5	0.01	0.01	0.01	59.4

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.

# MOVEMENT SUMMARY

Site: 101 [2030 Teviot Rd/LILO Access PM Peak (Site Folder: Teviot Road / LILO Access)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site  
 Site Category: (None)  
 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. ]	[ Dist ]				km/h
			veh/h		veh/h					veh	m				
South: Teviot Road															
2	T1	All MCs	502	1.6	502	1.6	0.260	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			502	1.6	502	1.6	0.260	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
East: Site Access															
4	L2	All MCs	4	0.0	4	0.0	0.007	10.8	LOS B	0.0	0.2	0.67	0.75	0.67	49.2
Approach			4	0.0	4	0.0	0.007	10.8	LOS B	0.0	0.2	0.67	0.75	0.67	49.2
North: Teviot Road															
7	L2	All MCs	130	1.5	130	1.5	0.538	5.8	LOS A	0.0	0.0	0.00	0.07	0.00	56.4
8	T1	All MCs	907	0.7	907	0.7	0.538	0.2	LOS A	0.0	0.0	0.00	0.07	0.00	58.9
Approach			1037	0.8	1037	0.8	0.538	0.9	NA	0.0	0.0	0.00	0.07	0.00	58.6
All Vehicles			1543	1.0	1543	1.0	0.538	0.7	NA	0.0	0.2	0.00	0.05	0.00	58.9

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 (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.

# MOVEMENT SUMMARY

Site: 101 [2066 Teviot Rd/LILO Access AM Peak (Site Folder: Teviot Road / LILO Access)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site  
 Site Category: (None)  
 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. ]	[ Dist ]				km/h
			veh/h		veh/h					veh	m				
South: Teviot Road															
2	T1	All MCs	2500	1.6	2500	1.6	0.648	0.4	LOS A	0.0	0.0	0.00	0.00	0.00	59.3
Approach			2500	1.6	2500	1.6	0.648	0.4	NA	0.0	0.0	0.00	0.00	0.00	59.3
East: Site Access															
4	L2	All MCs	27	0.0	27	0.0	0.040	8.9	LOS A	0.1	0.9	0.52	0.73	0.52	50.5
Approach			27	0.0	27	0.0	0.040	8.9	LOS A	0.1	0.9	0.52	0.73	0.52	50.5
North: Teviot Road															
7	L2	All MCs	11	0.0	11	0.0	0.319	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.2
8	T1	All MCs	1186	6.2	1186	6.2	0.319	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			1197	6.1	1197	6.1	0.319	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles			3724	3.1	3724	3.1	0.648	0.4	NA	0.1	0.9	0.00	0.01	0.00	59.3

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.

# MOVEMENT SUMMARY

Site: 101 [2066 Teviot Rd/LILO Access PM Peak (Site Folder: Teviot Road / LILO Access)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site  
 Site Category: (None)  
 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. ]	[ Dist ]				km/h
			veh/h		veh/h					veh	m				
South: Teviot Road															
2	T1	All MCs	1434	3.8	1434	3.8	0.377	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			1434	3.8	1434	3.8	0.377	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
East: Site Access															
4	L2	All MCs	5	0.0	5	0.0	0.018	16.5	LOS C	0.1	0.4	0.79	0.91	0.79	45.7
Approach			5	0.0	5	0.0	0.018	16.5	LOS C	0.1	0.4	0.79	0.91	0.79	45.7
North: Teviot Road															
7	L2	All MCs	180	1.7	180	1.7	0.649	5.9	LOS A	0.0	0.0	0.00	0.09	0.00	56.1
8	T1	All MCs	2318	1.3	2318	1.3	0.649	0.4	LOS A	0.0	0.0	0.00	0.04	0.00	58.9
Approach			2498	1.4	2498	1.4	0.649	0.8	NA	0.0	0.0	0.00	0.04	0.00	58.7
All Vehicles			3937	2.3	3937	2.3	0.649	0.6	NA	0.1	0.4	0.00	0.03	0.00	59.1

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.

# MOVEMENT SUMMARY

**Site: 101 [2030 Teviot Rd / Riverbend Access North AM Peak  
(Site Folder: Teviot Rd / Riverbend Access North )]**

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Optimum Cycle Time - Minimum Delay)

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. ]	[ Dist ]				km/h
			veh/h		veh/h					veh	m				
South: Teviot Rd															
2	T1	All MCs	375	9.1	375	9.1	0.736	29.5	LOS C	14.4	108.5	0.96	0.88	1.03	32.3
3	R2	All MCs	825.0		825.0		*0.736	57.4	LOS E	14.4	108.5	0.96	0.88	1.03	38.5
Approach			383	9.4	383	9.4	0.736	30.0	LOS C	14.4	108.5	0.96	0.88	1.03	32.5
East: Riverbend Access North															
4	L2	All MCs	72	2.8	72	2.8	0.058	12.5	LOS B	0.4	3.0	0.23	0.60	0.23	52.1
6	R2	All MCs	884	0.2	884	0.2	*0.860	33.7	LOS C	34.3	240.8	0.91	0.94	1.04	31.9
Approach			956	0.4	956	0.4	0.860	32.1	LOS C	34.3	240.8	0.86	0.91	0.98	31.0
North: Teviot Rd															
7	L2	All MCs	324	0.6	324	0.6	0.242	5.8	LOS A	1.6	11.1	0.23	0.61	0.23	49.0
8	T1	All MCs	162	3.7	162	3.7	0.284	23.3	LOS C	4.9	35.3	0.81	0.66	0.81	36.1
Approach			486	1.6	486	1.6	0.284	11.6	LOS B	4.9	35.3	0.42	0.63	0.42	43.8
All Vehicles			1825	2.6	1825	2.6	0.860	26.2	LOS C	34.3	240.8	0.76	0.83	0.84	33.9

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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 Green.

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.

\* Critical Movement (Signal Timing)

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 ]	[ Dist ]			sec	m	m/sec
						ped	m					
South: Teviot Rd												
P1	Full	50	50	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
East: Riverbend Access North												
P2	Full	50	50	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
All Pedestrians		0	100	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06

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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# MOVEMENT SUMMARY

**Site: 101 [2030 Teviot Rd / Riverbend Access North PM Peak  
(Site Folder: Teviot Rd / Riverbend Access North )]**

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 33 seconds (Site Optimum Cycle Time - Minimum Delay)

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. ]	[ Dist ]				km/h
			veh/h		veh/h					veh	m				
South: Teviot Rd															
2	T1	All MCs	206	1.0	206	1.0	0.650	7.9	LOS A	4.8	34.0	0.93	0.84	1.06	42.2
3	R2	All MCs	93	2.2	93	2.2	* 0.650	30.2	LOS C	4.8	34.0	0.93	0.84	1.06	46.6
Approach			299	1.3	299	1.3	0.650	14.8	LOS B	4.8	34.0	0.93	0.84	1.06	44.0
East: Riverbend Access North															
4	L2	All MCs	32	6.3	32	6.3	0.032	8.4	LOS A	0.2	1.2	0.42	0.62	0.42	51.3
6	R2	All MCs	332	0.6	332	0.6	* 0.658	18.6	LOS B	5.3	37.3	0.94	0.87	1.05	37.4
Approach			364	1.1	364	1.1	0.658	17.7	LOS B	5.3	37.3	0.89	0.85	1.00	38.9
North: Teviot Rd															
7	L2	All MCs	706	0.3	706	0.3	0.643	7.7	LOS A	4.3	29.9	0.70	0.78	0.71	46.9
8	T1	All MCs	381	1.0	381	1.0	0.406	6.1	LOS A	4.1	28.8	0.68	0.58	0.68	51.1
Approach			1087	0.6	1087	0.6	0.643	7.2	LOS A	4.3	29.9	0.70	0.71	0.70	48.3
All Vehicles			1750	0.8	1750	0.8	0.658	10.7	LOS B	5.3	37.3	0.78	0.76	0.82	45.1

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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 Green.

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.

\* Critical Movement (Signal Timing)

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 ]	[ Dist ]			sec	m	m/sec
						ped	m					
South: Teviot Rd												
P1	Full	50	50	11.1	LOS B	0.0	0.0	0.82	0.82	164.9	200.0	1.21
East: Riverbend Access North												
P2	Full	50	50	11.1	LOS B	0.0	0.0	0.82	0.82	164.9	200.0	1.21
All Pedestrians		0	100	11.1	LOS B	0.0	0.0	0.82	0.82	164.9	200.0	1.21

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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# MOVEMENT SUMMARY

**Site: 101 [2066 Teviot Rd / Riverbend Access North AM Peak  
(Site Folder: Teviot Rd / Riverbend Access North )]**

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

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. ]	[ Dist ]				km/h
			veh/h		veh/h					veh	m				
South: Teviot Rd															
2	T1	All MCs	1390	2.8	1390	2.8	*0.785	21.6	LOS C	24.2	173.8	0.91	0.86	0.96	44.3
3	R2	All MCs	55	3.6	55	3.6	0.405	46.7	LOS D	2.2	16.0	0.99	0.74	0.99	33.3
Approach			1445	2.8	1445	2.8	0.785	22.6	LOS C	24.2	173.8	0.91	0.85	0.96	43.8
East: Riverbend Access North															
4	L2	All MCs	66	3.0	66	3.0	0.042	7.9	LOS A	0.3	1.9	0.19	0.59	0.19	52.4
6	R2	All MCs	1110	0.2	1110	0.2	*0.775	32.0	LOS C	20.4	142.9	0.94	0.90	1.01	38.8
Approach			1176	0.3	1176	0.3	0.775	30.6	LOS C	20.4	142.9	0.90	0.88	0.96	39.1
North: Teviot Rd															
7	L2	All MCs	405	0.7	405	0.7	0.460	10.8	LOS B	6.1	42.7	0.54	0.72	0.54	49.6
8	T1	All MCs	808	8.7	808	8.7	0.700	27.1	LOS C	14.4	107.9	0.94	0.83	0.96	41.6
Approach			1213	6.0	1213	6.0	0.700	21.6	LOS C	14.4	107.9	0.81	0.79	0.82	44.0
All Vehicles			3834	3.1	3834	3.1	0.785	24.8	LOS C	24.2	173.8	0.87	0.84	0.92	42.3

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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 Green.

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.

\* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Input Crossing	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 ]	[ Dist ]			sec	m	m/sec	
					ped	m						
South: Teviot Rd												
P1	Full	50	50	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
East: Riverbend Access North												
P2	Full	50	50	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
All Pedestrians		0	100	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06

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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# MOVEMENT SUMMARY

**Site: 101 [2066 Teviot Rd / Riverbend Access North PM Peak  
(Site Folder: Teviot Rd / Riverbend Access North )]**

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

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. ]	[ Dist ]				km/h
			veh/h		veh/h					veh	m				
South: Teviot Rd															
2	T1	All MCs	1020	4.6	1020	4.6	0.414	7.2	LOS A	9.5	68.8	0.51	0.46	0.51	53.7
3	R2	All MCs	99	2.0	99	2.0	* 0.721	49.4	LOS D	4.2	30.0	1.00	0.87	1.22	32.5
Approach			1119	4.4	1119	4.4	0.721	10.9	LOS B	9.5	68.8	0.56	0.49	0.58	50.8
East: Riverbend Access North															
4	L2	All MCs	28	7.1	28	7.1	0.041	15.2	LOS B	0.5	4.0	0.55	0.66	0.55	46.5
6	R2	All MCs	414	1.9	414	1.9	* 0.565	37.7	LOS D	7.5	53.6	0.95	0.81	0.95	36.3
Approach			442	2.3	442	2.3	0.565	36.3	LOS D	7.5	53.6	0.93	0.80	0.93	36.8
North: Teviot Rd															
7	L2	All MCs	744	0.4	744	0.4	0.569	13.4	LOS B	5.6	39.6	0.34	0.67	0.34	51.7
8	T1	All MCs	1579	1.8	1579	1.8	* 0.852	28.3	LOS C	32.3	229.2	0.94	0.96	1.07	42.4
Approach			2323	1.3	2323	1.3	0.852	23.5	LOS C	32.3	229.2	0.75	0.87	0.84	43.0
All Vehicles			3884	2.3	3884	2.3	0.852	21.3	LOS C	32.3	229.2	0.71	0.75	0.77	44.1

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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 Green.

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.

\* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Input Crossing	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 ]	[ Dist ]			sec	m	m/sec	
					ped	m						
South: Teviot Rd												
P1	Full	50	50	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
East: Riverbend Access North												
P2	Full	50	50	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
All Pedestrians		0	100	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06

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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# MOVEMENT SUMMARY

**Site: 101 [2066 Intersection A AM Peak (Site Folder: Internal Intersection A - 45m)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 97 seconds (Site User-Given Phase Times)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [ Total HV ]		Arrival Flows [ Total HV ]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [ Veh. Dist ]		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec			m				km/h
South: NA															
1	L2	All MCs	86	0.0	86	0.0	0.581	21.6	LOS C	15.7	110.2	0.85	0.76	0.85	40.4
2	T1	All MCs	755	0.1	755	0.1	*0.581	28.1	LOS C	16.1	112.8	0.85	0.75	0.85	41.8
3	R2	All MCs	16	0.0	16	0.0	0.023	27.6	LOS C	0.5	3.3	0.66	0.67	0.66	40.8
Approach			857	0.1	857	0.1	0.581	27.4	LOS C	16.1	112.8	0.85	0.75	0.85	41.2
East: NA															
4	L2	All MCs	44	0.0	44	0.0	0.283	17.7	LOS B	1.7	12.4	0.94	0.73	0.94	39.9
5	T1	All MCs	16	6.7	16	6.7	0.283	58.0	LOS E	1.7	12.4	0.94	0.73	0.94	41.1
6	R2	All MCs	86	0.0	86	0.0	*0.558	54.6	LOS D	4.2	29.3	1.00	0.78	1.02	31.1
Approach			146	0.7	146	0.7	0.558	43.8	LOS D	4.2	29.3	0.98	0.76	0.99	34.3
North: NA															
7	L2	All MCs	9	0.0	9	0.0	0.314	26.6	LOS C	5.9	41.4	0.85	0.70	0.85	38.3
8	T1	All MCs	335	0.3	335	0.3	0.393	32.9	LOS C	7.6	53.4	0.87	0.71	0.87	39.1
9	R2	All MCs	179	5.3	179	5.3	*0.400	38.9	LOS D	7.2	52.5	0.88	0.79	0.88	35.7
Approach			523	2.0	523	2.0	0.400	34.8	LOS C	7.6	53.4	0.87	0.74	0.87	37.8
West: NA															
10	L2	All MCs	247	1.7	247	1.7	0.420	24.4	LOS C	7.9	56.0	0.82	0.78	0.82	41.4
11	T1	All MCs	4	0.0	4	0.0	*0.420	49.0	LOS D	7.9	56.0	0.82	0.78	0.82	42.7
12	R2	All MCs	27	0.0	27	0.0	0.118	47.3	LOS D	1.2	8.3	0.92	0.71	0.92	33.0
Approach			279	1.5	279	1.5	0.420	27.0	LOS C	7.9	56.0	0.83	0.78	0.83	40.4
All Vehicles			1805	0.9	1805	0.9	0.581	30.8	LOS C	16.1	112.8	0.86	0.75	0.86	39.4

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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 Green.

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.

\* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE [ Ped Dist ]		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		ped	m			sec	m	m/sec
South: NA												
P1	Full	50	53	42.8	LOS E	0.1	0.1	0.94	0.94	196.6	200.0	1.02
East: NA												

P2 Full	50	53	42.8	LOS E	0.1	0.1	0.94	0.94	196.6	200.0	1.02
North: NA											
P3 Full	50	53	42.8	LOS E	0.1	0.1	0.94	0.94	196.6	200.0	1.02
West: NA											
P4 Full	50	53	42.8	LOS E	0.1	0.1	0.94	0.94	196.6	200.0	1.02
All Pedestrians	200	211	42.8	LOS E	0.1	0.1	0.94	0.94	196.6	200.0	1.02

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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# MOVEMENT SUMMARY

**Site: 101 [2066 Intersection A PM Peak (Site Folder: Internal Intersection A - 45m)]**

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 97 seconds (Site User-Given Phase Times)

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. ]	[ Dist ]				km/h
			veh/h		veh/h					veh	m				
South: NA															
1	L2	All MCs	13	0.0	13	0.0	0.238	18.4	LOS B	5.5	38.8	0.72	0.61	0.72	42.6
2	T1	All MCs	334	0.3	334	0.3	0.238	22.6	LOS C	5.6	39.6	0.73	0.61	0.73	43.8
3	R2	All MCs	36	0.0	36	0.0	0.051	26.3	LOS C	1.1	7.5	0.67	0.69	0.67	40.7
Approach			382	0.3	382	0.3	0.238	22.8	LOS C	5.6	39.6	0.72	0.61	0.72	43.5
East: NA															
4	L2	All MCs	89	0.0	89	0.0	*0.786	20.7	LOS C	4.8	33.8	1.00	0.87	1.23	37.6
5	T1	All MCs	52	2.0	52	2.0	*0.786	57.8	LOS E	4.8	33.8	1.00	0.87	1.23	38.7
6	R2	All MCs	20	0.0	20	0.0	0.129	52.0	LOS D	0.9	6.4	0.96	0.70	0.96	31.8
Approach			161	0.7	161	0.7	0.786	36.5	LOS D	4.8	33.8	0.99	0.85	1.20	37.1
North: NA															
7	L2	All MCs	33	0.0	33	0.0	0.665	29.3	LOS C	13.9	97.7	0.95	0.81	0.95	36.8
8	T1	All MCs	676	0.2	676	0.2	*0.830	42.9	LOS D	19.1	133.7	0.98	0.90	1.07	36.2
9	R2	All MCs	154	3.4	154	3.4	0.339	42.2	LOS D	6.0	43.6	0.87	0.78	0.87	36.0
Approach			862	0.7	862	0.7	0.830	42.3	LOS D	19.1	133.7	0.96	0.88	1.03	35.3
West: NA															
10	L2	All MCs	123	6.0	123	6.0	0.492	27.7	LOS C	5.8	42.6	0.94	0.78	0.94	37.5
11	T1	All MCs	32	3.3	32	3.3	*0.492	57.6	LOS E	5.8	42.6	0.94	0.78	0.94	38.7
12	R2	All MCs	26	0.0	26	0.0	0.113	47.3	LOS D	1.1	8.0	0.92	0.71	0.92	33.0
Approach			181	4.7	181	4.7	0.492	35.7	LOS D	5.8	42.6	0.94	0.77	0.94	37.0
All Vehicles			1586	1.1	1586	1.1	0.830	36.3	LOS D	19.1	133.7	0.90	0.80	0.96	37.4

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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 Green.

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.

\* Critical Movement (Signal Timing)

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 ]	[ Dist ]			sec	m	m/sec
						ped	m					
South: NA												
P1	Full	50	53	42.8	LOS E	0.1	0.1	0.94	0.94	196.6	200.0	1.02
East: NA												

P2 Full	50	53	42.8	LOS E	0.1	0.1	0.94	0.94	196.6	200.0	1.02
North: NA											
P3 Full	50	53	42.8	LOS E	0.1	0.1	0.94	0.94	196.6	200.0	1.02
West: NA											
P4 Full	50	53	42.8	LOS E	0.1	0.1	0.94	0.94	196.6	200.0	1.02
All Pedestrians	200	211	42.8	LOS E	0.1	0.1	0.94	0.94	196.6	200.0	1.02

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: C:\Volumes\elevate\psa-data1\Working\PSA Projects\1962 Goodrock\_Riverbend Precinct 1 Traffic\3 Research\1962\_PSA\_Celestino Riverbend Precinct 1\_SIDRA Analysis\_251215\_V3.sip9

# MOVEMENT SUMMARY

**Site: 101 [2066 Internal Intersection B AM Peak (Site Folder: Internal Intersection B)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

New Site  
 Site Category: (None)  
 Roundabout

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. Dist ]				km/h	
			veh/h		veh/h					veh	m				
South: NA															
1	L2	All MCs	46	1.6	46	1.6	0.907	53.7	LOS E	18.3	129.7	1.00	1.61	2.70	17.0
2	T1	All MCs	300	1.6	300	1.6	0.907	53.8	LOS E	18.3	129.7	1.00	1.61	2.70	16.1
3	R2	All MCs	70	1.6	70	1.6	0.907	58.5	LOS E	18.3	129.7	1.00	1.61	2.70	11.8
Approach			416	1.6	416	1.6	0.907	54.6	LOS E	18.3	129.7	1.00	1.61	2.70	15.5
East: NA															
4	L2	All MCs	158	1.6	158	1.6	0.837	6.9	LOS A	14.0	99.0	0.87	0.61	0.91	32.9
5	T1	All MCs	523	1.6	523	1.6	0.837	7.1	LOS A	14.0	99.0	0.87	0.61	0.91	40.0
6	R2	All MCs	407	1.6	407	1.6	0.837	11.7	LOS B	14.0	99.0	0.87	0.61	0.91	37.5
Approach			1088	1.6	1088	1.6	0.837	8.8	LOS A	14.0	99.0	0.87	0.61	0.91	38.2
North: NA															
7	L2	All MCs	266	1.6	266	1.6	0.382	5.7	LOS A	2.7	19.1	0.58	0.57	0.58	41.9
8	T1	All MCs	120	1.6	120	1.6	0.382	5.9	LOS A	2.7	19.1	0.58	0.57	0.58	42.7
9	R2	All MCs	21	1.6	21	1.6	0.382	10.5	LOS B	2.7	19.1	0.58	0.57	0.58	45.0
Approach			407	1.6	407	1.6	0.382	6.0	LOS A	2.7	19.1	0.58	0.57	0.58	42.3
West: NA															
10	L2	All MCs	57	1.6	57	1.6	0.392	9.9	LOS A	2.8	19.7	0.86	0.75	0.87	42.2
11	T1	All MCs	191	1.6	191	1.6	0.392	10.0	LOS B	2.8	19.7	0.86	0.75	0.87	39.5
12	R2	All MCs	14	1.6	14	1.6	0.392	14.7	LOS B	2.8	19.7	0.86	0.75	0.87	38.1
Approach			262	1.6	262	1.6	0.392	10.3	LOS B	2.8	19.7	0.86	0.75	0.87	40.1
All Vehicles			2173	1.6	2173	1.6	0.907	17.2	LOS B	18.3	129.7	0.84	0.81	1.19	30.8

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

Roundabout LOS Method: SIDRA Roundabout LOS.

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout 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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Riverbend Precinct 1\_SIDRA Analysis\_251215\_V3.sip9

# MOVEMENT SUMMARY

**Site: 101 [2066 Internal Intersection B PM Peak (Site Folder: Internal Intersection B)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

New Site  
 Site Category: (None)  
 Roundabout

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. ]	[ Dist ]				km/h
			veh/h		veh/h					veh	m				
South: NA															
1	L2	All MCs	17	1.6	17	1.6	0.362	7.0	LOS A	2.5	17.8	0.72	0.70	0.72	50.0
2	T1	All MCs	73	1.6	73	1.6	0.362	7.2	LOS A	2.5	17.8	0.72	0.70	0.72	50.3
3	R2	All MCs	226	1.6	226	1.6	0.362	11.8	LOS B	2.5	17.8	0.72	0.70	0.72	49.5
Approach			316	1.6	316	1.6	0.362	10.5	LOS B	2.5	17.8	0.72	0.70	0.72	49.7
East: NA															
4	L2	All MCs	109	1.6	109	1.6	0.543	6.5	LOS A	4.7	33.3	0.75	0.66	0.76	50.8
5	T1	All MCs	171	1.6	171	1.6	0.543	6.7	LOS A	4.7	33.3	0.75	0.66	0.76	51.1
6	R2	All MCs	265	1.6	265	1.6	0.543	11.3	LOS B	4.7	33.3	0.75	0.66	0.76	50.3
Approach			545	1.6	545	1.6	0.543	8.9	LOS A	4.7	33.3	0.75	0.66	0.76	50.6
North: NA															
7	L2	All MCs	391	1.6	391	1.6	0.923	36.2	LOS D	24.0	170.2	1.00	1.62	2.70	36.9
8	T1	All MCs	246	1.6	246	1.6	0.923	36.4	LOS D	24.0	170.2	1.00	1.62	2.70	37.1
9	R2	All MCs	48	1.6	48	1.6	0.923	41.0	LOS D	24.0	170.2	1.00	1.62	2.70	36.7
Approach			685	1.6	685	1.6	0.923	36.6	LOS D	24.0	170.2	1.00	1.62	2.70	37.0
West: NA															
10	L2	All MCs	11	1.6	11	1.6	0.538	9.5	LOS A	4.6	32.7	0.82	0.76	0.94	50.4
11	T1	All MCs	410	1.6	410	1.6	0.538	9.7	LOS A	4.6	32.7	0.82	0.76	0.94	50.7
12	R2	All MCs	34	1.6	34	1.6	0.538	14.3	LOS B	4.6	32.7	0.82	0.76	0.94	49.9
Approach			455	1.6	455	1.6	0.538	10.0	LOS B	4.6	32.7	0.82	0.76	0.94	50.7
All Vehicles			2001	1.6	2001	1.6	0.923	18.9	LOS B	24.0	170.2	0.84	1.02	1.46	44.9

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

Roundabout LOS Method: SIDRA Roundabout LOS.

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout 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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