

YARRABILBA – TOWN CENTRE, SUB-REGIONAL SHOPPING CENTRE

Town Planning Report



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REPORT

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SUMMARY

Table 1: Summary

Details		
Site Address:	1730 Waterford Tamborine Road, Yarrabilba QLD Lot 3202 Waterford Tamborine Road, Yarrabilba QLD	
Real Property Description:	Part Lot 3007 on SP333767 Part Lot 3202 on SP351741 Part of Lot 7005 on SP351741	<i>The proposed development is contained within proposed Lot 1 / Stage 1 of Super Lot 1 sought under DEV-2025-YAR-4087 [referred to herein as the sub-regional shopping centre land].</i>
Site / Application Area:	12.3ha (approx.)	
Planning Scheme:	Yarrabilba Priority Development Area (PDA) Development Scheme	
Zone/Precinct:	Major Centre Zone (Core)	
Owner(s):	Hancock Resources Pty Ltd SRCP (Yarrabilba) Pty Limited	
Proposal		
Brief Description/ Purpose of Proposal	This application is for the inaugural uses within Yarrabilba’s Major Centre Core, which will initiate the activation and placemaking of the retail heart and establish the foundations for the Yarrabilba town centre’s long-term mixed-use role within this future City’s population of 50,000 people. Specifically, this application seeks a Development Permit for a Material Change of Use for Shopping Centre, Business, Car Park, Health Care Services, Fast Food Premises, Food Premises, Market, Shop, Child Care Centre, Community Facility, Indoor Entertainment, Showroom, Educational Establishment, Indoor Sport and Recreation, and Veterinary Hospital. The mix of uses provides optimal flexibility to cater for wide range of future tenants. In addition, temporary and interim uses are proposed to facilitate early activation in alignment with the progressive development of the Major Centre Core. These include: Sales Office, Park, Emergency Services and Outdoor Sport and Recreation. The application also seeks Preliminary Approval for Operational Works for standalone advertising signage (not signage incorporated into the built form) associated with the sub-regional shopping centre.	
Development Staging	The development will occur in stages. The proposal does not specify discrete stages because the timing and sequencing of development will be determined by tenant demand and market conditions. Accordingly, approval is sought for a flexible staged delivery approach to allow efficient, demand-responsive implementation and to minimise the need for subsequent variations to approvals.	
Application Details		
Aspect of Development	Preliminary approval	Development permit
Material change of use	☐	☒
Building Work	☐	☐
Operational Work	☒	☐
Reconfiguration of a Lot	☐	☐
Assessment Category	☒ Permissible (Column 3A)	☐ Prohibited (Column 3B)
Public Notification	☒ No	☐ Yes: 20BD
Applicant:	SRCP (Yarrabilba) Pty Limited c/- RPS AAP Consulting Pty Ltd	
Applicant contact person	Lyndelle Seymour , Principal Planner D: 07 3539 9679 E: lyndelle.seymour@rpsconsulting.com	Gavin Edwards , Tech. Director - Planning D: 0417 074 988 E: gavin.edwards@rpsconsulting.com

1 INTRODUCTION

RPS has been engaged by SRCP (Yarrabilba) Pty Limited to seek development approval for establishment of the Yarrabilba principal retail activities hub on land at 1730 Waterford Tamborine Road and Lot 3202 Waterford Tamborine Road, Yarrabilba QLD. The subject site is also described as part Lot 3007 on SP333767, part Lot 3202 on SP351741 and part of Lot 7005 on SP351741, and has an area of approximately 12.93ha.

This development application seeks a staged approval for the following aspects of development:

- Development Permit for a Material Change of Use for the following land uses to establish the 'sub-regional shopping centre':

- Shopping Centre	- Indoor Entertainment
- Business	- Indoor Sport and Recreation (gym)
- Car Park	- Veterinary Hospital
- Health Care Services	- Sales office (interim use)
- Fast Food Premises	- Showroom (capped)
- Food Premises	- Emergency Services (interim use)
- Market	- Park (interim use)
- Shop	- Outdoor sport and recreation (interim use)
- Child Care Centre	
- Community Facility	
- Preliminary Approval for Operational Works for signage associated with the sub-regional shopping centre (advertising signage not incorporated into the built form).

Under the *Yarrabilba Priority Development Area Development Scheme* (Development Scheme), the subject site is contained within the Major Centre Core Zone. The Major Centre Core is the PDA's highest-order mixed-use centre and the primary focus for sub-regional retail activity. It is intended to deliver a dense, urban heart for the precinct that services the entire PDA and the broader catchment. The proposal is assessable Column 3A Permissible Development under Table 2: Categories of development of the Development Scheme.

This planning report has been prepared to provide greater detail on the nature of the proposal, and to demonstrate compliance with the Development Scheme, Economic Development Queensland (EDQ) guidelines and the endorsed Precinct 7 and surrounds Context Plan Area Strategy (CPAS). Technical issues associated with the proposal are addressed in the supporting documentation attached with this planning report.

This application for the sub-regional shopping centre is consistent with the Major Centre Core's role as the PDA's primary retail and mixed-use centre, and demonstrates the required outcomes for built form, activation, movement and public realm.

Based on these assessments the proposal is recommended for approval subject to reasonable and relevant conditions.

2 BACKGROUND

2.1 Relevant Application & Approval History

The following outlines the key planning considerations and approvals relating to the recent planning timeline of Yarrabilba:

- Located within Logan City, but under EDQ planning jurisdiction;
- Formal declaration of the Yarrabilba PDA (formerly UDA) by EDQ in October 2010.
- The Yarrabilba PDA Development Scheme which commenced on 8 October 2011 and was amended most recently on 29 July 2022, is applicable to all development on land within the boundaries of the PDA;
- The Decision Notice dated 4 April 2012 issued by the then DSDIP (EDQ) granted MCU Development Approval for the Yarrabilba development (DEV2011/187) with conditions;
- Subsequent to DEV2011/187, the Yarrabilba Infrastructure Master Plans and Overarching Site Strategies were endorsed by EDQ;
- Compliance Assessment in accordance with Condition 7 of the PDA development approval DEV2011/187/28, for the Precincts 7 (Town Centre & Surrounds) CPAS was granted by EDQ on 31 October 2023.
- DEV-2025-YAR-4087 is the first Precinct 7 development application and includes a Context Plan (per Section 3.2.8 of the Development Scheme). It proposes reconfiguring the Major Centre Core, creating five(5) super-lots and new road in stages, plus seeking preliminary approval for the *Yarrabilba Town Centre: Stage One Master Plan* (urban design and landscape principles, intents and development controls).
- This MCU application seeks approval for the Sub-regional Shopping Centre over the proposed Lot 1 and Stage 1 of Super Lot 1 sought under DEV-2025-YAR-4087 and is in accordance with the proposed *Yarrabilba Town Centre: Stage One Master Plan* and Context Plan.

2.2 Context Planning

This application is the second application in Precinct 7 (Town Centre & Surrounds) CPAS area.

The first application (DEV-2025-YAR-4087) for Precinct 7 is under assessment with EDQ and is accompanied by a Context Plan, as required by Section 3.2.8 of the Development Scheme. Refer to **Appendix I**.

The purpose of the Context Plan is to ensure that the development proposal will not prejudice the achievement of the PDA vision, PDA-wide criteria and zone intents for Yarrabilba. Condition 7 of the whole of site approval (PDA Approval 2011/187) requires submission of a Context Plan Area Strategy (CPAS) to be submitted for a Precinct prior to any development commencing. The Precinct 7 (Town Centre & Surrounds) CPAS was endorsed on 31 October 2023. The endorsed CPAS addresses planning compliance with the Development Scheme, PDA guidelines, approved IMP and OSS documents and relevant conditions of the whole of site approval. As such these have not been readdressed as part of this application.

A copy of the planning compliance information submitted with the CPAS is however attached to demonstrate that relevant assessments were made as part of this process (refer **Appendix I**). As such, compliance of the proposal with the endorsed CPAS has instead been provided. Compliance with the CPAS is addressed in Section 8.2.

The first application for Precinct 7 (DEV-2025-YAR-4087) proposes minor amendments to the indicative context plan included within the Endorsed CPAS. These amendments include:

- Adjustment of the Major Recreation Park (MRP) extent, noting the removal of the standalone Civic Park. The minimum area of the MRP has been maintained at 10ha, with the civic park consolidated with the remainder of the MRP on the southern side of Wentland Ave.

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- An alternate indicative community health label has been included as part of the Major Centre Frame to align the quantum of land required by Queensland Health under the relevant Yarrabilba Infrastructure Agreement (IA), with the sequencing of future development. A site is also included within the Town Centre core, however this location would result in an area less than that in the IA (subject to ongoing engagement and negotiations with Queensland Health) The location within the Town Centre Frame is in a highly accessible location being on the corner of the Jimillunga Drive (Town Centre East-West Road) and Wongawallan Drive. This revised location is outside Precinct 7 (Town Centre & Surrounds) and falls within the Precinct 5 MIBA South CPAS. A separate amendment to the MIBA South endorsed context plan will be required to reflect this revised location of the community health hub.
- Markers have been included to nominate indicative locations for local community facilities required to be located within the Town Centre. The indicative locations identified reflect the land area required under the Municipal IA. The locations provided are informed by Council's timing for delivering the facilities and align with the expected sequencing of development.

This application is consistent with the latest proposal documentation included in DEV-2025-YAR-4087.

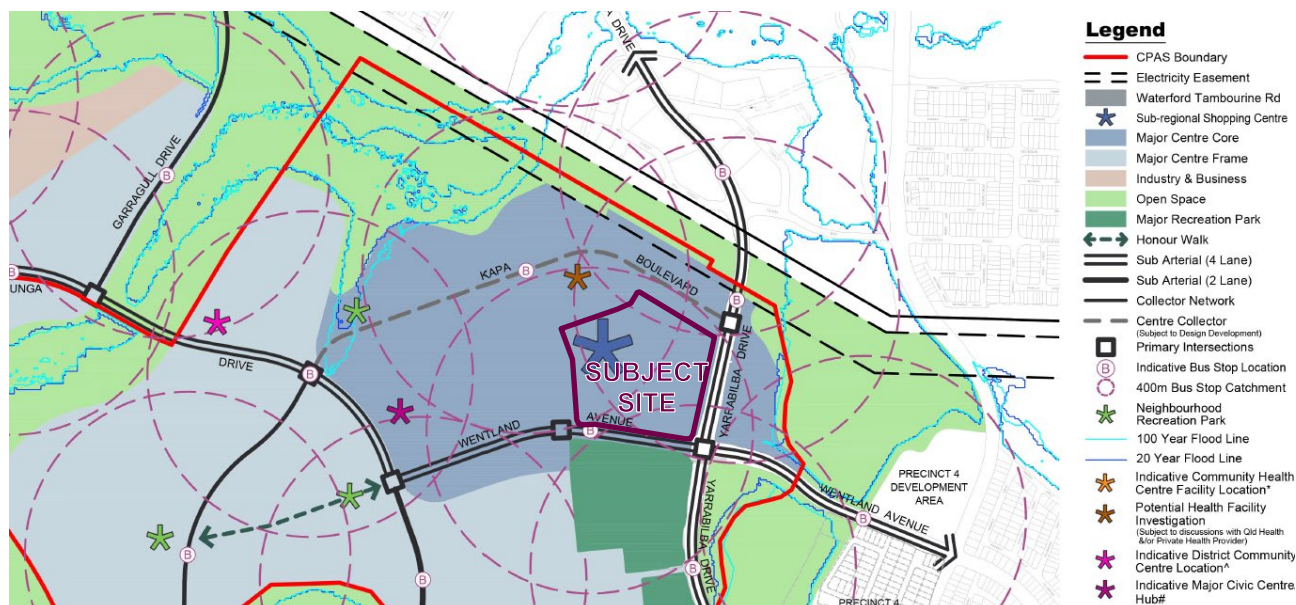


Figure 1 - Proposed Precinct 7 (Town Centre & Surrounds) Context Plan

(Source: RPS)

3 SITE DETAILS

3.1 Locality

Yarrabilba is located approximately 40 kilometres south-east of the Brisbane CBD and approximately 30 kilometres north-west of the major Gold Coast locality of Southport. It is approximately 20 minutes' drive to other major centres including Logan Central, Beenleigh and Yatala.

This application relates to part of Precinct 7 of Yarrabilba, referred to as the sub-regional shopping centre, within the Major Centre Core Zone. The location of sub-regional shopping centre in context of Precinct 7 is shown on the site location plans.

Key details of the subject site are as follows:

Table 2: Site Particulars

Site Particulars	
Site Address:	1730 Waterford Tamborine Road, Yarrabilba QLD Lot 3202 Waterford Tamborine Road, Yarrabilba QLD
Real Property Description:	Part Lot 3007 on SP333767 Part Lot 3202 on SP351741 Part of Lot 7005 on SP351741 <i>The proposed development is contained within proposed Lot 1 / Stage 1 of Super Lot 1 sought under DEV-2025-YAR-4087 [referred to herein as the sub-regional shopping centre land].</i>
Site Area:	12.3ha (approx.)
Landowner(s):	Hancock Resources Pty Ltd SRCP (Yarrabilba) Pty Limited

The site location and its extent are shown in **Figure 1** and **Figure 2** below respectively.

Certificate/s of title confirming site ownership details are included at **Appendix A**.

[illegible]

Figure 3 - Site Location – Smart Map

3.2 Planning Context

The planning context of the site includes the following:

Table 3: Planning Context

Instrument	Designation
SEQ Regional Plan	
Regional Plan designation	Urban Footprint
Yarrabilba PDA Development Scheme	
Zoning	Major Centre Core The Major Centre Core is the PDA's highest-order mixed-use centre and the primary focus for sub-regional retail activity. It is intended to deliver a dense, urban heart for the precinct that services the entire PDA and the broader catchment.
Overlays / Mapped Constraints	Ridgeline <i>A ridgeline runs along Waterford Tamborine Road that branches through the site and gradually falls away to a central flat basin.</i>
Context Plan Area Strategies (CPAS) – Precinct 7	
Context Plan Designations	Major Centre Core

Zoning of the subject site and surrounding lands is shown on **Figure 4**.

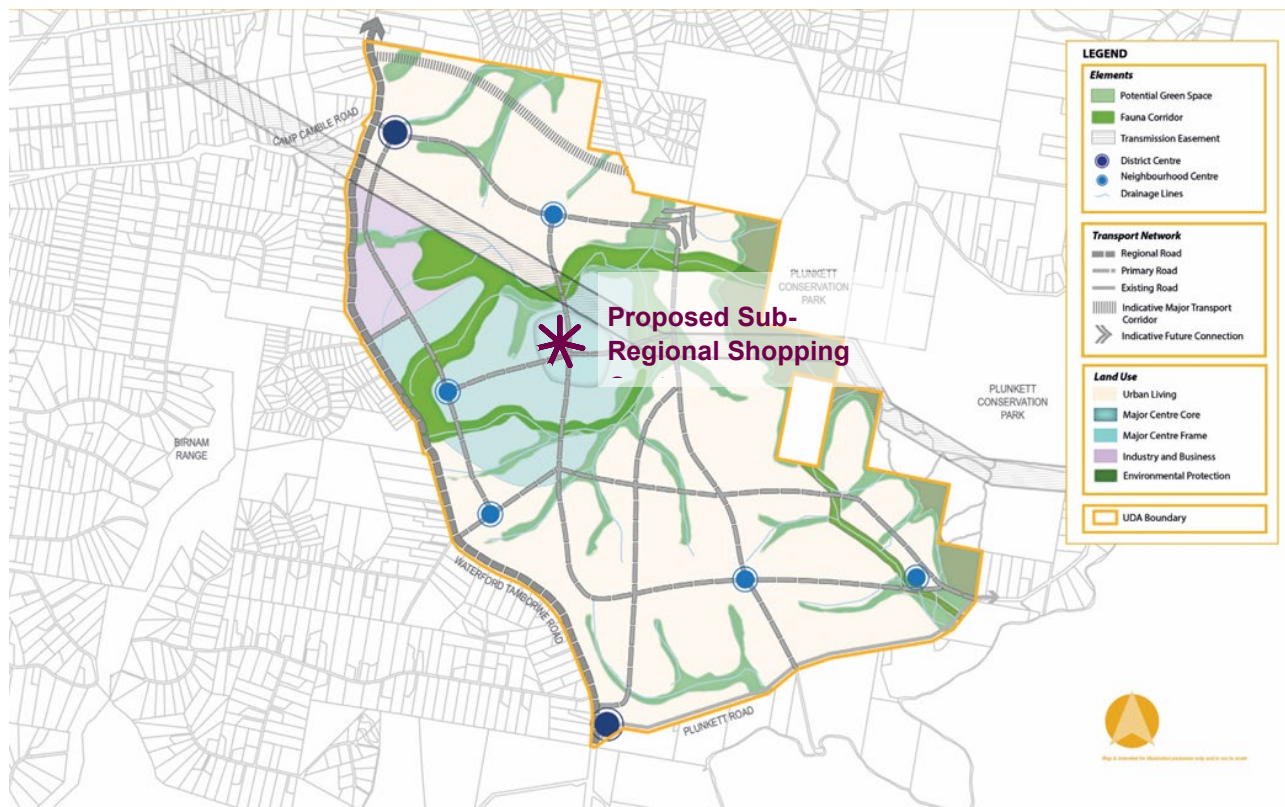


Figure 4 - Zoning

Source: Yarrabilba PDA Development Scheme

3.3 Site Characteristics

Site inspection and searches of local and state government records indicate that key site characteristics include:

Table 4: Site Characteristics

Site Features	Details
Existing use of site	The site currently contains vacant land, that was previously used for rural/agricultural purposes.
Topography	Existing contours are provided on the bulk earthworks plans and sections (DA.01 to DA.06) provided at Appendix E and show elevations ranging from approximately 36m AHD at the northern development edge up to approximately 45m AHD at the southern interface to Wentland Avenue.
Vegetation	The development area does not contain any areas of protected vegetation. The layout remains outside of buffers to the greenspace corridors, that are further north and east and is also located outside of buffers to mapped Regional Ecosystems.
Vehicle Entry	For Stage 1 of RAL 1 under DEV-2025-YAR-4087 (Proposed Lot 1 of Super Lot 1 — the regional shopping centre, which is the subject land for this application), vehicle access will be initially confined to two directions: north via Yarrabilba Drive to Waterford–Tamborine Road, and west via Wentland Avenue and Jimbillunga Drive to Waterford–Tamborine Road. See the Traffic Engineering Statement prepared by SLR held at Appendix D. Ultimate vehicle access (broader masterplan) will be provided to the external road network via key routes: - to the south/west via Yarrabilba Drive, Wentland Ave, Jimbillunga Drive to Waterford–Tamborine Road; - to the north/west via Wentland Ave and Jimbillunga Drive or Yarrabilba Drive to Waterford–Tamborine Road; and - to the east via Wentland Avenue to Plunkett Road, with other minor routes also available.
Services	All necessary services will be provided for the proposed development. The engineering plans at Appendix E show full details of service connections.
Waterways	The subject site has no mapped waterways.
Contamination and Notifiable Activities	The site is not registered on the EMR or CLR. Refer to Appendix A .
Heritage Values	The site: • is not a Heritage Place • does not adjoin a Heritage Place

3.4 Surrounding Land Uses

Land immediately surrounding the subject site is currently vacant. Intended future surrounding land uses comprise the following.

Table 5: Surrounding Uses

Direction	Commentary
North	Directly north the site adjoins Centre Access Streets and future stages of the Major Centre Core.
East	The site adjoins Yarrabilba Drive to the east. Land opposite Yarrabilba Drive is anticipated to accommodate Major Centre uses, subject to future development applications and EDQ approval.
South	The site adjoins Wentland Avenue to the south. A future Major Recreation Park is planned opposite the site across Wentland Avenue and will serve as a key destination and foundation for the Yarrabilba Town Centre.
West	The site adjoins the future 'Main Street' of the Yarrabilba Town Centre.

4 PRE-LODGE MENT HISTORY

4.1 EDQ Pre-Lodgement Meetings

A series of pre-lodgement meetings were held with Economic Development.

ROL and Master Plan

- PRE-2025-YAR-942 – pre-lodgement #1 DP for ROL (management lots and the creation of new road), PA - MCU
- PRE-2025-YAR-3984 - pre-lodgement #2 for ROL (management lots and the creation of new road) and Master Plan
- DEV-2025-YAR-4087 – DP for ROL (one into five management lots and new road)

MCU Lot 1

- PRE-2025-YAR-4038
This initial pre-lodgement meeting covered project history, the application and approval strategy, and confirmed required supporting reports and plan submissions.
- PRE-2025-YAR-4129
The second pre-lodgement meeting discussed the vision for the sub-regional shopping centre, including the concept landscape vision and the architectural massing concepts.
- PRE-2026-YAR-4212
The third meeting:
 - Recapped documents submitted with the RAL 1 DA for the Town Centre and reviewed the sub-regional shopping centre's approval strategy and approval flexibility.
 - Discussed traffic and civil engineering matters.
 - Agreed staging triggers for provision of car parking, bicycle parking and End of Trip Facilities (EOTF), access and services.
- PRE-2026-YAR
The fourth meeting focused on architectural design updates, landscaping details, Lot 1 retaining works (to be delivered as part of the subdivision), and preliminary architectural plans and sections.
- PRE-2026-YAR-4422
Architectural presentation and recap of prior EDQ feedback, and how feedback is being addressed, including retaining design, pedestrian movements (internal and external), EV readiness, Main Street treatments, updated access triggers and staging flexibility.

A summary of the key items discussed, and how the proposal responds is outlined below.

Table 6: EDQ Pre-lodgement Meeting Outcomes

Issues discussed	Outcomes / Response
Proposed use and scale	• The MCU will cover the retail centre (major centre — centre frame/core; approximately 40,000 sqm GFA) and an associated childcare centre; this was the primary topic of discussion. • A telco tower, if required, will be the subject of a separate future application. • Battery storage: intended use is currently undefined. Note EDQ has previously approved a battery energy storage system at the Baringa (Aura) shopping centre. A potential battery storage location is shown near the loading zone adjacent to Kapa Blvd, and may be sought by Stockland under separate application at a later time. • Interim or temporary uses (e.g., park, outdoor sport and recreation) may be considered and should be included in the description of uses, as noted in the architectural comments.

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Issues discussed	Outcomes / Response
	• Signage: include an OPW submission for major signage (for example, pylon signs). Identify potential façade signage locations along Main Street. EDQ will consider compliance assessment for future signage. • EDQ was generally supportive of the overall concept, including pedestrianised areas (urban plaza 8–12 m wide), building-street interfaces (active frontages, screening and landscaping), vehicular access arrangements, and the location of loading bays.
Interface and Landscaping	• Interface along Wentland Ave: large area of car parking with a direct connection to the major recreational park to the south. • The corner of Wentland Ave and Yarrabilba Dr is an important entry point into the precinct. • Potential impacts of the loading bay on future uses of Lot 4 should be assessed. • Planting maturity: typically Stockland uses semi-mature stock in 400 L pots (to be confirmed). They will consider more mature specimens for key locations (corner of Yarrabilba Dr & Wentland Ave, and the mall). • Retaining wall design: dimensions must be shown on section drawings. EDQ supported the initial cross-sections for retaining walls in the southeastern part of the site (Yarrabilba Drive / Wentland Ave intersection), noting this design is a significant improvement over the originally proposed tiered sandstone wall.
Heat island effect	• Manage carpark heat-island effects by balancing shade structures, landscaping, personal/property safety, and visual wayfinding. • The applicant will undertake further design review to identify optimal responses to wind and heat. • Identify prevailing seasonal winds (speed and direction). Specifically review summer afternoon breezes to confirm there are no significant barriers to cross-ventilation. • Locate plant, machinery and condensers so they do not transfer heat into the public realm. • Select tree species that provide high shade cover but moderate canopy density to support cross-ventilation. • Avoid use of unshaded astro turf. Where possible provide natural irrigation for turfed areas and consider complementary cooling measures (for example, misters).
Car parking and servicing	• A car parking rate of 4.00 per 100 sqm GFA was generally supported by EDQ; this minimum rate was driven by customer requirements. • Clarify the staged delivery strategy for the carpark to ensure early stages provide legible layout and, if required, an intentional oversupply. • The applicant confirmed the north-westernmost driveway will be left-in only and used for Click & Collect to address access conflicts. • Provide an open area with public access to lockers and bike-repair tools. • EV charging: Ampol is assessing the network to determine 150 kW charging requirements and bay locations. • EDQ queried the purpose of the additional small carpark at the northern end. Concern: if designated as premium/priority parking it may generate shortcutting traffic through the shared pedestrian Retail Street. A left-in/left-out restriction was suggested to reduce that movement.
Pedestrian connectivity	• Applicant to confirm pedestrian circulation and wayfinding from the carpark to building entrances. • Southern bus-stop access remains a concern for EDQ: the currently proposed path requires nine (9) crossings versus three (3) crossings if routed along the left-side pathway. • The applicant confirmed the southern entry will be a straight-through entry (not the dog-leg shown on some plans).
Staging	• Discussed a “flexible” staging approach to reduce the number of change applications for altered stage boundaries (for example, condition/plan notations that ensure each stage provides an appropriate number of car

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Issues discussed	Outcomes / Response
	parking spaces). The applicant proposed staging by building delivery and will develop a formula and rollout strategy. • EDQ indicated a condition could be used to enable flexible staging outcomes. • EDQ queried interim uses for undeveloped areas. Preference is for grassed areas (which help with sediment control). The applicant suggested temporary embellishments (e.g., playground equipment); EDQ supported this approach. • Bike parking numbers and provision were yet to be finalised. • Compliance assessment will depend on the level of information submitted with the application. • Ensure staging flexibility while providing EDQ confidence that each stage will deliver required services (car parking, access, bike facilities, landscaping, and infrastructure).
Supporting information	• Town planning report – prepared by RPS • Architectural plans/elevations/sections and 3D Model – prepared by Buchan Architects, held at Appendix B • Civil engineering report – prepared by MPN Consulting, held at Appendix E • Stormwater Management Plan prepared by MPN Consulting, held at Appendix E • Geotechnical Investigation (if walls higher than 2.5m or basement works proposed) – N/A geotechnical investigations are provided as part of ROL 1. Retaining walls higher than 2.5m or basement works are not proposed under this application. • Traffic impact assessment – prepared by SLR held at Appendix D. • Waste services – prepared by SLR, held at Appendix D. • Acoustic report – prepared by Cundall, held at Appendix F.

Draft conditions were generated by EDQ following the series of pre-lodgement meetings with the project team. While preliminary, these draft conditions reflect EDQ's clear intent to support the proposed sub-regional shopping centre and their willingness to work collaboratively with the Applicant to progress and determine the application in a timely manner.

4.2 Council Feedback

A meeting between Logan City Council (LCC) and the applicant on 24 February 2026 reviewed the proposed sub-regional shopping centre. Council expressed general support for the architecture and landscape concept and for the proposed connection to Main Street via a shared space and privately owned public realm. Council requested further refinement of the integration between the sub-regional shopping centre and Main Street to ensure a seamless streetscape at the shared zone intersection, and asked that coordinated staging and locational planning for the civic hub and library be advanced, preferably located on a landmark corner within 50–100 m of the centre. The staged progression of the civic hub and library will be further detailed as part of future stages of the overall Yarrabilba Town Centre.

Council also sought clearly shaded pedestrian routes, WSUD and open-space landscaping, heat mitigation measures in the car park, and confirmed arrangements for bus drop off, cycleway connections and end-of-trip facilities.

Council emphasised the need for active building frontages to public open spaces for CPTED benefits and requested investigation of long term mixed-use built form opportunities fronting Wentland Avenue (before retaining wall heights increase) to strengthen wayfinding, safety outcomes and future town centre expansion. LCC noted the proposed carparking rate is slightly greater than that indicated in the draft Logan Plan (Centre Zones) and reiterated that it does not support at grade car parks built to the street edge on centre streets.

These matters will be addressed within Section 5 of this report.

5 PROPOSAL

5.1 Overview

This application is for the inaugural uses within Yarrabilba's Major Centre Core, which will start the activation and placemaking of the retail heart.

The proposal is for development over Proposed Lot 1 (Stage 1) of Super Lot 1 under the *Yarrabilba Town Centre: Stage One Masterplan*, which is the designated site for a sub-regional shopping centre comprising just under 40,000m² of retail, commercial, lifestyle, entertainment and community uses, with capacity for future expansion. The delivery of the shopping centre is staged and details of the staging strategy is provided at Section 6 of this report.

The sub-regional shopping centre itself is structured around a central pedestrian spine at that links the main street, a civic pedestrianised space and the internal mall.

The western edge of the Main Street pedestrian spine is prioritised for active frontages, particularly restaurants, lifestyle and community uses, to maximise street activation.

Pedestrian comfort will be enhanced by awnings and landscaping.

The southern edge of the site, fronting Wentland Avenue, presents a south-facing landscaped interface overlooking the Major Recreation Park.

The northern and eastern boundaries are reserved as service interfaces to accommodate supply and service vehicle movements.

The site levels and associated retaining, as well as surrounding roads, for the sub-regional shopping centre site will be delivered under current application DEV-2025-YAR-4087. Some additional retaining is proposed to be delivered under this application relate to access and driveway construction.

Architectural proposal plans are included at **Appendix B**.

The detail of the proposal is discussed further below.

5.2 Proposed Use Mix

This application seeks approval for a mix of uses to establish the retail heart of Yarrabilba and to provide optimal flexibility to cater for wide range of future tenants:

- | | |
|------------------------|-------------------------------------|
| • Shopping Centre | • Child Care Centre |
| • Business | • Community Facility |
| • Car Park | • Indoor Entertainment |
| • Health Care Services | • Showroom (capped) |
| • Fast Food Premises | • Indoor Sport and Recreation (gym) |
| • Food Premises | • Veterinary Hospital |
| • Market | <i>For small format optionality</i> |
| • Shop | |

Temporary and interim uses are also proposed to facilitate early activation in alignment with the progressive development of the Major Centre Core.

The temporary/interim uses sought include:

- | | |
|--|---|
| • Sales Office
<i>Offers flexibility for temporary sales presence on balance land</i> | • Outdoor Sport and Recreation
<i>Provides opportunity for activation of balance land e.g. pickleball or paddle courts</i> |
| • Park | |
| • Emergency Services | |

5.3 Built Form Summary

Key development statistics (compared with key planning scheme acceptable outcomes) include:

Table 7: Development Statistics

Building height Single to double storey <9.5m above finished ground level	Car parking 1,513 car parks 4.01 cars per 100m ² of GFA
Gross floor area 37,725m ²	Plot ratio 0.3125
Site cover 36.93%	Landscaping cover 6.79% 8,350m ²

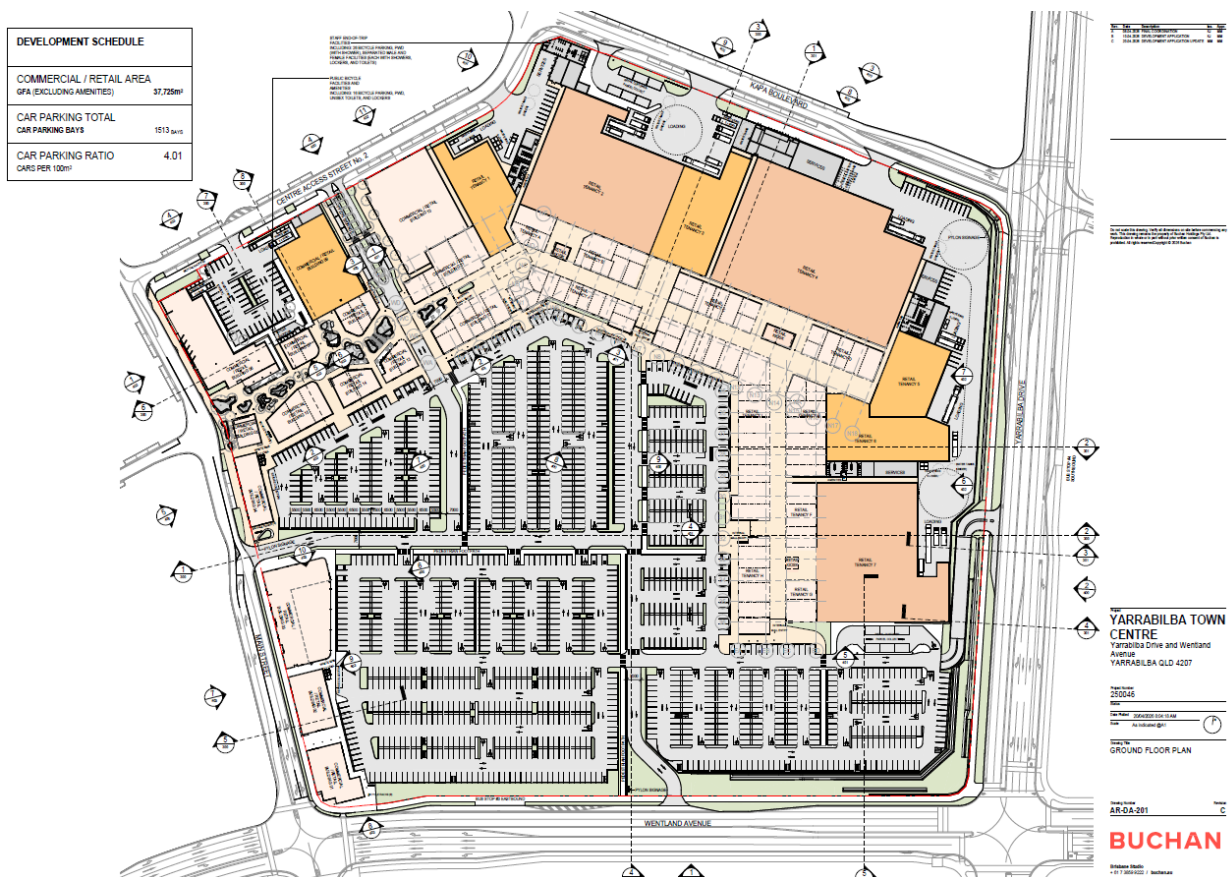


Figure 5 - Ground Floor Plan (AR-DA-201) prepared by Buchan

The architectural package prepared by Buchan, included at **Appendix B**, contains perspectives and massing models for information purposes and are not provided for approval. These should be read in conjunction with the floor plans, elevations and sections, as well as the landscape concept plans prepared by Arcadia and included at **Appendix C**.

5.4 Heat & Solar Exposure

The sub-regional shopping centre design incorporates a considered climate and comfort response to ensure a resilient, high-amenity public realm and centre. The design approach focuses on creating thermally comfortable pedestrian environments, reducing urban heat impacts, and supporting year-round usability of streets, plazas and public spaces.

1. Shade & Solar Protection

- Provision of shade sails within the car park, specified using thermally appropriate, UV-resistant fabrics to reduce surface temperatures.
- Strategic placement of shade trees, prioritising the western pedestrian edges for tree placement and high-activity areas to improve comfort during late-day sun exposure.
- Continuous shade sequencing across key pedestrian routes, ensuring overlapping canopy cover where possible.
- Use of high-canopy species to maintain clear sightlines and CPTED outcomes while providing meaningful shade.
- Integration of covered walkways and awning elements (where appropriate) to supplement natural shade.

2. Heat-Reducing Materials

- Use of light-coloured, low-heat-absorbing pavements and finishes to minimise heat storage and reduce radiant temperatures.
- Review of turf versus synthetic materials, favouring natural and permeable solutions where practical to support lower surface temperatures.
- Inclusion of water elements within the urban plaza, contributing to microclimate moderation and increasing perceived comfort.
- Consideration of cool materials for seating, balustrades and handrails to reduce touchpoint heat gain.

3. Wind Management

- Landscape planting arranged to break, filter and soften prevailing winds, improving comfort at entries, plazas and outdoor dining areas.
- Buffer planting and screen elements used to reduce localised wind tunnelling created by built form interfaces.
- Built form within the urban plaza (e.g., pavilion structures) positioned to disrupt wind flow and reduce wind speed.
- Implementation of stepped landscaping and level changes to help “lift” and diffuse wind rather than channel it through pedestrian areas.
- Opportunity for breezeway alignment in selected locations to support natural ventilation during warmer seasons.

4. Water, Cooling & Microclimate Enhancement

- Inclusion of water elements within the urban plaza / open air mall, contributing to microclimate moderation and increasing perceived comfort.

5. Comfort-Supporting Public Realm Design

- Provision of comfortable seating zones located within shaded or semi-shaded areas.
- Use of diverse seating typologies (benches, ledges, back-rest seating, moveable seating) to support different user needs.

- Lighting, planting and sightline design tailored to maintain a safe, comfortable environment across day and night.
- Maintenance of clear pedestrian pathways with adequate verge widths to avoid heat buildup and crowding in exposed areas.

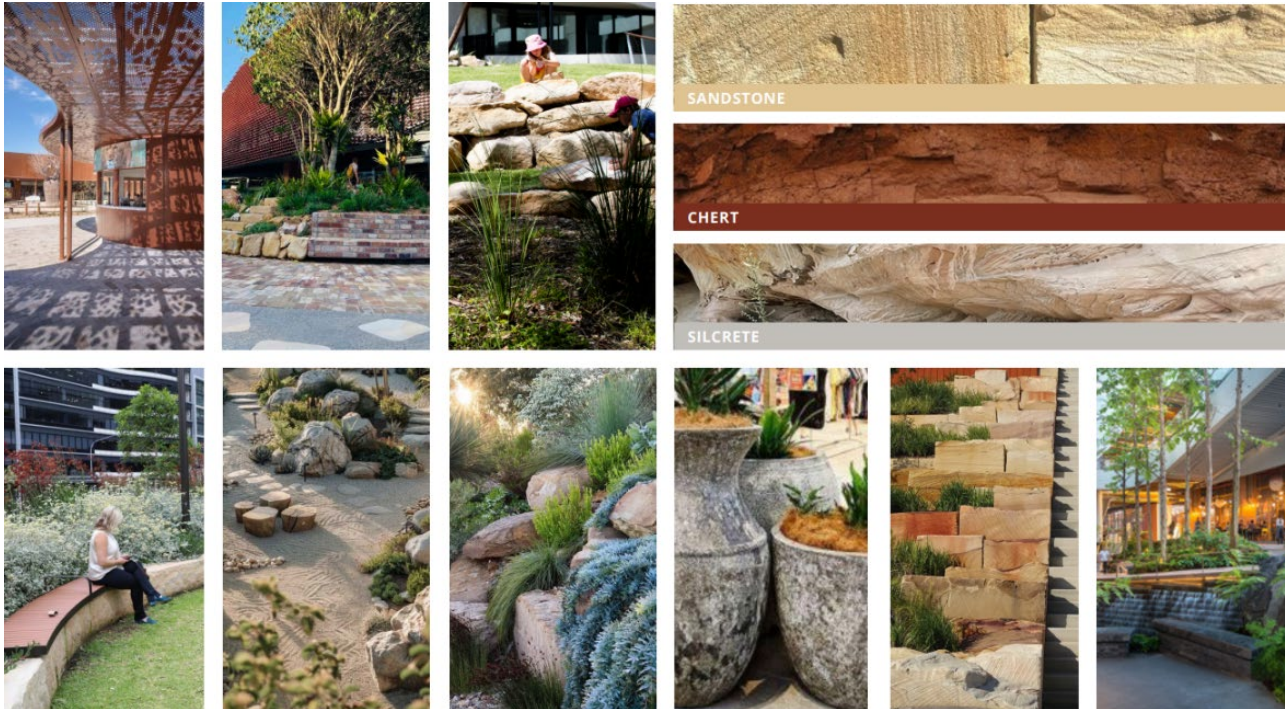


Figure 6 - Examples of materiality to reduce heat and solar exposure

5.5 Landscaping, Open Space and Retaining

The proposed landscaping, open space and retaining outcomes build on the RAL 1 application. The RAL 1 application includes the retaining walls and landscaping on Wentland Ave and Yarrabilba Drive, as well as the streetscape works along Main Street and Kapa Boulevard.

Landscaping works for this application is therefore primarily internal, focusing on treatments for the retail street/lane, the open air mall, parking areas, and measures to soften/screen servicing interfaces.

5.5.1 Open air mall / urban plaza & retail street

The open air mall is anchored by a landscape spine beneath overhead awnings that provide weather protection, define the retail corridor and admit natural light.

A feature landscape buffer with mounded planting and trees will form the transition between the mall and Main Street, and will be edged by seating walls that encourage casual interaction and activation.

Along the green spine, terraced planters incorporate seating and dining opportunities and are enhanced by a nature play feature, potentially with water play. A raised turf area provides a flexible space for additional play and casual gathering space. A raised performance space will be positioned to support programmed events and weekend activations.

The retail street will be lined with defining shade trees to soften the development and create an intimate soft pedestrian friendly setting.

Bike racks will be provided at convenient locations to support active transport.

Overall, the composition balances movement corridors, programmed event space, informal play and dining, and robust planting to create a comfortable, shaded and engaging open air mall environment.

LANDSCAPE MASTERPLAN - OPEN AIR MALL

KEY:

- Scope of Works
- Potential kiosk/Conceirge location
- Overhead Awnings
- Landscape buffer with mounded planting and feature trees surrounded by seating wall
- Nature play element. Stone and Boulders with potential water play element
- Raised deck platform for casual seating
- Raised turf areas for play and casual gathering
- Minor terraced planters with integrated seating and dining opportunities
- Raised performance space
- Dedicated covered outdoor overflow dining area
- Retail street with shade trees
- Bike Racks
- Screening planting/Lush tropical planting against buildings



Figure 7 - Open Air Mall, Landscape Concept Plan

5.5.2 Landscaping to servicing areas

Landscaping will screen and soften servicing zones along Yarrabilba Drive and Kapa Boulevard, as shown in the section drawings in **Appendix C – Landscape Concept Plans** and render plans at **Appendix B – Architectural Drawings** (extracts below). Landscape widths vary along the boundaries, and the design uses both soft and hard screening measures.

LANDSCAPE MASTERPLAN - SECTION 4

KEY:

- Site Boundary
- Driveway/Loading Zone
- Dense Native Screening Garden Beds

KEY PLAN



NTS



Figure 8 – Kapa Boulevard, Landscape Concept Section Plan

NORTH EAST OUTER LANDSCAPE

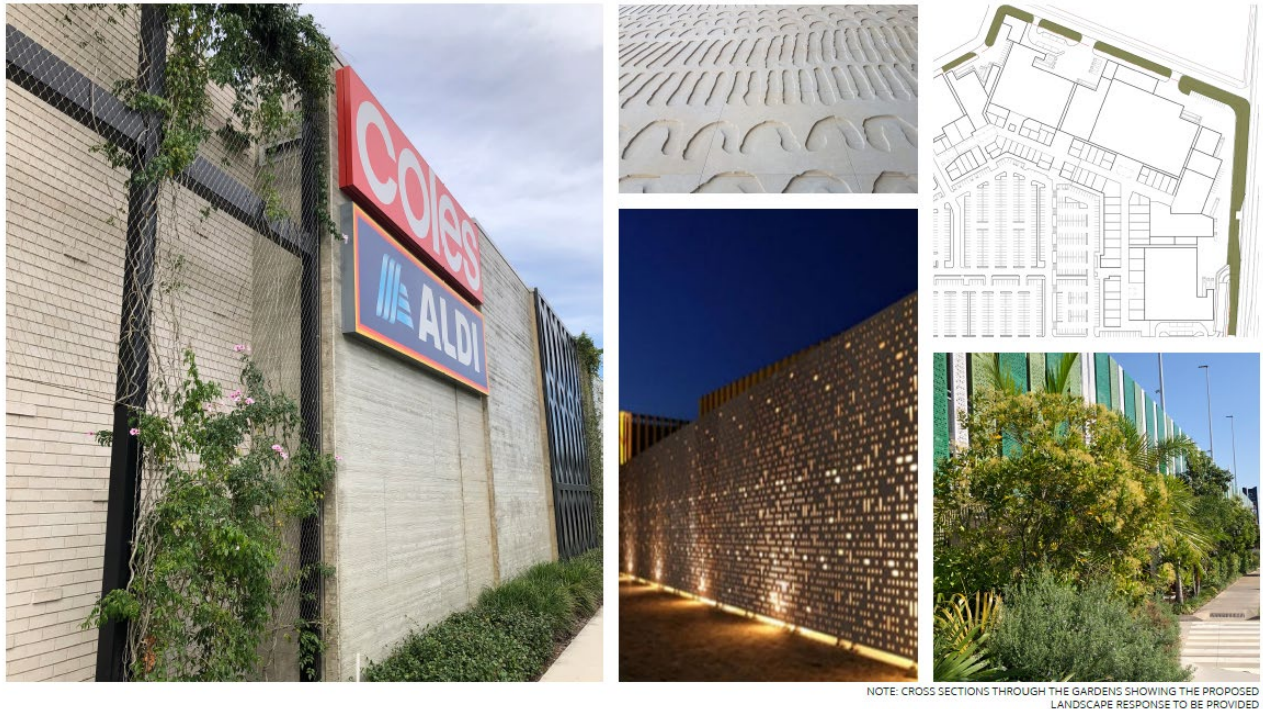


Figure 9 – Extract from Landscape Concept Package prepared by Arcadia – North East Other Landscape Vision Board

5.5.3 Landscaping to Car parking areas

Shade trees in the car parking area are provided at a rate of 1 shade tree per 6 parking spaces with 15sqm of deep soil and permeable surface per tree, for parking without shade sails.

5.6 Vehicle Access, Egress, Parking and Traffic Impact Assessment

A traffic impact assessment report has been prepared by SLR and is included at **Appendix D**. The key findings of that assessment are summarised below.

5.6.1 Access

The retail centre will have access for servicing, staff and visitors from all surrounding roads with the servicing access limited to the northern and eastern sides of the site.

SLR's Traffic Report identifies that access requirements cannot be defined simply by relating gross floor area to the number of vehicle accesses. Instead, access timing depends on the capacity and layout of the surrounding road network and must be established through traffic modelling rather than a linear rule.

SLR therefore prepared a dedicated modelling exercise to evaluate the operational impacts of progressively introducing accesses to the sub-regional shopping centre site. That assessment identifies the trigger points at which additional accesses are required to relieve traffic flow, and it accounts for the staged delivery of the Town Centre core road network, most notably the sequencing and timing of linking Kapa Boulevard with Jimbillunga Drive to the west.

For further detail, refer to **Appendix D** – Traffic Impact Assessment prepared by SLR.

5.6.2 Vehicle servicing

An assessment against the established development triggers for servicing associated with the sub-regional shopping centre has been undertaken by SLR.

Loading dock areas are provided adjacent to major tenancies and are located at the rear of built form (northern interface of the centre) to ensure segregation from centre visitors. Access to and from these loading areas is intended to be via Yarrabilba Drive to Kapa Boulevard and the unnamed Centre Access Street No. 3, which has a cross-section designed to accommodate articulated vehicles up to 20 metres in length.

Service vehicle provision on site comprises five articulated vehicle (AV) loading bays, eight heavy rigid vehicle (HRV) loading bays, six medium rigid vehicle (MRV) loading bays, one small rigid vehicle (SRV) loading bay and more than eight van loading bays. Swept-path assessments have been completed for the loading areas and demonstrate that access, manoeuvring and loading can be accommodated on site for the largest envisaged service vehicles, providing the clearances required by AS 2890.2. The swept-path assessments are included in the appendices of SLR's traffic report.

For further detail, refer to section 5.2.3 of the SLR Traffic Impact Assessment held at **Appendix D**.

5.6.3 Car parking

An assessment against the established development triggers for the sub-regional shopping centre parking requirements is presented in Table 6 of the accompanying Traffic Impact Assessment prepared by SLR, held at **Appendix D**. For the yield of 37,725m² (within the threshold range 37,001–38,000m²) the Logan Planning Scheme trigger requires a general parking supply of between 1,480 and 1,520 spaces, including 25–26 PWD spaces. The proposed development provides a total on-site supply of 1,520 car parking spaces inclusive of 26 PWD bays.

Accordingly, the proposed car parking provision meets the trigger requirements and is considered appropriate for the development.

5.6.3.1 Ride share / Taxi

The development plans provide a three space taxi rank positioned to the north of the car park. The rank has been configured so that the head of rank bay can accommodate wheelchair accessible taxis, ensuring the facilities meet accessibility requirements.

These taxi facilities will be delivered in accordance with Translink's Public Transport Infrastructure Manual (PTIM) and will ensure compliance with the *Disability Discrimination Act 1992*. The location of the taxi rank has been chosen to maximise accessibility to the retail development application.

For further detail, please see Section 3.8 of SLR's Traffic Impact Assessment held at **Appendix D**.

5.6.3.2 EV Charging Solution

Stockland is committed to supporting the transition to Electric Vehicles (EV) and delivering outcomes aligned with EDQ's aspirations. The requirement of EV charging is not a specific provision prescribed under higher order planning approvals for Yarrabilba, however it is noted that EDQ have established an informal policy to guide the delivery of EV readiness and capability. This informal policy notes for a shopping centre:

- 10% of short-term parking provisioned for electrical capacity and installation of conduits, cable trays and/or wiring from car park distribution boards to individual parking spaces, and
- 2% if short-term parking with EVSE chargers installed within provisions bays.

With 1,495 car bays proposed, this would equate to 150 car bays provisioned for, and 3 cars bays with ESVE chargers installed. Under the definitions in EDQ's informal policy for Destination (Regular) chargers at a minimum of 11kW, this would equate to a total of 1,683 kW.

The required capacity under EDQ's policy is significant. Accordingly, Stockland propose a site-specific approach for Yarrabilba, as discussed in the pre-lodgement meetings.

Stockland's ability to roll out chargers is dependant on the assessment and timing of its national commercial operator/partner (Ampol). To suit their approach, **Stockland proposes to provide capacity for 6 charging bays (at 150kW per 2 bays, totalling 450kW)**. This enables Yarrabilba to deliver high quality, fast and high-turnover charging which is consistent with customer dwell times and customer habits.

In addition, **Stockland proposes to provision 10% of total car bays in accordance with NCC 2022 requirements**. This equates to provisioning for 150 car bays with the use of conduits and associated readiness infrastructure.

It is noted that the draft NCC 2025 is currently under review and in abeyance. Stockland will adapt to any changes as required under the NCC 2025 amendments where required.

Overall, this proposal:

- Aligns with EDQ's EV requirements on day 1, by providing capacity of 450kW which could enable up to 6 fast charging bays (subject to commercial agreements)
- Align with future proofing aspirations by EDQ under the NCC by provisioning for 150 car bays
- Delivers high quality charging outcomes with fast chargers
- Aligns with customer habits and visitation periods at a shopping centre, typically of 1 – 2 hours.

5.6.4 Active transport & end of trip

Stockland is committed to providing adequate customer and staff End of Trip (EOT) facilities at Yarrabilba.

Figure 10 depicts a hierarchy as described below:

- **Dedicated staff EOT building (orange)** – this building is intended to provide staff EOT facilities for the centre, with minimum requirements delivered in stage 1 described in SLR's Traffic Impact Assessment. This location provides connectivity through a slower speed, but high visibility road supporting safe and efficient staff movement.
- **Customer EOT (blue)** – a publicly accessible bike bay is proposed, incorporating lockers, bike maintenance tools and is co-located to a public amenities block. The facility is positioned adjacent the urban plaza which is connected to the external roads with the highest order of pedestrian and cycling priority. Also positioned near extended hours trading tenants and car park for improved passive surveillance.
- **Public bike bays (green)** – public bike bays will be delivered in line with the minimum requirements identified in the SLR Traffic Impact Assessment.

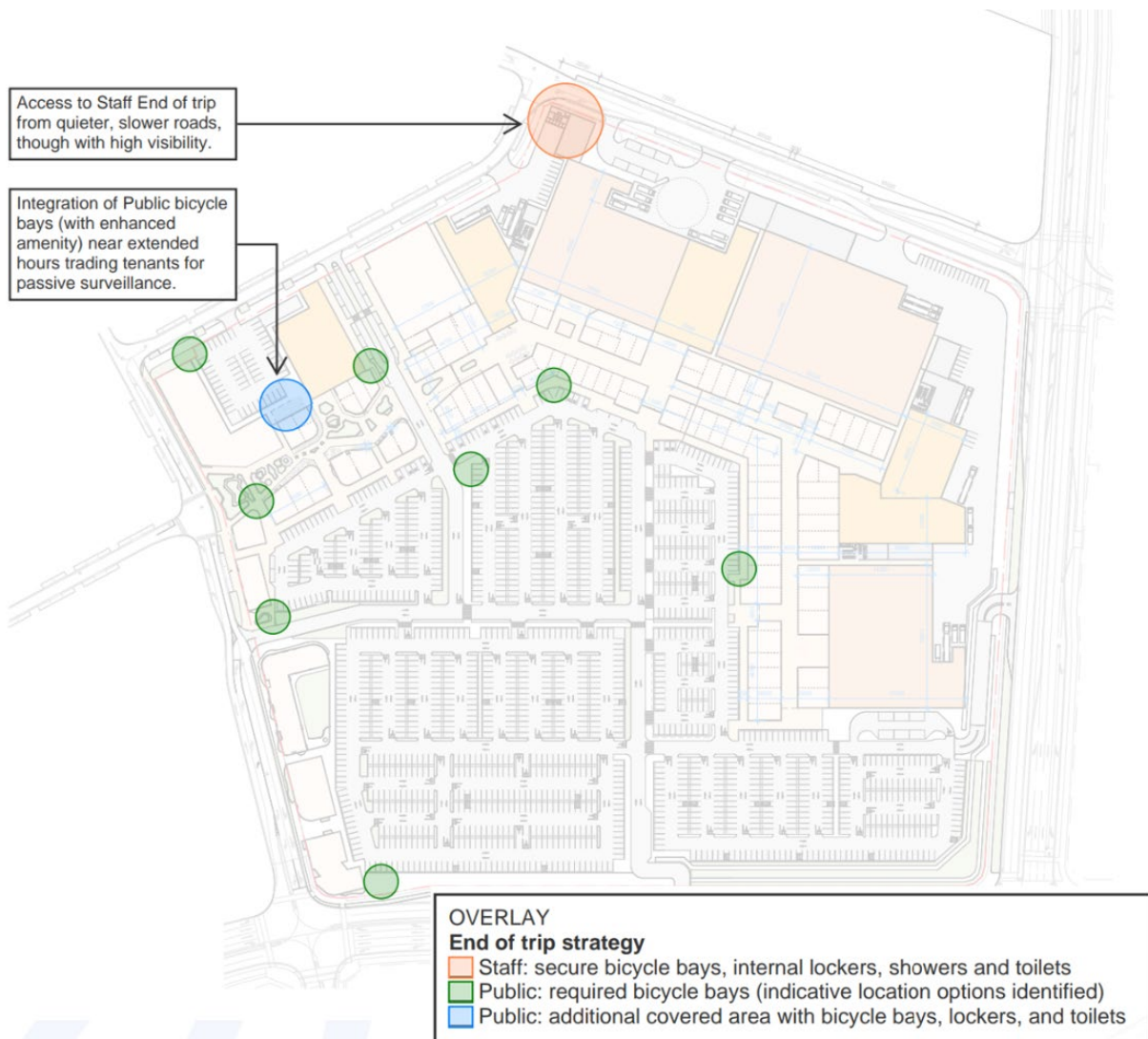


Figure 10 - End of Trip Strategy

Below images are provided to indicate the intent of the public EOT facilities.



5.6.5 Public transport

The Endorsed MIMP (2025) identifies the Town Centre as a primary transport hub, providing connections between local and regional public transport networks.

Several bus routes and indicative bus stop locations are proposed around the subject site, with stops along sub-arterials Yarrabilba Drive and Wentland Avenue and the centre collector Kapa Boulevard.

These stops are generally located within approximately 200 metres of the major retail tenancies, and will be connected to the sub-regional shopping centre by safe, accessible and attractive pedestrian routes. The proposed arrangements will provide convenient public transport alternatives to private vehicle travel for centre visitors and staff.

For further detail, refer to Section 3.7 of the SLR Traffic Impact Assessment held at **Appendix D**.

5.7 Pedestrian Connectivity

The development will integrate with the existing street network and be bounded by continuous footpaths on all street frontages. A primary pedestrian route, consisting of a covered awning and footpath along Main Street, will link the premium bus stop on Wentland Avenue to the sub-regional shopping centre. This covered connection is designed as the main arrival spine to draw pedestrians up Main Street, activate the street edge, and support ground-level uses that promote casual surveillance and a vibrant public realm. It will also serve as the principal route from the future Major Recreation Park to the south.

Once all of the stages of the shopping centre are complete, some pedestrians may use a through-site route from the primary bus stop on Wentland Ave to the south-eastern shopping centre entry.

To enhance comfort and encourage walking, shade trees will be planted within the car park and alongside footpaths to deliver effective canopy cover for pedestrian routes. These measures together improve amenity, promote active travel, and reinforce the centre's role as a connected, people-focused destination.

5.8 Civil Services

This application is accompanied by a Civil Engineering Report prepared by MPN Consulting. The report addresses concept level engineering matters including topography, stormwater, water supply, sewer, roadworks, earthworks, electricity and telecommunications, and gas. A summary of MPN's findings and design responses on these aspects of development are provided in Table 9.

MPN's Engineering Report and Concept Plans are held at **Appendix E**.

Table 8: Summary of Civil Engineering Outcomes

Sewer	A new internal sewer network will be constructed within the RAL1 internal roadways to service the master lots. On the sub-regional shopping centre lot (Lot 1) the sewer is divided into two catchments: a primary catchment draining to the south-east and a smaller catchment draining to the north. Catchment extents were established through masterplan hydraulic modelling, and the internal network has been designed to ensure the existing external sewer system is not overloaded by the RAL1 development.
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Water Supply	A review of As-Constructed plans, masterplan assessments, site survey data and DBYD plans identifies the existing and proposed water infrastructure adjacent to the site: • 450mm diameter trunk main runs along Yarrabilba Drive. • A 200mm diameter trunk main is under construction in Wentland Avenue to the south of the site. • Internal RAL1 road network mains will be 150mm and will service the RAL1 allotments. • The retail allotment (Lot 1) will connect to the 150mm watermain on Kapa Boulevard and will receive new water meters at the road boundary. Stantec has modelled the RAL1 and masterplan water network and concluded there is sufficient capacity in the existing network to service the proposed Town Centre retail allotment; that assessment was submitted with the RAL1 application (EDQ reference: DEV-2025-YAR-4087). The location of existing and proposed water infrastructure and the new water meter positions are shown on MPN Plans 10388–DA.11 to DA.14, held at Appendix E.
Road works	The RAL1 development will deliver a new internal road network designed and constructed in accordance with the Movement Infrastructure Masterplan. The sub-regional shopping centre lot (Lot 1) will be accessed from the new internal roads as well as existing Wentland Avenue and Yarrabilba Drive. A widening of Main Street is required as part of the RAL 1 application. This does not necessitate wholesale amendments to the MCU architectural set, as the proposal would only reduce the tavern depth without affecting the rear wall or rear car parking layout. The only required revisions would be minor updates to the floor plans, sections and elevations to reflect the amended boundary and tavern extents. The development calculations would also need to be updated to reflect the reduced site area, while retaining the same GFA. Accordingly, this matter can be appropriately conditioned within the development approval and resolved post-approval, without requiring plan updates at this stage. Primary car park entry points will be from Main Street (west), Wentland Avenue (south) and Yarrabilba Drive (east). Accesses onto Wentland Avenue and Yarrabilba Drive will be left-in/left-out with dedicated deceleration/turn lanes. All roadworks will be designed and built to the requirements of EDQ/Logan City Council and applicable Australian Standards.
Earthworks	Site grading as part of the subdivisional earthworks will create a level pad for the Lot 1 sub-regional shopping centre site and provide general finishing across the car park, including boundary retaining walls along Wentland Avenue and Yarrabilba Drive. The retail development will require minor additional earthworks for car park pavement boxing and infill behind the retaining walls. Additional structural retaining walls will be built above the existing boulder retaining at service area interfaces and at the vehicle entries from Yarrabilba Drive and Wentland Avenue. A geotechnical investigation of the Town Centre by Pacific Geotechnical found fill and natural sands, clays and weathered sandstone across the site. These materials are considered suitable for reuse as on-site fill where required. The soils have been identified as dispersive and will therefore require implementation of dispersive soil management measures during all future earthworks.

Electrical and Telecommunications	The development will be supplied with electricity and telecommunications via the existing underground networks in Yarrabilba Drive and Wentland Avenue, as well as the new roads to be constructed under the RAL1 subdivision works. All work will comply with the relevant authority requirements and applicable Australian Standards.
Gas	Gas mains in nearby to the site. If gas is required to service the development, APA can be contacted to arrange a connection to the site.
Stormwater Management	The proposed retail development will install a new pit-and-pipe network to collect roof, loading and carpark runoff and convey it to designated discharge points consistent with the Total Water Cycle Management Infrastructure Masterplan and Stormwater Infrastructure Masterplan. Site drainage is split into two catchments: Southern catchment Most runoff drains southeast toward Wentland Avenue and Yarrabilba Drive. Minor flows will be captured onsite and discharged to connection points at Wentland Avenue and Yarrabilba Drive, then directed to the stormwater treatment system southeast of that intersection. These minor flows will be treated by a gross pollutant trap with hydrocarbon capture prior to entering the external network. Major flows will pass overland through the carpark into the external road network and be conveyed to the creek system to the south-east of the site. Northern catchment Portions of roof and service areas drain north. Minor flows will be captured and routed via the new road drainage to proposed stormwater treatment systems north of RAL 1 adjacent to the creek/overland flow network; these minor flows will also receive gross pollutant and hydrocarbon treatment before discharge. Major northern flows will be conveyed via the new road network into the creek/overland flow system. A site-specific Stormwater Quality Management Plan (Design Flow) has been prepared for RAL 1; all drainage will comply with the masterplan requirements. Primary drainage mains will be sized for ultimate development but can be staged; internal works within a catchment may connect to the main drainage run as construction progresses, and additional connection points can be provided as the site develops. Stormwater layout and drainage details are shown on the MPN Plans at Appendix E.

5.9 Sustainability Initiatives

The masterplan has been developed to grow and align with **Stockland's ESG Strategy**, which focuses on the four pillars of **Decarbonisation, Circularity, Social Impact and Resilience**. These principles guide the development approach and inform sustainability decision-making across built form, infrastructure, public realm and operational readiness.

1. Decarbonisation & Energy Strategy

- Installation of electric vehicle charging infrastructure within the centre car park including a 'future-ready response'.
- Investigation into rooftop solar for the centre, consistent with Stockland's commitment to scaling on-site renewable energy generation
- Consideration of battery storage and load-balancing opportunities as the development progresses.
- Commitment to sourcing low-carbon and energy-efficient materials where feasible.

2. Water Management & Resource Efficiency

- Stormwater harvesting designed into the masterplan to support irrigation and reduce potable water consumption.
- Integration of stormwater treatment devices to support water quality outcomes.

3. Circularity & Sustainable Material Use

- Adoption of circularity principles, including designing for durability, ease of maintenance and long-term adaptability of structures and public realm elements.
- Consideration of construction methodologies that reduce waste, support material reuse and enable future disassembly where practical.
- Preference for recycled-content materials and suppliers demonstrating strong environmental stewardship.

4. Green Star Performance

- The project will be registered for a 5 Star Green Star Design rating, targeting Australian Excellence across governance, energy, water, ecology, materials and indoor environment quality.
- Opportunities for innovation credits will be reviewed during detailed design.

5. Social Impact & Health

- Aligned with Stockland's ESG pillar to enhance social impact by design, the development prioritises community wellbeing and active lifestyles.
- Provision of end-of-trip facilities for staff and customers, supporting active transport and healthier travel choices.
- Integration of inclusive design principles to support accessibility and welcoming environments for diverse users.
- Design provides a Design with Country response in consideration to local plant species but also seeking opportunities to embed cultural narratives into design. Stockland will be working with Jabree, as the local registered cultural heritage body.

5.10 Signage

The development includes four (4) freestanding pylon signs located as follows:

1. Along Wentland Avenue, adjacent to the vehicle access driveway
2. At the corner of Kapa Avenue and Yarrabilba Drive
3. At the vehicle entry from Main Street

Building façade signage is also proposed in association with future tenancies, as shown on the elevation plans held at **Attachment B**. The specific signage artwork will be determined once future tenants are secured.

Luminance levels may be conditioned in accordance with Table 9.4.1.3.5 of Logan City Council's Advertising Devices Code under the Logan Planning Scheme 2015.

The signage will not be animated, rotating, or flashing. Illumination and any electronic display will not obscure traffic signals or road signage.

6 STAGING

The development will be implemented in stages, however, a formal staging plan is not proposed or required.

This staging approach was presented and discussed in detail with EDQ during the pre-lodgement process. EDQ are supportive of the proposed staging approach, and will consider its implementation during the formal assessment of the application.

Discrete staging is not specified because timing and sequencing will respond to tenant demand and market conditions, instead key infrastructure will be required:

- a. once GFA based triggers are reached; and/or
- b. independently of GFA thresholds where practical construction or servicing reasons make them necessary.

By remaining flexible, this staging approach matches demand and avoids the need to amend approvals if stages are fixed too early.

For context, the indicative staging approach is illustrated in **Figure 11**. **Figure 11** identifies three (3) primary precincts within the centre:

- the internal retail mall;
- the urban plaza; and
- the Main Street interface buildings.

The internal mall is anticipated to progress in a clockwise sequence from the middle of the site, while the urban plaza and Main Street interface will be delivered in response to market demand.

Note **Figure 11** is to assist EDQ in their assessment, rather than form part of the assessment.



Figure 11 - Staging Diagram

The development will be delivered progressively and to enable staged delivery, clear development assessment triggers tied to gross floor area (GFA) thresholds or other appropriate metrics are proposed to be conditioned. These triggers will govern the timing and delivery of traffic related infrastructure and services, including access provision, servicing, car parking, bicycle parking and end-of-trip facilities.

To define those triggers, SLR has modelled potential Town Centre development scenarios in 3,500m² GFA increments (beginning at 2,000m² GFA). This methodology provides a practicable framework for identifying the precise access requirements and infrastructure responses for any given stage of the sub-regional shopping centre growth. The modelling and associated Statement of Advice (SoA) prepared by SLR therefore inform which access arrangements, servicing arrangements, parking supply and bicycle parking.

This staged metric based approach will enable Stockland and EDQ to align infrastructure delivery with demand, ensuring safe and efficient access, servicing and active transport facilities together with high quality built form and landscape outcomes as the Town Centre is progressively built out.

Further detail on which development elements require GFA based triggers and which require triggers independent of GFA thresholds is provided below.

6.1.1 Access

A Statement of Assessment (SoA) prepared by SLR on behalf of Stockland has evaluated access provision requirements for the proposed sub-regional shopping centre across incremental gross floor area (GFA) scenarios. Key findings are summarised below.

- With Northern and Western access provided, the sub-regional shopping centre can be satisfactorily serviced for up to 16,000m² GFA prior to the full construction of Kapa Boulevard to Jimbillunga Drive.
- With Northern, Western and Southern access provided, the Shopping Centre can be satisfactorily serviced for up to 19,500m² GFA prior to the full construction of Kapa Boulevard to Jimbillunga Drive.
- For development beyond 19,500m² GFA, completion of Kapa Boulevard (to connect with Jimbillunga Drive) is required. Once Kapa Boulevard is complete, the Northern, Western and Southern access arrangement can accommodate up to 33,500m² GFA.
- An Eastern (fourth) access is not currently required on the basis of operational capacity. Delivery of the Eastern access should be timed to align with the ultimate stage of development to improve long term accessibility and resilience of the road network.

These outcomes inform staging and infrastructure sequencing for the proposal and should be reflected in conditions or timing arrangements to ensure safe and efficient access as GFA increases.

6.1.2 Parking and servicing

While staging plans are not included in this application, a trigger document (within the Development Trigger Schedule at **Appendix D** of SLR's Traffic Impact Assessment) has been prepared to identify the minimum requirements for each delivery phase, including car parking and servicing provisions.

6.1.3 Built form

Interim built form treatments will be incorporated to ensure any temporary or partially completed elevations present a safe and activated streetscape. Blank or inactive walls will be treated to deter vandalism and maintain visual amenity (for example via murals, screen planting, articulated façade panels or anti-graffiti finishes). Temporary fencing / hoarding will be designed and maintained to a high standard and located to preserve pedestrian sightlines and access.

Built form associated with temporary uses (such as outdoor sport and recreation courts) will be designed so not to prejudice the design intent or future delivery of the approved built form outcomes.

6.1.4 Pedestrian connectivity

Appropriate levels of pedestrian connectivity within the site is to be provided during interim stages, with safe, well-lit ultimate or temporary routes, crossings and wayfinding in place to ensure accessibility and continuity of pedestrian movement. As car parks are constructed and retail tenancies expand, pedestrian paths will be logically extended and upgraded in conjunction providing direct, accessible links from car parks and bus stops to tenancy entrances, through-site links and the public realm. These upgrades will be staged to align with parking construction and increases in GFA so that pedestrian priority, permeability and safety are retained as activity intensifies.

EDQ compliance assessment is recommended for interim and staged pedestrian arrangements to confirm that temporary routes meet relevant accessibility, safety and lighting standards

6.1.5 End of Trip

End of trip facilities (showers, secure bicycle storage, lockers and changing areas) will be provided in the first stage of development, however may be in a reduced capacity based on anticipated active-transport demand and may be shared between employees and customers. Where full provision is not immediately required, interim arrangements are identified and scheduled to trigger as GFA or occupancy thresholds are reached in accordance with the advice note prepared by SLR.

Pedestrian connectivity between the site, surrounding centres and public transport nodes will be maintained and enhanced during interim periods, with safe, well-lit temporary routes, crossings and wayfinding in place to ensure accessibility and continuity of movement.

6.1.6 Landscaping

Undeveloped portions of the site should be subject to interim landscaping or approved temporary uses to manage erosion, dust and visual amenity until ultimate development occurs. Interim treatments may include turfing, native or low-maintenance planting, protective mulch and temporary irrigation as required. Landscaping treatments should be designed to be compatible with future development and avoid requiring removal of substantial, healthy vegetation where possible. Landscaping maintenance responsibilities and timing for transition to permanent works should be specified in any approval conditions.

6.1.7 Civil engineering services

Temporary servicing arrangements for electricity, potable water, sewer and stormwater runoff may be provided for staged development and interim uses. These arrangements should be designed to manage risk, meet relevant standards. Where ultimate infrastructure outcomes are not yet required, interim measures should be documented for EDQ review through compliance assessment to ensure they align with relevant EDQ Guidelines and/or IMP/OSS requirements. For further detail, please refer to section 6.2 of the Civil Engineering report prepared by MPN held at **Appendix E**.

7 LEGISLATIVE REQUIREMENTS

7.1 Assessment Manager

The assessment manager for this application is Economic Development Queensland.

7.2 Economic Development Act Considerations

Section 87 of the *Economic Development Act 2012* (the Act) identifies considerations for MEDQ in making a decision on any development application. Compliance with these matters is considered below:

- Main purpose of the Act – the proposed development in Precinct 7 RAL1 is consistent with the purpose of the Act to ‘facilitate economic development, and development for community purposes, in the state’. The proposal extends the Yarrabilba development, supporting residential development and allied uses, providing significant economic development within the region and the state.
- Relevant state interests – the state interests MEDQ can consider are very broad. Regard has been given to the following in this application:
 - There is no vegetation mapped under the *Vegetation Management Act 1999* in the Precinct 7 RAL 1 boundary;
 - Bushfire management is not a consideration for this application
 - Areas protected by state wildlife mapping are not located in Precinct 7.
 - An approval under the EPBC has already been granted and development is occurring in accordance with these approval requirements (separate evidence of this has been provided for EDQ’s information);
 - A Cultural heritage agreement exists and UXO risk for Precinct 7 has previously been resolved;
 - Searches of the Contaminated Land and Environmental Management Registers have been undertaken and are included in **Appendix A**, confirming none of the land in the application area is subject to contamination;
 - The application area is fully contained within the Yarrabilba PDA and SEQRP Urban Footprint;
 - The development scheme – compliance with the development scheme was demonstrated in the comprehensive compliance summary provided with the CPAS; and
 - Any preliminary approval in force for the land – no preliminary approval is in force for the land. The whole of site approval is a development permit. Compliance with this document was addressed as part of the CPAS endorsement process.

7.3 Categories of Assessment

The site is located within the Major Centre Zone. The proposed development within this zone is Permissible under Table 2, Column 3A of the Development Scheme.

8 STATUTORY PLANNING ASSESSMENT

8.1 Overview

As per Condition 7 of the overall site approval (PDA Approval 2011/187) a CPAS was submitted and subsequently endorsed by EDQ on 31 October 2023 for the entirety of Precinct 7 area as required by Section 3.2.8 of the Development Scheme. This ensures that the development proposal will not prejudice the achievement of the PDA vision, PDA-wide criteria and zone intents in a broader area around the site.

By virtue of the endorsement of the CPAS, detailed planning compliance with the Development Scheme, PDA guidelines, approved IMP and OSS documents and relevant conditions of the whole of site approval have already been addressed.

8.2 Context Plan Compliance

8.2.1 Town Centre and Surrounds Context Planning

The Town Centre and Surrounds is structured to feature diverse facilities including civic, recreational, educational, entertainment, health, and commercial uses. The Core allows high-density development up to 8 storeys, transitioning to 4 storeys near residential zones, per the Development Scheme. The Town Centre and Surrounds will offer up to 215,000m² of Gross Leasable Area and up to 4,500 dwellings for 8,500 residents, with varied housing types. Additionally, 22 hectares of open space will enhance the greenspace network for community health and recreation.

The outcomes for Precinct 7 are reflected on the proposed Context Plan (sought under P7 RAL 1: DEV-2025-YAR-4087), refer Figure 12 below, which is consistent with the endorsed indicative context plan within the endorsed Precinct 7 (Town Centre & Surrounds) CPAS.

Specifically, the Town Centre and Surrounds incorporates:

- ~22ha of greenspace corridors within the precinct boundary
- Hike and bike trails to enhance green travel connectivity
- Sub-regional Shopping Centre (proposed under this application)
- Major recreation park
- Neighbourhood recreation parks
- Community health centre
- Integration with existing and future precincts

The proposed Precinct 7 RAL 1: DEV-2025-YAR-4087 will help to facilitate the contextual planning outcomes proposed under the Context Plan.

This application relates to the Sub-Regional Shopping Centre site, identified as Stage 1, Lot 1 of Proposed Super-lot 1 under the Precinct 7 Ral 1 application, DEV-2025-YAR-4087.

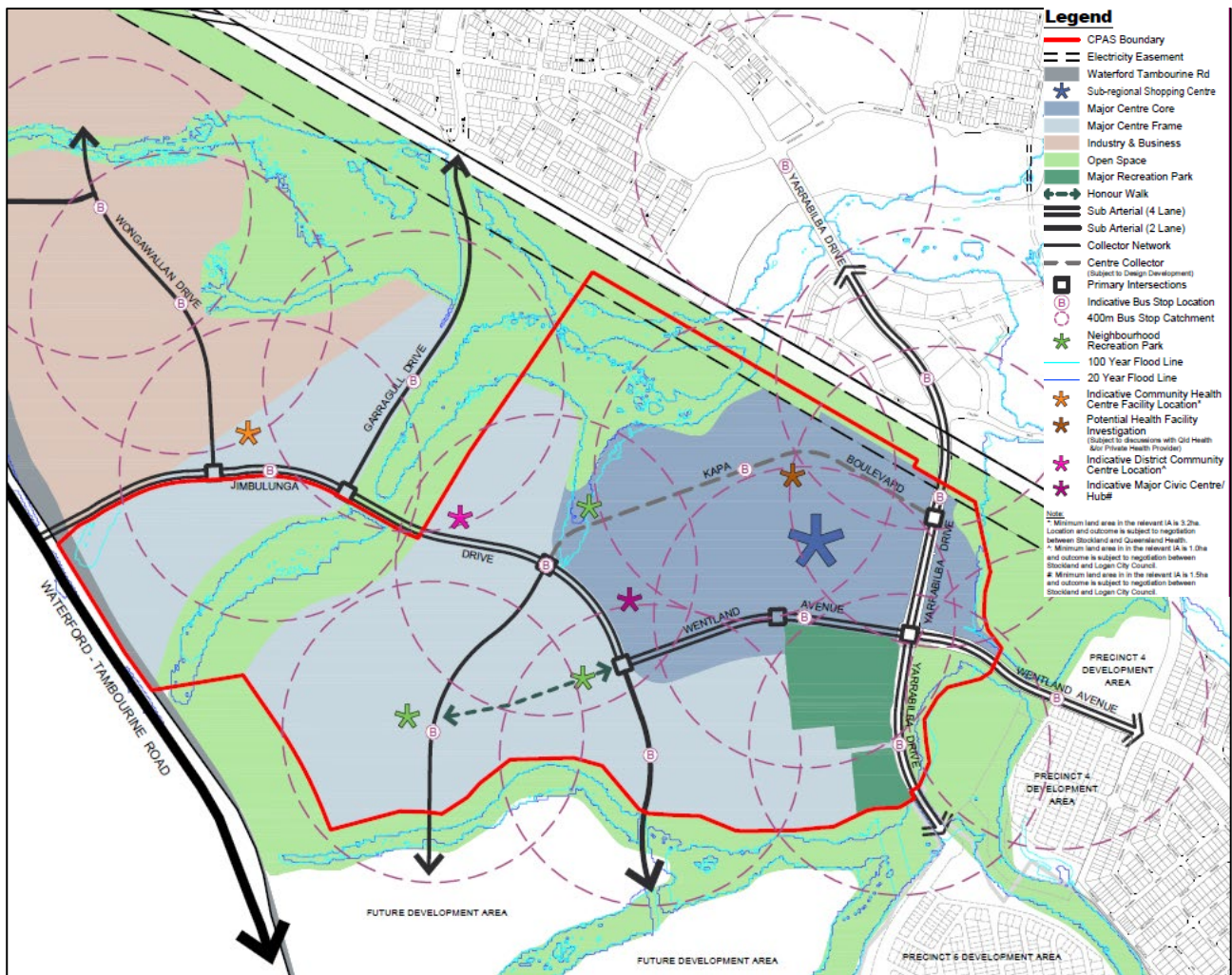


Figure 12 - Proposed Town Centre and Surrounds Context Area Plan

8.3 Precinct 7 Town Centre & Surrounds CPAS Compliance

The endorsed Precinct 7 Town Centre & Surrounds CPAS (Background) provides:

The area is included in the Major Centre Core and Frame zones and will be developed with a relevant range of facilities, underpinned by civic, recreational, education, entertainment, health and commercial uses. The Core supports high density development up to 8 storeys in height, transitioning to up to 4 storeys on properties adjacent to residential neighbourhoods in the Frame in accordance with the Yarrabilba PDA Development Scheme. Ultimately, the Town Centre and Surrounds is anticipated to provide approximately 215,000m² of Gross Leasable Area (GLA) to contribute towards self-containment within the PDA.

It is expected approximately 4,500 dwellings will be developed in the Town Centre and surrounds, providing homes for approximately 8,500 new residents. The Town Centre and Surrounds provides opportunities for a wide range of quality housing typologies and densities including medium rise, semi-attached, detached housing and retirement living.

The key elements of this CPAS include:

- Land use designations - Centre Core, Centre Frame and Industry and Business Transition.

➤ *Community Infrastructure – Opportunities to establish health, education and community facilities.*

➤ *Open Space Network – A major recreation park forms the central celebration space and multi-faceted destination for civic life.*

The Town Centre and Surrounds will be surrounded by nature that incorporates local park nodes. Linear open space embellished and provides connections to the broader landscape.

An Honour Walk provides meaningful connection to the site's history and role in global events and the commitment and sacrifice of those US soldiers who fought in WW II.

➤ *Movement Network – The movement network offers convenient access and supports active movement, transit, 'Main Street' focus and service access. Active movement is supported through principal cycle routes, radial connections out to surrounding neighbourhoods and the through an extensive linear open space network.*

The CPAS includes 14 strategies to achieve the vision and key elements for Precinct 7 having regard to all endorsed infrastructure master plans and any endorsed overarching site strategies for the site. The proposals compliance with these CPAS strategies is provided below.

8.3.1 Strategy 1 – Accessible Housing and Social Housing Overarching Site Strategy

Table 9: Strategy 1 Summary - Community and Social Housing

Community and Social Housing	
CPAS requirement	Compliance
Ongoing identification of potential Community Housing and Social Housing partners.	Not applicable <u>This application is limited to the sub-regional shopping centre and does not incorporate residential uses.</u> Notwithstanding, Stockland continues to work with Community Housing Providers (i.e. Blue CHP) to determine suitable products and locations for affordable housing. It is anticipated that social housing providers will have greater interest in the delivery of social housing in Yarrabilba as additional amenity, services, and employment opportunities are established through the balance of the PDA.
Engagement with DHPW and EDQ to discuss the detail of the Better Neighbourhoods Program and any opportunities for them to advance the outcomes sought in the OSS within the CPAS area, including scope for different product types.	Not applicable <u>This application is limited to the sub-regional shopping centre and does not include residential uses.</u> The initial focus of the Better Neighbourhood Program was primarily on infill renewal, with no clear strategy on implementation within greenfield sites such as Yarrabilba being made available to Stockland. Notwithstanding the above, Stockland will send future proposed product in further residential applications within the Town Centre and Surrounds CPAS Area.

With each ROL identify specific lots for Community and Social Housing that may be subject to a first right of refusal at full market value;

Not applicable

This application is limited to the sub-regional shopping centre and does not propose residential uses.

This will be implemented as part of future residential development within the Town Centre and Surrounds.

Report to EDQ with subsequent applications, outcomes of engagement and strategy for delivery of community/social housing product during the horizon of the CPAS area.

Not applicable

This application is limited to the sub-regional shopping centre and does not incorporate residential uses.

Stockland have been in discussions with housing providers regarding community/social housing products. Community and social housing is not proposed as a part of this application at this time. Stockland is expecting to engage social and community housing providers in relation to opportunities within the Town Centre and Surrounds following approval of the relevant subsequent development applications and future applications for the surrounding area.

Table 10: Strategy 1 Summary - Accessible Housing

Accessible Housing	
CPAS requirement	Compliance
Identification of lots that would be suitable for the construction of accessible homes at the MCU/ROL stage and inclusion of an accessible lot plan with each ROL application (i.e. a plan indicating flat and sloping lots).	Not applicable <u>This application is limited to the sub-regional shopping centre and does not incorporate residential uses.</u> Identification of lots will be allocated on the ROL plans lodged with future residential applications.
Engagement with builders to encourage accessible housing product to be included within their portfolios, and to make customers aware of the benefits of accessible housing over the life of a home.	Not applicable <u>This application is limited to the sub-regional shopping centre and does not incorporate residential uses.</u> Notwithstanding, all builders within the Yarrabilba Display Village offer homes within their portfolios that are a 'silver standard' against the Liveable Housing Design Guidelines. This will be implemented as future residential development occurs.
Requirement of buildings within any display village to either construct display village homes to a 'silver standard' against the Liveable Housing Design Guidelines, or to provide housing of this standard within their portfolios. Relevant housing accessibility standards under the National Construction Code are also mandated.	Not applicable <u>This application is limited to the sub-regional shopping centre and does not incorporate residential uses.</u> As above, all builders within the Yarrabilba Display Village offer homes within their portfolios that are a 'silver standard' against the Liveable Housing Design Guidelines. This will be implemented as future residential development occurs.

Preparation or update of a guide that details accessible housing product options available through partner builders. This guide (or update) is to be available through the sales and information centre within 12 months of the first ROL approval being issued for the residential precincts of the CPAS area.

Not applicable

This application is limited to the sub-regional shopping centre and does not incorporate residential uses.

The existing guide (prepared for earlier precincts) is being updated and continued for the Town Centre and Surrounds.

Compliance will be facilitated as part of any future RAL applications for *residential development* within the CPAS area.

Report to EDQ within the last application in the CPAS area, outcomes of engagement with builders and customers.

Not applicable

This application is limited to the sub-regional shopping centre and does not incorporate residential uses.

This application for the sub-regional shopping centre does not represent the last application in the CPAS area. Stockland maintains regular engagement with builders and the wider property industry regarding accessible housing. Following the Hon Mick de Brenni's announcement of the National Construction Code 2022 in April 2020, Stockland (through involvement in both the UDIA and HIA) has contributed to numerous reports and provided detailed analyses with regards to the impacts of the new Code on housing construction and affordability. Stockland will continue to monitor any further amendments to the Code, to understand the new minimum accessibility standard for new housing in Precinct 7 and beyond.

8.3.2 Strategy 2 – Community Development Plan

In compliance with the Precinct's CPAS the community development plan will be progressed through the delivery of Precinct 7.

However, we do wish to highlight further progress throughout the remainder of the PDA, being:

Community Connection Strategies

- Ensuring access to community services as well as the delivery of permanent community facilities, such as 'the Buzz at Yarrabilba', 'the Exchange', 'Family and Community Place' and 'Shaw St Sport & Community Hub'.
- Planning for future community facilities in accordance with the Municipal and State Community Facilities IAs.
- Continuing to provide support to Yarrabilba Network Groups including Stakeholder Collaborative Network Group, Workforce Development Group, Sport Supporters Group, Logan Rivers Early Years Network Group, and establishment of a new Youth Network Group.
- Continued support of sporting facilities at Shaw St Ovals and McKinnon Sports Park South and other upcoming sporting facilities in partnership with Logan City Council.
- Continue partnerships between State Government, Logan City Council and Brisbane Catholic Education for maintaining the Buzz at Yarrabilba. The Buzz at Yarrabilba is the permanent home to 'The Exchange,' offering free services for local job seekers and employers to support Yarrabilba's residents. The Buzz at Yarrabilba opened late-2022.
- Continue to support job seekers, training participants, and small and home based businesses via The Exchange with focus on Connecting, Learning, Earning and Innovation.

- Continue to support families via The Family and Community Place which offers a breakfast club, immunisation clinic, child health nurse, supported playgroups, First 5 Forever programs, and more.
- Ongoing community communications and Meet Your Neighbour Program incorporating a balance of indoor and outdoor activations in partnership with local community groups and providers.
- There will be a suite of other community events and services planned for within the Town Centre, utilising main street and the sub-regional shopping centre along with other venues and facilities.

Educational and Community Services

- Yarrabilba State Secondary College was completed in 2019 and opened to Grades 7 – 11 in 2023 and will be open to Grade 12 in 2024.
- San Damiano College is a co-educational school which opened in 2021 with three classes of Grade 7 students. The school will grow by one year level until its first cohort of Grade 12 students graduate in 2026.
- South Rock State Primary School has taken its first intake of students on the 23rd January 2023.
- A choice of childcare and early learning centres to support families.

Ongoing discussions with university partnerships are continuing. A potential tertiary education strategy to be developed within the town centre.

- The Yarrabilba Community TAFE Learning Centre pilot commences in 2023 with TAFE Qld securing space at The Buzz at Yarrabilba, and sharing practical learning spaces of Yarrabilba State Secondary College. The Exchange provides access to job-ready professional training and vocational workshops.
- A range of workforce participation strategies, recently focussing on School-Based Traineeships and Apprenticeship opportunities, and other School to Work transition supports.

Sporting and Recreation

- Continuing to work with Council and sporting clubs to provide clubhouses and ancillary facilities as well as establishing organised sporting activities within the major sports parks being delivered in Precincts 2, 3, 4, 6 and 9. Logan City Council signed a lease with Yarrabilba Touch for the use of the P2 Ovals in 2021. Precinct 3 ovals have been secured for AFL and cricket with construction having commenced in 2023. Other sports clubs in Yarrabilba offer Basketball, Netball and Rugby Union. There are also organised park runs that take place on Saturday mornings and various bootcamps.
- The Mingle Markets are held twice a month via seed funding through the Yarrabilba community grants program and are being brought to Yarrabilba by Creative Collective Cultural Community INC, a local not-for-profit organisation.
- Trail head locations have been identified and are being considered to provide access into the Plunkett Conservation Park. Stockland are continuing to work with Queensland Parks and Wildlife Service (QPWS) to open these facilities to the community as development on the interface progresses.
- Construction of the multi-purpose Yarrabilba Sports and Community Hub located adjacent to Shaw Street Ovals is now complete. The building contains change rooms, toilet facilities, meeting rooms, a canteen, fully equipped commercial kitchen and 100m² of community space.
- Darlington Parklands, Buxton Park, Sandstone Park, Jinnung Jalli Park and McKinnon Sports Park South are open recreation spaces for residents and visitors to enjoy.
- Establishment of a Sport Supporters Network Group and linkages of Sports Club training and volunteer recruitment with the services of The Exchange.

8.3.3 Strategy 3 – Community Facilities

Strategy 3 of the CPAS identifies that the provision of community within the Town Centre & Surrounds is to be generally in accordance with the *Yarrabilba Community Facilities Infrastructure Master Plan* (IMP) and the Infrastructure Agreement (IA) requirements. Specifically, the following community facilities are trigger for the Town Centre and surrounds:

- Neighbourhood Meeting Room – 0.2625ha site;
- District Community Centre – 1ha site;
- Major Civic Centre/Hub – 1.5ha site;
- Community Health Centre Hub – 3.2ha site

The CPAS also states that opportunities for delivering education facilities in addition to the IMP and IA requirements are to be explored.

Stockland are actively working with Logan City Council with regard to the land area requirement, location and timing for delivering a Neighbourhood Meeting room, District Community Centre and Major Civic Centre/Hub. Specifically, the Major Civic Centre/Hub comprises three facilities, being a district library, district art gallery and a district performing arts facility. Stockland are actively engaging with Logan City Council to understand what community facilities could be bought on early as part of future development applications within the first release area for the Town Centre, adjacent to the sub-regional shopping centre. Sufficient land has been set aside within the balance areas of the Town Centre and Surrounds to facilitate the delivery of these facilities by Council in the future.

Stockland are also engaging with Queensland Health, to understand the timing for the State government to deliver the community health centre. At the time of this application, Queensland Health have not been able to provide a timeline for delivering the facility. As such, the proposed context plan has been amended to include an alternate location for the facility to a future part of the Town Centre and Surrounds. Stockland are committed to continuing engagement with Queensland Health to facilitate the delivery of the community health centre in a suitable location and in accordance with Queensland Health's timing for delivering the facility.

Opportunities for additional education facilities, including private Tafe, University Campus, and public or private urban schools are actively being explored by Stockland in collaboration with various providers and the Department of Education.

8.3.4 Strategy 4 – Community Greenspace

The CPAS includes the delivery of the following parks and open space:

- Major recreational park
- Neighbourhood recreational parks
- Local recreation parks that are designed to connect into linear open space.
- Local / major linear open space, designed to provide pedestrian linkages through the town centre to the north, park and open space networks within Precinct 9 to the south.

The proposed sub-regional shopping centre development does not include the delivery of any formal community greenspace for handover to Council. Stockland are actively working with Logan City Council and will deliver community greenspace on Council's schedule and based on the projected demand for the facilities as the Town Centre and Surrounds is developed. Notwithstanding the sub-regional centre provide privately owned, publicly accessible spaces within the urban plaza.

The proposed sub-regional shopping centre supports the delivery of future community greenspace within the Town Centre and Frame by activating the area and drawing people to the precinct.

8.3.5 Strategy 5 – Earthworks Infrastructure Masterplan

In compliance with the CPAS the following requirements have been met:

- A site-based Stormwater Quality Management Plan has been prepared by Design Flow for the proposed RAL 1 development and all drainage from the retail development will comply with the requirements of the masterplan drainage requirements.
- A Geotechnical Study for the Precinct has been completed by Pacific Geotech and is included at **Appendix H**.
- A bulk earthworks plan has been prepared in support of RAL 1.

8.3.6 Strategy 6 – Employment and Economic Overarching Site Strategy

Yarrabilba Town Centre & Surrounds is projected to deliver between 5,000 and 6,000 fulltime equivalent (FTE) jobs by encouraging permissible employment generating uses.

The CPAS has an expectation for built forms to include:

- Retail Uses - up to 60,000m²
- Showroom - up to 50,000m²
- Commercial uses – up to 75,000m²
- Community uses – up to 30,000m²

The Core will accommodate the highest order mixed use centre activities providing a mix of commercial, business, professional, community, entertainment. and retail activities, while the Frame will accommodate a mix of land uses including uses that support activities in the Town Centre Core such as service and low impact industry, as well as low intensity uses such as warehouses, outdoor sales and showrooms. The Town Centre Core and Frame has sufficient commercial capacity to encourage mixed use development opportunities.

The Employment and Economic OSS for Yarrabilba have ongoing actions for the project. For the Yarrabilba Town Centre, these actions include:

- Attracting investment and employment
- Enabling infrastructure
- Growing local business
- Business connectedness
- Place creation and amenity
- Economic innovation and flexibility
- Governance, monitoring and resourcing.

The planned development of the Yarrabilba Town Centre, including the Major Centre Core and Major Centre Frame, is in accordance with the actions and objectives established in the Employment and Economic Development Site Strategy. The subject precinct has the capacity to deliver the level of employment (5,000 to 6,000 FTE jobs) and land uses that will establish the precinct as supporting the highest scale and density of employment, activities and key community facilities. The employment supported within the Town Centre will provide a significant contribution towards the overall employment target of 13,000 jobs for Yarrabilba.

The sub-regional shopping centre is the first step in realising the employment and economic targets for the Town Centre, proposing up to 37,724m² of retail and/or commercial GFA. The progress of achieving employment targets will be tracked and reported as part of subsequent development applications.

8.3.7 Strategy 7 – Energy Services Infrastructure Master Plan

The Precinct will continue to provide with high quality energy services through continuation of reticulated electricity throughout the precinct.

8.3.8 Strategy 8 – Housing Affordability Infrastructure Master Plan

The proposed development is for the sub-regional shopping centre and does not include housing.

The requirements with regard to housing affordability will be addressed as part of future development applications which involve residential housing development.

8.3.9 Strategy 9 – ICT Strategy and Master Plan

FTTP network rollout will continue to occur for new development in the precinct.

The following progress has been made with respect to site strategies:

- Continuation of FTTP network rollout including suitable provisioning as needed for opportunities under the Yarrabilba technology “blueprint” strategy;
- Continued discussions with providers for further coverage of mobile phone and data services; and
- Extending the availability of public WIFI in selected open space areas and continuing to work towards available WIFI in all public open spaces.

8.3.10 Strategy 10 – Overarching Site Resource Strategy

The Town Centre first release area has a time horizon between 2028-2040. During this time, the high priority areas to advance sustainable development outcomes within Yarrabilba will be advanced as outlined within the CPAS. On-going use, and expansion where feasible, of site sourced construction materials is intended to minimise importation requirements for the development for the Town Centre.

The proposed bulk-earthworks strategy achieves a net zero cut-fill balance, meaning that no material is required to be imported, or exported from the site.

8.3.11 Strategy 11 – Water and Wastewater Infrastructure Master Plan

The first ROL application for this precinct included the Precinct Network Plan (PNP) prepared by Stantec confirming the water and sewerage infrastructure can service the ultimate demands for the proposed development application area and Precincts 1-4, 5A MIBA North, MIBA South and partial Precincts 8, 9, 11 based on the estimated EP's. This application is not expected to trigger upgrades to the Travis Road Reservoir or sewerage trunk augmentation works at PS3A. The PNP provides for monitoring actions to be undertaken by Stockland and LCC to confirm network capacity. Interim solutions are available to ensure sufficient capacity is maintained for the development. A copy of the proposed PNP is held at **Appendix G**.

8.3.12 Strategy 12 – Total Water Cycle Management

A stormwater management strategy for Yarrabilba Precinct 7 MCU 1 (Regional Shopping Centre) development has been prepared to meet the requirements of the Yarrabilba Stormwater Infrastructure Master Plan (DesignFlow, 2024) and the Town Centre and Surrounds CPAS.

For the sub-regional shopping centre development, a new internal pit-and-pipe network will be installed across the retail precinct to capture runoff from roofs, loading zones and carparks and convey it to designated external discharge points in line with the Total Water Cycle Management Infrastructure Masterplan and Stormwater Infrastructure Masterplan. The site is divided into two stormwater catchments: a larger southern catchment that drains southeast toward Wentland Avenue and Yarrabilba Drive, and a northern catchment that drains north toward the neighbouring creek/overland flow network.

Minor flows in both catchments will be contained within the site and routed to specified connection points in the road drainage system, then directed to on-site stormwater treatment systems. All minor-flow discharges will pass through gross pollutant traps with hydrocarbon capture prior to entering the surrounding stormwater network. Major (extreme) flows will be conveyed overland: southern-catchment major flows will traverse the carpark and external road network toward the creek system to the southeast, while northern-catchment major flows will be carried through the road network into the creek/overland system.

A site-specific Stormwater Quality Management Plan (prepared by Design Flow) confirms that all retail-area drainage will meet the masterplan requirements. The internal drainage has dedicated external discharge points, allowing staged construction to connect into the main drainage runs as areas are completed. Main drainage lines will be sized for the ultimate development and installed according to staging needs, with additional connection points able to be added as the site progresses.

8.3.13 Strategy 13 – Movement Network Infrastructure Master Plan

Compliance with the Movement Network IMP is addressed at **Appendix D** by SLR Consulting and confirms:

- The traffic and movement outcomes proposed for the sub-regional shopping centre site align with the concept plan for the proposed road network layout and hierarchy and the major local active transport routes for Precinct 7 RAL1.
- Details of active transport paths
The active transport provisions are consistent with the Movement IMP and are appropriate to satisfy the needs of Precinct 7 in conjunction with the surrounding development of Yarrabilba.
- Details of potential future bus stops.
The layout and design of the surrounding network includes an appropriate provision for public transport (bus services) and potential bus stops. This is consistent with the Movement IMP.

The TIA also confirms that the interim movement network initially available to service the sub-regional shopping centre complies with the Movement IMP and by extension, the CPAS strategy.

8.3.14 Strategy 14 Natural Environment Overarching Site Strategy

The site lies entirely within the 'Developable Area' shown on the *Natura Pacific Town Centre CPAS Overall Developable Area Plan* and is outside any waterway, construction, or bushfire setback zones.

Precinct 7, ROL 1 will be implemented prior to construction of the sub-regional shopping centre to ensure compliance with the following environmental controls:

- *All works will be carried out in accordance with an approved and up-to-date Vegetation and Fauna Management Plan; and*
- *Measures will be implemented so that any water discharged from the site during construction complies with the Procedural Guidelines for Releases to Waters from Land Development Sites and Construction Sites (2,500 m² and greater) under the Environmental Protection Act 1994.*

8.4 Infrastructure Agreement Considerations

Obligations for new infrastructure are largely addressed in the endorsed Context Plan Area Strategy (CPAS) for Precinct 7. The proposal is in compliance with the CPAS and as an extension the Municipal and State Communities Infrastructure Agreements.

8.5 PDA Guidelines

The following PDA Guidelines have been identified as relevant to the proposal:

- *PDA guideline no. 09 – Centres May 2015*
- *PDA guideline no. 06 – Street and movement network February 2019*
- *PDA guideline no. 13 - Engineering*

A response to each of these guidelines is provided in the following sections.

8.5.1 Response to PDA guideline no. 09 – Centres May 2015

- **Centre layout**

- The proposed structure for the sub-regional shopping centre is consistent with the *Yarrabilba Town Centre Masterplan – Stage 1*, including its defined structure and focal points.
- The proposed land-use mix reflects the intended functions of a major centre core, incorporating substantial retail offerings.
- No community facilities are included in this proposal; these are planned for adjacent future lots, subject to EDQ and Council approval.
- The proposed height and density respond to current market demand and do not preclude future applications for increased height or density across the site.
- A gradual transition to conventional residential neighbourhoods will be provided on neighbouring sites.
- The site is served by nearby bus stops; additional services or stops could be provided by Translink in future as demand warrants.
- Staged development allows the centre to expand with demand and maintain commercial viability.
- Interim uses are proposed to enable early activation of the site.
- CPTED principles are incorporated across the design. Refer to the architectural plans by Buchan in **Appendix B** for details.

- **Built form**

- Buildings are sited to the street alignment along 'Main Street'. Servicing needs and ground levels constrain any further built-to-alignment development.
- Street front buildings will be limited to a maximum of two storeys, ensuring the scale of built form is appropriate to the street width.
- A continuous awning will shelter the pedestrian footpath on 'Main Street'. High activity tenancies are located at street level to encourage activation, and larger format retail is sleeved by smaller retail or similar uses within the site.
- Building design provides extensive opportunities for passive surveillance of 'Main Street'. Given site levels and servicing constraints, additional activation measures are not practicable.
- The proposed building typology aligns with the intended scale and bulk of the area. Further height is not warranted by current demand.
- Corner locations incorporate prominent visual elements to address both frontages where feasible.

- **Public Realm**

- A privately owned, open to the public – open aired pedestrian mall is proposed that includes seating, eating, resting and play areas.
- The proposal includes a continuous awning along the main pedestrian spine (Main Street) and the open aired mall for weather protection and year round pedestrian comfort.
- Landscape buffers and tree lined footpaths provide shade, visual definition and a consistent landscape theme.
- The proposal includes low intensity recreation throughout, including fixed/movable seating, eating terraces, resting alcoves and informal play elements.
- CPTED principles are applied across the design including active frontages, glazing and orientation to maximise passive surveillance.
- Coordinated lighting and wayfinding will promote safety and legibility. Lighting will be directed/shielded in accordance with relevant standards to avoid nuisance.

- **Car parking / servicing areas**

- Car parking is concealed behind buildings and/or landscaping where possible. Landscape buffers are wide enough to reduce the visual impact of parking and to create a defined, enclosed public realm.
- Car parking ratios comply with Logan City Council's planning scheme (minimum), with the mix of uses enabling shared parking where appropriate. Refer to the Traffic Impact Assessment by SLR in **Appendix D** for full details
- shade trees are provided at a rate of 1 shade tree per 6 parking spaces with 15sqm of deep soil and permeable surface per tree.

8.5.2 Response to PDA guideline no. 06 – Street and movement network February 2019

Compliance with the PDA guideline no. 06 is demonstrated under the RAL 1 application, with the *Yarrabilba Town Centre: Stage One Masterplan*. This application does not involve the construction of any new public roads. However, key outcomes for accessibility specified under PDA guideline no. 06 are achieved as follows:

- The interface with the street network is designed to support street dining, retail, seating, busking and performance, transit waiting, recreation and exercise, play and social interaction.
- Vehicle access is limited, low-speed and carefully managed where to prioritise pedestrian safety i.e. a shared pedestrian and car zone is provided with reduced speed and varying road treatments.
- Vehicle routes are separated from the main internal pedestrian spine.
- Servicing is physically separated to avoid conflict with pedestrians / customers.
- End-of-trip facilities include secure cycle parking, lockers, and shower/change provisions sized to meet anticipated demand and encourage commuter cycling.
- Entry sequences to end-of-trip areas are designed for safe separation from vehicles, with clear markings and sightlines to avoid conflicts.
- Entrances to the centre are aligned with pedestrian pathways to promote legibility and wayfinding.
- The central open air mall is designed as a pedestrian priority spine that physically separates walking space from vehicle movement, creating a safe, comfortable environment for people.
- Pedestrian pathways are provided within the car park for safe, prioritised access from car parks to the shop.
- Shade trees are provided on the western side of pathways wherever possible to maximise pedestrian comfort.
- Equitable access will be achieved in accordance with AS/NZS 1428.1-2009.

For further information, please refer to the Traffic Impact Assessment held at **Appendix D**.

8.5.3 Response to PDA guideline no. 13 – Engineering

The proposed engineering outcomes are addressed within the Civil Engineering report prepared by MPN held at **Appendix E**, which demonstrates that the development will be designed and constructed in accordance with the relevant EDQ / Logan City Council and Australian Standards.

8.6 State Interests

The following State Interests have been identified as relevant to the proposal;

- *Natural hazards, risk and resilience - Flood hazard area – local government flood mapping area*

Response: The flood and bushfire hazard mapping reflects pre-development conditions. This proposal concerns development on a lot where earthworks and finished levels are addressed in the preceding RAL application to ensure flood and bushfire risks to people and property remain acceptable.

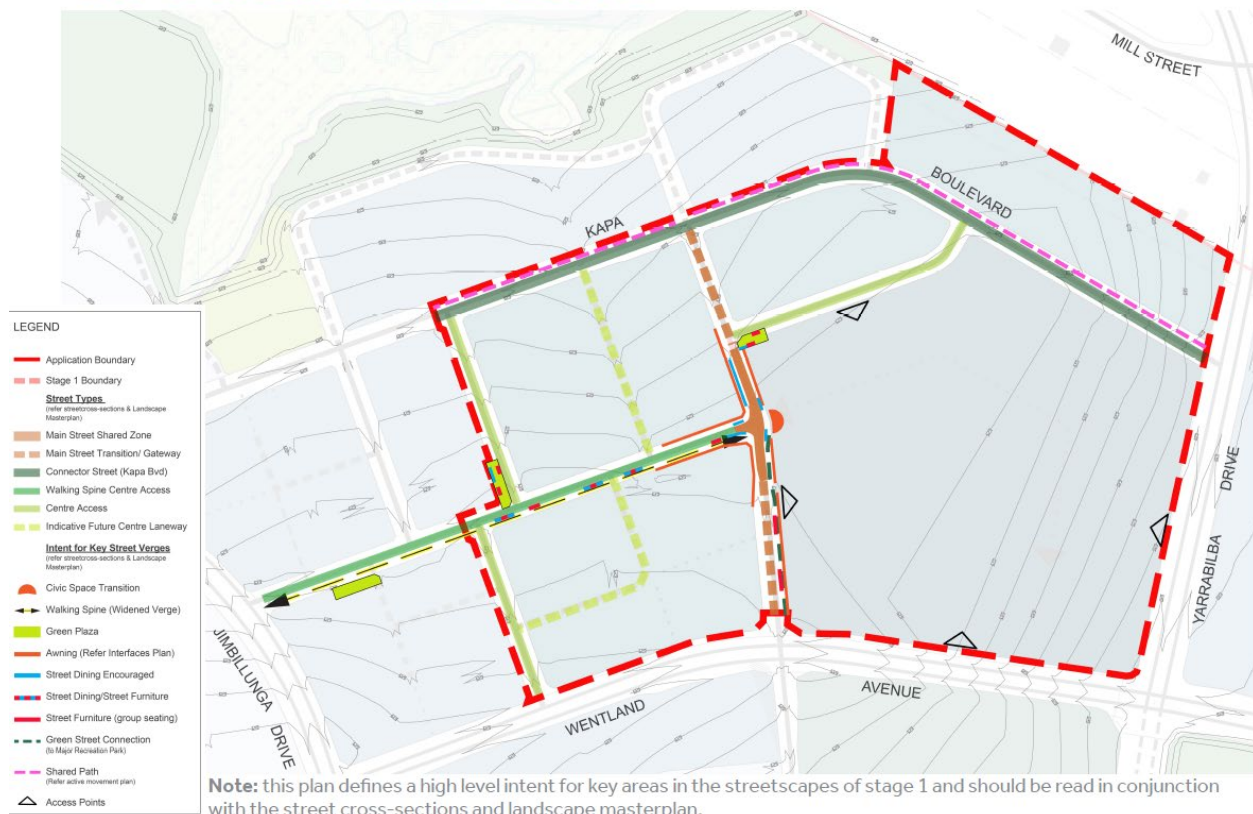
- *Energy and Water Supply – Major electricity infrastructure (Powerlink)*

Response: This application does not propose works within or adjacent to the Powerlink easement.

8.7 Yarrabilba Town Centre Masterplan – Stage 1

Below are key extracts from the proposed Yarrabilba Town Centre Masterplan – Stage 1 relevant to this application:

3.3 STREET ELEMENTS



4.1 MASTERPLAN

The Stage 1 masterplan sets a framework for delivering the centre core in stages: defining the principal movement network, a series of super blocks sized to support development outcomes and a range of built form outcomes.

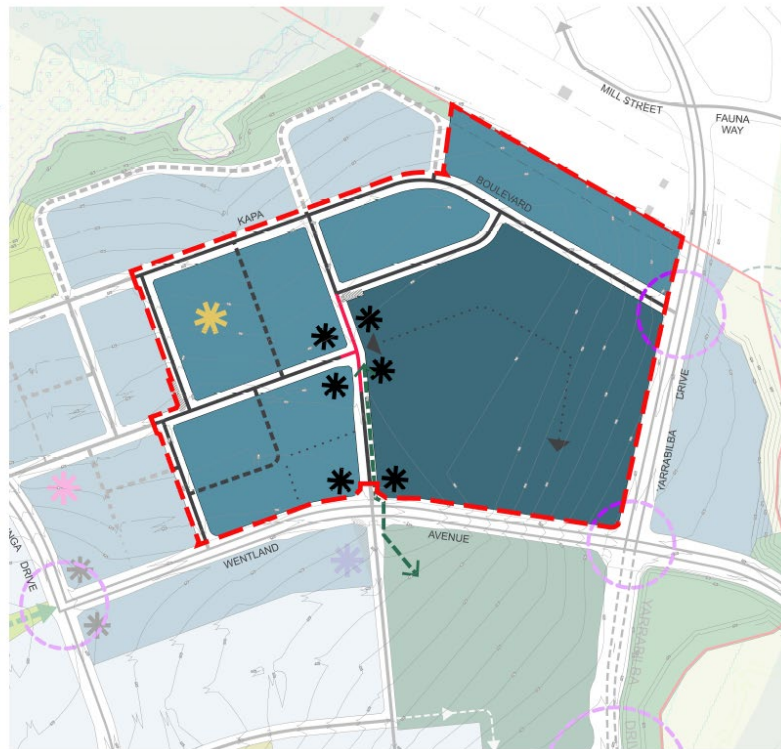
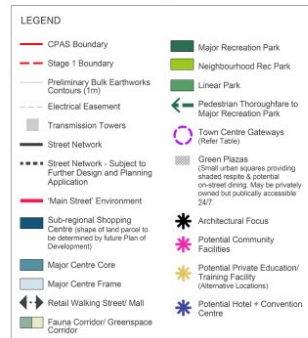
It indicates how further staged subdivision development of those blocks can deliver the centre vision and provide a range of development opportunities and flexibility in land use outcomes. It translates the high level intentions of the CPAS approval into a deliverable outcome.

The masterplan is supported by a series of framework maps addressing:

- Street Network
- Active Movement
- Transit
- Connection to surrounding open space
- Definition of private/public realm interfaces and high level expectations of adjoining development.

Architectural foci: denotes a prominent street corner where built form must:

- address the corner and frame the street
- include glazing and/or pedestrian entrance/s to the corner, and
- have a higher level of architectural detailing and building height (greater than the equivalent of one storey in height).



4.7 INTERFACES

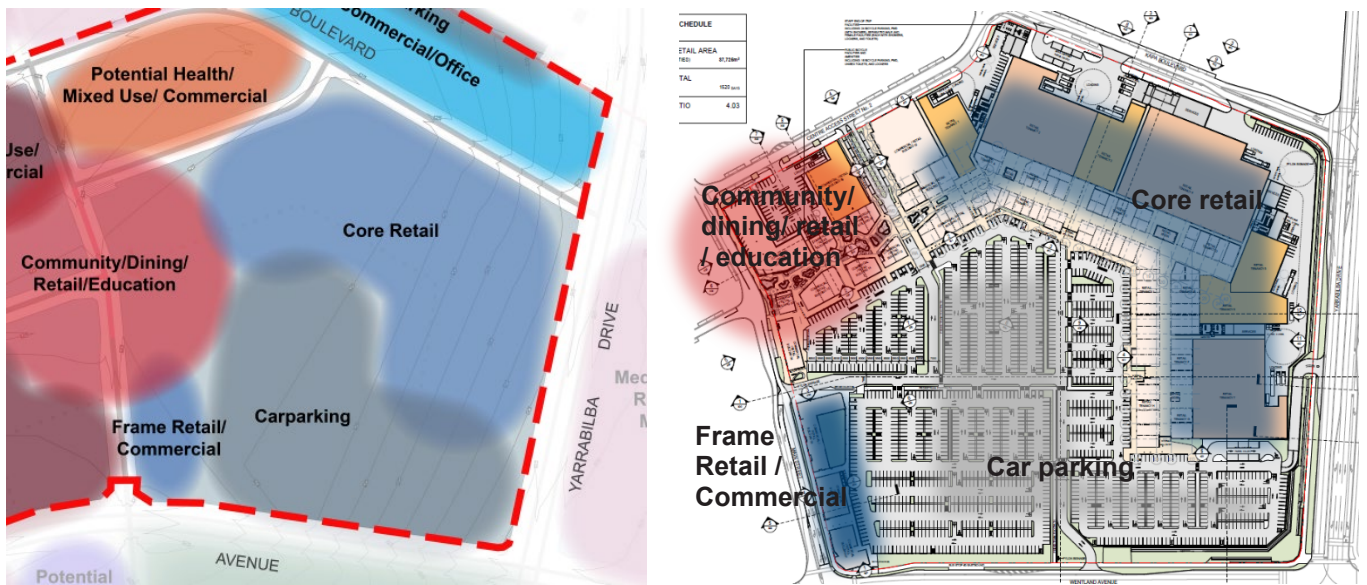


The proposal provides responses to the masterplan requirements as follows:

- The proposal delivers a retail centre comprising approximately 37,725m² of retail, lifestyle, entertainment and community uses with the capacity to expand.
- The pedestrianised civic street links Main Street to the mall and offers a human-scale environment for small events and markets without closing public roads, and features outdoor dining, performance and play spaces, landscaping, and social areas maintained by the retail centre.
- The pedestrian thoroughfare along the eastern side of Main Street will convey people from the main retail core to the future major recreation park to the south, and connects to the premium bus stops on Wentland Ave.
- Glazing into internal spaces provides interest and overlooking of Main Street.
- Architectural focal points are provided to the corner of Main Street and the pedestrian mall.
- The proposal provides streetscape interfaces in accordance with 4.7 of the Masterplan:
 - **Primary Active Interface and Civic Space Interface**
 - The development proposal provides a clear threshold to the retail centre and is designed to be framed by buildings at the internal ‘street’ corners. The ground level tenancies facing these corners are intended for retail and dining uses to activate the streetscape. Continuous awnings are provided at corner locations to shelter pedestrians, enhancing comfort and wayfinding.
 - No level changes are proposed between the street and ground floor uses. Entrances are delivered at grade to ensure seamless, accessible transitions. The proposal also complies with the specified minimum building setback of 0m, providing a built edge that reinforces the retail centre threshold.
 - **Embellishment Interface**
 - The proposed built form frames the start of Main Street, with landscaping softening the entry and defining the transition from Wentland Ave.
 - Ground-floor glazing activates the street, providing visual interest and passive surveillance.
 - Façade material, finish and awning variations reduce perceived bulk and create a pedestrian-scaled environment.
 - A high quality pedestrian thoroughfare accommodates moderate pedestrian flows between the retail centre and the major recreation park, using awnings/arbours for shade and weather relief and modest corner setbacks to improve standing room and comfort at the signalised intersection.
 - **Landscape Buffer Interface 2**
 - This interface is delivered as part of the RAL 1 application, and this proposal aligns with the RAL 1 outcomes.
 - **Service Area Interface – Yarrabilba Drive & Kapa Boulevard**
 - The proposed interfaces are designed to facilitate safe, efficient access and circulation for supply and service vehicles to the retail centre, separating service movements from the pedestrian focused areas of the town centre.
 - Vehicle access locations generally follow the street network plan. However, the design refines access points to suit loading dock positions where the street network permits based on sight lines and vehicle manoeuvring standards.
 - Tiered landscape planting in front of retaining walls will be maintained to reduce the visual impact of walls and soften the interface.

- The retail centre elevation facing the interface will be treated to minimise the visibility of loading docks and provide visual interest through a coordinated approach that includes:
 - façade articulation (where visible from the street) and variations in setback;
 - a palette of complementary colours and materials to deliver visual diversity;
 - architectural screening for loading dock openings;
 - signage that addresses the interface without dominating the building appearance; and
 - targeted landscape planting to further screen and soften service areas.
- Setbacks provide for vehicle circulation, access requirements and retaining constraints to achieve the outcomes above.

- The proposal plans prepared by Buchan demonstrate alignment with the land use intent plan:



9 CONCLUSION

RPS has been engaged by SRCP (Yarrabilba) Pty Limited to seek development approval for the establishment of the Yarrabilba principal retail activities hub on land at 1730 Waterford–Tamborine Road and Lot 3202 Waterford–Tamborine Road, Yarrabilba QLD (also described as Part Lot 3007 on SP333767, Part Lot 3202 on SP351741 and Part of Lot 7005 on SP351741), comprising approximately 12.3 ha.

This staged development application seeks:

- A Development Permit for a Material Change of Use to establish a sub-regional shopping centre, incorporating uses including Shopping Centre, Business, Car Park, Health Care Services, Fast Food Premises, Food Premises, Market, Shop, Child Care Centre, Community Facility, Indoor Entertainment, Indoor Sport and Recreation (gym), Veterinary Hospital, Sales office, Park, Outdoor Sport and Recreation (interim) and Park (interim); and
- A Preliminary Approval for Operational Works for signage associated with the sub-regional shopping centre (excluding signage incorporated into the built form).

The subject site is located within the Major Centre Core Zone under the Yarrabilba PDA Development Scheme. The Major Centre Core is the PDA's highest-order mixed-use centre and the intended focus for sub-regional retail activity, providing a dense, urban heart for the precinct and broader catchment. The proposal is assessable as Column 3A Permissible Development under Table 2: Categories of development of the Yarrabilba Priority Development Area Development Scheme.

This planning report and its supporting technical documentation demonstrate that the proposal meets the requirements of the Development Scheme, EDQ guidelines and the Precinct 7 and surrounds CPAS. The proposal responds appropriately to the Major Centre Core's role and achieves the desired outcomes for built form, activation, movement and the public realm.

Accordingly, having regard to the assessments contained in this report and the accompanying technical material, the proposal is consistent with the strategic intent and development outcomes for the Major Centre Core and is recommended for approval, subject to reasonable and relevant conditions.