ROAD TRAFFIC NOISE ASSESSMENT

RESIDENTIAL SUBDIVISION

PROPOSED PRECINCT 9

YARRABILBA

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

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Stockland

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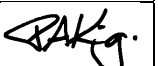
1 DA Report	11.12.2025	ES		PAK	
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1.0 INTRODUCTION

1.1 STUDY BRIEF

MWA Environmental has been engaged to prepare a Road Traffic Noise Impact Assessment for the proposed 'Precinct 9' development at Yarrabilba.

The report has assessed the potential road traffic noise impact and noise mitigation measures based upon the lot reconfiguration plan and civil earthworks design for Precinct 9 for the following road segments;

- Local Sub Arterial (Mibinba Drive and Jimbillunga Drive) and Major Trunk Collector (Roosevelt Drive);
- State-controlled, Waterford Tamborine Road ("**WTR**").

Using standard traffic noise assessment methodology and planning horizon traffic forecasts, this assessment has been conducted using computer noise modelling of the road traffic volumes on the adjoining roads as part of the Yarrabilba development, and considering the following:

- Preliminary design level contours for Precinct 9 by KN Group;
- Proposed reconfiguration of lot for Precinct 9 by RPS;
- Preliminary civil works levels for the ultimate Sub Arterials and Major Collector Road corridor provided by KN Group;
- Ultimate planning horizon traffic data for the Sub Arterials and Major Collector Road corridor as advised by SLR Consulting.
- Waterford Tamborine Road source based upon current and ultimate forecast traffic volumes as obtained from SLR Consulting;
- Future Waterford Tamborine Road upgrade alignment as prepared by SMEC and provided by KN Group
- Corrections for Queensland conditions as per TMR Transport Noise Management Code of Practice
- The current SDAP State Code 1 v3.4 noise criteria for the residential subdivision development

The requirement for acoustic barriers and acoustic treatment of future dwellings within the proposed development has been assessed by MWA Environmental with regard to State Code 1: *Development in a state-controlled road environment* and the provisions of Queensland Development Code MP4.4 *Buildings in a Transport Noise Corridor*.

The State Planning Policy mapping for Waterford Tamborine Road indicates that a designated transport noise corridor associated with Waterford Tamborine Road affects the subject site. The transport noise corridor extends 100 metres from the centreline of Waterford Tamborine Road and will be applied for the future alignment of the road.

This assessment includes detailed computer noise modelling considering the future duplication of Waterford Tamborine Road and the ultimate design horizon for all roads.

1.2 SITE DESCRIPTION AND PROPOSED DEVELOPMENT

The proposed Precinct 9 development is located in the southwestern portion of the overall Yarrabilba development. The site location is shown on **Figure 1.**

The proposed development is for 1158 residential allotments plus internal access roads, park / recreational areas and detention. The proposed development plan is shown on *Precinct 9 – ROL 1, Preliminary Plans - Functional Drawings* prepared by KN Group (refer **Attachment 1**)**.**

The Sub Arterial Roads, Mibinba Drive and Jimbillunga Drive and Major Collector, Roosevelt Drive is located central to Precinct 9. Direct access to Waterford Tamborine Road is proposed via an intersection with Mibinba Drive.

The site topography, design earthworks levels including the proposed site layout and numbering was provided by RPS and KN Group in digital CAD format:

- *MGA2020 tin RPS Lidar 2022 251119.dwg*
- MGA2020 tin PRELIM P09 251119.dwg
- MGA2020 tin WTR DESIGN LOCAL 251119.dwg
- x24-153prelim_base_P09ROL1.dwg
- 24-153 YB P9 ROL1 Functionals 251210_COMBINED.pdf

The SMEC drawing for the duplication of the upgraded Waterford Tamborine Road and the earthworks design for Precinct 9 are provided in **Attachment 2.**

The western stages of Precinct 9 (Stages 916, 917, 931, 933 to 935 and 948) are in proximity to Waterford Tamborine Road which is a State-controlled road. Waterford Tamborine Road is currently a single lane in each direction undivided carriageway. The current road undulates roughly with the natural terrain. The current posted speed limit past the subject land is 80 to 100 km/h.

The planned upgrade of Waterford Tamborine Road includes duplicating the road to a dual-lane divided carriageway, along with new signalised intersections, including the proposed intersection with Mibinba Drive. The upgrade also involves a new road alignment which will bring Waterford Tamborine Road closer to Precinct 9.

2.0 EXISTING NOISE LEVELS

Long-term noise measurements have been undertaken at the site using a noise datalogger placed at free-field location on the subject site in proximity to Waterford Tamborine Road over a continuous nine day period.

The datalogger was placed adjacent the western most proposed allotments of Precent 8 - Stage 810 from 28 April to 6 May 2025. MWA Environmental understand that there were no roadworks or other disruptions to traffic flows on the Waterford Tamborine Road during this period.

Datalogger Location

- Stage 810, Precinct 8
- Norsonic Nor139 noise datalogger
- 38 metres from western property boundary to WTR
- Free-field location

The noise datalogger location is shown on **Figure 2**.

The sound level meter was pre-calibrated to 94 dB at 1 kHz using a Norsonic Sound Calibrator Nor1256. The meter displayed a deviation of less than ±0.2 dB from this level at post-calibration.

The recorded noise levels are presented as statistical components, which are described as:

L_{10}: Noise level exceeded for 10 percent of the measurement period, referred to as the averaged maximum sound pressure level.

L_{90}: Noise level exceeded for 90 percent of the measurement period. AS1055–2018 [1] notes that the L_{90} is described as the background sound pressure level.

Table 1 below provides the average statistical noise levels recorded at the Datalogger Location for weekdays.

[1] Australian Standard *AS 1055-2018 Acoustics – Description and measurement of environmental noise.*

Table 1: Recorded Range of Statistical Noise Levels – dB(A)
Datalogger Location Weekdays
28 April to 6 May 2025 - 1 Hour Sampling Intervals

DAY	DATE	RECORDED AVERAGE NOISE LEVELS - dB(A)		
		L10(18 hour)	L90(18 hour)	L90(8 hour)
Tuesday	29 April 2025	58.7	41.6	29.3
Wednesday	30 April 2025	59.6	43.0	28.4
Thursday	1 May 2025	60.0	43.0	34.0
Friday	2 May 2025	60.3	43.6	30.1
Monday	5 May 2025	58.5	40.6	27.6
Tuesday	6 May 2025	-	-	28.9
WEEKDAY AVERAGE		**59.4**	**42.3**	**29.7**

The complete results are presented as a trace of noise level versus time for the statistical noise level descriptors L_{10} and L_{90} as **Attachment 3**.

3.0 ROAD TRAFFIC NOISE CRITERIA

3.1 STATE-CONTROLLED ROAD TRAFFIC ASSESSMENT PROVISION - WATERFORD TAMBORINE ROAD

The relevant traffic noise criteria for the development located near a DTMR State-controlled road are outlined in *State Code 1: Development in a state-controlled road environment, version 3.4, PO38*, as follows:

Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor	
PO38 Reconfiguring a lot minimises free field noise intrusion from a **state-controlled road.**	**AO38.1** Development provides noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO38.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.

Table 2: Maximum free field acoustic levels

Applicable use	Acoustic levels
2.1: Private open space for **residential lots**	a. ≤57 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight ≤45 dB(A)) OR b. ≤60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight >45 dB(A))
2.2: Private open space for an **accommodation activity** (including lots created for a **future accommodation activity**)	
2.3: Outdoor education areas and **outdoor play areas** in a **childcare centre** or **educational establishment**	≤63 dB(A) L_{10} (12 hour) free field (between 6am and 6pm)

The site noise monitoring conducted by MWA Environmental demonstrates that the L_{90} (18 hour) traffic noise level is below 45 dB(A) at the residential allotment setback to Waterford Tamborine Road. As such, as per Table 2 (Item 2.1) of State Code 1, the relevant road traffic noise criterion applicable is:

- **57 dB(A) L_{10} (18 hour) free-field at private open space for proposed residential lots as per AO38.1.**

3.2 LOCAL ROAD TRAFFIC ASSESSMENT PROVISION – MIBINBA, ROOSEVELT AND JIMBILLUNGA DRIVE

The Logan Planning Scheme 2015 requirements for the assessment and mitigation of road traffic noise from Council-controlled roadways are limited to regulation of the acoustic treatment of houses within designated 'transport noise corridors' through the Queensland Development Code. There are no external traffic noise criteria in the current Logan Planning Scheme 2015 and there does not appear to be a specific requirement for assessment of road traffic noise for a reconfiguration of lot adjacent to a road that is not a designated 'transport noise corridor'.

Mibinba Drive, Roosevelt Drive and Jimbillunga Drive road corridors are not currently gazetted as a transport noise corridor but is likely to be at some stage in the future if and when traffic volumes exceed 5,000 vehicles per day. Until such time the road corridors are gazetted as a 'transport noise corridor', there is unlikely to be a requirement for acoustic treatment of houses in proximity to the road. There is the potential that houses may already be constructed on allotments adjacent to the road prior to a 'transport noise corridor' being gazetted and thus no acoustic treatment requirements would be applied.

This notwithstanding, this assessment has addressed the methodology and criteria of the State Code 1: Development in a state-controlled road environment (SDAP) version 3.4 and Queensland Development Code (QDC) MP4.4 – Buildings in a Transport Noise Corridor.

The assessment methodology is consistent with previous assessments undertaken for the overall Yarrabilba residential precincts located near major roads and as approved by Economic Development Queensland ('**EDQ'**).

The assessment has considered what noise levels would be experienced at the backyard of the proposed allotments to comply with a **60 dB(A) L_{10} 18 hour** noise limit typically applied by the more recent SDAP and the MP4.4 'noise categories' (which define standard of acoustic treatment required) that would be expected within a transport noise corridor if gazetted after completion.

3.3 QUEENSLAND DEVELOPMENT CODE – MP4.4 BUILDINGS IN A TRANSPORT NOISE CORRIDOR

Since implementation in August 2010, assessment of internal road traffic noise amenity (i.e. within habitable rooms) for relevant residential buildings (including the future dwellings) adjacent to state-controlled roads is regulated by the Queensland Development Code (QDC) MP4.4 *Buildings in a Transport Noise Corridor* ("**QDC MP4.4**").

It is noted that State Planning Policy mapping indicates that land within 100 metres of the current Waterford Tamborine Road centreline adjacent to the site has been designated within a transport noise corridor. The extent of the existing gazetted transport noise corridor and the default noise categories are shown on **Figure 3a and 3b**. However due to the future upgrade to Waterford Tamborine Road, the assessment has considered 100 metre transport corridor of the future Waterford Tamborine Road centreline.

This report provides an assessment of which QDC MP4.4 noise categories are appropriate for proposed allotments within the future transport noise corridor extent (i.e. within 100 metres of future upgraded Waterford Tamborine Road) as well as within the anticipated transport noise corridor for Mibinba Drive, Roosevelt Drive and Jimbillunga Drive (within 100 metres) with consideration of the recommended acoustic barrier.

The criteria for determining the relevant noise category are presented in **Table 2** below.

Table 2: **QDC MP4.4 Noise Categories**

Noise Category	Level of transport noise (L_{A10}, 18hr) for State-controlled roads and designated local government roads
Category 4	≥ 73 dB(A)
Category 3	68 - 72 dB(A)
Category 2	63 – 67 dB(A)
Category 1	58 - 62 dB(A)
Category 0	≤ 57 dB(A)

4.0 ROAD TRAFFIC NOISE ASSESSMENT

4.1 STATE-CONTROLLED ROAD – WATERFORD TAMBORINE ROAD

4.1.1 Traffic Volume Data

Currently Waterford Tamborine Road past the subject site has been constructed as a single lane each way undivided carriageway.

The existing and future design of the Waterford Tamborine Road was integrated into the SoundPLAN computer noise model based on topography data obtained from State of Queensland, Qld Spatial Web Service, LiDAR and SMEC design contours for the future upgrade for the purposes of this assessment.

Traffic data for the existing and future ultimate design horizon for Waterford Tamborine Road was obtained from SLR Consulting as per the following table:

Table 3: 2023 Traffic Data for Waterford Tamborine Road (SLR Counts) (Immediately south of Waterford Tamborine Rd / Yarrabilba Dr / Camp Cable Rd intersection)

WATERFORD TAMBORINE ROAD (2023)		AADT				
		LV	HV	Total	LV%	HV%
14/11/2023 Intersection Count (immediately south of Yarrabilba Drive intersection) [2]	Total	7,455	510	7,965	93.6%	6.4%
TMR 2023 Census (south of intersection) – Site 11429 [3]	Total	4,790	611	5,401	88.7%	11.3%

The Year 2025 traffic volume was calculated by SLR Consulting based upon the 2023 SLR traffic count data and a nominal growth rate. The traffic count undertaken by SLR Consulting was used in the noise model as it is more relevant and conservative to the site location than the TMR Census data.

The ultimate design horizon traffic volume was also provided by SLR based upon traffic modelling undertaken for Waterford Tamborine Road between Dollarbird Drive to Williamson Road and Williamson Road and Greensward Road /Plunkett Road by Metis Consultants [4].

[2] Estimated from peak hour volumes

[3] DTMR Traffic Counter Site 11429 is located approximately 500m south of the Waterford Tamborine Road / Plunkett Road intersection

[4] Metis Modelling 2018

The adopted traffic volumes and heavy vehicle percentages for the existing (Year 2025) and design horizon for Waterford Tamborine Road are presented in **Table 4.**

In accordance with standard protocols, the 18 hour traffic volume between 6am and midnight was estimated as 94% of the daily traffic volume.

Table 4: Existing and Design Horizon Traffic Volumes

WATERFORD TAMBORINE ROAD		AADT				
		LV	HV	Total	LV%	HV%
Year 2025	Total	8,189	560	8,749	93.6%	6.4%
Ultimate Design Williamson Rd – Greensward Rd/Plunkett Rd	Total	24,863	537	25,400	97.9%	2.1%
Ultimate Design Dollarbird Drive - Williamson Rd	Total	31,911	689	32,600	97.9%	2.1%

The ultimate design horizon is applied considering that the Yarrabilba masterplan is 100 percent developed, which assumes that:

- Wentland Drive is extended southeast to connect with Plunkett Road.
- Yarrabilba Drive is extended south to connect with Plunkett Road.
- Hootman Drive connection between Wentland Drive and Plunkett Road.
- Jimbillunga Drive connection between Wentland Drive and Waterford-Tamborine Road.
- Mibinba Drive connection between Jimbillunga Drive and Waterford-Tamborine Road.
- Southern Infrastructure Corridor ('**SIC'**) (along northern boundary of Yarrabilba) is in place.
- McKenny Boulevard extended north to connect with SIC.

The current posted speed limit is 80km/hr north of Williamson Road i.e. past the site and 100km/hr south of Williamson Road.

A design report prepared by Bourn Engineers, *'Basis of Design Report, Waterford-Tamborine Road – Concept Design, Reference No. BE25023-REP-001, dated 17 October 2025' designed* the speed limit criteria for the future WTR. The reported stated that a posted speed limit of 80km/h is adopted other than on approaches to a signalised intersection, which is 70km/h posted at a minimum 222 metre prior to intersection. These speed limits have been adopted in the ultimate traffic design noise model.

4.1.2 Noise Model

Road traffic noise levels from Waterford Tamborine Road have been predicted using the SoundPLAN 9.0 computer noise model applying the CoRTN methodology for traffic noise prediction. This method is accepted by regulatory bodies in Queensland.

Topographical data covering the subject site, Waterford Tamborine Road and surrounding areas obtained from Queensland, Qld Spatial Web Service for validation modelling purposes.

The design horizon road traffic noise modelling and acoustic barrier design presented in this report has been based upon:

- A CAD drawing provided by KN Group (MGA2020 tin PRELIM P09 251119.dwg and x24-153prelim_base_P09ROL1.dwg) that provides the development design layout and earthworks design (refer **Attachment 2**).

Adjustment has been made for Australian roads as per the Department of Transport and Main Roads *Transport Noise Management Code of Practice*, as follows:

Free field Predictions:	- 0.7 dB(A)
Façade Reflection Adjusted Predictions:	- 1.7 dB(A)

A +1 dB(A) adjustment was applied to the existing Waterford Tamborine Road surface to account for the existing Bituminous Seal (BS) road surface [5].

For the future design horizon modelling, no road surface correction has been applied to Waterford Tamborine Road, as the future road is anticipated to be dense graded asphalt surface, consistent with the projected traffic volumes for the ultimate design horizon and recent update of WTR north of Yarrabilba Drive intersection.

The planned upgrade for Waterford Tamborine Road fronting the development site is for duplication of the road to be a dual lane divided carriageway and signalised intersections with posted speed limit of 80km/hr and 70km/hr on approach to intersection.

4.1.3 Model Validation

The first step in the predictive traffic noise process is to validate the model to the recorded noise levels, i.e. the aim being to predict within $\pm$2dB of the recorded level, with selected parameters used in the future traffic noise modelling.

[5] 5-14 mm Bituminous Seal (BS), well sealed gap between aggregates and smooth surface

The existing average weekday levels of traffic noise exposure recorded at the noise datalogger location was measured to be 59.4 dB(A) as the free-field L_{10} (18 hour).

The SoundPLAN model was setup to represent Year 2025 traffic on Waterford Tamborine Road as relevant to the noise monitoring period (refer **Table 1**) and the noise datalogger location.

The Year 2025 validation model predicted free-field L_{10} (18 hour) noise levels of 59.7 dB(A) (60.4 dB(A) - 0.7 dB(A) correction) at the datalogger location. The validation model is slightly over predicting the measured L_{10} (18 hour) noise levels and is considered acceptable.

The model layout and logger location used in the SoundPLAN validation model and the result table are provided in **Attachment 4.**

4.1.4 Ultimate Design Horizon Modelling

The SoundPLAN model was setup to represent traffic noise from Waterford Tamborine Road under ultimate design traffic conditions.

The modelling has considered the proposed residential allotment levels as per the KN Group drawing *Precinct 9 – ROL 1, Functional Plans* refer drawings in **Attachment 1**.

The SoundPLAN model was used to calculate design horizon traffic noise levels across the subject land for the following specific parameters as per the relevant State Code 1 noise criteria and to assess site-specific the QDC MP4.4 noise categories with the recommended acoustic barrier:

Private Open Space (for State Code 1 Criterion)

- L_{10} (18 hour) free-field for Ground Level (+1.5m) height

External Facades (for QDC MP4.4 Assessment)

- L_{10} (18 hour) façade reflection adjusted for Ground Level (+1.8m) height
- L_{10} (18 hour) façade reflection adjusted for Upper Level (+4.6m) height

Preliminary noise modelling determined that acoustic barriers are required to achieve compliance with the 57 dB(A) L_{10} (18 hour) (free-field) State Code 1 noise criterion for private open space at proposed residential allotments within Precinct 9.

As such, traffic noise mitigation measures are required to achieve the relevant State Code 1 traffic noise criterion for private open space.

Through an iterative noise modelling process, MWA Environmental has determined that the following acoustic barriers are required for the development to comply with the 57 dB(A) L_{10} (18 hour) (free-field) for outdoor recreational areas:

- **2.0 to 3.7 metre high acoustic barrier** located along the western and northern boundaries of allotments in Stages 916 and 917.
- **4.8 to 5.0 metre high acoustic barrier** located along the western boundary of future ROL stage.
- **3.0 to 5.4 metre high acoustic barrier** located along the western, northern and southern boundaries of allotments in Stages 933 to 935 and 948.

The location of the proposed acoustic barriers are shown on **Figure 4a and 4b.**

The acoustic barrier heights are specified above the design earthworks level. The modelled acoustic barrier coordinates and top of barrier reduced levels (RLs) based on recommended acoustic barrier heights are graphically displayed on **Figure 4a and 4b.**

The acoustic barriers should be constructed in accordance with the requirements of the Technical Specification - Transport and Main Roads Specifications, MRTS15 Noise Fences (November 2025).

With the recommended acoustic barriers, the traffic noise modelling indicates that the relevant State Code 1 private open space noise criterion of 57 dB(A) L_{10} (18 hour) free-field criterion will be satisfied for outdoor recreation space on all proposed residential allotments.

The SoundPLAN model predictions are presented in **Attachment 5** as plots of the L_{10} (18 hour) traffic noise levels for outdoor recreational spaces with the recommended acoustic barriers over the development plan for the ground level (+1.5mAGL) receptor height.

4.1.5 Predicted QDC MP4.4 Noise Categories

Site-specific road traffic noise modelling was prepared to determine the ‘site-specific’ Queensland Development Code MP4.4 ‘noise categories’ for the proposed development within a hypothetical updated designated transport noise corridor under the following scenario:

- The ultimate design horizon traffic volumes
- The future duplication of Waterford Tamborine Road, including posted speed limits, road alignment and elevation and road surface type.
- The recommended acoustic barrier along Precinct 9 residential lots.

The SoundPLAN model predictions are presented in **Attachment 6** as plots of predicted L_{10} (18 hour) (including +2.5dB façade reflection) QDC MP4.4 Noise Categories with the recommended acoustic barrier for ground level (+1.8mAGL) and upper level (+4.6mAGL) receptor heights.

Site-specific assessment has determined that **QDC MP4.4 Noise Categories of 0 to 1 are applicable for single storey houses and the ground floor of two storey houses with the recommended acoustic barrier**.

QDC MP4.4 Noise Categories of 1 to 2 are applicable for the upper level of any highset houses within the currently designated transport noise corridor.

The assessment of the site-specific QDC MP4.4 noise categories based upon the noise modelling results are summarised in **Table 5** below.

Table 5: Assessed Ultimate Design Horizon QDC MP4.4 'Noise Categories' Proposed Allotments within the Transport Noise Corridor

QDC MP4.4 Noise Categories for Most Affected Dwelling Facade		
Lot #	**Single storey house / ground floor**	**Upper floor of two storey house**
Stage 916		
2603	Category 0	Category 0
2604	Category 0	Category 0
2605	Category 0	Category 1
2606	Category 0	Category 1
2607	Category 1	Category 1
2608	Category 1	Category 2
2610	Category 0	Category 2
2611	Category 1	Category 2
2612	Category 1	Category 2
2613	Category 1	Category 2
2614	Category 1	Category 2
2615	Category 1	Category 2
2616	Category 1	Category 1
2617	Category 0	Category 1
2618	Category 0	Category 1
2628	Category 0	Category 0
2629	Category 0	Category 1
2630	Category 0	Category 1
2631	Category 0	Category 1
2632	Category 0	Category 1
2633	Category 0	Category 0
2634	Category 0	Category 0
Stage 917		
2640	Category 0	Category 1
2641	Category 0	Category 1

QDC MP4.4 Noise Categories for Most Affected Dwelling Facade		
Lot #	**Single storey house / ground floor**	**Upper floor of two storey house**
2642	Category 0	Category 0
2643	Category 0	Category 0
2644	Category 0	Category 0
2645	Category 0	Category 0
Stage 931		
2774	Category 1	Category 1
2775	Category 1	Category 1
2776	Category 1	Category 1
2782	Category 1	Category 1
2783	Category 1	Category 1
2784	Category 1	Category 1
Stage 933		
2858	Category 0	Category 1
2859	Category 1	Category 1
2860	Category 1	Category 1
2861	Category 1	Category 2
2862	Category 1	Category 2
2863	Category 1	Category 2
2864	Category 1	Category 2
2865	Category 1	Category 2
2866	Category 1	Category 2
2867	Category 1	Category 1
2868	Category 0	Category 1
2869	Category 0	Category 1
Stage 934		
2892	Category 0	Category 1
2893	Category 0	Category 1
2894	Category 0	Category 1
2895	Category 0	Category 1
2896	Category 0	Category 1
2897	Category 0	Category 1
2898	Category 1	Category 1
2899	Category 1	Category 1
2900	Category 1	Category 1
2901	Category 1	Category 1
2902	Category 0	Category 1
2903	Category 1	Category 2
2904	Category 1	Category 2
2905	Category 1	Category 2
2906	Category 1	Category 2
2907	Category 1	Category 2
2908	Category 1	Category 2
2909	Category 1	Category 2

QDC MP4.4 Noise Categories for Most Affected Dwelling Facade		
Lot #	**Single storey house / ground floor**	**Upper floor of two storey house**
2910	Category 1	Category 2
2911	Category 1	Category 2
2912	Category 1	Category 1
2913	Category 0	Category 1
2914	Category 0	Category 1
Stage 935		
2925	Category 0	Category 1
2926	Category 0	Category 1
2927	Category 0	Category 1
2928	Category 1	Category 2
2929	Category 1	Category 2
2930	Category 1	Category 2
2931	Category 1	Category 2
2932	Category 1	Category 2
2933	Category 1	Category 2
2934	Category 1	Category 2
2935	Category 1	Category 2
2936	Category 0	Category 1
2937	Category 1	Category 1
2938	Category 1	Category 1
2939	Category 0	Category 1
2949	Category 1	Category 1
2950	Category 1	Category 1
2951	Category 1	Category 1
Stage 948		
2777	Category 1	Category 2
2778	Category 1	Category 2
2779	Category 1	Category 2
2780	Category 1	Category 2
2781	Category 1	Category 2

A copy of the Queensland Development Code (QDC) *MP4.4 – Buildings in a Transport Noise Corridor* is included in **Attachment 7** including indicative acceptable forms of construction**.**

4.2 LOCAL ROAD – MIBINBA DRIVE, ROOSEVELT DIRVE AND JIMBILLUNGA DRIVE

In order to assess compliance with the traffic noise criteria, ultimate design horizon traffic noise predictions have been predicted across the site. The ultimate design horizon is applied considering that the Yarrabilba masterplan is 100 percent developed, which assumes that:

- Wentland Drive is extended southeast to connect with Plunkett Road.
- Yarrabilba Drive is extended south to connect with Plunkett Road.
- Hootman Drive connection between Wentland Drive and Plunkett Road.
- Jimbillunga Drive connection between Wentland Drive and Waterford-Tamborine Road.
- Mibinba Drive connection between Jimbillunga Drive and Waterford-Tamborine Road.
- Southern Infrastructure Corridor (SIC) (along northern boundary of Yarrabilba) is in place.
- McKenny Boulevard extended north to connect with SIC.

The noise model has represented the design horizon of the development traffic on Mibinba Drive, Roosevelt Drive and Jimbillunga Drive located within the proposed Precinct 9 based upon the design topographical contours of the road and of Precinct 9 allotments.

The SoundPLAN 9.0 model was setup to predict the external $L_{10\ (18\ hour)}$ traffic noise levels under ultimate design traffic flow conditions.

Adjustment of CoRTN predictions has been made for Australian roads as per the Department of Transport and Main Roads - Code of Practice guidance. Corrections of -0.7 dB for free-field predictions and -1.7 dB for façade adjusted predictions have been applied.

4.2.1 Traffic Volume Data

The design horizon traffic volumes (daily two way total) and speed limits provided by SLR are as presented in **Table 6** below and presented on **Plate 1**.

The 18 hour (6am to Midnight) traffic volume has been approximated as 94% of the daily volume. Heavy vehicle percentage is considered to be a conservative 3% for modelling purposes as advised by SLR.

Table 6: **Design Traffic Volume Data**

Road Name	Road Section	Daily Vehicles Volume (AADT)	Speed (km/hr)
Jimbillunga Drive	South of Intersection P	12,490	60
	Intersection P to Intersection SP	7,949	
	Intersection SP to Intersection SSP	6,879	
	North of Intersection SSP	7,479	
Mibinba Drive	Intersection O to Intersection OP	13,385	
	Intersection OP to Intersection P	10,300	
Roosevelt Drive	Intersection OP to Intersection PKP	5,241	
	Intersection PKP to Intersection KKP	4,711	
	North of Intersection KKP	7,286	

Plate 1: AADT Traffic Volume - Road Sections

4.2.2 Predicted Future Traffic Noise Levels – Residential Outdoor Areas

A SoundPLAN 9.0 model was setup to predict the external L_{10} (18 hour) traffic noise levels under ultimate design traffic flow conditions for Ground Level (+1.8m) and Upper Level (+4.6m) receptors ***with acoustic barriers.*** The recommended acoustic barriers were represented at height of **1.8 to 2.0 metres on top of the retaining wall or above finished pad level, whichever is the higher point** as shown on **Figure 5a to 5c.**

The results of the traffic noise modelling for ground level receptors within Precinct 9 indicates that the adopted SDAP noise criterion of 60 dB(A) L_{10} (18 hour) for outdoor recreation space (backyards) will comply at the proposed allotments within Precinct 9.

The predicted road traffic noise contour maps which demonstrate areas in compliance of the 60 dB(A) L_{10} (18 hour) for outdoor spaces are provided in **Attachment 8.**

4.2.3 Predicted Future Traffic Noise Levels – QDC MP4.4 Noise Categories

For the purposes of land use planning assessment and the design of future dwellings in accordance with the QDC, acoustic treatment may be required for dwellings located within 100 metres of the roadway. It is noted that this may occur some stage in the future under an ultimate design horizon when the Southern Infrastructure Corridor is commissioned.

In the event that major roads were to be gazetted as a 100 metre transport noise corridor then, based upon our modelling for Precinct 9, single-storey dwellings adjoining the road corridor boundaries would be subject to QDC MP4.4 ‘Noise Category 0 to 2’ acoustic treatment requirements.

For the upper level of any two-storey houses within Precinct 9 a maximum ‘Noise Category 0 to 3’ acoustic treatment requirement would apply.

Table 7 below presents the affected allotments within a 100 metre transport corridor and the applicable QDC MP4.4 noise categories for any future single or two storey dwellings on the allotments within Precinct 9.

Table 7: Recommended QDC MP4.4 'Noise Categories' for 'Precinct 9' Allotments

QDC MP4.4 Noise Categories PRECINCT 9		
Lot #	**Single storey house / ground floor**	**Upper floor of two storey house**
Stage 902		
2000	Category 1	Category 3
2001	Category 1	Category 3
2002	Category 1	Category 3
2003	Category 1	Category 3
2004	Category 1	Category 3
2005	Category 2	Category 3
2006	Category 1	Category 2
2007	Category 1	Category 1
2008	Category 0	Category 1
2009	Category 0	Category 1
2025	Category 1	Category 1
2026	Category 1	Category 1
2027	Category 1	Category 1
2028	Category 0	Category 1
2029	Category 0	Category 1
Stage 905		
2182	Category 0	Category 2
2183	Category 0	Category 2
2184	Category 0	Category 2
2185	Category 0	Category 2
2186	Category 0	Category 2
2187	Category 0	Category 2
2188	Category 0	Category 2
2189	Category 1	Category 2
Stage 906		
2207	Category 0	Category 1
2208	Category 0	Category 1
2209	Category 1	Category 1
2210	Category 1	Category 1
2211	Category 1	Category 2
2212	Category 1	Category 2
2213	Category 1	Category 2
2214	Category 1	Category 2
2215	Category 1	Category 2
2216	Category 0	Category 2
2217	Category 0	Category 2
2218	Category 0	Category 2
2219	Category 0	Category 2
2220	Category 0	Category 2
2225	Category 0	Category 2
Stage 911		
2356	Category 0	Category 1

QDC MP4.4 Noise Categories PRECINCT 9		
Lot #	**Single storey house / ground floor**	**Upper floor of two storey house**
2357	Category 0	Category 1
2380	Category 0	Category 1
2381	Category 0	Category 1
2382	Category 0	Category 1
2383	Category 0	Category 1
2384	Category 1	Category 2
2385	Category 1	Category 2
2386	Category 1	Category 2
2387	Category 1	Category 2
2388	Category 1	Category 2
2389	Category 1	Category 2
2390	Category 1	Category 2
2391	Category 1	Category 2
Stage 912		
2421	Category 0	Category 1
2422	Category 0	Category 1
2423	Category 0	Category 1
2424	Category 0	Category 1
2425	Category 0	Category 1
2426	Category 1	Category 3
2427	Category 1	Category 3
2428	Category 1	Category 2
2429	Category 1	Category 2
2430	Category 1	Category 2
2431	Category 1	Category 2
Stage 913		
2440	Category 0	Category 1
2441	Category 1	Category 1
2442	Category 0	Category 1
2443	Category 0	Category 1
2444	Category 0	Category 1
2445	Category 0	Category 1
2446	Category 0	Category 1
2447	Category 0	Category 1
2451	Category 0	Category 1
2452	Category 0	Category 1
2453	Category 0	Category 1
2454	Category 0	Category 1
2455	Category 1	Category 3
2456	Category 1	Category 3
2457	Category 1	Category 3
2458	Category 1	Category 3
2459	Category 1	Category 3
2460	Category 1	Category 3
2461	Category 2	Category 3
2462	Category 1	Category 3
2463	Category 1	Category 3
2464	Category 1	Category 3

QDC MP4.4 Noise Categories PRECINCT 9		
Lot #	**Single storey house / ground floor**	**Upper floor of two storey house**
2465	Category 1	Category 3
2466	Category 1	Category 3
2467	Category 1	Category 3
2468	Category 1	Category 3
2469	Category 1	Category 3
2470	Category 1	Category 3
2471	Category 1	Category 3
2472	Category 1	Category 3
2473	Category 1	Category 3
2474	Category 1	Category 3
Stage 914		
2492	Category 0	Category 1
2493	Category 0	Category 1
2507	Category 0	Category 1
2508	Category 0	Category 1
2523	Category 1	Category 2
2524	Category 1	Category 2
2525	Category 1	Category 2
2526	Category 1	Category 2
2527	Category 1	Category 2
2528	Category 1	Category 2
2529	Category 1	Category 2
2530	Category 1	Category 2
2531	Category 1	Category 2
2532	Category 1	Category 2
2533	Category 1	Category 2
2534	Category 1	Category 2
2535	Category 1	Category 2
2536	Category 1	Category 2
Stage 915		
2546	Category 0	Category 1
2571	Category 1	Category 2
2572	Category 1	Category 2
2573	Category 1	Category 2
2574	Category 1	Category 2
2575	Category 1	Category 2
2576	Category 1	Category 2
2577	Category 0	Category 2
2578	Category 1	Category 2
2579	Category 1	Category 2
2580	Category 1	Category 2
2581	Category 1	Category 2
Stage 916		
2614	Category 0	Category 2
2615	Category 0	Category 2
2616	Category 0	Category 2
2617	Category 0	Category 2

QDC MP4.4 Noise Categories PRECINCT 9		
Lot #	**Single storey house / ground floor**	**Upper floor of two storey house**
2618	Category 1	Category 2
2619	Category 1	Category 2
2620	Category 1	Category 2
2621	Category 1	Category 2
2622	Category 1	Category 2
Stage 920		
1650	Category 1	Category 2
1651	Category 1	Category 2
1652	Category 1	Category 2
1653	Category 1	Category 2
1654	Category 1	Category 1
1685	Category 1	Category 1
1684	Category 1	Category 1
1683	Category 1	Category 1
1682	Category 1	Category 1
Stage 924		
2710	Category 1	Category 2
2711	Category 0	Category 2
2712	Category 0	Category 2
2713	Category 0	Category 2
2714	Category 0	Category 2
2715	Category 0	Category 2
2716	Category 0	Category 2
2717	Category 0	Category 2
2718	Category 1	Category 2
Stage 925		
1787	Category 1	Category 2
1788	Category 0	Category 2
1789	Category 1	Category 2
Stage 936		
2960	Category 1	Category 2
2961	Category 1	Category 2
2962	Category 1	Category 2
2963	Category 1	Category 2
2964	Category 1	Category 2
2965	Category 1	Category 2
2966	Category 1	Category 2
2967	Category 1	Category 2
2968	Category 1	Category 2
Stage 932		
2805	Category 1	Category 2
2806	Category 1	Category 2
2807	Category 1	Category 2
2808	Category 1	Category 2
2809	Category 1	Category 2
2810	Category 1	Category 2

QDC MP4.4 Noise Categories PRECINCT 9		
Lot #	**Single storey house / ground floor**	**Upper floor of two storey house**
2811	Category 1	Category 2
2812	Category 1	Category 2
2813	Category 1	Category 2
2814	Category 1	Category 2
2815	Category 1	Category 2
2816	Category 1	Category 2
2817	Category 1	Category 2
2818	Category 1	Category 2

The SoundPLAN model predictions are presented as plots of predicted L_{10} (18 hour) traffic noise levels (including +2.5dB façade reflection) over the proposed residential subdivision for ground level (+1.8m) receptors (refer ***Attachment 9)***.

The SoundPLAN model predictions are also presented as plots of predicted L_{10} (18 hour) traffic noise levels (including +2.5dB façade reflection) over the proposed residential subdivision for upper level (+4.6m) receptors (refer ***Attachment 9***).

5.0 CONCLUSION

MWA Environmental has been engaged to prepare a Road Traffic Noise Impact Assessment for the proposed 'Precinct 9' development at Yarrabilba.

The report has assessed the potential road traffic noise impact and noise mitigation measures based upon the lot reconfiguration plan and civil earthworks design for Precinct 9 for the following road segments;

- Local Sub Arterial (Mibinba Drive and Jimbillunga Drive) and Major Trunk Collector (Roosevelt Drive);
- State-controlled, Waterford Tamborine Road.

The road traffic noise assessment evaluates the potential noise impact of Waterford Tamborine Road (state-controlled road) upon the proposed residential subdivision development as well as Mibinba Drive, Roosevelt Drive and Jimbillunga Drive (local arterial roads) adjacent to the proposed Precinct 9 allotments.

Waterford Tamborine Road is planned for upgrade with the design horizon including duplicating of the road to a dual-lane divided carriageway, along with new signalised intersections with Yarrabilba estate, including the proposed intersection with Mibinba Drive. The upgrade also involves a new road alignment which will bring Waterford Tamborine Road closer to Precinct 9.

The requirement for acoustic barriers and acoustic treatment of future dwellings within the proposed development has been assessed by MWA Environmental with regard to State Code 1: *Development in a state-controlled road environment* and the provisions of Queensland Development Code MP4.4 *Buildings in a Transport Noise Corridor*.

The State Planning Policy mapping for Waterford Tamborine Road indicates that a designated transport noise corridor associated with Waterford Tamborine Road affects the subject site. The transport noise corridor extends 100 metres from the centreline of Waterford Tamborine Road. A hypothetical updated designated transport noise corridor was assessed for upgraded Waterford Tamborine Road considering the planned new road alignment.

5.1 Outcome of State-Controlled Road – Waterford Tamborine Road

It has been determined that acoustic barriers are required to achieve compliance with the relevant SDAP State Code 1 v3.4 criterion for private open space. The **recommended acoustic barrier heights are as follows and as shown on Figure 4a and 4b.**

- **2.0 to 3.7 metre high acoustic barrier** located along the western and northern boundaries of allotments in Stages 916 and 917.

- **4.8 to 5.0 metre high acoustic barrier** located along the western boundary of future ROL stage.
- **3.0 to 5.4 metre high acoustic barrier** located along the western, northern and southern boundaries of allotments in Stages 933 to 935 and 948.

The acoustic barrier heights are specified above the design earthworks level. The modelled acoustic barrier coordinates and top of barrier reduced levels (RLs) based on recommended acoustic barrier heights are graphically displayed on **Figure 4a and 4b.**

The acoustic barriers should be constructed in accordance with the requirements of the Technical Specification - Transport and Main Roads Specifications, MRTS15 Noise Fences (November 2025) and achieve the minimum heights and top RLs specified in **Figure 4a and 4b**.

With the recommended acoustic barriers, the traffic noise modelling indicates that the 57 dB(A) L10 (18 hour) free-field traffic noise criterion can be satisfied for private open space at the proposed residential allotments.

The road traffic noise modelling has been applied to determine site-specific Queensland Development Code MP4.4 'noise categories' over the proposed residential allotments within the hypothetical future designated transport noise corridor with the acoustic barriers (refer **Section 4.1.5 and Attachment 6**).

5.2 Outcome of Local Roads – Yarrabilba Drive and Jillbillunga Drive

The report has assessed the potential road traffic noise impact and mitigation measures associated with the adjacent Mibinba Drive, Roosevelt Drive and Jimbillunga Drive road corridors within the Yarrabilba development area based on Precinct 9 lot reconfiguration plan and civil earthworks design.

The road corridor is not currently gazetted as a transport noise corridor but it is likely to be at some stage in the future if and when traffic volumes exceed 5,000 vehicles per day. Until such time as the road corridor is gazetted as a 'transport noise corridor' there is unlikely to be a requirement for acoustic treatment of houses in proximity to the road. There is the potential that houses may be constructed on allotments adjacent to the road prior to a 'transport noise corridor' being gazetted and thus no acoustic treatment requirements would be applied at the time of construction.

This notwithstanding, this assessment has addressed the methodology and criteria of the *State Code 1: Development in a state-controlled road environment (SDAP)* and Queensland Development Code (QDC) *MP4.4 – Buildings in a Transport Noise Corridor*.

The assessment has considered what noise levels would be experienced at the backyard of the proposed allotments to comply with a 60 dB(A) L_{10} 18 hour noise limit, consistent with previous assessments undertaken for the overall Yarrabilba residential precincts located near major roads and as approved by Economic Development Queensland and the MP4.4 'noise categories' (which define standard of acoustic treatment required) would be expected within a transport noise corridor if gazetted after completion.

The results of the traffic noise modelling for outdoor areas within Precinct 9 indicates that the adopted noise criterion of 60 dB(A) L_{10} (18 hour) for outdoor recreation space (backyards) will achieve compliance at the proposed allotment within Precinct 9 with the inclusion of acoustic barriers at height of **1.8 to 2.0 metres on top of the retaining wall or above finished pad level, whichever is the higher point,** as shown on **Figure 5a to 5c.**

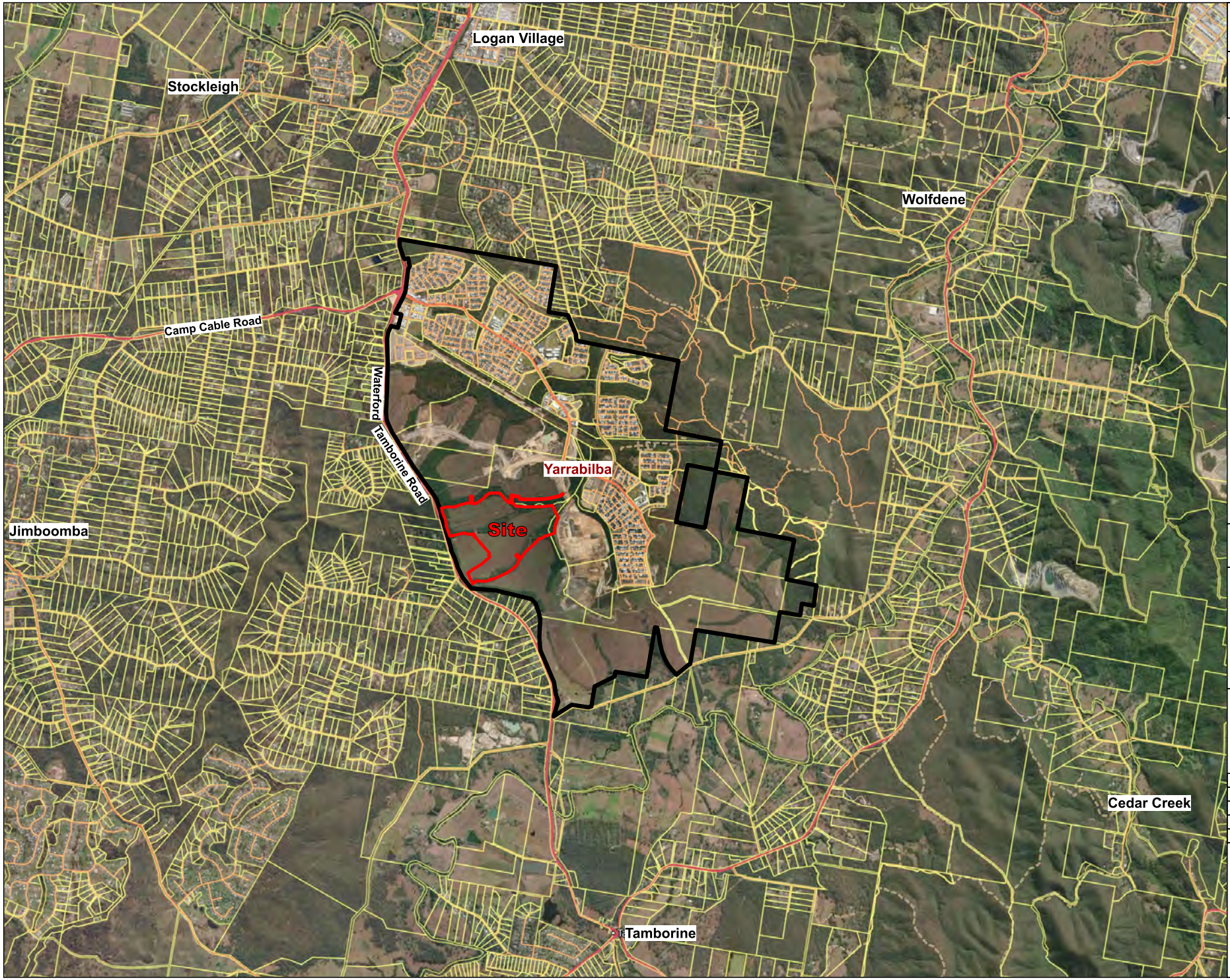
In the event that major roads were to be gazetted as a 100 metre transport noise corridor then, based upon our modelling for Precinct 9, single-storey dwellings adjoining the road corridor boundaries would be subject to QDC MP4.4 'Noise Category 0 to 2' acoustic treatment requirements. For the upper level of any two-storey houses within Precinct 9 a maximum 'Noise Category 0 to 3' acoustic treatment requirement would apply.

Table 7 and Attachment 9 of this report present the affected allotments and the applicable QDC MP4.4 noise categories for any future single or double storey dwellings on the allotment within Precinct 9.

MWA Environmental
12 June 2026

Verified by:
D. Steinfeld
RPEQ – 24495

FIGURES



LEGEND

PROPERTY BOUNDARY

SITE LOCATION (PRECINCT 9)

DRAWING REFERENCE

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N

0 1.0 2.0km

CLIENT

STOCKLAND

PROJECT

ROAD TRAFFIC NOISE ASSESSMENT

RESIDENTIAL SUBDIVISION
PROPOSED PRECINCT 9
YARRABILBA QLD

TITLE

SITE LOCATION

JOB	YARRABILBA	**FIGURE 1**
JOB NO.	25135	
DATE	12/06/26	DWG NUMBER
SCALE	1:70000 (A4)	**25135-1**
REV.		

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LEGEND

PROPERTY BOUNDARY

NOISE DATALOGGER LOCATION

DRAWING REFERENCE

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0 20 40 60m

CLIENT

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PROJECT

ROAD TRAFFIC NOISE ASSESSMENT

RESIDENTIAL SUBDIVISION
PROPOSED PRECINCT 9
YARRABILBA QLD

TITLE

NOISE MONITORING LOCATION

JOB	YARRABILBA	**FIGURE 2**
JOB NO.	25135	
DATE	12/06/26	DWG NUMBER
SCALE	1:2000 (A4)	**25135-2**
REV.		

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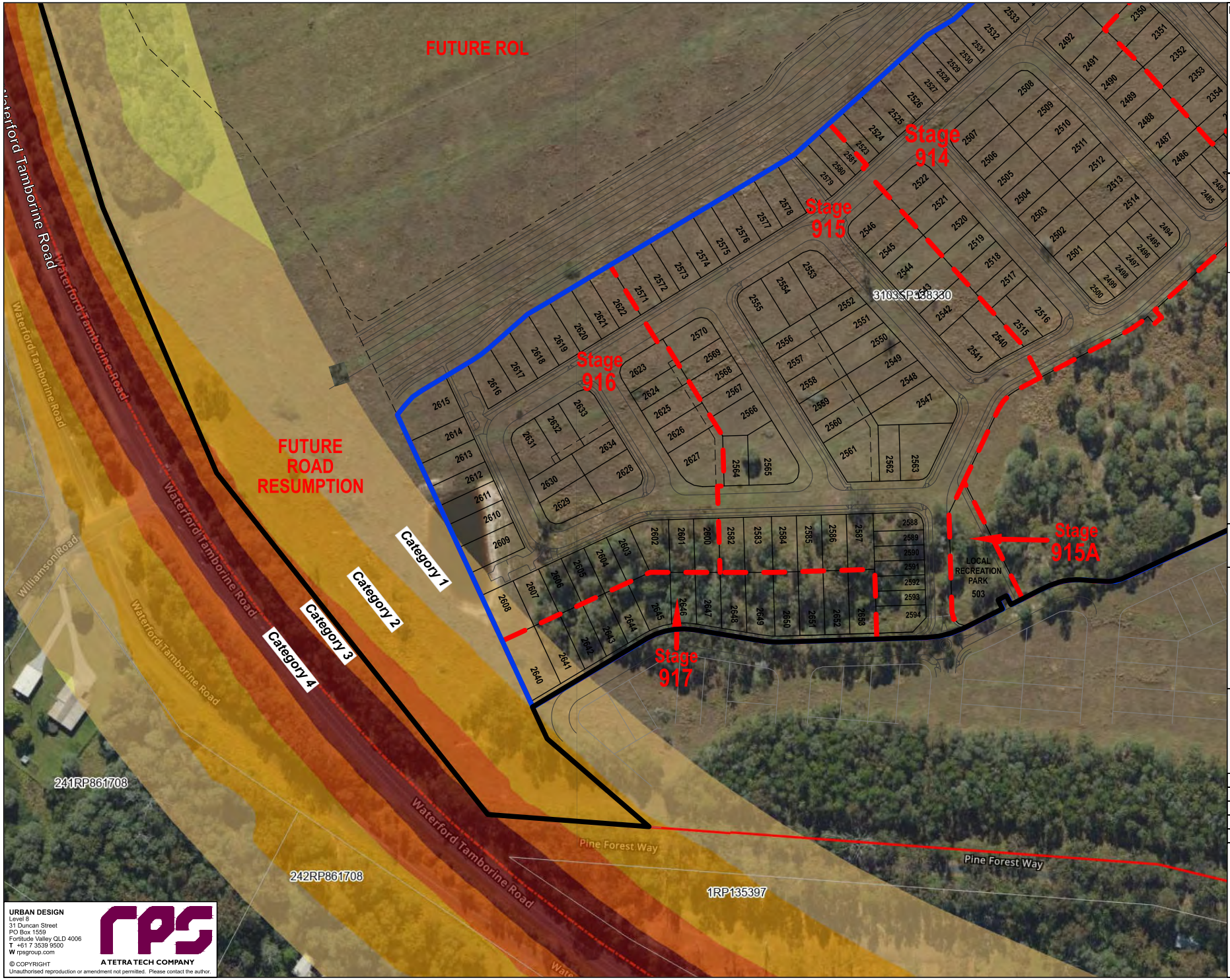

LEGEND

- PROPERTY BOUNDARY
- SITE LOCATION (PRECINCT 9)
- PRECINCT 9 STAGES

SPP TRANSPORT NOISE CORRIDOR
State Controlled Road (Mandatory)

- Category 1: 58 dB(A) =< Noise Level < 63 dB(A)
- Category 2: 63 dB(A) =< Noise Level < 68 dB(A)
- Category 3: 68 dB(A) =< Noise Level < 73 dB(A)
- Category 4: Noise Level >= 73 dB(A)

DRAWING REFERENCES

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- RPS YARRABILBA, PRECINCT 9 - APPLICATION 1, RECONFIGURATION OF A LOT - OVERALL, PLAN AU13933-60 REV A.

0 25 50 75m

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PROJECT

ROAD TRAFFIC NOISE ASSESSMENT
RESIDENTIAL SUBDIVISION
PROPOSED PRECINCT 9
YARRABILBA QLD

TITLE

SPP TRANSPORT NOISE CORRIDOR STAGES 916-917

JOB	YARRABILBA	FIGURE 3A
JOB NO.	25135	
DATE	12/06/26	DWG NUMBER
SCALE	1:2500 (A4)	25135-3A
REV.		

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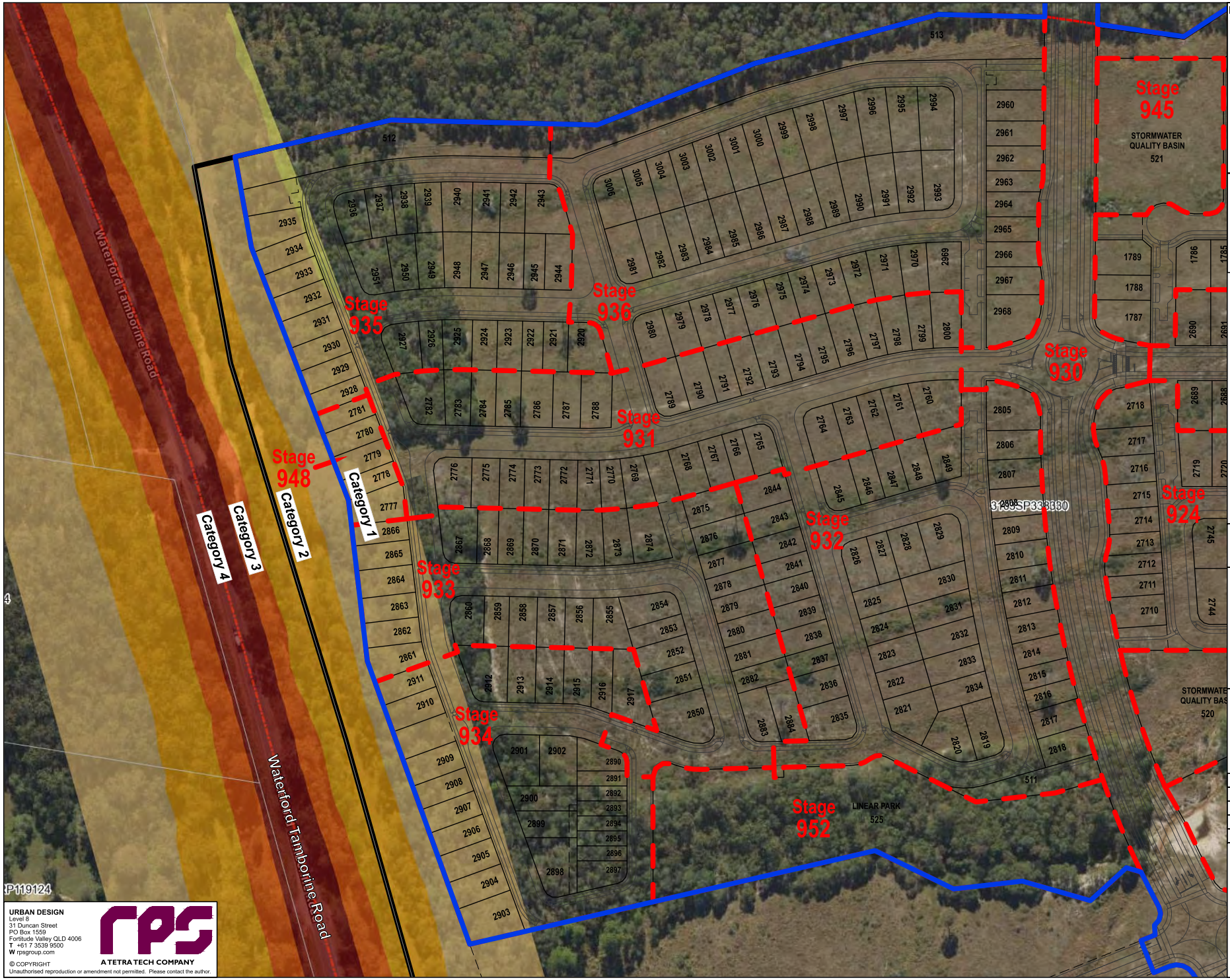

LEGEND

- PROPERTY BOUNDARY
- SITE LOCATION (PRECINCT 9)
- PRECINCT 9 STAGES

SPP TRANSPORT NOISE CORRIDOR
State Controlled Road (Mandatory)

- Category 1: 58 dB(A) =< Noise Level < 63 dB(A)
- Category 2: 63 dB(A) =< Noise Level < 68 dB(A)
- Category 3: 68 dB(A) =< Noise Level < 73 dB(A)
- Category 4: Noise Level >= 73 dB(A)

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- RPS YARRABILBA, PRECINCT 9 - APPLICATION 1, RECONFIGURATION OF A LOT - OVERALL, PLAN AU13933-60 REV A.

0 25 50 75m

CLIENT

STOCKLAND

PROJECT

ROAD TRAFFIC NOISE ASSESSMENT

RESIDENTIAL SUBDIVISION
PROPOSED PRECINCT 9
YARRABILBA QLD

TITLE

SPP TRANSPORT NOISE CORRIDOR STAGES 933-935 AND STAGE 948

JOB	YARRABILBA	FIGURE 3B
JOB NO.	25135	
DATE	12/06/26	DWG NUMBER
SCALE	1:2500 (A4)	25135-3B
REV.		

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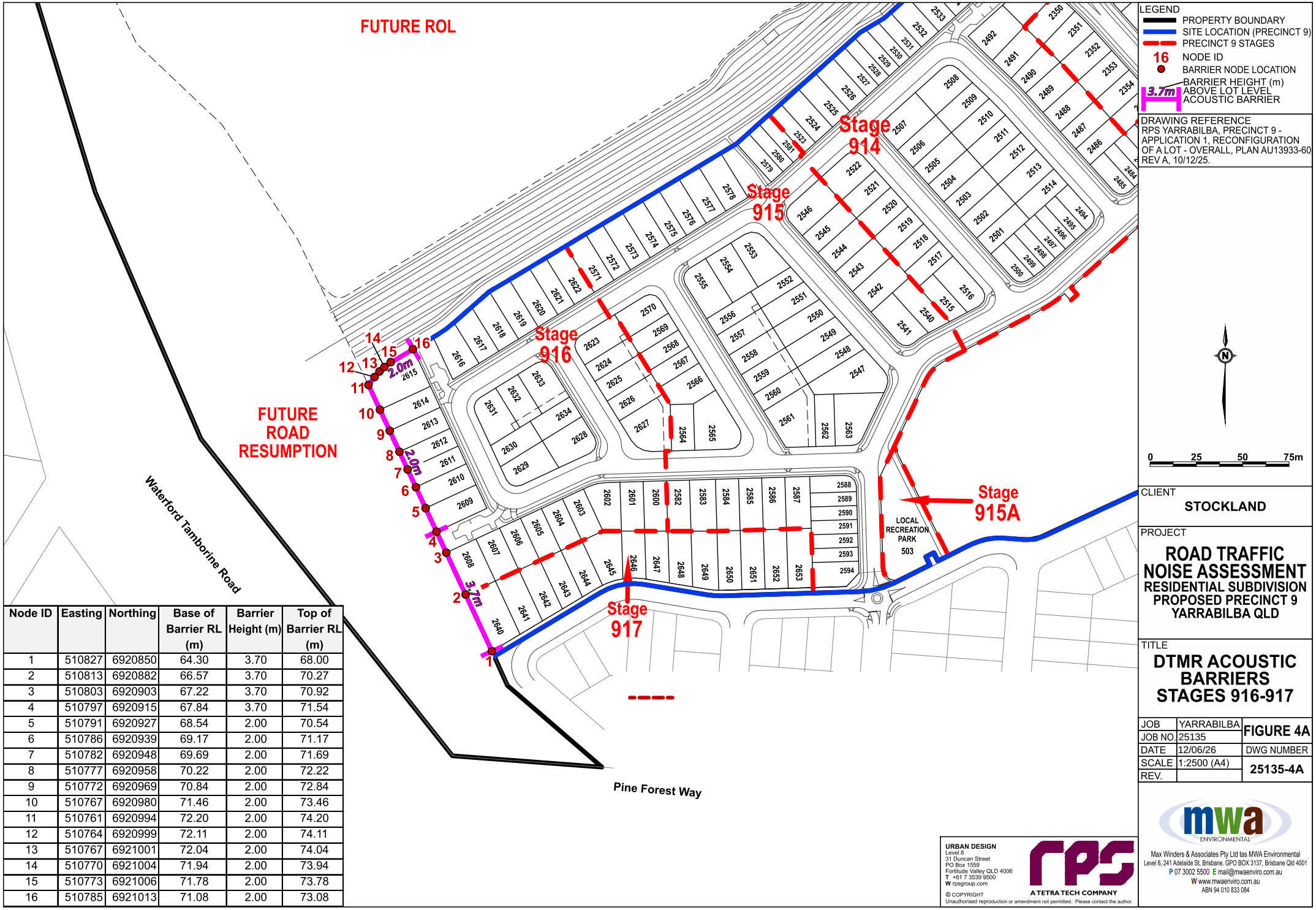

Node ID	Easting	Northing	Base of Barrier RL (m)	Barrier Height (m)	Top of Barrier RL (m)
1	510827	6920850	64.30	3.70	68.00
2	510813	6920882	66.57	3.70	70.27
3	510803	6920903	67.22	3.70	70.92
4	510797	6920915	67.84	3.70	71.54
5	510791	6920927	68.54	2.00	70.54
6	510786	6920939	69.17	2.00	71.17
7	510782	6920948	69.69	2.00	71.69
8	510777	6920958	70.22	2.00	72.22
9	510772	6920969	70.84	2.00	72.84
10	510767	6920980	71.46	2.00	73.46
11	510761	6920994	72.20	2.00	74.20
12	510764	6920999	72.11	2.00	74.11
13	510767	6921001	72.04	2.00	74.04
14	510770	6921004	71.94	2.00	73.94
15	510773	6921006	71.78	2.00	73.78
16	510785	6921013	71.08	2.00	73.08

LEGEND
- PROPERTY BOUNDARY
- SITE LOCATION (PRECINCT 9)
- PRECINCT 9 STAGES
- 16 NODE ID
- BARRIER NODE LOCATION
- 3.7m BARRIER HEIGHT (m) ABOVE LOT LEVEL ACOUSTIC BARRIER

DRAWING REFERENCE
RPS YARRABILBA, PRECINCT 9 - APPLICATION 1, RECONFIGURATION OF A LOT - OVERALL, PLAN AU13933-60 REV A, 10/12/25.

0 25 50 75m

CLIENT
STOCKLAND

PROJECT
ROAD TRAFFIC NOISE ASSESSMENT
RESIDENTIAL SUBDIVISION PROPOSED PRECINCT 9 YARRABILBA QLD

TITLE
DTMR ACOUSTIC BARRIERS STAGES 916-917

JOB	YARRABILBA	FIGURE 4A
JOB NO.	25135	
DATE	12/06/26	DWG NUMBER
SCALE	1:2500 (A4)	25135-4A
REV.		

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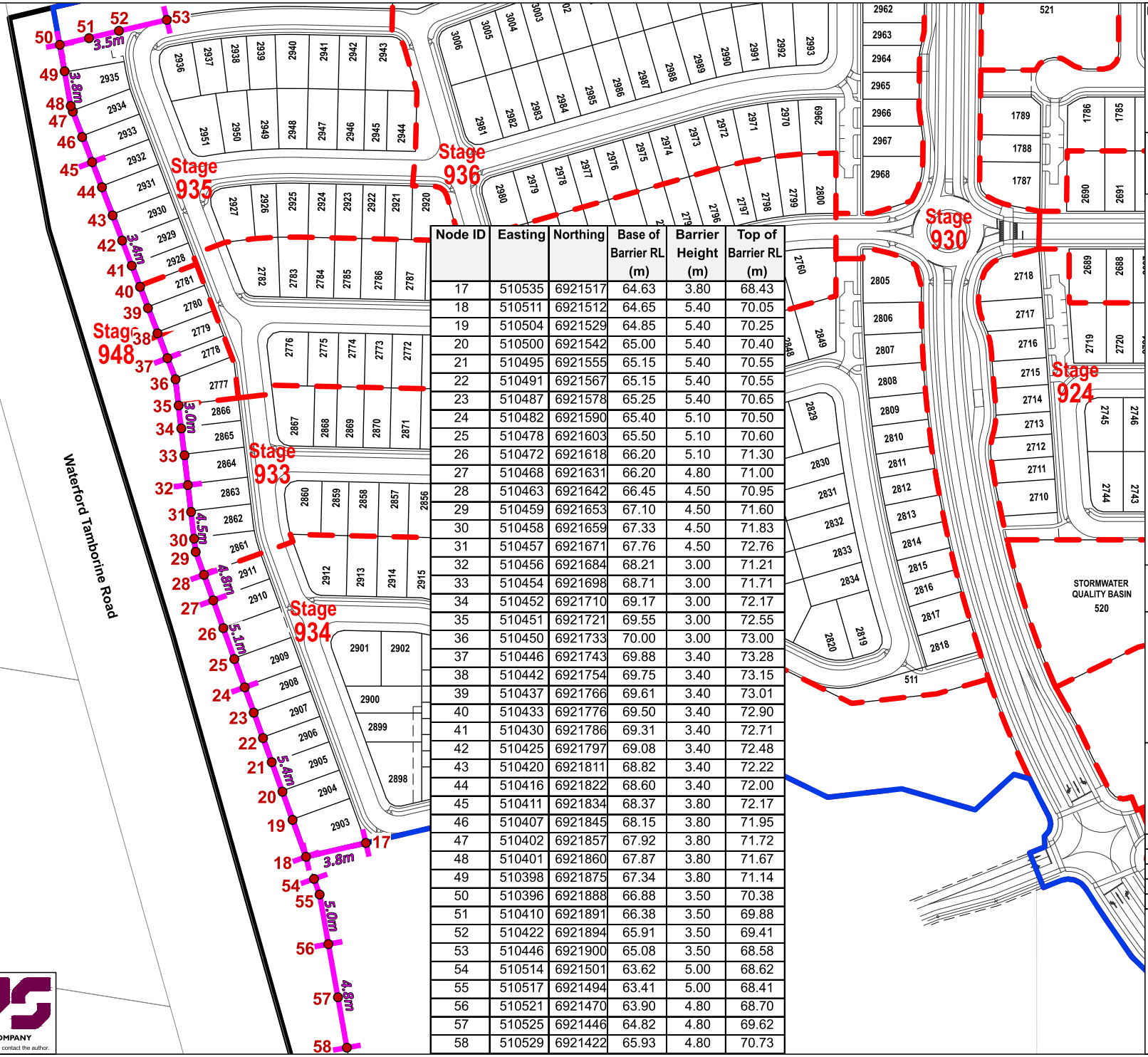

Node ID	Easting	Northing	Base of Barrier RL (m)	Barrier Height (m)	Top of Barrier RL (m)
17	510535	6921517	64.63	3.80	68.43
18	510511	6921512	64.65	5.40	70.05
19	510504	6921529	64.85	5.40	70.25
20	510500	6921542	65.00	5.40	70.40
21	510495	6921555	65.15	5.40	70.55
22	510491	6921567	65.15	5.40	70.55
23	510487	6921578	65.25	5.40	70.65
24	510482	6921590	65.40	5.10	70.50
25	510478	6921603	65.50	5.10	70.60
26	510472	6921618	66.20	5.10	71.30
27	510468	6921631	66.20	4.80	71.00
28	510463	6921642	66.45	4.50	70.95
29	510459	6921653	67.10	4.50	71.60
30	510458	6921659	67.33	4.50	71.83
31	510457	6921671	67.76	4.50	72.76
32	510456	6921684	68.21	3.00	71.21
33	510454	6921698	68.71	3.00	71.71
34	510452	6921710	69.17	3.00	72.17
35	510451	6921721	69.55	3.00	72.55
36	510450	6921733	70.00	3.00	73.00
37	510446	6921743	69.88	3.40	73.28
38	510442	6921754	69.75	3.40	73.15
39	510437	6921766	69.61	3.40	73.01
40	510433	6921776	69.50	3.40	72.90
41	510430	6921786	69.31	3.40	72.71
42	510425	6921797	69.08	3.40	72.48
43	510420	6921811	68.82	3.40	72.22
44	510416	6921822	68.60	3.40	72.00
45	510411	6921834	68.37	3.80	72.17
46	510407	6921845	68.15	3.80	71.95
47	510402	6921857	67.92	3.80	71.72
48	510401	6921860	67.87	3.80	71.67
49	510398	6921875	67.34	3.80	71.14
50	510396	6921888	66.88	3.50	70.38
51	510410	6921891	66.38	3.50	69.88
52	510422	6921894	65.91	3.50	69.41
53	510446	6921900	65.08	3.50	68.58
54	510514	6921501	63.62	5.00	68.62
55	510517	6921494	63.41	5.00	68.41
56	510521	6921470	63.90	4.80	68.70
57	510525	6921446	64.82	4.80	69.62
58	510529	6921422	65.93	4.80	70.73

LEGEND
- PROPERTY BOUNDARY
- SITE LOCATION (PRECINCT 9)
- PRECINCT 9 STAGES
- 58 NODE ID
- BARRIER NODE LOCATION
- 5.4m BARRIER HEIGHT (m) ABOVE LOT LEVEL ACOUSTIC BARRIER

DRAWING REFERENCE
RPS YARRABILBA, PRECINCT 9 - APPLICATION 1, RECONFIGURATION OF A LOT - OVERALL, PLAN AU13933-60 REV A, 10/12/25.

0 25 50 75m

CLIENT
STOCKLAND

PROJECT
ROAD TRAFFIC NOISE ASSESSMENT
RESIDENTIAL SUBDIVISION PROPOSED PRECINCT 9 YARRABILBA QLD

TITLE
DTMR ACOUSTIC BARRIERS STAGES 933-935 AND STAGE 948

JOB	YARRABILBA	FIGURE 4B
JOB NO.	25135	
DATE	12/06/26	DWG NUMBER
SCALE	1:2500 (A4)	25135-4B
REV.		

URBAN DESIGN
Level 8
31 Duncan Street
PO Box 1559
Fortitude Valley QLD 4006
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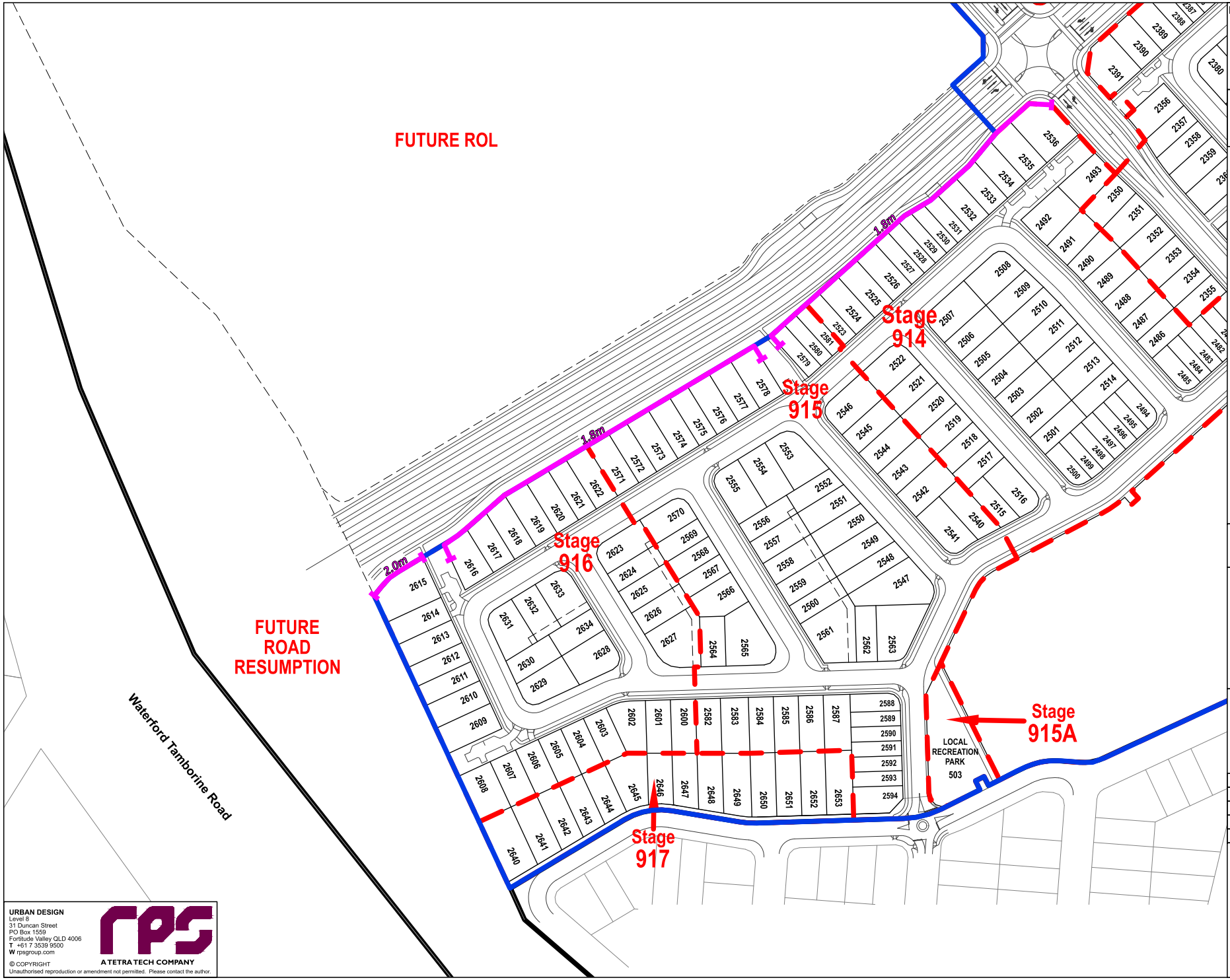

LEGEND

- PROPERTY BOUNDARY
- SITE LOCATION (PRECINCT 9)
- PRECINCT 9 STAGES
- BARRIER HEIGHT (m) ABOVE LOT LEVEL ACOUSTIC BARRIER (2.0m)

DRAWING REFERENCE
RPS YARRABILBA, PRECINCT 9 - APPLICATION 1, RECONFIGURATION OF A LOT - OVERALL, PLAN AU13933-60 REV A, 10/12/25.

0 25 50 75m

CLIENT
STOCKLAND

PROJECT
ROAD TRAFFIC NOISE ASSESSMENT
RESIDENTIAL SUBDIVISION PROPOSED PRECINCT 9 YARRABILBA QLD

TITLE
ACOUSTIC BARRIERS STAGES 914, 915, 916

JOB	YARRABILBA	FIGURE 5A
JOB NO.	25135	
DATE	12/06/26	DWG NUMBER
SCALE	1:2500 (A4)	25135-5A
REV.		

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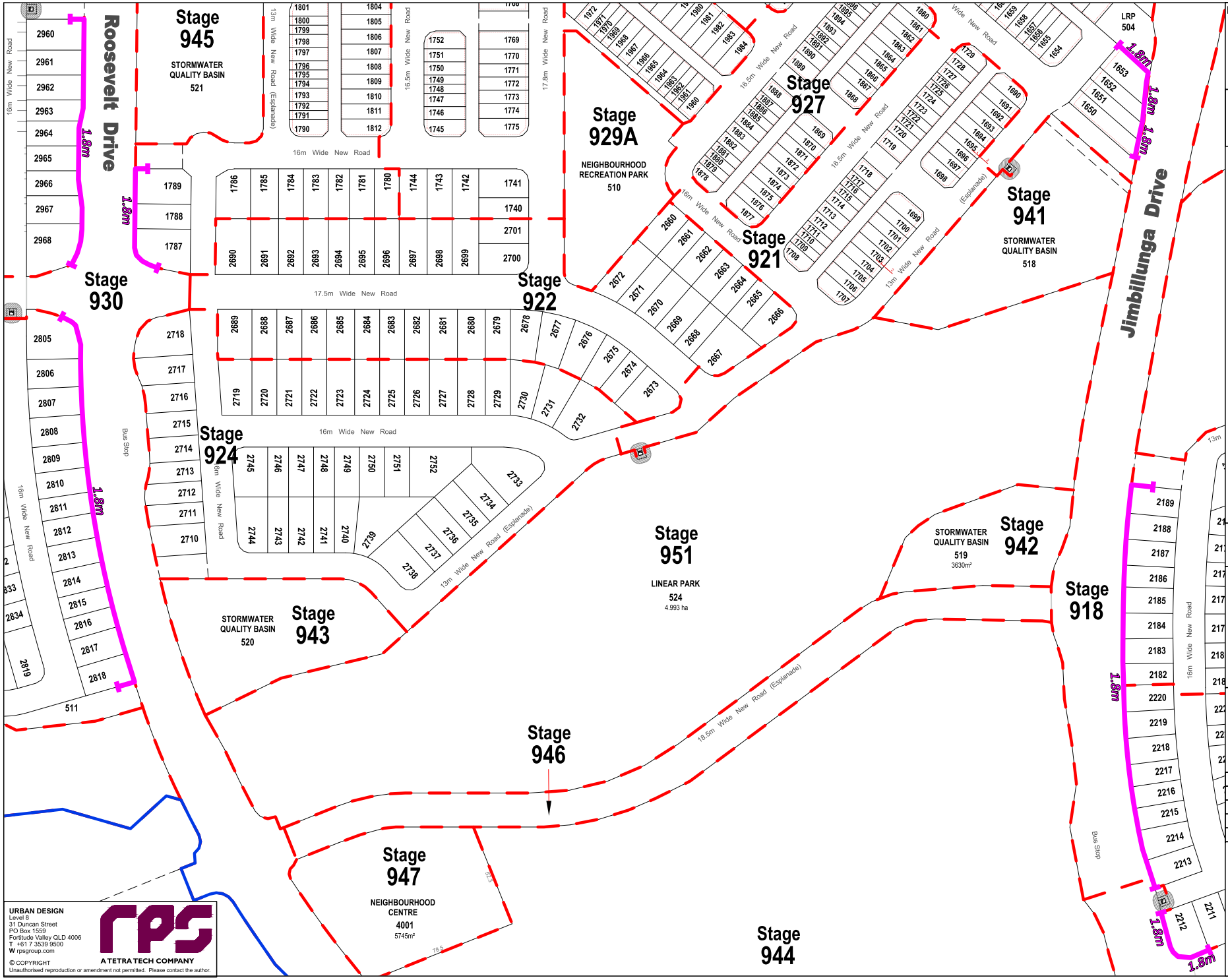

LEGEND

- PROPERTY BOUNDARY
- SITE LOCATION (PRECINCT 9)
- PRECINCT 9 STAGES
- BARRIER HEIGHT (m) ABOVE LOT LEVEL
- 1.8m ACOUSTIC BARRIER

DRAWING REFERENCE
RPS YARRABILBA, PRECINCT 9 - APPLICATION 1, RECONFIGURATION OF A LOT - OVERALL, PLAN AU13933-60 REV D, 29/04/26.

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STOCKLAND

PROJECT
ROAD TRAFFIC NOISE ASSESSMENT
RESIDENTIAL SUBDIVISION PROPOSED PRECINCT 9 YARRABILBA QLD

TITLE
ACOUSTIC BARRIERS STAGES 905, 906, 920, 925, 932, 936

JOB	YARRABILBA	FIGURE 5B
JOB NO.	25135	
DATE	12/06/26	DWG NUMBER
SCALE	1:2500 (A4)	25135-5B
REV.		

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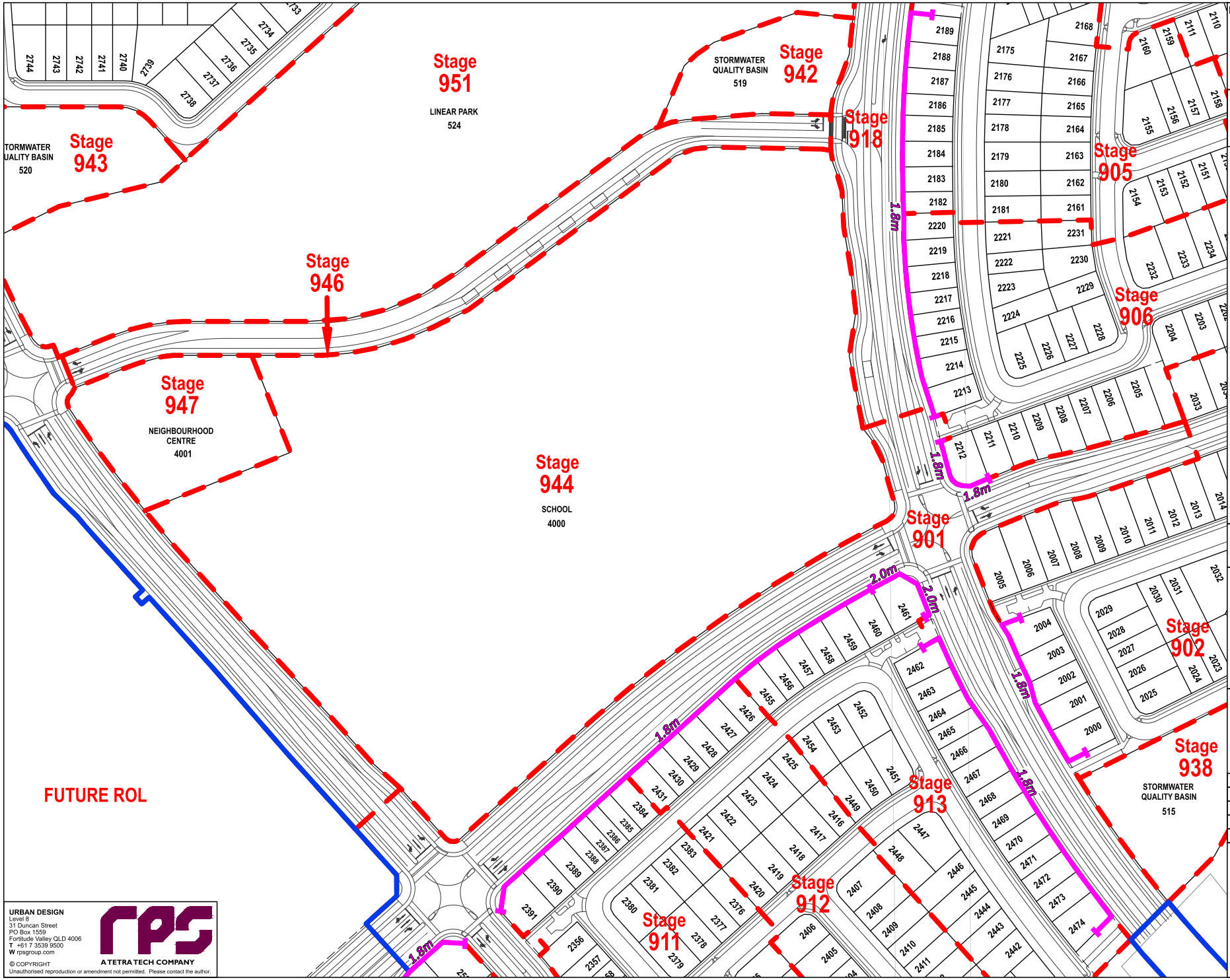

LEGEND

- PROPERTY BOUNDARY
- SITE LOCATION (PRECINCT 9)
- PRECINCT 9 STAGES
- BARRIER HEIGHT (m) ABOVE LOT LEVEL ACOUSTIC BARRIER
  - 2.0m
  - 1.8m

DRAWING REFERENCE
RPS YARRABILBA, PRECINCT 9 - APPLICATION 1, RECONFIGURATION OF A LOT - OVERALL, PLAN AU13933-60 REV A, 10/12/25.

0 25 50 75m

CLIENT
STOCKLAND

PROJECT
ROAD TRAFFIC NOISE ASSESSMENT
RESIDENTIAL SUBDIVISION PROPOSED PRECINCT 9 YARRABILBA QLD

TITLE
ACOUSTIC BARRIERS STAGES 902, 905, 906, 911, 912,913

JOB	YARRABILBA	FIGURE 5C
JOB NO.	25135	
DATE	12/06/26	DWG NUMBER
SCALE	1:2500 (A4)	25135-5C
REV.		

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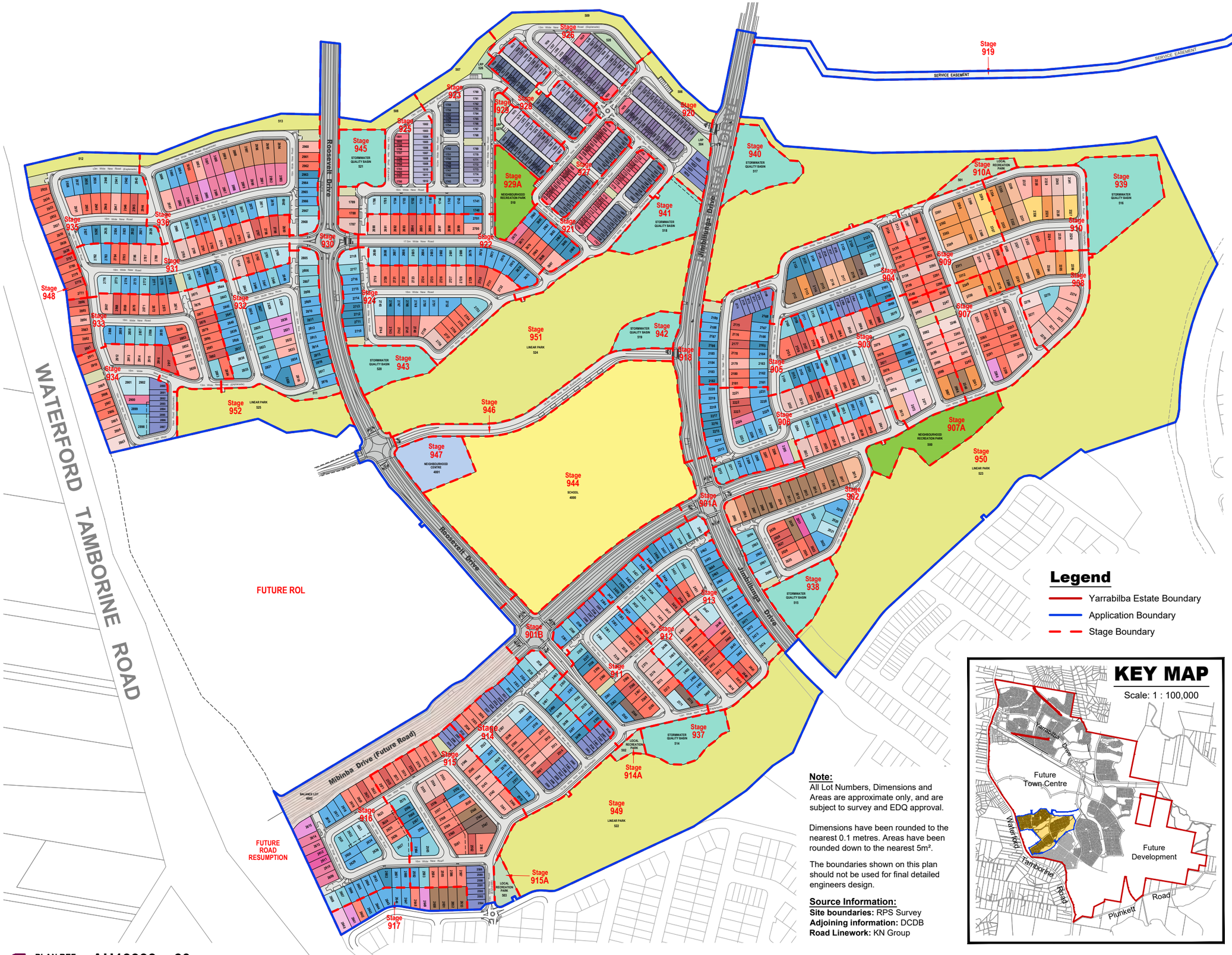
ATTACHMENT 1

Development Plans



Land Budget

Land Use	Overall	
Residential Allotments	36.981 ha	34.0%
Balance Allotment	1.461 ha	1.3%
Trunk / Collector Roads	6.338 ha	5.8%
Local Roads	20.824 ha	19.1%
Pedestrian Links	0.610 ha	0.6%
Service Easement	0.736 ha	0.7%
State Primary School	7.001 ha	6.4%
Neighbourhood Centre	0.575 ha	0.5%
Neighbourhood Recreation Park	1.325 ha	1.2%
Local Recreation Park	0.810 ha	0.7%
Drainage Open Space	4.880 ha	4.5%
Linear Open Space	27.313 ha	25.1%
Total Application Area	**108.854 ha**	**100.0%**

Yield Breakdown

Allotment Typology	Typical Area	Overall	
16.5m Deep Product			
16.5m x 4.6m Laneway Terrace	76m²	28	2%
16.5m x 6.6m Laneway Terrace	109m²	33	3%
Subtotal		**61**	**5%**
21m Deep Product			
21m x 4.6m Laneway Terrace	97m²	25	2%
21m x 6.6m Laneway Terrace	139m²	63	5%
Subtotal		**88**	**8%**
25m Deep Product			
25m x 4.6m Laneway Terrace	115m²	15	1%
25m x 6.6m Laneway Terrace	165m²	53	5%
25m x 7.5m Laneway Terrace	188m²	38	3%
25m x 7.5m Front Loaded Terrace	188m²	59	5%
25m x 8.0m Laneway Terrace (with optional Fonzie)	200m²	10	1%
25m x 10.5m	263m²	64	6%
25m x 12.5m	313m²	182	16%
25m x 14m	350m²	92	8%
25m x 16m	400m²	38	3%
Subtotal		**551**	**48%**
28m Deep Product			
28m x 10.5m	280m²	48	4%
28m x 12.5m	350m²	173	15%
28m x 14m	392m²	87	8%
28m x 16m	448m²	32	3%
28m x 18m	504m²	8	1%
Subtotal		**348**	**30%**
30m Deep Product			
30m x 10.5m	315m²	3	0%
30m x 12.5m	375m²	20	2%
30m x 14m	420m²	9	1%
30m x 16m	480m²	2	0%
Subtotal		**34**	**3%**
32m Deep Product			
32m x 10.5m	336m²	6	1%
32m x 12.5m	400m²	23	2%
32m x 14m	448m²	27	2%
32m x 16m	512m²	15	1%
32m x 18m	576m²	5	0%
Subtotal		**76**	**7%**
Total Residential Allotments		**1158**	**100%**
Net Residential Density		**19.1 dw/ha**	

Legend

- Yarrabilba Estate Boundary
- Application Boundary
- Stage Boundary

KEY MAP

Scale: 1 : 100,000

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

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

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

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

PLAN REF: AU13933 – 60
Rev No: D
DATE: 29 April 2026
CLIENT: STOCKLAND
DRAWN BY: BM / MM
CHECKED BY: BM

0 50 100 150 200 250 1 : 5,000 @ A3

YARRABILBA
PRECINCT 9 - APPLICATION 1
RECONFIGURATION OF A LOT - OVERALL

Stockland

URBAN DESIGN
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NORTH

YARRABILBA

PRECINCT 9 - ROL1
FUNCTIONAL PLANS

PLAN
SCALE 1:5000

DRAWING INDEX

DRAWING NO.	DRAWING TITLE
24-153-SK101	GENERAL - LOCALITY PLAN, DRAWING INDEX AND NOTES
24-153-SK102	FUNCTIONAL LAYOUT - STAGING PLAN - SHEET 1
24-153-SK103	FUNCTIONAL LAYOUT - STAGING PLAN - SHEET 2
24-153-SK104	FUNCTIONAL LAYOUT - STAGING PLAN - SHEET 3
24-153-SK105	FUNCTIONAL LAYOUT - STAGING PLAN - SHEET 4
24-153-SK106	FUNCTIONAL LAYOUT - STAGING PLAN - SHEET 5
24-153-SK107	FUNCTIONAL LAYOUT - ROADWORKS PLAN - SHEET 1
24-153-SK108	FUNCTIONAL LAYOUT - ROADWORKS PLAN - SHEET 2
24-153-SK109	FUNCTIONAL LAYOUT - ROADWORKS PLAN - SHEET 3
24-153-SK110	FUNCTIONAL LAYOUT - ROADWORKS PLAN - SHEET 4
24-153-SK111	FUNCTIONAL LAYOUT - ROADWORKS PLAN - SHEET 5
24-153-SK112	FUNCTIONAL LAYOUT - TYPICAL CROSS SECTIONS
24-153-SK113	FUNCTIONAL LAYOUT - SERVICES PLAN - SHEET 1
24-153-SK114	FUNCTIONAL LAYOUT - SERVICES PLAN - SHEET 2
24-153-SK115	FUNCTIONAL LAYOUT - SERVICES PLAN - SHEET 3
24-153-SK116	FUNCTIONAL LAYOUT - SERVICES PLAN - SHEET 4
24-153-SK117	FUNCTIONAL LAYOUT - SERVICES PLAN - SHEET 5
24-153-SK118	FUNCTIONAL LAYOUT - STORMWATER PLAN - SHEET 1
24-153-SK119	FUNCTIONAL LAYOUT - STORMWATER PLAN - SHEET 2
24-153-SK120	FUNCTIONAL LAYOUT - STORMWATER PLAN - SHEET 3
24-153-SK121	FUNCTIONAL LAYOUT - STORMWATER PLAN - SHEET 4
24-153-SK122	FUNCTIONAL LAYOUT - STORMWATER PLAN - SHEET 5
24-153-SK123	FUNCTIONAL LAYOUT - SEWER RETICULATION PLAN - SHEET 1
24-153-SK124	FUNCTIONAL LAYOUT - SEWER RETICULATION PLAN - SHEET 2
24-153-SK125	FUNCTIONAL LAYOUT - SEWER RETICULATION PLAN - SHEET 3
24-153-SK126	FUNCTIONAL LAYOUT - SEWER RETICULATION PLAN - SHEET 4
24-153-SK127	FUNCTIONAL LAYOUT - SEWER RETICULATION PLAN - SHEET 5
24-153-SK128	FUNCTIONAL LAYOUT - SEWER RETICULATION PLAN - SHEET 6
24-153-SK129	FUNCTIONAL LAYOUT - WATER RETICULATION PLAN - SHEET 1
24-153-SK130	FUNCTIONAL LAYOUT - WATER RETICULATION PLAN - SHEET 2
24-153-SK131	FUNCTIONAL LAYOUT - WATER RETICULATION PLAN - SHEET 3
24-153-SK132	FUNCTIONAL LAYOUT - WATER RETICULATION PLAN - SHEET 4
24-153-SK133	FUNCTIONAL LAYOUT - WATER RETICULATION PLAN - SHEET 5
24-153-SK134	FUNCTIONAL LAYOUT - EARTHWORKS CONTOUR PLAN - SHEET 1
24-153-SK135	FUNCTIONAL LAYOUT - EARTHWORKS CONTOUR PLAN - SHEET 2
24-153-SK136	FUNCTIONAL LAYOUT - EARTHWORKS CONTOUR PLAN - SHEET 3
24-153-SK137	FUNCTIONAL LAYOUT - EARTHWORKS CONTOUR PLAN - SHEET 4
24-153-SK138	FUNCTIONAL LAYOUT - EARTHWORKS CONTOUR PLAN - SHEET 5
24-153-SK139	FUNCTIONAL LAYOUT - EARTHWORKS SECTIONS - SHEET 1
24-153-SK140	FUNCTIONAL LAYOUT - EARTHWORKS SECTIONS - SHEET 2
24-153-SK141	FUNCTIONAL LAYOUT - EARTHWORKS SECTIONS - SHEET 3
24-153-SK142	FUNCTIONAL LAYOUT - EARTHWORKS SECTIONS - SHEET 4
24-153-SK143	FUNCTIONAL LAYOUT - RETAINING WALLS PLAN - SHEET 1
24-153-SK144	FUNCTIONAL LAYOUT - RETAINING WALLS PLAN - SHEET 2
24-153-SK145	FUNCTIONAL LAYOUT - RETAINING WALLS PLAN - SHEET 3
24-153-SK146	FUNCTIONAL LAYOUT - RETAINING WALLS PLAN - SHEET 4
24-153-SK147	FUNCTIONAL LAYOUT - RETAINING WALLS PLAN - SHEET 5
24-153-SK148	FUNCTIONAL LAYOUT - SEWER CATCHMENT PLAN
24-153-SK149	FUNCTIONAL LAYOUT - SEWER CATCHMENT TABLE
24-153-SK150	FUNCTIONAL LAYOUT - TRUNK SEWER LONGITUDINAL SECTIONS - SHEET 1
24-153-SK151	FUNCTIONAL LAYOUT - TRUNK SEWER LONGITUDINAL SECTIONS - SHEET 2
24-153-SK152	FUNCTIONAL LAYOUT - TRUNK SEWER LONGITUDINAL SECTIONS - SHEET 3

B

FOR APPROVAL

REVISIONS

No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	10.12.25
B	DRAWINGS ADDED AND LOTS AMENDED	SLK	JAS	RWM	30.04.26

Project
YARRABILBA
PRECINCT 9 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client
Stockland

Approved - RPEQ 12805
Digitally signed by Robert William Mander BEng (Civil), CPEng, RPEQ 12805
Date: 2026.05.01 13:20:50+10'00'

100 50 0 100 200m
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Drawing Title
GENERAL
LOCALITY PLAN,
DRAWING INDEX AND NOTES

Application No.

A1 | Drawing No 24-153-SK101 | Revision B

M:\2024\24-153 Yarrabilba Precinct 8-9 Preliminary Support\Engineering\Acad\P09 FUNCTIONALS\24-153-SK101-P09ROL1-FUNC-COVER.dwg Plotted by: SLK on 1/05/2026 1:11:26 PM

SHEET 5

SHEET 4

SHEET 2

SHEET 1

NORTH

520

2818

511

P09S946

4001
P09S947
NEIGHBOURHOOD CENTRE

4000
P09S944
SCHOOL

P09S930

ROOSEVELT DR

MIBINBA DR

FUTURE ROAD

BALANCE LOT 4002

P09S914

P09S901B

P09S901A

P09S902

P09S906

P09S913

P09S912

P09S911

JIMBILLUNGA DR

515
P09S938

5000(pt)

EXISTING PRECINCT 8

LEGEND

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

STAGING PLAN
SCALE 1:1000

FOR APPROVAL

REVISIONS

No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	10.12.25
B	STAGE BOUNDARIES AMENDED	SLK	JAS	RWM	30.04.26

Project
YARRABILBA
PRECINCT 9 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client
Stockland

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Drawing Title
FUNCTIONAL LAYOUT
STAGING PLAN
SHEET 1

Application No.

A1 | Drawing No 24-153-SK102 | Revision B

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NORTH

SHEET 1

FUTURE ROAD

FUTURE ROAD

FUTURE ROAD

BALANCE LOT 4002

BALANCE LOT 4002

FUTURE ROAD RESUMPTION

P09S911

P09S912

P09S914

P09S915

P09S916

P09S917

P09S914A LOCAL RECREATION PARK

514 P09S937 BIOBASIN

502

522 P09S949 LINEAR PARK OPEN SPACE

P09S915A LOCAL RECREATION PARK

503

EXISTING PRECINCT 8

5000(pt)

B

#

LEGEND

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

STAGING PLAN
SCALE 1:1000

FOR APPROVAL

REVISIONS

No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	10.12.25
B	STAGE BOUNDARIES AMENDED	SLK	JAS	RWM	30.04.26

Project

YARRABILBA

PRECINCT 9 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client

Stockland

Approved - RPEQ 12805

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10 5 0 10 20 30 40 50m
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Drawing Title
FUNCTIONAL LAYOUT
STAGING PLAN
SHEET 2

Application No.

A1 | Drawing No 24-153-SK103 | Revision B

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NORTH

SHEET 5

SHEET 1

P09S916 JIMBILLUNGA DR

P09S940 BIOBASIN

P09S941 BIOBASIN

P09S942 BIOBASIN

OPEN SPACE/ DRAINAGE

P09S910A PARK

P09S939 BIOBASIN

P09S910

P09S909

P09S908

P09S907

P09S907A NEIGHBOURHOOD RECREATION PARK

P09S950 LINEAR PARK OPEN SPACE

P09S904

P09S905

P09S903

P09S906

STAGING PLAN
SCALE 1:1000

LEGEND

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

FOR APPROVAL

REVISIONS

No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	10.12.25
B	STAGE BOUNDARIES AMENDED	SLK	JAS	RWM	30.04.26

Project: YARRABILBA
PRECINCT 9 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client: Stockland

Approved - RPEQ 12805

Digitally signed by Robert William Mander BEng (Civil), CPEng, RPEQ 12805
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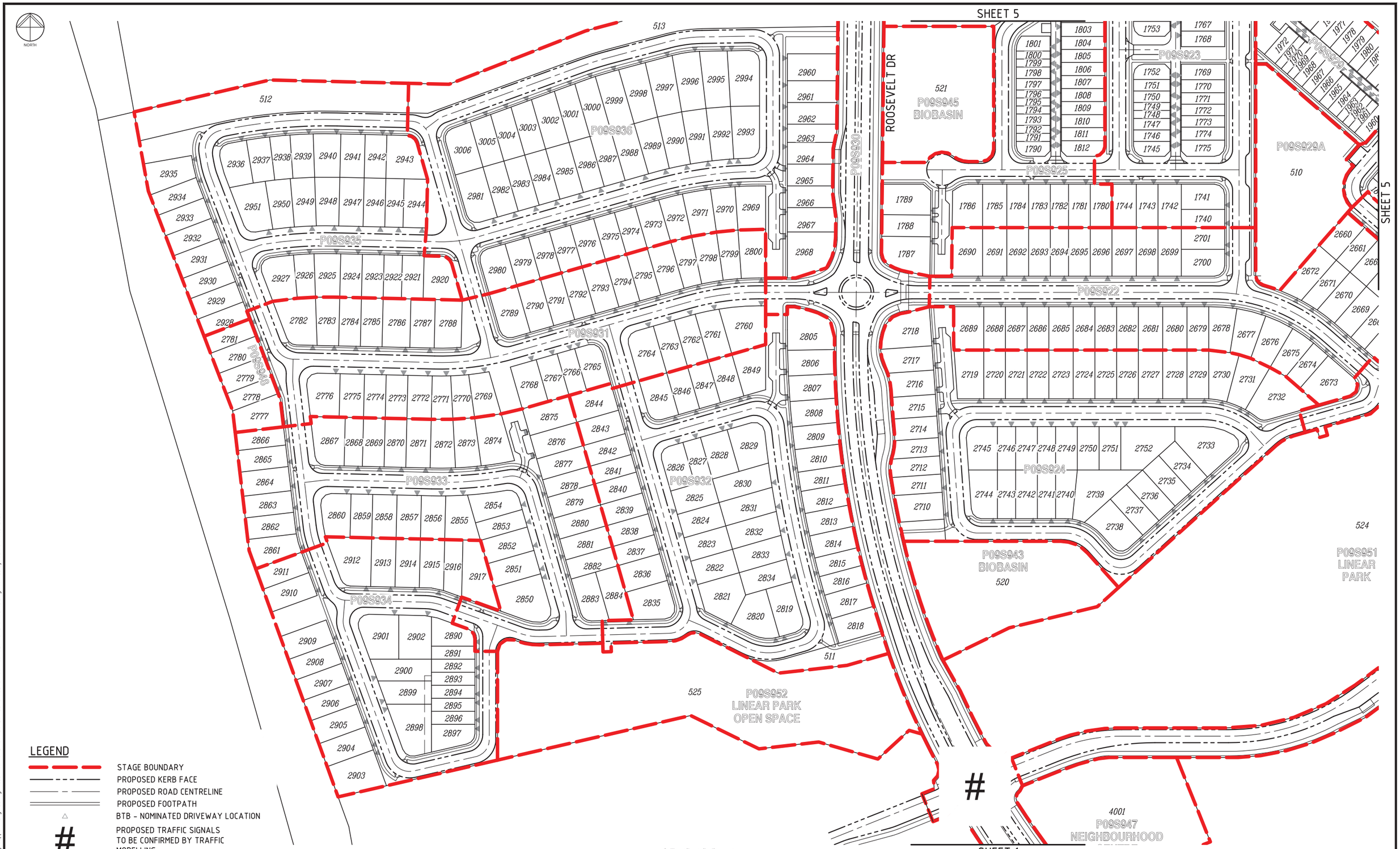
Drawing Title: FUNCTIONAL LAYOUT STAGING PLAN SHEET 3

Application No.

A1 | Drawing No 24-153-SK104 | Revision B

M:\2024\24153 Yarrabilba Precinct 8-9 Preliminary Support\Engineering\Acad\P09 FUNCTIONALS\24-153-SK102-SK106-P09ROL1-FUNC-STAGING.dwg Plotted by: SLK on 1/05/2026 1:11:33 PM



STAGING PLAN
SCALE 1:1000

FOR APPROVAL

REVISIONS

No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	10.12.25
B	STAGE BOUNDARIES AMENDED	SLK	JAS	RWM	30.04.26

Project
YARRABILBA
PRECINCT 9 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client
Stockland

Approved - RPEQ 12805
Digitally signed by Robert William Mander BEng (Civil), CPEng, RPEQ 12805
Date: 2026.05.01 13:20:53+10'00'

10 5 0 10 20 30 40 50m
1 : 1000 (A1 UNREDUCED)
DO NOT SCALE THIS DRAWING

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Drawing Title
FUNCTIONAL LAYOUT
STAGING PLAN
SHEET 4

Application No.

A1	Drawing No 24-153-SK105	Revision B

M:\2024\24153 Yarrabilba Precinct 8-9 Preliminary Support\Engineering\Acad\P09 FUNCTIONALS\24-153-SK102-SK106-P09ROL1-FUNC-STAGING.dwg Plotted by: SLK on 1/05/2026 1:11:34 PM

NORTH

LEGEND

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

FUTURE PRECINCT 11

ROOSEVELT DR

JIMBILLUNGA DR

P09S945 BIOBASIN

P09S940 BIOBASIN

P09S941 BIOBASIN

P09S942 BIOBASIN

P09S905

P09S936

P09S931

P09S932

P09S930

P09S923

P09S925

P09S922

P09S924

P09S926

P09S928

P09S929

P09S929A

P09S927

P09S921

P09S920

P09S918

SHEET 5

SHEET 3

STAGING PLAN
SCALE 1:1000

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FOR APPROVAL

REVISIONS

No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	10.12.25
B	STAGE BOUNDARIES AMENDED	SLK	JAS	RWM	30.04.26

Project
YARRABILBA
PRECINCT 9 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client
Stockland

Approved - RPEQ 12805
Digitally signed by Robert William Mander BEng (Civil), CPEng, RPEQ 12805
Date: 2026.05.01 13:20:54+10'00'

10 5 0 10 20 30 40 50m
1 : 1000 (A1 UNREDUCED)

DO NOT SCALE THIS DRAWING

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Drawing Title
FUNCTIONAL LAYOUT
STAGING PLAN
SHEET 5

Application No.

A1 | Drawing No 24-153-SK106 | Revision B

ATTACHMENT 2

Preliminary Earthworks Design Drawing

Parish of Moffatt

County of Ward

LIMIT OF STUDY

ROAD CORRIDOR DEVELOPMENT PLAN

This drawing has been prepared to assist in managing development of the existing road corridor and to determine possible future requirements for road infrastructure, but does not depict firm road planning.

Queensland Government

Manager (Network Planning & Performance)

/ /2011

16300.000 16400.000 16500.000 16600.000 16700.000 16800.000 16900.000 17000.000 17100.000

200.000 100.000 0.000

TC 16427.132 — JOINS SHEET 2

CT 16674.183

TC 17008.352 — JOINS SHEET 4

Lot 382 SP101423

YARRABILBA DEVELOPMENT

Lot 2 RP183806

C25 1xø750 RCP

C26 2xø1050 RCP

C27 1xø900 RCP

C28 4x1200 RCP

WATERFORD – TAMBORINE ROAD

Control Line MCA1

Control Line MCB1

TC 16448.125

JOINS SHEET 2

TELECOM T-3001

ELECTRICAL E-3001

Lot 41 RP111332

Lot 42 RP111332

CT 16697.252

WATERFORD – TAMBORINE SERVICE ROAD

DOLLARBIRD DRIVE

TC 17031.421

CT 17162.413

Joins to existing

TELECOM T-3002

ELECTRICAL E-3002

Lot 1 RP77697

Lot 1 RP197159

Lot 66 RP197159

Lot 67 RP197159

TELECOM T-3002

TELECOM T-3003

ELECTRICAL E-3005

JOINS SHEET 4

KEY PLAN

1 2 3 4 5 6 7 8 9 10 11

NOTES:

1. For Notes refer to Drg. No. 559931 and for Legend refer to Drg. No. 559831.

Parish of Mundoolun

County of Ward

SMEC

A	Original Issue A3				
	Revisions/Descriptions	Ref	Certification	Date	Microfiled

Associated Job Nos

Auxiliary Drg Nos

SURVEY DATA — GDA

Horiz. Grid: MGA94 Zone56

Height Origin: AHD Derived

Survey Books: MR85418, MR79897, MR77622, MR77605

Scales: 0 10 20 30 40m

Dimensions shown in metres except where shown otherwise

LOGAN CITY

WATERFORD – TAMBORINE ROAD

CTL CHGE 15142.462 – 21800 (C.L. MCA1)

Reference Points

Preceding RP	Dist. to start of job (km)	From start to end of job	From end to Following RP	Following RP
5A	0.28	6.66	1.31	5D

Through Chainage from Start of Gazettal

Drawn	G. Harder
Checked	P. Wyatt
Designed	K. Khamsone
Verified	P. Vilic

Design Reviews

P. Vilic No. Date. 11/11/11

ROAD LINK PLANNING STUDY

GENERAL ARRANGEMENT PLAN – SECTION 3

SHEET 3 OF 11

ENGINEERING CERTIFICATION (RPEQ)

ENG. AREA	NAME	SIGNATURE	NO.	DATE
Civil	M. Reynolds		9866	11/11/11

Queensland Government

Transport and Main Roads

Job No.	240/207/901
Contract. No.	
Drawing No.	559833 A
Series Number	GA – 03 of 11

MRR_Detail (01/10)

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Parish of Moffatt
County of Ward

Parish of Mundoolan
County of Ward

ROAD CORRIDOR DEVELOPMENT PLAN
This drawing has been prepared to assist in managing development of the existing road corridor and to determine possible future requirements for road infrastructure, but does not depict firm road planning.

Queensland Government

Manager (Network Planning & Performance)
/ /2011

Lot 2
RP183806

YARRABILBA
DEVELOPMENT

Lot 50
SP180239

JOINS SHEET 3

JOINS SHEET 5

17100.000

17200.000

17300.000

17400.000

17500.000

17600.000

17700.000

17800.000

C/P 17146.077

CT 17366.048

TC 17794.525

C29 3/2100x900 RCBC

C30 5/1200x450 RCBC

Control Line MCA1

WATERFORD – TAMBORINE ROAD

WATERFORD – TAMBORINE SERVICE ROAD

C/P 17162.413

CT 17390.449

TC 17818.926

Control Line MCB1

TELECOM
T–3002

ELECTRICAL
E–3002

CURLEW COURT

Lot 67
RP197159

Lot 68
RP197159

Lot 69
RP197159

Lot 81
RP197159

Lot 82
RP197159

Lot 83
RP197159

Lot 84
RP197159

Lot 85
RP197159

Lot 86
RP197159

Lot 87
RP197159

Lot 88
RP197159

Lot 42
RP200909

NOTES:
1. For Notes refer to Drg. No. 559931 and for Legend refer to Drg. No. 559831.

KEY PLAN

SMEC

A	Original Issue A3				
	Revisions/Descriptions	Ref	Certification	Date	Microfiled

CAD FILES: I:\Projects\3003523\004_CADD\CAD\DWG\06_GA\3003523-GA-3004_[A].dwg

Associated Job Nos

Auxiliary Drg Nos

SURVEY DATA — GDA

Horiz. Grid	MGA94 Zone56
Height Origin	AHD Derived
Survey Books	MR85418, MR79897, MR77622, MR77605

Scales
0 10 20 30 40m
Dimensions shown in metres except where shown otherwise

LOGAN CITY
WATERFORD – TAMBORINE ROAD
CTL CHGE 15142.462 – 21800 (C.L. MCA1)

Reference Points

Preceding RP	Dist. to start of job (km)	From start to end of job	From end to Following RP	Following RP
5A	0.28	6.66	1.31	5D

Through Chainage from Start of Gazettal

Drawn	G. Harder
Checked	P. Wyatt
Designed	K. Khamsone
Verified	P. Vilic

Design Reviews

P. Vilic No. Date. 11/11/11

ROAD LINK PLANNING STUDY
GENERAL ARRANGEMENT PLAN – SECTION 3
SHEET 4 OF 11

ENGINEERING CERTIFICATION (RPEQ)

ENG. AREA	NAME	SIGNATURE	NO.	DATE
Civil	M. Reynolds		9866	11/11/11

Queensland Government
Transport and Main Roads

Job No.	240/207/901
Contract. No.	
Drawing No.	559834 A
Series Number	GA – 04 of 11

MRR_Detail (01/10)

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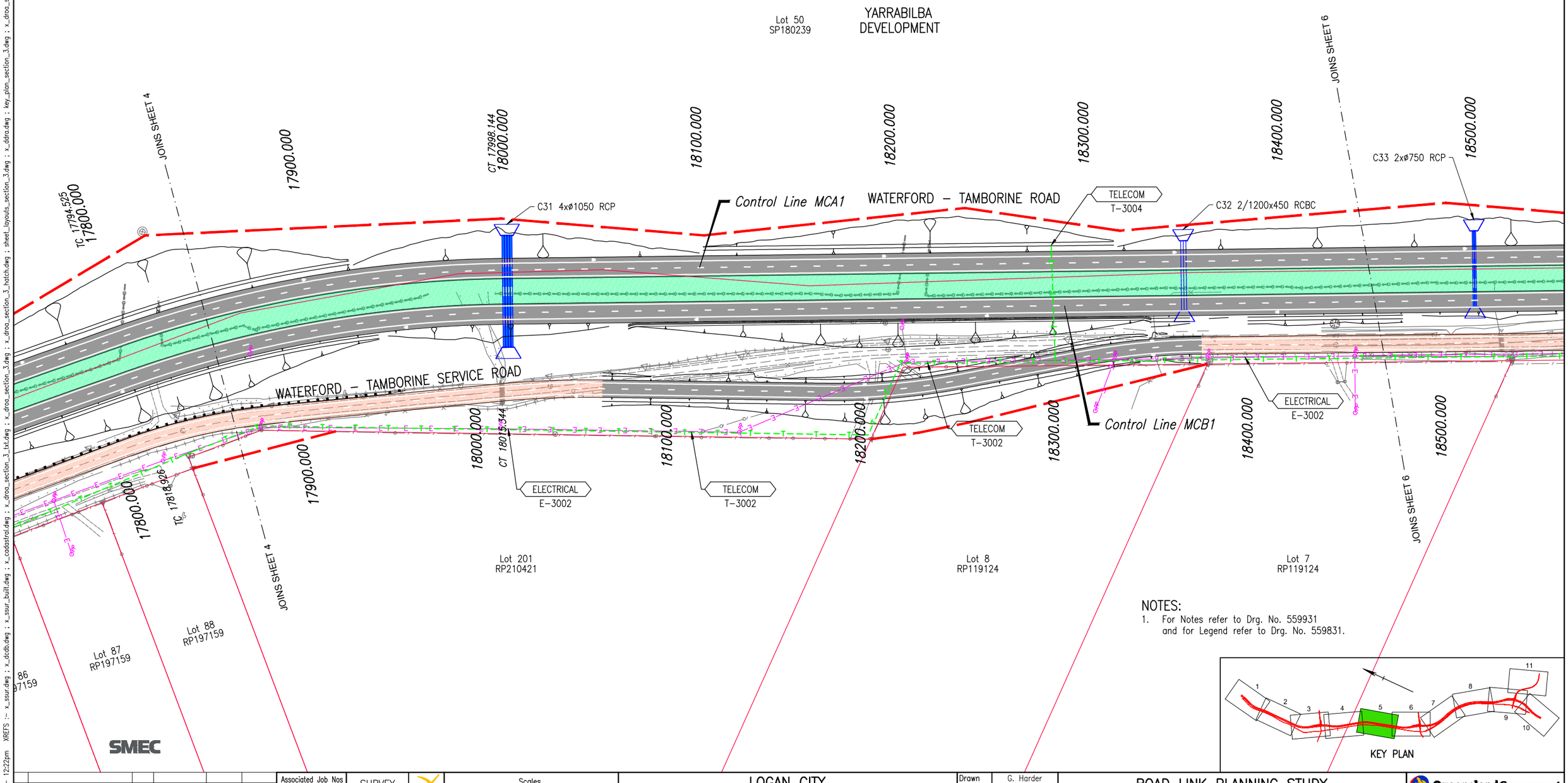
Parish of Mundoolan
County of Ward

ROAD CORRIDOR DEVELOPMENT PLAN
This drawing has been prepared to assist in managing development of the existing road corridor and to determine possible future requirements for road infrastructure, but does not depict firm road planning.

Queensland Government

Manager (Network Planning & Performance)
/ /2011



NOTES:
1. For Notes refer to Drg. No. 559931 and for Legend refer to Drg. No. 559831.

KEY PLAN

A	Original Issue A3				
	Revisions/Descriptions	Ref	Certification	Date	Microfiled

Associated Job Nos

Auxiliary Drg Nos

SURVEY DATA — GDA

Horiz. Grid	MGA94 Zone56
Height Origin	AHD Derived
Survey Books	MR85418, MR79897, MR77622, MR77605

Scales
0 10 20 30 40m
Dimensions shown in metres except where shown otherwise

LOGAN CITY
WATERFORD – TAMBORINE ROAD
CTL CHGE 15142.462 – 21800 (C.L. MCA1)
Through Chainage from Start of Gazettal

Reference Points

Preceding RP	Dist. to start of job (km)	From start to end of job	From end to Following RP	Following RP
5A	0.28	6.66	1.31	5D

Drawn	G. Harder
Checked	P. Wyatt
Designed	K. Khamsone
Verified	P. Vilic

Design Reviews

P. Vilic No. Date. 11/11/11

ROAD LINK PLANNING STUDY
GENERAL ARRANGEMENT PLAN – SECTION 3
SHEET 5 OF 11

ENGINEERING CERTIFICATION (RPEQ)

ENG. AREA	NAME	SIGNATURE	NO.	DATE
Civil	M. Reynolds		9866	11/11/11

Queensland Government
Transport and Main Roads

Job No.	240/207/901
Contract. No.	
Drawing No.	559835 A
Series Number	GA – 05 of 11

MRR_Detail (01/10)

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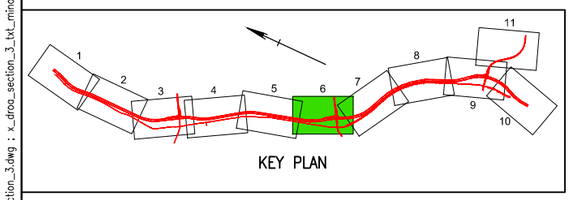
Parish of Mundoolan
County of Ward

ROAD CORRIDOR DEVELOPMENT PLAN

This drawing has been prepared to assist in managing development of the existing road corridor and to determine possible future requirements for road infrastructure, but does not depict firm road planning.

Queensland Government

Manager (Network Planning & Performance)
/ /2011



LIMIT OF STUDY
255.551

255.804
YARRABILBA DEVELOPMENT
Lot 1
RP36803

200.000
200.000
Control Line MCW31
Control Line MCW30

Parish of Wickham
County of Ward

100.000
100.000
JOINS SHEET 7
JOINS SHEET 5

18500.000
18600.000
18700.000
18800.000
18900.000
19000.000
19100.000
19200.000

C33 2xø750 RCP
TC 18588.671
CTP 18872.783
CTP 18898.517
CTP 19126.776
CTP 19146.723

Lot 50
SP180239

WATERFORD – TAMBORINE ROAD
Control Line MCA1
Control Line MCB1

0.000
0.000
0.000

WILLIAMSON ROAD
TC 32.024
CT 40.305

WATERFORD – TAMBORINE SERVICE ROAD
TC 18605.870
TELECOM
T–3002
ELECTRICAL
E–3003
ELECTRICAL
E–3002
TC 113.182
CT 163.104
TC 114.977
Control Line MCW41
Control Line MCW40
CT 157.176
200.000
242.667

Lot 6
RP119124
Lot 9 RP119124
Lot 21
RP206776
Lot 22 RP206776
Lot 23 RP206776
Lot 24
RP206776
Lot 25
RP888123
Lot 26
SP134856
Lot 28
SP134856
Lot 27
SP134856
Lot 241
RP861708

NOTES:
1. For Notes refer to Drg. No. 559931 and for Legend refer to Drg. No. 559831.

SMEC

Rev	Revisions/Descriptions	Ref	Certification	Date	Microfiled
A	Original Issue A3				

Associated Job Nos
Auxiliary Drg Nos

SURVEY DATA

Horiz. Grid	MGA94 Zone56
Height Origin	AHD Derived
Survey Books	MR85418, MR79897, MR77622, MR77605

Scales
0 10 20 30 40m
Dimensions shown in metres except where shown otherwise

LOGAN CITY
WATERFORD – TAMBORINE ROAD
CTL CHGE 15142.462 – 21800 (C.L. MCA1)

Reference Points

Preceding RP	Dist. to start of job (km)	From start to end of job	From end to Following RP	Following RP
5A	0.28	6.66	1.31	5D

Through Chainage from Start of Gazettal

Drawn	G. Harder
Checked	P. Wyatt
Designed	K. Khamsone
Verified	P. Vilic

Design Reviews
P. Vilic
No. Date. 11/11/11

ROAD LINK PLANNING STUDY
GENERAL ARRANGEMENT PLAN – SECTION 3
SHEET 6 OF 11

ENGINEERING CERTIFICATION (RPEQ)

ENG. AREA	NAME	SIGNATURE	NO.	DATE
Civil	M. Reynolds		9866	11/11/11

Queensland Government
Transport and Main Roads

Job No.	240/207/901
Contract. No.	
Drawing No.	559836 A
Series Number	GA – 06 of 11

MRR_Detail (01/10)

Last Modified :– Nov 11, 2011 – 12:22pm XREFS :– x_ssur.dwg ; x_dcdb.dwg ; x_ssur_built.dwg ; x_cadastral.dwg ; x_droo_section_3_txt_minor.dwg ; x_ssur_pup.dwg ; A1_Title_Frame.dwg ; x_droo_section_3.dwg ; x_droo_section_3_batch.dwg ; sheet_layouts_section_3.dwg ; x_ddra.dwg ; key_plan_section_3.dwg ; x_droo_section_3_txt.dwg ; x_droo_section_3.dwg

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Parish of Wickham
County of Ward

ROAD CORRIDOR DEVELOPMENT PLAN
This drawing has been prepared to assist in managing development of the existing road corridor and to determine possible future requirements for road infrastructure, but does not depict firm road planning.

Queensland Government

Manager (Network Planning & Performance) /2011

Lot 1 RP36803
YARRABILBA DEVELOPMENT

100.000
CTP 19126.776
19200.000
JOINS SHEET 6
19300.000
Pine Forest Way to be closed and cul-de-dac provided during future project phases.
PINE FOREST WAY
19400.000
19500.000
CT 19510.019
Lot 1 RP135397
19600.000
Lot 21 SP140110
TC 19685.640
19700.000
TELECOM T-3005
19800.000
Lot 22 SP140110
JOINS SHEET 8
19900.000
Lot 31 RP857259
Control Line MCA1
WATERFORD – TAMBORINE ROAD

JOINS SHEET 6
19300.000
19400.000
ELECTRICAL E-3002
19500.000
CT 19546.828
Control Line MCB1
19600.000
19700.000
TC 19722.452
TELECOM T-3002
19800.000
Lot 192 RP906905
JOINS SHEET 8
19900.000
Lot 191 RP906905
20000.000
Lot 181 SP184059

Lot 242 RP861708
Lot 23 RP135397
Lot 22 RP135397
Lot 21 RP135397
Lot 20 RP135397
Lot 25 RP135398

NOTES:
1. For Notes refer to Drg. No. 559931 and for Legend refer to Drg. No. 559831.

KEY PLAN

Parish of Mundoolan
County of Ward

SMEC

A	Original Issue A3				
	Revisions/Descriptions	Ref	Certification	Date	Microfiled

Associated Job Nos
Auxiliary Drg Nos
SURVEY DATA — GDA
Horiz. Grid: MGA94 Zone56
Height Origin: AHD Derived
Survey Books: MR85418, MR79897, MR77622, MR77605
Scales: 0 10 20 30 40m
Dimensions shown in metres except where shown otherwise

LOGAN CITY
WATERFORD – TAMBORINE ROAD
CTL CHGE 15142.462 – 21800 (C.L. MCA1)
Reference Points

Preceding RP	Dist. to start of job (km)	From start to end of job	From end to Following RP	Following RP
5A	0.28	6.66	1.31	5D

Through Chainage from Start of Gazettal

Drawn	G. Harder
Checked	P. Wyatt
Designed	K. Khamsone
Verified	P. Vilic
Design Reviews	
P. Vilic No.	Date. 11/11/11

ROAD LINK PLANNING STUDY
GENERAL ARRANGEMENT PLAN – SECTION 3
SHEET 7 OF 11

ENGINEERING CERTIFICATION (RPEQ)

ENG. AREA	NAME	SIGNATURE	NO.	DATE
Civil	M. Reynolds		9866	11/11/11

Queensland Government
Transport and Main Roads

Job No.	240/207/901
Contract. No.	
Drawing No.	559837 A
Series Number	GA – 07 of 11

MRR_Detail (01/10)

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SHEET 5

SHEET 2

SHEET 4

SHEET 1

NORTH

X3
141

X4
142

ROOSEVELT DR

MIBINBA DR

FUTURE ROAD

JIMBILLUNGA DR

BALANCE LOT
4002

4000

4001

LEGEND

- PROPOSED KERB FACE
- PRELIMINARY CONTOURS (28.0)
- EXISTING CONTOURS (LIDAR) (27.0)
- BATTER LINE - TOP
- BATTER LINE - BOTTOM
- CUT
- FILL
- COMBINED CONSTRAINT LINE

EARTHWORKS CONTOUR PLAN

SCALE 1:1000

FOR APPROVAL

REVISIONS

No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	10.12.25
B	RFI AMENDMENTS	SLK	JAS	RWM	30.04.26

Project

YARRABILBA

PRECINCT 9 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client

Stockland

Approved - RPEQ 12805

Digitally signed by Robert William Mander BEng (Civil), CPEng, RPEQ 12805
Date: 2026.05.01 13:21:07+10'00'

10 5 0 10 20 30 40 50m
1 : 1000 (A1 UNREDUCED)

DO NOT SCALE THIS DRAWING

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

Drawing Title

FUNCTIONAL LAYOUT
EARTHWORKS CONTOUR PLAN
SHEET 1

Application No.

A1	Drawing No 24-153-SK134	Revision B

M:\2024\24-153 Yarrabilba Precinct 8-9 Preliminary Support\Engineering\Acad\P09 FUNCTIONALS\24-153-SK134-SK138-P09ROL1-FUNC-EWKS.dwg Plotted by: SLK on 1/05/2026 1:12:45 PM

NORTH

FUTURE ROAD

FUTURE ROAD

FUTURE ROAD

BALANCE LOT 4002

BALANCE LOT 4002

W6 140

LEGEND

- PROPOSED KERB FACE
- 28.0 PRELIMINARY CONTOURS
- 27.0 EXISTING CONTOURS (LIDAR)
- BATTER LINE - TOP
- BATTER LINE - BOTTOM
- CUT
- FILL
- COMBINED CONSTRAINT LINE

EARTHWORKS CONTOUR PLAN

SCALE 1:1000

FOR APPROVAL

REVISIONS

No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	10.12.25
B	RFI AMENDMENTS	SLK	JAS	RWM	30.04.26

Project

YARRABILBA

PRECINCT 9 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client

Stockland

Approved - RPEQ 12805

Digitally signed by Robert William Mander BEng (Civil), CPEng, RPEQ 12805
Date: 2026.05.01 13:21:08+10'00'

10 5 0 10 20 30 40 50m
1 : 1000 (A1 UNREDUCED)

DO NOT SCALE THIS DRAWING

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

Drawing Title

FUNCTIONAL LAYOUT
EARTHWORKS CONTOUR PLAN
SHEET 2

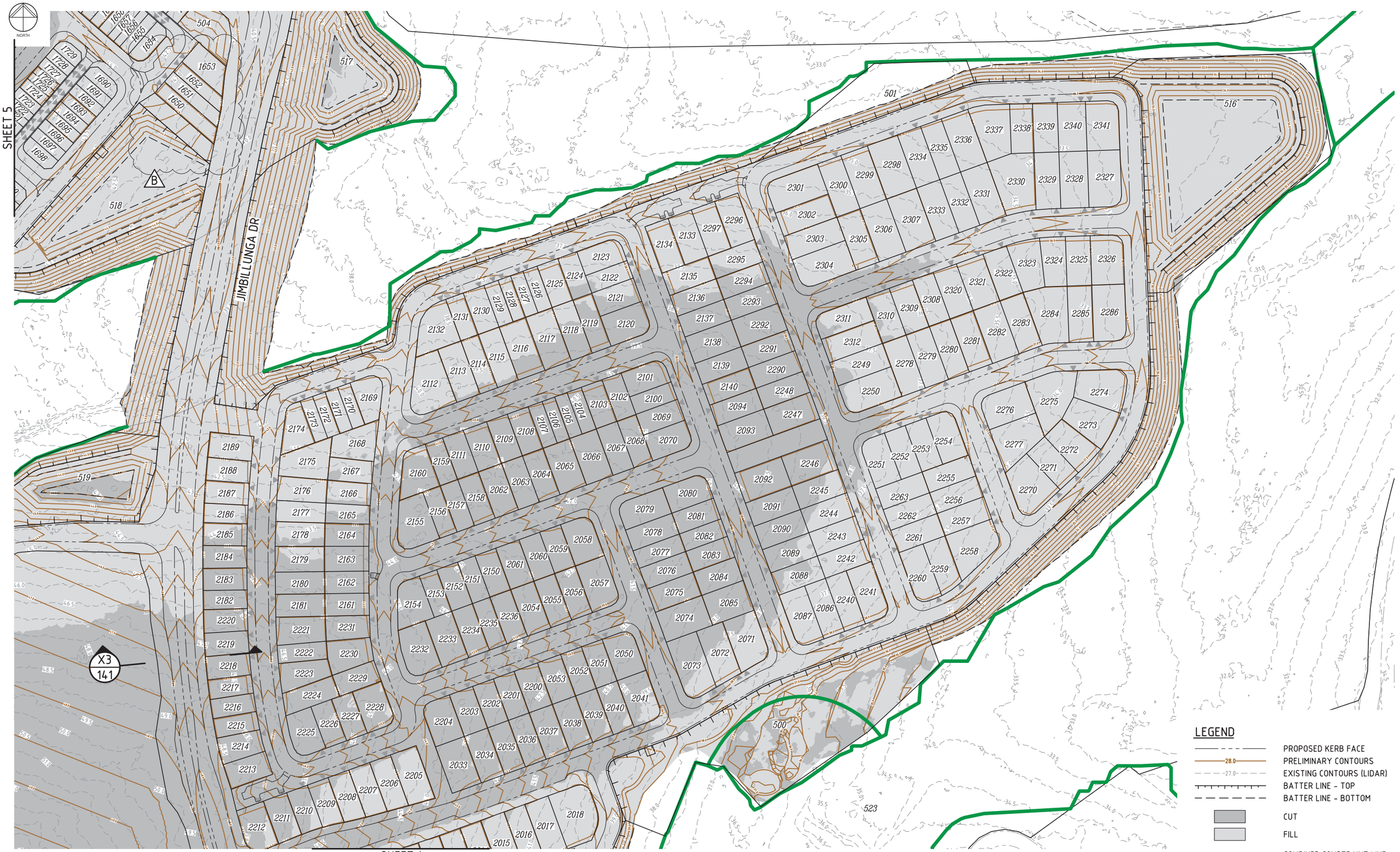
Application No.

A1

Drawing No 24-153-SK135

Revision B

M:\2024\24153 Yarrabilba Precinct 8-9 Preliminary Support\Engineering\Acad\P09 FUNCTIONALS\24-153-SK134-SK138-P09ROL1-FUNC-EWKS.dwg Plotted by: SLK on 1/05/2026 1:12:49 PM



EARTHWORKS CONTOUR PLAN
SCALE 1:1000

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FOR APPROVAL

REVISIONS

No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	10.12.25
B	LOTS UPDATED	SLK	JAS	RWM	30.04.26

Project
YARRABILBA
PRECINCT 9 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client
Stockland

Approved - RPEQ 12805
Digitally signed by Robert William Mander BEng (Civil), CPEng, RPEQ 12805
Date: 2026.05.01 13:21:08+10'00'

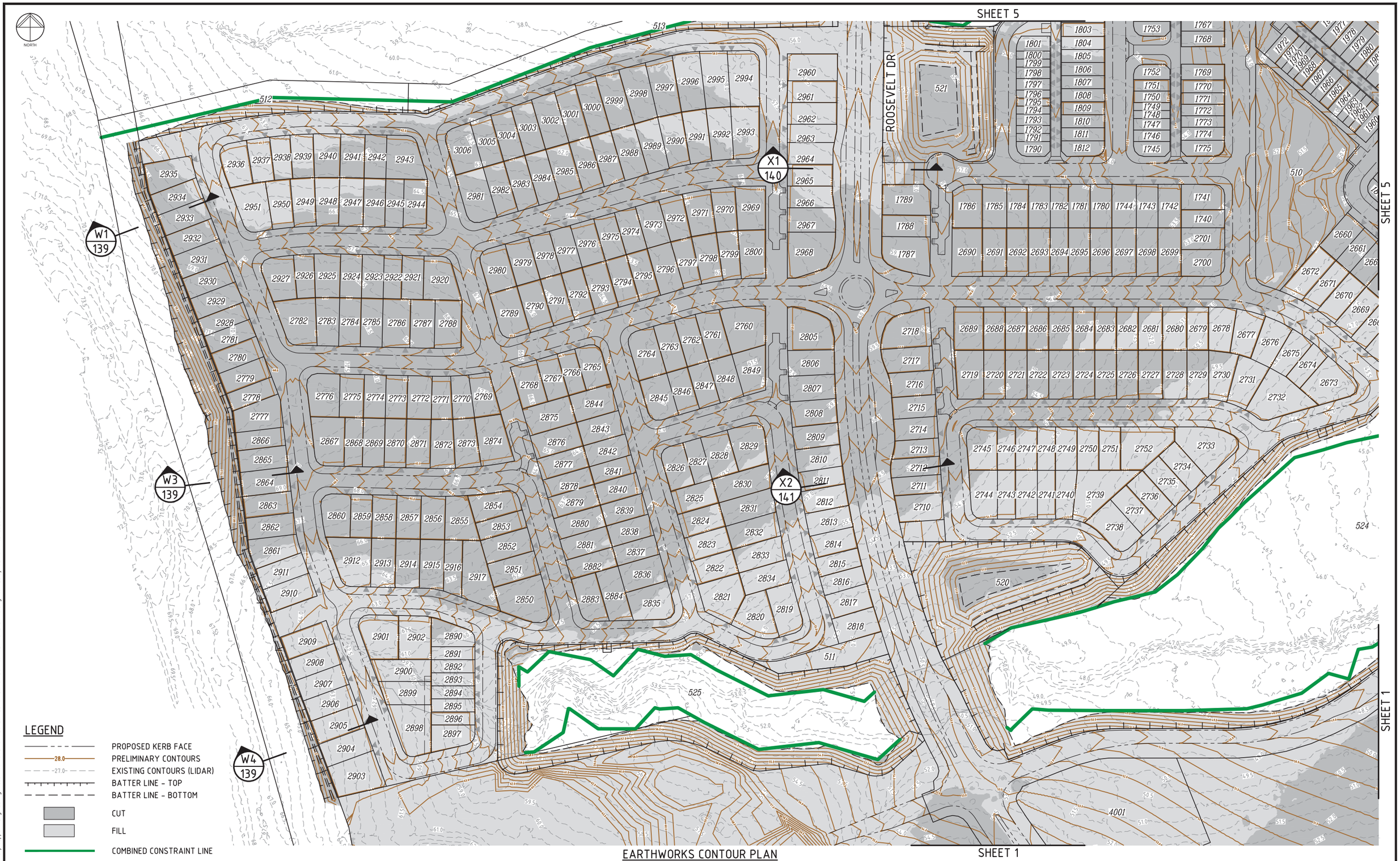
10 5 0 10 20 30 40 50m
1 : 1000 (A1 UNREDUCED)
DO NOT SCALE THIS DRAWING

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

Drawing Title
FUNCTIONAL LAYOUT
EARTHWORKS CONTOUR PLAN
SHEET 3

Application No.

A1	Drawing No 24-153-SK136	Revision B



EARTHWORKS CONTOUR PLAN
SCALE 1:1000

SHEET 1

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FOR APPROVAL

REVISIONS

No	Description	DR	DES	CHK	Date
A	FOR APPROVAL	SLK	JAS	RWM	10.12.25
B	RFI AMENDMENTS	SLK	JAS	RWM	30.04.26

Project
YARRABILBA
PRECINCT 9 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client
Stockland

Approved - RPEQ 12805
Digitally signed by Robert William Mander BEng (Civil), CPEng, RPEQ 12805
Date: 2026.05.01 13:21:09+10'00'

10 5 0 10 20 30 40 50m
1 : 1000 (A1 UNREDUCED)
DO NOT SCALE THIS DRAWING

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

Drawing Title
FUNCTIONAL LAYOUT
EARTHWORKS CONTOUR PLAN
SHEET 4

Application No.

A1 | Drawing No 24-153-SK137 | Revision B

NORTH

LEGEND

- PROPOSED KERB FACE
- PRELIMINARY CONTOURS
- EXISTING CONTOURS (LIDAR)
- BATTER LINE - TOP
- BATTER LINE - BOTTOM
- CUT
- FILL
- COMBINED CONSTRAINT LINE

ROOSEVELT DR

JIMBILLUNGA DR

SHEET 5

SHEET 3

SHEET 5

SHEET 3

EARTHWORKS CONTOUR PLAN

SCALE 1:1000

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FOR APPROVAL

REVISIONS

No	Description	DR	DES	CHK	Date
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B	LOTS UPDATED	SLK	JAS	RWM	30.04.26

Project

YARRABILBA

PRECINCT 9 - ROL1
PRELIMINARY PLANNING
FUNCTIONAL DRAWINGS

Client

Stockland

Approved - RPEQ 12805

Digitally signed by Robert William Mander BEng (Civil), CPEng, RPEQ 12805
Date: 2026.05.01 13:21:09+10'00'

10 5 0 10 20 30 40 50m
1 : 1000 (A1 UNREDUCED)

DO NOT SCALE THIS DRAWING

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

Drawing Title

FUNCTIONAL LAYOUT
EARTHWORKS CONTOUR PLAN
SHEET 5

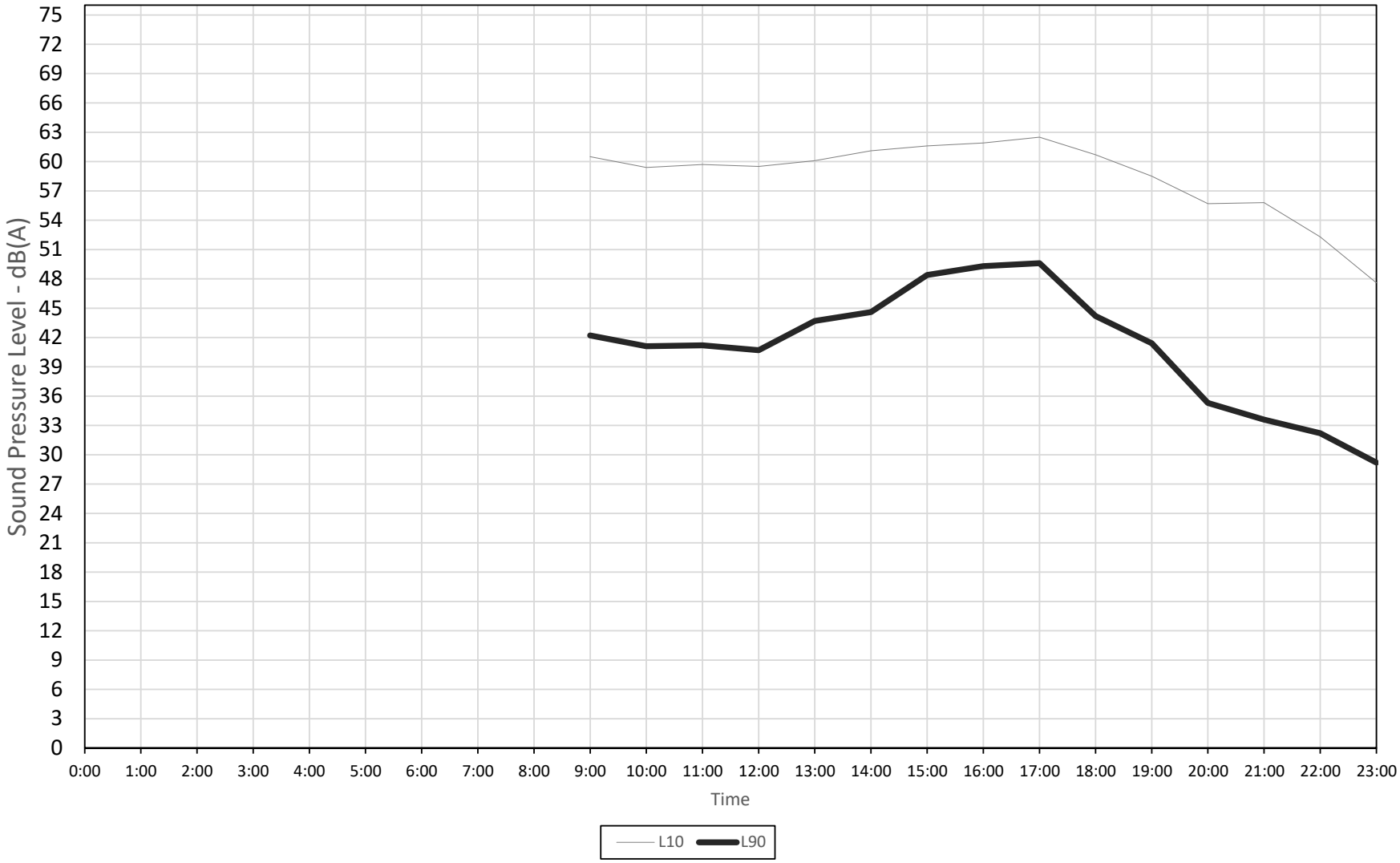
Application No.

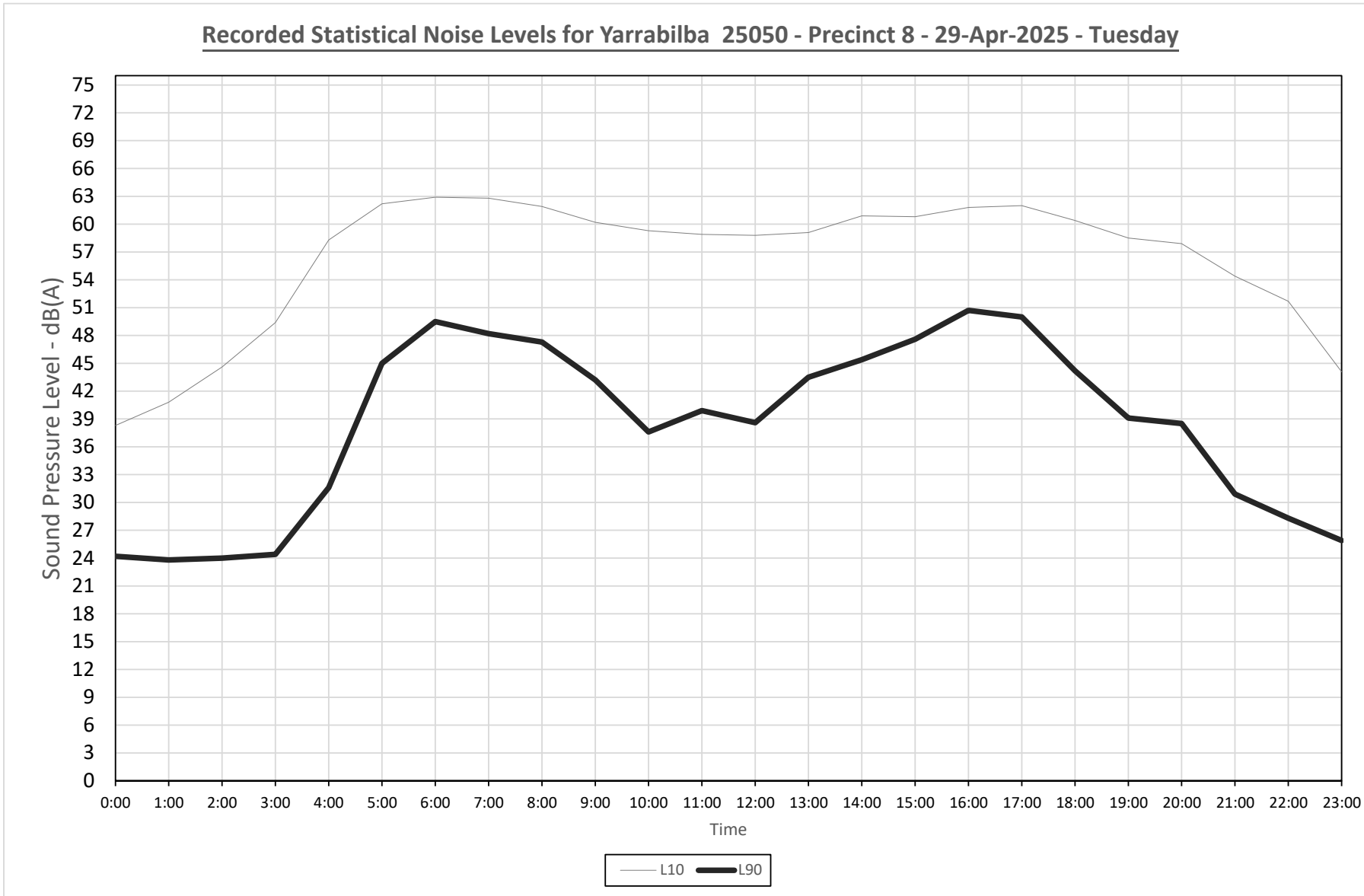
A1	Drawing No 24-153-SK138	Revision B

ATTACHMENT 3

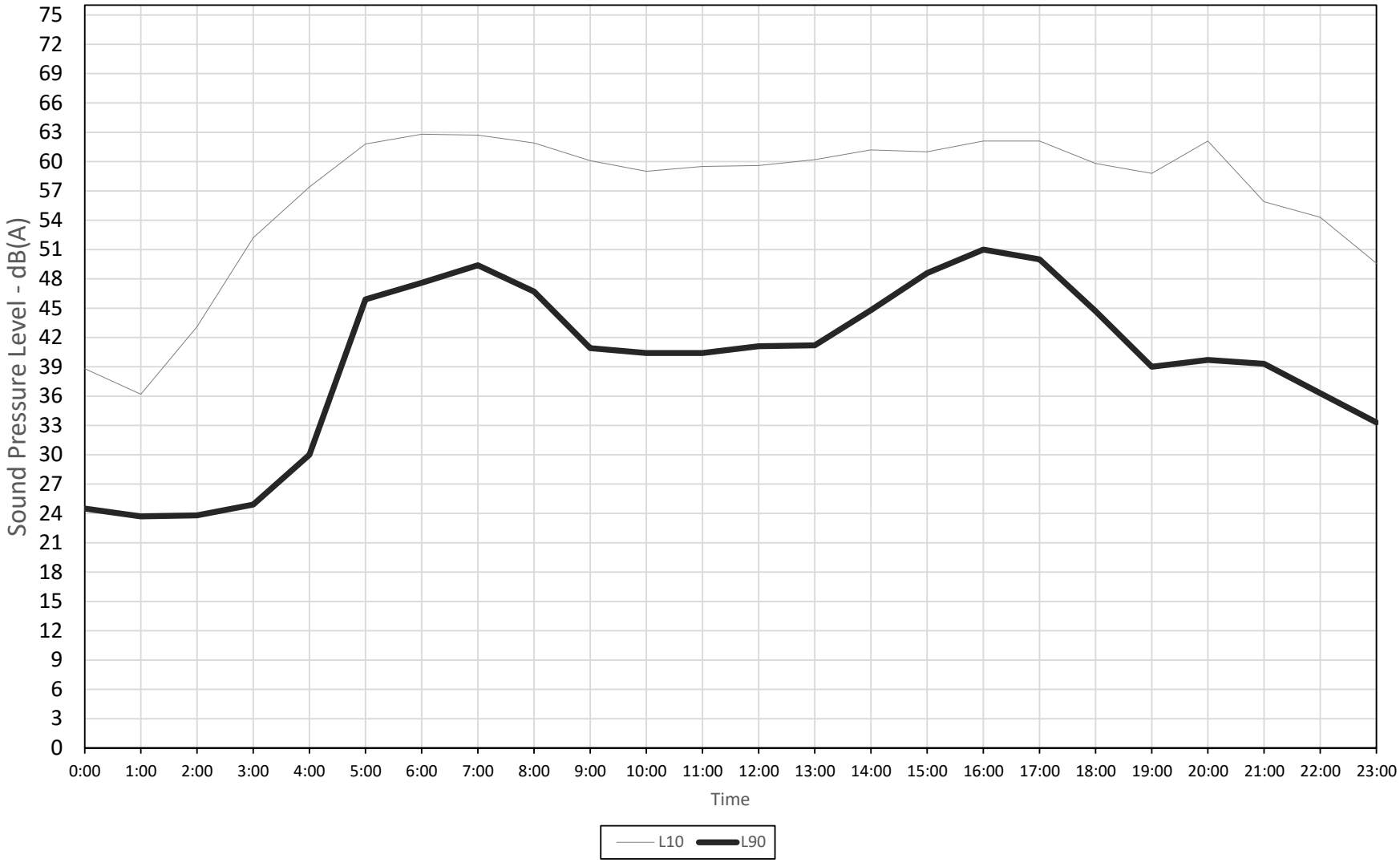
Noise Datalogger Results

Recorded Statistical Noise Levels for Yarrabilba 25050 - Precinct 8 - 28-Apr-2025 - Monday

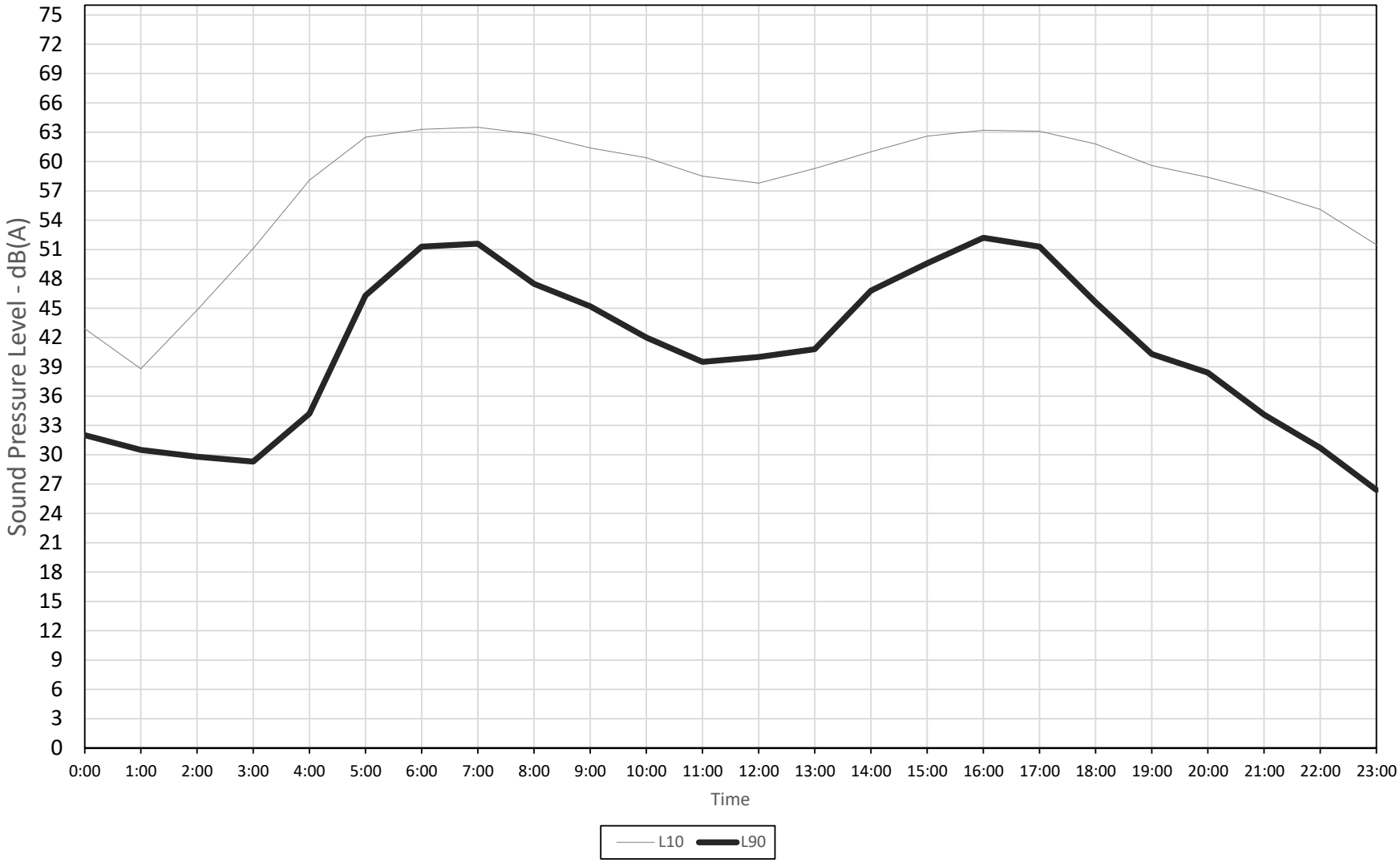



Recorded Statistical Noise Levels for Yarrabilba 25050 - Precinct 8 - 29-Apr-2025 - Tuesday
Sound Pressure Level - dB(A)
75
72
69
66
63
60
57
54
51
48
45
42
39
36
33
30
27
24
21
18
15
12
9
6
3
0
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Time
L10
L90

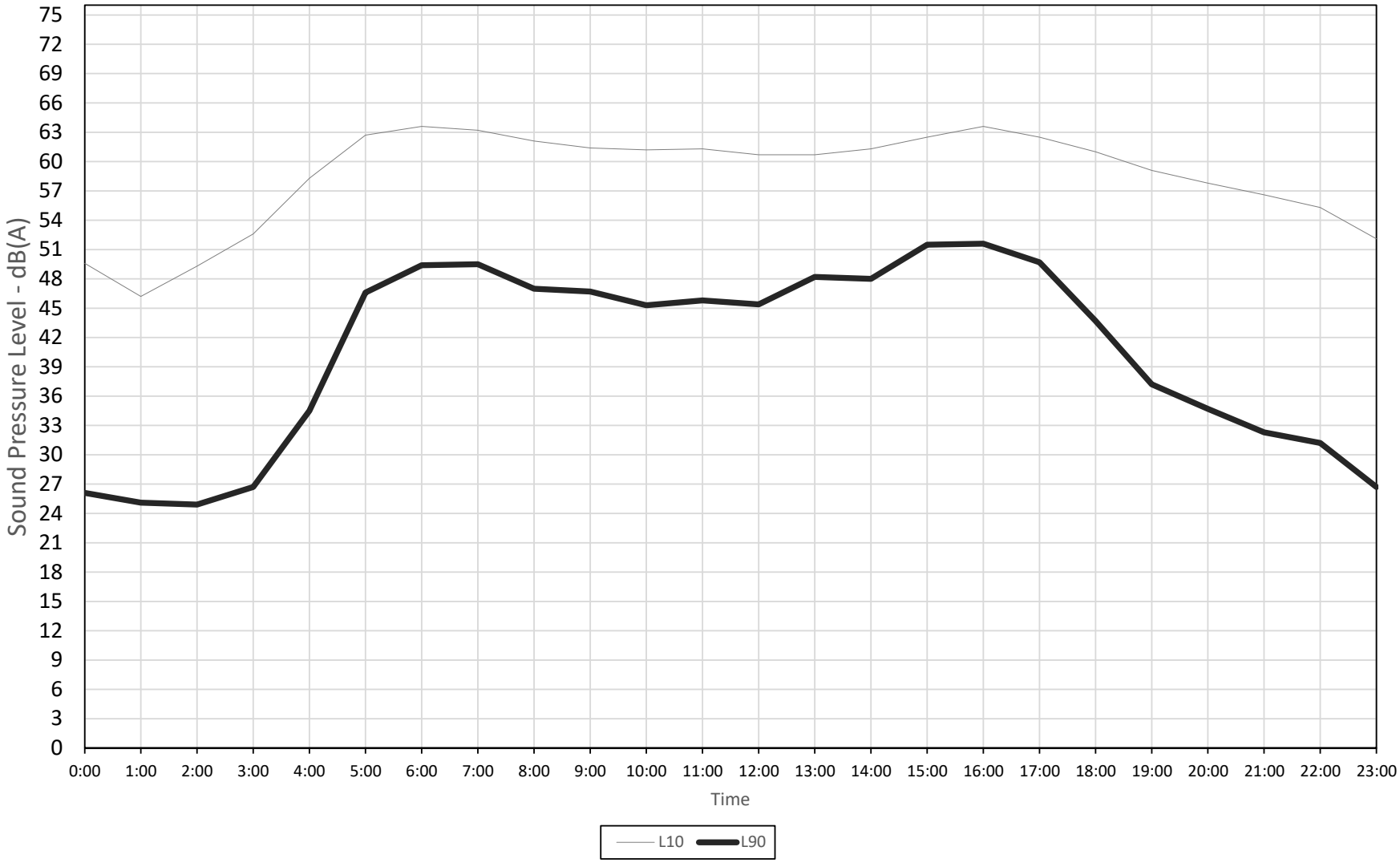
Recorded Statistical Noise Levels for Yarrabilba 25050 - Precinct 8 - 30-Apr-2025 - Wednesday



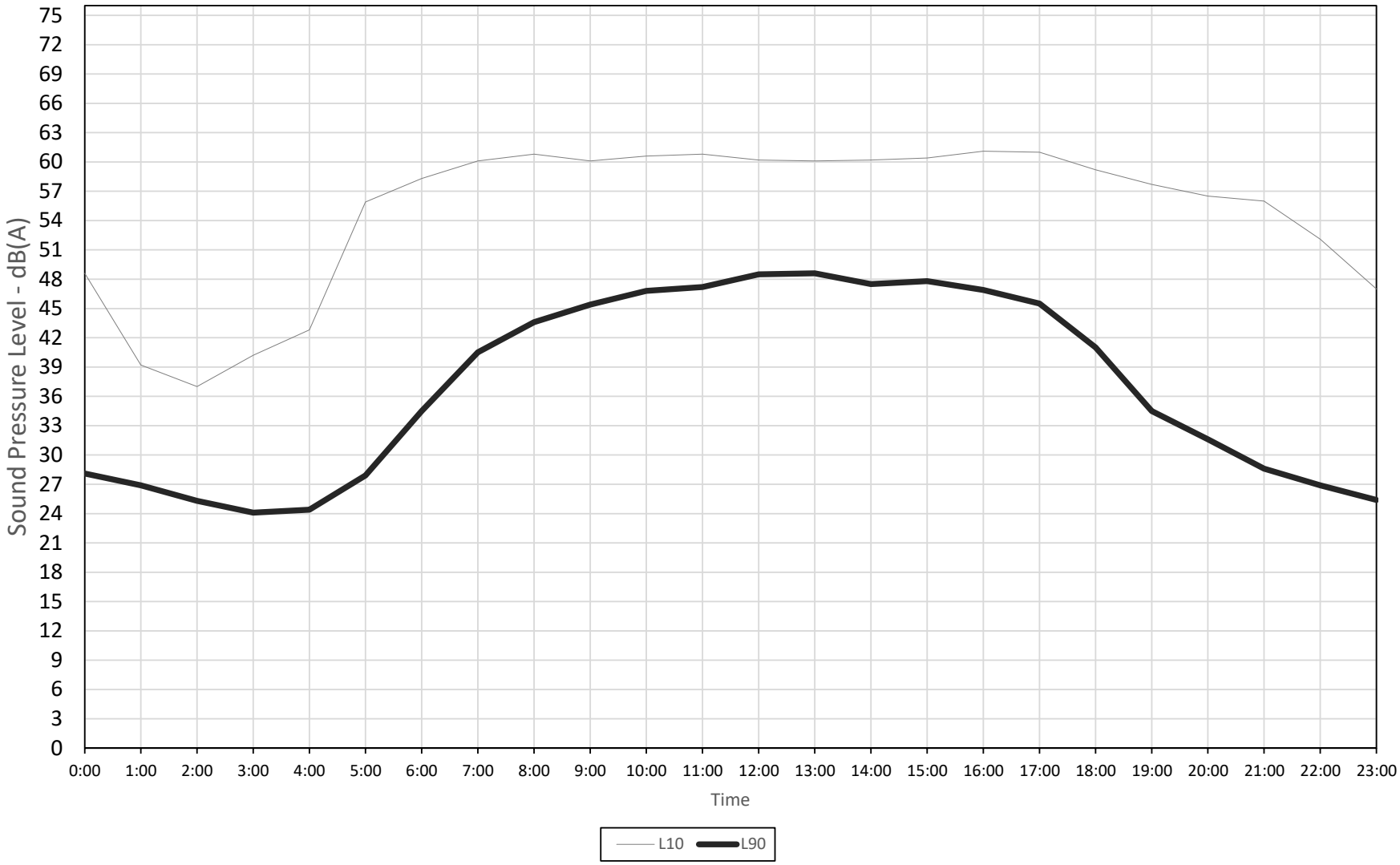
Recorded Statistical Noise Levels for Yarrabilba 25050 - Precinct 8 - 01-May-2025 - Thursday



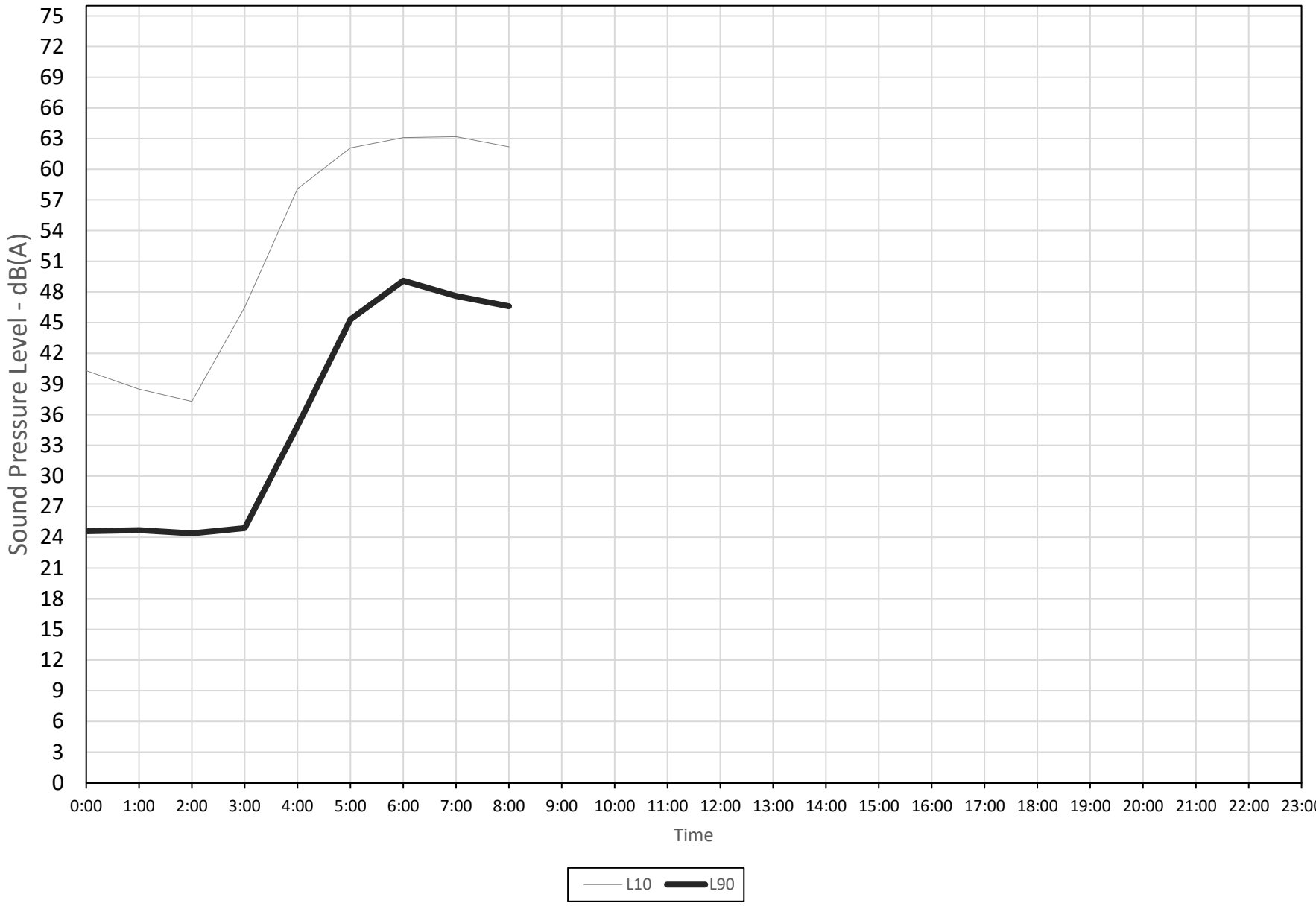
Recorded Statistical Noise Levels for Yarrabilba 25050 - Precinct 8 - 02-May-2025 - Friday



Recorded Statistical Noise Levels for Yarrabilba 25050 - Precinct 8 - 05-May-2025 - Monday



Recorded Statistical Noise Levels for Yarrabilba 25050 - Precinct 8 - 06-May-2025 - Tuesday



ATTACHMENT 4

SoundPLAN 9.0

Validation Result

N
Logger location - 59.4dB
Legend
Cadastral
Logger
Road
Yarrabilba 25135
Precicnt 8 Development
Validation Model Layout
May 2025
Length scale 1:1500
0 10 20 40 60 80
m
mwa
ENVIRONMENTAL

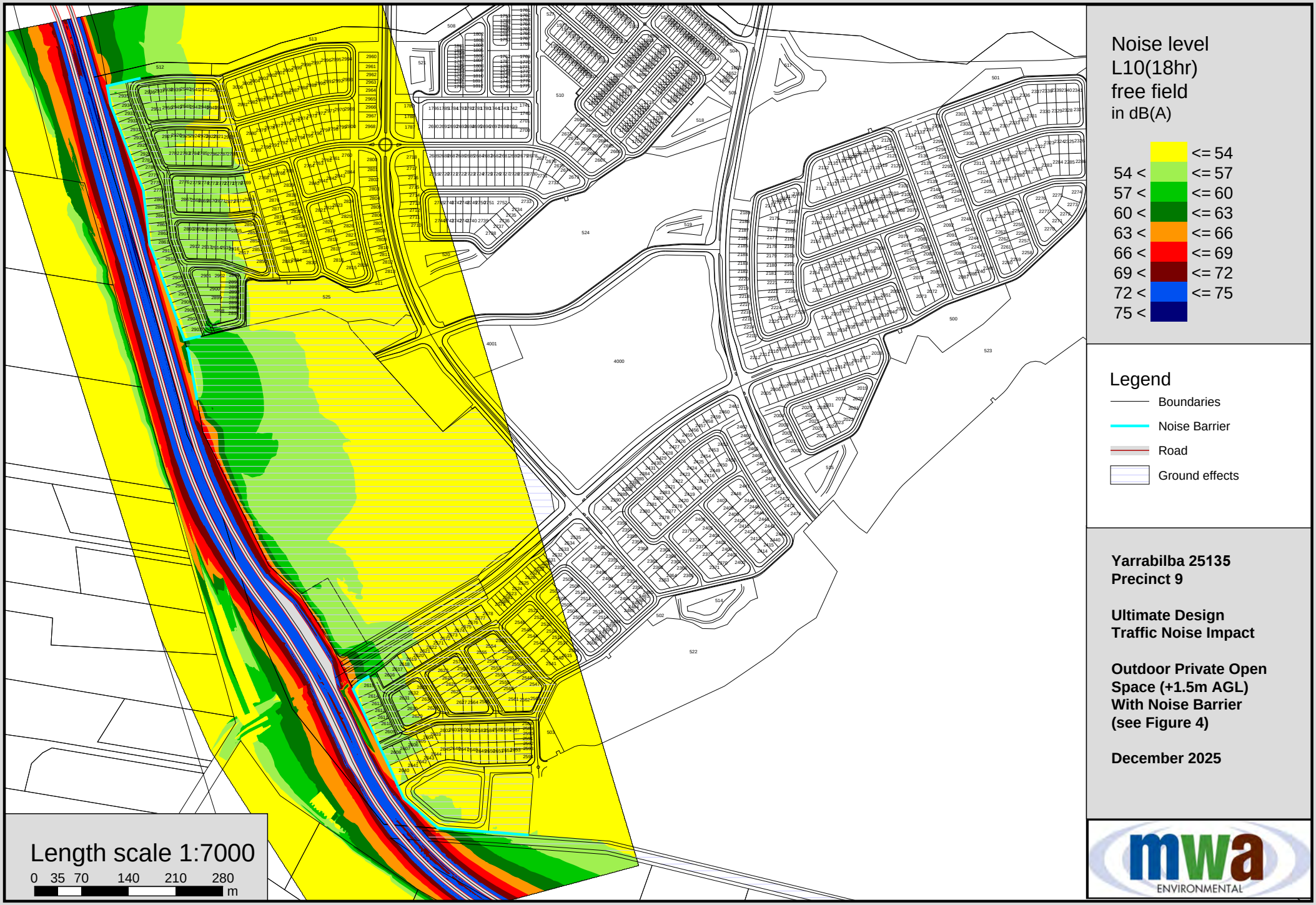
Yarrabilba 25135
Assessed receiver levels
Validation Model

2

Receiver	L10(18h) dB(A)	
Logger location - 59.4dB	60.4	

ATTACHMENT 5

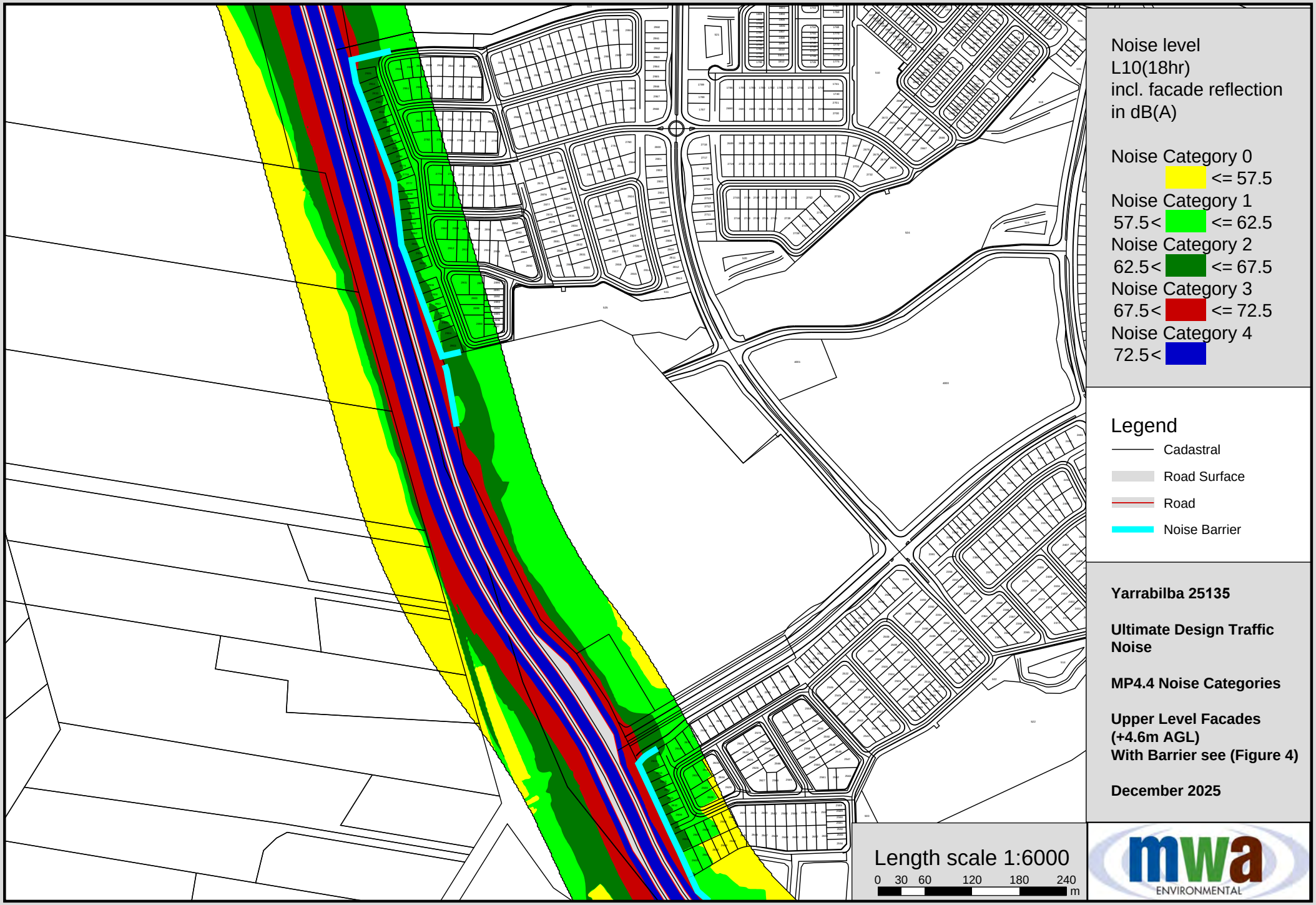
SoundPLAN 9.0
State-controlled Road Assessment
Design Horizon Traffic Noise Levels


Noise level
L10(18hr)
free field
in dB(A)
<= 54
54 < <= 57
57 < <= 60
60 < <= 63
63 < <= 66
66 < <= 69
69 < <= 72
72 < <= 75
75 <
Legend
Boundaries
Noise Barrier
Road
Ground effects
Yarrabilba 25135
Precinct 9
Ultimate Design
Traffic Noise Impact
Outdoor Private Open Space (+1.5m AGL) With Noise Barrier (see Figure 4)
December 2025
Length scale 1:7000
0 35 70 140 210 280 m
mwa
ENVIRONMENTAL

ATTACHMENT 6

SoundPLAN 9.0
State-controlled Road Assessment
Site-Specific Assessment of
QDC MP4.4 Noise Categories

Noise level
L10(18hr)
incl. facade reflection
in dB(A)
Noise Category 0
<= 57.5
Noise Category 1
57.5< <= 62.5
Noise Category 2
62.5< <= 67.5
Noise Category 3
67.5< <= 72.5
Noise Category 4
72.5<
Legend
Cadastral
Road Surface
Road
Noise Barrier
Yarrabilba 25135
Ultimate Design Traffic Noise (AADT-25400)
MP4.4 Noise Categories
Ground Level Facades (+1.8m AGL)
With Barrier see (Figure 4)
December 2025
Length scale 1:6000
0 30 60 120 180 240
m
mwa
ENVIRONMENTAL


Noise level
L10(18hr)
incl. facade reflection
in dB(A)
Noise Category 0
<= 57.5
Noise Category 1
57.5< <= 62.5
Noise Category 2
62.5< <= 67.5
Noise Category 3
67.5< <= 72.5
Noise Category 4
72.5<
Legend
Cadastral
Road Surface
Road
Noise Barrier
Yarrabilba 25135
Ultimate Design Traffic Noise
MP4.4 Noise Categories
Upper Level Facades (+4.6m AGL)
With Barrier see (Figure 4)
December 2025
Length scale 1:6000
0 30 60 120 180 240
m
mwa
ENVIRONMENTAL

ATTACHMENT 7

QDC MP4.4
Schedule 1

Schedule 1

Noise category	Minimum *transport noise reduction* (*dB (A)*) required for *habitable rooms*	Component of building's *external envelope*	Minimum R_w required for each component
Category 4	40	Glazing	43
		External walls	52
		Roof	45
		Floors	51
		Entry doors	35
Category 3	35	Glazing	38 (where total area of glazing for a *habitable room* is greater than 1.8m^2)
			35 (where total area of glazing for a *habitable room* is less than or equal to 1.8m^2)
		External walls	47
		Roof	41
		Floors	45
		Entry doors	33

Noise category	Minimum *transport noise reduction* (*dB (A)*) required for *habitable rooms*	Component of building's *external envelope*	Minimum R_w required for each component
Category 2	30	Glazing	35 (where total area of glazing for a *habitable room* is greater than 1.8m^2)
			32 (where total area of glazing for a *habitable room* is less than or equal to 1.8m^2)
		External walls	41
		Roof	38
		Floors	45
		Entry doors	33
Category 1	25	Glazing	27 (where total area of glazing for a *habitable room* is greater than 1.8m^2)
			24 (where total area of glazing for a *habitable room* is less than or equal to 1.8m^2)
		External walls	35
		Roof	35
		Entry Doors	28
Category 0	No additional acoustic treatment required – standard building assessment provisions apply.		

Schedule 2

Component of building's *external envelope*	Minimum R_w	Acceptable forms of construction
Glazing	43	Double glazing consisting of two panes of minimum 5mm thick glass with at least 100mm air gap and full perimeter *acoustically rated seals*.
	38	Minimum 14.38mm thick laminated glass, with full perimeter *acoustically rated seals*; OR Double glazing consisting of one pane of minimum 5mm thick glass and one pane of minimum 6mm thick glass with at least 44mm air gap, and full perimeter *acoustically rated seals*
	35	Minimum 10.38mm thick laminated glass, with full perimeter *acoustically rated seals*.
	32	Minimum 6.38mm thick laminated glass with full perimeter *acoustically rated seals*.
	27	Minimum 4mm thick glass with full perimeter *acoustically rated seals*
	24	Minimum 4mm thick glass with standard weather seals

Component of building's *external envelope*	Minimum R_w	Acceptable forms of construction
External walls	52	Two leaves of clay brick masonry, at least 270mm in total, with subfloor vents fitted with noise attenuators.
	47	Two leaves of clay brick masonry at least 110mm thick with: (i) cavity not less than 50mm between leaves; and (ii) 50mm thick mineral insulation or 50mm thick glass wool insulation with a density of 11kg/m^3 or 50mm thick polyester insulation with a density of 20kg/m^3 in the cavity. OR Two leaves of clay brick masonry at last 110mm thick with: (i) cavity not less than 50mm between leaves; and (ii) at least 13mm thick cement render on each face OR Single leaf of clay brick masonry at least 110mm thick with: (i) a row of at least 70mm x 35mm timber studs or 64mm steel studs at 600mm centres, spaced at least 20mm from the masonry wall; and (ii) Mineral insulation or glass wool insulation at least 50mm thick with a density of at least 11 kg/m^3 positioned between studs; and (iii) One layer of plasterboard at least 13mm thick fixed to outside face of studs. OR Single leaf of minimum 150mm thick masonry of hollow, dense concrete blocks, with mortar joints laid to prevent moisture bridging.

Component of building's *external envelope*	Minimum R_w	Acceptable forms of construction
	41	Two leaves of clay brick masonry at least 110mm thick with cavity not less than 50mm between leaves OR Single leaf of clay brick masonry at last 110mm thick with: (i) a row of at least 70mm x 35mm timber studs or 64mm steel studs at 600mm centres, spaced at least 20mm from the masonry wall; and (ii) mineral insulation or glass wool insulation at least 50mm thick with a density of at least 11 kg/m^3 positioned between studs; and (iii) One layer of plasterboard at least 10mm thick fixed to outside face of studs OR Single leaf of brick masonry at least 110mm thick with at least 13mm thick render on each face OR Concrete brickwork at least 110mm thick OR In-situ concrete at least 100mm thick OR Precast concrete at least 100mm thick and without joints.

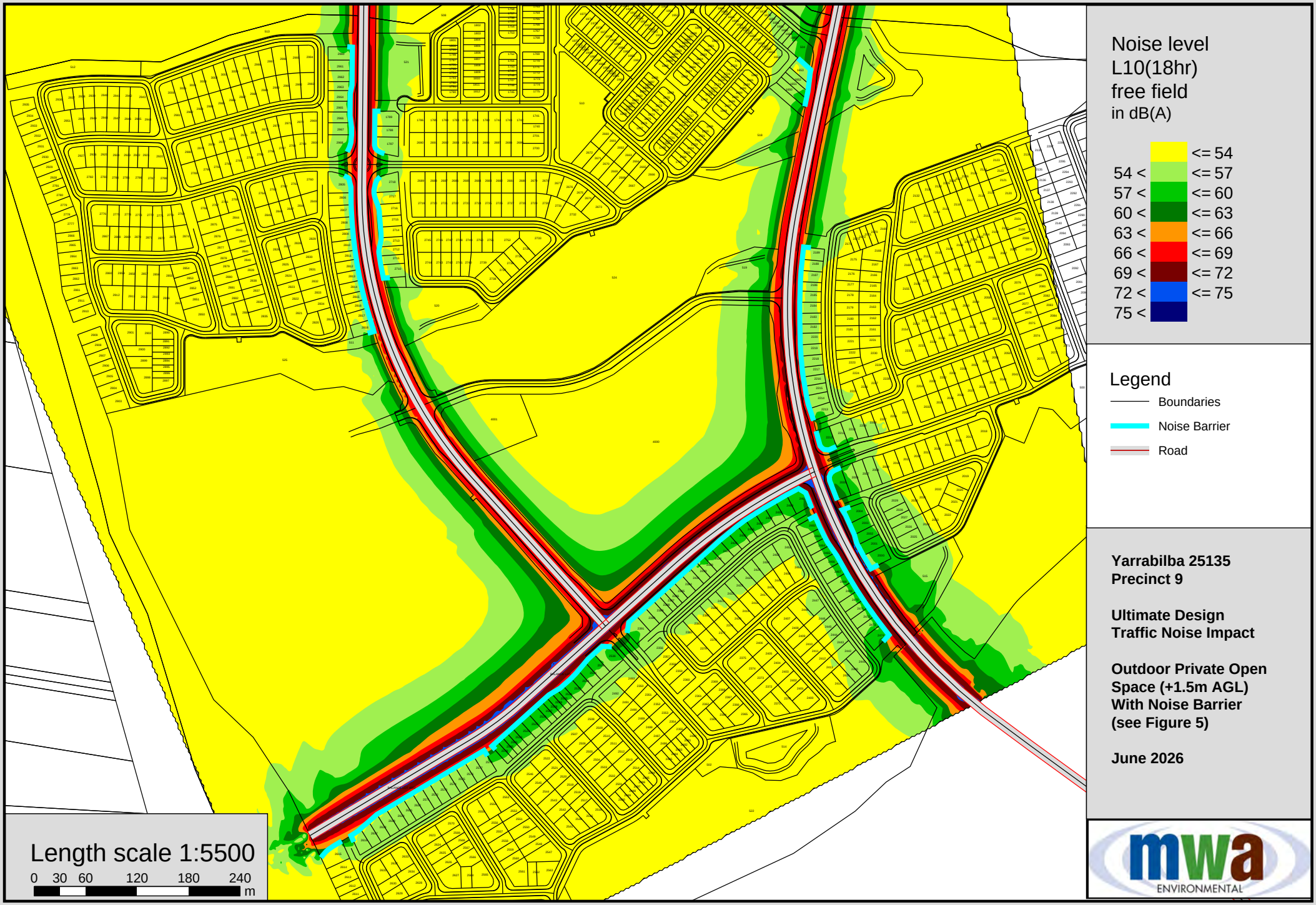
Component of building's *external envelope*	Minimum R_w	Acceptable forms of construction
	35	Single leaf of clay brick masonry at least 110mm thick with: (i) a row of at least 70mm x 35mm timber studs or 64mm steel studs at 600mm centres, spaced at least 20mm from the masonry wall; and (ii) One layer of plasterboard at least 10mm thick fixed to outside face of studs OR Minimum 6mm thick fibre cement sheeting or weatherboards or plank cladding externally, minimum 90mm deep timber stud or 92mm metal stud, standard plasterboard at least 13mm thick internally.
Roof	45	Concrete or terracotta tile or sheet metal roof with sarking, *acoustically rated plasterboard* ceiling at least 13mm thick fixed to ceiling joists, cellulose fibre insulation at least 100mm thick with a density of at least 45kg/m^3 in the cavity. OR Concrete or terracotta tile or sheet metal roof with sarking, 2 layers of *acoustically rated plasterboard* at least 16mm thick fixed to ceiling joists, glass wool insulation at least 50mm thick with a density of at least 11kg/m^3 or polyester insulation at least 50mm thick with a density of at least 20kg/m^3 in the cavity.
	41	Concrete or terracotta tile or metal sheet roof with sarking, plasterboard ceiling at least 10mm thick fixed to ceiling joists, glass wool insulation at least 50mm thick with a density of at least 11kg/m^3 or polyester insulation at least 50mm thick with a density of at least 20kg/m^3 in the cavity. OR Concrete suspended slab at least 100mm thick.
	38	Concrete or terracotta tile or metal sheet roof with sarking, plasterboard ceiling at least 10mm thick fixed to ceiling cavity, mineral insulation or glass wool insulation at least 50mm thick with a density of at least 11 kg/m^3.

Component of building's *external envelope*	Minimum R_w	Acceptable forms of construction
	35	Concrete or terracotta tile or metal sheet roof with sarking, plasterboard ceiling at least 10mm thick fixed to ceiling cavity.
Floors	51	Concrete slab at least 150mm thick.
	45	Concrete slab at least 100mm thick OR Tongued and grooved boards at least 19mm thick with: (i) timber joists not less than 175mm x 50mm; and (ii) mineral insulation or glass wool insulation at least 75mm thick with a density of at least 11kg/m^3 positioned between joists and laid on plasterboard at least 10mm thick fixed to underside of joists; and (iii) mineral insulation or glass wool insulation at least 25mm thick with a density of at least 11kg/m^3 laid over entire floor, including tops of joists before flooring is laid; and (iv) secured to battens at least 75mm x 50mm; and (v) the assembled flooring laid over the joists, but not fixed to them, with battens lying between the joists.
Entry Doors	35	Solid core timber not less than 45mm thick, fixed so as to overlap the frame or rebate of the frame by not less than 10mm, with full perimeter *acoustically rated seals*.
	33	Fixed so as to overlap the frame or rebate of the frame by not less than 10mm, fitted with full perimeter *acoustically rated seals* and constructed of - (i) solid core, wood, particleboard or blockboard not less than 45mm thick; and/or (ii) acoustically laminated glass not less than 10.38mm thick.

Component of building's *external envelope*	Minimum R_w	Acceptable forms of construction
	28	Fixed so as to overlap the frame or rebate of the frame, constructed of - (i) Wood, particleboard or blockboard not less than 33mm thick; or (ii) Compressed fibre reinforced sheeting not less than 9mm thick; or (iii) Other suitable material with a mass per unit area not less than 24.4kg/m^2; or (iv) Solid core timber door not less than 35mm thick fitted with full perimeter *acoustically rated seals*.

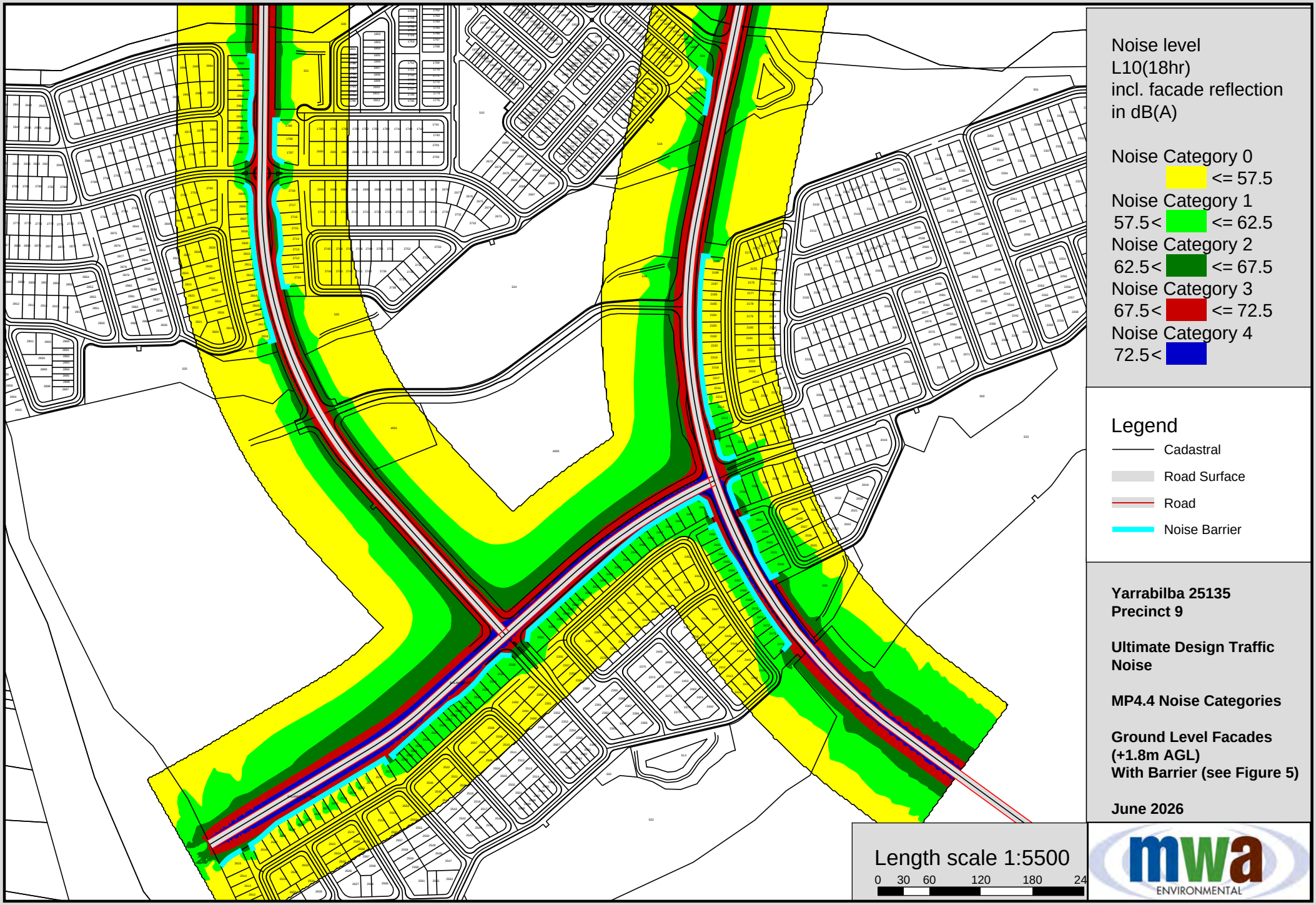
ATTACHMENT 8

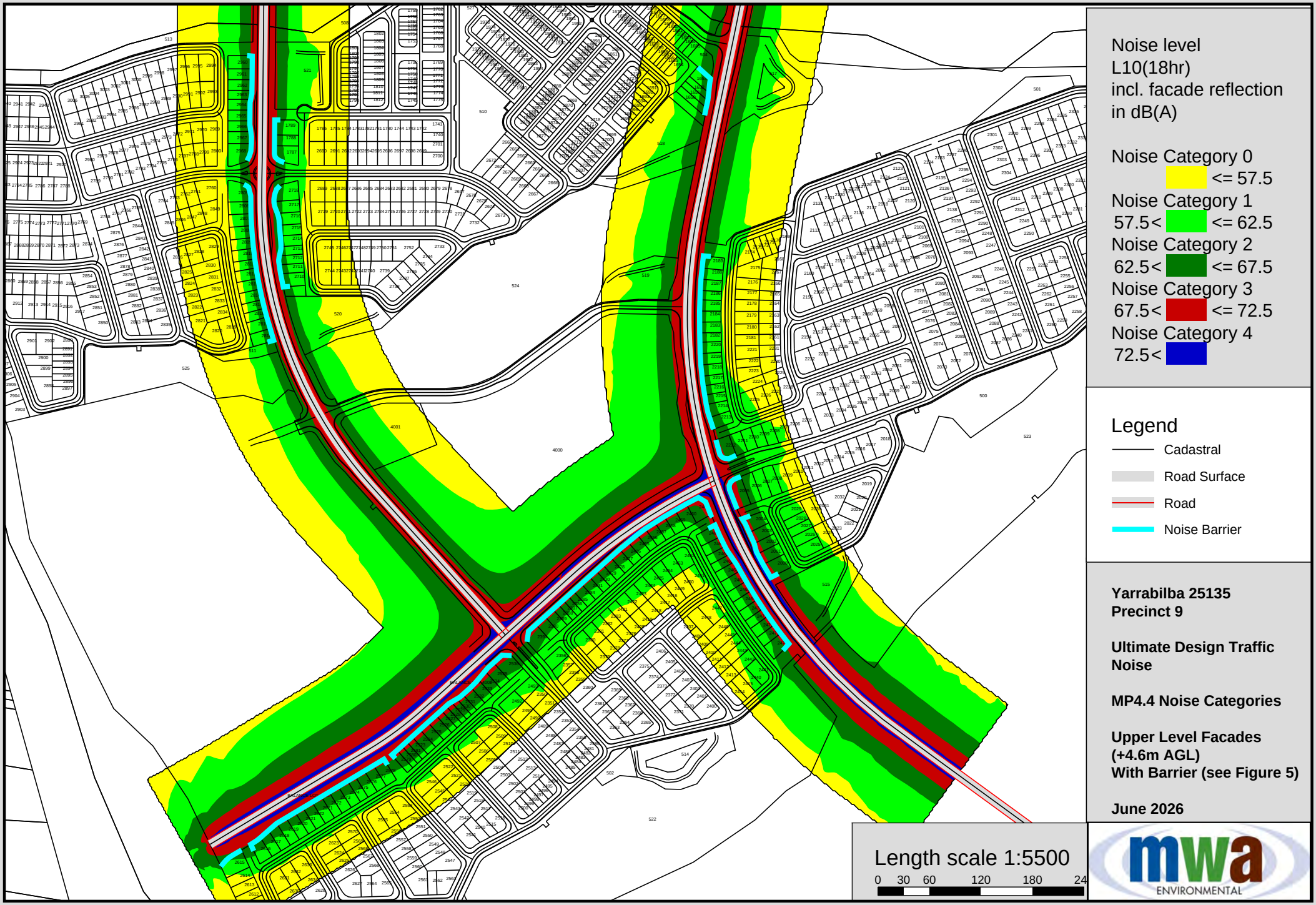
SoundPLAN 9.0
Local Road Assessment
Design Horizon Traffic Noise Levels


Noise level
L10(18hr)
free field
in dB(A)
<= 54
54 < <= 57
57 < <= 60
60 < <= 63
63 < <= 66
66 < <= 69
69 < <= 72
72 < <= 75
75 <
Legend
Boundaries
Noise Barrier
Road
Yarrabilba 25135
Precinct 9
Ultimate Design
Traffic Noise Impact
Outdoor Private Open Space (+1.5m AGL) With Noise Barrier (see Figure 5)
June 2026
Length scale 1:5500
0 30 60 120 180 240 m
mwa
ENVIRONMENTAL

ATTACHMENT 9

SoundPLAN 9.0
Local Road Assessment
Site-Specific Assessment of
QDC MP4.4 Noise Categories


Noise level
L10(18hr)
incl. facade reflection
in dB(A)
Noise Category 0
<= 57.5
Noise Category 1
57.5< <= 62.5
Noise Category 2
62.5< <= 67.5
Noise Category 3
67.5< <= 72.5
Noise Category 4
72.5<
Legend
Cadastral
Road Surface
Road
Noise Barrier
Yarrabilba 25135
Precinct 9
Ultimate Design Traffic Noise
MP4.4 Noise Categories
Ground Level Facades (+1.8m AGL)
With Barrier (see Figure 5)
June 2026
Length scale 1:5500
0 30 60 120 180 24
mwa
ENVIRONMENTAL


Noise level
L10(18hr)
incl. facade reflection
in dB(A)
Noise Category 0
<= 57.5
Noise Category 1
57.5< <= 62.5
Noise Category 2
62.5< <= 67.5
Noise Category 3
67.5< <= 72.5
Noise Category 4
72.5<
Legend
Cadastral
Road Surface
Road
Noise Barrier
Yarrabilba 25135
Precinct 9
Ultimate Design Traffic Noise
MP4.4 Noise Categories
Upper Level Facades (+4.6m AGL)
With Barrier (see Figure 5)
June 2026
Length scale 1:5500
0 30 60 120 180 24
mwa
ENVIRONMENTAL