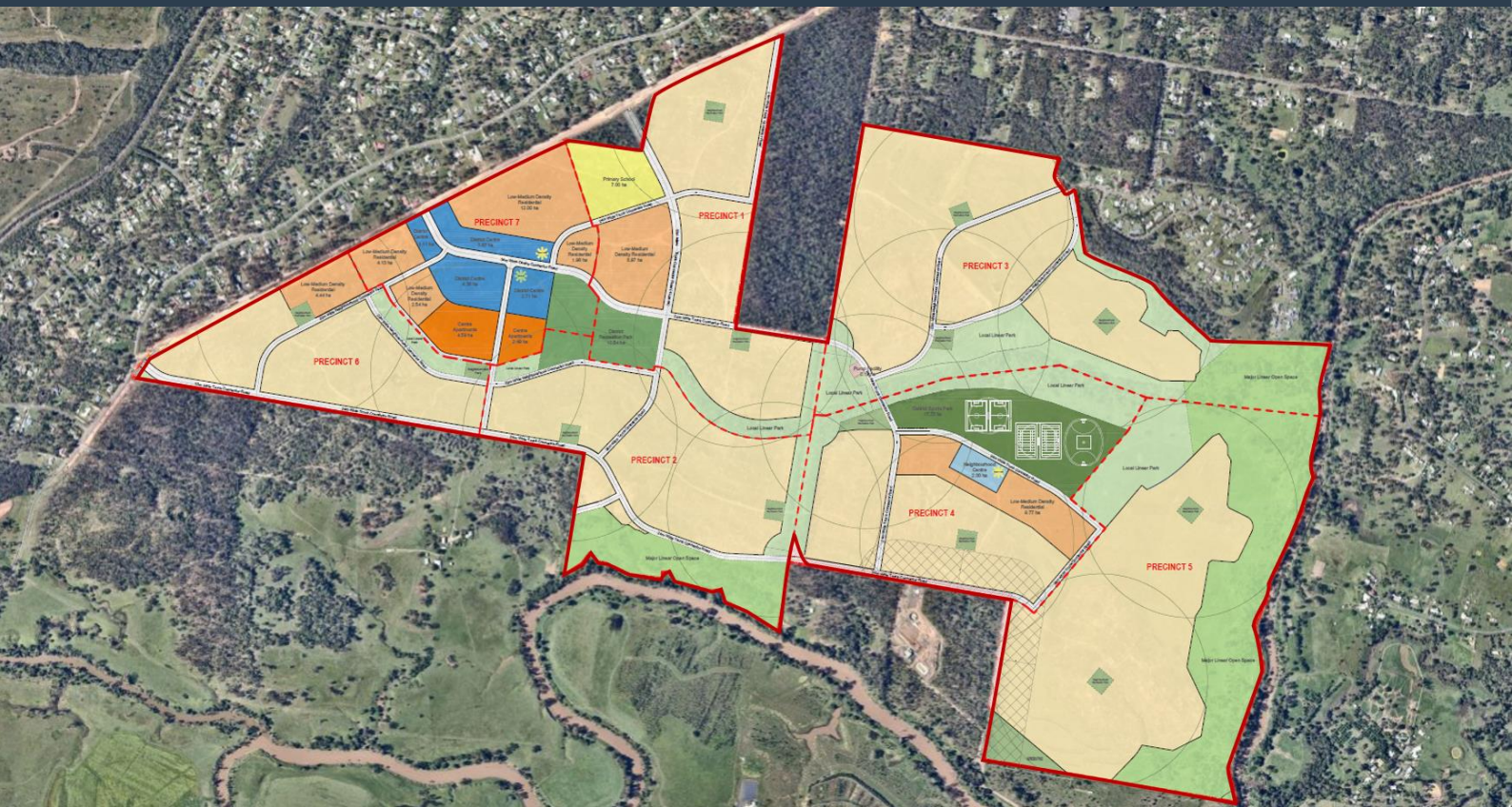


PLANNING REPORT

Amendment Application (DEV2016/811)
Riverbend Master Plan
Celestino Developments Pty Limited





DOCUMENT CONTROL

Document: Project Name: Riverbend Change Application
PSA Job Number: 1694
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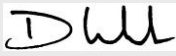


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REVISION HISTORY

VERSION	DATE	DETAILS	AUTHOR	AUTHORISATION
V3	6 September 2024	FINAL	Paul Hanly	 David Ireland

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TABLE OF CONTENTS

CONTENTS

DOCUMENT CONTROL	1
REVISION HISTORY	1
GENERAL DISCLAIMER	1
1. INTRODUCTION	1
2. SITE CONTEXT	3
2.1 PDA CONTEXT	3
2.2 SITE DESCRIPTION	4
2.3 SURROUNDING AREA	5
2.4 APPROVAL HISTORY	5
2.5 EPBC APPROVAL	7
3. PRE-LODGE MENT DISCUSSIONS	9
3.1 ECONOMIC DEVELOPMENT QUEENSLAND	9
4. PROPOSED CHANGES	11
4.1 CONTEXT PLAN	12
4.1.1 Approved Context Plan	12
4.1.2 Changed Context Plan	13
4.2 MASTER PLAN	14
4.2.1 Approved Master Plan	14
4.2.2 Proposed Changes	15
4.3 INFRASTRUCTURE MASTER PLANS	18
4.3.1 Earthworks IMP	19
4.3.2 Stormwater Management IMP	21
4.3.3 Movement Network IMP	24
4.4 OVERARCHING SITE STRATEGIES	29
5. AMENDMENTS TO DECISION NOTICE	30
5.1 CHANGES TO APPROVED PLANS	30
5.2 CHANGES TO CONDITIONS	31
6. PLANNING ASSESSMENT	34
6.1 ECONOMIC DEVELOPMENT ACT 2012	34
6.1.1 Change Application	34
6.2 GREATER FLAGSTONE DEVELOPMENT SCHEME	36
6.2.1 Public Notification	37
6.2.2 Assessment of Application Compliance	37
6.3 EDQ GUIDELINES	37
6.3.1 Guideline no. 1 – Residential 30 (May 2015)	38
6.3.2 Guideline no. 5: Neighbourhood Planning and Design (May 2015)	38
6.3.3 Guideline no. 6 – Street and movement network (February 2019)	40
6.3.4 Guideline no. 9 – Centres (May 2015)	40
6.3.5 Guideline no. 12 – Park planning and design (May 2015)	43
6.3.6 Guideline no. 13 – Engineering standards (September 2017)	43



6.3.7	Guideline no. 15 – Protection from flood and storm tide inundation (May 2015)	43
6.3.8	Guideline no. 16 – Housing (January 2016)	43
6.3.9	Guideline no. 17 – Remnant vegetation and koala habitat obligations (May 2015)	43
6.3.10	Guideline no. 18 – Development interfaces (May 2015)	43
7.	CONCLUSION	45

APPENDIX 1	EXISTING APPROVAL
APPENDIX 2	AMENDED CONTEXT PLAN
APPENDIX 3	AMENDED MASTER PLAN
APPENDIX 4	AMENDED LAND USE TABLE
APPENDIX 5	AMENDED EARTHWORKS IMP
APPENDIX 6	AMENDED STORMWATER STRATEGY
APPENDIX 7	AMENDED MOVEMENT NETWORK IMP
APPENDIX 8	AMENDED WATER & WASTEWATER IMP
APPENDIX 9	UDA WIDE CRITERIA RESPONSE

LIST OF FIGURES

<i>Figure 1: Greater Flagstone PDA Boundary</i>
<i>Figure 2: Site Aerial (Nearmap, 2024)</i>
<i>Figure 3: EPBC Approved Development Plan</i>
<i>Figure 4: Endorsed Context Plan</i>
<i>Figure 5: Proposed Context Plan (Place Design Group, 2024)</i>
<i>Figure 6: Approved Master Plan</i>
<i>Figure 7: Proposed Master Plan (Place Design Group, 2024)</i>
<i>Figure 8: Approved Bulk Earthworks Plan (Calibre Consulting, 2017)</i>
<i>Figure 9: Amended Bulk Earthworks Plan (Colliers, 2024)</i>
<i>Figure 10: 1% AEP Flood Extent – Developed Conditions (Northrop, 2024)</i>
<i>Figure 11: 1% AEP Flood Elevation Difference Pre-To-Post Conditions (Northrop, 2024)</i>
<i>Figure 12: Water Quality Treatment Devices (Northrop, 2024)</i>
<i>Figure 13: Approved Movement Network</i>
<i>Figure 14: Proposed Road Hierarchy (PSA Consulting, 2024)</i>
<i>Figure 15: Public Transport Network (PSA Consulting, 2024)</i>
<i>Figure 16: Active Transport Network (PSA Consulting, 2024)</i>
<i>Figure 17: Ultimate Water Supply Network (Colliers, 2024)</i>
<i>Figure 18: Ultimate Water Supply Network (Colliers, 2024)</i>
<i>Figure 19: Vision for the Greater Flagstone Development Scheme (EDQ, 2011)</i>

LIST OF TABLES

Table 1: Site Details	5
Table 2: Approvals Summary	6
Table 3: Pre-Lodgement Meeting Response	9
Table 4: Master Plan Comparison	17
Table 5: Proposed Changes to IMP	18



Table 6: Proposed Changes to Overarching Site Strategies	29
Table 7: Amendments to Approved Documents	30
Table 8: DA Rules - Substantially Different Development Criteria	34
Table 9: Assessment Against Guideline No.5 - Neighbourhood Planning and Design	38
Table 10: Assessment Against Guideline 9: Centres	40
Table 11: Open Space Provision	43

LIST OF ACRONYMS

Applicant	Celestino Developments Pty Limited
AEP	Annual Exceedance Probability
CBD	Brisbane Central Business District
Celestino	Celestino Developments Pty Limited
CPTED	Crime prevention through environmental design
DCOP	Greater Flagstone PDA Development Charges and Offsets Plan 2024
Development Scheme	Greater Flagstone Development Scheme 2011
DoEE	Department of the Environment and Energy (Commonwealth)
ED Act	Economic Development Act 2012
EDQ	Economic Development Queensland
EPBC Act	Environmental Protection and Biodiversity Conservation Act 1999
ha	Hectare
IFF	Infrastructure Funding Framework
ILUP	Integrated Land Use Plan
IMP	Infrastructure Master Plan
km	Kilometre
LCC	Logan City Council
LGA	Local government area
LWIA	Logan Water Infrastructure Alliance
MCU	Material Change of Use
OPW	Operational Works
OSS	Overall Site Strategy
PDA	Priority Development Area
Planning Act	Planning Act 2016
POD	Plan of Development
PSA	PSA Consulting
Q100	A flood event that has the probability of occurring once in every 100 years
ROL	Reconfiguring of a Lot
SARA	State Assessment and Referral Agency
SEQ	South East Queensland
SEQ Regional Plan	Shaping SEQ 2023
PA	The Planning Act 2016
SPS	Sewerage pumping station
Subject site	The lots listed in Table 1 of this report
UDA	Urban Development Area
ULDA	Urban Land Development Authority



1. INTRODUCTION

PSA Consulting (PSA) has prepared this town planning report to support an Amendment Application to change the Preliminary Approval for the Material Change of Use (Master Plan) and Context Plan (DEV2016/811) for the Riverbend Master Planned Community, within the Greater Flagstone Priority Development Area. This application is submitted on behalf of Celestino Developments Pty Limited (Celestino) who is the landowner and Applicant for the project.

The approved Riverbend Master Plan details the long-term development intent for the subject site, which includes:

- Approximately 7,000 residential dwellings.
- A Primary School.
- A District Centre.
- A Neighbourhood Centre.
- Recreational facilities, including a District Sports Park, Regional Recreation Park, Neighbourhood and Local Parks, Linear Parks.
- Linear open spaces associated adjoining the internal watercourse and Logan River.
- Community Facilities.

Upon completion, the site will have a total residential population of approximately 20,000 people.

The application seeks approval from Economic Development Queensland (EDQ) in accordance with Section 99 of the *Economic Development Act 2012* to change the Preliminary Approval for a Material Change of Use for the Riverbend Master Plan (DEV2016/811). Concurrently, this application also seeks EDQ endorsement of an updated Context Plan, and various IMPs reflecting the changes to the Riverbend Master Plan and updated servicing arrangements.

Specifically, this amendment application seeks approval for improvements to the Approved Master Plan in response to further technical investigations, detailed design and review of the approved master plan. The proposed changes include the following:

- Centralisation of the proposed District Centre and Primary School within the Riverbend Master Plan Area.
- Repositioning of the Neighbourhood Centre.
- Improvements and rationalisation of the internal road network to minimise earthworks.
- Provision of an additional access point to Teviot Road in response to the approved arrangements servicing the Flinders Lakes development.
- Amendments to the layout in response to the updated flood modelling and the latest DCOP.
- Consequential Amendments to the master plan in response to the above changes.

It is important to note the proposed changes will not increase the approved urban development footprint or result in intrusion into the retention areas identified as part of the EPBC Approvals applicable to the site. In addition, the master plan continues to provide the capacity for over 7,200 dwelling and a population of approximately 20,000 people.

This planning report and the supporting technical studies demonstrate that the amended Master Plan maintain compliance with the relevant statutory considerations including the Greater Flagstone PDA Development Scheme, the EDQ Guidelines and Practice Notes. In addition, the updated IMPs demonstrate how the Master Plan can be efficiently serviced with all necessary urban infrastructure, taking into account the latest amendments to the DCOP and evolving servicing strategies for the wider PDA.



This Development Application seeks to amend the previously approved strategic framework that guides the development and delivery of the Riverbend Master Plan. Future applications will be submitted to EDQ for Material Change of Use (MCU) or Reconfiguring a Lot (ROL) in accordance with the amended Master Plan.

As outlined above, the amendment application seeks to improve the Approved Master Plan in response to further technical investigations, detailed design and review. These improvements are achieved in a manner that is substantially the same as the original approval and will not result in any unacceptable environmental impacts. Accordingly, the amendment application is recommended for approval.



2. SITE CONTEXT

2.1 PDA CONTEXT

The subject site is located within the Greater Flagstone Priority Development Area (PDA). The Greater Flagstone PDA is located approximately 40km southwest from the Brisbane CBD and is within the Logan City Council (LCC) Local Government Area (LGA). The PDA is split into three separate areas, with the subject site being located within the southeastern corner of the PDA.

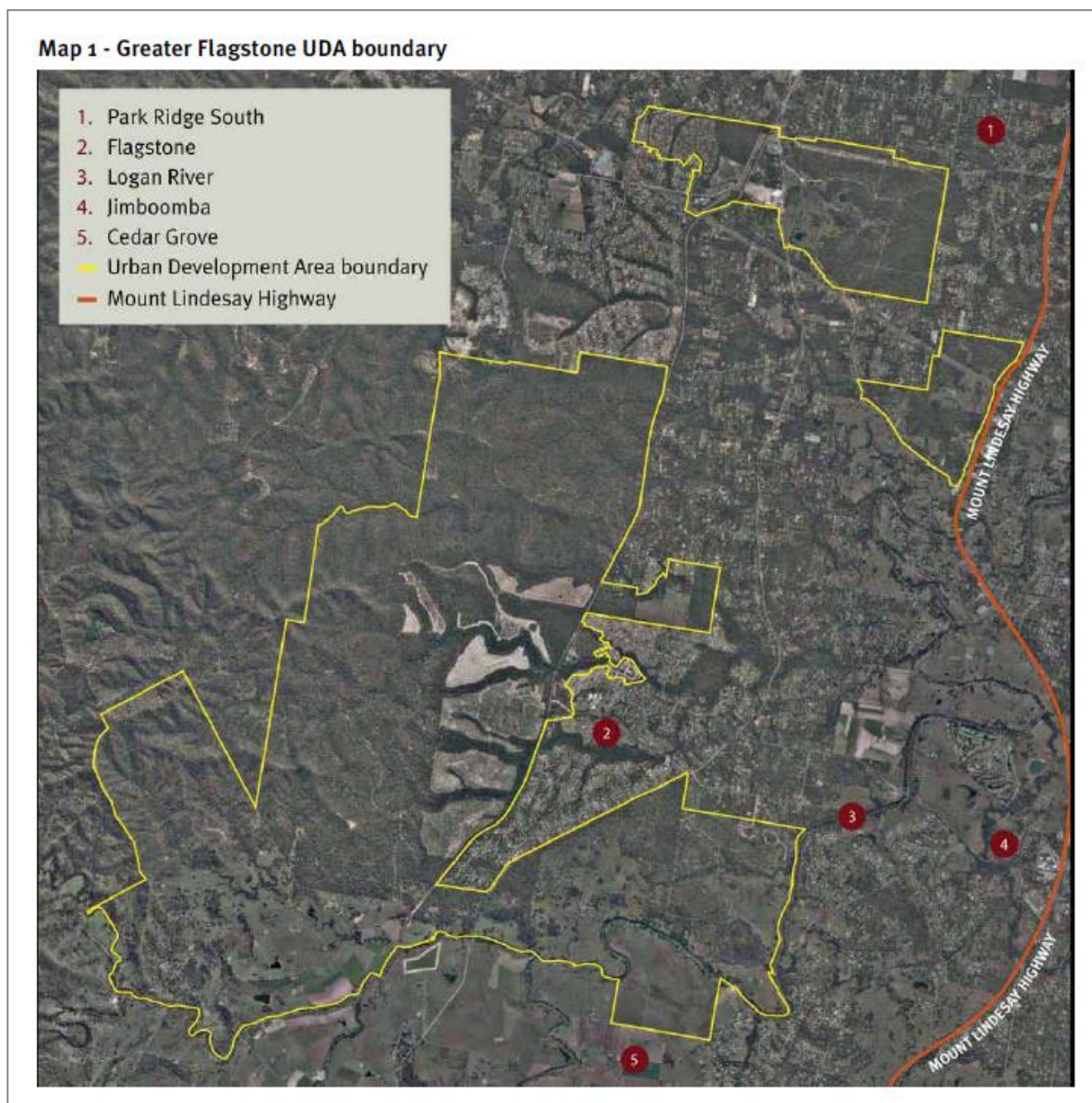


Figure 1: Greater Flagstone PDA Boundary



The vision for the Greater Flagstone PDA is outlined in Section 2.2 of the Development Scheme. Broadly, the PDA is intended to accommodate a large, integrated urban community comprised of:

- An estimated urban population of 100,000 to 120,000 people accommodated in attractive, compact, vibrant and connected residential neighbourhoods.
- Unique urban environments which have a strong sense of place, capitalise on and are connected to the natural features of the PDA including the Logan River and Teviot Brook.
- An urban form that ensures ecological values are protected and enhanced and adequate community green space and recreation opportunities are provided.
- A wide range of facilities and services located within a network of easily accessible and dynamic activity centres and low impact business and industry areas.
- A high level of supporting infrastructure and services including connected private, public and active transport opportunities.
- An extensive network of environmental and open space corridors that frame neighbourhoods and provide attractive transport links.

The PDA Vision Statement has been used by the project team as part of the development of the Updated Context Plan and Master Plan to ensure the Riverbend Master Plan maintains consistency with the wider vision.

2.2 SITE DESCRIPTION

As shown in **Figure 2** the site is located in the southeastern corner of the Greater Flagstone PDA and bound by Teviot Road to the West, the Logan River to East and South and adjoins a camping reserve (State owned land under the trusteeship of Logan City Council) to the north on Lot 102 on SP254145. Access to the site is currently achieved via Teviot Road, Bushland Road and Riverbend Boulevard. The subject site is comprised of six lots which are summarised in **Table 1** below.

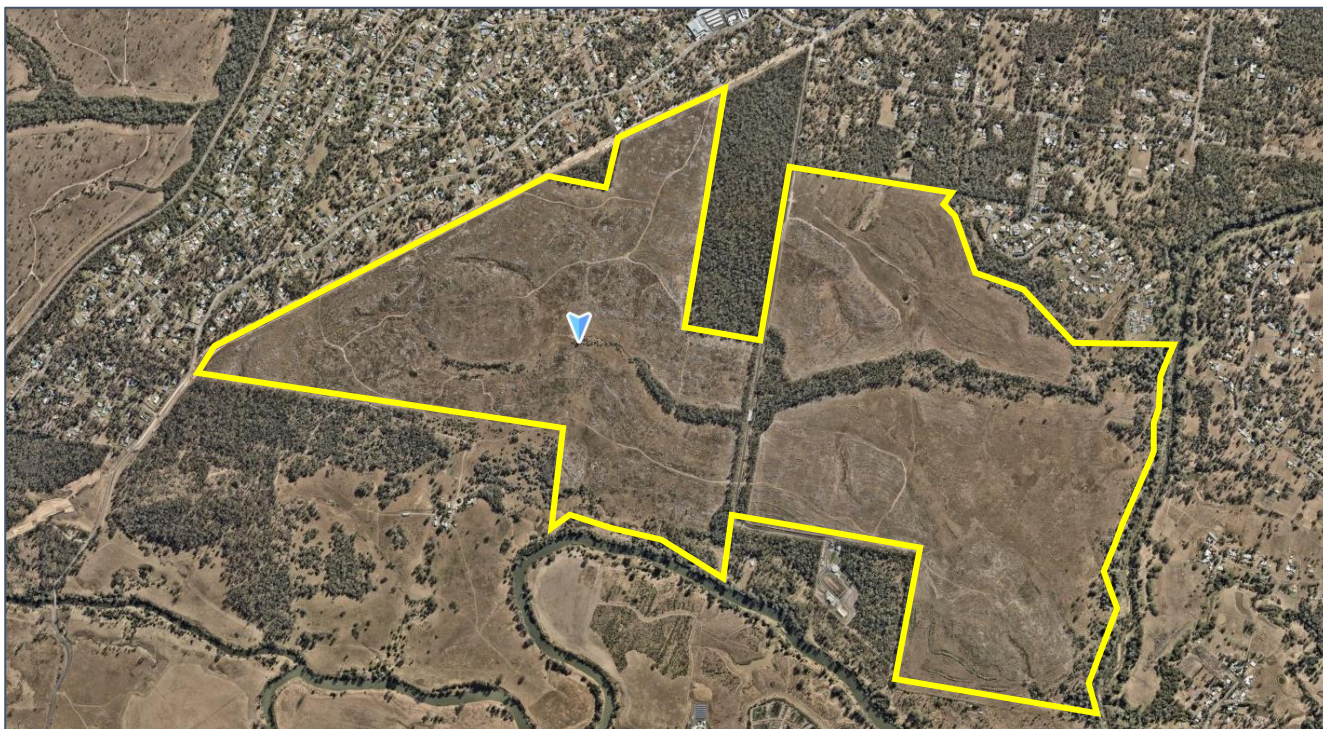


Figure 2: Site Aerial (Nearmap, 2024)



Table 1: Site Details

STREET ADDRESS	REAL PROPERTY DESCRIPTION	PROPERTY OWNER	LOT SIZE (ha)
72 Riverbend Boulevard, Riverbend	800 SP247625	EJC Riverbend Pty Ltd	310.38
1434-1586 Teviot Road, Riverbend	101 SP254145	EJC Riverbend Pty Ltd	91.54
155-243 Bushland Road, Riverbend	102 SP254145	EJC Riverbend Pty Ltd	50.85
245-247 Bushland Road, Riverbend	104 SP254145	EJC Riverbend Pty Ltd	31.2
1394-1432 Teviot Road, Riverbend	105 SP254145	EJC Riverbend Pty Ltd	23.5
1294-1352 Teviot Road, Riverbend	106 SP254145	EJC Riverbend Pty Ltd	43.33
TOTAL			550.8HA

2.3 SURROUNDING AREA

The subject site is surrounded by a mix of large lot rural land and smaller rural residential uses to the north, east and west. Large tracts of undeveloped rural land are located to the south including the Cedar Grove Wastewater Treatment Plant on the southern side of the Logan River. The subject site is immediately bounded by the Logan River to the east and south and adjoins a camping reserve (State owned land under the trusteeship of Logan City Council) to the north on Lot 102 on SP254145.

Further afield, the Jimboomba Township and the Mount Lindesay Highway are located approximately 3.8km to the east of the subject site. Jimboomba offers a full-size supermarket, along with smaller convenience retail and fast-food outlets. There are also civic services, such as a local library and police station in the same area.

Approximately 15km to the south of the subject site is the township of Beaudesert, which provides high order retail, commercial, education and civic services. Further north is the extent of the greater Brisbane urban fringe including the activity centres of Park Ridge, Springfield and the southern suburbs of Brisbane City.

New development fronts are under construction in the surrounding area including the Flagstone (Peet Limited) located approximately 1.5km northwest of the site and Flinders Lakes (Pacifiq Communities), approximately 3km to the southwest. Pacifiq Communities are currently constructing Teviot Road (fronting Riverbend) as a 2-lane road. Teviot Road is proposed to be ultimately widened to a four-lane dual carriageway road.

2.4 APPROVAL HISTORY

The site has traditionally been used for cattle grazing and was historically cleared and maintained for this purpose. Since the commencement of the Urban Land Development Act 2007, the ULDA / EDQ has a series of Development Approvals for the development of the Riverbend Master Planned community which remain in force and effect. An overview of these approvals is provided in **Table 2** below.



Table 2: Approvals Summary

REAL PROPERTY DESCRIPTION	APPROVAL DESCRIPTION	CURRENCY PERIOD / STATUS
RIVERBEND – MATERIAL CHANGE OF USE – MASTER PLAN - DEV2016/811		
Lot 800 SP247625 Lot 101 SP254145 Lot 102 SP254145 Lot 104 SP254145 Lot 105 SP254145 Lot 106 SP254145	1. Preliminary approval for a Material change of use for a Master Plan with a Context Plan	20 years
RIVERBEND – RECONFIGURING A LOT – STAGE 1 - DEV2017/901		
Lot 800 SP247625 Lot 102 SP254145 Lot 105 SP254145 Lot 106 SP254145	1. Development Permit for Reconfiguring a Lot – 4 Lots into 582 lots with associated roads, parks and balance lots.	12 years (Not Commenced)
RIVERBEND – COMPLIANCE ASSESSMENT – VEGETATION CLEARING - DEV2017/901/3		
Lot 800 SP247625 Lot 102 SP254145 Lot 105 SP254145 Lot 106 SP254145	1. Compliance assessment in accordance with the requirements set out in condition 34 – Vegetation Clearing of PDA development approval DEV2017/901.	Complete.
RIVERLAND – COMPLIANCE ASSESSMENT – VARIOUS - DEV2016/811		
Lot 800 SP247625 Lot 101 SP254145 Lot 102 SP254145 Lot 104 SP254145 Lot 105 SP254145 Lot 106 SP254145	1. Compliance assessment for Community Development Overarching Site Strategy and Community Facility Infrastructure Master Plan in accordance with conditions 3(ii) and 6 of PDA development approval DEV2016/811. 2. Compliance assessment for Housing Affordability and Diversity Overarching Site Strategy in accordance with the condition 4 of PDA development approval DEV2016/811. 3. Compliance assessment for Natural Environment Overarching Site Strategy in accordance with condition 5 of PDA development approval DEV2016/811. 4. Compliance assessment for Earthworks Infrastructure Master Plan accordance with	Endorsed.



	condition 10 of PDA development approval DEV2016/811. 5. Compliance assessment for Movement Network Infrastructure Master Plan in accordance with condition 11 of PDA development approval DEV2016/811. 6. Compliance assessment for the Concept stormwater management plan for DEV2016/811. 7. Compliance assessment for the Water and Wastewater Infrastructure Master Plan for DEV2016/811. 8. Compliance assessment for the Greenspace Infrastructure Master Plan for DEV2016/811.	
RIVERBEND – OPERATIONAL WORKS - VEGETATION CLEARING - DEV2020/1164		
Lot 800 SP247625 Lot 101 SP254145 Lot 102 SP254145 Lot 104 SP254145 Lot 105 SP254145 Lot 106 SP254145	1. Development Permit for Operational Works for Clearing vegetation.	Complete
RIVERBEND – OPERATIONAL WORKS – BULK EARTHWORKS - DEV2023/1434		
Lot 800 SP247625 Lot 102 SP254145 Lot 104 SP254145	1. Development Permit for Operational Works for Bulk earthworks and erosion and sediment control.	2 years + 2 Years Extension (Not Commenced)
RIVERBEND – OPERATIONAL WORKS – CLEARING FOR ROAD CROSSING		
Lot 800 SP247625	1. Development Permit for Operational Works for Clearing vegetation for Road Crossing.	Under Assessment

2.5 EPBC APPROVAL

On 28 September 2020, the Applicant obtained a EPBC Approval for the construction of a residential development on Lot 800 on SP247625, Lots 101, 102, 104, 105, and 106 on SP254145. As shown in **Figure 3**, the approval identified an impact area (clearing extent) and on-site conservation corridor and habitat critical to the survival of the Koala and Grey-headed Flying-fox. In addition, the approval also required establishment of an offset site to compensate for the loss of habitat. All clearing works associated with this approval have been completed and no changes to the approved development footprint are proposed or required as part of this amendment application.





3. PRE-LODGEEMENT DISCUSSIONS

3.1 ECONOMIC DEVELOPMENT QUEENSLAND

A pre-application discussion was held with EDQ on 8 February 2024. The key matters discussed and the applicant's response as to how these matters are addressed by this Application are identified in Table 3.

Table 3: Pre-Lodgement Meeting Response

ITEM RAISED	APPLICANT'S RESPONSE
The proposed Master Plan maintains similarities to the existing footprint with the changes to the location of the district commercial centre and adjustments to the road layout to accommodate geological constraints and incorporate new flood reviews.	The Amended Master Plan will not increase the approved urban development footprint or result in intrusion into the areas to be retained for conservation, or open space. The Amendment Master Plan takes into account the updated Flood Modelling undertaken by Logan City Council and additional geological constraints. In particular, the road layout has been amended to avoid areas of excessive cut and fill and rock to minimise earthworks.
EDQ was generally supportive of the proposed changes to the location of the district centre and the need for higher density development surrounding the centre. The co-location of the regional recreational park and the district centre were supported along with a desire to see pedestrian linkages through these areas.	These aspects are retained and presented in the Amended Master Plan.
The proposed regional and district sports parks are required to be appropriately sized.	The District Sports Park (17.72 HA) and District Recreational Park (10.54) exceed the minimum requirements in the PDA Guideline.
Feedback from Education Queensland regarding the proposed school site was still to be obtained by EDQ.	The Amended Master Plan retains the Approved Primary School, consistent with the original approval.
The DCOP and the new Council flood levels are intended to be incorporated into the proposal, with the Q100 flood level to be shown on the relevant plans.	The updates to the water, wastewater, and road networks in the latest DCOP have been incorporated in the Amended Master Plan and are addressed in the Amended IMPs included as part of this development application.
It was discussed that the IMP's need to be refreshed. In particular the Water IMP is required to be updated to reflect changes to the regional supply strategy, the Movement IMP requires updating due to the changed road layout and Stormwater IMP due to the updated flood model.	The following amended IMPs are submitted as part of this Application: - Earthworks IMP - Stormwater IMP - Water and Wastewater IMP - Movement Network IMP
EDQ discussed stormwater management and impacts of the updated flood modelling,	The updates to the water, wastewater, and road networks in the latest DCOP and updated Flood Modelling undertaken by Logan City Council Logan have been incorporated in the Amended



ITEM RAISED	APPLICANT'S RESPONSE
emphasising the importance of understanding earthworks requirements for sports fields and other regional stormwater infrastructure while ensuring compliance with DCOP and flood requirements.	Master Plan and are addressed in the Amended IMPs included as part of this development application.
The construction of the treatment plant by SEQ Water now at a point where consideration of buffer areas can be reconsidered. EDQ were intending to contact Seqwater to discuss this matter further.	Noted. The 150m buffer and associated conditions or approval are to be retained as part of this Amendment Application.
Advice was sought on the impact of updates to the regional plan requirements around housing supply and density would be considered against the development. EDQ advised the regional plan aligns with the Greater Flagstone PDA Development Schemes vision and intent to deliver housing and density around centres. EDQ noted that there is no minimum lot size in the PDA for flexibility of housing product.	The Amended Master Plan provides for ~7,202 dwellings to be delivered providing a range of densities and housing choice including: 5,339 dwelling within the Low-Density Precinct at 19.5 Dwellings / Hectare. 1,438 dwellings within the Low-Medium Density Precinct at 30 Dwellings / Hectare. 425 dwellings within the Centre Apartment Precinct at 60 Dwellings / Hectare.
EDQ noted the proposed master plan may mean a change to the context plan is required and could be subject to public notification.	As part of this Amendment Application, a Revised Context Plan has been prepared for endorsement by EDQ. The revised context plan takes into account the proposed changes to the Riverbend Master Plan as part of this Amendment Application, and consequential amendments to the balance of the Context Plan Area. In this regard it is important to note that with respect to the external landowners, there is no significant change to: - The nominated urban areas or developable footprint. - The extent of open space adjoining the Logan River. The location of Schools, District or Neighbourhood Parks, or Neighbourhood Centres.
Concerns were raised regarding the timing of the construction of the Homestead Drive intersection and that this is on a critical path. EDQ noted that this intersection and required resumptions are being undertaken by Council.	Logan City Council has taken on responsibility for delivery of the Homestead Drive intersection upgrade. The delivery of future residential lots is expected to be align with the timing for this intersection upgrade.



4. PROPOSED CHANGES

The original Master Plan Approval place an overarching, strategic framework to guide the development and delivery of Riverbend. Since approval of the Master Plan and concurrent endorsement of the Context Plan, the Applicant has undertaken a comprehensive review of the Master Plan, which has resulted in this Amendment Application. In particular the following changes to the Master Plan are proposed as part of this application:

- Centralisation of the proposed District Centre and Primary School within the Riverbend Master Plan Area.
- Repositioning of the Neighbourhood Centre.
- Improvements and rationalisation of the internal road network to minimise earthworks.
- Provision of an additional access point to Teviot Road in response to the approved arrangements servicing the Flinders Lakes development.
- Amendments to the layout in response to the updated flood modelling and the latest DCOP.
- Consequential Amendments to the master plan in response to the above changes.

PROPOSED CHANGE	RATIONALE
1. Repositioning of the District Centre	The proposed repositioning of the district centre further south and centrally within the Master Plan area to: - Improve access for all residents within Riverbend. - Co-locate the District Centre and Regional Recreation Park allowing for integration of key destinations within Riverbend. - Improve traffic distribution across the network better separating internal and external trips across multiple collector roads. - Provide opportunities for more higher density housing to be surround and integrate with the centre. - Minimise the earthworks required to create large footprint commercial buildings associated with the construction of the district centre.
2. Repositioning of the Primary School	Similar to the District Centre, the proposed repositioning of the Primary School has been repositioned more centrally within the Master Plan area to: - Improve access for all residents within Riverbend. - Locate closer to the medium and higher density residential areas to encourage active transport for school trips. - Improve traffic and access arrangements, and public transport accessibility. - Better separate school related traffic from the district centre and external trips. - Provide opportunities for more higher density housing to be surround and integrate with the centre. Minimise the earthworks required to create large footprint commercial buildings associated with the construction of the district centre.
3. Repositioning of the Neighbourhood Centre.	The Neighbourhood centre has been repositioned slightly to provide for a larger and better integrated Low-medium density area, and better connections and integration with the District Sports Park.



PROPOSED CHANGE	RATIONALE
4. Repositioning of the Medium Density Precinct	As noted above, the Low-Medium Density Precinct has been relocated to surround the proposed District Centre providing a high level of amenity and access to services including primary schools, retail and commercial, community uses, public transport and the District Sports Park.
5. Internal changes to the road alignment.	The internal road network has been rationalised and improved taking into account: - Avoidance of excessive earthworks and areas of rocks based on additional geotechnical information. - The revision to the master plan layout. - Updated traffic modelling.
6. Relocation of the southern most intersection.	The Endorsed Context Plan shows 4 connections to Teviot Road which have been designed and located based on the following considerations: - Maintaining a minimum 800m separation between approved access points including the approved access to the Flinders Lakes Development. - Evenly distributing traffic from Riverbend onto the external road network. - Creating a 4-way intersection at Bushman Drive, rather than Drover Crescent, which did not achieve the necessary 800m intersection spacing. - Updated traffic modelling.
7. Changes due to updated flood modelling and the latest DCOP	Minor changes to the development footprint and open space extents have been undertaken in response to the updated flood study which takes into account the most recent flood modelling prepared by Logan City Council.

4.1 CONTEXT PLAN

4.1.1 Approved Context Plan

As per Section 3.2.8 of the Development Scheme, Context Plans are prepared by Applicants and are required to accompany a Development Application for the first Permissible Development in the relevant Context Plan Area. A Context Plan is designed to provide the intermediate level of spatial planning between the Development Scheme maps and individual development proposals. The current Context Plan for the site and surrounds was endorsed by EDQ on 21 September 2017 and shows the high-level approach to development within the subject site, as well as the surrounding lots also included in the Context Plan Area (see **Figure 4** below).

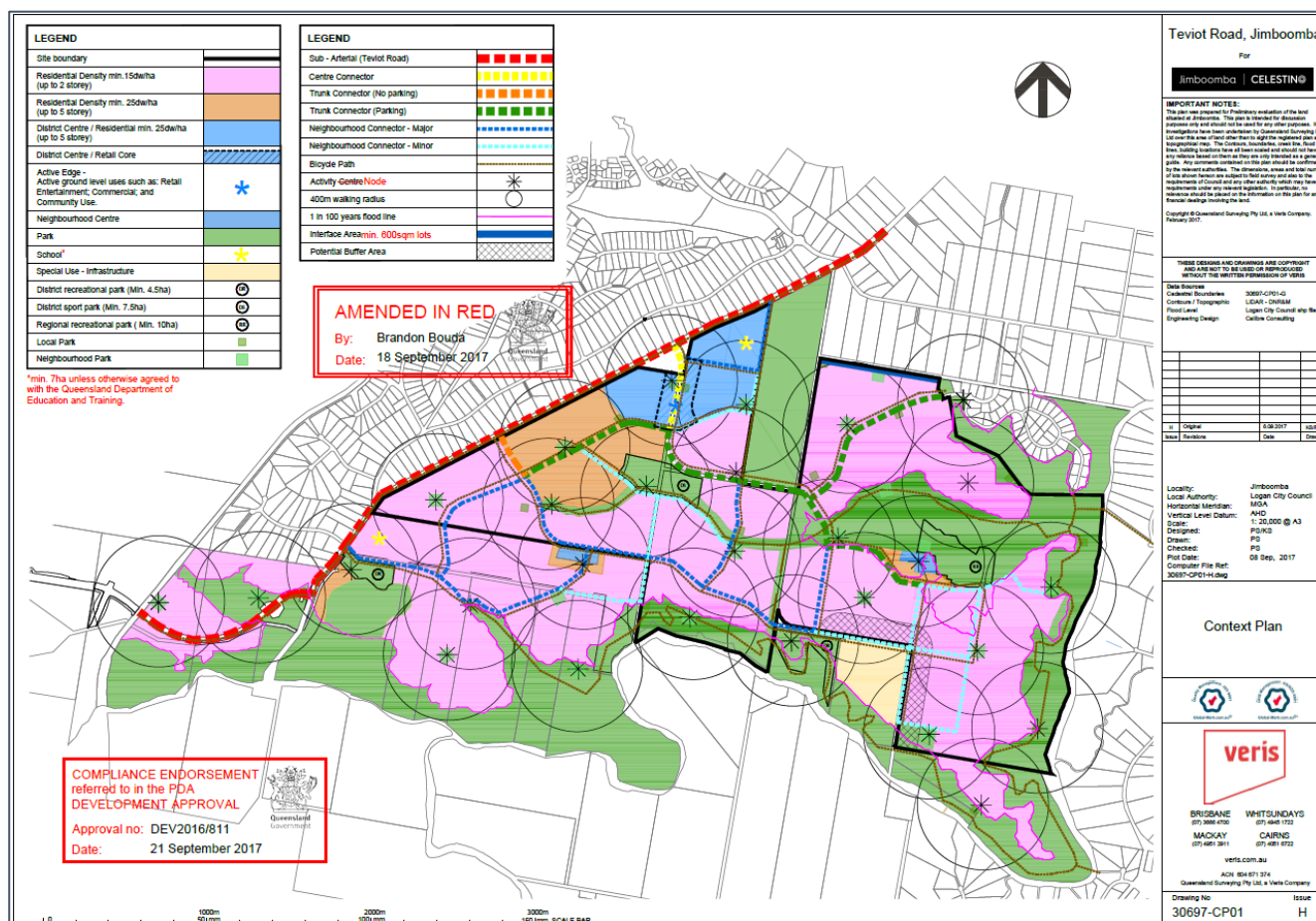


Figure 4: Endorsed Context Plan

4.1.2 Changed Context Plan

As part of this Amendment Application, a Revised Context Plan has been prepared for endorsement by EDQ. The revised context plan takes into account the proposed changes to the Riverbend Master Plan as part of this Amendment Application, and consequential amendments to the balance of the Context Plan Area. In this regard it is important to note that with respect to the external landowners, there is no significant change to:

- The nominated urban areas or developable footprint.
- The extent of open space adjoining the Logan River.
- The location of Schools, District or Neighbourhood Parks, or Neighbourhood Centres.

With respect to the land holdings to the southwest of Riverbend, the indicative road network has been updated with consideration of the approved access arrangements servicing Flinders Lakes being developed by Pacifiq) and the updated access locations proposed as part of the Amendment Application. The Amended Context Plan proposed as part of this Amendment Application is shown in **Figure 5** below and included as **Appendix 2**.

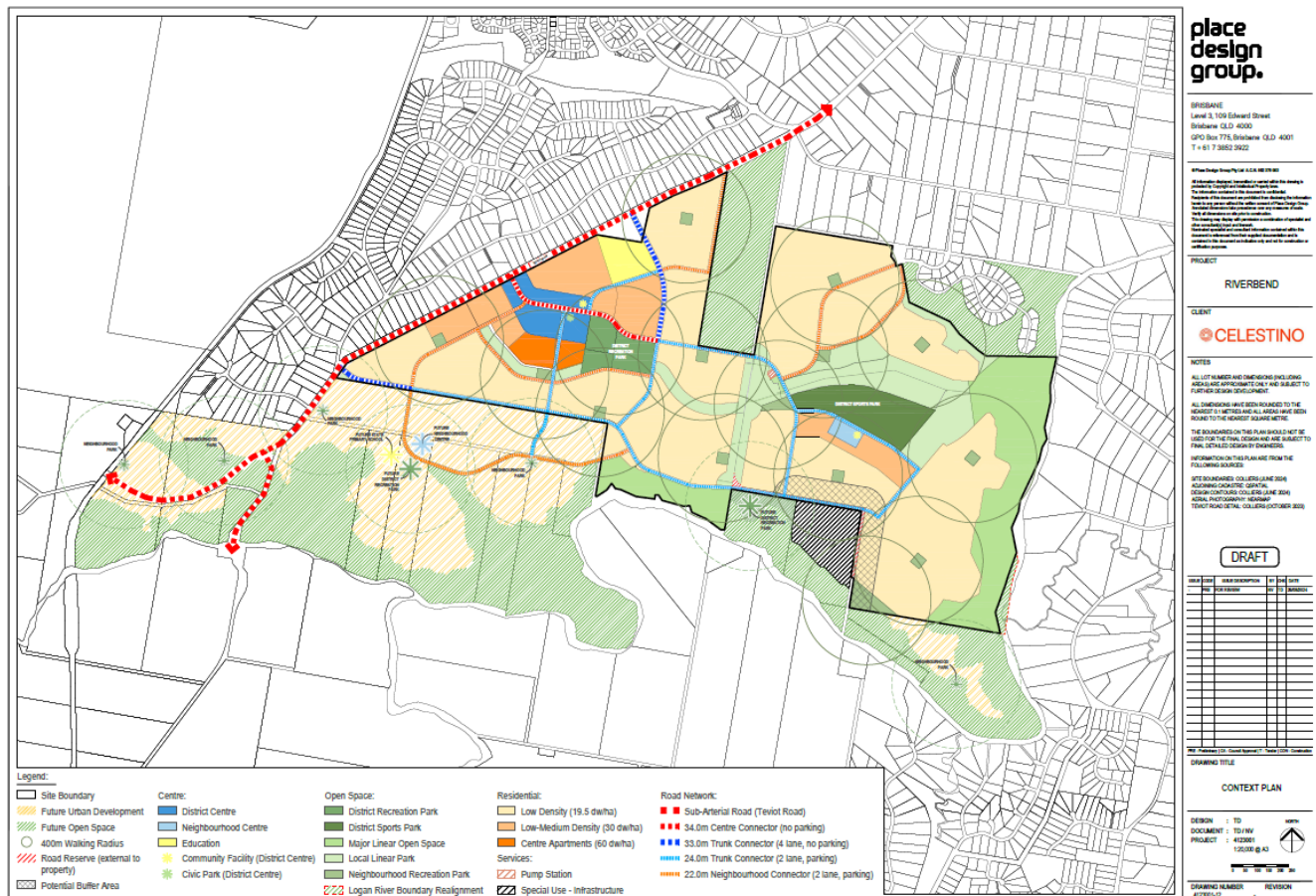


Figure 5: Proposed Context Plan (Place Design Group, 2024)

4.2 MASTER PLAN

4.2.1 Approved Master Plan

The current Riverbend Master Plan was approved by EDQ on 21 September 2017. Specifically, the approval involved a PDA Preliminary Approval for a Material Change of Use (Master Plan) for the Riverbend Estate. The approved master plan provided an overarching framework for the long-term development of the subject site, including:

- Approximately 7,000 dwellings including detached dwellings, attached dwellings and apartments, providing for a resident population of approximately 20,000 people.
- A Primary School to be developed by the QLD Department of Education.
- A District Centre and Neighbourhood Centre.
- Recreational facilities, being a District Sports Park, Regional Recreation Park, multiple Pocket Parks and Community facilities.
- Linear open spaces associated adjoining the internal watercourse and Logan River.
- 5 Special Use Areas.

The approved Master Plan is shown in **Figure 6** below.



- The Master Plan.
- A Land Use Table.
- Road Hierarchy Plans and Typical Cross Sections.
- A Concept Stormwater Management Plan.
- A Flooding Assessment.
- A Water and Wastewater IMP.
- A Greenspace IMP.

As noted above, this application seeks approval from Economic Development Queensland (EDQ) in accordance with Section 99 of the *Economic Development Act 2012* to change the Preliminary Approval for a Material Change of Use for the Riverbend Master Plan.

- Centralisation of the proposed District Centre and Primary School within the Riverbend Master Plan Area.
- Repositioning of the Neighbourhood Centre.
- Improvements and rationalisation of the internal road network to minimise earthworks.



- Provision of an additional access point to Teviot Road in response to the approved arrangements servicing the Flinders Lakes development.
- Amendments to the layout in response to the updated flood modelling and the latest DCOP.
- Consequential Amendments to the master plan in response to the above changes.

The Amended Master Plan is shown in **Figure 7** below and is included as **Appendix 3**.

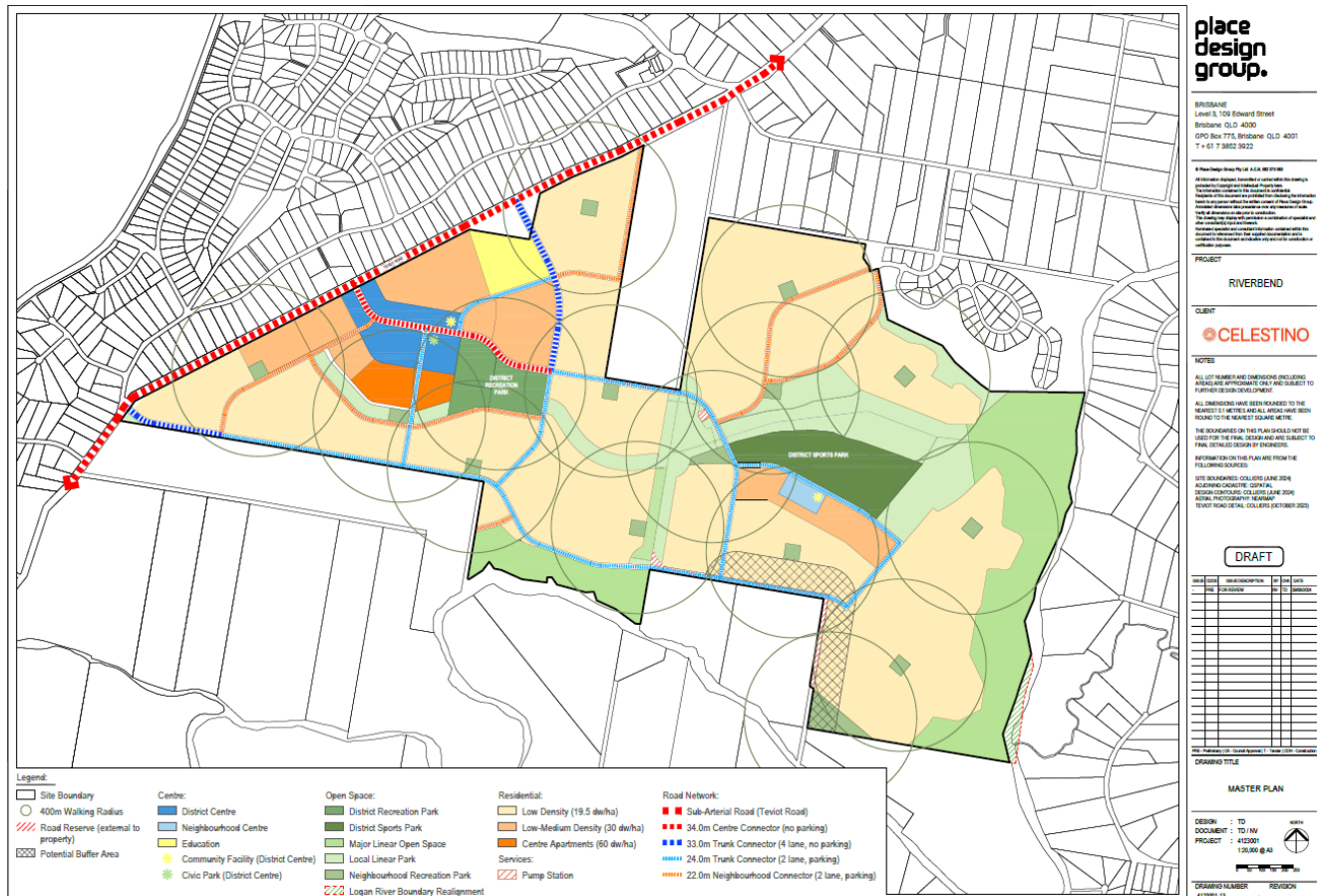


Figure 7: Proposed Master Plan (Place Design Group, 2024)

A comparison between the Amended and Approved Master Plans is provided in **Table 4** below. In particular, the following differences are noted:

- The Centre Apartments Precinct was previously incorporated with the District Centre Zone and has been separated out, which accounts for the reduction in the District Centre land area.
- The Open Space allocation has increased in response to the updated flood modelling taking into account the most recent data provided by Logan City Council.
- The changes in total land area relates to detailed design and survey information which has informed the Amended Master Plan.
- The Special Use Areas have been removed and incorporated into the surrounding land use areas.



Table 4: Master Plan Comparison

	Land Use	Amended Master Plan		Approved Master Plan	
		(Ha)	(%)	(Ha)	(%)
	Residential				
	Low Density Residential	284.92	50.97%	283.26	52.18%
	Low-Medium Density Residential	43.80	7.84%	42.44	7.82%
	Centre Apartments	7.08	1.27%	0.00	0.00%
	Sub Total	335.80	60.08%	325.70	60.00%
	Centre				
	District Centre (inc. Community Facility, Civic Park)	12.06	2.16%	22.41	4.13%
	Neighbourhood Centre (inc. Community Facility)	2.00	0.36%	2.05	0.38%
	Sub Total	14.06	2.52%	24.46	4.51%
	Open Space				
	District Recreation Park	10.54	1.89%	10.35	1.91%
	District Sports Park	17.72	3.17%	8.46	1.56%
	Major Linear Open Space	64.36	11.51%	21.70	4.00%
	Local Linear Parks	57.94	10.37%	14.36	2.65%
	Neighbourhood Recreation Park	9.92	1.77%	95.89	17.66%
	Logan River Boundary Realignment	2.28	0.41%	0.00	0.00%
	Sub Total	162.76	29.12%	150.76	27.77%
	Education				
	Primary School	7.00	1.25%	7.00	1.29%
	Sub Total	7.00	1.25%	7.00	1.29%
	Services and Street Network				
	Pump Facility	0.19	0.03%	0.00	0.00%
	Trunk and Neighbourhood Connectors	35.42	6.34%	34.94	6.44%
	Road Resumption (Teviot Road)	0.26	0.05%	0.00	0.00%
	Road Reserve (external to Celestino property)	3.47	0.62%		
	Sub Total	39.34	7.04%	34.94	6.44%
	Total Area (ha)	558.96*	100.00%	542.86	100.00%

* Includes existing / external road reserve areas.



The detailed design process which has informed the Amended Master Plan has confirmed that the likely residential yield is 7,202 dwelling comprised of:

- 5,339 dwelling within the Low-Density Precinct at 19.5 Dwellings / Hectare.
- 1,438 dwellings within the Low-Medium Density Precinct at 30 Dwellings / Hectare.
- 425 dwellings within the Centre Apartment Precinct at 60 Dwellings / Hectare.

The technical investigations supporting this Amendment Application are based on the above likely residential yield. A revised Land Use Table has been prepared to reflect the Amended Master Plan and is included as **Appendix 3**.

4.3 INFRASTRUCTURE MASTER PLANS

Concurrently, this application also seeks EDQ endorsement of various IMPs reflecting the changes to the Riverbend Master Plan and updated servicing arrangements. The remainder of the endorsed IMPs will also be amended following approval of this application and can be conditioned accordingly.

Table 5: Proposed Changes to IMP

APPROVED IMP	PROPOSED CHANGE
Earthworks IMP Calibre Consulting Approval Date: 7 December 2017	Replace with: Earthworks IMP Colliers Engineering and Design Ref: 20-0190-IMP-EWKS_1 2 September 2024
Greenspace IMP Saunders Havill Group Approval Date: 10 March 2017	To be updated following approval of the Amendment Application.
Movement Network IMP PSA Consulting Approval Date: 4 April 2019	Replace with: Movement Network IMP PSA Consulting Ref: 1698 Rev: V4 2 September 2024
Stormwater IMP Calibre Consulting Approval Date: 20 April 2017	Replace with: Site Based Stormwater Management Plan Northrop Consulting Engineers Ref: NL230370 Rev: B 3 September 2024
Water Wastewater IMP Calibre Consulting Approval Date: 16 March 2017	Replace with: Water and Wastewater Network IMP Colliers Engineering and Design Ref: 20-0190-IMP-WWWS_1 3 September 2024
Community Infrastructure IMP / OSS PSA Consulting Approval Date: 28 November 2018	To be updated following approval of the Amendment Application.



4.3.1 Earthworks IMP

4.3.1.1 Approved Earthworks IMP

The original Earthworks Infrastructure Master Plan was prepared by Calibre Consulting and approved by EDQ on the 14 December 2017 (Ref: DEV2016/811/2). The approved Earthworks IMP Bulk Earthworks Plan is shown in **Figure 8** below. The earthworks proposed resulted in an excess of fill being generated onsite.

The approved Earthworks IMP was prepared with consideration of a Dispersive Soil Management Plan prepared by Lambert & Rehbein and a Geotechnical Investigation and Broadscale Landslip Hazard Assessment prepared by SGS.

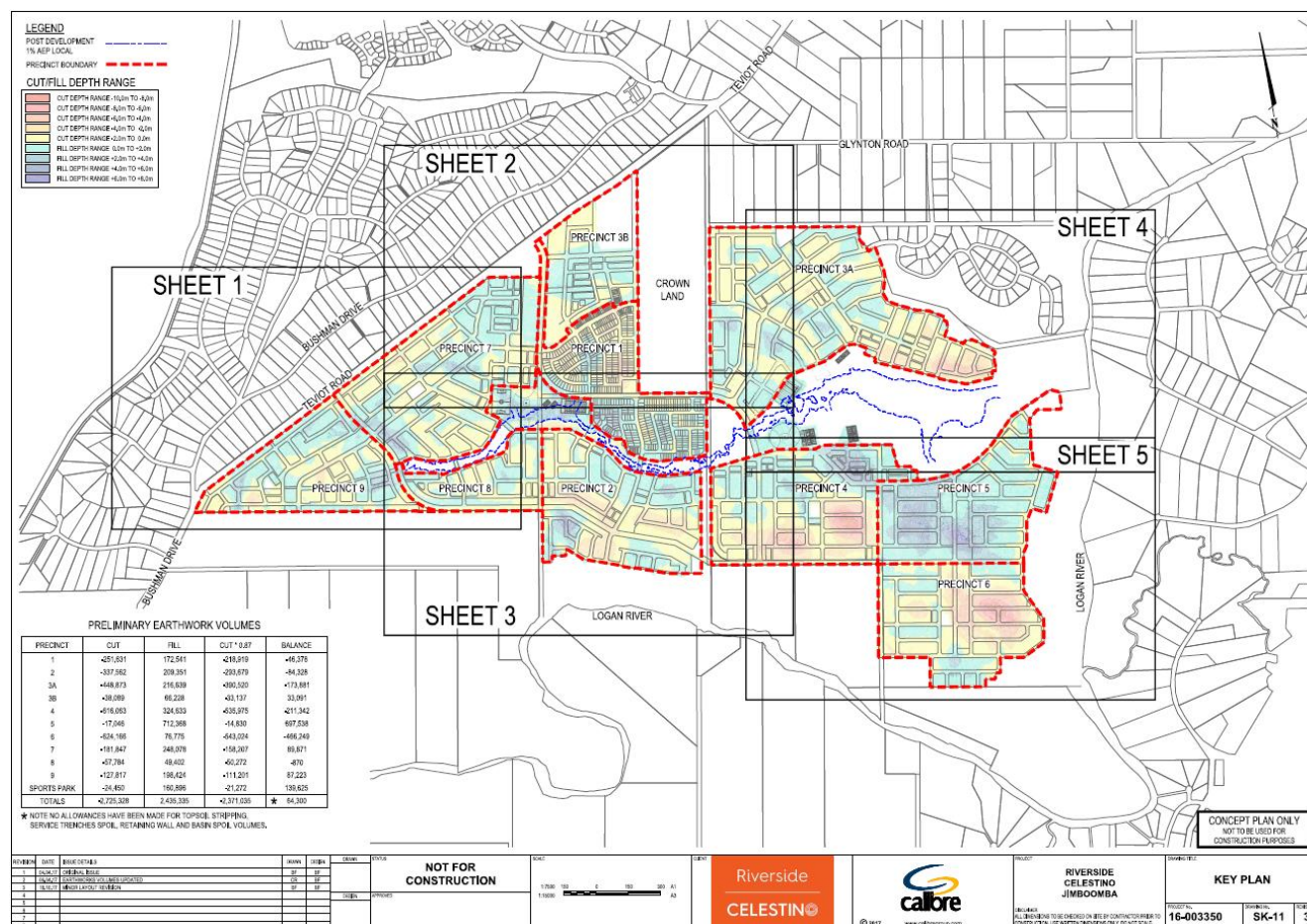


Figure 8: Approved Bulk Earthworks Plan (Calibre Consulting, 2017)

4.3.1.2 Amended Earthworks IMP

The revised Earthworks Infrastructure Master Plan has been prepared by Colliers dated 2 September 2024 and is included as **Appendix 5**. As per the approved IMP, the proposed development predominantly consists of benched residential allotments, which requires bulk earthworks and retaining structures to facilitate. The proposed works will generally consist of cut and fill operations to establish design levels, prepare the proposed road formations and shape the temporary sediment and water quality basins. Excavations will generally encounter clay, shaly clay and weathered shale.

The conceptual earthworks design has been prepared with due consideration of civil engineering disciplines including roads and traffic, water supply, sewerage and stormwater quality and quantity. The conceptual earthworks design will maintain, as far as practicable, natural grades of the existing topography.

The overall site varies in topography and will be subject to haulage of earthworks across the site to cut excess material to place into areas of compacted fill. Through detailed design it is expected that the overall site can achieve a cut/fill balance through optimising road alignments and vertical grading to reduce deep cut areas and utilise any excess material in areas requiring fill such as sports fields and park spaces. Allotment benching will also be adjusted to create a best fit cut/fill balance across the overall site. While some precincts will be subject to import and export, a whole of site detailed design haulage strategy will be completed to ensure material is managed on site appropriately.



to avoid double handling, as well as ensuring material can be used on site to minimise import/export to and from the site. The proposed Bulk Earthworks Plan is shown in **Figure 9** below.

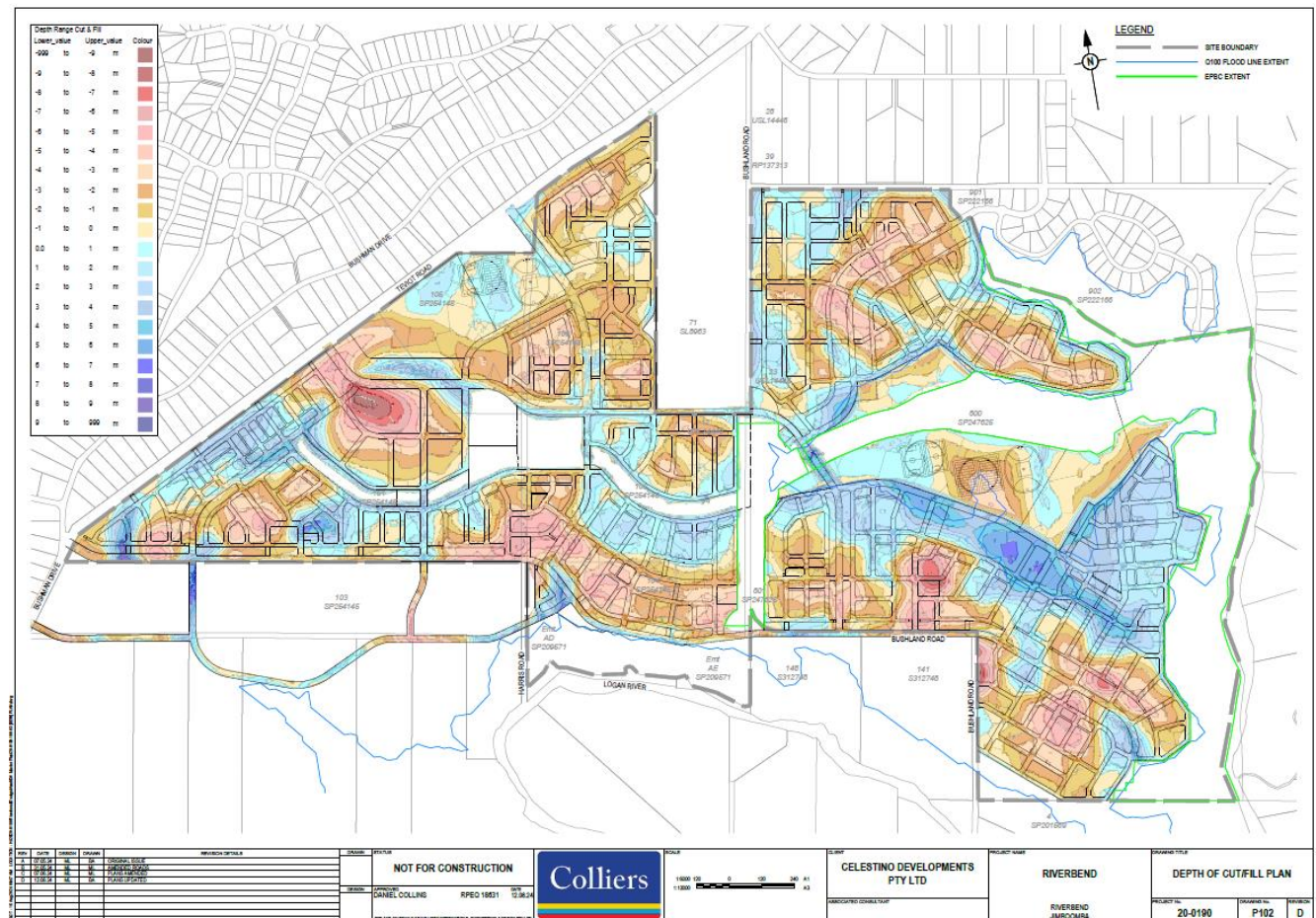


Figure 9: Amended Bulk Earthworks Plan (Colliers, 2024)

Interface works with adjoining properties are to be kept to a minimum. This will be achieved by ensuring, where practicable, design surface levels match existing pre-development surface levels. Where levels cannot be matched interface works are to occur generally within the confines of the development site and or appropriately designed retaining structures utilised to limit works within adjoining properties. Where these outcomes cannot be reasonably achieved the project team is to seek and obtain permission from adjoining property owners to undertake works within their properties.

It is proposed to limit retaining structures wherever possible. In situations where this is not practicable, due to constraints imposed by surrounding infrastructure, and the desire to maintain natural grades, retaining structures will be limited to a maximum height of 2.5m.

The proposed earthworks have been designed and will be constructed generally in accordance with the recommendations outlined in the following documents:

- Riverbend, Jimboomba Concept Earthworks Master Plan as prepared by Colliers Engineering & Design Pty Ltd (Dated 12th August 2024).
- Riverside, Jimboomba Conceptual Earthworks Master Plan as prepared by Calibre (QLD) Pty. Ltd (Dated: 18th October 2017).
- Site Based Stormwater Management Plan as prepared by Northrop Consulting Engineers (Dated 3 September 2024).
- Broudscale Geotechnical Investigation Riverside Development, Jimboomba as prepared by Pacific Geotech Consulting Geotechnical Engineers (Doc. Ref.: PG-7818; Dated: 16 November 2022).



- Geotechnical Investigation and Broadscale Landslide Hazard Assessment - Riverbend and Teviot Brook Developments Teviot Road, Jimboomba as prepared by SGS Australia Pty. Ltd (Doc. Ref.: SGSE.16.220.GI.R01 Rev0; Dated: 20 January 2017).
- Dispersive Soil Management Plan – Teviot Road & Bushland Road, Riverbend Boulevard as prepared by Lambert & Rehbein (Doc. Ref.: B16288DER001 RevA; Dated: 27 February 2017).
- AS3798-2007 – Guidelines on Earthworks for Commercial and Residential Development.

4.3.2 Stormwater Management IMP

4.3.2.1 Approved Stormwater IMP

The approved Concept Stormwater Management Plan was prepared by Calibre Consulting and approved by EDQ on the 21 September 2017 (Ref: DEV2016/811). This plan addressed total water cycle management, stormwater quality, stormwater quantity, and local flood management for the site. The key components of the approved Stormwater IMP are discussed below.

Flooding: Utilising hydrological and hydraulic model software packages, the extents of the west-east drainage corridor has been determined. The flood immunity levels for habitable floor levels, sport fields and parks were also nominated based on the local and regional flood levels and were demonstrated to comply with the relevant EDQ Guidelines and/or the LCC's *Flood Hazard Overlay Code* (2015).

Stormwater Quantity: Regional hydrological and hydraulic analyses undertaken demonstrated that the site areas discharging directly to Logan River do not require peak flow mitigation. However, for site areas discharging into adjacent properties or road reserves, peak flow management is required. As such, the following peak flow management strategies are proposed for site areas discharging into adjacent properties or road reserves:

- Onsite detention for development areas discharging to Teviot Road;
- Appropriately sized drainage infrastructure for development areas discharging through the downstream context plan area.
- Appropriately sized swale for the development area discharging into the road and the drainage reserve behind MacKenzie Road.

The above strategies ensure that the development does not result in adverse impacts to downstream or adjacent properties with respect to peak flows.

Stormwater Quality: For stormwater quality and total water cycle management, a strategy comprising bioretention systems, a wetland, and some rainwater tanks is proposed. Rainwater Tank were proposed only for the medium density residential, commercial and school area discharging to Teviot Road. Runoff collected in these rainwater tanks and the wetland are proposed to be used for toilet flushing and sports field irrigation. MUSIC modelling demonstrates the effectiveness in achieving the required water quality objectives under the *State Planning Policy* (2014) and the *SEQ Water Development Guidelines*.

4.3.2.2 Amended Stormwater IMP

Northrop Consulting Engineers Pty Ltd (Northrop) have been engaged to prepare a Site Based Stormwater Management Plan (SBSMP) which is included as **Appendix 6**. The SBSMP addresses the stormwater management strategy for the proposed development and demonstrates that the proposed development can be constructed and operated in accordance with all stormwater objectives required for the development.

Stormwater Conveyance: The subdivision will include a stormwater pit and pipe network to appropriately manage the minor storm events. In major storm events detailed design will ensure any overland flow of stormwater is safe and controlled within the road reserve and any stormwater easements. Stormwater will be safely and effectively conveyed from the upper extent of each catchment to stormwater management facilities downstream prior to site discharge.

Flooding: The Maximum modelled flood depth and elevations for the 1%, 5%, 10% and 20% AEP local catchment flood events during the existing and developed cases have been identified. In this regard it is important to noted that



the revised flood study is based on the most recent flood modelling prepared by Logan City Council. As shown in **Figure 10**, the amended development footprint remains above the 1% AEP extent.

A TUFLOW model with RAFTS inflows has been prepared to assess the flood behaviour across the site. A series of detention basins have been proposed to mitigate flows onto adjoining private property. Where the site adjoins the Logan River, discharge has been released un-detained. It was determined there were no significant adverse impacts on private property from the development.

The modelling also indicates that flood levels typically decrease in properties adjacent to the development as the proposed detention basins successfully attenuate peak flows during all modelled flood events. Localised water level increases observed off-site and in areas of downstream of the development are minor in extent and magnitude, not changing the existing flood hazard conditions, and therefore are not expected to create significant adverse impact.

Stormwater Quality: Stormwater quality infrastructure has been included in the design to achieve the water quality objectives for South East Queensland specified in the *State Planning Policy 2017*, namely, the removal of gross pollutants, suspended solids, nitrogen and phosphorus. The proposed treatment train was modelled using MUSIC modelling software and includes bioretention basins and rainwater tanks to treat runoff from the site. The proposed development is split into multiple catchments, with each catchment having localised treatment prior to discharge to the downstream watercourse.

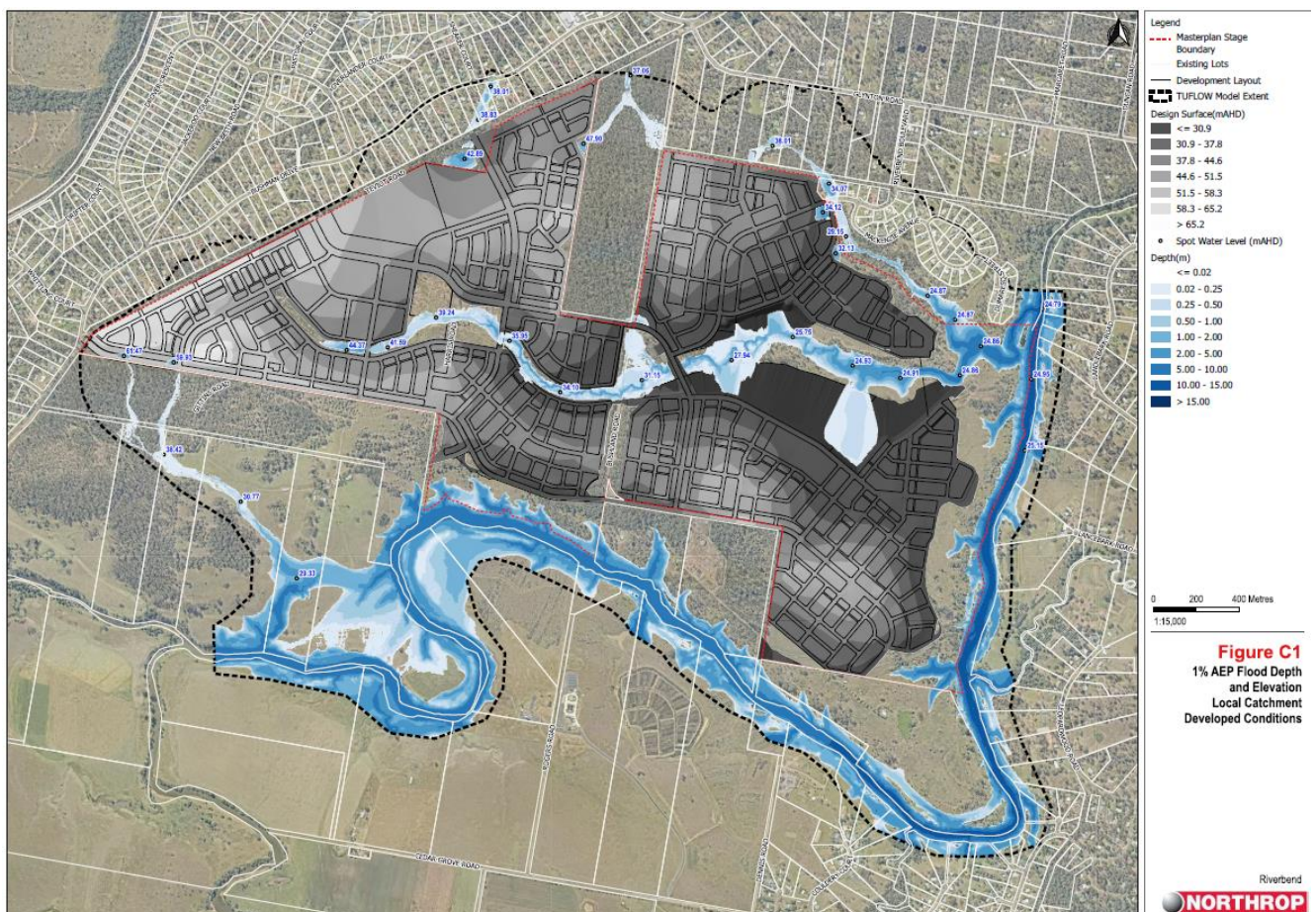


Figure 10: 1% AEP Flood Extent – Developed Conditions (Northrop, 2024)

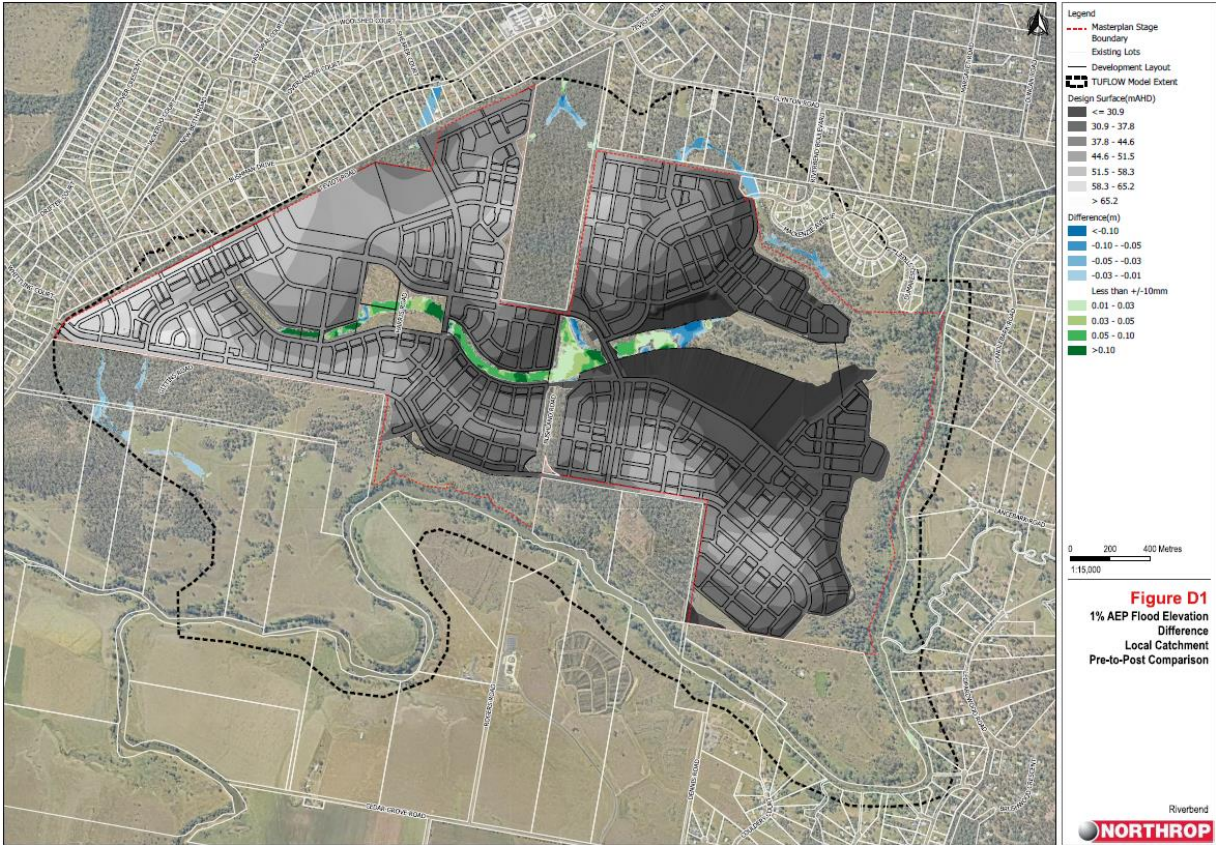


Figure 11: 1% AEP Flood Elevation Difference Pre-To-Post Conditions (Northrop, 2024)

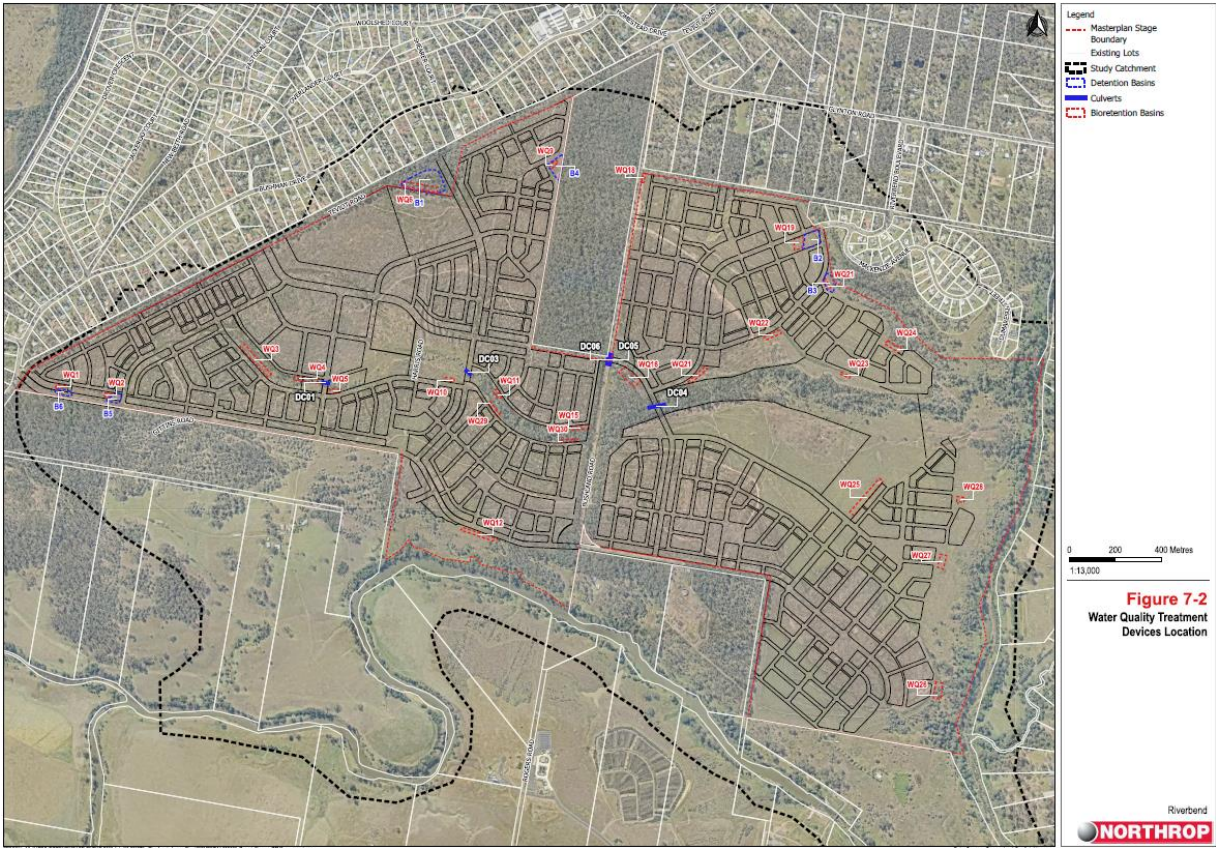


Figure 12: Water Quality Treatment Devices (Northrop, 2024)



4.3.3 Movement Network IMP

4.3.3.1 Approved IMP

The Approved Movement Network IMP identified an internal road network that was largely reflective of the planned Transport Network for Greater Flagstone (see **Figure 13** below). Under the approved IMP, access was to be primarily achieved from Teviot Road which is an Urban Arterial Road. Teviot Road is planned to be widened to a four-lane dual carriageway urban arterial type road and was planned to provide access to the proposed development via 3 new intersections.

Internally, a Centre Connector / Urban Arterial and a Neighbourhood Connector provided a loop road connecting key nodes and activity centres including the District Centre, Neighbourhood Centres, District Sports and Regional Recreation Parks and the residential areas. All internal roads were designed to accommodate the expected traffic generation associated with the ultimate development scenario.

As part of the Approved Movement Network IMP, a staged upgrade of the Teviot Road / Homestead Drive / Glynton Road intersection was proposed. In this regard, the intersection was to be upgraded in stages, with the following triggers:

- 0 – 160 Lots.
- 160 – 650 Lots.
- 650 – 3425 Lots.
- >3425 + Lots.

The ultimate layout for this intersection at 2066 was to be subject to future analysis and approval prior to a ROL application for any lot above number 3,425. It is noted that the approved approach to delivery of the intersection upgrades has been superseded by Logan City Council who have taken on responsibility for delivery of the intersection upgrade.

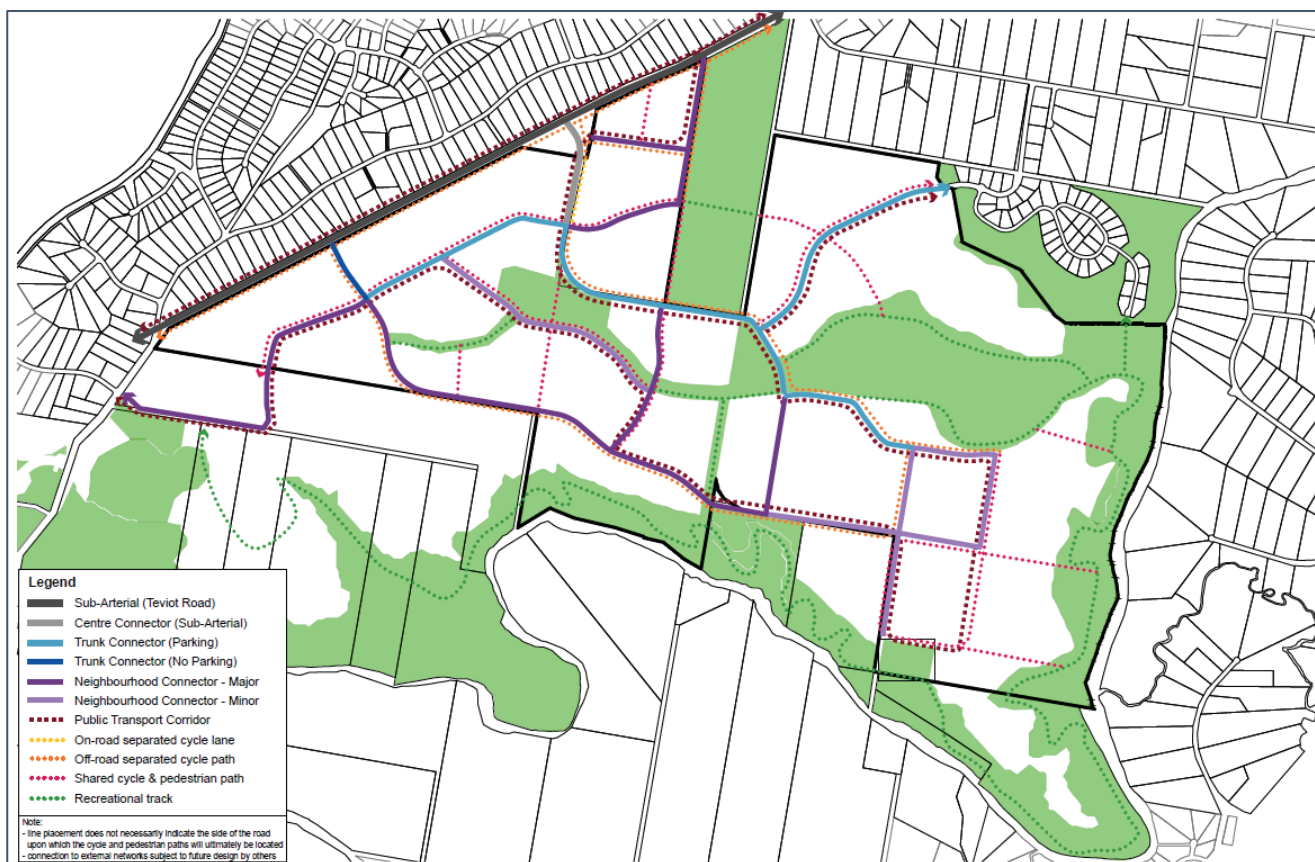


Figure 13: Approved Movement Network



4.3.3.2 Changed IMP

An updated Movement Network IMP has been prepared by PSA Consulting and is included as **Appendix 7**. The key aspects of the IMP are discussed below.

Road Hierarchy: Similar to the Approved Movement Network IMP the internal road network continues to reflect the planned Transport Network for Greater Flagstone. Access to the site is still to be achieved via Teviot Road with an internal Internally, a Centre Connector and Trunk / Neighbourhood Connectors providing a loop road connecting key nodes and activity centres including the District Centre, Neighbourhood Centres, District Sports and Regional Recreation Parks and the residential areas. The cross sections for the internal road hierarchy are proposed to be delivered in a manner generally in accordance with the *Street and Movement Network PDA Guideline no. 06 February 2019*.

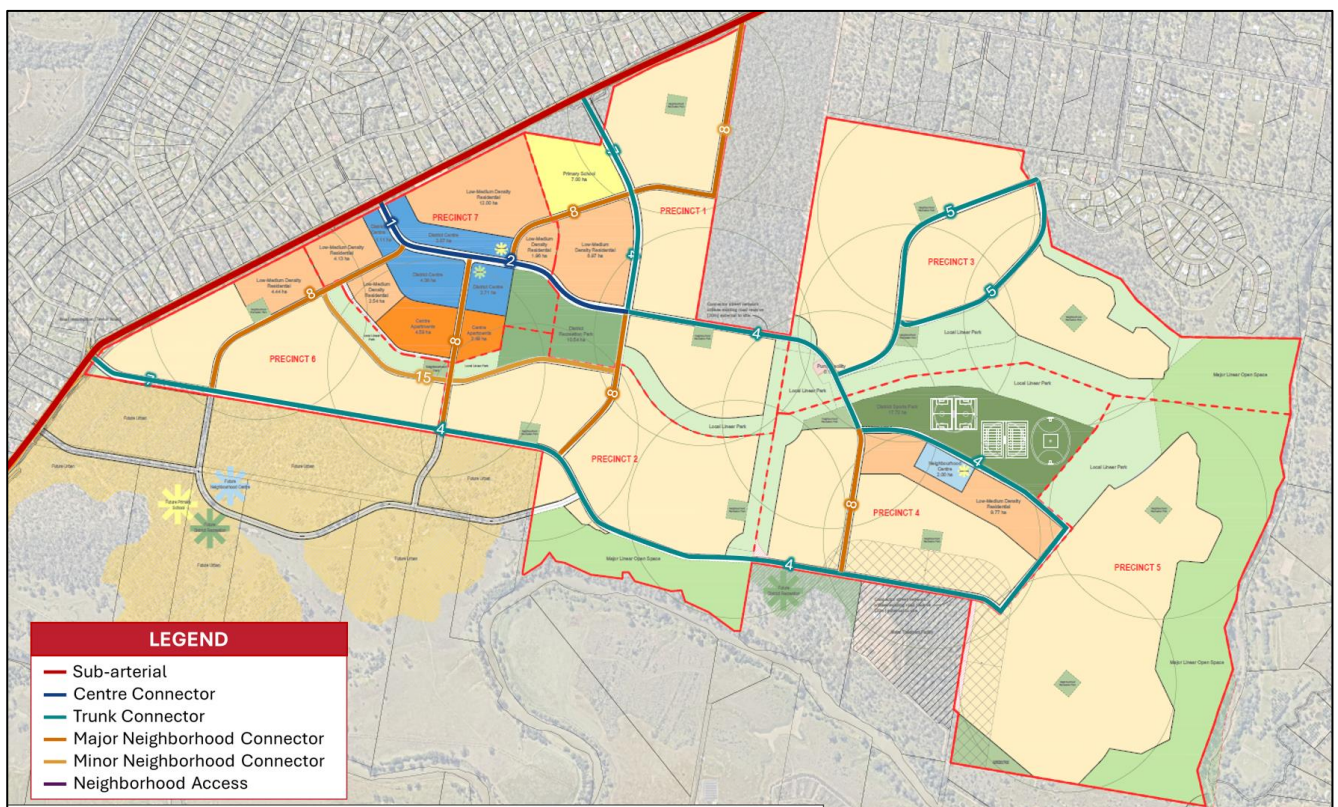


Figure 14: Proposed Road Hierarchy (PSA Consulting, 2024)

Traffic Impacts: Updated Traffic Modelling of Amended Master Plan has been conducted using a comprehensive three-tiered modelling approach, agreed upon with EDQ during the initial project meetings:

- **Strategic Modelling (Zenith):** This modelling focuses on the broader transportation network, assessing regional travel patterns and long-term strategic planning implications.
- **Local Area Modelling (AIMSUN):** This modelling involves detailed examination of the local traffic conditions, simulating traffic flows and interactions within the specific development area to identify potential issues and optimize traffic management.
- **Intersection Modelling (SIDRA):** This modelling involves the performance of the key intersections, evaluating their capacity and efficiency to manage traffic volumes and ensuring smooth vehicular movement.

With the models, two full stages (2031 and 2066) have been assessed. In 2031, the Teviot Road / Riverbend Access North operates with an acceptable DOS and low delays, while Teviot Road / Homestead Drive / Glynton Road intersection (as upgraded) will exceed the acceptable intersection performance threshold, worsened by right turning vehicles to Homestead Drive from the north approach of Teviot Road, though average delays are less than the maximum control delays specified in the Logan Planning Scheme.



In 2066, intersection analysis demonstrates that all external Teviot Road intersections are expected to exceed the acceptable intersection performance threshold and the maximum control delays as specified in the Logan Planning Scheme. Particularly, the critical movement among these intersections is the through movement along Teviot Road.

Additionally, critical movements at Teviot Road / Homestead Drive / Riverbend Access North intersection are right turning movement from Teviot Road north approach to Homestead Drive with delays exceeding 140 seconds. Meanwhile, critical movements at Teviot Road / Bushman Drive / Riverbend Access South intersection are along Bushman Drive with all entering movements' delay exceeding 80 seconds.

It should be noted that the traffic demand estimates surrounding the development is conservative and does not factor in any discounts. Additionally, the construction of the Salisbury to Beaudesert Rail Line is expected to alleviate a significant amount of through traffic volumes along Teviot Road, along with reduction of turning movements to the west area of Teviot Road, which are the critical movements of the current surrounding intersections.

Assessment of internal intersections within Riverbend in 2066 demonstrates that all intersections will operate within the maximum control delays as specified in the Logan Planning Scheme.

Public Transport: The potential future public transport corridors and indicative bus stop locations within and adjacent to the subject sites is illustrated in **Figure 15**. The provision of public transport corridors along Teviot Road will improve public transport within the entire PDA precinct. As development proceeds, interim stops / turn around areas are to be provided as part of staged ROL applications.

It is expected that with such provisions, the public transport network within the site will be readily accessible to the community, with over 90% of all dwellings within 400m of a potential public transport service, as required in the Development Scheme.

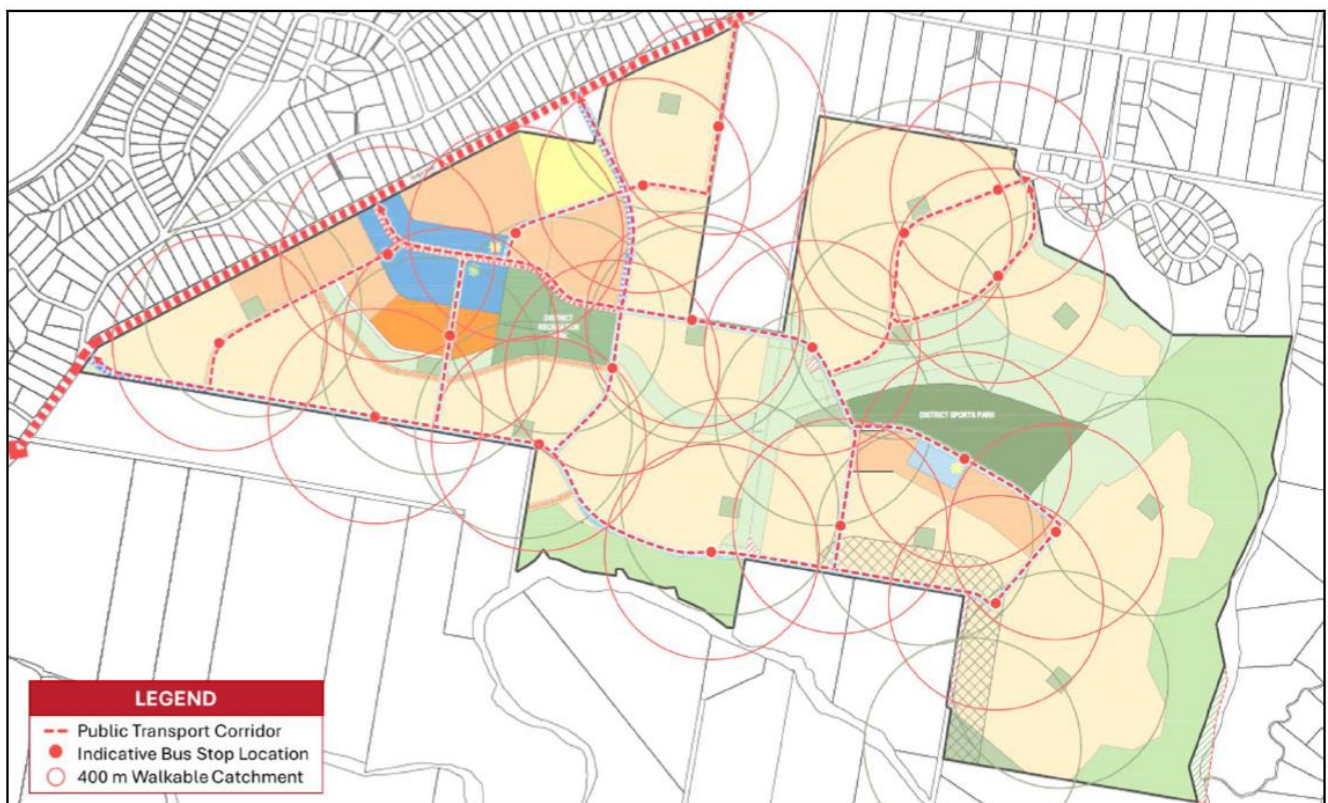


Figure 15: Public Transport Network (PSA Consulting, 2024)

Active Transport: Included in the Movement Network IMP are a number of varying types of cycle and pedestrian paths. The proposed road network will be delivered generally in accordance with the *Street and Movement Network PDA Guideline no. 06 February 2019*. Active transport links are proposed throughout the site as demonstrated in **Figure 16**. The active transport network is provided through separated cycle paths, shared cycle and pedestrian paths, and recreational tracks.

The street network is permeable, with pedestrian and cycle connections provided throughout the development, with links to Teviot Road where necessary and available. There are connections proposed to Riverbend Boulevard and



the Gittins land holdings to the South. This well-connected network is expected to encourage active transport access to the proposed public transport opportunities within the precinct and overall PDA. Cycle lanes and paths will be designed generally in accordance with TMR's TN128 Selection and Design of Cycle Tracks as part of future ROL applications for the site.

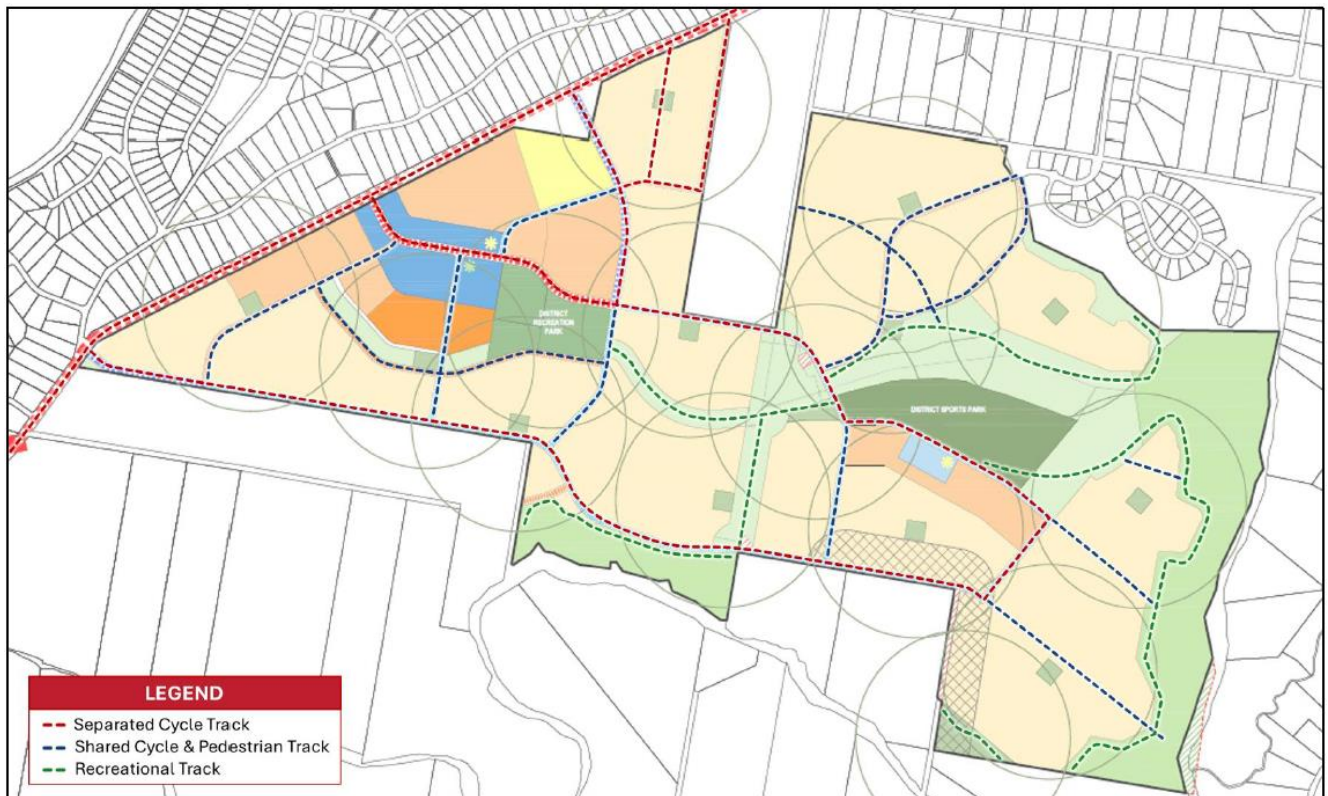


Figure 16: Active Transport Network (PSA Consulting, 2024)

4.3.3.3 Approved Water and Wastewater IMP

The approved Water and Wastewater Infrastructure Master Plan was prepared by Calibre Consulting and demonstrated how the development would be serviced generally in accordance with the EDQ Flagstone PDA Water Supply and Wastewater Servicing Strategies. Investigations undertaken as part of this assessment demonstrated that water and wastewater infrastructure servicing options are available to service the ultimate study area yield of approximately 29,200 EP.

The approved approach to water reticulation involved a temporary DN375 water main connecting to the existing DN375 water main at the intersection of Homestead Drive and Teviot Road. This water main was being extended along the Teviot Road frontage to the proposed development to supply this site. This DN375 water main is supplied via Round Mountain Reservoir, approximately 6.9 km to the north-west. Once the capacity triggers within the existing network were exceeded, the development was to be serviced generally in accordance with the EDQ Flagstone PDA Water Supply Servicing Strategy.

Wastewater network was to be connected to the Cedar Grove WWTP via a Sewage Pump Station (SPS) within the site. Flows were to be pumped south to a new trunk gravity main at the southern boundary of the site which conveys wastewater to the planned RB2 SPS. The RB2 SPS was then feed into the regional Flagstone PDA rising main which was to discharge to the Cedar Grove WWTP.

4.3.3.4 Changed Water and Wastewater IMP

Since the Water and Wastewater IMP was previously approved the strategies regarding the provision of water and sewer have progressed and works to construct the services have commenced. The updated Water and Wastewater IMP prepared by Colliers dated 30 August 2024 (included as **Appendix 8**) identifies that the provision of water and sewer infrastructure is generally consistent with the previous IMP with adjustments related to the amended layout.



As shown in **Figure 17**, the site is expected to be serviced by via the DN300 water network within Teviot Road for the first precincts of development which will ultimately loop back to Riverbend Boulevard and Bushman Drive within the development site. Based on the previous network modelling analyses, it is considered that the internal and external water supply networks can service the amended development and the balance of the Context Plan generally in accordance with the EDQ Flagstone PDA Water Supply Servicing Strategy.

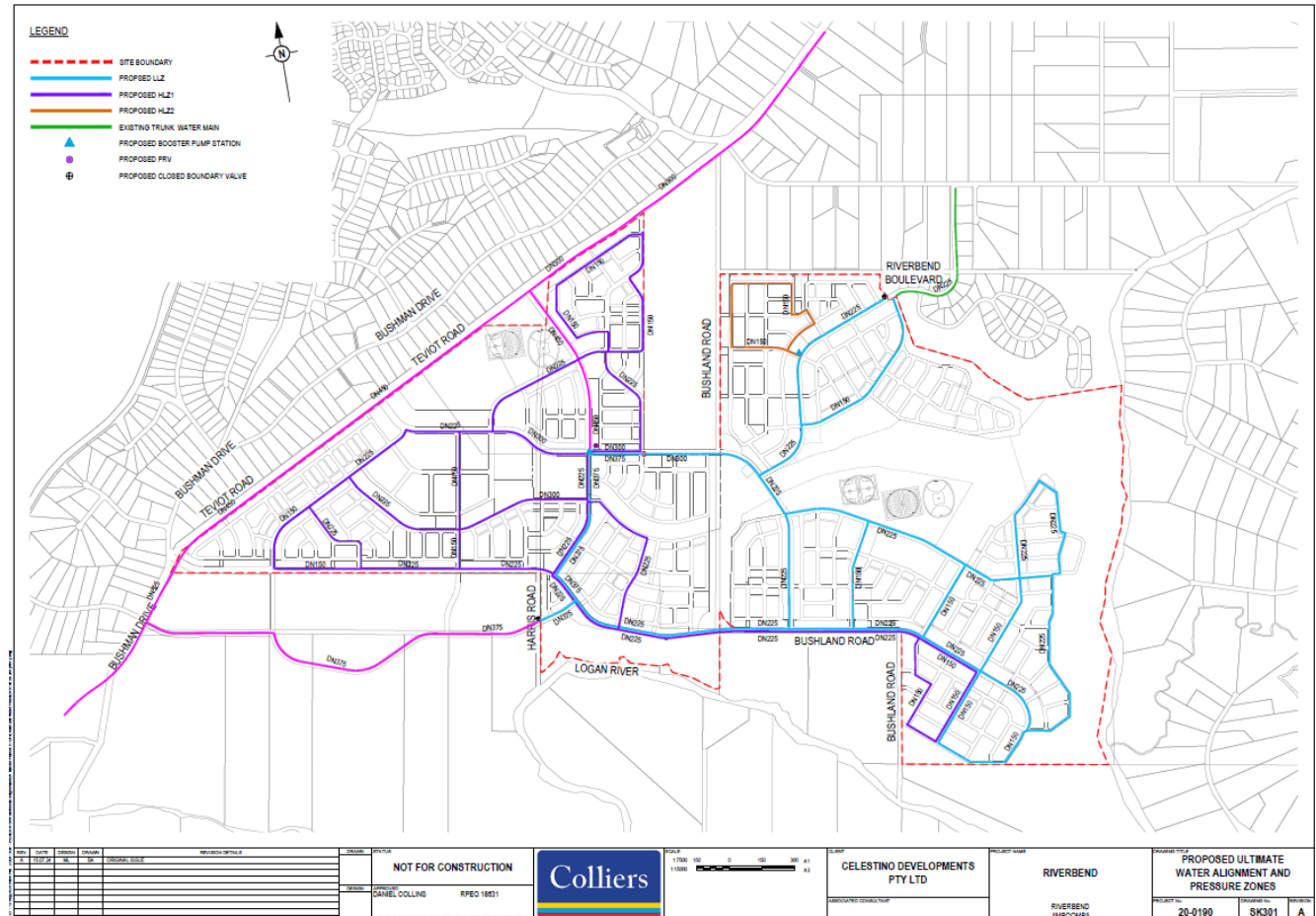


Figure 17: Ultimate Water Supply Network (Colliers, 2024)

With respect to wastewater, the initial stages of the development will be serviced via the Sub-Regional Pump Station delivered by Logan Water centrally to the site which discharges to the Cedar Grove WWTP in accordance with the EDQ Flagstone PDA Wastewater Servicing Strategy. It is proposed that a new permanent pump station will be constructed adjacent Teviot Road to service the northern catchment. Wastewater will be pumped south to the trunk gravity network which conveys wastewater to the sub-regional pump station central to the site. Additionally, a sewer pump station to the west of the site will service the western catchment. This catchment will also be pumped back to the central Sub-regional pump station to service the overall catchment. The proposed ultimate wastewater network is shown in **Figure 18**.

The updated Water and Wastewater IMP concludes that based on the previous network modelling analyses the internal and external sewer networks can service the proposed development and the balance of the Context Plan generally in accordance with the EDQ Flagstone PDA Wastewater Servicing Strategy.

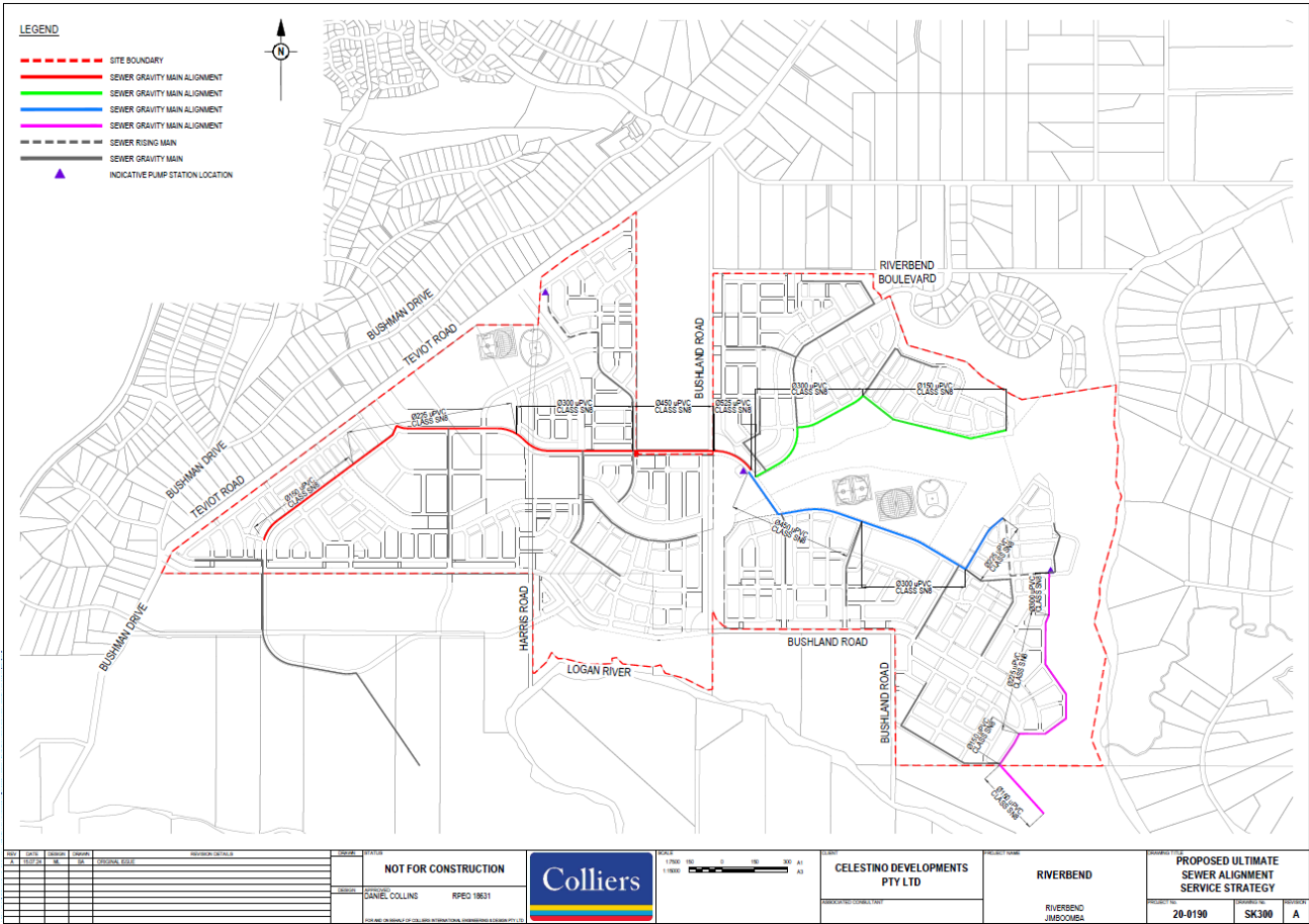


Figure 18: Ultimate Water Supply Network (Colliers, 2024)

4.4 OVERARCHING SITE STRATEGIES

No changes to the endorsed Natural Environment OSS are proposed or required as part of this application. The Housing Affordability and Community Infrastructure OSS will be amended following approval of this application and can be conditioned accordingly.

Table 6: Proposed Changes to Overarching Site Strategies

APPROVED IMP	PROPOSED CHANGE
Community Infrastructure IMP / OSS PSA Consulting 28 November 2018	To be updated following approval of the Amendment Application and can be conditioned accordingly.
Housing Affordability PSA Consulting 18 October 2018	To be updated following approval of the Amendment Application and can be conditioned accordingly.
Natural Environment Site Strategy Saunders Havill 12 February 2018	No Changes Proposed or Required as part of this Amendment Application.



5. AMENDMENTS TO DECISION NOTICE

5.1 CHANGES TO APPROVED PLANS

This Amendment Application will require the following updates to the approved plans and documentation.

Table 7: Amendments to Approved Documents

PLANS AND DOCUMENTS				PROPOSED CHANGES
APPROVED PLANS AND DOCUMENTS	NUMBER (IF APPLICABLE)	DATE (IF APPLICABLE)		
1. Master Plan Lot 800 on SP247625, Lots 101, 102, 104, 105 & 106 on SP 254145	30697-GP08, Issue D	08/09/2017 (As amended in red dated 18 September 2017)		Update to reference the Amended Master Plan included as Appendix 3.
2. Greenspace Infrastructure Master Plan	8107	10 March 2017 (as amended in red dated 15 June 2017)		To be updated following approval of the Amendment Application and can be conditioned accordingly.
3. Approved Land Use Table		21/03/2017 (as amended in red dated 15 June 2017)		Update to reference the Amended Land Use Table included as Appendix 4.
4. Jimboomba Celestino Master Planning Water and Wastewater Infrastructure Master Plan	B13343.W-03, Issue C	16.03.17 (as amended in red dated 15 June 2017)		Update to reference the Amended Water and Wastewater IMP included as Appendix 8.
5. Jimboomba Celestino Master Plan Concept Stormwater Management Plan	B13343.W-02B, Issue B	20.04.2016		Update to reference the Amended Site Based Stormwater Management Plan included as Appendix 6.
6. Cumulative Impact Assessment for Final Reports to Item B-1 of Summary of Flood Investigation and Stormwater Management Review	B13343.W.11L.AMP.cm.docx	2 May 2017		Update to reference the Site Based Stormwater Management Plan included as Appendix 6.
7. Internal Roads Hierarchy Plan	SK08, Revision 7	19.09.17		Update to reference the Amendment Movement Network IMP included as Appendix 7.
8. Internal Cycleways and Road Hierarchy Plan	SK09, Revision 2	19.09.17		Update to reference the Amendment Movement Network IMP included as Appendix 7.



9.	Internal Roads Typical Cross Sections Sheet 1 of 4	SK03, Revision 2	07.09.17	Update to reference the Street and Movement Network PDA Guideline no. 06 February 2019.
10.	Internal Roads Typical Cross Sections Sheet 2 of 4	SK04, Revision 3	19.09.17	
11.	Internal Roads Typical Cross Sections Sheet 3 of 4	SK05, Revision 4	19.09.17	
12.	Internal Roads Typical Cross Sections Sheet 4 of 4	SK06, Revision 2	19.09.17	
13.	Teviot Road Typical Cross Sections	SK07, Revision 1	02.03.17 (as amended in red dated 19 September 2017)	Remove Condition – As this have been superseded by Operational Works Approvals for the Teviot Road Upgrades.

5.2 CHANGES TO CONDITIONS

To facilitate the changes proposed as part of this Amendment Application, the following changes to the Conditions of Approval are required. The remaining conditions of approval can be retained in their current form.

PDA DEVELOPMENT CONDITIONS		
NO	CONDITION	TIMING
General		
1.	Carrying out of Future Development Future applications for development permits are to be generally in accordance with the approved plans and documents.	As indicated
3.	Compliance Assessment - Overarching Site Strategies a) Submit to EDQ Development Assessment, DILGP for compliance assessment Amended overarching site strategies (reflecting the Amended Master Plan) for: (i) Ecological sustainability and innovation (ii) Community development (iii) Employment and economic development that identify the implementation works that would be considered for an offset against the implementation charge generally in accordance with <i>Practice Note No. 15, Implementation Works in Greenfield PDAs, March 2014</i> . b) The overarching site strategies must include a monitoring program that on a yearly basis provide a report that analyses the achievement against the set targets. Should the monitoring program identify that delivery differs from the target in any reporting period, a mitigation plan, setting out how the target will be achieved in the next review period	Prior to survey plan endorsement of the first stage of development



4.	Compliance Assessment – Housing Affordability and Diversity Overarching Site Strategy a) Submit to EDQ Development Assessment, DILGP for compliance assessment an Amended Housing Affordability and Diversity Overarching Site Strategy (reflecting the Amended Master Plan) that outlines: (i) an approach to deliver 25% of housing that is affordable to first home buyers and key workers generally in accordance with PDA Guideline 16 – Housing (as amended from time to time) (ii) an approach to deliver 10% accessible housing (iii) an approach to deliver 5% social housing b) Include a monitoring program that on a yearly basis provides a report that analyses the achievement against the set targets. Should the monitoring program identify that delivery differs from the target in any reporting period, a mitigation plan, setting out how the target will be achieved	a) Prior to approval of the first ROL application b) As indicated												
6	Compliance Assessment – Community Facility Infrastructure Master Plan Submit to EDQ Development Assessment, DILGP for compliance assessment an Amended Community Facilities Infrastructure Master Plan (reflecting the Amended Master Plan) for the delivery of serviced land for municipal and state community facilities which: (i) reflects the land reflect the land transfer rates set out in the tables below, unless a relevant infrastructure agreement provides to the contrary; (ii) identifies an indicative location and timing for the land transfer for the community facilities within the ultimate development; and (iii) identifies how the land will be serviced and made ready for use. Table 1: Serviced land requirements for State community facilities <table border="1"> <thead> <tr> <th>Facility or service</th><th>Number of facilities</th><th>Site/facility area</th></tr> </thead> <tbody> <tr> <td>State primary schools</td><td>1</td><td>Minimum 7ha each, unless otherwise agreed to with the Queensland Department of Education and Training</td></tr> </tbody> </table> Table 2: Serviced land requirements for municipal facilities <table border="1"> <thead> <tr> <th>Facility or service</th><th>Number of facilities</th><th>Site/facility area</th></tr> </thead> <tbody> <tr> <td>Local community centre/hub</td><td>2</td><td>0.12ha each</td></tr> </tbody> </table> Advisory Note <i>In considering the delivery of community facilities, variances in the provision of land or number of facilities will be considered</i>	Facility or service	Number of facilities	Site/facility area	State primary schools	1	Minimum 7ha each, unless otherwise agreed to with the Queensland Department of Education and Training	Facility or service	Number of facilities	Site/facility area	Local community centre/hub	2	0.12ha each	Prior to approval of the first ROL application where alternative, innovative solutions that would benefit the community can be demonstrated.
Facility or service	Number of facilities	Site/facility area												
State primary schools	1	Minimum 7ha each, unless otherwise agreed to with the Queensland Department of Education and Training												
Facility or service	Number of facilities	Site/facility area												
Local community centre/hub	2	0.12ha each												



7.	Community Greenspace Infrastructure Master Plan Submit to EDQ an Amended Greenspace Infrastructure Master Plan (reflecting the Amended Master Plan) reflecting the design standards of EDQ Guideline 12 – Park Planning and Design (May 2015) and the land transfer rates as set out below: • Recreation parks – 2.8ha per 1,000 population • Sports parks – 1.8ha per 1,000 population For an ultimate total park network of 4.6ha per 1,000 population.	As indicated.
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6. PLANNING ASSESSMENT

This section provides an assessment of the development against the applicable statutory planning framework.

6.1 ECONOMIC DEVELOPMENT ACT 2012

The ED Act is the statutory instrument that declares and manages PDAs and establishes a Development Scheme as the mechanism for assessment of PDA-related development. Section 3 of the ED Act states that the main purpose is “to facilitate economic development, and development for community purposes, in the State”.

6.1.1 Change Application

Section 99 of the ED Act relates to changing PDA Development Approvals. Section 99 states the following:

- (1) A person may apply (the amendment application) to MEDQ to change a PDA development approval.
- (2) However, the amendment application may be made only if MEDQ is satisfied the change would not result in the relevant development being substantially different.
- (3) Division 3 applies for the amendment application as if—
 - (a) a reference in the division to a PDA development application were a reference to the amendment application; and
 - (b) a reference in the division to a PDA development approval were a reference to a changed PDA development approval; and
 - (c) a reference in the division to the granting of a PDA development approval were a reference to the making of the change.
- (4) Despite subsection (3), section 84(2) to (6) applies for the amendment application only in a circumstance mentioned in section 84(1)(c)

The ED Act does not contain a definition for ‘substantially different’, as such, the ‘substantially different development’ provisions from the Development Assessment Rules have been used in assessing this change application. Table 8 provides an assessment of the proposed changes against the ‘substantially different’ criteria outlined in Schedule 1 of the DA Rules as a guide to assist in MEDQs assessment of this application. As demonstrated, the proposed development remains substantially the same as that which was approved and accordingly, the proposed changes to the Master Plan can be facilitated via an Amended Application.

Table 8: DA Rules - Substantially Different Development Criteria

SUBSTANTIALLY DIFFERENT DEVELOPMENT PRINCIPLES	ASSESSMENT
(a) involves a new use; or	Complies: The existing and proposed development involves a PDA Preliminary Approval for a Material Change of Use (Master Plan) for the Riverbend Estate. Noting that all future uses are subject to future MCU Applications, no new uses are proposed as part of the Amendment Application.
(b) results in the application applying to a new parcel of land; or	Complies: No new land parcels are included as part of the change.
(c) dramatically changes the built form in terms of scale, bulk and appearance; or	Complies: Specifically, this amendment application seeks approval for improvements to the Approved Master Plan in response to further



SUBSTANTIALLY DIFFERENT DEVELOPMENT PRINCIPLES	ASSESSMENT
	technical investigations, detailed design and review of the approved master plan. The proposed changes include the following: • Centralisation of the proposed District Centre and Primary School within the Riverbend Master Plan Area. • Repositioning of the Neighbourhood Centre. • Improvements and rationalisation of the internal road network to minimise earthworks. • Provision of an additional access point to Teviot Road in response to the approved arrangements servicing the Flinders Lakes development. • Amendments to the layout in response to the updated flood modelling and the latest DCOP. • Consequential Amendments to the master plan in response to the above changes. Consistent with the original approval the Amended Application will facilitate delivery of the Riverbend Master Planned Community consisting of: • Approximately 7,000 dwellings (now forecast to be 7,202 dwellings) including detached dwellings, attached dwellings and apartments, providing for a resident population of approximately 20,000 people. • A Primary School to be developed by DETE. • A District Centre and Neighbourhood Centre. • Recreational facilities, being a District Sports Park, Regional Recreation Park, multiple Pocket Parks and Community facilities. • Linear open spaces associated adjoining the internal watercourse and Logan River. It is important to note that there no increase in the approved urban development footprint or encroachments into the approved open space and conservation extents. With consideration of the above factors in the context of the approved Master Plan, it is considered that the proposed development will note result in dramatic changes to the scale, intensity of the approved Riverbend Development.
<i>(d) changes the ability of the proposed development to operate as intended;</i>	Complies: The proposed changes will facilitate the delivery of the Riverbend Master Plan in a manner generally consistent with the previous approval.
<i>(e) removes a component that is integral to the operation of the development; or</i>	Complies: The proposed changes do not remove a component of the development that is integral to the Master Plan.



SUBSTANTIALLY DIFFERENT DEVELOPMENT PRINCIPLES	ASSESSMENT
<i>(f) significantly impacts on traffic flow and the transport network, such as increasing traffic to the site; or</i>	Complies: The Updated Movement Network IMP demonstrates that the traffic flows associated with the development remain substantially the same as the approved Master Plan.
<i>(g) introduces new impacts or increase the severity of known impacts; or</i>	Complies: The proposed changes do not introduce any new impacts or increase the severity of the known impacts associated with the approved development. In this regard, it is noted that there is no increase in the approved urban development footprint or encroachments into the approved open space and conservation extents. In addition, the technical assessments submitted with this application demonstrate that the site can be serviced in a manner generally consistent with the approved IMPs, while also taking into account changes external network which have been made subsequent to the original approval.
<i>(h) removes an incentive or offset component that would have balanced a negative impact of the development;</i>	Complies: No incentives or offsets are proposed to be removed.
<i>(i) impacts on infrastructure provisions.</i>	Complies: The technical assessments submitted with this application demonstrate that the site can be serviced in a manner generally consistent with the approved IMPs, while also taking into account changes external network which have been made subsequent to the original approval.

6.2 GREATER FLAGSTONE DEVELOPMENT SCHEME

This Amendment Application seeks to improve the approved master plan that provides an overarching, strategic framework that guides the development and delivery of Riverbend. Specifically, the Amendment Application seeks to amend the Preliminary Approval for a Material Change of Use for Development (DEV2016/811) for development in accordance with the approved Master Plan, including the identified approved land uses.

We note that the preliminary approval does not authorise development to occur, and subsequent Development Applications will be required for future MCU and ROL applications. Future applications will be in accordance with the Master Plan and Context Plan, and as such will be permissible development.

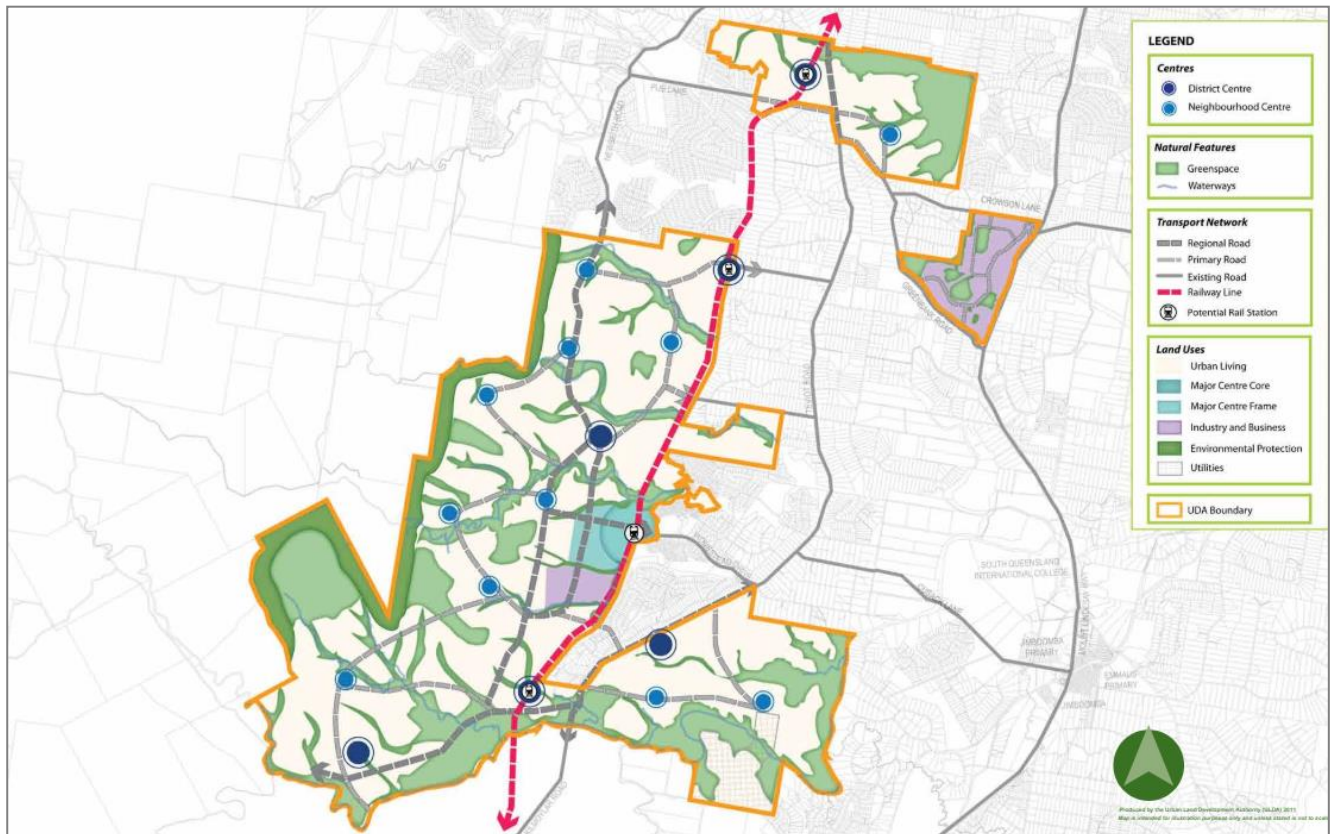


Figure 19: Vision for the Greater Flagstone Development Scheme (EDQ, 2011)

6.2.1 Public Notification

This change application proposes to change the Master Plan and Context Plan which has previously been public notified and approved. As such, public notification is required in accordance with Part 3.2.10 of the Development Scheme. Notification will be carried out in accordance with Section 84(2) of the ED Act.

6.2.2 Assessment of Application Compliance

Section 99(3) of the ED Act states that *Division 3 PDA development applications* applies to the assessment of the amendment application. We further note that Section 86 of the ED Act states that the EDQ cannot grant PDA development approval if the relevant development would be inconsistent with the land use plan for the relevant PDA. Section 3.2.3 of the Development Scheme states that assessable development is consistent with the land use plan if:

- (i) *The development complies with all relevant UDA-wide criteria and the relevant zone intents, or*
- (ii) *The development does not comply with one or more of the UDA wide criteria or zone intents but:*
 - a. *The development does not conflict with the UDA vision; and*
 - b. *There are sufficient grounds to justify the approval of the development despite the non compliance with the UDA-wide criteria or zone intents.*

A detailed assessment of the amended proposal which demonstrates compliance with the UDA Vision and the UDA Wide Criteria is included in **Appendix 9**.

6.3 EDQ GUIDELINES

Whilst the provisions of the Development Scheme provide the main source of planning provisions for development within the Greater Flagstone PDA, EDQ has published a series of Guidelines to communicate supported development outcomes that are applicable to this development application. An assessment against the relevant guidelines is provided below.



6.3.1 Guideline no. 1 – Residential 30 (May 2015)

The development will meet the EDQ vision for the Greater Flagstone area through the use of high-quality urban design principles within the Amended Master Plan. The Amended Master Plan allows for the delivery of a wide range of housing options, supported by community services and facilities including a primary school, sports and recreation facilities. The design provides flexibility in the design and layout of future residential areas so that lot orientation and building design can adopt sustainable practices, maximise energy efficiency and reduce construction impacts.

The Amended Master Plan will deliver a healthy and vibrant community, delivering connectivity, safety and accessibility. The residential component of the Amended Master Plan will result in a mix of densities, with the higher densities (30-60 dwellings per hectare) surrounding the district and neighbourhood centres and a lower density residential development (19 dwellings per hectare) throughout the remainder of the development.

Overall, the proposed Master Plan provides a framework that will facilitate development consistent with the Residential 30 Guideline. Future approvals (ROL) will provide further detail on the design and structure of the lot, block and building designs for each stage.

6.3.2 Guideline no. 5: Neighbourhood Planning and Design (May 2015)

A response to the Neighbourhood Planning and Design Standards from the guideline is provided below.

Table 9: Assessment Against Guideline No.5 - Neighbourhood Planning and Design

CRITERIA	DESIGN STANDARDS	APPLICANT'S RESPONSE
ACCESS	- Maximum 400 metres walk to neighbourhood recreation park or equivalent (see PDA Guideline no. 12 Park planning and design) - Clear, direct walk or cycle access to neighbourhood centre - Ninety percent of all dwellings are within 400 metres of an existing or planned public transport stop	Complies. The Amended Master Plan shows the 400m radius for each neighbourhood. This shows that each residential precinct will have access to a parkland (neighbourhood park or larger) within walking distance. Bus stops will be provided at a spacing of 400m to 800m allowing for coverage of 90% of dwellings in the Master Plan Area.
DWELLING DENSITY	- Suburban neighbourhood - average net residential density of at least 15 dwellings per hectare (unless prevented by topography or other constraints). - Urban neighbourhood - average net residential density of at least 30 dwellings per hectare. - Higher density residential development is located in and around neighbourhood centres, along connector streets and within 400 metres of transit nodes. Note: net residential density means the total number of dwellings divided by the combined area of residential lots, local parks, internal local roads and half the width of local roads bordering the site. Average net residential density means net residential density calculated for a whole neighbourhood.	Complies. The low-density residential areas will provide an average of 19.5 dwellings per hectare, the Low-medium density residential areas will provide an average of 30 dwellings per hectare and the Centre (Apartments) area will provide an average of 60 dwellings per hectare. We note the Low-medium density area and Centre (Apartment) areas are provided in close proximity to the district and neighbourhood centres as well as major parkland to ensure a high level of amenity is provided.
LAND USE	Neighbourhood centres serve a catchment of several neighbourhoods and should be	Complies. The location of the Centres proposed within the Amended Master Plan are consistent with the



CRITERIA	DESIGN STANDARDS	APPLICANT'S RESPONSE
	located on major connector or arterial roads for exposure and access. Land intensive uses such as district and major parks should be located at the periphery of neighbourhoods.	Development Scheme. These centres are well located on the major road network. The Amended Master Plan has provided major parkland in areas adjacent to the District centre as well as adjacent to the drainage corridors and the Logan River.
STREET NETWORK	- Grid pattern or modified grid responsive to site characteristics. - Where slope allows, orientation within 15 degrees of north-south or east-west. - Connector and main streets of centres orientated to landmarks. - To minimise cut & fill, streets follow ridges, gullies, and/or are perpendicular to slope.	Complies. The Amended Master Plan allows for a gridded street network to be delivered which is generally oriented within 15 degrees of a north-south / east-west orientation. The street network has been designed with regard for slope, views and minimisation of earthworks.
STREETS	Street network includes: - neighbourhood streets within neighbourhoods - neighbourhood connector streets (approx. 800 metre grid) linking neighbourhoods - major connector streets linking groups of neighbourhoods - neighbourhood main streets in centres - rear lanes (See PDA Guideline no. 6 - Street and movement network)	Complies. The Amended Master Plan allows for an appropriate street network to be delivered in a manner consistent with the PDA Guidelines. The finer grain street layout will be provided as part of future Reconfiguring a Lot development applications.
BLOCK SIZES	- Length 100-200 metres - Mid-block break providing a pedestrian link when blocks are over 130 metres - Depth 40-80 metres	Complies. The Amended Master Plan allows for an appropriate street network to be delivered. The finer grain street layout will be provided as part of future Reconfiguring a Lot development applications.
SUBURBAN NEIGHBOURHOOD LOT LAYOUT	- No more than eight narrow (less than 10.0 metres) frontage lots in a row. - No more than six lots with a width of 7.5 metres to 5.0 metres in a row unless serviced by a rear lane. - No more than twelve lots with a width of less than 5.0 metres in a row. - Multiple residential lots located on highly accessible block ends, corner lots and lots with dual road frontage. - Lot corners match or are within 1.0 metre of corners of adjoining lots.	Complies. The Amended Master Plan provides the basis for the future subdivision to be undertaken in accordance with the Development Scheme requirements.
URBAN NEIGHBOURHOOD LOT LAYOUT	Lots intended for mixed use or multiple residential and lots with a width of 7.5 metres or less take up entire street block or are located on highly accessible block	Complies. The Amended Master Plan provides the basis for the future subdivision to be undertaken in



CRITERIA	DESIGN STANDARDS	APPLICANT'S RESPONSE
	ends, corner lots and lots with dual road frontage. - One lot type is not to dominate a street block. - Concentrations of lots with a width of 7.5 metres or less in an urban neighbourhood should be served by a rear lane.	accordance with the Development Scheme requirements.
NATURAL HAZARDS	State Planning Policy 1/03 Mitigating the adverse impacts of flood, bushfire and landslide	Complies. The Amended Master Plan has been designed with consideration for all natural disaster risks. In particular, a flood investigation has been undertaken to determine the minimum flood immunity levels for the lots and the compensatory earthworks within the existing flood plain will ensure flood plain storage is not adversely affected. A Bushfire Hazard Assessment will be prepared in support of future development applications; however, appropriate setbacks and road networks have been provided in interface areas.

6.3.3 Guideline no. 6 – Street and movement network (February 2019)

Similar to the Approved Movement Network IMP the internal road network continues to reflect the planned Transport Network for Greater Flagstone. Access to the site is still to be achieved via Teviot Road with an internal loop road connecting key nodes including the District Centre, Neighbourhood Centres, District Sports and Regional Recreation Parks and the residential areas. The cross sections for the internal road hierarchy are proposed to be delivered in a manner generally in accordance with the *Street and Movement Network PDA Guideline no. 06 February 2019* and can be conditioned accordingly.

6.3.4 Guideline no. 9 – Centres (May 2015)

Map 2 (Vision) of the Development Scheme identifies that within the Context Plan Area there should be three (3) centres; one District and two Neighbourhood Centres. The Amended Context Plan shows the centres in accordance with this vision. The subject lots are identified on Map 2 (Vision) as containing a District Centre and a Neighbourhood Centre which has been reflected in the Amended Master Plan. A response to the centre layout is provided below.

Table 10: Assessment Against Guideline 9: Centres

CRITERIA	DESIGN STANDARDS		RESPONSE	
	District centre	Neighbourhood centre	District centre	Neighbourhood centre
STRUCTURE	<i>Medium to high density core (400 metre radius), depending on the size of the centre may be accompanied by a lower density frame.</i>	<i>Compact and walkable usually not extending more than 400 metres from focal point.</i>	The District Centre is surrounded by low-medium to higher density residential densities.	The Neighbourhood Centre is surrounded by low-medium density residential areas on one side and large areas of open space on the other side.



CRITERIA	DESIGN STANDARDS		RESPONSE	
FOCAL POINT	<i>Public plaza or square, preferably co-located with local public transport hub.</i>	<i>Plaza, square or local park located close to public transport stop</i>	The detailed design of the District Centre will be undertaken in future development applications.	The detailed design of the Neighbourhood Centre will be undertaken in future development applications.
LAND USE MIX	<i>Wide range of land uses focussed around a "Main Street" retail precinct with at least one full-line supermarket. Some vertical mixing of land uses with residential/business uses above active ground floor uses, particularly in the main streets. Lower intensity development towards edge of centre or in centre frame.</i>	<i>Predominantly retail and community uses at ground level, with residential/office activities above. Retail to include a supermarket which may not be full-line depending on centre catchment.</i>	The mix of land uses will be commensurate with uses suitable to a District Centre.	The mix of land uses will be commensurate with uses suitable to a Neighbourhood Centre.
COMMUNITY FACILITIES	<i>Locate community facilities requiring high levels of accessibility within or adjoining centres. Refer to PDA Guideline no.14 - Community facilities for more guidance on locating community facilities</i>		Appropriate Community facilities will be located within these centres. This will be detailed in subsequent MCU Development Applications and/or plans of development.	
HEIGHT AND DENSITY	<i>Significantly lower building height and development intensity than the major centre. Density should be highest near the focal point and generally transition to match surrounding heights and densities.</i>	<i>Commensurate with surrounding development. Usually no more than 3 storeys in suburban neighbourhoods.</i>	The building height will be outlined in a future Development Application which includes a plan of development.	
TRANSITION	<i>Incorporate residential into mixed-use developments near residential neighbourhoods to provide a transition between residential and non-residential uses.</i>		Development will be appropriately transitioned into neighbourhoods.	
PUBLIC TRANSPORT	<i>Local public transport hub - can be rail/bus or</i>	<i>One or more local bus routes linking catchment</i>	Public transport is proposed to be provided internal to the development, with bus stops approximately every 400m to 800m, which equates to 5-10 minutes walking distance.	



CRITERIA	DESIGN STANDARDS		RESPONSE
	connection of inter-suburban bus routes	neighbourhoods to centre	The network provides connections to the Local and District Centres.
RELATIONSHIP TO TRANSIT NODE	Integrate transit station entries/forecourts into the centre's public realm/open space network. Ensure areas around transit station entries are developed for retail and other active uses that stay open for extended periods to provide activity and improve personal safety.	Locate bus stop close to focal point and retail core.	Public transport is proposed to be provided internal to the development, with bus stops approximately every 400m to 800m, which equates to 5-10 minutes walking distance.
DEVELOPMENT STAGING	Higher density buildings may not be viable until the community reaches certain development thresholds. Key, highly accessible lots should be retained for longer-term development when these thresholds are achieved. Staging of development to replace initial lower intensity development with more intense development over the longer term is also acceptable. Appendix B - Centre Staging provides an example of how this can be achieved.		The higher density residential uses are proposed within Precinct 1, 4, 6 & 7 and will be delivered in response to market demand and the provision of the necessary services and amenities.
INTERIM USES	Depending on the specific context, a range of interim uses may be acceptable within a centre. The key tests to determine acceptability are whether the interim use would be compatible with existing and proposed centre activities and whether the interim use would be likely to prejudice or delay the ultimate development of the site and adjoining areas. Interim uses should be low intensity in nature and characterised by a low investment in buildings and infrastructure relative to the value of the site. Examples of uses that could pass these tests include: bulk landscape supplies, garden centre, market, outdoor sales, wholesale nursery, indoor or outdoor sports and recreation.		Any interim uses will be detailed in future MCU applications.
CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)	<i>Ensure that the centre layout achieves the CPTED principles for the design of centres*.</i>		The detailed design of the District Centre will be undertaken in future Development Applications. The detailed design of the Neighbourhood Centre will be undertaken in future



CRITERIA	DESIGN STANDARDS	RESPONSE	
			Development Applications.

6.3.5 Guideline no. 12 – Park planning and design (May 2015)

The Greenspace IMP will be updated following approval of this amendment application to demonstrate compliance with this guideline and indicates that the community greenspace network is typically aligned with the requirements and will be provided and embellished generally in accordance with EDQ Guideline 12. The Amended Master Plan makes provision for 162.76 Ha of open spaces distributed as shown in Table 11. The open space provision equates to approximately 8.1 Ha per 1000 residents.

Table 11: Open Space Provision

OPEN SPACE	AREA (HA)
District Recreation Park	10.54
District Sports Park	17.72
Major Linear Open Space	64.36
Local Linear Parks	57.94
Neighbourhood Recreation Park	9.92
Logan River Boundary Realignment	2.28
Sub Total	162.76

6.3.6 Guideline no. 13 – Engineering standards (September 2017)

The relevant standards of EDQ Guideline 13 have been considered within the various technical assessments submitted with this Development Application.

6.3.7 Guideline no. 15 – Protection from flood and storm tide inundation (May 2015)

Northrop Consulting Engineers Pty Ltd (Northrop) have been engaged to prepare a Site Based Stormwater Management Plan (SBSMP) which is included as **Appendix 6**. The SBSMP addresses the stormwater management strategy for the proposed development and demonstrates that the proposed development can be constructed and operated in accordance with all stormwater objectives required for the development.

The Maximum modelled flood depth and elevations for the 1%, 5%, 10% and 20% AEP local catchment flood events during the existing and developed cases have been identified. In this regard, it is important to noted that the revised flood study is based on the most recent flood modelling prepared by Logan City Council. The amended development footprint remains above the 1% AEP extent.

6.3.8 Guideline no. 16 – Housing (January 2016)

Affordable housing will be updated following approval of this amendment application to demonstrate compliance with EDQ Guideline 16.

6.3.9 Guideline no. 17 – Remnant vegetation and koala habitat obligations (May 2015)

This Guideline was addressed within the preceding EPBC Approval and Operational Works Approvals.

6.3.10 Guideline no. 18 – Development interfaces (May 2015)

Interface works with adjoining properties are to be kept to a minimum. This will be achieved by ensuring, where practicable, design surface levels match existing pre-development surface levels. Where levels cannot be matched interface works are to occur generally within the confines of the development site and or appropriately designed



retaining structures utilised to limit works within adjoining properties. Where these outcomes cannot be reasonably achieved the project team is to seek and obtain permission from adjoining property owners to undertake works within their properties.



7. CONCLUSION

PSA Consulting (PSA) has prepared this town planning report to support an Amendment Application to change the Preliminary Approval for the Material Change of Use (Master Plan) and Context Plan (DEV2016/811) for the Riverbend Master Planned Community, within the Greater Flagstone Priority Development Area.

The application seeks approval from Economic Development Queensland (EDQ) in accordance with Section 99 of the *Economic Development Act 2012* to change the Preliminary Approval for a Material Change of Use for the Riverbend Master Plan (DEV2016/811). Concurrently, this application also seeks EDQ endorsement of an updated Context Plan, and various IMPs reflecting the changes to the Riverbend Master Plan and updated servicing arrangements.

Specifically, this amendment application seeks approval for improvements to the Approved Master Plan in response to further technical investigations, detailed design and review of the approved master plan. It is important to note the proposed changes will not increase the approved urban development footprint or result in intrusion into the retention areas identified as part of the EPBC Approvals applicable to the site. In addition, the master plan continues to provide the capacity for over 7,200 dwelling and a population of approximately 20,000 people.

This planning report and the supporting technical studies demonstrate that the amended Master Plan maintain compliance with the relevant statutory considerations including the Greater Flagstone PDA Development Scheme, Existing Approvals and EDQ Guidelines and Practice Notes. In addition, the updated IMPs demonstrate how the Master Plan can be efficiently serviced with all necessary urban infrastructure, taking into account the latest amendments to the DCOP and evolving servicing strategies for the wider PDA.

These improvements are achieved in a manner that is substantially the same as the original approval and will not result in any unacceptable environmental impacts. Accordingly, the amendment application is recommended for approval.



EXISTING APPROVAL	AP01
AMENDED CONTEXT PLAN	AP02
AMENDED MASTER PLAN	AP03
AMENDED LAND USE TABLE	AP04
AMENDED EARTHWORKS IMP	AP05
AMENDED STORMWATER STRATEGY	AP06
AMENDED MOVEMENT NETWORK IMP	AP07
AMENDED WATER & WASTEWATER IMP	AP08
UDA WIDE CRITERIA RESPONSE	AP09



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