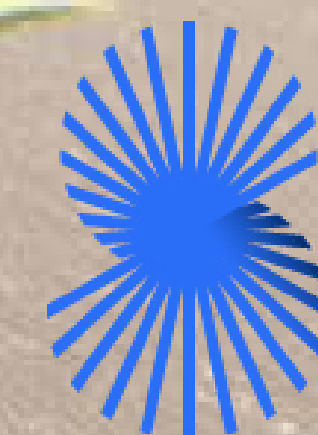


YARRABILBA TOWN CENTRE: STAGE ONE MASTERPLAN

18TH MAY 2026

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL
Approval no. DEV-2025-YAR-4087
Date: 21 July 2026



Stockland

REVISION	..	[I]	..	18/05/2026	..	SE/ CC
	..	[H]	..	27/03/2026	..	SE/ CC
	..	[G]	..	26/03/2026	..	SE/ CC
	..	[F]	..	26/03/2026	..	SE/ CC
	..	[E]	..	13/02/2026	..	SE/ CC
	..	[D]	..	28/11/2025	..	SE/ CC
	..	[C]	..	25/11/2025	..	SE/ CC
	..	[B]	..	10/11/2025	..	SE/ CC
..	..	[A]	..	03/11/2025	..	SE/ CC

Prepared for:
Stockland Masterplanned Communities

Site Location:
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1.0

INTRODUCTION

1.1 INTRODUCTION

Stage 1 of the Yarrabilba Town Centre establishes the centre core and its civic foci.

It delivers the retail centre site, constructed in stages to suit demand and defines how it integrates with the wider centre core to ensure the vision of a pedestrian focussed, diverse and memorable centre is realised.

This application establishes the principal street network for the core, building upon the network defined in the CPAS approval and its supporting masterplan. It also creates the first superlots of the centre being the retail centre site and four surrounding mixed use and commercial sites.

This masterplan document outlines the design intent and urban form of Stage 1, and provides a development framework to guide future applications to shape and occupy those super lots. These future applications will bring finer grained land uses, and minor laneways and pedestrian connections that bring the centre to life.

This document is comprised of five parts:

- an overview of the application structure for the centre core and this masterplan
- the vision and principles of Stage 1 and how these relate back to, and deliver on, the wider vision for the town centre and frame
- desired place elements, structure and key character outcomes of the centre core showing how the core is differentiated into a network of unique places
- an urban design framework that defines key aspects of Stage 1 ensuring successful integration with the balance of the centre still to come, and guiding subsequent development applications to achieve desired place outcomes and vision
- land use intent for each of the five superlots, allowing flexibility to respond to market opportunities, deliver on community infrastructure commitments, and support the activation and vibrancy of the centre core.

CONTEXT PLAN

Refer to endorsed Context Plan

AMENDED IN RED

By: Nicole Tobias

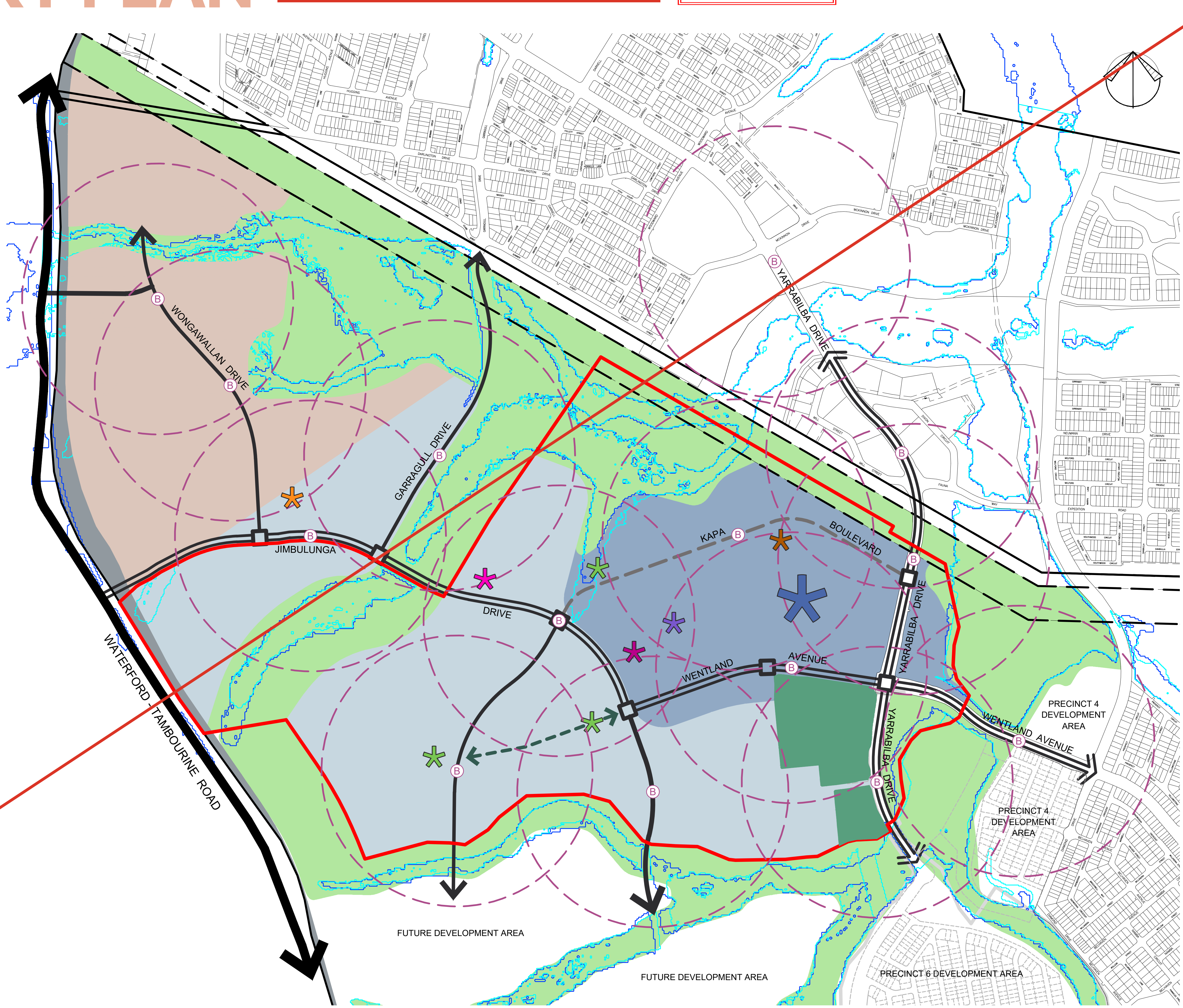
Date: 6 July 2026



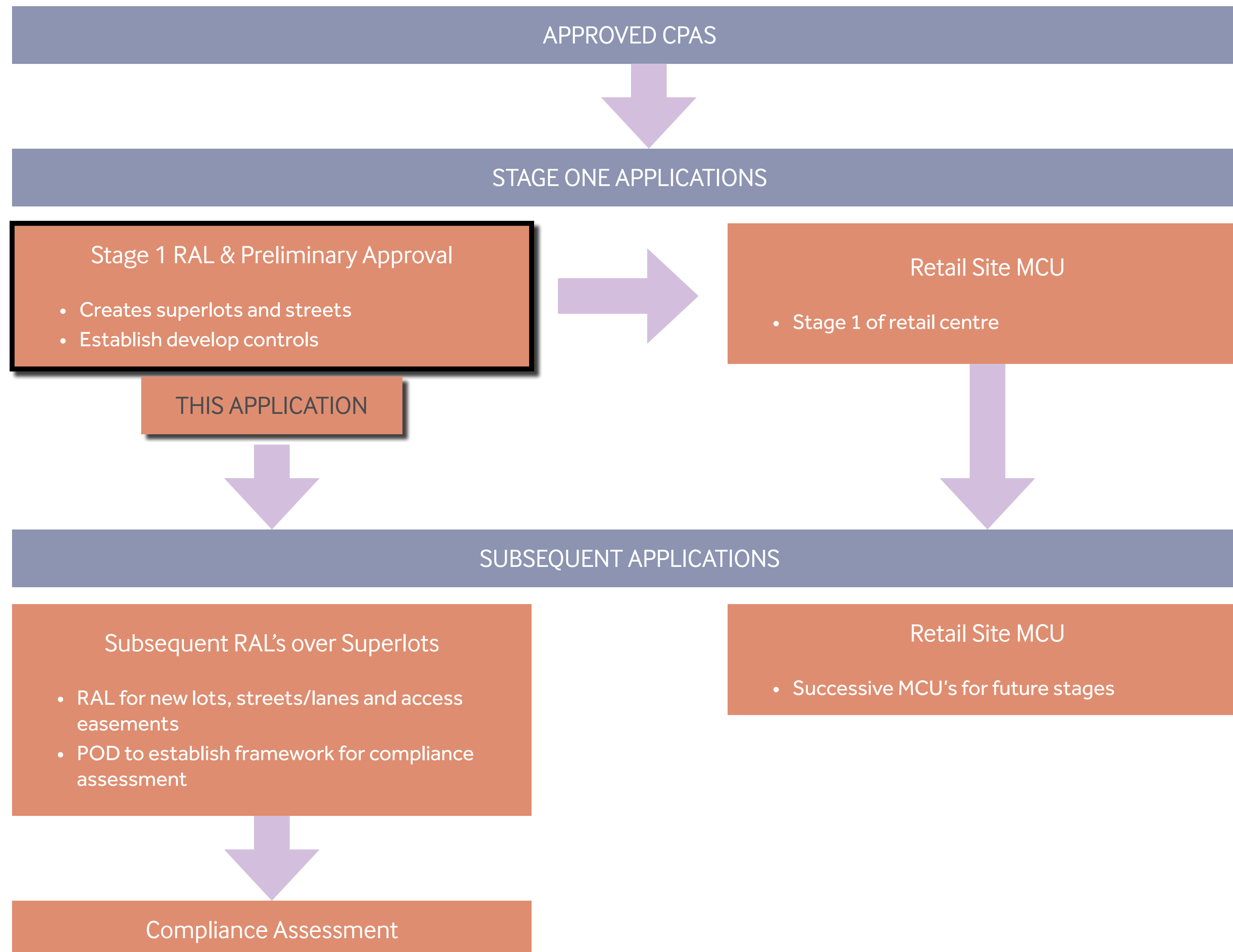
Legend

- CPAS Boundary
- Electricity Easement
- Waterford Tambourine Rd
- Sub-regional Shopping Centre
- Major Centre Core
- Major Centre Frame
- Industry & Business
- Open Space
- Major Recreation Park
- Honour Walk
- Sub Arterial (4 Lane)
- Sub Arterial (2 Lane)
- Collector Network
- Centre Collector (Subject to Design Development)
- Primary Intersections
- Indicative Bus Stop Location
- 400m Bus Stop Catchment
- Neighbourhood Recreation Park
- 100 Year Flood Line
- 20 Year Flood Line
- Indicative Community Health Centre Facility Location*
- Potential Health Facility Investigation (Subject to discussions with Qld Health &/or Private Health Provider)
- Indicative District Community Centre Location^
- Indicative Major Civic Centre/ Hub#
- Potential Community Facility Investigation (Integrating the Major Civic Centre/ Hub and District Community Centre - subject to discussions with LCC)

Note:
*: Minimum land area in the relevant IA is 3.2ha. Location and outcome is subject to negotiation between Stockland and Queensland Health.
^: Minimum land area in the relevant IA is 1.0ha and outcome is subject to negotiation between Stockland and Logan City Council.
#: Minimum land area in the relevant IA is 1.5ha and outcome is subject to negotiation between Stockland and Logan City Council.



1.2 APPLICATION PROCESS





20

VISION & PRINCIPLES

2.1 TOWN CENTRE VISION

YARRABILBA VISION

PERFECTLY PLACED FOR PROGRESS

TOWN CENTRE WORKING VISION

MAKE POSSIBILITIES HAPPEN

TOWN CENTRE PROPOSED IDENTITY

Yarrabilba’s Town Centre reflects the openness, optimism and diversity of its people. A contemporary regional town that is familiar in its from but forward looking in its approach and architecture; and diverse in the activities, places and experiences it brings.

SENSE OF PLACE & CHARACTER

EXCITING



PERSONAL



FAMILIAR & ACCESSIBLE



HOW DOES THE TOWN CENTRE ENCAPSULATE THIS?

An engaging destination with a rich offering: from every day needs to special moments.

Ever changing and evolving, a place which offers the community opportunities to learn and grow, work locally, celebrate events and milestones, engage with others and develop a sense of belonging.

A centre with a personal touch: combining urban character and integrated technology with human scaled buildings and spaces, and a down to earth look and feel.

A place that brings together people of all walks of life and ages.

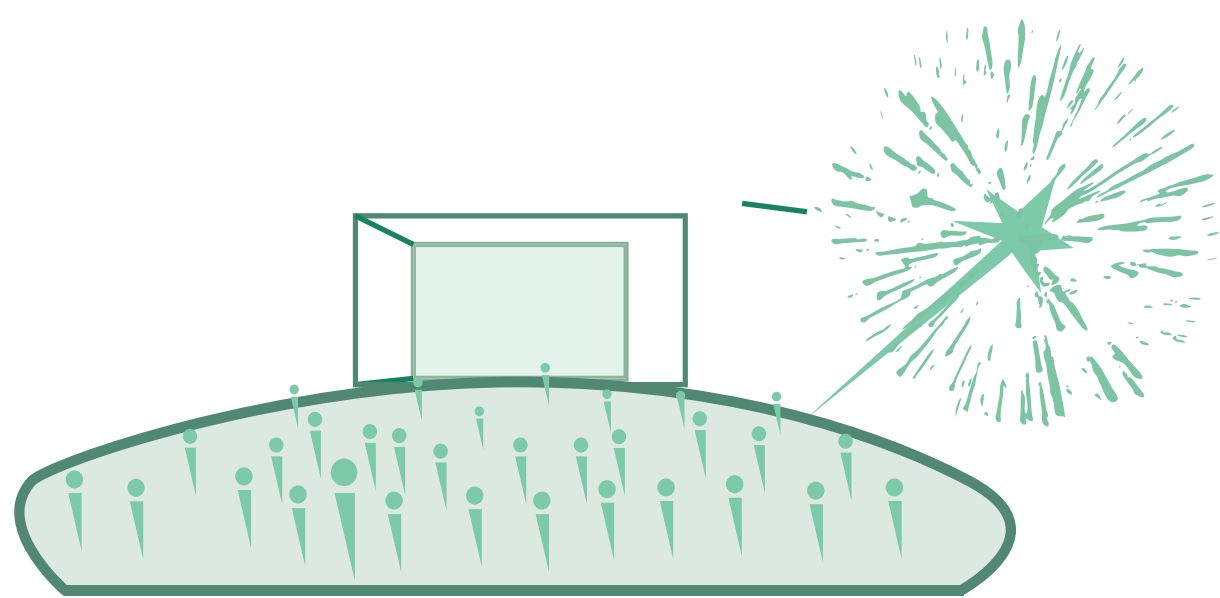
A place set in a scenic, natural and historic landscape.

The town centre brings the outside views in and brings its history alive in its present life.

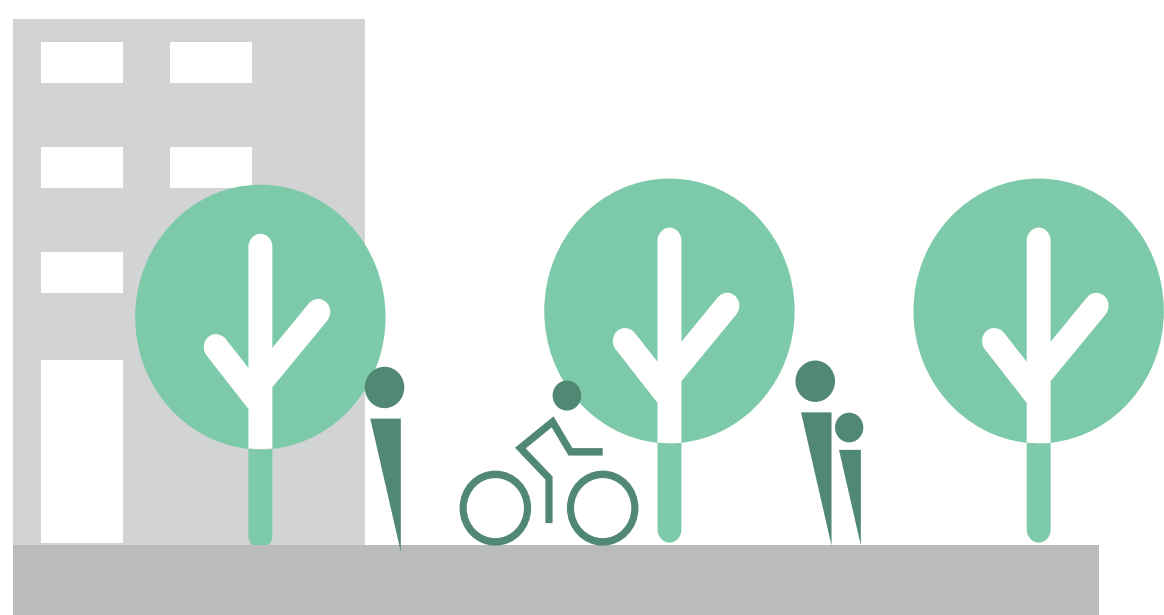
Its character and scale are local and appropriate to its people but also speaks to their aspirations.

Source: RobertsDay

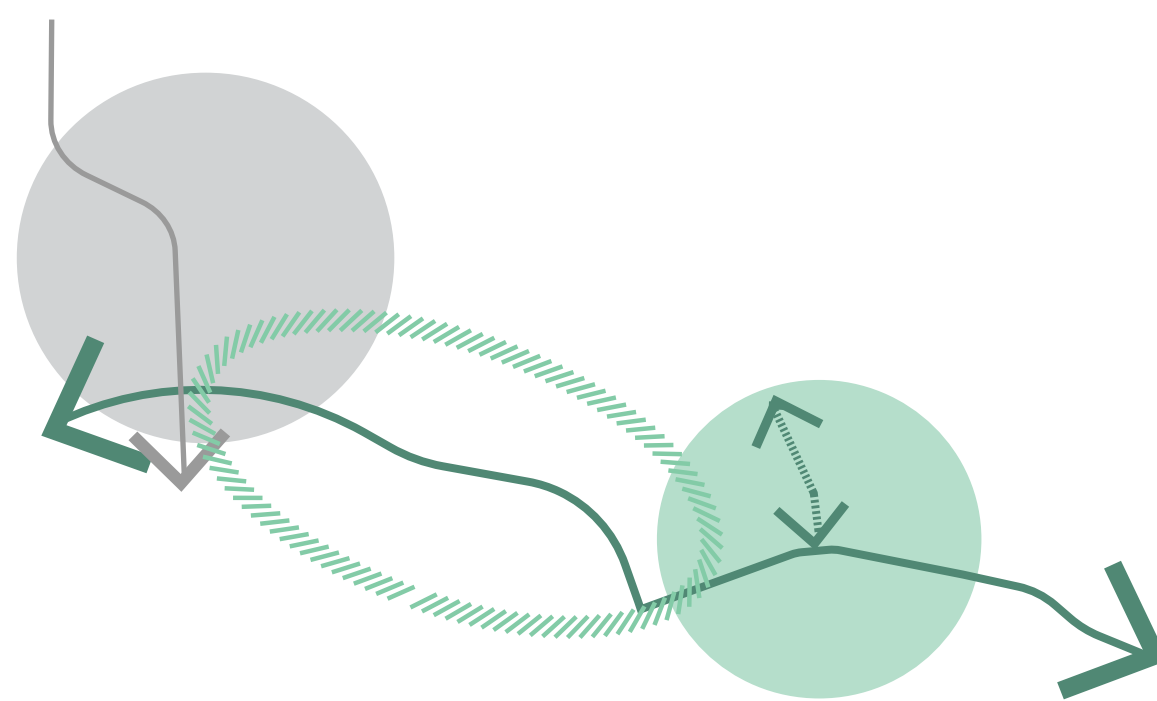
2.2 TOWN CENTRE PLACE PRINCIPLES



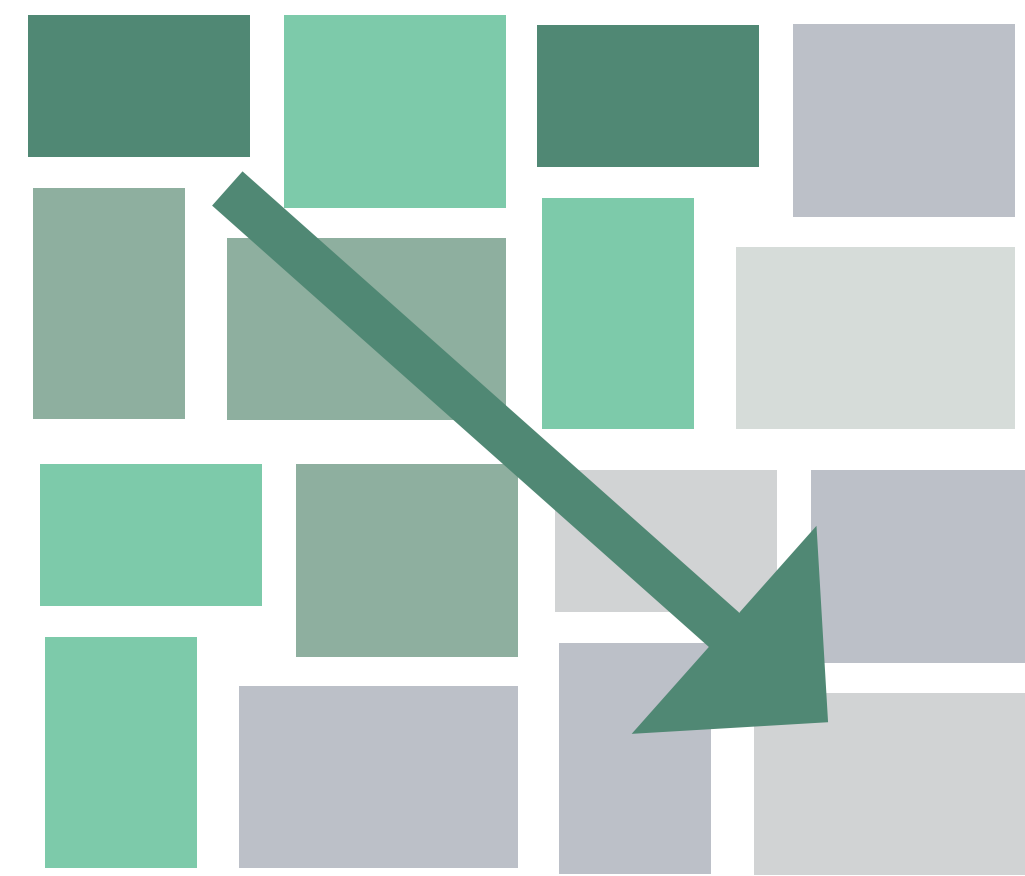
CENTRAL CELEBRATORY
OPEN SPACE & TOWN
CENTRE DOMAIN



A PEDESTRIAN & CYCLIST
FOCUSED CENTRE & SAFE
ENVIRONMENT WITH
GREEN BOULEVARDS



A MIXED USE SPINE



OPPORTUNITIES FOR THE
EARLY & STAGED RELEASE
OF LAND



STREET NETWORK THAT
SUPPORTS A SENSE OF
ARRIVAL; THAT ALIGNS
WITH SCENIC VIEWS



A MAIN STREET THAT IS
MULTIFACETED



INTEGRATION OF
EDUCATION, TRAINING &
COMMUNITY FACILITIES



SEEING THE ADJACENT
TRANSMISSION
EASEMENT AS AN
OPPORTUNITY

Source: RobertsDay

2.3 STAGE 1 PLACE PRINCIPLES

Compact, well activated civic space, that works on a day-to-day basis as well as for smaller events.

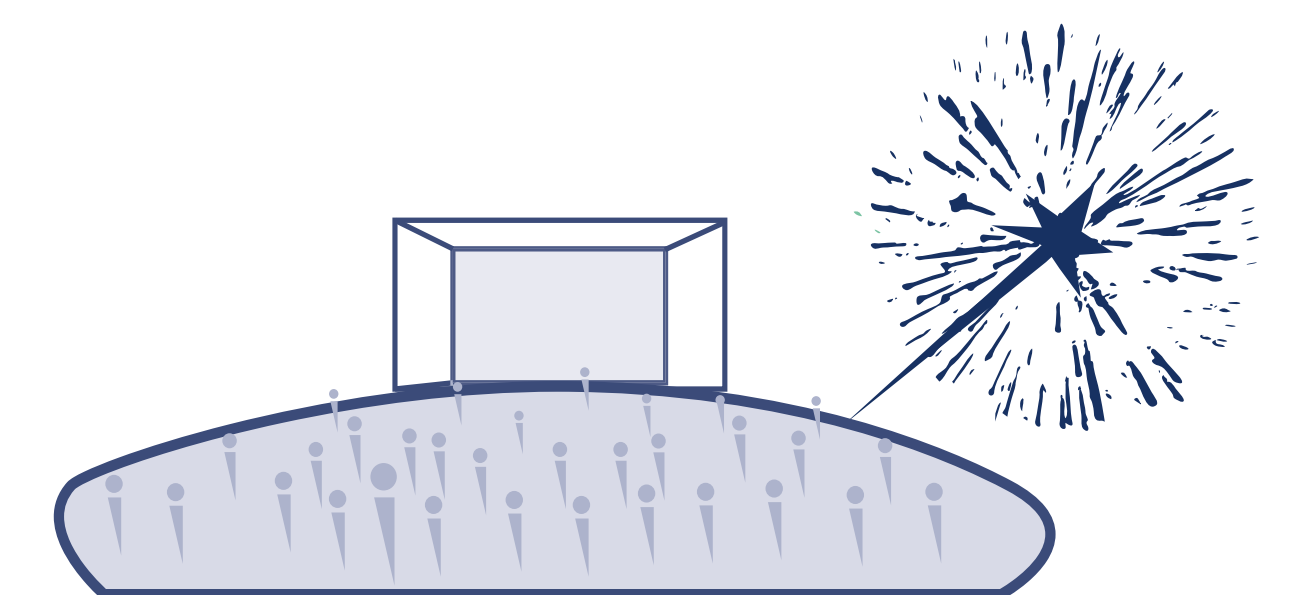
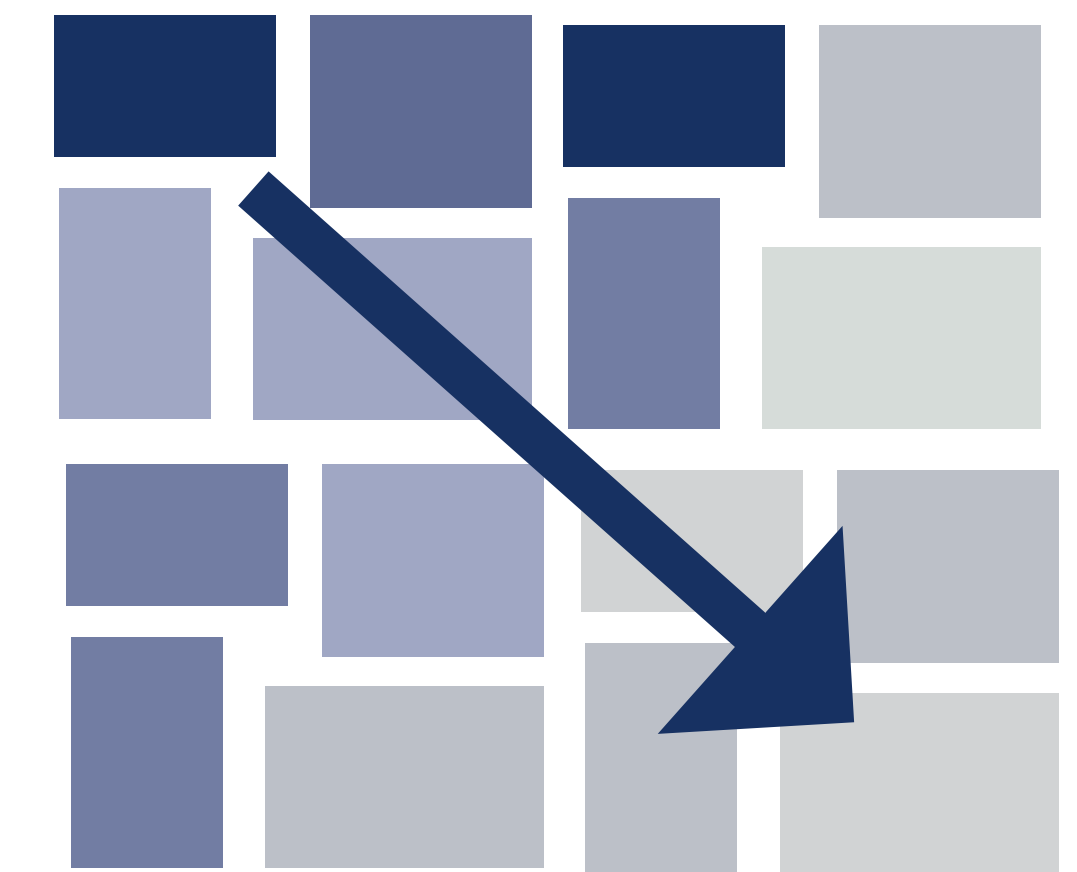
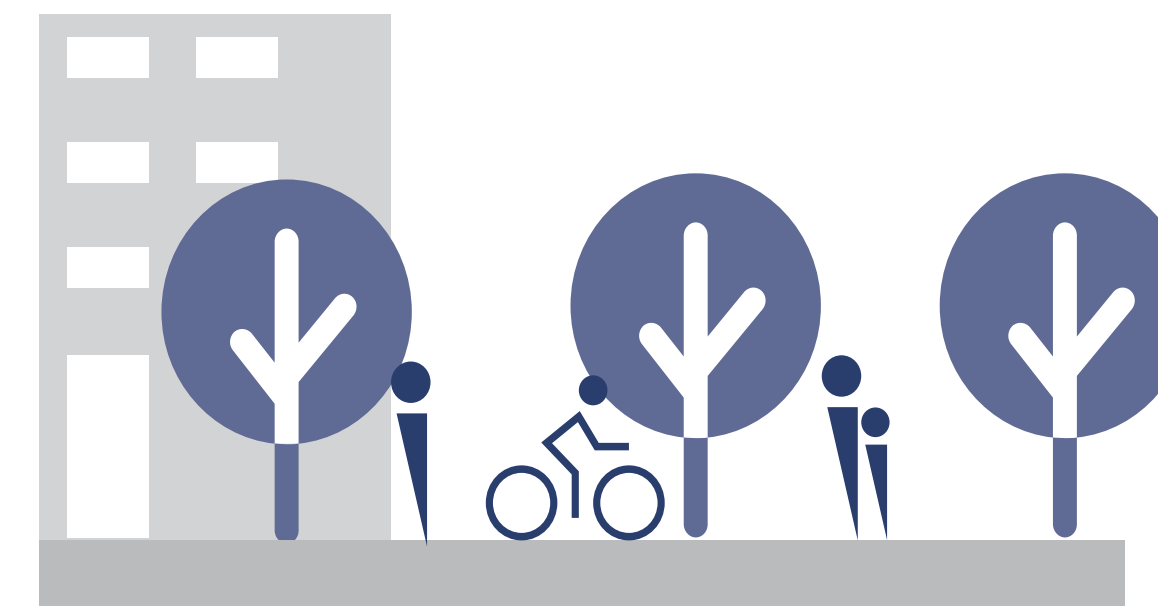
An enhanced community and retail offer

Staging sequence that allows for future expansion across the retail site

Walking connectivity to the future Major Recreation Park

Support for a walkable shared, low speed street environment in the centre core

Separating loading movements from customer movement (back of house & front of house) as far as possible

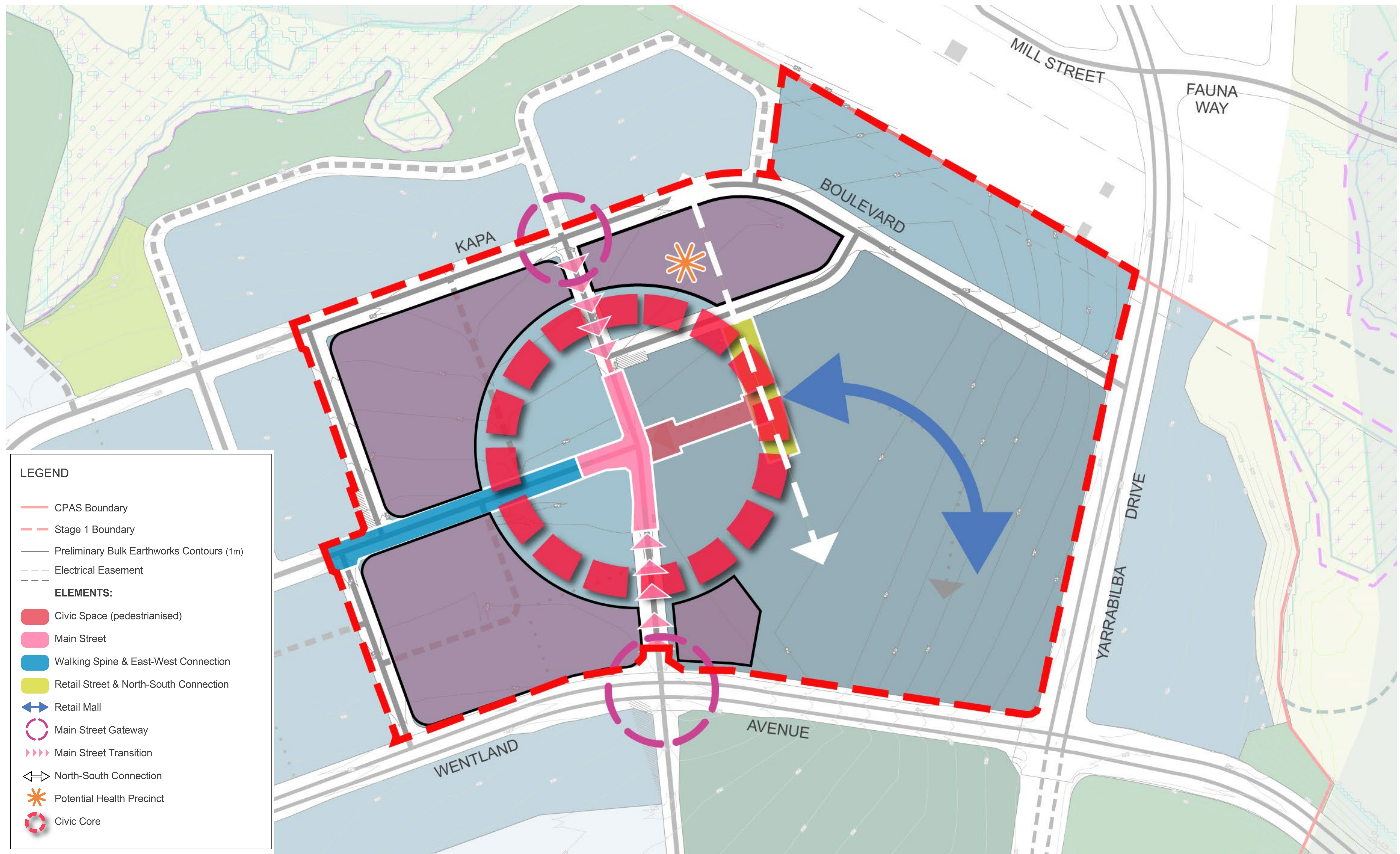




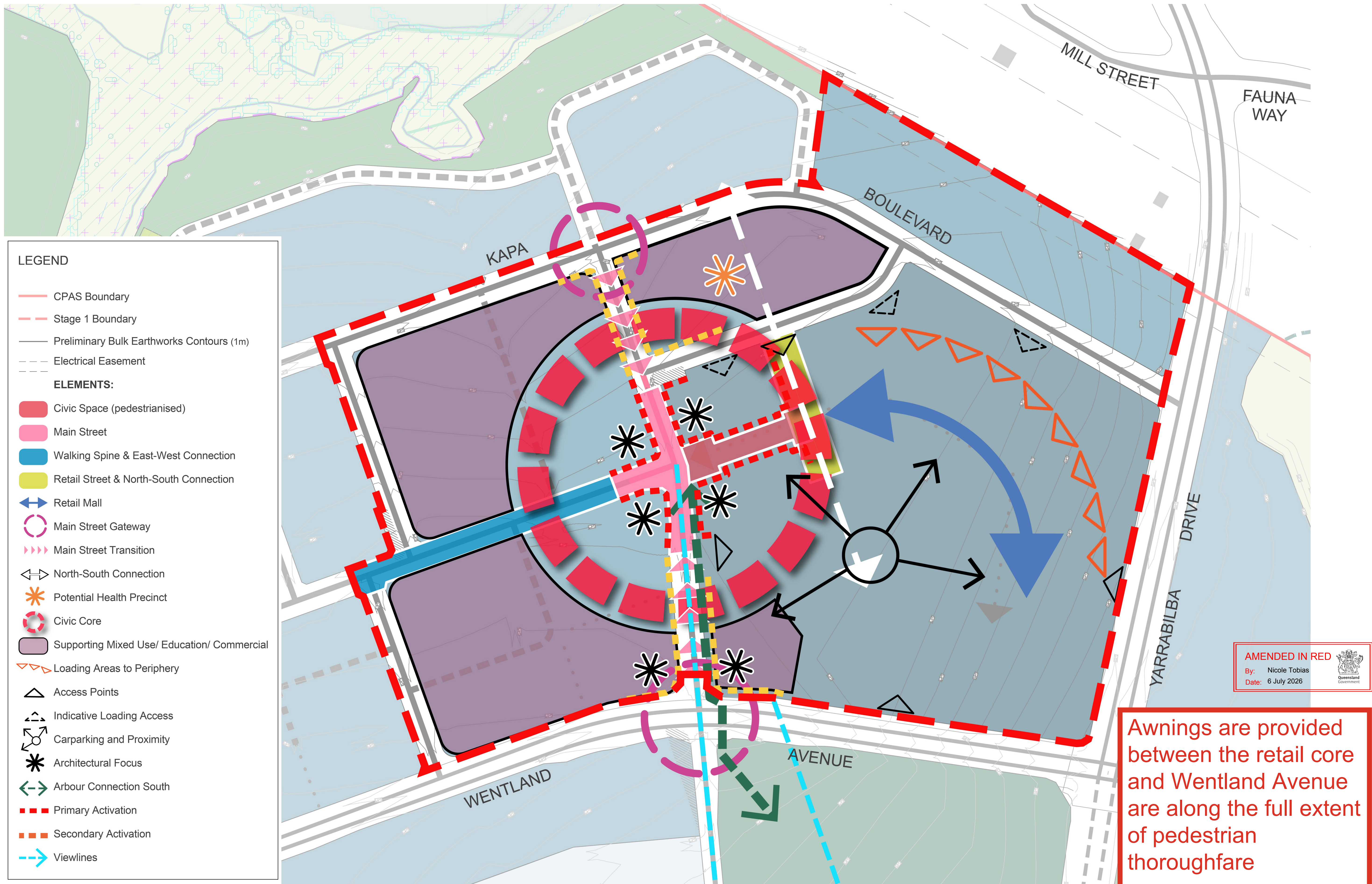
3.0

**STAGE ONE PLACE
OUTCOMES**

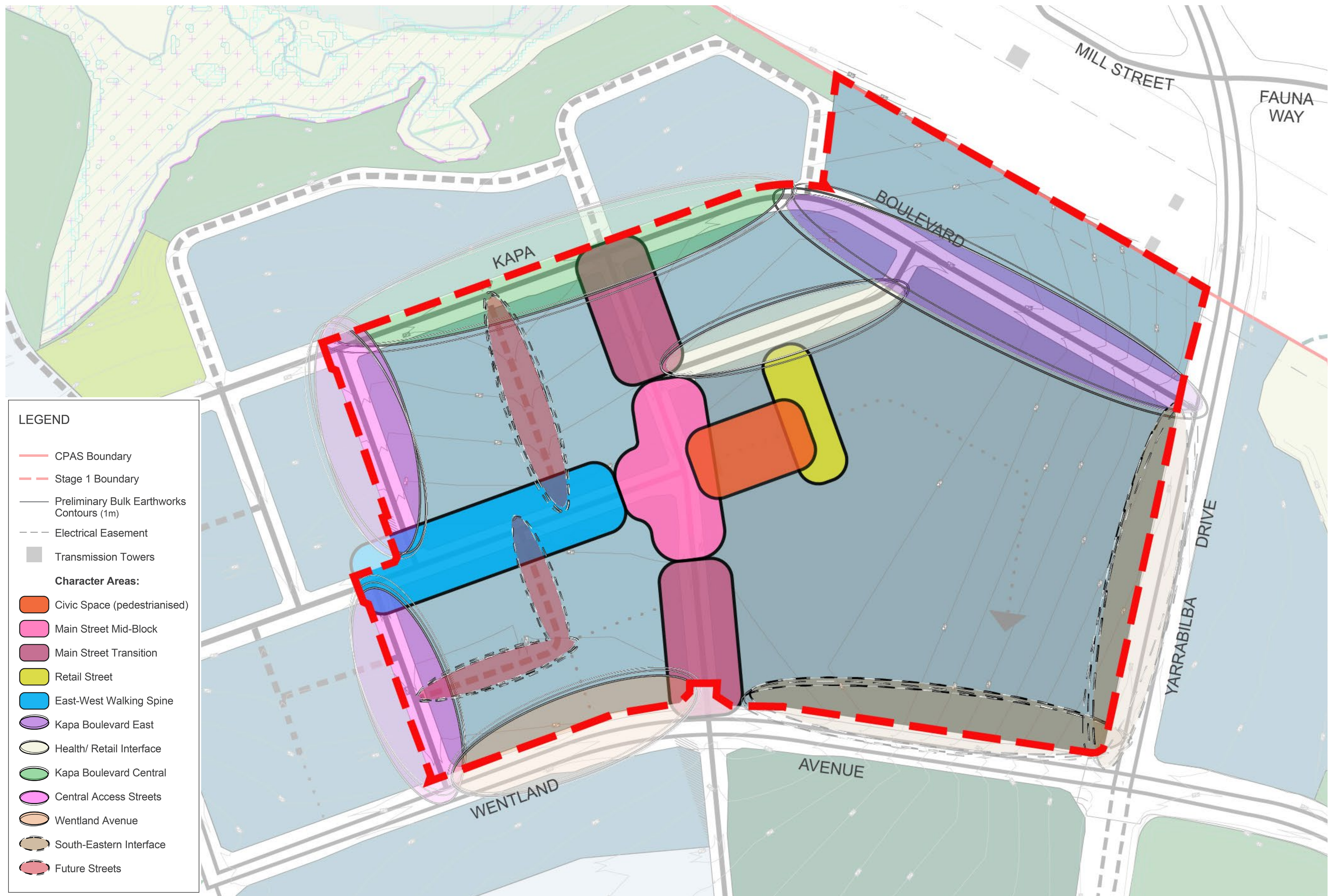
3.1 PLACE ELEMENTS



3.1 PLACE ELEMENTS Cont.



3.2 CHARACTER AREAS



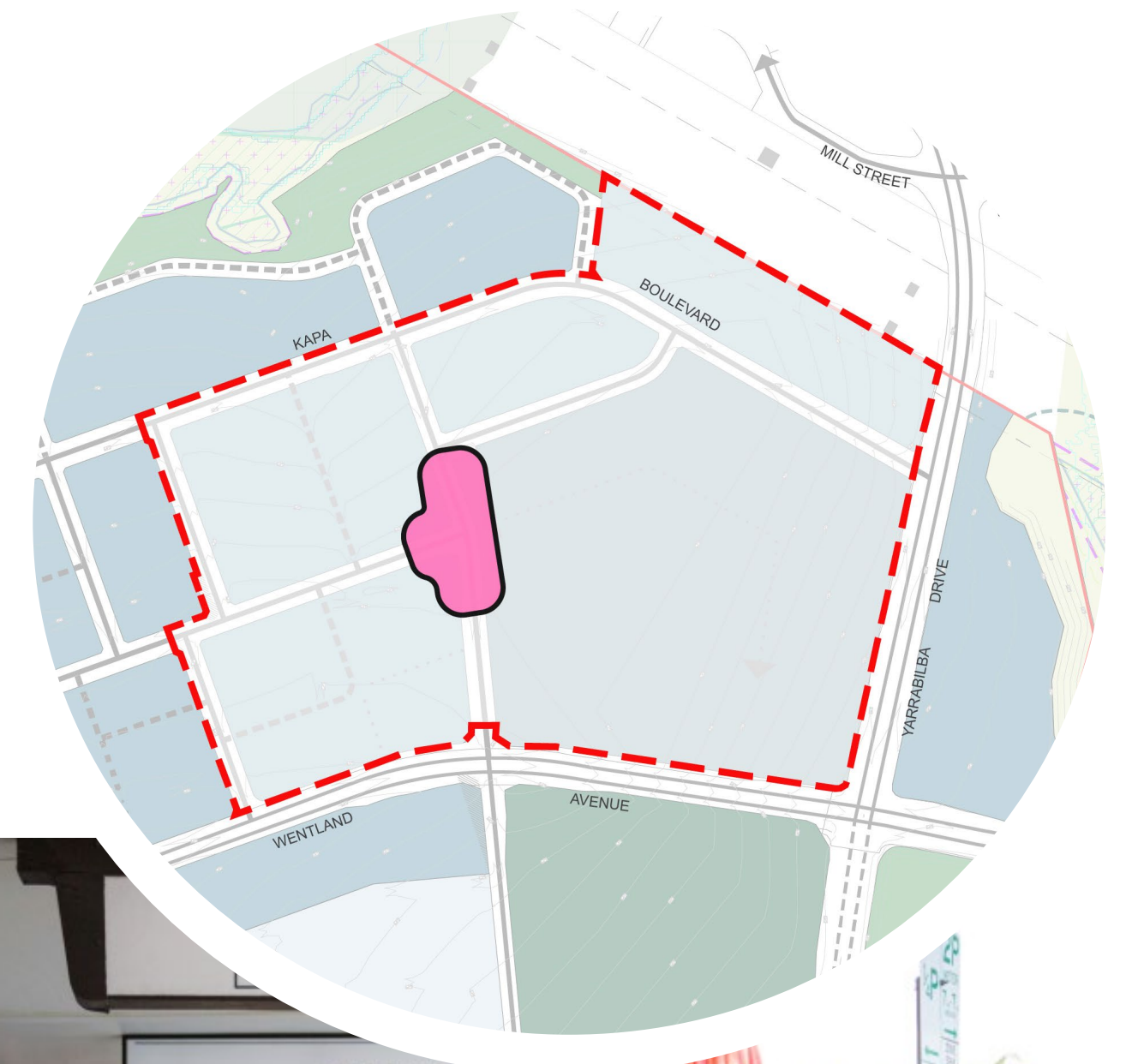
MAIN STREET MID BLOCK

INTENT: The most pedestrian focussed part of main street is designed to create a more intimate street environment framed by mid-rise buildings activated by ground floor shop fronts, dining and community uses.

Its focus is the mid block intersection of the central walking spine with the civic space and start of the retail walk.

The intersection is designed to be compact to allow safe, informal crossing and an alternative verge and road surface that conveys its shared use nature and urban character.

Built form extends to the street corners with verges used for on-street dining.



Rouse Hill, NSW



Balmain, NSW



Ellenbrook, WA



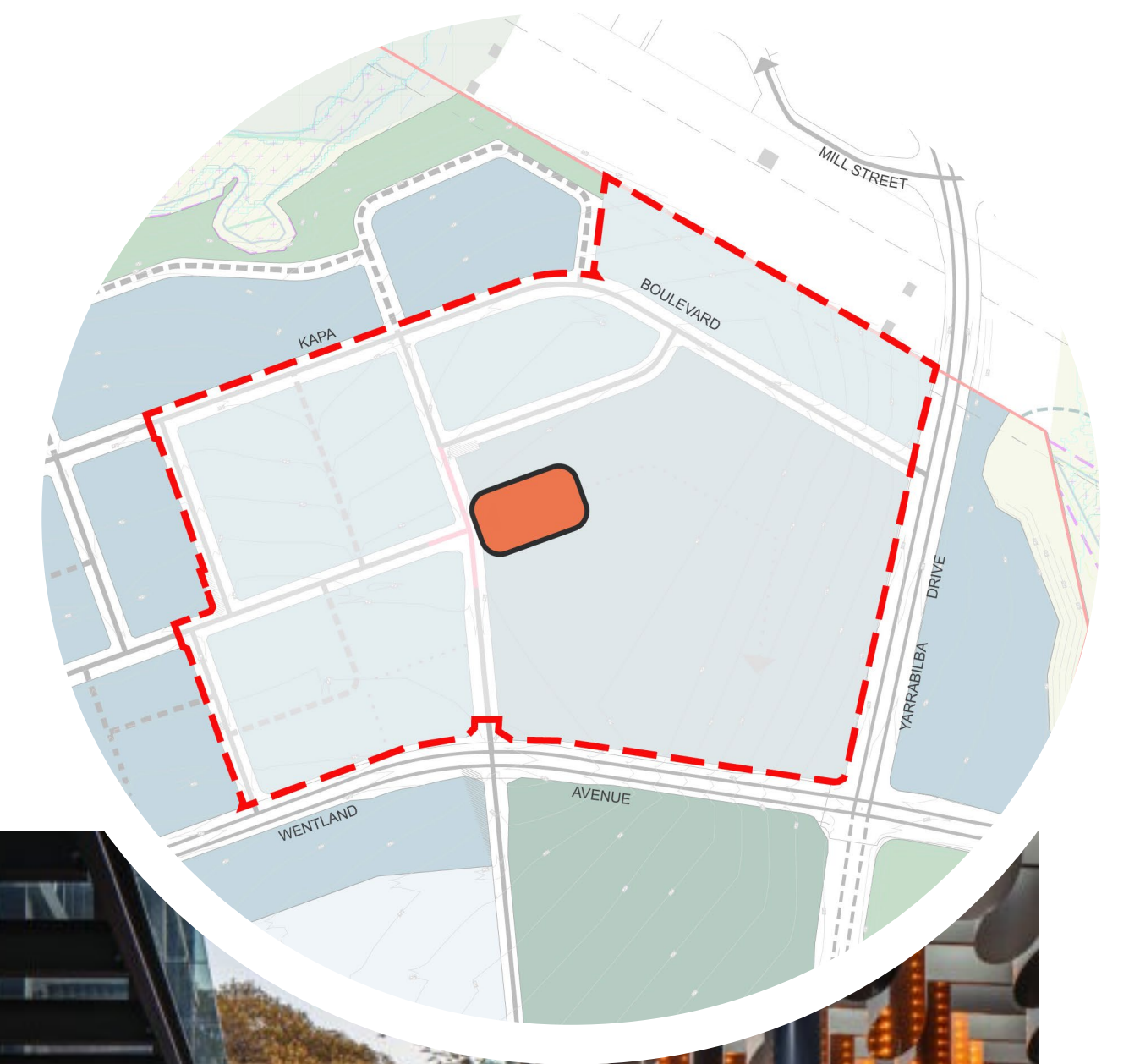
Port Macquarie, NSW

CIVIC SPACE (PEDESTRIANISED)

INTENT: The civic space is a pedestrianised street environment framed by restaurant-style dining, retail and potentially a range of community, commercial, and entertainment uses.

It connects main street to the retail mall and provides a pedestrian scale environment with space for smaller events and markets without the need to close public street space.

The 'street' is highly embellished with outdoor dining, performance spaces, play opportunities, landscape, and social environments and is maintained by the retail centre.



Ed Square, NSW



Randwick, NSW



Ed Square, NSW

RETAIL STREET

INTENT: The retail street provides a second north-south pedestrian desire line into the retail centre running parallel to main street.

It also provides the northern vehicle arrival into the retail centre.

Addressed by adjoining tenancies and architectural detailing offering a range of lifestyle and retail options it connects the proposed health precinct to the north into the retail heart and civic space.



Providence, QLD



Birtinya Central, QLD



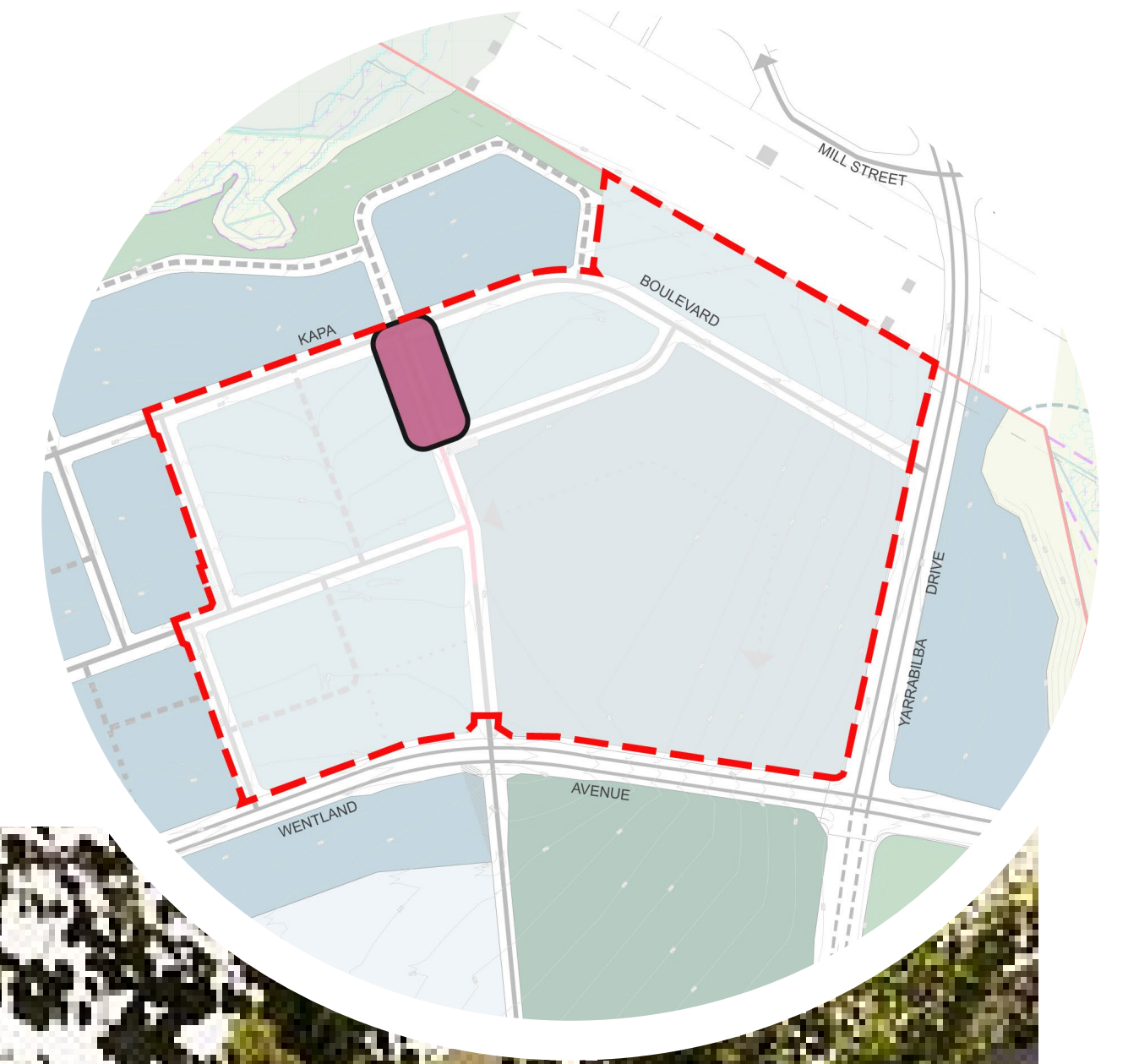
Birtinya Central, QLD

MAIN STREET (NORTH) TRANSITION

INTENT: Given the combined length of main street, its northern end serves as a gateway and transition into the central retail focussed part of main street.

It provides an address for commercial, allied medical, and frame retail uses in a mixed use setting and walking route from the northern residential frame and local bus stops on Kapa Boulevard.

The street slopes gently up to the retail core and maintains a narrow people focussed width.



Prahan High, VIC



Rouse Hill, NSW



Rouse Hill, NSW

MAIN STREET (SOUTH) TRANSITION

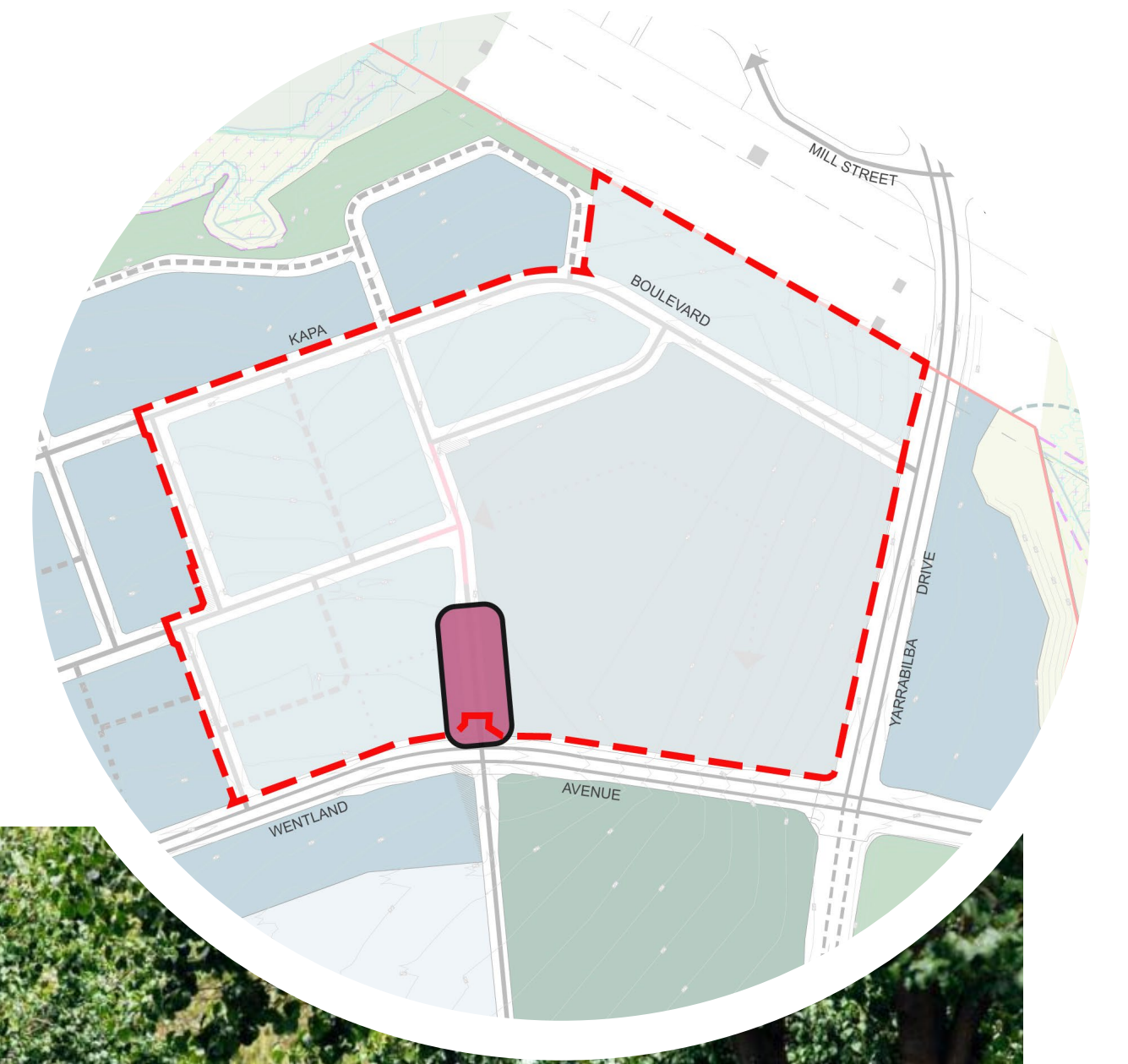
INTENT: Main Street south is the southern gateway to Main Street transitioning from Wentland Avenue (a more car focussed thoroughfare) to the most pedestrian focussed areas of the town centre.

As a transitional space it balances the need to frame the gateway, reduce the scale to the more intimate space of main street central and soften the entry and noise for Wentland with street planting.

A pedestrian thoroughfare runs along the eastern side of the street conveying people between the retail core and the major recreation park, including at event times and connects to the premium bus stops on Wentland Ave.

It therefore it takes the form of a green street framed by transitional uses and while less activated, glazing into internal spaces provides interest and overlooking of the street.

Refer Street Elements Plan for extent of minimum awnings



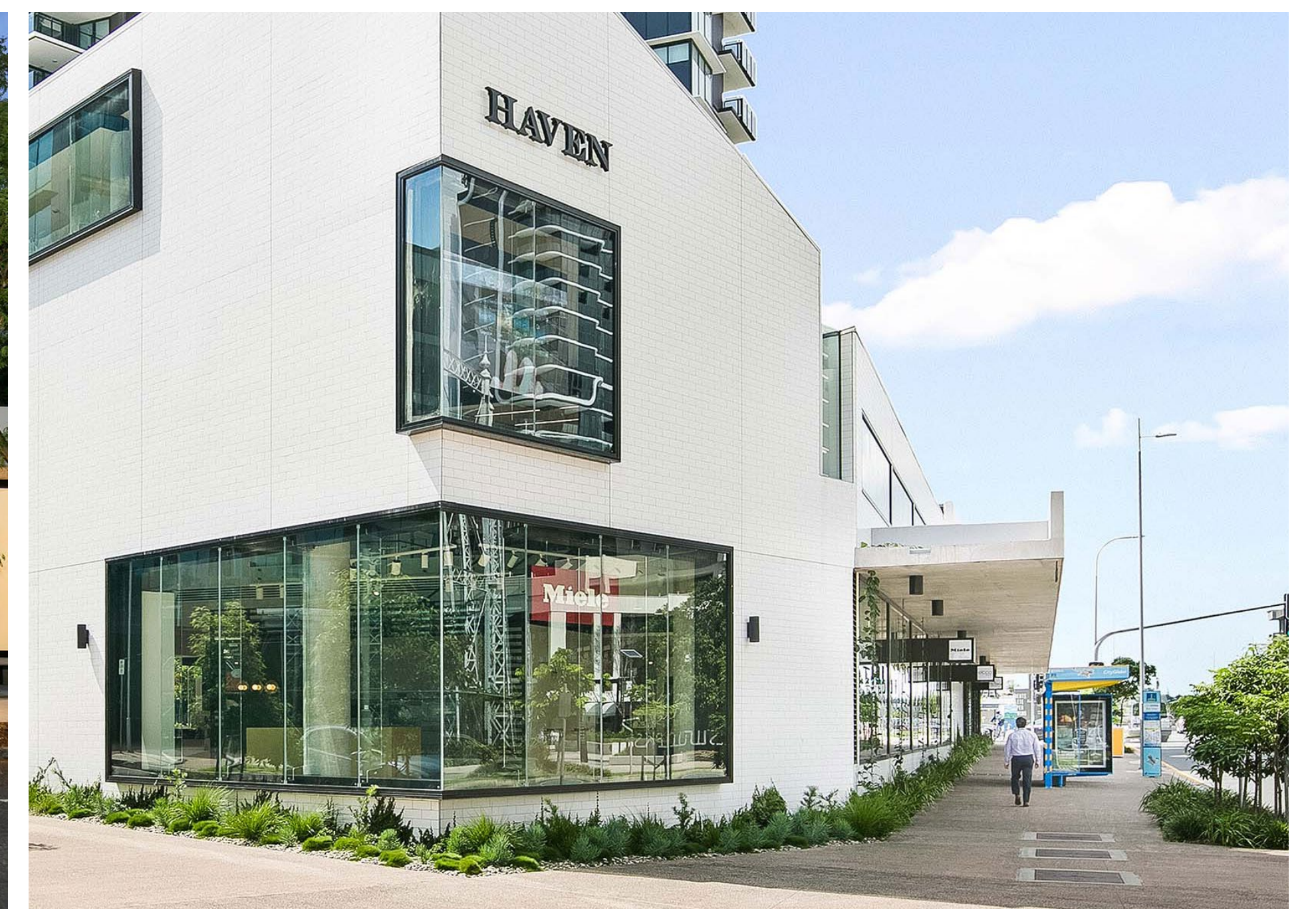
Geelong, VIC



Rouse Hill, NSW



Rosalie



Newstead, QLD

CENTRAL WALKING SPINE

INTENT: The east-west walking spine is a street that runs through the middle of the centre core to the main street and civic space and retail mall beyond.

It creates a central address and social street lined with a wide range of uses beyond the retail core.

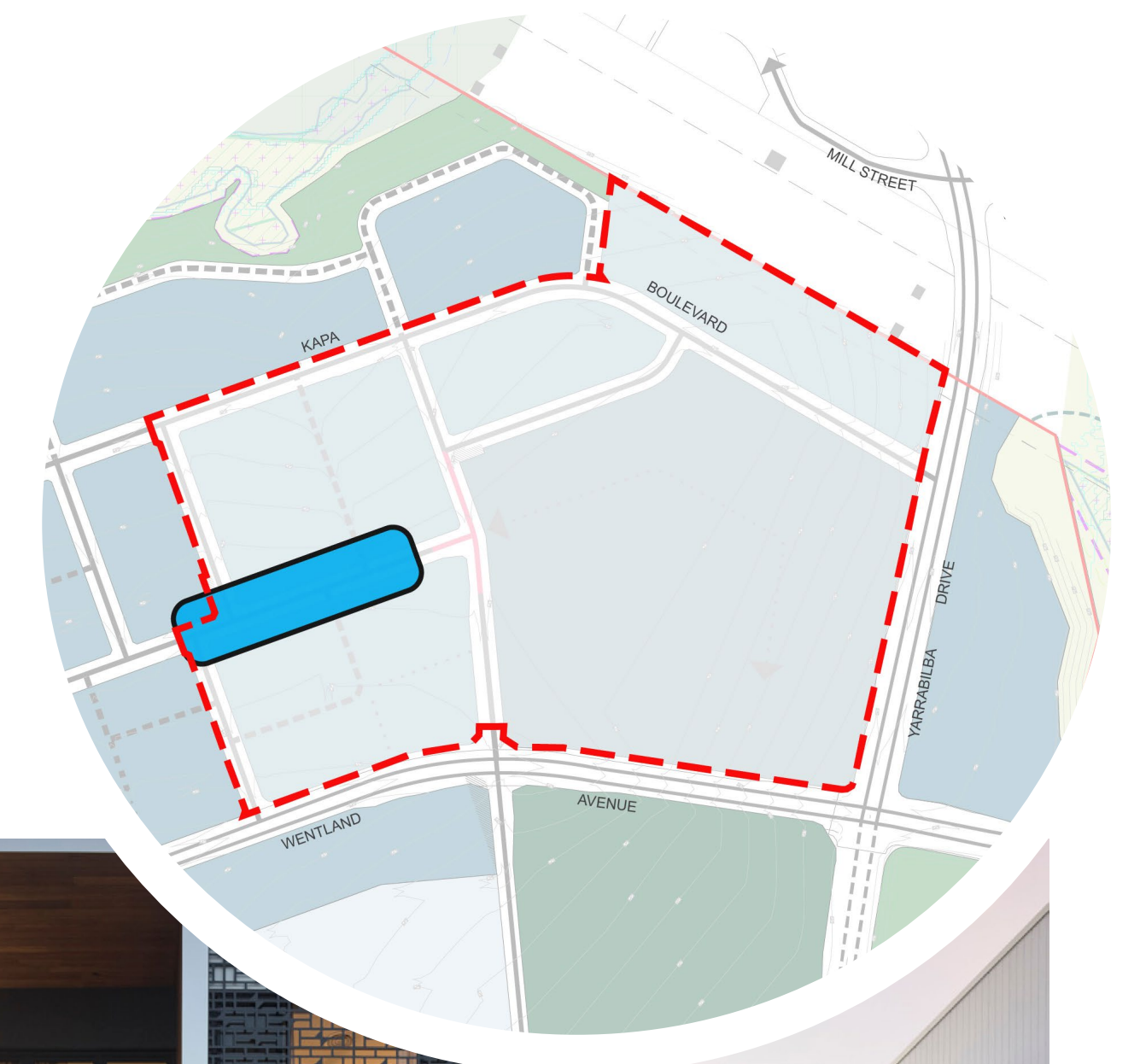
The street is activated by building lobbies and a range of secondary dining, commercial, and retail options at ground and lower floors supporting smaller, newer and niche businesses, than the retail core.

A potential cultural centre (LCC) anchors the western end of the street and the library, art gallery and community centre (LCC) near to central main street and retail core anchor the eastern end.

Secondary street and lane way connections along its length provide vehicle access to off street carparking and so reduce vehicle/ pedestrian interaction on the walking spine.

The street is gently graded, provides on-street parking for businesses and a wider southern verge allowing room for larger trees and groupings of street furniture for social interaction. A shaded environment directing cooling afternoon breezes along its length.

Small green plazas provide casual seating opportunities and stronger canopy cover becoming cooling respites with an outlook over the spine.



Box Hill, NSW



Hamilton, QLD



King St, Bowen Hills



Noosa, QLD

3.3 STREET ELEMENTS

AMENDED IN RED
By: Nicole Tobias
Date: 6 July 2026

Awnings are provided between the retail core and Wentland Avenue are along the full extent of pedestrian thoroughfare

LEGEND

Application Boundary

Stage 1 Boundary

Street Types

(refer streetcross-sections & Landscape Masterplan)

Main Street Shared Zone

Main Street Transition/ Gateway

Connector Street (Kapa Bvd)

Walking Spine Centre Access

Centre Access

Indicative Future Centre Laneway

Intent for Key Street Verges

(refer streetcross-sections & Landscape Masterplan)

Civic Space Transition

Walking Spine (Widened Verge)

Green Plaza

Awning (Refer Interfaces Plan)

Street Dining Encouraged

Street Dining/Street Furniture

Street Furniture (group seating)

Green Street Connection (to Major Recreation Park)

Shared Path (Refer active movement plan)

Access Points



Note: this plan defines a high level intent for key areas in the streetscapes of stage 1 and should be read in conjunction with the street cross-sections and landscape masterplan.

Page intentionally blank

The background image shows the exterior of a cafe named 'Kens'. There are two large green patio umbrellas. A person in a grey hoodie is standing near the entrance, and another person wearing a white cap is in the foreground. The cafe has large windows and a wooden facade.

4.0

URBAN DESIGN FRAMEWORK

4.1 MASTERPLAN

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

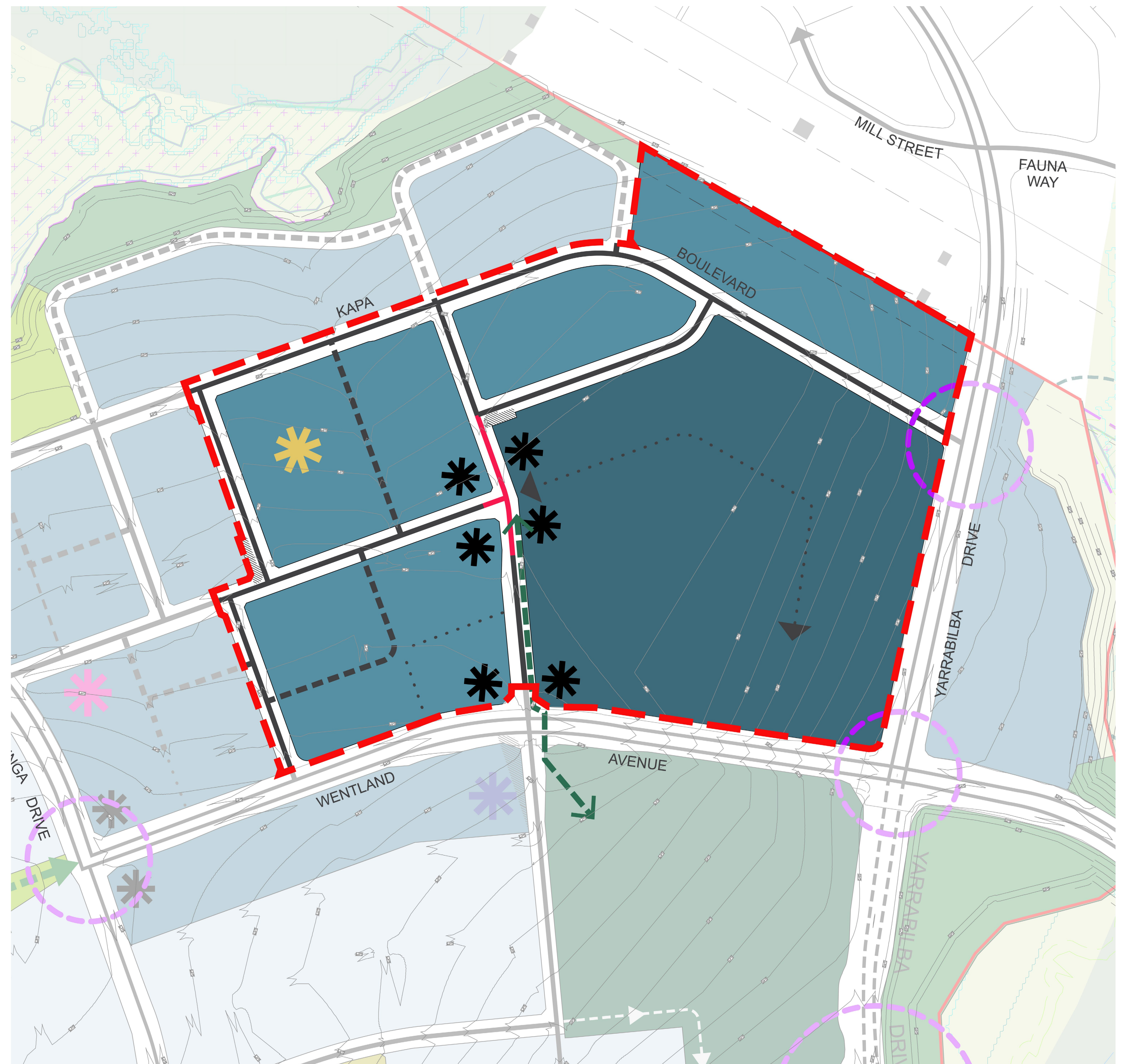
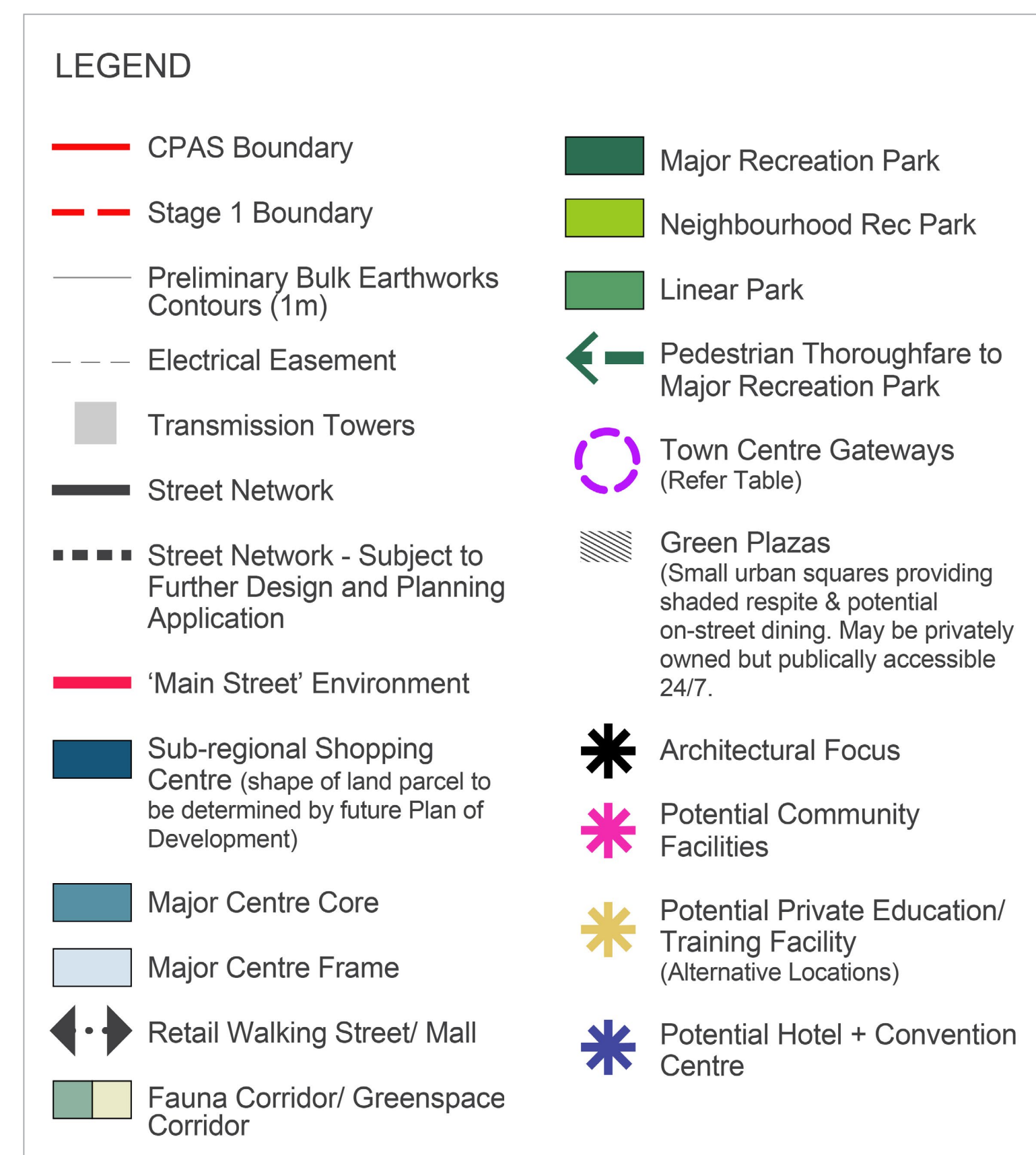
It indicates how further staged subdivision development of those blocks can deliver the centre vision and provide a range of development opportunities and flexibility in land use outcomes. It translates the high level intentions of the CPAS approval into a deliverable outcome.

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

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

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

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



4.2 STREET NETWORK

The street network provides further definition to the permeable street grid indicated in the CPAS approval and its supporting masterplan and is comprised of:

- a northern collector street (Kapa Boulevard) running parallel to Wentland Avenue and serving as the principal access route to the northern parts of the centre and the loading areas of the shopping centre. As an alternative to intersections along Wentland, Jimbilunga and Yarrabilba Drives it further distributes traffic flow. This street is now a local bus route (a potential school bus route) with bus stops close to the northern end of Main Street.
- a north-south main street from Wentland to Kapa Boulevard in three parts: north and southern gateways that transition in scale and activation to a central pedestrian focussed core where it intersection with a central walking spine.
- a central walking spine and destination street (vehicle street and pedestrian boulevard) that extends the retail walk and civic space though the centre providing a business address for a wider range of secondary retail, commercial uses and anchored by the performing art centre (west) and library, art gallery and community centre (east). This street has a wider southern verge to allow large tree canopy to be achieved and has green plaza nodes providing shaded respite and informal seating and overlooking opportunities. Accordingly, driveway crossovers to on site carparking is avoided to rescue pedestrian conflict. On-street parallel parking bays support business addressing the street.
- centre access streets running north-south connect these streets and provide for access to sites and carparking. These run gently down hill allowing built form floor plates to sit near to level with the east-west streets and the central part of main street and from built form to step down hill along these secondary north south streets and so allow some depth in floor plate.

- the network is completed by future laneways and mid block pedestrian connects to break down super block lengths and ensure pedestrian permeability and for which access points have been identified and tested. The smallest level of street with allow pedestrian access, limited on-street parking and service vehicle access to the rear of future development sites.

The network preserves key elements of the wider masterplan including:

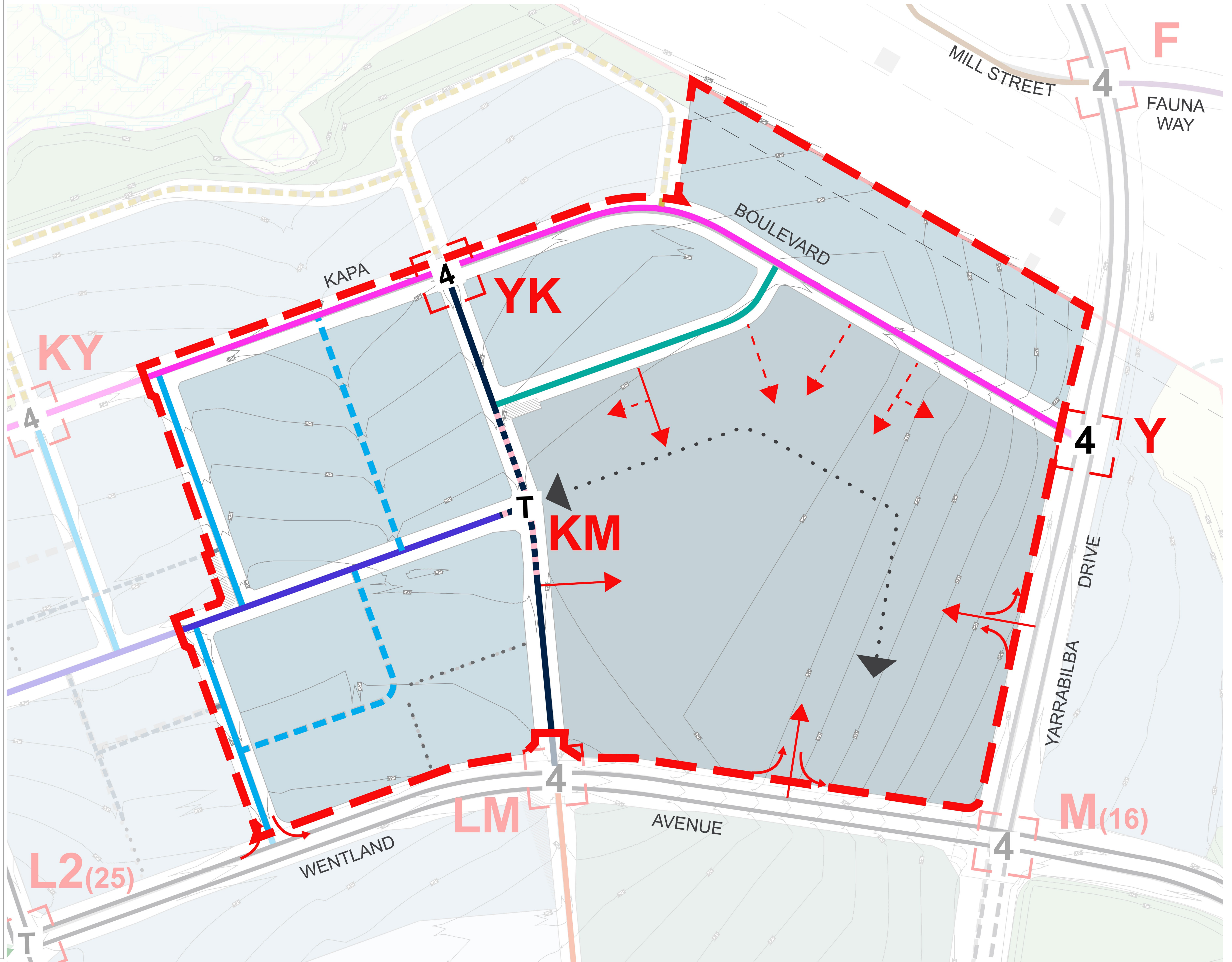
- the honour walk and Anzac Day march through the western neighbourhoods of the centre frame via linear parkland and the wider southern verge of Wentland Avenue to an ANZAC cenotaph in the Major Recreation Park
- the separated cycleway along the southern side of Wentland Avenue and western side of Jimbilunga Drive
- the 3m shared path along the northern side of Kapa Boulevard bringing cyclists to the shared street environment of the minor centre streets
- The shared low speed environment of centre streets seeking a 30km/hour speed limit that allows safe informal crossing for pedestrians and cyclists to share both the pavement and verges with pedestrians reinforcing slow safe travel.

Images:

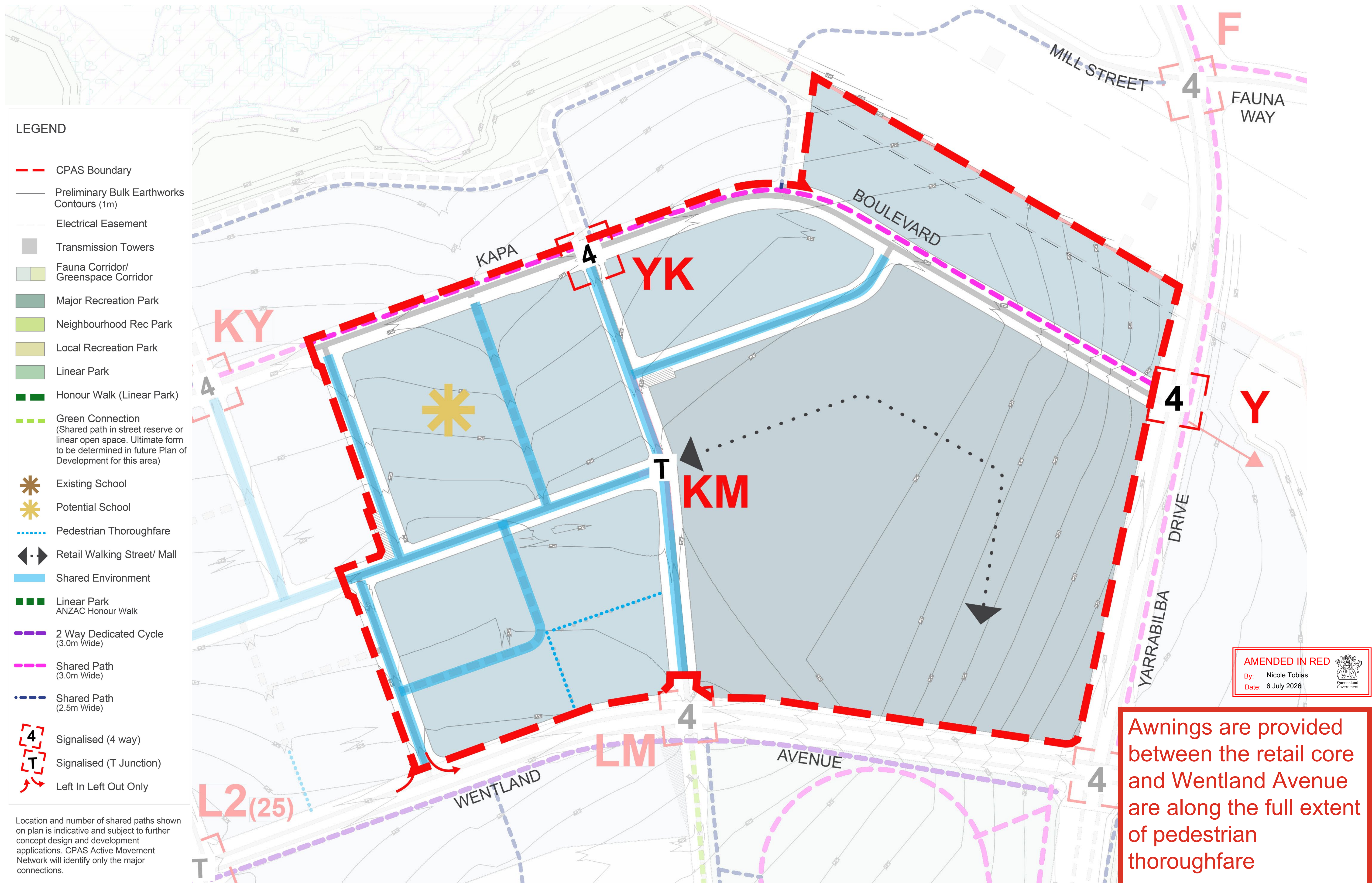


LEGEND

- CPAS Boundary
- Stage 1 Boundary
- Preliminary Bulk Earthworks Contours (1m)
- Electrical Easement
- Transmission Towers
- Fauna Corridor
- Major Recreation Park
- Neighbourhood Rec Park
- Local Recreation Park
- Linear Park
- Honour Walk (Linear Park)
- Green Connection
(Shared path in street reserve or linear open space. Ultimate form to be determined in future Plan of Development for this area)
- One Way Access to Major Recreation Park Carparking
- Waterford-Tamborine Road
- Sub Arterial 4 Lane (Yarrabilba Drive)
- Sub Arterial 4 Lane (Yarrabilba Drive Extension)
- Sub Arterial 4 Lane
- Sub Arterial 2 Lane
- Major Collector
- Centre Collector
- Centre Access - Main Street
- Centre Access - Main Street Potential Shared Zone
- Centre Access - Type 1
- Centre Access - Type 2
- Centre Access - Type 2 (Subject to Further Design and Planning Application)
- Centre Access - Type 3
- Centre Lane
- Residential Collector
- Residential Collector (Esplanade)
- Indicative Local Access
- Pedestrian Connection (Indicative)
- Retail Walking Street/ Mall
- Signalised (4 way)
- Signalised (T Junction)
- Left In Left Out Only
- Retail Core Carpark Access
- Retail Core Loading/ Staff Access

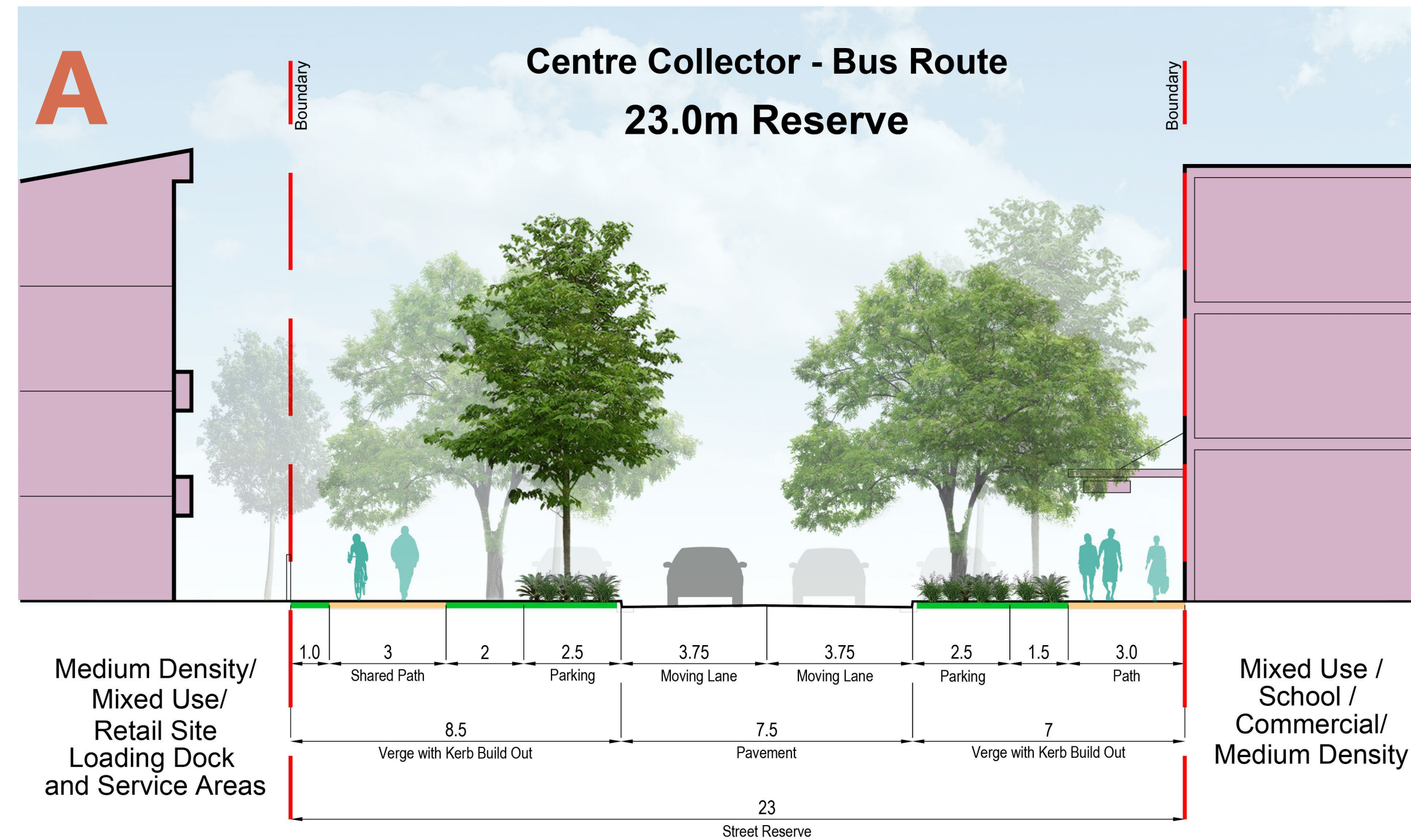


4.3 ACTIVE MOVEMENT

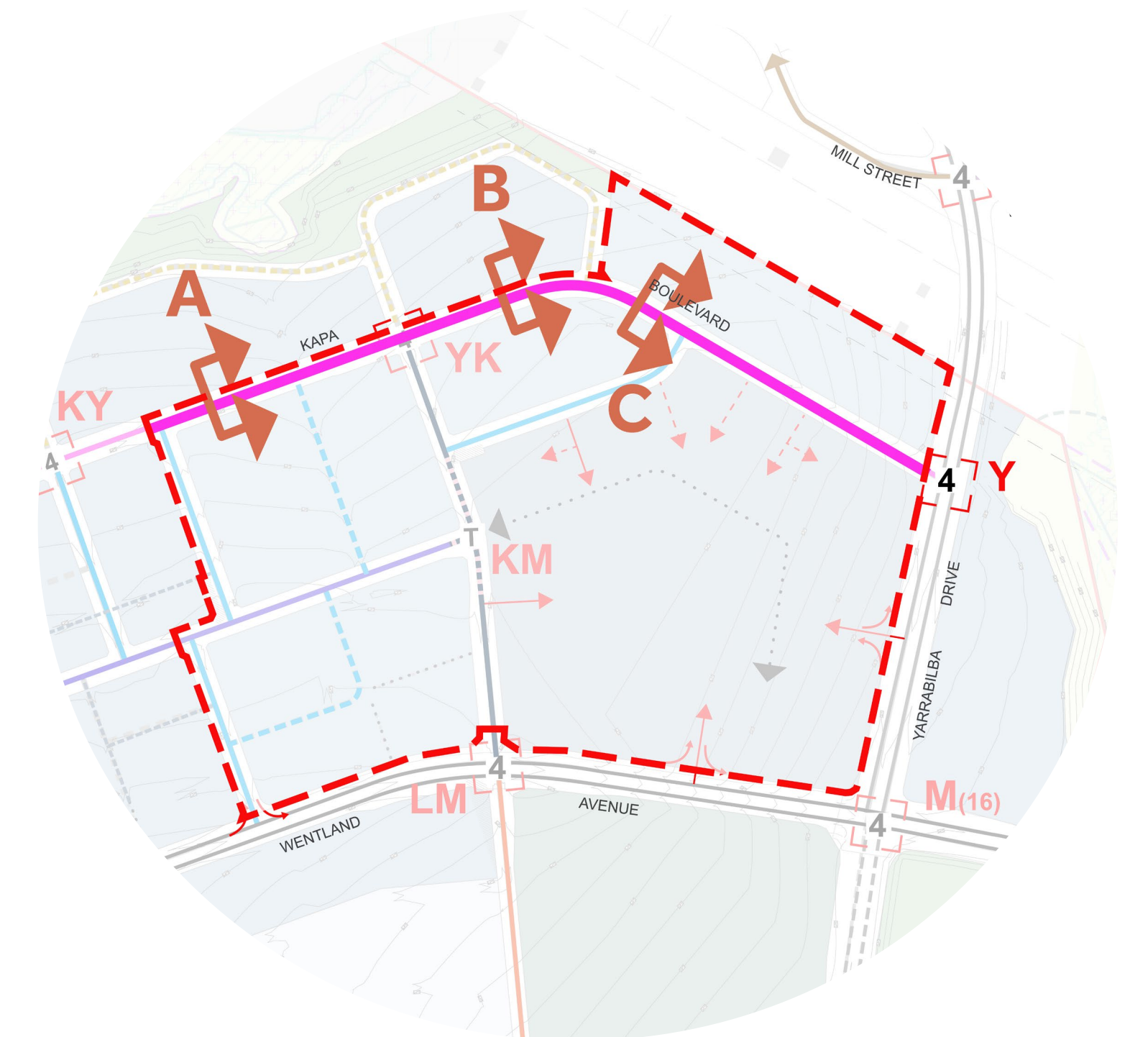


4.4 STREET TYPES

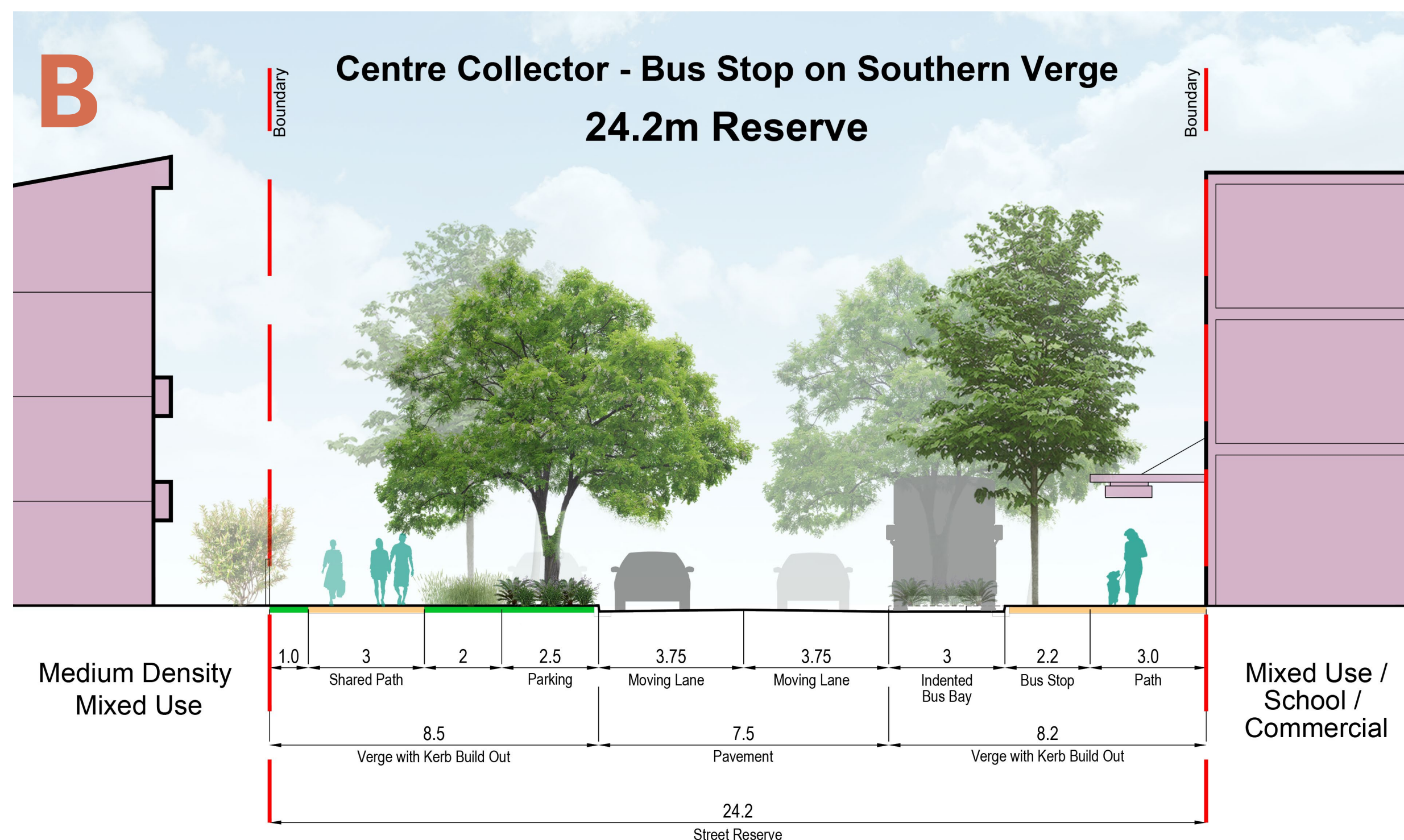
CENTRE COLLECTOR (KAPA BOULEVARD)



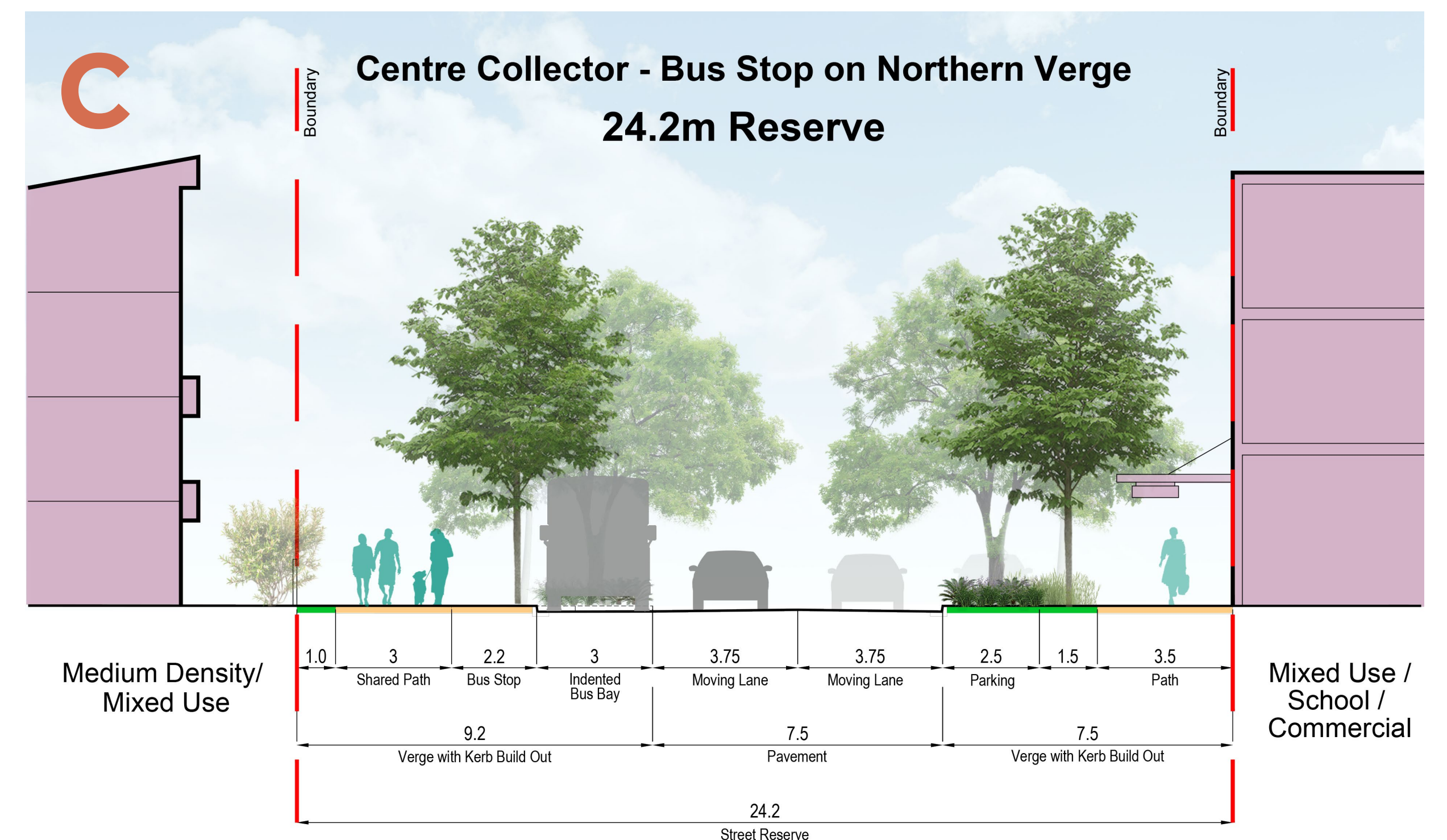
Plan Symbol:



Note: some frontages of the shopping centre site will need to have loading areas accessed from and adjoining to this street type - refer frontage typologies in Section 4.



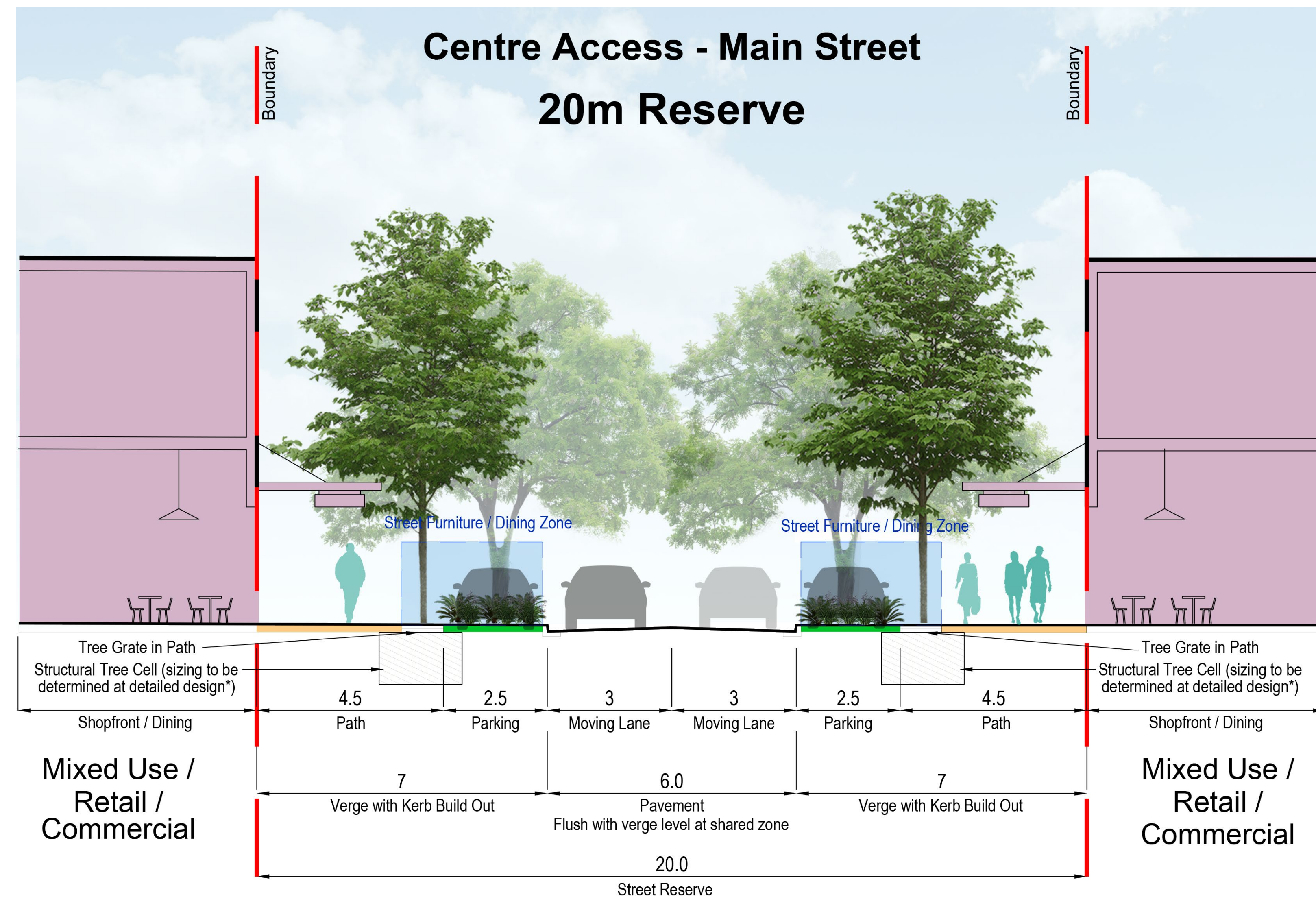
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Plan Symbol:

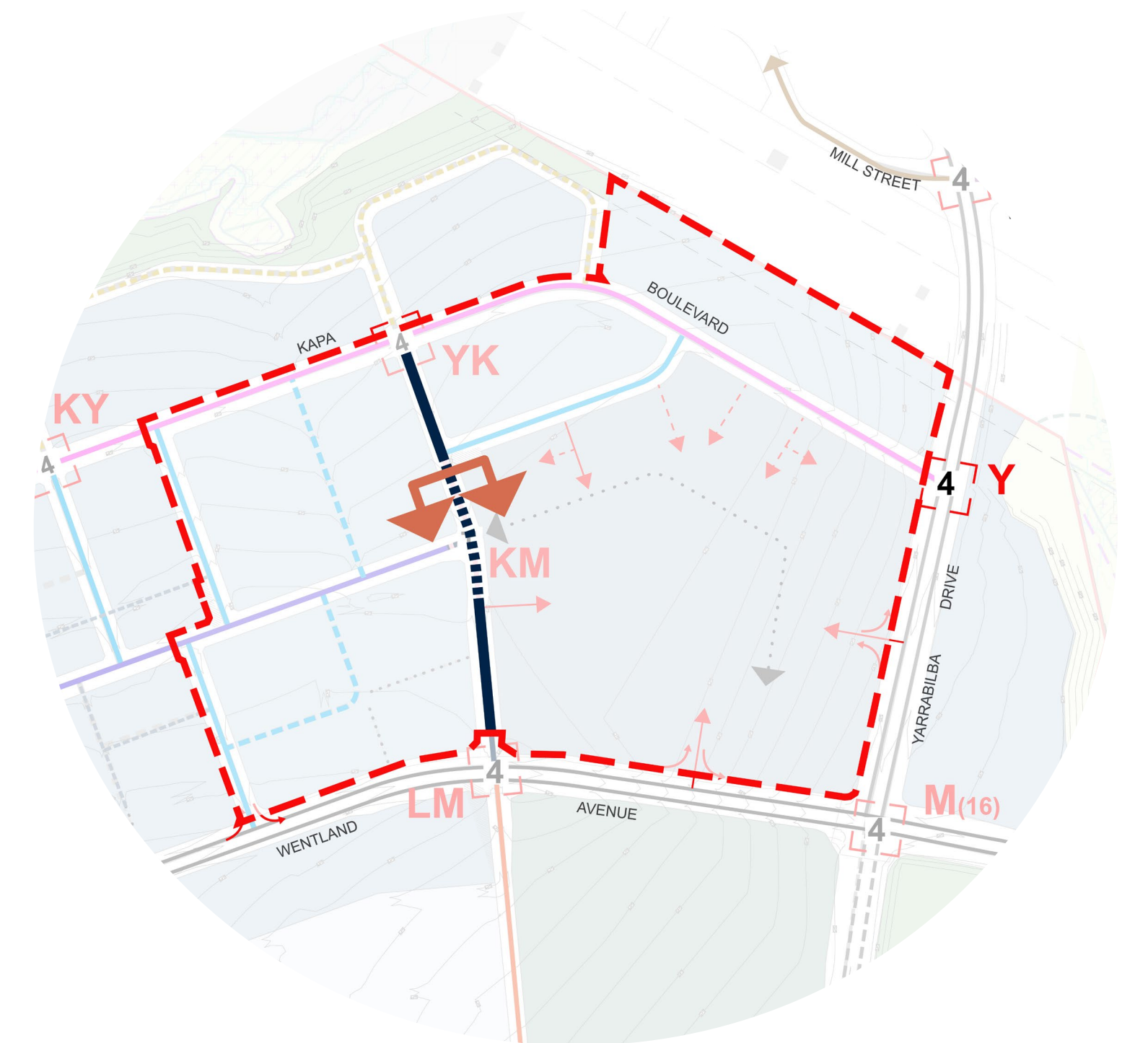


MAIN STREET



Note: * min. 1.5m wide

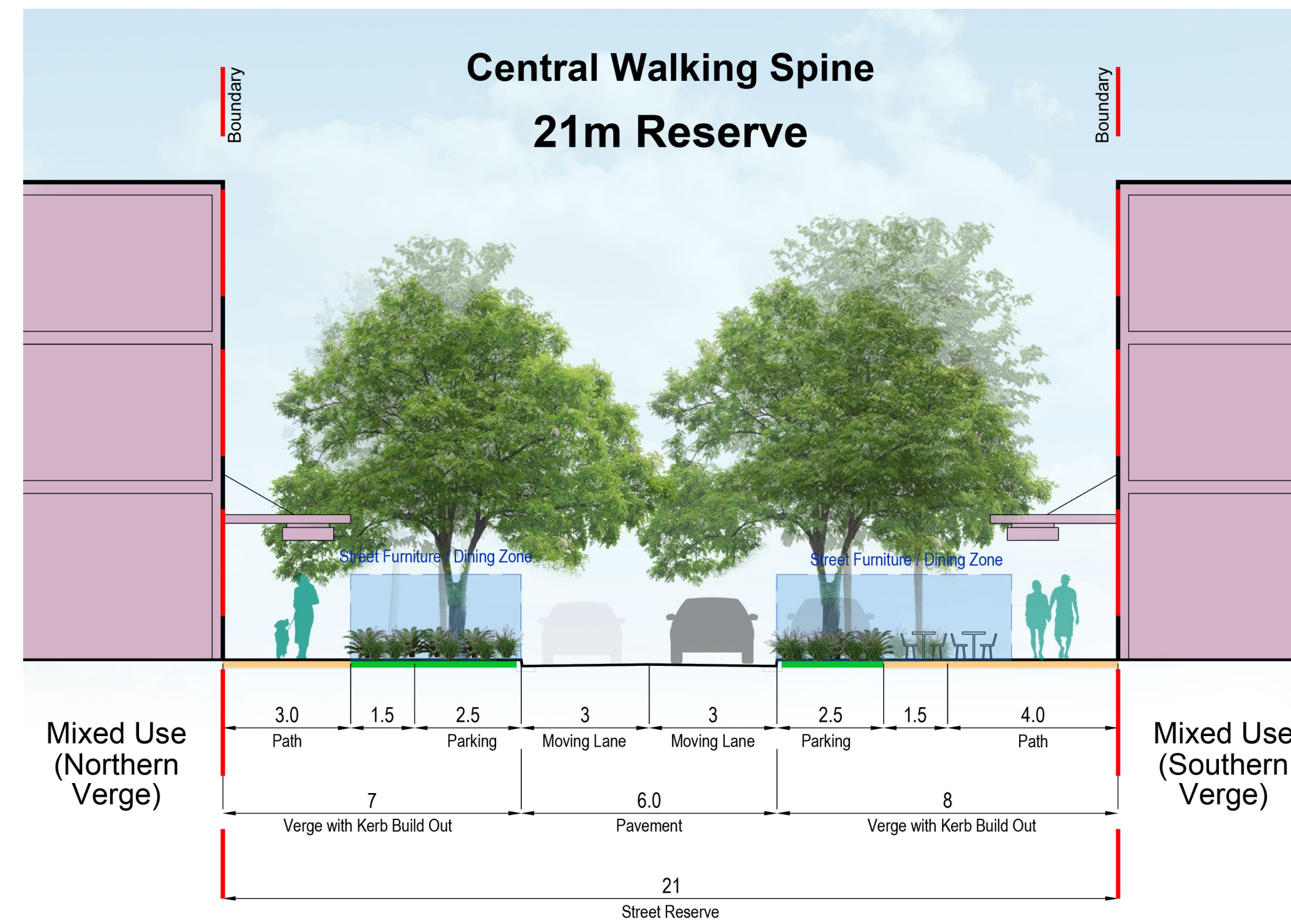
Plan Symbol:



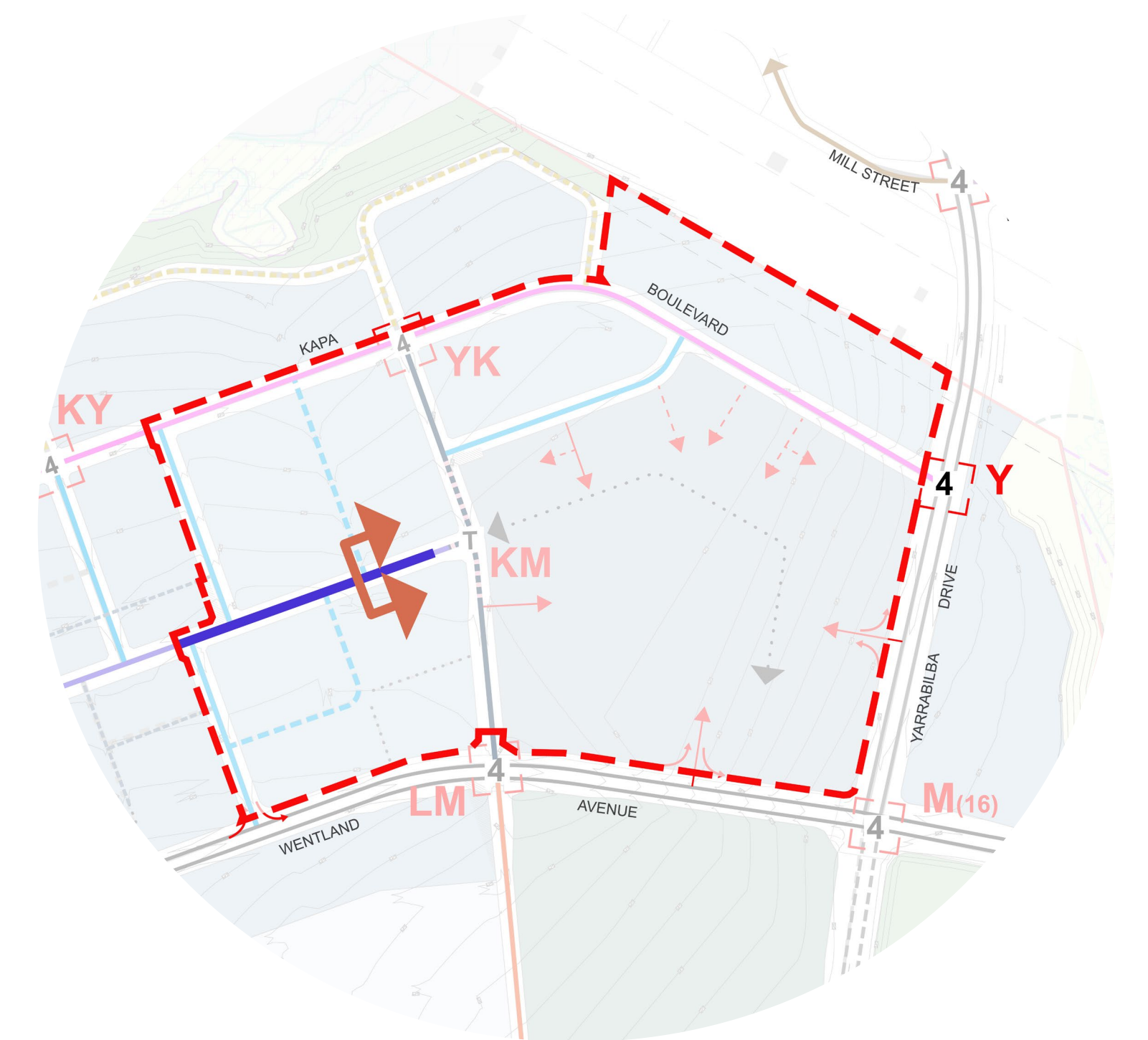
— Centre Access - Main Street

— Centre Access - Main Street
Potential Shared Zone

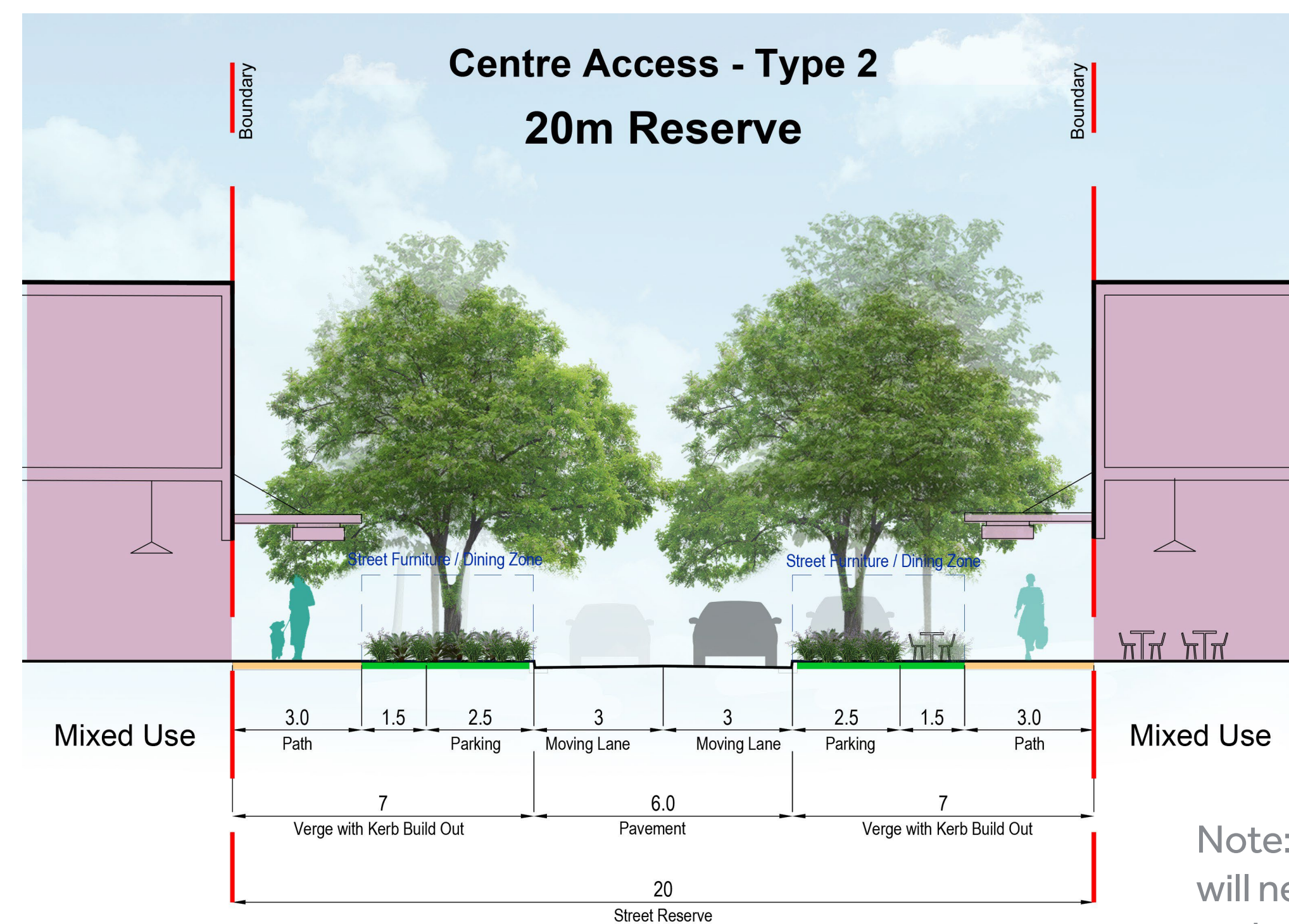
CENTRAL WALKING SPINE



Plan Symbol:



CENTRE ACCESS - TYPE 2

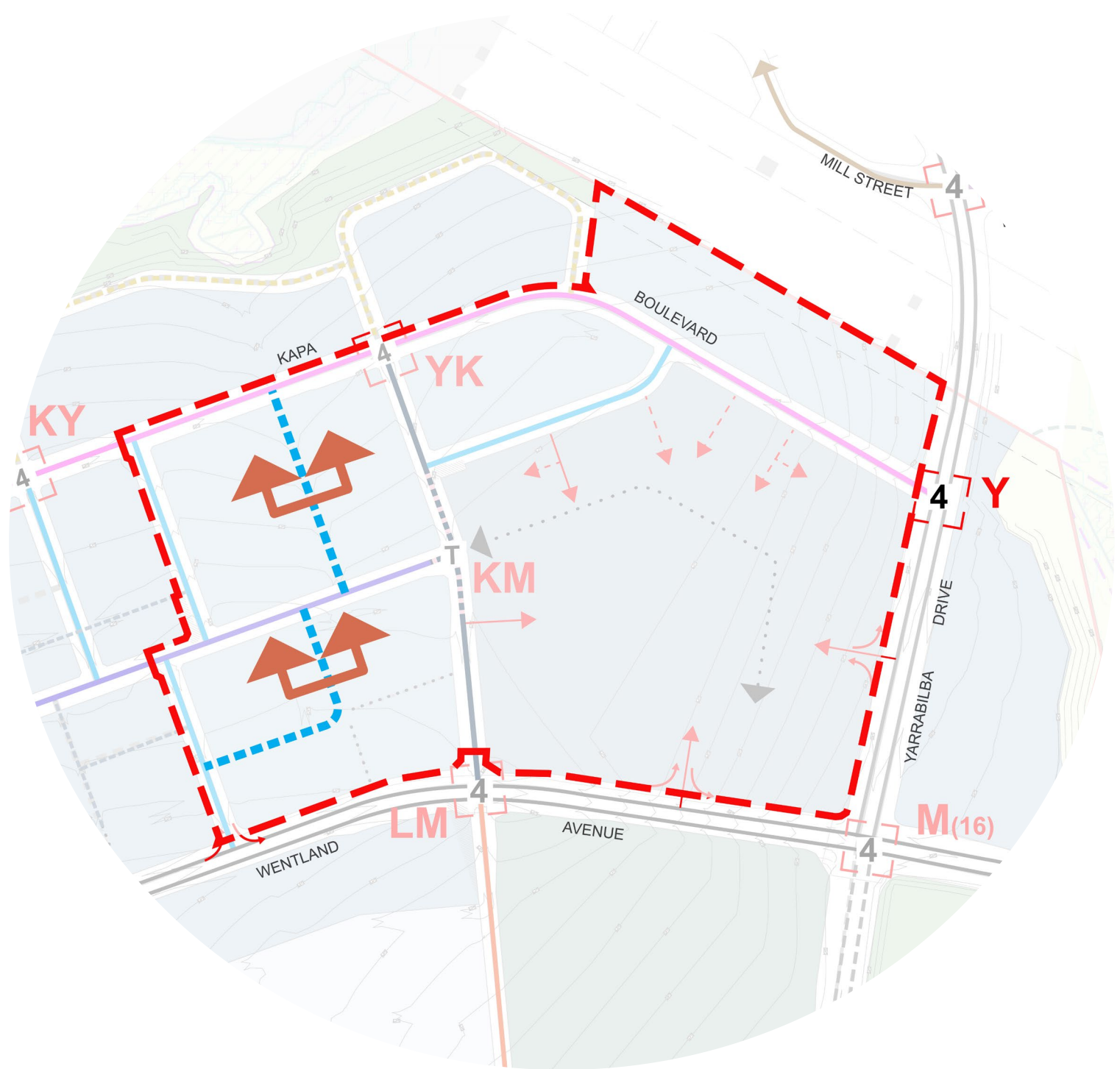
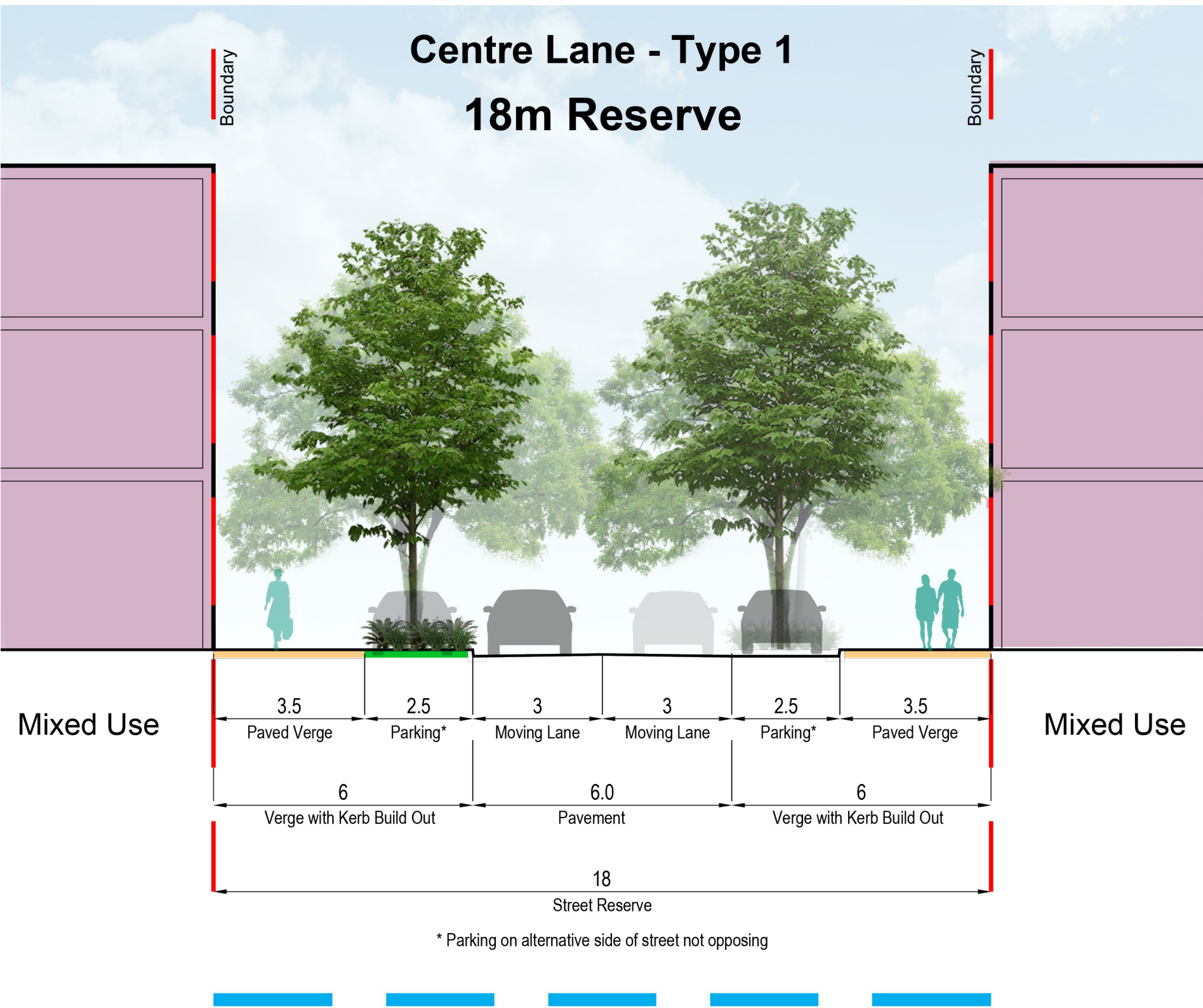


Plan Symbol:

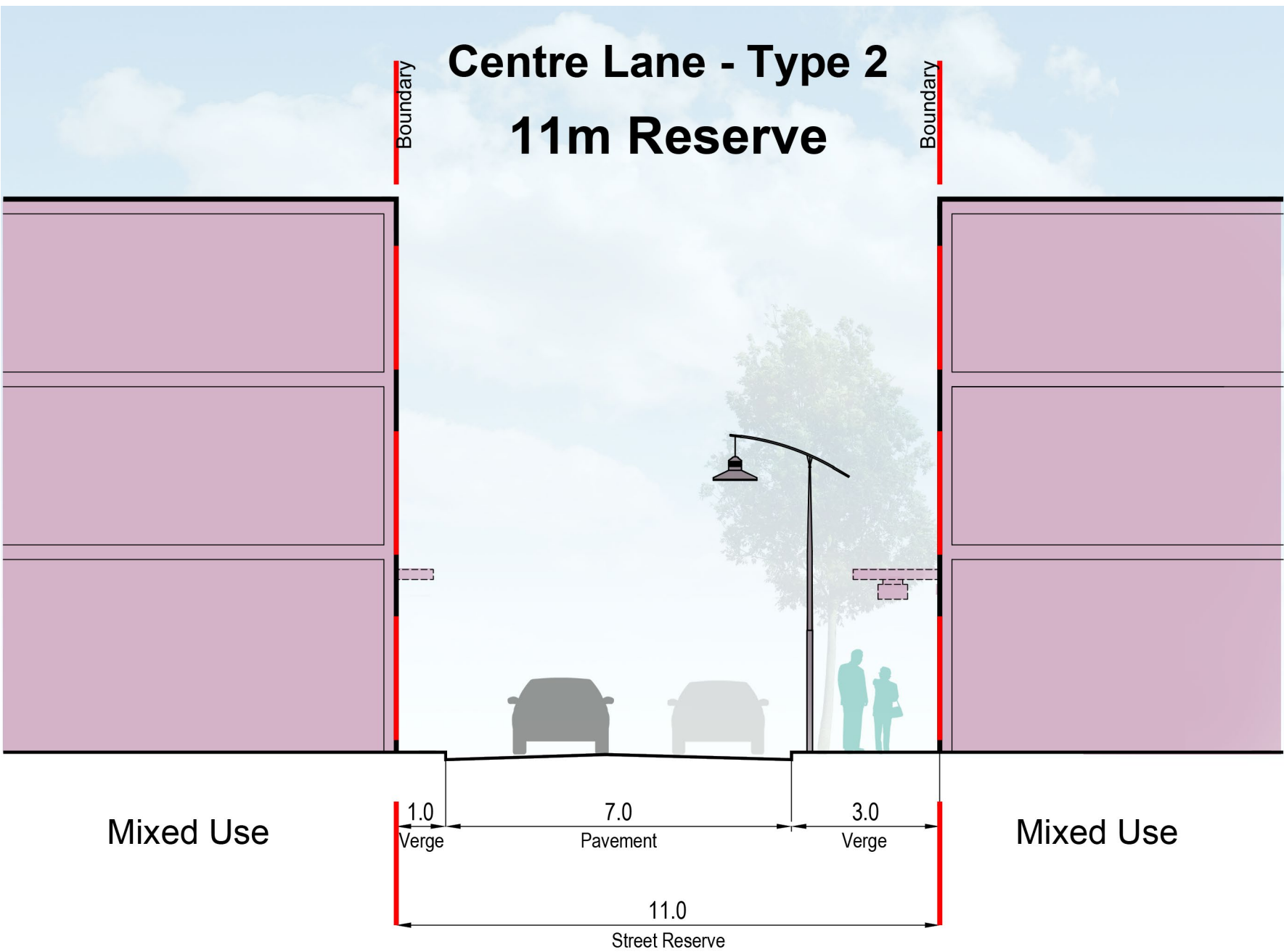


Note: some frontages of the shopping centre site will need to have loading areas accessed from and adjoining to this street type - refer frontage typologies in Section 4.

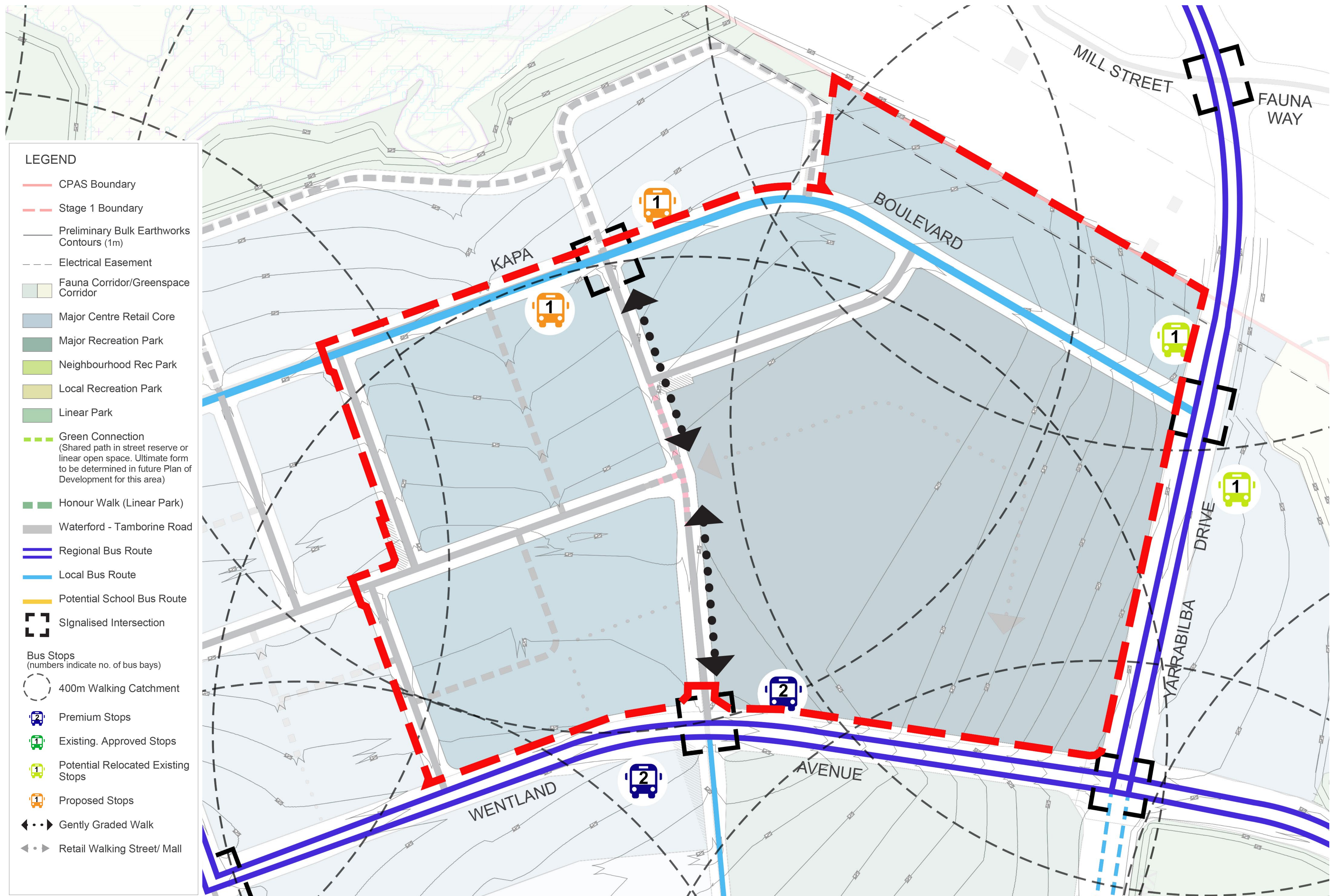
CENTRE LANEWAY TYPE 1 (FUTURE APPLICATIONS)



CENTRE LANEWAY TYPE 2 (FUTURE APPLICATIONS)



4.5 TRANSIT



4.6 LOADING & SERVICING

INTENT: Loading and servicing access and associated loading docks have been consolidated around the northern and eastern perimeter of the retail site.

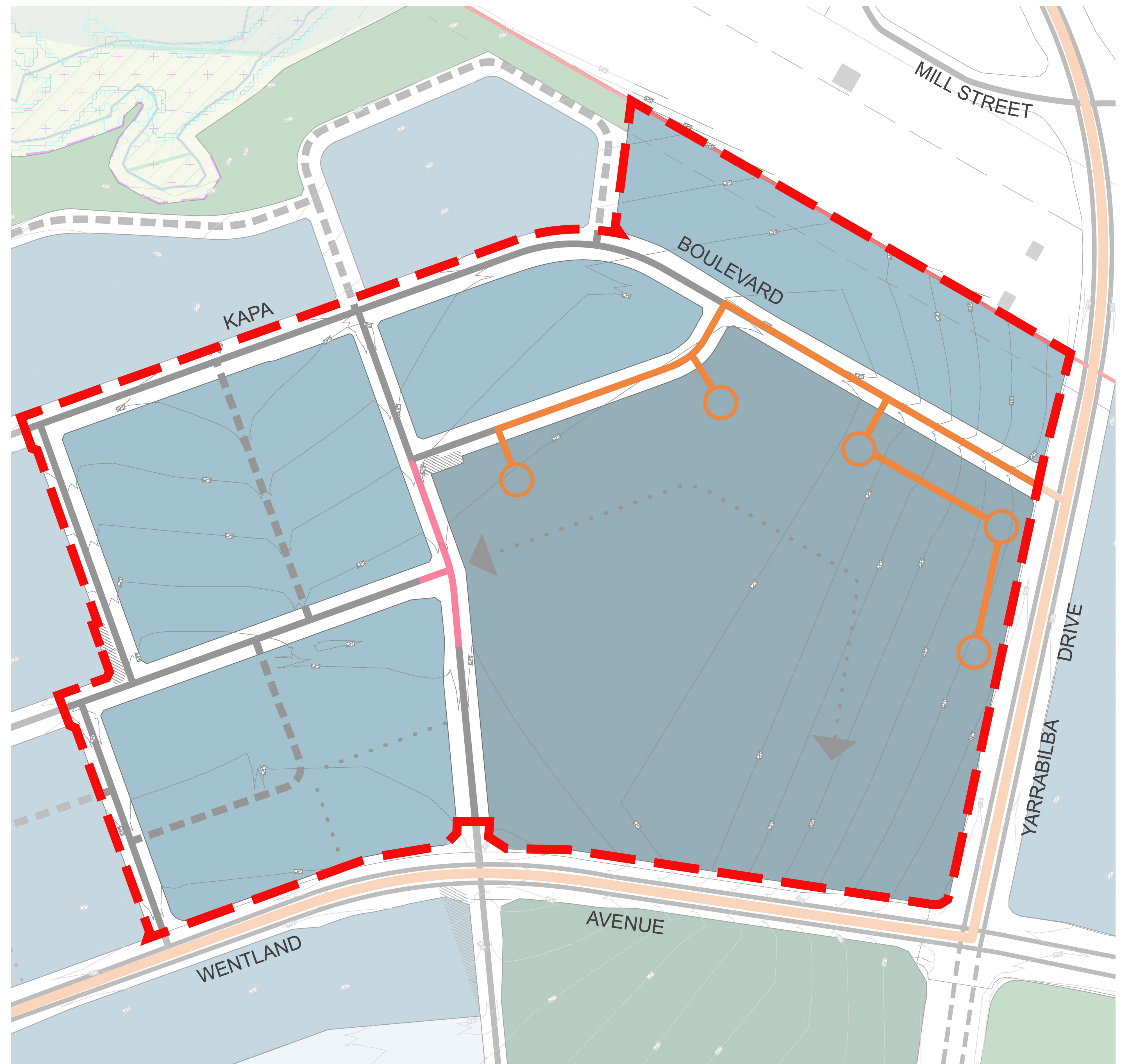
This shortens the access route these vehicles take, limiting their incursion into the centre street grid.

The approach achieves separation of customer and service vehicle movement in the retail core and reduces the size of vehicles in the centre streets to those needed for smaller land uses: coach, refuse collection and pantec or smaller sized delivery vehicles.

In turn this helps facilitates the slow, shared street environments of the centre core.

LEGEND

- CPAS Boundary
- Stage 1 Boundary
- Preliminary Bulk Earthworks Contours (1m)
- Electrical Easement
- Transmission Towers
- Waterford - Tamborine Road
- Street Network
- Street Network - Subject to Further Design and Planning Application
- 'Main Street' Environment
- Retail Walking Street/ Mall
- Fauna Corridor
- Sub-regional Shopping Centre
- Major Centre Core
- Major Centre Frame
- Service Vehicle Access
- Loading Dock Access



4.7 INTERFACES

Awnings are provided between the retail core and Wentland Avenue are along the full extent of pedestrian thoroughfare

AMENDED IN RED
By: Nicole Tobias
Date: 6 July 2026



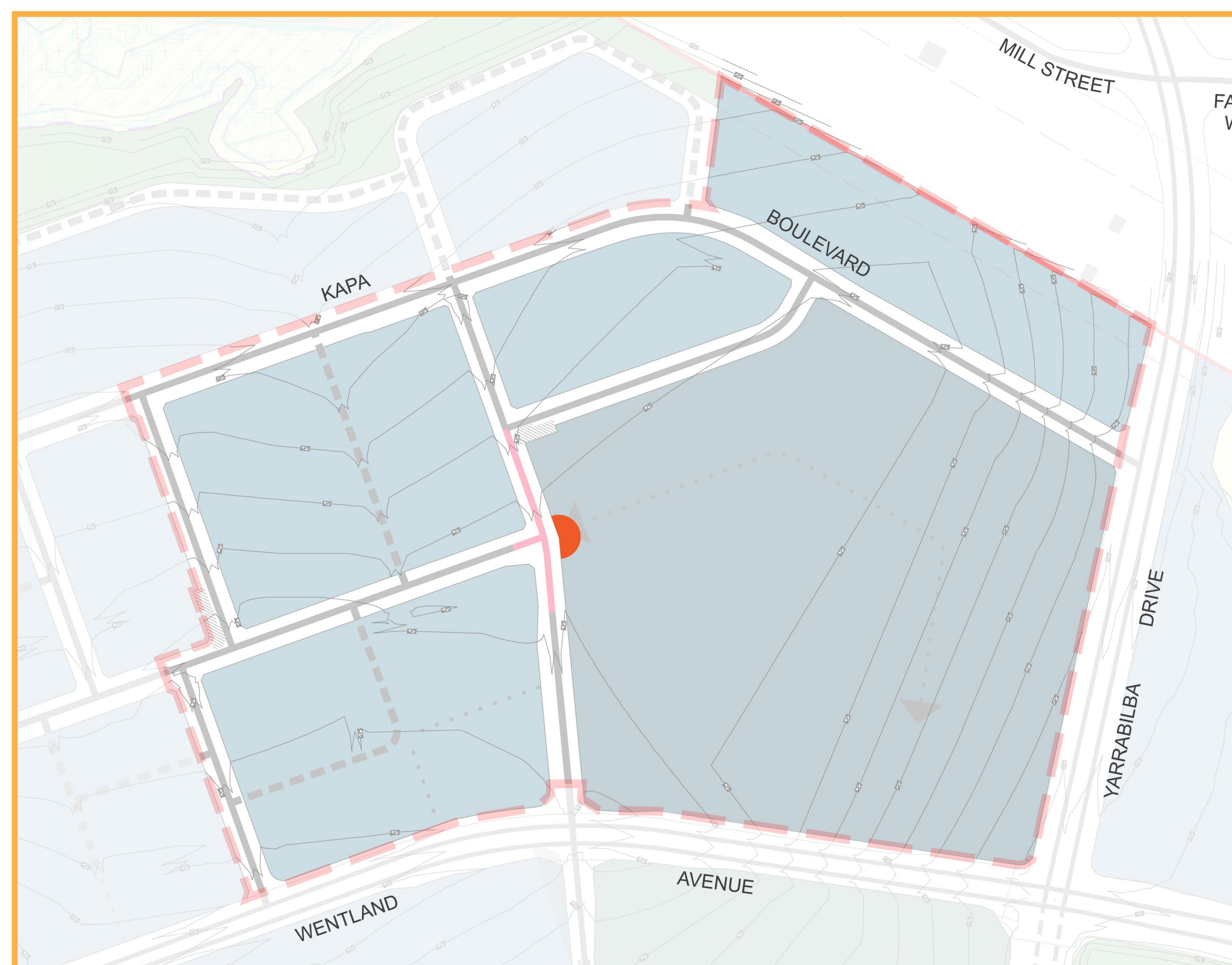
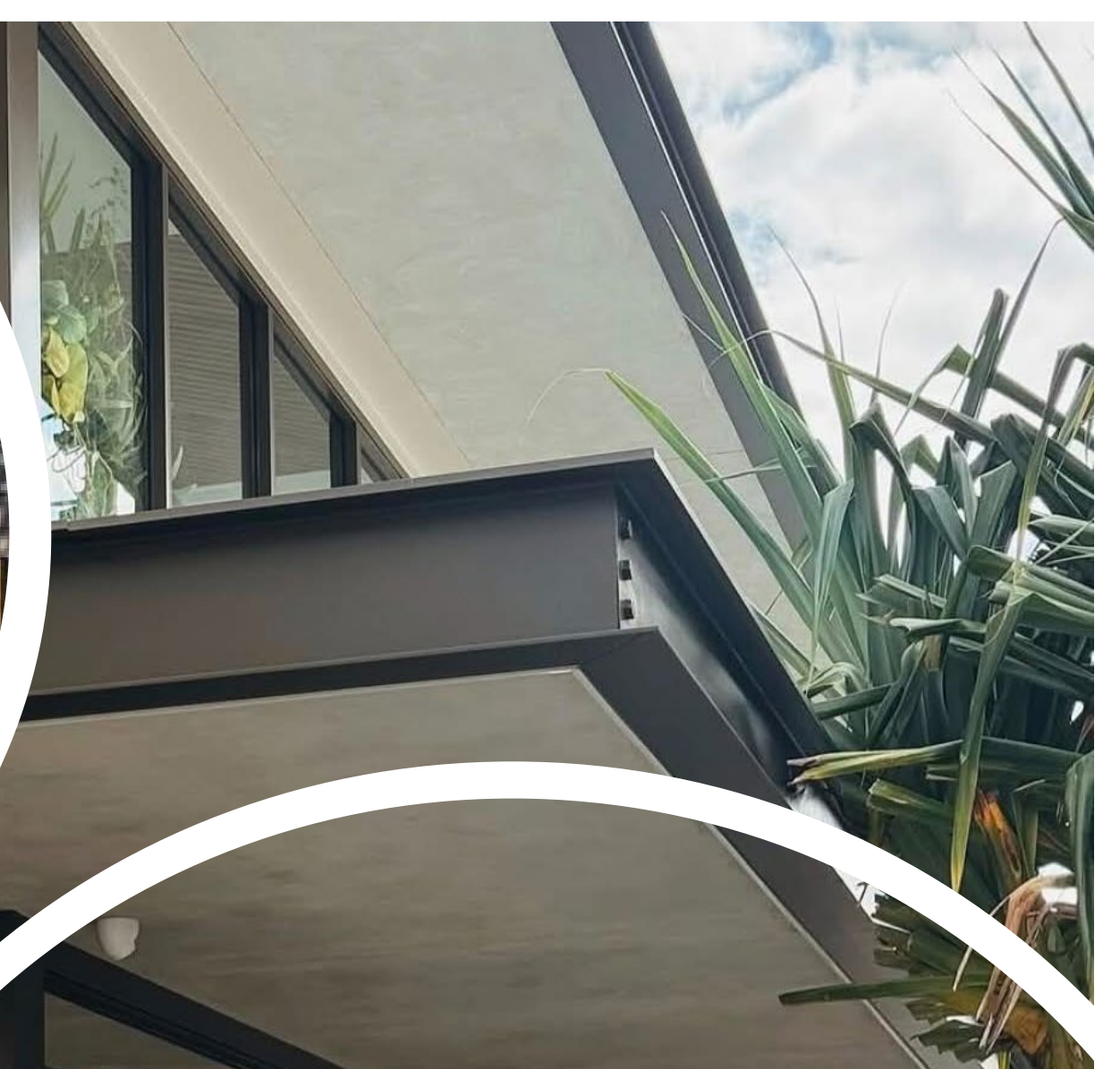
CIVIC SPACE INTERFACE

INTENT: This focussed interface is the point of connection between the civic space (outdoor pedestrian only street) in the retail centre and the most pedestrian focussed parts of Main Street.

It forms and threshold to the retail centre and as such will be framed by buildings at the internal 'street' corners with retail, dining and other community oriented and commercial uses addressing. Awnings provide shelter to pedestrians on the street corners waiting to informally cross or meet. The opportunity for upper level retail, community, and commercial uses overlook the interface through substantial glazing.

Level changes between street and ground floor uses are avoided.

MINIMUM BUILDING SETBACK: 0m



LEGEND	
---	CPAS Boundary
---	Stage 1 Boundary
---	Preliminary Bulk Earthworks Contours (1m)
---	Electrical Easement
---	Proposed Street
---	Potential Centre Lane/Street
---	Potential Pedestrian Link
---	Retail Walking Street/ Mall
●	Civic Space Interface



PRIMARY ACTIVE INTERFACE

INTENT: This interface frames the most pedestrian focussed, and highly activated street frontages of the town centre with the greatest level of exchange between ground floor uses and the street.

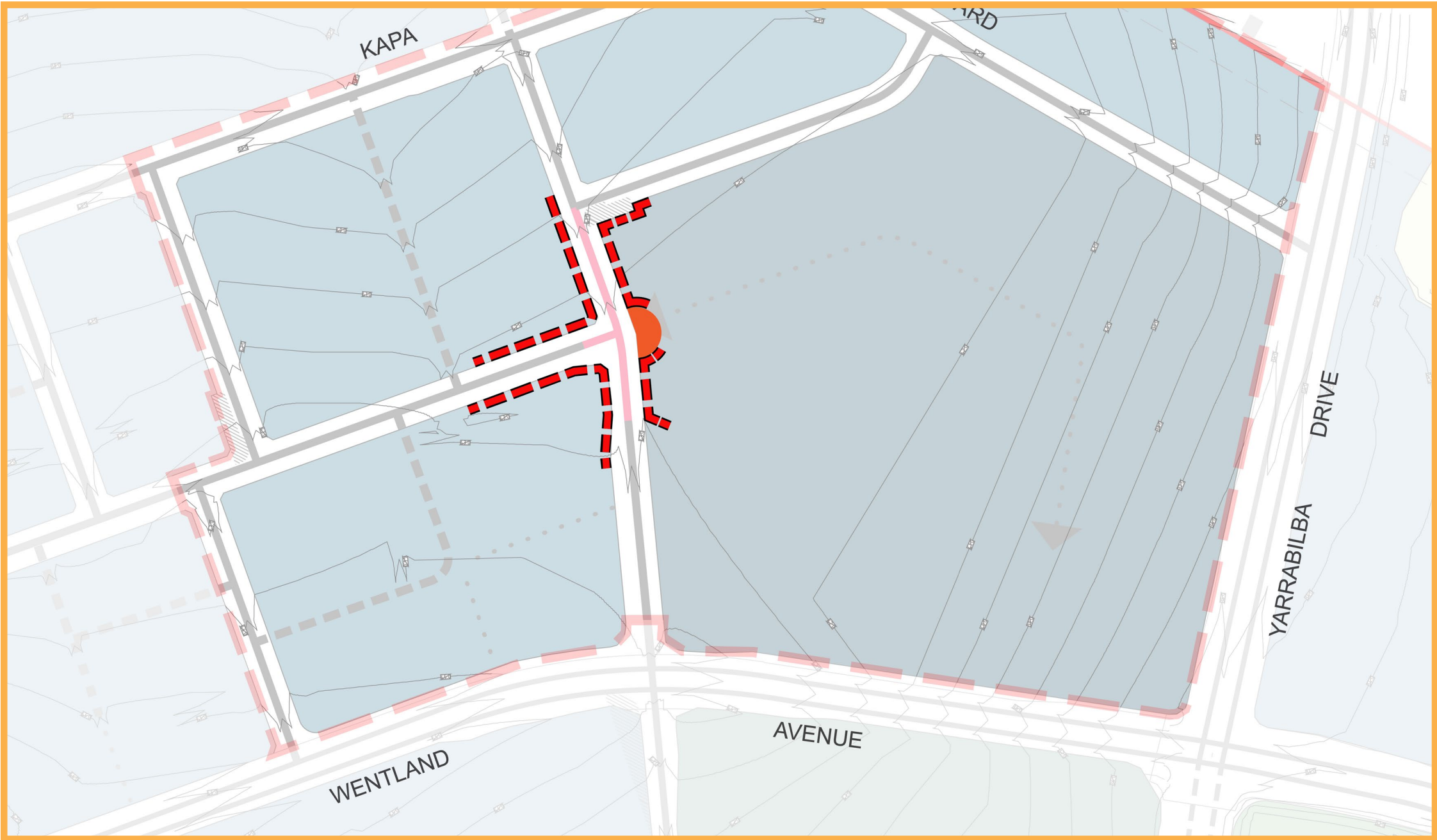
Interfaces will be lined by shop fronts to retail, dining, and community uses.

Built form will frame the street corners with entrances addressing the corners, verges may be occupied by street dining and with continuous awnings along the building line for shade and weather relief.

Level changes are avoided at street boundaries as far as possible to simplify access and avoid passive/dead zones.

Upper level of buildings are occupied by other retail and commercial or community uses with glazing overlooking the street. Built form is varied in design and more detailed in architectural treatment to provide visual interest to the street.

MINIMUM BUILDING SETBACK: 0m



LEGEND

- CPAS Boundary
- Stage 1 Boundary
- Preliminary Bulk Earthworks Contours (1m)
- Electrical Easement
- Proposed Street
- Potential Centre Lane/Street
- Potential Pedestrian Link
- Retail Walking Street/ Mall
- Civic Space Interface
- Primary Active Interface



SECONDARY ACTIVE INTERFACE

INTENT: This interface facilitates the majority of more urban, activated edges in the centre, areas of moderate pedestrian traffic on desire lines between parts of the centre.

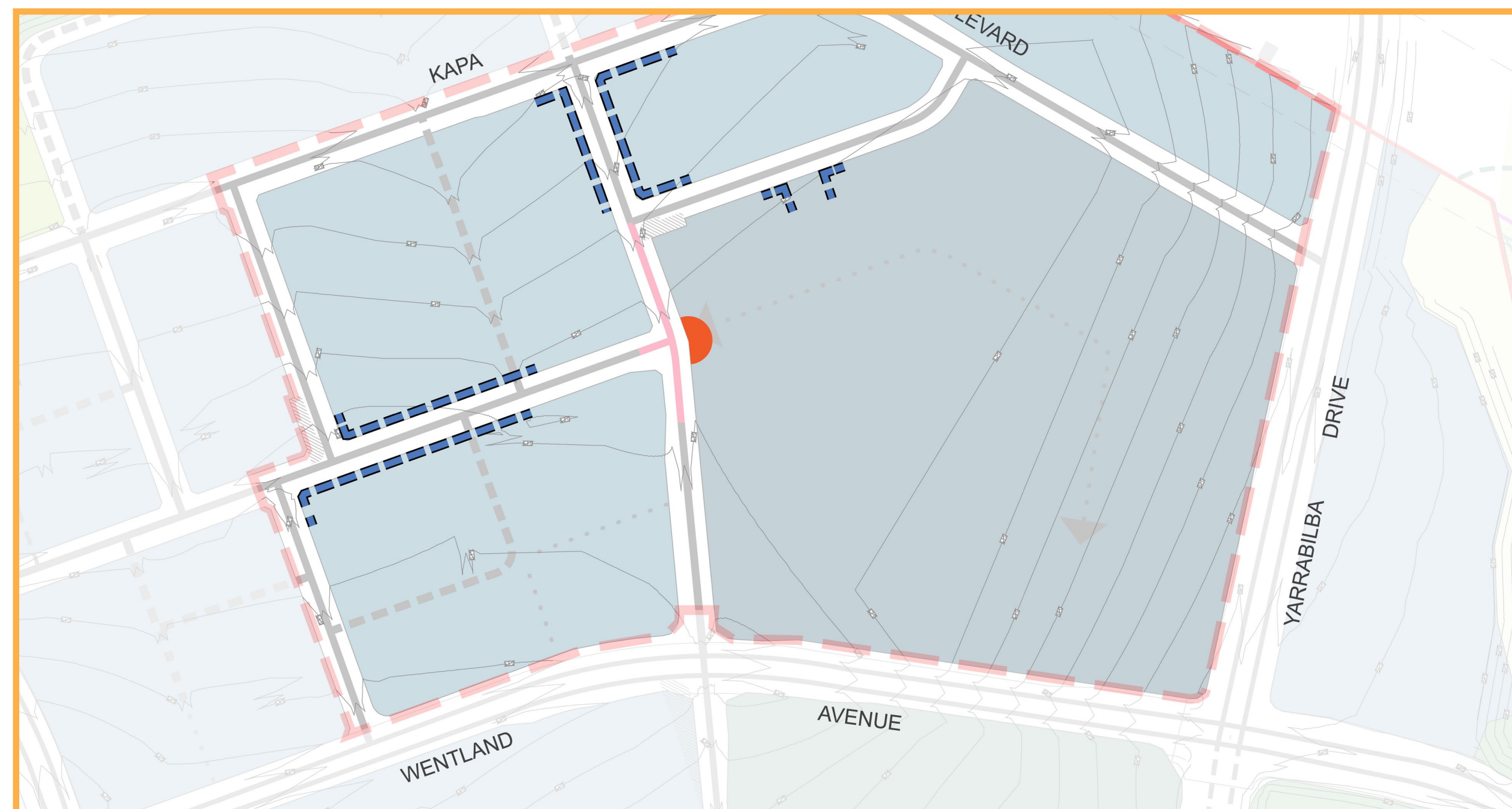
Given its frequency it cannot sustain the high level of interaction between verge and shop fronts that is expected of primary active interfaces. However, it will likely host a wide range of secondary commercial, minor retail, minor food and beverage outlets as well as lobby entrances into mixed use buildings that frame the street. Therefore ground floor tenancies will have their own entries to the street, awnings may be common and glazing will dominate the ground floor frontages.

Upper levels should be comprised of working and living spaces with windows and balconies overlooking the street.

Retaining walls and level changes should be avoided on these interfaces where possible to not complicate pedestrian access and frontage activation.

Carparking may not adjoin the street frontage and driveway crossovers should be avoided (instead located on secondary street and lane way frontages).

MINIMUM BUILDING SETBACK: 0m



LEGEND

- CPAS Boundary
- Stage 1 Boundary
- Preliminary Bulk Earthworks Contours (1m)
- Electrical Easement
- Proposed Street
- Potential Centre Lane/Street
- Potential Pedestrian Link
- Retail Walking Street/ Mall
- Civic Space Interface
- Secondary Active Interface



EMBELLISHMENT INTERFACE

Awnings are provided between the retail core and Wentland Avenue are along the full extent of pedestrian thoroughfare

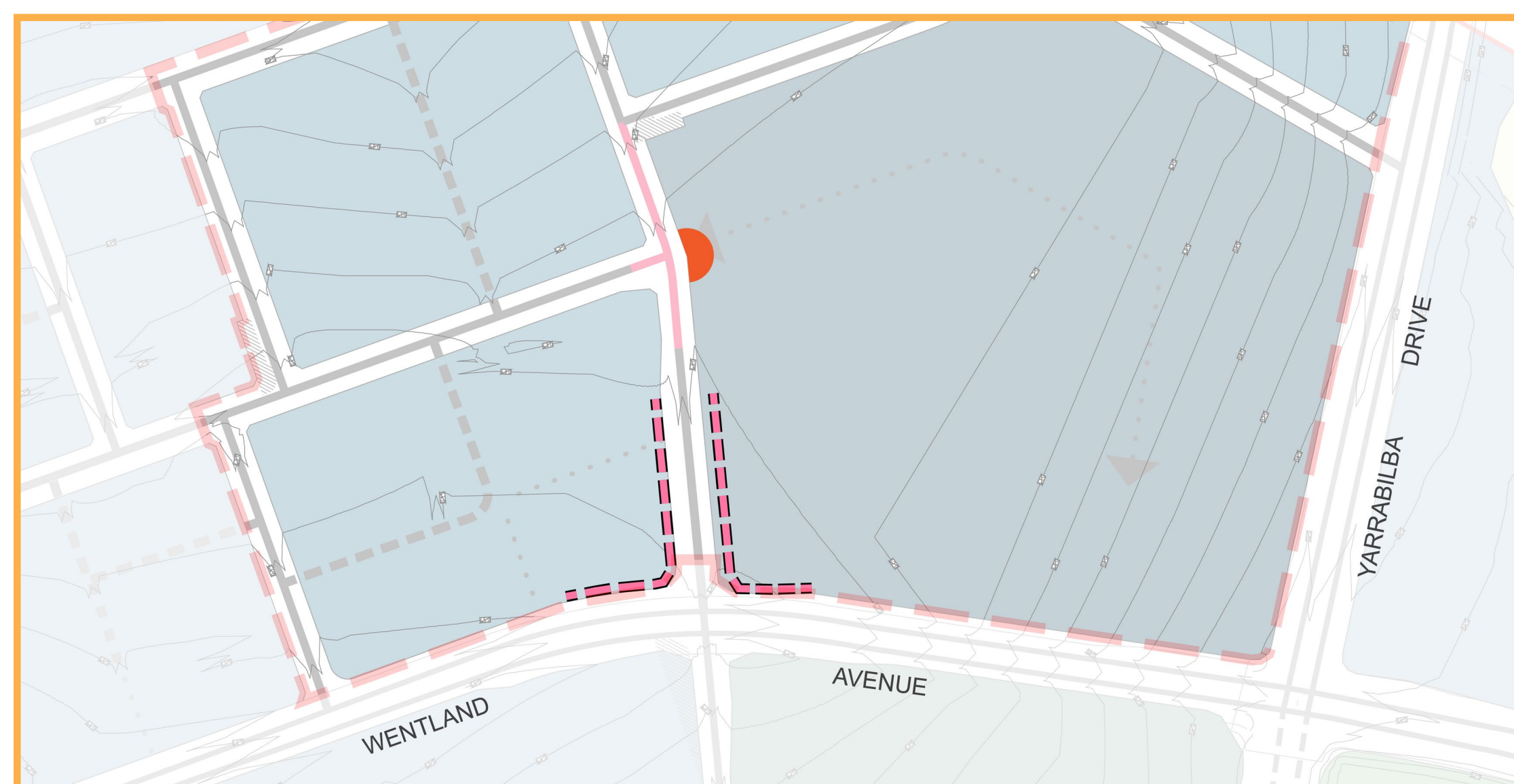
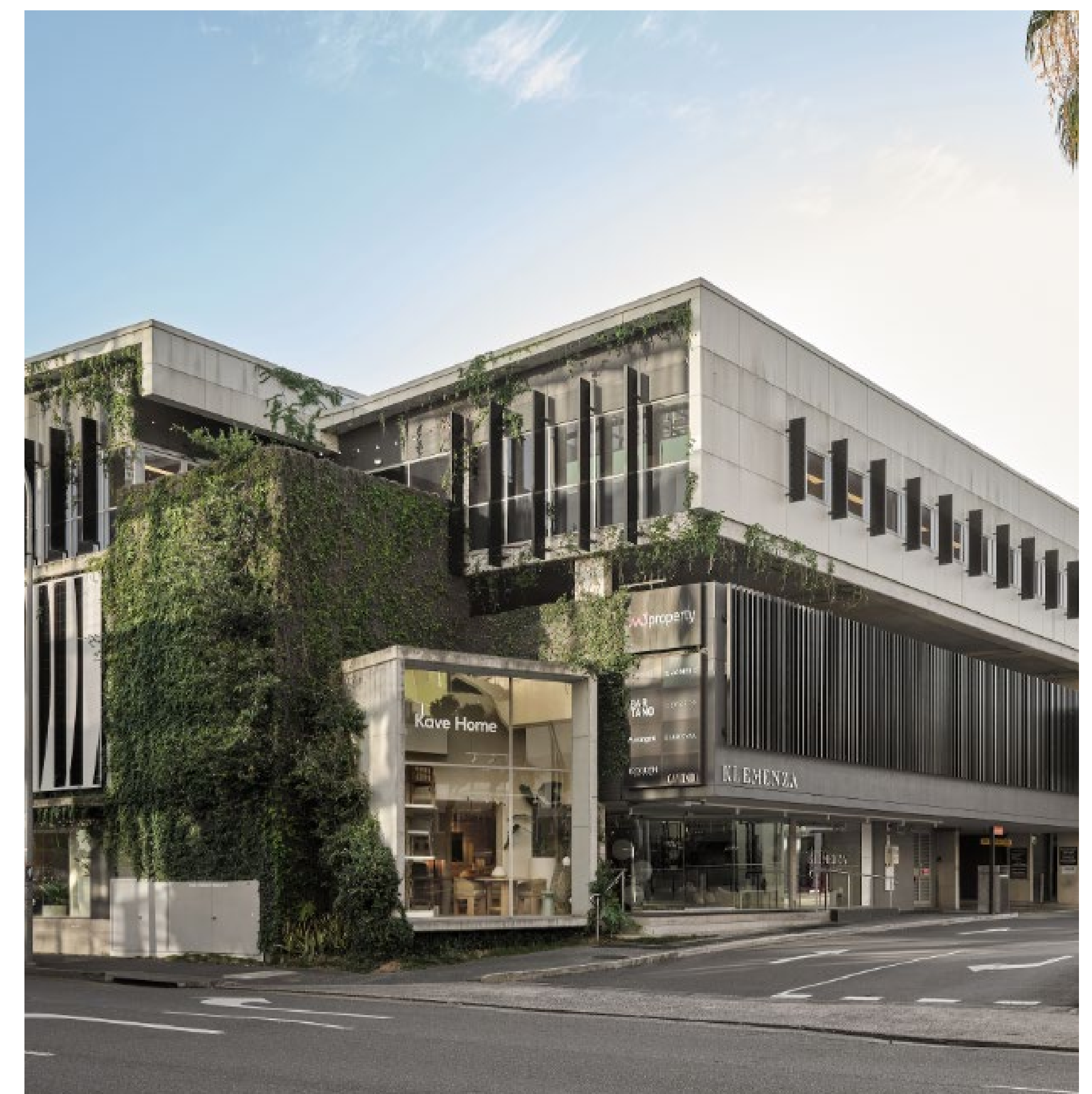
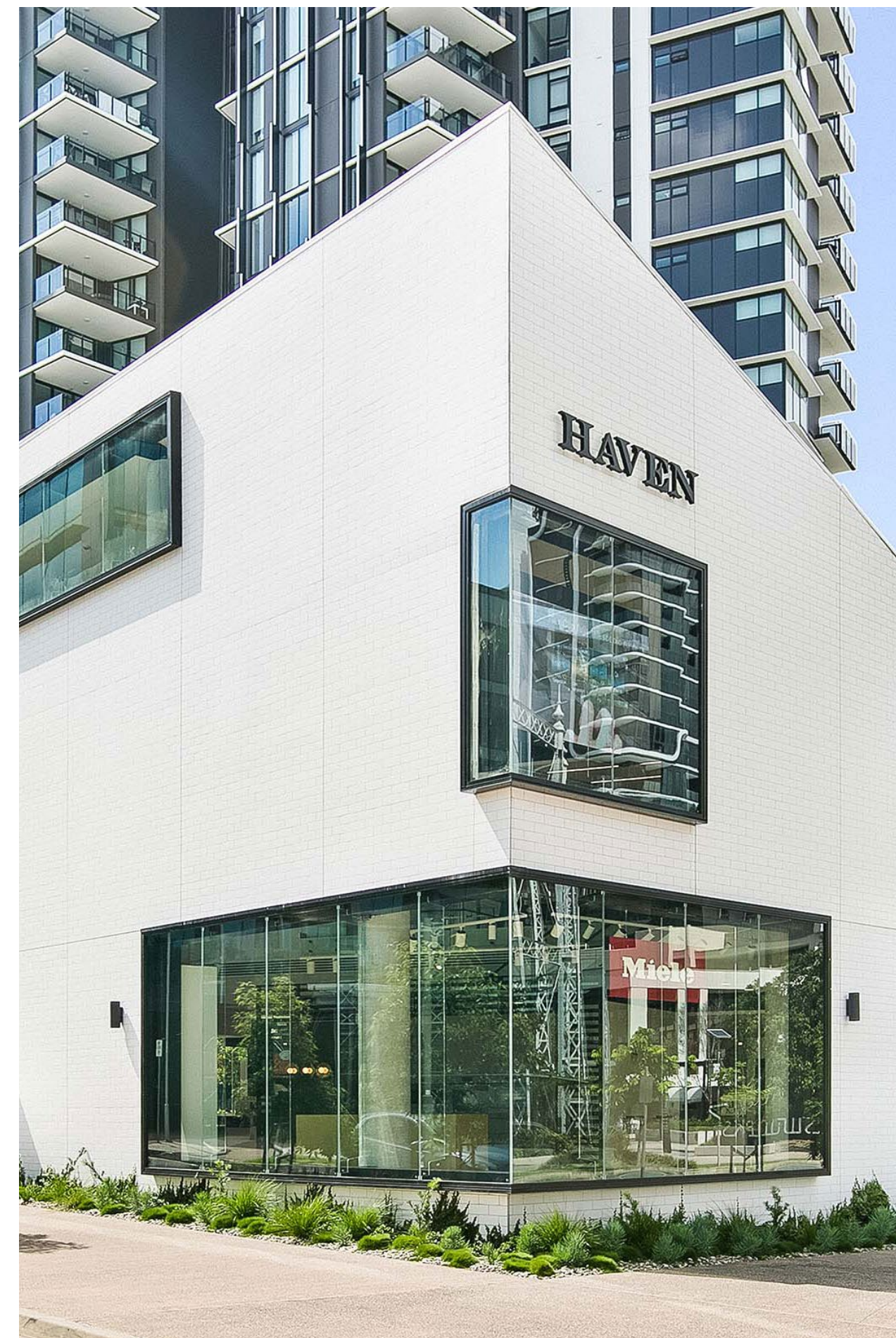
AMENDED IN RED
By: Nicole Tobias
Date: 6 July 2026
Queensland Government

INTENT: This interface forms the southern gateway into Main Street and transition into more pedestrian focussed areas of the centre. As a gateway it needs to perform the following roles:

- frame the start of Main Street with built form that celebrates the street corner and is visually appealing.
- introduce building height on street corners (2 storey encouraged).
- transition from the busy, more car focussed environment of Wentland Avenue into the highly activated, permeable and pedestrian core of Main Street. Therefore it should have small setbacks and some landscaping to the building line to soften the environment and reduce noise transfer, in combination with verge planting.
- glazing into ground floor display spaces and upper floor working and customer spaces to provide visual interest for pedestrians and overlooking of the street
- variation in facade design including materials, projections and shade screening to reduce scale and perceived building mass.

Built form on the eastern side of Main Street will need to facilitate a high quality pedestrian thoroughfare (in combination with the street verge) for moderate volumes of pedestrians walking between the retail centre and the major recreation park. This can be achieved through a combination of physical shade structures (like awnings/arbours along the eastern side of the street) that can also provide some weather relief and stepping back from the street corner slightly to facilitate standing and pedestrian comfort at the signalised intersection.

MINIMUM BUILDING SETBACK: 1m but may vary to achieve the outcomes above.



LEGEND

- CPAS Boundary
- - - Stage 1 Boundary
- Preliminary Bulk Earthworks Contours (1m)
- Electrical Easement
- Proposed Street
- ■ ■ Potential Centre Lane/Street
- ● ● Potential Pedestrian Link
- ◀ ● ▶ Retail Walking Street/ Mall
- ◐ Civic Space Interface
- ■ ■ Embellishment Interface
- Pedestrian link from Retail to Major Recreation Park

LANDSCAPE BUFFER INTERFACE 1

INTENT: This interface comprises less visually prominent street interfaces where due to land use, site size and frontage length, or by having some level change, continuous built form to the street edge is unlikely or not warranted and retaining is acceptable.

Here built form may not address the street and carparking may adjoin the frontage behind a minimum 2m landscape buffer that permits mutual overlooking of both carpark and street.

Retaining should be low in height (up to 1.5m) and preferably constructed in a material and finish that complements the design and materials used in the building on-site (refer Section 4.8: Other Development Controls).

Trees that can grow to a height able to partly shade the street verge are included in the landscape buffer.

MINIMUM BUILDING SETBACK: 3m



LEGEND

CPAS Boundary

Stage 1 Boundary

Preliminary Bulk Earthworks Contours (1m)

Electrical Easement

Proposed Street

Potential Centre Lane/Street

Potential Pedestrian Link

Retail Walking Street/ Mall

Civic Space Interface

Landscape Buffer Interface 1



LANDSCAPE BUFFER INTERFACE 2

INTENT: This south facing interface provides a transition between the retail site and Wentland Avenue and overlooks the Major Recreation Park. It provides an important, though limited, access point to the retail site.

As Wentland Avenue slopes down to meet Yarrabilba Drive, the interface involves some level change between the street and retail site.

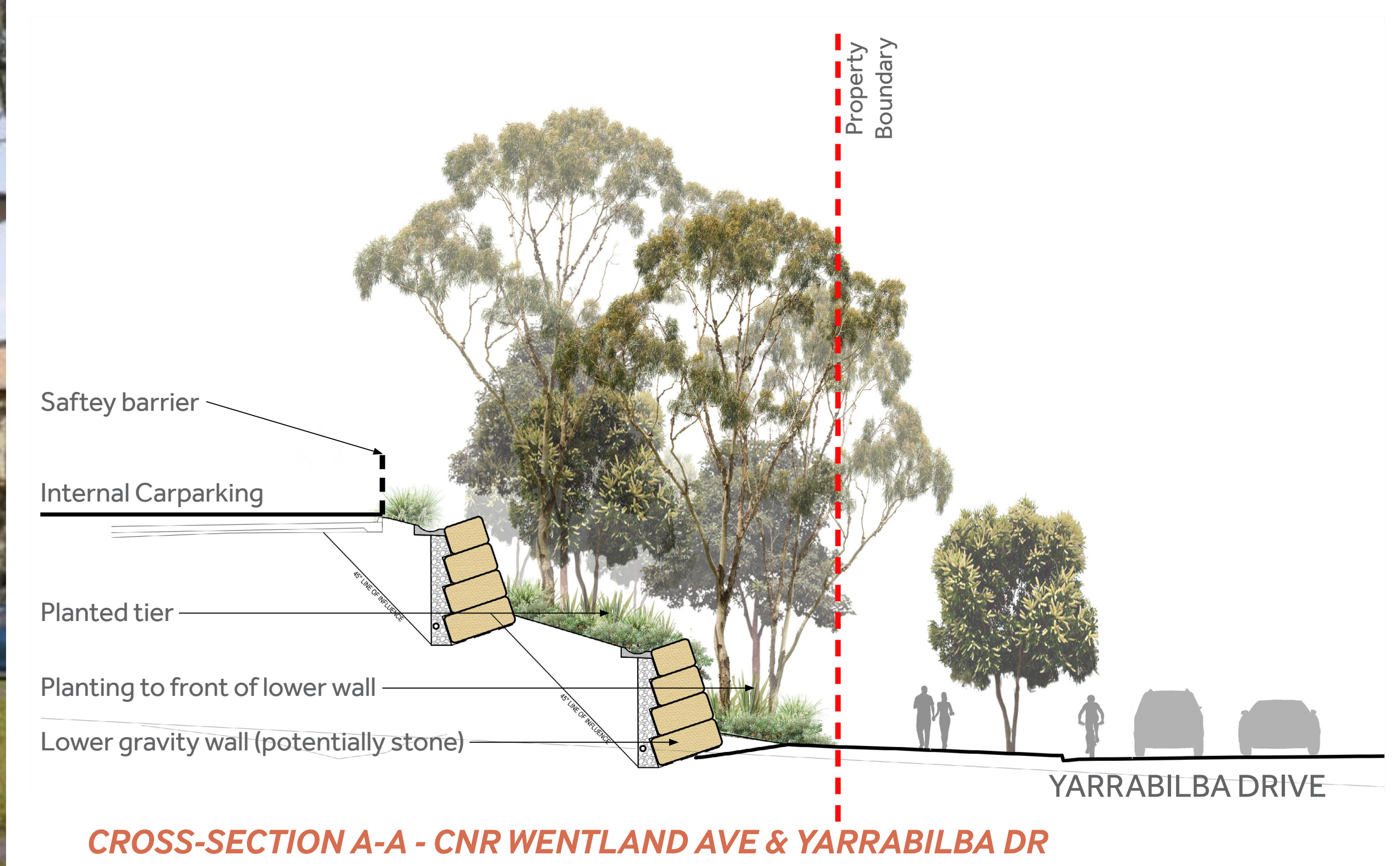
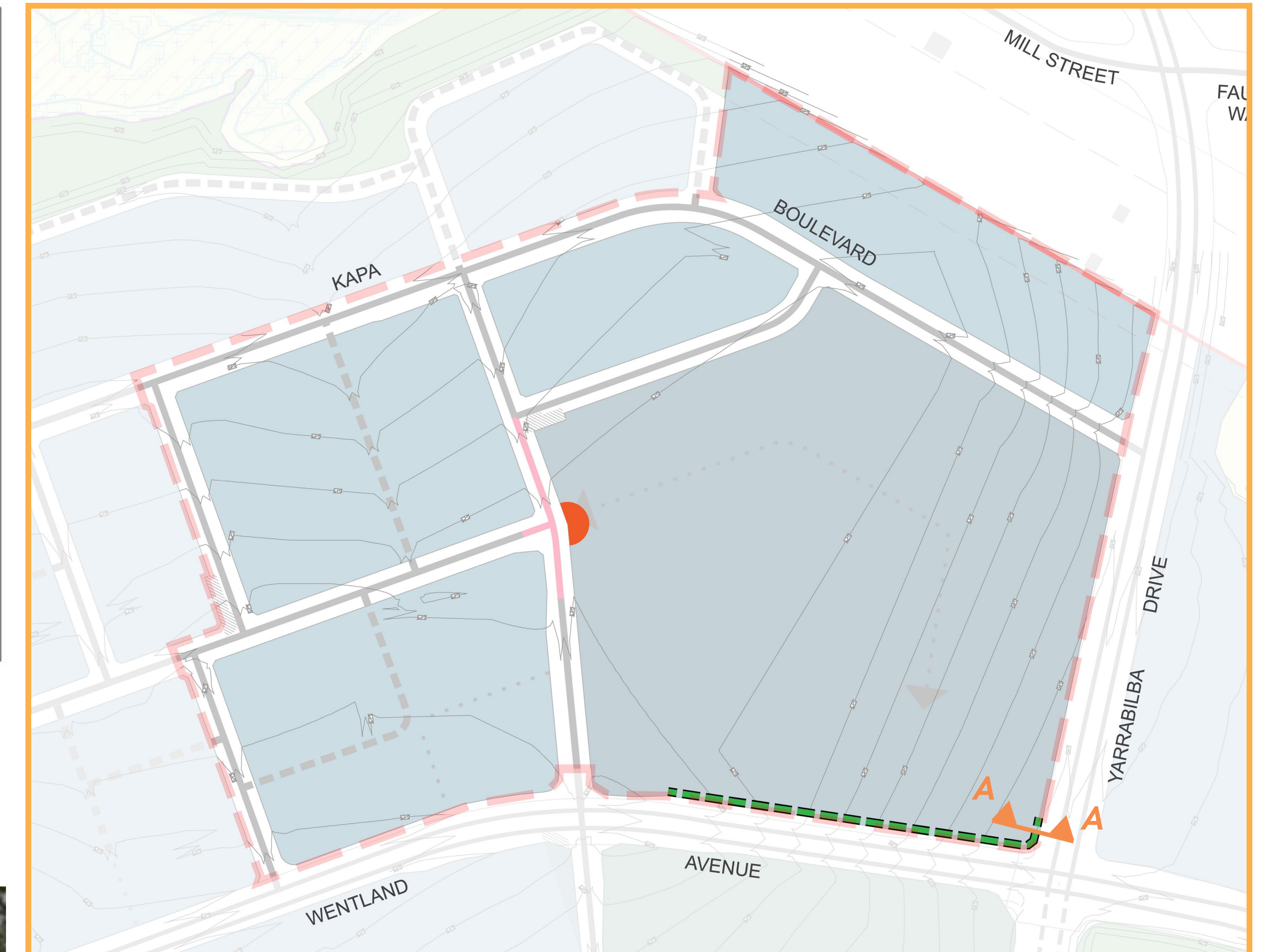
This is to be managed through retaining walls that could be tiered or set back from the boundary and planted below each wall/tier to soften visual and planting landscape along the top of the wall between carparking and wall.

Future frame retail and commercial buildings may occupy the interface as demand requires, with glazing facilitating views from internal spaces to the parklands and distant landscape.

MINIMUM BUILDING SETBACK: None specified as setback will be determined by retaining and landscape requirements.

LEGEND

- CPAS Boundary
- - - Stage 1 Boundary
- Preliminary Bulk Earthworks Contours (1m)
- = = = Electrical Easement
- Proposed Street
- ■ ■ Potential Centre Lane/Street
- ● ● Potential Pedestrian Link
- ◀ ● ▶ Retail Walking Street/ Mall
- ◐ Civic Space Interface
- ■ ■ Landscape Buffer Interface 2



SERVICE AREA INTERFACE

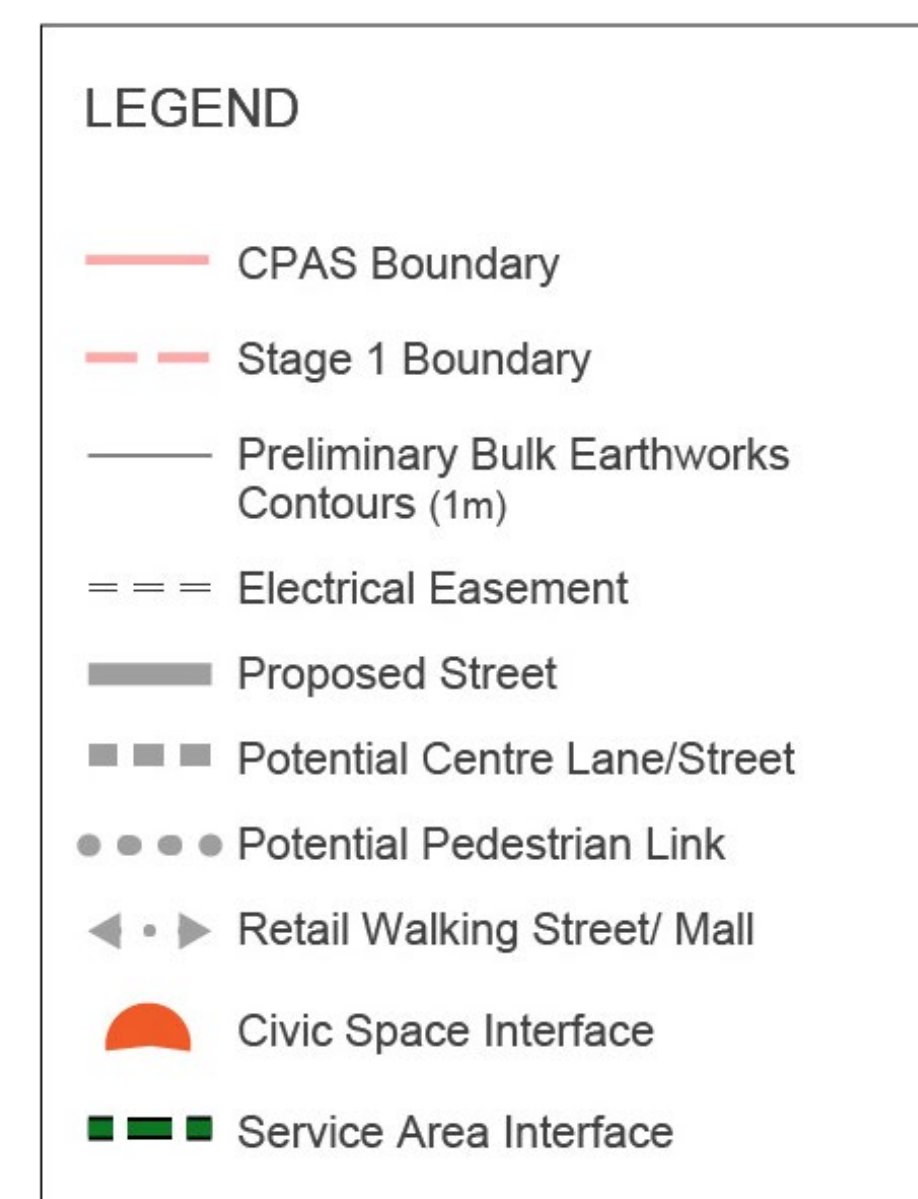
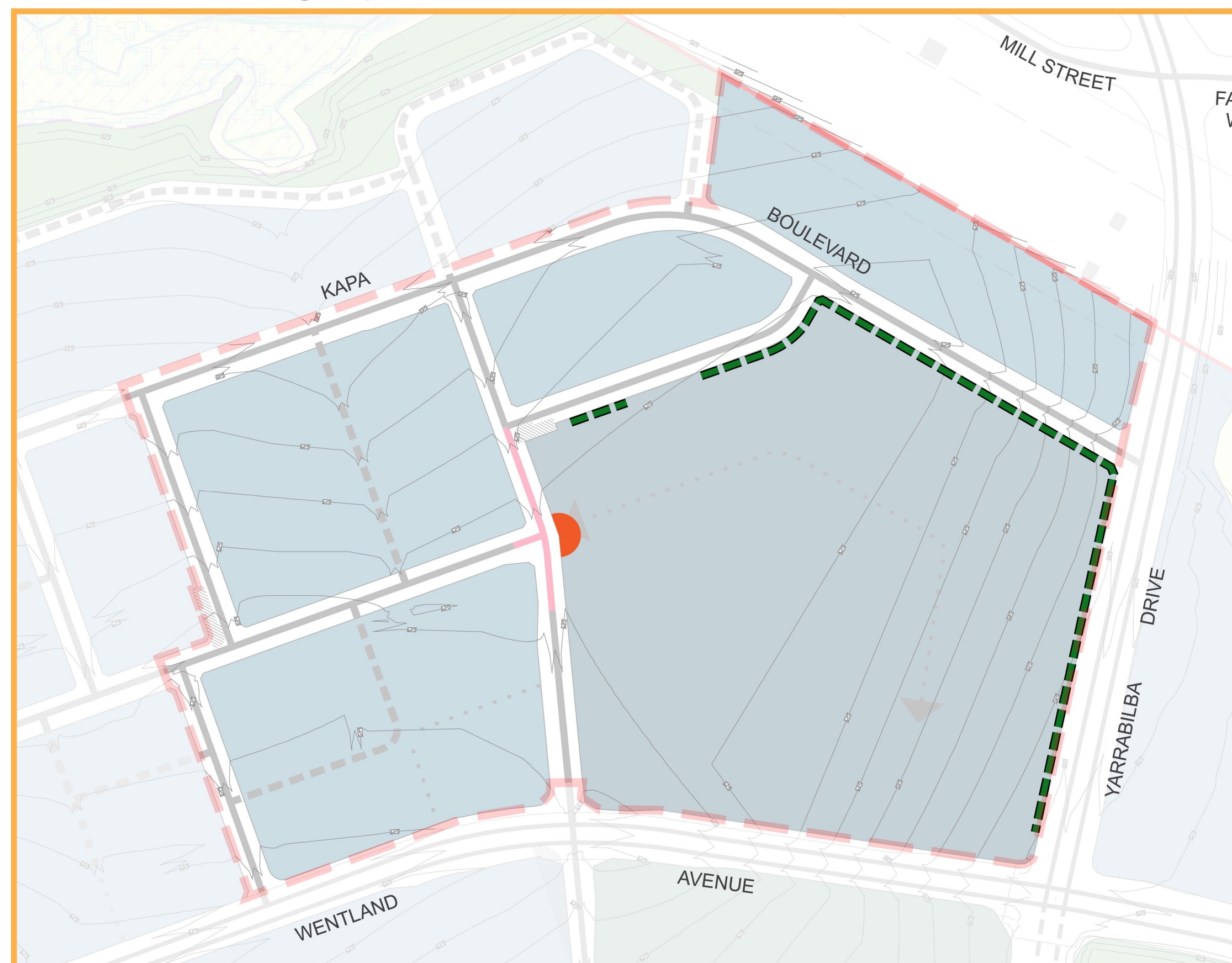
INTENT: This interface facilitates the access and circulation of supply and service vehicles for the retail centre allowing separation of this movement from more pedestrian focussed part of the town centre. Vehicle access is permitted generally where shown on the street network plan but some flexibility is needed, where the street network allows, for access points to be designed to suit loading dock locations.

Parts of the interface will require retained level changes with landscape planting in front of each tier to reduce visual impact of the wall.

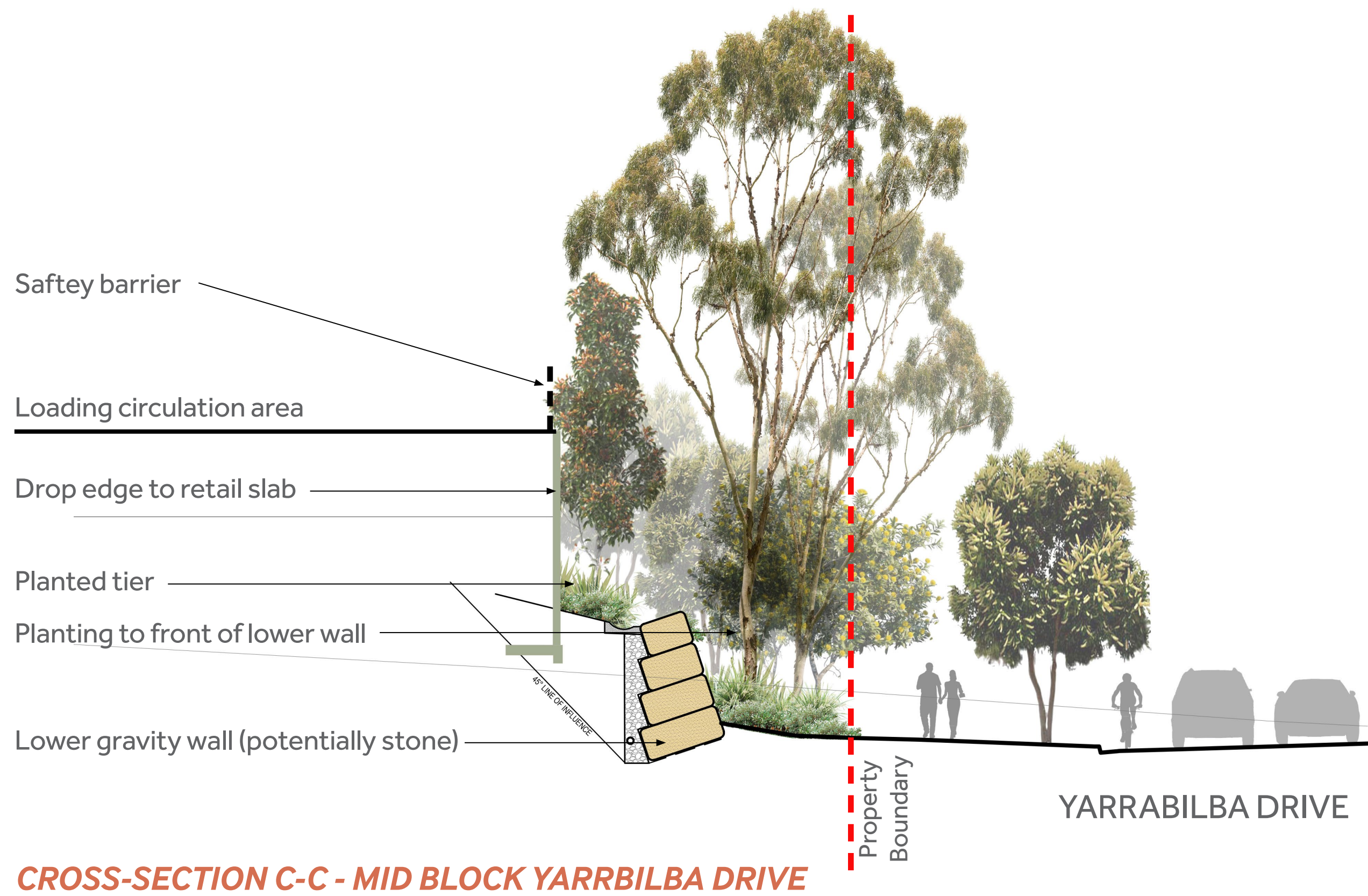
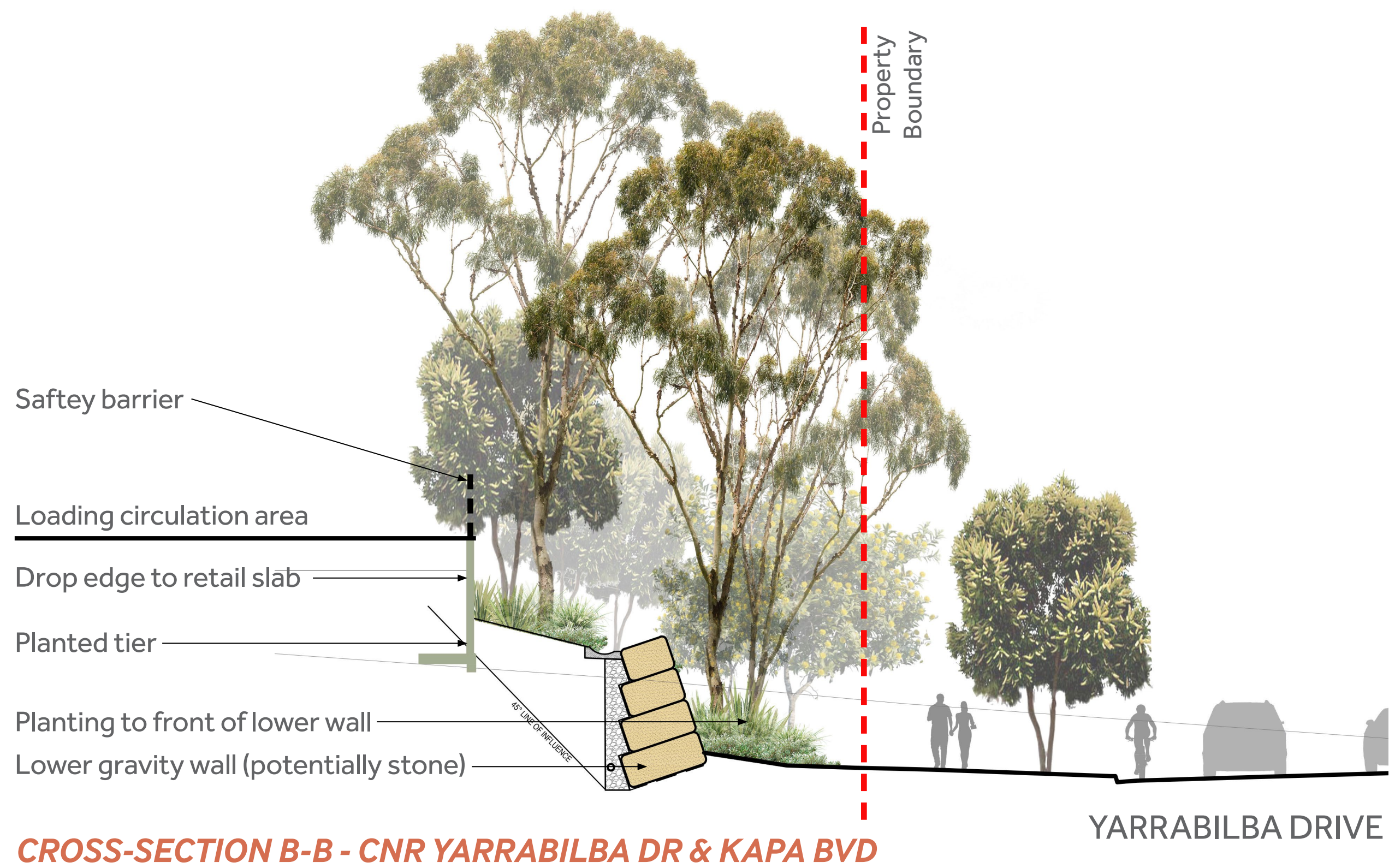
The built form of the retail centre at it presents to the interface must be treated to reduce the visibility of loading docks and create visual interest through a combination of:

- variation in building setback (articulation)
- use of a range of complementary colours and materials to provide visual diversity
- architectural screening of the loading docks themselves
- signage may address the interface but not dominate the building appearance, and
- landscape planting.

MINIMUM BUILDING SETBACK: None specified as will be defined by circulation, access and retaining requirements.



SERVICE AREA INTERFACE - INDICATIVE CROSS-SECTIONS



COMMERCIAL INTERFACE

INTENT: This interface will host a range of commercial building types and building heights. Built form is required to address these frontages through facade presentation and overlooking of the street from ground and upper floors, including significant areas of glazing. Built form should occupy street corners and customer entrances/ lobbies address the street.

Buildings may be set back further behind landscaping provided overlooking of the street from internal rooms and external courtyard spaces is achieved.

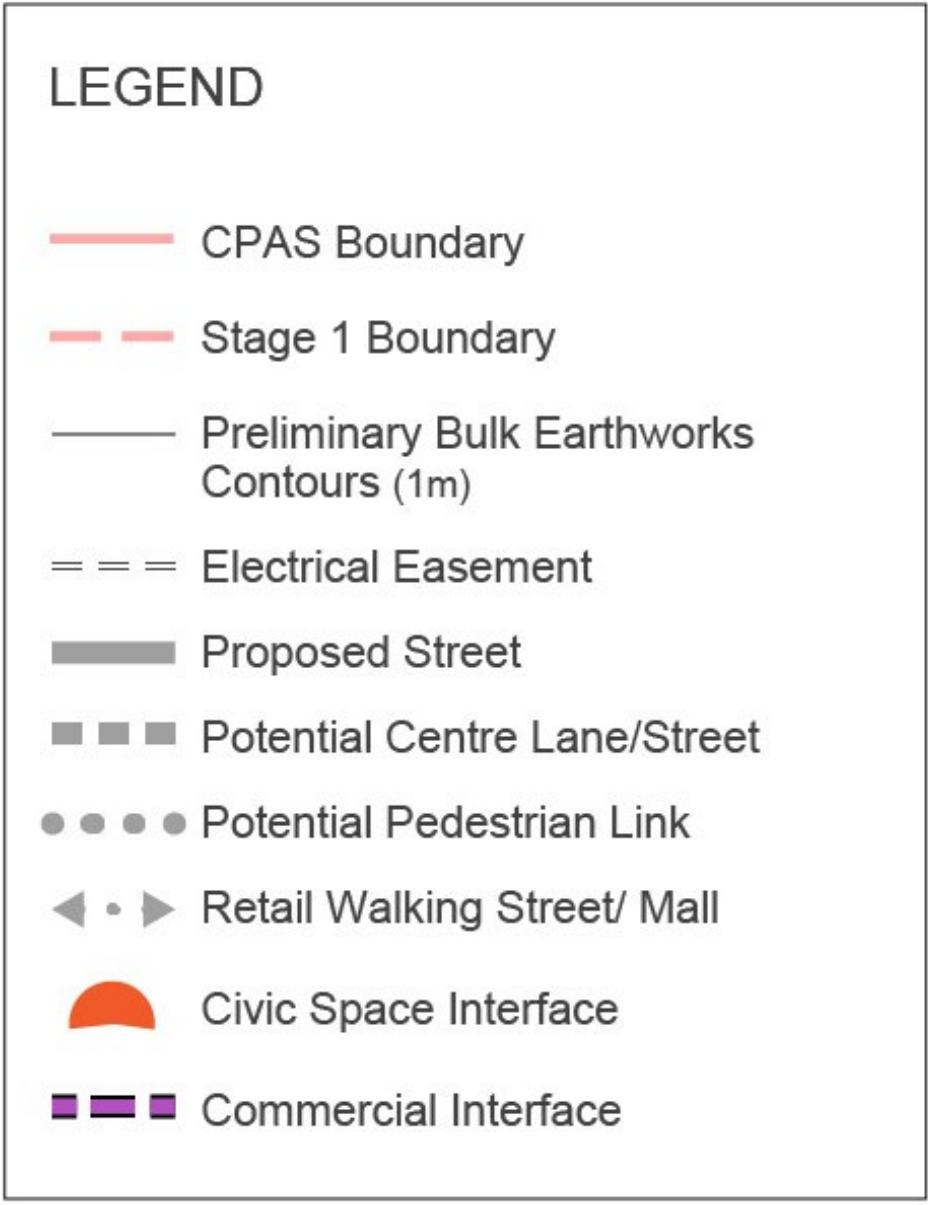
Driveway access into lots is permitted but should be minimised and provided separations and sightlines distances are met.

Carparking cannot occupy the frontage unless:

- behind a minimum 2m landscape buffer
- if structured structured incorporates architectural screening, a minimum 2m landscape buffer and still allowing overlooking of the street.

Retaining walls at the interface and semi-basements are permitted where designed to complement the building design (similar materials) and less than 1.5m in height (refer Section 4.8: Other Development Controls).

MINIMUM BUILDING SETBACK: 2m



MIXED INTERFACE

INTENT: This interface may host a range of land uses including residential, mixed use, commercial office and education and therefore a wide range of built form outcomes is expected.

Built form is required to address these frontages through facade presentation and overlooking of the street from ground and upper floors, including significant areas of glazing and balconies/ outdoor terraces and courtyards. Built form must occupy street corners and customer entrances/ lobbies address the street or a small plaza to the street.

Buildings may be set back further behind external landscaped courtyard or plaza spaces provided overlooking of the street from internal rooms and external courtyard spaces is achieved.

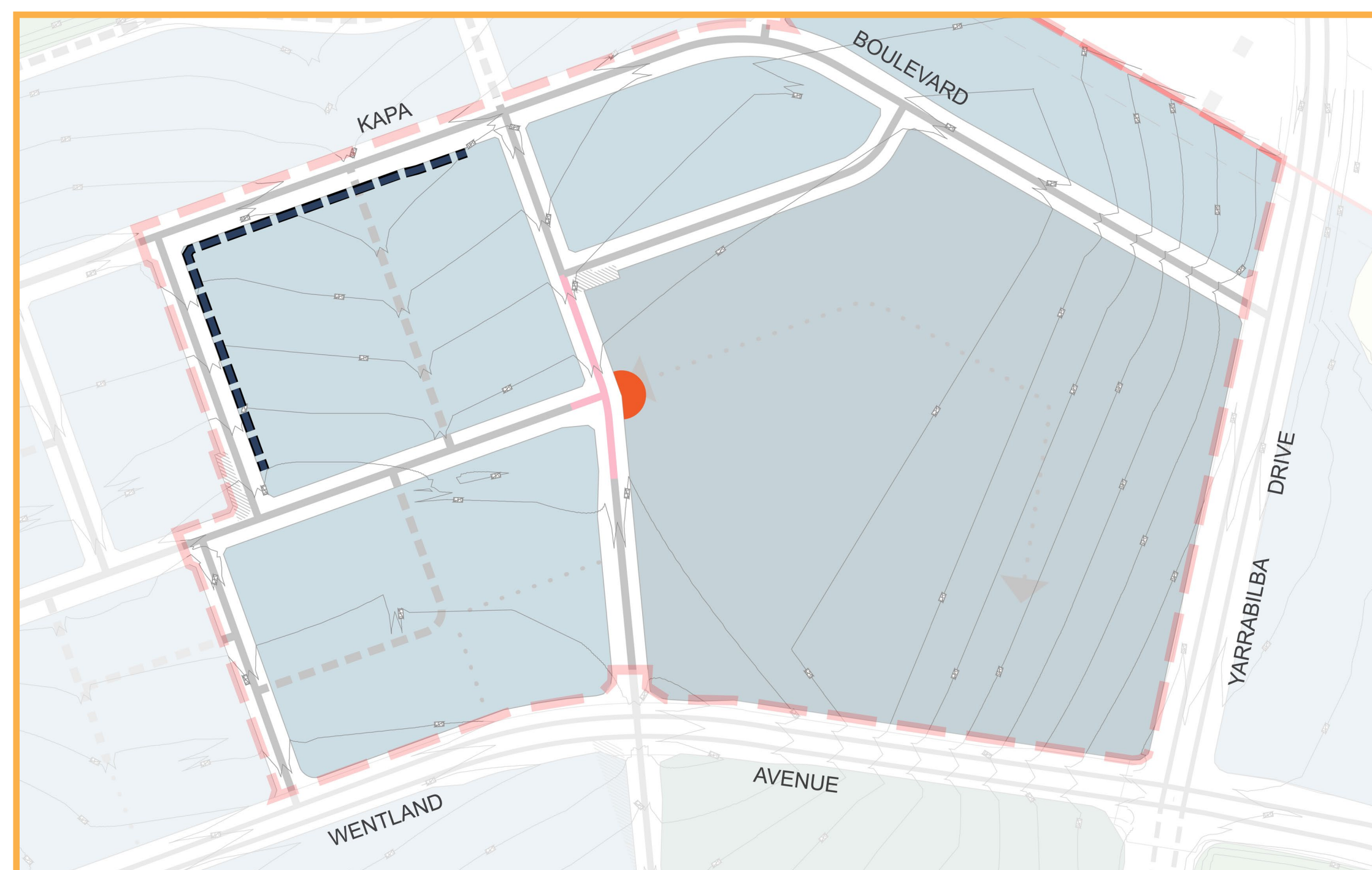
Driveway access into lots is permitted but is preferred from centre access streets and not Kapa Boulevard. Crossovers should be minimised and separations and sight lines distances met.

Carparking cannot occupy the frontage unless:

- semi-basement or an undercroft (with architectural treatment).
- structured and incorporating architectural screening, a minimum 2m landscape buffer and still allowing overlooking of the street.
- doesn't occupy street corners or address Kapa Boulevard.

Level changes and semi-basements are permitted where integrated with the building design and materials and less than 1.5m in height (refer Section 4.8: Other Development Controls).

MINIMUM BUILDING SETBACK: 2m



LEGEND	
---	CPAS Boundary
---	Stage 1 Boundary
---	Preliminary Bulk Earthworks Contours (1m)
---	Electrical Easement
---	Proposed Street
---	Potential Centre Lane/Street
---	Potential Pedestrian Link
---	Retail Walking Street/ Mall
---	Civic Space Interface
---	Mixed Interface

EASEMENT INTERFACE

Any land use or works adjoining or within the Powerlink Easement must be approved by Powerlink

AMENDED IN RED
By: Nicole Tobias
Date: 6 July 2026



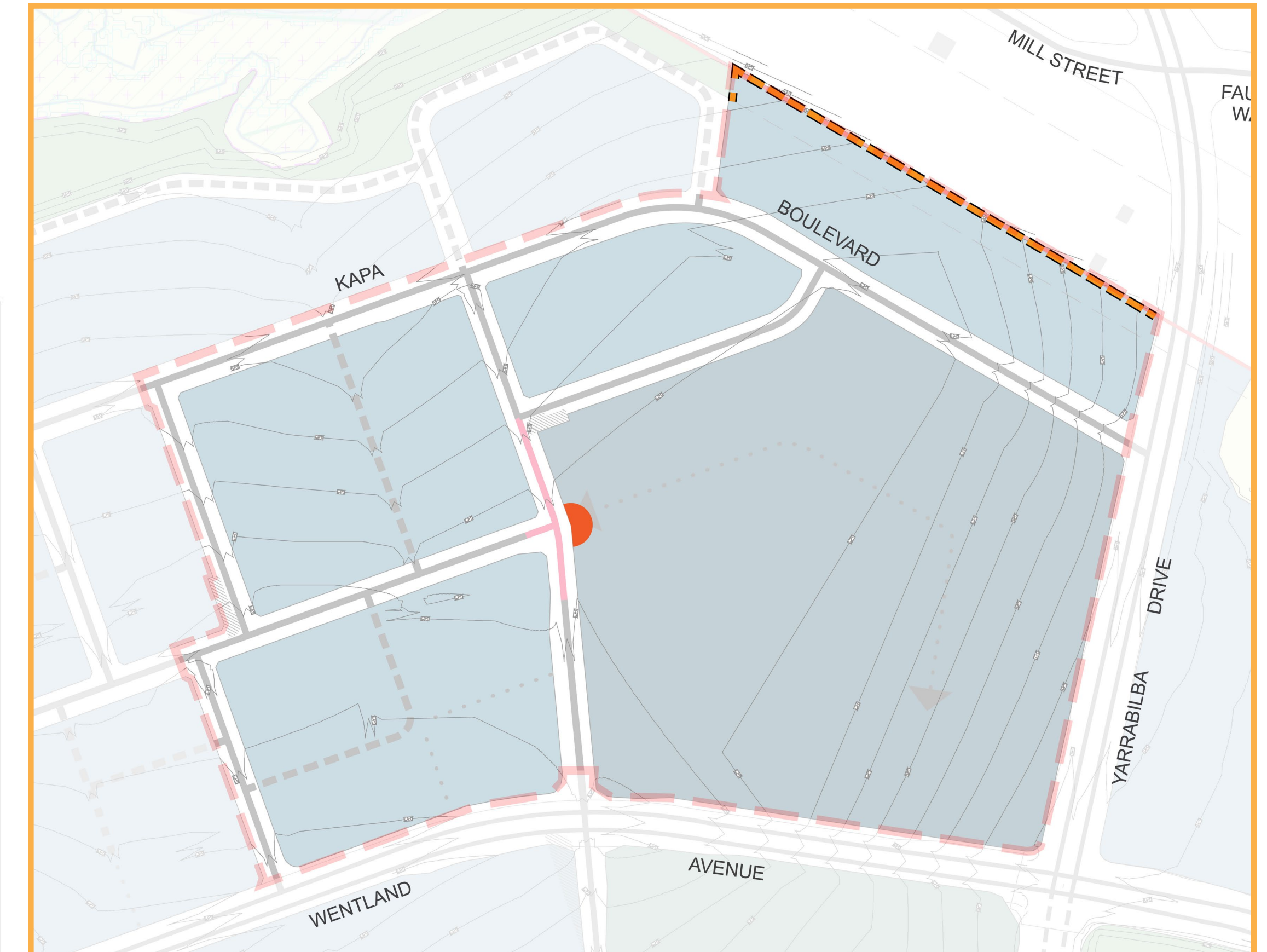
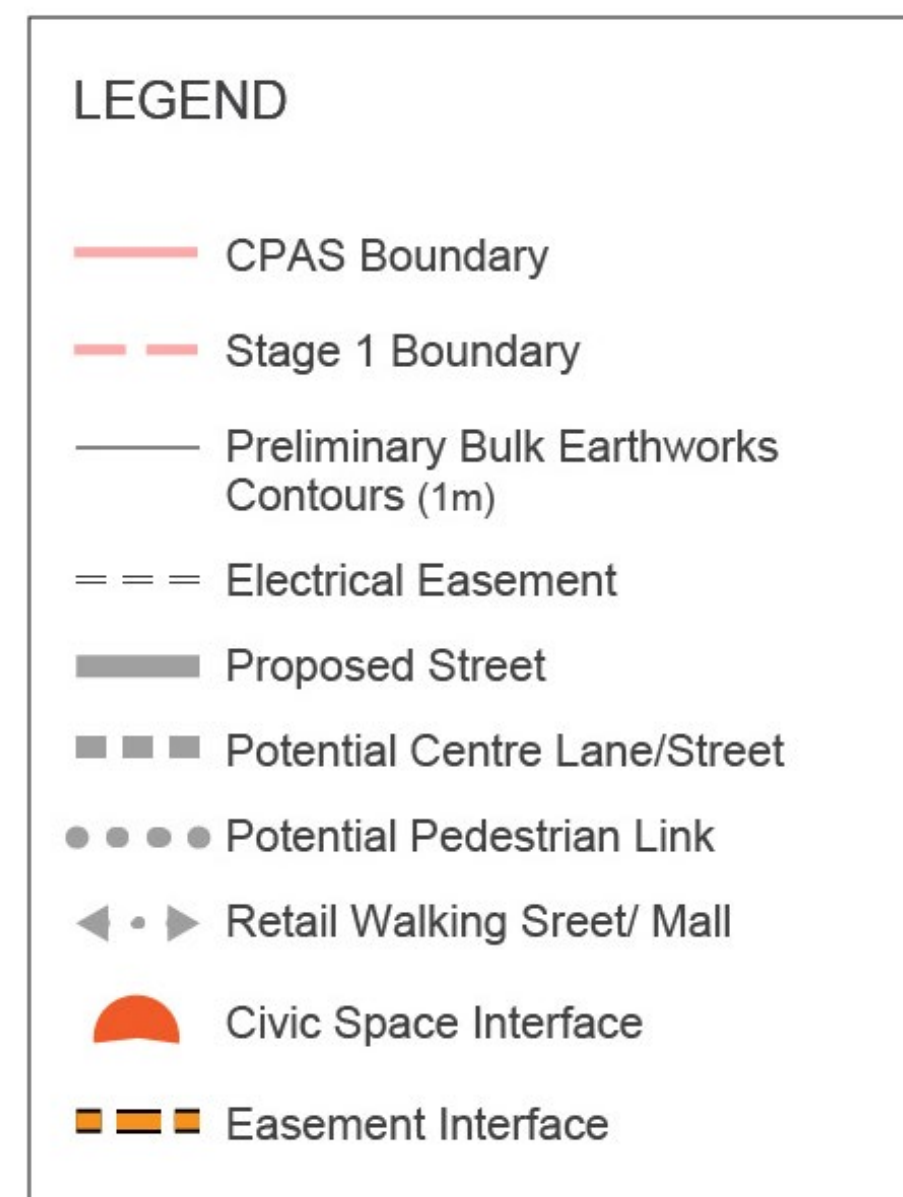
INTENT: Super lot 5 provides commercial lot frontage to northern access collector through the centre (Kapa Boulevard). Whilst built form is expected to address Kapa Boulevard the lots extent into the PowerLink easement to allow use of this area for at grade carparking.

Being in the easement, no built form is permitted here and land use is limited to surface parking. The easement outside the lot is linear parkland with a shared use pathway running through it.

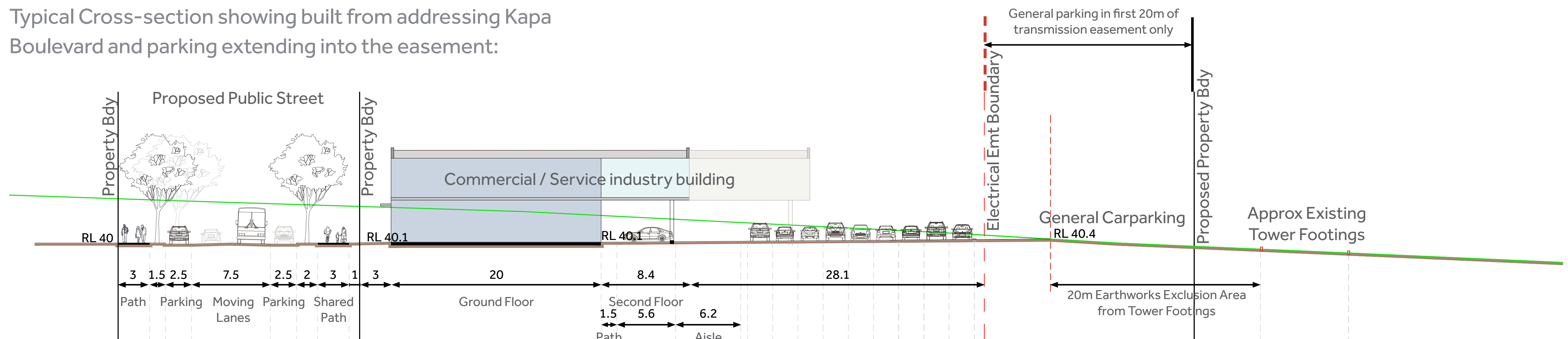
A min. 2m landscape buffer is required between carparking and the property boundary with low planting only and may include low fencing where in a form approved by PowerLink.

The nearest transmission tower to the boundary has a 20m earthwork exclusion zone around it. Use of land within the easement requires PowerLink Approval.

MINIMUM BUILDING SETBACK: No built form may be constructed in the transmission easement.



Typical Cross-section showing built form addressing Kapa Boulevard and parking extending into the easement:



4.8 OTHER DEVELOPMENT CONTROLS

RETAINING WALLS

Retaining walls on or near to a site boundary are permitted on the following interfaces:

- Landscape buffer interface 1
- Landscape buffer interface 2
- Commercial Type interface
- Easement interface, where approved by relevant energy authorities (Powerlink).

Where a retaining wall is delivered on one of these interfaces it must meet the requirements for retaining walls on or near a boundary outlined in the Town Centre Landscape Vision and Masterplan.

The form of retaining walls on Lot 1 is addressed in the Yarrabilba Town Centre Landscape Vision and Masterplan.

Retaining walls are not encouraged on or near other interfaces in the town centre unless associated with:

- achieving pedestrian or vehicle access into the site,
- integrated into the built form, or
- constructed using similar materials and finishes to the buildings on site.

Where a level change occurs at or near to a street interface (other than listed above) it is preferably incorporated into the building by:

- lowering the internal floor level to the adjoining street level to create an active frontage (shop front or building lobby entrance), or
- limiting the level change to 1.5m in height and allowing direct overlook of the street from an internal space on the 'ground' level of the development.

LOADING AND STORAGE AREAS

Loading docks and storage areas requiring on site access for large vehicles (HRV and larger) may be accessed from the following street types:

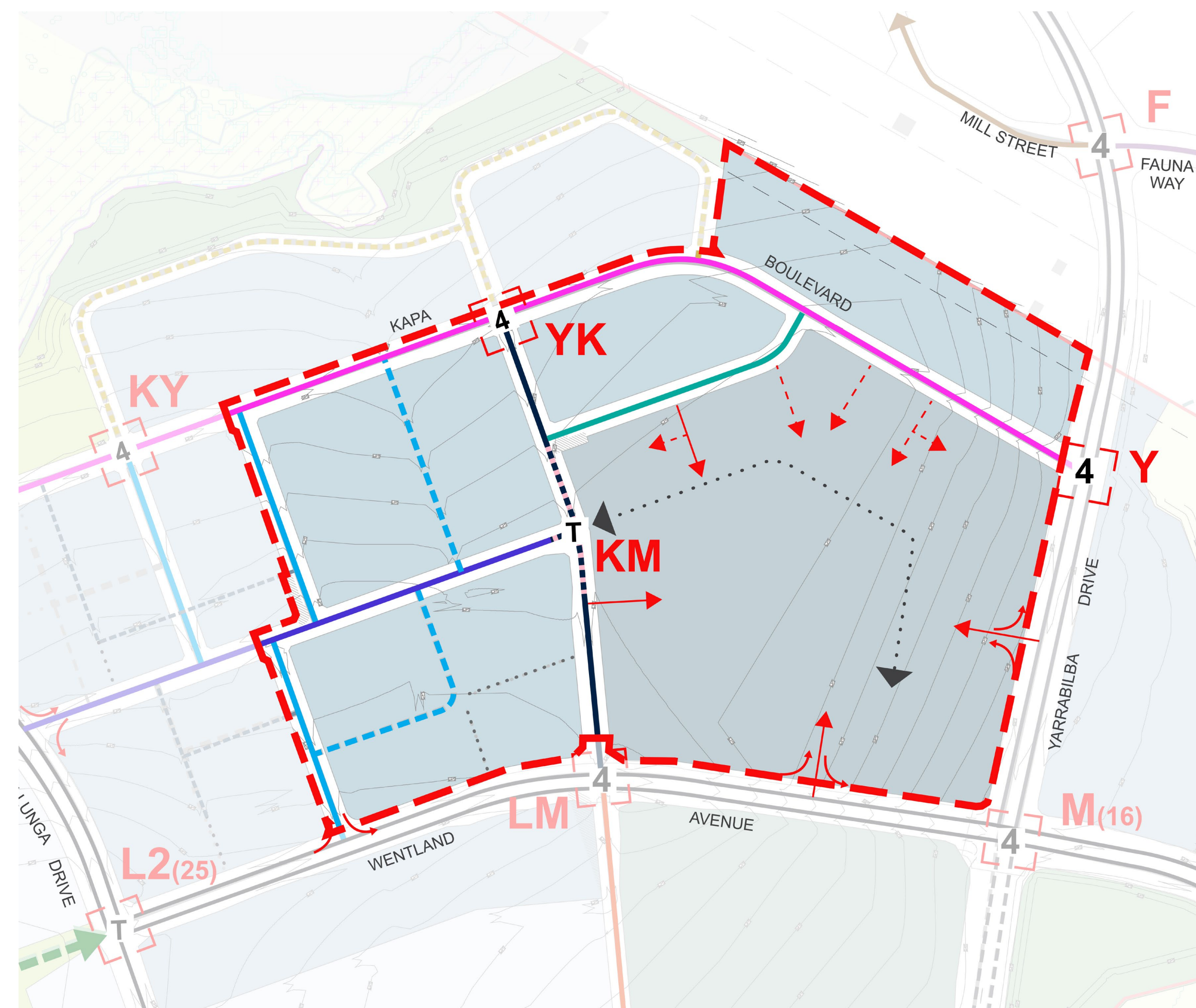
- Centre Access Type 2
- Centre Access Type 3
- Centre Laneways
- Kapa Boulevard.

Loading and storage areas for sites other than Lot 1 must be screened from view from surrounding streets in the town centre, preferably behind the buildings onsite.

SITE VEHICLE ACCESS

Vehicles access to development sites is permitted from the flowing street types:

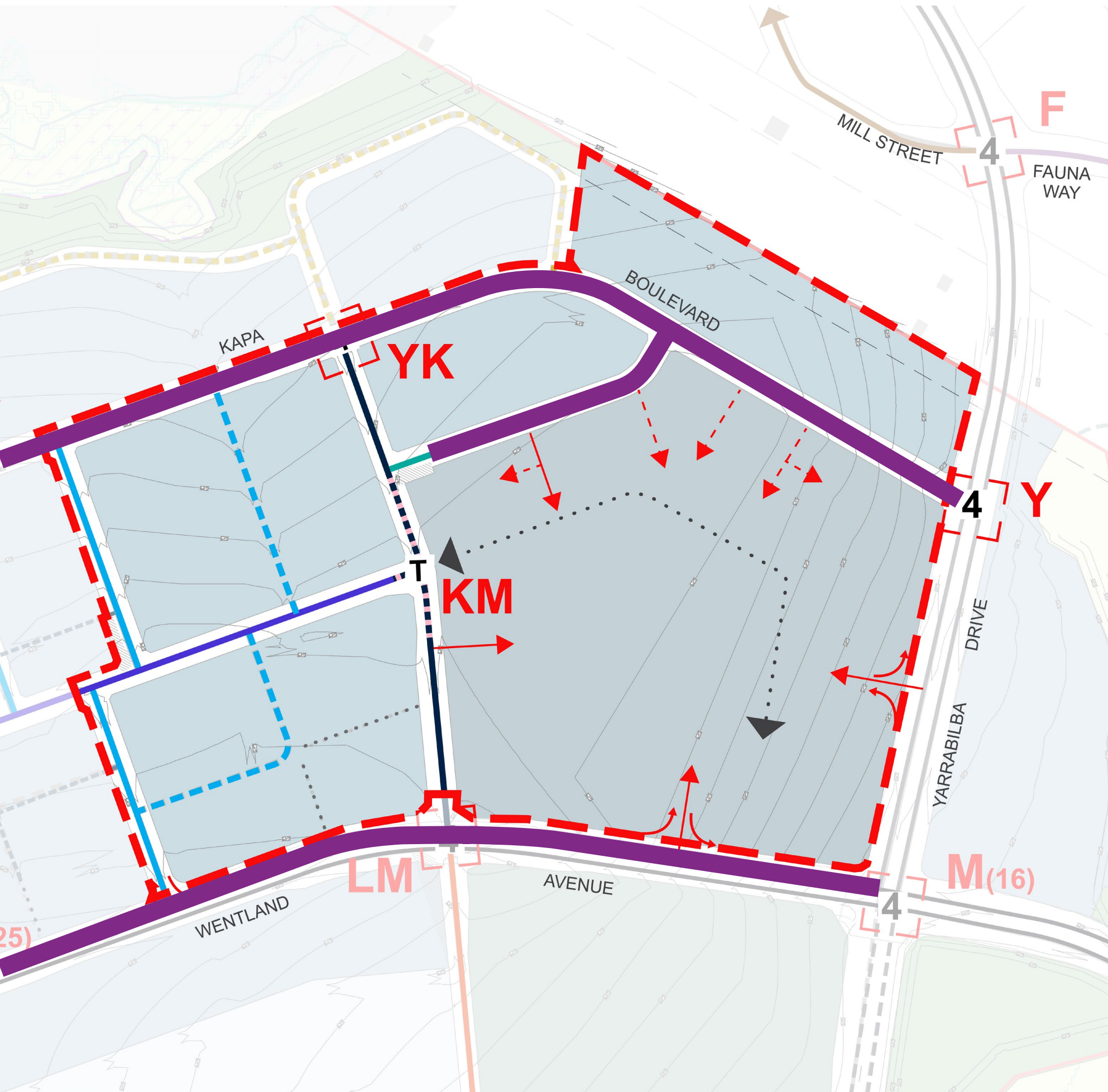
- Centre Access Type 2
- Centre Access Type 3
- Future Road/ Lane connection as shown on the street network plan
- Centre Access Street Type 1 at the points of connection of future streets/ lanes shown in the street network map (Section 4.2) in lieu of those streets/ lanes being constructed
- No direct access is permitted from Wentland Parade and the Main Street, or where it would conflict with a green plaza. Direct Access from Kapa Boulevard is permitted. An exception to this is the shopping centre site which has access from these streets as a major retail destination.



CONSTRUCTION ACCESS

Access for articulated vehicles is permitted from Wetland Avenue, Kappa Boulevard and Centre Access Street Type 3.

Access for vehicle HRV or smaller is permitted from other streets and access from Centre Access Type 2 or future street/ laneway connections is preferred.



REFUSE COLLECTION

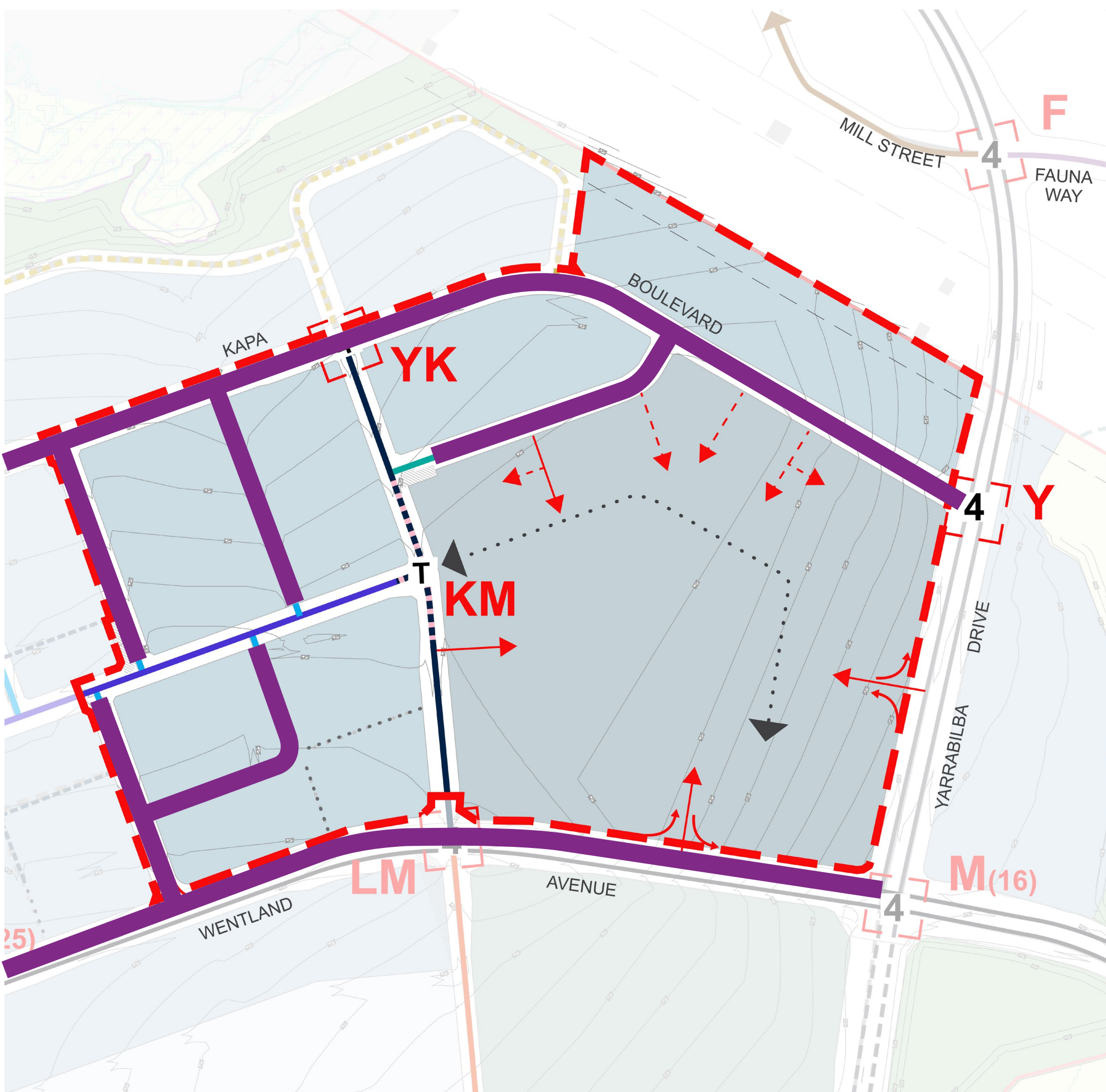
Refuse collection must occur on private property or via a centre/ service laneway.

PAD MOUNT TRANSFORMERS (PMTs) AND FIRE HYDRANT BOOSTERS (FHBS)

Without careful consideration of location this infrastructure can dominate street frontages and reduce levels of activation on town centre streets. Therefore, subject to confirmation by the relevevant authorities, this infrastructure may appear on frontages to the following street types only:

- Center Access Type 2
- Centre Access Type 3
- Centre Laneways
- Kapa Boulevard
- Wentland Avenue.

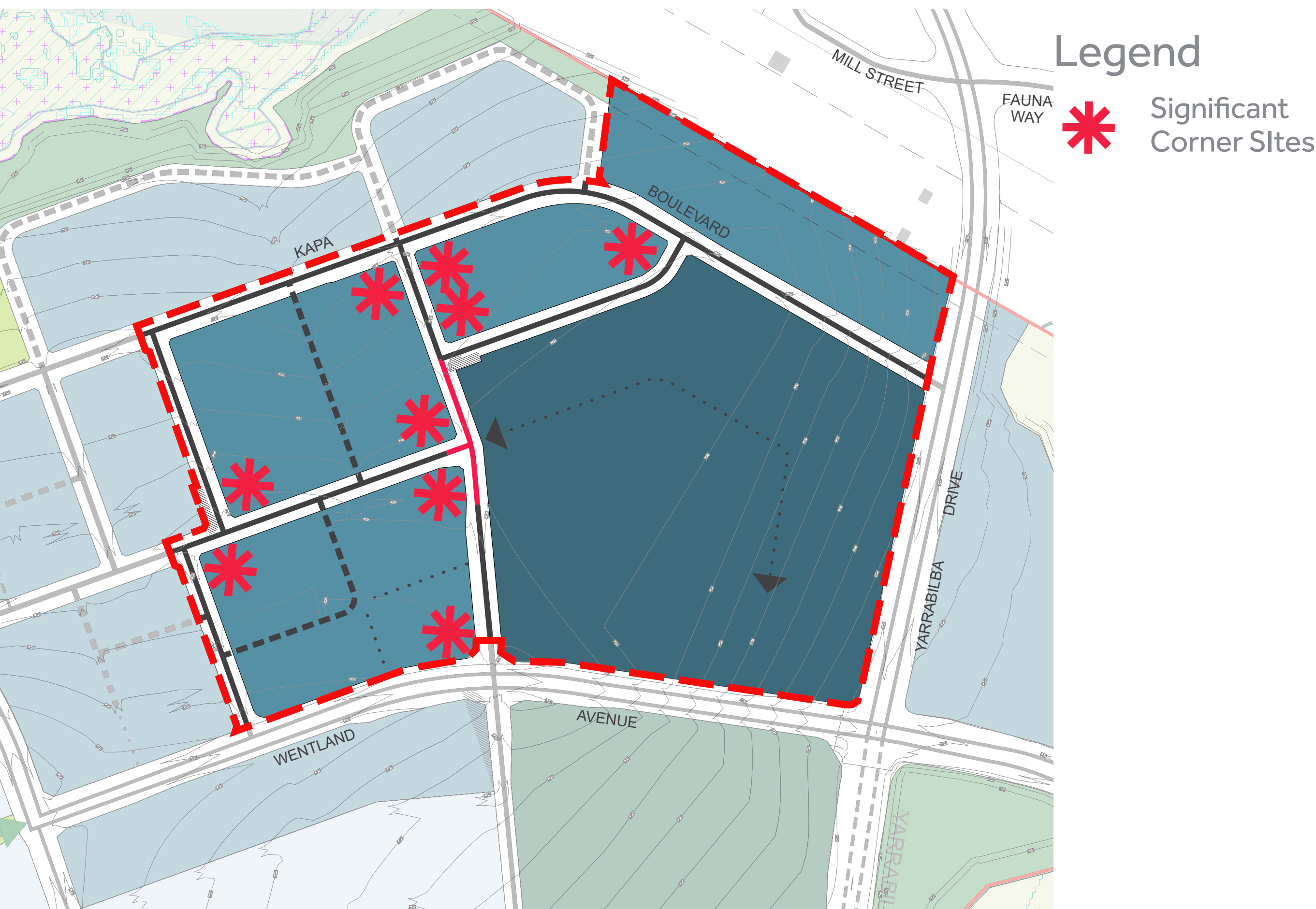
PMTs and FHB are preferably located away from street corners to encourage activation and better presentation of built form to the corner.



SIGNIFICANT CORNER SITES IN THE MASTERPLAN

These are identified on the masterplan as highly visible corners within the street grid of the town centre. Given they are prominent landmarks in the streetscape they require a higher standard of architectural presentation and address. This can be achieved through a combination two or more of following:

- Locating and fronting shop fronts and/ or building lobby entrances to the corner
- Including significant areas of glazing to internal habitable spaces to the corner
- Placing balconies for residential and/or non-residential uses on the corner
- Increasing the height of building at the corner
- Focusing a higher level of architectural detailing on the corner.

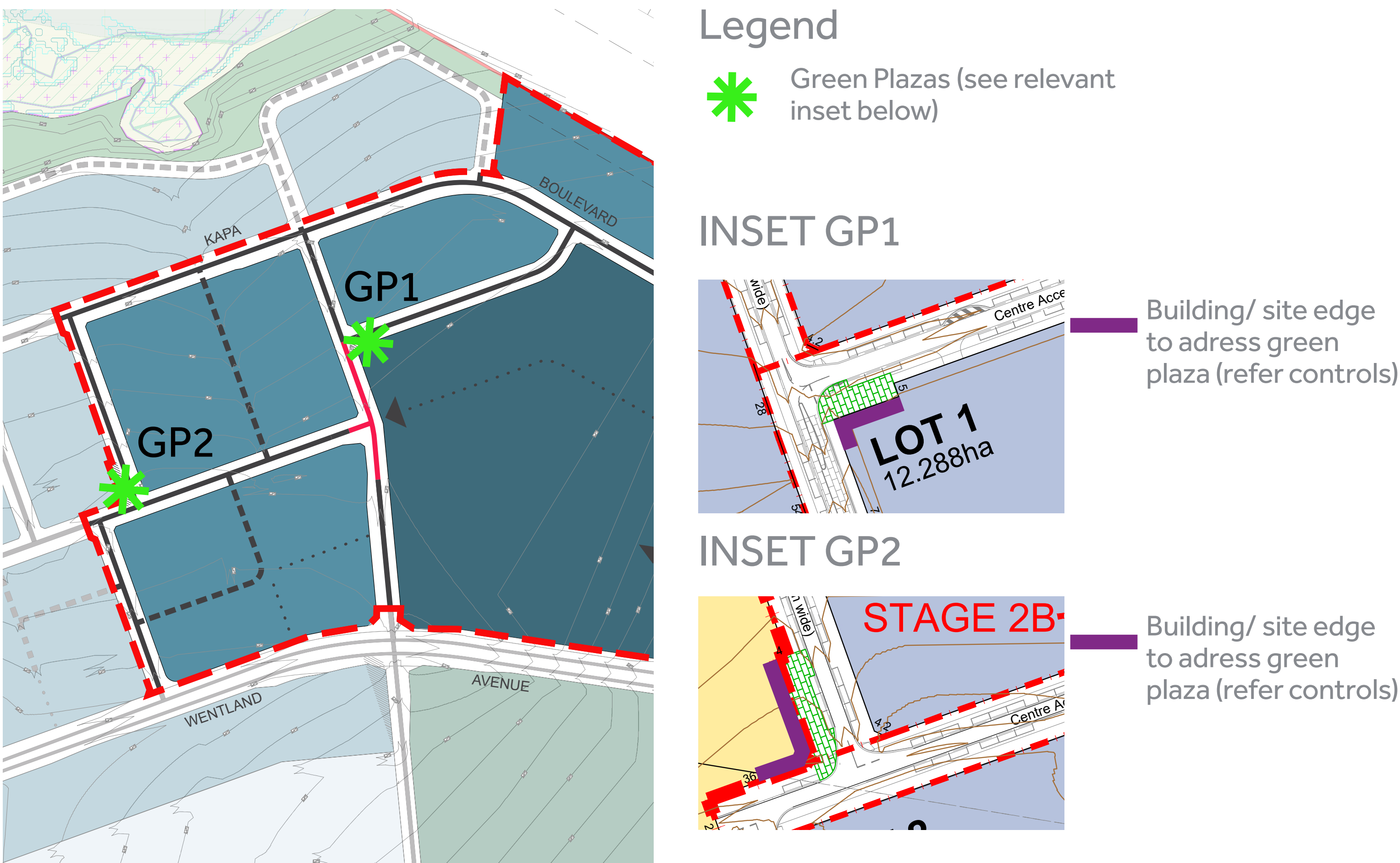


GREEN PLAZAS

These are small public urban spaces that provide shaded relief, respite and informal seating for pedestrians, helping to activate street corners and enhance overlooking over the street. Buildings adjoining a green plaza are required to address the plaza through inclusion of:

- Shop front or building access onto the plaza, and/or
- Significant glazing from an internal habitable space overlooking the plaza which may include a small level change (refer Retaining Walls).

They may be used by adjoining shops/food and beverage outlets for outdoor dining subject to approval by Logan City Council.



An aerial photograph of a dense forest. A large, light-colored tree trunk or root system is visible in the center, extending horizontally across the frame. The surrounding forest is a mix of green and yellowish-green, suggesting different types of trees or perhaps autumn foliage. The overall image has a slightly desaturated, artistic feel.

5.0

LAND USE INTENT

5.1 LAND USE INTENT PLAN

Any land use or works adjoining or within the Powerlink Easement must be approved by Powerlink

AMENDED IN RED
By: Nicole Tobias
Date: 6 July 2026



5.2 STAGE ONE RAL PLAN

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

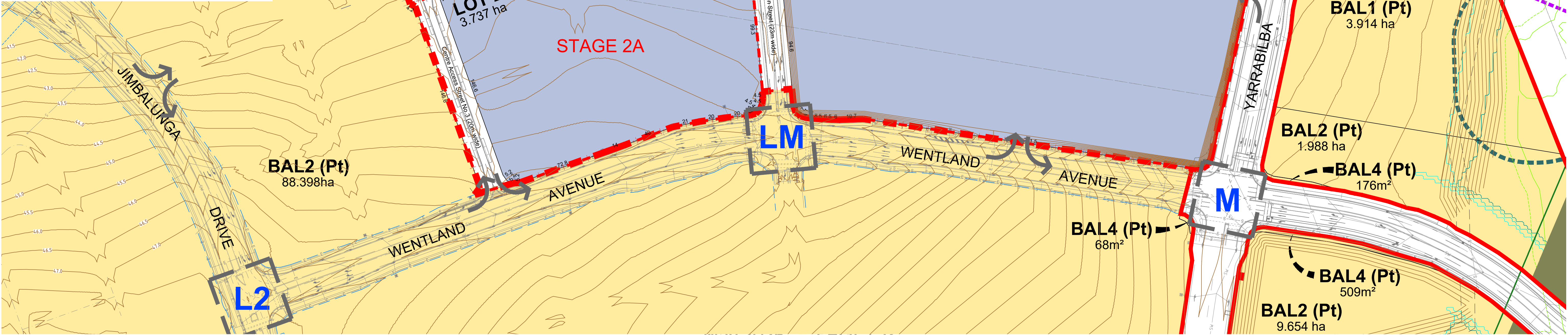
Source Information:
Site boundaries: Registered Survey Plans.
Adjoining information: RPS SURVEY
Contours: MPN Engineers
Environment constraints: STOCKLAND

- Legend**
- Application Boundary
 - Stage Boundary
 - Proposed Contours (0.5 metre)
- Existing**
- Fauna Corridor and Conservation
 - Koala habitat (to be managed)
 - Koala habitat (10 metre buffer)
 - Flood Line (5 Years)
 - Flood Line (20 Years)
 - Flood Line (100 Years)
 - Wetland 50m Buffer
 - Location of Transmission Tower
 - Transmission Easement

- Proposed**
- Town Centre Super Lot
 - Area of Super Lot within Transmission Easement
 - Balance Lot
 - Potential Shared Zone in Main Street
 - Green Plaza opportunity

- Intersections**
- Signalised Intersections
 - Left in, Left Out
 - Intersection Label

Land Use Areas:		
Total Application Area	264.182ha	100%
Proposed Allotments	259.834ha	98%
Town Centre Super Lots	24.268ha	9%
- area within transmission easement	0.714ha	
Balance Lots	235.566ha	89%
Proposed Road Reserve	4.348ha	2%
Centre Collector	1.834ha	1%
Centre Access	2.514ha	1%



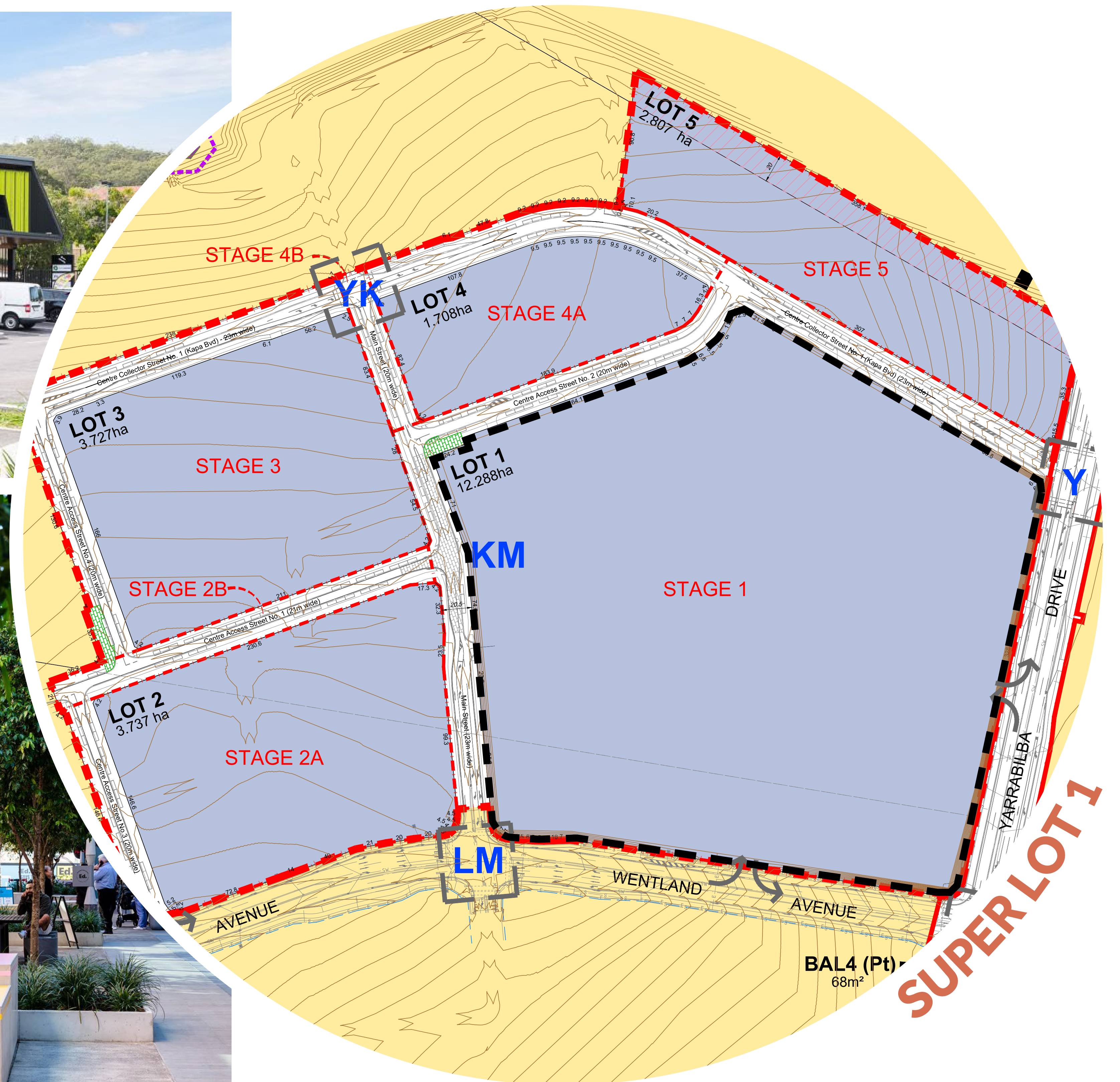
5.3 SUPER LOT 1

Retail Centre and sub-regional shopping centre:

- 40,000m² of retail, lifestyle, entertainment and community uses
- capacity to expand to more than 57,000m² of GFA
- organised around a central pedestrian spine that extends from the central walking street and main street through a civic space (pedestrian used street) into the internal mall of the retail centre
- western part of this spine hosts more restaurant type dining, lifestyle, and community focussed uses.



Artist impression - indicative only



5.4 SUPER LOT 2

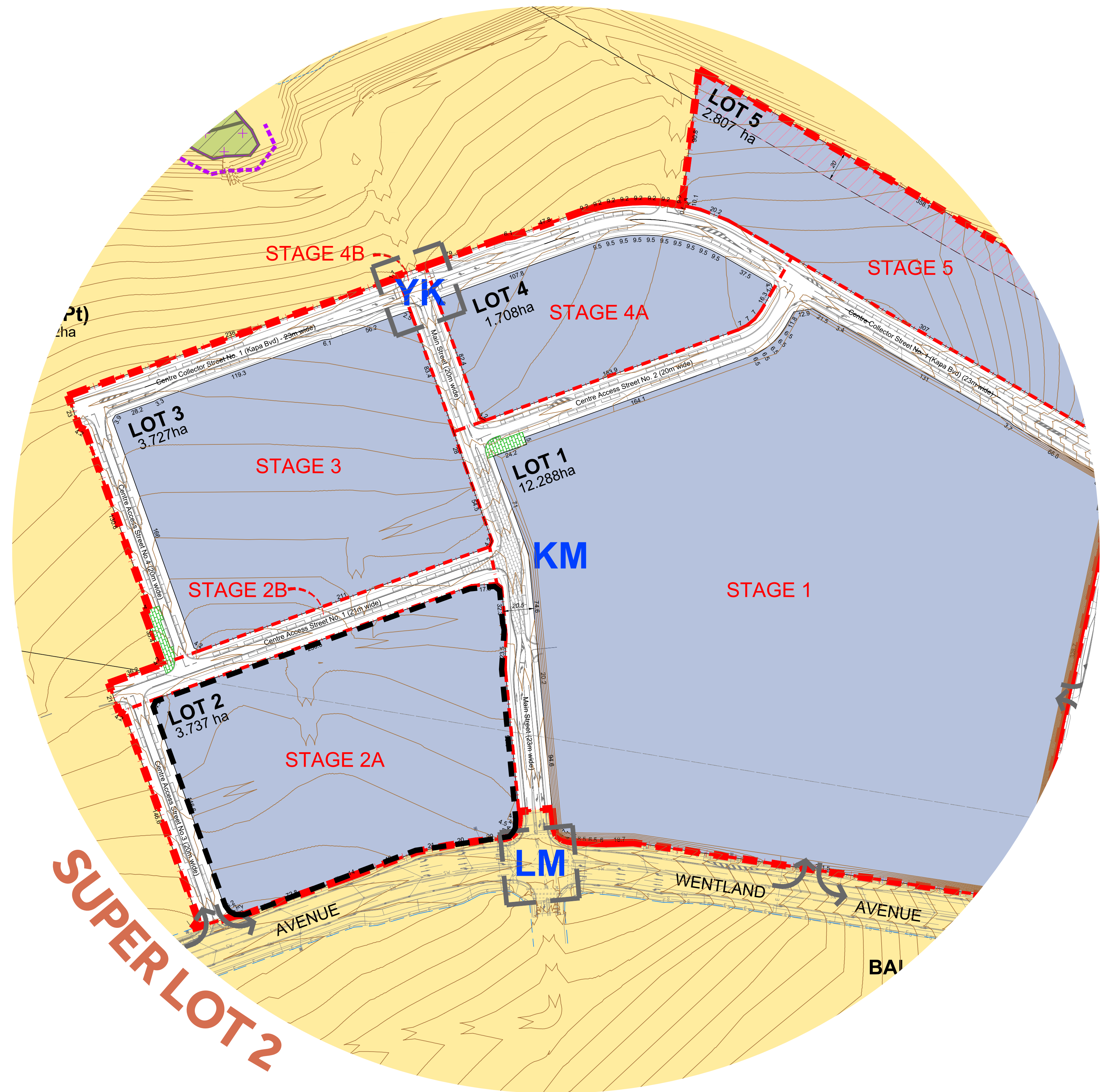
South-western quadrant of the heart of the centre addressing main street central, the walking spine and creating the transition from the edge to heart of the centre.

Mixed Use including:

- retail dining and food and beverage that is street facing at ground level where main street meet the central walking spine.
- commercial office and potentially education above ground floor
- potentially the library, art gallery and community centre (LCC) addressing the walking spine
- mixed of secondary retail, medium format retail, commercial and residential apartments addressing the balance of the adjoining streets
- carparking is internalised in the street block and accessed by secondary streets and/or internal lane ways
- lane ways and pedestrian links extend through the block bringing pedestrians to the primary frontages.



Surrey Hills Library and Child Care



5.5 SUPER LOT 3

North-western quadrant of the heart of the centre addressing main street central, the walking spine and Kapa Boulevard (local bus route) creating the northern transition from the edge to heart of the centre.

Mixed Use potentially including:

- retail dining and food and beverage that is street facing at ground level where main street meet the central walking spine.
- commercial office and potentially education above ground floor
- an urban school or college
- mixed of secondary retail, medium format retail, commercial and residential apartments addressing the balance of the adjoining streets, particularly the walking spine.
- carparking is internalised in the street block and accessed by secondary streets and/or internal lane ways
- lane ways and pedestrian links extend through the block bringing pedestrians to the primary frontages.

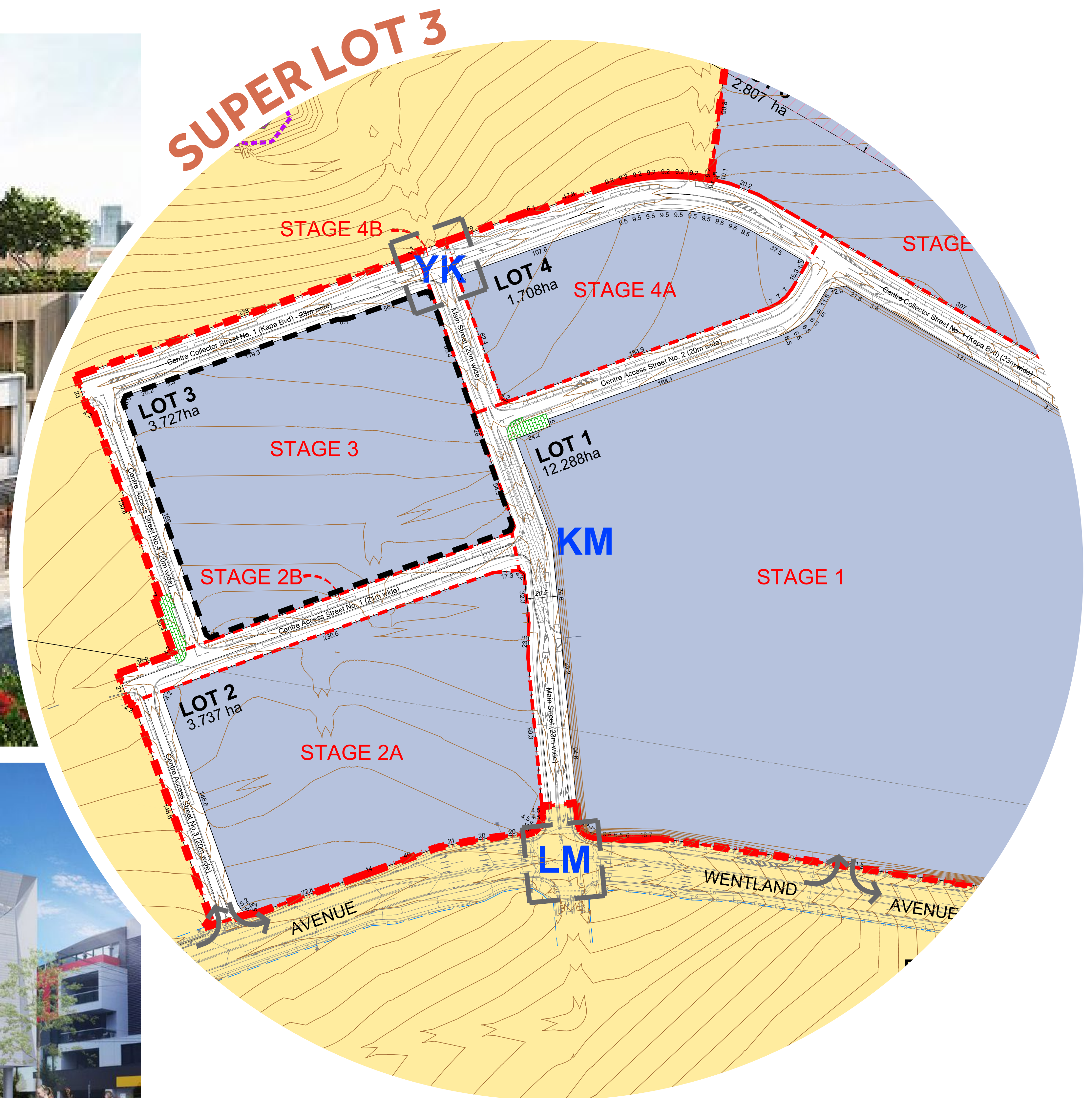


Village Quarter





Urban School - Prahan, Vic



5.6 SUPER LOT 4

The proposed Health Investigation Precinct potentially accommodating a state health hub and/ or private day hospital and specialist clinics.

The precinct provides:

- health services at the heart of the Yarrabilba community in a compact higher density form that supports the desired character outcomes of the centre
- Proximity to public transport and denser forms of residential living
- a local customer and employment base close the retail centre with retail streets connecting the health precinct directly to the retail
- built form that addresses and frames and the street corners of the site with carparking largely internalised mid block
- ~~Delivers upon or forms part of IA contributions to state health facilities for Yarrabilba.~~

Alternatively the super lot can accommodate a range of mixed-used, commercial and retail uses.

IA requires 3.2ha land to be provided for state health facilities, unless otherwise agreed upon in writing by the MEDQ.

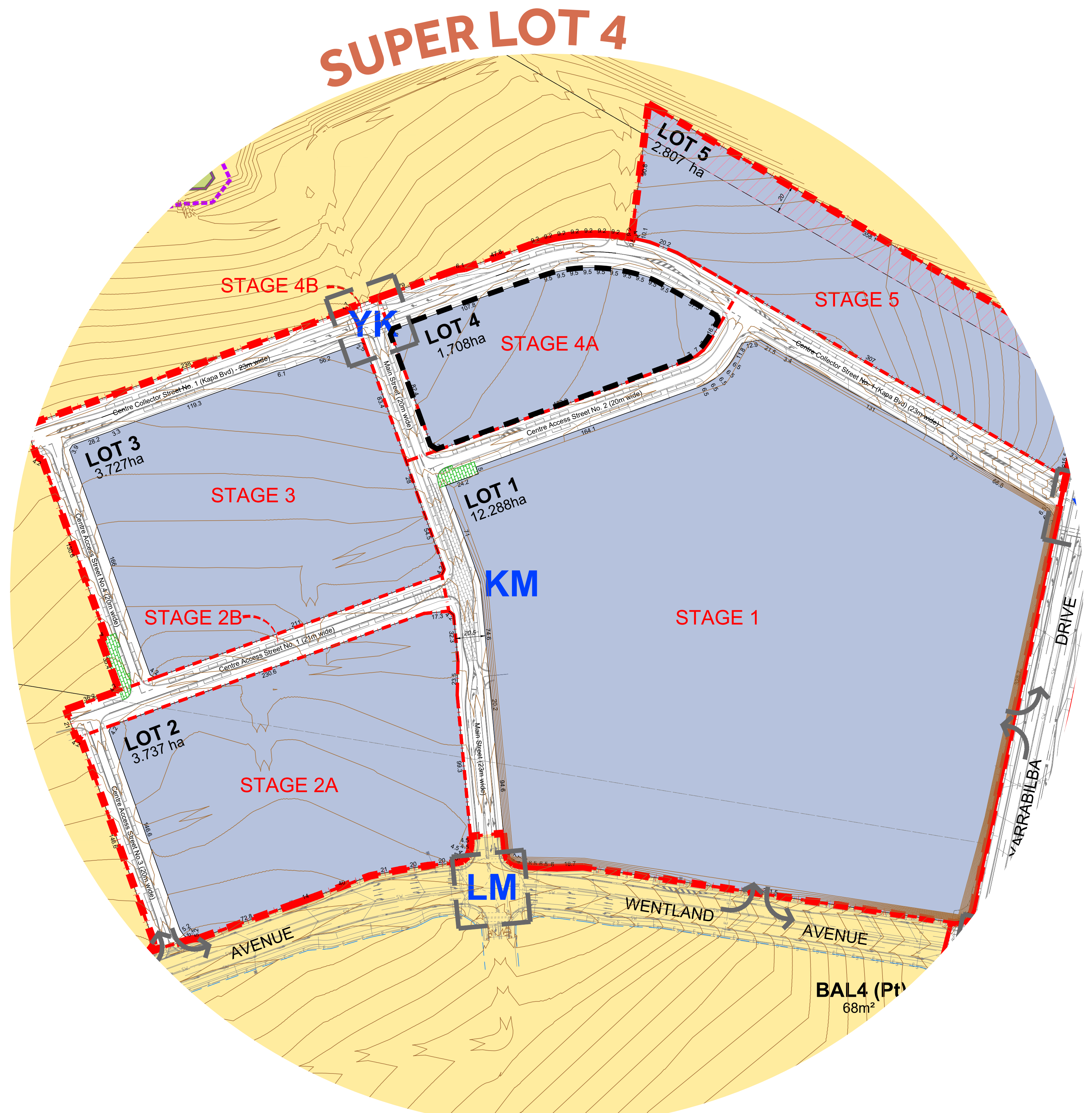
AMENDED IN RED

By: Nicole Tobias
Date: 6 July 2026



North Lakes Health Precinct





5.7 SUPER LOT 5

Provides a commercial frame to the centre core accommodating a range of uses that are too space consumptive to locate nearer the heart of the centre.

These uses provide local employment, frame retail, commercial and service industry, as well as indoor recreation/ entertainment accessible by private vehicle or public and active transport.

On these sites high quality built form addresses Kapa Boulevard, including customer entry and lobbies where required. Parking is located behind the building and makes use of some space within the transmission easement.

Any land use or works adjoining or within the Powerlink Easement must be approved by Powerlink

AMENDED IN RED
By: Nicole Tobias
Date: 6 July 2026



Swim School





AMENDED IN RED
By: Nicole Tobias
Date: 6 July 2026



Any land use or works adjoining or within the Powerlink Easement must be approved by Powerlink

