

Statement of Advice

Yarrabilba, Precinct 8 – Application 1 ROL

Minor Change Application – Traffic Assessment

CLIENT: Stockland Residential Communities

DATE: 28 May 2026

SLR PROJECT No: 620. V11743.00006

REVISION: v1.2

AUTHOR: Anthony Kay

REVIEWER: Brendyn Rheinberger

1.0 Introduction

SLR Consulting (Australia) Pty Ltd (**SLR**) has been engaged by Stockland Residential Communities (**Stockland**) to provide traffic engineering and transport planning advice for the Yarrabilba master planned development area.

Stockland are proposing a modification of the already approved Yarrabilba, Precinct 8 – Application 1 development to facilitate a minor increase in the total number of proposed residential allotments and to also capture design refinements that have occurred as project planning has further advanced towards construction.

As such, this Statement of Advice documents an assessment of the traffic related elements including the revised traffic generation in addition to the modified road design to confirm consistency with the Plan of Development.

It is noted that this minor change to Precinct 8 does not have any traffic impacts (nor a change in traffic outcomes) for the adjacent Precinct 9 application to the north of Precinct 8.

The amended Reconfiguration of Lot (**ROL**) plans are reproduced at **Appendix A**. Copies of the approved ROL plans are available in **Appendix B**.

2.0 Approved Development

On 21 November 2025, EDQ granted a PDA Development Permit for a Reconfiguring a Lot relating to Precinct 8 of the Yarrabilba master planned development area. The approval related to 846 residential lots overall, consisting of 807 dwelling houses (low density residential) and 39 terrace houses (medium density residential).

3.0 Proposed Development

3.1.1 Residential Lots

The minor change application seeks to increase the already approved 846 residential lots to 897 residential lots, consisting of 759 dwelling houses (low density residential) and 138 terrace houses (medium density residential).

3.1.2 Road Network

A new 3-way give way controlled intersection is also proposed on Jimbillunga Drive within Stage 822B in the amended ROL plan at the western boundary of Precinct 8. This replaces the previous emergency vehicle access which was proposed as part of the former Stage 822 in the approved ROL plan. In effect, the new intersection is formed by the extension of the Local Street – Esplanade south to intersect with Jimbillunga Drive.

In addition to the new intersection noted above, minor changes to the internal road network have also been implemented immediately to the east of the Local Street – Esplanade, including the addition of a Lane to facilitate access to the proposed laneway terraces.

4.0 Traffic Analysis

4.1 Development Scenarios

In line with the traffic modelling undertaken on behalf of the approved traffic assessment, the analysis presented herein is based on the same development scenarios, identified as follows:

- **Scenario 1: Interim (2031)** – assumes partial development (approximately 75%) of the Yarrabilba Masterplan, excluding some precincts predominantly to the south and east. This scenario also assumes that no southern road connections to the external road network (Plunkett Road) are constructed.
 - o Used to establish the interim access intersection forms for Precinct 8.
- **Scenario 2: Ultimate** – assumes the full development of the wider Yarrabilba Masterplan, with all external road connections completed in line with the Movement Infrastructure Master Plan (MIMP) including a future connection to the Southern Infrastructure Corridor, a proposed east-west major arterial transport corridor which traverses the northern section of the Yarrabilba development area.
 - o Used to establish the ultimate access intersection forms for Precinct 8.

4.2 Development Yield

The minor change application seeks to increase the already approved 846 residential lots to 897 lots, representing a modest 6.0% increase (51 lots) in the approved number of lots. In addition, the development mix will also change within each of the identified sub-precincts (**Figure 1**), as quantified in **Table 1**.



Figure 1 Precinct 8 Sub-precinct Catchment Areas

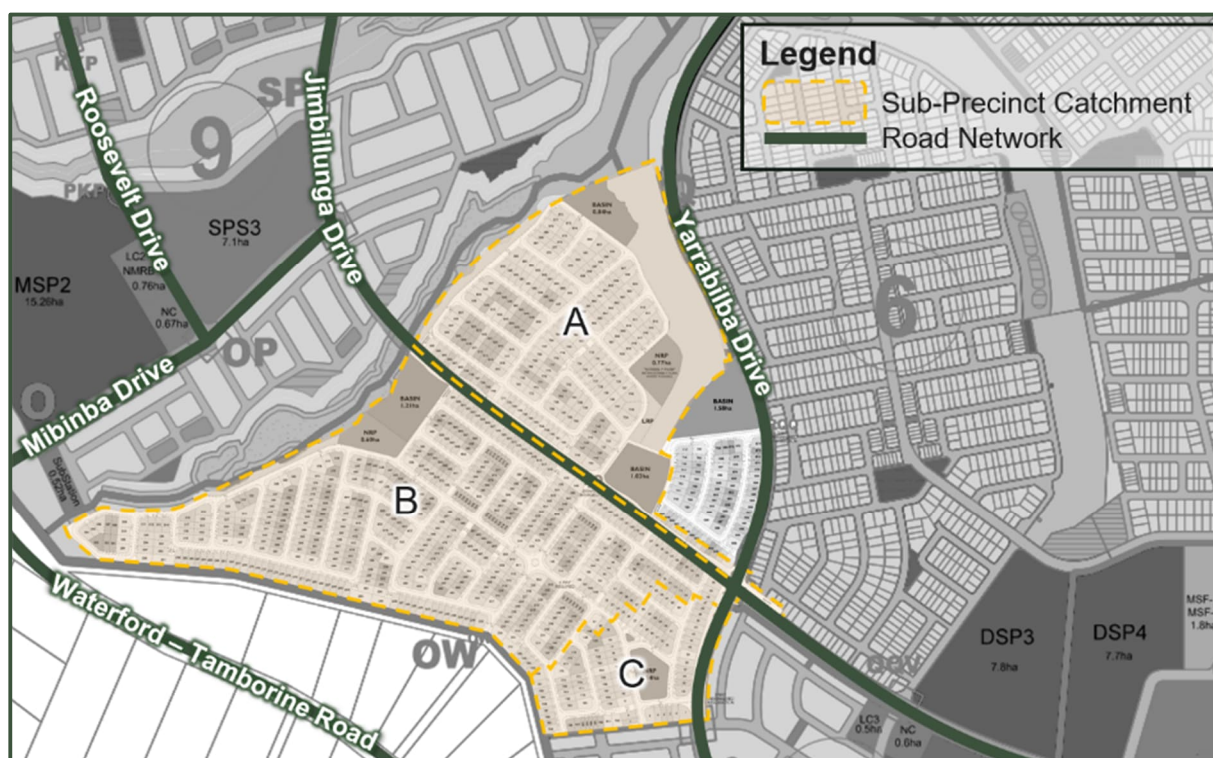


Table 1 Precinct 8 Development Yield

Sub-Precinct	Approved Development			Proposed Development		
	Dwelling Houses	Terrace Houses	Total Lots	Dwelling Houses	Terrace Houses	Total Lots
A	203	0	203	192	39	231
B	512	35	547	476	90	566
C	92	4	96	91	9	100
Total	807	39	846	759	138	897

As presented in **Table 1**, the development mix proposed reduces low density residential dwellings by 48, and increases medium density terraces by 99, resulting in a total increase of 51 dwellings.

4.3 Traffic Generation

The approved TIA considered a traffic generation rate of 0.8 vph/lot across the entire development yield. The minor change application seeks to apply a trip generation rate to each of the residential products as follows, where the given rate for terrace houses (medium density residential) is consistent with previous analysis and traffic assessments undertaken on behalf of other residential precincts within Yarrabilba:

- Dwelling house (low density residential) – 0.8 vph/lot, and
- Terrace house (medium density residential) – 0.6 vph/lot

The introduction of a lower trip generation rate for medium density residential recognises that this residential product typically generates less trips relative to density. This aligns with the reduced opportunities for private vehicle parking provided, as well as the broader



strategic intent for transport within Yarrabilba, as documented in the Movement Infrastructure Master Plan.

The resulting generated trips for the approved and proposed development for the weekday AM and PM peak hours are shown in **Table 2**.

Table 2 Precinct 8 Trip Generation

Sub-Precinct	Approved Development			Proposed Development		
	Total Lots	AM Trips	PM Trips	Total Lots	AM Trips	PM Trips
A	203	163	163	231	178	178
B	547	438	438	566	435	435
C	96	78	78	100	79	79
Total	846	679	679	897	692	692

Based on the above, the minor change application seeks to increase the peak hour trips from 679 to 692 trips, representing a modest increase of 13 trips (1.9%) to the approved peak hour trips.

4.4 Traffic Distribution

The distribution of traffic generated by Precinct 8 has been assigned to the external road network consistent with the distribution assumptions adopted in the approved traffic assessment, with the exception of the two identified route choices from sub-precinct C. The proposed changes in distribution values address minor inconsistencies between the approved traffic assessment and the distribution assumptions previously adopted for other Yarrabilba precincts. These distribution assumptions have been reproduced in **Table 3** for the interim scenario, and **Table 4** for the ultimate scenario, and are not expected to materially impact the outcomes of this assessment.

Table 3 Distribution of Precinct 8 Traffic – Interim (2031)

Sub-Precinct	To / From Yarrabilba Drive (S) ^[1]	To / From Jimbillunga Drive (E)	To / From Yarrabilba Drive (N)	To / From Jimbillunga Drive (W)
A	0%	12%	0%	88%
B	0%	12%	0%	88%
C	0%	12%	20% ^[1]	68% ^[2]

^[1] Approved TIA = 30%

^[2] Approved TIA = 58%.

Table 4 Distribution of Precinct 8 Traffic – Ultimate

Sub-Precinct	To / From Yarrabilba Drive (S)	To / From Jimbillunga Drive (E)	To / From Yarrabilba Drive (N)	To / From Jimbillunga Drive (W)
A	10%	12%	0%	78%
B	10%	12%	0%	78%
C	10%	12%	20% ^[1]	58% ^[2]

^[1] Approved TIA = 18%.

^[2] Approved TIA = 60%.



4.5 In/Out Split

The in/out split for the proposed development is consistent with those considered in the approved traffic assessment and further summarised in **Table 5** below.

Table 5 In / Out Split

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

The resultant traffic volume diagrams for Precinct 8 have been included in **Appendix C**.

4.6 Study Intersections

The form and location of the study intersections providing access to Precinct 8 from the trunk road network i.e. Jimbillunga Drive and Yarrabilba Drive are consistent with the approved Functional Layout Roadworks Plans, with the exception of the proposed new 3-way giveway controlled intersection which replaces the previously approved emergency vehicle access from Jimbillunga Drive at the western boundary of Precinct 8. Copies of the amended Functional Layout Roadworks Plans are included in **Appendix D**.

The location and form (interim and ultimate) of the key approved and proposed intersections are summarised in **Figure 2** and **Table 6**.

Figure 2 Study Intersections

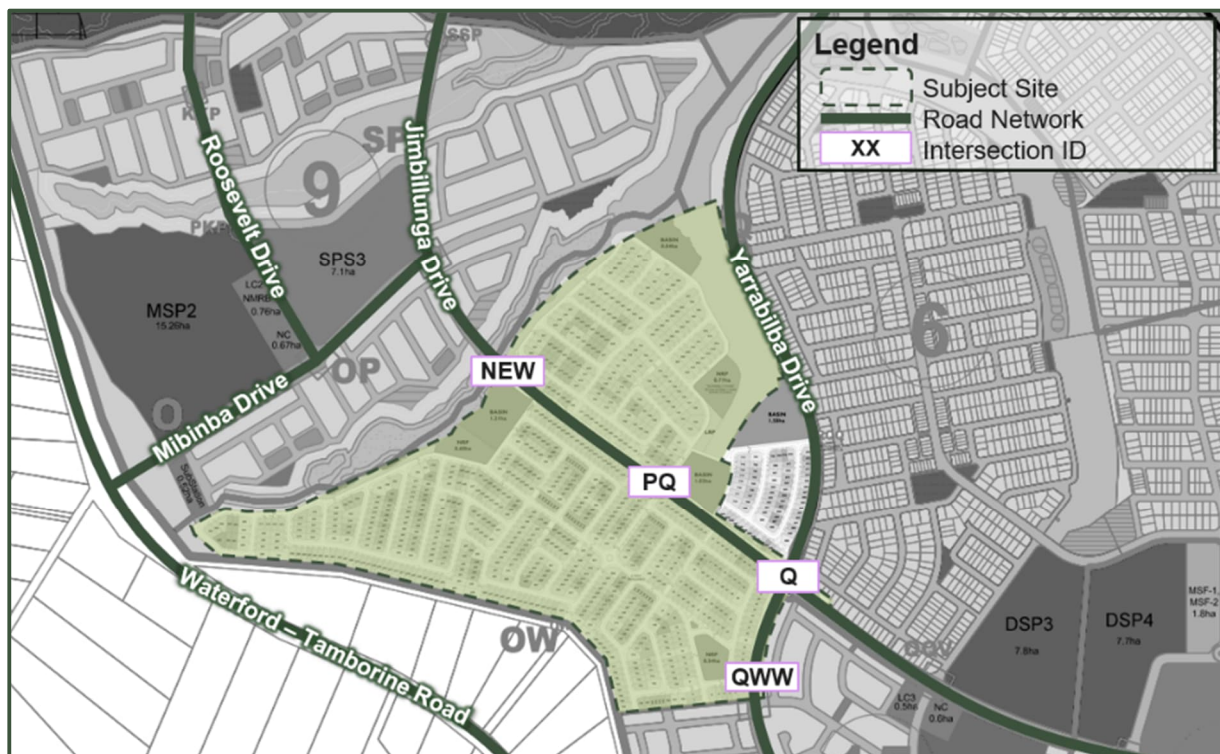


Table 6 Intersection Form

Intersection ID	Approved Development		Proposed Development	
	Interim Form	Ultimate Form	Interim Form	Ultimate Form
Q			No Change	No Change
QWW			No Change	No Change
PQ			No Change	No Change
NEW	N/A	N/A		

4.7 Turn Warrant Assessment

In order to determine the appropriate turn lane treatments at the proposed NEW intersection on Jimbillunga Drive, a turn warrant assessment has been undertaken in accordance with industry research summarised within the Austroads Guide to Traffic Management Part 6: *Intersections, Interchanges and Crossings Management* (AGTM06-20).

The turn warrant assessment is presented in **Appendix E** with the results summarised in **Table 7** showing that the ultimate design requirement is a Channelised Right turn (Short) (CHR(s)) and an Auxiliary Left turn (short) (AUL(s)).

Table 7 Intersection NEW – Turn Treatments

Demand Scenario	Right Turn Treatment	Left Turn Treatment
Scenario 1 – Interim (2031)	Basic Right turn (BAR)	Auxiliary Left turn (short) (AUL(s))
Scenario 2 – Ultimate	Channelised Right turn (Short) (CHR(s))	Auxiliary Left turn (short) (AUL(s))

Table 8 shows the minimum design requirements for each of the turn lane treatments, where:

- Taper and deceleration lengths are based on guidance contained in Austroads Guide to Road Design Part 4A: *Unsignalised and Signalised Intersections* (AGRD04A)
- Storage lengths are determined in accordance with AP-G34-23 *Design Vehicles and Turning Path Templates Ed 4.0* (Austroads, May 2023), where the intersecting road types are Collector and Local (residential), given that the maximum mean queues from the SIDRA analysis (**Appendix F**) do not exceed the specified design vehicle type i.e. 8.8m Medium Rigid Vehicle (MRV).
- Minimum short lane lengths based on Deceleration length + Storage length.

Table 8 Intersection NEW – Turn Lane Design Requirements

Movement	Turn Treatment	Taper Length (m)	Deceleration Length (m)	Storage Length (m)	Minimum Short Lane Length (m)
Right Turn	CHR(S)	15	25	8.8	33.8
Left Turn	AUL(S)	15	25	N/ A	25



The form of the NEW intersection, as depicted in the amended Functional Layout Roadworks Plans (**Appendix D**), meets all of the above turn lane design requirements.

4.8 Operational Assessment

As identified in **Section 3.1.1**, the proposed change in the number of residential lots, whilst recognising that trip rates for low and medium density residential uses have now been individually applied (which is consistent with traffic assessments undertaken on behalf of other residential precincts within Yarrabilba), has resulted in a modest increase of 13 trips (1.9%) to the approved peak hour trips. As such, it is SLR's view that this will not significantly impact on traffic flow of the approved transport network. On this basis, only the NEW intersection has been operationally assessed herein.

The performance of the NEW intersection on Jimbillunga Drive has been assessed in SIDRA Intersection 9.1 to establish the operational performance of the proposed layout.

4.8.1 Scenario 1 – Interim

A summary of the operational output from the Scenario 1 (Interim) SIDRA traffic model is provided in **Table 9**. Detailed outputs, including modelled site layouts and movement summaries, are provided in **Appendix F**.

Table 9 SIDRA Summary Output – Scenario 1 (Interim)

Intersection Location	Control Type	Operational Element	AM Peak	PM Peak
NEW	Giveway Controlled	Maximum DoS	0.417	0.269
		Critical Delay (s)	25.8	16.5
		95 th %ile Queue (m)	12.5	3.1

The results summarised in **Table 9** confirm that the performance of the proposed NEW intersection on Jimbillunga Drive under the interim (Scenario 1) traffic demand conditions is within the maximum operating parameters for giveway controlled intersections (maximum DoS 0.80 and delay 42 seconds).

4.8.2 Scenario 2 – Ultimate

A summary of the operational output from the Scenario 2 (Ultimate) SIDRA traffic model is provided in **Table 10**. Detailed outputs, including modelled site layouts and movement summaries, are provided in **Appendix F**.

Table 10 SIDRA Summary Output – Scenario 2 (Ultimate)

Intersection Location	Control Type	Operational Element	AM Peak	PM Peak
NEW	Giveway Controlled	Maximum DoS	0.572	0.327
		Critical Delay (s)	42.4	26.5
		95 th %ile Queue (m)	17.1	4.4

The results summarised in **Table 10** confirm that the performance of the proposed NEW intersection on Jimbillunga Drive under the ultimate (Scenario 2) traffic demand conditions is within the maximum operating parameters for giveway controlled intersections (maximum DoS 0.80 and delay 42 seconds).



4.9 Internal Road Hierarchy

The proposed changes to the internal road hierarchy include:

- a new 3-way give way controlled intersection on Jimbillunga Drive at the western boundary of Precinct 8 (Stage 822B). The intersection replaces the previous emergency vehicle access which was proposed as part of the former Stage 822 in the approved ROL plan. In effect, the new intersection is formed by the extension of the Local Street – Esplanade south to intersect with Jimbillunga Drive.
- A new north-south Lane is also proposed within Stage 822B to service the proposed 39 Laneway Terraces, with the addition of a new north-south Local Street (16.0m) along the eastern frontage to the terraces.
- A turning area formed at the western end of the Local Street (16.0m) at the southern end of the Lane that serves the Laneway Terraces.

To ensure that the Lane can be serviced by an appropriate refuse collection vehicle, a swept path assessment has been undertaken by a 'wheeled bin refuse collection vehicle – Recycling (140L, 240L & 360L wheeled bins)' in accordance with the Logan Planning Scheme 2015 v9.2 (SC6.2.9 Waste Management). Plans of the swept path assessment are provided in **Figure G.1** and **Figure G.2 (Appendix G)**. The assessment demonstrates that the design vehicle movements can be achieved with the additional requirement that no stopping signage be implemented on the Local Streets (16.0m) at either end of the Lane that serves the proposed Laneway Terraces. For refuse collection servicing lots 8960 and 8961, bin slabs will be provided on the eastern side of the Local Access Street (13.0m), adjacent to these two lots.



5.0 Summary

A minor change application is being made to facilitate a minor increase in the total number of proposed residential allotments and to also capture design refinements that have occurred as project planning has further advanced towards construction. The minor change application seeks to:

- increase the already approved 846 residential lots to 897 residential lots, consisting of 759 dwelling houses (low density residential) and 138 terrace houses (medium density residential).
- Construct a new 3-way giveway controlled intersection on Jimbillunga Drive at the western boundary of Precinct 8 (Stage 822B of the amended ROL plan), effectively replacing the previous emergency vehicle access which was proposed as part of the former Stage 822 in the approved ROL plan.
- Implement minor changes to the internal road network in the vicinity of the new intersection on Jimbillunga Drive, to facilitate access to the proposed new Lane servicing the Laneway Terraces as show in the amended ROL plan.

The aim of this Statement of Advice is to inform Economic Development Queensland's (EDQ) decision as to whether the proposal will result in a substantially different development under a minor change test. Specifically, the reporting and analysis documented herein seeks to inform EDQ's consideration of whether the changes *"introduce new impacts or increase the severity of known impacts"* or if the changes *"significantly impact on traffic flow and the transport network, such as increasing traffic to the site"*.

As identified in this Statement of Advice, no significant changes are proposed that have a theoretical potential to introduce new or increase the severity of known transport impacts.

Consequently, it is SLR's view that the proposed changes will not result in a substantially different development to that previously approved from a traffic engineering perspective.

6.0 Closure

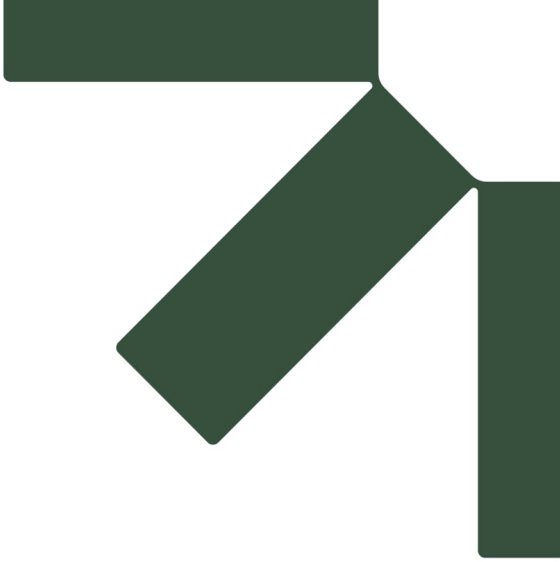
Should you have any further queries in relation to these clarifications, please do not hesitate to contact the undersigned.



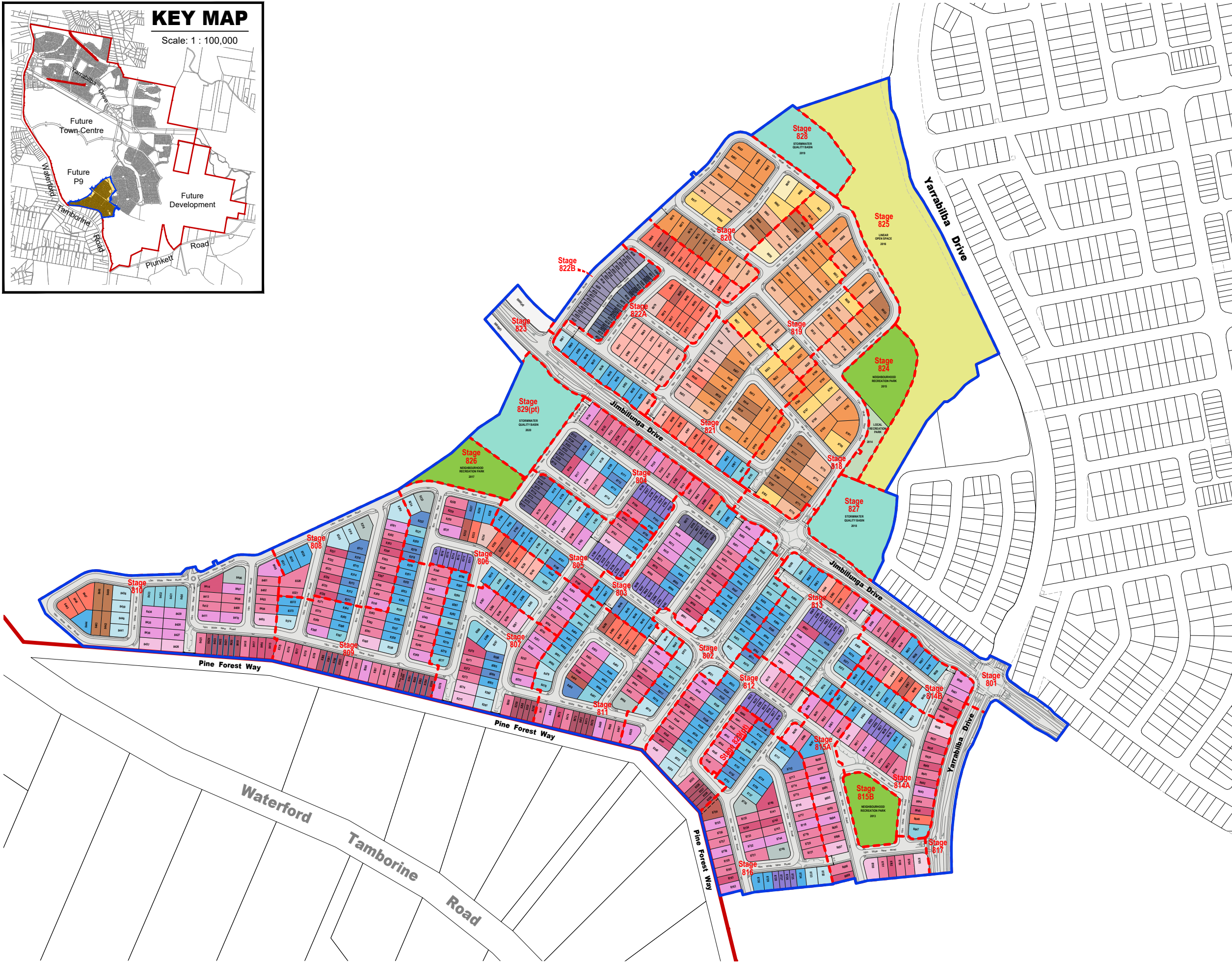
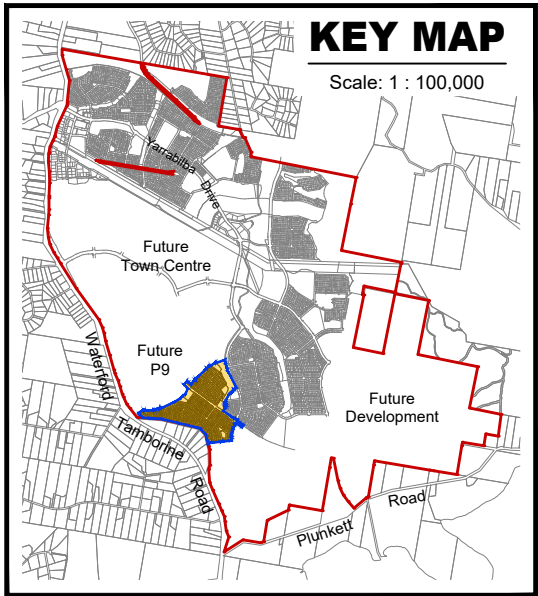
Brendyn Rheinberger, RPEQ: 17962

Principal Consultant – Transport Advisory





Appendix A Amended Reconfiguration of Lot Plans



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

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

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

Source Information:
Site boundaries: RPS Survey
Adjoining information: DCDB
Road Linework: KN Group

Legend

- Yarrabilba Estate Boundary
- Application Boundary
- Stage Boundary

Land Budget

Land Use	Overall
Residential Allotments	33.193 ha
Balance Allotment 5000	0.268 ha
Trunk / Collector Roads	4.094 ha
Local Roads	15.616 ha
Neighbourhood Recreation Park	1.934 ha
Local Recreation Park	0.210 ha
Drainage Open Space	3.005 ha
Linear Open Space	4.733 ha
Total	63.053 ha

Yield Breakdown

Allotment Typology	Typical Area	Overall	
21m Deep Product			
21m x 4.6m Laneway Terrace	97m²	10	1%
21m x 6.6m Laneway Terrace	139m²	11	1%
21m x 7.5m Terrace	158m²	20	2%
Subtotal		41	5%
25m Deep Product			
25m x 6.6m Laneway Terrace	165m²	18	2%
25m x 7.5m Terrace	188m²	51	6%
25m x 10.5m Villa	263m²	35	4%
25m x 12.5m Premium Villa	313m²	124	14%
25m x 14.0m Standard Lot	350m²	60	7%
25m x 16.0m Standard Lot	400m²	40	4%
Subtotal		328	37%
28m Deep Product			
28m x 10.5m Villa	280m²	9	1%
28m x 12.5m Premium Villa	350m²	37	4%
28m x 14.0m Standard Lot	392m²	26	3%
28m x 16.0m Standard Lot	448m²	8	1%
Subtotal		80	9%
30m Deep Product			
30m x 7.5m Terrace	225m²	28	3%
30m x 10.5m Villa	315m²	48	5%
30m x 12.5m Premium Villa	375m²	149	17%
30m x 14.0m Standard Lot	420m²	65	7%
30m x 16.0m Standard Lot	480m²	21	2%
30m x 18.0m Standard Lot	540m²	2	0%
Subtotal		313	35%
32m Deep Product			
32m x 12.5m Premium Villa	400m²	24	3%
32m x 14.0m Standard Lot	448m²	51	6%
32m x 16.0m Standard Lot	512m²	37	4%
32m x 18.0m Standard Lot	576m²	15	2%
32m x 20.0m Standard Lot	640m²	2	0%
Subtotal		129	14%
Multi-Family Strata Lots (MFS)	550m²+	6	1%
Total Residential Allotments		897	100%
Net Residential Density		17.6 dw/ha	

PLAN REF: **AU13933 – 98**

Rev No: **A**
DATE: 8 April 2026
CLIENT: Stockland
DRAWN BY: BM
CHECKED BY: BM



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**YARRABILBA
PRECINCT 8 - APPLICATION 1
RECONFIGURATION OF A LOT - OVERALL**

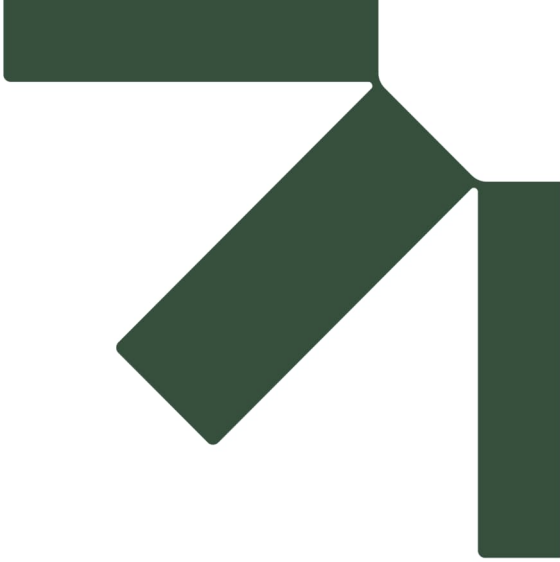


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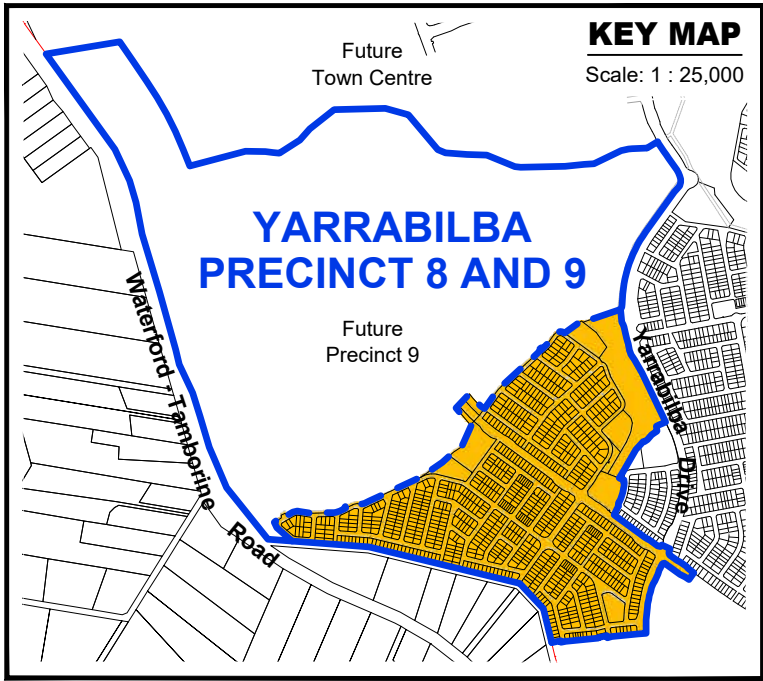


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Appendix B Approved Reconfiguration of Lot Plans

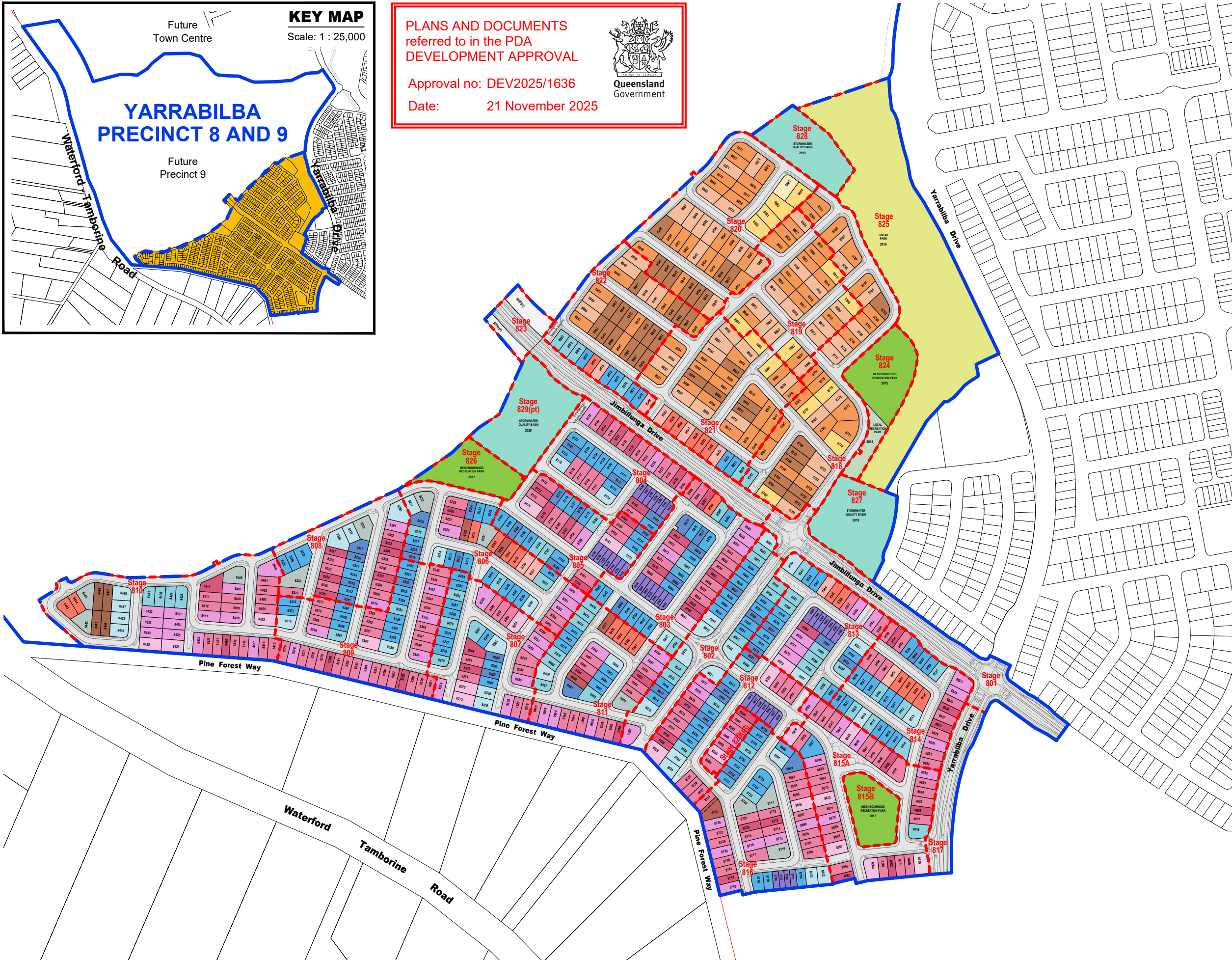


PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2025/1636

Date: 21 November 2025


Queensland
Government



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

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

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

Source Information:
Site boundaries: RPS Survey
Adjoining information: DCDB

Legend

- Precinct Boundary
- - - Application Boundary
- - - Stage Boundary

Land Budget

Land Use	Overall	
	Area	%
Residential Allotments	33.457 ha	53.1%
Balance Allotment 5000	0.283 ha	0.4%
Trunk / Collector Roads	4.043 ha	6.4%
Local Roads	15.329 ha	24.3%
Neighbourhood Recreation Park	1.934 ha	3.1%
Local Recreation Park	0.210 ha	0.3%
Linear Park	4.733 ha	7.5%
Drainage Open Space	3.005 ha	4.8%
Total	62.994 ha	100.0%

Yield Breakdown			
Allotment Typology	Typical Area	Overall	
25m Deep Product			
25m x 7.5m Terrace	188m²	39	5%
25m x 10.5m	263m²	41	5%
25m x 12.5m	313m²	132	16%
25m x 14m	350m²	59	7%
25m x 16m	400m²	38	4%
Subtotal		309	37%
28m Deep Product			
28m x 10.5m	280m²	5	1%
28m x 12.5m	350m²	23	3%
28m x 14m	392m²	9	1%
Subtotal		37	4%
30m Deep Product			
30m x 10.5m	315m²	47	6%
30m x 12.5m	375m²	171	20%
30m x 14m	420m²	67	8%
30m x 16m	480m²	20	2%
30m x 18m	540m²	1	0%
Subtotal		306	36%
32m Deep Product			
32m x 12.5m	400m²	42	5%
32m x 14m	448m²	75	9%
32m x 16m	512m²	51	6%
32m x 18m	576m²	14	2%
32m x 20m	640m²	1	0%
Subtotal		183	22%
Multi-Family Strata Lots	550m²+	11	1%
Total Residential Allotments		846	100%
Density (calc. includes area of residential lots, local roads and rec. parks)		15.1 dw/ha	

PLAN REF: **AU13933 – 35**

Rev No: **C**

DATE: 17 Nov 2025

CLIENT: Stockland

DRAWN BY: MM / BM

CHECKED BY: BM



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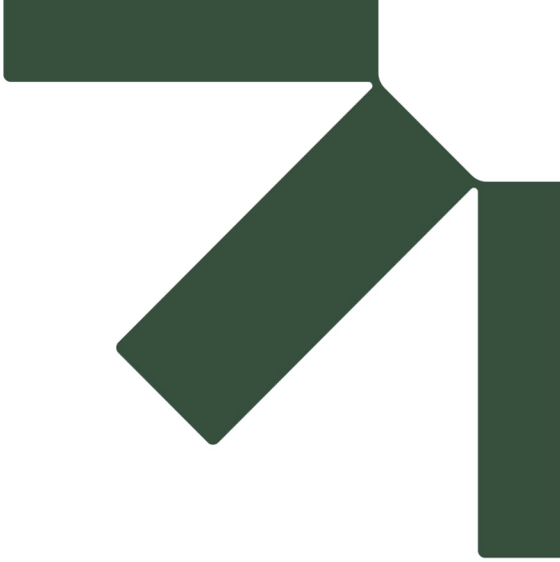
**YARRABILBA
PRECINCT 8 - APPLICATION 1
RECONFIGURATION OF A LOT - OVERALL**



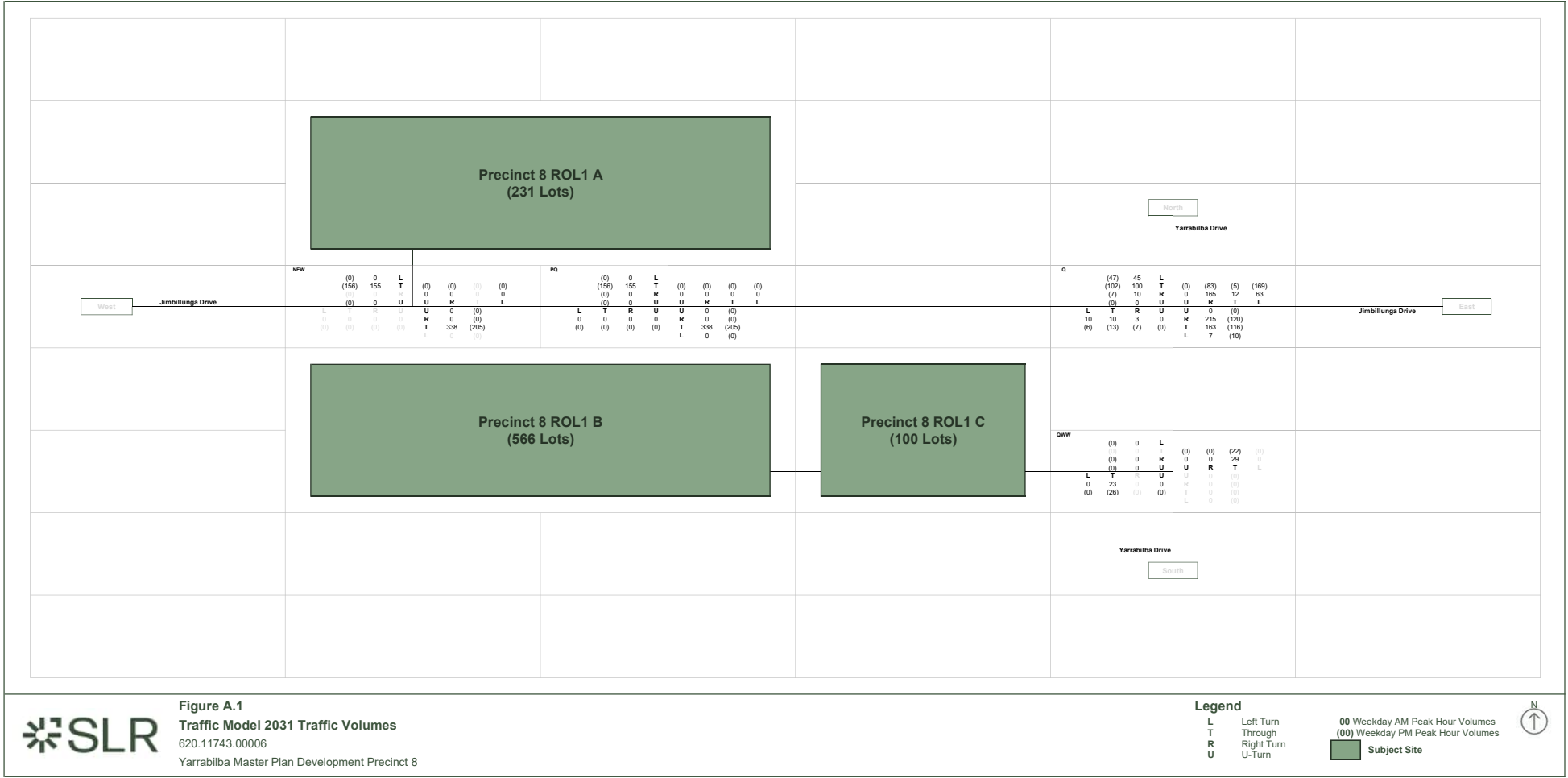
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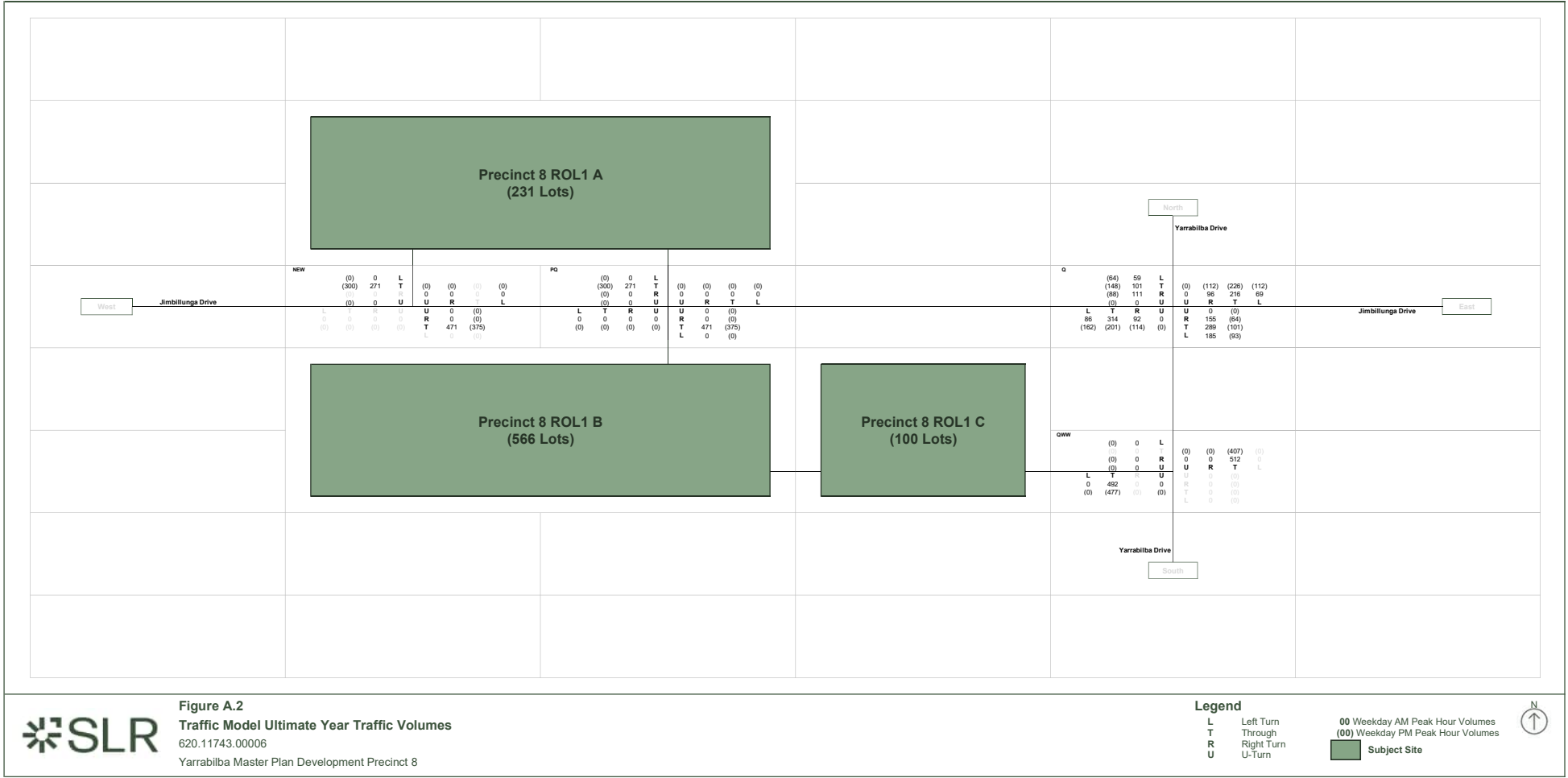

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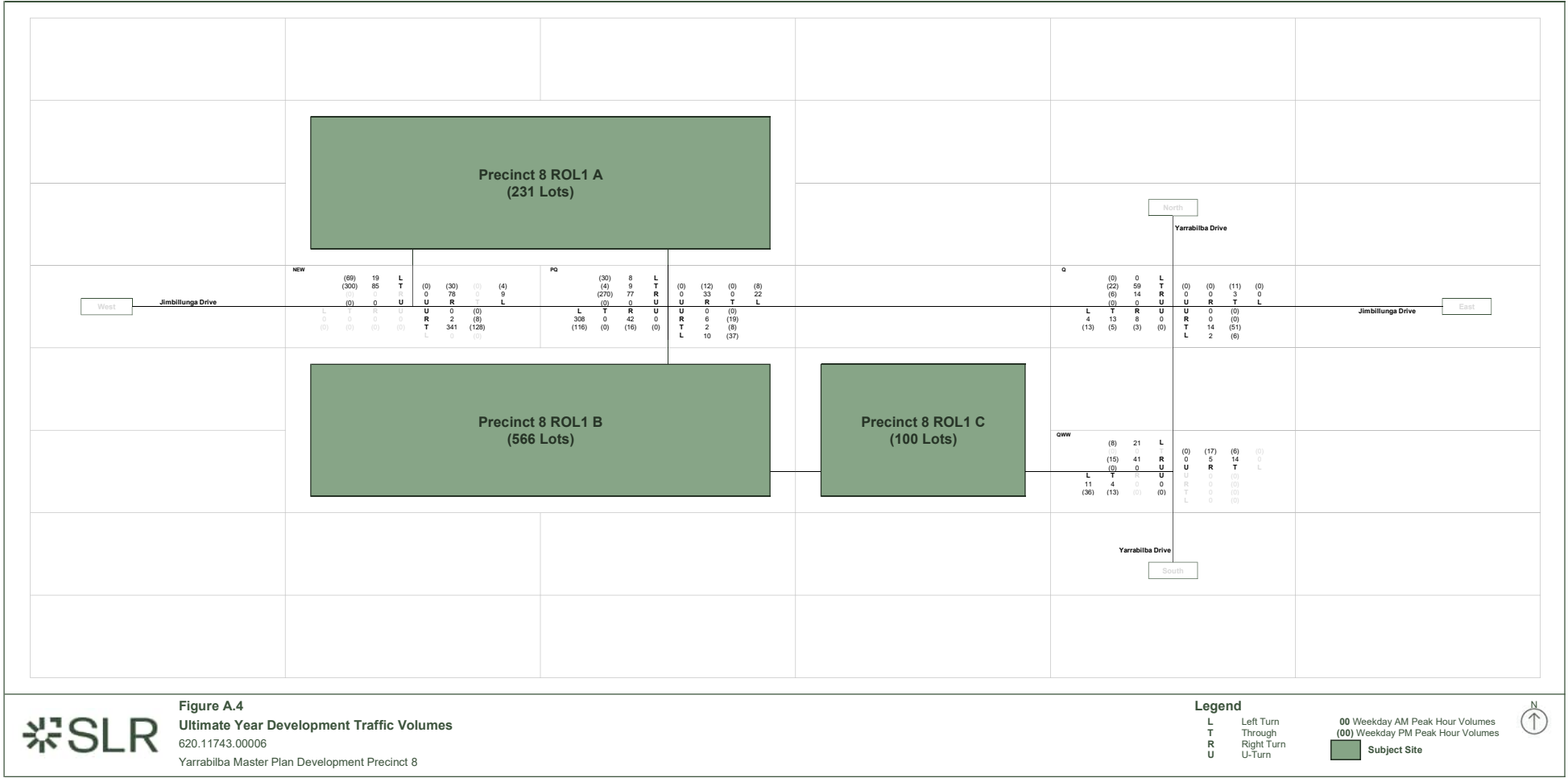
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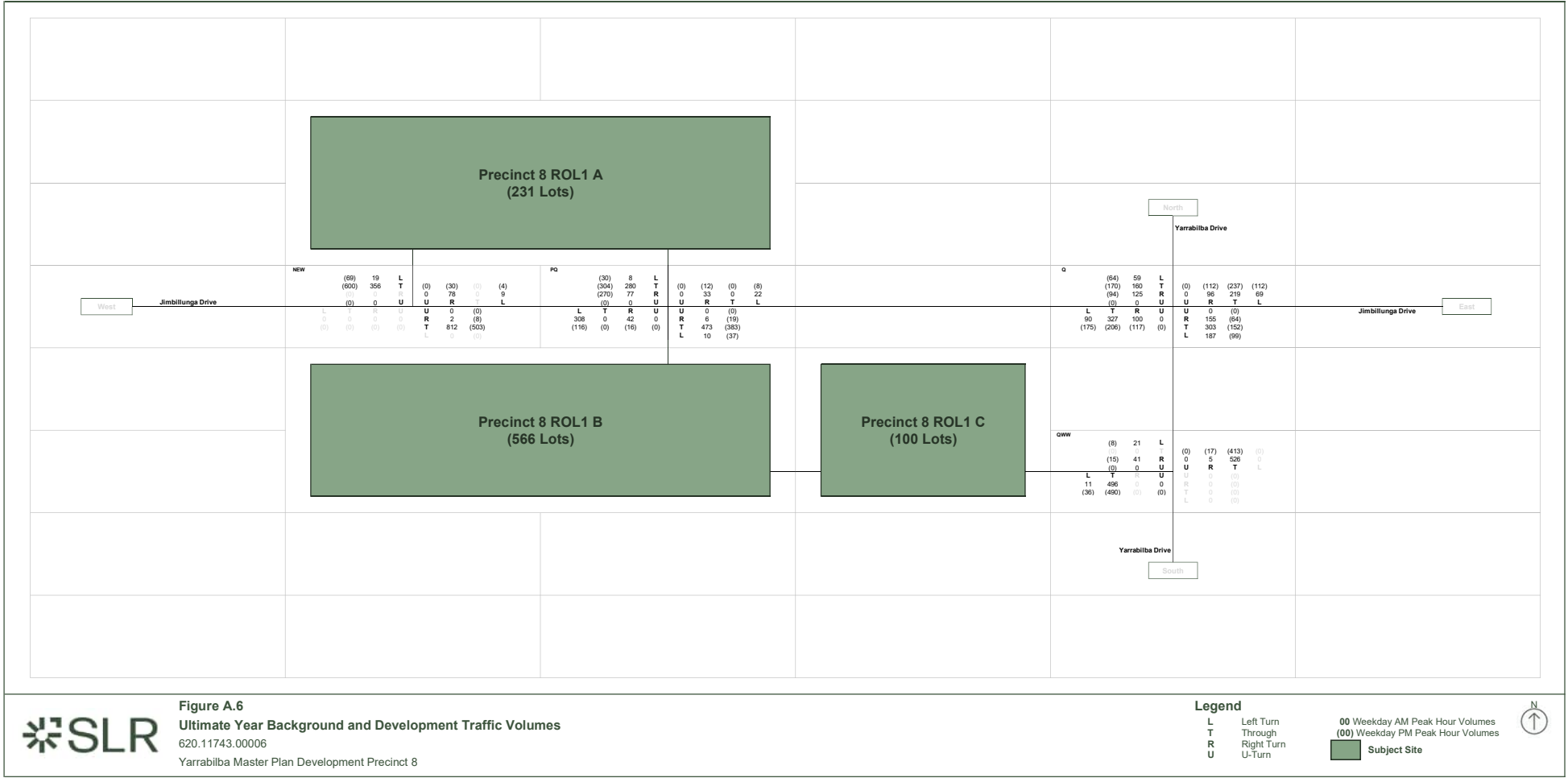


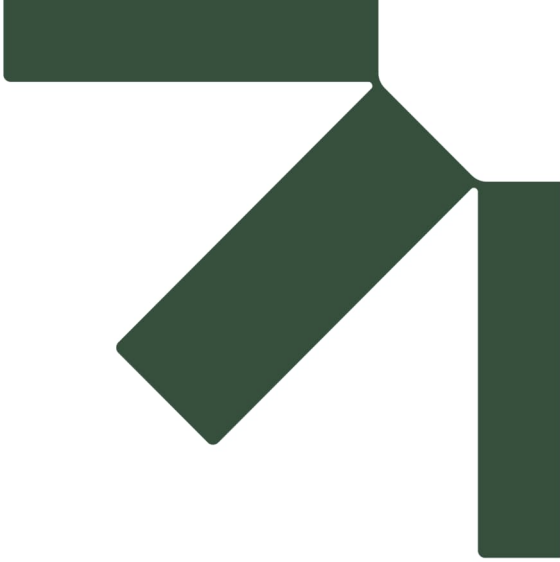
Appendix C Traffic Flow Diagrams







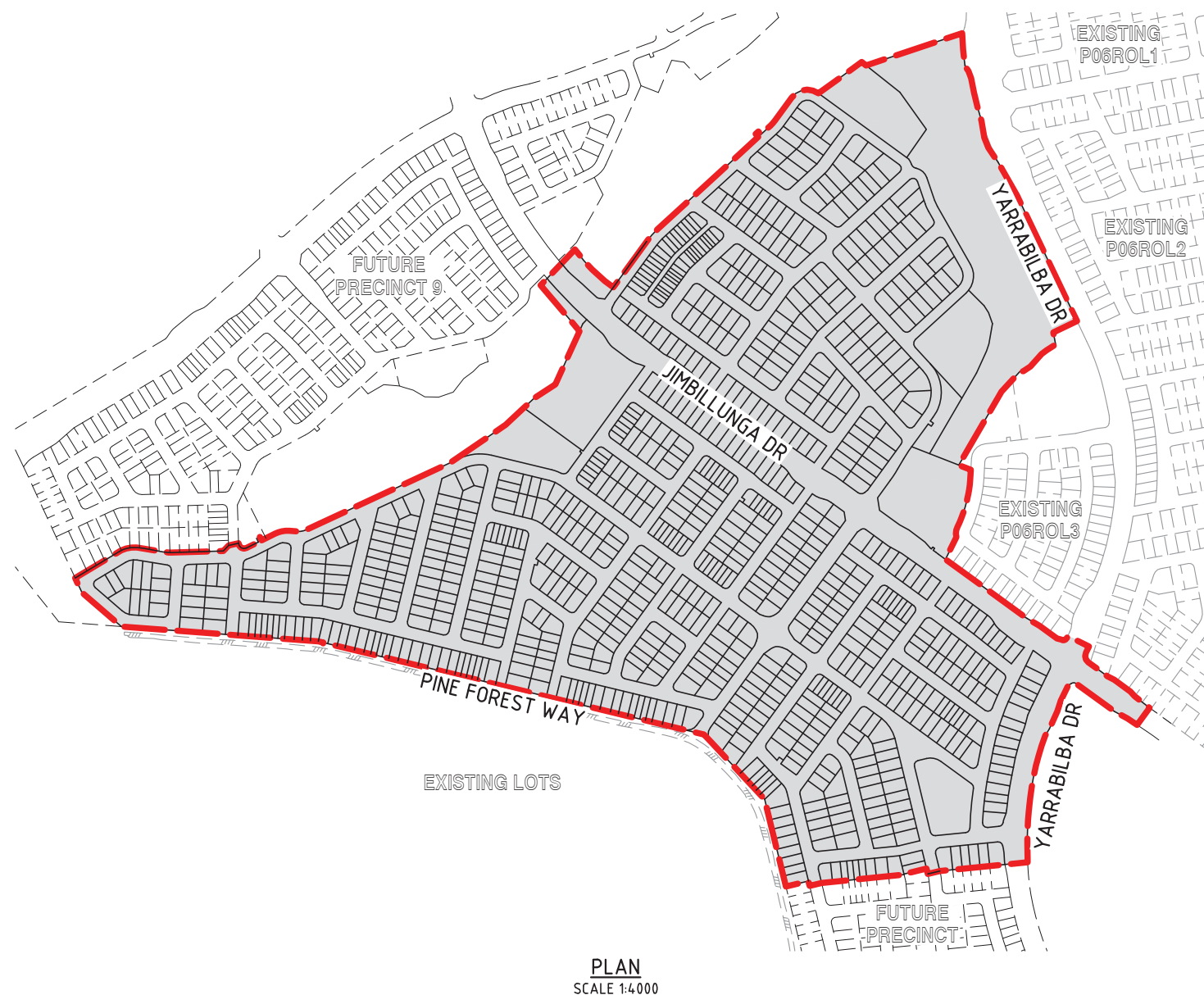




Appendix D Amended Functional Layout Roadworks Plans



PRECINCT 8 - ROL1
FUNCTIONAL PLANS



DRAWING INDEX

DRAWING NO.	DRAWING TITLE
24-153-SK001	GENERAL - LOCALITY PLAN, DRAWING INDEX AND NOTES
24-153-SK002	FUNCTIONAL LAYOUT - STAGING PLAN - SHEET 1
24-153-SK003	FUNCTIONAL LAYOUT - STAGING PLAN - SHEET 2
24-153-SK004	FUNCTIONAL LAYOUT - STAGING PLAN - SHEET 3
24-153-SK005	FUNCTIONAL LAYOUT - STAGING PLAN - SHEET 4
24-153-SK006	FUNCTIONAL LAYOUT - ROADWORKS PLAN - SHEET 1
24-153-SK007	FUNCTIONAL LAYOUT - ROADWORKS PLAN - SHEET 2
24-153-SK008	FUNCTIONAL LAYOUT - ROADWORKS PLAN - SHEET 3
24-153-SK009	FUNCTIONAL LAYOUT - ROADWORKS PLAN - SHEET 4
24-153-SK010	FUNCTIONAL LAYOUT - TYPICAL CROSS SECTIONS
24-153-SK011	FUNCTIONAL LAYOUT - SERVICES PLAN - SHEET 1
24-153-SK012	FUNCTIONAL LAYOUT - SERVICES PLAN - SHEET 2
24-153-SK013	FUNCTIONAL LAYOUT - SERVICES PLAN - SHEET 3
24-153-SK014	FUNCTIONAL LAYOUT - SERVICES PLAN - SHEET 4
24-153-SK015	FUNCTIONAL LAYOUT - STORMWATER PLAN - SHEET 1
24-153-SK016	FUNCTIONAL LAYOUT - STORMWATER PLAN - SHEET 2
24-153-SK017	FUNCTIONAL LAYOUT - STORMWATER PLAN - SHEET 3
24-153-SK018	FUNCTIONAL LAYOUT - STORMWATER PLAN - SHEET 4
24-153-SK019	FUNCTIONAL LAYOUT - SEWER RETICULATION PLAN - SHEET 1
24-153-SK020	FUNCTIONAL LAYOUT - SEWER RETICULATION PLAN - SHEET 2
24-153-SK021	FUNCTIONAL LAYOUT - SEWER RETICULATION PLAN - SHEET 3
24-153-SK022	FUNCTIONAL LAYOUT - SEWER RETICULATION PLAN - SHEET 4
24-153-SK023	FUNCTIONAL LAYOUT - WATER RETICULATION PLAN - SHEET 1
24-153-SK024	FUNCTIONAL LAYOUT - WATER RETICULATION PLAN - SHEET 2
24-153-SK025	FUNCTIONAL LAYOUT - WATER RETICULATION PLAN - SHEET 3
24-153-SK026	FUNCTIONAL LAYOUT - WATER RETICULATION PLAN - SHEET 4
24-153-SK027	FUNCTIONAL LAYOUT - EARTHWORKS CONTOUR PLAN - SHEET 1
24-153-SK028	FUNCTIONAL LAYOUT - EARTHWORKS CONTOUR PLAN - SHEET 2
24-153-SK029	FUNCTIONAL LAYOUT - EARTHWORKS CONTOUR PLAN - SHEET 3
24-153-SK030	FUNCTIONAL LAYOUT - EARTHWORKS CONTOUR PLAN - SHEET 4
24-153-SK031	FUNCTIONAL LAYOUT - RETAINING WALLS PLAN - SHEET 1
24-153-SK032	FUNCTIONAL LAYOUT - RETAINING WALLS PLAN - SHEET 2
24-153-SK033	FUNCTIONAL LAYOUT - RETAINING WALLS PLAN - SHEET 3
24-153-SK034	FUNCTIONAL LAYOUT - RETAINING WALLS PLAN - SHEET 4



FOR
APPROVAL

REVISIONS					
No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	30.05.25
B	LOT LAYOUT AMENDED	JAS	JAS	RWM	08.04.26

PRECINCT 8 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client

Approved - RPEQ 12805

Digitally signed by Robert William Mander BEng (Civil), CPeng, RPEQ 12805
Date: 2026.04.09 11:00:32+10'00'

DO NOT SCALE THIS
DRAWING
IF IN DOUBT - ASK!

Application No.

L1, 62 Astor Terrace, Spring Hill, QLD 4000
www.kngroup.com.au | 07 3017 1900

Drawing Title

GENERAL
LOCALITY PLAN,
DRAWING INDEX AND NOTES

Scale

AS SHOWN

Sheet

01 of 34

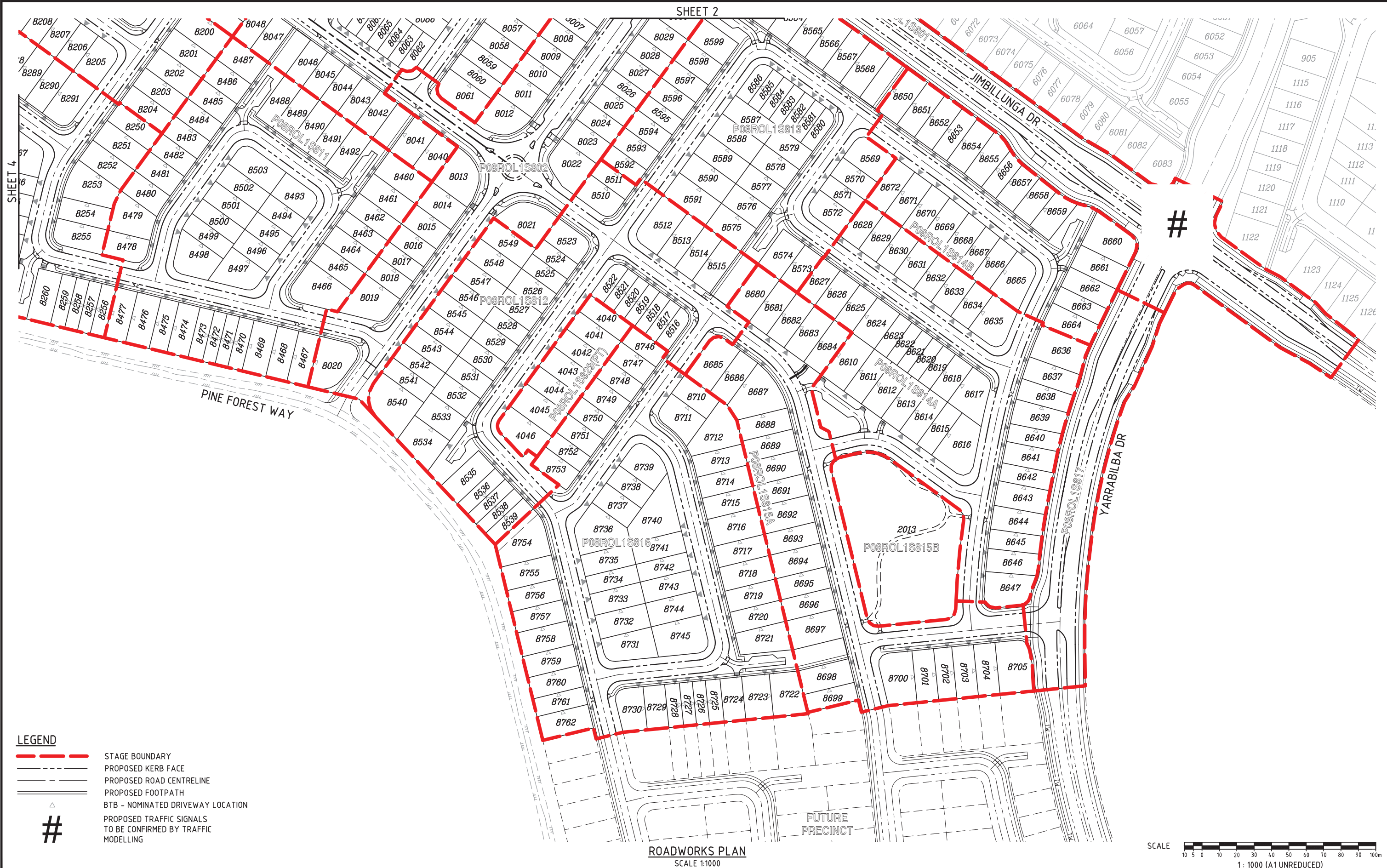
A1

Drawing No

24-153-SK001

Revision

B



LEGEND

- STAGE BOUNDARY
- PROPOSED KERB FACE
- PROPOSED ROAD CENTRELINE
- PROPOSED FOOTPATH
- BTB - NOMINATED DRIVEWAY LOCATION
- PROPOSED TRAFFIC SIGNALS TO BE CONFIRMED BY TRAFFIC MODELLING

#



ROADWORKS PLAN
SCALE 1:1000

FOR
APPROVAL

REVISIONS					
No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	30.05.25
B	STAGE BDY NAMES AMENDED	SLK	JAS	RWM	10.06.25
C	LOT LAYOUT AMENDED	JAS	JAS	RWM	08.04.26

Project

YARRABILBA

PRECINCT 8 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client

Stockland

Approved - RPEQ 12805

Digitally signed by Robert William Mander BEng (Civil), CPEng, RPEQ 12805
Date: 2026.04.09 11:00:33+10'00'

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NORTH

Application No.

kn group

L1, 62 Astor Terrace, Spring Hill, QLD 4000
www.kngroup.com.au | 07 3017 1900

Drawing Title

**FUNCTIONAL LAYOUT
STAGING PLAN
SHEET 1**

Scale

AS SHOWN

A1

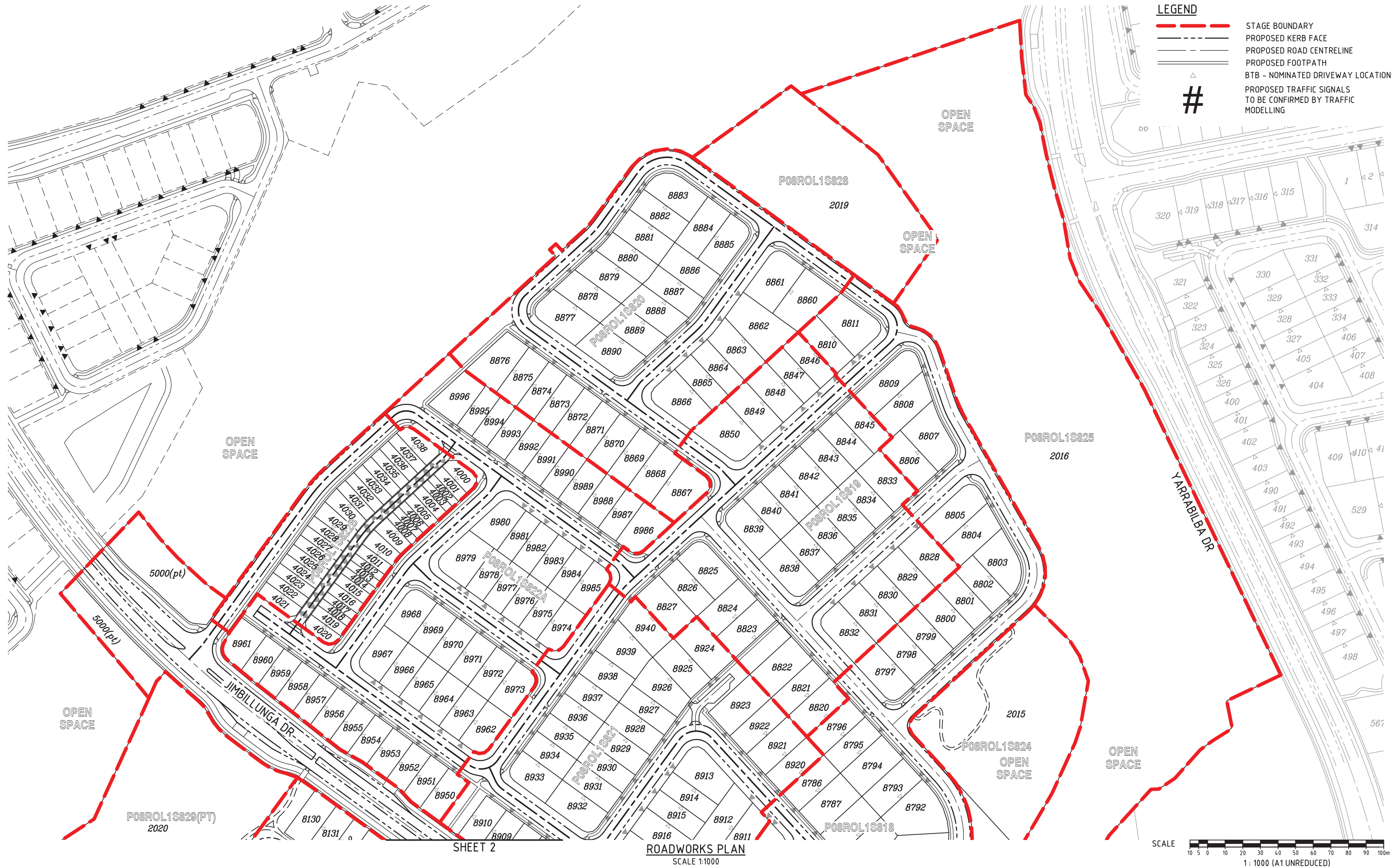
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02 of 34

Revision

C

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FOR
APPROVAL

REVISIONS					
No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	30.05.25
B	LOT LAYOUT AMENDED	JAS	JAS	RWM	08.04.26

Project

 **YARRABILBA**

PRECINCT 8 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client

 **Stockland**

Approved - RPEQ 12805

 Digitally signed by Robert William Mander BEng (Civil), CPEng, RPEQ 12805
Date: 2026.04.09 11:00:34+10'00'

 NORTH

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DRAWING
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Application No.

 **kn group**

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Drawing Title

**FUNCTIONAL LAYOUT
STAGING PLAN
SHEET 3**

Scale	AS SHOWN	Sheet	04 of 34
A1	Drawing No	24-153-SK004	Revision
			B



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FOR
APPROVAL

REVISIONS					
No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	30.05.25
B	STAGE BDY NAMES AMENDED	SLK	JAS	RWM	10.06.25
C	LOT LAYOUT AMENDED	JAS	JAS	RWM	08.04.26



YARRABILBA
PRECINCT 8 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS



Stockland

Approved - RPEQ 12805



Digitally signed by Robert William Mander BEng (Civil), CPEng, RPEQ 12805
Date: 2026.04.09 11:00:35+10'00'



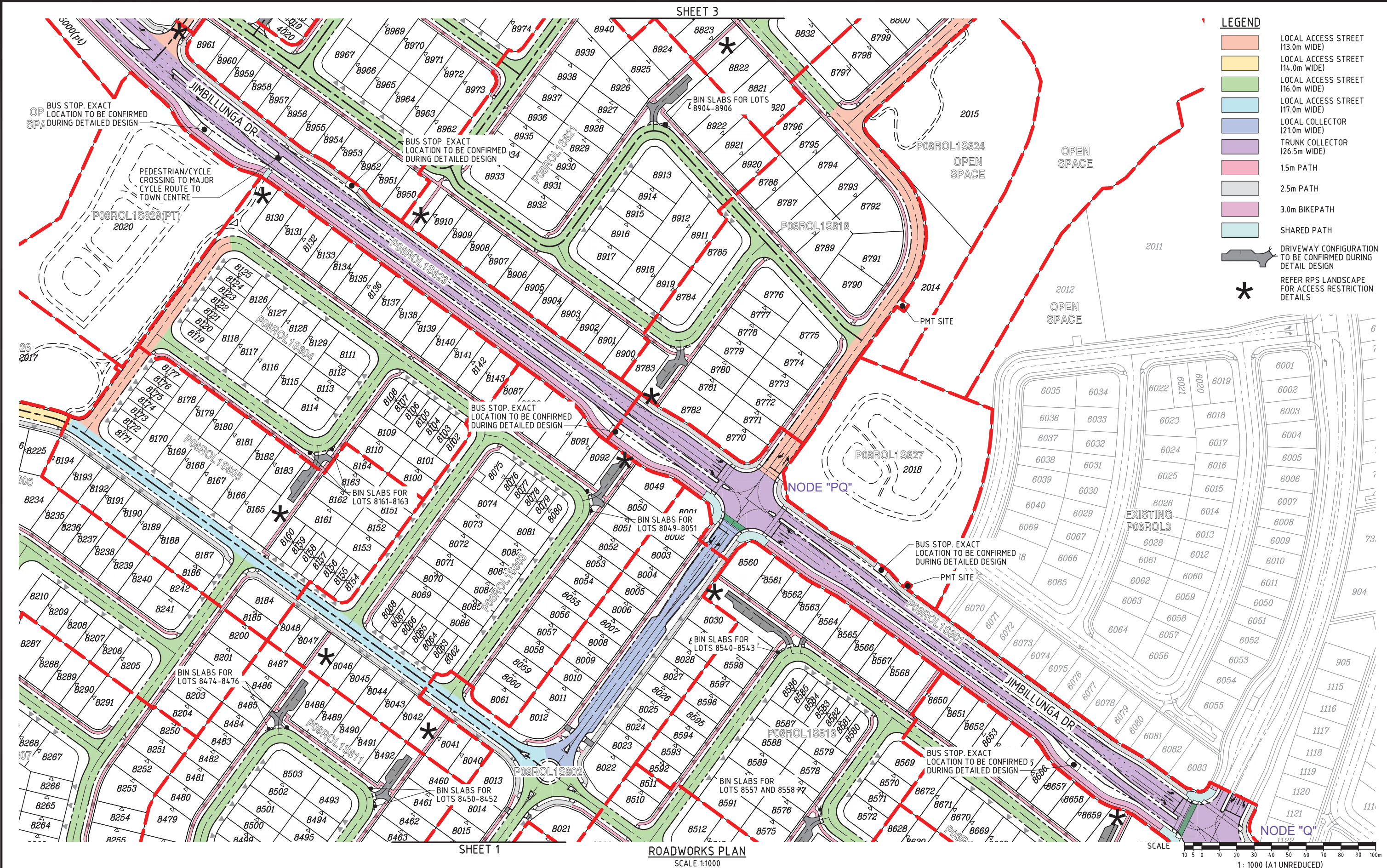
DO NOT SCALE THIS
DRAWING
IF IN DOUBT - ASK!

Application No.



L1, 62 Astor Terrace, Spring Hill, QLD 4000
www.kngroup.com.au | 07 3017 1900

Drawing Title			
FUNCTIONAL LAYOUT ROADWORKS PLAN SHEET 1			
Scale	AS SHOWN	Sheet	06 of 34
A1	Drawing No 24-153-SK006	Revision	C



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FOR
APPROVAL

REVISIONS					
No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	30.05.25
B	LOT LAYOUT AMENDED	JAS	JAS	RWM	08.04.26



YARRABILBA
PRECINCT 8 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client



Stockland

Approved - RPEQ 12805

R. Mander

Digitally signed by Robert William Mander BEng (Civil), CPEng, RPEQ 12805
Date: 2026.04.09 11:00:35+10'00'



NORTH

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DRAWING
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Application No.



kn group

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Drawing Title			
FUNCTIONAL LAYOUT ROADWORKS PLAN SHEET 2			
Scale	AS SHOWN	Sheet	07 of 34
A1	Drawing No 24-153-SK007	Revision	B

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FOR
APPROVAL

REVISIONS					
No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	30.05.25
B	LOT LAYOUT AMENDED	JAS	JAS	RWM	08.04.26
C	BIN SLABS AND LINEMARKING ADDED	SLK	JAS	RWM	26.05.26

Project

 **YARRABILBA**

PRECINCT 8 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client

 **Stockland**

Approved - RPEQ 12805



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CPEng, RPEQ 12805
Date: 2026.05.27
09:38:01+10'00'

 NORTH

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DRAWING
IF IN DOUBT - ASK!

Application No.

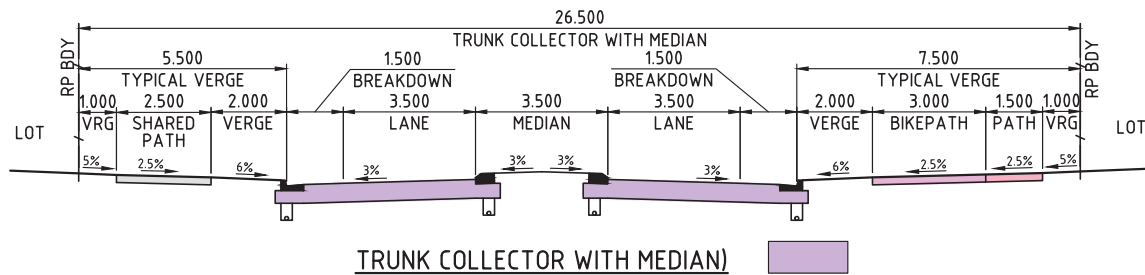
 **kn group**

L1, 62 Astor Terrace, Spring Hill, QLD 4000
www.kngroup.com.au | 07 3017 1900

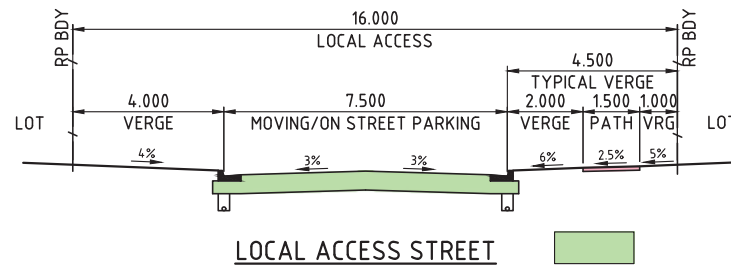
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**FUNCTIONAL LAYOUT
ROADWORKS PLAN
SHEET 3**

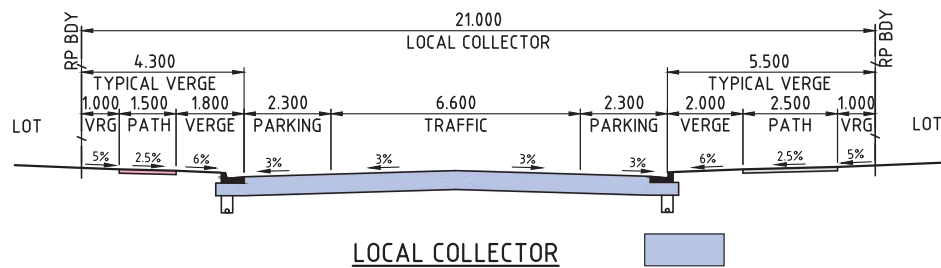
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A1	Drawing No 24-153-SK008	Revision	C



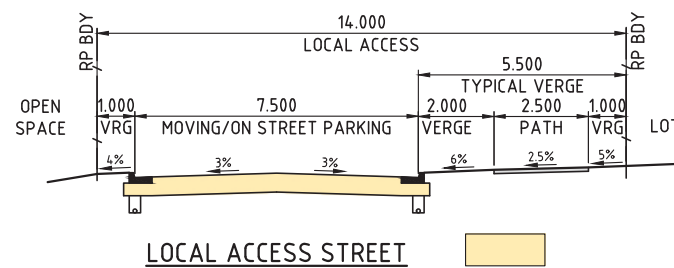
TRUNK COLLECTOR WITH MEDIAN



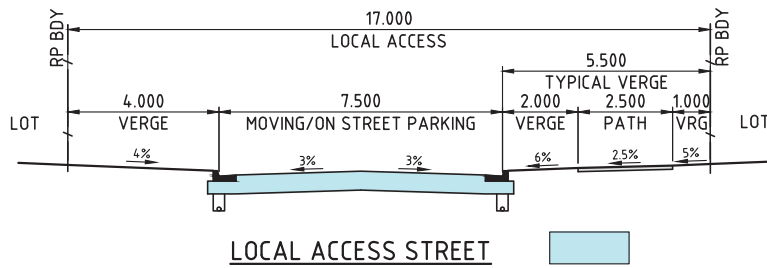
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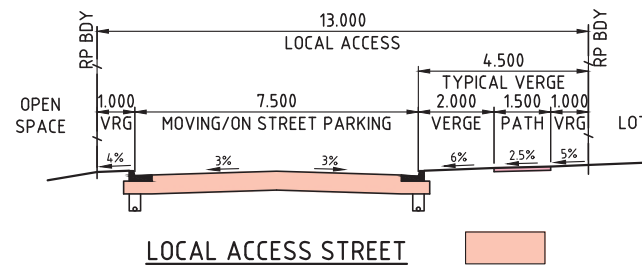
LOCAL COLLECTOR



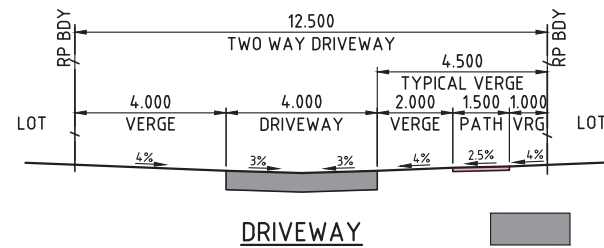
LOCAL ACCESS STREET



LOCAL ACCESS STREET

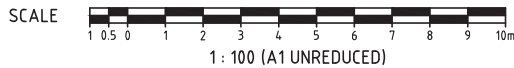


LOCAL ACCESS STREET



DRIVEWAY

NB
KERB TYPES TO BE CONFIRMED
DURING DETAILED DESIGN



FOR
APPROVAL

REVISIONS					
No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	30.05.25

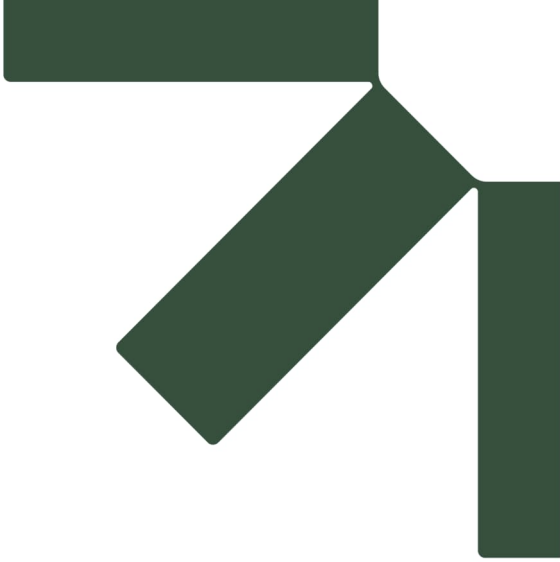
Project
YARRABILBA
PRECINCT 8 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client
Stockland
Approved - RPEQ 12805
Digitally signed by Robert William Mander BEng (Civil), CPEng, RPEQ 12805
Date: 2026.04.09 11:00:37+10'00'

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Application No.

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Drawing Title
**FUNCTIONAL LAYOUT
TYPICAL CROSS SECTIONS**
Scale
AS SHOWN
A1
Drawing No
24-153-SK010
Sheet
10 of 34
Revision
A

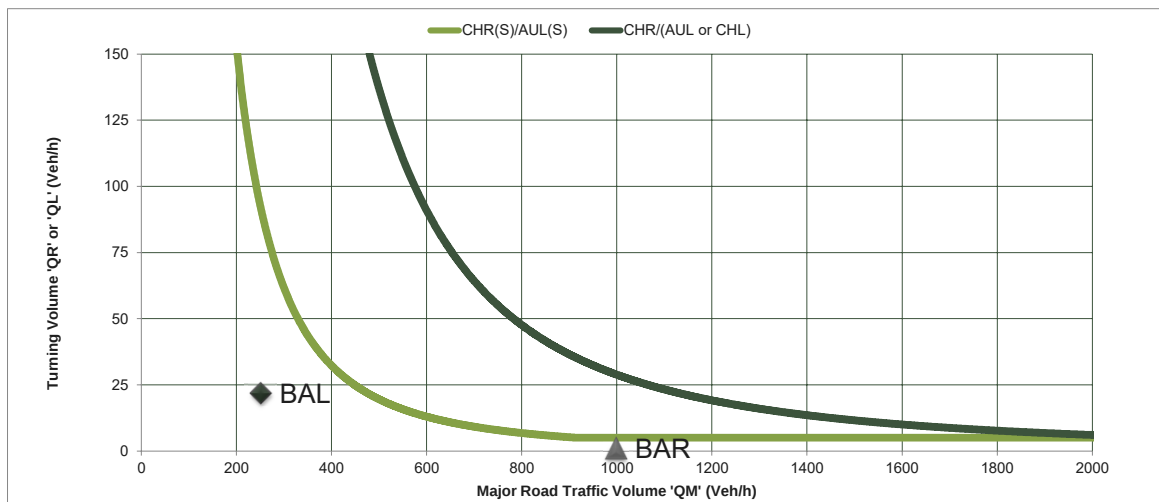
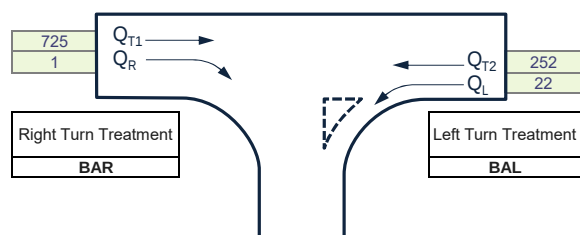


Appendix E Turn Warrant Assessment

Assessment Year	2031
Peak Period	AM
Scenario	Scenario 1 - Interim

Design Domain	Normal Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	<= 70km/h
Splitter Island?	No

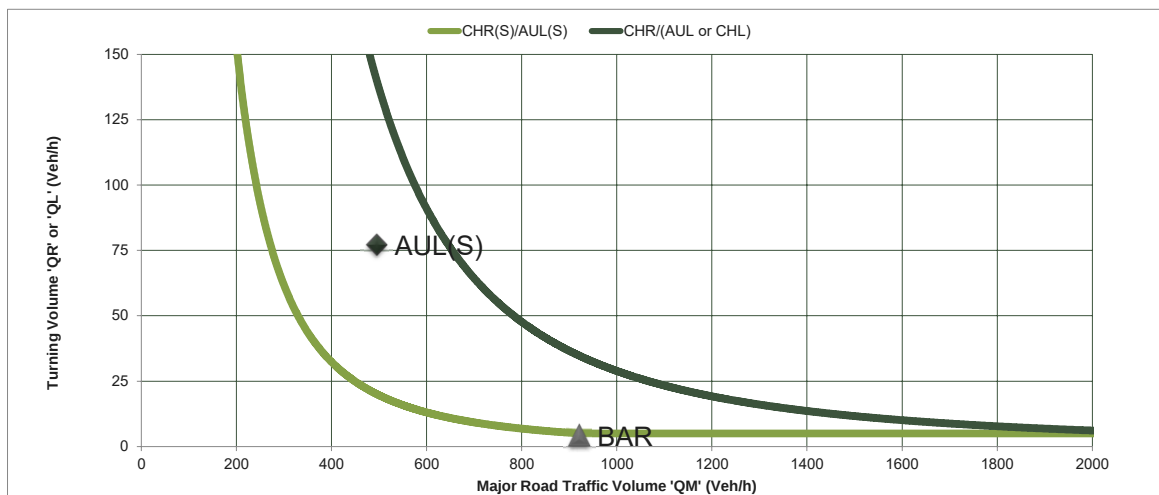
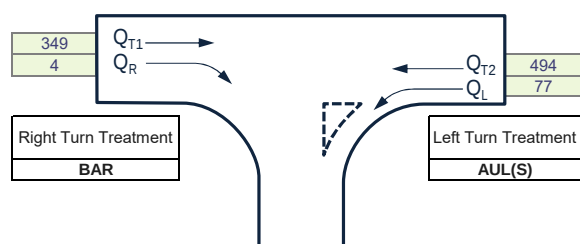
Q_M	Q_R/Q_L	
999	1	Right
252	22	Left



Assessment Year	2031
Peak Period	PM
Scenario	Scenario 1 - Interim

Design Domain	Normal Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	<= 70km/h
Splitter Island?	No

Q_M	Q_R/Q_L	
920	4	Right
494	77	Left



Reflects changes made in RPDM (Ed2: Vol3) Supplement to Austroads Part 4A (DTMR, September 2025)

Turn Warrant Assessment

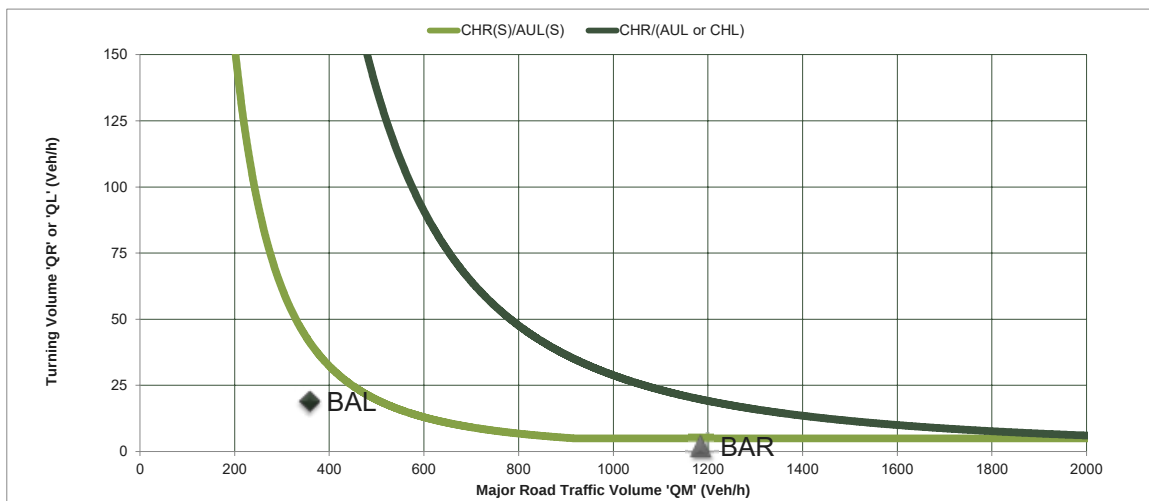
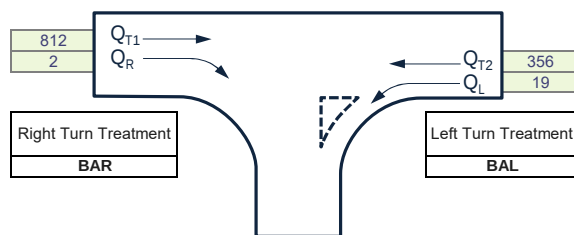
Intersection NEW - Jimbillunga Drive/ P8 ROL1 A (west)
620.V11743.00006
17/03/2026



Assessment Year	Ultimate
Peak Period	AM
Scenario	Scenario 2 - Ultimate

Design Domain	Normal Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	<= 70km/h
Splitter Island?	No

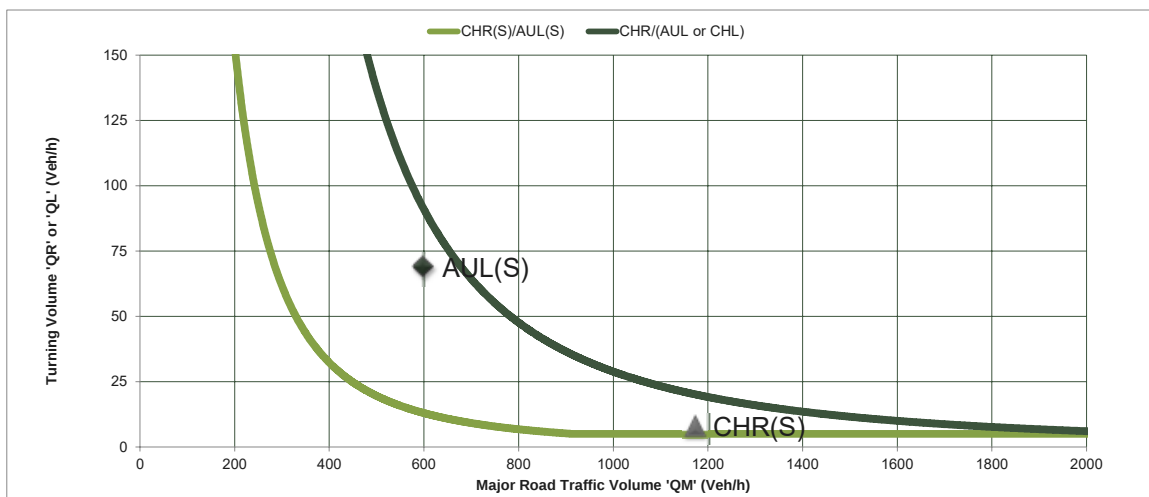
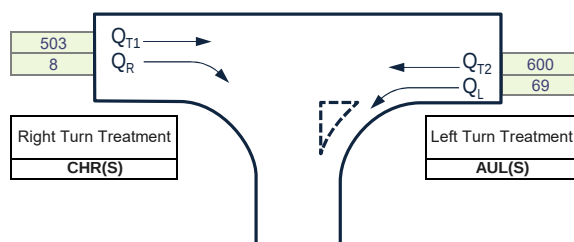
Q_M	Q_R/Q_L	
1187	2	Right
356	19	Left



Assessment Year	Ultimate
Peak Period	PM
Scenario	Scenario 2 - Ultimate

Design Domain	Normal Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	<= 70km/h
Splitter Island?	No

Q_M	Q_R/Q_L	
1172	8	Right
600	69	Left

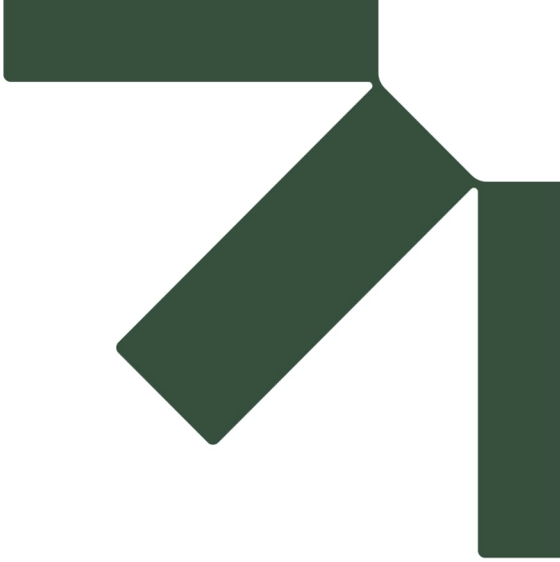


Reflects changes made in RPDM (Ed2: Vol3) Supplement to Austroads Part 4A (DTMR, September 2025)

Turn Warrant Assessment

Intersection NEW - Jimbillunga Drive/ P8 ROL1 A (west)
620.V11743.00006
17/03/2026





Appendix F SIDRA Output

USER REPORT FOR SITE

 Project: 620.V11743.00006-M02-v0.4 Precinct 8 20260217

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Template: SLR Report - P/C with
Layout

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

Intersection: NEW - Jimbillunga Drive/ Precinct 8A Access (west)

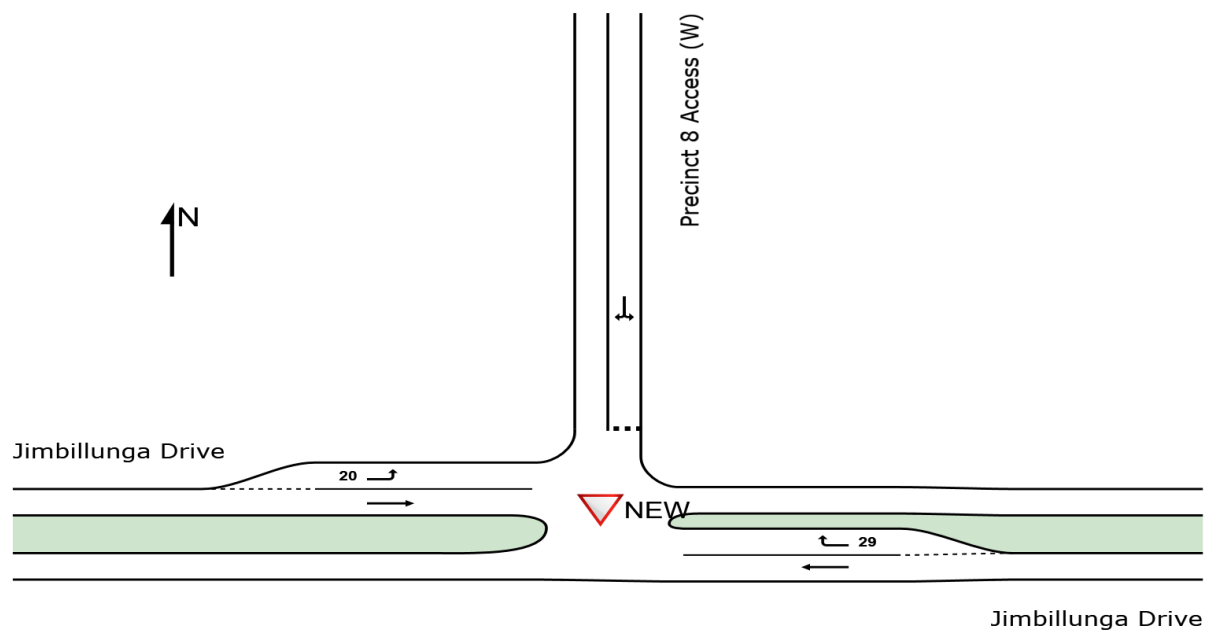
Prepared by: AJK

Site Category: Proposed Layout

Give-Way (Two-Way)

Site Layout

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



Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. 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
East: Jimbillunga Drive														
8	T1	All MCs	763	3.0	763	3.0	0.395	0.1	LOS A	0.0	0.0	0.00	0.00	59.7
9	R2	All MCs	1	3.0	1	3.0	0.001	6.6	LOS A	0.0	0.0	0.31	0.31	46.0
Approach			764	3.0	764	3.0	0.395	0.1	NA	0.0	0.0	0.00	0.00	59.7
North: Precinct 8 Access (W)														
10	L2	All MCs	5	3.0	5	3.0	0.417	9.5	LOS A	0.7	5.0	0.85	1.02	33.0
12	R2	All MCs	92	3.0	92	3.0	0.417	25.8	LOS B	0.7	5.0	0.85	1.02	30.5
Approach			97	3.0	97	3.0	0.417	24.9	LOS B	0.7	5.0	0.85	1.02	30.6
West: Jimbillunga Drive														
1	L2	All MCs	23	3.0	23	3.0	0.013	5.6	LOS A	0.0	0.0	0.00	0.58	47.0
2	T1	All MCs	265	3.0	265	3.0	0.137	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach			288	3.0	288	3.0	0.137	0.5	NA	0.0	0.0	0.00	0.05	59.0
All Vehicles			1149	3.0	1149	3.0	0.417	2.3	NA	0.7	5.0	0.07	0.10	56.1

Site Level of Service (LOS) Method: Delay (RTA NSW). 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.

SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: SLR CONSULTING AUSTRALIA | Licence: NETWORK / 1PC | Created: Tuesday, 17 March 2026 13:12:10

Project: H:\Projects-SLR\620-BNE\620-BNE\620.11743 Yarrabilba Master Plan Development\00 Data\Precinct 8 and 9\2025 02 24 - SLR - P8 Intersection Analysis\620.V11743.00006-M02-v0.4 Precinct 8 20260217.sip9

USER REPORT FOR SITE



Project: 620.V11743.00006-M02-v0.4 Precinct 8 20260217

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Template: SLR Report - P/C no Layout

▽ Site: NEW [Int NEW 2031 PM (Site Folder: General)]

Intersection: NEW - Jimbillunga Drive/ Precinct 8A Access (west)

Prepared by: AJK

Site Category: Proposed Layout

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	Dist] m				
East: Jimbillunga Drive															
8	T1	All MCs	367	3.0	367	3.0	0.190	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	4	3.0	4	3.0	0.006	8.6	LOS A	0.0	0.1	0.49	0.64	0.49	44.2
Approach			372	3.0	372	3.0	0.190	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.7
North: Precinct 8 Access (W)															
10	L2	All MCs	2	3.0	2	3.0	0.125	7.5	LOS A	0.2	1.2	0.75	0.88	0.75	38.1
12	R2	All MCs	35	3.0	35	3.0	0.125	16.5	LOS B	0.2	1.2	0.75	0.88	0.75	35.7
Approach			37	3.0	37	3.0	0.125	16.0	LOS B	0.2	1.2	0.75	0.88	0.75	35.8
West: Jimbillunga Drive															
1	L2	All MCs	81	3.0	81	3.0	0.044	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	47.0
2	T1	All MCs	520	3.0	520	3.0	0.269	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			601	3.0	601	3.0	0.269	0.8	NA	0.0	0.0	0.00	0.08	0.00	58.2
All Vehicles			1009	3.0	1009	3.0	0.269	1.1	NA	0.2	1.2	0.03	0.08	0.03	57.8

Site Level of Service (LOS) Method: Delay (RTA NSW). 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.

Site: NEW [Int NEW Ult AM (Site Folder: General)]

Intersection: NEW - Jimbillunga Drive/ Precinct 8A Access (west)

Prepared by: AJK

Site Category: Proposed Layout

Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. 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
East: Jimbillunga Drive														
8	T1	All MCs	855	3.0	855	3.0	0.442	0.1	LOS A	0.0	0.0	0.00	0.00	59.7
9	R2	All MCs	2	3.0	2	3.0	0.002	7.2	LOS A	0.0	0.0	0.37	0.37	45.5
Approach			857	3.0	857	3.0	0.442	0.1	NA	0.0	0.0	0.00	0.00	59.6
North: Precinct 8 Access (W)														
10	L2	All MCs	9	3.0	9	3.0	0.572	16.4	LOS B	1.0	6.9	0.92	1.11	27.1
12	R2	All MCs	82	3.0	82	3.0	0.572	42.4	LOS C	1.0	6.9	0.92	1.11	24.6
Approach			92	3.0	92	3.0	0.572	39.7	LOS C	1.0	6.9	0.92	1.11	24.8
West: Jimbillunga Drive														
1	L2	All MCs	20	3.0	20	3.0	0.011	5.6	LOS A	0.0	0.0	0.00	0.58	47.0
2	T1	All MCs	375	3.0	375	3.0	0.194	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach			395	3.0	395	3.0	0.194	0.3	NA	0.0	0.0	0.00	0.03	59.3
All Vehicles			1343	3.0	1343	3.0	0.572	2.9	NA	1.0	6.9	0.06	0.09	55.5

Site Level of Service (LOS) Method: Delay (RTA NSW). 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.

Site: NEW [Int NEW Ult PM (Site Folder: General)]

Intersection: NEW - Jimbillunga Drive/ Precinct 8A Access (west)

Prepared by: AJK

Site Category: Proposed Layout

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh]	[Dist] m				
			veh/h	%	veh/h	%				v/c	sec				
East: Jimbillunga Drive															
8	T1	All MCs	529	3.0	529	3.0	0.274	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	All MCs	8	3.0	8	3.0	0.014	9.7	LOS A	0.0	0.1	0.57	0.71	0.57	43.3
Approach			538	3.0	538	3.0	0.274	0.2	NA	0.0	0.1	0.01	0.01	0.01	59.5
North: Precinct 8 Access (W)															
10	L2	All MCs	4	3.0	4	3.0	0.192	9.1	LOS A	0.2	1.8	0.85	0.94	0.88	33.2
12	R2	All MCs	32	3.0	32	3.0	0.192	26.5	LOS B	0.2	1.8	0.85	0.94	0.88	30.7
Approach			36	3.0	36	3.0	0.192	24.5	LOS B	0.2	1.8	0.85	0.94	0.88	31.0
West: Jimbillunga Drive															
1	L2	All MCs	73	3.0	73	3.0	0.040	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	47.0
2	T1	All MCs	632	3.0	632	3.0	0.327	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			704	3.0	704	3.0	0.327	0.6	NA	0.0	0.0	0.00	0.06	0.00	58.6
All Vehicles			1278	3.0	1278	3.0	0.327	1.1	NA	0.2	1.8	0.03	0.06	0.03	57.9

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

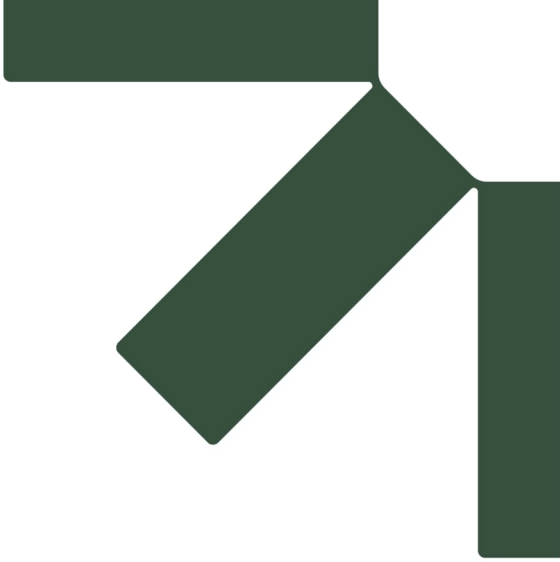
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

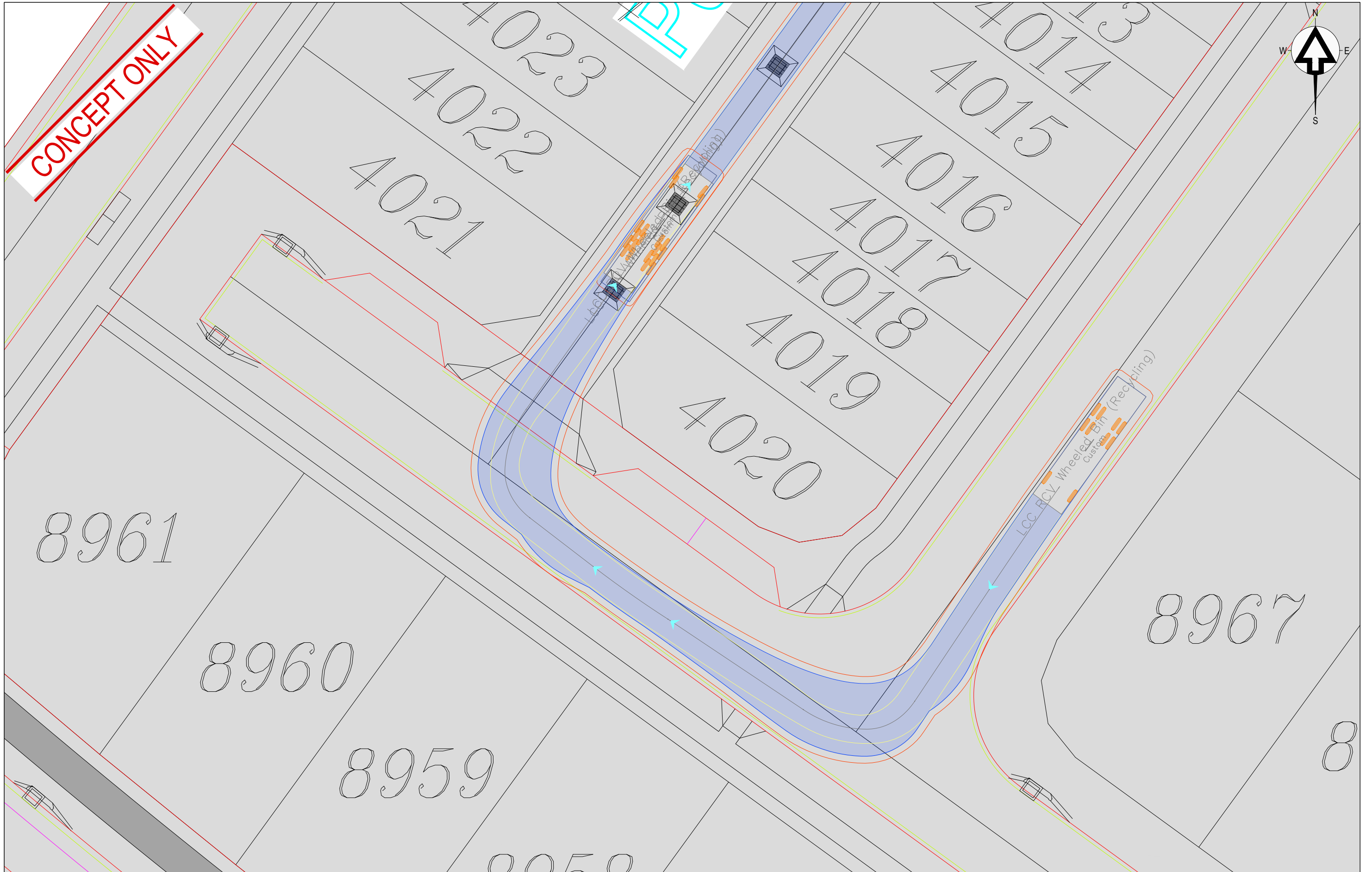
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Appendix G Swept Path Assessment

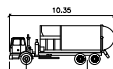




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Date:	28/05/2026
Drawn by:	BR
Scale:	1:250
Sheet Size:	A3
Projection:	GDA2020

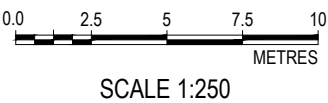


LCC RCV Wheeled Bin (Recycling)

Width	10.35
Height	3.53
Wheelbase	2.50
Track	2.50
Lock to Lock Time	6.0
Steering Angle	41.0

SWEPT PATH LEGEND

- VEHICLE PATH
- VEHICLE BODY
- BODY CLEARANCE
- FRONT WHEELS

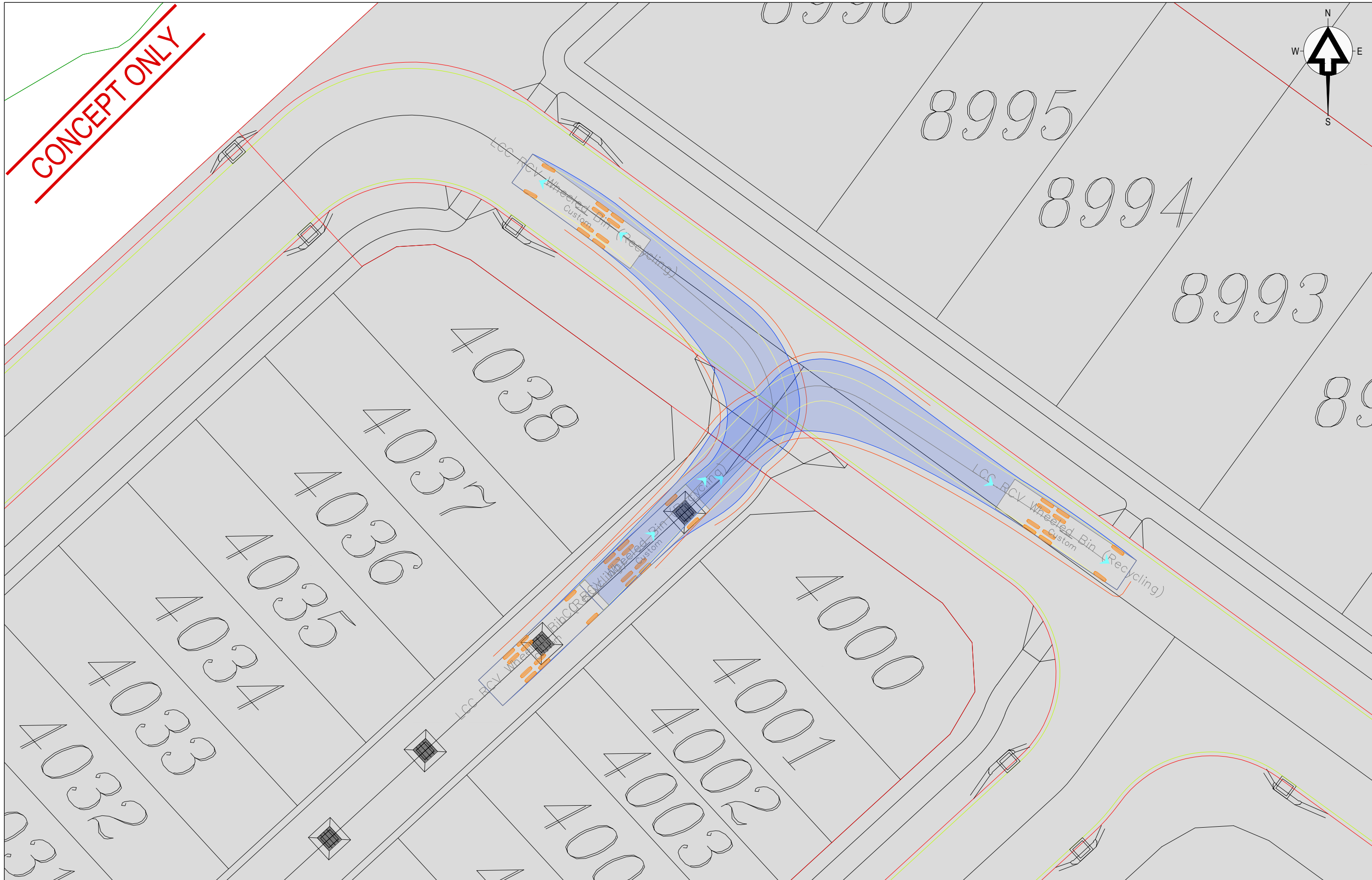


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YARRABILBA PRECINCT 8

SWEPT PATH ASSESSMENT
RCV WHEELED BIN (RECYCLING)

FIGURE G.1

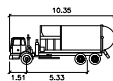




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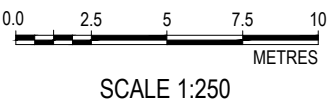


LCC RCV Wheeled Bin (Recycling)

Width : 2.50
Track : 2.20
Lock to Lock Time : 6.0
Steering Angle : 41.0

SWEPT PATH LEGEND

- VEHICLE PATH
- VEHICLE BODY
- BODY CLEARANCE
- FRONT WHEELS



STOCKLAND RESIDENTIAL COMMUNITIES

YARRABILBA PRECINCT 8

SWEPT PATH ASSESSMENT
RCV WHEELED BIN (RECYCLING)

FIGURE G.2