Planning Assessment Report

PDA Development Application for a Development Permit for a Material Change of Use for Multiple Dwelling (216 townhouses)

46-56 Blinzinger Road, and 118 Wellington Street, Banyo

Prepared for AR Developments

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7 October 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

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46-56 Blinzinger Road, and 118 Wellington Street, Banyo

Project Number

726-0050-00-P-02

Revisions

No.	Date	Description	Prepared By	Reviewed By	Project Principal
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Application Details

Applicant	AR Developments Pty Ltd
Site Address	46-56 Blinzinger Road, and 118 Wellington Street, Banyo
Lot Description	Lots 1 and 2 on RP124669 and Lots 1 and 2 on RP82824
Total Site Area	6.4 ha
Development Area	4.85 ha
Local Government Area/Assessment Manager	Economic Development Queensland
Current Site Use	Vacant land. Historically used as an Energex depot site
Tract Contact Details	Katherine Matthews katherinematthews@tract.net.au 0411 366 115
Tract Reference Number	726-0050-00-P-02

Permit Details

Development	Development Permit for a Material Change of Use for Multiple Dwelling (216 units)
Category of Development	Assessable Development

1 Introduction

Tract Consultants Pty Ltd (Tract) have been engaged by AR Developments Pty Ltd (the Applicant) to prepare and lodge a PDA development application in support of the development of 216 townhouses at 46-56 Blinzinger Road, and 118 Wellington Street, Banyo.

The PDA development application seeks approval for the following aspects of development:

- Development Permit for a Material Change of Use (216 townhouses)

A management subdivision is currently under assessment by Economic Development Queensland (Application No. DEV-2026-BAN-5069) to create three development parcels over the site. The proposed townhouse development is located within proposed Lot 100, and the associated servicing considers development across the whole of the site.

The site forms part of EDQ's Land Activation Program (LAP) and was announced as part of the Banyo Precinct of the Land Activation Program (SEQ Tranche 1) 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 Provisional Land Use Plan (PLUP) is the key planning document for the PPDA. The proposed development is identified as Assessable Development under the PLUP.

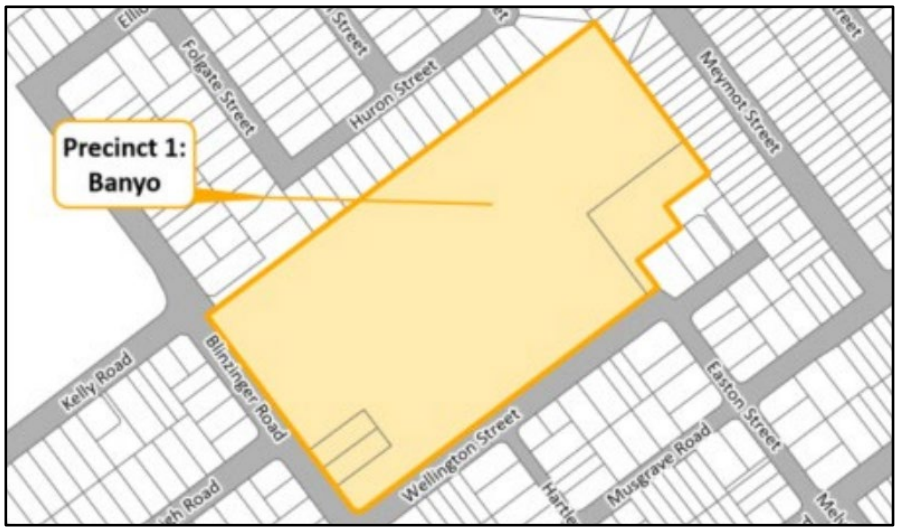


Figure 1 PPDA Boundary (Source: EDQ)

This Town Planning Report addresses the merits of the proposed development with regard to the PLUP and the relevant provisions of the ED Act. This report provides the Applicant's assessment against these provisions.

This report is accompanied by and should be read in conjunction with the following drawings and technical reports:

- PDA Development Application Form and signed Owner's Consent.
- Architectural Plans prepared by AR Developments Pty Ltd (**Appendix A**).
- Concept Landscape Plans prepared by Andrew Gold Landscape Architecture (**Appendix B**).
- Traffic Impact Assessment prepared by Lambert & Rehbein (**Appendix C**).
- Civil Engineering Assessment Report prepared by HCE Engineers (**Appendix D**).
- Stormwater Management Plan prepared by HCE Engineers (**Appendix E**).
- Waste and Recycling Management Plan prepared by Lambert & Rehbein (**Appendix F**).
- Contaminated Land and Site Suitability Assessment prepared by Prensa (**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 46-56 Blinzinger Road, and 118 Wellington Street, Banyo, with the proposed townhouses contained within proposed Lot 100 (currently made up of 56 Blinzinger Road, and 118 Wellington Street) as shown in Figure 2 below.



Figure 2 Locality Plan (Source: AR Developments Pty Ltd)

2.1 Existing Site Characteristics

The existing site characteristics are detailed in Table 1 below.

Table 1 Site Details and Characteristics

Land Ownership	Energex Limited A.C.N. 078 849 055
Land Tenure	Freehold
Easements	Easement A on SP294937 is noted on title. Refer to section 2.2 below and attached title documentation for further details.
CLR / EMR	The site is listed on the Environmental Management Register, refer to section 2.3 below and attached title documentation for further details.
Heritage / character	The site is not identified as having any heritage or character values. The site is adjacent to a local heritage place under the *Brisbane City Plan 2014* at 62

	Blinzinger Road. The proposed development will not impact on the local heritage values.
Topography	The site is relatively flat
Vegetation	The site is largely cleared of vegetation, with existing street trees along both frontages.
Waterways, wetlands, flooding	The site does not contain any waterways or wetlands. Flooding in the vicinity of the site is noted by HCE Engineers and this is further examined in the flood report supporting **Appendix E – Stormwater Management Plan**.
Services	The site is located within an urban area and can be connected to all required services as required.
Roads	The site has approximately 280m of frontage to Wellington Street, and 180m of frontage to Blinzinger Road.
Public and Active Transport	The site is located 475m from Banyo Station, and active transport opportunities are provided in the form of footpaths.
Major Electricity Infrastructure	The site contains a small easement on the western frontage with Blinzinger Road for Energex power supply infrastructure.

2.2 Easements and Encumbrances

As noted on Title, the site is impacted by Easement A on SP29437 for electricity purposes (existing pad-mount transformer), as shown in Figure 3:

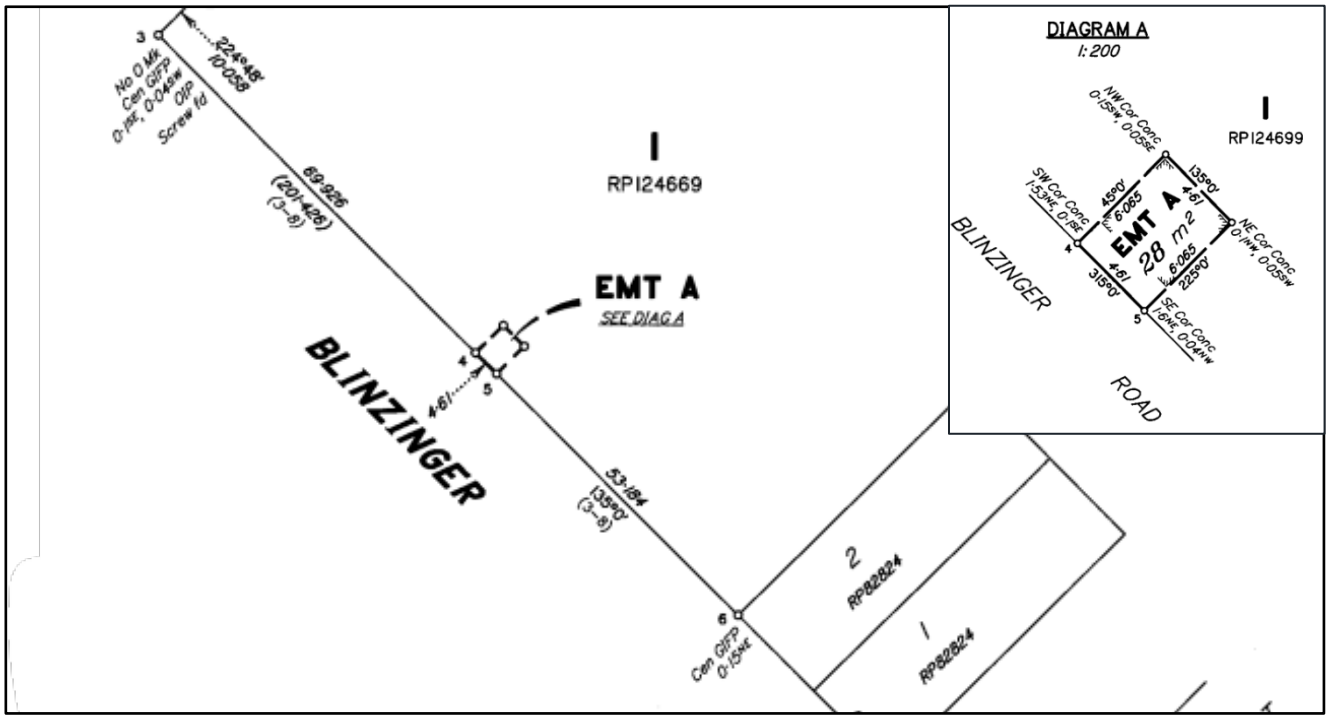


Figure 3 Easement (Source: Registered Easement Plan)

Easement	Benefiting	Burdening	Purpose
717949721	Energex Limited A.C.N 078 849 055	Lot 1 on RP124669	Supply of electricity

The proposed townhouse development is located outside of the easement areas, and will not impact the existing easement. As such the owner's consent is not required.

2.3 Contaminated Land Register / Environmental Land Register

The site is not listed on the Contaminated Land Register. Part of the site is listed on the Environmental Land Register:

- Lot 1 on RP124669: presence of Petroleum product or oil storage, electrical transformers, waste storage, treatment or disposal, and hazardous contaminants (EMR Site ID 2639).
- Lot 2 on RP124669: presence of hazardous contaminants in groundwater (EMR Site ID 199116.

Soil contamination was previously present at the site and were undertaken between 2016 and 2022 to remediate soil contaminants to levels below the National Environment Protection Measure (NEPM) Health Investigation Level (HIL) guidelines for low density residential land.

As further detailed in section 4.3 below and **Appendix G – Contaminated Land and Site Suitability Assessment** prepared by Prensa, the proposed townhouse development is consistent with the approved Site Management Plan (SMP) in that it provides for an approved Land Use B and ensures that the residual groundwater contamination identified at the site will continue to be appropriately managed and that all potential exposure pathways to future residents and site users are effectively eliminated or controlled.

2.4 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.



Figure 4 Surrounding Land Uses (Source: Onemap)

The site formerly operated as an Energex Depot site and is located in proximity to services including public transport, schools, and retail / commercial facilities. The current land uses surrounding the site include:

- North – Residential dwellings are located immediately north, and the Virginia Golf Course and the Geebung Industrial area are further afield.
- East – Residential dwellings and Meymot Street are located directly east, with the Banyo Bowls Club, Banyo Train Station, and a local centre in proximity.
- South – Directly south is Wellington Street and residential dwellings. Further afield is the Virginia Industrial Area, and to the southeast is Brisbane Airport.
- West – Directly west is Blinzinger Road and residential dwellings. The Virginia Golf Club and Virginia Train Station are located further afield.

3 Background

A summary of the site's application history and prelodgement meetings is outlined below.

3.1 Application History

A management subdivision is currently under assessment by Economic Development Queensland (Application No. DEV-2026-BAN-5069) to reconfigure the four (4) existing lots into three (3) development parcels, refer to Figure 5 below.

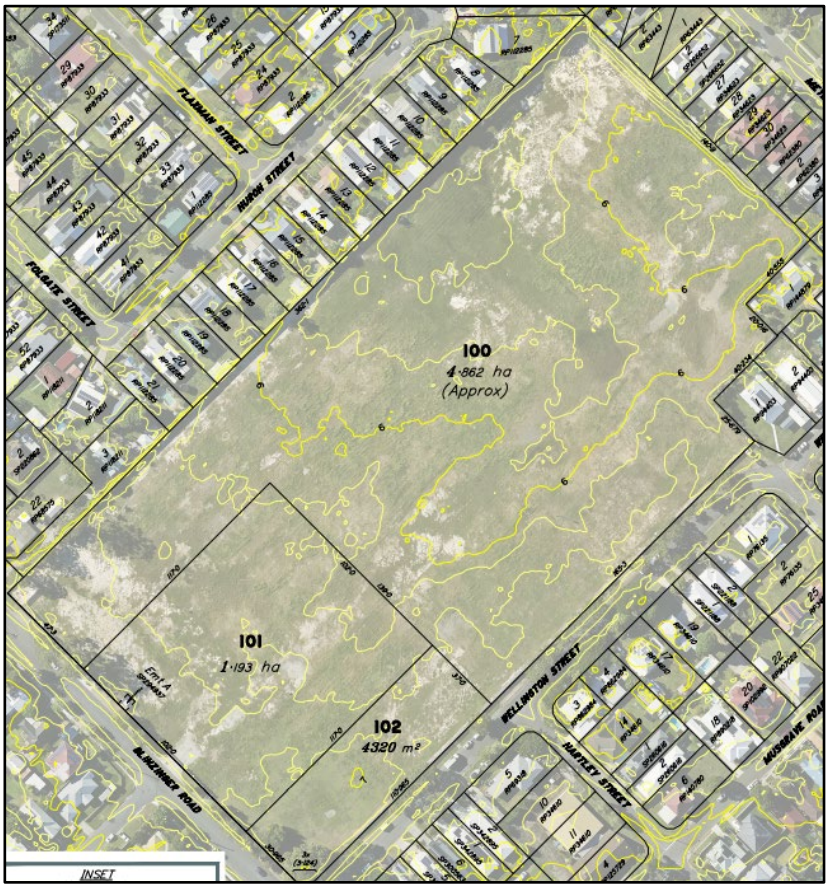


Figure 5 RAL Proposal Plan (Source: Saunders Havill)

3.2 Prelodgement Meeting

The Applicant has led ongoing, detailed engagement with EDQ to progress the design of the site and resolve key development considerations. As part of this engagement, the following key changes were made as requested by EDQ:

- Revised entry location off Wellington Street (shifted to the western boundary of the site to provide a 4-way intersection with Wellington Street and Hartley Street);
- Enhanced setbacks to the east;
- Inclusion of additional landscaping areas through the development, including along the northern boundary, and along the entry driveway off Wellington Street;
- Expansion of the communal open space area;
- Removal of all car parking along the northern boundary;
- Annotation of key landscaping and feature tree locations across the site; and
- Reconsideration of key pedestrian movement pathways into and around the site.

4 Proposal

The following section provides an overview of the proposed townhouse development, including the key matters for discussion 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 (216 townhouses) across five (5) stages on land at 56 Blinzinger Road, and 118 Wellington Street, Banyo. The proposal provides for thoughtfully designed, high-quality townhouses in a considered layout across a well-located site within Banyo.

Development Plans are enclosed within **Appendix A – Architectural Plans**. The overall townhouse masterplan is included in Figure 5 and 6 below.

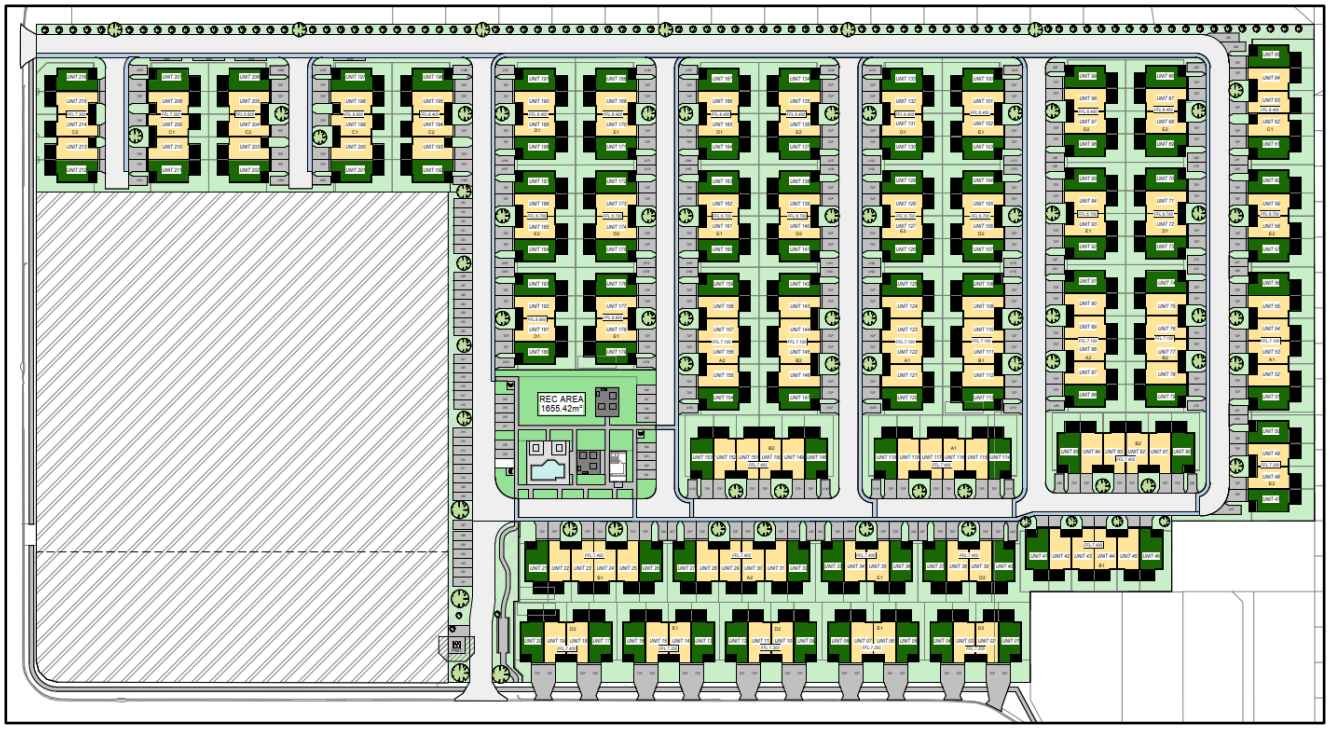


Figure 6 Proposed Masterplan (Source: AR Developments Pty Ltd)

The proposed staged development includes clusters of attached townhouses across ten (10) different design typologies, with a central communal open space area. The main access to the site is proposed to the south along Wellington Road, with a secondary access from the western boundary of the site off Blinzinger Road.

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:

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

The townhouses are two storeys in height, presenting to Wellington Road, Blinzinger Road and internally within the development.

The development proposes an expansive 1,655m^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 Wellington Road, with visitor car parking spaces in proximity to ensure ease of access.

A total of 546 car parks are proposed as part of the townhouse development, made up of 50 visitor spaces (including 2 PWD), 216 garage spaces, 203 driveway spaces and 77 unit allocated parking spaces, ensuring that sufficient parking is provided for both future residents and visitors.

Refuse collection is proposed to be undertaken via wheelie bins from the kerbside both internally (within the site) and externally (along Blinzinger Road and Wellington Road).

Proposal Details

It is proposed that the townhouses, associated communal areas and car parking developed over five (5) stages as shown on the staging plans enclosed within **Appendix A – Architectural Plans** and as identified below in Figure 7.

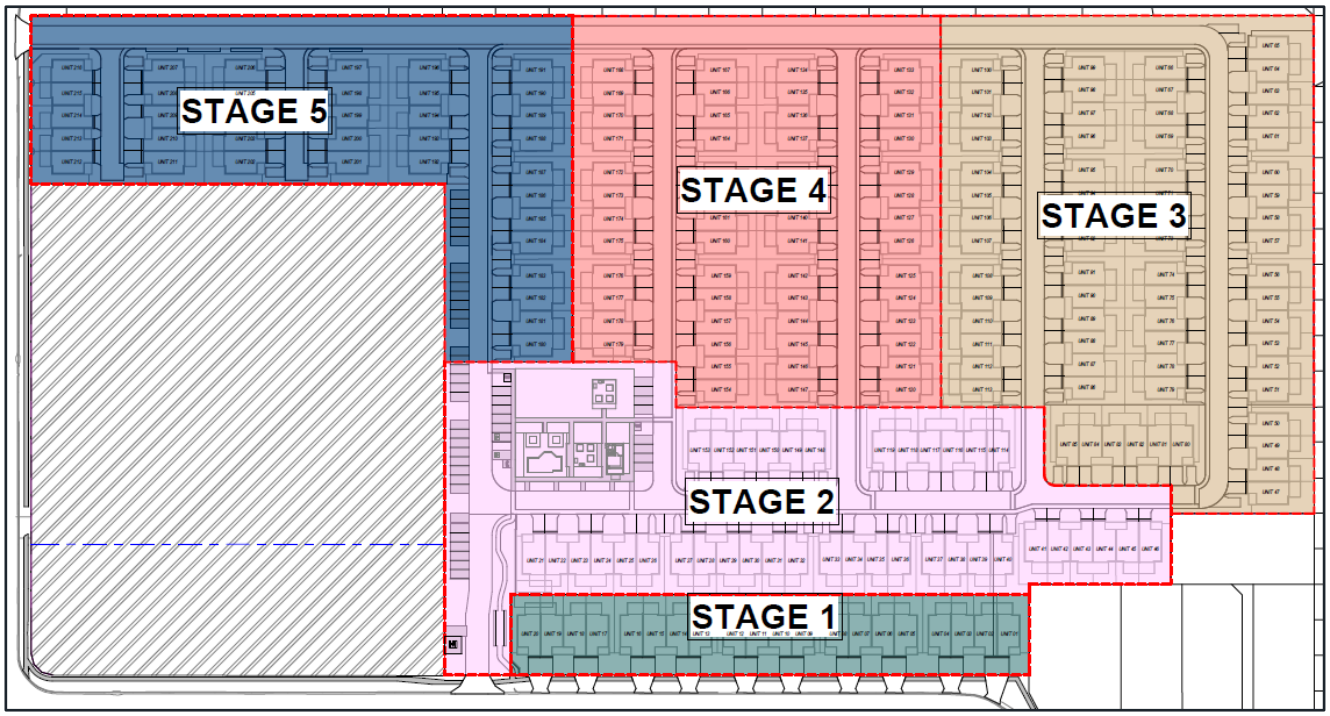


Figure 7 Staging Plan (Source: AR Developments Pty Ltd)

The key development components are outlined in Table 2 below.

Table 2 Proposed Development Details

Component	Proposed Development
Number of Dwellings	216
Stages	Stage 1 • 20 townhouses Stage 2 • 38 townhouses • 33 visitor car spaces • Communal open space • Associated internal roads Stage 3 • 67 townhouses • 1 visitor car space • Associated internal roads Stage 4 • 54 townhouses

	• Associated internal roads Stage 5 • 37 townhouses • 15 visitor car spaces • Associated internal roads
Density	44.5 dwellings / ha
Maximum Building Height	2 storeys
Site Cover	34.7%
Setbacks	• Front (Blinzinger Road) – 2.4m-5.4m • Front (Wellington Road) – 4.9m-5.4m • Side (north) – 5.7m-12m • Side (east) – 2.4m-6.8m
Private Open Space	An average of 42m^2 per dwelling
Communal Open Space	1,655m^2
Resident Car Parking	Total – 496 spaces, including: • Garage – 216 spaces • Driveway – 203 spaces • Unit Allocated Parking – 77 spaces
Visitor Car Parking	Visitor – 50 spaces (including 2 PWD)

4.2 Landscape Design

A Concept Landscape Plans have been prepared by AGLA (**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, refer to Figure 8 below.



Figure 8 Landscape Masterplan (Source: AGLA)

Overarchingly the design provides for:

- A leafy subtropical character created by a green, garden-oriented residential environment that reflects Banyo's established landscape identity.
- A strong tree canopy framework by proposing large-canopy and flowering trees to provide shade, visual amenity, seasonal interest and long-term landscape maturity.
- Landscaped internal streets, incorporating avenue planting to soften built form, improve pedestrian comfort and establish a cohesive streetscape character.
- Private courtyard landscaping which delivers attractive and functional private open spaces with layered planting for privacy, shade and amenity.
- A large, central communal open space in the form of a landscaped recreation hub with a swimming pool, seating areas, barbecue facilities and gathering spaces.
- Active recreation areas including a large kick-and-throw lawn for informal recreation, play and community use.
- Climate-responsive planting which selected species suited to Brisbane's subtropical climate to maximise shade, durability and long-term greenery.
- High-quality residential amenity to enhance liveability through generous landscaping, mature canopy cover and well-integrated private and communal open spaces.

The proposed landscape concept plan has been prepared in conjunction with the civil engineering plans and with reference to the approved Site Management Plan. Refer to **Appendix B** for further details.

4.3 Contaminated Land and Site Suitability Assessment

A Contaminated Land and Site Suitability Assessment prepared by Prensa is included at **Appendix G**. This report confirms that the proposed townhouse development *provides a level of environmental protection that is equivalent to, and in several respects more conservative than, the requirements for the approved land use scenarios stated in the SMPs*, and *complies with the Site Management Plan.*

More specifically it:

- Represents a land use outcome that is consistent with the objectives of the approved Site Management Plan (SMP)
- Achieves the level of environmental protection that is required for the approved Land Use B designation.
- Incorporates a range of engineered and administrative controls that eliminate potential human exposure pathways associated with residual site contamination and, in several respects, exceed the management measures contemplated by the SMP.
- Confirms that the required groundwater monitoring wells will maintained throughout the construction phase to enable ongoing monitoring as required. Wells are generally located outside of building footprints and the report nominates specific construction protocols to be observed.

Whilst not required to render the site suitable for residential occupation and although existing site soils already satisfy the most conservative residential assessment criteria, AR Developments propose to import and place a minimum 400 mm layer of validated clean fill (comprising structural fill and topsoil) across the site, with some areas receiving up to 2.0 metres of imported clean fill as part of the site's earthworks strategy. Providing an additional level of protection beyond the requirements of the SMP.

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

4.4 Traffic Impact Assessment

A Traffic Impact Assessment has been prepared by L&R (**Appendix C**). The report assesses the potential impact that the proposed development could have on the external road network surrounding the site, and utilises the Transport, Access, Parking and Servicing Planning Scheme Policy as a guide as required by the PLUP.

The key outcomes and conclusions of this report are summarised as follows:

- The proposed development will gain access to the external road network via two 6.5m wide Type B2 crossovers onto Blinzinger Road (left in, left out) and Wellington Street (all movements) which have been designed in

accordance with BCC's Standard Drawing BSD-2021, with signage and pavement marking noted on plans. The Wellington Street access is located at EDQ's request and will operate as a four-way intersection with Hartley Street – consistent with BCC's Infrastructure Design Planning Scheme Policy on minor roads.

- Units 1 – 20 will gain direct access onto Wellington Street, a 'Neighbourhood Road' with direct lot access permitted and the proposed driveways will be designed in accordance with BCC's Standard Drawing BSD-2022.
- The proposed internal network will be designed as 6.5m wide private road and will provide direct lot access for Units 21-216. The internal network has been designed to ensure sufficient space for BCC's side loading Refuse Collection Vehicle (RCV), and swept paths are provided within the report.
- The proposal meets the total minimum car parking requirement (532 spaces, including 54 visitor bays) through the provision of 496 residential spaces and 50 visitor spaces (including 2 PWD). While the development proposes a shortfall of four (4) visitor parking spaces, the additional residential spaces allocated across the site is expected to cater for the visitor demand, and therefore the on-site parking allocated is anticipated to accommodate the design peak parking demand without any overflow of car parking to an adjacent premises or adjacent street in accordance with PO13 of the TAPS Code.
- A bicycle parking areas will be included within the garage of each dwelling unit, and 18 visitor bicycle parking spaces will be provided across the site.
- Pedestrian access to the proposed site will be provided via pathway connections to both Blinzinger Road and Wellington Street. The proposed development will also provide external pedestrian pathways along the development sites frontage on both Blinzinger Road and Wellington Street, which ultimately provide pedestrian connection to the nearby Banyo Train Station.
- A 1.2m wide pedestrian route is proposed internally within the site, marked within the 6.5m wide private internal roadway. The internal roadway function as a low speed shared zone and the pedestrian route will be demarcated by a different colour/finish. The route itself avoids conflict with refuse collection and provides the best pedestrian safety and connectivity.
- With regards to traffic generation, it is understood that the adjoining developments will likely consist of 180 aged care units and 64 apartments. Traffic generated by these developments has been incorporated into the designed traffic scenario for the purpose of analysis, and the results confirm that the Blinzinger Road/Wellington Street intersection, Blinzinger Road/St Vincents Road intersection and St Vincents Road/Easton Street/Melville Place intersection meet the requirements for priority-controlled intersection in both peak periods, with the development generating traffic in acceptable increases in degree of saturation, average delay and queue lengths on all approaches.

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

4.5 Waste and Recycling Management Plan

A Waste and Recycling Management Plan has been prepared by L&R (**Appendix F**). The report details the proposed development's waste generation, disposal, storage, transfer and collection areas across its operation, and associated operational and design requirements, including swept path plans. The report addresses the requirements of Brisbane City Council' Schedule 6 Planning Scheme Policy - SC6.26 Refuse Planning Scheme Policy.

The report notes that:

- The proposal is intended to be service by standard Council collection services with the bins collected from the kerbside of the private roads within the development.
- Residents will transport the appropriate bin (weekly for general waste and fortnightly for recycling/green waste) to their designated collection point, directly in front of their dwelling the majority of residents.
- Bins are to be collected on the days in which BCC allocate the service to the area. One collection per week for general waste and one collection per fortnight for recycling and if required, green waste (alternating).
- Collection activities will not interfere with pedestrian or residential pathways, with minimal impediment on traffic flow.

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

4.6 Civil Engineering Assessment Report

A Civil Engineering Assessment Report has been prepared by HCE Engineers (**Appendix D**) in support of the development. It concludes that reasonable and relevant conditions can be applied to the development approval to achieve compliant and adequate servicing of the development. Key outcomes of this report include:

- The site can be connected to appropriate water, sewer, electrical and stormwater infrastructure.
- The vicinity of the site is impacted by flooding from Downfall/Nundah Creek, and a report has been prepared by DC Flood Engineering that examines existing and developed flooding conditions and provides commentary on minimum habitable floor levels.
- The existing concrete block retaining wall along the north western site boundary is to be retained.
- Earthworks will grade the development site from southeast to northwest to facilitate stormwater drainage to the existing infrastructure in the site. Appropriate erosion and sediment control measures can be prepared and implemented on site during construction activities.
- Existing crossovers will be removed with new 6.5m wide crossovers to both Wellington Road and Blinzinger Road proposed. New footpaths are proposed along the site frontage.

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

4.7 Stormwater Management

A Stormwater Management Report has been prepared by HCE Engineers (**Appendix E**) in support of the development. It confirms that:

- The proposed stormwater management system will manage runoff from the development in accordance with relevant guidance material, including Brisbane City Council's Infrastructure Design Planning Scheme Policy.
- Stormwater discharge will occur via existing Council drainage infrastructure traversing the site, supported by a network of on-site detention tanks to mitigate peak flows and maintain lawful discharge.
- A total detention storage volume of approximately 1,975m³ is proposed across five detention tanks to minimise downstream flooding impacts.
- Stormwater connections will be provided for relevant upstream properties, with easements proposed where required.
- External stormwater inflows and flooding impacts have been assessed and incorporated into the drainage design.
- Detailed 2D/1D TUFLOW modelling demonstrates that the development is not expected to create adverse off-site flooding or drainage impacts.
- MUSIC modelling confirms the development meets or exceeds all State Planning Policy stormwater quality targets, including reductions for total suspended solids, total phosphorus, total nitrogen and gross pollutants.

Overall, the report concludes that the proposed stormwater quantity and quality management measures are sufficient to support the 216-townhouse development without causing unacceptable impacts on the surrounding stormwater network or receiving environments.

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

5 Planning Framework

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

5.1 Economic Development Act 2012

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.

The Land Activation Program (SEQ Tranche 1) Provisional Priority Development Area (PPDA) was declared by regulation on 29 May 2026 and regulates development in the PPDA, alongside the Land Activation Program (SEQ Tranche 1) Provisional Land Use Plan (PLUP).

5.2 State Interests

In accordance with the PLUP, relevant State interests have been considered and will form part of the assessment of a PPDA development application.

The State Planning Policy (SPP) and State Development and Assessment Provisions (SDAP) identify if a state interest is relevant to this PDA development application. Accordingly, a review of the SPP and SDAP has been undertaken to assess if a state interest is applicable to the assessment of the PDA development application.

The site is identified within the Flood hazard area - local government flood mapping area on SPP mapping. This is integrated into the *Brisbane City Plan 2014*, which provides refined flood mapping. A very minor portion of the western corner of the site is impacted by creek/waterway flood planning area 5 (the lowest category). The site is not within any overland flow paths. Flooding in the vicinity of the site is noted by HCE Engineers and this is further examined in **Appendix E – Stormwater Management Plan** as a supporting appendix, but notwithstanding, no dwellings are proposed within the identified area, and flood free access will be provided to the site via Wellington Street and Blinzinger Road.

5.3 Provisional Land Use Plan

The Land Activation Program (SEQ Tranche 1) Provisional Land Use Plan (PLUP) came into effect on 24 August 2026 and establishes the planning framework for four precincts, including Banyo. 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.

5.3.1 Land Use Definition

In accordance with schedule 24 of the *Planning Regulation 2017*, a Multiple Dwelling is defined as

a) *means a residential use of premises involving 3 or more dwellings, whether attached or detached; but*
b) *does not include build to rent housing.*

5.3.2 Category of Assessment

In accordance with section 1.6 and schedule 1 of the PLUP, the proposed development is identified as PDA Assessable Development.

5.3.3 Public Notification

In section 3.4 of the PLUP, it is identified 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 has been confirmed by EDQ that public notification is not required as part of this application.

5.3.4 Vision

Precinct 1, Banyo, will transform the long standing vacant former Energex Depot site into an integrated, medium density residential precinct that delivers much needed housing while responding to the established amenity and suburban context of the surrounding neighbourhood.

The proposed 216 townhouses meets the overall vision for Precinct 1 – Banyo. 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. The townhouse development creates a highly connected, serviced, and walkable development, with pedestrian connectivity, planting and landscape screening, and generous open spaces including both communal and private areas.

5.3.5 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 Banyo 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 and activation of public spaces, c. 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 d. responding to the subtropical climate 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 Wellington Street and Blinzinger Road 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 2.4m to the east and 5.7m to the north. 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 1,655m^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 42m^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 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 d. supports sub-tropical planting and the establishment of large subtropical shade trees where feasible.	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 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 – one off Wellington Street and one off Blinzinger Road. Enhanced pedestrian connections in the form of pathways are proposed along the full length of the Wellington Street and Blinzinger Street frontages, 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 F**. A total of 545 car parks are provided as part of the Townhouse development, made up of 49 visitor spaces, 216 garage spaces, 203 driveway spaces and 77 unit 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 Wellington Street and Blinzinger Road. The internal road have been design 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 c. integrate with quality-built form outcomes, with visual and amenity impacts on streets, public spaces and adjoining land uses minimised.	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 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 Wellington Street and Blinzinger 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 Wellington Street and Blinzinger Road 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 F**. 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. A very minor portion of the western corner of the site is impacted by creek/waterway flood planning area 5 (the lowest category). The site is not within any overland flow paths. Flooding in the vicinity of the site is noted by HCE Engineers and this is further examined in **Appendix E**, but notwithstanding, no dwellings are proposed within the identified area, and flood free access will be provided to the site via Wellington Street and Blinzinger Road. Furthermore, the proposed development is consistent with the requirements of the Site Management Plan as addressed in **Appendix E**. Refer to the Civil Engineering Assessment Report at **Appendix D** and Contaminated

	Land and Site Suitability Assessment at **Appendix G** for further details.

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, 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.	A Civil Engineering Assessment Report has been prepared and is attached in **Appendix D**. A very minor portion of the western corner of the site is impacted by creek/waterway flood planning area 5 (the lowest category). The site is not within any overland flow paths. Flooding in the vicinity of the site is noted by HCE Engineers and this is further examined in **Appendix E**, but notwithstanding, no dwellings are proposed within the identified area, and flood free access will be provided to the site via Wellington Street and Blinzinger Road.

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.	A Contaminated Land and Site Suitability Assessment has been prepared and is attached in **Appendix G**. It is demonstrated that the *proposed townhouse development is consistent with, and satisfies, the objectives and requirements of the approved Site Management Plan (SMP) by ensuring that the residual groundwater contamination identified at the site will continue to be appropriately managed and that all potential exposure pathways to future residents and site users are effectively eliminated or controlled.*
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**, and details the stormwater quality and quantity management measures proposed to satisfy relevant guidelines.

5.3.6 Precinct Intent

Development in Precinct 1 (Banyo) will support the redevelopment of surplus government land within an established suburban context, proximate to high frequency public transport, to deliver well-integrated medium density residential outcomes that contribute to housing supply and community wellbeing.

The precinct will accommodate low to medium rise residential development while maintaining compatibility with surrounding neighbourhoods. Development is expected to integrate sensitively with surrounding residential neighbourhoods through building scale, form and interface treatments that respect local amenity, privacy and streetscape character, while enabling contemporary residential outcomes on a consolidated site.

Public realm outcomes will focus on creating a safe, legible and attractive neighbourhood environment, with high-quality streets, pedestrian connections and landscaping that support everyday use and community interaction.

The proposed development responds to and addresses the Precinct Intent for Precinct 1 – Banyo. The development proposes 216 townhouses that provide for medium-density development in the surrounding suburban context, in

proximity to public transport, and associated services to support a well-integrated new community that contributes to housing and wellbeing for the Banyo area.

The proposed development reflects and supports the existing suburban amenity in the surrounding Banyo area, and supports it through low-rise development of 2 storeys. The townhouse development proposes an internal layout that ensures carparking, traffic, and servicing is contained internally, with communal open space also located centrally and separated from existing residential properties on surrounding sites. Further, varied setbacks are proposed to provide for variation in the built form and reduce bulk and scale from the street interfaces, including to Blinzinger Road, Wellington Street and adjoining residences. The development maintains the suburban character of the surrounding area and contributes to an attractive streetscape through limited key access points and enhanced streetscaping.

The proposed development focuses on creating a safe, legible and attractive environment. The townhouses provide a high-quality architectural development and have been designed to provide a safe and efficient development for Banyo. Pedestrian pathways are clearly defined throughout the development via edge and feature planting to delineate circulation areas, improving pedestrian comfort and establish a cohesive streetscape character. The landscaping throughout the development provides a high-quality streetscape and softens the impact of built form along the street frontage.

5.3.7 Development Criteria Precinct 1

Development Criteria	Applicant Response
1. Development responds to the precinct's established suburban context, surrounding residential neighbourhoods and local street network, while enabling contemporary residential outcomes in a medium density built form, by: a. accommodating building heights generally 3 to 5 storeys with opportunities for additional height in appropriate locations, b. providing appropriate transitions in scale and form where adjoining existing low-rise residential areas, c. using building articulation and materials to minimise visual bulk and protect residential amenity, d. providing appropriate setbacks and separation where development interfaces with adjoining residential properties, and e. protecting access to daylight, ventilation and privacy for both new and existing dwellings.	The development provides thoughtfully designed, high-quality townhouses, across a well-considered layout, maintaining the established amenity and residential context to the surrounding Banyo community. The development proposes a maximum height of 2 storeys and a density of 44.5 dwellings / ha. The townhouse layout efficiently maximises the developable area whilst providing appropriate transitions in bulk, scale and form to adjoining residences. 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. Building separation, setbacks and design considerations have been included to promote access to daylight and air circulation while minimising overshadowing and protecting amenity of neighbouring residences.
2. Built form addresses streets and public spaces to support a safe, legible and attractive neighbourhood environment by: a. orienting buildings to streets and public spaces, b. incorporating frontages and entries that contribute to passive surveillance and street activity, and c. minimising blank façades and service-dominated edges along street frontages.	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. The townhouses present to Wellington Road, Blinzinger Road and internally within the development. The development maintains the residential character of the surrounding area with planting and built form design to soften the development and contribute to an attractive streetscape.

5.3.8 PLUP Referenced Guidance Material

Section 3.8 of the PLUP identifies 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.* The following guidance material is referenced in the PLUP:

- Landscape Work Code and Landscape Design Planning Scheme Policy.

- Transport, Access, Parking and Servicing Planning Scheme Policy.
- Flood Overlay Code and Flood Planning Scheme Policy.
- Potential and Actual Acid Sulfate Soils Overlay Code.

Where relevant to the proposed development, the above guidance material is addressed below.

Landscape Work Code and Landscape Design Planning Scheme Policy

A Concept Landscape Plans have been prepared by AGLA (**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, and utilises the Landscape Work Code and Landscape Design Planning Scheme Policy as a guide as required by the PLUP.

Transport, Access, Parking and Servicing Planning Scheme Policy

A Traffic Impact Assessment has been prepared by L&R (**Appendix C**). The report assesses the potential impact that the proposed development could have on the external road network surrounding the site, and utilises the Transport, Access, Parking and Servicing Planning Scheme Policy as a guide as required by the PLUP.

Flood Overlay Code and Flood Planning Scheme Policy

A Civil Engineering Assessment Report has been prepared and is attached in **Appendix D**.

It is acknowledged that the site is impacted by flooding from Downfall/Nundah Creek, and a report has been prepared by DC Flood Engineering that examines existing and developed flooding conditions and provides commentary on minimum habitable floor levels.

Potential and Actual Acid Sulfate Soils Overlay Code

If acid sulfate soils are identified on site, appropriate assessment and management measures will be used.

6 Conclusion

Tract has prepared this PDA development application on behalf of AR Developments Pty Ltd. It seeks approval for the development of 216 townhouses at 46-56 Blinzinger Road, and 118 Wellington Street, Banyo.

The establishment of the 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 land use and residential density proposed is suitable for the site, compatible with the surrounding Banyo community.
- The development will provide a high-quality architectural form, and has been designed to provide a safe and efficient development for Banyo.
- The landscaping throughout the development provides a high quality streetscape and softens the impact of built form along the street frontage.
- The development 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 development.

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

Appendices

Appendix A	Architectural Plans
Appendix B	Concept Landscape Plans
Appendix C	Traffic Impact Assessment
Appendix D	Civil Engineering Assessment Report
Appendix E	Stormwater Management Plan
Appendix F	Waste and Recycling Management Plan
Appendix G	Contaminated Land and Site Suitability Assessment