

To: Gavin Edwards

From: Brett McClurg

Company: RPS Consulting Pty Ltd

SLR Consulting Australia Pty Ltd

cc:

Date: 30 April 2026

Project No. 620.11743.00016

RE: Yarrabilba Precinct 9

EDQ Information Request – Response to Traffic Matters

Confidentiality

This document is confidential and may contain legally privileged information. If you are not a named or authorised recipient, you must not read, copy, distribute or act in reliance on it. If you have received this document in error, please notify us immediately and delete or destroy the document.

1.0 Introduction

SLR Consulting Australia Pty Ltd (**SLR**) has been engaged by RPS Consulting Pty Ltd (**RPS**), on behalf of Stockland, to prepare a response to the traffic engineering matters relating to Development Application Number: DEV-2026-YAR-4495 for a proposed development located at Waterford Tamborine Road, Yarrabilba. Reference is made to the matters raised by Economic Development Queensland (**EDQ**) Information Request (**IR**) dated 20 March 2026 which is included at **Appendix A**.

This memorandum documents a response to the traffic engineering related matters only. The response herein is a supplement to the SLR report “Yarrabilba, Precinct 9 ROL1 Traffic Impact Assessment” (**TIA**), dated 11 December 2025. It is understood that this TIA has been reviewed by the State in formulating EDQ’s IR.

EDQ responses have been prepared in **Section 2.0**, where each item should be referenced in parallel with the relevant sections of the TIA. The EDQ IR text has been reproduced in italics herein with following responses prepared by SLR.

Subsequent to the EDQ IR letter dated 20 March 2026, EDQ has issued (by email dated 9 April 2026) a number of Information Request items raised by the Department of Education (**DoE**). The SLR response to DoE items has been prepared in **Section 2.0**, where each DoE item (as provided by EDQ) has been reproduced in italics, followed by responses prepared by SLR.

Amended ROL plans of the development are included at **Appendix A**.

2.0 EDQ Information Request

2.1 Planning

2.1.1 Item Number 2

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV-2026-YAR-4495

Date: 17 July 2026



“Amend the proposal to include the road adjoining the future ROL site to the south in it’s own lot. EDQ has concerns regarding the timing of the delivery of this road. It is noted that the district sports park is required under the IA to be delivered by the 9,000th residential lot. This proposal will bring that total to approximately 8,600 lots.”

SLR RESPONSE:

A separate Lot will be created for Mibinba Drive between Roosevelt Drive and Waterford-Tamborine Road. The latter is indicated on the revised ROL plans (by RPS) at **Appendix A**.

2.2 Engineering

2.2.1 Item Number 11

*“Proposed cross sections have reduced verge width below 4.5m typical width. **Confirm** that modified road cross sections with reduced verge widths of 3.5m do not present an issue to service alignment.”*

SLR RESPONSE:

This relates to adequate verge widths (for services) and will be addressed by KN Group (civil engineer).

2.2.2 Item Number 12

*“It is noted that the TIA refers to both a sub arterial and a trunk collector, whereas the functional layout plans have both as a combined sub arterial/collector. Per the MIMP cross-sections, the difference being the trunk collector has 1.5m wide break down lanes whereas the sub-arterial has 5m wide traffic lanes. **Provide** two cross sections for sub arterial and trunk collector. No break down lanes are to be provided on the sub-arterial section.”*

SLR RESPONSE:

This issue appears to be a matter of terminology, and is explained as follows:

- KN Group Functional Plans use the term Sub Arterial.
- SLR TIA uses the terms Sub Arterial and Major (Trunk) Collector, separately.
- SLR Movement Infrastructure Master Plan (**MIMP**), as endorsed by EDQ, uses the terms Sub Arterial and Major (Trunk) Collector, separately.
- The EDQ issue appears to relate to be Roosevelt Drive, because:
 - KN Group functional plans label Roosevelt Drive as Sub Arterial, with a cross section matching the Major (Trunk) Collector in the MIMP (endorsed).
 - SLR TIA Road Hierarchy plan shows Roosevelt Drive as Major (Trunk) Collector.

This will be addressed by KN Group (civil engineer), to revise the functional plans to label Roosevelt Drive as Major (Trunk) Collector.



2.2.3 Item Number 16

“Provide:

- *Documentation of the “previous work undertaken for Waterford-Tamborine Road” referenced in the TIA.*
- *Confirmation whether the modelling reflects TMR’s current endorsed planning layout and the upgrade configuration required under the Infrastructure Agreement. If not, submit:*
 - *revised modelling based on the endorsed layout.*
 - *a comparison plan identifying differences between the adopted modelling layout and TMR’s planning layout.*
- *Confirmation whether the adopted signal phasing has been reviewed by TMR Network Operations, including written confirmation where available.*
- *Confirmation that only right-turn movements trigger the E1 and E2 phases, and correction of PM modelling where required.*
- *Justification for adopted pedestrian volumes.*
- *Updated SIDRA outputs where amendments are made.*

The Traffic Impact Assessment (TIA) includes modelling of the WTR / Williamson Road / Mibinba Drive intersection. However, the intersection layout adopted in the modelling does not align with TMR’s current planning layout or the anticipated upgrade configuration under the Infrastructure Agreement.”

SLR RESPONSE:

Dot Point 1 - The request is to document previous work undertaken for traffic analysis of Mibinba Drive / Williamson Road / Waterford-Tamborine Road (Intersection O).

SLR RESPONSE: This previous work was undertaken in October 2024 and whilst formal reporting was not prepared, the SIDRA results are included in the “*Yarrabilba, Precinct 9 ROL 1 Traffic Impact Assessment*” dated 11 December 2025 as follows:

- Appendix E (Interim 2031 Scenario 1) pages 96 – 104.
- Appendix F (Ultimate Scenario 2) pages 148 - 156 attached.

Dot Point 2 – The request is for confirmation that the assessment reflects the TMR current endorsed planning layout.

SLR RESPONSE: It is assumed that this relates to Mibinba Drive / Williamson Road / Waterford-Tamborine Road (Intersection O). The current Department of Transport and Main Roads (DTMR) planning layouts (by SMEC for DTMR in 2011) are currently being reviewed as part of a planning study underway in consultation with DTMR (by Bourn Engineers for Stockland in 2025 / 2026). The SLR traffic analysis undertaken in October 2024 was to identify the lane layout necessary to accommodate the traffic volume forecasts for the intersection (Interim 2031 and Ultimate). The latter SLR analysis is included in the “*Yarrabilba, Precinct 9 ROL 1 Traffic Impact Assessment*” by SLR, dated 11 December 2025.



When compared to the current planning layouts (SMEC, 2011) the intersection layout in the Precinct 9 TIA (SLR, 2025) reflects more recent traffic forecasts and reflects more contemporary intersection design (ie. free left turn lanes are excluded). Therefore, whilst it will be an outcome of the current planning study (Bourn Engineers, 2025 / 2026) it is likely that the layout for Mibinba Drive / Williamson Road / Waterford-Tamborine Road (Intersection O) will resemble something similar to that identified in the Precinct 9 TIA (SLR, 2025).

Notwithstanding the latter, a comparison of the key intersection layout differences at this intersection is as follows:

- From Waterford-Tamborine Road (north). Both SLR and SMEC include 1 x signalised right turn lane, 2 x signalised through lanes. SMEC includes 2 x signalised left turn slip lanes. SLR includes 1 x signalised left turn lane, because a 2nd left turn lane (by SMEC) is not required for capacity reasons.
- From Waterford-Tamborine Road (south). Both SLR and SMEC include 1 x signalised right turn lane, 2 x signalised through lanes. SMEC includes 1 x unsignalised left turn slip lane. SLR includes 1 x signalised left turn lane, because the unsignalised form (by SMEC) is no longer preferred practice by DTMR.
- From Mibinba Drive (east). Both SLR and SMEC include 1 x signalised right turn lane, 1 x signalised through lane. SMEC includes 1 x unsignalised left turn slip lane. SLR includes 1 x signalised left turn lane, because the unsignalised form (by SMEC) is no longer preferred practice by DTMR.
- From Williamson Road (west). Both SLR and SMEC include 1 x signalised right turn lane, 1 x signalised through lane. SMEC includes 1 x unsignalised left turn slip lane. SLR includes 1 x signalised left turn lane, because the unsignalised form (by SMEC) is no longer preferred practice by DTMR.
- Pedestrian Crosswalks. Both SLR and SMEC include pedestrian crosswalks on all 4 legs.

Dot Point 3 – The request is for confirmation of whether the adopted phasing has been reviewed by DTMR.

SLR RESPONSE: It is assumed that this relates to Mibinba Drive / Williamson Road / Waterford-Tamborine Road (Intersection O). The adopted phasing has not been reviewed by DTMR. Review by DTMR will occur when the detailed intersection design (including the detailed Traffic Signal Design by SLR) is undertaken. The latter process is similar to the design / review / approval process that has occurred in close conjunction with DTMR for the Jimbillunga Drive / Dollarbird Drive / Waterford-Tamborine Road (Intersection T) in 2024 / 2025.

Dot Point 4 – The request is for confirmation of whether only right-turn movements will trigger phases E1 and E2, and correction of PM modelling where required.

SLR RESPONSE: It is assumed that this relates to Mibinba Drive / Williamson Road / Waterford-Tamborine Road (Intersection O). It is confirmed that phases E1 or E2 will only be triggered by the relevant right-turn movements from Waterford-Tamborine Road. The PM peak hour traffic modelling does not need to be corrected.



Dot Point 5 – The request is for justification of the adopted pedestrian volumes.

SLR RESPONSE: It is assumed that this relates to Mibinba Drive / Williamson Road / Waterford-Tamborine Road (Intersection O). At the subject intersection, given the absence of any significant development west of Waterford-Tamborine Road in close proximity to significant land uses within Yarrabilba (ie. uses that are close enough to generate pedestrian volumes of any significance), the SIDRA analysis has adopted default values of 10 pedestrians per hour on each crosswalk. This is considered to be conservative (higher than expected) and appropriate for the analysis.

Dot Point 6 – The request is for updated SIDRA analysis.

SLR RESPONSE: Given the response to the matters above, no updates / amendments are necessary to the SIDRA analysis.

2.2.4 Item Number 17

“Provide:

- *A comparative summary table outlining:*
 - *Approved development yield vs proposed yield; and*
 - *Approved traffic generation vs proposed traffic generation.*
- *Confirmation whether traffic generation assumptions differ from those underpinning previous approvals or the Infrastructure Agreement.*
- *Justification for any differences identified.*
- *Justification for the adopted In/Out splits.*
- *Supporting documentation where In/Out splits are based on previous assessments.*
- *Confirmation that the adopted splits reflect critical peak traffic conditions for the state-controlled road network.*

The TIA references previous approvals and modelling underpinning the broader Yarrabilba development and the Infrastructure Agreement. However:

- *No comparative assessment has been provided between approved yield and proposed yield.*
- *It is unclear whether traffic generation rates differ from those underpinning previous approvals.*
- *The adopted In/Out split assumptions appear time-of-day dependent and have not been clearly justified.*

Given that upgrade triggers and staging obligations under the Infrastructure Agreement are influenced by traffic demand assumptions, State confirmation the modelling reflects conservative and consistent assumptions is required.

Without this information, consistency with previous approvals or the assumptions underpinning the Infrastructure Agreement cannot be confirmed.



SLR RESPONSE:

Dot Point 1 – The request is for comparison of approved v proposed development yield and traffic generation.

SLR RESPONSE: In regard to each of the development yield and traffic generation, the following is provided:

- **Development Yield** – It is understood that the current development approvals do not specify approved development yields for each precinct. Nonetheless, the proposed development yield (see page 4 of the “*Yarrabilba, Precinct 9 ROL 1 Traffic Impact Assessment*” (**TIA**) by SLR, dated 11 December 2025) is within the total development yields documented in the current EDQ-endorsed “*Movement Infrastructure Master Plan Yarrabilba Master Plan Development*” (**MIMP**) by SLR, dated 30 May 2025.
- **Traffic Generation** – The traffic volumes and traffic analysis within the “*Yarrabilba, Precinct 9 ROL 1 Traffic Impact Assessment*” by SLR, dated 11 December 2025 uses traffic volumes (and traffic generation rates) consistent with the current EDQ-endorsed “*Movement Infrastructure Master Plan Yarrabilba Master Plan Development*” by SLR, dated 30 May 2025. The latter document references traffic modelling and traffic analysis in the “*Yarrabilba Master Plan Development Traffic Model and Intersection Analysis Data Compendium*” by SLR, dated 11 November 2019.

Dot Point 2 – The request is for confirmation of traffic generation assumptions.

SLR RESPONSE: The traffic generation assumptions, and traffic volumes are consistent with those that underpin previous approvals and Infrastructure Agreements and the EDQ-endorsed MIMP.

Dot Point 3 – The request is for justification for any differences in the above.

SLR RESPONSE: No differences have been identified.

Dot Point 4 – The request is for justification of the adopted In / Out splits.

SLR RESPONSE: The traffic direction (in / out) splits adopted are consistent with common industry practice for traffic impact assessment.

Dot Point 5 – The request is for supporting documentation for In / Out splits.

SLR RESPONSE: Documentation to support the traffic direction (in / out) splits is not necessary, because these are consistent with common industry practice for traffic impact assessment.

Dot Point 6 – The request is for confirmation that the adopted splits reflect critical peaks for State-Controlled Road network.

SLR RESPONSE: The traffic direction (in / out) splits adopted are consistent with common industry practice for traffic impact assessment. The directional distribution (north, south, east, west) is a matter of assumption, informed by resident surveys and traffic counts within Yarrabilba over a number of years. These assumptions are appropriate to reflect the critical peak traffic conditions for the State-Controlled Road network.



3.0 Department of Education Information Request

3.1.1 Access

The road hierarchy as presented in the functional layout plans (site frontage to two sub-arterial roads) potentially reduces access opportunities to the site.

SLR RESPONSE:

- The site has opportunity for access via all road frontages (ie. there is no reason why access driveways need to be precluded on any road frontage, subject to appropriate design).
- The site has frontage to the following two (2) collector (or lower order) streets, noting that school access to/from these streets is consistent with DTMR guidelines:
 - 225m (approx.) road / site frontage along Roosevelt Drive (western site frontage).
 - 320m (approx.) road / site frontage along local collector (northern site frontage).
- The site has frontage to the following two (2) sub-arterial roads, and it is a matter for Department of Education to choose whether to use these for access or not:
 - 180m (approx.) road / site frontage along Jimbillunga Drive (eastern site frontage).
 - 270m (approx.) road / site frontage along Mibinba Drive (southern site frontage).
- Existing schools within Yarrabilba have frontage to sub-arterial roads and have access via other lower order frontage roads (collector street and/or local street), therefore the subject site is very similar in this respect.
- The location and design of access driveways for the school, is a matter for Department of Education (DoE), and locations cannot be confirmed, nor designed, until a layout plan for the school is prepared by Department of Education. The subject site, with roadways fronting all four boundaries, would not preclude appropriate access driveways from being provided.

The location and form of access driveways for the school will be a matter for Department of Education to identify, as part of developing layout plans for the school. Whilst no such plans have been made available by EDQ, the markup plan at **Appendix C** has been prepared by SLR to show indicative locations where driveway access could be provided. In regard to the latter, all driveway locations are 'indicative only' and must comply with normal road design standards.

The markup plan at **Appendix C** confirms that there are multiple locations / opportunities for vehicle access for the school to/from the site, consistent with DTMR and DoE guidelines.



3.1.2 Access

The development not meeting the requirements of the Department of Transport and Main Road Planning for Safe Transport Infrastructure at Schools, with respect to bus stops, and pedestrian and cycle movement and conflicts with motorised vehicles.

SLR RESPONSE:

- Bus Stops – Functional plans provide for a School Bus Stop (approximately 155m long, accommodating at least 6 bus bays) along the northern frontage of the site. Functional plans also provide for two (2) Public Bus Stops within less than 200m of the eastern and southern frontages of the site.
- Pathways – Functional plans propose the following pathways on the immediate site frontages, and these will connect to an extensive network of pathways throughout Yarrabilba:
 - 2.5m wide path on northern frontage.
 - 3.0m wide shared path on eastern frontage.
 - 3.0m wide shared path on southern frontage.
 - 3.0m wide shared path on western frontage.
- Conflict with Motor Vehicles – The school location and surrounding / frontage roadways do not result in any unacceptable conflicts with motorised vehicles.

The Department of Education is responsible for delivery of the school and is therefore responsible for ensuring that the requirements of the Department of Transport and Main Roads (DTMR) “*Planning for Safe Transport Infrastructure at Schools*” are met. Notwithstanding the latter, the functional plans prepared for the Precinct 9 application, in conjunction with the markup access / bus zone plans at **Appendix C**, shows that infrastructure consistent with the DTMR requirements is achievable.

3.1.3 Access

It is acknowledged the road hierarchy issues were raised in the IR, and once addressed may resolve the access concerns.

SLR RESPONSE:

The road hierarchy of the surrounding / frontage roadways is consistent with the Yarrabilba Movement Infrastructure Master Plan (MIMP) and the Yarrabilba Precincts 8 & 9 Context Plan Area Strategy (CPAS) (both documents have been endorsed by EDQ). The road hierarchy of these roads does not preclude or constrain appropriate vehicle access, bus stops and active transport provision for the school site.

Given the above, the road hierarchy of the surrounding / frontage roadways is not proposed to be changed.



4.0 Precinct 8 Minor Change

Whilst this is not a matter raised in the RFI the following is noted:

- An application has recently been submitted for a proposed minor change in the adjacent Precinct 8 (to the south of Precinct 9). SLR has considered the minor change proposed for Precinct 8 and concludes that this does not have any traffic impacts (nor change in traffic outcomes) for Precinct 9.

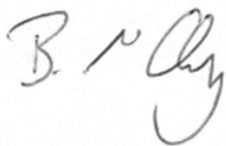
5.0 Conclusion

In summary, all traffic demand / analysis assumptions are consistent with previous traffic modelling / analysis that has informed previous (current) approvals, previous (current) Infrastructure Agreements, and previous (and current) Movement IMPs. All such volumes / analysis represents conservative and consistent assumptions. The upgrade triggers and staging obligations under the previous (current) Infrastructure Agreements and approvals remain unchanged.

In respect of the DoE concerns, the proposed site and four frontage roadways would not preclude appropriate design and delivery of a school site in compliance with the DoE and DTMR transport related guidelines.

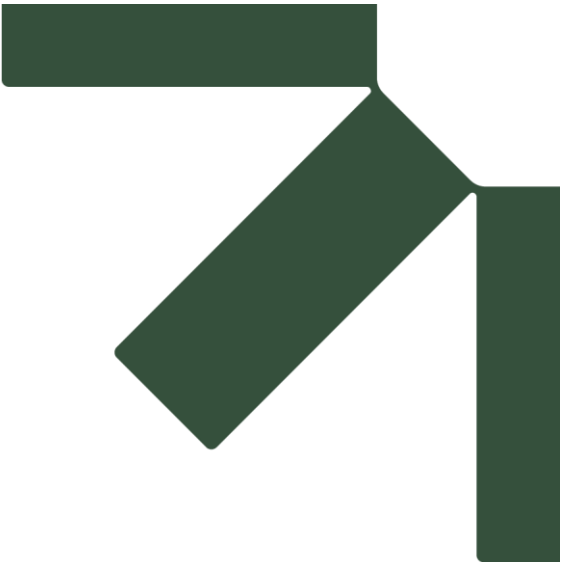
Regards,

SLR Consulting Australia Pty Ltd



Brett McClurg, RPEQ: 07628
Technical Director – Transport Advisory





Appendix A EDQ RFI Letter

Yarrabilba Precinct 9

EDQ Information Request – Response to Traffic Matters

RPS Consulting Pty Ltd

SLR Project No.: 620.11743.00016

30 April 2026

Our ref: DEV-2026-YAR-4495

20 March 2026

Gavin Edwards
RPS AAP CONSULTING PTY LTD
gavin.edwards@rpsconsulting.com

Dear Applicant

Information Request and Public Notice of development application

Notice given under section 83(1) of the Economic Development Act 2012

Priority Development Area (PDA):	Yarrabilba
PDA Development Type:	Development Permit for ROL – 3 lots into 1158 residential allotments, two non-residential lots (school and neighbourhood centre), drainage lots, park lots, new roads and service easement, and associated POD
Property Location:	Waterford Tamborine Road, Yarrabilba QLD 4207
Property Description:	Part Lots 3102 and 3103 on SP338330, and part Lot 6053 on SP338331

An initial review of the above PDA Development Application has been undertaken and the following additional information is required;

Planning:

1. **Amend** the plans to show deeper lots for those impacted by retaining walls with acoustic fences. EDQ has concerns regarding the amenity of these lots, in particular the ability to build 0.9m off the rear boundary.
2. **Amend** the proposal to include the road adjoining the future ROL site to the south in it's own lot. EDQ has concerns regarding the timing of the delivery of this road. It is noted that the district sports park is required under the IA to be delivered by the 9,000th residential lot. This proposal will bring that total to approximately 8,600 lots.
3. **Amend** the plans to remove lots 1650-1653. EDQ has concerns relating the amenity of these lots, CPTED outcomes and the irregular shape of the local recreation park.
4. **Ensure** all lots impacted by bushfire as identified in the BMP, are clearly shown on the POD. For example, Lots 2008, 2204, 2205, 2270 - 2274, 2275, 2276, 2277 2308, 2309, 2310, 2320, 2290, 2414, 2415, 2440, 2441 have not been identified on the plans.
5. **Confirm** that Neighbourhood Recreation Park shelter can be located within the Asset Protection Zone (APZ) as currently shown. The BMP notes all structures require 15m clearance and shelter appears to be within the APZ.

6. **Ensure** the POD shows all lots requiring acoustic treatments as per the traffic noise assessment.

Engineering:

7. **Clarify** whether the works within the northern waterway corridors form part of the of the submission noting discrepancies between the planning report and most supporting documents and drawings.
8. Bulk earthworks are shown across the entirety of the park while the landscape plans show large areas of retained vegetation. **Ensure** the bulk earthworks extent plans are consistent with the extent of retained vegetation shown in the landscape plans for the neighbourhood recreation park. **Amend** plans accordingly.
9. **Amend** the SBSMP to include a sediment pond for 930m² bioretention basin 9C to be in accordance with the Bioretention Technical Design Guidelines. The sediment pond is to be accessible by an MRV for maintenance purposes.

As outlined in the Bioretention Technical Design Guidelines, an inlet pond is required for large bioretention systems (over 800 m²) and contributing catchments greater than 5 ha. Typically, council accepts a sediment forebay instead of an inlet pond for catchments up to 8 hectares. However, the contributing catchment for catchment 9C is 9.8 hectares; therefore, an inlet pond must be provided for the proposed bioretention basin with a filter area of 930m².

10. **Provide** a copy of the MUSIC model utilized for evaluating the effectiveness of the treatment train, reflecting the modifications made in accordance with the above item.
11. Proposed cross sections have reduced verge width below 4.5m typical width. **Confirm** that modified road cross sections with reduced verge widths of 3.5m do not present an issue to service alignment.
12. It is noted that the TIA refers to both a sub arterial and a trunk collector, whereas the functional layout plans have both as a combined sub arterial/collector. Per the MIMP cross-sections, the difference being the trunk collector has 1.5m wide break down lanes whereas the sub-arterial has 5m wide traffic lanes. **Provide** two cross sections for sub arterial and trunk collector. No break down lanes are to be provided on the sub-arterial section.
13. **Amend** the Precinct Network Plan to provide additional information on proposed sewerage network, including:
 - Overall network layout with proposed sizes and allocated demand nodes
 - Long section of controlling sewers
 - Extent of the proposed network up to the EXISTING network

It is noted that the 'Preliminary Planning Functional Drawings' in Appendix F are considered indicative only and do not have detailed layouts/pipe sizes/long sections etc. An updated W&S PNP is required to include this information.

14. **Amend** the Precinct Network Plan to provide additional information on proposed water network:
 - Additional plan showing the full extent of infrastructure required to connect P9 to the EXISTING network.

It is noted that the 'Preliminary Planning Functional Drawings' in Appendix F are considered indicative only and do not have detailed layouts/pipe sizes/long sections etc. An updated

W&S PNP is required to include this information.

15. **Provide** confirmation that the proposal does not prejudice future delivery of state road upgrades. Submit a copy of the digital CAD (DWG) boundary files for the subject site's boundaries.

16. **Provide:**

- Documentation of the “previous work undertaken for Waterford-Tamborine Road” referenced in the TIA.
- Confirmation whether the modelling reflects TMR's current endorsed planning layout and the upgrade configuration required under the Infrastructure Agreement. If not, submit:
 - revised modelling based on the endorsed layout.
 - a comparison plan identifying differences between the adopted modelling layout and TMR's planning layout.
- Confirmation whether the adopted signal phasing has been reviewed by TMR Network Operations, including written confirmation where available.
- Confirmation that only right-turn movements trigger the E1 and E2 phases, and correction of PM modelling where required.
- Justification for adopted pedestrian volumes.
- Updated SIDRA outputs where amendments are made.

The Traffic Impact Assessment (TIA) includes modelling of the WTR / Williamson Road / Mibinba Drive intersection. However, the intersection layout adopted in the modelling does not align with TMR's current planning layout or the anticipated upgrade configuration under the Infrastructure Agreement.

17. **Provide:**

- A comparative summary table outlining:
 - Approved development yield vs proposed yield; and
 - Approved traffic generation vs proposed traffic generation.
- Confirmation whether traffic generation assumptions differ from those underpinning previous approvals or the Infrastructure Agreement.
- Justification for any differences identified.
- Justification for the adopted In/Out splits.
- Supporting documentation where In/Out splits are based on previous assessments.
- Confirmation that the adopted splits reflect critical peak traffic conditions for the state-controlled road network.

The TIA references previous approvals and modelling underpinning the broader Yarrabilba development and the Infrastructure Agreement. However:

- No comparative assessment has been provided between approved yield and proposed yield.
- It is unclear whether traffic generation rates differ from those underpinning previous approvals.
- The adopted In/Out split assumptions appear time-of-day dependent and have not been clearly justified.

Given that upgrade triggers and staging obligations under the Infrastructure Agreement are influenced by traffic demand assumptions, State confirmation the modelling reflects conservative and consistent assumptions is required.

Without this information, consistency with previous approvals or the assumptions underpinning the Infrastructure Agreement cannot be confirmed.

Please note that Department of Education, and Logan Water are assessing the proposal and is due to forward their advice by end of March. Any comments will be forwarded to you under separate advice.

The due date for providing the requested information is 20 September 2026. The PDA Development Application will lapse if a response to this information request is not received by this date, in accordance with section 83A of the *Economic Development Act 2012* (Act).

Public Notice of Application

This application **is not** required to be publicly notified in accordance with section 84 of the Act.

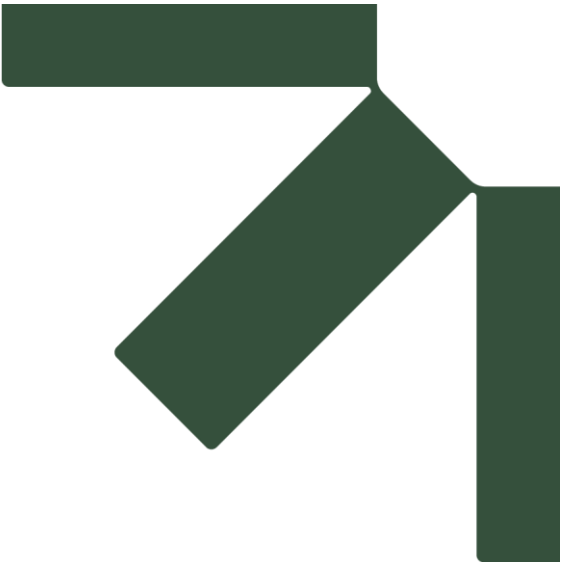
If you require any further information, please contact Gabrielle Shepherd on (07) 3452 7914 or by email at gabrielle.shepherd@edq.qld.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Sunny Wong', with a stylized flourish at the end.

Sunny Wong
Director
Development Services
Economic Development Queensland

Document Name (SourceRef: D25/165305)	Version	Date	Author	Verified	Amendment
s.83 Information Request and Public Notice of DA	1	3 Nov 2025	K Wilson	A Dryden	First release.
s.83 Information Request and Public Notice of DA	1.0	18 November 2025	K Kunde	M Buchanan	



Appendix B Revised Development Plans

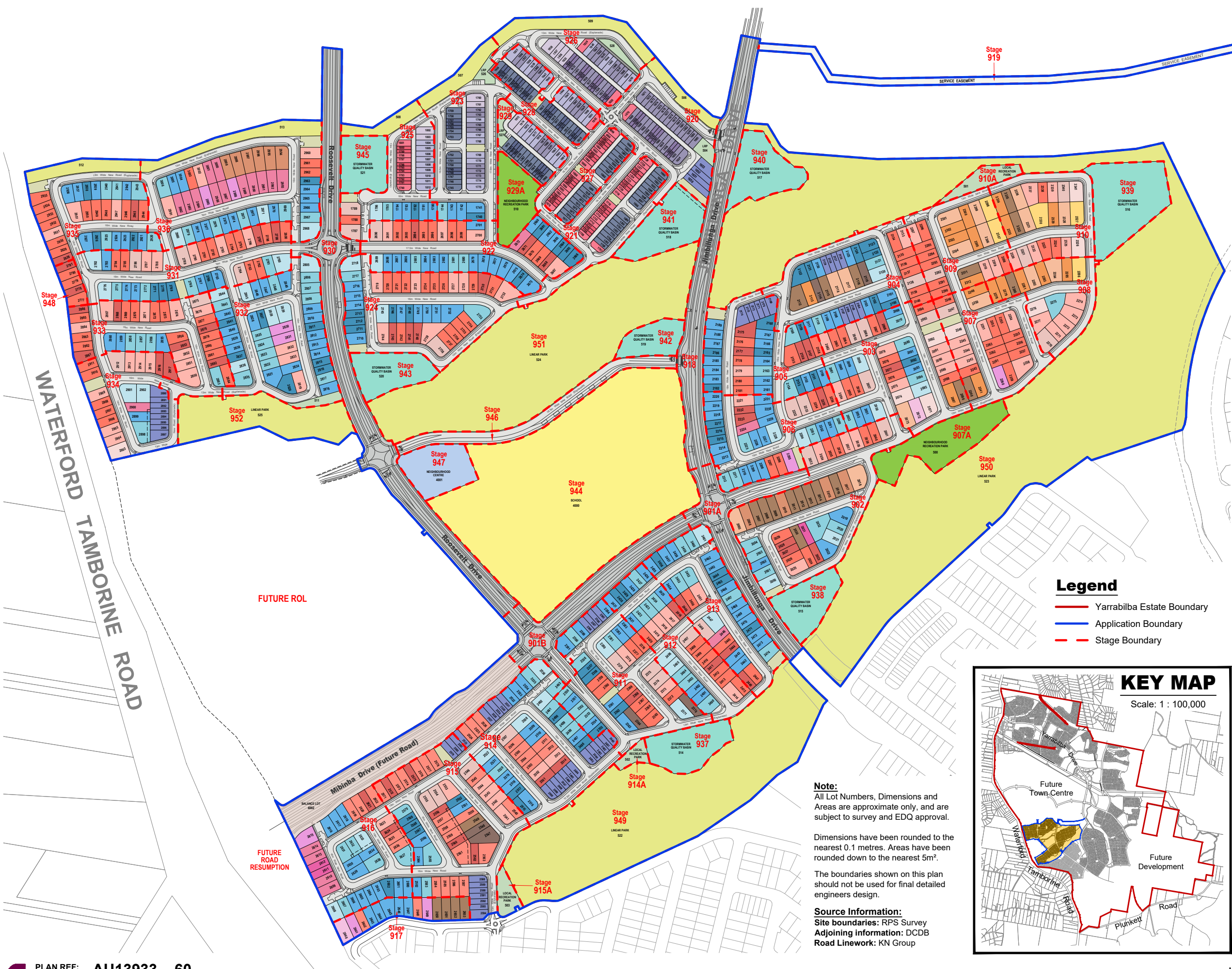
Yarrabilba Precinct 9

EDQ Information Request – Response to Traffic Matters

RPS Consulting Pty Ltd

SLR Project No.: 620.11743.00016

30 April 2026

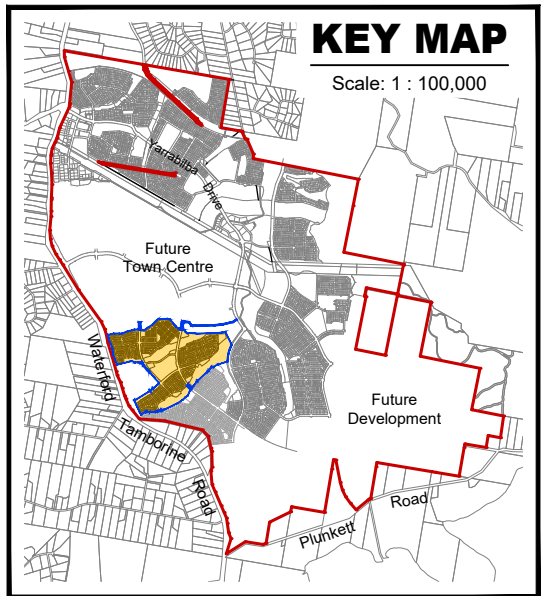


Land Budget		
Land Use	Overall	
Residential Allotments	36.981 ha	34.0%
Balance Allotment	1.461 ha	1.3%
Trunk / Collector Roads	6.338 ha	5.8%
Local Roads	20.824 ha	19.1%
Pedestrian Links	0.610 ha	0.6%
Service Easement	0.736 ha	0.7%
State Primary School	7.001 ha	6.4%
Neighbourhood Centre	0.575 ha	0.5%
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



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

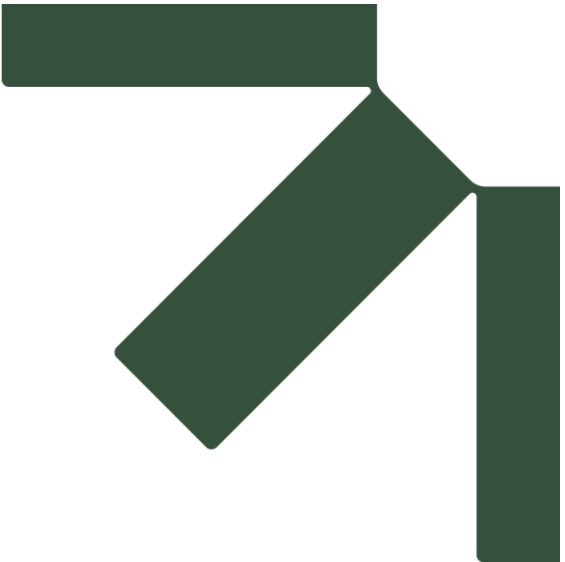
Dimensions have been rounded to the nearest 0.1 metres. Areas have been rounded down to the nearest 5m².

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

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





Appendix C Access and Bus Plan

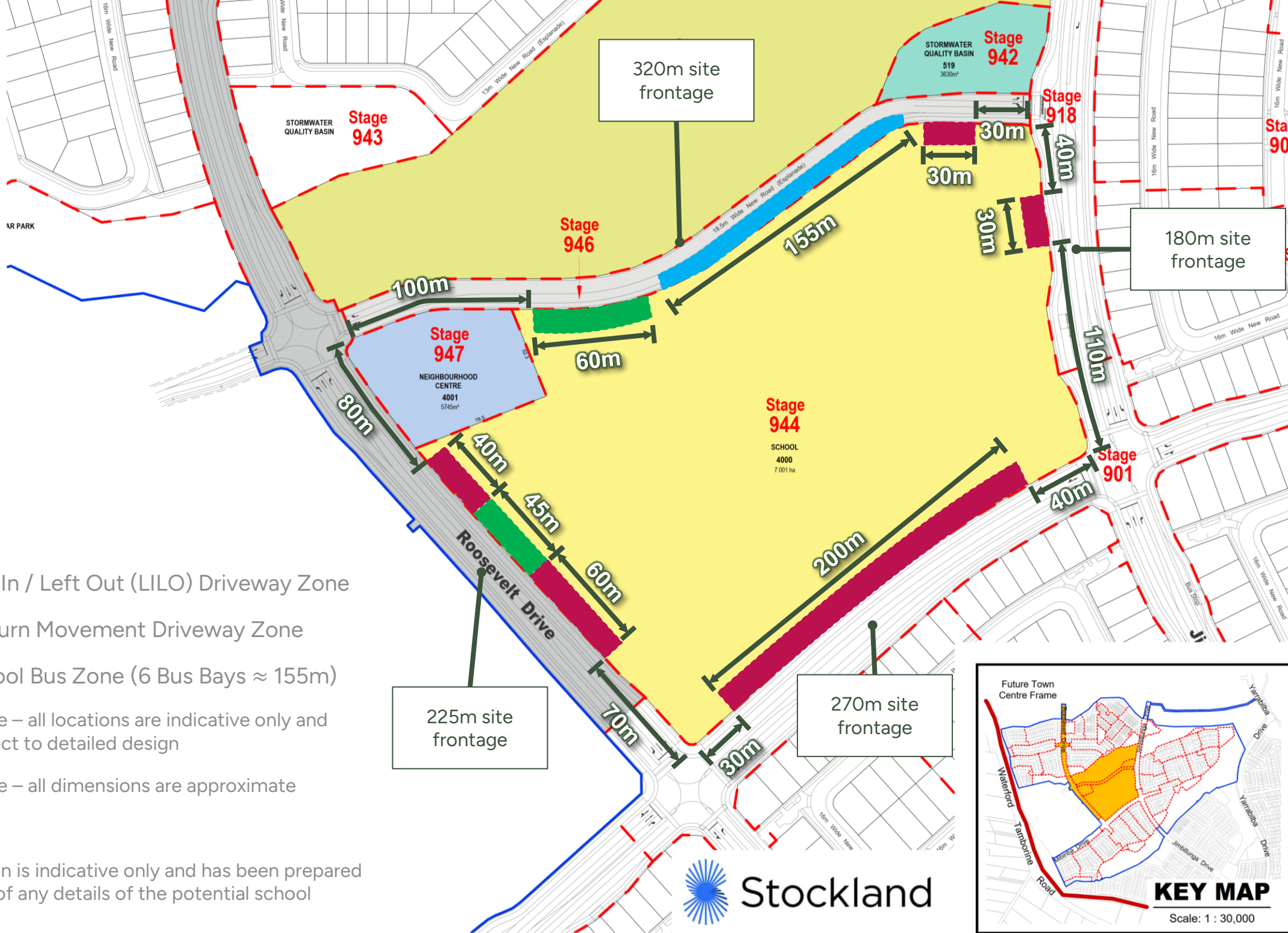
Yarrabilba Precinct 9

EDQ Information Request – Response to Traffic Matters

RPS Consulting Pty Ltd

SLR Project No.: 620.11743.00016

30 April 2026



Legend

- Left In / Left Out (LILO) Driveway Zone
- All Turn Movement Driveway Zone
- School Bus Zone (6 Bus Bays ≈ 155m)

*Note – all locations are indicative only and subject to detailed design

*Note – all dimensions are approximate

NOTE – This plan is indicative only and has been prepared in the absence of any details of the potential school layout.

PLAN REF: **AU13933 – 71**
 Rev No: **C**
 DATE: 22 April 2026
 CLIENT: CLIENT
 DRAWN BY: VNW
 CHECKED BY: PHE



0 20 40 60 80 100 120 140 1 : 2,500 @ A3

YARRABILBA PRECINCT 9 - APPLICATION 1 RECONFIGURATION OF A LOT - SHEET 10 OF 11

URBAN DESIGN
 Level 8
 31 Duncan Street
 PO Box 1559
 Fortitude Valley QLD 4006
 T +61 7 3539 9500
 W rpsgroup.com

rps
 A TETRA TECH COMPANY

© COPYRIGHT
 Unauthorised reproduction or amendment not permitted. Please contact the author.