Planning Assessment Report

Tract

PDA Development Application for a Development Permit for a Material Change of Use for Multiple Dwelling (212 townhouses)

19 River Road, Bundamba

Prepared for AR Developments

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3 August 2026

Acknowledgement of Country

We pay our respects to the Traditional Custodians of Country throughout Australia, their Elders and ancestors, recognising their rich heritage and enduring connection to Country and acknowledging the ongoing sovereignty of all Aboriginal and Torres Strait Islander Nations.

We recognise the profound connection to land, waters, sky and community of the First Nations peoples, with continuing cultures that are among the oldest in human history. We recognise that they are skilled land shapers and place makers, with a deep and rich knowledge of this land which they have cared for, protected and balanced for millennia.

Our Country, 2022
88 x 119 cm Acrylic on canvas
Original artwork by
Alfred Carter
Gunaikurnai

Quality Assurance

Planning Assessment Report

PDA Development Application for a Development Permit for a Material Change of Use for Multiple Dwelling (212 townhouses)
19 River Road, Bundamba

Project Number

726-0037-00-P-02

Revisions

No.	Date	Description	Prepared By	Reviewed By	Project Principal
00	13/10/2026	Planning Assessment Report	ER	KM	KM

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Contents

1	**Introduction**		**8**
2	**Site + Surrounds**		**10**
	2.1	Existing Site Characteristics	10
	2.2	Easements and Encumbrances	11
	2.3	Surrounding Context	12
3	**Background**		**14**
4	**Proposal**		**15**
	4.1	Overview	15
	4.2	Landscape Design	18
	4.3	Traffic and Access	18
	4.4	Engineering Services	18
	4.5	Stormwater Management	19
	4.6	Waste Management Plan	19
5	**Planning Framework**		**21**
	5.1	Legislative Requirements	21
	5.2	Draft Provisional Land Use Plan	22
	5.3	Local Authority Assessment Guidance Material	28
	5.4	Local Authority Assessment Benchmarks	29
6	**Conclusion**		**40**
Appendices			**41**
	Appendix A	Architectural Plans	42
	Appendix B	Landscape Concept Plan	43
	Appendix C	Transport Engineering Report	44
	Appendix D	Civil Engineering Assessment Report	45
	Appendix E	Stormwater Management Plan	46

Appendix F	Code Compliance Statement	47
Appendix G	Waste Management Plan prepared by Colliers	48
Appendix H	Service Advice Notice	49

Figures + Tables

Figure 1 PPDA Precinct 1 Boundary (Source: EDQ)	8
Figure 2 Locality Plan (Source: Nearmap)	10
Figure 3 Easement (Source: QLD Globe)	12
Figure 4 Surrounding Land Uses (Source: Nearmap)	13
Figure 5 8605/2025/CA Survey Plan (Source: Therefor Group)	14
Figure 6 Site Masterplan (Source: PZa)	15
Figure 7 Site Render (Source: PZa)	15
Figure 8 Staging Plan (Source: PZa)	16
Figure 10 Zoning Map (Source: ICC Interactive Mapping)	30
Figure 11 Biodiversity Overlay Map (Source: ICC Interactive Mapping)	33
Figure 12 Building Height Density Overlay Map (Source: ICC Interactive Mapping)	34
Figure 13 Airport Environs Overlays Map (Source: ICC Interactive Mapping)	34
Figure 14 Difficult Topography and Landslide Hazard Overlay Map (Source: ICC Interactive Mapping)	35
Figure 15 Flood Risk and Overland Flow Overlay Map (Source: ICC Interactive Mapping)	35
Figure 16 Site Boundaries (Source: PZa)	37
Figure 17 Site Boundaries - Rear (Source: PZa)	38

Table 1 Site Details and Characteristics	10
Table 2 Application Summary	14
Table 3 Proposed Development Details	17
Table 4 Relevant Codes	36

Application Details

Applicant	AR Developments
Site Address	19 River Road, Bundamba
Lot Description	Part of Lot 1 on SP354857
Area	Development area: 5.092 ha Site area: 6.053 ha (whole of Lot 1 on SP354857)
Local Government Area	Ipswich City
Assessment Manager	Economic Development Queensland
Current Site Use	Vacant land. Historically used as part of the TAFE Queensland Bundamba campus.
Tract Contact Details	Katherine Matthews katherinematthews@tract.net.au 0411 366 115
Tract Reference Number	726-0037-00-P

Permit Details

Development	PDA Development Permit for a Material Change of Use for Multiple Dwellings (212 townhouses)
Level of Assessment	Assessable Development (Prior to declaration of the PPDA, the application would have been Code Assessable under Ipswich City Plan 2025)

1 Introduction

Tract Consultants Pty Ltd (Tract) have been engaged by AR Developments (the Applicant) to prepare and lodge a PDA development application seeking approval for a Development Permit a Material Change of Use for Multiple Dwelling (212 townhouses) at 19 River Road, Bundamba (formally described as part of Lot 1 on SP354857).

The site forms part of EDQ's Land Activation Program (LAP) and was announced as part of the Precinct 1 Bundamba of the Land Activation Program (SEQ Tranche 2) Provisional Priority Development Area (PPDA), refer to Figure 1 below. The *Economic Development Act 2012*, which guides PPDA's, will be referred to as the ED Act. The draft Provisional Land Use Plan (PLUP) is the key planning document for the PPDA. The proposed development is identified as Assessable Development under the draft PLUP.

AR Developments has a reputation for developing thoughtfully designed, high-quality townhouses. The proposed 212 townhouses across a well-considered layout on site is intended to provide housing choice for existing and future residents; to fit seamlessly within the transitioning Bundamba area; and to present architectural differentiation across various design typologies.

This PDA development application builds upon Approval 8605/2025/CA (Ipswich City Council reference), which will create the development-ready land parcels, clear existing vegetation on site, and undertake preliminary earthworks works across the site to provide level pads and temporary batters.

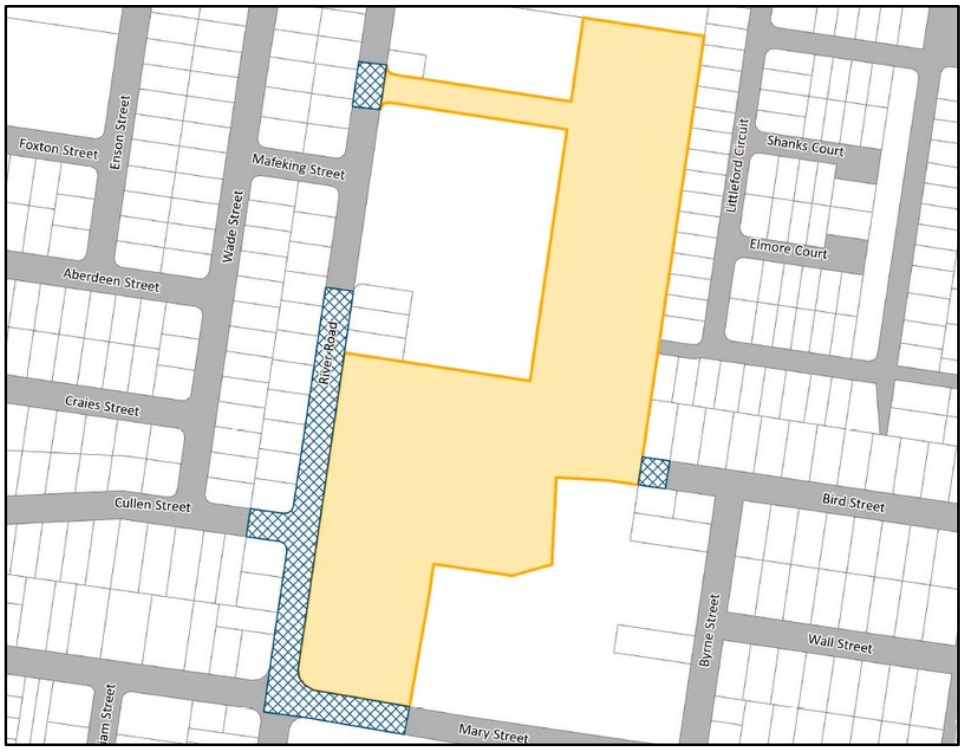


Figure 1 PPDA Precinct 1 Boundary (Source: EDQ)

Prior to declaration of the PPDA, the site was in the Medium Density Residential zone under Ipswich City Plan 2025. Within this zone, the proposed development would have been subject to Code Assessment. Accordingly, the proposal satisfies the requirement of section 85(d)(ii)(A) of the ED Act to enable EDQ to decide the application. Furthermore, it is submitted that public notification of this application is not warranted under the ED Act. The requirements of section 85(d)(ii) of the ED Act are further addressed at section 5.4 of this report.

This Town Planning Report addresses the merits of the proposed development with regard to the draft PLUP and the relevant provisions of the ED Act and is accompanied by and should be read in conjunction with the following drawings and technical reports:

- Architectural Plans prepared by Paul Ziukelis Architects (**Appendix A**).
- Concept Landscape Plan prepared by Andrew Gold Landscape Architecture (**Appendix B**).
- Transport Engineering Report prepared by Colliers (**Appendix C**).
- Civil Engineering Assessment Report prepared by HCE Engineers (**Appendix D**).
- Stormwater Management Plan prepared by HCE Engineers (**Appendix E**).
- Code Compliance Statement prepared by Tract (**Appendix F**).
- Waste Management Plan prepared by Colliers (**Appendix G**).

From this assessment, it has been determined that the proposed development complies with, or can be conditioned to comply with, all relevant assessment benchmarks and should therefore be approved, subject to reasonable and relevant conditions.

2 Site + Surrounds

The site is located at 19 River Road, Bundamba, with the development area encompassing 50,890m^2 of the overall site, as shown in Figure 2 below.



Figure 2 Locality Plan (Source: Nearmap)

2.1 Existing Site Characteristics

The existing site characteristics are detailed in Table 1 below.

Table 1 Site Details and Characteristics

Land Ownership	Minister for Economic Development Queensland (Refer to provided Title enclosed in **DA Forms, Searches and Owner's Consent**)

Land Tenure	Freehold
Easements	Easements are noted on Title. Refer to section 2.2 below for further details.
Contaminated Land Register/Environmental Land Register	The site is not listed on the CLR / EMR. (Refer to provided CLR/EMR search enclosed in **DA Forms, Searches and Owner's Consent**)
Heritage / character	The site is not a listed heritage place.
Topography	The site includes varied topography, with the central area generally flat. As part of 8605/2025/CA (Ipswich City Council approval reference), earthworks have been approved to create level pads and associated temporary batters for future developments. Approved earthworks on site are expected to be commence in the coming months.
Vegetation	The site is largely cleared from vegetation, with a small pocket located centrally along the eastern boundary. As part of 8605/2025/CA (Ipswich City Council approval reference), this vegetation has been approved by both SARA and Council to be cleared. Vegetation clearing is expected to commence on site in the coming months.
Waterways, wetlands, flooding	The site does not contain any waterways or wetlands and is generally not affected by flooding.
Services	The site is located within an urban area and can be connected to all required services when required.
Roads	The site has both access and frontage to River Road. Bird Street connects to the eastern boundary of the site.
Public and Active Transport	Active transport opportunities are provided in the form of footpaths. Bus stops are located in proximity to the site, near the TAFE along Bryne Street and River Road, as well as the Bundamba Train Station.

2.2 Easements and Encumbrances

As noted on Title, the site is impacted by the following easements, refer to Figure 3.

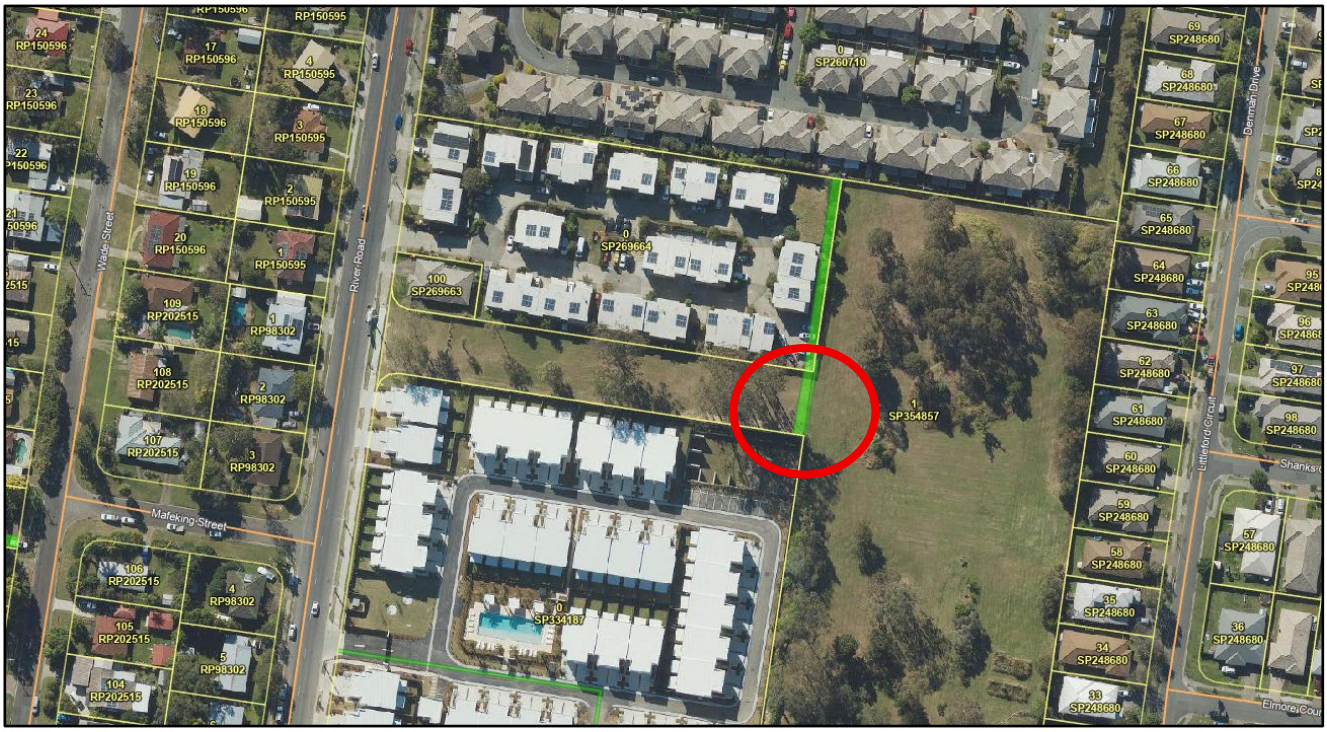


Figure 3 Easement (Source: QLD Globe)

Easement	Benefiting	Burdening	Purpose
A on SP343367	Ipswich City Council	The State of Queensland (represented by Department of Employment, Small Business and Training)	Drainage
B on SP343367	Ipswich City Council	The State of Queensland (represented by Department of Employment, Small Business and Training)	Drainage

As outlined in EDQ Practice Note 21, consent of Ipswich City Council is not required to be lodged with the application:

> *An easement in gross is an easement where there is a burdened lot only and are typically used by public utility providers and local governments for drainage, water, sewer and electricity supply. The entity in whose favour the easement is created is not the registered owner of the land and hence the consent of the entity is not required.*

2.3 Surrounding Context

The site is located in an established residential area, which predominantly features a mix of attached and detached dwellings, refer to Figure 4 below. The site formerly operated as part of the current TAFE Queensland Bundamba Campus, of which is located south of the site. More specifically, the current land uses surrounding the site include:

- North – Directly north of the site are the Rivergreen Villas and 39 River Road residential townhouse developments. Further north is the Citiswitch Industrial and Business Park, and Warrego Highway.
- East – Directly east are detached residential dwellings within the Citiswitch residential estate. Beyond this is industrial uses, the Ebbw Vale Train Station and Brisbane Road with access to the Ipswich Motorway and Cunningham Highway.
- South – South of the site is Mary Street and the Ipswich TAFE Campus. Beyond this is the Bundamba Train Station and retail uses such as a supermarket, restaurants and a medical centre.
- West – Directly west is the Munro Townhouse Estate, a recent development of townhouses. Beyond River Road are lower density detached dwellings and the Alfred Seymour Park.



Figure 4 Surrounding Land Uses (Source: Nearmap)

3 Background

The following application history is of relevance to the proposal.

Table 2 Application Summary

Reference	Summary
8605/2025/CA	Approved on 29 September 2025 by Ipswich City Council, 8605/2025/CA approved the subdivision of the land at 19 River Road, Bundamba into two lots, refer to Figure 5 below. The decision approved a: • Development Permit for Reconfiguring a Lot (One (1) Lot into Two (2) Lots, and Access Easement); and • Development Permit for Operational Works (Earthworks, and Clearing vegetation) The approved subdivision provides for: • Creation of two master lots (Lot 2 (residential, 5.092ha) and Lot 4 (commercial, 8,311m^2)); • Cullen Street/River Road roundabout design and associated dedications, including an access easement to provide access across Lot 2 from the Cullen Street/River Road roundabout stub into Lot 4; • Private road access off River Road to the northern end of Lot 2; • Dedicated cul-de-sac off Bird Street; and • Dedication along Mary Street to facilitate verge widening.

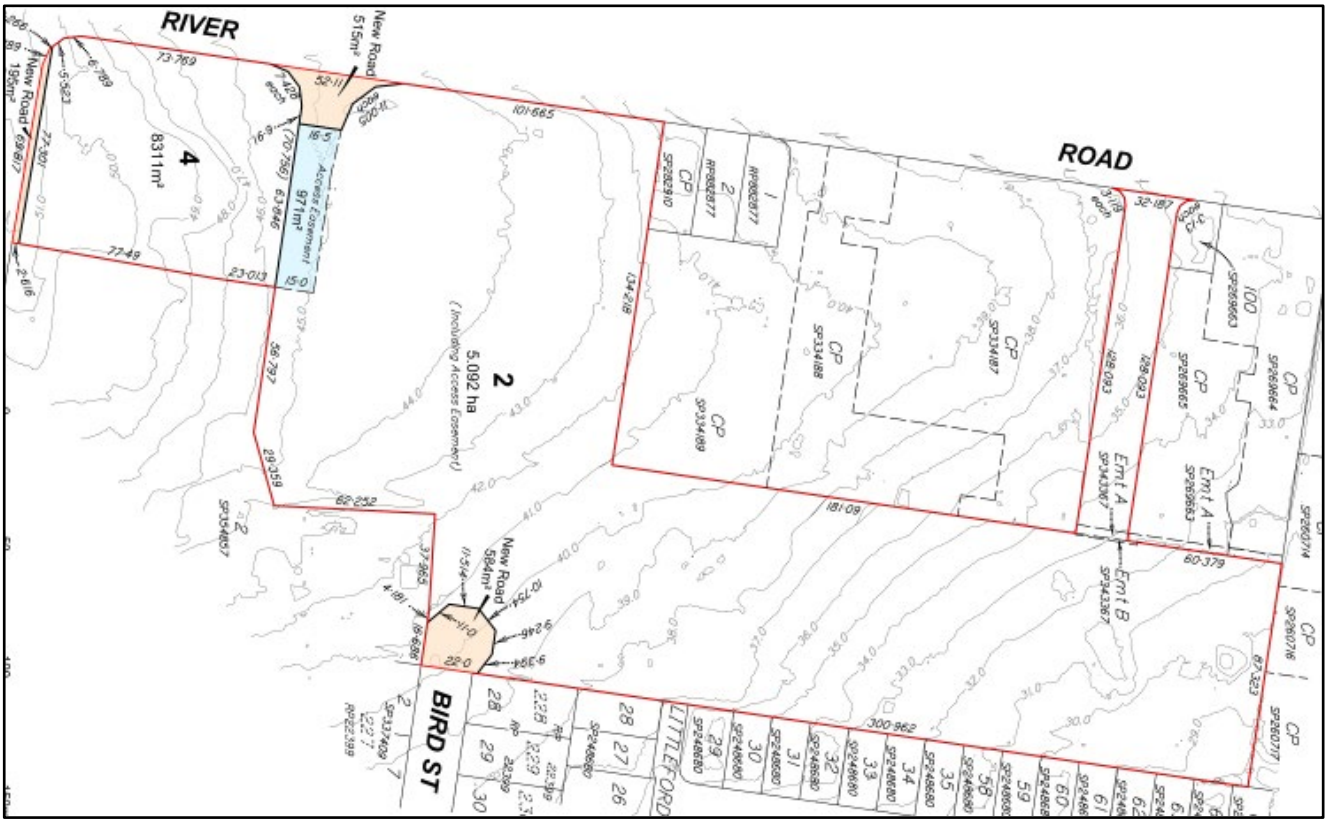


Figure 5 8605/2025/CA Survey Plan (Source: Therefor Group)

The proposed townhouse development is located within Approved Lot 2 of 8605/2025/CA and is consistent with the intended dedications, roundabout, cul-de-sac and access easement proposed.

4 Proposal

The following section provides an overview of the proposed development and supporting documentation submitted in support of this PDA development application.

4.1 Overview

This application is for a Material Change of Use for Multiple Dwelling (212 townhouses) across five (5) stages on land at 19 River Road, Bundamba. The proposal provides for thoughtfully designed, high-quality townhouses in a considered layout across a well-located site within Bundamba. Development Plans are enclosed within **Appendix A**. The overall townhouse masterplan is included in Figure 6 and 7 below.



Figure 6 Site Masterplan (Source: PZa)

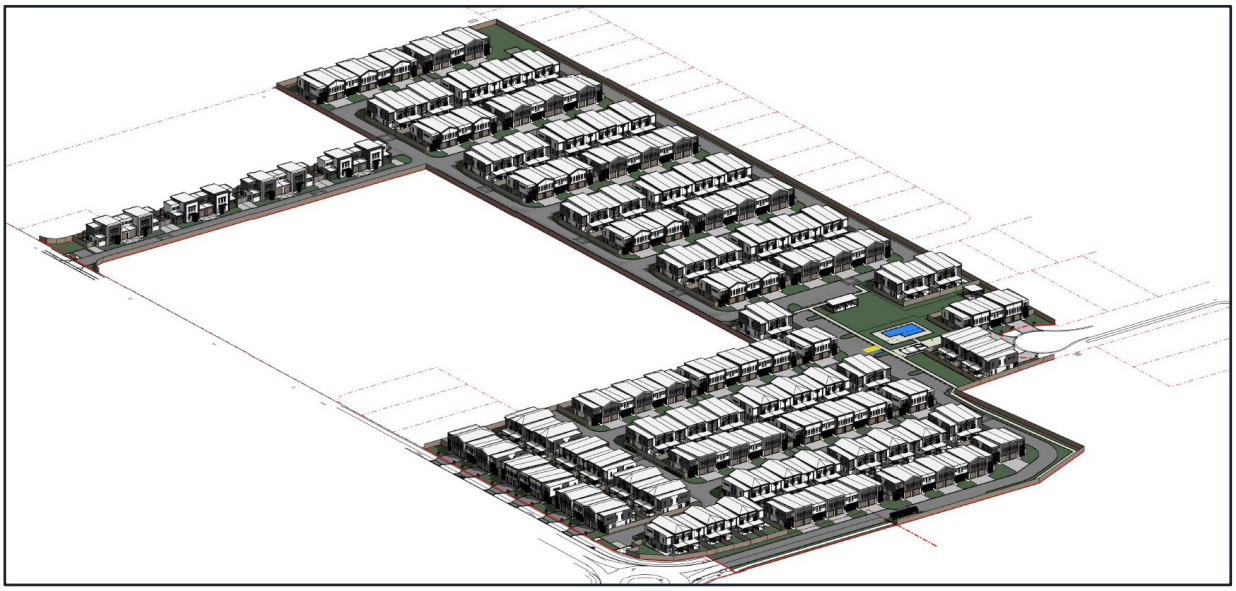


Figure 7 Site Render (Source: PZa)

The proposed staged development includes various clusters of attached townhouses across twelve (12) different design typologies, with a central communal open space area. The main access to the site is proposed to the south along River Road, with a secondary access into the northern end of the site off River Road. Eight (8) townhouses in the southeastern corner of the site and accessed from a cul-de-sac off Bird Street.

The townhouse development proposes a mix of 4 and 3 bed dwellings, with different cluster building types to present a built form that minimises bulk and scale and provides variation in the design across the site. Specifically:

- 88 x 4 bed townhouses; and
- 124 x 3 bed townhouses.

The townhouses are two storeys in height, presenting to River Road, Bird Street, the private road to the south and internally within the development.

The development proposes an expansive 2,545m^2 communal area, central to the site, which will provide future residents with both passive and active recreation zones including outdoor seating and BBQ areas, a pool and generous lawn areas. Mailboxes are provided along the main entrance off the Cullen Street roundabout, with three (3) adjacent car parking spaces provided for ease of access.

A total of 477 car parks are provided as part of the townhouse development, made up of 53 visitor spaces, 212 garage spaces, 210 driveway spaces and 2 offset driveway parking, ensuring that sufficient parking is provided for future residents and visitors.

It is proposed that all earthworks and associated roadworks will be undertaken in Stage 1, with the townhouses and associated communal areas and car parking developed over five (5) stages as shown on the staging plans enclosed within **Appendix A** and as identified below in Figure 8.

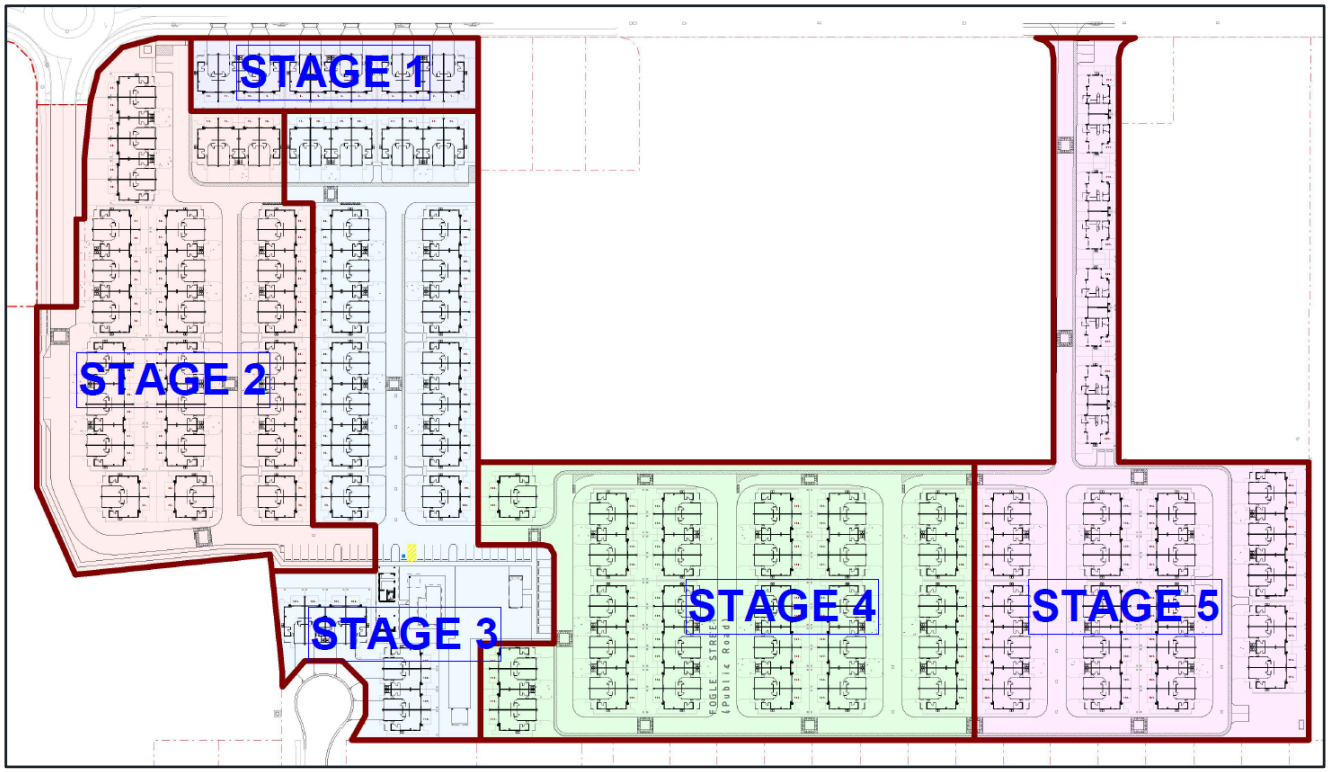


Figure 8 Staging Plan (Source: PZa)

Refuse collection is proposed to be undertaken via wheelie bins from the kerbside both internally (within the site) and externally (along River Road and Bird Street). Each townhouse will store their rubbish bins on site, and it is anticipated that they will be then wheeled from the yard, through the garage to the street for kerbside residential waste collection. Townhouses within D1 and A2, have a separate bin pickup bay which is located externally to the townhouses. It is expected that residences within these townhouses will move their bins on collection day to the pads. Three (3) general waste and two (2) recycle bins have been provided within the communal area on the site.

Proposal Summary

The key development components are outlined in Table 3 below.

Table 3 Proposed Development Details

Component	Proposed Development
Number of Dwellings	212
Stages	Stage 1 • 12 townhouses Stage 2 • 52 townhouses • 52 garage car parking spaces • 50 driveway car parking spaces, and 2 offset car parks for short driveway townhouse • 13 visitor car parks • 3 mailbox car parks Stage 3 • 44 townhouses • 44 garage car parking spaces • 44 driveway car parking spaces • Communal open space • 29 visitor car parks Stage 4 • 56 townhouses • 56 garage car parking spaces • 56 driveway car parking spaces Stage 5 • 48 townhouses • 48 garage car parking spaces • 48 driveway car parking spaces • 8 visitor car parks
Density	41.6 dwellings / ha
Maximum Building Height	2 storeys
Site Cover	39.43%
Landscaped Area	14,141m^2 (27.79%)
Setbacks	Front – 5.4m Side – 1.4m - 3m Rear – majority of the rear boundary is 9.7m – 16.2m, two townhouses at the Bird St cul-de-sac have a rear boundary of 3m
Private Open Space	51.09m^2 (average per dwelling)
Communal Open Space	2,569m^2
Resident Car Parking	Garage – 212 spaces

	Driveway – 210 spaces Offset Driveway – 2 spaces *Total – 424 spaces*
Visitor Car Parking	Visitor – 50 spaces Mailboxes – 3 spaces Motorbike space – 1 space *Total – 544 spaces*

4.2 Landscape Design

A Landscape Concept Plan has been prepared by Andrew Gold Landscape Architecture (**Appendix B**). This plan identifies the landscape vision for the proposed townhouses and complements the architectural design of the development and provides for landscaped buffers to adjoining properties.

Planting species have been chosen that are well suited to the local climate and strategically located to soften the streetscape, provide visual screening and enhancing the privacy for adjoining residences.

Planting is used throughout the development to clearly identify public, semi-public and private spaces by providing clear visual cues and wayfinding. Pedestrian pathways are clearly defined throughout the development via edge and feature planting to delineate circulation areas.

Refer to **Appendix B** for further details.

4.3 Traffic and Access

A Transport Engineering Report has been prepared by Colliers (**Appendix C**) to assess the proposed transport, access, parking and servicing arrangements associated with the development. The report concludes that the:

- proposed resident and visitor parking supply complies with the requirements of Council's Transport and Parking Code, and therefore the draft PLUP;
- parking layout, internal circulation and access arrangements are considered safe, functional and generally compliant with the relevant Australian Standards and Council requirements;
- proposed service vehicle arrangements, including refuse collection by waste collection vehicles, are acceptable and can be safely accommodated within the development;
- surrounding road network will continue to operate at an acceptable level, noting the assessment undertaken for Council Application 8605/2025/CA assumed a more conservative yield of approximately 300 dwellings, compared to the proposed 212 dwellings.

Colliers concludes that there are no traffic engineering constraints identified that would prevent approval of the proposed development. Refer to **Appendix C** for further details.

4.4 Engineering Services

A Civil Engineering Assessment Report has been prepared by HCE Engineers (**Appendix D**). The report assesses flooding, earthworks, road access, stormwater management, sewerage and water servicing, and concludes that the development can be adequately serviced by existing and approved infrastructure and is capable of complying with the draft Priority Development Area Provisional Land Use Plan (PLUP) and relevant provisions of the Ipswich City Plan 2025. Key outcomes of the report include:

- The site is not affected by mapped flooding and the proposed development will not adversely impact flood storage, flood conveyance, flood behaviour or surrounding properties.
- The proposed earthworks design achieves suitable development levels, minimises retaining walls, and manages stormwater appropriately.
- Existing and previously approved road infrastructure, including a new private road, roundabout and Bird Street cul-de-sac, provides satisfactory access to the development without requiring additional external roadworks.

- Stormwater can be lawfully discharged to River Road, Bird Street and existing infrastructure to the north, with six detention tanks (approximately 1,690 m³ total capacity) proposed to manage peak flows where required.
- Appropriate stormwater quality treatment devices can be incorporated to achieve the applicable water quality objectives and protect receiving environments.
- Existing sewerage infrastructure includes a property connection of sufficient capacity to service the entire development, such that no sewer upgrades are required.
- An existing 225 mm water main within River Road provides a suitable connection point to service the proposed development, with water reticulation able to be delivered through the proposed internal network.

Refer to **Appendix D** for further details. A Service Advice Notice confirming sufficient supply of sewer servicing for more than 212 townhouses is also provided as **Appendix H**.

4.5 Stormwater Management

A Stormwater Management Plan has been prepared by HCE Engineers (**Appendix E**) which identifies stormwater quality and quantity management measures proposed to be incorporated within the proposed 212-unit townhouse development. Key outcomes of the report include:

- Stormwater from the development will be discharged to three lawful outlets: River Road, Bird Street and existing stormwater infrastructure to the north.
- Peak stormwater discharges to River Road will reduce underdeveloped conditions compared to existing conditions, resulting in no adverse impacts on the downstream drainage network.
- Peak flows to Bird Street will increase following development; however, the existing 600 mm stormwater pipe has sufficient capacity (0.848 m³/s) to accommodate the maximum predicted discharge (0.574 m³/s) without adverse impacts.
- The northern catchment requires stormwater mitigation, and six detention tanks with a combined storage volume of approximately 1,690 m³ will limit developed peak flows to existing or lower levels for storms up to the 1% AEP event.
- MUSIC modelling demonstrates that the proposed water quality treatment systems will achieve the required reductions for total phosphorus, total nitrogen and gross pollutants, and generally satisfy the applicable stormwater quality objectives.

The report concludes that the development can be serviced by existing stormwater infrastructure, subject to the implementation of detention tanks and proprietary water quality treatment devices that achieve the relevant requirements of the draft PLUP, Ipswich City Plan 2025 and Queensland Urban Drainage Manual.

Refer to **Appendix E** for further details.

4.6 Waste Management Plan

The report details the proposed development's waste generation, disposal, storage, transfer and collection arrangements during operation, together with the associated design and operational requirements, including vehicle swept path assessments. The report has been prepared with regard to the relevant Ipswich City Council waste management requirements and demonstrates that the proposed development can be appropriately serviced by Council waste collection vehicles.

- The development will be serviced by Ipswich City Council's standard kerbside waste collection service, with bins collected from designated kerbside presentation on River Road and the Bird Street cul-de-sac and within the internal private road network.
- General waste will be collected weekly and recycling fortnightly in accordance with Ipswich City Council's collection schedule for the area. Each dwelling will be provided with one 240L general waste bin and one 240L recycling bin, with residents responsible for presenting and returning bins on collection days.
- The majority of residents will present bins directly outside their dwelling, with shared bin presentation areas provided for selected dwellings where frontage constraints prevent individual kerbside presentation as noted on plans. Waste

storage areas have been incorporated within each dwelling to accommodate the required bins and minimise visual impacts on the streetscape.

- The swept path assessment demonstrates that Council's waste collection vehicle can safely access, manoeuvre through and service the development, with vehicles able to enter and exit the site in a forward direction. Collection activities are not expected to adversely affect the safe operation of the internal road network, pedestrian movement, or residential access arrangements.

Refer to **Appendix G** for further details.

5 Planning Framework

The following section outlines the requirements in relation to the *Economic Development Act 2012*.

5.1 Legislative Requirements

The ED Act establishes a streamlined planning and development assessment framework that applies to declared PDAs within the state. The ED Act provides the legislative framework for Economic Development Queensland (EDQ) to work in partnership across government, industry and the community to lead and deliver infrastructure and property projects.

5.1.1 Provisional Priority Development Area

Priority Development Areas (PDAs) and Provisional Priority Development Area (PPDAs) are land areas within Queensland identified for development to deliver significant benefits to for community and economic development purposes. The Minister for Economic Development Queensland (MEDQ) may declare a PDA in accordance with the ED Act. Once dedicated as a PDA, new planning instruments come into effect and change how the *Planning Act 2016* and local government planning instruments apply to the subject area.

Under section 36A of the ED Act the Minister for Economic Development Queensland gave notice that the Land Activation Program (Tranche 2) Provisional Priority Development Area (PPDA) was declared on 18 September 2026 and the Draft Provisional Land Use Plan (draft PLUP) is now in effect.

5.1.2 Category of Assessment

In accordance with section 3 and schedule 5 of the PLUP, the proposed development is identified as PDA Assessable Development.

5.1.3 Public Notification

In section 3.5 of the draft PLUP, it is identified that *a PDA development application will require public notice if, in the opinion of MEDQ, the development is for a use or of a size or nature which warrants this*. It is submitted that public notification of this application is not warranted given that prior to declaration of the PPDA the application would have been Code Assessable under Ipswich City Plan 2025 and is of a size and nature which was anticipated for the area.

5.1.4 MEDQ Considerations

Section 87 of the ED Act identifies considerations for MEDQ in making a decision on any development application. Compliance with these matters is outlined as follows:

Section 87 Element	Response
Main purpose of the Act	The main purpose of the Act is to facilitate *economic development; development for community purposes; the provision of diverse housing, including, for example, social housing and affordable housing;* and *the provision of premises for commercial or industrial uses*. The proposal is consistent with the main purpose of the ED Act in that is provides for residential development, providing significant economic development within an identified development area in Ipswich.
Any relevant State interest	Relevant state interests that MEDQ may consider are broad. The following are considered most notable:

	• The proposal area is wholly identified within the Urban Footprint and Land Activation Program (SEQ Tranche 2) PPDA. • The site is not known to be subject to any Cultural Heritage considerations. • The site is not listed on either the Contaminated Land and Environmental Management Registers. • The site is identified within the Koala Habitat Area on the Development Assessment Mapping System (DAMS). It is acknowledged that application interferes with koala habitat areas outside a kola priority area. However, as part of application 8605/2025/CA, SARA approved the proposed vegetation clearing and issued a Referral Agency decision notice on 30 September 2025. • The site is identified within a Strategic airports and aviation facilities area on DAMS. Is it also included within the RAAF Height Restriction zone 90m, the Wildlife Hazard Buffer Zone 13km, and the RAAF BRA AOI 90m AHD areas of the Strategic Airports and Defence Activities Overlay of the Planning Scheme. The proposed two-storey townhouse development is assessed again the Planning Scheme, and confirms no impact. • The site is identified within a Natural hazards, risk and resilience on DAMS. It is also included within the Very Low Flood and Overland Flow Risk area of the Flood Risk and Overland Flow Overlay of the Planning Scheme. A response has not been provided to the Flood Risk and Overland Flow Overlay and the proposed development is compatible with the flood risk. • No legislative referrals are applicable for PDA development applications under the ED Act.
Any submissions made about the application during the submission period	Whilst at the discretion of EDQ, as noted above the proposal would have been code assessable if subject to assessment under Ipswich City Plan 2025, which indicates that public notification reasonably need not be required.
Draft Provisional Land Use Plan (PLUP)	As demonstrated in Section 5.2 below, the proposal is consistent with the draft PLUP.
Any PDA preliminary approval in force for the relevant land	There is no PDA preliminary approval in effect for the site.
Any preliminary approval under the Planning Act in force for the relevant land	There is no Planning Act preliminary approval in effect for the site.

5.2 Draft Provisional Land Use Plan

The Land Activation Program (SEQ Tranche 2) Draft Provisional Land Use Plan (PLUP) came into effect on 25 September 2026 and establishes the planning framework for seven precincts, including Bundamba.

Overarchingly the PLUP supports the delivery of new homes across the site, and as demonstrated in the sections below that the proposal supports the requirements of the PLUP, and specifically the:

- PPDA vision;
- PPDA-wide criteria; and
- Development criteria for Precinct 1 Bundamba.

5.2.1 Land Use Definition

The draft PLUP doesn't provide use definitions, however as per section 5.2, in accordance with schedule 1 of the Ipswich City Plan 2025, a Multiple Dwelling is defined as

> *a residential use of premises involving 3 or more dwellings, whether attached or detached*
>
> *Examples include: Apartments, flats, units, townhouses, row housing, triplex.*

5.2.2 Vision

Precinct 1: Bundamba will deliver a medium density residential neighbourhood and a neighbourhood centre (corner of Mary Street and River Road), close to educational facilities and the Bundamba Railway Station, creating a well-integrated residential outcome with strong local amenity.

The proposed 212 townhouses meet the vision for Precinct 1: Bundamba. The development provides thoughtfully designed, high-quality townhouses, across a well-considered layout, in a medium-density form whilst also supporting the amenity and residential context to the surrounding Banyo community. The townhouses provide housing choice for existing and future residents and presenting architectural differentiation across various design typologies. Creating a strong local amenity, the townhouse development is highly connected, serviced, and walkable development, with pedestrian connectivity, planting and landscape screening, and generous open spaces including both communal and private areas.

5.2.3 PPDA Development Requirements

PPDA-wide Criteria	Applicant Response
4.1.1 Built form, urban design and public realm	
1. Development is of a height, scale and form that: a. is appropriate to its context, having regard to surrounding land uses and the relevant precinct intent, b. makes efficient use of land, and c. provides sensitive transitions to adjoining development, streets and public spaces	The development proposes a height, scale and form that is commensurate of the surrounding Bundamba area. A maximum height of two storeys is proposed and is reflective of the height of the adjoining residences. The townhouse layout efficiently maximises the developable area and ensures consideration for pedestrian movements. Landscape buffering and screening is proposed throughout the development providing visual screening and providing for the privacy for adjoining residences.
2. Development delivers amenity by: a. creating human-scale relationships between buildings, streets and the public realm, b. achieving active, visually engaging and legible ground-level interfaces that contribute to safety, passive surveillance and activation of public spaces, c. minimising blank facades and service-dominated edges along street frontages, d. using building articulation and materials to minimise visual bulk and protect residential amenity, e. providing appropriate building separation, setbacks and articulation to provide access to daylight, promote air circulation, minimise overshadowing and maximise amenity for occupants and neighbouring properties, and f. responding to the local climate conditions through building orientation, shading, natural ventilation and thermal comfort measures.	The proposed development provides a human scale, maintaining heights of the surrounding area and promoting pedestrian connections throughout the development and to the public realm. Direct access and frontage is provided to townhouses off River Road and the new cul-de-sac off Bird Street, to maintain human-scale relationship with the frontages and surrounding streets. Building separation, setbacks and design considerations have been included to promote access to daylight and air circulation between properties while minimising overshadowing and protecting amenity of neighbouring residences. Setbacks to adjoining properties is a minimum of 3m to the east (side boundary) and 2.59m to the north (side boundary).

	Built form and façade variation has been provided throughout the development to reduce the bulk and scale of the townhouses to remain consistent with the intended streetscape and residential setback pattern. The proposed landscaping responds to the subtropical climate and is strategically located to provide visual screening and enhance privacy for adjoining residential areas.
3. Development provides usable and well-integrated private open space for all dwellings and functional communal open space areas for the amenity of residents that support a range of activities, including active and passive recreation and opportunities for social interaction.	A Landscape Concept Plan has been prepared and provides plans for the communal open space area, refer to Appendix B. The development proposes an area of communal open space 2,569m^2 in size. It is provided as a consolidated area, centrally located within the development. This allows for the greatest accessibility for the residents and maximises the site layout to ensure sufficient passive and active recreation opportunities. It provides for a combination of active and passive spaces including covered seating areas, barbeques, a swimming pool and a large grassed area. Each townhouse is also provided with private open space area, at ground level. On average these private open space areas are 51m^2 and are well-considered, connecting seamlessly to the ground level living areas and maximising useable space for future residents.
4. Development provides high-quality public realm that: a. delivers attractive, safe and inclusive spaces embellished with landscape treatments and street furniture that encourage social interaction, healthy and active lifestyles and community activity, b. is designed to provide legible, permeable and safe movement for all members of the community, and c. leverages local character and sense of place.	A Landscape Concept Plan has been prepared and is attached in Appendix B. The proposed landscaping and selected planting throughout the development supports a safe and connected community, and continuation of the local character. Landscaped treatments that clearly define pedestrian pathways and circulation areas to minimise concealed areas and maintain visibility at intersections, pathways, entrances and exits. Clear sightlines are provided within the landscape design throughout the internal road network, communal areas and pedestrian pathways. Additionally, boundary planting and fencing distinguish private areas from public and semi-public spaces, providing clear visual cues and wayfinding.
5. Development incorporates landscaping that: a. predominantly uses native species appropriate to the local context, including local endemic species where feasible, b. responds to site constraints and environmental conditions, c. provides appropriate physical and visual buffers to adjoining sensitive land uses, and	A Landscape Concept Plan has been prepared and is attached in Appendix B. Landscaping has been incorporated through the development including large shade trees to balance the bulk, scale and form of the townhouses. Screening and planting is also

d. supports sub-tropical planting and the establishment of large subtropical shade trees where feasible.	provided to boundaries to provide visual buffers where needed. Planting species have been chosen that are well suited to the local climate and strategically located to soften the streetscape, provide visual screening and enhancing the privacy for adjoining residences.
4.1.2 Movement, transport and connectivity	
Development supports safe, efficient and legible movement within and through the PPDA by: a. establishing a permeable network that provides convenient and attractive pedestrian and cycle connections within the precincts and to surrounding streets, centres, public transport stops and open spaces, and b. providing for future road upgrades and widenings to ensure the ongoing capacity, efficiency and safety of the transport network.	A Traffic Impact Assessment has been prepared and is attached in Appendix C. The proposed development provides a highly connected pedestrian and active transport network, both internally within the layout and to external existing networks. The development includes two vehicle and pedestrian access points off River Road. Enhanced pedestrian connections to be provided as part of the underlying subdivision approval (Council reference 8605/2025/CA) will be utilised also, connecting to the wider pedestrian pathway network. Future road upgrades are not required within proximity of the development site.
4.1.3 Access, parking and servicing	
1. Development provides access, parking and servicing arrangements that are appropriate to the function and intensity of development within the PPDA and maintain the safety, capacity and efficient operation of the surrounding street network.	A Traffic Impact Assessment and Waste and Recycling Management Plan has been prepared and is attached in Appendix C and Appendix G. A total of 477 car parks are provided as part of the townhouse development, made up of 53 visitor spaces, 212 garage spaces, 210 driveway spaces and 2 offset driveway allocated parking spaces. The proposed development provides suitable carparking for residents and visitors and can appropriately cater for the demand expected. The development proposes for the townhouses to be serviced by kerbside refuse collection along both internal roads, and direct to townhouses fronting River Road and the new cul-de-sac off Bird Street. The internal road has been designed for appropriate access and manoeuvring from relevant standard waste collection vehicles.
2. Access, loading, servicing and parking arrangements are designed and located to: a. minimise conflict with pedestrians and cyclists, b. avoid dominance of streets and public spaces by access points, parking areas, loading facilities or service infrastructure, and	A Traffic Impact Assessment has been prepared and is attached in Appendix C. The internal layout of the development minimises conflict with pedestrians and cyclists with vehicles and servicing. The internal roadway will function as a low speed shared zone and the pedestrian route will be identified with a different colour/finish to enhance the shared zone within the site. These

c. integrate with quality built form outcomes, with visual and amenity impacts on streets, public spaces and adjoining land uses minimised.	pedestrian movement paths avoid conflict with refuse collection and vehicle movements to provide the best pedestrian safety and connectivity. Car parking areas are typically located internal to the site, with vegetated access ways off both River Road providing the main points of access, and avoiding dominance of access points. Local street amenity will be supported through direct connection of those townhouses fronting River Road and the new cul-de-sac off Bird Street and associated streetscaping.
3. Servicing, waste management and loading activities are, where practicable, accommodated on site and managed to avoid adverse impacts on traffic operations, pedestrian safety and amenity.	A Waste and Recycling Management Plan has been prepared and is attached in Appendix G. The development proposes for the townhouses to be serviced by kerbside collection. The internal road allows for access and manoeuvring from vehicles up to the size of a Waste Collection Vehicle
4.1.4 Community safety and development constraints	
1. Development protects the safety, health and wellbeing of occupants, users and the surrounding community, having regard to site-specific constraints, hazards and risks. 2. Development avoids, or where avoidance is not practicable, appropriately mitigates adverse impacts arising from existing or potential hazards, and demonstrates that acceptable safety and amenity outcomes can be achieved for the intended use.	The site is largely free of any mapped constraints. The norther portion of the site is identified within the Very Low Flood and Overland Flow Risk area of the Flood Risk and Overland Flow Overlay. The proposed development is compatible with the flood risk and HCE Engineers have confirmed that *runoff will not discharge over the eastern boundary where the overland flow path is mapped and hence there is no need to retain this area on the site for the passage of overland flow.* Refer to Appendix E for further details. Furthermore, the site has some very small areas identified as slope 15% to 25% within the Difficult Topography and Landslide Overlay. However these areas will be levelled off as part of the approved Operational works (Bulk earthworks) approval 8605/2025/CA.
4.1.4.1 Flood management and resilience	
Development and infrastructure ensure that flood risk to life, property, critical infrastructure and the environment is mitigated to an acceptable or tolerable level having regard to flood hazard, flood behaviour, vulnerability of land uses, the consequence of failure, and that risks are managed by: a. **ensuring habitable rooms, non-habitable areas, and essential services achieve acceptable levels of flood immunity,**	A Civil Engineering Assessment Report has been prepared and is attached in Appendix D. As noted above, the norther portion of the site is identified within the Very Low Flood and Overland Flow Risk area of the Flood Risk and Overland Flow Overlay. The proposed development is compatible with the flood risk and HCE Engineers have confirmed that *runoff will not discharge over the eastern boundary where the overland flow*

b. **mitigating flood risk through site planning, stormwater management, and appropriate finished floor levels,** c. **adapting built form and infrastructure using flood-resilient design measures such as elevated structures and water-resistant materials,** d. **providing car parking spaces in appropriate locations to meet flood resilient design outcomes and minimise risk to occupants and critical building systems,** e. providing for safe, reliable and timely evacuation and access for emergency services during flood events or where evacuation is constrained, appropriate planning for isolation or hindered evacuation, and f. ensuring flood management outcomes are coordinated at a precinct or catchment scale and do not result in unacceptable flood impact to surrounding areas, including changes to flood levels, flow paths, flood hazard or access during flood events.	*path is mapped and hence there is no need to retain this area on the site for the passage of overland flow.* Refer to Appendix D and E for further details.
4.1.4.2 Emissions	
1. Development avoids, minimises and mitigates adverse impacts from emissions, hazardous materials and pollutants on community safety, public health, residential amenity and the natural environment. 2. Development involving sensitive land uses demonstrates that exposure to emissions, noise, vibration or hazardous materials does not result in unacceptable risks to human health or safety.	Emissions, hazardous materials and pollutants are not expected to be released as part of the proposed development.
4.1.4.3 Acid sulfate soils	
Development on land affected by, or with the potential to be affected by, acid sulfate soils demonstrates that risks to human health, infrastructure and the environment are appropriately assessed and managed by: a. avoiding disturbance of acid sulfate soils where practicable, and b. where disturbance cannot be avoided, demonstrates that impacts can be mitigated through appropriate investigation, design and management measures.	If acid sulfate soils are identified on site, appropriate assessment and management measures will be used.
4.1.4.4 Contaminated land	
Development avoids, minimises and mitigates adverse impacts on people, property and the environment from contaminated land by: a. managing contaminated land and groundwater to ensure all land is suitable for its proposed future use, b. ensuring sensitive uses are to be protected from the impacts of previous hazardous activities, and c. ensuring that good practice management measures are implemented to prevent contamination spreading beyond its existing extent due to development activities.	The site is not identified on the CLR / EMR.

4.1.4.5 Noise	
Development is designed, sited and constructed to: a. mitigate exposure of occupants to noise impacts from: i. industrial noise sources, ii. airport and aviation facilities, iii. designated transport noise corridors, and b. achieve minimum acoustic environmental values for indoor and outdoor areas.	The proposed development is not exposed to industrial noise sources, airport and aviation facilities or designated transport noise corridors. Furthermore, the townhouses maintains a high standard of amenity and privacy for residents and adjoining dwellings with setbacks, landscaping treatment and other design considerations to achieve relevant acoustic values.
4.1.5 Infrastructure	
1. Infrastructure and services are integrated with development to: a. support the safe and effective functioning of the PPDA and surrounding areas, b. minimise adverse impacts on existing communities and infrastructure networks, and c. enable flexibility for future infrastructure augmentation, renewal and technology. 2. Development manages stormwater and surface water to: a. ensure discharge to a lawful point of discharge, b. protect water quality and receiving environments, and c. avoid worsening flooding, nuisance flows or drainage impacts on surrounding land and infrastructure.	The site is located within an urban area and can be connected to all required services as required. A Stormwater Management Plan has been prepared and is attached within Appendix E. Appropriate stormwater quality and quantity management measures are proposed to be incorporated within the development.

5.2.4 Precinct Provisions

As identified in section 4.2 of the draft PLUP identifies the development intent and indicative building heights for each precinct.

Precinct	Development Intent	Indicative Building Height
Bundamba	Medium density residential and neighbourhood centre	Up to 3 storeys

The proposed townhouse development is consistent with the development intent of the Precinct, with 212 x 2 storey townhouses proposed. The associated neighbourhood centre is understood to be being delivered separately.

5.3 Local Authority Assessment Guidance Material

Section 3.9 of the draft PLUP identifies that the draft PLUP prevails to the extent of any inconsistency with the relevant local planning scheme for the precinct.

Furthermore, it states that:

> *Where identified in a footnote of the PLUP, the Local Planning Scheme may be used as guidance material when assessing PDA development applications and applying the PPDA development requirements.*

In this instance the local planning scheme is the Ipswich City Plan 2025.

Within the draft PLUP, the following footnotes identify reference to the Ipswich City Plan 2025:

- Footnote 10 of section 4.1.1 Built form, urban design and public realm, references the "relevant Local Planning Scheme codes and policies" considered to be Multiple Dwelling and Accommodation Code, Landscape Code and Landscape Works Planning Scheme Policy in the Ipswich City Plan 2025;

- Footnote 11 of section 4.1.3 Access, parking and servicing, references the "relevant Local Planning Scheme codes and policies" considered to be Transport and Parking Code and Transport and Parking Planning Scheme Policy in the Ipswich City Plan 2025;
- Footnote 12 of section 4.1.4.1 Flood management and resilience, references the "relevant Local Planning Scheme codes and policies" considered to be General Works and Infrastructure Code and Flood Risk and Overland Flow Planning Scheme Policy in the Ipswich City Plan 2025; and
- Footnote 14 of section 4.1.4.3 Acid sulfate soils, references the "relevant Local Planning Scheme codes and policies" considered to be Earthworks Code in the Ipswich City Plan 2025.

Review of and response to the associated codes are addressed in Section 5.4.5 below and Appendix B-F noting how the proposal responds to the Ipswich City Plan 2025 guidance material.

5.4 Local Authority Assessment Benchmarks

Section 85(d)(i) of the ED Act identifies that for an application for which the relevant development instrument is a draft provision land use plan MEDQ can decide the application where:

(ii) both of the following apply—

(A) the development is categorised under a relevant local categorising instrument as assessable development requiring **code assessment**;
(B) if the development were assessed against the assessment benchmarks applying for the development under the relevant local categorising instrument, it would comply with all the assessment benchmarks

Detailed demonstration of consistency with the above is provided in the following sections.

5.4.1 Level of assessment under Ipswich City Plan 2025

Under Ipswich City Plan 2025, the proposal would have been code assessable.

5.4.2 Local Area Framework

Under Ipswich City Plan 2025, the site was located within Local Area Framework (LAF) 9 Bundamba and Surrounds. The Local Area Frameworks provided a more detailed localised integration and expression of the policies included in the Strategic Framework.

For the benefit of EDQ, a detailed assessment of the proposed development against the LAF is provided in **Appendix F – Code Compliance Statement**. It is noted that the proposal overarchingly is consistent with the Purpose and Overall Outcomes of the Local Framework in that it proposes infill residential development north of the Bundamba Railway Station and surrounding the Ipswich TAFE campus.

5.4.3 Zone

Under Ipswich City Plan 2025, the site was located within the Medium Density Residential Zone, refer to Figure 9 below.

The purpose of the Medium Density Residential Zone is to provide for medium density multiple dwellings. Moreover, the relevant overall outcomes for the Medium Density Residential Zone is to provide for *housing choice including a mix of well-designed, location-responsive mid rise multiple dwelling residential development* and *creates highly connected and walkable medium density local areas, which are people focused and contain a wide choice of medium density housing typologies*.

The proposed development is consistent with the purpose of the Medium Density Residential Zone through the provision of well-considered multiple residential development, providing for a range of 3 and 4 bedroom Townhouses in a mid-rise, 2-storey form.

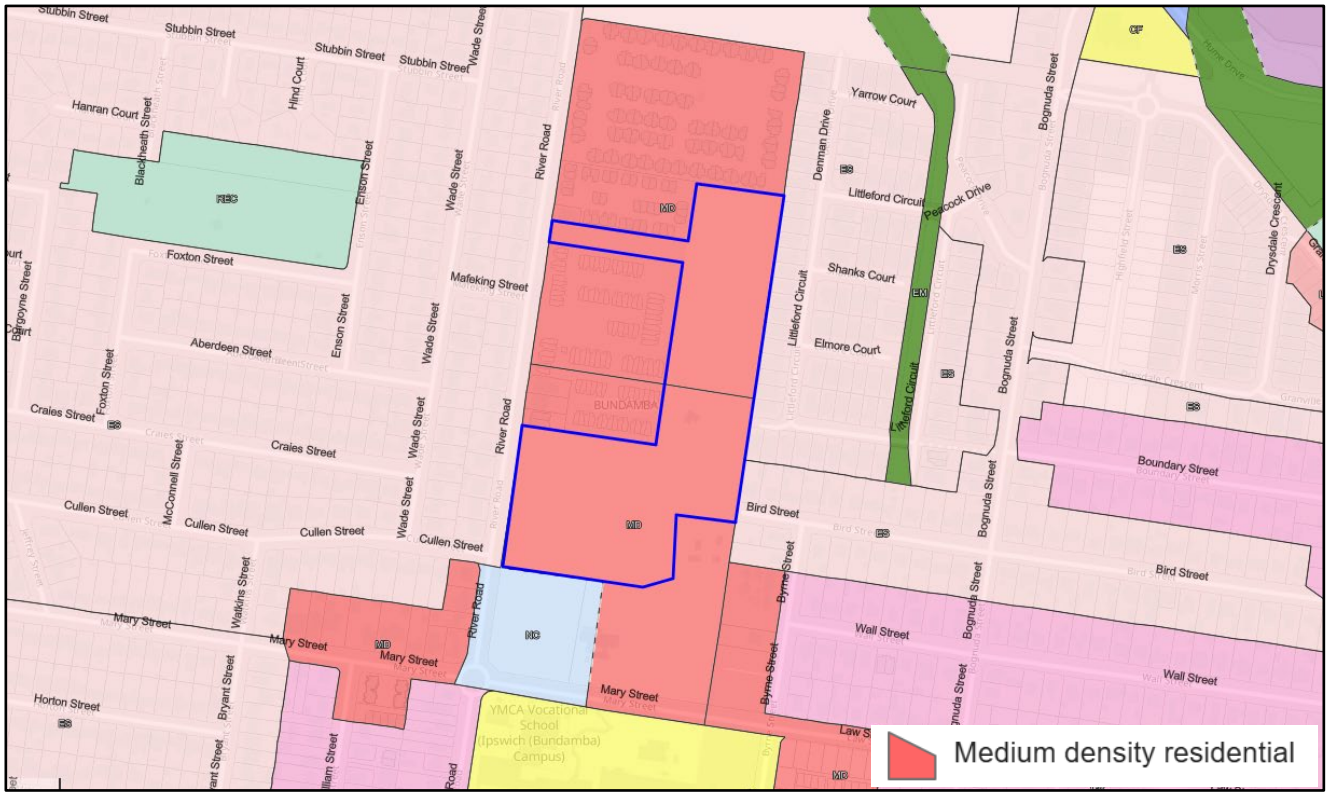


Figure 9 Zoning Map (Source: ICC Interactive Mapping)

Furthermore, the proposed development supports the relevant Overall Outcomes, as detailed below.

Relevant Overall Outcome	Applicant Response
Development Location and Uses	
a. Development is consistent with 7.3.4.3 – Expectations for Uses in the Medium Density Residential Zone.	The proposed development is for Multiple Dwelling (212 townhouses) which is consistent with the expectations for uses in the Medium Density Residential Zone.
b. Development provides for housing choice including a mix of well-designed, location-responsive mid rise multiple dwelling residential development.	The development proposes a mid rise Multiple Dwelling residential use which is well designed and responsive to the surrounding area.
c. Development creates highly connected and walkable medium density local areas, which are people focused and contain a wide choice of medium density housing typologies.	The proposed Multiple Dwelling provides a highly connect development to both commercial and community services as well as walkable layout that promotes a people focused residential community.
d. Development is located in walkable catchment of existing or future higher-order centres or mass transit stations in new communities that are planned and identified.	A parcel for future centre uses has been proposed as part of approval 8605/2025/CA. Further, public transport is located south of the site with the Bundamba Train Station and bus stops along River Road and Bryne Street.
e. Development allows for urban consolidation and better use of physical and social infrastructure, capitalising on the zone's strategic location and amenity and proximity to key destinations.	Capitalising on the strategic location and strong amenity of the site, the development provides for residential uses which are well connected by physical and social infrastructure.

f.	Development supports the creation of a walkable neighbourhood with the potential for residents to live within walking distance of regular public transport, nearby centres, recreational opportunities and community facilities, and reduces vehicle-based trips to work, shops or centres.	The site is well serviced by public transport, including both train and bus, as well as retail, by way of future retail uses, and community facilities, including Bundamba Tafe Campus and The Bremer Community Child Care Centre.
g.	Development retains an existing dwelling house that is located on land within the Character Places and Areas Overlay.	Not applicable – the site is not located within the Character Places and Areas Overlay.
h.	Development for alternative housing types, such as rooming accommodation, residential care facility or a retirement facility together with ancillary convenience activities and allied services (co-located care uses), is provided in a form consistent with the zone and provides housing diversity and enables people to find suitable accommodation throughout their life cycle.	Not applicable – alternative housing types are not proposed as part of this application.
i.	Development of complementary residential accommodation options including short-term accommodation support, and meet the needs of visitors to nearby destinations such as hospitals.	Not applicable – short-term accommodation uses are not proposed as part of this application.
j.	Development provides a general expectation of residential amenity by reflecting and supporting the level of comfort, quiet, privacy and safety, including impacts of glare, odour, light, noise, traffic, parking, servicing and hours of operation, reasonably expected within a medium density, but predominantly permanent, residential environment.	The proposed development reflects and supports the existing residential amenity in the surrounding Bundamba area. The Townhouse development proposes an internal layout that ensures carparking, traffic, servicing and light spill is contained internally where possible. The adjoining residential environment is not sought to be adversely impacted.
k.	Development is to comply with the Active Frontage Overlay.	Not applicable.
l.	Development accommodates a range of retail, commercial and community services to service the local community and centre uses.	As part of application 8605/2025/CA, proposed Lot 4 has been provided to accommodate retail and commercial uses. Further, Bundamba Tafe Campus and The Bremer Community Child Care Centre is within proximity to the site. Accordingly, the proposed development is well serviced by adjoining commercial and community uses.
m.	Compatible and individual small-scale non-residential uses are designed and are of a form to meet the preferred characteristics of the zone and local area and include uses that consist mainly of community activities, large-medium scale office activities, convenience retail, and: i. have a gross floor area of no more than 250m2 GFA; ii. serve local residents' day-to-day needs; and	Not applicable – non-residential uses are not proposed as part of this application.

iii. do not undermine the viability of a nearby centre.	
n. Development which would result in the co-location of new non-residential uses may only occur along an active frontage identified in the Active Frontage Overlay.	Not applicable – non-residential uses are not proposed as part of this application.
Development Form	
a. Development comprises medium rise, medium-high density residential buildings of predominantly apartment style multiple dwellings between 2 to 5 storeys in height, as identified in the Building Height and Density Overlay.	The proposed development is for Multiple Dwelling (212 townhouses) which provides medium rise and density residential dwellings. Further, the proposed density of 41.6 dwellings / ha aligns with the Building Height and Density Overlay. It is acknowledged that a portion of the site is included within both the 30-50 dwellings / ha and 50-75 dwellings / ha, however the development maintains the existing medium rise and density character of the surrounding area and provides a well-connected and serviced community.
b. Development contributes to a sense of enclosure at the street level provided by reduced building setbacks, with the constructed form being part of its character.	The proposed development includes varied setbacks to provide for variation in the built form and reduce bulk and scale from the street interfaces, including River Road. The development maintains the residential character of the surrounding area and contributes to an attractive streetscape.
c. Development provides for a building design that interfaces with the street and other adjoining public spaces, including via active uses at ground level, with parking located below or behind buildings which provides surveillance and encourages activation of parks and streets.	The development proposes to address to the street frontages to both River Road and Bird Street, while creating an attractive internal streetscape to provide casual surveillance.
d. Street interfaces and frontages are characterised by street trees which provide shade and character, footpaths and verge treatments suitable for walking and cycling trips and although pavements are shared with vehicles and other uses, vehicles are not given priority.	Planting is proposed along street frontages and internally within the development, refer to **Appendix B**. Street trees are provided to improve the streetscape, visual and climatic amenity. Pedestrian pathways are clearly defined throughout the development via edge and feature planting to delineate circulation areas.
e. Development is designed and constructed to: i. contribute to an attractive streetscape with priority given to pedestrians; ii. encourage passive surveillance of public spaces; iii. result in privacy and residential amenity consistent with the medium to high density residential character of the area; iv. orientate to integrate with the street and surrounding neighbourhood; and	The development has been designed to address the both the external street frontage to River Road and internally streets to provide passive surveillance within the townhouses. Planting has been designed to soften the development and shade the streetscape to provide an attractive and accessible internal network. Planting species have been chosen that are well suited to the local climate and provide visual screening and enhancing the privacy for adjoining residences.

	v. provide a diverse and attractive built form where buildings are located closer to the street and encourage active frontages.	
f.	Development provides for a building that incorporates a height and setback that: i. provides a sensitive transition at the edge of the Medium Density Residential Zone and adjoining lower-density zones or zone precincts; ii. responds to the existing and intended uses and built form in each particular adjoining zone; and iii. provides a graduation of density, increasing densities and height proximate to the focal point of the neighbourhood.	The proposed development provides a transition from the existing townhouse development to the west along River Road to the detached dwellings to the east. A two storey height limit is proposed to maintain the height of the surrounding area and responds to the existing built form. Varied setbacks are proposed to reduce the visual bulk and scale of the townhouses and maintain the privacy and amenity of the adjoining residential uses.
g.	Development supports a grid-based street pattern and connected in a way that makes it easy to navigate.	A grid based pattern has been provided within the internal layout of the proposed townhouse development.

5.4.4 Overlays

Under Ipswich City Plan 2025, the following overlays were applicable to the site:

Biodiversity

Part of the site was located within the Biodiversity Overlay. Of note, this vegetation has been approved by both Council and SARA for clearing as part of approval 8605/2025/CA. No further assessment is required.

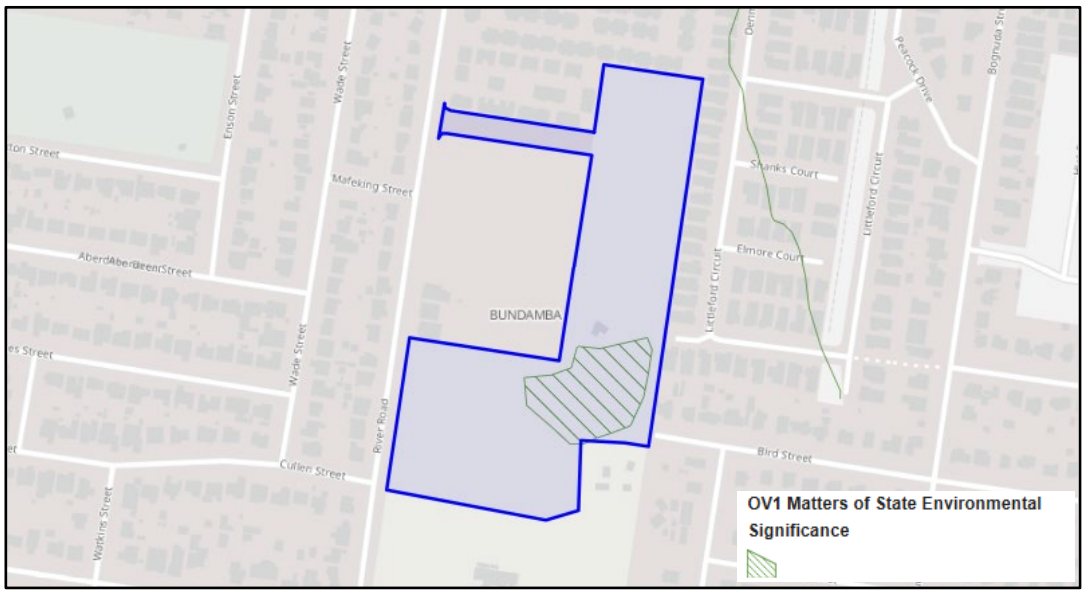


Figure 10 Biodiversity Overlay Map (Source: ICC Interactive Mapping)

Building Height Density

The site was spilt between 30-50 dwellings / ha (1-2 storeys) and 50-75 dwellings /ha (2-3 storeys) in the Building Height Density Overlay. The proposed development has a density of 41.6 dwellings / ha and a height of 2 storeys, which broadly algins with the Building Height Density Overlay and maintains the existing medium rise and density character of the surrounding area and provides a well-connected and serviced community.

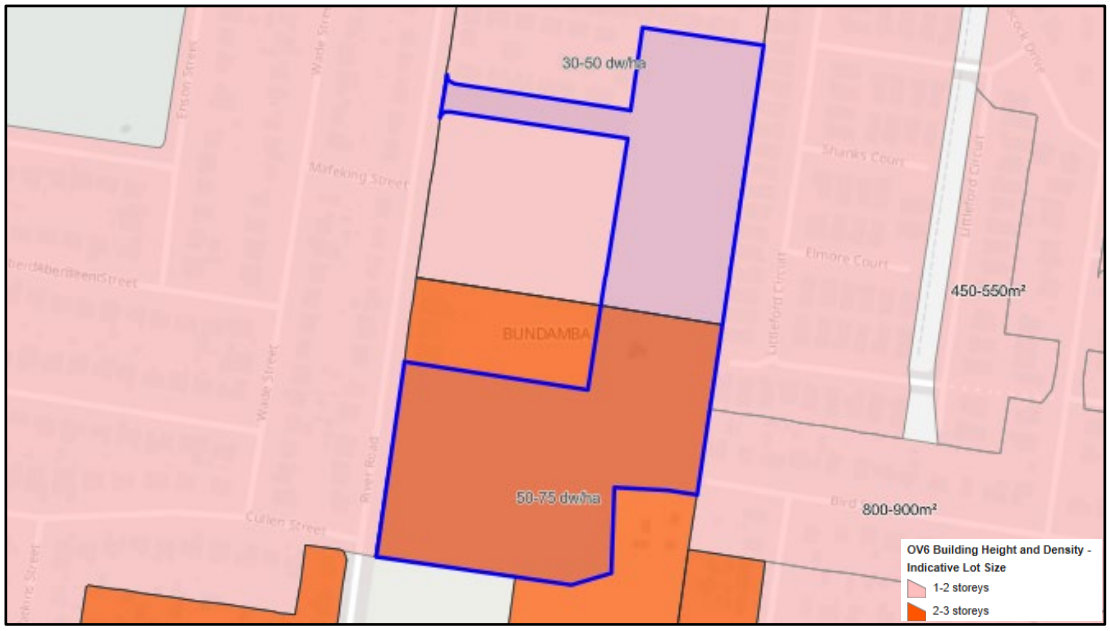


Figure 11 Building Height Density Overlay Map (Source: ICC Interactive Mapping)

Strategic Airports and Defence Activities Overlay

The site was identified within the RAAF Height Restriction zone 90m, the Wildlife Hazard Buffer Zone 13km, and the RAAF BRA AOI 90m AHD areas of the Strategic Airports and Defence Activities Overlay. A response to the Strategic Airports and Defence Activities Overlay Code is enclosed within **Appendix F**.

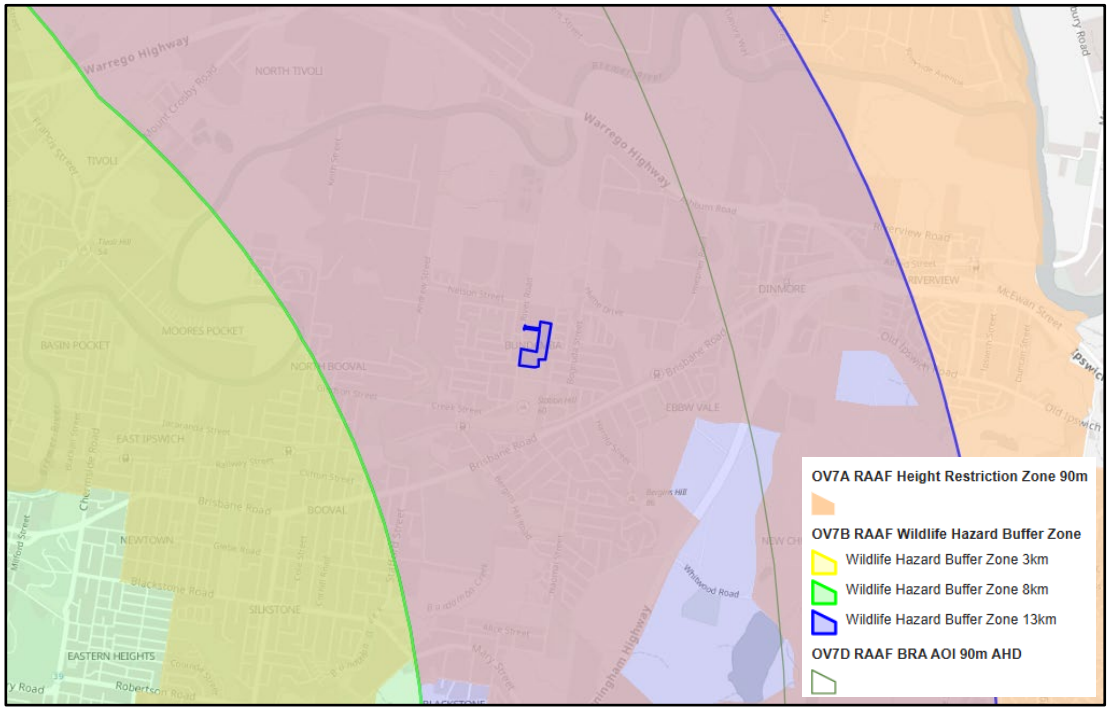


Figure 12 Airport Environs Overlays Map (Source: ICC Interactive Mapping)

Difficult Topography and Landslide

The site has some very small areas identified as slope 15% to 25% within the Difficult Topography and Landslide Overlay. Of note, these mounds were approved to be removed as part of the Operational Works (Bulk earthworks) portion of approval 8605/2025/CA. No further assessment is required. A response to the Difficult Topography and Landslide Overlay Code is enclosed within **Appendix D**.

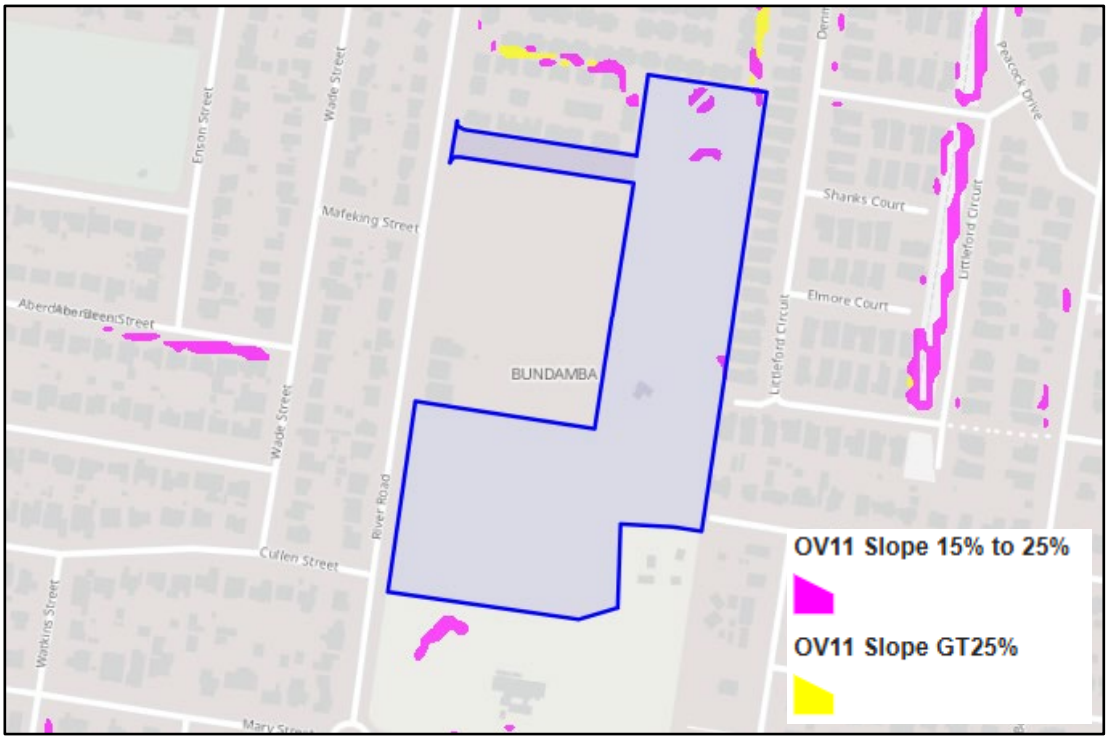


Figure 13 Difficult Topography and Landslide Hazard Overlay Map (Source: ICC Interactive Mapping)

Flood Risk and Overland Flow

The site was located within the Very Low Flood and Overland Flow Risk area of the Flood Risk and Overland Flow Overlay. A response has not been provided to the Flood Risk and Overland Flow Overlay has the proposed development is compatible with the flood risk. HCE Engineers have confirmed that *runoff will not discharge over the eastern boundary where the overland flow path is mapped and hence there is no need to retain this area on the site for the passage of overland flow.*

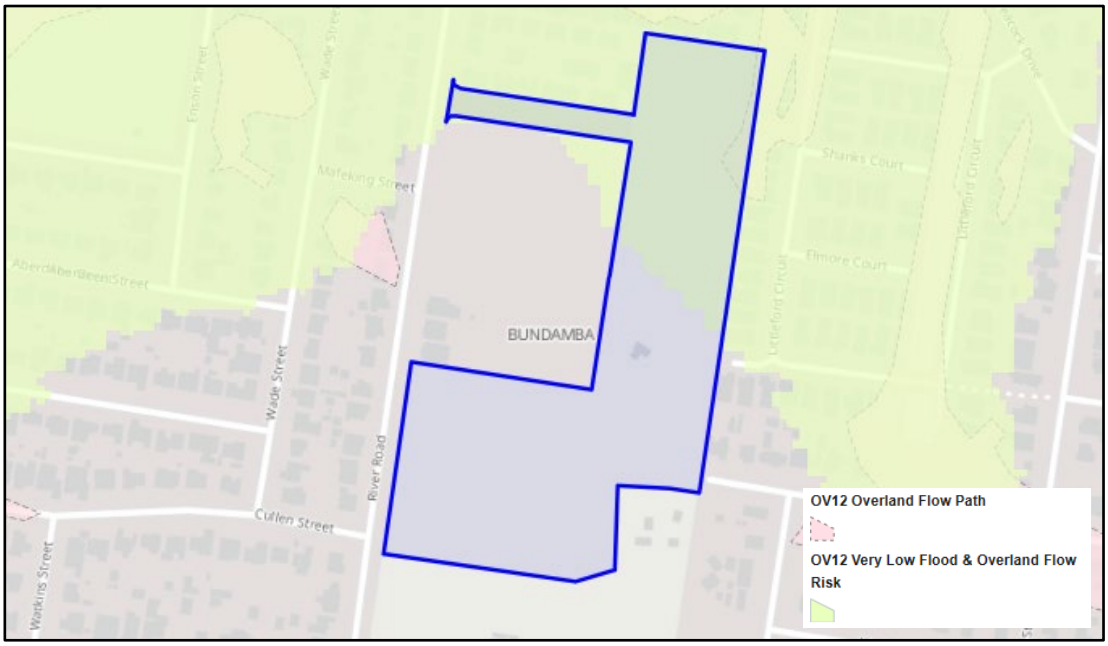


Figure 14 Flood Risk and Overland Flow Overlay Map (Source: ICC Interactive Mapping)

5.4.5 Applicable Assessment Benchmarks

Under Ipswich City Plan 2025, the following assessment benchmarks included in Table 4 below were formerly the identified assessment benchmarks. Where specific assessment benchmarks require further consideration, these are addressed in more detail in section 6 of this report.

Table 4 Relevant Codes

Assessment Benchmark		Response
Local Area Framework Code	Local Framework Area 9 Bundamba and Surrounds Code	**Appendix F** prepared by Tract Consultants
Use Code	Multiple Dwelling and Accommodation Code	**Appendix F** prepared by Tract Consultants
Development Codes	General Works and Infrastructure Code	**Appendix D** prepared by HCE
	Earthworks Code	**Appendix D** prepared by HCE
	Landscape Code	**Appendix B** prepared by AGLA
	Transport and Parking Code	**Appendix C** prepared by Colliers
Overlay Codes	Strategic Airports and Defence Activities Overlay Code	**Appendix F** prepared by Tract Consultants

5.4.6 Relevant Performance Outcomes

As demonstrated above and **Appendix B-F**, the proposed development is consistent with the relevant provisions of the Ipswich City Plan 2025. As discussed with EDQ, the following provides an overview of key instances where an Acceptable Outcomes are not achieved and alternative outcomes are proposed to satisfy the Performance Outcomes.

Setbacks

Acceptable Outcome AO3.1 of the Multiple Dwelling and Accommodation Code states that:

> ***AO3.1*** *Development is designed and constructed to be contained within the building envelope for the site created by applying:*
>
> *a. the maximum building height in the Building Height and Density Overlay Map;*
>
> *b. front, rear and side boundary setback requirements in Table 9.3.10.3.6;*
>
> *c. building separation requirements in Table 9.3.10.3.8;*
>
> *d. building height transitions specified in Table 9.3.10.3.9, where applicable;*

Table 9.3.10.3.9 notes the relevant setbacks as:

- Front – 5m
- Side – 1.5m
- Rear – 5m

The site setbacks have been calculated as per Figure 15 below and are as follows:

- Front – 5.4m **(compliant)**
- Side – 1.4m - 3m **(largely compliant)**
- Rear – majority of the rear boundary is 9.7m – 16.2m, two townhouses at the Bird Street cul-de-sac have a rear boundary of 3m **(largely compliant)**



Figure 15 Site Boundaries (Source: PZa)

The associated Performance Outcome PO3.1 states:

PO3.1 *Development height, bulk, scale, siting and layout ensures that:*

a. building height is consistent with the intended form and character of the local area including the predominant height of existing or approved buildings in the street;

b. where building height is greater than the acceptable outcome for building height on sites adjoining or opposite the subject site, the development sensitively reduces height towards site boundaries to a compatible scale to transition to the character of adjoining residential areas;

c. impacts on residential amenity and privacy from overlooking, visual dominance and overshadowing are minimised and adequate levels of natural light and breezes are maintained for habitable rooms and private and communal open space, for both the development and residences on adjoining and nearby sites;

d. sufficient visual and acoustic privacy is achieved between dwellings without reliance on screening;

e. the development is consistent with the setback pattern and contributes to the character of the streetscape; and

f. adequate landscape buffering is achieved, including the retention and provision of large shade trees in deep planting areas.

It is acknowledged that the proposed front setback is in accordance with the acceptable outcome. The side setback of 1.4m for the southern boundary, is marginally less at than the required 1.5m, however the adjoining land does not have development in proximity to this boundary and is part of the Tafe Queensland Bundamba Campus operated by the Department of Trade, Employment and Training. The development at this boundary is consistent with the intended height and form of development for the area, and will not impact on amenity, privacy or access to natural light and breezes, and is therefore consistent with PO3.1.

Additionally, the rear boundary of the development proposes varied setbacks, with the majority of the boundary adjoined by an internal road with a 9.7m setback to the site boundary, in excess of the requirements of AO3.1. Two (2) townhouses at the Bird Street cul-de-sac have a rear boundary of 3m, refer to Figure 16 below.



Figure 16 Site Boundaries - Rear (Source: PZa)

Whilst the boundary is considered the rear of the site, this setback operates as a side boundary to both the proposed townhouses and the adjoining existing residences. The adjoining residental blocks are also accessed off Bird Street and are in a noth-south orientation – mimicked by the proposed towhnouses in this area. Resulting, the proposed 3m setback in this location meets the requirements of PO3.1 in that it:

- is visually softened with planting and landscape treatment
- is supported by appropriately two-storey residential development;
- includes fencing to maintain residential amenity and privacy of the existing residential dwellings;
- is consistent with the existing built form and setback pattern of the surrounding area; and
- maintains the residential character of the streetscape.

6 Conclusion

Tract has prepared this PDA development application on behalf of AR Developments. It seeks approval for a Material Change of Use for Multiple Dwelling (212 townhouses) at 19 River Road Bundamba (formally described as Lot 1 on SP354857).

The establishment of the Land Activation Program (SEQ Tranche 2) PPDA supports the use of the site for infill medium density development, responding to the local context, and strong need for housing. The proposal has been assessed against, and is able to fulfil the requirements of, all relevant statutory planning instruments.

This proposal is supported from a town planning perspective for reasons that are set out in this report, these reasons in support of the proposal are summarised as follows:

- The Multiple Dwelling land use and residential density proposed is suitable for the site, compatible with the surrounding Bundamba community and consistent with the Draft PLUP and Planning Scheme.
- The use will provide a high-quality architectural development, and has been designed to provide a safe and efficient development for Bundamba.
- The landscaping throughout the development provides a high quality streetscape and softens the impact of built form along the street frontage.
- The Multiple Dwelling has provided sufficient car parking arrangements and will not cause traffic impact on the surrounding area.
- The stormwater infrastructure and services connections have sufficient capacity for the proposed Multiple Dwelling.
- Development of the site is a seamless continuation of the type, style and intensity of residential development approved within the surrounding area.

This report, and appended technical assessments, have demonstrated that the proposal is substantially compliant with the PPDA development requirements of the draft PLUP. The proposal has also been assessed and determined to be substantially compliant with the intents and code requirements of Ipswich City Plan 2025. All aspects of the proposal that do not fully adhere to the acceptable outcomes have appropriate justification for the performance outcomes proposed.

Accordingly, it is recommended that EDQ approve the proposed development, subject to reasonable and relevant conditions.

Appendices

Appendix A	Architectural Plans
Appendix B	Landscape Concept Plan
Appendix C	Transport Engineering Report
Appendix D	Civil Engineering Assessment Report
Appendix E	Stormwater Management Plan
Appendix F	Code Compliance Statement
Appendix G	Waste Management Plan prepared by Colliers
Appendix H	Service Advice Notice