



Yarrabilba Town Centre, Lot 1 Retail Masterplan

Traffic Impact Assessment

Stockland Residential Communities

Level 4, 99 Melbourne Street
South Brisbane, QLD, 4104

Prepared by:

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Basis of Report

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

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1.0 Introduction

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

The traffic and transport aspects of the overall Yarrabilba master plan have been extensively documented within several reports, which are referenced in **Section 1.1**. This report specifically addresses the traffic and transport aspects of the Yarrabilba Town Centre, Lot 1 Retail Masterplan Development (**Retail DA**). The development plans for the proposed Yarrabilba Retail DA are included at **Appendix A**.

1.1 Previous Reporting

This Retail DA seeks approval for a proposed retail shopping centre development comprising supermarket, liquor, specialty retail, food & beverage, commercial, and entertainment. The traffic and transport aspects of the Yarrabilba master plan and other precincts have been addressed in previous documentation. Documents with some relevance to the Retail DA include the following:

- *Yarrabilba Master Plan Development Traffic Model and Intersection Analysis Data Compendium* (SLR, November 2019).
- *Movement Infrastructure Master Plan - Yarrabilba Master Plan Development (Revision 9 Version 2.0)* (SLR, 30 May 2025) – endorsed by EDQ on 03 June 2025. Referred herein as the '**Endorsed MIMP (2025)**'.
- *Yarrabilba, Town Centre RAL 1 Traffic Impact Assessment* (SLR, January 2026) – submitted to and under review by EDQ. Referred herein as the '**Town Centre RAL 1**'.
- *Yarrabilba Retail Shopping Centre EDQ Prelodgement Meeting – Briefing Advice* (SLR, January 2026) – submitted to EDQ for briefing purposes. Referred herein as the '**Yarrabilba Retail Transport SOA**'.

Where relevant, some elements of these reports have been used to inform the traffic assessment herein. In particular, it is intended that the traffic and transport aspects of the Town Centre core are generally consistent with the Endorsed MIMP (2025) and the provisional information provided in the Yarrabilba Retail Transport SOA.

1.2 Traffic Model Update

For clarity, it is acknowledged that:

- Updated traffic modelling was undertaken in 2018, and the volumes from this are most representative of current Yarrabilba planning and have been used for all traffic design and assessment since 2018.
- The most recent traffic modelling (2018) is included in the Endorsed MIMP (2025) and represents the most recent traffic forecasts and assessment for Yarrabilba.
- In 2024, SLR developed an updated Town Centre-specific traffic model for the proposed Town Centre core at Yarrabilba, for the purposes of informing Lendlease/Stockland road network and land use planning.



- In regard to the Retail DA proposal, SLR has made further updates to the Town Centre-specific traffic model to enable a conservative assessment of traffic impacts to be undertaken for the Retail DA, by means of adopting:
 - the ‘aspirational’ development yield scenario for the broader Town Centre core; and
 - proposed site layout and yields for the Retail DA in accordance with the development plans provided at **Appendix A**.
- The detailed traffic analysis herein utilises the Aimsun Next traffic modelling software package, adopting intersection performance outcomes from the updated Town Centre-specific traffic model.

1.2.1 Town Centre Model

Importantly, the Town Centre-specific traffic model was undertaken as a completely separate task to the work that is currently underway to update the overall Yarrabilba traffic model. This is further discussed in **Section 7.0**.

Due to the significance of the Town Centre and the density of land uses proposed, Lendlease/Stockland commissioned SLR to build a Town Centre-specific mesoscopic traffic model in 2024 to inform the planning of road networks and land uses for the Town Centre core. Since then, this bespoke traffic model has been updated with the latest Town Centre yield information proposed for the Town Centre RAL 1 and the Retail DA, adopting Stockland’s ‘aspirational’ yield scenario, ensuring intersection movement volumes produced by the model are conservative.

The intersection capacity assessment and traffic analysis documented herein is underpinned by this model, the latest yield breakdown and demographics from 2025, and the development plans provided. This analysis assesses the key intersections providing access to the Retail DA for the ultimate development scenario only. This is discussed in **Section 7.0** herein.

1.2.2 Yarrabilba Masterplan Model

The overall Yarrabilba road network and demographics were revised in 2018, which included reference to the initial traffic model (2015) and the previously Endorsed MIMP (2019). Whilst the demographics have been updated in various precincts, the demographics for the total Yarrabilba PDA are largely unchanged.

It is recognised that whilst the traffic modelling undertaken in 2018 is still relevant and suitable for use, updated traffic modelling of the entire Yarrabilba transport network is underway (commenced in 2025). This entire Yarrabilba masterplan model will be completed in 2026.

1.3 Assessment Scope

This TIA report assesses the consistency of the development with the relevant Local and State planning requirements, as well as the impacts of the proposed development on the surrounding transport networks. It identifies the necessary transport infrastructure to support the development and evaluates the traffic and transport aspects of the project in accordance with the requirements of the relevant authorities:

- Economic Development Queensland (**EDQ**); and
- Logan City Council (**LCC**).



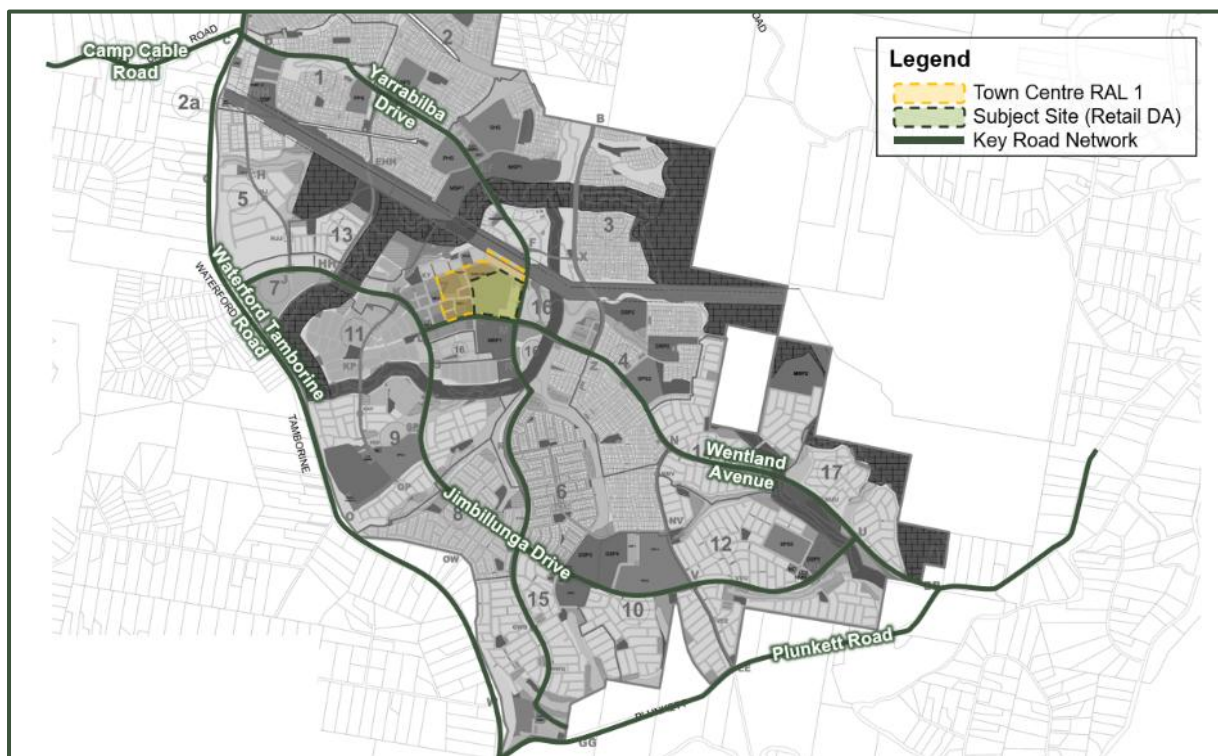
2.0 Proposed Development

The subject site is located within the local government jurisdiction of LCC and is zoned as a Priority Development Area within the *Logan Planning Scheme 2015 (Version 9.2 dated 1 July 2025)*. The Retail DA is located within Lot 1 of the proposed Yarrabilba Town Centre core, situated towards the eastern extents of the broader Town Centre area. The 12.306 ha parcel of land on which the Retail DA is situated is largely undeveloped with primary vehicular access via the following key roads:

- Yarrabilba Drive (formerly Town Centre North-South Road), is a Sub Arterial road that connects to the wider road network and travels along the eastern boundary of the Town Centre. It currently serves as a key connection to the external transport network via Waterford-Tamborine Road to the north and will also serve as a future connection via Plunkett Road to the south as identified in the Endorsed MIMP (2025).
- Wentland Avenue (formerly Town Centre East-West Road), is a Sub Arterial road that connects to the wider road network and travels along the southern boundary of the Town Centre. It connects to Jimbillunga Drive to the west and will also serve as a future connection to the external transport network at Plunkett Road to the south-east, as identified in the Endorsed MIMP (2025).
- Jimbillunga Drive (formerly Town Centre East-West Road), is a Sub Arterial road that connects the Town Centre with the wider road network to the west, including Waterford-Tamborine Road. Ultimately, Jimbillunga Drive will facilitate primary vehicular access from the west and north-west.

The location of the Retail DA is shown in **Figure 1**, in the context of the surrounding key road network, Town Centre RAL 1, and the Yarrabilba Development Area.

Figure 1 Retail DA Site Context



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

Based on information provided by Stockland and Buchan, and as detailed within the development plans, the proposed yields included for Retail DA are summarised in **Table 1**.

Table 1 Retail DA Key Uses and Yields

Use	Proposed Yield
Commercial / Retail	37,725 m ² GFA
Total (Shopping Centre)	37,725 m² GFA

The proposed Lot 1 boundary is illustrated on **Figure 2**, with the full-scale plan, detailed breakdown of uses, and yields of Retail DA provided at **Appendix A**.

Form of Access to Wentland Avenue (Southern Access)

For consistency with the higher order planning documents, including the Endorsed MIMP (2025), this report describes and assesses the Wentland Avenue (Southern) access as a left-in / left-out (LILO) arrangement.

It remains Stockland's intent, for commercial reasons associated with the viability of the Town Centre, to provide an all-movements signalised access on the Wentland Avenue frontage in lieu of the LILO arrangement. Stockland is continuing to engage with EDQ to develop the supporting evidence base for that arrangement, the technical merits of which are being addressed through a parallel work stream. It is acknowledged that this report may require updating in the future to reflect that arrangement.

Accordingly, the LILO descriptions in this report should not be read as precluding or prejudicing the future delivery of an all-movements signalised access at this location, subject to it being satisfactorily demonstrated that such an arrangement would not compromise the safety, function, or future intent of Wentland Avenue.



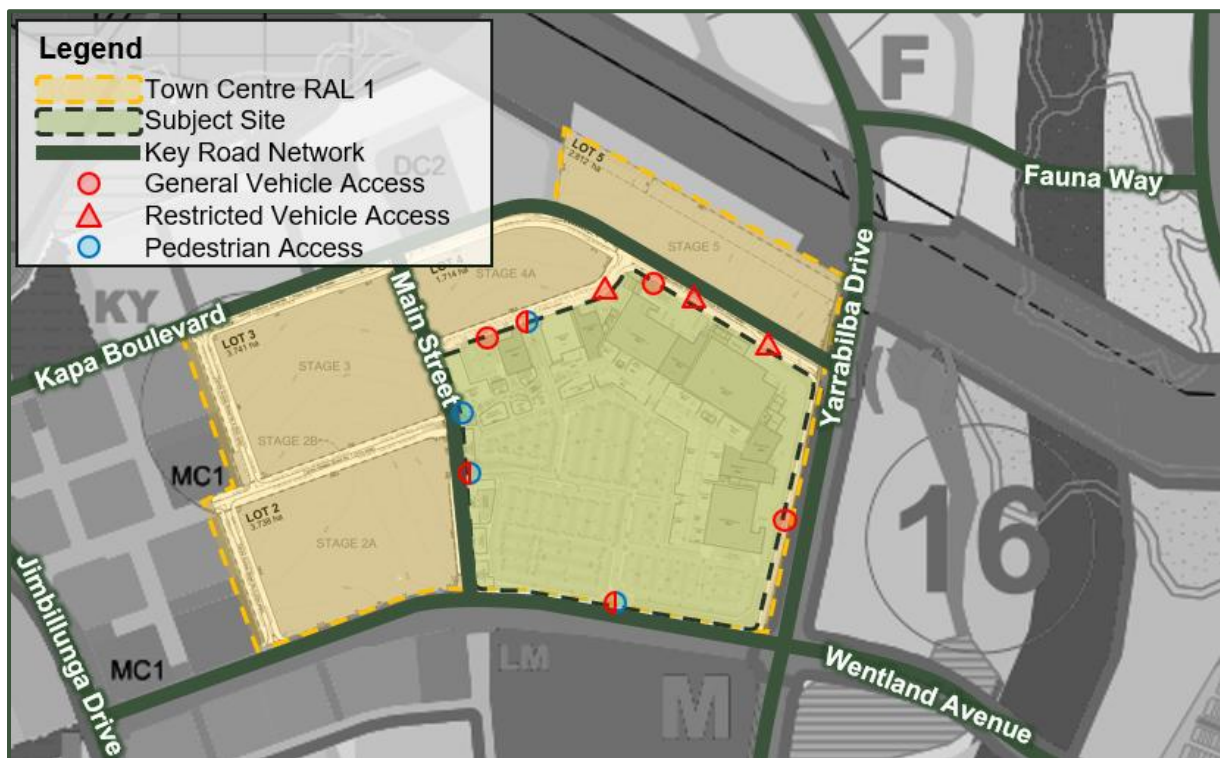
3.0 Transport Infrastructure Provision

3.1 Site Access

The subject site will be accessible via multiple access points, of which six (6) provisioned for general vehicle use and three (3) for heavy vehicle access to loading and servicing areas. The Retail DA has also provisioned for multiple pedestrian access points which are strategically located to align with key active and public transport infrastructure (further detail provided in Section 3.4).

The abovementioned vehicular and pedestrian accesses are shown in **Figure 2**. Additional details on the internal pedestrian connections and circulation laneways can be seen on the provided Development Plans at **Appendix A**.

Figure 2 Retail DA Access Plan



3.2 Interim Road Network (Broader Yarrabilba Masterplan)

It is recognised that the road (and transport) network for Yarrabilba is being delivered progressively as each Precinct is developed. For that reason, the road (and transport) network that will be in place in the early stages of the Retail DA will be an interim form. The following key elements are noted:

- Yarrabilba Drive (connecting to Waterford-Tamborine Road) is the first (currently the only) road connection between Yarrabilba and the external road network.
- The second road connection between Yarrabilba and the external road network is currently being constructed along Wentland Avenue and Jimbillunga Drive (previously referred to as the Town Centre East West Road). It is anticipated that this will connect to Waterford-Tamborine Road in late-2026 / early-2027.



- The above second road connection is a 4-lane median divided roadway providing substantial capacity to accommodate vehicles, public transport (buses) and active transport (cyclists and pedestrians) generated by Yarrabilba, including the Retail DA.
- The above second road connection is expected to be in place prior to the opening of the first uses within the Retail DA.
- Timing for the road connection of Wongawallan Drive with Jimbillunga Drive is uncertain but is anticipated to be in place within the next three years (eg. early 2028).
- Timing for the road connection of Garragull Drive with Jimbillunga Drive is uncertain but is anticipated to be in place within the next 3 years (eg. early 2028).

It is noted that if the road connections at Wongawallan Drive and Garragull Drive occur after the opening of the Retail DA, the operation of the Yarrabilba road (and transport) network is not expected to be compromised. It is recognised that when the development of the Retail DA opens, it is expected to only have vehicle access to the external road network via the following key routes:

- North – Yarrabilba Drive to Waterford-Tamborine Road, and
- West – Jimbillunga Drive and Mibinba Drive to Waterford-Tamborine Road.

Whilst detailed traffic analysis of this interim road network has not been undertaken, it is considered that the progressive development of the road (and transport) network will be appropriate to accommodate the extent of traffic generated by the Retail DA, recognising that full traffic demands will not occur for a number of years after initial opening.

3.3 Ultimate Road Network (Broader Yarrabilba Masterplan)

It is recognised that in the ultimate horizon, the Retail DA (and the entire Town Centre) will have vehicle access to the external road network via the following key routes (as well as other routes):

- South / West – Yarrabilba Drive, Jimbillunga Drive, Mibinba Drive to Waterford-Tamborine Road,
- North / West – Jimbillunga Drive or Yarrabilba Drive to Waterford-Tamborine Road, and
- East – Wentland Avenue to Plunkett Road.

3.4 Interim Road Network (Town Centre Core)

Similarly with the broader Yarrabilba master plan road network, the Town Centre core road network will also be progressively staged as each Lot is developed. Of the higher order road network, at the commencement of Stage 1 for the Retail DA, it is anticipated that Kapa Boulevard will be constructed between Yarrabilba Drive (Intersection Y) and the future 'Centre Access Street Type 3' to the immediate west (see Functional Layout Plans prepared by MPN). Additionally, Main Street will be built between Wentland Avenue and the future 'Centre Access Street Type 3'. This interim road network will facilitate access to Lot 1 (Retail DA site) along the northern and western frontages.

3.5 Ultimate Road Network (Town Centre Core)

The higher order road network for the Town Centre core will consist of Kapa Boulevard (Centre Collector Street), which provides a connection between Yarrabilba Drive (Intersection Y) and Jimbillunga Drive (Intersection K). Main Street, which travels along the western frontage of Lot



1, provides a connection North-South, however, immediately north of the Retail DA western access intersection, will be a dedicated Shared Zone extending to the north until 'Centre Access Street Type 3'. As such, Main Street partially functions as an Access Street and a Shared Zone. The remaining road network will consist of Centre Access Streets, primarily providing an access function to the adjacent lots.

The road and transport network described herein, is consistent with the Endorsed MIMP (2025). The intersection assessment herein (see **Section 7.0**) considers the ultimate scenario only, as above, and the assessed road network is provided at **Appendix B** for reference.

3.6 Active Transport

The key elements of the walk and cycle network proposed as part of Town Centre RAL 1 have been considered for the Retail DA. The active transport connections and elements proposed for the Retail DA generally align with the Endorsed MIMP (2025). It is recognised that some active transport links are additional to those identified in the Endorsed MIMP (2025) and are intended to align with the intended function of the wider Town Centre Precinct.

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

- Primary / Principal Cycle Route along Yarrabilba Drive currently consisting of a Shared Path along the eastern verge + Pedestrian Footpath along the western verge and on-road cycle lanes in both directions.
- Primary Cycle Route along Wentland Avenue to include a Two-Way Cycle Track and pedestrian footpath along the southern verge + Shared Path along the northern verge.
- Local Cycle Route along Main Street to include a minimum 3.0m Pedestrian Footpath along the eastern and western verges.
- Local Cycle Route along Kapa Boulevard to include a Shared Path along the northern verge + minimum 3.0m Pedestrian Footpath along the southern verge.

Although it has not been identified in the Endorsed MIMP (2025), the

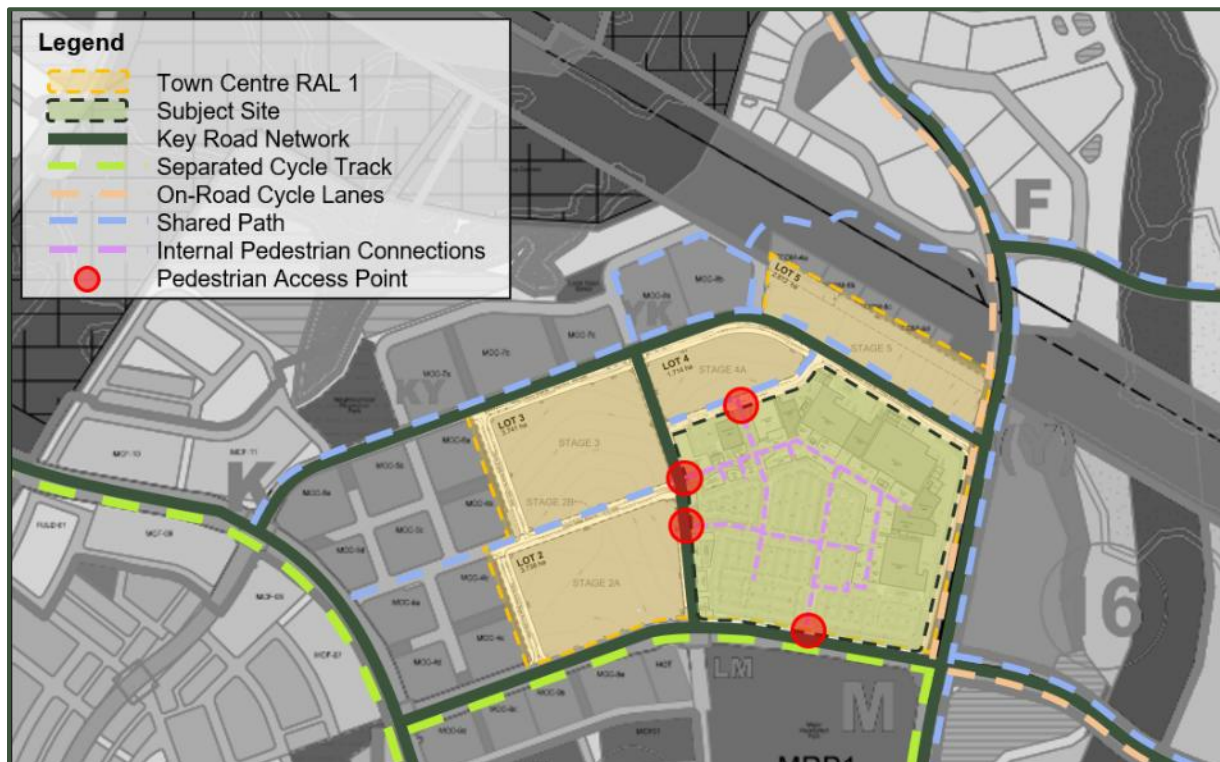
Centre Access Street Type 3' along the northern boundary of the proposed development (connecting Main Street and Kapa Boulevard) will provide minimum 3.0m Footpaths on both sides.

The proposed active transport paths and facilities are compliant with, or exceed, those identified in the Endorsed MIMP (2025).

The location of the active transport network and infrastructure can be seen in **Figure 3**.



Figure 3 Proposed Active Transport Provisions



Within the Retail DA, active transport infrastructure and links are proposed to support the development and encourage active transport use through the Town Centre Core, which include:

- Public Bicycle Facilities and Amenities; and
- Staff End of Trip Facilities.

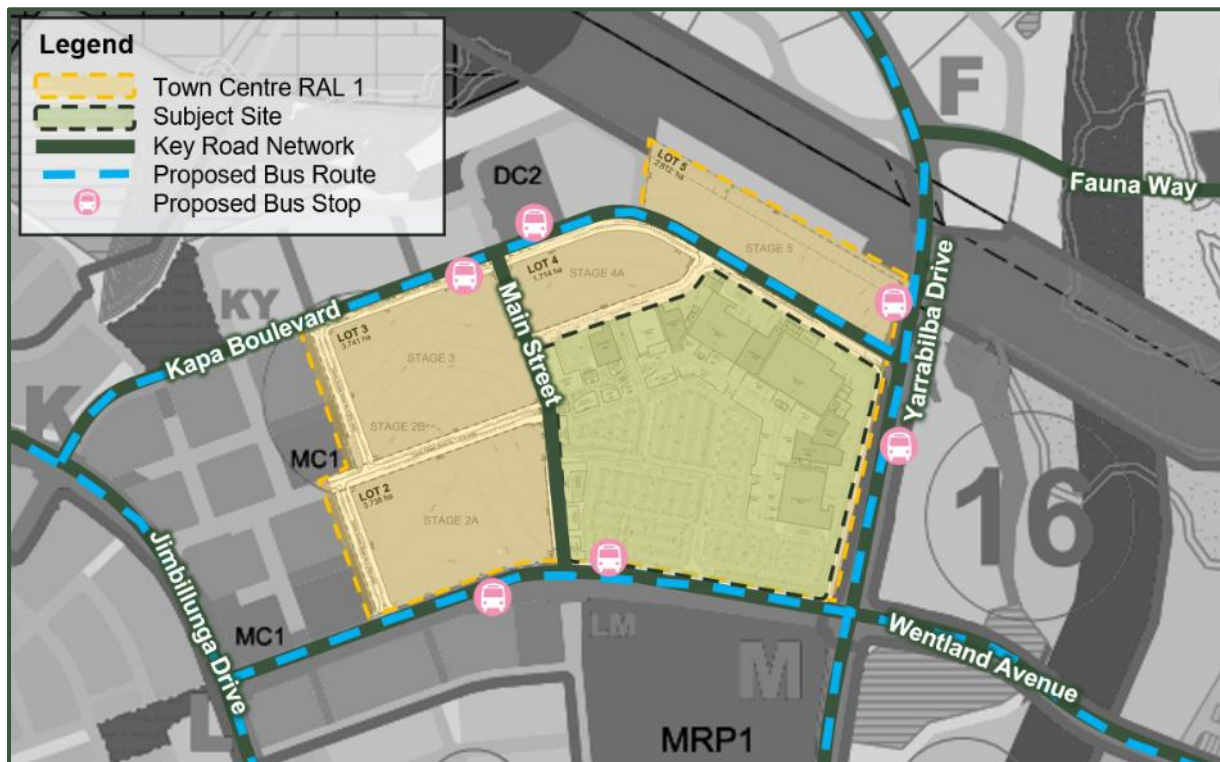
3.7 Public Transport

In accordance with the public transport strategy outlined in the Endorsed MIMP (2025), the Town Centre is designated to function as a major transport hub, integrating both local and regional services.

As identified in **Figure 4**, several bus routes and bus stops (indicative locations only) are proposed in the immediate vicinity of the subject site. Bus routes and bus stops are proposed along both Sub Arterials (Yarrabilba Drive and Wentland Avenue) and the Centre Collector (Kapa Boulevard). These bus stops are generally located within 200m of the major retail tenancies with safe, attractive and accessible walking routes connecting to the Retail DA, serving as convenient and attractive alternatives to private vehicle use.



Figure 4 Proposed Public Transport provisions



3.8 Taxi Facilities

The development plans include provision for a three (3) space taxi rank located to the north of the car park. The taxi rank has been designed to include the head of rank bay being suitable for wheelchair accessible taxis. These taxi facilities will be provided in accordance with Translink's Public Transport Infrastructure Manual (**PTIM**) and will ensure compliance with the Disability Discrimination Act 1992 (**DDA**).

These taxi facilities have been located to maximise accessibility to the Retail DA.

3.9 Servicing

Loading dock areas are provided at proximal locations to major tenancies, situated at the rear of built form to provide segregation from visitors to the shopping centre. It is intended that access route to/from these loading areas will be via Yarrabilba Drive to Kapa Boulevard and the unnamed 'Centre Access Street Type 3', which consists of a cross-section suitable to accommodate up to 20m AVs. The total service vehicle provision is summarised below:

- AV loading bays = 5.
- HRV loading bays = 8.
- MRV loading bays = 6.
- SRV loading bays = 1.
- Van loading bays = greater than 8.

Swept path assessments for these areas have been undertaken and demonstrate that access, manoeuvring, and loading can be accommodated within the site for the largest envisaged



service vehicles, allowing for suitable clearance as specified in AS2890.2. The swept path assessments are included at **Appendix C** for reference.

3.10 Refuse Collection

Each of the dedicated loading areas have been designed to accommodate service vehicle access by the relevant design heavy vehicle. At a minimum, these areas have also been designed for consideration of refuse collection by a Heavy Rigid Vehicle up to 12.5m. The swept path assessments are included at **Appendix C** for reference.

Further detail regarding the waste management strategy for the Retail DA development is provided in **Section 6.0**.



4.0 Geometric Design Considerations

4.1 Overview

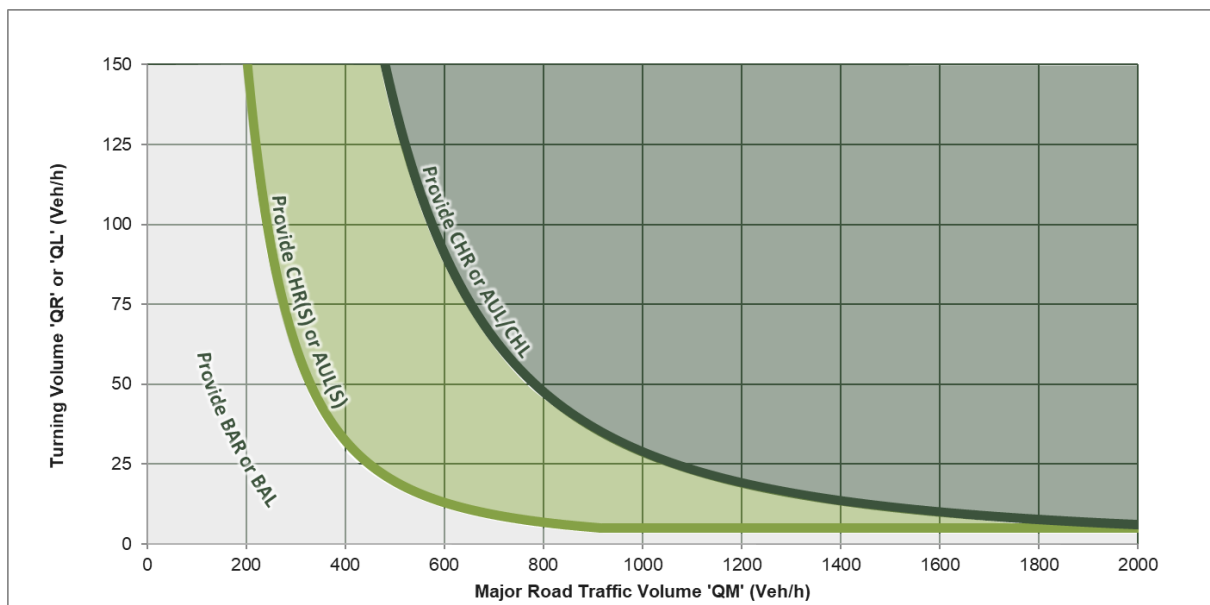
A review of the proposed design of internal traffic and transport infrastructure has been undertaken against the relevant design standards specified within the following documents:

- The following parts of the Australian Standards for parking facilities (**AS2890**):
 - Part 1: Off-street car parking (**AS2890.1**);
 - Part 2: Off-street commercial vehicle facilities (**AS2890.2**); and
 - Part 6: Off-street parking for people with disabilities (**AS2890.6**).
- Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (**AGRD04A**).

4.2 Turn Warrant Assessment

Turn warrant assessments have been undertaken to establish the desirable form of the priority controlled access intersections in accordance with the industry research summarised within the *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (2023)* (**AGRD04A**). The warrants provide guidance on the intersection form based on the design speed (V). A pictorial description of the various urban turn treatments considered is provided in **Figure 5** and **Table 2** to assist with interpreting the assessment.

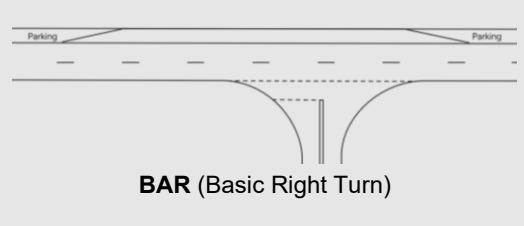
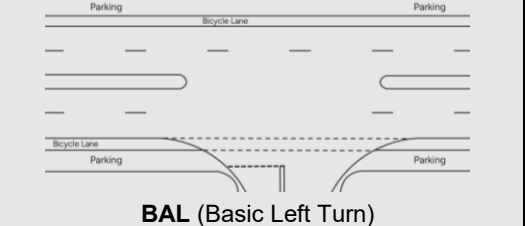
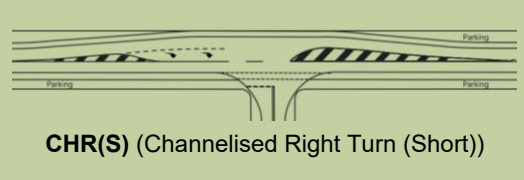
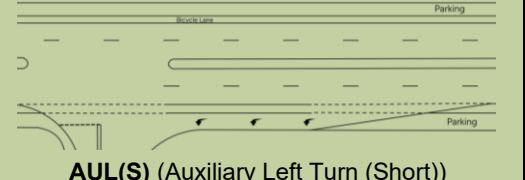
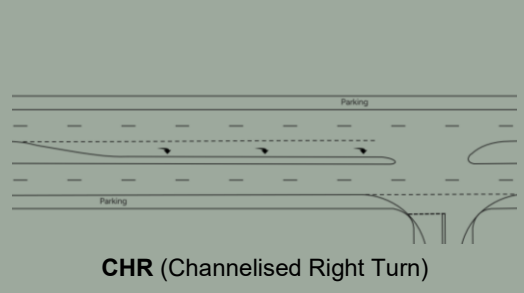
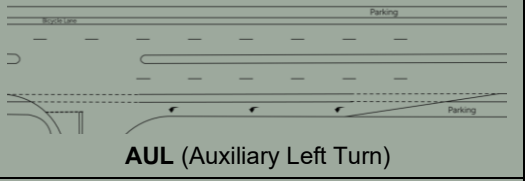
Figure 5 Turn Treatment Types and Volume Criteria ($V \leq 70\text{km/h}$)



Source: AGTM04A-23



Table 2 Urban Turn Treatment Types

Acronym	Right Turn Treatment	Left Turn Treatment
BAR or BAL	 BAR (Basic Right Turn)	 BAL (Basic Left Turn)
CHR(S) or AUL(S)	 CHR(S) (Channelised Right Turn (Short))	 AUL(S) (Auxiliary Left Turn (Short))
CHR or AUL or CHL	 CHR (Channelised Right Turn)	 AUL (Auxiliary Left Turn)
		 CHL (Channelised Left Turn)

The location of each priority controlled access intersection assessed as part of the turn warrant assessments are shown in **Figure 8**.

The results are summarised in **Table 3** with the detailed output from the assessments included at **Appendix G**.

Table 3 Turn Warrant Assessment Summary

Access Intersection	Minimum Turn Treatment Required
Southern ^[1]	AUL or CHL
Eastern ^[1]	AUL or CHL
Northern	BAR / BAL
Western	BAR / BAL

^[1] Left-In Left-Out (LILO) Priority Controlled Intersection

The results indicate that at a minimum, an AUL or CHL turn treatment will be required for the Southern and Eastern LILO intersections, and BAR / BAL turn treatments will be required at the Northern and Western priority controlled intersections.

Reflective of the above, the proposed access intersection arrangements for the development meets the minimum required turn treatment and is considered appropriate.



4.3 Queuing Provisions

The methodology outlined in AS2890.1 for calculating the required queuing storage for car parking accesses is founded by the need to adopt the total car parking supply served by each individual access. The access proportions for the development have been determined from the traffic model detailed in **Section 7.0**. This has been summarised in **Table 4**.

Table 4 Retail DA Access Proportions

Parking Provision	Access	Access Proportion	Expected Vehicles Serviced	Available Queue Storage
1,520	Southern	40%	608	78m
	Eastern	30%	456	113m
	Northern	10%	152	30m
	Western	20%	304	79m

Based on the results of **Table 4**, the following is noted:

- AS2890.1 suggests that for a car park with a capacity of more than 100 cars, the queue storage that should be provided is:
 - 1st 100 cars: 3% of capacity.
 - 2nd 100 cars: 2% of capacity.
 - Additional cars: 1% of capacity.
 - A minimum queuing length of 3 cars/lane.
- Based on AS2890.1, the vehicles serviced at each access would require a minimum queue storage as follows:
 - Southern Access = nine (9) car lengths or 54 metres.
 - Eastern Access = eight (8) car lengths or 48 metres.
 - Northern Access = five (5) car lengths or 30 metres.
 - Western Access = six (6) car lengths or 36 metres.

Reflective of the above, the proposed access queueing storage for the development meets the requirements of AS2890.1 and is considered appropriate.

4.4 Car Parking and Circulation Layout

The design of the proposed car parking and circulation elements has been assessed against the requirements of the AS2890 suite of Australian Standards as described within **Section 4.1**. The results of this assessment are summarised in **Table 5**.



Table 5 Car Parking and Circulation Design Compliance Assessment

Design Component	Proposed Design	AS2890 Compliant
Parking are dimensions (Class 3A)	2.7m x 5.5m	✓
Parking aisle width (Class 3A)	Minimum 6.4m	✓
PWD parking space dimensions	2.7m x 5.5m adjacent to a 2.7m x 5.5m shared area	✓
Blind aisle extension	Minimum 1.0m	✓
Ramp grades and transitions	Not steeper than 18% with 2m transitions	✓
Access driveway widths	Not less than 8m	✓
Parallel spaces	6.5m x 2.4m	✓

The results of the design compliance assessment presented in **Table 5** confirm that the proposed design of the off-street parking area is compliant with relevant design standards.



5.0 Development Assessment Triggers

At the engineering-specific EDQ prelodgement meeting held on 20 January 2026, Stockland and the project team (including SLR) presented a strategy for delivering traffic and transport infrastructure as the development is progressively staged. To achieve this, Stockland are seeking a conditional approval of the Retail DA masterplan, to include relevant development assessment triggers, linked to gross floor area (**GFA**) or other relevant metrics, for delivering the following:

- Car parking.
- Bicycle parking and end of trip facilities.
- Servicing requirements.
- Access requirements.

To provide commercial certainty across a range of potential development scales, a consolidated schedule of development assessment triggers is provided at **Appendix D**. This schedule presents the suggested provisions for each transport element in 1,000m² GFA increments, enabling Stockland and EDQ to readily identify infrastructure requirements for any given development scenario. The methodology underpinning each element is outlined in the following sections.

5.1 Statutory and Technical Basis

LCC's planning scheme does not provide guidance on all transport elements relevant to the proposed development. Where gaps exist, contemporary guidance from BCC and other technical standards has been referenced to establish appropriate benchmarks.

Appropriate triggers have been determined with reference to contemporary traffic and transport engineering principles and the following sources:

- Logan City Council (**LCC or Council**) statutory guidelines:
 - Logan Planning Scheme 2015 Version 9.2 with TLPI No. 1/2024 (**LCC Planning Scheme**, July 2025).
- Brisbane City Council (**BCC**) statutory guidelines:
 - Brisbane City Plan 2014 v35.00 (**BCC Planning Scheme**, December 2025).
- Economic Development Queensland (**EDQ**) statutory guidelines:
 - PDA guideline no. 06 – Street and movement network (February 2019);
 - PDA guideline no. 09 – Centres (May 2015); and
 - PDA guideline no. 13 – Engineering standards (September 2017).
- Other technical documents:
 - AS2890 Parking Facilities series;
 - Queensland Development Code (**QDC**) MP 4.1 Sustainable Buildings (September 2023);
 - National Construction Code (**NCC**) 2022 Volume 1; and
 - Yarrabilba Town Centre RAL 1 – Traffic Impact Assessment (SLR, November 2025) – submitted to and under review by EDQ.



5.2 Retail DA Masterplan – Trigger Assessment

5.2.1 Car Parking

An assessment against the established development triggers for parking requirements associated with the Retail DA is presented in **Table 6**.

Table 6 Retail DA On-Site Car Parking Provision

Yield (GFA)	Threshold Range (GFA)	Trigger Requirement	Provision
37,725 m ²	37,001 m ² – 38,000 m ²	General spaces = 1,480 – 1,520 PWD spaces = 25 - 26	General spaces = 1,520 PWD spaces = 26 (inclusive)
Trigger Assessment Outcome		Achieves compliance	

The total car parking supply across the entire proposed development is 1,520 car parking spaces inclusive of 26 PWD spaces.

Reflective of the above, the proposed car parking provision for the development is considered appropriate and achieves the development assessment trigger requirements identified.

5.2.2 Bicycle Parking and End-of-Trip

An assessment against the established development triggers for bicycle parking and EOT provision associated with the Retail DA is presented in **Table 7**.

Table 7 Retail DA On-Site Bicycle Parking and EOT Provision

Yield (GFA)	Threshold Range (GFA)	Bicycle & EOT Requirements	Bicycle & EOT Provision
37,725 m ²	37,001 m ² – 38,000 m ²	Visitor spaces = 60 – 61 Staff spaces = 25 – 26 EOT facilities = 2 showers (1 female, 1 male) 2 sanitary compartments 2 wash basins	Visitor spaces = 64 Staff spaces = 26 EOT facilities = 3 (1 unisex, 1 female, 1 male) 3 sanitary compartments 3 wash basins
Trigger Assessment Outcome		Achieves compliance	

The total visitor bicycle parking supply across the entire proposed development is 64 spaces (a surplus of 3 spaces). The total staff bicycle parking supply across the entire proposed development is 26 spaces meeting the requirement.

Reflective of the above, the proposed bicycle parking and EOT provision for the development is considered appropriate and achieves the development assessment trigger requirements identified.

5.2.3 Servicing

An assessment against the established development triggers for servicing associated with the Retail DA is presented in **Table 8**.



Table 8 Retail DA On-Site Servicing Provision

Yield (GFA)	Threshold Range (GFA)	Servicing Requirement	Servicing Provision
37,725 m ²	37,001 m ² – 38,000 m ²	AV = 2 bays HRV = 3 bays MRV = 4 bays SRV = 3 bays Van = 8bays.	AV = 5 bays HRV = 8 bays MRV = 6 bays SRV = 1 bay Van = greater than 8
Trigger Assessment Outcome			Achieves compliance

The total loading bays provided across the entire proposed development exceeds the identified trigger assessment provision requirements. Although there is an identified shortfall of SRV bays, these can be readily substituted for MRV bays where an excess is provided.

The provision and location of the loading bays and servicing areas provided across the proposed development has been strategically determined and proximally located to accommodate the proposed future tenancies for the Retail DA. The provision of surplus higher order loading bays is considered appropriate to supplement any shortfalls documented from the servicing provision requirements in **Table 8**.

5.2.4 Access Provision

Access provision development assessment triggers cannot be readily expressed as a simple relationship between GFA and the number of accesses. This is because access requirements are inherently dependent on the capacity and configuration of the surrounding road network, which must be assessed through traffic modelling rather than a simple linear relationship.

As a separate modelling exercise to what's documented in **Section 7.0**, SLR has developed a specific modelling methodology to test operational performance of the progressive introduction of accesses for the Retail DA site. The assessment undertaken has determined the trigger requirements for when additional accesses are needed to provide traffic flow relief. In addition, the assessment also considers the staged delivery of surrounding Town Centre core roads, particularly Kapa Boulevard, and the timing for when this road should be linked with Jimbillunga Drive to the west.

A separate Statement of Advice has been prepared and provides greater detail regarding the methodology employed, assumptions made, and results obtained. This SOA is provided at **Appendix F**.

A summary of the results obtained is provided in **Table 9** overleaf.



Table 9 Access Provision Trigger Assessment – Results Summary

Yield (GFA) (m ²)	Accesses Required	Kapa Blvd Link to Jimbillunga Dr Required?	Comments
0 - 2,000	2 (North & West)	No	No operational issues based on Aimsun modelling undertaken.
2,001 - 5,500	2 (North & West)	No	No operational issues based on Aimsun modelling undertaken.
5,501 - 9,000	2 (North & West)	No	No operational issues based on Aimsun modelling undertaken.
9,001 - 12,500	2 (North & West)	No	No operational issues based on Aimsun modelling undertaken.
12,501 - 16,000	2 (North & West)	No	No operational issues based on Aimsun modelling undertaken.
16,001 - 19,500	3 (North, West, & South)	No	No operational issues based on Aimsun modelling undertaken. The requirement for an additional access is triggered due to the western access resulting in a LOS of D, with delays exceeding 42 seconds.
19,501 - 23,000	3 (North, West, & South)	Yes	No operational issues based on Aimsun modelling undertaken. The requirement for the Kapa Boulevard connection with Jimbillunga Drive is triggered due to the western access resulting in a LOS of D, with delays exceeding 42 seconds.
23,001 - 26,500	3 (North, West, & South)	Yes	No operational issues based on Aimsun modelling undertaken.
26,501 - 30,000	3 (North, West, & South)	Yes	No operational issues based on Aimsun modelling undertaken.
30,001 - 33,500	3 (North, West, & South)	Yes	No operational issues based on Aimsun modelling undertaken.
33,501 - 37,300	3 (North, West, & South)	Yes	No operational issues based on Aimsun modelling undertaken. A fourth access point (eastern) is not required for operational purposes; however, it shall be considered in the context of the ultimate development scenario to ensure the accessibility needs of the development are adequately serviced.



The results summary presented as per **Table 9** has been developed for adoption by EDQ as part of development approval conditions. In addition to this table, the following condition statements shall be included:

- 1 *“Provide the access points identified as being required in Table 9, unless otherwise determined through a Traffic Impact Assessment that quantifies lower interim traffic volumes on the surrounding road network relative to full build-out. A Traffic Impact Statement may also suffice in instances where the change to development is of a modest scale.”*
- 2 *“Note: Table 9 presents a worst-case assessment based on full build-out of surrounding development. It is anticipated that as development occurs, a targeted Traffic Impact Assessment (or Traffic Impact Statement) that considers progressive development specifics, present at the time of assessment, may potentially be able to justify reduced access provisions relative to those identified in Table X. Such an assessment will be taken to supersede the obligations identified in Table 9.”*

Statement 1 shall precede **Table 9** and Statement 2 shall be added as a footnote within the relevant approval conditions should EDQ agree.



6.0 Waste Management Strategy

6.1 Overview

A review of the development's anticipated operational waste storage and collection requirements has been undertaken in consideration of *SC6.2.9 Waste Management* within LCC's Planning Scheme. It is considered that the requirement for provision of a formal Waste Management Plan (**WMP**) can be conditioned to be provided at the compliance stage.

This review has been undertaken to ensure that the development plans make adequate spatial provisions for the storage and collection of waste (i.e. sufficient for the purposes of the DA). The proposed waste management strategy will then be refined in the WMP in consultation with confirmed tenants and refuse collection contractors.

6.2 Waste Management Areas

From a waste management perspective, the development has been considered across nine (9) areas, the tenancy types and floor areas of which are summarised in **Table 10**. Whilst the plans detail all the land uses as commercial/retail, Stockland has advised of a tenancy mix that is expected to represent the centre. This advised tenancy mix is represented in **Table 10 below**.

The proposed locations of bin storage and refuse collection areas throughout the development are mapped on **Figure 6** overleaf.

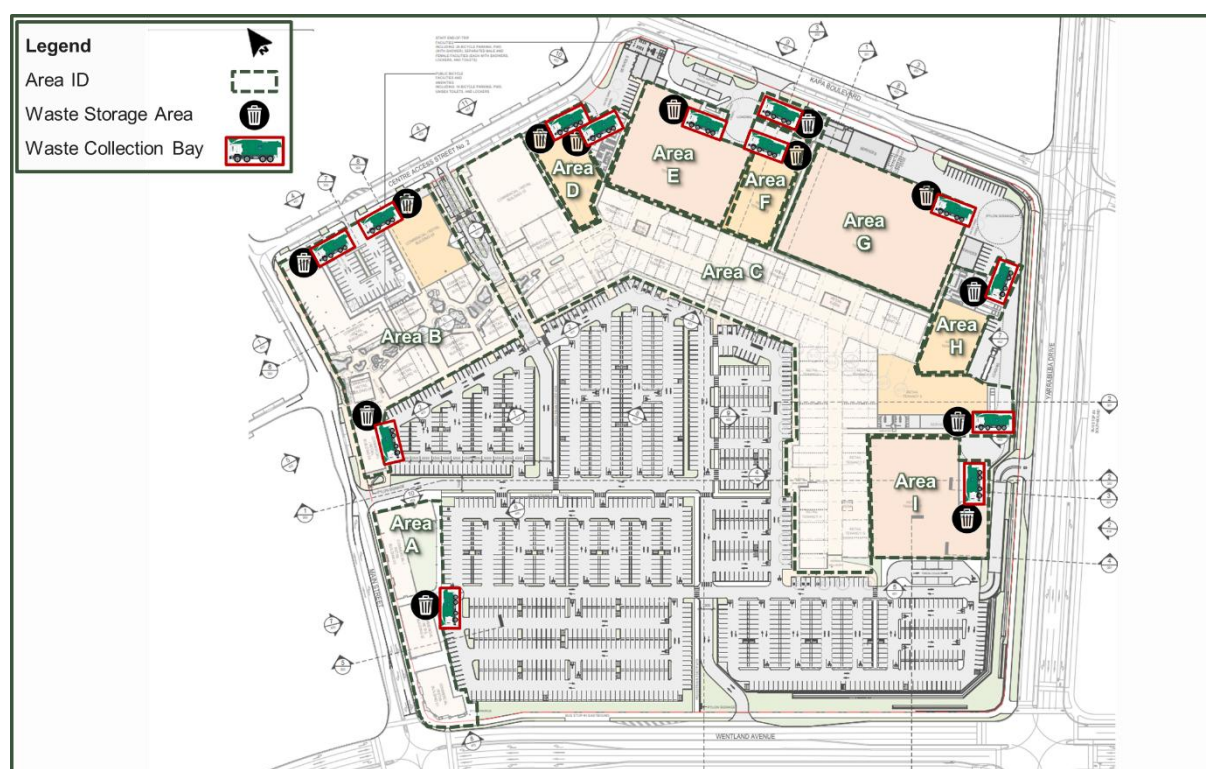
Table 10 Waste Management Areas

Area ID	Tenancy type	Yield (GFA)
A	Childcare	830sq.m
	Commercial	1,090sq.m
	Subtotal	1,920sq.m
B	Mini major	1,300sq.m
	Commercial / retail	590sq.m
	Food and beverage	818sq.m
	Wellness	268sq.m
	Tavern	1,800sq.m
	Café	500sq.m
	Subtotal	5,275sq.m
C	Specialty retail	8,320sq.m
	Mini major	1,500sq.m
	Food and beverage	705sq.m
	Gymnasium	1,800sq.m
	Kiosk	205sq.m
	Liquor	300sq.m



Area ID	Tenancy type	Yield (GFA)
	Subtotal	12,405sq.m
D	Mini major	1,200sq.m
E	Supermarket	3,850sq.m
F	Supermarket	1,600sq.m
G	Discount department store	6,000sq.m
H	Mini major	1,200sq.m
I	Supermarket	3,850sq.m
Total		37,725sq.m

Figure 6 Waste Storage and Collection Locations



Source: Nearmap, Buchan. Note, site bounds and object locations indicative only.

6.3 Waste Generation

Given that there are no specific rates identified within SC6.2.9 *Waste management*, waste quantities have been estimated based on guidance provided within the Council of the City of Gold Coast's *City plan policy – Solid waste management (CCGC SWM)*.

The proposed supermarket and discount department store tenancies (i.e. to be operated by major tenants such as Coles or Kmart) will operate in accordance with their own standard waste management practices (i.e. based on significant operational experience) and hence waste generation has not been estimated for these areas. Reflective of the above, the waste generation rate adopted for each tenancy type is summarised in **Table 11**.



Table 11 Daily Waste Generation Rates

Tenancy	CCGC SWM rate adopted	Daily generation rates	
		General waste	Recycling
Supermarket	As per supermarket chain's standard specifications		
Department Store	As per discount department store chain's standard specifications		
Childcare	Childcare	250L/100sq.m	120L/100sq.m
Specialty Retail	Shop >100m ² floor area	50L/100sq.m	50L/100sq.m
Kiosk	Shop <100m ² floor area	50L/100sq.m	25L/100sq.m
Mini Major	Shop >100m ² floor area	50L/100sq.m	50L/100sq.m
Food and Drink	Restaurant	660L/100sq.m	200L/100sq.m
Café	Café	300L/100sq.m	200L/100sq.m
Gymnasium	Retail (non-food)	50L/100sq.m	50L/100sq.m
Liquor	Retail (non-food)	50L/100sq.m	50L/100sq.m
Wellness	Retail (non-food)	50L/100sq.m	50L/100sq.m
Tavern	Licensed bar area	50L/100sq.m	50L/100sq.m
	Dining Area	660L/100sq.m	50L/100sq.m
	Residential portion	5L/Bed	N/A

6.4 Weekly Waste Generation Estimates.

Based on the above rates, the weekly quantity of estimated to be generated by each area is summarised in **Table 12**.

Table 12 Weekly Waste Generation

Area	Tenancy	Yield (GFA)	Weekly operating days	General waste	Recycling
A	Childcare	830sq.m	5	10,375L	4,980
	Commercial	1,090sq.m	7	3,815L	3,815L
	Subtotal	1,920sq.m		14,190L	8,795L
B	Mini major	1,300sq.m	7	4,550L	4,550L
	Commercial / retail	590sq.m	7	2,065L	2,065L
	Food and beverage	818sq.m	7	37,769L	11,445L
	Wellness	268sq.m	7	936L	936L
	Tavern (Dining Area)	550sq.m	7	25,410L	1,925L
	Tavern (Licensed bar area)	1,250sq.m	7	4,375L	4,375L
	Café	500sq.m	7	10,500L	7,000L
	Subtotal	5,275sq.m	-	85,605L	32,296L
C	Specialty retail	8,320sq.m	7	29,120L	29,120L
	Mini major	1,500sq.m	7	5,250L	5,250L



Area	Tenancy	Yield (GFA)	Weekly operating days	General waste	Recycling
	Food and beverage	705sq.m	7	32,571L	9,870L
	Gymnasium	1,800sq.m	7	6,300L	6,300L
	Kiosk	205sq.m	7	718L	359L
	Liquor	300sq.m	7	1,050L	1,050L
	Subtotal	12,830sq.m		75,009L	51,949L
D	Mini major	1,200sq.m	7	4,200L	4,200L
E	Supermarket	3,850sq.m	As per supermarket standard specifications		
F	Supermarket	1,600sq.m	As per supermarket standard specifications		
G	Department store	6,000sq.m	As per discount department store standard specifications		
H	Mini major	1,200sq.m	7	4,200L	4,200L
I	Supermarket	3,850sq.m	As per supermarket standard specifications		

6.5 Waste Collection Frequencies and Storage Requirements

The number of bins required to service the development has been estimated based upon the following:

- For the discount department store tenancy ('Area G'), in accordance with typical department store standard specifications;
- For the supermarket tenancies ('Area E', 'Area F' and 'Area I'), in accordance with supermarket standard specifications;
- Estimates of weekly refuse and recycling generation as per **Section 6.4** and assumed collection frequencies and bin types based on the tenant operational requirements;
- With respect to 'Area B', as indicated on **Figure 4**, northern and southern waste storage and collection areas are proposed. It is noted that the collection of waste from the northern storage area would be serviced by large bulk bins (nominally 3,000L). The southern area is restricted to rear-lift RCVs, therefore the maximum bin size for the southern area is 1,100L.
- With respect to 'Area C' There are three (3) storage and collection areas proposed in varying back of house locations. Each of these areas are proposed to be serviced by large bulk bins (nominally 3,000L).

Reflective of the above, the anticipated collection frequencies, bin types and quantum required to service the development are presented in **Table 13** overleaf.



Table 13 Waste Collection Frequencies and Storage Requirements

Area	Waste stream	Weekly generation	Collection frequency	Storage required	Proposed bin types and quantum
A	General waste	14,190L	5 x weekly	2,838L	3 x 1,100L bulk bins
	Recycling	8,795L	5 x weekly	1,759L	2 x 1,100L bulk bins
B	General waste	85,605L	5 x weekly	17,121L	3 x 1,100L bulk bins
					5 x 3,000L bulk bins
	Recycling	32,026L	5 x weekly	6,459L	2 x 1,100L bulk bins
					2 x 3,000L bulk bins
C	General waste	75,009L	5 x weekly	15,002L	6 x 3,000L bulk bins
	Recycling	51,949L	5 x weekly	10,390L	4 x 3,000L bulk bins
D	General waste	4,200L	3 x weekly	1,400L	1 x 3,000L bulk bins
	Recycling	4,200L	3 x weekly	1,400L	1 x 3,000L bulk bins
E	As per supermarket standard specifications				
F	As per supermarket standard specifications				
G	As per department store standard specifications				
H	General waste	4,200L	3 x weekly	1,400L	1 x 3,000L bulk bins
	Recycling	4,200L	3 x weekly	1,400L	1 x 3,000L bulk bins
I	As per supermarket standard specifications				

6.6 Waste Storage Areas

Based on the bin types and quantities summarised above, the spatial requirements for each waste storage area are presented in **Table 14**. Typical best practise is to provide a refuse storage area which has a GFA that is 1.5 times larger than the minimum bin footprint requirement for ease of access to bins and also for manoeuvring bins in and out of the storage area as required for collection and cleaning.

Table 14 Waste Storage Area Spatial Requirements

Area	Proposed bin types	Bin dimensions (L x W) ¹	Bin area	Total spatial requirement (bin area x 1.5)	Storage area provided
A	5 x 1,100L	1.20m x 1.09m	6.50sq.m	9.76sq.m	14.4sq.m
B	Northeast	3 x 3,000L	1.80m x 1.50m	8.10sq.m	12.2sq.m ²
	Northwest	4 x 3,000L	1.80m x 1.50m	10.80sq.m	16.2sq.m ²
	South	5 x 1,100L	1.20m x 1.09m	6.50sq.m	14.4sq.m
C	Northwest	6 x 3,000L	1.80m x 1.50m	18.18sq.m	24.3sq.m ²
	Central	2 x 3,000L	1.80m x 1.50m	5.39sq.m	8.1sq.m ²
	South	2 x 3,000L	1.80m x 1.50m	5.39sq.m	8.1sq.m ²



Area	Proposed bin types	Bin dimensions (L x W) ¹	Bin area	Total spatial requirement (bin area x 1.5)	Storage area provided
D	2 x 3,000L	1.80m x 1.50m	5.39sq.m	8.09sq.m	8.1sq.m ²
E	As per supermarket standard specifications				
F	As per supermarket standard specifications				
G	As per department store standard specifications				
H	2 x 3,000L	1.80m x 1.50m	5.39sq.m	8.09sq.m	8.1sq.m ²
I	As per supermarket standard specifications				

¹ Dimensions as per SC6.2.9 Waste Management

² Areas provided as part of prepared concept, included at Appendix E

Although the development plans do not currently show enclosed storage for a number of areas. A concept plan has been prepared and is included at **Appendix E** showing where enclosed waste storage areas could be provided and ultimately conditioned.



6.7 Waste Collection

A summary of the bin types proposed in each storage area and the various types of RCVs required is provided in **Table 15**.

Table 15 Waste Collection Requirements Summary

Area		Bin Types	Vehicle Type
A		1,100L	Rear-lift RCV
B	Northern	3,000L bulk bins	Front-lift RCV
	Southern	1,100L bulk bins	Rear-lift RCV
C		3,000L bulk bins	Front-lift RCV
D		3,000L bulk bins	Front-lift RCV
E		3,000L and 4,500L bulk bins	Front-lift RCV
		Compactor	RORO RCV
F		3,000L and 4,500L bulk bins	Front-lift RCV
		Compactor	RORO RCV
G		3,000L and 4,500L bulk bins	Front-lift RCV
		Compactor	RORO RCV
H		3,000L bulk bins	Front-lift RCV
I		3,000L and 4,500L bulk bins	Front-lift RCV
		Compactor	RORO RCV

Bins will be collected from the loading bays located immediately adjacent to each of the proposed refuse storage areas by private refuse collection contractors. Bins may need to be moved out of the refuse storage area by centre management/tenancy personnel to a suitable location prior to collection. A swept path assessment of all RCV types required has been prepared by SLR and is included at **Appendix C**.

6.8 Operational and Design Requirements

6.8.1 Responsibilities

Tenants will be responsible for:

- Sorting and storage of waste streams into suitable bins within each tenancy;
- Transferring of waste from individual tenancy storage areas to the communal refuse storage areas.

Centre management will be responsible for:

- Documenting and distributing details of the proposed waste management strategy, procedures and requirements etc. to all tenants;
- Provision of appropriate signage adjacent to waste/recycling disposal locations in common areas in order to minimise contamination of waste streams;



- Transfer and sorting of waste from bins located in common areas to the communal refuse storage areas;
- Management, maintenance, cleaning and monitoring of all waste-related equipment provided throughout the site;
- Management of all waste storage area including cleaning, vermin control, etc.;
- Transfer of bins between the waste storage areas and collection points on the evening prior to collection and following collection (if required);
- Cleaning of bins as required following collection.

The supermarket and department store tenancies will be responsible for all of the above waste management aspects specific to their respective tenancy lease areas.

Waste collection contractors will be responsible for collection of general waste and recycling streams from the designated loading bays around the site.

6.8.2 Design Requirements

Waste storage areas should be provided in accordance with *SC6.2.9 Waste Management* and should consider the following:

- Appropriate storage for bulk bins, including spare bins if required;
- Appropriate screening, ventilation, vermin-control measures, lighting and security; and
- Provision for cleaning of bins including water supply/tap/hose, graded and slip resistant floor and appropriate drainage.

Where possible:

- Waste transfer paths should be segregated, and bins should not be transferred through public areas during peak operational periods;
- Waste should be collected outside of peak operational periods.



7.0 Traffic Analysis

7.1 Development Scenarios

As identified in **Section 1.2**, the detailed traffic analysis undertaken herein has been informed by a Town Centre-specific mesoscopic traffic model, including land uses and yields consistent with Stockland's latest planning.

The analysis documented herein is underpinned by development traffic volumes reflecting an 'aspirational' yield scenario and assesses the ultimate scenario only. This assumes the full build-out of the wider Yarrabilba Masterplan, with a completed external road network consistent with the Endorsed MIMP (2025).

The road network map for the ultimate scenario is provided at **Appendix B**.

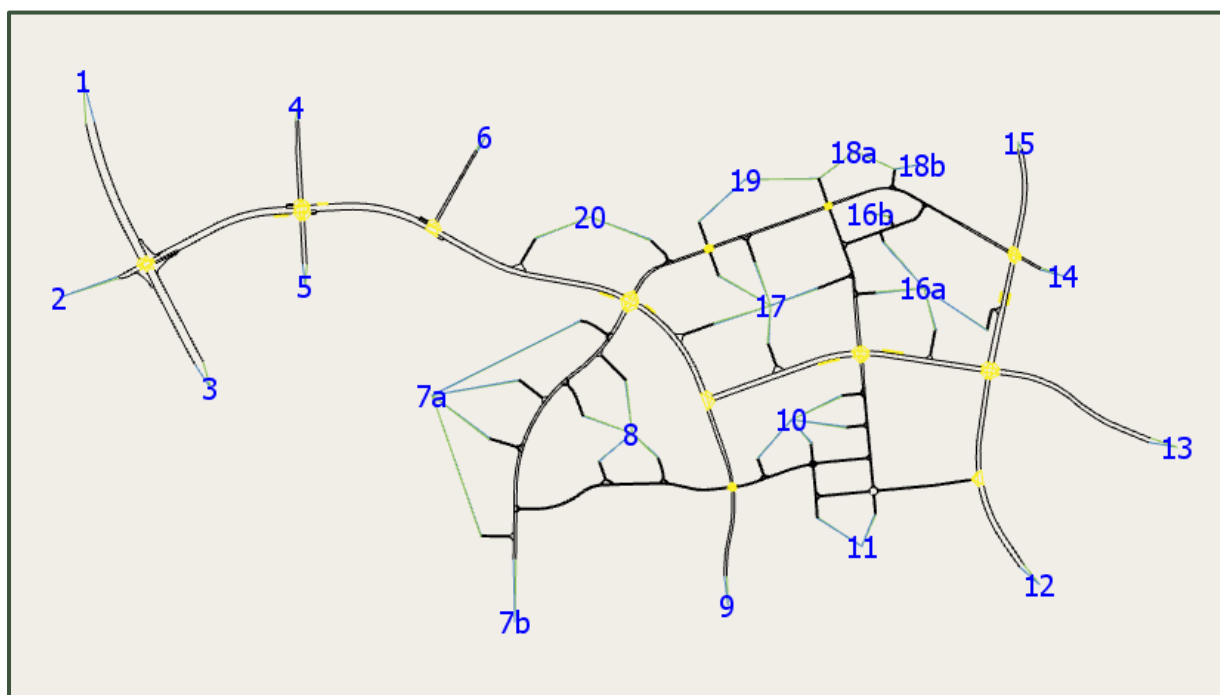
7.2 Road Network Traffic Volumes

For the purposes of the analysis, the traffic volumes were obtained from the Town Centre-specific traffic modelling undertaken in 2024 and updated in 2026. This modelling was undertaken in the Aimsun Next software package using version 22.0.2.

To inform the analysis, the development plans at **Appendix A**, and development yields outlined in **Section 2.0**, were used to update the traffic model from 2024. The assessed model layout, extents and centroid configuration are shown on **Figure 7**.

The model extent predominantly focuses on Wentland Avenue and Jimbillunga Drive (formerly Town Centre East West Road), extending west to Waterford-Tamborine Road and East to Yarrabilba Drive. This was done by creating a subnetwork from the original 2018 Metis model. The subnetwork area includes the various centroids located in the Town Centre core and frame, in addition to the links feeding into the Town Centre and Jimbillunga Drive.

Figure 7 Yarrabilba Town Centre Aimsun Model (2026)



To enable the mesoscopic model to assign traffic to the proposed surrounding road network, approximate locations for accesses have been adopted based off the development plans at **Appendix A**.

Furthermore, each road within the Town Centre core is envisaged to carry out a specific function. Where the traffic model has assigned traffic to the road network that is inconsistent with this intended function, minor adjustments have been made to ensure traffic is distributed through the network appropriately. As an example, the traffic model's route choice decisions particularly favoured Centre Access Streets in some cases. As the assigned traffic volumes were incompatible with the intended function, traffic volumes were adjusted by slightly increasing traffic volumes along Kapa Boulevard, which has been designed to function as a Centre Collector Street.

The modelling assessed the ultimate development scenario only (nominally a 2043 design year) for the following peak periods, consistent with the previous Metis modelling:

- Weekday AM peak period: 7 – 9am (2-hour model with 30-minute warm-up/warm down and 1-hour peak period).
- Weekday PM peak period: 4 – 6pm (2-hour model with 30-minute warm-up/warm down and 1-hour peak period).

7.3 Access Assessment

7.3.1 Performance Criteria

The operational performance of intersections will be subject to the average delay per vehicle which reflects the average delay experienced by vehicles (measured in seconds per vehicle) for any given movement that corresponds to a Level of Service (**LOS**) rating. The Aimsun model's dynamic traffic assignment is able to model the travel behaviours through the local road network, and as such, the average delay would be reflective of operational performance of the intersections.

To determine a suitable failure criterion for the access assessment undertaken herein, SLR has consulted relevant guidance from both the Department of Transport and Main Roads (**TMR**) and Transport for New South Wales (**TfNSW**). Both of these state transport agencies have undertaken extensive research on the subject, drawing from original guidance provided by the Transportation Research Board (**TRB**.) From these investigations, the level of service performance criteria summarised in **Table 16**.

Table 16 Level of Service Performance Thresholds

Level of Service	Average Delay per vehicle (sec/veh)
A	<14
B	15 to 28
C	29 to 42
D	43 to 56
E	57 to 70

As described in Austroads *Guide to Traffic Management Part 12: Integrated Transport Assessments 2020*, once drivers are experiencing delays akin to LoS E, traffic flow is unstable and drivers are unable to freely choose a desired travel speed. As such, this assessment has adopted LoS E as the failure criteria for access intersections so that traffic flow into and out of the development does not reach unstable flows.



7.3.2 Study Access Intersections

The following analysis considers the four (4) key accesses for the Retail DA. The intersection locations, along with their ultimate forms, are identified in **Figure 8** and **Table 17**.

Figure 8 Retail Access Intersection Locations

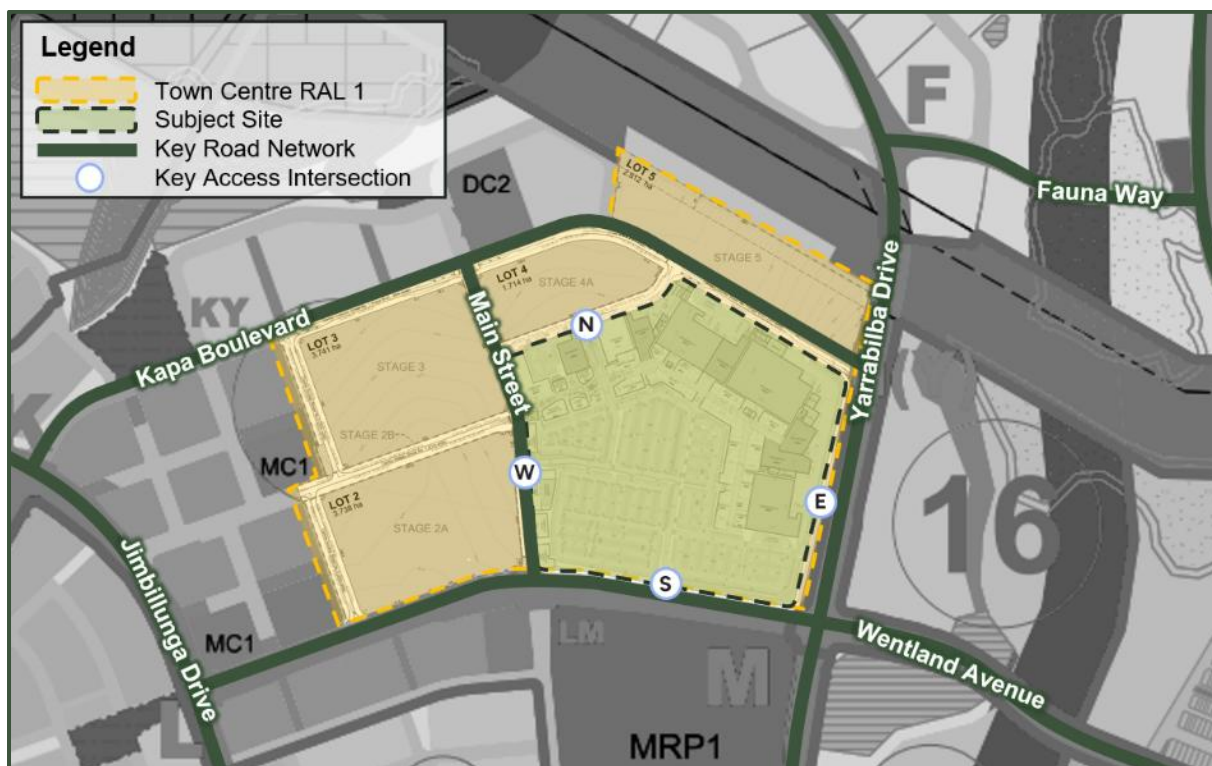


Table 17 Ultimate Access Intersection Form

ID	Ultimate Form
Southern ^[1] , Eastern ^[1] , Northern, and Western intersections.	

^[1] Left-In Left-Out (LILO) Priority Controlled Intersection

It is important to note, that the southern frontage road, Wentland Avenue has been designed and is currently under construction as part of the overall Town Centre East West Road (now referred to as Jimbillunga Drive and Wentland Avenue) works package. Similarly, the eastern frontage road, Yarrabilba Drive has been constructed and is currently operational.

7.3.3 Assessment Outcomes

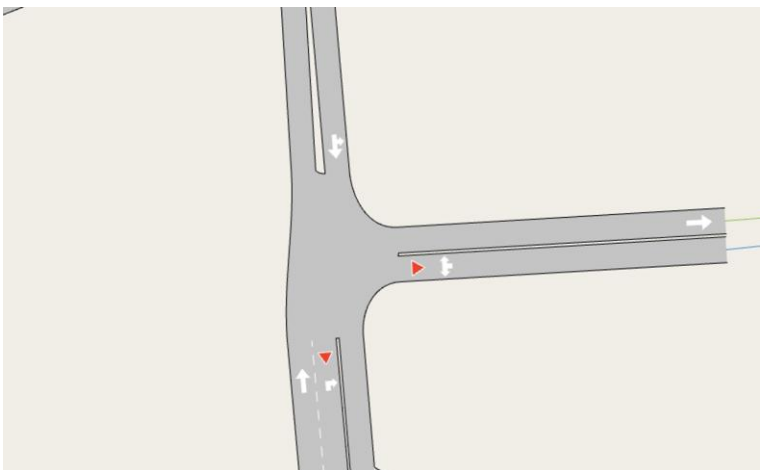
The access intersections were modelled in Aimsun Next for each peak period volumes to identify the performance characteristics, with the proposed layouts shown in **Table 18** and provided at **Appendix F**.



Table 18 Key Access Intersection Layout

ID	Form	Intersection Layout
Southern	Left In / Left Out	
Eastern	Left In / Left Out	
Northern	All movements	



ID	Form	Intersection Layout
Western	All movements	

The analysis results for the ultimate scenario are summarised in **Table 19**, with the detailed outputs (including intersection layout plans and movement summaries) provided at **Appendix F**.

Table 19 Summary of Ultimate Intersection Results

ID	AM Peak			PM Peak		
	Volume	Average Delay (s)	LOS	Volume	Average Delay (s)	LOS
Southern	1,229	29	C	1,285	40	C
Eastern	1,241	27	B	1,086	38	C
Northern	277	2	A	432	2	A
Western	412	25	B	773	27	B

The results reported in **Table 19** confirm that the performance of all access intersections identified as part of the Retail DA in the ultimate scenario is within the adopted maximum operating parameters for unsignalised intersections.

Reflective of the above, the proposed access requirements for the development are considered acceptable.



8.0 Summary and Conclusions

This TIA has been prepared by SLR Consulting to evaluate the traffic and transport impacts of the proposed Yarrabilba Town Centre Retail DA on behalf of Stockland. The assessment was conducted in accordance with the requirements of Economic Development Queensland (EDQ) and Logan City Council (LCC). The key findings and conclusions of this assessment are summarised below.

The following summarises the key conclusions in respect of the traffic and transport aspects of the Retail DA, and considers general alignment with the Movement Infrastructure Master Plan (MIMP) and the traffic and transport provision requirements as identified by the recently established development assessment triggers:

- Surrounding Transport Network – The network of roads adjacent to the Retail DA is generally consistent with the road hierarchy identified in the Endorsed MIMP (2025). The local street network has been designed to achieve good street design principles, particularly related to local traffic speeds and active transport needs. The proposed network of roads is appropriate for the proposed Retail DA, the future Town Centre development, and the overall Yarrabilba development.
- Development Assessment Trigger Requirements – The provision for car parking, bicycle parking, end of trip facilities, servicing and access meets the requirements of the development assessment triggers provided at **Appendix D**.
- Key Access Intersections – The design form of key access intersections, connecting the external transport network to Lot 1, is appropriate to accommodate the anticipated traffic volumes.
- Active Transport – The active transport provisions achieve outcomes consistent with the active transport network identified in the Endorsed MIMP (2025), intended for the Town Centre. These are appropriate to satisfy the needs of the Retail DA in conjunction with the surrounding development of Yarrabilba.
- Public Transport – The layout and design of the Retail DA include the appropriate provision for connections to public transport (bus services) and potential bus stops. This is consistent with what is identified in the Endorsed MIMP (2025).

On the basis of the above, the traffic and transport aspects of the Retail DA are consistent with the Endorsed MIMP (2025) and are therefore considered compliant.



9.0 Closure

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

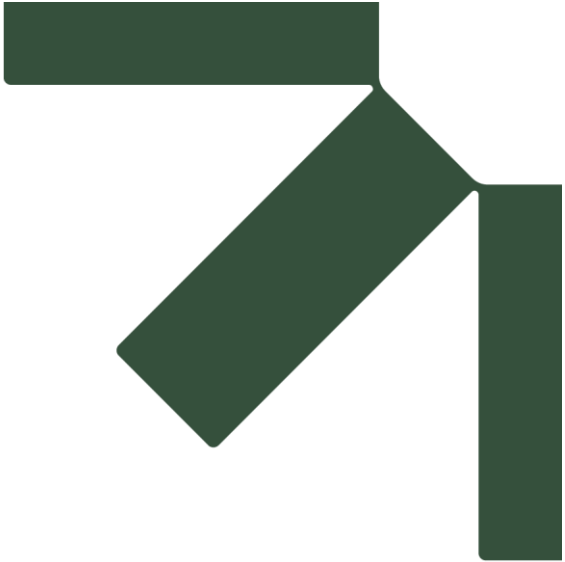
Sincerely,

SLR Consulting Australia Pty Ltd



Brendyn Rheinberger, RPEQ: 17962
Principal – Transport Advisory





Appendix A Development Plans

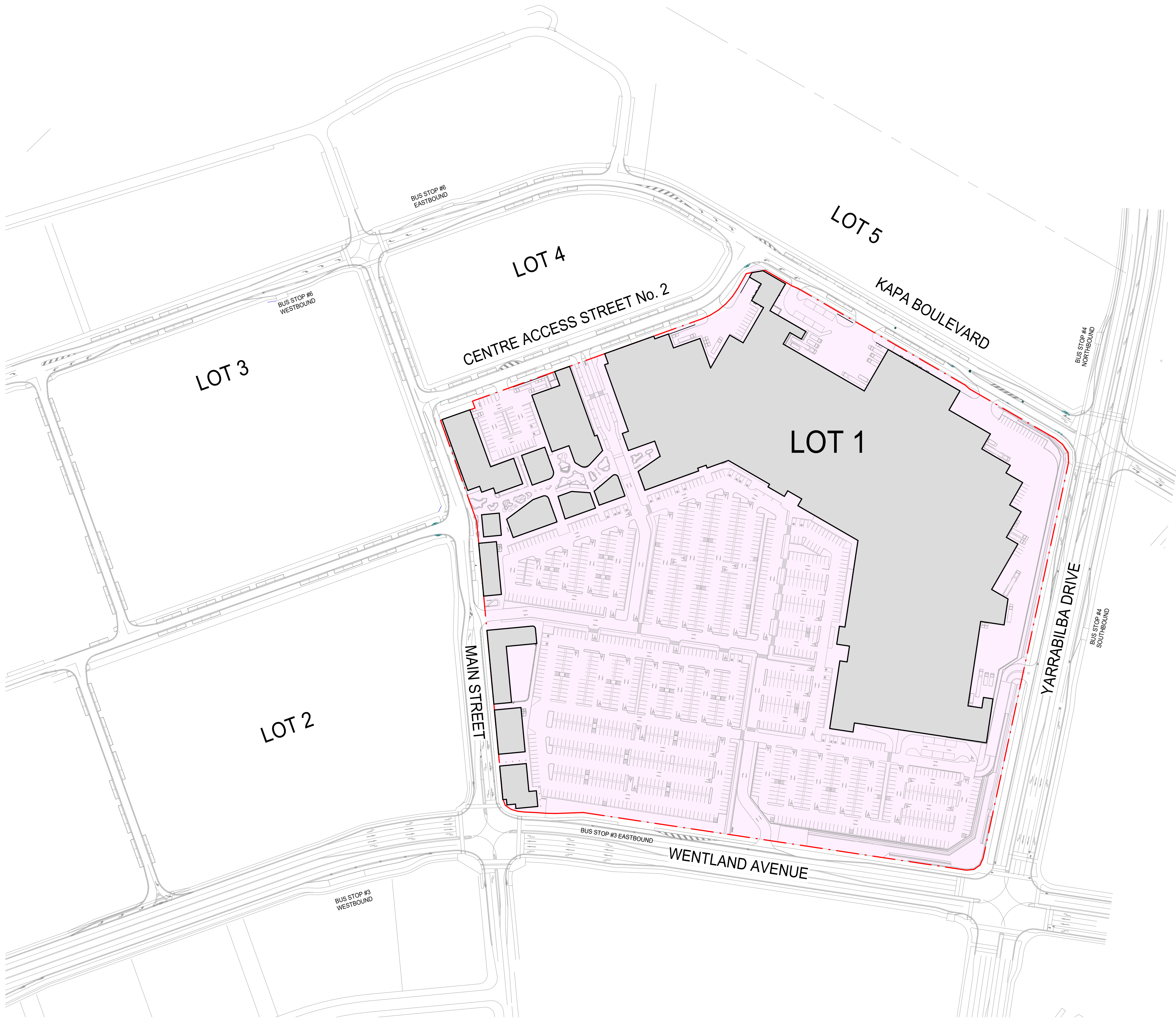
Yarrabilba Town Centre, Lot 1 Retail Masterplan

Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00025

23 June 2026



1 LOT / SITE PLAN
SCALE 1 : 1500

DEVELOPMENT STAGING TO BE IN ACCORDANCE
WITH APPROVED DOCUMENTS AND PLANS

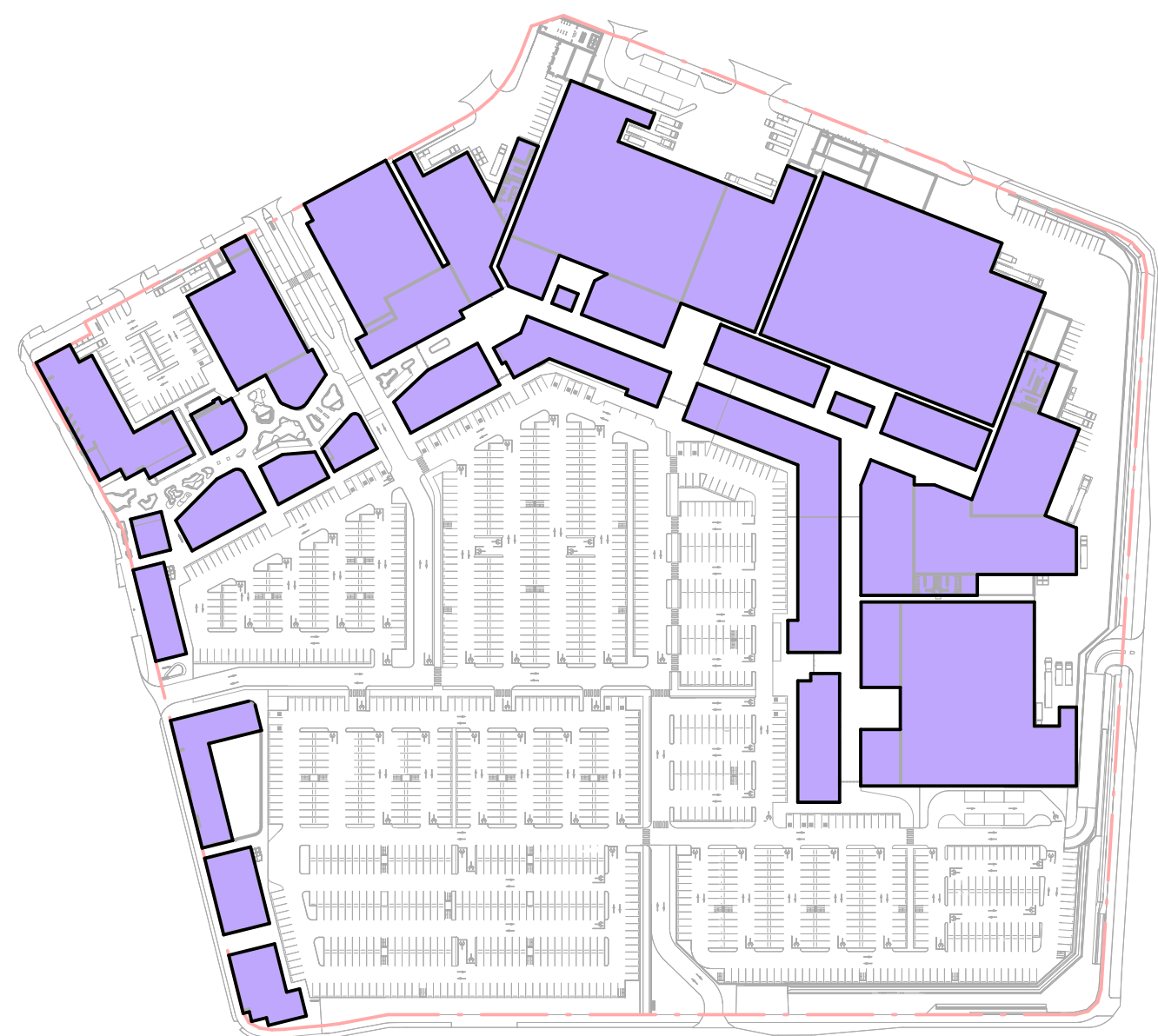
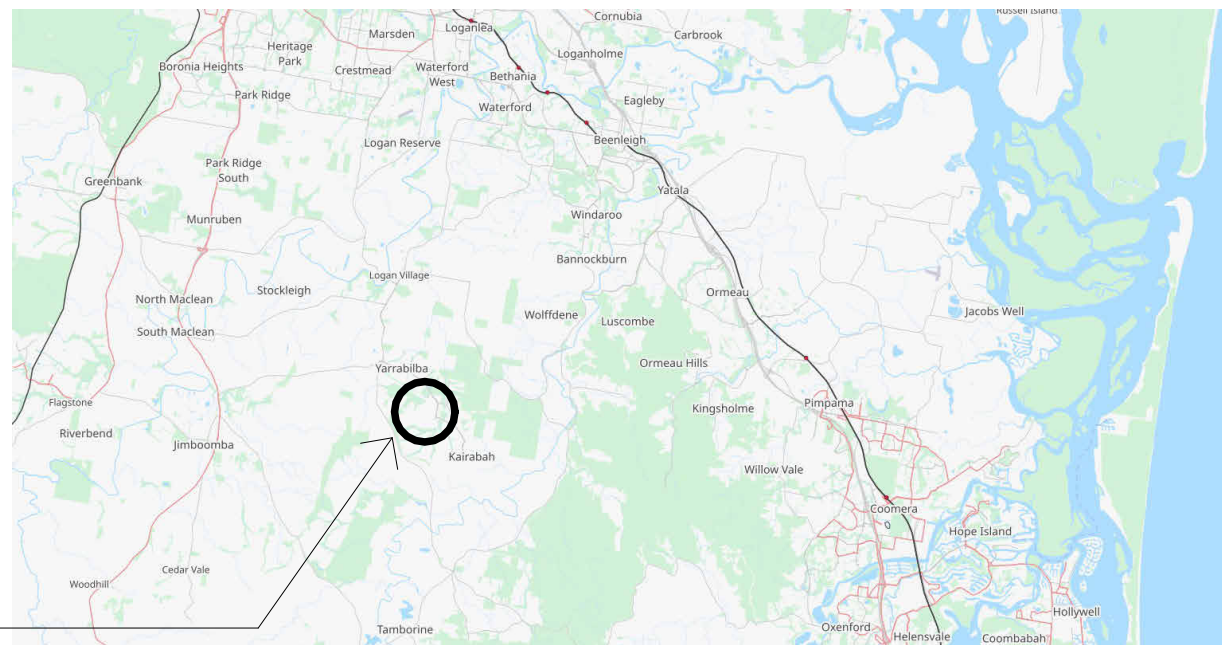
REAL PROPERTY DESCRIPTION:
LOT 1 ON SURVEY PLAN
SITE AREA: 122,938m²

AUTHORITY ASSESSMENT:
ECONOMIC DEVELOPMENT QUEENSLAND

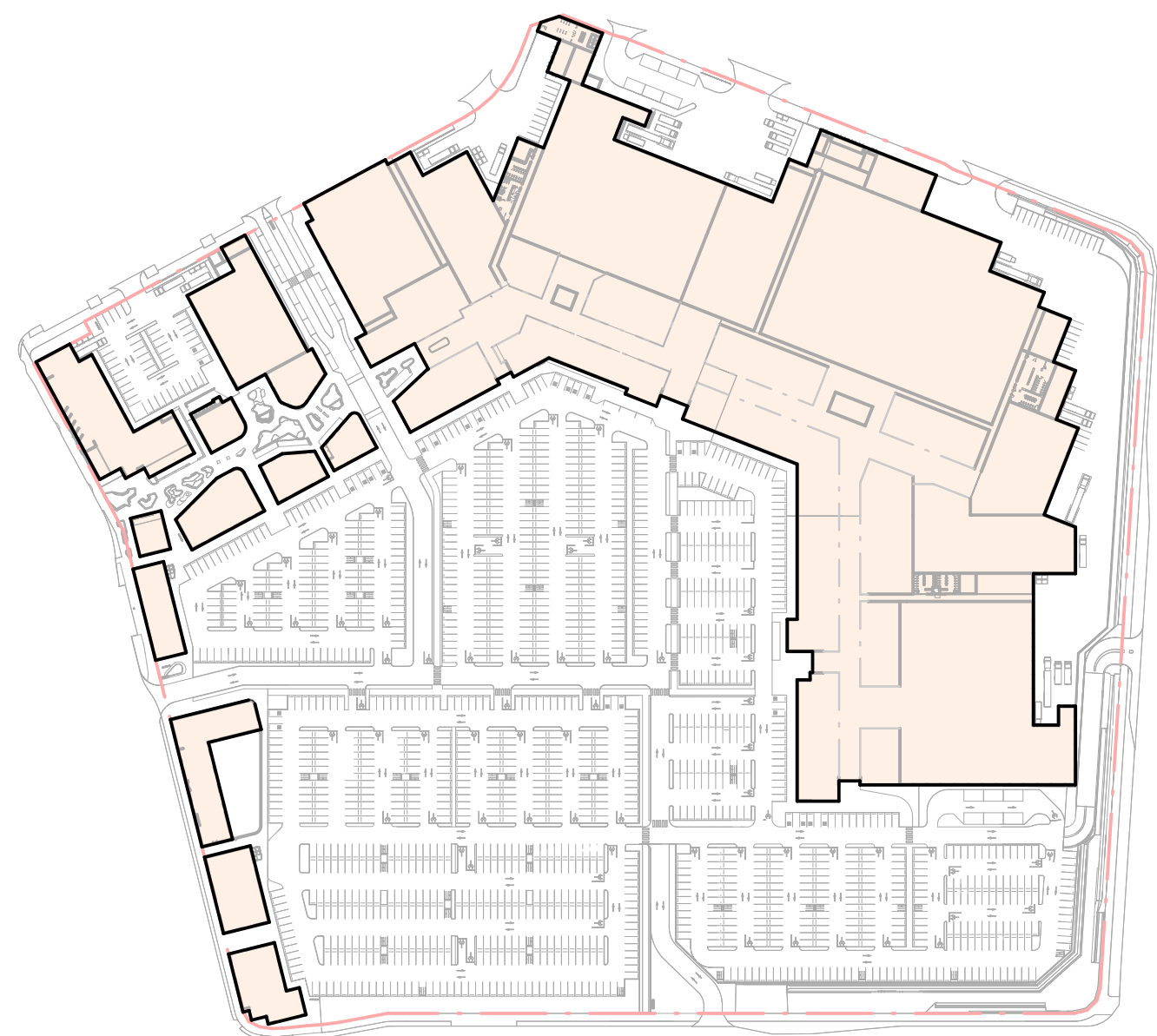
LOCAL GOVERNMENT:
LOGAN CITY COUNCIL

CONTEXT PLAN
SCALE 1 : 1

SITE LOCATION



2 GFA PLAN 38,420m² PLOT RATIO 0.3125
SCALE 1 : 2500



3 SITE COVER 45,400m² SITE COVER 36.93%
SCALE 1 : 2500



4 LANDSCAPING COVER 8,350m² 6.79%
SCALE 1 : 2500

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Project
YARRABILBA TOWN CENTRE
Yarrabilba Drive and Wentland Avenue
YARRABILBA QLD 4207

Project Number
250046
Status
Date Plotted 10/04/2026 10:11:33 PM
Scale As indicated @A1

Drawing Title
SITE PLAN

Drawing Number
AR-DA-101
Revision
A

BUCHAN

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DEVELOPMENT SCHEDULE		
COMMERCIAL / RETAIL AREA		
GFA (EXCLUDING AMENITIES)	37,725m ²	
CAR PARKING TOTAL		
CAR PARKING BAYS	1513 BAYS	
CAR PARKING RATIO		
CARS PER 100m ²	4.01	



Rev.	Date	Description	Iss.	Appr.
A	08/04/2026	FINAL COORDINATION	KJ	MM
B	10/04/2026	DEVELOPMENT APPLICATION	KJ	MM

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YARRABILBA TOWN CENTRE
Yarrabilba Drive and Wentland Avenue
YARRABILBA QLD 4207

Project Number
250046

Status

Date Plotted 10/04/2026 10:11:43 PM
Scale As indicated @A1

Drawing Title
GROUND FLOOR PLAN

Drawing Number
AR-DA-201

Revision
B

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PEDESTRIAN ACCESS DIAGRAM

- EXTERNAL PERIMETER FOOTPATH
- WALK-TO-SHOP ARRIVAL ROUTES
- PARK-TO-SHOP ARRIVAL ROUTES

PRIOR TO COMMENCEMENT OF USE FOR EACH STAGE, INTERNAL PEDESTRIAN ROUTES TO BE CONSTRUCTED PROVIDING DIRECT ACCESS FROM THE CAR PARK TO THE NEW STAGE. PEDESTRIAN ROUTES ARE TO ALIGN WITH THE ADJACENT CAR PARK CIRCULATION SERVING THAT STAGE

Project
YARRABILBA TOWN CENTRE
Yarrabilba Drive and Wentland Avenue
YARRABILBA QLD 4207

Project Number
250046

Status

Date Plotted 10/04/2026 10:12:02 PM

Scale 1 : 750 @A1

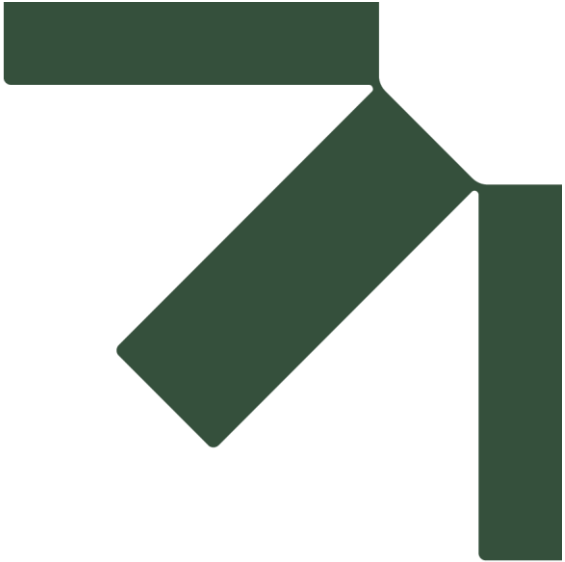
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GROUND FLOOR MOVEMENT PLAN

Drawing Number
AR-DA-231

Revision
A

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Appendix B Yarrabilba Road Network Plan

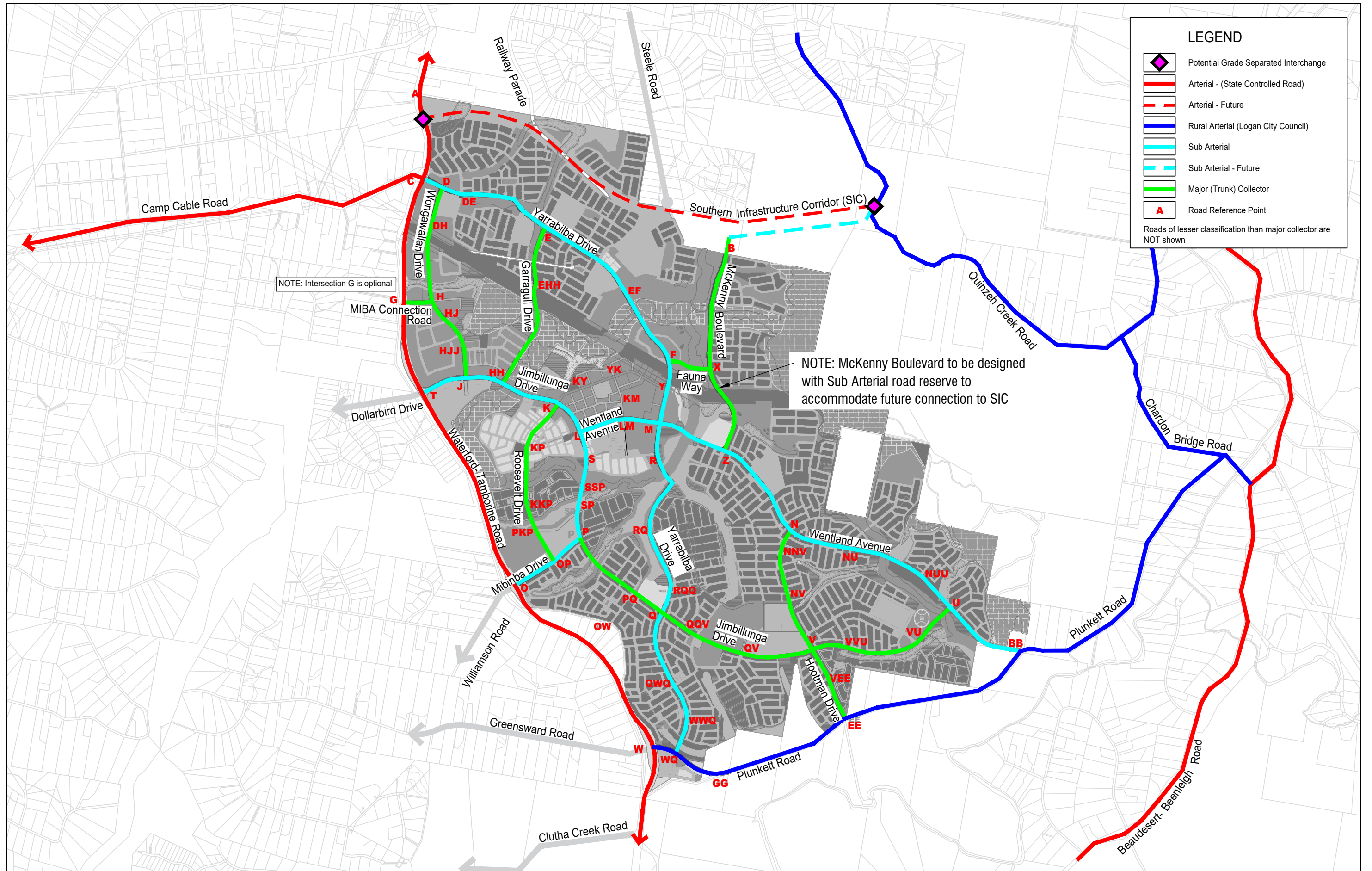
Yarrabilba Town Centre, Lot 1 Retail Masterplan

Traffic Impact Assessment

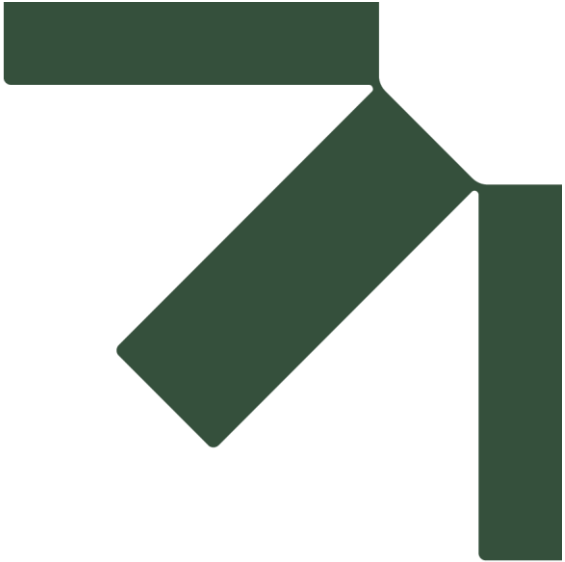
Stockland Residential Communities

SLR Project No.: 620.V11743.00025

23 June 2026



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Appendix C Swept Path Assessments

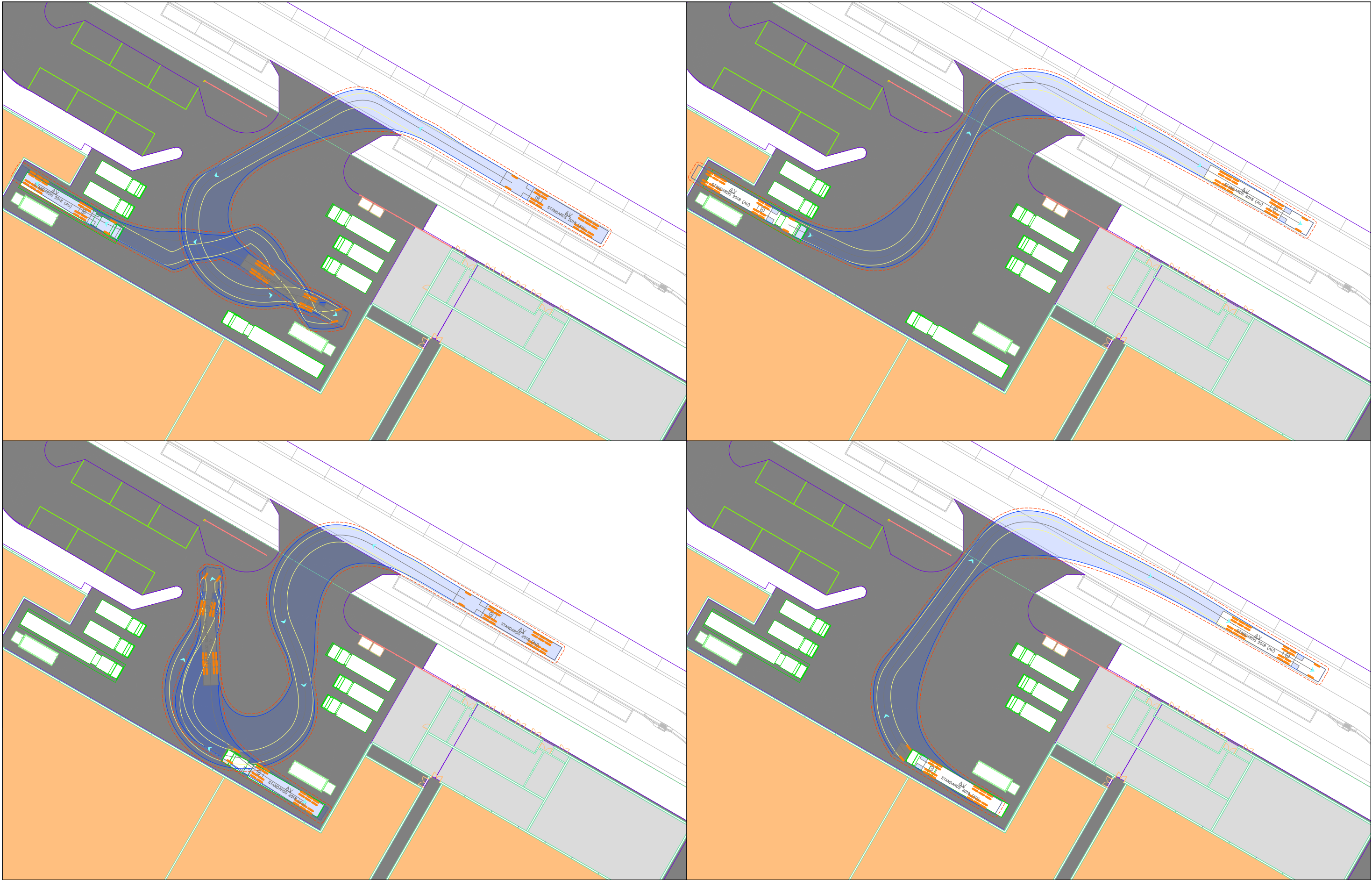
Yarrabilba Town Centre, Lot 1 Retail Masterplan

Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00025

23 June 2026





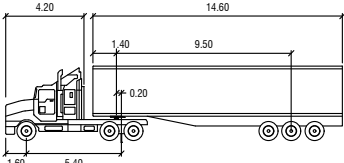
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Sheet Size:	A3
Projection:	-

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels

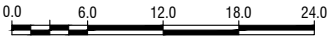


AV

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		



N



SCALE 1:600

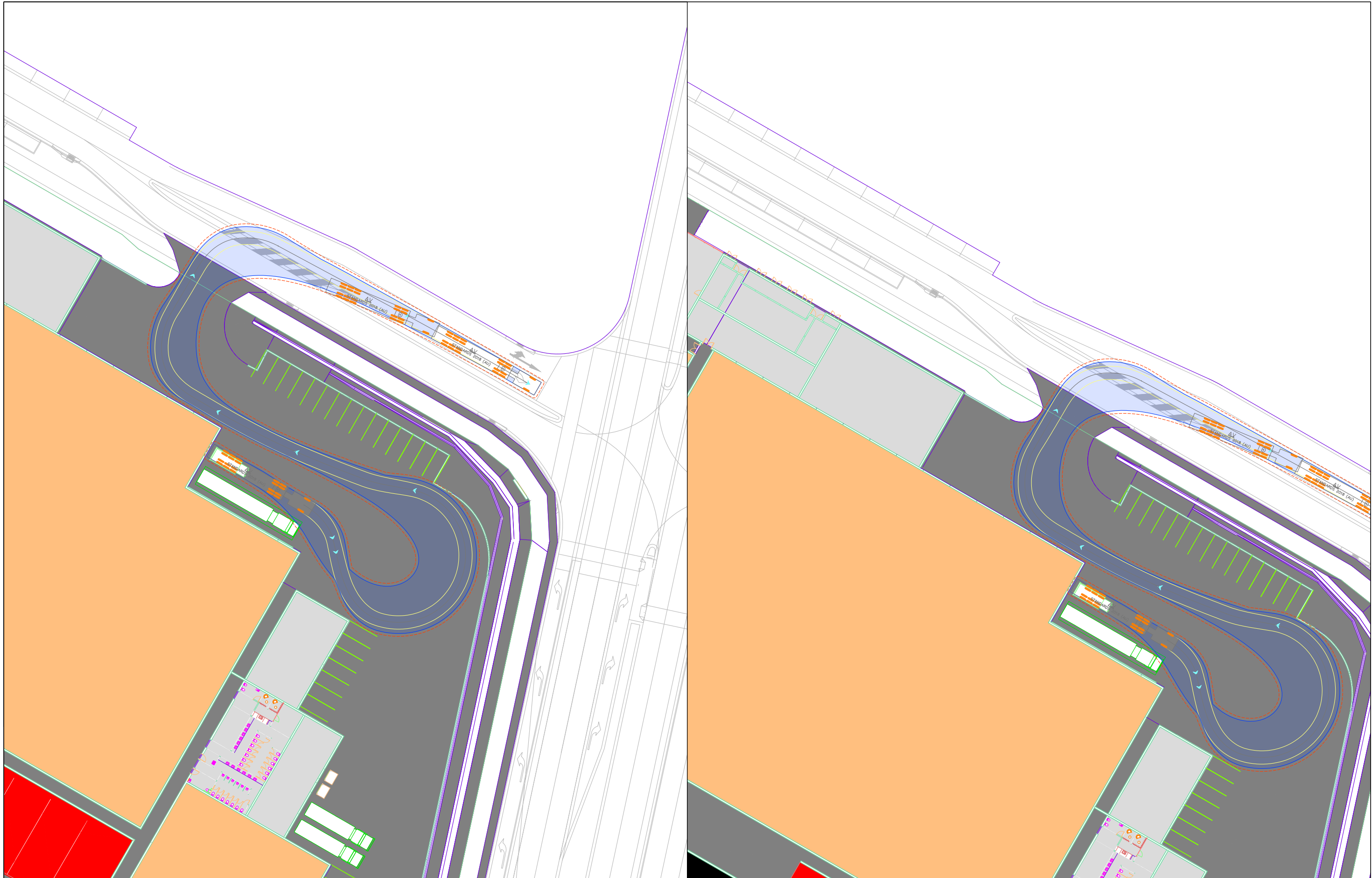
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Shopping Centre Masterplan

Loading Area 1 SPA - 20m AV

SK01





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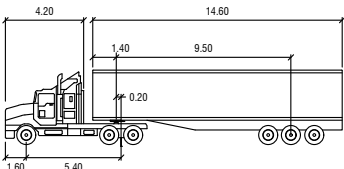
SWEPT PATH LEGEND

 Vehicle Path

 Vehicle Body

 Body Clearance

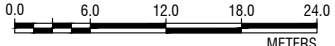
 Front Wheels



AV

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Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		


N

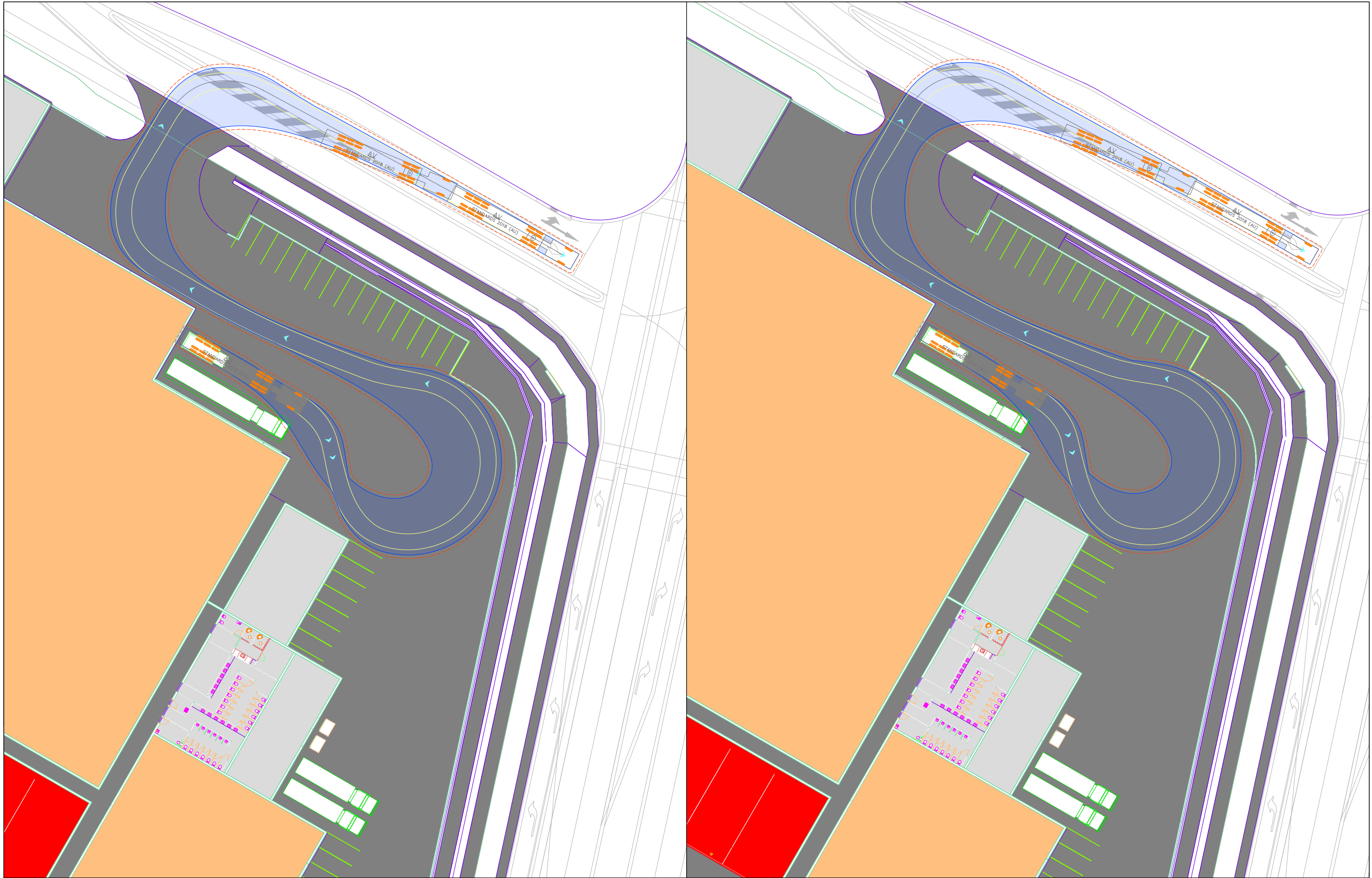

SCALE 1:600
METERS

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Shopping Centre Masterplan
Loading Area 2 SPA - 20m AV

SK02





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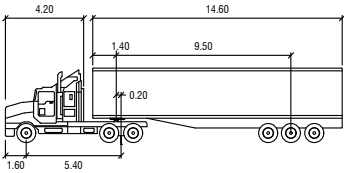
SWEPT PATH LEGEND

 Vehicle Path

 Vehicle Body

 Body Clearance

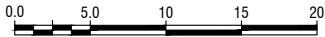
 Front Wheels



AV

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Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		


N


SCALE 1:500
METRES

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Yarrabilba Masterplan Development

Shopping Centre Masterplan
Loading Area 3 SPA - 20m AV

SK03





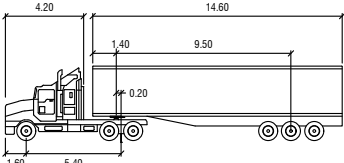
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SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



AV

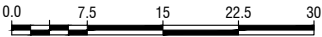
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Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		

metres

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
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Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		



N



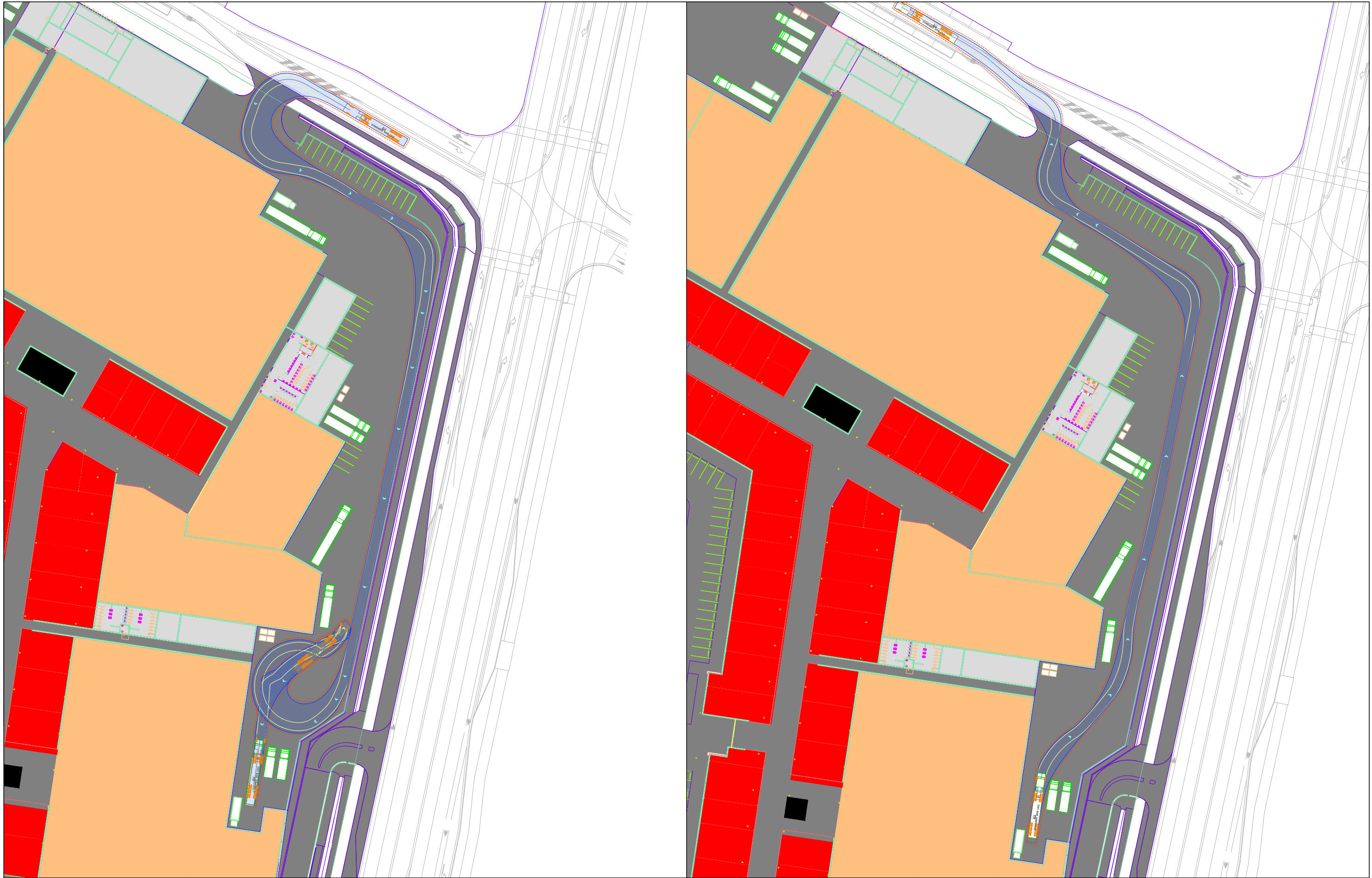
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Stockland

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Shopping Centre Masterplan
Loading Area 4 SPA - 20m AV

SK04





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Sheet Size:	A3
Projection:	-

SWEPT PATH LEGEND

Vehicle Path

Vehicle Body

Body Clearance

Front Wheels

4.20

14.60

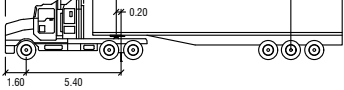
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9.50

0.20

1.60

5.40



AV

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Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		

N

0.0

10

20

30

40

METRES

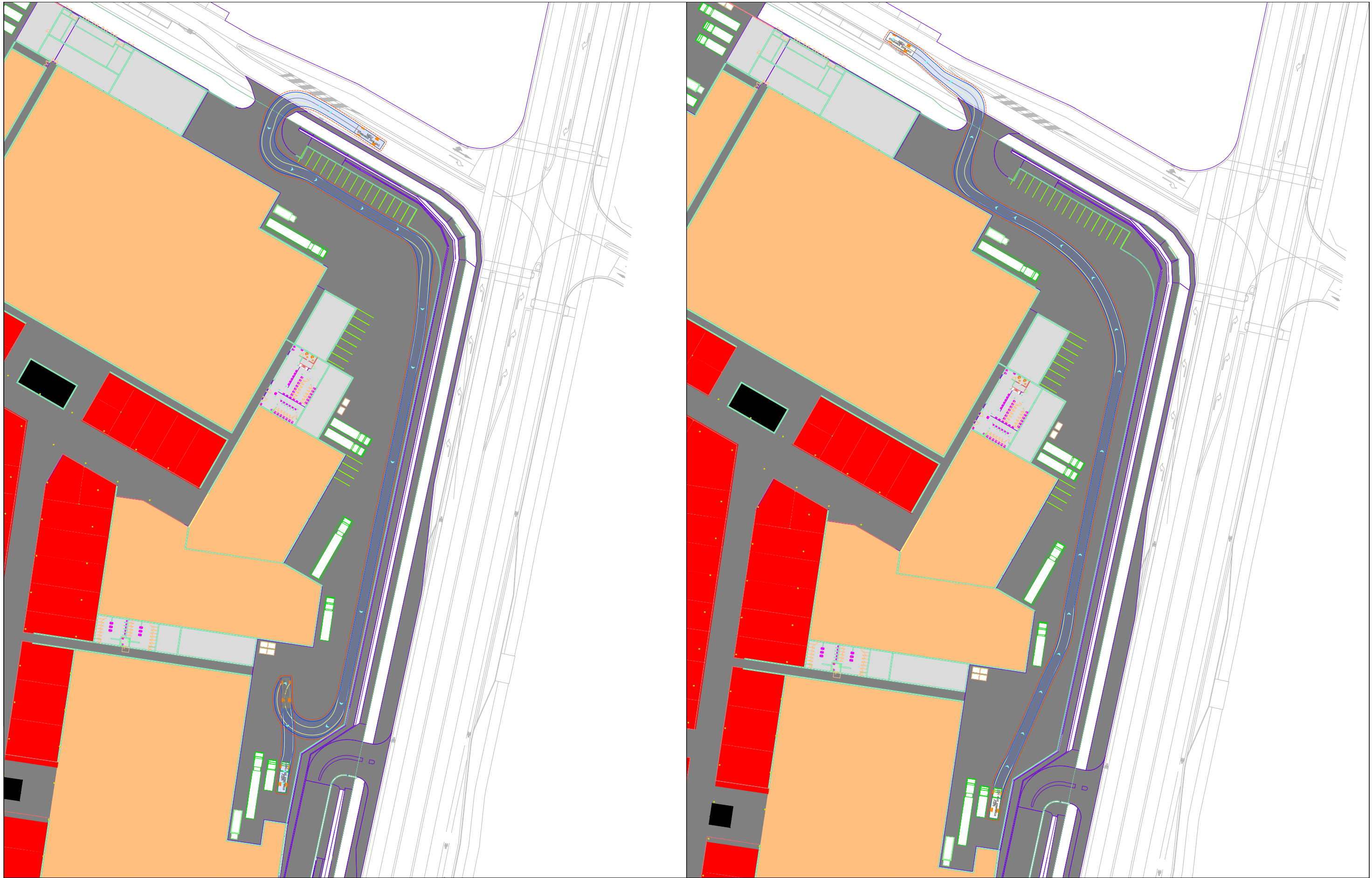
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Yarrabilba Masterplan Development

Shopping Centre Masterplan
Loading Area 5 SPA - 20m AV

SK05





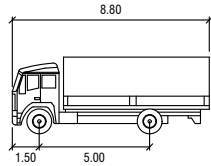
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Sheet Size:	A3
Projection:	-

SWEPT PATH LEGEND

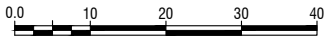
- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



MRV	
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0



N



SCALE 1:1000

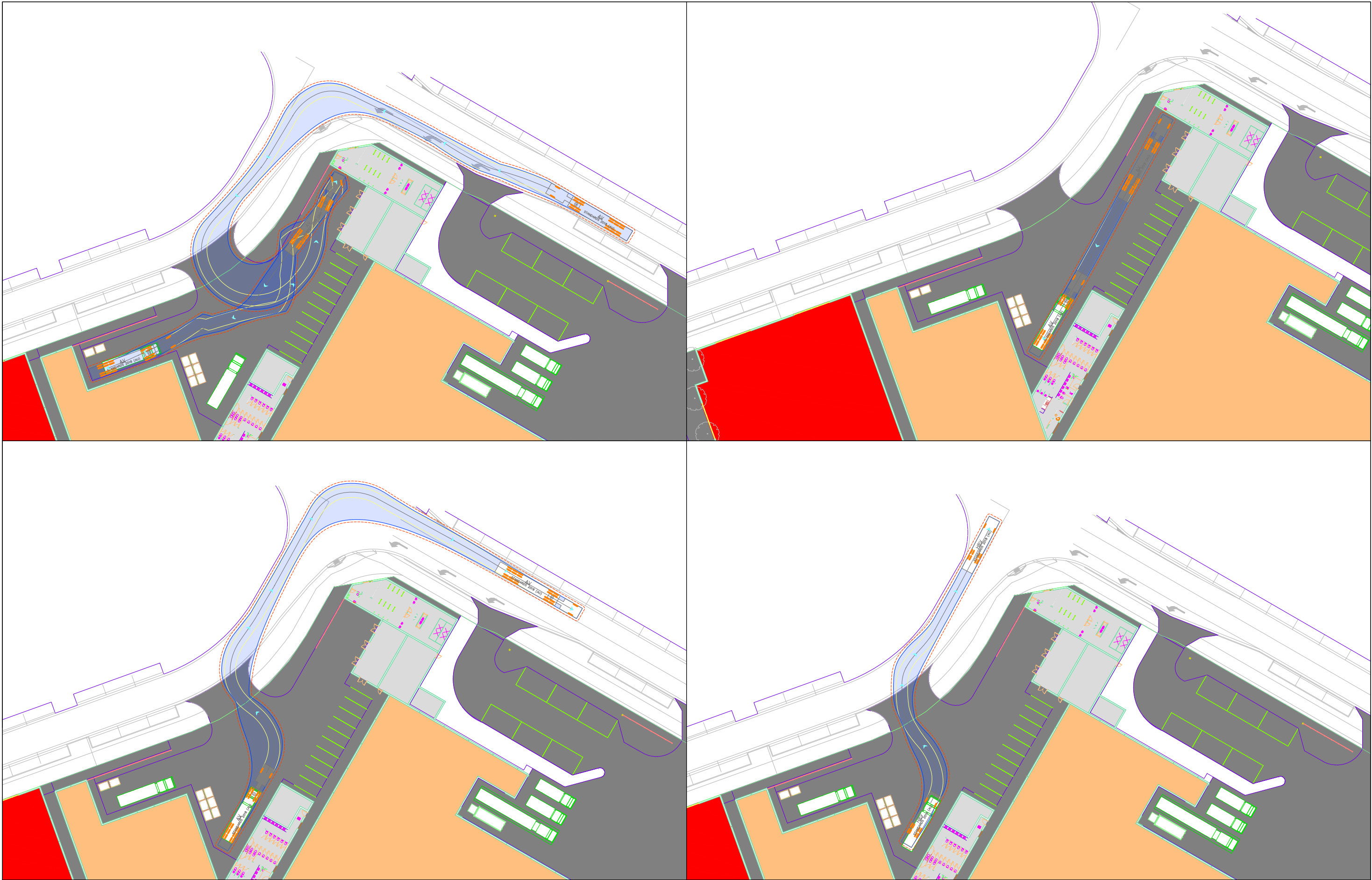
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Shopping Centre Masterplan

Loading Area 5 SPA - MRV

SK06





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Projection:	-

SWEPT PATH LEGEND

Vehicle Path

Vehicle Body

Body Clearance

Front Wheels

4.20

14.60

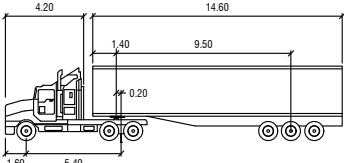
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9.50

0.20

1.60

5.40



AV

Tractor Width

Trailer Width

Tractor Track

Trailer Track

2.50

2.50

2.50

2.50

Lock to Lock Time

Steering Angle

Articulating Angle

6.0

28.3

72.0

metres

N

0.0

7.5

15

22.5

30

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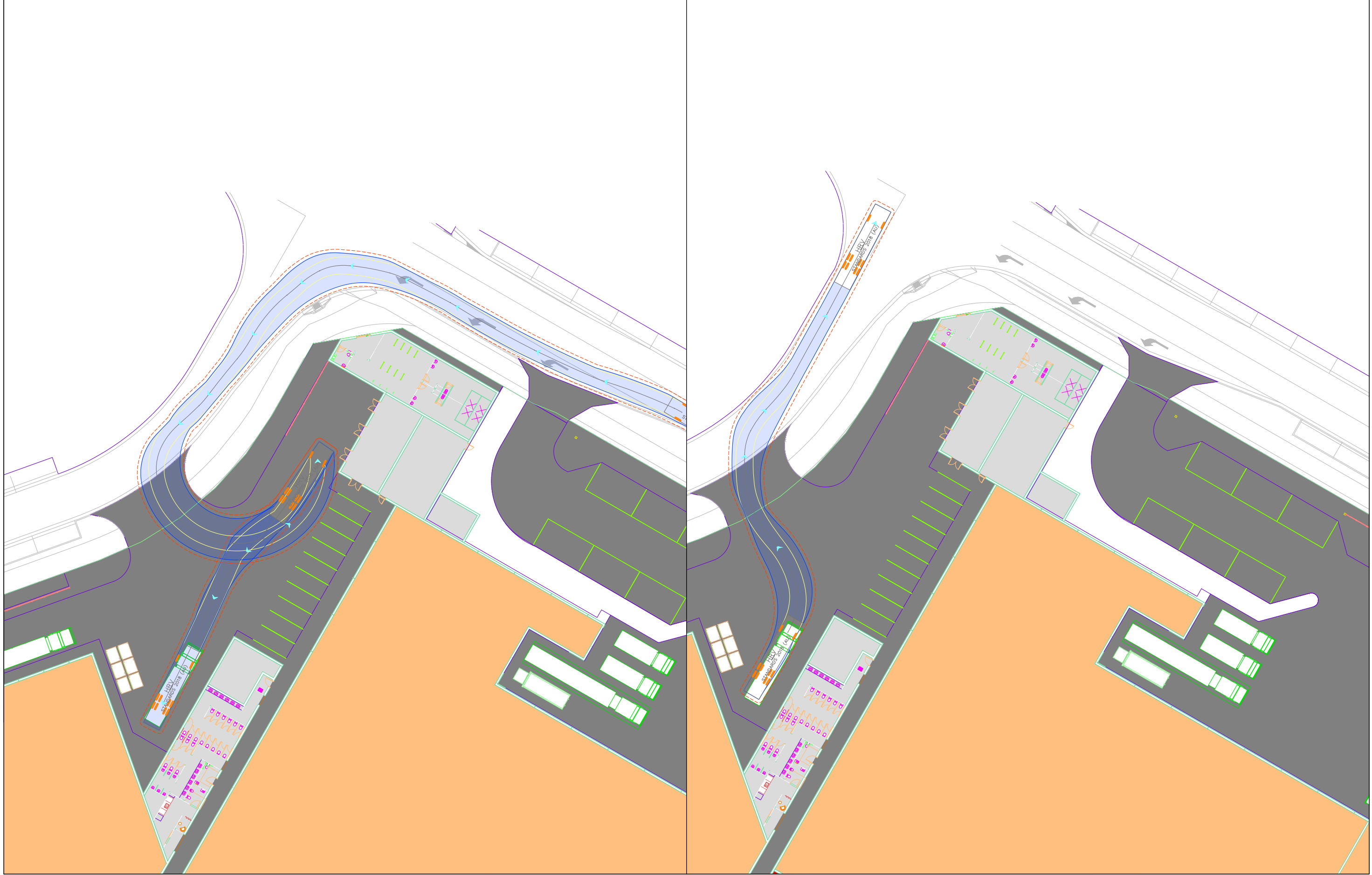
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Shopping Centre Masterplan
Loading Area 6 SPA - 20m AV

SK07



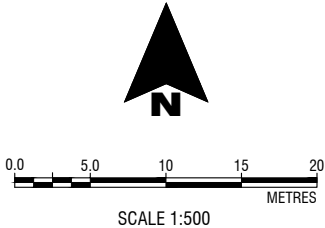
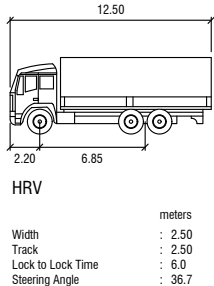


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Certified by:	-
Sheet Size:	A3
Projection:	-

- SWEPT PATH LEGEND
- Vehicle Path
 - Vehicle Body
 - Body Clearance
 - Front Wheels

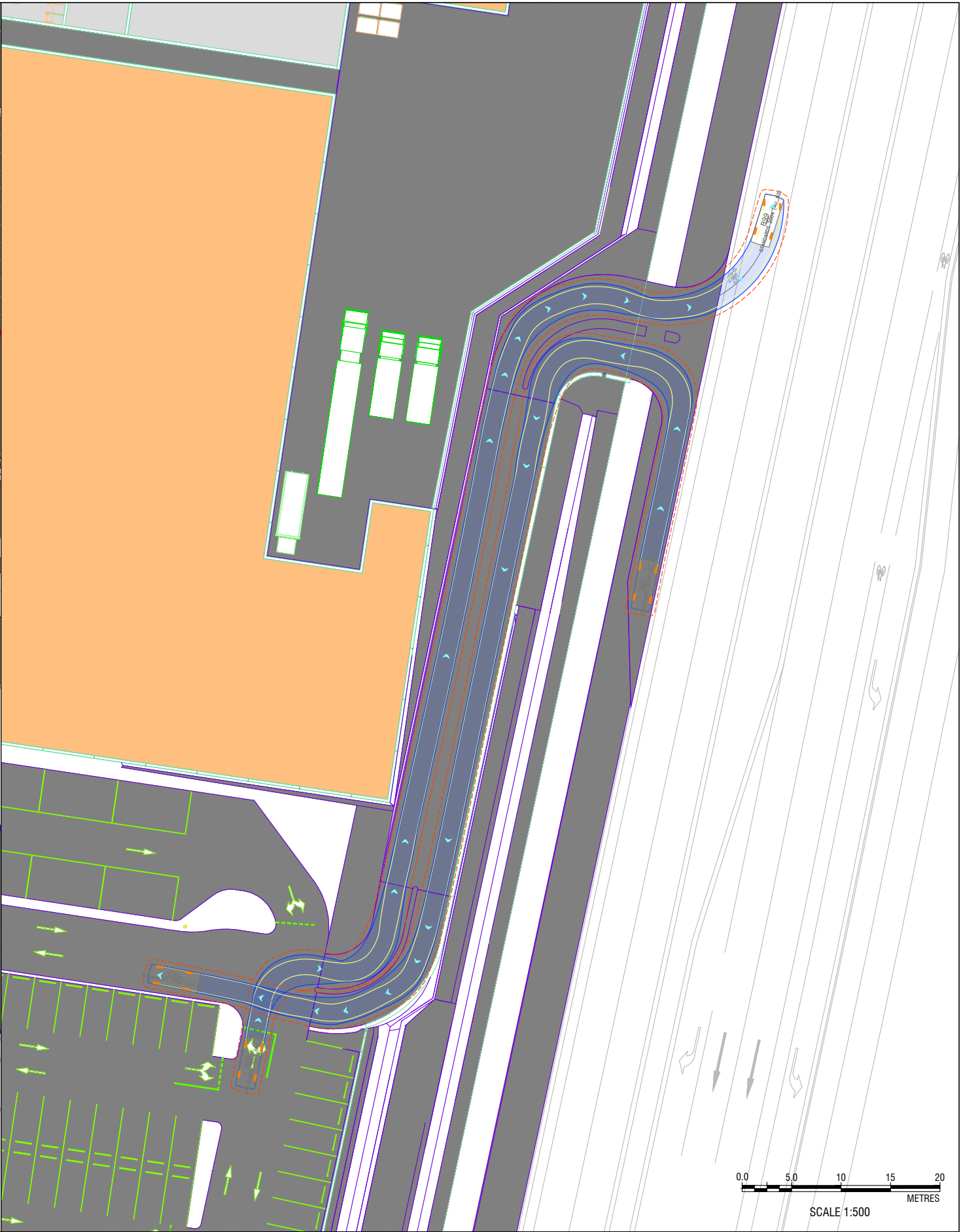
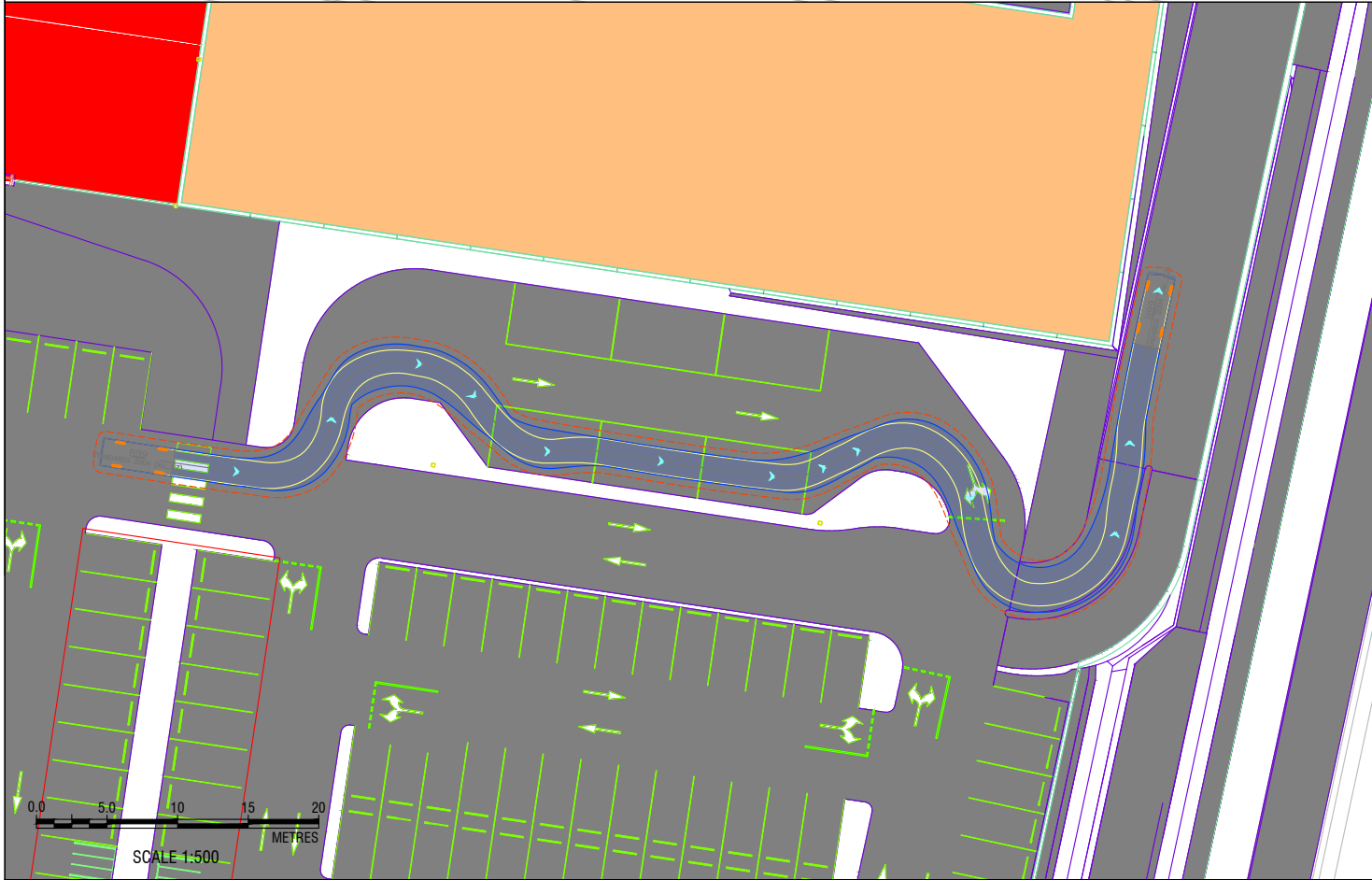
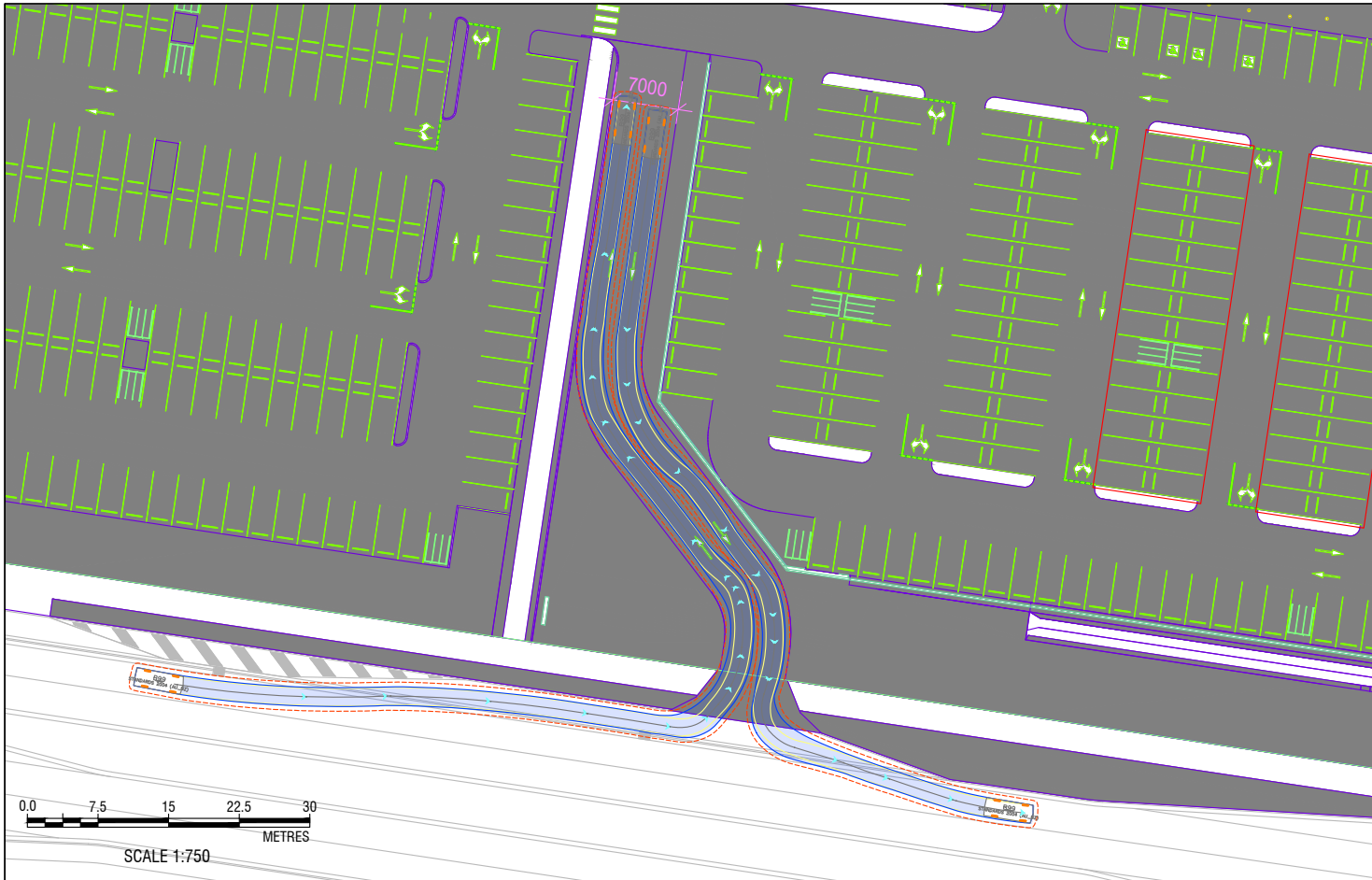


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Shopping Centre Masterplan
Loading Area 6 SPA - HRV

SK08





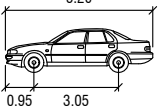
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Drawn by:	BR
Certified by:	-
Sheet Size:	A3
Projection:	-

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



B99

Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

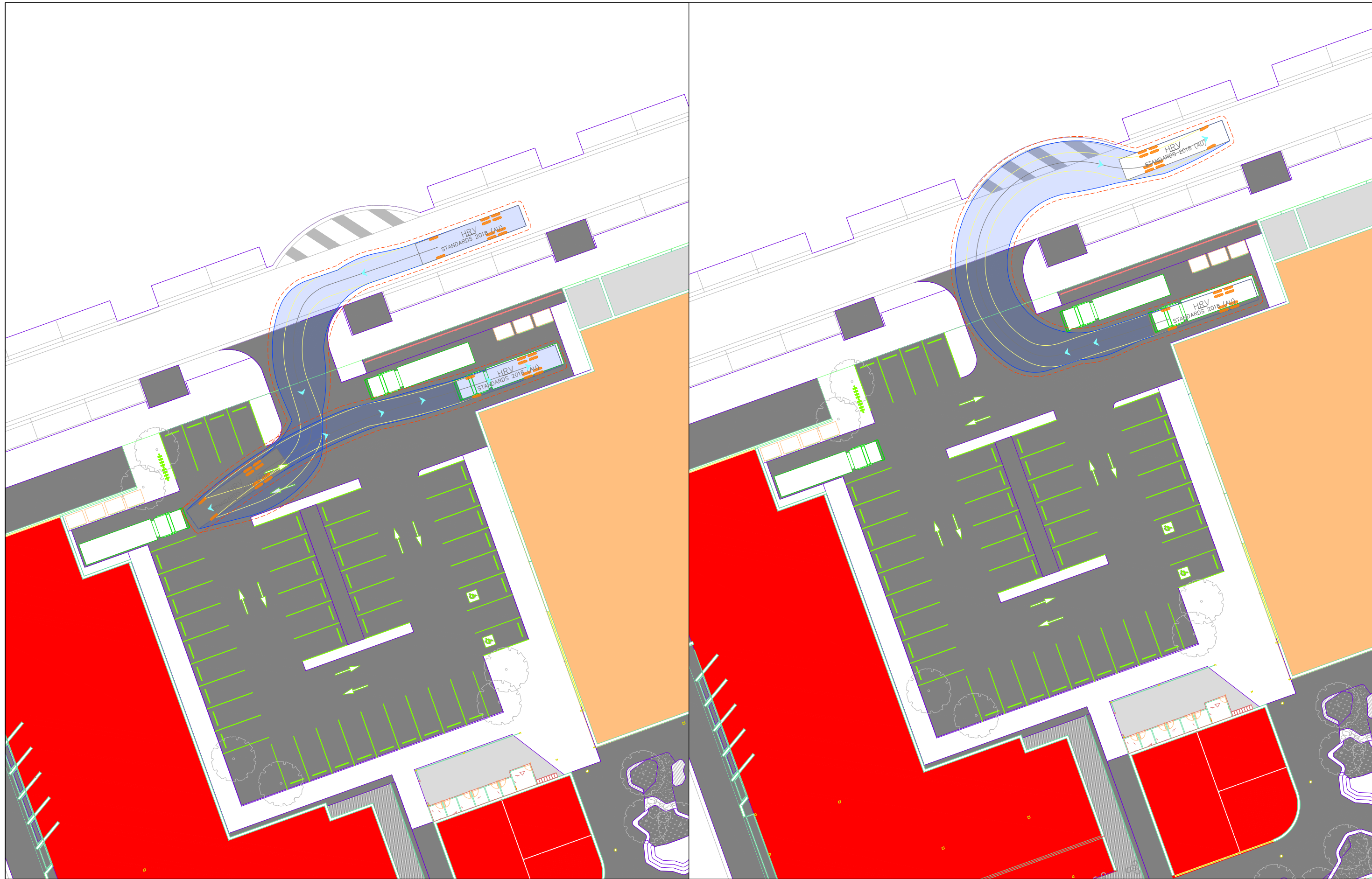


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Yarrabilba Masterplan Development

Shopping Centre Masterplan
Carpark SPA - B99

SK09



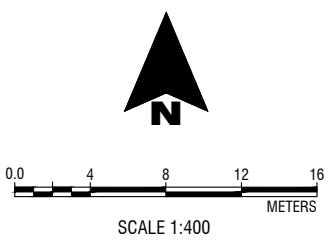
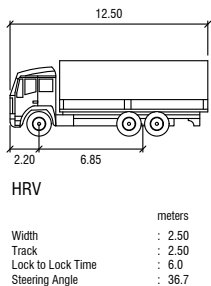


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Drawn by:	BR
Certified by:	-
Sheet Size:	A3
Projection:	-

- SWEPT PATH LEGEND
- Vehicle Path
 - Vehicle Body
 - Body Clearance
 - Front Wheels

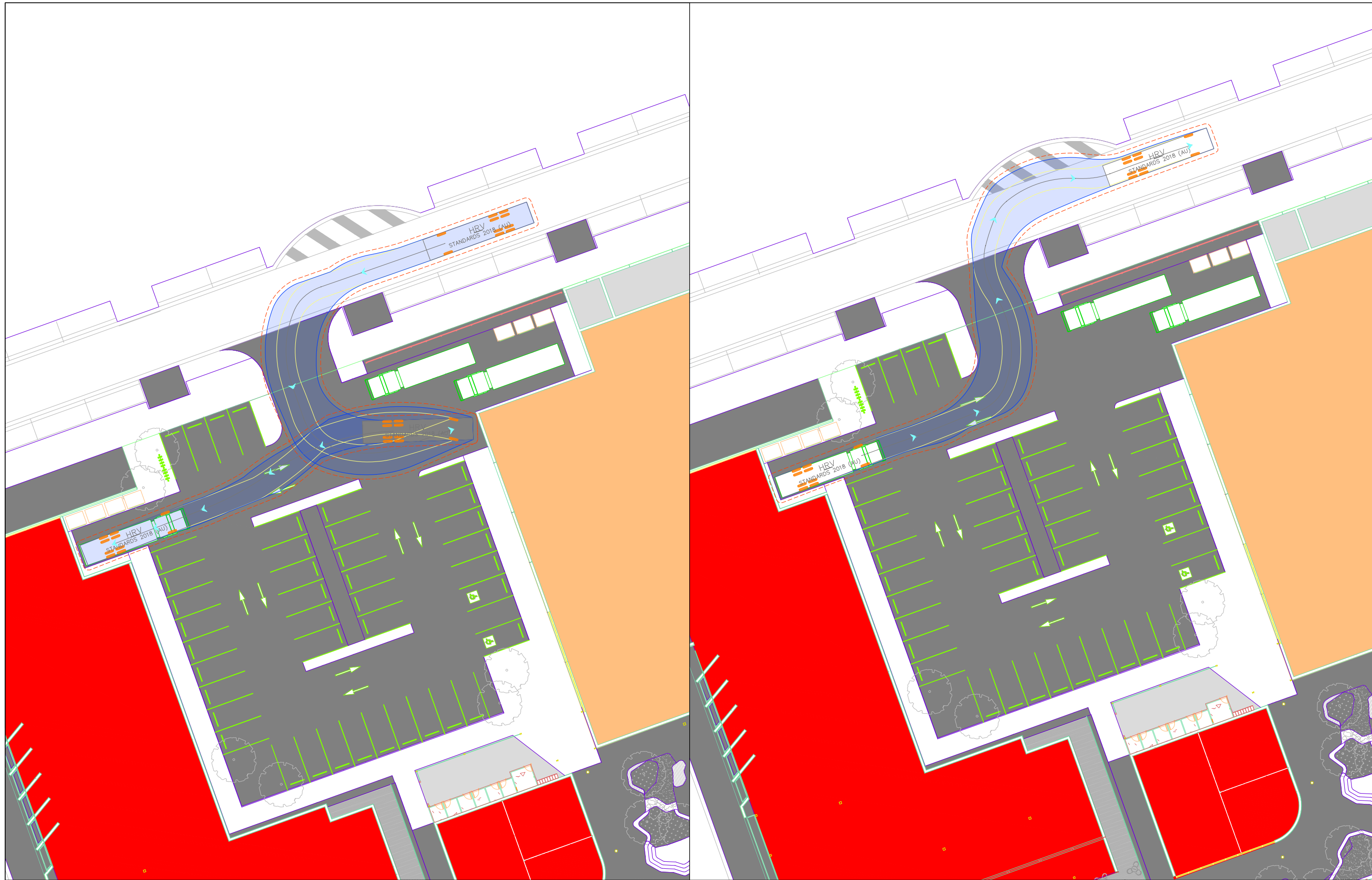


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Shopping Centre Masterplan
Loading Area 7 SPA - HRV

SK10



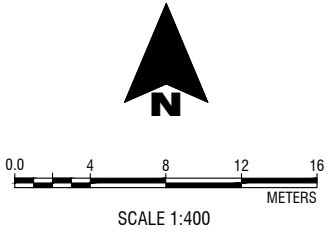
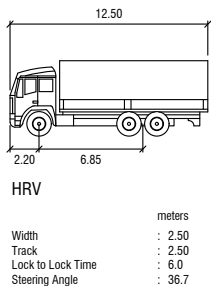


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Sheet Size:	A3
Projection:	-

- SWEPT PATH LEGEND**
- Vehicle Path
 - Vehicle Body
 - Body Clearance
 - Front Wheels

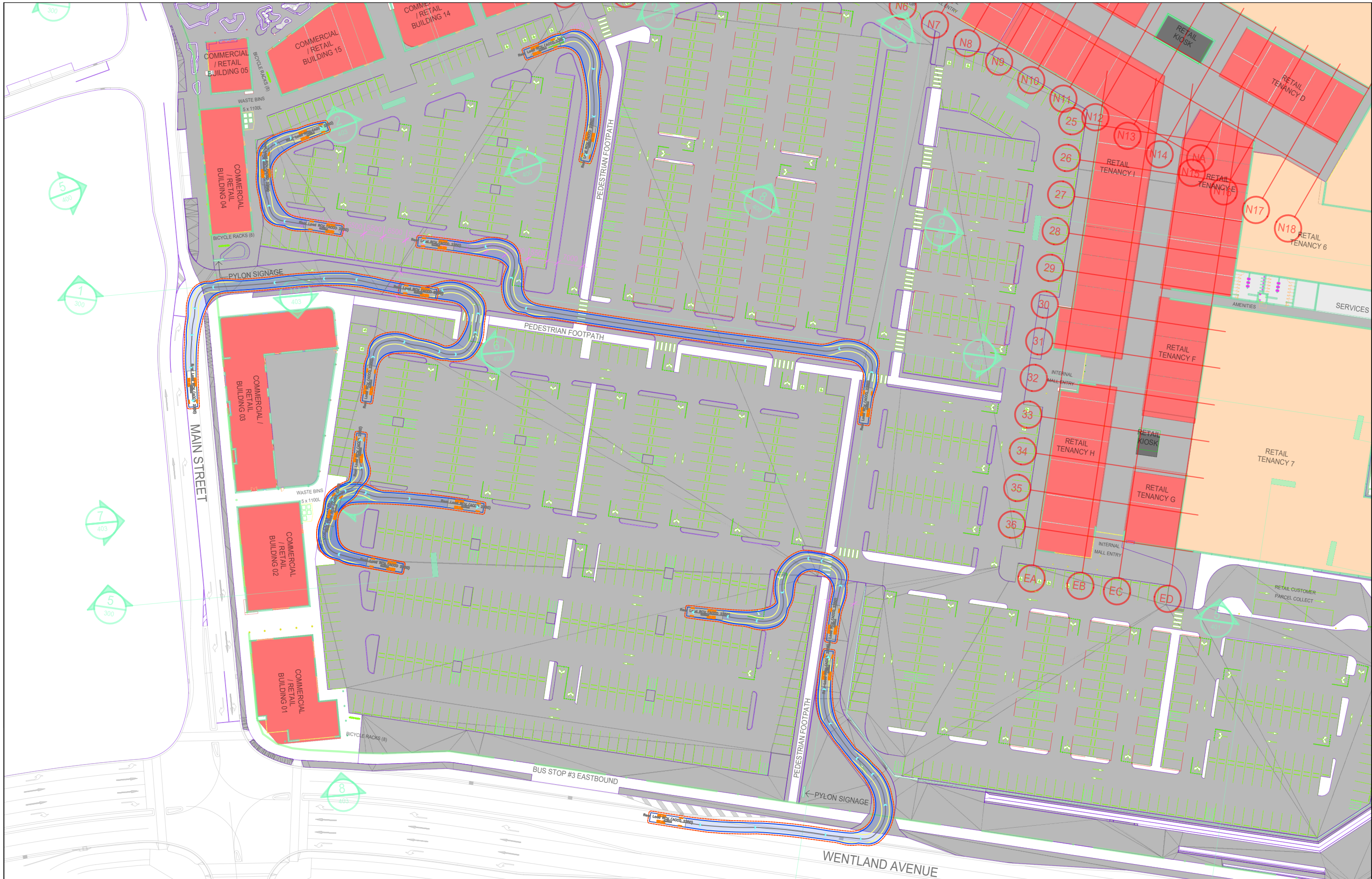


Stockland

Yarrabilba Masterplan Development

Shopping Centre Masterplan
Loading Area 8 SPA - HRV

SK11





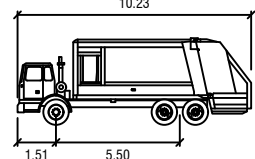
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Projection:	-

SWEEP PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels

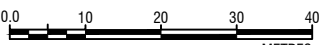


Rear Load RCV (ACCO 2350)

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 40.3



N



0 0 10 20 30 40
METRES

SCALE 1:1000

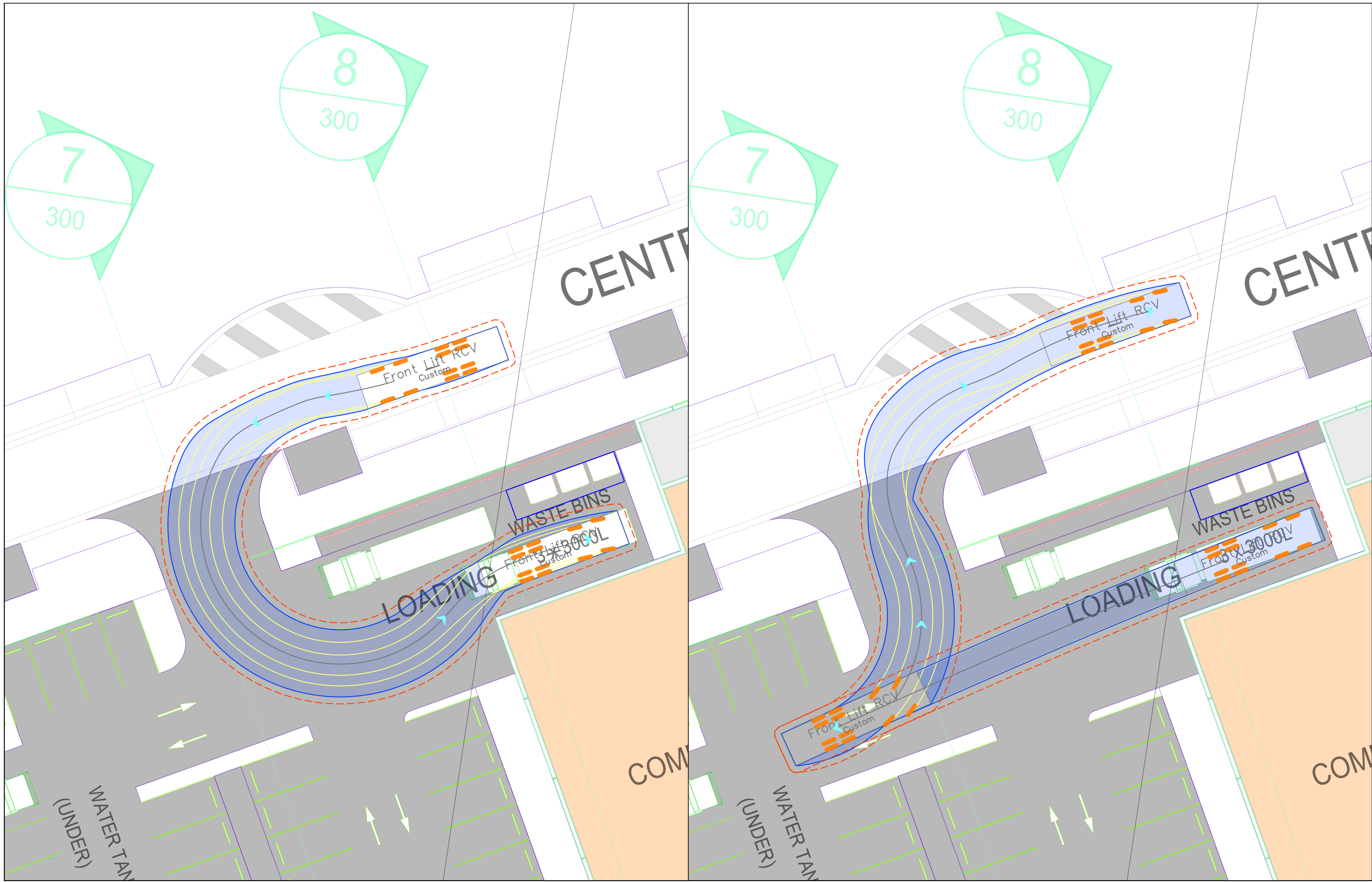
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Shopping Centre Masterplan

Waste Collection Vehicle SPA - Sheet 1

SK12





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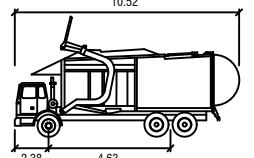
Certified by: -

Sheet Size: A3

Projection: -

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



Front Lift RCV

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.0



N



0.0 2.5 5 7.5 10 METRES

SCALE 1:250

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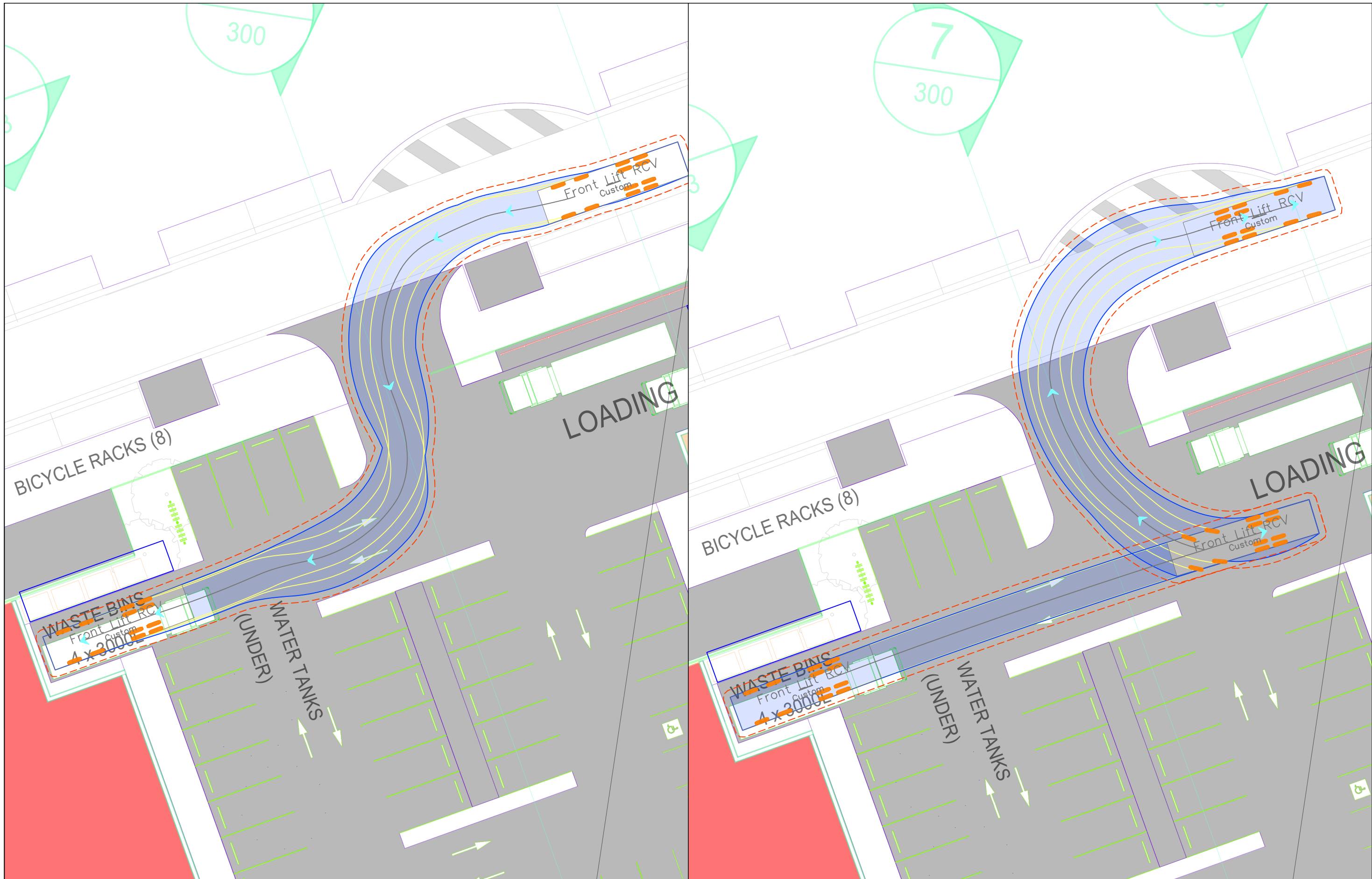
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Waste Collection Vehicle SPA - Sheet 2

SK13

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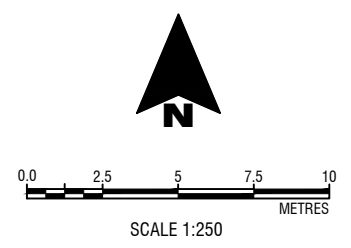
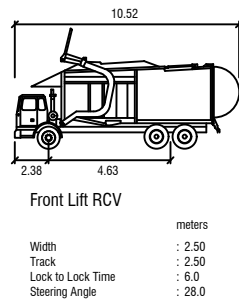


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Projection:	-

- SWEPT PATH LEGEND
- Vehicle Path
 - Vehicle Body
 - Body Clearance
 - Front Wheels







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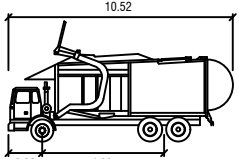
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Sheet Size: A3

Projection: -

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



Front Lift RCV

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.0

10.52

2.38 4.63

meters



N

0.0 5.0 10 15 20

SCALE 1:500

METRES

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Waste Collection Vehicle SPA - Sheet 4

SK15

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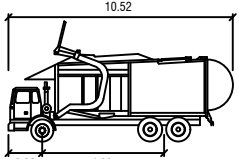
Certified by: -

Sheet Size: A3

Projection: -

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



Front Lift RCV

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.0

10.52

2.38 4.63

meters



N

SCALE 1:500

0.0 5.0 10 15 20 METRES

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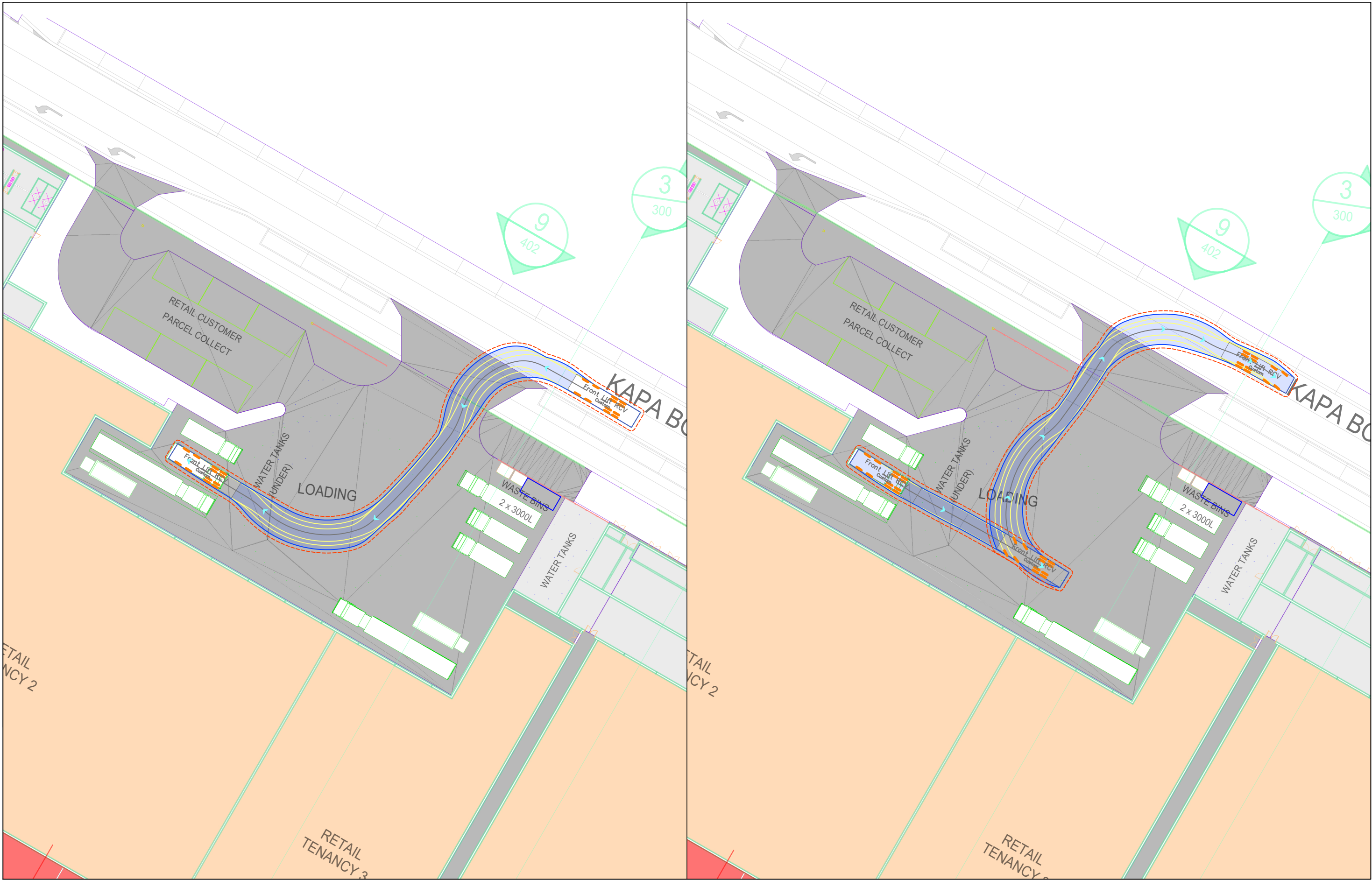
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Waste Collection Vehicle SPA - Sheet 5

SK16

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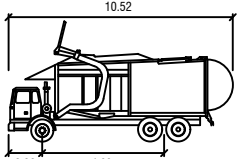
Certified by: -

Sheet Size: A3

Projection: -

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



Front Lift RCV

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.0

10.52
2.38 4.63



N

0.0 5.0 10 15 20
METRES

SCALE 1:500

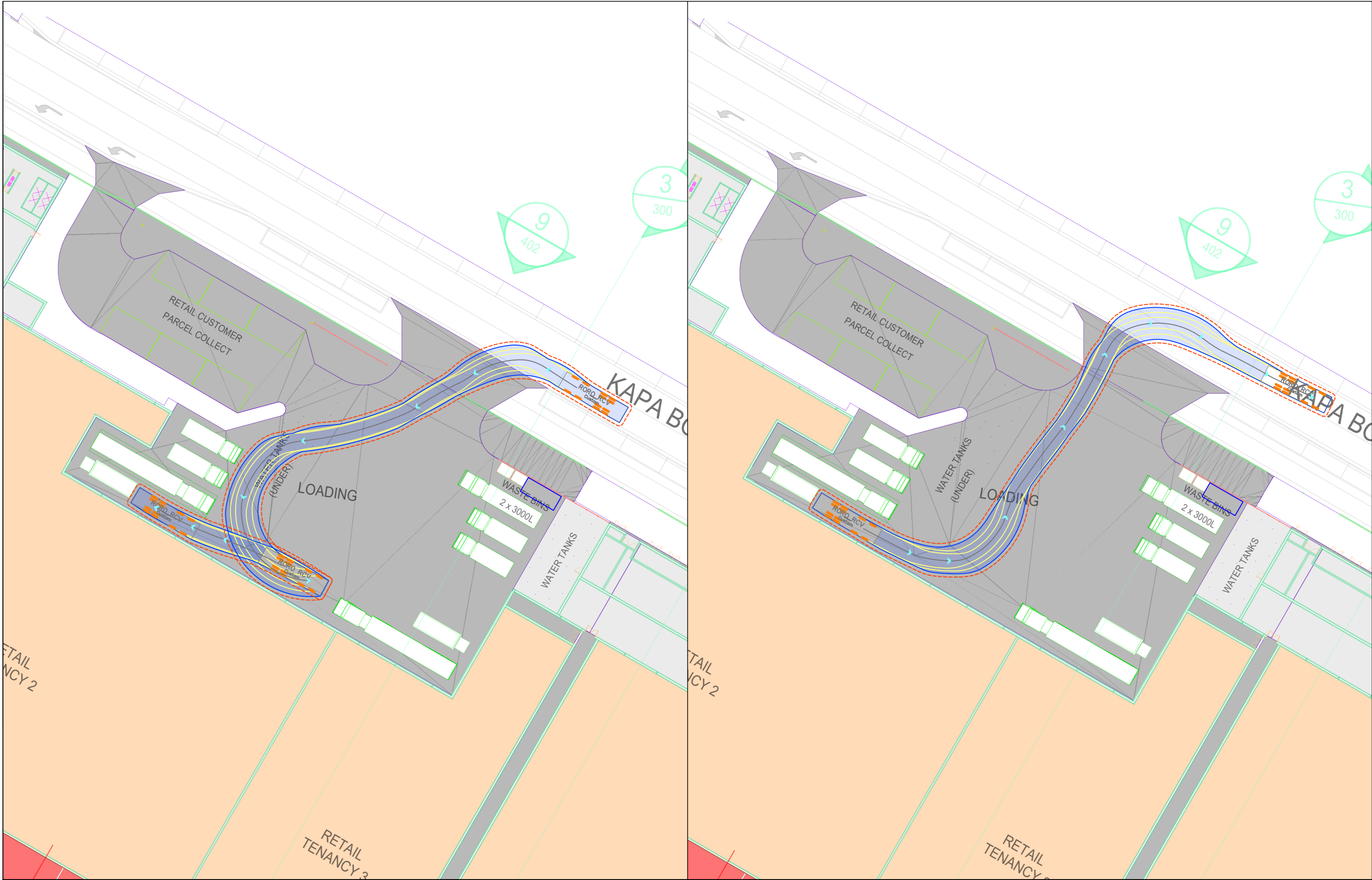
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Shopping Centre Masterplan
Waste Collection Vehicle SPA - Sheet 6

SK17

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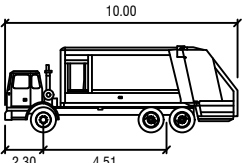
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Projection:	-

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



RORO RCV

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 27.0



N

0.05.0101520

METRES

SCALE 1:500

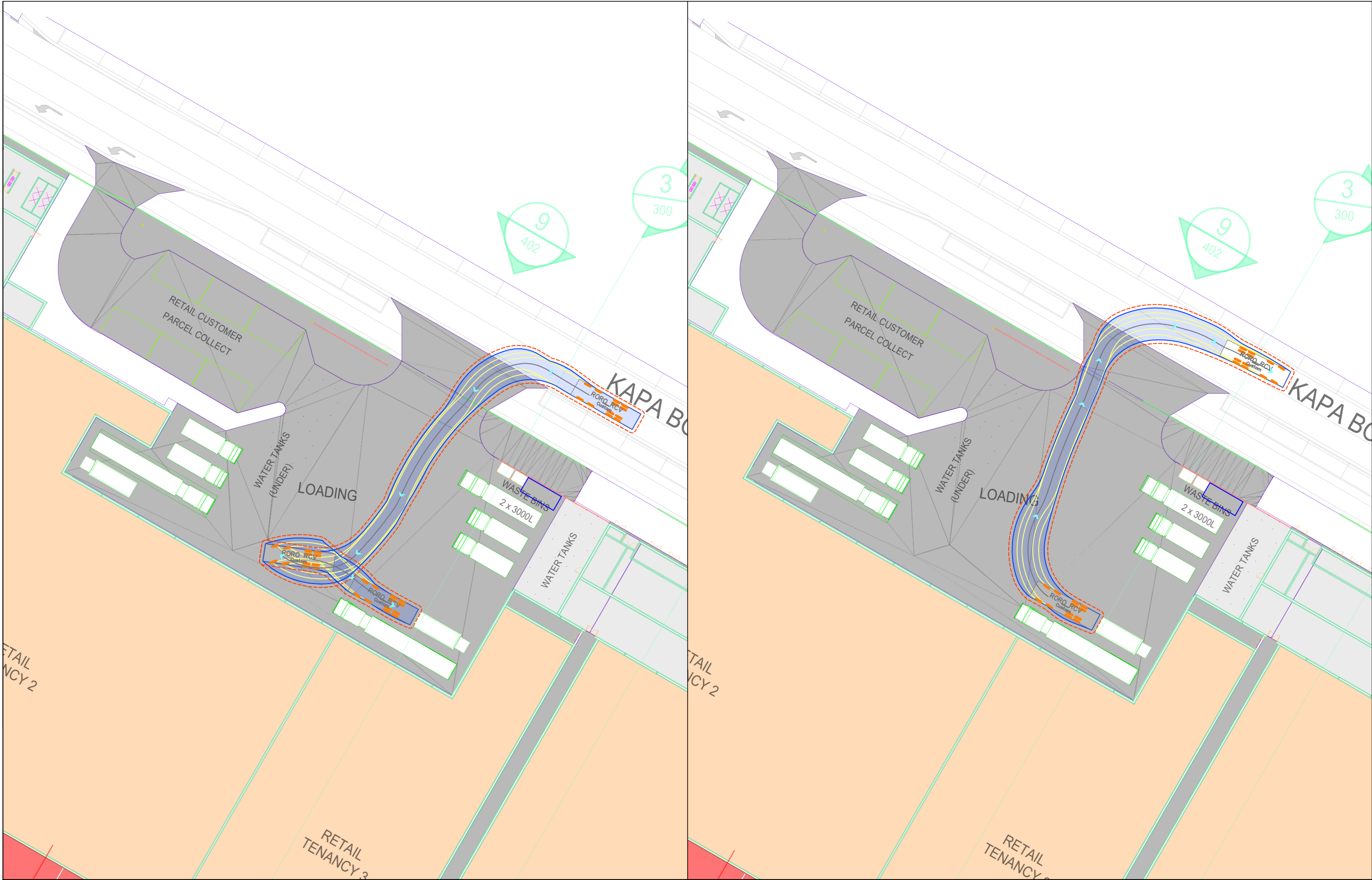
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Shopping Centre Masterplan

Waste Collection Vehicle SPA - Sheet 7

SK18





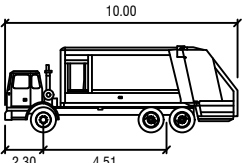
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Projection:	-

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



RORO RCV

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 27.0



N

0.05.0101520

METRES

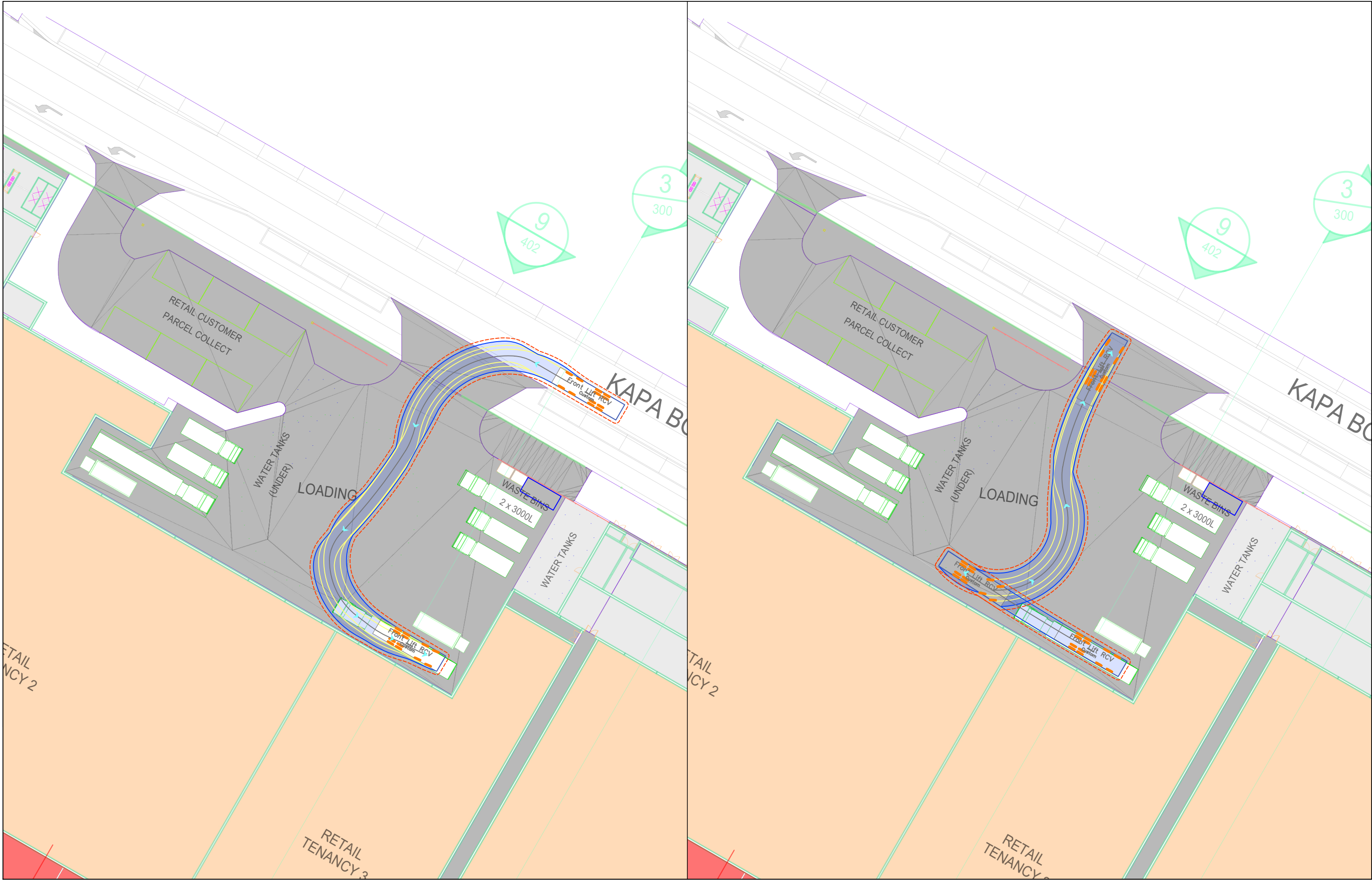
SCALE 1:500

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Shopping Centre Masterplan
Waste Collection Vehicle SPA - Sheet 8

SK19





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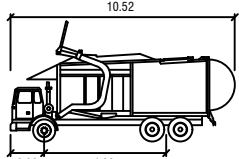
Certified by: -

Sheet Size: A3

Projection: -

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



Front Lift RCV

Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 28.0



N

0.0 5.0 10 15 20
METRES

SCALE 1:500

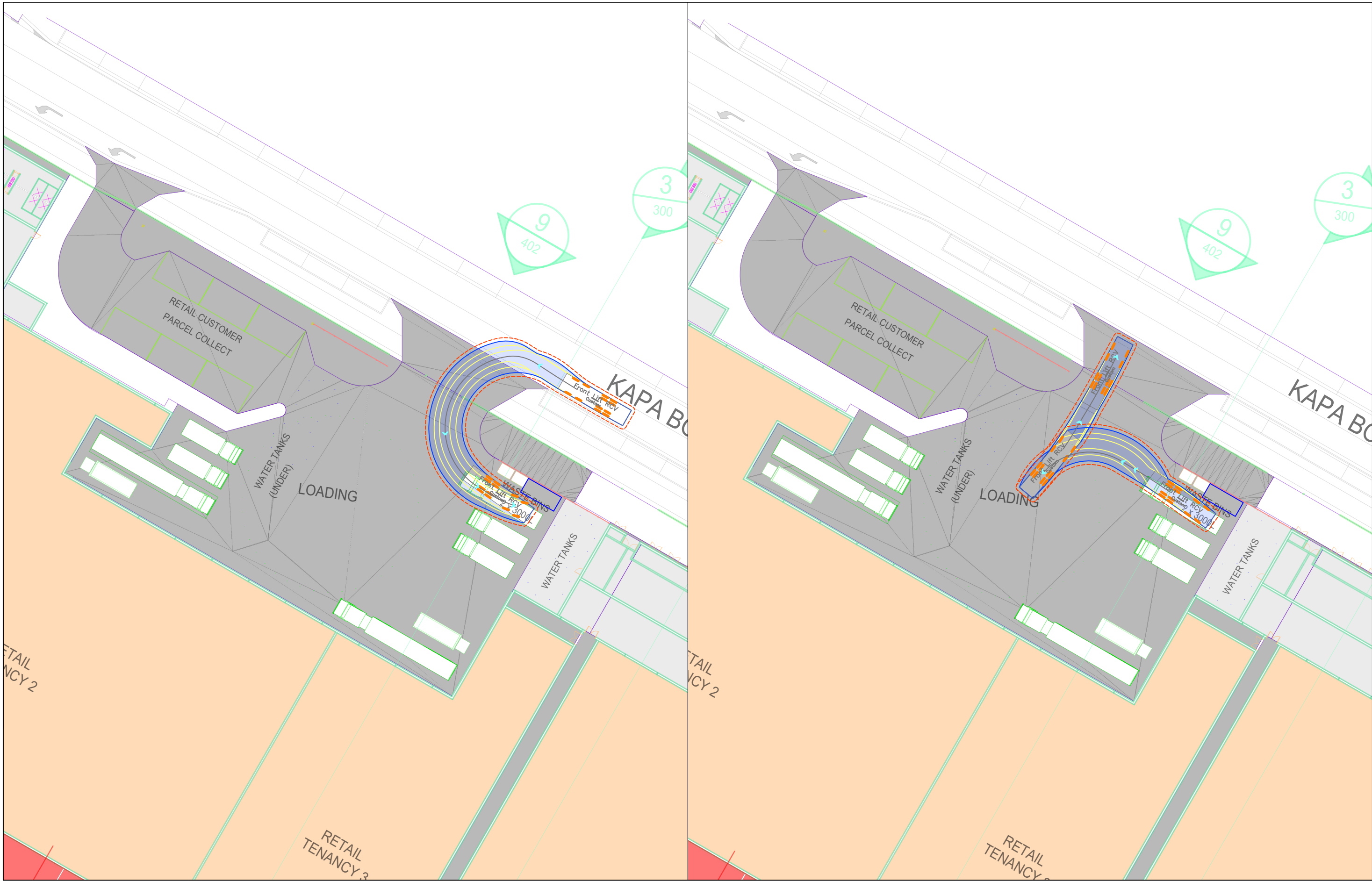
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Shopping Centre Masterplan
Waste Collection Vehicle SPA - Sheet 9

SK20

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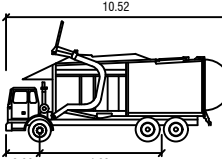
Certified by: -

Sheet Size: A3

Projection: -

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



Front Lift RCV

Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 28.0



N

0.0 5.0 10 15 20
METRES

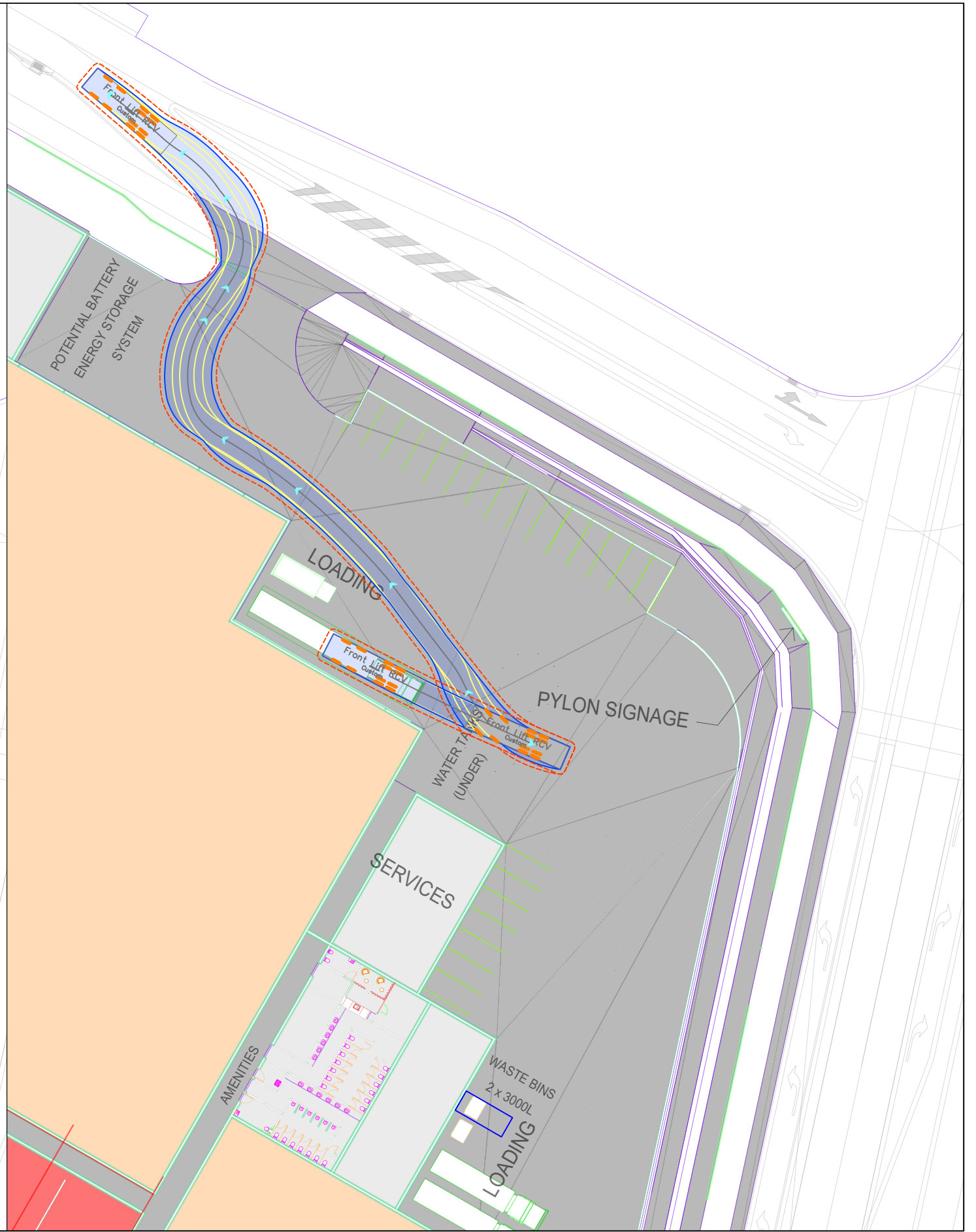
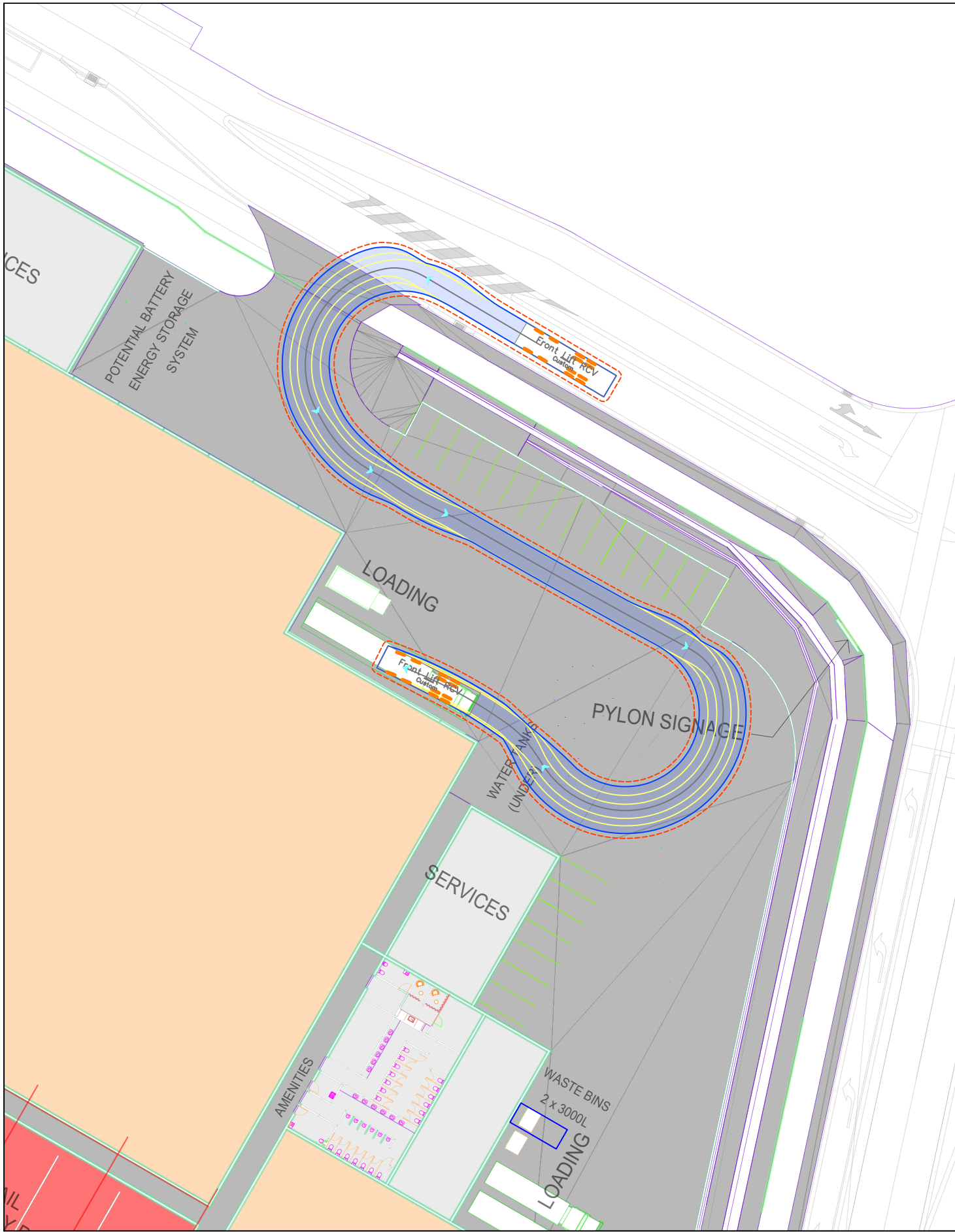
SCALE 1:500

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Shopping Centre Masterplan
Waste Collection Vehicle SPA - Sheet 10

SK21





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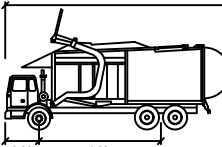
Certified by: -

Sheet Size: A3

Projection: -

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels

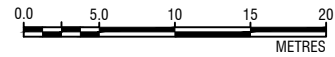


Front Lift RCV

Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 28.0



N



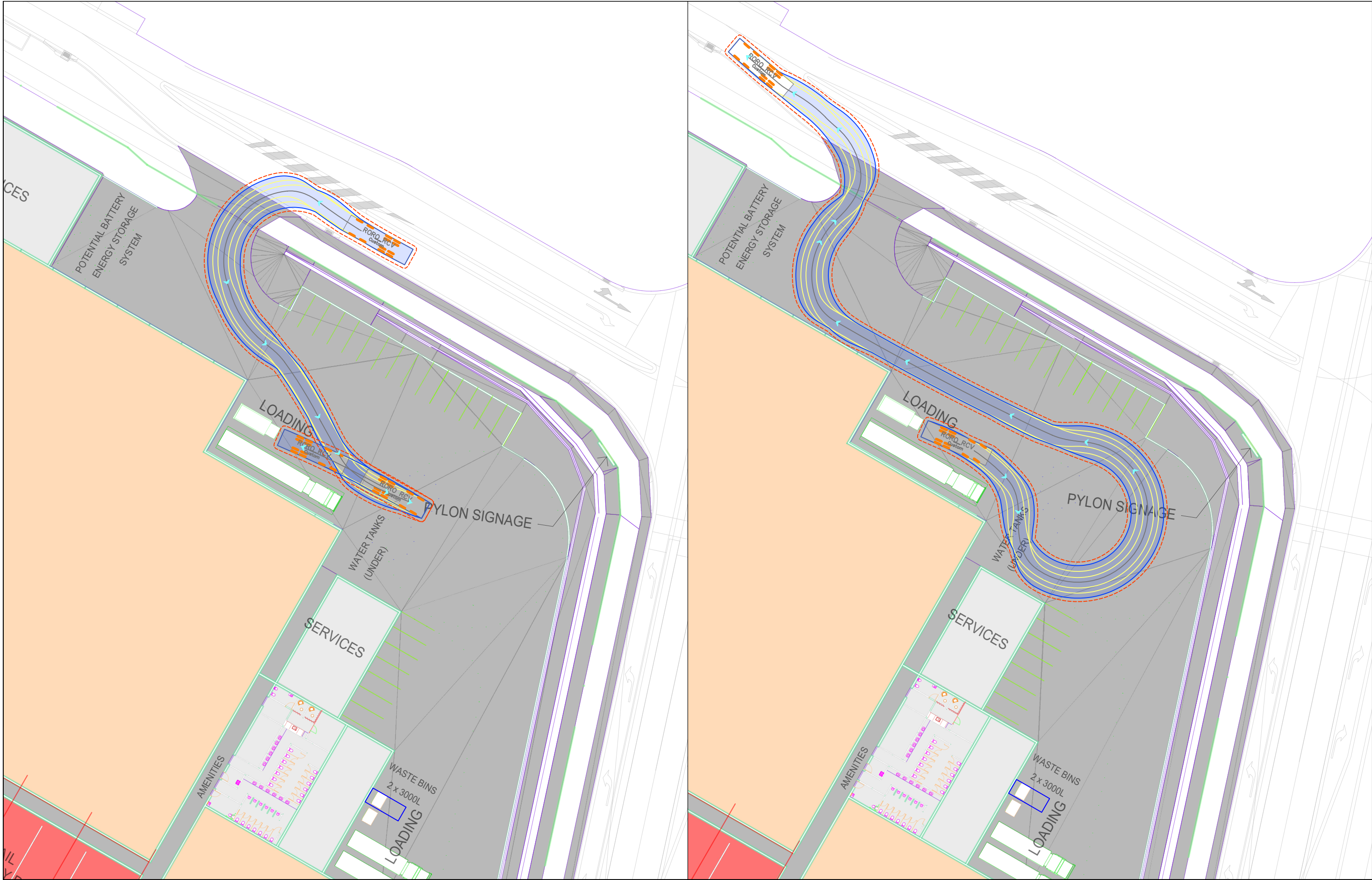
0.0 5.0 10 15 20
SCALE 1:500 METRES

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Shopping Centre Masterplan
Waste Collection Vehicle SPA - Sheet 11

SK22



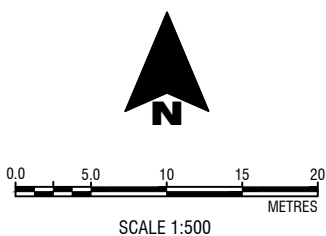
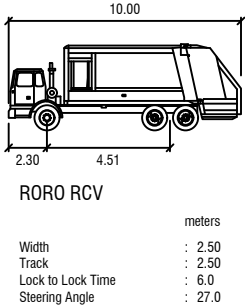


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Projection:	-

- SWEPT PATH LEGEND
- Vehicle Path
 - Vehicle Body
 - Body Clearance
 - Front Wheels







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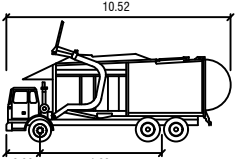
Certified by: -

Sheet Size: A3

Projection: -

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



Front Lift RCV

Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 28.0



N

0.0 7.5 15 22.5 30
METRES

SCALE 1:750

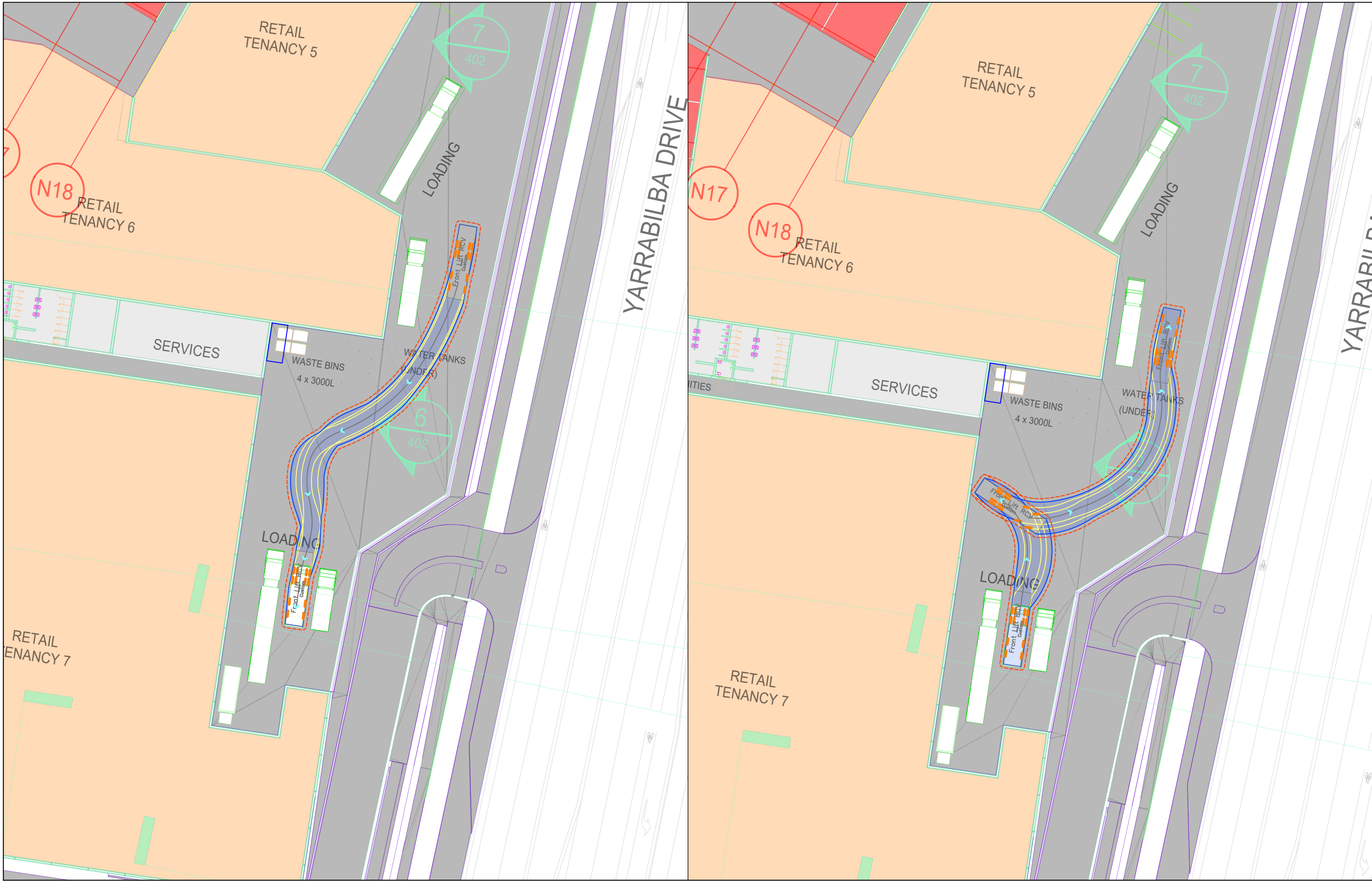
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Waste Collection Vehicle SPA - Sheet 13

SK24





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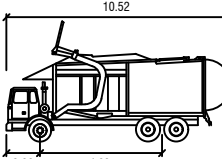
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Sheet Size: A3

Projection: -

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



Front Lift RCV

Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 28.0



N

0.0 5.0 10 15 20
METRES

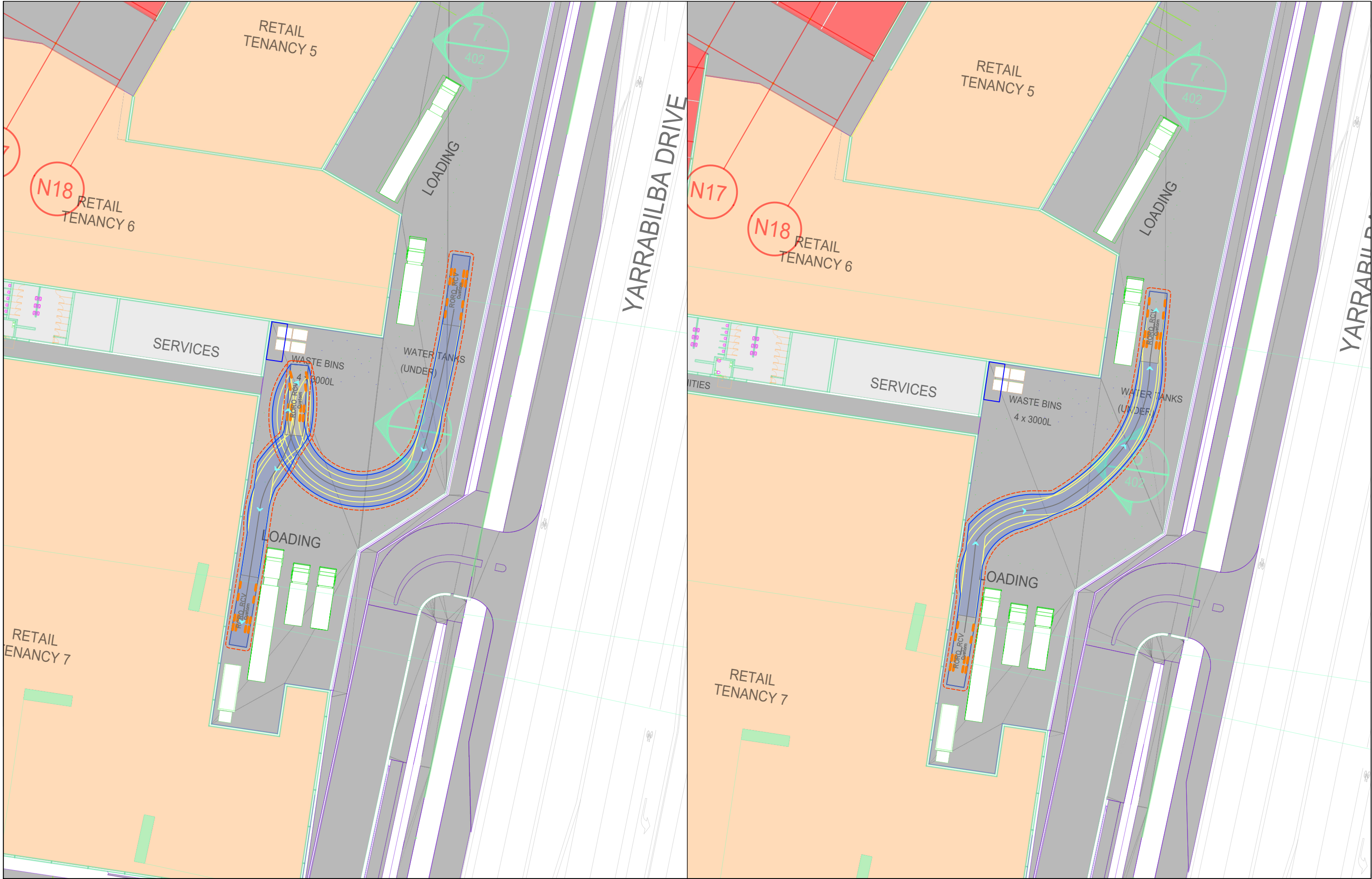
SCALE 1:500

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Shopping Centre Masterplan
Waste Collection Vehicle SPA - Sheet 14

SK25





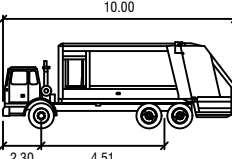
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Projection:	-

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels

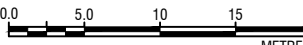


RORO RCV

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 27.0



N



0.0 5.0 10 15 20
METRES

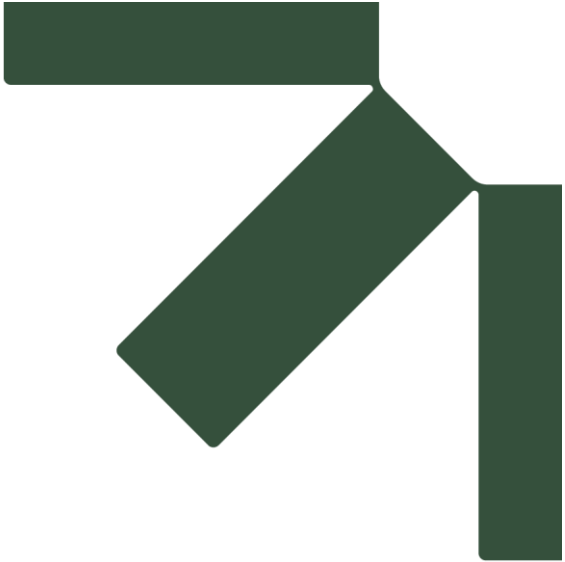
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Yarrabilba Masterplan Development

Shopping Centre Masterplan
Waste Collection Vehicle SPA - Sheet 15

SK26



Appendix D Yarrabilba Retail Shopping Centre Development Trigger Schedule

Yarrabilba Town Centre, Lot 1 Retail Masterplan

Traffic Impact Assessment

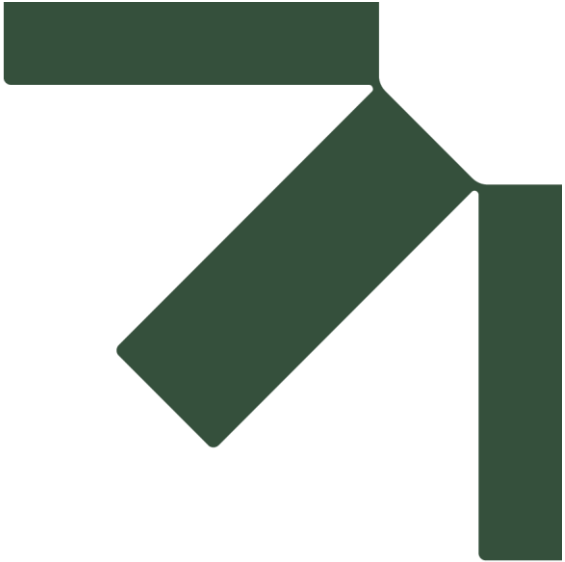
Stockland Residential Communities

SLR Project No.: 620.V11743.00025

23 June 2026

GFA	Parking Provision (spaces)	PWD Parking	Bicycle Parking		End of Trip				Access	Servicing								
			Staff	Visitor	User Group	No. of Showers	No. of Sanitary Compartments	No. of Wash Basins		Van	Small Rigid Vehicle (SRV)	Medium Rigid Vehicle (MRV)	Large/ Heavy Rigid Vehicle (LRV/HRV)	Articulated Vehicle (AV)				
<1,000m²	0 - 40	0 - 1	0 - 1	0 - 2	Single Unisex Change Room	1	1	1	To be determined from Traffic Modelling assessment.	1	1	1	-	-				
1,000 m² – 2,000m²	40 - 80	1 - 2	1 - 2	2 - 4						2	2	1	-	-				
2,001 m² – 3,000m²	80 - 120	2 - 3	2	4 - 5						2	2	2	1	-				
3,001 m² – 4,000m²	120 - 160	3 - 4	3	5 - 7						3	2	2	1	1				
4,001 m² – 5,000m²	160 - 200	4	3 - 4	7 - 8						3	2	2	1	1				
5,001 m² – 6,000m²	200 - 240	4 - 5	4	8 - 10	One Male and One Female Change Room					1	1	1	To be determined from Traffic Modelling assessment.	3	2	2	1	1
6,001 m² – 7,000m²	240 - 280	5 - 6	5	10 - 12										4	2	2	1	1
7,001 m² – 8,000m²	280 - 320	6 - 7	5 - 6	12 - 13										4	2	2	1	1
8,001 m² – 9,000m²	320 - 360	7 - 8	6	13 - 15										4	3	2	1	1
9,001 m² – 10,000m²	360 - 400	8	7	15 - 16										4	3	2	1	1
10,001 m² – 11,000m²	400 - 440	8 - 9	7 - 8	16 - 18										4	3	2	1	1
11,000 m² – 12,000m²	440 - 480	9 - 10	8	18 - 20										5	3	3	1	1
12,001 m² – 13,000m²	480 - 520	10 - 11	9	20 - 21										5	3	3	1	1
13,001 m² – 14,000m²	520 - 560	11 - 12	9 - 10	21 - 23										5	3	3	1	1
14,001 m² – 15,000m²	560 - 600	12	10	23 - 24										5	3	3	1	1
15,001 m² – 16,000m²	600 - 640	12 - 13	11	24 - 26										5	3	3	1	1
16,001 m² – 17,000m²	640 - 680	13 - 14	11 - 12	26 - 28										5	3	3	1	1
17,001 m² – 18,000m²	680 - 720	14 - 15	12	28 - 29										5	3	3	1	1
18,001 m² – 19,000m²	720 - 760	15 - 16	13	29 - 31										6	3	3	1	1
19,001 m² – 20,000m²	760 - 800	16	13 - 14	31 - 32										6	3	3	1	1
20,001 m² – 21,000m²	800 - 840	16 - 17	14	32 - 34										6	3	3	1	1
21,001 m² – 22,000m²	840 - 880	17 - 18	15	34 - 36										6	3	3	2	1
22,001 m² – 23,000m²	880 - 920	18 - 19	15 - 16	36 - 37										6	3	3	2	1
23,001 m² – 24,000m²	920 - 960	19 - 20	16	37 - 39										6	3	3	2	1
24,001 m² – 25,000m²	960 - 1,000	20	17	39 - 40										6	3	3	2	2
25,001 m² – 26,000m²	1,000 - 1,040	20 - 21	17 - 18	40 - 42										6	3	3	2	2
26,001 m² – 27,000m²	1,040 - 1,080	21	18	42 - 44										6	3	3	2	2
27,001 m² – 28,000m²	1,080 - 1,120	21 - 22	19	44 - 45										6	3	3	3	2
28,001 m² – 29,000m²	1,120 - 1,160	22	19 - 20	45 - 47										6	3	3	3	2
29,001 m² – 30,000m²	1,160 - 1,200	22	20	47 - 48										6	3	3	3	2
30,001 m² – 31,000m²	1,200 - 1,240	22 - 23	21	48 - 50										7	3	3	3	2
31,001 m² – 32,000m²	1,240 - 1,280	23	21 - 22	50 - 52										7	3	3	3	2
32,001 m² – 33,000m²	1,280 - 1,320	23 - 24	22	52 - 53										7	3	3	3	2
33,001 m² – 34,000m²	1,320 - 1,360	24	23	53 - 55										7	3	4	3	2
34,001 m² – 35,000m²	1,360 - 1,400	24	23 - 24	55 - 56										7	3	4	3	2
35,001 m² – 36,000m²	1,400 - 1,440	24 - 25	24	56 - 58										7	3	4	3	2
36,001 m² – 37,000m²	1,440 - 1,480	25	25	58 - 60										8	3	4	3	2
37,001 m² – 38,000m²	1,480 - 1,520	25 - 26	25 - 26	60 - 61										8	3	4	3	2
38,001 m² – 39,000m²	1,520 - 1,560	26	26	61 - 63										8	3	4	3	2
39,001 m² – 40,000m²	1,560 - 1,600	26	27	63 - 64										9	3	4	3	2





Appendix E Waste Storage Concept

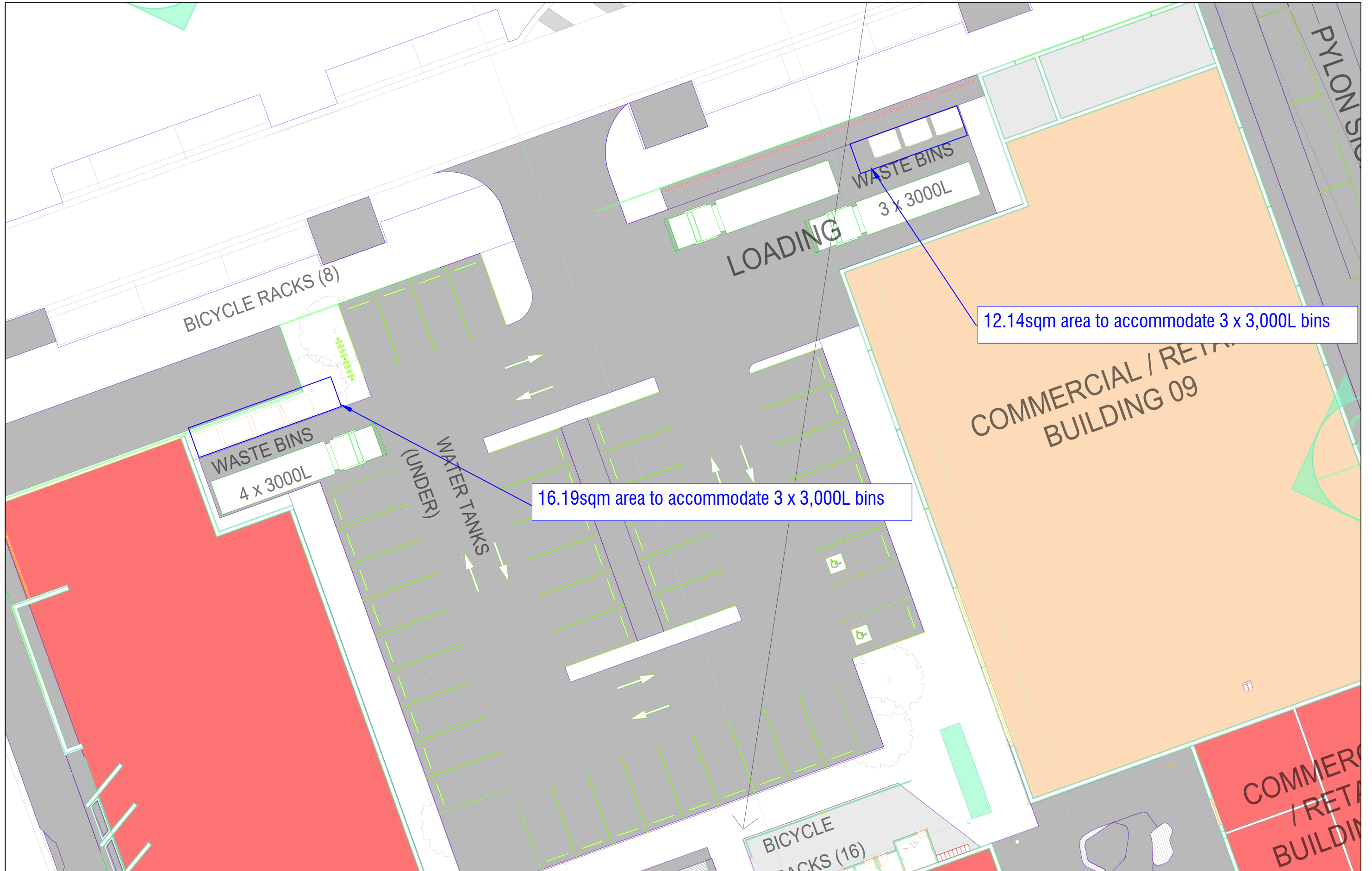
Yarrabilba Town Centre, Lot 1 Retail Masterplan

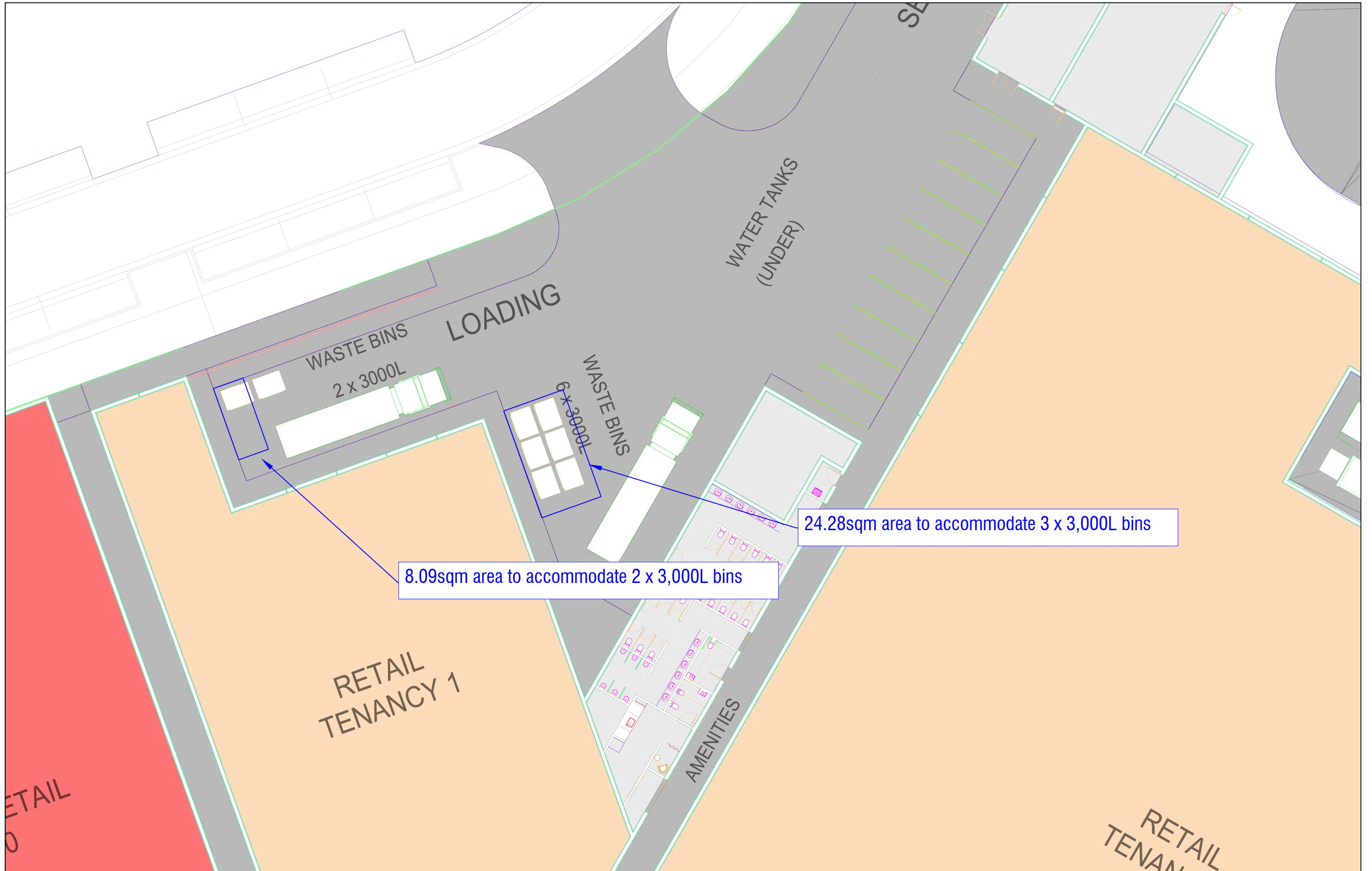
Traffic Impact Assessment

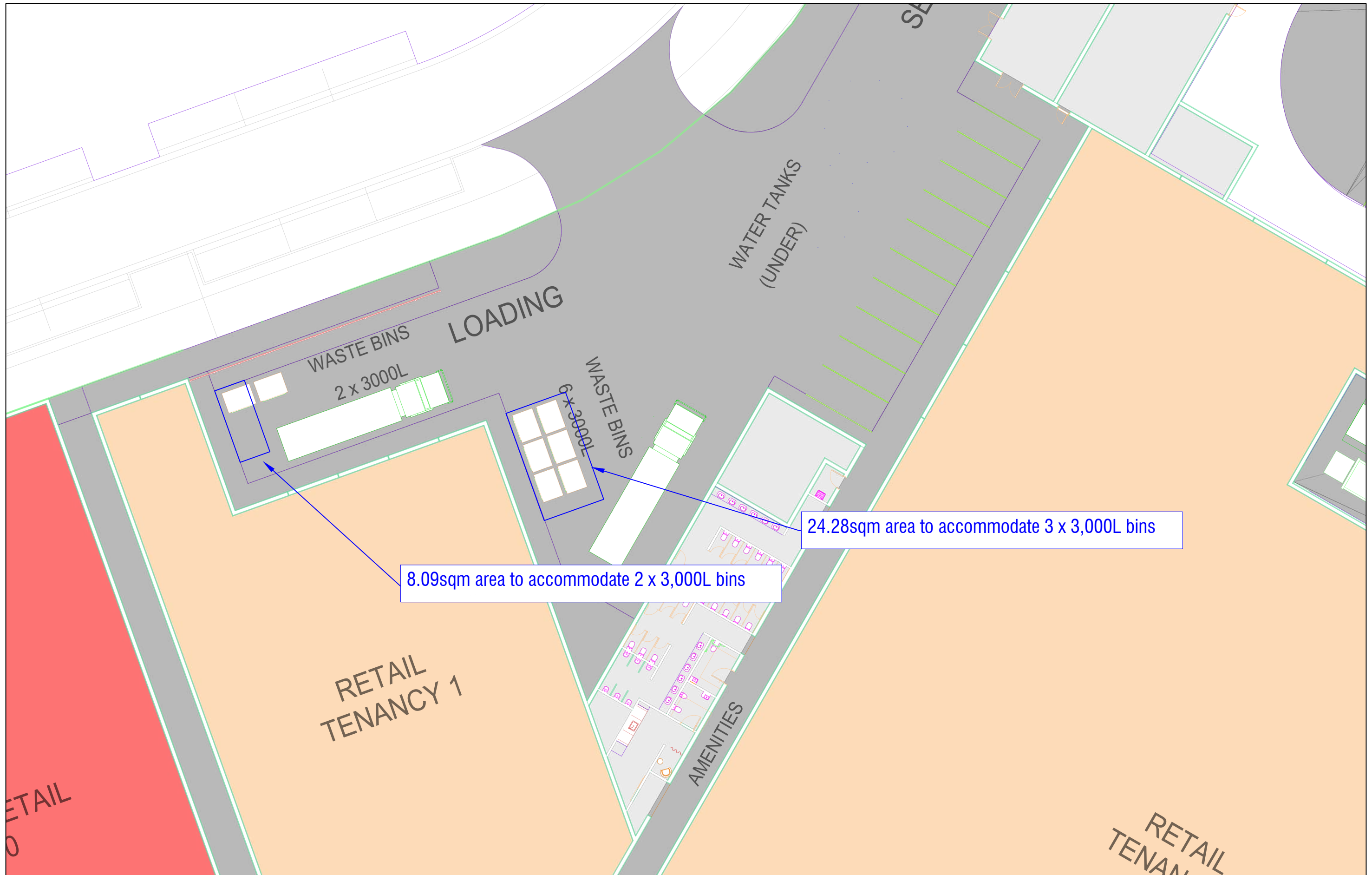
Stockland Residential Communities

SLR Project No.: 620.V11743.00025

23 June 2026



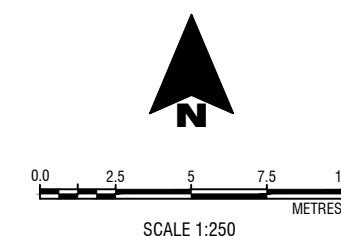




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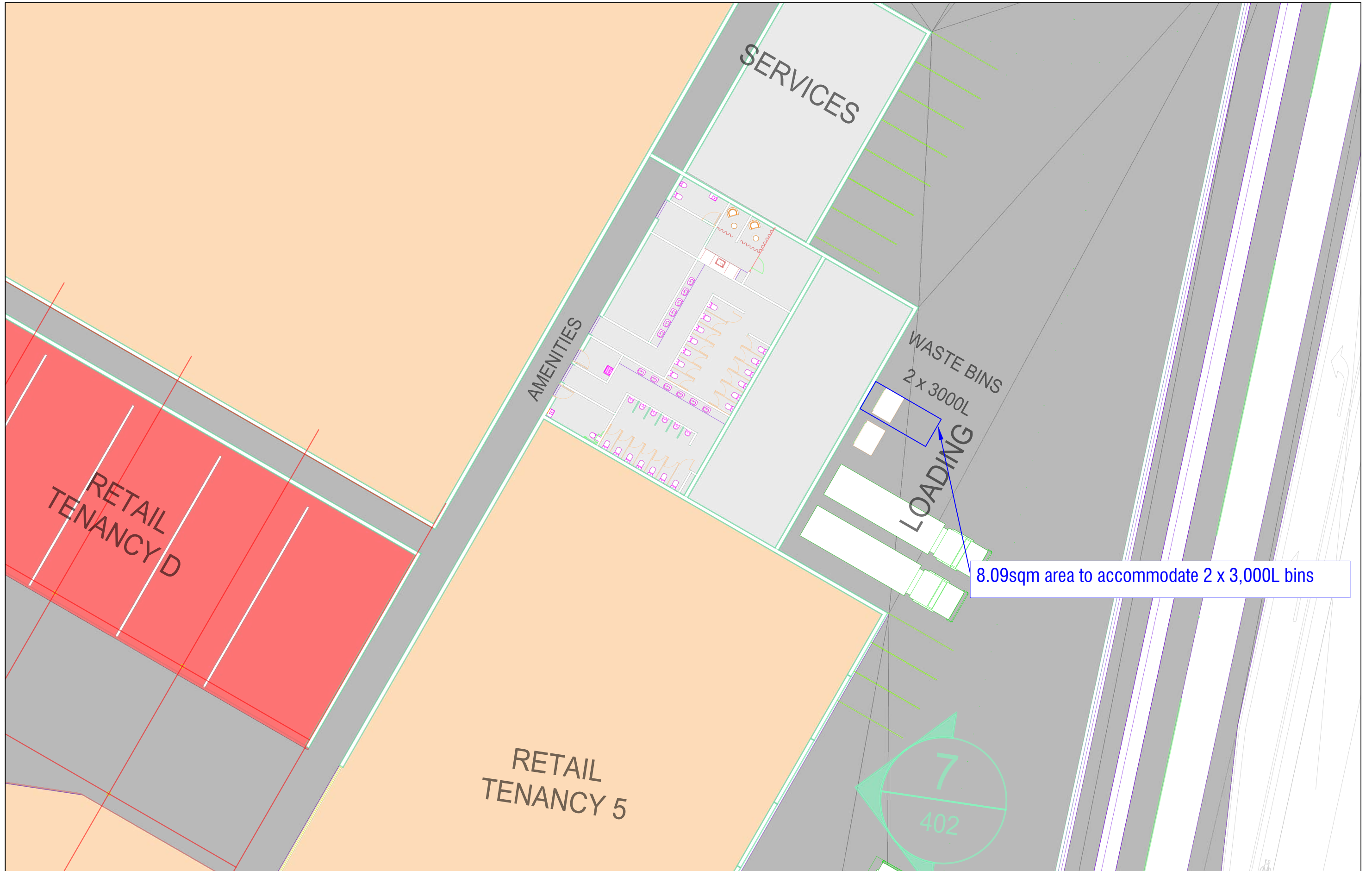
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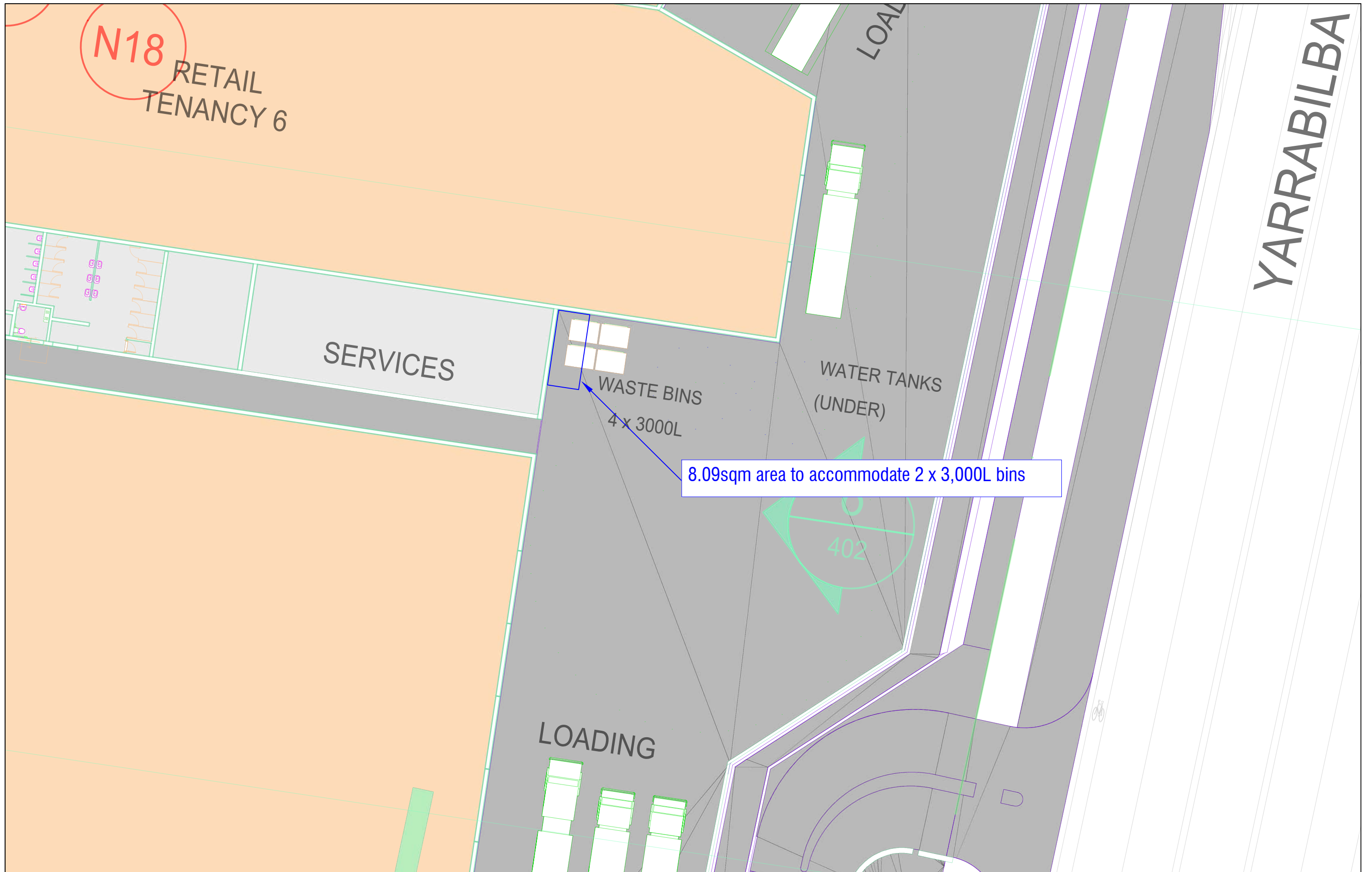
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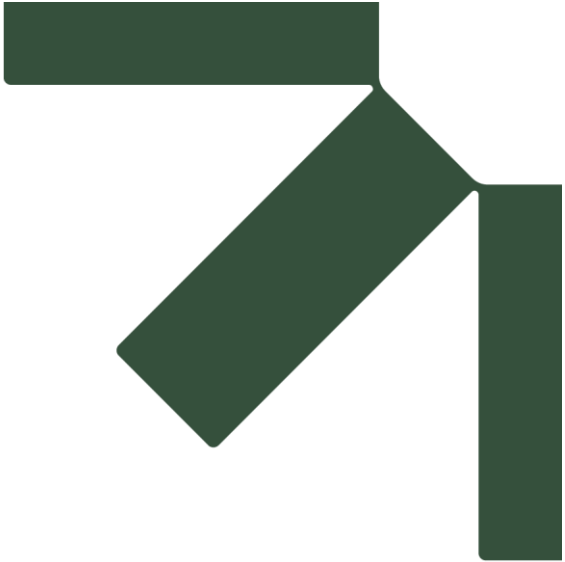


Stockland
Yarrabilba Masterplan Development
Waste Storage Review
Area C 'Northwestern Area' and Area D
SK03









Appendix F Access Provision Development Assessment Triggers

Yarrabilba Town Centre, Lot 1 Retail Masterplan

Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00025

23 June 2026

Statement of Advice

Yarrabilba Town Centre, Lot 1 Retail Masterplan *Access Provision Trigger Assessment*

CLIENT: Stockland Development Pty Ltd

DATE: 20 April 2026

SLR PROJECT No: 620.V11743.00021

REVISION: v1.0

AUTHOR: Taylor Beauchamp

REVIEWER: Brendyn Rheinberger

1.0 Introduction

SLR Consulting Australia Pty Ltd (**SLR**) has been engaged by Stockland Development Pty Ltd (**Stockland**) to provide traffic engineering consulting services to support the development of the Town Centre Precinct at Yarrabilba.

At the engineering-specific Economic Development Queensland's (**EDQ**) prelodgement meeting held on 20 January 2026, Stockland and the project team (including SLR) presented a strategy for delivering traffic and transport infrastructure as the development is progressively staged. To achieve this, Stockland are seeking a conditional approval of the Retail DA masterplan, to include relevant development assessment triggers, linked to gross floor area (GFA) or other relevant metrics, for delivering traffic related matters, including access requirements.

To provide commercial certainty across a range of potential development scales, SLR has undertaken further modelling of the Town Centre to present access requirements for the Shopping Centre development in 3,500m² increments (commencing from 2,000m² GFA). This is to enable Stockland and EDQ to readily identify the access requirements for any given development scenario.

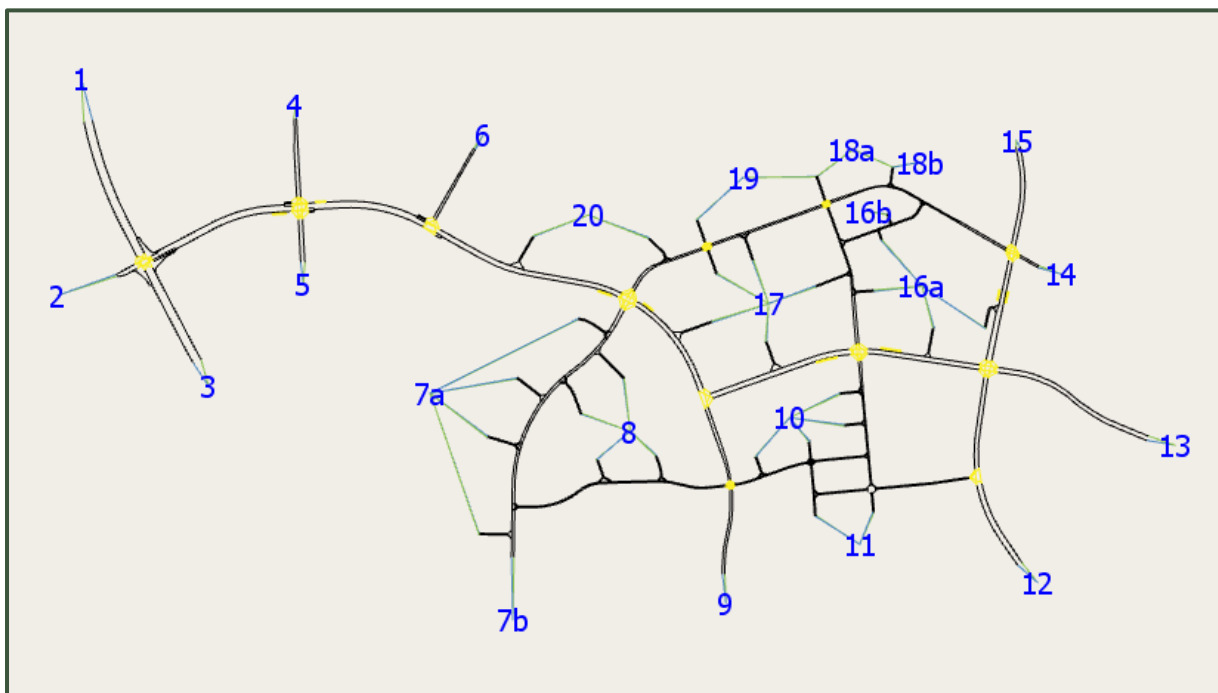
The following Statement of Advice (**SoA**) documents the methodology underpinning the assessment and provides further detailed results. The assessment undertaken determined the trigger requirements for when additional accesses are needed to provide traffic flow relief. In addition, the assessment also considers the staged delivery of surrounding Town Centre core roads, particularly Kapa Boulevard, and the timing for when this road should be linked with Jimbillunga Drive to the west.

2.0 Methodology

The following methodology has been adopted to determine the access provision triggers for the various increments of GFA (up to the ultimate development yield) for the proposed Shopping Centre masterplan.

1. Determine the traffic generating potential for a Shopping Centre at the ultimate yield (~37,300m²) utilising the traffic generating rates consistent with those adopted in the previous RAL1 application for the Town Centre core.
2. Utilising the peak hour traffic calculated, factor the traffic volumes into the two-hour peak period assessed within the microsimulation model (Aimsun).
3. Apply the two-hour development traffic to the centroid within the Aimsun model demand matrices that corresponds to the Shopping Centre (16a). Centroid 16a is depicted in **Figure 1** for reference.

Figure 1 Yarrabilba Town Centre Aimsun Model



4. Assign traffic volumes by origin and destination (outbound and inbound) apportionments, adopting existing distribution assumptions from the RAL1 model within the demand matrices.
5. Several GFA scenarios were modelled, increasing GFA in 3,500m² increments per scenario to find approximate 'break points' for access arrangement scenarios. This step will define the upper and lower limit bounds for each scenario.
6. For the various GFA increment scenarios identified in Step 5, the corresponding percentage of GFA with respect to the ultimate yields, will be determined and applied to the ultimate development traffic. The factoring of traffic demands will be applied to the Shopping Centre centroid (16a) within the demand matrices.

e.g., for a scenario with 9,000m² of shopping centre GFA, this equates to 24% of the ultimate development GFA. As such, the ultimate development traffic for the Shopping Centre centroid, would be factored down to 24%.



7. The various traffic demands for the interim GFA scenarios were assessed for the following access arrangements to determine at what development yield additional access points for the development are needed, as well as when Kapa Boulevard should link with Jimbillunga Drive, i.e., the 'break points':
 - **Scenario 1:** The Northern and Western Access points are constructed.
 - **Scenario 2:** The Northern, Western and Southern (Wentland Avenue) Access points.
 - **Scenario 3:** All Accesses are constructed. This includes the above listed accesses, and a fourth Eastern access to Yarrabilba Drive.
8. For each of the above scenarios, a 'Without' and 'With' Kapa Boulevard Connection sub-scenario was assessed. This approach ensures that the access trigger assessment includes consideration of the changes to the Town Centre core primary road network, as it's progressively delivered and the requirements for this.
9. The outcomes of this assessment are then presented in a table format, enabling EDQ to adopt as part of its conditional approval. Detailed analysis results are contained in this SoA for EDQ's benefit.

The results show the required accesses to facilitate the Shopping Centre development at documented GFA increments up to the ultimate masterplan (~37,000m²), considering any future requirement for the Kapa Boulevard connection to Jimbillunga Drive.



3.0 Assumptions

For the purposes of the modelling undertaken, the following assumptions were made with respect to the use of the previous Town Centre microsimulation model:

- The previously adopted Town Centre microsimulation model from the RAL1 application will be utilised as the basis for the analysis and methodology proposed herein.
- The ultimate Yarrabilba masterplan land uses and yields will be adopted, with the traffic generated on the broader road network, surrounding the Town Centre core, included within the modelling as 'background' traffic.
- No modifications to traffic generation to/from any centroids within the Town Centre model have been applied, aside from the Shopping Centre centroid (16a), as outlined in the above methodology.
- The road network of the Town Centre core and surrounding area reflects a fully developed Yarrabilba masterplan, with the only changes to the ultimate road network occurring to assess the 'With' and 'Without' Kapa Boulevard connection to Jimbillunga Drive.

From the above assumptions, it is noted that the assessment undertaken and results presented herein represents a worst-case based on a full build-out of the surrounding development. It is anticipated that at the time of opening, and for initial stages of the Shopping Centre development, it is not anticipated that the surrounding Yarrabilba masterplan area will be developed to full extents. As such, the traffic demands on the surrounding road network are anticipated to be lower than those assessed for the lesser Shopping Centre GFA increments.

4.0 Modelling Results

4.1 Access Trigger Assessment Results

The findings of the above assessment have been summarised in **Table 1**. **Table 1** documents the required accesses to facilitate the Shopping Centre at the relevant GFA increments up to the ultimate masterplan yield, including the timing requirement for the Kapa Boulevard connection to Jimbillunga Drive.



Table 1 Access Provision Trigger Assessment – Results Summary

Yield (GFA) (m ²)	Accesses Required	Kapa Blvd Link to Jimbillunga Dr Required?	Comments
0 - 2,000	2 (North & West)	No	No operational issues based on Aimsun modelling undertaken.
2,001 - 5,500	2 (North & West)	No	No operational issues based on Aimsun modelling undertaken.
5,501 - 9,000	2 (North & West)	No	No operational issues based on Aimsun modelling undertaken.
9,001 - 12,500	2 (North & West)	No	No operational issues based on Aimsun modelling undertaken.
12,501 - 16,000	2 (North & West)	No	No operational issues based on Aimsun modelling undertaken.
16,001 - 19,500	3 (North, West, & South)	No	No operational issues based on Aimsun modelling undertaken. The requirement for an additional access is triggered due to the western access resulting in a LOS of D, with delays exceeding 42 seconds.
19,501 - 23,000	3 (North, West, & South)	Yes	No operational issues based on Aimsun modelling undertaken. The requirement for the Kapa Boulevard connection with Jimbillunga Drive is triggered due to the western access resulting in a LOS of D, with delays exceeding 42 seconds.
23,001 - 26,500	3 (North, West, & South)	Yes	No operational issues based on Aimsun modelling undertaken.
26,501 - 30,000	3 (North, West, & South)	Yes	No operational issues based on Aimsun modelling undertaken.
30,001 - 33,500	3 (North, West, & South)	Yes	No operational issues based on Aimsun modelling undertaken.
33,501 - 37,300	3 (North, West, & South)	Yes	No operational issues based on Aimsun modelling undertaken. A fourth access point (eastern) is not required for operational purposes; however, it shall be considered in the context of the ultimate development scenario to ensure the accessibility needs of the development are adequately serviced.



Table 1 presents a worst-case assessment based on full build-out of surrounding development. It is anticipated that as development occurs, a targeted Traffic Impact Assessment (or Traffic Impact Statement) that considers progressive development specifics, present at the time of assessment, may potentially be able to justify reduced access provisions relative to those identified in **Table 1**. Such an assessment will be taken to supersede the obligations identified in **Table 1**.

4.2 Intersection Assessment

As documented in **Table 1**, the access provision trigger assessment results in the following four 'critical' GFA scenarios. Detailed results for each of these scenarios have been documented herein. The remaining modelled GFA scenarios, as assessed under the methodology outlined in **Section 2**, have been excluded from the results summaries as they do not align with a significant change to the road network or access provision.

The four 'critical' scenarios identified are as follows:

- Scenario 1** 16,000m² GFA, with the Northern & Western accesses, prior to the construction of the full extent of Kapa Boulevard.
- Scenario 2** 19,500m² GFA, with the Northern, Western and Southern accesses, prior to the construction of the full extent of Kapa Boulevard.
- Scenario 3** 37,300m² GFA, with the Northern, Western and Southern accesses, with the completed construction of the full extent of Kapa Boulevard.
- Scenario 4** 37,300m² GFA, with all four accesses, with the completed construction of the full extent of Kapa Boulevard.

Table 2, Table 3, Table 4, and Table 5 summarises the Average Delay and Level of Service (LOS) performance metrics extracted for each modelled intersection for the AM and PM peak hour periods under each scenario. Note that LOS ranges from A (very good performance, low delays) to F (very poor, extensive delays).

For ease of reference, the IDs of the intersections within the Town Centre, including the Shopping Centre accesses, are identified in **Figure 2**.



Figure 2 Town Centre Aimsun Intersection IDs

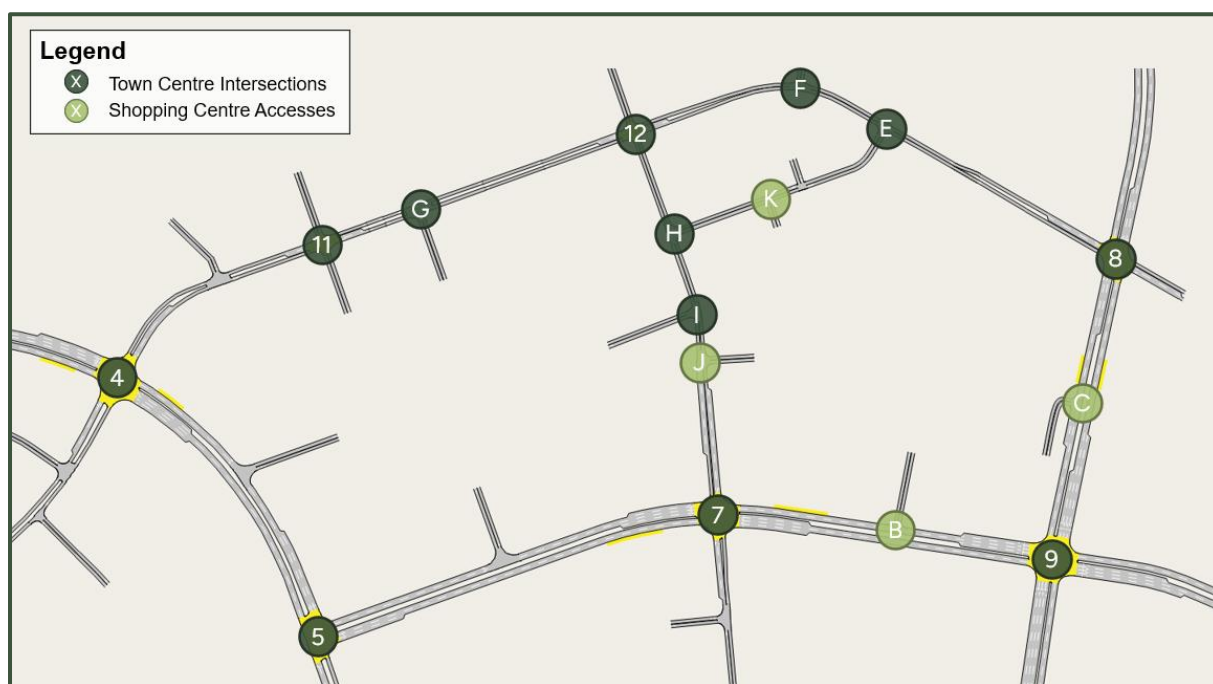


Table 2 Scenario 1 Outputs – Intersection Performance

ID	Intersection	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
4	TCEW Rd / Ridge East West Link / Kapa Blvd	23	B	18	B
5	TCEW Rd / Wentland Ave	16	B	13	B
7	Wentland Ave / Residential & Open Space Access	17	B	28	C
8	Yarrabilba Dr / Kapa Blvd	23	B	23	B
9	Yarrabilba Dr / Wentland Ave	19	B	21	B
11	Kapa Blvd / Centroid 19 Access	5	A	5	A
12	Kapa Blvd / Main St	6	A	6	A
E	Kapa Blvd / Central Access St	5	A	8	A
F	Kapa Blvd / Centroid 18 Access	7	A	12	A
G	Kapa Blvd / Centroid 17 Access	1	A	1	A
H	Main St / Central Access St	15	B	18	B
I	Main St / Centroid 17 Access	2	A	3	A
J	<u>Western Access</u> / Main St	24	B	31	C
K	<u>Northern Access</u> / Central Access St	2	A	2	A



Table 3 Scenario 2 Outputs – Intersection Performance

ID	Intersection	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
4	TCEW Rd / Ridge East West Link / Kapa Blvd	21	B	18	B
5	TCEW Rd / Wentland Ave	16	B	13	A
7	Wentland Ave / Residential & Open Space Access	19	B	27	B
8	Yarrabilba Dr / Kapa Blvd	23	B	25	B
9	Yarrabilba Dr / Wentland Ave	19	B	22	B
11	Kapa Blvd / Centroid 19 Access	5	A	5	A
12	Kapa Blvd / Main St	6	A	6	A
B	<u>Southern Access</u> / Wentland Ave	28	B	35	C
E	Kapa Blvd / Central Access St	4	A	8	A
F	Kapa Blvd / Centroid 18 Access	7	A	11	A
G	Kapa Blvd / Centroid 17 Access	1	A	1	A
H	Main St / Central Access St	17	B	23	B
I	Main St / Centroid 17 Access	4	A	3	A
J	<u>Western Access</u> / Main St	22	B	32	C
K	<u>Northern Access</u> / Central Access St	2	A	2	A

Table 4 Scenario 3 Outputs – Intersection Performance

ID	Intersection	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
4	TCEW Rd / Ridge East West Link / Kapa Blvd	27	B	24	B
5	TCEW Rd / Wentland Ave	16	B	17	B
7	Wentland Ave / Residential & Open Space Access	17	B	42	C
8	Yarrabilba Dr / Kapa Blvd	22	B	26	B
9	Yarrabilba Dr / Wentland Ave	19	B	33	C
11	Kapa Blvd / Centroid 19 Access	8	A	5	A
12	Kapa Blvd / Main St	7	A	8	A
B	<u>Southern Access</u> / Wentland Ave	27	B	43	D^
E	Kapa Blvd / Central Access St	3	A	7	A
F	Kapa Blvd / Centroid 18 Access	7	A	11	A
G	Kapa Blvd / Centroid 17 Access	4	A	4	A
H	Main St / Central Access St	17	B	19	B
I	Main St / Centroid 17 Access	1	A	4	A
J	<u>Western Access</u> / Main St	25	B	27	B
K	<u>Northern Access</u> / Central Access St	2	A	2	A

^This delay does not occur on turning movements to/from the access and occurs for vehicles travelling eastbound on Wentland Avenue, queueing at the downstream traffic signals.



Table 5 Scenario 4 Outputs – Intersection Performance

ID	Intersection	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
4	TCEW Rd / Ridge East West Link / Kapa Blvd	26	B	24	B
5	TCEW Rd / Wentland Ave	16	B	16	B
7	Wentland Ave / Residential & Open Space Access	16	B	22	B
8	Yarrabilba Dr / Kapa Blvd	21	B	26	B
9	Yarrabilba Dr / Wentland Ave	20	B	30	C
11	Kapa Blvd / Centroid 19 Access	8	A	5	A
12	Kapa Blvd / Main St	7	A	8	A
B	<u>Southern Access</u> / Wentland Ave	29	C	40	C
C	<u>Eastern Access</u> / Yarrabilba Dr	27	B	38	C
E	Kapa Blvd / Central Access St	3	A	5	A
F	Kapa Blvd / Centroid 18 Access	7	A	10	A
G	Kapa Blvd / Centroid 17 Access	4	A	4	A
H	Main St / Central Access St	16	B	20	B
I	Main St / Centroid 17 Access	1	A	4	A
J	<u>Western Access</u> / Main St	25	B	27	B
K	<u>Northern Access</u> / Central Access St	2	A	2	A

The peak hour volumes, Average Delay and Level of Service for each movement at the above intersections under each scenario are provided in **Appendix B**.



5.0 Summary & Conclusions

This SoA has been prepared by SLR to identify the access provision requirements for any given development scenario (in GFA increments) for the proposed Yarrabilba Town Centre Retail DA on behalf of Stockland. The following summarises the key findings of this assessment:

- The provision of the Northern and Western access to the Shopping Centre can cater for up to 16,000m² of GFA, prior to the full construction of Kapa Boulevard to Jimbillunga Drive.
- The provision of the Northern, Western, and Southern access to the Shopping Centre can cater for up to 19,500m² of GFA, prior to the full construction of Kapa Boulevard to Jimbillunga Drive.
- Beyond 19,500m² of GFA, the completion of Kapa Boulevard is required, connecting to Jimbillunga Drive. Once this occurs, the provision of the Northern, Western, and Southern access to the Shopping Centre can cater for up to 37,300m² of GFA.
- The provision of a fourth access (Eastern access) is not necessarily required due to operational capacity needs. As such, delivery timing of this access should be considered to align with the ultimate stage of development to enhance accessibility.

Regards,

SLR Consulting (Australia)



Brendyn Rheinberger, RPEQ 17962
Principal Consultant – Transport Advisory



Taylor Beauchamp, RPEQ 31735
Associate Consultant – Transport Advisory

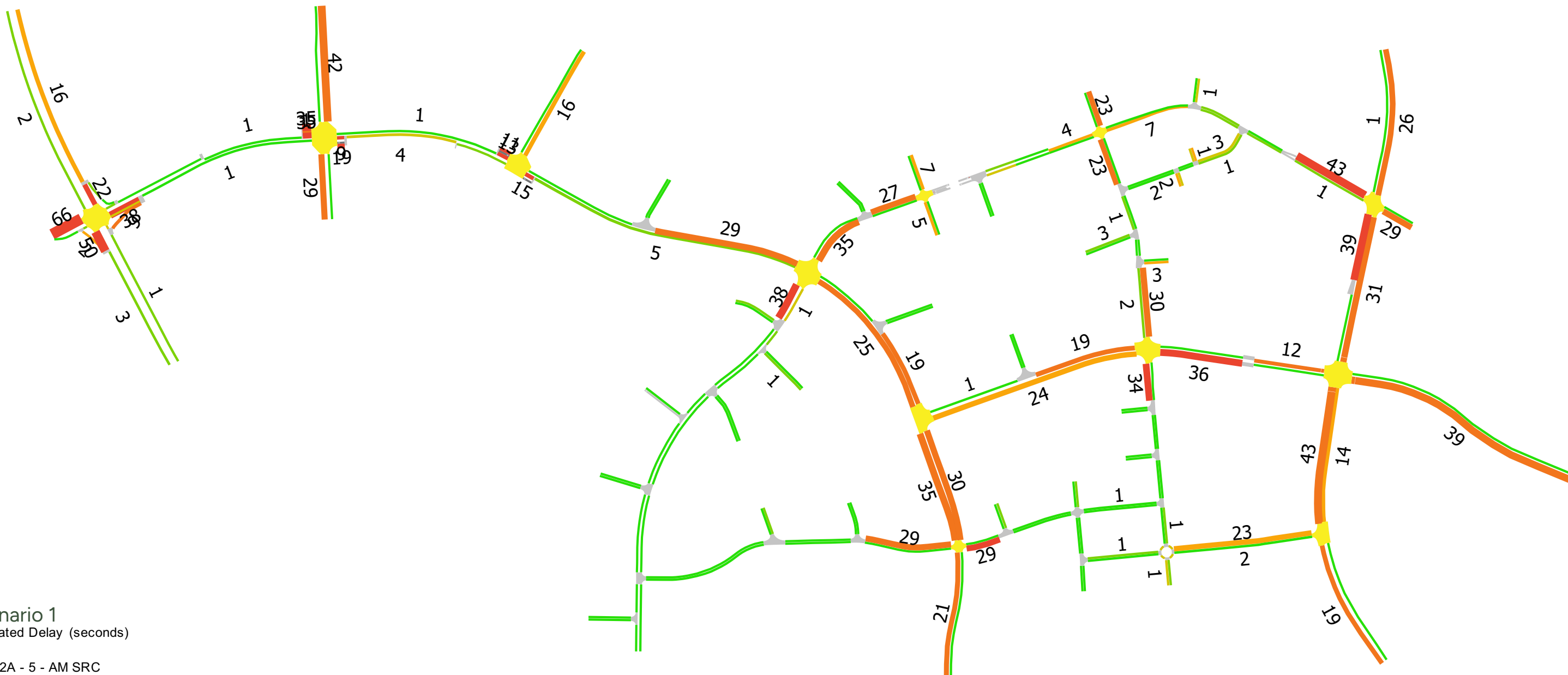
Basis of Statement of Advice

This report has been prepared with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with the Client. Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid. This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR. SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.





Appendix A Average Delays



Scenario 1

Simulated Delay (seconds)

Scen 2A - 5 - AM SRC

Aimsun Next Version: 22.0.2

File name - Yarrabilba Town Centre.ang

Print Date - 17-Apr-2026

Simulated Delay Time (Color)

	0 to 10
	10 to 20
	20 to 35
	35 to 55
	55 to 80
	80 to inf

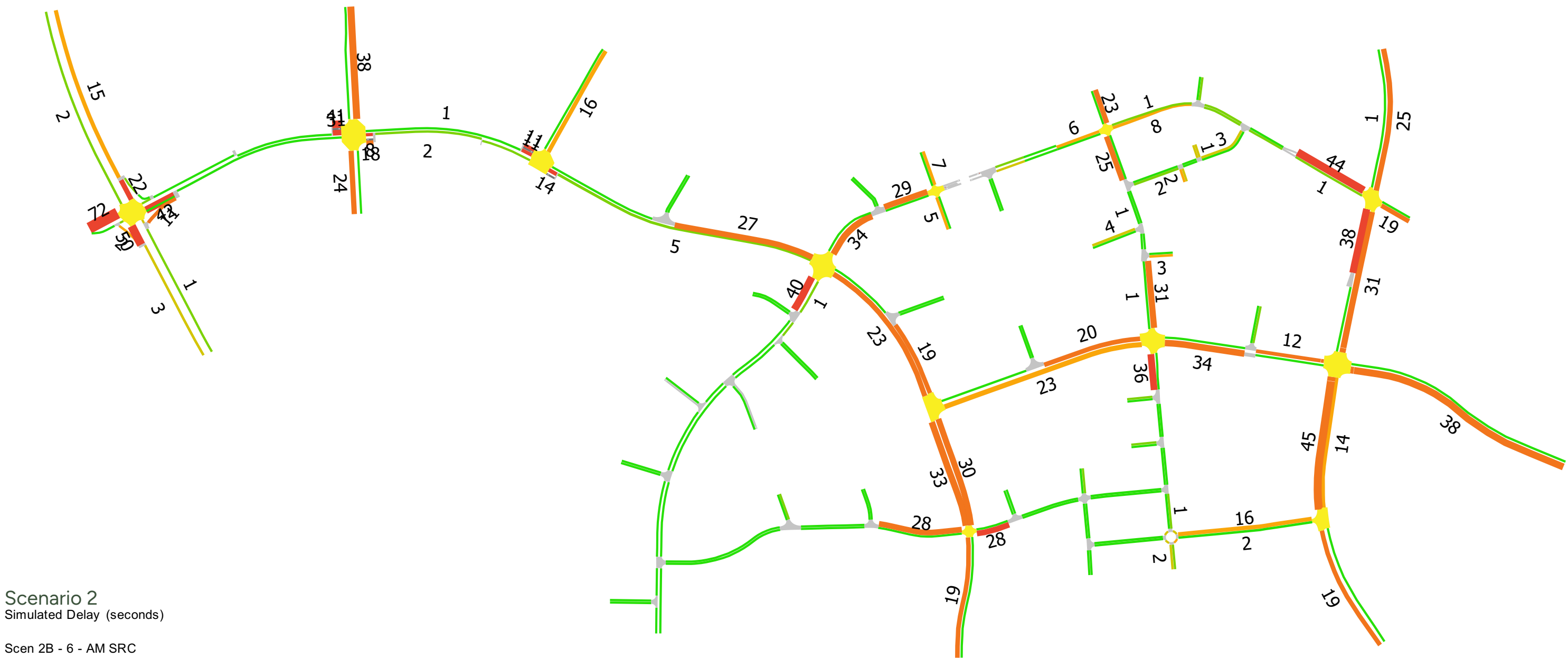


Scenario 1
Simulated Delay (seconds)

Scen 2A - 5 - PM SRC
Aimsun Next Version: 22.0.2

File name - Yarrabilba Town Centre.ang
Print Date - 17-Apr-2026

Simulated Delay Time (Color)	
	0 to 10
	10 to 20
	20 to 35
	35 to 55
	55 to 80
	80 to inf



Scenario 2
Simulated Delay (seconds)

Scen 2B - 6 - AM SRC
Aimsun Next Version: 22.0.2

File name - Yarrabilba Town Centre.ang
Print Date - 17-Apr-2026

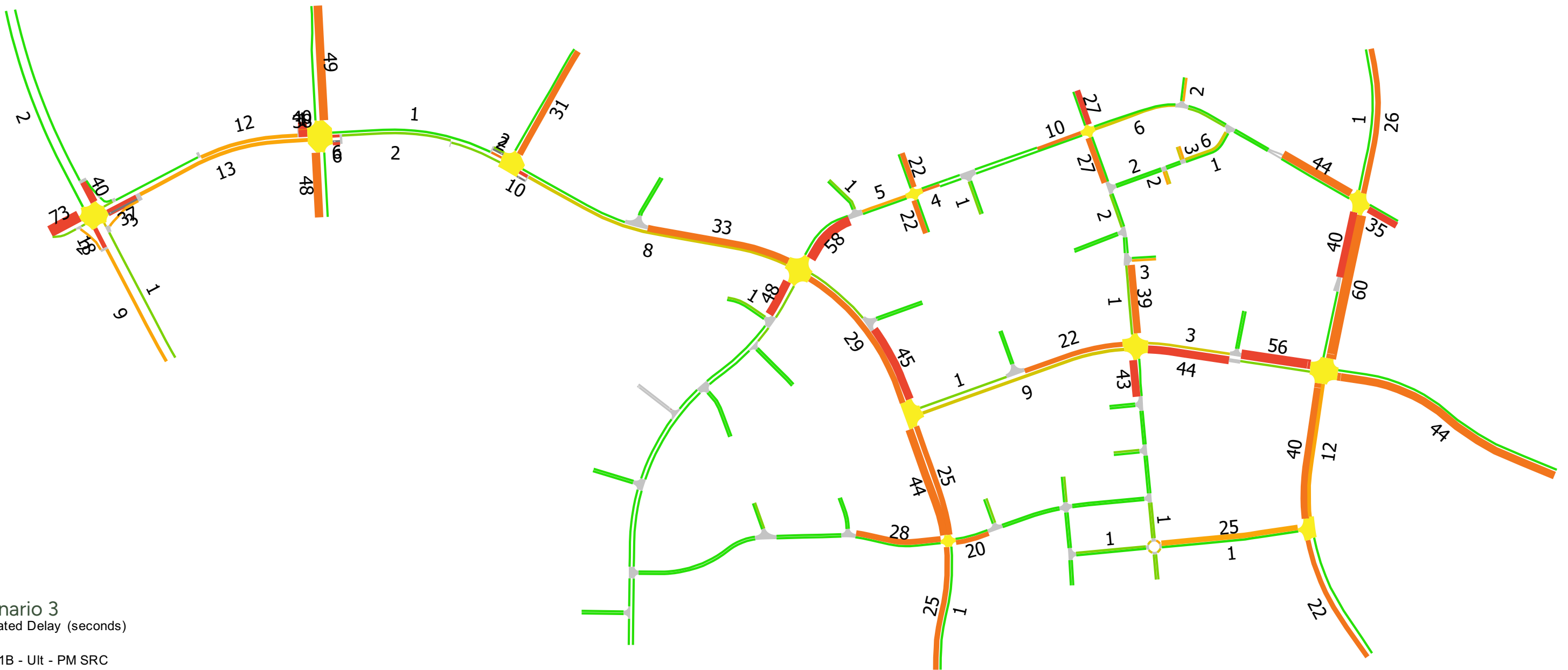
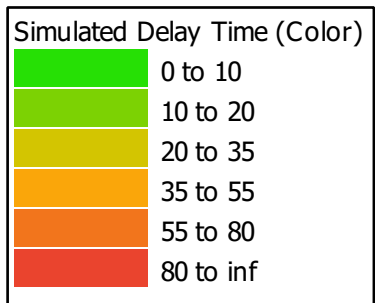
Simulated Delay Time (Color)	
	0 to 10
	10 to 20
	20 to 35
	35 to 55
	55 to 80
	80 to inf

Scenario 3

Simulated Delay (seconds)

Scen 1B - Ult - PM SRC
Aimsun Next Version: 22.0.2

File name - Yarrabilba Town Centre.ang
Print Date - 20-Apr-2026

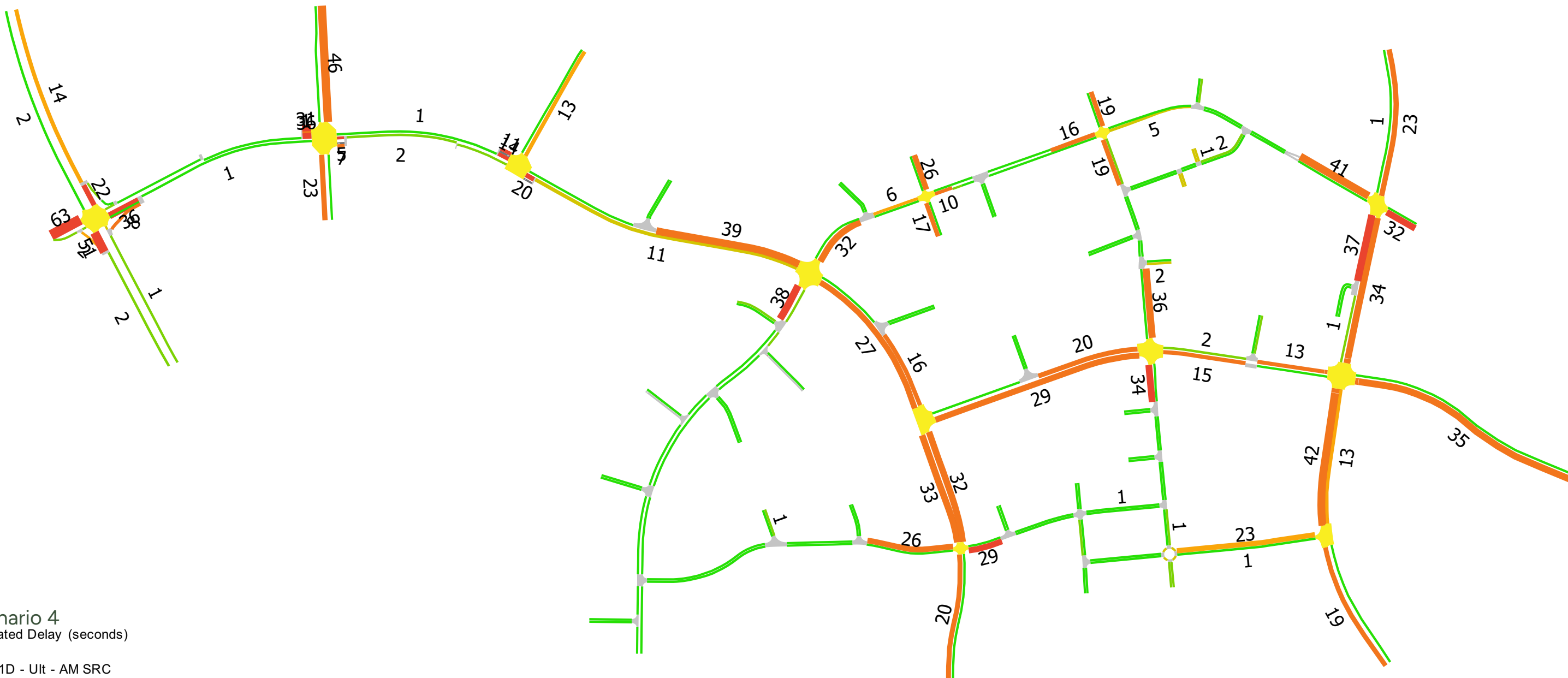
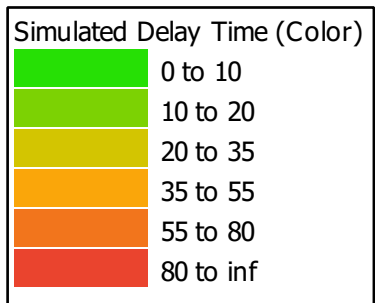


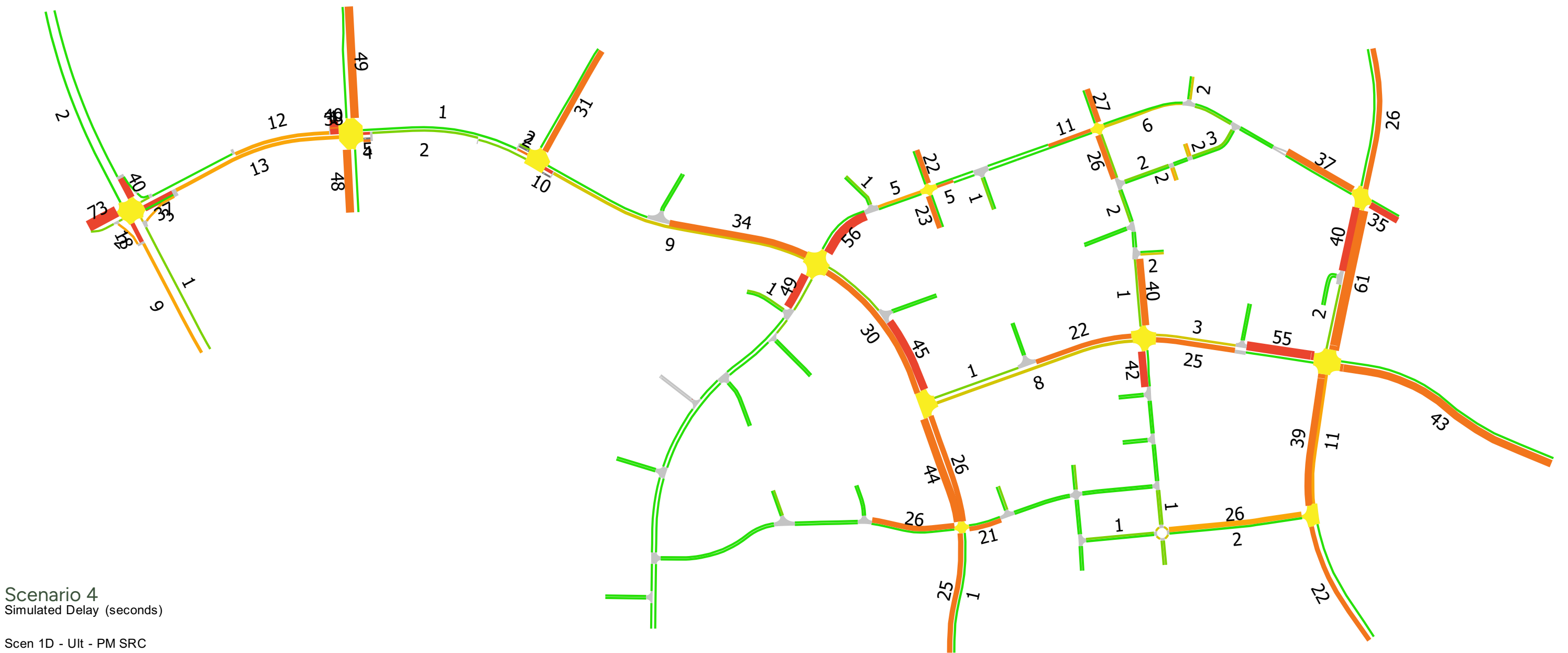
Scenario 4

Simulated Delay (seconds)

Scen 1D - Ult - AM SRC
Aimsun Next Version: 22.0.2

File name - Yarrabilba Town Centre.ang
Print Date - 17-Apr-2026





Scenario 4
Simulated Delay (seconds)

Scen 1D - Ult - PM SRC
Aimsun Next Version: 22.0.2

File name - Yarrabilba Town Centre.ang
Print Date - 17-Apr-2026

Simulated Delay Time (Color)	
	0 to 10
	10 to 20
	20 to 35
	35 to 55
	55 to 80
	80 to inf



Appendix B Intersection Performance Summary

Scenario 1

Intersection	Approach		Movement	AM Peak (7:30-9:30)			PM Peak (16:30-17:30)		
	Street	Direction		Volume	Delay	LOS	Volume	Delay	LOS
Intersection 4 (K2) - TCEW Road / Ridge East West Link	Ridge East West Link	S	L	153	29	C	243	30	C
			T	9	24	B	11	23	B
			R	138	27	B	146	27	B
	TCEW Road	E	L	133	17	B	99	8	A
			T	359	18	B	748	9	A
			R	39	21	B	36	47	D
	Kapa Boulevard	N	L	9	18	B	10	24	B
			T	39	20	B	23	27	B
			R	148	23	B	79	24	B
	TCEW Road	W	L	14	21	B	7	15	B
T			392	24	B	366	16	B	
R			204	26	B	114	37	C	
Total Intersection				1638	23	B	1879	18	B
Intersection 5 (L2) - TCEW Road / MIBA North South Access	MIBA North South Access	S	T	56	20	B	133	22	B
			R	76	24	B	67	21	B
	Wentland Avenue	E	L	226	8	A	88	1	A
			R	477	22	B	751	9	A
	TCEW Road	N	L	355	15	B	378	16	B
			T	207	10	A	97	20	B
Total Intersection				1397	16	B	1514	13	A
Intersection 7 (LM) - TCEW Road / Town Centre Access / Residential & Open Space Access	Residential & Open Space Access	S	L	20	24	B	48	31	C
			T	61	23	B	160	33	C
			R	25	23	B	33	30	C
	Wentland Avenue	E	L	58	16	B	25	18	B
			T	421	17	B	563	13	A
			R	41	56	D	99	39	C
	Main Street	N	L	71	21	B	36	25	B
			T	39	22	B	38	24	B
			R	263	22	B	236	31	C
	Wentland Avenue	W	L	133	5	A	214	50	D
			T	482	12	A	234	35	C
			R	8	49	D	14	36	C
Total Intersection				1622	17	B	1700	28	C
Intersection 8 (Y) - Yarrabilba Drive / Town Centre Access	Yarrabilba Drive	S	L	71	29	C	298	27	B
			T	297	26	B	522	14	A
			R	33	29	C	6	49	D
	Residential Access Street	E	L	12	19	B	25	21	B
			T	1	9	A	5	19	B
			R	0	0	A	4	30	C
	Yarrabilba Drive	N	L	4	19	B	1	21	B
			T	671	17	B	188	11	A
			R	146	26	B	301	27	B
	Kapa Boulevard	W	L	141	24	B	175	30	C
T			7	22	B	4	33	C	
R			124	34	C	75	63	E	
Total Intersection				1508	23	B	1604	23	B
Intersection 9 (M) - Yarrabilba Drive / TCEW Road / TCNS Road	TCNS Road	S	L	16	29	C	173	17	B
			T	122	28	C	531	19	B
			R	23	25	B	48	16	B
	Wentland Avenue	E	L	67	25	B	29	24	B
			T	219	26	B	390	24	B
			R	113	25	B	136	23	B
	Yarrabilba Drive	N	L	92	18	B	45	9	A
			T	425	21	B	115	22	B
			R	291	22	B	127	30	C
	Wentland Avenue	W	L	167	5	A	164	17	B
			T	251	8	A	90	19	B
			R	159	11	A	48	22	B
Total Intersection				1946	19	B	1896	21	B
Intersection 11 - Kapa Boulevard Western Signals	Centroid 17 Access	S	L	155	4	A	82	3	A
			T	2	2	A	0	0	A
			R	0	0	A	0	0	A
	Kapa Boulevard	E	L	0	0	A	0	0	A
			T	0	0	A	0	0	A
			R	0	0	A	0	0	A
	Centroid 19 Access	N	L	0	0	A	0	0	A
			T	0	1	A	2	2	A
			R	11	6	A	22	4	A
	Kapa Boulevard	W	L	20	15	B	11	13	A
			T	0	0	A	0	0	A
			R	4	11	A	5	14	B
Total Intersection				191	5	A	123	5	A

Scenario 1

Intersection	Approach		Movement	AM Peak (7:30-9:30)			PM Peak (16:30-17:30)		
	Street	Direction		Volume	Delay	LOS	Volume	Delay	LOS
Intersection 12 - Kapa Boulevard Eastern Signals	Main Street	S	L	3	15	B	0	7	A
			T	4	13	A	5	18	B
			R	23	18	B	26	20	B
	Kapa Boulevard	E	L	117	5	A	47	6	A
			T	115	5	A	323	5	A
			R	13	7	A	7	8	A
	Centroid 17 Access	N	L	5	18	B	8	19	B
			T	10	15	B	10	15	B
			R	1	9	A	2	10	A
	Kapa Boulevard	W	L	1	5	A	2	1	A
T			101	3	A	115	3	A	
R			7	10	A	2	4	A	
Total Intersection				401	6	A	549	6	A
Int E	Central Access Street	S	L	29	3	A	90	8	A
			R	102	4	A	94	7	A
	Kapa Boulevard	E	L	61	2	A	174	3	A
			T	158	1	A	430	2	A
	Kapa Boulevard	W	T	170	1	A	160	1	A
Total Intersection				534	5	A	966	8	A
Int F	Kapa Boulevard	E	T	118	5	A	323	5	A
			R	69	2	A	195	2	A
	Centroid 18 Access	N	L	82	2	A	60	3	A
			R	128	7	A	55	12	A
	Kapa Boulevard	W	L	26	2	A	31	2	A
Total Intersection				526	7	A	783	12	A
Int G	Centroid 17 Access	S	L	0	0	A	0	0	A
			R	111	1	A	119	0	A
	Kapa Boulevard	E	L	120	1	A	325	1	A
			T	0	0	A	0	0	A
	Kapa Boulevard	W	T	0	0	A	0	0	A
Total Intersection				230	1	A	444	1	A
Int H	Main Street	S	T	27	15	B	31	18	B
			R	59	1	A	181	1	A
	Central Access Street	E	L	127	1	A	50	0	A
			R	4	14	B	1	14	B
	Main Street	N	L	6	1	A	1	0	A
Total Intersection				351	15	B	321	18	B
Int I	Main Street	S	L	63	0	A	114	0	A
			T	80	1	A	207	1	A
	Main Street	N	T	255	0	A	108	0	A
			R	0	0	A	0	0	A
	Centroid 17 Access	W	L	6	1	A	4	3	A
Total Intersection				426	2	A	454	3	A
Intersection J - Western Access Main Street	Main Street	S	T	138	1	A	301	1	A
			R	96	2	A	170	1	A
	Site Access	E	L	107	24	B	195	31	C
			R	4	5	A	21	6	A
	Main Street	N	L	11	0	A	11	0	A
Total Intersection				623	24	B	812	31	C
Intersection K - Northern Access	Site Access	S	L	0	0	A	1	0	A
			R	23	2	A	85	2	A
	Central Access Street	E	L	42	1	A	107	0	A
			T	132	1	A	50	0	A
	Central Access Street	W	T	64	0	A	181	0	A
Total Intersection				262	2	A	425	2	A

Scenario 2

Intersection	Approach		Movement	AM Peak (7:30-9:30)			PM Peak (16:30-17:30)		
	Street	Direction		Volume	Delay	LOS	Volume	Delay	LOS
Intersection 4 (K2) - TCEW Road / Ridge East West Link	Ridge East West Link	S	L	162	27	B	238	32	C
			T	9	22	B	12	25	B
			R	123	27	B	173	29	C
	TCEW Road	E	L	156	15	B	112	8	A
			T	370	16	B	747	9	A
			R	39	25	B	37	47	D
	Kapa Boulevard	N	L	5	21	B	7	25	B
			T	49	22	B	21	20	B
			R	152	25	B	75	23	B
	TCEW Road	W	L	11	35	C	11	15	B
			T	396	17	B	372	15	B
			R	197	26	B	118	32	C
Total Intersection				1669	21	B	1923	18	B
Intersection 5 (L2) - TCEW Road / MIBA North South Access	MIBA North South Access	S	T	38	16	B	141	22	B
			R	97	22	B	82	22	B
	Wentland Avenue	E	L	193	6	A	82	1	A
			R	529	21	B	758	10	A
	TCEW Road	N	L	354	14	A	409	14	B
T			190	11	A	83	21	B	
Total Intersection				1402	16	B	1555	13	A
Intersection 7 (LM) - TCEW Road / Town Centre Access / Residential & Open Space Access	Residential & Open Space Access	S	L	21	26	B	55	27	B
			T	45	23	B	112	30	C
			R	70	22	B	81	27	B
	Wentland Avenue	E	L	58	24	B	28	16	B
			T	429	21	B	537	12	A
			R	43	56	D	62	43	D
	Main Street	N	L	39	19	B	11	27	B
			T	36	19	B	25	23	B
			R	277	20	B	256	30	C
	Wentland Avenue	W	L	118	9	A	152	46	D
			T	525	15	B	336	38	C
			R	9	49	D	10	34	C
Total Intersection				1670	19	B	1664	27	B
Intersection 8 (Y) - Yarrabilba Drive / Town Centre Access	Yarrabilba Drive	S	L	75	33	C	323	36	C
			T	324	26	B	551	20	B
			R	34	28	B	9	47	D
	Residential Access Street	E	L	12	18	B	28	22	B
			T	1	20	B	5	19	B
			R	0	0	A	5	36	C
	Yarrabilba Drive	N	L	4	17	B	1	8	A
			T	653	16	B	169	12	A
			R	138	24	B	312	26	B
	Kapa Boulevard	W	L	131	24	B	151	27	B
			T	3	15	B	3	31	C
			R	116	40	C	52	41	C
Total Intersection				1492	23	B	1610	25	B
Intersection 9 (M) - Yarrabilba Drive / TCEW Road / TCNS Road	TCNS Road	S	L	27	27	B	150	18	B
			T	118	28	C	523	18	B
			R	14	26	B	57	17	B
	Wentland Avenue	E	L	75	26	B	20	21	B
			T	223	25	B	365	24	B
			R	123	28	B	165	24	B
	Yarrabilba Drive	N	L	78	20	B	35	14	A
			T	424	21	B	102	23	B
			R	280	23	B	114	32	C
	Wentland Avenue	W	L	193	5	A	197	32	C
			T	274	10	A	95	17	B
			R	166	9	A	81	26	B
Total Intersection				1994	19	B	1902	22	B
Intersection 11 - Kapa Boulevard Western Signals	Centroid 17 Access	S	L	165	3	A	75	3	A
			T	1	2	A	1	0	A
			R	0	0	A	0	0	A
	Kapa Boulevard	E	L	0	0	A	0	0	A
			T	0	0	A	0	0	A
			R	0	0	A	0	0	A
	Centroid 19 Access	N	L	0	0	A	0	0	A
			T	1	1	A	2	2	A
			R	10	4	A	24	4	A
	Kapa Boulevard	W	L	18	18	B	13	13	A
			T	0	0	A	0	0	A
			R	3	11	A	8	14	A
Total Intersection				198	5	A	123	5	A

Scenario 2

Intersection	Approach		Movement	AM Peak (7:30-9:30)			PM Peak (16:30-17:30)		
	Street	Direction		Volume	Delay	LOS	Volume	Delay	LOS
Intersection 12 - Kapa Boulevard Eastern Signals	Main Street	S	L	3	13	A	0	0	A
			T	5	15	B	3	23	B
			R	10	20	B	37	24	B
	Kapa Boulevard	E	L	115	6	A	44	6	A
			T	113	5	A	347	5	A
			R	12	7	A	8	9	A
	Centroid 17 Access	N	L	3	19	B	8	17	B
			T	11	17	B	9	13	A
			R	2	16	B	1	12	A
	Kapa Boulevard	W	L	1	3	A	2	7	A
			T	94	3	A	106	4	A
			R	8	8	A	10	12	A
Total Intersection				377	6	A	575	6	A
Intersection B - Southern Access Wentland Avenue	Wentland Avenue	E	T	530	24	B	627	16	B
	Site Access	N	L	64	28	B	114	35	C
	Wentland Avenue	W	L	59	2	A	167	2	A
			T	570	7	A	258	25	B
Total Intersection				1222	28	B	1167	35	C
Int E	Central Access Street	S	L	41	3	A	86	7	A
			R	90	3	A	46	7	A
	Kapa Boulevard	E	L	71	2	A	191	3	A
			T	143	1	A	449	2	A
	Kapa Boulevard	W	T	162	1	A	158	1	A
			R	17	4	A	14	8	A
Total Intersection				524	4	A	946	8	A
Int F	Kapa Boulevard	E	T	113	5	A	347	5	A
			R	70	2	A	188	2	A
	Centroid 18 Access	N	L	87	2	A	63	3	A
			R	126	7	A	52	11	A
	Kapa Boulevard	W	L	15	2	A	41	2	A
			T	92	1	A	109	1	A
Total Intersection				504	7	A	801	11	A
Int G	Centroid 17 Access	S	L	0	0	A	0	0	A
			R	104	1	A	118	0	A
	Kapa Boulevard	E	L	117	1	A	349	1	A
			T	0	0	A	0	0	A
	Kapa Boulevard	W	T	0	0	A	0	0	A
			R	0	0	A	0	0	A
Total Intersection				221	1	A	467	1	A
Int H	Main Street	S	T	15	17	B	38	21	B
			R	65	2	A	172	1	A
	Central Access Street	E	L	129	1	A	51	1	A
			R	3	17	B	2	23	B
	Main Street	N	L	5	1	A	11	1	A
			T	128	1	A	53	1	A
Total Intersection				345	17	B	327	23	B
Int I	Main Street	S	L	70	0	A	86	0	A
			T	76	1	A	208	1	A
	Main Street	N	T	255	0	A	104	0	A
			R	1	0	A	0	0	A
	Centroid 17 Access	W	L	3	2	A	3	0	A
			R	28	4	A	27	3	A
Total Intersection				434	4	A	428	3	A
Intersection J - Western Access Main Street	Main Street	S	T	140	1	A	271	1	A
			R	66	3	A	53	1	A
	Site Access	E	L	82	22	B	174	32	C
			R	6	7	A	24	4	A
	Main Street	N	L	14	0	A	13	0	A
			T	269	20	B	118	28	C
Total Intersection				578	22	B	653	32	C
Intersection K - Northern Access	Site Access	S	L	0	0	A	1	1	A
			R	16	2	A	46	2	A
	Central Access Street	E	L	47	1	A	132	0	A
			T	132	1	A	52	0	A
	Central Access Street	W	T	69	0	A	182	0	A
			R	1	1	A	2	1	A
Total Intersection				266	2	A	414	2	A

Scenario 3

Intersection	Approach		Movement	AM Peak (7:30-9:30)			PM Peak (16:30-17:30)			
	Street	Direction		Volume	Delay	LOS	Volume	Delay	LOS	
Intersection 4 (K2) - TCEW Road / Ridge East West Link	Ridge East West Link	S	L	151	26	B	239	32	C	
			T	23	23	B	115	31	C	
			R	142	26	B	101	30	C	
	TCEW Road	E	L	121	22	B	102	17	B	
			T	252	19	B	775	19	B	
			R	17	22	B	13	54	D	
	Kapa Boulevard	N	L	28	22	B	4	22	B	
			T	138	23	B	41	35	C	
			R	310	26	B	157	35	C	
	TCEW Road	W	L	67	32	C	186	17	B	
T			373	36	C	273	16	B		
R			181	32	C	100	42	C		
Total Intersection				1803	27	B	2106	24	B	
Intersection 5 (L2) - TCEW Road / MIBA North South Access	MIBA North South Access	S	T	48	16	B	139	30	C	
			R	101	22	B	179	34	C	
	Wentland Avenue	E	L	116	17	B	136	1	A	
			R	347	23	B	748	8	A	
	TCEW Road	N	L	354	11	A	238	28	B	
				T	207	11	A	77	33	C
Total Intersection				1173	16	B	1516	17	B	
Intersection 7 (LM) - TCEW Road / Town Centre Access / Residential & Open Space Access	Residential & Open Space Access	S	L	18	20	B	60	32	C	
			T	65	23	B	45	34	C	
			R	69	24	B	70	31	C	
	Wentland Avenue	E	L	97	7	A	39	5	A	
			T	269	6	A	470	13	A	
			R	63	70	F	359	109	F	
	Main Street	N	L	52	25	B	15	21	B	
			T	34	21	B	20	22	B	
			R	177	24	B	341	26	B	
	Wentland Avenue	W	L	80	9	A	58	33	C	
T			618	14	A	400	40	C		
R			17	46	D	13	47	D		
Total Intersection				1559	17	B	1889	42	C	
Intersection 8 (Y) - Yarrabilba Drive / Town Centre Access	Yarrabilba Drive	S	L	55	38	C	103	33	C	
			T	413	27	B	482	27	B	
			R	32	27	B	7	30	C	
	Residential Access Street	E	L	12	17	B	17	19	B	
			T	5	18	B	15	19	B	
			R	0	0	A	5	33	C	
	Yarrabilba Drive	N	L	3	11	A	1	7	A	
			T	565	15	B	168	13	A	
			R	259	23	B	384	26	B	
	Kapa Boulevard	W	L	71	20	B	265	28	C	
T			6	19	B	6	23	B		
R			75	32	C	29	34	C		
Total Intersection				1496	22	B	1483	26	B	
Intersection 9 (M) - Yarrabilba Drive / TCEW Road / TCNS Road	TCNS Road	S	L	26	29	C	376	30	C	
			T	124	27	B	374	24	B	
			R	12	25	B	56	22	B	
	Wentland Avenue	E	L	69	26	B	30	29	C	
			T	237	24	B	441	36	C	
			R	108	27	B	123	31	C	
	Yarrabilba Drive	N	L	63	21	B	26	35	C	
			T	423	23	B	91	36	C	
			R	165	25	B	82	46	D	
	Wentland Avenue	W	L	270	9	A	110	43	D	
T			297	12	A	129	37	C		
R			193	13	A	133	35	C		
Total Intersection				1988	19	B	1971	33	C	
Intersection 11 - Kapa Boulevard Western Signals	Centroid 17 Access	S	L	96	13	A	17	16	B	
			T	2	10	A	1	8	A	
			R	1	4	A	1	12	A	
	Kapa Boulevard	E	L	0	0	A	0	0	A	
			T	372	7	A	201	4	A	
			R	0	0	A	0	0	A	
	Centroid 19 Access	N	L	2	11	A	3	15	B	
			T	1	8	A	2	20	B	
			R	8	17	B	19	17	B	
	Kapa Boulevard	W	L	18	6	A	15	4	A	
T			97	5	A	303	5	A		
R			3	12	A	4	6	A		
Total Intersection				600	8	A	567	5	A	

Scenario 3

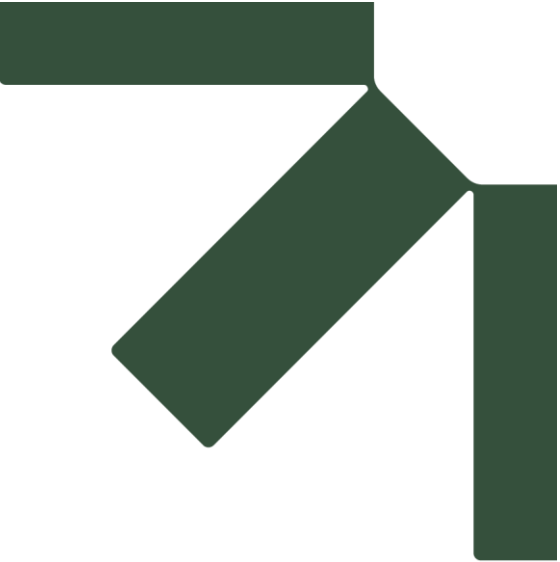
Intersection	Approach		Movement	AM Peak (7:30-9:30)			PM Peak (16:30-17:30)		
	Street	Direction		Volume	Delay	LOS	Volume	Delay	LOS
Intersection 12 - Kapa Boulevard Eastern Signals	Main Street	S	L	38	17	B	27	18	B
			T	4	17	B	9	14	A
			R	5	17	B	26	18	B
	Kapa Boulevard	E	L	23	5	A	15	5	A
			T	342	4	A	317	5	A
			R	12	4	A	5	9	A
	Centroid 17 Access	N	L	4	13	A	10	14	A
			T	9	18	B	6	17	B
			R	5	36	C	3	19	B
	Kapa Boulevard	W	L	1	4	A	1	3	A
T			69	8	A	268	7	A	
R			37	17	B	106	14	B	
Total Intersection				548	7	A	792	8	A
Intersection B - Southern Access Wentland Avenue	Wentland Avenue	E	T	429	0	A	890	7	A
	Site Access	N	L	142	27	B	192	36	C
	Wentland Avenue	W	L	120	2	A	299	3	A
			T	618	9	A	180	43	D
Total Intersection				1309	27	B	1561	43	D
Int E	Central Access Street	S	L	69	2	A	60	5	A
			R	49	3	A	78	7	A
	Kapa Boulevard	E	L	88	1	A	174	2	A
			T	231	1	A	330	1	A
	Kapa Boulevard	W	T	103	0	A	224	0	A
			R	17	3	A	19	5	A
Total Intersection				556	3	A	884	7	A
Int F	Kapa Boulevard	E	T	250	3	A	273	5	A
			R	49	1	A	116	2	A
	Centroid 18 Access	N	L	90	2	A	63	4	A
			R	126	7	A	64	11	A
	Kapa Boulevard	W	L	49	1	A	123	1	A
			T	29	1	A	181	1	A
Total Intersection				594	7	A	820	11	A
Int G	Centroid 17 Access	S	L	81	2	A	61	2	A
			R	8	4	A	74	4	A
	Kapa Boulevard	E	L	88	0	A	206	0	A
			T	293	0	A	140	0	A
	Kapa Boulevard	W	T	99	0	A	304	0	A
			R	1	0	A	1	1	A
Total Intersection				570	4	A	786	4	A
Int H	Main Street	S	T	9	17	B	37	17	B
			R	26	1	A	57	2	A
	Central Access Street	E	L	93	1	A	31	1	A
			R	38	17	B	25	19	B
	Main Street	N	L	38	1	A	103	2	A
			T	31	1	A	25	1	A
Total Intersection				235	17	B	278	19	B
Int I	Main Street	S	L	79	0	A	242	0	A
			T	24	0	A	81	1	A
	Main Street	N	T	112	0	A	49	0	A
			R	12	1	A	7	4	A
	Centroid 17 Access	W	L	11	0	A	13	2	A
			R	32	1	A	30	1	A
Total Intersection				270	1	A	421	4	A
Intersection J - Western Access Main Street	Main Street	S	T	92	1	A	277	1	A
			R	116	2	A	191	1	A
	Site Access	E	L	148	25	B	319	27	B
			R	11	4	A	45	7	A
	Main Street	N	L	25	0	A	23	0	A
T			115	24	B	57	26	B	
Total Intersection				508	25	B	912	27	B
Intersection K - Northern Access	Site Access	S	L	9	2	A	19	2	A
			R	11	1	A	126	2	A
	Central Access Street	E	L	87	1	A	150	1	A
			T	122	0	A	37	0	A
	Central Access Street	W	T	58	0	A	133	0	A
			R	6	2	A	27	2	A
Total Intersection				292	2	A	492	2	A

Scenario 4

Intersection	Approach		Movement	AM Peak (7:30-9:30)			PM Peak (16:30-17:30)			
	Street	Direction		Volume	Delay	LOS	Volume	Delay	LOS	
Intersection 4 (K2) - TCEW Road / Ridge East West Link	Ridge East West Link	S	L	151	26	B	238	32	C	
			T	24	23	B	113	31	C	
			R	144	26	B	102	31	C	
	TCEW Road	E	L	109	19	B	103	17	B	
			T	249	20	B	784	19	B	
			R	19	27	B	13	54	D	
	Kapa Boulevard	N	L	22	23	B	5	33	C	
			T	145	23	B	46	34	C	
			R	315	24	B	153	34	C	
	TCEW Road	W	L	71	30	C	189	17	B	
			T	370	33	C	270	16	B	
			R	181	32	C	100	42	C	
Total Intersection				1800	26	B	2114	24	B	
Intersection 5 (L2) - TCEW Road / MIBA North South Access	MIBA North South Access	S	T	53	16	B	137	29	C	
			R	91	21	B	156	33	C	
	Wentland Avenue	E	L	146	15	B	136	1	A	
			R	329	23	B	759	7	A	
	TCEW Road	N	L	351	12	A	234	28	B	
				T	204	10	A	76	33	C
Total Intersection				1173	16	B	1498	16	B	
Intersection 7 (LM) - TCEW Road / Town Centre Access / Residential & Open Space Access	Residential & Open Space Access	S	L	15	20	B	54	34	C	
			T	43	23	B	69	34	C	
			R	36	25	B	33	35	C	
	Wentland Avenue	E	L	69	7	A	38	4	A	
			T	275	6	A	484	14	B	
			R	47	60	E	191	25	B	
	Main Street	N	L	48	24	B	18	20	B	
			T	31	21	B	25	21	B	
			R	185	24	B	344	26	B	
	Wentland Avenue	W	L	22	14	A	54	19	B	
			T	672	14	A	371	24	B	
			R	12	46	D	9	53	D	
Total Intersection				1455	16	B	1690	22	B	
Intersection 8 (Y) - Yarrabilba Drive / Town Centre Access	Yarrabilba Drive	S	L	49	35	C	98	36	C	
			T	413	26	B	539	29	C	
			R	31	27	B	7	28	C	
	Residential Access Street	E	L	12	16	B	18	21	B	
			T	5	20	B	14	18	B	
			R	0	0	A	5	33	C	
	Yarrabilba Drive	N	L	3	11	A	1	7	A	
			T	570	15	B	178	12	A	
			R	255	23	B	374	25	B	
	Kapa Boulevard	W	L	71	19	B	210	25	B	
			T	7	21	B	5	21	B	
			R	75	31	C	27	32	C	
Total Intersection				1491	21	B	1477	26	B	
Intersection 9 (M) - Yarrabilba Drive / TCEW Road / TCNS Road	TCNS Road	S	L	25	28	C	244	27	B	
			T	181	29	C	535	25	B	
			R	13	25	B	63	23	B	
	Wentland Avenue	E	L	70	27	B	21	27	B	
			T	212	23	B	387	29	C	
			R	133	27	B	192	28	C	
	Yarrabilba Drive	N	L	64	21	B	25	36	C	
			T	439	23	B	92	37	C	
			R	154	25	B	97	41	C	
	Wentland Avenue	W	L	216	8	A	54	48	D	
			T	296	12	A	123	35	C	
			R	189	12	A	135	35	C	
Total Intersection				1992	20	B	1969	30	C	
Intersection 11 - Kapa Boulevard Western Signals	Centroid 17 Access	S	L	147	13	A	8	15	B	
			T	2	10	A	1	8	A	
			R	1	8	A	1	11	A	
	Kapa Boulevard	E	L	0	0	A	0	0	A	
			T	324	7	A	212	4	A	
			R	0	1	A	1	1	A	
	Centroid 19 Access	N	L	2	11	A	3	13	A	
			T	1	8	A	2	33	C	
			R	8	17	B	19	17	B	
	Kapa Boulevard	W	L	18	6	A	16	4	A	
			T	102	5	A	303	5	A	
			R	3	15	B	5	5	A	
Total Intersection				609	8	A	570	5	A	

Scenario 4

Intersection	Approach		Movement	AM Peak (7:30-9:30)			PM Peak (16:30-17:30)			
	Street	Direction		Volume	Delay	LOS	Volume	Delay	LOS	
Intersection 12 - Kapa Boulevard Eastern Signals	Main Street	S	L	39	16	B	36	20	B	
			T	3	19	B	9	16	B	
			R	4	14	B	26	19	B	
	T	344	4	A	298	5	A			
	R	11	4	A	4	8	A			
	T	10	19	B	8	18	B			
	R	4	15	B	3	20	B			
	T	73	8	A	272	6	A			
	R	39	17	B	112	14	A			
	Total Intersection				551	7	A	797	8	A
Intersection B - Southern Access Wentland Avenue	Wentland Avenue	E	T	391	13	A	713	17	B	
	Site Access	N	L	85	29	C	151	36	C	
	Wentland Avenue	W	L	137	3	A	260	3	A	
			T	616	9	A	161	40	C	
Total Intersection				1229	29	C	1285	40	C	
Intersection C - Eastern Access Yarrabilba Drive	Yarrabilba Drive	S	L	91	2	A	227	3	A	
			T	435	27	B	542	31	C	
	Yarrabilba Drive	N	T	657	23	B	214	38	C	
			W	L	58	25	B	102	31	C
Total Intersection				1241	27	B	1086	38	C	
Int E	Central Access Street	S	L	67	2	A	49	4	A	
			R	48	3	A	16	5	A	
	T	233	0	A	323	1	A			
	R	19	3	A	18	4	A			
	Total Intersection				547	3	A	797	5	A
	Int F	Kapa Boulevard	E	T	250	3	A	255	5	A
R				49	0	A	116	2	A	
R		126	7	A	65	10	A			
T		32	1	A	185	1	A			
Total Intersection				596	7	A	804	10	A	
Int G		Centroid 17 Access	S	L	30	2	A	71	2	A
	R			9	4	A	83	4	A	
	T	295	0	A	142	0	A			
	R	1	0	A	0	0	A			
	Total Intersection				528	4	A	797	4	A
	Int H	Main Street	S	T	9	16	B	37	18	B
R				22	0	A	56	1	A	
R		38	16	B	34	20	B			
T		29	1	A	30	1	A			
Total Intersection				230	16	B	299	20	B	
Int I		Main Street	S	L	84	0	A	262	0	A
	T			19	0	A	80	1	A	
	R	12	1	A	7	4	A			
	R	34	1	A	34	1	A			
	Total Intersection				269	1	A	451	4	A
	Intersection J - Western Access Main Street	Main Street	S	T	92	1	A	295	2	A
R				20	1	A	22	1	A	
R		11	3	A	45	5	A			
T		115	23	B	67	25	B			
Total Intersection				412	25	B	773	27	B	
Intersection K - Northern Access		Site Access	S	L	8	1	A	18	2	A
	R			9	1	A	62	2	A	
	T	123	0	A	48	0	A			
	R	6	2	A	32	2	A			
	Total Intersection				277	2	A	432	2	A



Appendix G Turn Warrant Assessments

Yarrabilba Town Centre, Lot 1 Retail Masterplan

Traffic Impact Assessment

Stockland Residential Communities

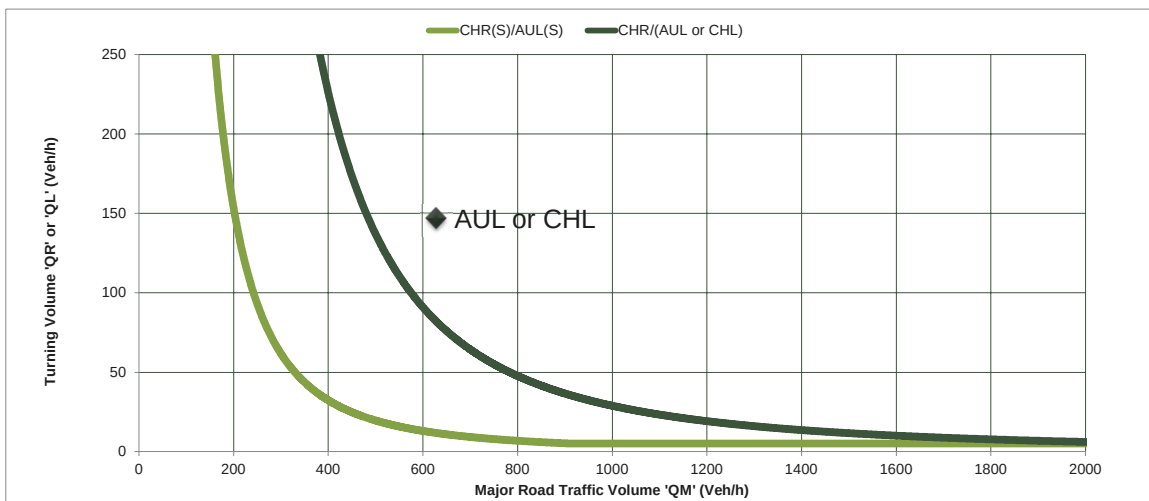
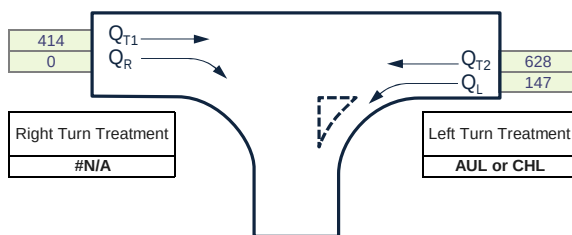
SLR Project No.: 620.V11743.00025

23 June 2026

Assessment Year	2026
Peak Period	AM
Scenario	Background + Dev

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

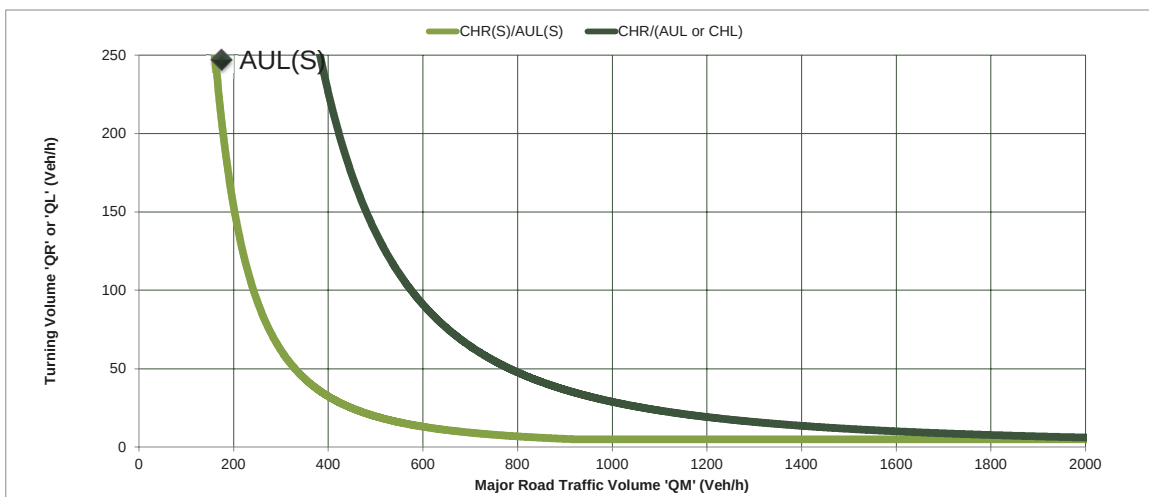
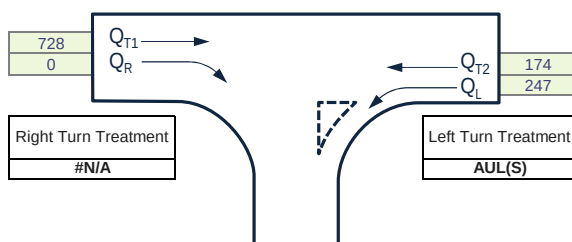
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Assessment Year	2026
Peak Period	PM
Scenario	Background + Dev

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

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

Turn Warrant Assessment

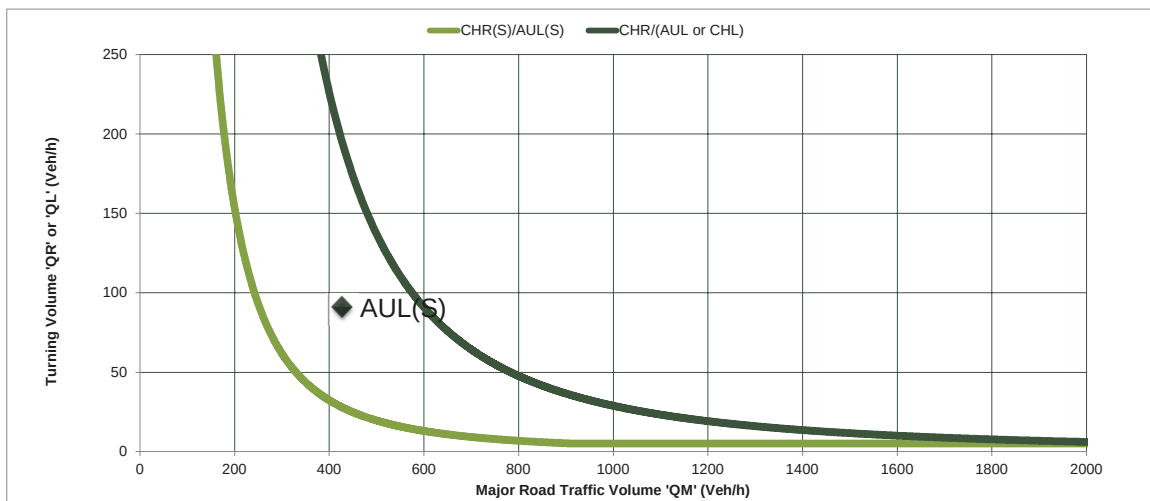
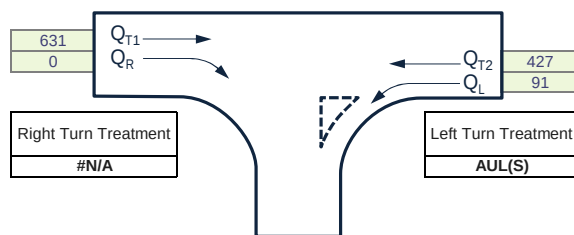
Southern Access - Wentland Avenue / Site Access
620.V11743.00025
12/03/2026



Assessment Year	2026
Peak Period	AM
Scenario	Background + Dev

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

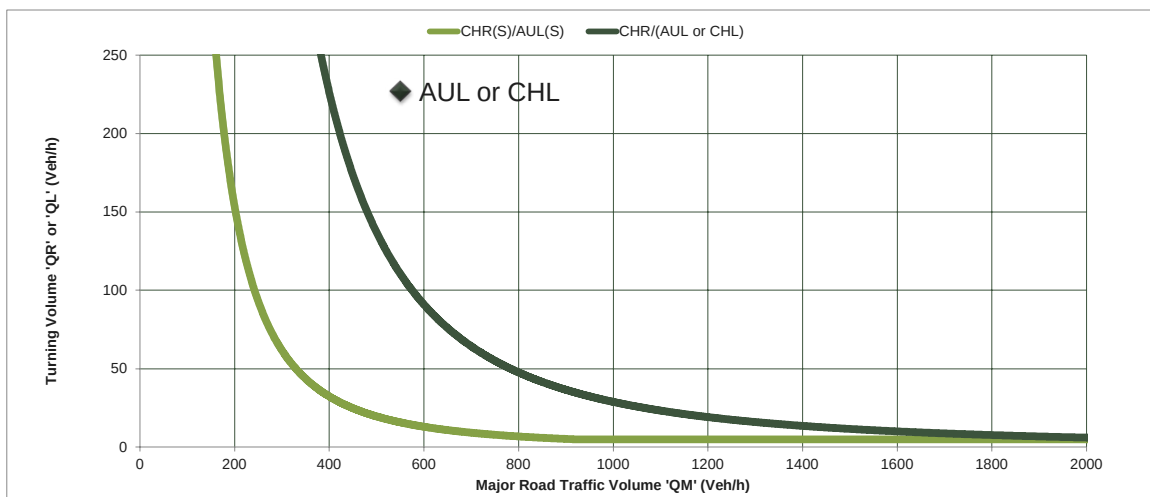
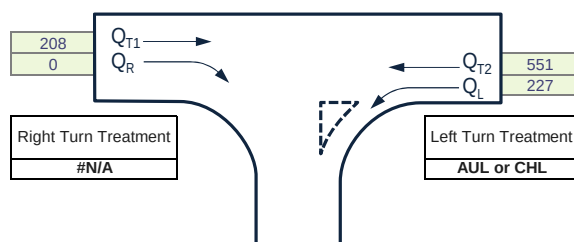
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Assessment Year	2026
Peak Period	PM
Scenario	Background + Dev

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

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

Turn Warrant Assessment

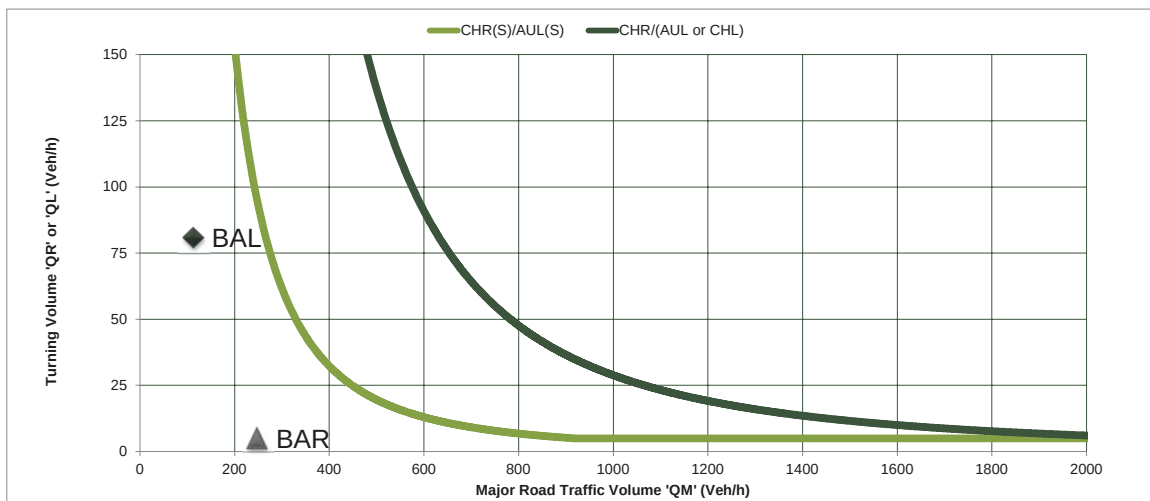
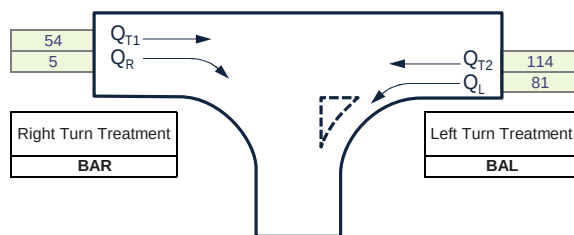
Eastern Access - Yarrabilba Drive / Site Access
620.V11743.00025
12/03/2026



Assessment Year	2026
Peak Period	AM
Scenario	Background + Dev

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

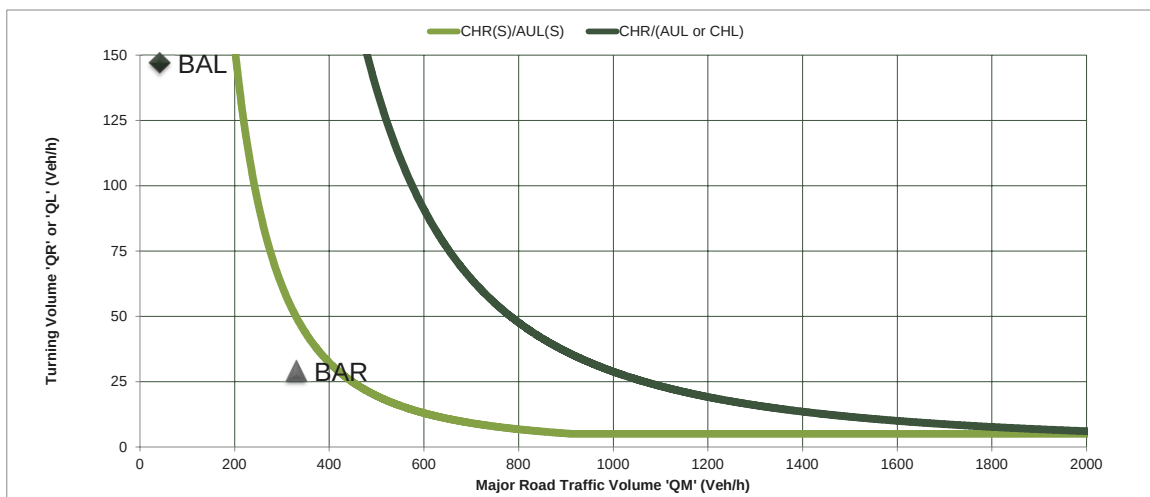
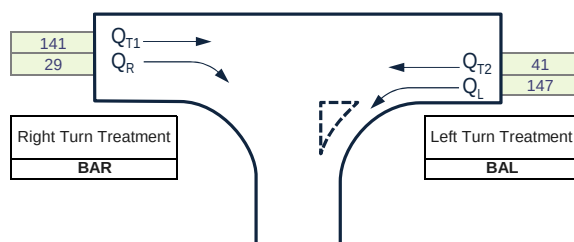
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114	81	Left



Assessment Year	2026
Peak Period	PM
Scenario	Background + Dev

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

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

Turn Warrant Assessment

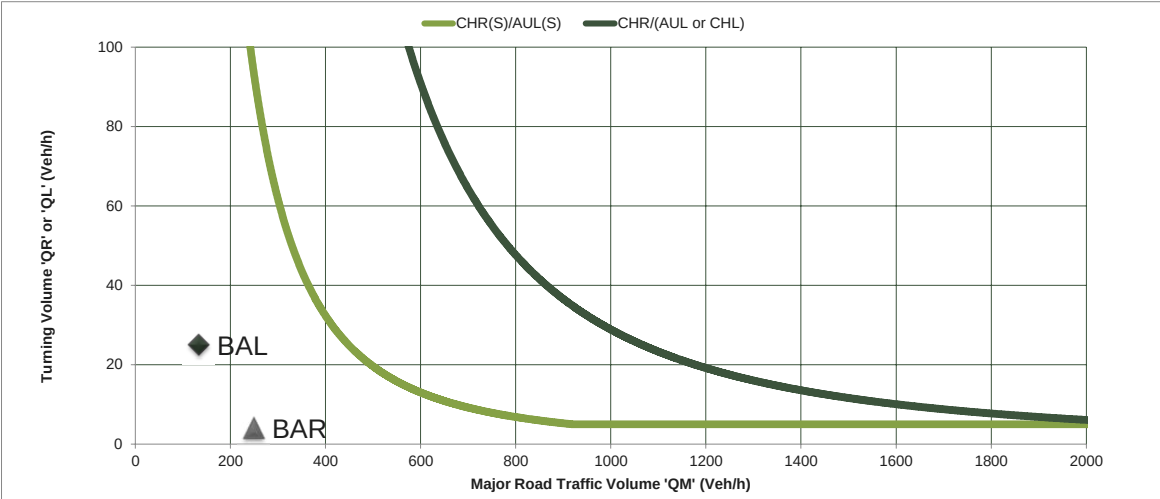
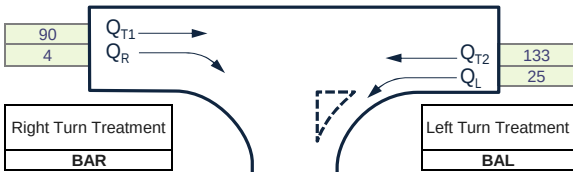
Northern Access - Centre Access Street 2 / Site Access
620.V11743.00025
12/03/2026



Assessment Year	2026
Peak Period	AM
Scenario	Background + Dev

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

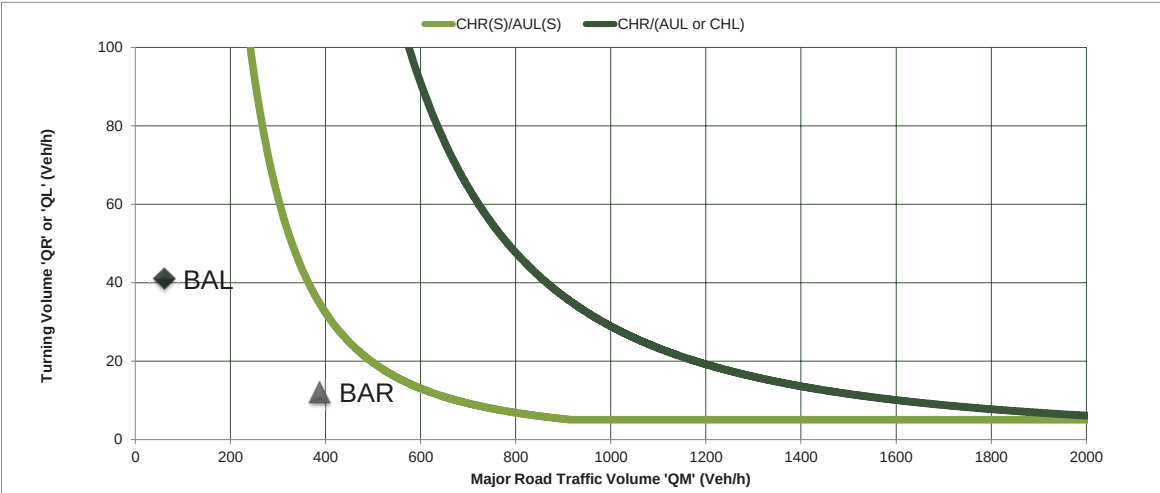
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133	25	Left



Assessment Year	2026
Peak Period	PM
Scenario	Background + Dev

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

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61	41	Left

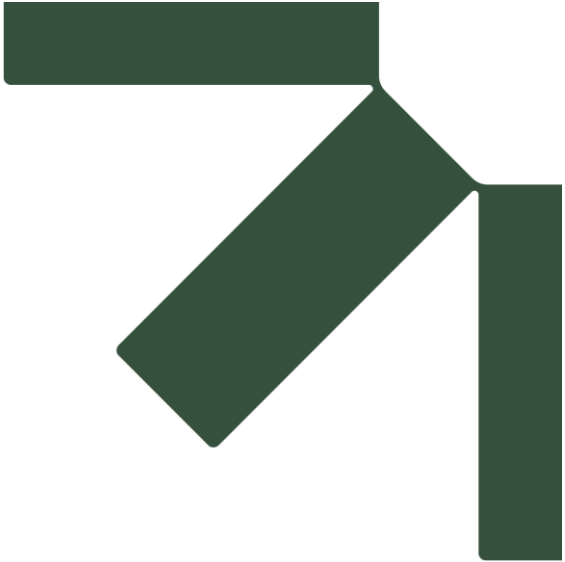


Reflects changes made in RPDM (Ed2: Vol3) Supplement to Austroads Part 4A (DTMR, September 2025)

Turn Warrant Assessment

Western Access - Main Street / Site Access
620.V11743.00025
12/03/2026





Appendix H Functional Plans

Yarrabilba Town Centre, Lot 1 Retail Masterplan

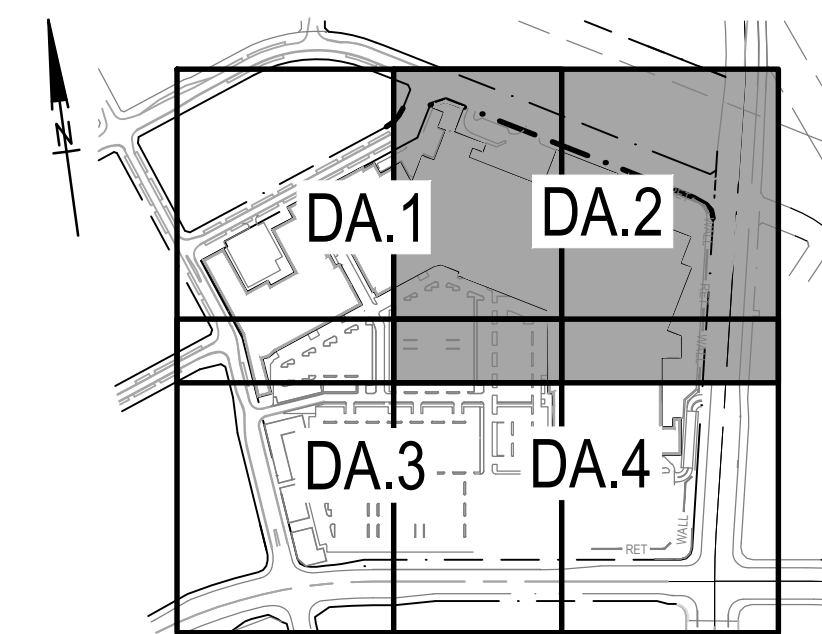
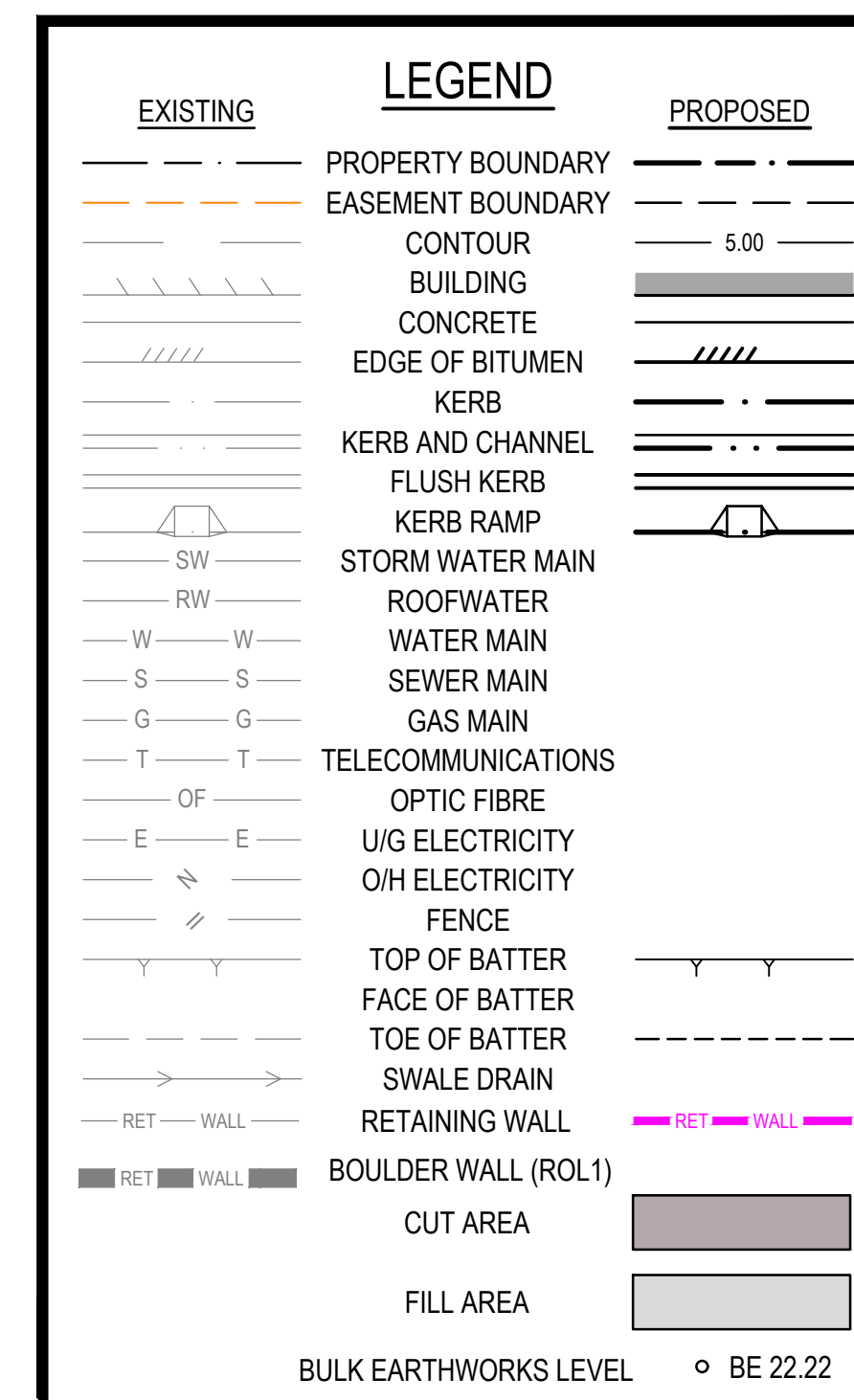
Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00025

23 June 2026

FOR CONTINUATION REFER DWG NO. DA.02



A	27.02.26	FOR COORDINATION		DG	
ISSUE DATE		AMENDMENT		BY	

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CONSULTING

ABN: 39 062 191 7
P: 61 7 3335 45
E: solutions@mpnc.
Level 4, Building
Kings Row Office Park
42 McDowall Street, Milton, QLD 40
40

CLIENT: Stockland

YARRABILBA TOWN CENTRE

YARRABILBA DRIVE AND WENTLAND AVENUE
YARRABILBA QLD 4207

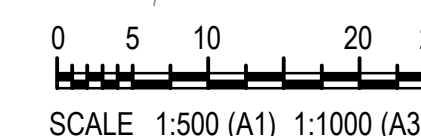
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- SHEET 2**

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CHKD:	APPRD:	DATE:

mpn JOB	DRAWING No.
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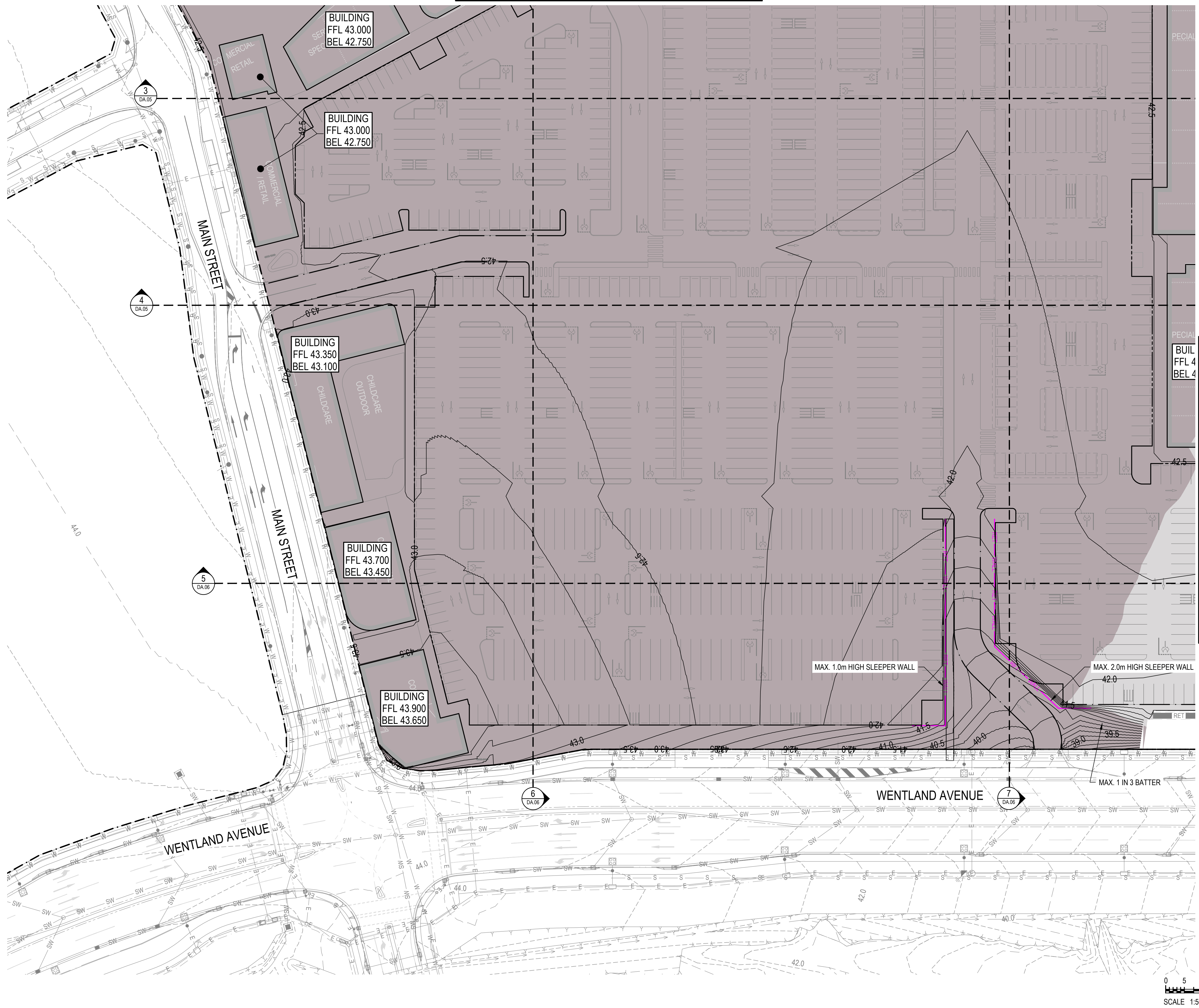
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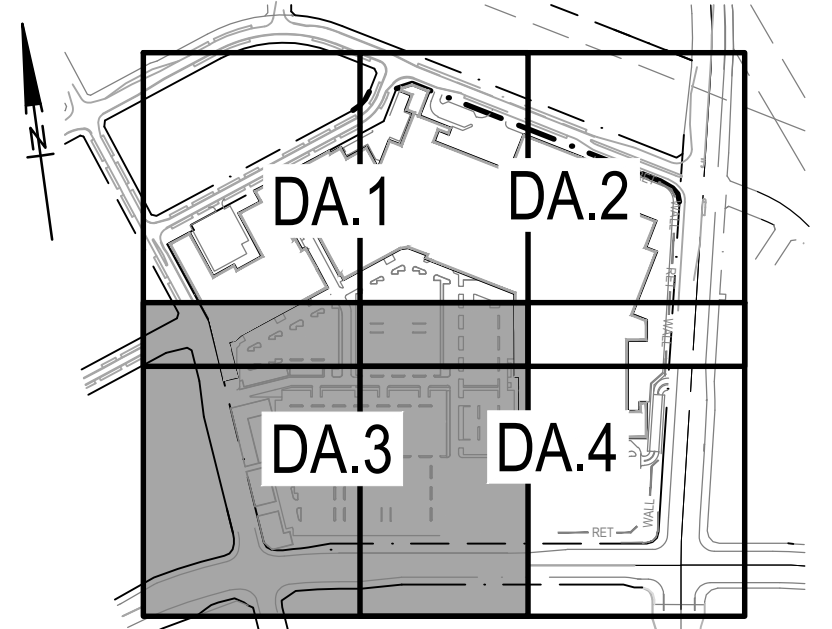


5 NOT FOR CONSTRUCTION

FOR CONTINUATION REFER DWG NO. DA.01



EXISTING	LEGEND	PROPOSED
	PROPERTY BOUNDARY	
	EASEMENT BOUNDARY	
	CONTOUR	
	BUILDING	
	CONCRETE	
	EDGE OF BITUMEN	
	KERB	
	KERB AND CHANNEL	
	FLUSH KERB	
	KERB RAMP	
	STORM WATER MAIN	
	ROOFWATER	
	WATER MAIN	
	SEWER MAIN	
	GAS MAIN	
	TELECOMMUNICATIONS	
	OPTIC FIBRE	
	U/G ELECTRICITY	
	O/H ELECTRICITY	
	FENCE	
	TOP OF BATTER	
	FACE OF BATTER	
	TOE OF BATTER	
	SWALE DRAIN	
	RETAINING WALL	
	BOULDER WALL (ROL1)	
	CUT AREA	
	FILL AREA	
	BULK EARTHWORKS LEVEL	



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ISSUE	DATE	AMENDMENT		BY	APP

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CLIENT: Stockland

YARRABILBA TOWN CENTRE

**YARRABILBA DRIVE AND WENTLAND AVENUE
YARRABILBA QLD 4207**

**BULK EARTHWORKS PLAN
- SHEET 3**

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CHKD:	APPRD:	DATE:

mpn JOB	DRAWING No.	REV
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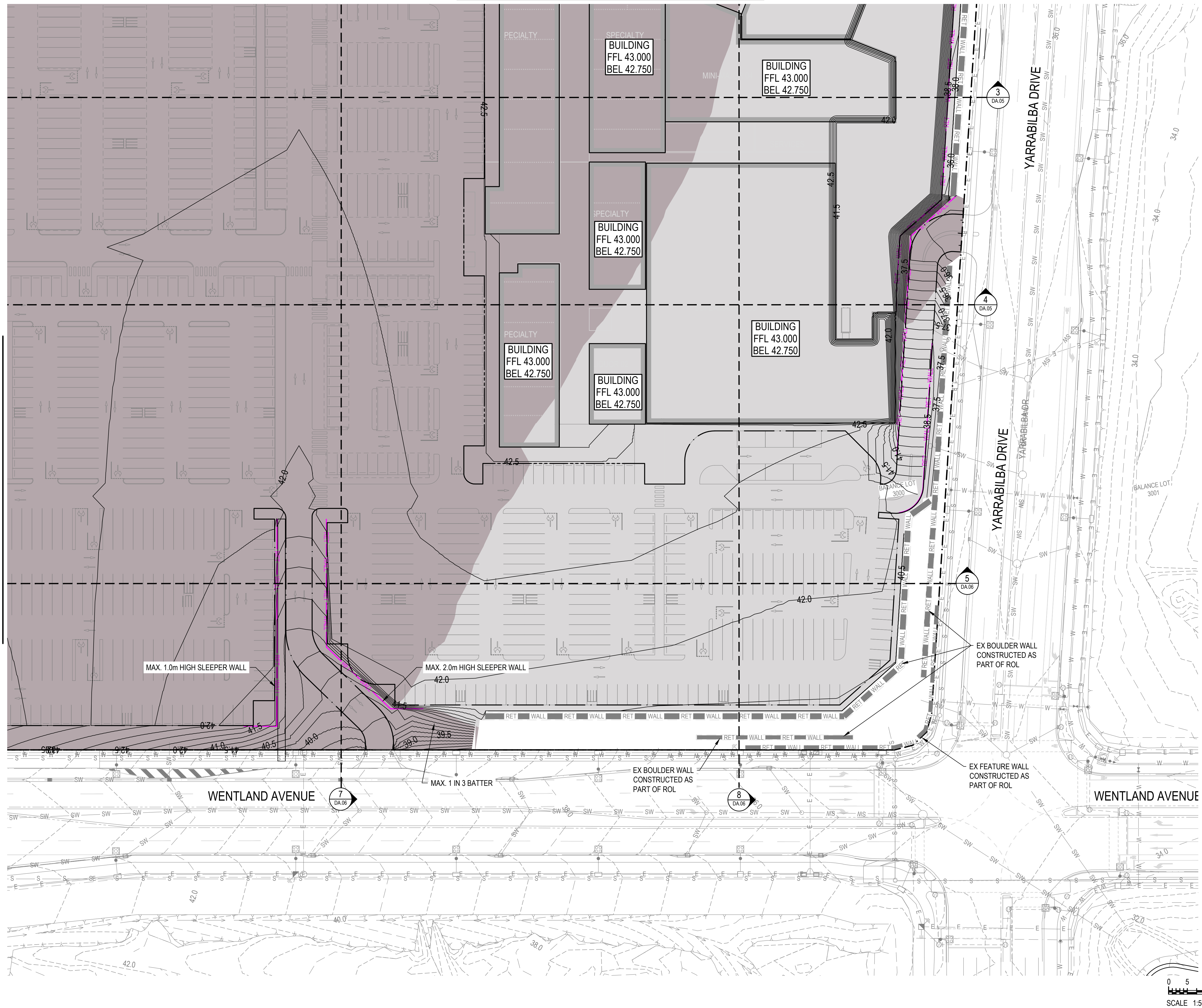
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NOT FOR CONSTRUCTION

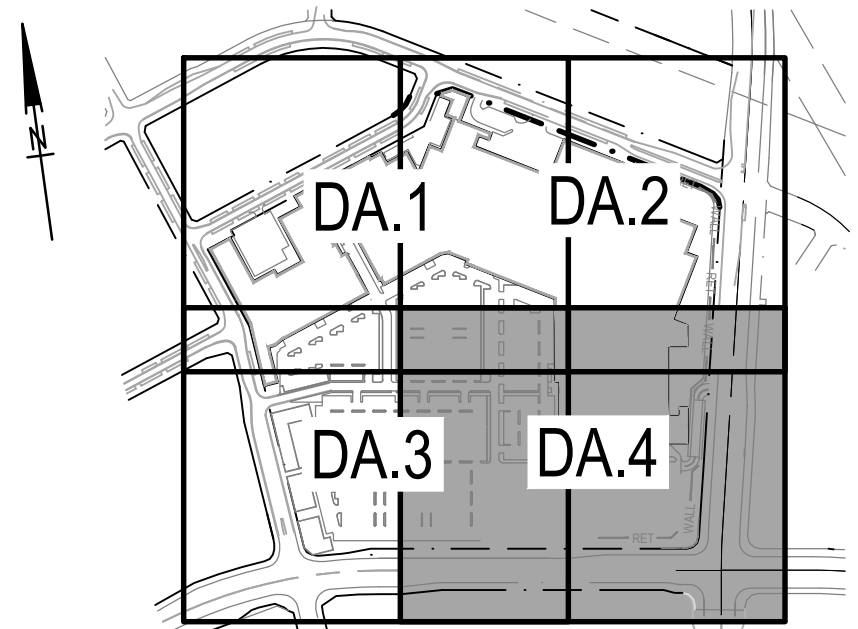
FOR CO-ORDINATION

FOR CONTINUATION REFER DWG NO. DA.03

FOR CONTINUATION REFER DWG NO. DA.02



LEGEND	
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PROPERTY BOUNDARY	PROPERTY BOUNDARY
EASEMENT BOUNDARY	EASEMENT BOUNDARY
CONTOUR	CONTOUR
BUILDING	BUILDING
CONCRETE	CONCRETE
EDGE OF BITUMEN	EDGE OF BITUMEN
KERB	KERB
KERB AND CHANNEL	KERB AND CHANNEL
FLUSH KERB	FLUSH KERB
KERB RAMP	KERB RAMP
STORM WATER MAIN	STORM WATER MAIN
ROOFWATER	ROOFWATER
WATER MAIN	WATER MAIN
SEWER MAIN	SEWER MAIN
GAS MAIN	GAS MAIN
TELECOMMUNICATIONS	TELECOMMUNICATIONS
OPTIC FIBRE	OPTIC FIBRE
U/G ELECTRICITY	U/G ELECTRICITY
O/H ELECTRICITY	O/H ELECTRICITY
FENCE	FENCE
TOP OF BATTER	TOP OF BATTER
FACE OF BATTER	FACE OF BATTER
TOE OF BATTER	TOE OF BATTER
SWALE DRAIN	SWALE DRAIN
RETAINING WALL	RETAINING WALL
BOULDER WALL (ROL1)	BOULDER WALL (ROL1)
CUT AREA	CUT AREA
FILL AREA	FILL AREA
BULK EARTHWORKS LEVEL	BULK EARTHWORKS LEVEL



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YARRABILBA DRIVE AND WENTLAND AVENUE
YARRABILBA QLD 4207

BULK EARTHWORKS PLAN
- SHEET 4

DESIGN: CHKD: mpn JOB 10388

DRAWN: APPD: DA.04

SCALES: AS SHOWN

DATE: REV A

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27.02.26

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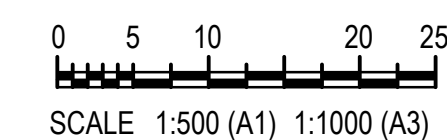
DG LS

ISSUE DATE AMENDMENT BY APP

MPN CONSULTING

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Kings Row Office Park,
42 McDougall Street, Milton, QLD, 4064

ABN: 39 062 191 799
P: 61 7 3335 4555
E: solutions@mpnc.au



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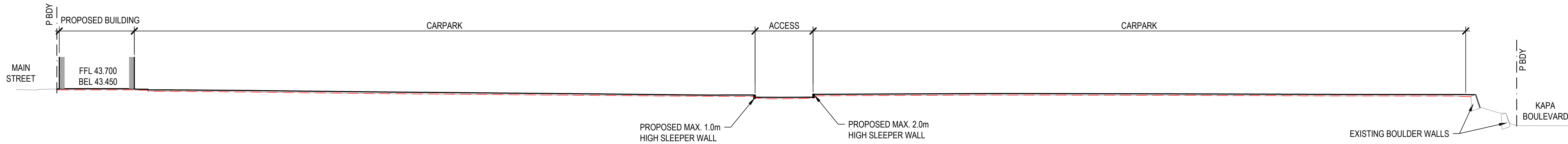
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**YARRABILBA DRIVE AND WENTLAND AVENUE
YARRABILBA QLD 4207**

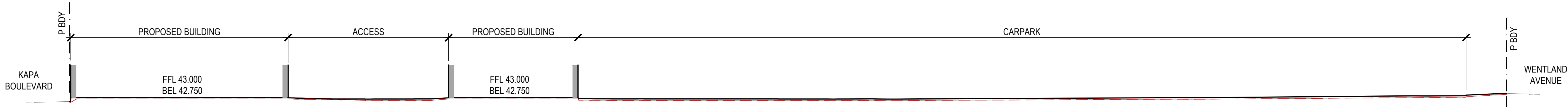
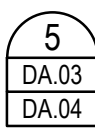
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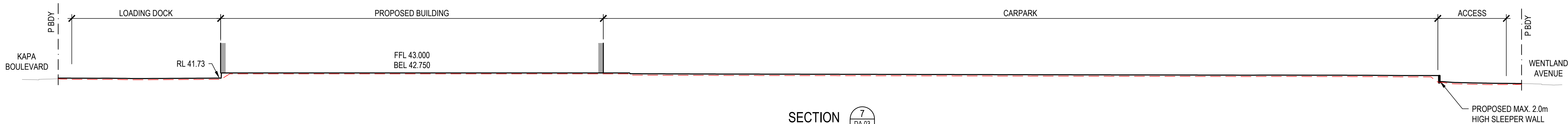
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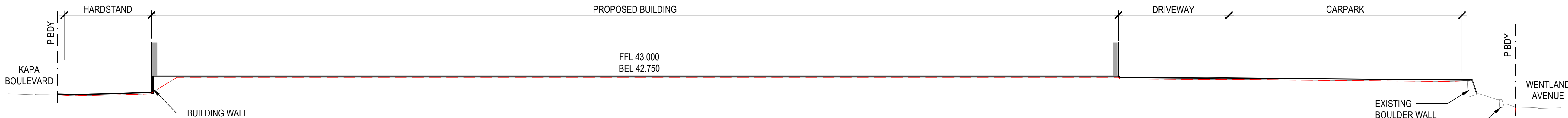
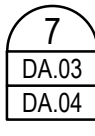
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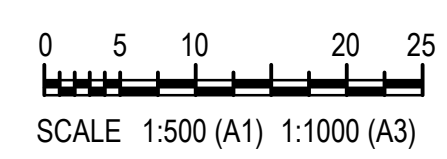
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SECTION 7
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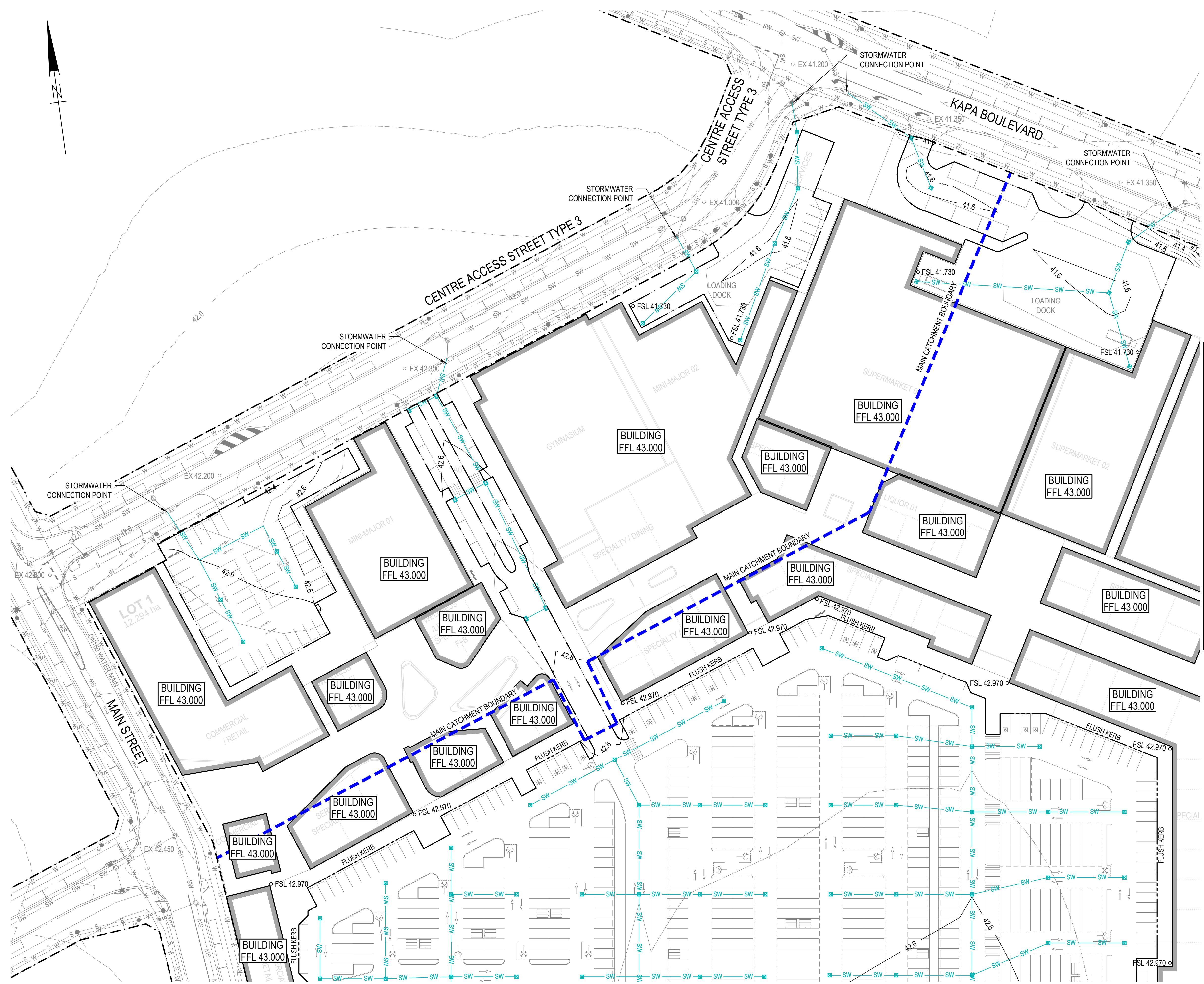


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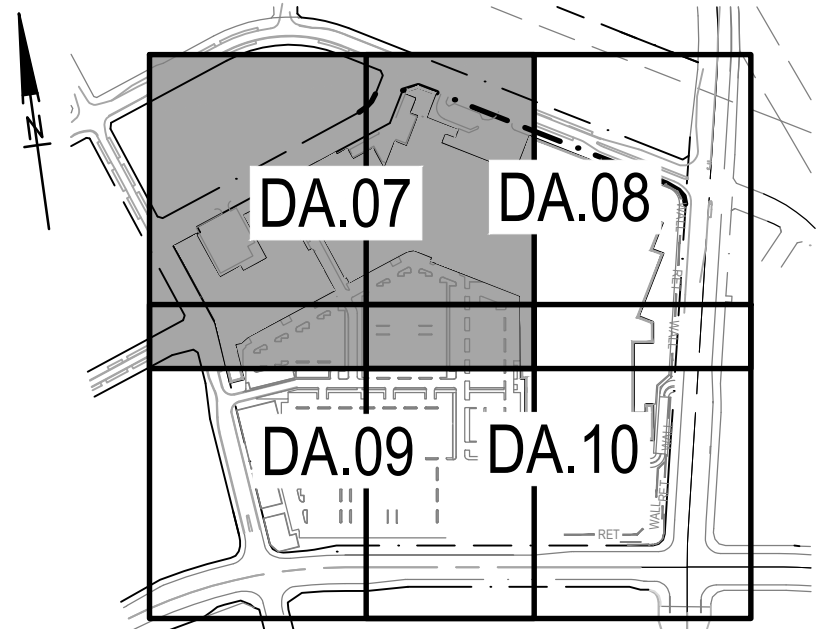


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COPYRIGHT: THIS DESIGN AND PLANS ARE NOT TO BE USED OR REPRODUCED WHOLLY OR IN PART WITHOUT WRITTEN PERMISSION OF MPN CONSULTING PTY LIMITED 2023 ©					
		ABN: 39 062 191 799 P: 61 7 3335 4555 E: solutions@mpnc.au Level 4, Building 3, Kings Row Office Park, 42 McDougall Street, Milton, QLD, 4064			
CLIENT: Stockland					
YARRABILBA TOWN CENTRE					
YARRABILBA DRIVE AND WENTLAND AVENUE YARRABILBA QLD 4207					
BULK EARTHWORKS SECTIONS - SHEET 2					
DESIGN: DG	DRAWN: DG	SCALES: AS SHOWN			
CHKD:	APPRD:	DATE:			
mpn JOB	DRAWING No.	REV			
10388	DA.06	A			
FOR CO-ORDINATION					



EXISTING	LEGEND	PROPOSED
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	EASEMENT BOUNDARY	
	CONTOUR	
	BUILDING CONCRETE	
	EDGE OF BITUMEN	
	KERB	
	KERB AND CHANNEL	
	FLUSH KERB	
	KERB RAMP	
	BOLLARD	
	STORMWATER MAIN	
	WATER MAIN	
	SEWER MAIN	
	RISING MAIN	
	GAS MAIN	
	TELECOMMUNICATIONS	
	TOP OF BATTER	
	FACE OF BATTER	
	TOE OF BATTER	
	RETAINING WALL	
	MAIN CATCHMENT BOUNDARY	
	FINISHED SURFACE LEVEL	
	EXISTING SURFACE LEVEL	



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ISSUE	DATE	AMENDMENT	BY	APP

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 Level 4, Building 3,
 Kings Row Office Park,
 42 McDougall Street, Milton, QLD, 4064

CLIENT: **Stockland**

YARRABILBA TOWN CENTRE

**YARRABILBA DRIVE AND WENTLAND AVENUE
YARRABILBA QLD 4207**

**STORMWATER DRAINAGE PLAN
- SHEET 1**

DESIGN:	DRAWN:	SCALE:
CHKD:	APPRD:	DATE:

mpn JOB	DRAWING No.	REV
10388	DA.07	A

FOR CO-ORDINATION

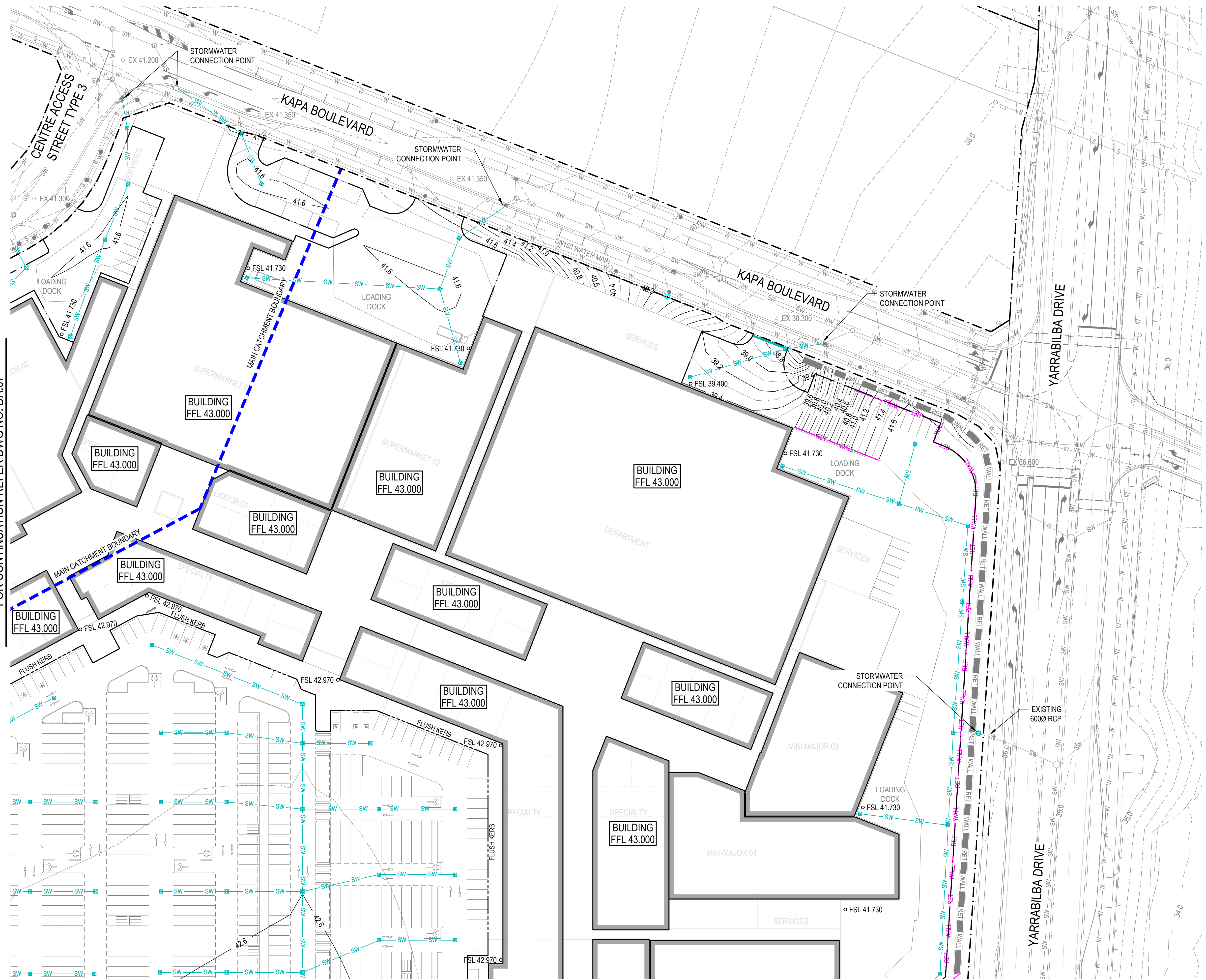
NOT FOR CONSTRUCTION

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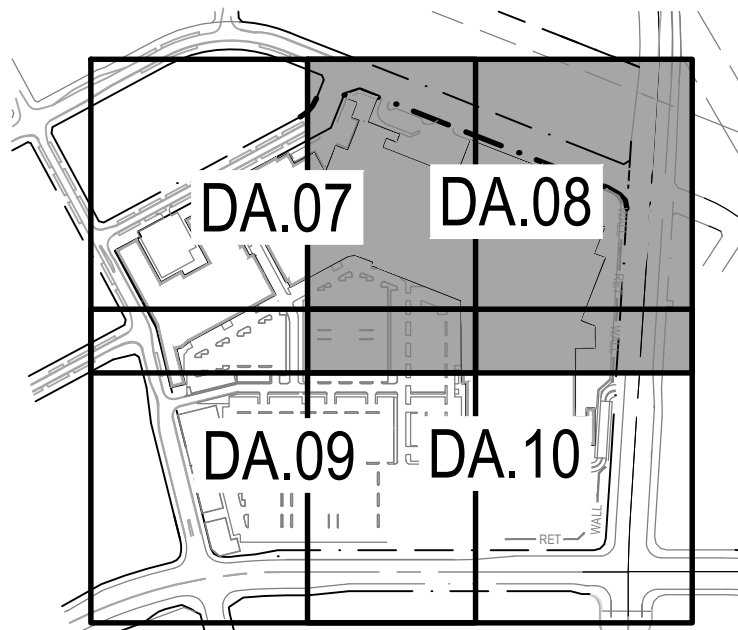
FOR CONTINUATION REFER DWG NO. DA.08

FOR CONTINUATION REFER DWG NO. DA.07



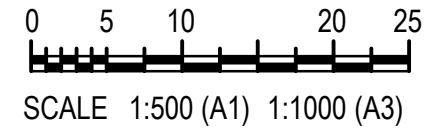
EXISTING		LEGEND	PROPOSED	
---	---	PROPERTY BOUNDARY	---	---
---	---	EASEMENT BOUNDARY	---	---
---	---	CONTOUR	---	---
---	---	BUILDING	---	---
---	---	CONCRETE	---	---
---	---	EDGE OF BITUMEN	---	---
---	---	KERB	---	---
---	---	KERB AND CHANNEL	---	---
---	---	FLUSH KERB	---	---
---	---	KERB RAMP	---	---
---	---	BOLLARD	---	---
---	---	STORMWATER MAIN	---	---
---	---	WATER MAIN	---	---
---	---	SEWER MAIN	---	---
---	---	RISING MAIN	---	---
---	---	GAS MAIN	---	---
---	---	TELECOMMUNICATIONS	---	---
---	---	TOP OF BATTER	---	---
---	---	FACE OF BATTER	---	---
---	---	TOE OF BATTER	---	---
---	---	BOULDER WALL (ROL1)	---	---
---	---	RETAINING WALL	---	---
---	---	MAIN CATCHMENT BOUNDARY	---	---
---	---	FINISHED SURFACE LEVEL	---	---
---	---	EXISTING SURFACE LEVEL	---	---

NOTE: RETAINING WALL HEIGHTS SHOWN ON EARTHWORKS PLANS.



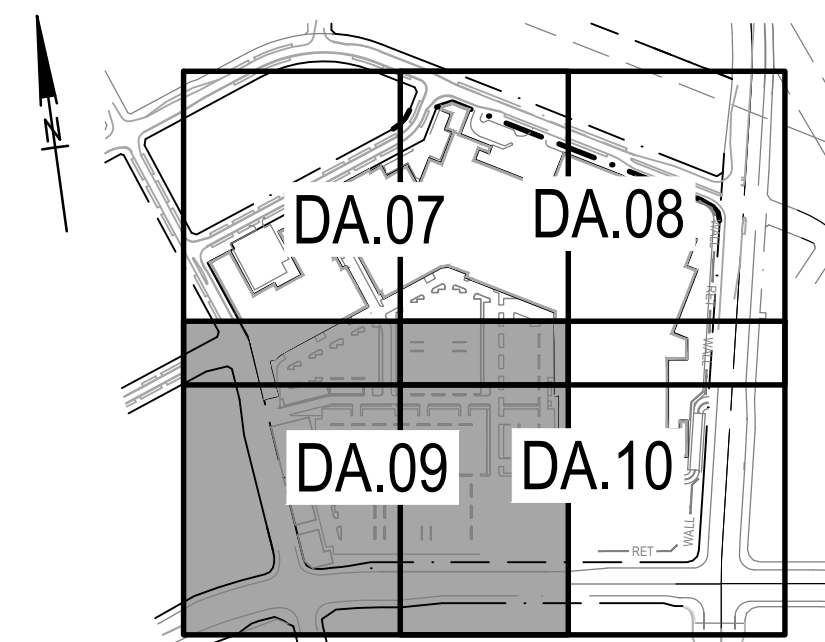
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FOR CONTINUATION REFER DWG NO. DA.10



NOT FOR CONSTRUCTION

NOTE: RETAINING WALL
HEIGHTS SHOWN ON
EARTHWORKS PLANS.

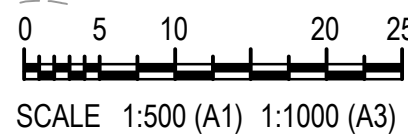


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ISSUE DATE		AMENDMENT	BY	APP

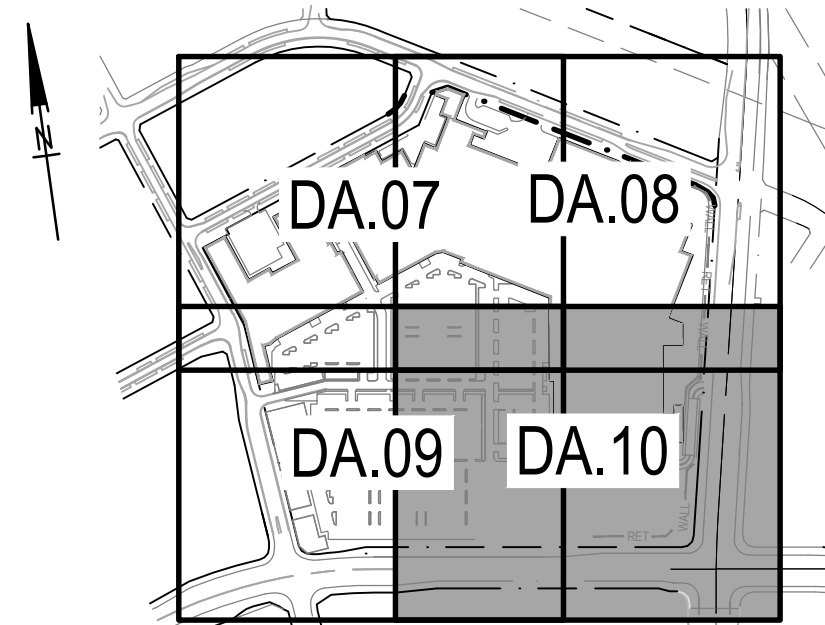
 MPN CONSULTING		ABN: 39 062 191 799 P: 61 7 3335 4555 E: solutions@mpnc.au	
CLIENT:  Stockland		42 McDougall Street, Milton, QLD. 4064 Level 4, Building 3, Kings Row Office Park,	
YARRABILBA TOWN CENTRE			
YARRABILBA DRIVE AND WENTLAND AVENUE YARRABILBA QLD 4207			
STORMWATER DRAINAGE PLAN - SHEET 3			
DESIGN:	DRAWN:	SCALES:	AS SHOWN
CHKD:	APPRD:	DATE:	
mpn JOB	DRAWING No.		REV
10388	DA.09		A
FOR CO-ORDINATION			

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NOTE: RETAINING WALL
HEIGHTS SHOWN ON
EARTHWORKS PLANS.



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CLIENT:  Stockland

YARRABILBA TOWN CENTRE

**YARRABILBA DRIVE AND WENTLAND AVENUE
YARRABILBA QLD 4207**

STORMWATER DRAINAGE PLAN
- SHEET 4

DESIGN:	DRAWN:	SCALES: AS SHOWN
CHKD:	APPRD:	DATE:

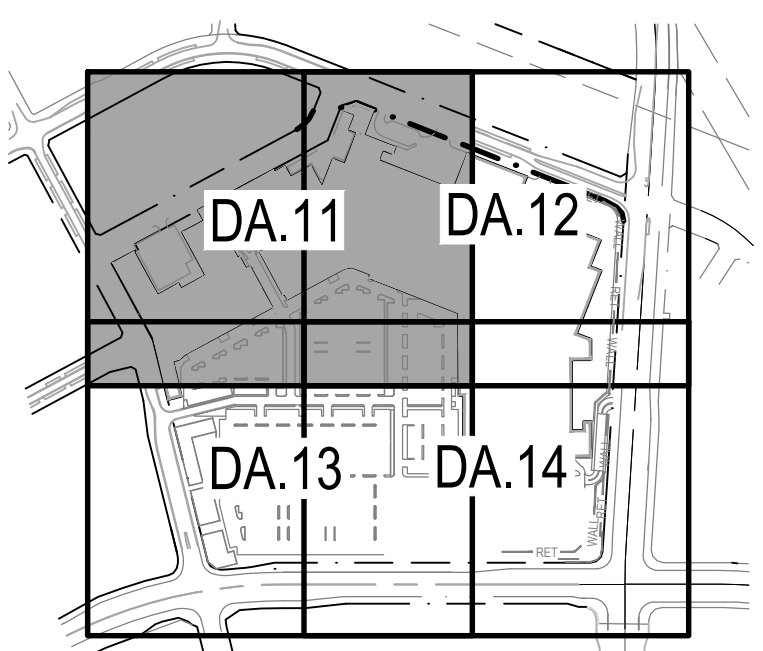
mpn JOB	DRAWING No.
10388	DA.10

FOR CO-ORDINATION

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LEGEND	
EXISTING	PROPOSED
---	PROPERTY BOUNDARY
- - -	EASEMENT BOUNDARY
5.00	CONTOUR
	BUILDING
	CONCRETE
	EDGE OF BITUMEN
	KERB
	KERB AND CHANNEL
	FLUSH KERB
	KERB RAMP
	BOLLARD
	STORM WATER MAIN
W W	WATER MAIN
S S	SEWER MAIN
RM	RISING MAIN
G G	GAS MAIN
T T	TELECOMMUNICATIONS
---	TOP OF BATTER
---	FACE OF BATTER
---	TOE OF BATTER
RET WALL	BOULDER WALL
RET WALL	RETAINING WALL
RET WALL	SEWER CATCHMENT BOUNDARY



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ISSUE	DATE	AMENDMENT	BY	APP
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E: solutions@mpnc.au
Level 4, Building 3,
Kings Row Office Park,
42 McDougall Street, Milton, QLD, 4064

CLIENT: **Stockland**

YARRABILBA TOWN CENTRE

YARRABILBA DRIVE AND WENTLAND AVENUE
YARRABILBA QLD 4207

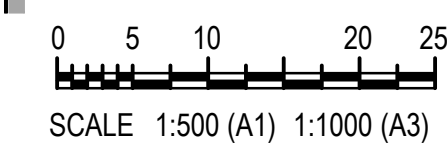
**SERVICES CONNECTION PLAN
- SHEET 1**

DESIGN:	DRAWN:	SCALES:
CHKD:	APPRD:	DATE:

mpn JOB	DRAWING No.	REV
10388	DA.11	A

FOR CO-ORDINATION

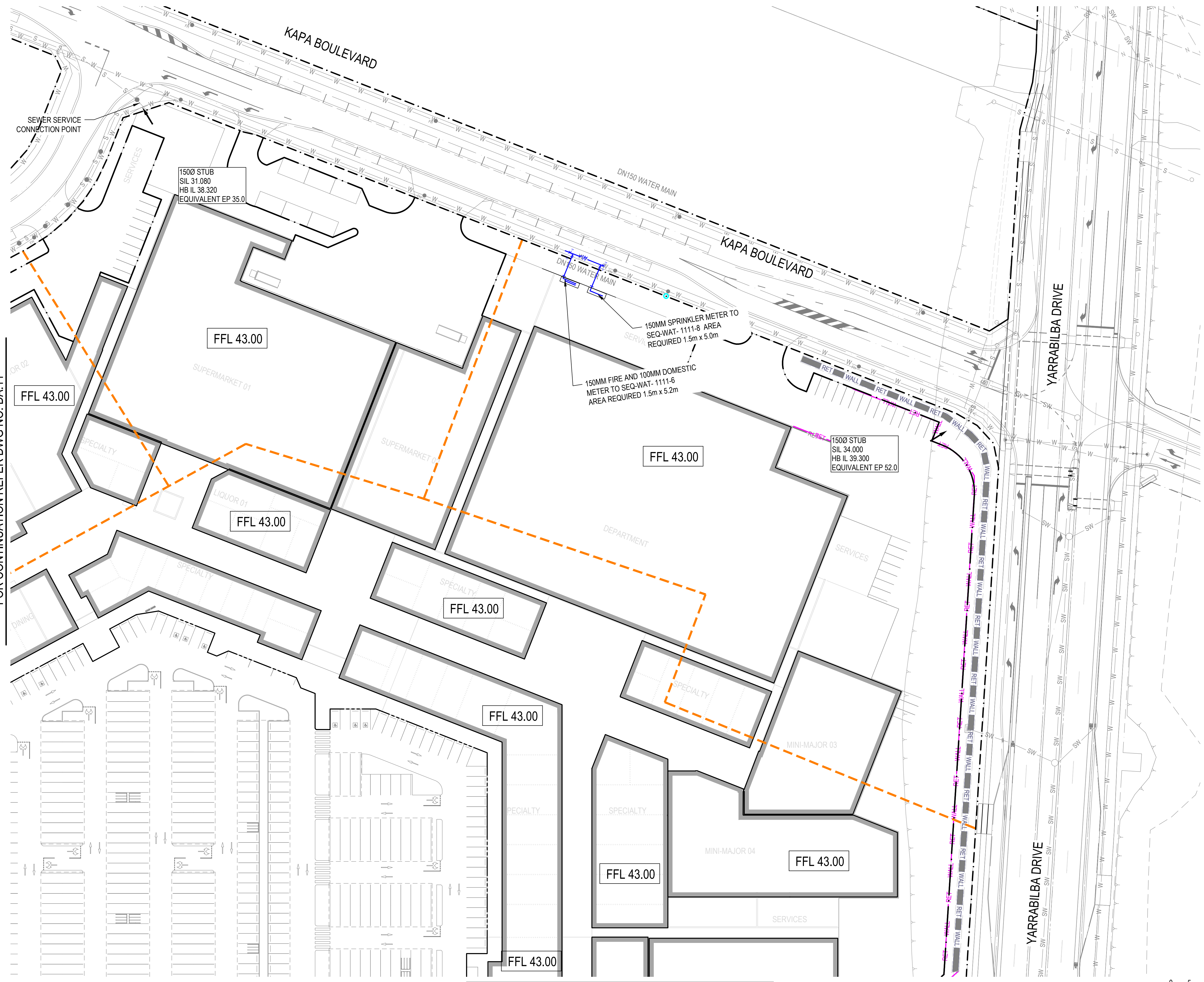
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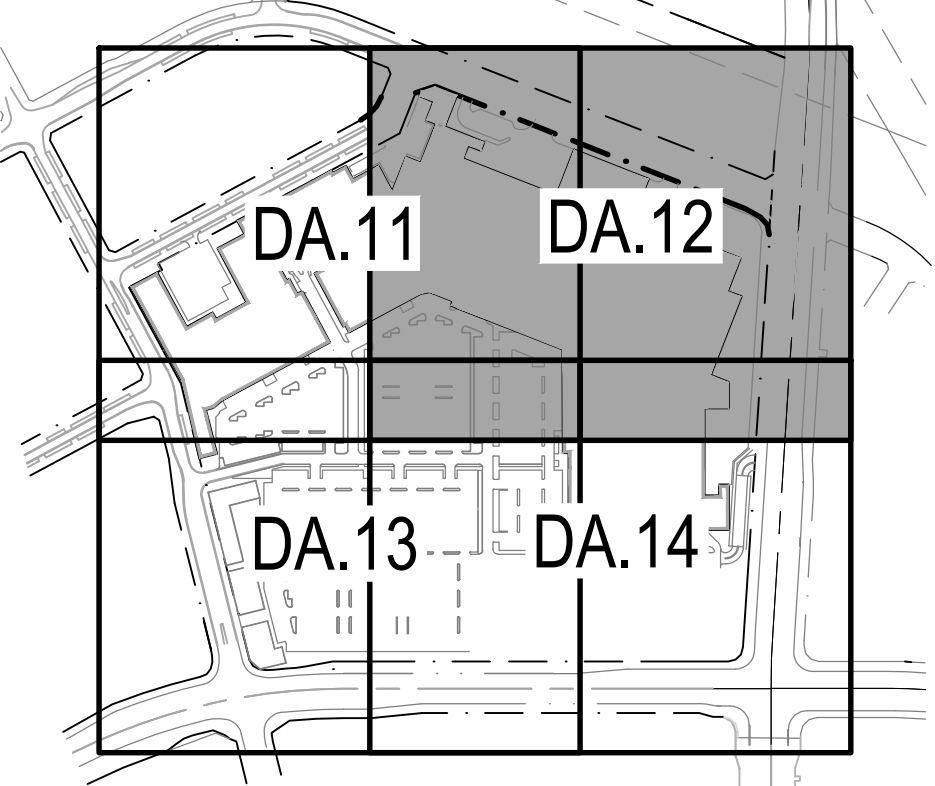
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FOR CONTINUATION REFER DWG NO. DA.11



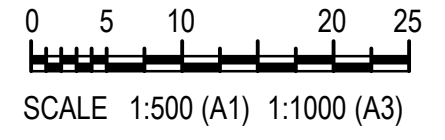
FOR CONTINUATION REFER DWG NO. DA.14

EXISTING	LEGEND	PROPOSED
---	PROPERTY BOUNDARY	---
---	EASEMENT BOUNDARY	---
---	CONTOUR	---
---	BUILDING	---
---	CONCRETE	---
---	EDGE OF BITUMEN	---
---	KERB	---
---	KERB AND CHANNEL	---
---	FLUSH KERB	---
---	KERB RAMP	---
---	BOLLARD	---
---	STORM WATER MAIN	---
---	WATER MAIN	---
---	SEWER MAIN	---
---	RISING MAIN	---
---	GAS MAIN	---
---	TELECOMMUNICATIONS	---
---	TOP OF BATTER	---
---	FACE OF BATTER	---
---	TOE OF BATTER	---
---	BOULDER WALL	---
---	RETAINING WALL	---
---	SEWER CATCHMENT BOUNDARY	---



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CLIENT:  Stockland				
YARRABILBA TOWN CENTRE				
YARRABILBA DRIVE AND WENTLAND AVENUE YARRABILBA QLD 4207				
SERVICES CONNECTION PLAN - SHEET 2				
DESIGN:	DRAWN:	SCALE:	AS SHOWN	
CHKD:	APPRD:	DATE:		
mpn JOB	DRAWING No.	REV		
10388	DA.12	A		
FOR CO-ORDINATION				

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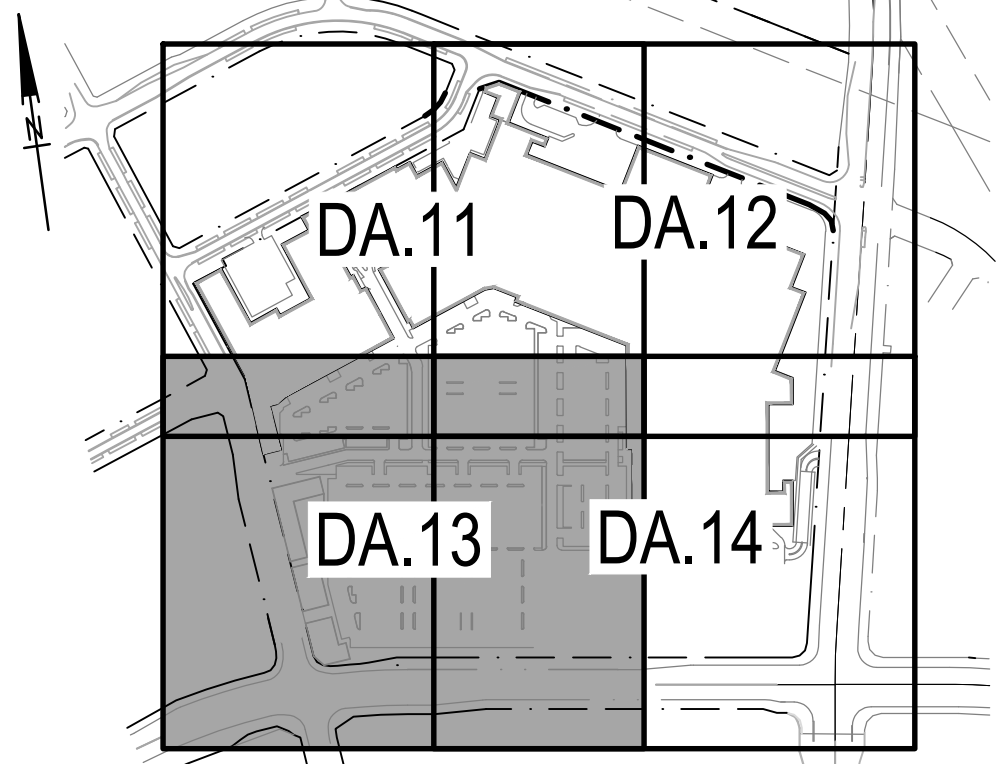


FOR CONTINUATION REFER DWG NO. DA.11



LEGEND

EXISTING	PROPOSED
--- PROPERTY BOUNDARY	--- EASEMENT BOUNDARY
5.00	CONTOUR
/// BUILDING	/// CONCRETE
/// EDGE OF BITUMEN	--- KERB
--- KERB AND CHANNEL	--- FLUSH KERB
--- KERB RAMP	--- BOLLARD
--- STORM WATER MAIN	--- WATER MAIN
--- W	--- S
--- RM	--- G
--- T	--- TELECOMMUNICATIONS
--- TOP OF BATTER	--- FACE OF BATTER
--- TOE OF BATTER	--- TOE OF BATTER
--- RET WALL	--- BOULDER WALL
--- RET WALL	--- RETAINING WALL
--- RET WALL	--- RET WALL
--- SEWER CATCHMENT BOUNDARY	--- SEWER CATCHMENT BOUNDARY



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Level 4, Building 3,
Kings Row Office Park,
42 McDougall Street, Milton, QLD, 4064

CLIENT: **Stockland**

YARRABILBA TOWN CENTRE

**YARRABILBA DRIVE AND WENTLAND AVENUE
YARRABILBA QLD 4207**

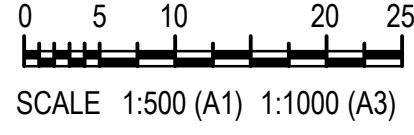
**SERVICES CONNECTION PLAN
- SHEET 3**

DESIGN:	DRAWN:	SCALES:
CHKD:	APPRD:	DATE:

mpn JOB	DRAWING No.	REV
10388	DA.13	A

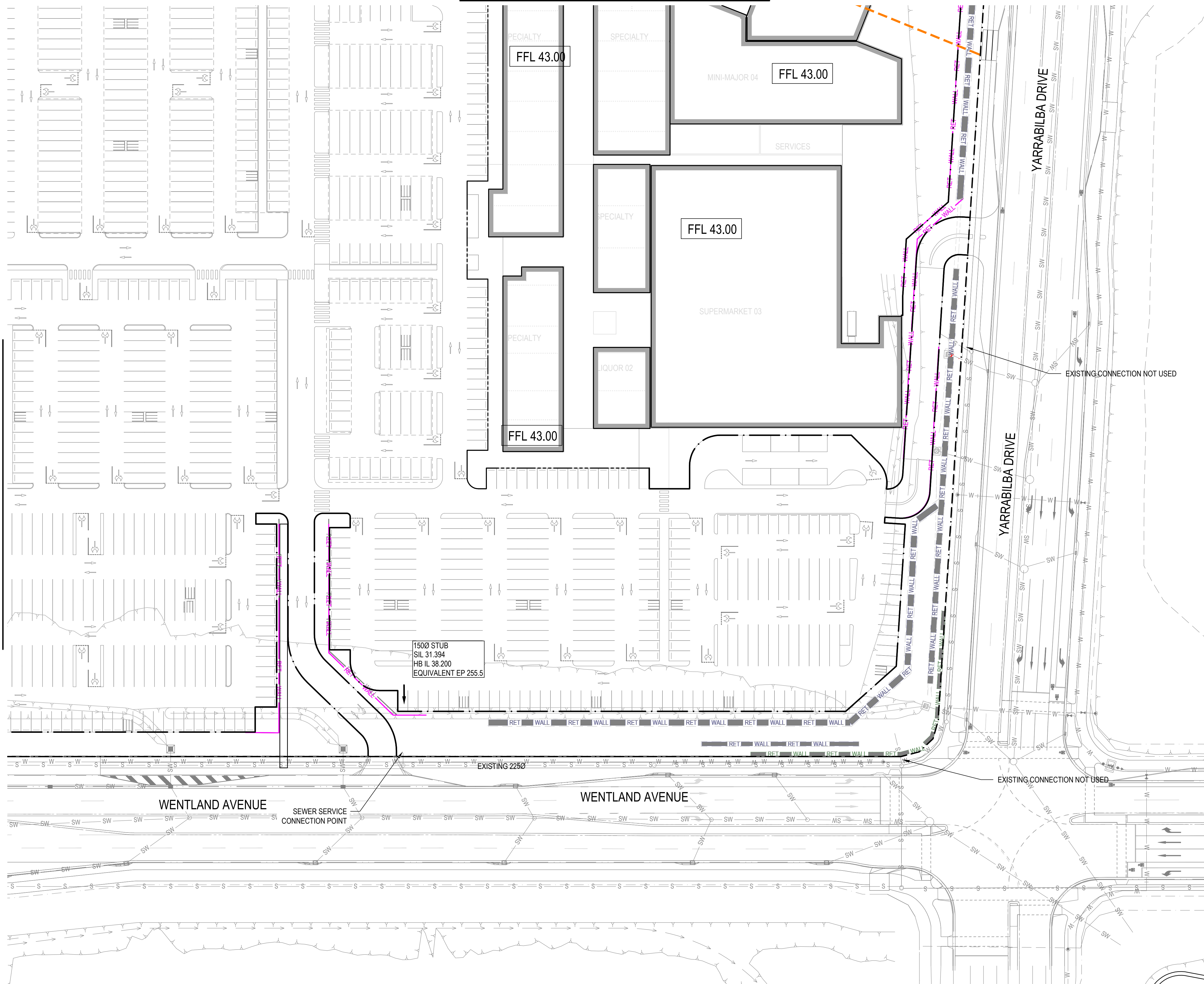
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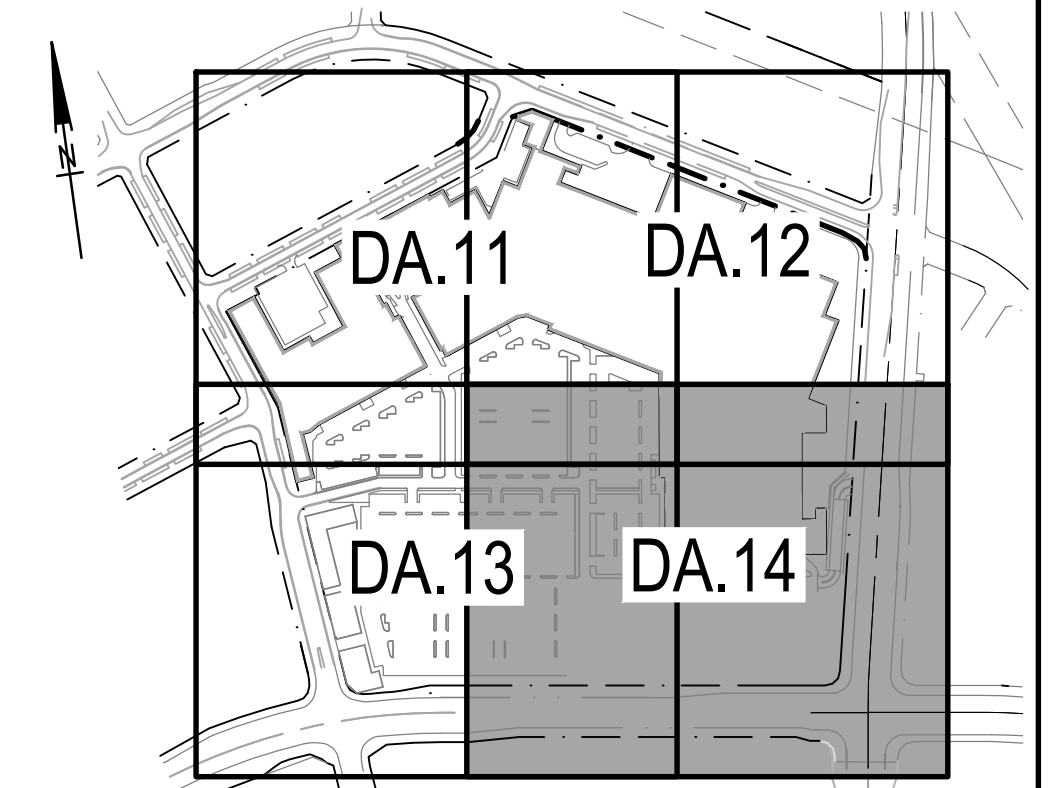


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FOR CONTINUATION REFER DWG NO. DA.12



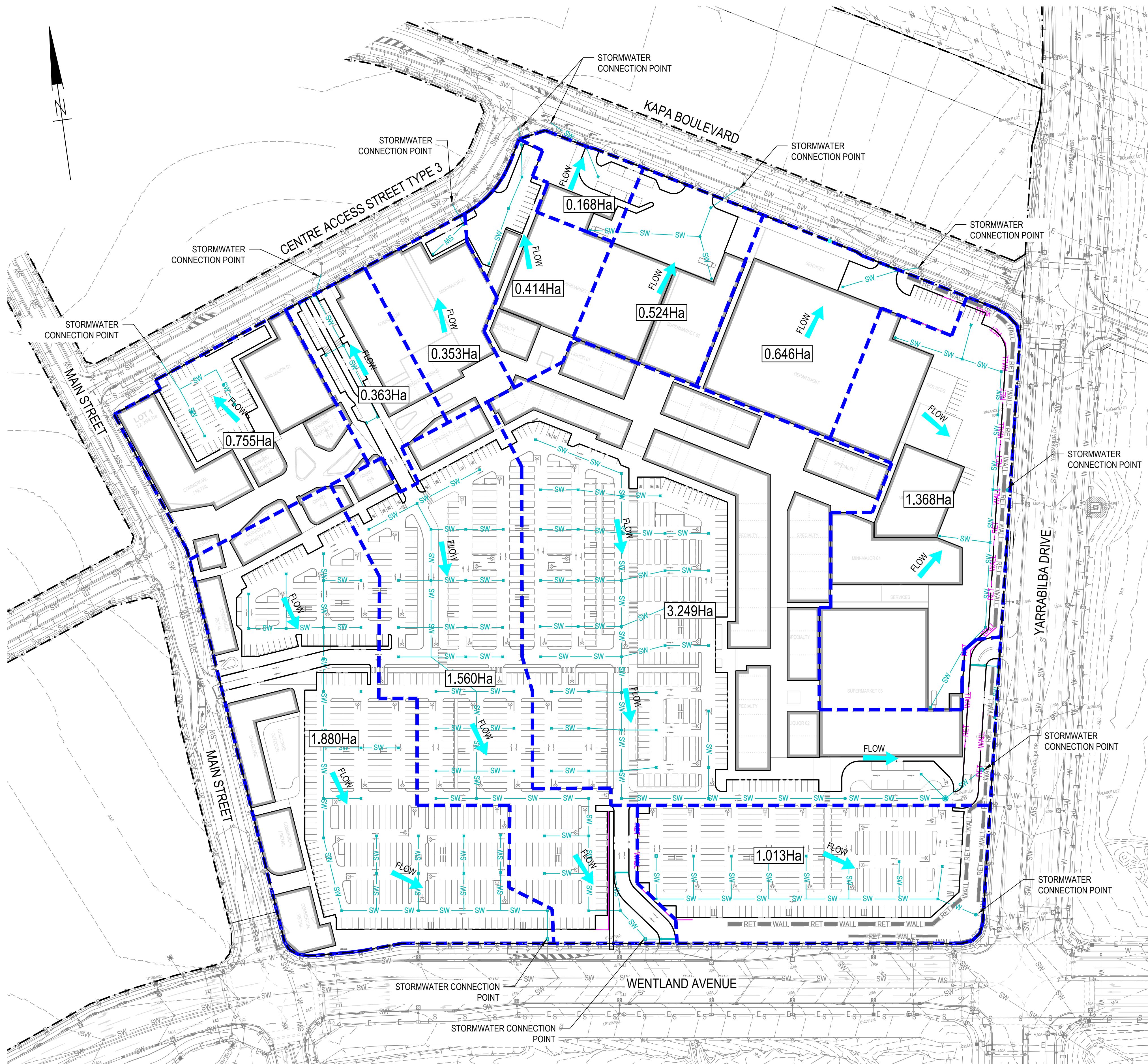
EXISTING		LEGEND	PROPOSED	
---	---	PROPERTY BOUNDARY	---	---
---	---	EASEMENT BOUNDARY	---	---
---	---	CONTOUR	---	---
---	---	BUILDING	---	---
---	---	CONCRETE	---	---
---	---	EDGE OF BITUMEN	---	---
---	---	KERB	---	---
---	---	KERB AND CHANNEL	---	---
---	---	FLUSH KERB	---	---
---	---	KERB RAMP	---	---
---	---	BOLLARD	---	---
---	---	STORM WATER MAIN	---	---
---	---	WATER MAIN	---	---
---	---	SEWER MAIN	---	---
---	---	RISING MAIN	---	---
---	---	GAS MAIN	---	---
---	---	TELECOMMUNICATIONS	---	---
---	---	TOP OF BATTER	---	---
---	---	FACE OF BATTER	---	---
---	---	TOE OF BATTER	---	---
---	---	BOULDER WALL	---	---
---	---	RETAINING WALL	---	---
---	---	SEWER CATCHMENT BOUNDARY	---	---



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		E: solutions@mpnc.au			
		Level 4, Building 3, Kings Row Office Park, 42 McDougall Street, Milton, QLD, 4054			
CLIENT:		 Stockland			
YARRABILBA TOWN CENTRE					
YARRABILBA DRIVE AND WENTLAND AVENUE YARRABILBA QLD 4207					
SERVICES CONNECTION PLAN - SHEET 4					
DESIGN:		DRAWN:		SCALES: AS SHOWN	
CHKD:		APPRD:		DATE:	
mpn JOB		DRAWING No.			REV
10388		DA.14			A
FOR CO-ORDINATION					

NOT FOR CONSTRUCTION

0 5 10 20 25
SCALE 1:500 (A1) 1:1000 (A3)



EXISTING		LEGEND	PROPOSED
---	---	PROPERTY BOUNDARY	---
---	---	EASEMENT BOUNDARY	---
---	---	CONTOUR	---
---	---	BUILDING	---
---	---	CONCRETE	---
---	---	EDGE OF BITUMEN	---
---	---	KERB	---
---	---	KERB AND CHANNEL	---
---	---	FLUSH KERB	---
---	---	KERB RAMP	---
---	---	BOLLARD	---
---	---	STORMWATER MAIN	---
---	---	WATER MAIN	---
---	---	SEWER MAIN	---
---	---	RISING MAIN	---
---	---	GAS MAIN	---
---	---	TELECOMMUNICATIONS	---
---	---	TOP OF BATTER	---
---	---	FACE OF BATTER	---
---	---	TOE OF BATTER	---
---	---	BOULDER WALL	---
---	---	RETAINING WALL	---
---	---	CATCHMENT BOUNDARY	---
---	---	CATCHMENT AREA	---
---	---	FLOW DIRECTION	---

0 10 20 30 40 50
SCALE 1:1000 (A1) 1:2000 (A3)

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YARRABILBA TOWN CENTRE				
YARRABILBA DRIVE AND WENTLAND AVENUE YARRABILBA QLD 4207				
STORMWATER CATCHMENT PLAN				
DESIGN:	DRAWN:	SCALES: AS SHOWN		
CHKD:	APPRD:	DATE:		
mpn JOB	DRAWING No.	REV		
10388	DA.15	A		
FOR APPROVAL				

