Development Provisions Assessment

Providence West ROL 2

817-843 RIPLEY ROAD, SOUTH RIPLEY QLD 4306

For: AW BIDCO 6 Pty Limited

Date: March 2025

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Version History

Version	Description	Author	Reviewed	Date
1	Draft	K. Munro	E. Richards	25 March 2025
2	Final	E.Richards	-	31 March 2025

This report has been prepared as an addendum to the Planning Report accompanying this application. This report specifically provides an assessment against the development provisions relevant to the site and the application at hand. The purpose of this report is to assist Ipswich City Council as the MEDQ Delegate in demonstrating compliance with the relevant assessment benchmarks.

In particular, this report demonstrates compliance with the following:

1. Ripley Valley Priority Development Area Development Scheme
    - 1.1 PDA Vision Statement
    - 1.2 PDA Wide Criteria
    - 1.3 Zone Intents
        - 1.3.1 Urban Living Zone
        - 1.3.2 Environmental Protection Zone
2. Priority Development Area Guidelines
    - 2.1 PDA Guideline no. 01 – Residential 30
    - 2.2 PDA Guideline no. 05 – Neighbourhood Planning and Design
    - 2.3 PDA Guideline no. 06 – Street and Movement Network
    - 2.4 PDA Guideline no. 12 – Park Planning and Design
    - 2.5 PDA Guideline no. 13 – Engineering Standards
    - 2.6 PDA Guideline no. 14 – Environmental Values and Sustainable Resource Use
    - 2.7 PDA Guideline no. 15 – Protection from Flood and Storm Tide Inundation
    - 2.8 PDA Guideline no. 18 – Development Interfaces
3. Priority Development Area Practice Notes
    - 3.1 Practice Note no. 01 – Housing and Lot Diversity
    - 3.2 Practice Note no. 02 – Footpath Provision in Residential Subdivisions
    - 3.3 Practice Note no. 03 – Integrated Residential Development
    - 3.4 Practice Note no. 04 – Integrating Sustainable Principles into Residential Subdivisions
    - 3.5 Practice Note no. 05 – Lot Mix and Yield in Integrated Residential Developments
    - 3.6 Practice Note no. 06 – Tree Retention in Residential Subdivisions
    - 3.7 Practice Note no. 07 – Designing for Small Lots
    - 3.8 Practice Note no. 09 – Context Plans
    - 3.9 Practice Note no.10 – Plans of Development
    - 3.10 Practice Note no. 11 – Parking Analysis Plans
    - 3.11 Practice Note no. 12 – Rear Lanes: Design and Development
    - 3.12 Practice Note no. 04 – State Interests in Development Assessment in Priority Development Areas

1. Ripley Valley PDA Development Scheme

1.1 PDA Vision Statement

Ripley Valley 2030 - is a rich and festive community which has developed as a series of distinctive neighbourhoods and smaller villages within the many and varied valley precincts, surrounded both close and afar by hills and views of the iconic Flinders Peak.

Vegetated hills, valleys, lakes, open space linkages and trails are a constant reminder of the connection and relationship this community has with its valley home. This natural setting is celebrated by the community in every aspect of design, form and function.

Residents have easy access and connections to employment opportunities both locally and within the wider Ipswich district. Ripley Valley is the heart of one of the State's employment and economic growth regions, with residents benefiting from employment prospects in neighbouring areas of Swanbank, Ebenezer and Amberley. An integrated public transport system operates within and beyond the Valley to provide convenient travel alternatives.

A real 'sense of place' is instilled in the Valley, generating community pride in their active involvement in a safe, friendly and green living environment.

The Ripley town centre is stimulating and inspired by its marketplace style and is easily accessible to the community it services. The valley is complimented by a network of smaller neighbourhood mixed use villages offering meeting places, cultural experiences, shopping, recreation, and state of the art transport connections both near and afar. The Ripley Valley has embraced the principles of sustainability and is a model for others to follow- acknowledged both in Australia and overseas.

The below table provides an assessment against the themes which further refine the Ripley Valley Vision Statement.

Table A – Assessment against Development Themes

Vision Statement Themes	Compliance	Response	Assessment Manager Use
A Living Valley			
Each resident in Ripley Valley is connected to the Valley community and likewise, local residents rely on the Valley for cultural activities, entertainment, recreation, education, and their unique lifestyle.	**Complies**	The context plan and subdivision layout, demonstrates land use allocation that facilitates a well-connected and serviced community. Importantly, the proposed land uses have been considered against the broader context of the Ripley Valley PDA, establishing a land use mix that is complementary to existing urban areas, and land zoned for future uses.	
An Accessible Valley			
Travelling around the Valley by foot, cycle, bus, or car is convenient, safe and equitable to all members of the community	**Complies**	The proposed context plan delineates major access nodes, active transport spines and indicative bus routes and stops which are designed to diversify transport opportunities for the area. The proposed arrangement thoughtfully considers the interface with surrounding sites and promotes permeable and legible movement opportunities for community members and visitors. Importantly, these networks seek outcomes that:	

Vision Statement Themes	Compliance	Response	Assessment Manager Use
		• Minimise active transport nodes on steep and/or undulating terrain. • Co-locate transport infrastructure to promote 'last-mile' opportunities. • Utilise CPTED principles to promote safe and equitable transport. Furthermore the subdivision layout has considered the permeability of the development, providing clear routes for both cars and pedestrians and provides for a bus route through the development site and pathways for both pedestrians and cyclist adjoining the waterway / linear park.	
A Designed Valley			
Inspired by the natural surrounds, the built form is efficient, comfortable and distinctive reflecting the diverse needs of residents, specifically designed to be sensitive to the features of the Valley and provide residents with a unique living environment.	**Complies**	It is acknowledged that the subject site contains environmentally valued features, notably the mapped waterway and vegetation located to the north. The context plan and subdivision layout has been prepared to respond to the ecological values of the site, and work with the challenging terrain in order to maximise built-form outcomes. Specifically, the design responds to the characteristics of the site, seeking to promote infrastructure efficiency and diverse design opportunities that complement the sites natural features without compromising the ecological values.	
A Prosperous Valley			
The Valley provides employment and investment opportunities for residents and contributes significantly to the regional economy.	**Complies**	In alignment with the zoning intent prescribed by the Development Scheme, the site plays an important role in supporting residential living. There is no intent to provide places of employment through this application, however it should be noted that the endorsed context plan encompassing the site and broader area indicates an intent to provide a small retail node of 250 square metres, school and opportunities to establish a child care centre.	
A Functional Valley			
Ripley Valley has been designed on global best practices in sustainability, including energy efficiency, waste minimisation and water sensitive design. Necessary utilities and services to residents are provided in an eco-efficient manner, maximising the community's self-sufficiency and capacity to cater for advancements in technology and infrastructure provision.	**Complies**	The development has been designed to enable a logical and efficient infrastructure arrangement for the context plan area, with regard given to the surrounding network and land use allocations. While this application does not prescribe detailed built-form outcomes, future Infrastructure Management Plans (IMP) shall promote the implementation of sustainable practices. Furthermore, water sensitive design has been considered in the nomination of bio basin and relationship of stormwater management with the improvement of the waterway corridor traversing the site.	
A Natural Valley			
The significant natural assets of the valley are conserved and enhanced, enabling the local environmental values to flourish and define the function of the community.	**Complies**	The proposed context plan and subdivision layout recognises the ecological values present on site through the preservation of the conservation area to the north of the	

Vision Statement Themes	Compliance	Response	Assessment Manager Use
		site and general improvement and rehabilitation of the primary waterway corridor through the site.	
In addition to the above, the scheme complements this vision by ensuring the UDA is an inclusive community which:			
Provides a diversity of housing, including affordable and accessible housing, to cater for a variety of households and changing requirements as the community matures.	**Complies**	The densities nominated on the context plan and the subdivision layout, including diversity in lot sizes and types, shall ensure the development achieves housing affordability and accessible housing targets. Of note, there is an intent to comply with the affordable and accessible housing percentages outlined within the development scheme and conditioned in both the endorsement of the context plan covering the and the previous development approval.	
Meets the social, recreational and entertainment needs of residents through a combination of appropriately resourced existing Ipswich services and the provision of new services in accessible locations, including multi-purpose community facilities located in centres throughout the UDA, and	**Complies**	The context plan to be endorsed through this application and the subdivision layout provides for recreational opportunities within the site which shall not only service the future residents of the subject site but also the broader area through the delivery of a District Recreation Park. Whilst no social or entertainment or community facilities are nominated over the subject site, the current endorsed context plan incorporating the subject site nominates these within the broader context plan area over adjoining sites.	
Provides a multitude of opportunities for social interaction in the centres and parks, that provide the focus for neighbourhoods throughout the UDA.	**Complies**	The proposed open space and park network has been designed to support recreational opportunities for the community. The distribution ensures accessibility to these areas through alternative means of transport, promoting equitable access.	

1.2 PDA-Wide Criteria

Table B – Assessment against PDA-Wide Criteria

Ripley Valley PDA Wide Criteria	Compliance	Response	Assessment Manager Use
3.3.1 Neighbourhoods			
Development delivers neighbourhoods that:			
Are compact and walkable. Neighbourhoods comprise the area within a 5 minute walk (400 metre radius) of a community focal point. A cluster of neighbourhoods supports a neighbourhood centre	**Complies**	The proposed context plan and subdivision layout has been prepared to facilitate a neighbourhood arrangement that promotes walkable neighbourhoods through establishing strong pedestrian and cycle infrastructure, linear networks, land use mix and density (where appropriate) and that minimises exposure to difficult terrain.	
Have a highly permeable, legible street pattern, designed to promote walking and cycling as the primary modes for local movements	**Complies**	The proposed context plan identifies active transport spines located in areas of high frequency movement that will support the ultimate subdivision layout. The proposed spines are designed to provide linear connections between points of high activity and residential function, promoting opportunities for active movement for community members.	
Contain a variety of dwelling types including affordable and accessible housing	**Complies**	While the proposed context plan does not set a prescribed amount of affordable and accessible housing, the subdivision layout will facilitate opportunities for this through land use and density allocations.	
Are designed to respond to local site characteristics, settings, landmarks, scenic amenity and views, and use natural features, such as ridges and waterways, or man made features such as buildings and public parks to provide local identity and character	**Complies**	The site contains ecologically valued waterways and vegetation that are proposed to be maintained, integrated and enhanced as part of any urban development of the site. Development of the site is also challenged by its undulating terrain. In facilitating an urban environment that responds to these characteristics through a sustainable lens, the context plan and subdivision layout maximises upon the natural features through promoting a complementary land use mix. For example, parks, open space and stormwater have been co-located in areas of ecological value.	
Have a centrally located focal point which must comprise of at least a local recreation park but which can also include a public transport stop, community facility, local shop or similar	**Complies**	The proposal allocates a neighbourhood park, bolstered by a strong transport network, supporting connectivity to nearby community facilities, local shops and other small-scale activities.	
Are interconnected and provide good access to public transport, parks, schools and other community facilities and neighbourhood centres	**Complies**	The proposal facilitates a layout and land use mix that complements the surrounding neighbourhoods and their intended functions.	
Provide a safe environment through the application of Crime Prevention Through Environmental Design (CPTED) principles such as passive surveillance of public spaces, and a legible street network that minimises traffic impacts on residential areas	**Complies**	The context plan contemplates a strong residential function for the site and has been designed with safety of the future community in mind. The proposed land use pattern minimises opportunities for anti-social behaviour and related criminal activities through the promotion of strong movement networks, promoting passive observation and activity generation.	
Locate higher density residential close to centres, significant transit opportunities, recreation and corridor parks, or along busier streets that lead directly to centres	**Not Applicable**	The proposed development does not incorporate higher density uses.	

Ripley Valley PDA Wide Criteria	Compliance	Response	Assessment Manager Use
Are designed to promote optimum solar access and use of prevailing breezes	**Complies**	The proposed development includes a Plan of Development (POD) that specifies design factors for future lots. The proposed design parameters ensure that sustainable energy practices for buildings and structures can be achieved, importantly, facilitating access to sunlight and prevailing breezes.	
Locate urban neighbourhoods around transport nodes and higher order centres to maximise accessibility	**Complies**	The proposal facilitates a strong network of transport nodes around the residential land uses to promote maximum accessibility outcomes for the future community.	
Contribute to a strong sense of community safety and security for the Ripley Valley as a whole and the specific neighbourhood in which they reside.	**Complies**	The proposed land use pattern maximises community safety through the promotion of strong movement networks, promoting passive observation and high frequency movement and activity generation. These contribute to CPTED, and fosters a sense of community though opportunities for incidental socialisation. Additionally, the layout has been maximised to avoid the creation of cul-de-sacs or no-through roads which are considered to reduce opportunities for community connection.	
The Ripley Valley is designed as an assembly of neighbourhoods which vary in density and mix of uses in accordance with Figure 15.12.	**Complies**	Generally consistent with Figure 15.12, the proposal is designed to support a neighbourhood function, prescribing a minimum density of 15 dwellings per hectare in areas outside of constrained land. This density will be achieved through a diverse delivery of housing typologies.	
Neighbourhoods are distributed generally in accordance with Figure 15-2 Neighbourhood Structure in Part 15 Ripley Valley Master Planned Area Structure Plan of the Ipswich Planning Scheme. A copy of these figures are provided in Appendix 2.	**Complies**	The proposed context plan and residential layout reflects a neighbourhood distribution consistent with Figure 15.2.	
Neighbourhoods are designed to achieve the minimum residential densities in Table 1.	**Complies**	Consistent with Table 1 of the Development Scheme, the proposal is designed to support a neighbourhood function, prescribing a minimum density of 15 dwellings per hectare in areas outside of constrained land.	
3.3.2 Centres			
Not Applicable An existing context plan exists that dedicates centre uses within the prescribed context plan area. The scope of this application as it relates to the context plan impacts Lot 196 only and therefore do not impact centre uses or activities. Assessment criteria relating to centres are therefore not applicable in this case.			
3.3.3 Housing Diversity and Affordability			
Development delivers:			
Housing choice and diversity to meet the needs of the community, through a mix of densities, types, designs, tenures and levels of affordability, to cater for a range of lifestyles, incomes and life cycle needs	**Complies**	The subdivision layout and POD prescribes design outcomes that promote opportunities for housing choice and diversity. This is facilitated through land use mix, density allocation and lot design.	
Residential development that complements or enhances the character of the neighbourhood and streetscape, and contributes to the creation of an attractive and safe environment	**Complies**	The proposal adopts a land use pattern that reflects the surrounding environments, while remaining contextually considerate. It is acknowledged that the site (contained in Neighbourhood 1) is particularly impacted by terrain and ecological features on site. These land characteristics contribute to the character of the site and have been	

Ripley Valley PDA Wide Criteria	Compliance	Response	Assessment Manager Use
		integrated into the subdivision plan design where reasonable and practical. Further enhanced by the creation of a well-connected network, it is considered that the proposed development will reflect the established character of the neighbourhood, facilitating safe and attractive streetscapes, all while preserving a sense of consistency through the Ripley Valley PDA.	
Dwellings that provide appropriate levels of amenity and privacy, and adequate outdoor areas and car parking to meet varying household needs	**Complies**	The proposed development supports a lot layout and design that facilitates diverse dwelling opportunities.	
Energy efficient, climatically responsive design including appropriate solar orientation, shading, cross ventilation, natural lighting and passive cooling techniques.	**Complies**	The proposed development includes a Plan of Development (POD) that specifies design factors for future lots. The proposed design parameters ensure that sustainable energy practices for buildings and structures can be achieved, importantly, facilitating access to sunlight and prevailing breezes.	
3.3.4 Employment Opportunities			
Not Applicable The scope of amendments to this context plan contained in this application relate to Lot 196 only and therefore do not impact land intended for employment uses or activities. Assessment criteria relating to employment are therefore not applicable in this case.			
3.3.5 Movement Network			
Development contributes to:			
Connected communities with efficient and affordable access	**Complies**	The context plan and subdivision layout adopts a movement network that focusses on creating a permeable layout through grid-like, linear connections. The hierarchy promotes access to diverse modes of transport including cycle paths, footpaths and bus routes. Importantly, connectivity through the site focusses on achieving safe and equitable access, avoiding steep grading and slopes through these movement networks.	
An effective, efficient and integrated movement network that provides a high level of safety and accessibility, maintains residential amenity and promotes the use of public and active transport particularly for local trips	**Complies**	The layout and hierarchy of roads prescribed by the context plan and subdivision layout will facilitate a safe and accessible transport network through the site and beyond. The value in supporting reliable and convenient active and public transport options to the community is acknowledged and has influenced the proposed network arrangement. Specifically, the land features and terrain, and the interface of the site between existing and future networks has informed the ultimate network.	
A major road network that provides effective links between centres and the neighbourhoods they serve, and to the external road network, and accommodates a range of users including cars, service vehicles, pedestrians, cyclists and public transport	**Complies**	The site supports connections to major roads that are located to the east and south. Importantly, the proposed network incorporates pedestrian, cycle, bus and private vehicle routes through the site and to surrounding major networks that facilitate critical connections to neighborhoods, centres and other employment areas.	

Ripley Valley PDA Wide Criteria	Compliance	Response	Assessment Manager Use
A road network that has a functional hierarchy, facilitates longer travel movements, provides multiple access routes to and through neighbourhoods and minimises traffic impacts on residential areas	**Complies**	The context plan and subdivision layout will facilitate a functional road hierarchy demonstrated by a traffic assessment, supporting necessary connection points through and beyond the site.	
The provision of a public transport network that is readily accessible to the community (90% of all dwellings should be within 400 metres of a potential public transport service), and provides effective links to centres, rail stations and key external destinations	**Complies –** To be demonstrated	Supporting documentation demonstrating the public transport network is to be finalised and will be provided in due course.	
A comprehensive active transport (walking and cycling) network based around major active transport spines, supplemented with local links and a safe and permeable street network within neighbourhoods. The active transport network provides safe and direct links to key destinations including centres, railway stations, parks and schools	**Complies**	The proposal delineates a comprehensive active transport network that promotes equitable and convenient transport through alternative modes. These active networks are concentrated in areas intended to support higher levels of activity (i.e. parks and greenspaces) and are connected to residential communities. Importantly, the active transport network promotes increased accessibility to the bus network which provides connections to key destinations outside of the bounds of the site.	
The preservation and protection of key thoroughfares and indicative transport alignments.	**Complies**	The proposed transport network for the site will ensure appropriate and anticipated connections are made to surrounding land parcels. Importantly, the site facilitates the delivery of the road to the south of the site and a connection to the north.	
3.3.6 Community Greenspace Network			
Development contributes to the provision of an integrated, high quality, regional, community greenspace network that caters for a range of environmental needs by:			
Retaining where possible locally significant wetlands, remnant endangered vegetation where proven by groundtruthing to be viable and essential habitat for fauna	**Complies –** To be demonstrated	Importantly, the wetland traversing the site at the south has been ground-truthed and will be established as a key waterway corridor enhanced through a linear green network. The ecologically valued vegetation to the north of the site will also be maintained and protected through the proposed layout and land use allocation. Documentation demonstrating the rehabilitation and ecological management of the site will be prepared and lodged in due course, providing details relating to the protection and rehabilitation of ecologically valued areas across the site.	
Protecting important landscape and visual quality values including scenic amenity areas	**Not Applicable**	The site does not contain any identified landscape or scenic amenity areas.	
Enhancing wetland communities as part of stormwater management	**Complies**	The proposed development seeks to manage stormwater through the use of natural features, further promoting sustainable outcomes for the site. This nature-based solution for stormwater management will support enhancement of the existing waterway.	
Providing ecological corridors and linkages such as along Bundamba and Deebing Creeks, including to areas outside the neighbourhood or community.	**Complies**	The ecological values contained within on site will be enhanced and protected through the establishment of green corridors.	
Development delivers parks that:			

Ripley Valley PDA Wide Criteria	Compliance	Response	Assessment Manager Use
Contribute to the achievement of an integrated high quality greenspace network that caters for a variety of recreation functions and experiences to meet the needs of residents and visitors	**Complies**	The context plan and subdivision layout designates a strong open space and green network that enhances existing ecological features on site, integrates appropriately with the terrain, and that supports recreational and leisure functions.	
Are accessible for users	**Complies**	The context plan and subdivision layout designates a land use pattern that promotes alternate modes of transport between open space, park and residential activities. Diverse transport infrastructure will facilitate these connections through the establishment of footpaths, cycle lanes, bus stops and car parks.	
Provide for multiple purposes and uses including recreational, sporting, ecological and stormwater management functions	**Complies**	The site supports a significant green network that contributes to various key functions including stormwater, ecological protection and recreation.	
Incorporate existing natural features where possible and are landscaped to assist in creating neighbourhood identity and wayfinding	**Complies**	The context plan and subdivision layout designates a green network that complements the locations of existing ecological features on site, notably the wetland and vegetation to the north. The green network establishes a strong sense of 'natural' character. Additionally, the strong green links delineate the differing functions of the neighbourhood, and promote separation of incompatible land uses that improve wayfinding.	
Retain as much existing significant vegetation as possible whilst also meeting active recreation and sporting needs	**Complies**	The context plan and subdivision layout designates a strong open space and green network that enhances existing ecological features on site, integrates appropriately with the terrain, and that supports recreational and leisure functions. Importantly, in enabling the establishment of these uses across the site, the DCOP park requirements are complied with.	
Are shaped and embellished to suit their anticipated use	**Complies**	The context plan and subdivision layout does not specify the level of embellishment for each area. Notwithstanding, it is considered that sufficient land is allocated to support environment protection, recreation and leisure activities across the context plan area. Additionally, the arrangement of the open space and green network is determined to be appropriate to support the expected function of these uses.	
Support the community's recreational needs and provide opportunities for community and special events.	**Complies**	The context plan and subdivision layout provides sufficient opportunity for community's recreational needs and for special events through the designated open space and green network without compromising environmental protection and enhancement of existing valued communities.	
3.3.7 Community Facilities			
Development facilitates the delivery of:			
Sustainable communities with a strong community identity and access to community facilities and services that meet diverse needs, maximise potential for community development and enhance community wellbeing	**Complies**	Acknowledging the surrounding natural environment, the context plan and subdivision layout facilitates an integrated network that provides opportunities for social interaction, wellbeing and community development through access to recreational and leisure activities. Notwithstanding, these opportunities are	

Ripley Valley PDA Wide Criteria	Compliance	Response	Assessment Manager Use
		embedded into the natural landscapes were possible to enhance existing ecological features across the context plan area.	
A range of community facilities and services that are accessible and appropriate to the needs of the community and reduce physical and social isolation	**Complies**	The proposal designates a neighbourhood park that will service the residential community, providing opportunities for community events, social gatherings, sporting activities, and other recreational and leisure activities.	
Community facilities and services that are located where accessibility to the facility's target market is maximised through good access to public transport, pedestrian and cycle paths	**Complies**	Neighbourhood level facilities and services, notably the neighbourhood park, is well-located and supported by diverse transport infrastructure that services the local community, enabling access via private vehicle, cycling, walking and public transport.	
A hierarchy of community facilities and services in neighbourhood, secondary and major centres. Neighbourhood level community facilities and services are located within walking distance for most residents, meet everyday needs and are provided early in development. District level community facilities and services serve a broader population catchment, reflect the diverse needs of the population and are provided in response to population growth thresholds. Major community facilities and services are of a higher order and accessed by a sub-regional population.	**Complies**	The context plan and subdivision layout facilitates opportunities for neighbourhood level facilities and services that are intended to support a local function and will not diminish the function of higher order offerings in nearby neighbourhoods and centres.	
3.3.8 Natural and Cultural Values			
Development delivers:			
Protection of significant environmental and ecological values	**Complies –** To be demonstrated	The proposal facilitates a design that promotes the protection of the ecological values on site through a comprehensive land use and infrastructure plan that adopts nature-based solutions to stormwater and flood management. Documentation will be prepared and lodged in due course to demonstrate the protection of these valued areas.	
Protection of Remnant Endangered vegetation where proven by groundtruthing to be viable	**Complies –** To be demonstrated	The proposal will be supported by documentation that demonstrates the protection of ecological values across that site. This documentation will be provided in due course.	
Minimal emissions to land, water and atmosphere	**Complies**	The uses relating to the proposal will not result in emissions that will impact upon land, water or atmosphere.	
Protection of culturally significant places and items	**Not Applicable**	An assessment undertaken over the site confirmed no culturally significant places and/or items.	
Efficient use of land and resources.	**Complies**	The proposal seeks development that is consistent with the intended land use outcomes for the area. Specifically,	
The design, siting and layout of development:			
Preserves and enhances important local, natural, environmental values, and respects local landforms	**Complies**	The subdivision layout and POD facilitates outcomes that respond to the natural features on site, ultimately informing the location of land uses and infrastructure.	

Ripley Valley PDA Wide Criteria	Compliance	Response	Assessment Manager Use
Avoids, minimises and/or offsets development impacts on areas of biodiversity value	**Complies**	The subdivision layout and POD facilitates outcomes that promote the enhancement and vitality of biodiversity on site. For example, the waterway corridor will be enhanced to support a stormwater management function through the use of nature-based infrastructure solutions.	
Maintains or improves ecological connectivity in the local urban context	**Complies**	The subdivision layout and POD facilitates a strong ecological and green network, preserving areas of value. Importantly, the waterway corridor is protected and enhanced through a supportive open space and park network surrounding the corridor.	
Incorporates landscaping with endemic species that contribute to bushland character, flora and fauna habitat, and fauna movement	**Complies –** To be demonstrated	The nuisance details relating to landscape and its relationship with ecological features across the site will be further clarified in documentation to be lodged in due course.	
Respects cultural heritage values	**Not Applicable**	An assessment formally undertaken over the site confirmed no culturally significant places and/or items. Notwithstanding, the nuisance details relating to design, siting and layout of the development will be further clarified in alternate development applications.	
Minimises adverse impacts on natural landforms and the visual amenity of the site	**Complies**	The subdivision layout and POD facilitates outcomes that respond to the natural features on site where practical and reasonable. Of relevance, the steep and sloping land on site has been maintained where possible, protecting its role as an ecological buffer.	
Maintains or improves the natural functions and environmental, social and economic values of the area's waterways, wetlands, riparian corridors and floodplains	**Complies –** To be demonstrated	The proposal contributes to development outcomes that enhance the natural function and value across the site, particularly as it relates to the waterway. Supporting documentation will be prepared and provided in due course to demonstrate these outcomes.	
Maintains or improves the ecological health and environmental values of surface and groundwater, including wetlands and waterways in and adjacent to the UDA	**Complies –** To be demonstrated	The proposal contributes to development outcomes that enhance ecological health and function across the site, particularly as it relates to the waterway. Supporting documentation will be prepared and provided in due course to demonstrate these outcomes.	
Maintains and improves the functioning and characteristics of the hydrological network (including surface and groundwater and the riparian ecology of Bundamba and Deebing Creeks) and generally maintains the natural flow regime	**Complies –** To be demonstrated	The proposed development supports a hydrological network that enhances ecological values, responds to site characteristics, and promotes the natural function. Supporting documentation will be prepared and provided in due course to demonstrate these outcomes.	
Incorporates total water cycle management and water sensitive urban design principles to appropriately manage floodwater and stormwater	**Complies –** To be demonstrated	The proposed development supports stormwater management outcomes that enhance ecological value, respond to site characteristics, and promote natural function. Supporting documentation will be prepared and provided in due course to demonstrate these outcomes.	
Applies best practice erosion and sediment control techniques giving particular regard to the local highly dispersive soils	**Complies –** To be demonstrated	It is acknowledged that the proposal requires extensive earthworks across the site to deliver the desired outcomes. Erosion and sediment will be appropriately managed as these operational activities occur.	

Ripley Valley PDA Wide Criteria	Compliance	Response	Assessment Manager Use
Ensures that all land and groundwater will be fit for purpose in accordance with accepted standards and practices	**Complies** – To be demonstrated	Documentation will be prepared, demonstrating any potential impacts to land and groundwater. Importantly, this documentation will demonstrate compliance with the applicable standards and practices, and will be lodged in due course.	
Manages air quality, noise and hazardous materials according to current standards	**Complies**	The proposed development does not propose uses that would be misaligned with current standards for air quality, noise, and/or hazardous materials.	
Promotes innovative and efficient use of energy and water	**Complies**	The POD allocates design parameters that enable sufficient access to light and breezes that facilitate opportunities for dwellings and structures to integrate energy efficient buildings. Additionally, sustainable infrastructure approaches are being adopted to manage stormwater across the site.	
Maximises recycling opportunities and reduces waste generation.	**Complies**	Future residential will be supported by the necessary infrastructure and services to facilitate recycling and other waste management opportunities.	
3.3.9 Community Safety and Development Constraints			
Development ensures that people and property are safe from potential hazards including landslip, bushfire, flooding, saline and dispersive soils, predicted effects of climate change, mining subsidence and unexploded ordnance.	**Complies**	The context plan and subdivision layout ensures that where land is exposed to hazards, these hazards are appropriately mitigated and that risk to people and property are reasonably avoided.	
Development does not compromise the integrity or operation of defence facilities, the Swanbank power station or high voltage transmission lines/corridors.	**Complies**	The proposal is of a scale and function that will not impact upon the nearby defence facilities.	
Residences and other sensitive uses are protected from the impacts of noise and dust from regional transport corridors.	**Not Applicable**	The site is not in proximity to a regional transport corridor.	
To ensure protection from flooding and appropriate flood management:			
Development achieves an acceptable level of flood immunity	**Complies**	The proposal alters only a portion of the site, maintaining the existing and approved flood management plan for the broader context area.	
Development ensures that stormwater run off at the site's boundaries does not exceed that which presently exists, and there is 'no net worsening' of flood conditions at the site's boundaries.	**Complies** – To be demonstrated	The context plan and subdivision layout has been modelled to assess stormwater impacts resultant of the development as it relates to the site and broader area. Documentation will be prepared to demonstrate the outcomes. Notwithstanding, the conditions on-site and external to the site have been assessed and are considered to support the best-case solution.	
To ensure protection from bushfire hazard, development is designed to mitigate bushfire risk. In Transitional Bushfire Areas the risk may diminish as development occurs.	**Complies** – To be demonstrated	Documentation is being prepared to demonstrate how risk from bushfire is being appropriately mitigated. The proposed outcomes will mitigate hazard risk to persons and property, and will be demonstrated in reporting to be lodged in due course.	
Maps 3a and 3b show the key community safety and operational constraints affecting the UDA. Development is sited, designed and constructed to avoid, minimise or withstand the incidence of a development constraint.	**Complies**	In acknowledgement of Map 3a and 3b, the context plan, subdivision layout, and POD all contemplate constrained and hazard prone land. Where possible, hazard risk has been mitigated through land use allocation, site design and through the implementation of management practices.	
3.3.10 Service Infrastructure			

Ripley Valley PDA Wide Criteria	Compliance	Response	Assessment Manager Use
The UDA delivers efficient and effective use of infrastructure and services. Development ensures infrastructure and services are:			
Provided in a timely, orderly, integrated and coordinated manner to support urban uses and works	**Complies** – To be demonstrated	The development shall deliver infrastructure in an orderly manner.	
Available or capable of being made available (including key infrastructure such as roads, public and active transport, water supply, sewerage, drainage, park network, community facilities, electricity and telecommunications)	**Complies** – To be demonstrated	The development shall deliver infrastructure in an orderly manner.	
Designed to allow for future developments in information technology and providing access to technology in neighbourhood facilities	**Complies** – To be demonstrated	The development shall deliver infrastructure in an orderly manner.	
Located and designed to maximise efficiency and ease of maintenance.	**Complies** – To be demonstrated	The development shall deliver infrastructure in an orderly manner.	
3.3.11 General Requirements			
Site area and landscaping:			
sites have sufficient dimensions to accommodate buildings, parking, access and circulation areas and landscaping	**Complies**	The ultimate layout supports a logical and practical arrangement that provides for key design elements in support of future buildings/structures including parking, circulation areas and landscaping.	
landscaping is provided to enhance the visual amenity of the locality.	**Complies**	The proposal is supported by a landscape concept that reflects the characteristics of the neighbourhood. Additionally, the landscape concept promotes sustainable outcomes with a focus on delivering landscaping that is low maintenance, presents opportunities for shade cover, and that supports hydrological functions across the site.	
Sub-tropical design measures:			
Development provides built forms that respond to the sub-tropical environment, including eaves, roof overhangs and sun shading devices.	**Not Applicable**	The proposed development does not include scope for built-form. Notwithstanding, the POD designates design parameters that seek to promote the establishment of energy efficient, climate responsive buildings.	
Parking and end of trip facilities:			
Parking is provided in accordance with the rates and standards set out in the Ipswich Planning Scheme. The ULDA will consider proposals for a reduced number of car parking spaces where it can be justified due to factors including: ▪ availability of on-street car parking, ▪ public transport accessibility ▪ overall accessibility, including for residential development, whether the proposed development is located within or adjoining a neighbourhood centre	**Complies** – To be demonstrated	The development supports sufficient car parking that is further supported by a diverse network of transport infrastructure, enabling private, public and active transport opportunities. Documentation supporting the proposed arrangements will be prepared and lodged in due course, providing further details regarding the proposed outcomes.	

Ripley Valley PDA Wide Criteria	Compliance	Response	Assessment Manager Use
▪ potential for sharing car parking spaces by different uses and activities ▪ target markets for residential development.			
End of trip facilities for pedestrians and cyclists, including secure undercover bicycle storage facilities, showers and lockers are to be provided as part of non-residential development.	**Complies**	The proposal largely supports a residential function. Notwithstanding, end-of-trip facilitates will be provided at park locations to encourage active forms of transport to local facilities.	
Advertising devices:			
cater for the needs of display homes and businesses to clearly identify the location, the goods or services which are supplied to the public	**Not Applicable**	The proposal does not include scope for establishing an advertising device at this time.	
are consistent with the scale and design of existing buildings and other works on the site and in the locality and complement the local streetscape	**Not Applicable**	The proposal does not include scope for establishing an advertising device at this time.	
where appropriate, reflect the character of the area	**Not Applicable**	The proposal does not include scope for establishing an advertising device at this time.	
are sited and provided on premises having regard to safety and amenity.	**Not Applicable**	The proposal does not include scope for establishing an advertising device at this time.	

1.3 Zone Intents

1.3.1 Urban living zone

Zone Provisions	Compliance	Response	Assessment Manager Use
The urban living zone applies to most of the area intended for urban development in the UDA. The majority of the zone is intended to be developed as urban and suburban neighbourhoods focused on identifiable and accessible centres and comprising of a mix of residential development including houses, multiple residential and other residential and live work opportunities through home based business. The urban living zone is also intended to accommodate a wide range of other non-residential uses. These other uses include:			
Secondary centres and neighbourhood centres (generally in accordance with Figure 15-12 in Appendix 2	**Not Applicable**	The site is not intended to support any secondary or neighbourhood centres in accordance with Figure 15-12.	
A community greenspace network comprising parks, environmental areas and open space corridors along waterways (generally in accordance with Figure 15-3 in Appendix 2)	**Complies**	Figure 15-3 designates edge parks (area 9) across the site. These edge parks are facilitated in the proposed concept plan and subdivision layout. Additionally, though not specified in Figure 15-3, the site supports a significant portion of land to park, open space and environmental areas which have been co-located in areas supporting ecological value.	
Local employment areas such as small scale industry and business areas (e.g. Service/trade clusters) and local shops (as outlined in section 3.3.4)	**Not Applicable**	The proposed development, consistent with the intent for the site, does not include land for small scale industry and business uses, or local shops.	
Specific facilities and institutions such as educational establishments, child care centres and community facilities (generally in accordance with Figure 15-5 in Appendix 2).	**Not Applicable**	Consistent with Figure 15-5, the site does not include areas for any sub-regional, district or major facilities or institutions specified on the figure.	
The UDA-wide criteria provide guidance about the preferred nature and locations for some of these uses, but their actual location, nature and extent will be determined through more detailed planning and the preparation of context plans as outlined in section 3.2.8.	**Complies**	Where uses outside of residential development is proposed, the context plan delineates this. All supporting documentation will be lodged in due course to support the context plan and subdivision layout proposal.	
Other than in identified centres, non-residential uses may also be approved in the urban living zone where it is demonstrated to the satisfaction of the ULDA that:			
the proposed use has appropriate vehicular access that will not result in excessive numbers of vehicles passing through residential areas	**Not Applicable**	In addition to the residential uses and supporting parks and green space, non-residential uses are limited to temporary uses for a Sales Office. Of relevance, a Sales Office use in this case is exempt development as identified under Table 2 of the Development Scheme. Notwithstanding, the Sales Office will be accessed via a Neighbourhood Access Street, capable of supporting the anticipated levels of vehicle movements per day.	
the proposed use will cater for the needs of the immediate community and will not compete with or undermine the vitality of the centres hierarchy	**Not Applicable**	The proposed Sales Office is temporary and is proposed to support the sale of land within the site area. Importantly, a Sales Office use in this case is exempt development as identified under Table 2 of the Development Scheme. Notwithstanding, this use does not conflict with any other uses operating under the centres hierarchy.	

Zone Provisions	Compliance	Response	Assessment Manager Use
any impacts associated with the use (e.g. noise, dust, emissions) will not affect residential or other sensitive uses.	**Not Applicable**	The proposed development will not introduced uses that result in noise, dust or other emissions that would impact upon residential or other sensitive land uses.	
The urban living zone may also accommodate interim uses such as:			
• Agriculture • Agriculture supply store • Animal keeping and husbandry • Intensive horticulture.	**Not Applicable**	None of the interim uses specified are proposed, although it is acknowledge that the site is currently used for a combination of these uses.	

1.3.2 Environmental Protection Zone

Zone Provisions	Compliance	Response	Assessment Manager Use
The environmental protection zone includes areas that are of environmental significance and have associated conservation, biodiversity, habitat or scenic amenity values. The zone may also provide for buffers between incompatible land uses and includes land constrained by features such as subsidence, contamination, dispersive soils, bushfire risk, landslip, erosion and flooding. The zone may accommodate elements of an integrated open space network providing for multi-purpose functions that respond to community needs provided they do not compromise environmental values.	**Complies**	Land uses in the Environmental Protection Zone are limited to land dedicated for environmental conservation and/or open space.	
The zone allows only a limited range of low impact, low intensity land uses to protect areas identified as having significant values for biological diversity, water catchment, ecological functioning or cultural values.	**Complies**	Land uses in the Environmental Protection Zone are limited to land dedicated for environmental conservation and/or open space. Limited amounts of infrastructure are proposed in the zone, restricted to road infrastructure which supports buffering to nearby residential uses.	
Low intensity development may occur where such uses do not affect the environmental significance of the local area demonstrated through detailed site specific investigations. Development should embrace sustainable land management practices, minimise clearing and contribute to the amenity and landscape of the area.	**Complies**	Limited amounts of infrastructure are proposed in the zone, restricted to road infrastructure which supports buffering to nearby residential uses. The extent of road proposed within this zone is minor and is determined to be low impact. An assessment of the sites ecological features has been conducted and will be lodged in due course to demonstrate the extent of impacts.	
The environmental protection zone provides opportunities for habitat improvement.	**Complies**	Rehabilitation of ecological areas contained in the Environmental Protection Zone are proposed as part of the development. An assessment of the sites ecological features has been conducted and will be lodged in due course, detailing the intent for rehabilitation for this area.	

2. Priority Development Area Guidelines

2.1 PDA Guideline no.01 – Residential 30

This guideline outlines principles and provisions for the planning, design and delivery of mixed residential development, typically no more than 3 storeys in height and with a net residential density of up to 30 dwellings per hectare.

The planning and design process of the subject site has considered this guideline, with the application accompanied by a context plan showing the structure and vision for the locality, a reconfiguration of a lot plan and a plan of development.

Design elements included in this guideline which relate to the application at hand have been addressed below in response to the design checklist included within the guideline.

NEIGHBOURHOOD DESIGN

Checklist Item	Compliance	Response	Assessment Manager Use
Neighbourhood layout and design			
Does the neighbourhood layout and design respect and respond appropriately to local conditions, including: ▪ the local market and need for housing and business ▪ physical features such as topography, natural drainage systems and vegetation ▪ places of cultural heritage significance ▪ opportunities for views and vistas and other elements that will clearly identify and, from a commercial perspective, 'brand' the neighbourhood ▪ providing connections to existing facilities, services and movement networks in the surrounding area	**Complies**	The context plan and subdivision layout responds appropriately to local conditions by: ▪ Supporting housing that is diverse, catering to the range of future residents that will live there, ▪ Integrating infrastructure and site design with the ecological features where appropriate, ▪ Locating areas for urban development away from constrained land, ▪ Facilitating strong transport connections that offer private, public and active transport opportunities, ▪ Contemplates the land use intent for the site to ensure a seamless integration with surrounding land and uses.	
Does the neighbourhood have: ▪ defined entries and legible neighbourhood boundaries to foster a sense of identity ▪ a highly permeable, legible street pattern ▪ a variety of multi-use parks ▪ a safe, attractive and efficient pedestrian and cycle network ▪ distribution of land uses, layout of streets and building densities that support public transport use	**Complies**	The context plan and subdivision layout will create a neighbourhood that: ▪ Achieves a logical and legible street pattern linear and grid-like arrangement, ▪ Supports a mix of recreational opportunities at proposed parks, ▪ Enables a dwelling density and typology mix that offers housing that is both affordable and accessible, ▪ Establishes a neighbourhood character that is reflective of the site context, ▪ Creates safe, attractive and accessible streets facilitated through lot layout, orientation and road hierarchy allocation, ▪ Locates areas of higher density residential uses along well-connected public and active transport corridors.	

Checklist Item	Compliance	Response	Assessment Manager Use
▪ a mix of lot sizes providing wide choice in affordable and accessible housing ▪ lots of a size to allow small-scale, compatible land uses such as child care, aged care, retirement living, local shops and home-based business			

LOT DESIGN

Checklist Item	Compliance	Response	Assessment Manager Use
Lot shape and dimensions			
Are the lots of a regular shape and standard dimensions: ▪ to contribute to delivery of street patterns that are rectilinear ▪ to contribute to cost savings in engineering and building construction ▪ to suit proven dwelling designs ▪ consistent in lot depth(s) and widths ▪ of a standard depth of 25.0 metres and 32.0 metres and widths generally in multiples of 2.5 metres and 5.0 metres	**Complies**	Proposed lots are generally regular in shape, and are: ▪ Consistent with the street pattern, ▪ Generally rectilinear in shape, except where a corner lot aligns with the road arrangement, ▪ Supportive of diverse housing typologies and enable climate responsive outcomes, ▪ Facilitative of standard engineering and construction processes for dwellings, ▪ Of a standard dimension.	
Slope			
Unless the dwellings are to be constructed in an integrated or attached development, is the slope on a lot less than 450 sqm in area no more than: ▪ 10 per cent side slope ▪ 5 per cent lengthwise slope ▪ less, if both these figures approach the maximum together	Complies	The development has been designed with consideration of slope.	

BLOCK DESIGN

Checklist Item	Compliance	Response	Assessment Manager Use
Block Shape and dimensions			

Checklist Item	Compliance	Response	Assessment Manager Use
Are the blocks of a size and dimension that, when arranged, facilitate: ▪ an efficient neighbourhood pattern, scale and area ▪ high levels of pedestrian connectivity throughout the neighbourhood ▪ safe and direct pedestrian, cycle and vehicle access to destinations such as local shops, neighbourhood centre, public transport stop or station, neighbourhood park and nearby district and regional sport facilities ▪ choice in the type of housing ▪ rear lanes that maintain standard lot types and dimensions	**Complies**	The proposed layout enables a logical street pattern that promotes legibility and permeability for community both in the car, on bicycle and on foot. The block pattern generally runs north-south, facilitating strong north-south links between key transport nodes and community infrastructure. Importantly, diversity in housing typologies are promoted through the orientation, dimensions and location of blocks, contributing to housing accessibility, affordability and attractive streetscapes.	
Laneway lots			
If more than one dwelling is proposed, are the laneway lots: ▪ at least 7.5 metres wide ▪ at least 30.0 metres deep on at least one side of the laneway	**Complies**	Where terrace lots are proposed, laneways are incorporated to facilitate appropriate access. Laneways are consistent with the desired design outcomes, proposed at a minimum width of 8.0metres, and a depth of at least 30metres.	
To enable ease of visitor access to houses which front the laneway has: ▪ the block length been shortened ▪ a mid block lane and/or pedestrian link been provided	**Complies**	The proposed laneways are considered to be of a length in which facilitates convenient visitor access.	
Orientation for climate			
Where the design for the prevailing summer breeze is paramount, is the long road leg length: ▪ oriented perpendicular to the prevailing breeze	**Complies**	All lots have been contemplated to promote sustainable outcomes that facilitate energy efficient building design through access to sunlight and prevailing breezes.	
Where the design for access to winter sun is paramount, is the long road length: ▪ oriented in an east-west direction	**Complies**	All lots have been contemplated to promote sustainable outcomes that facilitate energy efficient building design through access to sunlight and prevailing breezes.	
To avoid the western summer sun are: ▪ wide lots minimised on the north-south streets ▪ built-to-boundary walls, unless constrained by topography, located on the west to southern walls	**Complies**	Lots of higher densities have been orientated north/south to minimise exposure to heat from the afternoon sun, with built to boundary walls located on the west/eastern walls. Where wider lots are proposed, these are located along east-west streets.	
Lot arrangement			
Are lots within the block arranged so that: ▪ the highest densities are located around open space, amenity features or other focal points ▪ there are between four and six adjoining terrace or row housing lots in a group (to enable group housing construction and integrated streetscape solution) ▪ there are no more than eight narrow frontage lots in a row ▪ there are no more than four lots with a width of 7.5 metres or less in a row unless serviced by a rear lane ▪ there are no minor mismatches (e.g. less than 1.0 metre) in the rear corner lot boundaries of adjoining lots (to minimise the risk of set out error)	**Complies**	Blocks are arranged so that: ▪ Higher densities are located in proximity to key transport nodes and open space areas. ▪ Terrace housing product are suitably grouped. ▪ Where narrow lots are proposed, there are no more than eight (8) consecutively. ▪ Lots with a width of 7.5metres or less are serviced by laneways. ▪ Lots are linear to avoid mismatches.	

Checklist Item	Compliance	Response	Assessment Manager Use
▪ multi-family housing lots are preferred on highly accessible: o block ends o corner lots o lots with dual road frontage			
Are small lots minimised: ▪ at the end of a T-intersection ▪ at the entrance to a precinct if not rear lane accessed	**Complies**	The development does not propose access to small lots from a T-intersection, nor from a key entry road.	

STREET DESIGN

Checklist Item	Compliance	Response	Assessment Manager Use
Street function and experience			
Do streets: ▪ provide a diversity of functions and experiences that prioritise use by pedestrians and cyclists ▪ provide routes for vehicles and public transport ▪ accommodate utility services and drainage systems ▪ provide pedestrian and cyclist movement ▪ include street tree planting and water sensitive design features	**Complies**	Streets promote diverse functions and experiences by: ▪ Prioritising pedestrian and cyclist connections. ▪ Supporting strong vehicle and public transport routes. ▪ Ensuring appropriate infrastructure to manage stormwater, drainage and access to utilities. ▪ Facilitating opportunities for water sensitive design, landscaping and planting.	
Is the movement network designed to encourage walking and cycling by: ▪ ensuring a highly interconnected and permeable street network ▪ establishing good linkages to surrounding development and features ▪ providing a well located, legible and convenient to use pathway network	**Complies**	The movement network has been designed to promote active transport through establishing a convenient and permeable pedestrian and cycle network. Importantly, the network focusses on efficient connections running north-south between lots and key transport nodes and community infrastructure.	
Vehicle speed			
Are the streets designed to reduce traffic speeds for the safety of pedestrians, cyclists and all vehicle users by: ▪ using short block lengths (less than 100 metres) ▪ using narrowed carriageways in select locations ▪ extending verges to narrow the carriageway at the intersection (creating 'pinch-points') ▪ using appropriate street markings and signage ▪ using differently textured materials on the carriageway across the throat of intersections	**Alternative solution** – to be demonstrated	A traffic assessment will be completed to demonstrate how traffic speeds will be managed across the site. This will be lodged in due course.	

Checklist Item	Compliance	Response	Assessment Manager Use
Pedestrian and bicycle routes and paths			
Are pedestrian and bicycle routes: ▪ direct, continuous and well lit, and provide appropriate street crossings ▪ if separate, cycle paths indicated with street markings or by clearly displayed and well-designed signage	**Complies**	All pedestrian and cycle routes will be appropriately supported by infrastructure to ensure they are safe, accessible, clearly defined and convenient.	
Footpaths			
Are footpaths: ▪ provided on at least one side of every street, including in culs-de-sac that provide through routes for pedestrians and cyclists ▪ provided on both sides o of connector or collector streets o of every street to and from key focal points and destinations o of every street when the neighbourhood density approaches and/or exceeds 30 dw/ha ▪ generally 1.2 metres wide ▪ 1.5 metres wide where demand requires, to allow pedestrians, including those with prams and ambulant people with disabilities, to walk two abreast or comfortably pass each other	**Complies**	All streets include footpaths: ▪ On at least one (1) side of the road (with the exclusion of laneways). ▪ On both sides for higher order and key connector roads. ▪ At a minimum of 1.5metres in width.	
Topography			
Are streets shaped in response to topography and natural features: ▪ to reveal desirable views ▪ help to enhance the character of the neighbourhood ▪ assist in wayfinding throughout the neighbourhood	**Complies**	The site is acknowledged to maintain steep and sloping terrain. Where these areas cannot be avoided, the streets have been appropriately designed in response, promoting safe and clear sightlines while embracing the sites terrain.	
Where land slopes at a grade of 6 per cent or more is: ▪ the predominant street alignment perpendicular to contours	Complies	The development has been designed with consideration of slope.	
Does the street layout avoid lots: ▪ being considerably higher or lower than the street level	**Complies**	The proposed lot layout has been designed to avoid lots being significantly higher or lower than the proposed street level.	
Does the street terminate with: ▪ views that make the most of the special features of a site (such as a park, a stand of mature trees, distant hills, water or significant building)	**Complies**	Where streets terminate, they abut land designated for park and open space, emphasising the sites natural features.	
Street carriageways			
Are street carriageways: ▪ wide enough to allow vehicles to pass safely ▪ of sufficient lane width and comprise corner splays when used for bus routes	**Complies**	All streets have been designed at the required standards. A traffic assessment will be completed and lodged in due course to demonstrate this.	
For neighbourhoods with dwelling densities up to 20 dw/ha) are:			

Checklist Item	Compliance	Response	Assessment Manager Use
▪ the carriageway widths of lower order street 5.5 metres			
For neighbourhoods with higher densities (e.g. 20-30 dw/ha) are: ▪ the carriageway widths of lower order street 7.5 metres			
Legibility and connectivity			
To achieve legibility and connectivity and encourage walking and cycling does the street layout: ▪ connect new streets with existing street systems where appropriate ▪ provide clearly defined cycle and pedestrian connections ▪ provide for potential bus routes and ensure that these routes can be comfortably accessed by foot from most dwellings ▪ minimise culs-de-sac, or where they are used: o limit their length so the end point is visible from the access point to prevent drivers inadvertently turning into a dead-end o provide access to a maximum of 10 houses o ensure turning heads are capable of accommodating a three point turn by a medium rigid vehicle (e.g. garbage and fire trucks) o ensure pedestrian and cyclist connections through to other streets are provided. ▪ avoid roundabouts, particularly on local streets ▪ ensure the design indicates the presence of the intersection on all approaches ▪ use traffic signals, street markings and signs where required ▪ use tight kerb radii at intersections to shorten pedestrian crossing distances and reduce vehicle speeds ▪ avoid splitter islands wherever possible ▪ ensure driveways are kept to a minimum width ▪ use rear laneways to minimise driveways on high order streets	**Complies**	Legible and connected street layouts are achieved by: ▪ Establishing permeable connections with minimal dead ends and cul-de-sacs. ▪ Promoting active transport opportunities through supportive infrastructure. ▪ Enabling convenient access to key public transport routes that can be accessed on foot. ▪ Proposing a singular roundabout located on a higher order road. ▪ Supporting a street network that integrates the necessary traffic calming, signage and other infrastructure to support safety and legibility. ▪ Utilising laneways where appropriate.	
Rear Lanes			
Are rear lanes: ▪ providing enough width to enable safe and efficient vehicle movement, including service vehicles a maximum 6.5 metres wide ▪ either in straight or T configurations ▪ no longer than 140 metres without a mid-lane link ▪ detailed to enable easy and safe access into and out of garages, but without using tilt-panel or other doors that open into the lane ▪ not creating a more direct through-route alternative for vehicles, cyclists or pedestrians than the adjoining street network	**Complies**	Rear lanes are: ▪ of a sufficient width to support safe vehicle movement. ▪ of a straight configuration. ▪ No more than 140metres in length. ▪ Designed to encourage local traffic only, reducing likelihood of establishing a more direct through-route alternative. ▪ Designed without dead ends or cul-de-sacs. ▪ Designed for residents and only provide visitor parking in designated areas.	

Checklist Item	Compliance	Response	Assessment Manager Use
▪ designed to ensure rear yards of properties can be fenced for security ▪ ensuring that any rear boundary treatment or tree planting does not create concealed recesses or provide uninvited access opportunities into rear yards ▪ not dead ends or culs-de-sac ▪ not providing for visitor parking within the lane unless in specifically designated areas			
Do rear lanes that provide front door access to lofts/apartments also provide: ▪ good passive surveillance into, along and through lanes ▪ a reasonable level of amenity/landscaping ▪ clearly identifiable and addressed front doors ▪ easy access from on-street visitor car parking areas ▪ a minimum of space for metered services and other facilities requiring recesses ▪ public lighting, located so that poles are outside reversing vehicle paths ▪ adequate sightlines for both pedestrians and cars at junctions	Complies	Rear lanes are intended to achieve appropriate passive surveillance.	

PARK DESIGN

Checklist Item	Compliance	Response	Assessment Manager Use
Parks functions and experiences			
Does the network of parks and open space: ▪ provide for multiple purpose parks ▪ provide for smaller 'pocket' parks ▪ distribute parks and open space throughout the neighbourhood	**Complies**	In accordance with expectations for the neighbourhood, the park network establishes both a district and neighborhood park, promoting opportunities for recreation, sport and leisure for the community.	
Do parks: ▪ contribute to the ecological and civil engineering functions of the neighbourhood ▪ provide for a diversity of recreation functions and experiences for anticipated users	**Complies**	The parks have been integrated with existing environmental features to blend seamlessly, establishing a strong linear green corridor running through the site. This corridor supports various functions, including community purpose, environmental management, and stormwater management.	
Park diversity			
To provide sustainable, safe and secure open space experiences, are parks planned and designed with:	**Complies**	In supporting a sustainable, safe and secure park experience, they have been designed to:	

Checklist Item	Compliance	Response	Assessment Manager Use
▪ respect to existing natural elements (e.g. trees, rocks, streams, creeks), sites of natural or cultural value and linkage of habitats and wildlife corridors ▪ a clear relationship between public open space and adjoining land uses established by appropriate treatment including alignment, fencing, landscaping, and addressing issues of security and surveillance ▪ avoidance of solid fencing along park and open space areas for security, surveillance, aesthetic and maintenance reasons ▪ landscaping that contributes to the park character and to flora and fauna habitat and fauna movement		▪ integrate with the existing natural and ecological features. ▪ Establish a clear interface between community, environmental protection, and stormwater infrastructure uses. ▪ Promote landscaping outcomes that reflect the local character and ecological environment. ▪ Facilitate passive surveillance through design, being located along higher order roads and streets along more than 50% of the parks perimeter, and near dwellings.	
For the safety and security of dwelling occupants and park users, is: ▪ the majority of the park overlooked ▪ at least 50 per cent of the perimeter of the park bounded by a street			
Trees and vegetation			
Are existing trees and other vegetation: ▪ retained within all parks ▪ located to assist in their protection during development and building construction	**Complies**	Where possible and practical, vegetation on site has been maintained and integrated with design outcomes. These trees will be appropriately protection during construction and delivery.	
Pocket parks			
Do pocket parks: ▪ provide a small open space setting for adjoining dwellings ▪ incorporate existing natural features ▪ incorporate landscaping to assist in creating neighbourhood identity and wayfinding	**Not Applicable**	No pocket parks are proposed.	
Neighbourhood parks			
Are neighbourhood parks: ▪ centrally located ▪ supporting the local communities recreational needs ▪ providing opportunities for community and special events	**Complies**	Neighbourhood parks are located in highly accessible locations that are well supported by transport infrastructure and provide opportunities for diverse and adaptable community use.	
Lineal or corridor parks			
Do lineal or corridor parks: ▪ connect with existing or planned open space in the locality ▪ incorporate pedestrian and cycle paths ▪ protect significant natural features ▪ convey stormwater ▪ provide for other recreational needs when not flooded	**Complies**	The linear park integrates with the district and neighbourhood park, and existing ecological features (notably the waterway) to promote a well-connected green network. Importantly, the linear park will support a key function to manage stormwater flows and pedestrian/cyclist connectivity.	

Checklist Item	Compliance	Response	Assessment Manager Use
Natural parkland areas			
Do natural parkland areas provide: ▪ for retention of locally significant wetlands, remnant vegetation and habitat for fauna ▪ continued ecological corridors and linkages to areas outside of the neighbourhood ▪ important landscape and visual quality values ▪ opportunities for habitat improvement arising from development in other localities through the provision of vegetation and habitat offsets to improve existing remnant vegetation and habitat areas ▪ opportunities for appropriate sustainable nature based recreation ▪ temporary management areas for stormwater prior to its release ▪ enhancement of wetland communities as part of stormwater management	**Complies**	The development includes the retention of a conservation area to the northern boundary.	

BUILDING DESIGN

Checklist Item	Compliance	Response	Assessment Manager Use
Building setbacks			
Terrace, row and loft housing lots: ▪ front minimum 2.4 metres ▪ park minimum 0.0 metres to veranda and 2.4 metres to wall ▪ side and rear minimum 0.0 metres	**Complies**	The POD designates appropriate design parameters for future dwellings	
Traditional, courtyard, villa and multi-family housing lots: ▪ In accordance with the following table			
Carparking and driveways			
Is one covered on-site car parking space: ▪ with minimum clear dimensions of 2.7 metres by 5.5 metres, provided for each dwelling	**Complies**	This outcome is specified in the POD.	
Are tandem parking spaces provided to allow for: ▪ one on-site visitor parking on traditional, courtyard, villa and multi-family lots not serviced by a laneway	**Complies**	This outcome is specified in the POD.	
Is visitor parking for loft homes provided:	**Complies**	This outcome is specified in the POD.	

Checklist Item	Compliance	Response	Assessment Manager Use
▪ other than within laneways			
Is the space between a garage and street front property boundary to be utilised for visitor car parking: ▪ a minimum dimension of 4.5 metres by 2.5 metres	**Complies**	This outcome is specified in the POD.	
Where not serviced by a rear lane, are all garage and car park structures on premises adjoining a street and driveways to on-site car parking spaces should be designed so that they do not dominate the streetscape, do not interfere with the efficient functioning of the street, and enable on street car parking, so that: ▪ car parking areas including garages and car park structures are located so that they do not occupy more than 40 per cent of the lot frontage ▪ there is a maximum of one driveway per dwelling ▪ driveways avoid on-street works such as dedicated parking bays, drainage pits and service pillars ▪ the minimum distance of a driveway from an intersection of one street with another street is 6.0 metres ▪ the minimum distance between driveways on the same lot is 3.0 metres at the boundary ▪ driveways are no more than 3.0 metres wide at the lot boundary where providing access to only a single garage or carport ▪ a double garage is generally not permitted on a lot that is 7.5 metres or less in width ▪ one on-street car parking space with a minimum length of 5.0 metres clear of driveways is provided per dwelling, except either: o in the case of terrace and row lots where the minimum length between driveways is 4.0 metres, and there are no more than four of these lots in a row, or o where on-street car parking is provided in accordance with a parking management plan.	**Complies**	The POD designates design parameters for future dwellings. The POD ensures that design parameters for buildings and structures do not facilitate undesirable and unattractive outcomes for the streetscape. Importantly, where a garage or car park structure is located on a lot, vehicle access and on-site car parking arrangements ensure that the appearance and function of the streetscape is retained.	
Buildings facing a park or more than one street			
Do buildings address each street frontage or park frontage through: ▪ verandahs ▪ porches ▪ awning and shade structures ▪ variation to root and building lines ▪ inclusion of window openings ▪ use of varying building materials	**N/A**	No built-form is proposed as part of this development application. Notwithstanding, the orientation of lots encourage passive surveillance of public spaces through building design.	

Checklist Item	Compliance	Response	Assessment Manager Use
Site coverage			
Does the total site coverage of development of a lot: ▪ not exceed 60 per cent of the lot area ▪ in the case of 'row' and 'terrace' style buildings the total site coverage does not exceed 75 per cent of the lot area ▪ for multi-family dwellings not exceed 75 per cent of the lot area	Alternative Solution Sought	The POD prescribes maximum size cover between 70 and 95% and is tied to lot size, house typology and generally reflects proximity to the open space network. This outcome is consistent with other development within the Ripley area.	
Front entry			
Is the front entry to all dwellings: ▪ clearly defined, with elements such as a direct path and separate covered area at the front door	**Not Applicable**	No built form is proposed as part of this development application.	
Do all dwellings have: ▪ a habitable room with windows facing onto the street ▪ a sidelight window at the front door	**Not Applicable**	No built form is proposed as part of this development application.	
Slope			
Are buildings on narrow sloping lots (less than 15.0 metres wide) built to the boundary: ▪ on the low side of the lot	Complies	Built to boundary walls are nominated in appropriate locations.	
Wide buildings			
Are all buildings with a width of more than 10 metres that are visible from a street or a park articulated to reduce the mass of the building by: ▪ windows recessed into the facade ▪ balconies, porches or verandahs provided ▪ window hoods provided ▪ shadow lines created on the building through minor changes in the facade (100 millimetres minimum)	**Not Applicable**	No built form is proposed as part of this development application.	
Building articulation			
Do all buildings incorporate two or more, of the following design elements to provide diversity in building form as well as respond to the climate: ▪ verandahs ▪ roof overhangs ▪ window hoods/screens ▪ awnings and shade structures	**Not Applicable**	No built-form is proposed as part of this development application.	
Privacy			

Checklist Item	Compliance	Response	Assessment Manager Use
On other than a lot for a house, is the privacy of occupants of nearby residential properties adequately protected from visual intrusion by: ▪ the outlook from the first or second storey windows, terraces and decks and other private communal or public areas being obscured or screened where a direct view at a distance closer than 9.0 metres would otherwise be available into the private open space or a living room of an existing dwelling; and ▪ where screening is required, it is provided by solid opaque screens or perforated panels or trellises that are permanent and have a maximum of 50 per cent openings or windows have a minimum sill height of 1.7 metres or opaque glass is utilised.	**Not Applicable**	No built-form is proposed as part of this development application.	
Fences			
Are front fences and walls, where required, one of the following: ▪ solid front fences and walls no more than 1.2 metres high ▪ if containing openings that make it more than 50 per cent transparent, a maximum fence height of 1.8 metres, and solid to a maximum height of 1.2 metres ▪ if the dwelling has a frontage to a street with traffic volumes in excess of, or projected to exceed, 10,000 vehicles per day, or where the main private open space is in front of the dwelling, the maximum height for solid front fences and walls 1.8 metres.	**Complies**	Appropriate fencing is nominated as part of the plan of development.	
Is all fencing interfacing with a park: ▪ no more than 1.5 metres high ▪ predominantly open in nature.			
Are fences on laneways: ▪ 1800 millimetres high and completely screen private open space, car parking and service areas			
Are fences on corner lots: ▪ designed as front fences addressing both streets (rather than a front and a side fence)			
Are fences in key locations proposed to be constructed by the developer to ensure consistency in appearance, such as fencing: ▪ to non-access roads ▪ high visibility open space areas ▪ where integrated housing construction is proposed on multi-family and grouped terrace and row housing lots			

Checklist Item	Compliance	Response	Assessment Manager Use
Private open space			
Do dwellings with their main living areas located at ground level have private open space with: ▪ a minimum of 12 sqm in area per dwelling unit ▪ a minimum dimension of 2.4 metres and/or have adequate space to accommodate a table, chair, planting, barbeque and shade	**Complies**	Amenity outcomes including private open space is outlined within the accompanying plan of development.	
Do dwellings with their main living areas located above ground level have private open space with: ▪ a minimum area of 5.0 sqm, and ▪ a minimum dimension of 1.2 metres, directly accessible from a living room.	**Not Applicable**	No built-form is proposed as part of this development application.	
Do sites containing more than 6 attached dwellings or apartments include a communal open space area that: ▪ has a minimum of 25 per cent of the area of the site ▪ is provided in addition to the private open space areas ▪ has a minimum dimension of 4.0 metres ▪ has a maximum gradient not exceeding one in ten ▪ is designed and located so that it is subject to informal surveillance from dwellings on the site ▪ is separated from any private areas by a fence or landscaping.	**Not Applicable**	No built-form is proposed as part of this development application.	
Loft apartments			
Do loft apartments: ▪ have a maximum of two storeys in height, including garage level ▪ have a clearly identifiable and addressed front door and undercover point of entry ▪ incorporate in all walls adjoining the main dwelling and private open space areas of the main dwelling: o windows with a minimum sill height of 1500 millimetres or privacy screening o low maintenance building materials and nonreflective finishes o no external drainage or other pipes ▪ incorporate an area of private open space such as a balcony or veranda with a minimum depth of 1.2 metres and a minimum area of 5.0 sqm, preferably overlooking the lane, and including a screened drying area ▪ incorporate at least two openings to all habitable rooms, including internal windows and louvred windows to facilitate cross ventilation	**Not Applicable**	The development does not include built form at this time, however the plan of development does specify appropriate setbacks and amenity outcomes.	
Multi family and other small dwellings			

Checklist Item	Compliance	Response	Assessment Manager Use
Do multi family and other small dwellings: ▪ have a maximum of two storeys in height ▪ have a clearly identifiable and addressed front door and undercover point of entry ▪ incorporate an area of private open space such as a balcony or veranda with a minimum depth of 1.2 metres and a minimum area of 5.0 sqm, preferably overlooking the street or an area of public open space ▪ have screened drying and rubbish bin areas behind the main face of the dwelling ▪ incorporate at least two openings to all habitable rooms, including internal windows and louvred windows to facilitate cross ventilation	**Not Applicable**	The development does not include built form at this time, however the plan of development does specify appropriate setbacks and amenity outcomes.	

2.2 PDA Guideline no.05 – Neighbourhood Planning and Design

This guideline outlines the standards for the planning and design of neighbourhoods in PDAs. PDA Guideline no.1 – Residential 30 provides more detailed information however this guideline is intended to take precedence in the event of any inconsistencies with Guideline no.1. The guideline addresses both suburban and urban neighbourhoods. The proposal is considered to reflect a suburban neighbourhood and as the criteria has been responded to with this as a consideration.

NEIGHBOURHOOD DESIGN STANDARDS

Guideline Provision	Compliance	Response	Assessment Manager Use
Access			
Maximum 400 metres walk to neighbourhood recreation park or equivalent (see PDA Guideline no. 12 Park planning and design).	Complies	All lots are within 400m walking distance of either the Neighbourhood Recreation or District Recreation Park.	
Clear, direct walk or cycle access to neighbourhood centre.	**Complies**	The site does not envisage the establishment of a centre use. As such, walking and cycling infrastructure has been established along key transport nodes to provide access to these neighbourhood centres uses in adjoining land.	
Ninety percent of all dwellings are within 400 metres of an existing or planned public transport stop	**Complies**	It is anticipated that all dwellings shall be within 400m of a bus stop. Bus stops are planned within the site and are also expected to be delivered over the adjoining site close to the boundary of the subject site where a school is planned.	
Dwelling Density			
Suburban neighbourhood - average net residential density of at least 15 dwellings per hectare (unless prevented by topography or other constraints).	**Complies**	The development achieves a density of no less than 15dw per hectare.	
Urban neighbourhood - average net residential density of at least 30 dwellings per hectare.	**Complies**	The site is not identified as an urban neighbourhood as defined by the Development Scheme.	

Guideline Provision	Compliance	Response	Assessment Manager Use
Higher density residential development is located in and around neighbourhood centres, along connector streets and within 400 metres of transit nodes Note: net residential density means the total number of dwellings divided by the combined area of residential lots, local parks, internal local roads and half the width of local roads bordering the site. Average net residential density means net residential density calculated for a whole neighbourhood.	**Complies**	Higher density uses such as multiple dwellings (up to 65 dwellings/ha), Fonzie flats and duplexes are proposed in areas that are well-connected to key transit nodes.	
Land Use			
Neighbourhood centres serve a catchment of several neighbourhoods and should be located on major connector or arterial roads for exposure and access.	**Complies**	The scope of the development does not anticipate land to support a neighbourhood centre, consistent with the intent of the Development Scheme.	
Land intensive uses such as district and major parks should be located at the periphery of neighbourhoods.	**Complies**	The context plan and subdivision layout designates area for the district park which is co-located with environment/open spaces areas along the periphery of the residential neighbourhood.	
Street Network			
Grid pattern or modified grid responsive to site characteristics.	**Complies**	The subdivision layout adopts a linear, grid-like pattern to support a logical and legible transport network.	
Where slope allows, orientation within 15 degrees of north-south or east-west.	**Complies**	The site maintains a steep slope in areas. Development of these areas have been avoided where possible. Where development cannot be avoided, the proposed street network implements minor adjustments in response to the land to avoid the creation of crests.	
Connector and main streets of centres orientated to landmarks.	**Complies**	The road hierarchy has been designated to ensure higher-order roads are established along key connector and transport nodes.	
To minimise cut & fill, streets follow ridges, gullies, and/or are perpendicular to slope.	**Complies**	The proposed subdivision layout is designed to minimise earthworks necessary to deliver compliant infrastructure.	
Streets			
Street network includes: ▪ neighbourhood streets within neighbourhoods ▪ neighbourhood connector streets (approx. 800 metre grid) linking neighbourhoods ▪ major connector streets linking groups of neighbourhoods ▪ neighbourhood main streets in centres ▪ rear lanes *(See PDA Guideline no. 6 - Street and movement network)*	**Complies**	The proposed street network includes a diverse hierarchical allocation that has been assessed to provide a network that is appropriate for the anticipated land use requirements across the site.	
Block Sizes			
Length 100-200 metres	**Alternative solution**	The site incorporates a mix of block lengths that are responsive to the sites typography and density requirements. Generally, blocks are no more than	

Guideline Provision	Compliance	Response	Assessment Manager Use
		200metres. It is acknowledged that maximum block length proposed is approximately 235metres in length. While this block exceeds 200metres, it is considered that the block maintains a reasonable length that aligns with community expectations for development, acknowledging the maximum of 250metres prescribed by the Planning Regulation for an application under the *Planning Act 2016*.	
Mid-block break providing a pedestrian link when blocks are over 130 metres	**Alternative solution**	The subdivision layout designates block lengths that exceed 130metres without mid-block breaks. We acknowledge that high levels of pedestrian connectivity are desired, and it is considered that the proposed subdivision layout facilitates this. Key transport nodes and community facilitates are north-south orientated, with key public transport routes and community facilities located to the south of the site. It is considered that the proposed layout supports a strong north-south link through the established road hierarchy, providing accessible and comfortable active transport opportunities to key facilities and services including the neighbourhood park and bus network.	
Depth 40-80 metres	**Complies**	The depth of blocks are consistent with the outcomes sought, enabling a well-connected movement network.	
Suburban Neighbourhood Lot Layout			
No more than eight narrow (less than 10.0 metres) frontage lots in a row.	**Alternative Solution sought**	The development includes two groupings where there are more than 8 lots with a width less than 10m. These are well located terrace lots with rear lane access generally addressing the park, with no driveways intended to be provided to the primary frontage. Whilst these lots are provided in groups, there is still diversity provided within these groupings allowing for breaks in form.	
No more than six lots with a width of 7.5 metres to 5.0 metres in a row unless serviced by a rear lane	**Complies**	Lots between 5 and 7.5m in width are serviced by a rear lane, with the exception of those adjoining the Neighbourhood Park, where there is a similar lower order road providing access to a small grouping of houses.	
No more than twelve lots with a width of less than 5.0 metres in a row.	**Complies**	The development provides groupings of no more than 9 small lots with a width of 5m or less.	
Multiple residential lots located on highly accessible block ends, corner lots and lots with dual road frontage	**Complies**	Multiple residential lots are located as corner lots and at block ends only.	
Lot corners match or are within 1.0 metre of corners of adjoining lots.	**Alternative solution**	The lot design generally adopts a linear arrangement that facilitates perpendicular blocks. Where variation occurs, the design has ensured safe maneuvering and sight lines along movement networks. Additionally, the shape and size of lots have not been compromised as a result.	
Urban Neighbourhood Lot Layout			

Guideline Provision	Compliance	Response	Assessment Manager Use
Lots intended for mixed use or multiple residential and lots with a width of 7.5 metres or less take up entire street block or are located on highly accessible block ends, corner lots and lots with dual road frontage.	**Not Applicable**	The proposed site is not designated as an urban neighbourhood as per the Development Scheme.	
One lot type is not to dominate a street block.	**Not Applicable**	The proposed site is not designated as an urban neighbourhood as per the Development Scheme.	
Concentrations of lots with a width of 7.5 metres or less in an urban neighbourhood should be served by a rear lane.	**Not Applicable**	The proposed site is not designated as an urban neighbourhood as per the Development Scheme.	
Natural Hazards			
State Planning Policy 1/03 Mitigating the adverse impacts of flood, bushfire and landslide.	**Complies**	Where natural hazards are present, development is avoided. Where development cannot be avoided in these areas, appropriate management plans to minimise risk of exposure to persons and property.	

ON-STREET PARKING

Guideline Provision	Compliance	Response	Assessment Manager Use
House and Multiple Residential (where development includes up to 6 dwelling units)			
Parking is provided as the following rates: ▪ One room or one bedroom house/dwelling unit - 0.5 on-street parking space per house/dwelling unit is provided within reasonable proximity of the house/dwelling unit. ▪ Two or more bedroom house/dwelling unit - 0.75 on-street parking space per house/dwelling unit is provided within reasonable proximity of the house/dwelling unit.	**Complies**	Car parking is provided at a compliant rate as outlined on the car parking analysis plans included in the ROL and POD package.	

SUBURBAN NEIGHBOURHOOD PLANNING AND DESIGN MODELS

Guideline Provision	Compliance	Response	Assessment Manager Use
Suburban Neighbourhood Planning and Design Model			
Suburban neighbourhoods generally have a net residential density of 15-30 dwellings per hectare (dw/ha) with a community facility such as a local recreation park providing a focal point. Three or more neighbourhoods are generally required to support a neighbourhood centre.	Complies	The proposed development maintains a net residential density of 22.56dw/hectare and is supported by a neighbourhood park. No neighbourhood centre is proposed for the site.	

BLOCK DESIGN

Guideline Provision	Compliance	Response	Assessment Manager Use
Block Design			
The size and dimension of blocks should facilitate efficient neighbourhood pattern, scale and area, pedestrian connectivity, access to destinations such as centres, transport hubs and parks, housing choice and rear lanes. Where not constrained by adjoining road pattern, a rectilinear or modified grid pattern is necessary to achieve densities of 20-30 dw/ha.	**Complies**	The proposed subdivision layout facilitates a logical and efficient layout that maximises opportunities for private, public and active transport connections. The layout follows a grid-connection with strong north-south links, facilitating convenient and legible connections to key community facilities (i.e. major bus routes and neighbourhood park). Higher density uses have been located near key transport nodes, promoting a high level of accessibility while providing a diverse mix of housing typologies for future residents. Additionally, the layout responds to the typography and constraints of the site, avoiding areas of hazard where possible.	

LOT DESIGN

Guideline Provision	Compliance	Response	Assessment Manager Use
Size			
No minimum lot size	N/A		
Shape			
▪ Typical depth 20.0 - 40.0 metres, but can be less in urban neighbourhoods	**Complies**	The proposal includes lots which are generally between 20 and 32m in depth.	

Guideline Provision	Compliance	Response	Assessment Manager Use
▪ Width in multiples of 2.5 metres and 5.0 metres consistent with typical lot dimensions			
Slope			
Unless constructed in an integrated or attached development, the slope on a lot less than 450m2 in area does not exceed: ▪ 10 per cent side slope ▪ 5 per cent lengthwise slope ▪ less, if both these figures approach the maximum together ▪ Platform construction required when finished slope on lot is 16 per cent or greater	Complies	The development has been designed with consideration of slope.	

2.3 PDA Guideline no. 06 – Street and Movement Network

The development has been designed with consideration of the Neighbourhood Street Network standards. The specific details of the road network are to be outlined within accompanying engineering documentation however a summary is included below.

The development incorporates the following street types and characteristics:

Street Type	Width	Orientation / Location
Collector	19.3m	North-south connecting into Lacebark to the north
Major Collector 1 – Parking one side	19.9m	East-west extending from collector to the western boundary
Major Connector 2 – Parking one side	19.5m	East-west extending from Major Collector to entry road
Neighbourhood Access Street 1	16.0m	Throughout
Neighbourhood Access Street 2	18.7m	North-south along western side boundary
Neighbourhood Access Street 3	17.9m	North-south located south of Major Collector
Neighbourhood Access Esplanade 1	14.4m	East-west running along the westernmost and easternmost portions of the linear park
Driveway with Parking	13.0m	North-south servicing no through road in the northeast corner of the site
Neighbourhood Lane with parking	10.5m	East-west servicing a number of lots fronting onto the Major connector
Neighbourhood Lane	8.0m	East-west servicing a number of lots fronting onto Neighbourhood Access Esplanade

The above designs shall ensure that the development achieves a superior landscape outcome.

2.4 PDA Guideline no. 12 – Park Planning and Design

The subject development proposes to establish a District Recreational Park, a Neighbourhood Recreational Park and Linear Park. PDA Guideline no. 12 – Park Planning and Design has been considered in the design of these areas, with the relevant sections of this guideline addressed below.

PARKS PLANNING AND DESIGN PRINCIPLES

Guideline Provision	Compliance	Response	Assessment Manager Use
Principle 1: Diverse			
The parks network should provide a diverse range of settings and opportunities that cater for the varied recreational needs of residents and visitors of all ages and abilities.	**Complies**	In ensuring the appropriate levels of amenity and access for the community, the district and neighbourhood park will be designed in accordance with the relevant guidelines. The thoughtful design caters to the diverse community needs, values and abilities.	
Diversity should be addressed at all levels of planning and design. At the broad network level, park settings should range across the spectrum from natural and semi-natural places to highly modified areas for organised sports. Parks should be located and designed to highlight significant local features such as waterways, hills and ridgelines.	**Complies**	In ensuring the appropriate levels of amenity and access for the community, the district and neighbourhood park will be designed in accordance with the relevant guidelines. Importantly, the design of the park has been heavily informed by the existing ecological features and values across the site, ensuring an integrated approach.	
Parks should provide a variety of settings and opportunities for formal sports and active and passive recreational opportunities. Parks that are primarily for sports activities should also include informal recreation opportunities to cater for diverse user groups.	**Complies**	In ensuring the appropriate levels of amenity and access for the community, the district and neighbourhood park will be designed in accordance with the relevant guidelines, supporting diverse opportunities for sport and recreation through embellishments.	
Principle 2: Accessible and connected			
Parks should be distributed and located to provide high levels of accessibility, and form part of an integrated parks network.	**Complies**	The neighbourhood park is located along a key transport node, supported by strong private, public and active movement opportunities. The proposed location enables high levels of accessibility for residents of the local neighbourhood. Additionally, consistent with the requirements for district parks, a district park is located along the periphery of the neighbourhood.	
Parks are publicly accessible and free to use. All dwellings should be within a comfortable walking distance of a neighbourhood recreation park or other park that provides active and passive recreation opportunities.	**Complies**	The neighbourhood and district park are well supported by private, public and active transport opportunities. Importantly, the parks are located to ensure that all dwellings have convenient access to accessible and public open space that offers opportunities for leisure and recreation.	
District and major parks should be highly visible and accessible to their catchments and located on major connector or arterial roads with good public transport access.	**Complies**	The district park is located along a higher order road, that achieves convenient access to the broader transport network.	
Civic parks should be at central, prominent and accessible locations within centres.	**Complies**	The proposed park locations are situated along key transport nodes.	
Where possible, parks should be integrated into the overall greenspace network to facilitate access by active transport. Linear parks should provide walking and cycling paths and use existing natural features such as waterways and ridgelines to connect to	**Complies**	The proposed district and neighbourhood park flow into the environmental and green space networks, providing strong linear connections that promote meaningful	

Guideline Provision	Compliance	Response	Assessment Manager Use
other elements of the parks network and key destinations including centres and schools.		green connections. Accessibility to parks is achieved through the integration of robust active transport infrastructure.	
Park design should ensure that all members of the community, regardless of age or ability, have access to suitable recreation opportunities.	**Complies**	Parks are been designed in accordance with the relevant guidelines to ensure that the park supports sufficient useable space. Additionally, surrounding transport infrastructure ensures a high level of accessibility through multiple modes of transport.	
Principle 3: Sense of Place			
Parks should respond positively to the natural environment and to local community values and needs.	**Complies**	The district and neighbourhood parks will be appropriately embellished to support the diverse interests of the community, enabling equitable access to recreation and leisure opportunities. It is acknowledged that the preservation of the natural features and values across the site are important. The parks have been designed to complement these features, support nature-based approaches to infrastructure and design.	
Parks should play a major role in creating the identity or sense of place for a community. Parks should be designed to take advantage of natural features, provide opportunities for social interaction and community events, be lively, attractive and interesting places about which the community feels a sense of pride and ownership.	**Complies**	As highlighted, the district and neighbourhood parks support a key community function for future residents. The design of the parks have been proposed with community in mind, providing accessibility and amenity. The parks have leveraged on their connection to the existing natural features, notably the waterway, establishing a strong connection to nature.	
Parks should be welcoming and designed to avoid perceptions that some areas are limited access or private spaces.	**Complies**	The district and neighbourhood parks have been located along key transport nodes that are visible and highly accessible. Additionally, the parks are supported via active and public transport infrastructure that promote fall forms of transport connections.	
Principle 4: Safe and Healthy			
Parks should be located and designed to provide a safe environment and encourage healthy activities.	**Complies**	It is considered that the park design promotes a safe and healthy environment for the diverse community through its design, specifically through: Providing free access to recreational infrastructure. Promoting passive surveillance consequent to its location on a key transport node and its proximity to dwellings. Minimising any significant large undulating terrain in the park areas. Supporting active transport connections. Providing a feeling of connection, but appropriate physical separation to the waterway corridor and associated land slope.	
Park design should incorporate the principles of Crime Prevention through Environmental Design (CPTED). Parks should have clear sightlines from nearby buildings and roads, should provide a variety of recreational opportunities and facilities (including lighting where appropriate) that attract a range of users to ensure	**Complies**	In ensuring the safety and comfort of park users, the district and neighbourhood park has been design in accordance with the relevant guidelines, and incorporates CPTED principles in its delivery.	

Guideline Provision	Compliance	Response	Assessment Manager Use
high levels of activity for extended periods, and should include appropriate treatments of potentially unsafe areas such as close to busy roads or waterbodies.			
Parks should enhance physical and mental health by encouraging physical and social activities and providing opportunities for respite from the surrounding built environment.	**Complies**	The district and neighbourhood park will be delivered in accordance with the guidelines for embellishments, enabling access to a range of recreational and leisure opportunities that promote both physical and mental health. Importantly, the park design embraces the sites natural features, promoting community connection to environment.	
Principle 5: Cost Effective			
Parks should be planned and designed to balance capital costs with ongoing maintenance and operational costs.	**Complies**	In ensuring the appropriate levels of amenity and access for the community, the district and neighbourhood park will be designed in accordance with the relevant guidelines. It is assumed that these guidelines contemplate both initial and ongoing costs.	
The MEDQ encourages multiple use of parkland and shared use of facilities, where the proposed uses are safe and compatible, as a means of reducing initial development costs and the ongoing costs of the parks network to the community.	**Complies**	The proposed design will support the use of the park for a diverse range of uses to cater to the neighbourhood and broader community, including active transport links, recreation, stormwater and leisure. Additionally, the park has been integrated with existing green networks and environmental areas. While these areas complement one another, appropriate buffering and separation to these ecological areas will be established to ensure user safety.	
Specific initiatives that are encouraged to achieve this principle include integration of flood and stormwater management elements, utility corridors and active transport links into parkland, co-location of recreation, sporting and community facilities, shared use of recreational facilities such as school ovals, and use of natural and semi-natural areas for compatible recreation purposes. The inclusion of multiple use elements such as utility corridors, flood and stormwater elements should not diminish the functionality of the park or its recreational use values.	**Complies**	The proposed parks support a diverse network of facilities and infrastructure, supporting recreation, leisure, environmental protection and stormwater infrastructure.	
Embellishments should be long lasting, require limited maintenance and incorporate sustainability principles. Within individual parks, facilities that require high maintenance should be grouped in accessible locations to reduce the maintenance effort.	**Complies**	In ensuring the appropriate levels of amenity and access for the community, the district and neighbourhood park will be designed in accordance with the relevant guidelines for embellishments.	
Parks can be used to buffer incompatible uses provided this does not occur at the expense of the other principles.	**Complies**	The parks and green corridors provide a desirable level of separation from the planned arterial road located along the southern boundary.	
Principle 6: Fit for Purpose			
Parks should be fit for purpose and capable of adaption to cater for changing recreational demands.	**Complies**	In ensuring the appropriate levels of amenity and access for the community, the district and neighbourhood park will be designed in accordance with the relevant guidelines.	

Guideline Provision	Compliance	Response	Assessment Manager Use
		In alignment with these guidelines, it is considered that sufficient useable land exists and that existing design will not hinder the desire for changes in the future to suit the evolving needs of the community.	
Key elements in achieving this include appropriate location, size, shape; physical characteristics and facilities to accommodate the intended range of activities; and compatibility with adjoining land uses. Larger, regularly shaped parks are inherently more flexible and should comprise a significant proportion of the parks network. Varied topography within parks is desirable but land with steep slopes or other significant constraints should comprise only a limited proportion of the parks network.	**Complies**	As specified above, the design and delivery of the parks will enable future adaption of the park in response to evolving needs of the community.	
Parks should be designed to respond to the local climate. Key issues to consider are the provision of shade, locally endemic species, passive cooling and the availability of water in hot climates.	**Complies**	The district and neighbourhood park will contemplate landscaping and embellishment outcomes that respond appropriately to the local subtropical climate.	
Parks should be comfortable and attractive for the intended activities. For example, areas with high noise levels may be acceptable for short duration sports activities but would not be appropriate for walking trails, picnicking and other quieter activities.	**Complies**	The district and neighbourhood park will be embellished to be fit-for-purpose, and will contemplate the appropriate location of these embellishments with regards to the intended purpose and existing park features.	

PARK TYPES AND ROLES / PARKS PLANNING AND DESIGN STANDARDS

Guideline Provision	Compliance	Response	Assessment Manager Use
Linear Park			
Role: A long, relatively narrow park often provided as part of a floodplain management or environmental area such as a buffer to a waterway or wetland. Linear parks provide informal recreation opportunities, particularly paths for walking and cycling, and are used as a linking element in the overall parks network either within or between neighbourhoods or between neighbourhoods and destinations such as a school or centre.	**Complies**	The development shall establish a linear park in alignment with the waterway corridor traversing the site. The linear park extends the full length of the site and is anticipated to connect in with the park network to be established over adjoining sites. The linear park shall be provided with paths for walking and cycling, contributes to flood management and shall provide informal recreational opportunities.	
Rate of provision: • Local linear park Land (ha/1,000 population) – 0.0-0.8 No. of parks (population) – N/A • Major linear park Land (ha/1,000 population) – 0.5-1.0 No. of parks (population) – N/A	**Complies**	The proposed linear park makes up 10.9ha of the site.	
Minimum area: N/A	**N/A**	N/A	

Guideline Provision	Compliance	Response	Assessment Manager Use
Accessibility requirements: N/A	**N/A**	N/A	
Shape: Preferred minimum width of 15 metres, may be reduced to 10m for short distances to respond to physical constraints.	**Complies**	The proposed linear park shall have a minimum width at its narrowest point of 77m.	
Road frontage: No specific requirements but paths should be located and designed to maximise passive surveillance opportunities.	**Complies**	The development layout includes road frontage around most of the linear park, with an intent that surveillance of the park is maximised.	
Location: Site specific.	**Complies**	The proposed linear park traversing the site is consistent with that anticipated for the site.	
Active recreation spaces required: No specific requirement except must be provided with walking and cycling path.	**Complies**	It is anticipated that walking and cycling paths are provided for the length of the linear park.	
Slope: Areas are accessible and function for the intended recreation purpose.	**Complies**	It is acknowledged that areas of the linear park include steep batters. This outcome is associated with managing flooding and the waterway traversing the site.	
Batters: Wherever possible natural topography should be retained, rather than creating batters or retaining walls that are relatively expensive to build and maintain. Batters within areas that contribute to flood and stormwater management are to comply with the standards for flood and stormwater management set out in this guideline. In all other circumstances, batters are to meet the following requirements: » Maximum gradient of turfed batters to allow mowing: 1:4 (except where designed as an integral part of a play experience) » Maximum gradient of planted batters: 1:3.	**Complies**	Batters are proposed within the linear park and have been designed by engineers for flood and stormwater management.	
Retaining: Retaining walls should only be used in limited circumstances where other solutions are impractical, and should meet the following requirements: » Maximum 900mm high » Designed by a structural engineer » Low maintenance (e.g. non painted rock or concrete or other inert material) » Make a positive contribution to the overall park design » Designed to ensure public safety.	Complies	Retaining is intended to be limited.	
Access: Controlled access points will need to be provided at regular intervals. Vehicle access at these points should be controlled through the use of removable bollards or a locking rail type gate. Otherwise parks should be designed to prevent illegal access by motor vehicles from external streets, internal streets and parking areas. Where necessary this should include the provision of low maintenance, transparent fencing or bollards	**Complies**	Appropriate controlled access points and access restriction is to be provided along the perimeter of the park.	
Embellishments: Fencing / bollards, seating, taps and bubblers, landscaping, paths (pedestrian/cycle), table and seating – uncovered.	**Complies**	The linear park is intended to be appropriately embellished.	
Neighbourhood Recreation Park			
Role: A moderately sized park that provides a focal point for a neighbourhood. Neighbourhood recreation parks should provide places and facilities for passive and active recreation activities and a range of local community activities and events.	**Complies**	A neighbourhood recreation park is nominated within the site to the southwest. The park adjoins the linear park and is anticipated to provide both visual amenity and passive recreation opportunities.	
Rate of provision:	**Complies**	The neighbourhood recreation park is sited to service a suitable population.	

Guideline Provision	Compliance	Response	Assessment Manager Use
Land (ha/1,000 population) – 0.5-1.1 No. of parks (population) – 1/1,000 – 1,500			
Minimum area: 5,000m2	**Complies**	The neighbourhood recreation park is proposed with an area of 5,000m2.	
Accessibility requirements: 90 per cent of dwellings within 400m of a neighbourhood recreation park or other park providing equivalent informal recreation opportunities	**Complies**	The neighbourhood recreation park is suitably sited to capture a high proportion of the development within a 400m radius.	
Shape: Parkland should be regularly shaped and of sufficient dimensions to achieve its role in the parks network, accommodate proposed activities and provide flexibility for new activities in the future. Minimum dimension of any part should not be less than 10 metres for maintenance purposes.	**Complies**	The neighbourhood recreation park is regular in shape with dimensions of 65m x 75.5m and allows for a range of activities.	
Road frontage: Minimum 50% park perimeter to have road frontage.	**Alternative Solution**	Roughly 25% of the neighbourhood recreation park has a perimeter to a road frontage. This outcome is considered appropriate noting that 50% of the nominated perimeter merges with linear park. This outcome ensures that casual surveillance of the park is maintained.	
Location: Central, assessable location within neighbourhood or adjacent to linear park network.	**Complies**	The neighbourhood recreation park is suitably sited adjacent to the linear park network and accessible from the higher order roads servicing the development.	
Active recreation spaces required: At least 3 active recreation spaces including at least one of suitable size for kickabout and other group activities (minimum dimensions 50m x 30m)	**Complies**	There is an intend to provide a range of recreation spaces within the neighbourhood recreation park.	
Slope: Active recreation spaces and areas intended to support infrastructure should have a slope of 3% or less. The areas are accessible and functional for the intended recreation purposes. The area of any park with a gradient of 1:10 or more should not exceed 20% of the total park area.	**Complies**	The extent of the neighbourhood recreation park is intended to have a minimal slope.	
Batters: Maximum gradient of turfed batters to allow mowing: 1:4 Maximum gradient of planted batters: 1:3	N/A	Batters are not proposed within the neighbourhood recreation park.	
Retaining: Maximum 900mm high, low maintenance	N/A	Retaining is not proposed within the neighbourhood recreation park.	
Minimum flood immunity: Maximum 30% of any park is below the 5 year ARI flood level. Clubhouses, toilets and amenities blocks and other buildings are above 100 year ARI.	**Complies**	The neighbourhood recreation park is not flood affected.	
Access: All parks should be provided with at least one controlled access point for maintenance, service and emergency vehicles at strategic locations along the road frontages or from internal roads or car parks. Access should otherwise be restricted by low maintenance, transparent fencing or bollards.	**Complies**	Suitable access points and access restriction shall be provided.	
Shade cover: 50% shading of walking and cycling paths 50% shading of formal seating.	**Complies**	Suitable shading is to be provided. This can be conditioned.	

Guideline Provision	Compliance	Response	Assessment Manager Use
Embellishments: bollards, seating, taps and bubblers, landscaping, bicycle parking, lighting, paths, shade structures, tables and seating, informal active recreation spaces, half-court/rebound wall or similar,	**Complies**	It is intended that the neighbourhood recreation park is provided with suitable embellishments.	
District Recreation Park			
Role: A large park that caters for the varied active and passive recreational needs and community activities of a group of neighbourhoods. District recreation parks should provide a variety of settings, spaces and facilities to cater for large numbers of people, including large groups of people at significant community events, and for all age groups and levels of ability in the community	Complies	A district recreation park is proposed to the eastern end of the development and is to cater for a range of active and passive recreational needs and community activities. An indicative concept plan is in the process of being prepared by RPS Consulting and accompanies this application.	
Rate of provision: - Land (ha/1,000 population) – 0.5-1.0 - No. of parks (population) – 1/10 – 15,000	Complies	The proposal provides a district park in line with the DCOP and context plan requirements.	
Minimum area: 5ha	Complies	The proposed District Recreation Park is 5.5ha.	
Accessibility requirements: 90% of dwellings within 2.5km.	Complies	The District Park is considered appropriately accessible.	
Shape: Parkland should be regularly shaped and of sufficient dimensions to achieve its role in the parks network, accommodate proposed activities and provide flexibility for new activities in the future. Minimum dimension of any part should not be less than 10 metres for maintenance purposes.	Complies	The park is of an appropriate size and shape for the context.	
Road frontage: Minimum 50% park perimeter to have road frontage.	**Complies**	The district park achieves in excess 50% of the parks perimeter located along road frontage.	
Location: Direct access from connector or higher order road, and by local public transport.	**Complies**	The district and neighbourhood park maintain high levels of accessibility, located along higher order roads with strong active and public transport infrastructure.	
Active recreation spaces required: Multiple active recreation spaces including multiple large spaces for active group recreation commensurate with scale and nature of park.	Complies	The park shall be suitably embellished.	
Slope: Active recreation spaces and areas intended to support infrastructure should have a slope of 3% or less. The areas are accessible and functional for the intended recreation purposes. The area of any park with a gradient of 1:10 or more should not exceed 20% of the total park area.	Complies	The park design is intended to comply.	
Batters: Maximum gradient of turfed batters to allow mowing: 1:4 Maximum gradient of planted batters: 1:3		To be determined	
Retaining: Maximum 900mm high, low maintenance		To be determined	
Minimum flood immunity: Maximum 30% of any park is below the 5 year ARI flood level. Clubhouses, toilets and amenities blocks and other buildings are above 100 year ARI.		To be determined	

Guideline Provision	Compliance	Response	Assessment Manager Use
Access: All parks should be provided with at least one controlled access point for maintenance, service and emergency vehicles at strategic locations along the road frontages or from internal roads or car parks. A driveway should be provided to the main access point for occasional access by an industrial refuse collection vehicle, a medium rigid vehicle with trailer, and emergency vehicle. Access should otherwise be restricted by low maintenance, transparent fencing or bollards.	Complies	The park design is intended to comply.	
Shade cover: 50% shading of walking and cycling paths 50% shading of formal seating.	**Complies**	The district and neighbourhood parks will be designed and delivered in accordance with the relevant guidelines, providing sufficient shade cover through landscaping.	
Embellishments: bollards, seating, taps and bubblers, landscaping, internal access roads, parking (cars and bicycles), lighting, toilets, paths (pedestrian/cycle), shade structures, table and seating (covered and uncovered), barbeques, play areas/facilities, informal active recreation spaces, half-court, rebound wall or similar, courts, community events space.	**Complies**	The district and neighbourhood parks will be designed and delivered in accordance with the relevant guidelines prescribing the required levels of embellishment.	

2.5 PDA Guideline no. 13 – Engineering Standards

PDA Guideline no. 13 – Engineering Standards has been considered in the design of the development and preparation of the accompanying engineering documentation.

2.6 PDA Guideline no. 14 – Environmental Values and Sustainable Resource Use

PDA Guideline no. 14 – Environmental Values and Sustainable Resource Use has been considered in the design of the development and in particular in the preparation of supporting documentation acknowledging the value of retained trees and environmental areas on site, bushfire management, waterway corridor design and water quality management.

2.7 PDA Guideline no. 15 – Protection from Flood and Storm Tide Inundation

The development design has been appropriately informed by flood advice which is to be provided in due course.

2.8 PDA Guideline no. 18 – Development Interfaces

The development has been designed within consideration of development interfaces, including the waterway traversing the site, bushfire risk associated with the retained conservation area and waterway vegetation and previously identified acoustic concerns from the Centenary Highway. Of note, the interface with the waterway along the south of the site has been seen as opportunity to establish a high level of scenic and visual amenity and passive recreation opportunities for future residents of the development. An esplanade road is to be established beside the linear park attached to the waterway, which maintains casual surveillance opportunities and establishes a bushfire buffer should vegetation within the waterway develop. Similarly, a combination of roads and cleared batters are to be established between the northern positioned lots near to the conservation area, establishing a bushfire buffer.

3. Priority Development Area Practice Notes

3.1 Practice Note no.01 – Housing and Lot Diversity

The development shall achieve appropriate housing and lot diversity.

3.2 Practice Note no. 02 – Footpath Provision in Residential Subdivisions

The development has been designed to provide a high quality pedestrian environment including street trees and footpaths.

3.3 Practice Note no. 03 – Integrated Residential Development

Practice Note no.3 has been considered in the development layout, with feedback on market demand and housing affordability guiding lot sizes, lot typology, density, etc.

3.4 Practice Note no. 04 – Integrating Sustainable Principles into Residential Subdivisions

Practice Note no. 04 has been considered in the design of the waterway, parkland and stormwater management system.

3.5 Practice Note no. 05 – Lot Mix and Yield in Integrated Residential Developments

Practice Note no. 5 has been considered in determining lot mix and yield.

3.6 Practice Note no. 06 – Tree Retention in Residential Subdivisions

Practice Note no. 06 has been considered in the design of the development, with a conscious effort made to retain trees within the waterway corridor and parkland where possible.

3.7 Practice Note no. 07 – Designing for Small Lots

Practice Note no. 07 has been considered in the siting of small lots throughout the development. Of note, the design has had substantial input from a civil engineer to ensure that grades can be appropriately managed and frontage widths are wide enough to cater for on street park in addition to crossovers.

3.8 Practice Note no. 09 – Context Plans

Practice Note no. 09 has been considered in development the new context plan accompanying this application.

3.9 Practice Note no. 10 – Plans of Development

Practice Note no. 10 has been considered in preparing the Plan of Development. The Plan of Development shows building envelopes, primary frontages for corner lots, optional built to boundary walls

3.10 Practice Note no. 11 – Parking Analysis Plans

Practice Note no. 11 has been considered I the preparation of plans showing on street parking.

3.11 Practice Note no. 12 – Rear Lanes: Design and Development

The development incorporates a number of rear lanes servicing lots which shall address the linear park. The rear lanes have been designed with consideration of Practice Note no.12, noting they are associated with smaller lots / higher density and shall provide a superior streetscape outcome for the esplanade road addressing the park, by maintaining the primacy of footpaths for pedestrians and maximising the functionality and opportunities for on street parking.

3.12 Practice Note no. 04 – State Interests in Development Assessment in Priority Development Areas

Practice Notice no. 14 - State Interests in Development Assessment in Priority development Areas, provides guidance on when the MEDQ delegate may seek advice from EDQ about a relevant State interest. Furthermore, prelodgement discussions with Ipswich City Council as the MEDQ delegate, indicated that advice from EDQ would be sought during the assessment of the application for waterway and transport matters.

A review of the State's Development Assessment Mapping System has identified that the site contains mapped Queensland waterways, in both the low and high risk of impact sub-categories. Furthermore, it is acknowledged that the number of lots proposed as part of this development would typically have required referral for exceeding transport threshold triggers under the *Planning Regulation 2017*.

Discussions on waterway and traffic matters are provided separately.

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The Change Leaders

Therefor Group is dedicated to enhancing the potential of place by understanding who it's for.

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When you need more than a bottom line;

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