ICC Ref: 3406/2025/PDA

Our ref: 23-0573P/ROL2

7 November 2025

Chief Executive Officer

C/- MEDQ Delegate

Development Planning Branch

Ipswich City Council

PO Box 191

IPSWICH QLD 4305

Via email: plandev@ipswich.qld.gov.au

Attention: Nikki Morrison

RE: Response to Information Request

817-843 Ripley Road, South Ripley

Dear Nikki,

We refer to your information request dated 3 July 2025 in relation to the abovementioned application and provide a full response in accordance with section 83 of the Economic Development Act 2012 (the 'Act').

We understand that in accordance with 83B of the Act, the MEDQ Delegate is required to issue a Notice of Compliance with Information Request before this application can proceed to public notification. We would welcome the opportunity to meet with the Council in the coming weeks to discuss any questions or potential concerns with the response provided.

Yours sincerely,

Emily Richards

Associate - Planning

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Response to Information Request

Supporting Material

This response is supported by the following information:

Amended Context Plan Conditions	Therefor Group	31 October 2025
Context Plan Package	Therefor Group	31 October 2025
Table of Approved Uses	Therefor Group	31 October 2025
ROL & POD Package	Therefor Group	6 November 2025
Product Mix & Typologies Package	Therefor Group	30 October 2025
Design Framework	Therefor Group	30 October 2025
Civil Functionals	KN Group	31 October 2025
Dispersive Soil Management Plan	Butler Partners	25 July 2025
Geotechnical Investigation	Butler Partners	23 October 2025
Landscape Design Package	RPS	31 October 2025
Stormwater and Waterways response letter	Design Flow	6 November 2025
Stormwater Quality Management Plan	Design Flow	31 October 2025
MUSIC Model	Design Flow	6 November 2025
Waterway Report	Design Flow	6 November 2025
Bushfire Response and Amended Bushfire Hazard Assessment and Management Plan	Therefor Group	31 October 2025
Ecology Response and Tree Retention Plan	Therefor Group	31 October 2025
Traffic Impact Assessment	SLR Consulting	3 November 2025
Multiple Dwelling on Slope Example	CM Square	22 March 2019

It is noted that in addition to the documentation referenced above a revised Flood Report is being prepared by WEP and is expected to be provided within a matter of days.

Summary of Changes

The overall development rationale remains consistent with that lodged, with changes generally made in direct response to items within the Information Request.

Notable changes include:

- Realignment of the waterway to ensure the development achieves the delivery of a District Recreation Park of no less than 3.2ha.
- Amendment of staging boundaries to reflect anticipated sequence of delivery.
- Provision of a new Context Plan intended to replace the current endorsed context plan in its entirety.
- Request to amend Context Plan conditions to align with the intents of the current application.

Response to Information Request

Please see our response to the items in Council's information request below.

A. Context Plan Component

Item 1 (a) – Planning - Proposed Context Plan

It is noted that the application material stated that the "context plan accompanying this application is not intended to replace the endorsed context plan but simply override this plan to the extent of any inconsistencies" and as such, a plan which includes the entire previously endorsed context plan area has not been provided.

However, in order for a plan to 'override' an existing context plan, it must be endorsed. As such, the applicant is requested to provide an amended context plan which reflects the boundary endorsed under 10397/2023/MAPDA.

Note: Should no future changes to the balance of the context plan be proposed, an extract of the proposed plan may be superimposed over the existing endorsed plan.

Response

The proposed development layout and required changes to the current endorsed context plan have now been incorporated within a revised version of the Ripley West Context Plan Land Use plan.

The boundary of the context plan area, and the contents of the balance land outside of 817-843 Ripley Road, remain consistent with that endorsed under 10397/2023/MAPDA. Rather than superimposing changes over the existing endorsed plan, the plan has been recreated, with anticipation that the context plan will be reviewed as Stockland progresses with further development within the context plan area.

The approved Ripley West Masterplan Land Use and Ripley West Context Plan – Movement Network have also been updated in the same manner.

In revisiting the context plan, it was identified that the AMEX landholding at the time of endorsement, varies from the current Stockland landholding due to additional acquisitions. This difference has been reflected in the amendments to each of the plans, with the land boundary and area included in the masterplan boundary, extended to include the lot encompassing 23 Watsons Road, South Ripley.

It has also been identified that the current context plan approval makes reference to a range of endorsed and approved plans, which are intended to be superseded by those included in this response. We are now proposing a number of changes to the condition package, with an overview of amended context plan conditions accompanying this response.

Item 1 (b)– Planning - Proposed Context Plan

It is noted that the proposed context plan includes a Future Community Node which was not previously included in the endorsed context plan. Accordingly, the applicant is requested to provide commentary outlining the rational for the proposed location and the intent of the node.

Response

The Future Community Node (relabeled as Potential Community Node) has been retained on the revised Context Plan within 113–183 Watsons Road, South Ripley (Lot 370 on SP198119). The location has, however, been amended, with the node now sited further west into the site, north of the area earmarked for the secondary school.

The intent of the community node is to allow for the establishment of a child care centre and low scale complementary uses, such as a small convenience store or a coffee shop. The location has been selected as there is seen to be an opportunity to co-locate similar uses, with the node expected to provide support to not only the immediate catchment, but also employees of the immediately adjoining secondary school to the south.

The node would be located on a higher order road to assist with the management of traffic and amenity impacts. It is also expected to be small in scale, ensuring the primacy of nearby retail nodes and local neighbourhood centres is maintained.

Item 1 (c) – Planning - Proposed Context Plan

Drawing Number CP-01 titled 'Reconfigure a Lot – Context Plan' indicates a 'Low-medium density residential' land use with a density of 15dw/ha-25dw/ha. However, Drawing Number CP-02 titled 'Reconfigure a Lot – Context Plan Sloping' including slope affected areas with a density of 8dw/ha-18dw/ha. To avoid confusion and to provide clarity, the applicant is requested to provide one plan which clearly indicates the proposed densities for the context plan area.

Response

As referenced in response to Item 1(a), the context plan originally submitted with this application has been amended to include the same area and same rationale as applied in the current endorsed context plan. This includes providing a single context plan, a masterplan and a movement network plan.

The context plan continues to show a breakdown of how density is intended to be delivered across the context plan area. This includes identifying land which is slope constrained and may result in a lesser density than areas which are flatter and have greater development potential.

The proposed density within the current reconfiguring a lot application has been reviewed against the rationale established by the context plan and is generally consistent with the mixed approach to slope-affected and non-slope-affected land.

Item 1 (d) – Planning - Proposed Context Plan

The proposed context plan includes a 'possible medium density residential (approx. 65dw/ha)'. The applicant is requested to provide justification for this proposed designation, noting that this area is identified as predominantly slope affected with a density of 8dw/ha.

Please refer to Item 1(e) – Proposed Context Plan and Item 3(b) – Density for further information.

Response

It is acknowledged that the area identified for 'possible medium density residential' is slope-affected.

The decision to identify a higher density use in this area has come about in progressing both urban design layouts and engineering details to support the accompanying reconfiguration of a lot.

The challenging topography of Lot 8002, as shown on the Reconfiguring a Lot plan, was considered to present an opportunity for an alternative housing typology that could be designed to respond to the slope of the land, in a better way than a typical dwelling house. This housing typology would provide diversity in product and price point and was identified as potentially desirable for an affordable housing provider.

An example of a multiple dwelling established successfully on slope-affected land is provided in accompaniment to this letter (refer to Multiple Dwelling on Slope Example). This example demonstrates how this form of development can appropriately address slope challenges and deliver housing diversity within the site. The density selected for these sites is also consistent with the attached example.

It is also noted that a compliance assessment development application must be submitted to MEDQ pursuant to the Table of Approved Uses of the Context Plan, and as such Council will be provided the opportunity to review the design prior to construction.

Item 1 (e) – Planning - Proposed Context Plan

In relation to the proposed Table of Approved Uses, the applicant is requested to address the following:

(i) Include the preamble as per the current endorsed context plan (and updated as necessary).
(ii) Minimum net residential density – amend to include the range of densities proposed on the plans.
(iii) Multiple residential – justify the inclusion on "involving no more than 12 dwellings where positioned within 200m of a possible medium residential site", noting that this area is identified as predominantly slope affected with a density of 8dw/ha.
(iv) Shop – justify the inclusion of a potential additional shop to the context plan area around the proposed 'Potential Community Node'.
(v) Food Premises – justify the inclusion of a potential additional Food Premises to the context plan area around the proposed 'Potential Community Node'.

(vi) Child Care Centre – justify the inclusion of a potential additional Child Care Centre to the context plan area around the proposed 'Potential Community Node'. Where justified, make the following amendment:

- "Positioned within 200m of a Potential Community Node* AND
- Located on a sub arterial or major collector road".

(vii) Community Facility – subject to addressing (b) above, amend to include the Potential Community Facility Node.

(viii) Amend plan references to address item (a) above.

Response

A revised Table of Approved Uses has been prepared and is provided in accompaniment to this letter. The updated table has been reviewed against the current endorsed version and amended to include the preamble consistent with the endorsed context plan. Densities have also been reviewed and remain consistent with that established in the endorsed context plan.

In response to 1(e)(iii) – the inclusion of Multiple residential is addressed in response to 1(d).

In response to 1(e)(iv) – the inclusion of Shop is addressed in response to 1(b).

In response to 1(e)(v) - the inclusion of Food Premises is addressed in response to 1(b).

In response to 1(e)(vi) – the inclusion of Child Care Centre is addressed in response to 1(b).

In response to 1(e)(vii) – the Potential Community Node has been included under Community Facility.

It is noted that plan references within the Table of Approved Uses continue to remain current with the amendment of the Context Plan in the same format as that previously endorsed.

Item 1 (f) – Planning - Proposed Context Plan

The applicant is requested to amend the context plan, to the extent necessary, to address all other matters raised in this information request.

Response

The context plan has been updated to reflect all other items raised in this Information Request, including layout changes within the reconfiguring a lot plan and incorporating the context plan area consistent with the current endorsed plan.

Item 2 – Environment – Stormwater Quality

The submitted Stormwater Management Plan (SMP) prepared by Design Flow is acknowledged. The SMP includes references to Providence South RoL, design concerns and assumptions for future development. The applicant is requested to address the following:

(a) The MEDQ delegate acknowledges the inclusion of the following note in the SMP:
"The drainage path / waterway to the south of Providence West ROL 2 is to be substantially restored and vegetated as part of the Providence West development. The intent is to create a similar outcome as Councils Small Creek located in Raceview. For the purposes of this SQMP, the pollutant removal associated with the vegetated waterway has not been included. However, as part of future stormwater planning for the remainder of Providence West, the pollutant removal benefit of the vegetated water in Providence West ROL 2 will be included in the strategy and performance modelling. This will allow optimisation of the stormwater quality infrastructure in Providence West."

However, the applicant is advised that the proposed future intent to use the ephemeral waterways as a treatment node is not supported by the MEDQ delegate. It is inconsistent with the intentions of the State Planning Policy (Stormwater Quality) which instead, seeks to control stormwater at the source and minimise pollutants through reductions, reuse and finally treatment prior to entering waterways. The Small Creek Project as a treatment solution is not appropriate for greenfield development, as it is a retrofitted partial treatment solution for an existing urbanised catchment area constrained by historical built environment.

The applicant is advised that at source low maintenance WSUD assets are encouraged and early communication with Councils Waterway Health Officers is recommended.

Response

The intentions for stormwater quality treatment have recently been discussed with Council, where mutual benefits for both the Applicant and Council were identified in an arrangement that includes pollutant removal through waterway vegetation.

Notwithstanding, revisions have been made to Stormwater Quality Management Plan, to reword some of the delivery intents and continue discussions with Council.

Refer to the accompanying Response to Stormwater and Waterways Items prepared by Design Flow for further details.

B. Reconfigure A Lot Component

Item 3 (a) – Planning - Density

(a) It is noted that the proposal achieves an overall density of 22.56dw/ha, however the applicant is requested to clarify what density is being achieved for each of the following areas:

- Low-medium density residential
- Low-medium density residential – slope affected

Proposed densities must comply with the proposed context plan.

Response

Firstly, it is noted that the density provisions in the approved Context Plan are minimum targets for the respective slope affected (minimum 8dw/ha) and non-slope affected (minimum 15dw/ha) land.

Within the land subject to this application, there is 14.08ha of land suitable for development. This land includes residential land (excluding the 10ha Lot 8001 and future multiple dwelling site Lot 8002) – 8.67ha, local roads - 3.87ha, local park – 0.5ha, and stormwater management – 1.04ha. 301 residential lots are proposed, giving a net density of 21.38dw/ha, which is **above** the minimum of both the slope affected and non-slope affected land.

Due to the ambiguity of the slope affected land overlay on the context plan, and the fact that lots won't be wholly covered by either of the slope designations, it's not practical to calculate separate densities for each of these, given compliance is achieved.

Item 3 (b) – Planning - Density

(b) Proposed Lot 8002 is identified as being for multiple residential. As identified on the POD, this site can have a density of up to 65dw/ha. Accordingly, the applicant is requested to demonstrate that the proposed site is appropriate for multiple residential up to this density taking into consideration the following:

- The site is generally identified as slope affected on the context plan;
- Significant battering is shown throughout the site, as per the submitted earthworks plans;
- Appropriate access must be achieved for the proposed density.

Response

As referenced in Item 1(d) above, the designation of 'possible medium density residential (approx. 65dw/ha)' has been included to provide an alternative housing typology that responds to and manages the slope constraints of the site.

An example of a multiple dwelling established successfully on slope-affected land is provided in accompaniment to this letter, demonstrating how this form of development can appropriately address slope challenges whilst delivering diversity in housing typologies.

Item 4 (a) – Planning – Proposed Layout

The applicant is requested to provide an amended layout which addresses the following:

Access

(i) It is noted that the Response to Not Properly Made Notice dated 23 May 2025 indicates that the initial access to development will be from the north via the Lacebark development. However, the submitted plans include this road connection within Stage 4. Accordingly, the applicant is requested to submit amended plans which accurately reflect the proposed staging.

(ii) The applicant is requested to identify the emergency secondary access track on the proposed plans.

(iii) Address items raised under Item 6 – Open Space and Item 7 - Traffic Impact Assessment.

Response

Staging plans have been amended which provide a revised order of development delivery. Refer to the Staging Plan extract below.

Stage 1A now incorporates the continuation of Road 07 from Lacebark as the first point of access and connecting down through to the second access point, which shall be via the future catalyst road. This provides Stage 1 with the option of connecting to either Lacebark or the new Catalyst Road once it's been completed.

There continues to be a desire to establish some flexibility in the order that stages beyond Stage 1A are delivered. As such, we would be seeking that the Council as the MEDQ Delegate provides a condition which allows stages to be constructed out of sequence, provided they can be appropriately serviced.

Emergency secondary access is to be provided via the existing Watsons Road road reserve. Details are noted within the Civil Functionals package prepared by KN Group, showing the nominated location and demonstrating its functionality during the construction of the adjoining Catalyst Road which is expected to occur simultaneously (refer to drawing 24-154-11 Road Hierarchy Layout Plan within KN Group Civil Functionals package for further detail).

Extract of proposed staging plan



Item 4 (b) – Planning – Proposed Layout

Bushfire offset area

(i) The proposed bushfire offset area as identified on the submitted Open Space Plan is not accurately reflected within the proposed subdivision drawings which is shown in a similar manor to road reserve. Accordingly, the applicant is requested to amend the plans to accurately reflect the intended use of this area.

(ii) The applicant is requested to amend the plans to address the interface concerns raised under Item 5(f) – Plan of Development and Item 16 – Conservation Interface below.

Response

The Reconfiguring a Lot plan has been amended to show the proposed bushfire offset area as a delineated low fuel zone, forming part of the conservation lot, rather than as road reserve. This amendment ensures the intents for this bushfire offset area are accurately reflected.

Detailed responses are provided to item 5(f) and Item 16 below.

In summary, fencing has not been altered in the context of the revised layout and with consideration of the topography of the conservation area. Tree retention has, however, been amended to allow for greater levels of retention, with consideration of revised earthworks.

Item 4 (c)– Planning – Proposed Layout

Conservation/Environmental Protection Zone

(i) The applicant is requested to provide pedestrian connectivity along the Environmental Protection Zone, in lieu of an esplanade road.

(ii) The applicant is requested to nominate a delivery stage for this lot.

(iii) The applicant is requested to clarify why the Bushfire offset area is not included with the conservation lot.

Response

The following response is provided in chronological order of that outlined above.

(i) Pedestrian connectivity has not been provided along the Environmental Protection Zone due to the steep slope of this area. Significant earthworks would be required to deliver an accessible path, which would be inconsistent with the conservation intent as would impact on the root zones of retained trees.

(ii) Staging for the conservation lot has been identified on the updated subdivision plans. The conservation lot has been nominated as Stage 5, however can be dedicated earlier if desired.

(iii) The Reconfiguring a Lot Plan has been updated to include the bushfire offset area within the conservation lot.

Further detail is provided within the attached Bushfire Response prepared by Therefor Group.

Item 4 (d) – Planning – Proposed Layout

There are several blocks which exceed 130m length, which is inconsistent with PDA Guideline No. 1 – Residential 30 and PDA Guideline 5: Neighbourhood Planning and Design. Accordingly, the applicant is requested to ensure that no blocks exceed 130m without providing a 10m wide pedestrian link to assist with walkability.

Response

The inconsistency with the PDA Guidelines with respect to block lengths is acknowledged and no change has been made at this time.

Consideration has been given to anticipated pedestrian movement within the site, with road layouts designed to lead south and downhill towards Road 01, the neighbourhood connector and the open space adjoining Road 01. Furthermore, Road 01 provides direct connections to key community facilities and local destinations (i.e. Neighbourhood recreation park and District park). This approach ensures that walkability and connectivity objectives are achieved without the need for additional pedestrian links within the longer blocks.

Additionally, the inclusion of cross block links on sloping land will exacerbate the need for retaining walls in lots.

A plan titled Design Framework, has been prepared by Therefor Group to accompany this response, illustrating the orientation of the development and the anticipated key pedestrian routes.

Item 4 (e) – Planning – Proposed Layout

In accordance with PDA Guideline 1: Residential 30, no more than eight (8) narrow lot frontages (being lot frontages under 15m) are to be provided in a row. The applicant is requested to amend the proposal plans accordingly.

Response

The development layout continues to provide groupings of more than 8 narrow lot frontages (under 15m). This outcome is considered appropriate having regard to housing affordability objectives, delivery of density targets and in the context of the subject site.

It is acknowledged that PDA Guideline 1: Residential 30, notes a preference for no more than eight narrow frontage lots in a row. Within the same design checklist, the guideline also outlines highest densities should be located around open space. Lots within the subject development are encompassed to both the north and south by open space, with the overall proposal achieving a suitable balance between developed residential lots and greenspace.

Furthermore, the frontage widths have not impacted on the development's ability to accommodate on-street parking in accordance with the relevant standards, allows for the accommodation of street trees and establishes lots which are demonstrated to be fit for purpose (Refer to Product Mix and Typologies Package prepared by Therefor Group).

It should also be acknowledged that the proposed lot layout, including the frequency of lots and associated retaining walls, supports an engineering outcome to manage the slope of the land. Should wider lots be used throughout the development, this would create a need for more, higher and stepped retaining walls which are considered an undesirable outcome where affordability is being pursued.

Item 4 (f) – Planning – Proposed Layout

The applicant is advised that parking within laneways is not supported and fails to meet the PDA Guideline 6. Accordingly, the applicant is requested to amend the plans to ensure all laneways are in accordance with the PDA Guideline requirements.

Response

The proposed layout has been amended to remove all parking within laneways. All laneways now achieve the characteristics of a Neighbourhood Lane as outlined with PDA Guideline 6.

Item 4 (g) – Planning – Proposed Layout

Nominate the radius of the cul-de-sac as to achieve a minimum 9m radius at the invert.

Response

The Civil Functionals prepared by KN Group have been amended to nominate the radius of the cul-de-sac, which is demonstrated to achieve a minimum 9m radius at the invert. Refer to drawings 24-154-59 & 98 for the relevant annotations.

Item 4 (h) – Planning – Proposed Layout

Retaining wall heights

(i) The proposal includes significant retaining walls along a number of road reserves and open space. The applicant is requested to review the earthworks to limit the extent of external facing retaining walls.

(ii) The legend includes walls +3m. The applicant is requested to clarify the extent of retaining proposed for these walls.

Please refer to Item 10 - Concept Civil Engineering Plans for further information.

Response

The earthworks layout plans forming part of the Civil Functionals package prepared by KN Group and showing retaining walls have been updated. The following is also noted with response to the above:

(i) Existing site constraints require the integration of walls up to 1.5m within the northern road reserves of Road 08 and Road 10, in order to retain the existing environmental corridor. Raising the site to meet the environmental corridor levels increases the extent of imported fill required to a threshold that makes the project not viable. Raising the eastern corner would also impact on the drainage strategy, requiring an additional basin to be accommodated into the layout. This would therefore add additional constraints to Council maintenance requirements, impact to flooding and inevitably impact yield.

External facing walls have been reviewed and limited where possible. As identified however, there are existing site constraints that add limitations to the achievable grading outcomes for the site. The existing site is limited by the environmental corridor to the north, flood constraints to the south, an existing development levels to the north with corresponding maximum road grade & sight line limitations.

(ii) The design has reviewed to limit the amount of walls 3m+ than the previous submission. The current proposed outcome identifies 2 locations where the walls exceed 3.0m; the rear wall of Lot 2057 and the side wall of lot 2273. Lot 2273 is a larger lot than typical and the 3m+ segment of wall is at the back of the lot and sits below the road, as such it is unlikely to be a visual burden from the street.

Item 4 (i) – Planning – Proposed Layout

Reflect any changes resulting from the response to all other matters raised in this information request.

Response

A coordinated approach has occurred in updating all documentation to include changes.

Item 5 (a) – Planning – Plan of Development

The applicant is requested to submit an amended Plan of Development (POD) that addresses the following in accordance with PDA Guideline 1: Residential 30 and PDA Practice Note 10: Plans of Development:

(a) Indicate the lot dimensions and areas.

Response

The amended Plan of Development prepared by Therefor Group outlines the lot dimensions and areas in accordance with PDA Guideline 1: Residential 30 and PDA Practice Note 10: Plans of Development. It is acknowledged this information is not shown on the plan at 1:2000 at A1, however is shown on plans where the scale allows for more detail (1:1000 at A1).

Item 5 (b) – Planning – Plan of Development

Indicate land slope, stairs, retaining wall locations and infrastructure items (eg. sewerage, water, stormwater, electricity/telecoms, street lighting, PMT's etc.) and associated easement/s and amend POD notes as required (i.e. General Controls – Note 5).

Response

The majority of the above information has been included within the Civil Functionals package prepared by KN Group, including details of slope, indicative stair/ramp locations, retaining wall locations and infrastructure items including sewerage, water, stormwater and electrical pillars.

An electrical engineer has been engaged to assist with other items, with an intent this information is provided in due course.

Item 5 (c) – Planning – Plan of Development

Lot types

(i) There are a number of 'Terrace Allotments (front loaded)' located throughout the development that do not appear to function as a terrace allotment (i.e. wider than 7.5m, not attached). Examples of these proposed lots include 2132,2131 2166, 2167, 2201, 2242. The applicant is requested to amend the POD to ensure categorisation of lot types accurately reflect what is being proposed.

(ii) 'Laneway Terrace Allotments' identified under Additional Specific Controls is inconsistent with the lot terminology used within the POD table. The applicant is requested to amend the POD to ensure there is consistency across the document.

(iii) The applicant proposes an 'Urban Loft' lot type, however this is not described in the PDA Guideline1 – Residential 30. The applicant is requested to provide further information on the intent of this lot type and update the POD requirements as needed to facilitate an appropriate outcome (i.e. should a minimum of two storeys be mandatory noting the lot size?) while taking into consideration the matters raised throughout this Information Request.

Response

The plan of development has been amended to address the above point as follows:

(i) Identify allotments which only function as genuine front loaded terraces as Terrace (Front Loaded) Allotments. The lots referenced above that were previously identified in the same manner have now been labelled as Urban Home Allotments. It is acknowledged that layouts have been altered in responding to this information request and as such lot numbers and the locations of various lot typologies have changed.

(ii) Amend reference to Laneway Terrace Allotments in the Additional Specific Controls section of the Plan of Development to read as "Rear Loaded Terrace Allotments".

(iii) Incorporate an accompanying set of Product Mix & Typologies to clarify the intents of lot types that are not described in the PDA Guideline 1 – Residential 30, including Urban Lofts. Urban Lofts requirements have been included in the Additional Specific Controls of the Plan of Development and have a mandatory minimum building height requirement of 2 storeys.

Item 5 (d) – Planning – Plan of Development

Split level lots

Based on the submitted earthworks plans, there are a number of split level lots proposed. It is noted that some of these (i.e. proposed Lots 228-2233) are identified on the POD as 'potential split level', however others are not identified (i.e. proposed Lots 2062-206). It is unclear how these lots are proposed to be developed in the event that they are not developed as split level (noting the use of 'potential'). Further, the POD does not include any specific provisions to guide development of these lots. Accordingly, the applicant is requested to address the following:
(i) Identify all lots required for split level construction;
(ii) Unless an appropriate alternative to construction is proposed, mandate the requirement for split level construction; and
(iii) Amend the POD to include specific design requirement for these lots.

Response

The development continues to propose 5 lots which are identified on the plan of development as Potential Split Lots. The accompanying Earthworks Layout Plans prepared by KN Group also confirm the earthworks intents for these lots results split levels.

An additional development control has been included in the Plan of Development (item 30) to ensure that the design responds to the split-level nature of the lots and that the dwellings activate both the street and private open space areas.

Item 5 (e) – Planning – Plan of Development

The applicant is requested to clearly identify the primary frontage for all lots with secondary frontages, taking into consideration the items raised in items (f) and (g) below.

Response

The primary frontage for all lots with dual frontages has been clearly identified on the Plan of Development through the inclusion of linework denoting which is the Primary Frontage of the lot. It is not considered necessary, or typical, for primary and secondary frontages to be identified on a POD for corner lots.

Item 5 (f) – Planning – Plan of Development

The applicant is requested to provide an amended POD which includes design requirement provisions for lots adjoining open space and pedestrian walkways (if proposed). In particular, the design outcomes sought should ensure that passive surveillance/overlooking of the open space is achieved. The maximum fence height should be 1.2m, consistent with PDA Guideline No. 1 – Residential 30.

Response

The revised development layout includes minimal lots adjoining open space.

Lots adjoining open space include:

- 2001 – southern side boundary adjoins the linear park
- 8001 – eastern side boundary adjoins the conservation lot
- 2174 & 2175 – northern side boundaries adjoin the conservation lot

- 2251 & 2252 – northern side boundaries adjoin the conservation lot
- 2287 & 2288 – northern side boundaries adjoin the conservation lot

It has been determined that there is no benefit in pursuing reduced fence heights in these locations, noting the level differences between residential lots and the conservation lot. The conservation lot includes steep batters where immediately adjoining residential lots, preventing any real ability for pedestrians to traverse this area. Casual surveillance of the conservation lot from these adjoining lots will be maintained as this area steps up the hill.

The development layout also provides high levels of casual surveillance across formalised open space areas, with the orientation of lots towards these areas maximised.

Item 5 (g) – Planning – Plan of Development

The applicant is requested to amend the POD to ensure that 'Front Loaded Terrace Lots' address the adjoining pathway adjacent to Road 1/Neighbourhood Park as the primary frontage. It would be beneficial to identify the park edge as the primary frontage to assist. This must include at a minimum the inclusion of front doors, building articulation, letter box, pedestrian access and front fencing requirements.

Response

The layout has been amended so that a road now adjoins the neighbourhood park in this location. As a result, the requirement for front loaded terrace lots to address the park edge is no longer applicable.

All terrace lots have had primary frontages nominated to ensure that they address and activate the street and open space areas.

Item 5 (h) – Planning – Plan of Development

For terrace lots, the applicant is requested to provide a break in the built form (through removal of the built to boundary wall) to facilitate groupings of between four and six lots as per PDA Guideline 1 – Residential 30.

Response

The proposed plan includes a mix of front and rear loaded terraces, along with Urban Lofts and Garden Homes. These have been designed in groups ranging from 3-9 terraces in 'packs', consistent with the way this product has been delivered elsewhere. It is noted that the 3 packs of rear loaded terraces which have 8-9 dwellings in a row will provide a consistent approach to addressing Road 01 and overlooking the waterway corridor. These will provide an effective and attractive frame to the block ends with relief provided by the roads on each end of the block.

This approach was employed effectively around Gumnut Park in the Providence SUCE area, as shown below, and Providence East where up to 11 terraces are provided without a break in the built form.



Item 5 (i) – Planning – Plan of Development

PDA Guideline No. 1 – Residential 30 provides for double garages on lots greater than 12.5m. Accordingly, the applicant is requested to either amend the POD to restrict double garages on lots under 12.5m (excluding rear loaded terrace lots) or alternatively provide additional design criteria which will assist in ensuring double garages will not dominate the streetscape.

Response

The plan of development continues to allow for double garages on lots under 12.5m where additional design criteria are met. This has been further broken down in the revised plan of development to include detail attached to each lot type.

Item 5 (j) – Planning – Plan of Development

The applicant is requested to amend on site parking requirements to be consistent with PDA Guideline 7: Low Rise Buildings.

Response

The Plan of Development has been reviewed against PDA Guideline No. 7 – Low Rise Buildings, with a number of tweaks made to the wording of design requirements. The plan of development ensures that parking shall be provided to future dwellings at an appropriate rate (compliant with the PDA guideline). The plan of development also ensures that the design and siting of parking does not dominate the front of dwellings through the incorporation of mandatory design requirements.

Item 5 (k) – Planning – Plan of Development

The applicant is requested to provide detailed concept house plans for lots less than 250m^2 in area; typical house plans for lots between 250m^2 and 450m^2; and typical house plans for Lots 6382-6390 in accordance with PDA Practice Note 10 – Plan of Development and PDA Guideline 7 – Low Rise Building.

Response

In accordance with PDA Practice Note 10 – Plan of Development and PDA Guideline 7 – Low Rise Building, detailed concept house plans have been provided in accompaniment to this letter (refer to Product Mix & Typologies Package). The plans demonstrate how the proposed lots are of sufficient size and shape to accommodate a house.

Item 5 (l) – Planning – Plan of Development

The applicant is requested to amend site cover requirements to be consistent with PDA Guideline 1 – Residential 30.

Response

Maximum site cover percentages have been reviewed in the context of PDA Guideline 1 – Residential 30 and with consideration of approved outcomes elsewhere within Providence.

It can be established that where site cover percentages exceed that specified in the PDA Guideline, this is largely consistent with that approved at Providence East. Furthermore, these lots (Urban Lofts and Rear Loaded Terraces) are located within immediate proximity of open space, ensuring there is a balance achieved between built form and open space.

Item 5 (m) – Planning – Plan of Development

The applicant is requested to amend the built to boundary wall length and locations to be consistent with PDA Guideline 7: Low Rise Buildings.

Response

Built to boundary wall lengths have been reviewed in the context of the PDA Guideline and approved development forming part of Providence East.

Similar to site cover referenced above, where built to boundary wall lengths are greater than that outlined within the PDA Guideline, these are either consistent with that approved as part of Providence East and/or the lots are well located with respect to open space.

It should also be acknowledged that the built to boundary wall percentage does not necessarily result in a substantial wall length, but delivers a small, affordable and functional housing typology.

Item 5 (n) – Planning – Plan of Development

General POD Requirements

The applicant is requested to address the following:

(i) General Controls – Note 7: amend to clearly identity where 3 storey development is supported.
(ii) Clarify what a roof top terrace is and where this is applicable.
(iii) General Controls – Note 19: clarify why this is not applicable to Urban Lofts. This raises concerns with the potential built form outcome of these lots.
(iv) General Controls – Note 22: clearly identify what lots are affected by this requirement.
(v) Notes relating to fencing: amend fencing to be consistent with PDA Guideline 1 – Residential 30, particularly in relation to fencing for corner lots and fencing interfacing with park/open space.
(vi) Replace references to 'submitted for approval' to 'submitted for compliance assessment'.
(vii) Apply footnote 1 of the POD Table to non BTB side setbacks
(viii) Review the POD and remove any non-applicable items to avoid any unnecessary confusion to the end user. For example, Urban Lofts - Note 5 refers to access from secondary frontages and laneways, however the POD includes all driveway locations from the primary frontage and Urban Lofts – Note 10 relates to terrace lots.

Response

A response to each item above is provided below in chronological order:

(i) The General Controls – Note 7: has been amended to identity that 3 storey development is supported for terrace, urban lofts and garden homes.
(ii) A roof top terrace is noted to be defined as a storey. The intent of a roof top terrace is to allow opportunities to establish additional open space for future residents of smaller housing typologies.
(iii) General Controls – Note 19: which outlines a requirement for dwellings to setback garages, continues to exclude urban lofts. The inclusion of this requirement for urban lofts is considered a significant imposition for a small lot design. Notwithstanding, it is still expected the facades of urban lofts are suitability articulated as demonstrated within the Product Mix and Typologies package.
(iv) General Controls – Note 22: relating to acoustic requirements has been removed as no acoustic modeling for the site has been done at this time.
(v) Notes relating to fencing has been reviewed and is generally consistent with what has been approved elsewhere within Ripley (Providence East)
(vi) References to 'submitted for approval' have been amended to 'submitted for compliance assessment'.
(vii) Footnote 1 of the POD Table has been added to non BTB side setbacks.
(viii) The POD has been reviewed and simplified where appropriate.

Item 5 (o) – Planning – Plan of Development

Display Village

The applicant is requested to make the following amendments to the 'Display Village (Indicative)' POD:

(i) Clarify why the Neighbourhood Park is included within the display village boundary.
(ii) In regard to the potential road closure of part of Road 01 for up to 10 years, the applicant is requested to address how future orderly development can be facilitated for lots to the west and Lot 8001.
(iii) Include design provisions for the sales office, including maximum GFA.
(iv) The POD makes reference to a Billboard Sign which is to be limited to the nominated areas along the main entry, however the POD does not nominate this. Accordingly, the applicant is requested to remove references to the Billboard Sign, noting the MEDQ Delegate would be unlikely to support a Billboard Sign as part of a POD (a separate application for advertising devices would be required).
(v) Note 4 states entry statements are to be limited to nominated areas along the main entry road. The applicant is requested to clarify what is meant by entry statements and clearly identify the nominated areas on the POD.

Response

The response to the items above is provided in chronological order:

(i) The ROL & POD package has been updated to remove the Neighbourhood Park from the display village boundary.

(ii) The temporary road closure does not prevent access to Lot 8001. Through this application, this lot shall be provided with road frontage along the length of its western boundary and over 50% of its southern boundary.

Development further west shall consider the temporary closure of this road. At this stage it is anticipated that lots shall be established at the northern end of the adjoining lot first, obtaining access through Lacebark. Access may also be provided via the Catalyst Road, where consistent with the current endorsed Context Plan layout.

(iii) A sales office has been nominated on a lot within the Display Village, with an area of 303m^2.

(iv) Reference to billboard signs have been removed.

(v) Reference to entry statements within the ROL & POD Package have been removed and are expected to form part of a future landscape compliance assessment package. It is noted that locations for these elements continue to be nominated within the Landscape Design Package.

Item 5 (p) – Planning – Plan of Development

Amend the submitted Plan of Development drawings to reflect any changes resulting from the response to all other matters raised in this information request.

Response

The Plan of Development has been updated to address any consequential amendments.

Item 6 – Planning – Open Space

Whilst it is acknowledged that the submitted design is conceptual, it lacks adequate detail to demonstrate if embellishments can be delivered as intended within the open space network. Accordingly, the applicant is requested to demonstrate that the open space areas can be embellished to the required Desired Standard of Service for park types under Ipswich Planning Scheme LGIP 2016 and EDQ Guideline No. 12 including land area, grades and sections. For clarity, the following cross referencing of park types is provided:

EDQ Guideline No. 12 Park Types		Ipswich Planning Scheme LGIP 2016 Park Types
Linear park	=	Local Linear Park
Major Linear park	=	Citywide Linear Park
Local Recreation Park		No equivalent (Scaled down Local Recreation Park)
Neighbourhood Recreation Park	=	Local Recreation Park
District Recreation Park	=	District Recreation Park
Major Recreation Park	=	Citywide Recreation Park
District Sports Park	=	Local Sports Park
Major Sports Park	=	Citywide Sports Park

Response

The RPS Landscape Design Package includes detailed tables outlining that both the proposed local and district recreation parks meet the relevant Desired Standards of Service.

Item 6 (a) – Planning – Open Space

The applicant is requested to provide additional information that demonstrates compliance with the required Desired Standards of Service for the relevant park types from both the Ipswich Planning Scheme LGIP 2016 and EDQ Guideline No. 12. The MEDQ Delegate's particular concerns that need addressing/further information provided are outlined below:

(i) Terminology and documentation to reflect EDQ park types and DCOP numbers for clarity of requirements.
(ii) Dimensions grades, and flood levels required on Park concept and sections to confirm compliance to EDQ Guideline 12 and ICC Desired Standards of Service.

(iii) Waterway riparian corridor to comply with Ipswich Waterway Health Strategy riparian offsets and defined linear park from top of bank to both sides of waterway (excluding District and Neighbourhood Recreation Park areas adjacent to one side of waterway).
(iv) Address the matters raised under (b)-(d).

Response

The RPS Landscape Design Package includes all requested information, noting in direct response to the above:

(i) Terminology matches EDQ park types;
(ii) Plans express the general intent of grading and levels. Reference is made to page 22 specifically, which details all levels and area calculations for the parkland.
(iii) The waterway riparian corridor has been established with detailed input from Design Flow. All waterways areas are noted to be excluded from the District Recreation Park areas. Refer to Park boundary shown on plans.
(iv) All matters raised have been addressed.

Item 6 –(b) - Planning – Open Space

Neighbourhood Recreation Park

The applicant is requested to address the following with regards to the proposed Neighbourhood Recreation Park:

(i) Demonstrate the wide vegetation adjacent to residential area to the west will not compromise CPTED and casual surveillance of both pathway and park.
(ii) Demonstrate half courts (and rebound walls if applicable) are minimum of 50m from residents.
(iii) Vehicle deterrents (bollards) to all street frontages, and fencing is required to ensure safety of balls and children in and around playgrounds, kick-about, rebound wall and half courts, (to reduce risk from children and balls from entering streets, drains/watercourses, and especially on the down slope of these areas).
(iv) Demonstrate Kickabout area meets EDQ requirements of 50m x 30m.
(v) BBQs are not approved for Neighbourhood Recreation Parks and are to be removed.
(vi) A maximum grade for turf areas of 1:6 is required, and maximum 1:33 for kickabout area.
(vii) Q100 immunity of all elements and park, (Comments in DSS table for Local recreation park state all park sits below Q100).
(viii) Confirm <20% land area is 1:10 or more

Response

The following is noted with respect to the Neighbourhood Recreation Park design:

i. The garden layout has been adjusted, with increased lawn areas along the western edge. Planting will be detailed to ensure adequate surveillance into the park will be maintained at the Detailed Design Stage.
ii. The half court area is confirmed to be a minimum of 50m from any residential lots. Refer to Neighbourhood Recreation Park Functional Plan on page 28 for radius on drawing.
iii. Bollards will be provided to all street frontages. Half-court basketball area is to include 3m chain wire fence to 50% of the side, to limit balls escaping court.
iv. The required 50 x 30m kickabout area can be achieved (1,500m^2). The park currently includes a consolidated area of 1,220m^2 nominated as a kick about area, as well as 2,650m^2 of informal lawns. It will be ensured that the minimum size is met in the final design.
v. BBQs have been removed from the Neighbourhood Recreation Park.
vi. Current design levels show turf areas / kickaround space at 1:6.
vii. It is confirmed that the Neighbourhood Recreation Park in its entirety sits above the Q100 level.
viii. It is confirmed <20% of the land area is 1:10 or more

Item 6 (c) – Planning – Open Space

District Recreation Park (DCOP POS006)

The applicant is requested to address the following with regards to the proposed District Recreation Park:
(i) The proposed park encompasses Stream Order 3, and waterway should be excluded from the park area (notated as 25% of park area), as well as the whole detention and biobasin land. Land required for the principle purposes of drainage are to be dedicated as separate lot/s for drainage. The area to south of the waterway is linear park and not district park, as it cannot function as a district park with the large waterway dissecting the area. After excluding these areas, functional land area of district park should be approximate 3ha to ensure District Park facilities and function can be accommodated within the lot (current proposal of less than 2ha of functional land does not meet requirements for a district park from the required 5ha requirement).
(ii) Clarify the park area meets required site grades (example <20% area is 1:10 or more, min 30% area is 1:20 or less).
(iii) Car parking is to be internal to ensure facilities can be accessed by the wider community and reduce antisocial and conflicts with adjoining residents. Car parking to accommodate service vehicles (eg refuse trucks and food caravans to concessionary stand area) and accessibility parking to connect to all major facilities.
(iv) Provide location of coach bus parking for the park (on-street can be an acceptable solution to remove large turnaround movements within the reduced park area).
(v) Demonstrate multiple large areas within the park are provided to facilitate various community events and sizes.
(vi) Demonstrate half courts (and rebound walls if applicable) are minimum of 50m from residents.
(vii) Dedicated legible shared pathway connection from the 4m emergency access pathway (connection to Ripley Road) to Road 1 and Catalyst Road is required for connecting both internal and wider community.
(viii) Provide details of all the stair locations that inhibit direct accessible access to facilities. (all facilities require accessible access from both road footpath and car park areas)
(ix) Park embellishments to be outside the BAL 19 setback to ensure long term safety of assets.
(x) The applicant is requested to clarify how the BAL setback is calculated through the proposed district park and confirm it does not include riparian creek area that is required to be revegetated. Once confirmed, the applicant is requested to clarify what bushfire management requirements are required long term in the District Park area.
(xi) Confirm if the area to the north is required to be buffer from EPBC area of adjoining lot, noting items raised under Item 16 – Conservation Interface.
A maximum grade for turf areas of 1:6 is required, with active area max 1:33.

Response

The following is noted with respect to the District Recreation Park design:

i. The waterway has been excluded from the park area. Detention and bio basins are also excluded (refer to park boundary details). It is also noted that no areas previously shown to the south of the waterway have been included as part of the District Recreation Park. The functional area of the park is now approximately 3.2ha and contains all facilities required within a District Park
ii. The park meets site grade requirements with approximately 65% of park functional areas 1:35 or better.
iii. Internal car parking has been provided for 27 cars, with 23 car parks spread evenly to the perimeter. The inclusion of parking in this manner ensures that casual surveillance is maximised. On street parking for residential properties continues to be provided at the required standard, ensuring demand is catered for. Dedicated space for concessionary stand/service vehicles are also incorporated within carpark design. PWD parking is included within internal parking zone, adjacent to the main elements and accessible at grade.
iv. Coach parking is to be located on the Catalyst Road on the same side as the park, ensuring no roads are required to be crossed to access the park.
v. Plans show multiple areas that range in size from small intimate spaces for groups or individuals to open spaces that can cater for community scale events.
vi. The full court area is noted to be a minimum of 50m from any residential lots. Refer to District Recreation Park Functional Plan page 22, for radius on drawing.
vii. The open space network continues to be provided with a legible shared pathway from Ripley Road to Road 1. Refer to page 14 of the Landscape Design Package, showing a primary circulation plan.

viii. All stairs from the surrounding streets shown within the early concept have been designed out. Internally located stairs continue to be included, with a suitable compliant ramp provided adjacent.
ix. All embellishments are confirmed to be outside BAL 19 setbacks.
x. The attached bushfire response provides an outline of how the BAL setback has been calculated and confirms it has considered revegetation of the waterway.
xi. The attached bushfire response outlines management requirements for the interface of various fire sources in this location.

Item 6 (d) – Planning – Open Space

EDQ Linear Park (DCOP POS352) – Including Drainage Reserve

The applicant is requested to address the following with regards to the proposed Linear Parks:

(i) Emergency Access pathway from Ripley Road to Road 9 (and any proposed pedestrian pathway crossing) to be Q10 immune.
(ii) Any waterway crossing to be Q10 immune.
(iii) All embellishment infrastructure to be offset from riparian corridor and minimum 10m from top of bank (excluding emergency access crossing).
(iv) Linear park to be provided to both sides of the waterway.
(v) Ensure 2.2m wide pathways connections are provided along the full extent of waterways and connected to the pathway network of the development. Linear pathway and road footpath can be combined where beneficial for both functions (width to represent the wider pathway width of the 2 areas).
(vi) Confirm that the catalyst road off-road bikeway and footpath accommodate the linear park pathway requirements.
(vii) Provide details of Catalyst Road to ensure riparian corridor (Stream order 3) and linear park can be accommodated.
(viii) Bins and bike racks are not approved for Linear Parks and are to be removed.
(ix) Majority of linear park to be revegetated. Large areas of Turf generally not supported within linear park.
(x) Confirm if linear park edge near Stage 1, and the area adjoining the northern EPBC area are required to be bushfire offset areas (see extract mark-up below).

Response

The following is noted with respect to the linear park design:

i. The pedestrian access pathway from Ripley Road to Road 9 continues to be provided, however it is no longer designated Emergency Access and is not Q10 immune.
ii. The development does not include any other waterway crossings.
iii. All embellishments are confirmed to be offset a minimum of 10m from top of bank.
iv. A recent meeting with Council on waterway and park outcomes has resulted in the waterway being moved south. This outcome results in no formal linear park to the Catalyst Rd side of the waterway corridor. There is also noted to be limited area between the more formalised parks and waterway boundaries. Notwithstanding, a linear corridor extending the length of the site is to be established, providing both a drainage function and contributing to greenspace.
v. Pathways a minimum of 2.2m in width are noted to the edge of the District Recreation Park and follow the edge of the Linear Park serving both functions. The Catalyst Rd corridor adjoining the linear open space corridor also has both cycle and pedestrian paths for its full extent.
vi. The Catalyst Rd (subject to separate application) has a dedicated 2.5m cycleway and a separate 1.5m pedestrian pathway continuous for its length East-West of Ripley Rd.
vii. The Catalyst Rd design shall be subject to a separate application, intended to be submitted shortly after this response. It is confirmed that the design allows for the riparian corridor and park as shown in the current Landscape Design Package.
viii. There are no bins / bike racks etc. within the Linear Park.
ix. It is intended that all the Linear Park is to be revegetated, with no turf currently proposed.
x. It is confirmed that the linear park and conservation areas have a bushfire offset requirement. This is addressed in the attached Bushfire Response prepared by Therefor Group.

Item 7 (a) – Engineering – Traffic Impact Assessment

The applicant submitted a report titled Providence West ROL 2, 817 Ripley Road Traffic Impact Assessment by SLR Consulting, (620.30351.02004 Rev 2.0) dated 20 May 2025 in support of the proposed development. The assessment undertaken in the report does not satisfactorily address the traffic and transport aspects of the proposed development. The applicant is requested to submit a revised version of this report addressing:

(a) The main access to the development is from the future east west Arterial Road (DCOP) which aligns along the southern boundary of the development. The timing of delivery of this road is currently unknown. Accordingly, the only access to the development is through Road 07 from Providence Lacebark (ref. 2342/2024/MAPDA/B - under construction). Road 07 being a neighbourhood access street is not designed to cater for the traffic from 302 dwellings and the later on addition of another 262 dwellings. The same applied for Road 01 in Lacebark to which the traffic from the proposed development will contribute to. Accordingly, the applicant is requested to review the TIA to include the above factors as well to assist in determining the impact of the proposed development on the existing road network.

Response

The Traffic Impact Assessment prepared SLR Consulting has been updated with detail of the timing of the anticipated delivery of the future east-west arterial road. At this stage it is expected that this road shall be constructed at a similar time that works associated with the subject development are occurring.

Item 7 (b) – Engineering – Traffic Impact Assessment

Catalyst Road design is referenced in the Road Hierarchy Layout Plan of the set of Civil Functional Drawings. Provide the latest version of this drawing.

Response

The latest version of the Catalyst Road design has not been provided as part of this response. This detail is currently being refined with an intent that an application for reconfiguring a lot to open road and specific details of this road are provided within close succession of providing this response.

Item 7 © – Engineering – Traffic Impact Assessment

Bus stops have been indicated on Road 01, however it is anticipated that new roads within the development may also be required to accommodate a future bus service. The developer is requested to seek written advice from Translink on future bus routes in the precinct and modify the internal road network if required.

Response

SLR have undertaken early engagement with Translink, with the proposed public transport network and bus stop locations presented. Translink were noted to be supportive of the indicative proposed arrangement. Refer to discussions within section 3.4 of the SLR Traffic Impact Assessment for further information.

Item 7 (d) – Engineering – Traffic Impact Assessment

It is acknowledged that there is a previous approval over this site, however due to the significant changes proposed the applicant is requested to update the road hierarchy terminology and cross sections to match those contained within PDA Guideline 6 - Street and Movement Network.

Response

The road hierarchy and associated cross sections have been reviewed and amended. Refer to Civil Functionals package prepared by KN Group for further details.

Item 7 (e) – Engineering – Traffic Impact Assessment

The active transport, PDA Guideline 6 - Street and Movement Network specifies that neighbourhood connectors should have a 3.0m shared path in one verge and a 1.5m wide path in the other. This should be provided throughout the development.

Response

Neighbourhood Connectors / Major Collectors have been redesigned with a minimum of a 3m shared path in one verge and 1.5m footpath in the other. Refer to the Civil Functionals package prepared by KN Group for further detail.

Item 7 (f) – Engineering – Traffic Impact Assessment

Road 02 West (cross section D) is encroaching existing north south road reserve (see extract below). Amend the lot layout to contain the proposed road within the development boundary (the north south road to be continued in both direction by future developments).

Response

The proposed development layout has been amended to remove road from this location. Residential lots are now proposed to the boundary of the site in this location.

Item 7 (g) – Engineering – Traffic Impact Assessment

The applicant is requested to provide a shared path along the length of the waterway, consistent with the existing context plan.

Response

Pathways are proposed leading east to west from Ripley Road through the western boundary of the site, where an anticipated connection to future linear open space is likely to be established.

Noting the challenges with site topography and the intents for the waterway corridor, it has not been considered appropriate to establish a shared path close to the waterway corridor.

The waterway corridor shall immediately adjoin the Catalyst Road which shall be provided with both pedestrian and cycle paths.

Item 7 (h) – Engineering – Traffic Impact Assessment

Throughout the report there are a number of assumptions made about the delivery of major external road projects, for example the Southwest Trunk Road and associated intersections. Given there is currently no certainty for Council that this infrastructure will be delivered in accordance with the proposed timeframes, the applicant is requested to provide further information demonstrating how the proposed development can progress until such time the DCOP infrastructure is delivered.

Response

The function of the development is addressed within the accompanying Traffic Impact Assessment prepared by SLR Consulting. It is, however, noted that the application for reconfiguring a lot to open road and specific details of the catalyst road are to be provided within close succession of providing this response. The intent is also for the trunk road works to be undertaken at a similar time that works are occurring over the subject site to deliver the proposed residential subdivision.

Item 7 (i) – Engineering – Traffic Impact Assessment

Regarding background traffic, the 5% growth rate applied to the observed traffic is considered to be too low. There is significant development occurring in the surrounding network which needs to be catered for within the growth along Ripley Road. The applicant is requested to update assessments using a growth rate derived from the traffic modelling outputs.

Response

Traffic growth and methodology for forecasting future traffic volumes has been addressed in section 4.3.2 of the Traffic Impact Assessment.

Item 7 (j) – Engineering – Traffic Impact Assessment

The TIA should take into account other surrounding approved developments, including but not limited to: 741 Ripley Road, additional stages of the Scott DPI site and uses associated with the Secondary Urban Core East (although this will likely be catered for in a higher background growth rate).

Response

The Traffic Impact Assessment has been updated to include traffic from approved developments at 741 Ripley Road and over Scott PDI land within traffic counts. Refer to section 2.4 of the Traffic Impact Assessment prepared by SLR Consulting for further detail.

Item 7 (k) – Engineering – Traffic Impact Assessment

Regarding the 4.0m path which will serve as the emergency access track, further details are required on the form of this connection relating to immunity, accessibility and how access will be restricted outside of emergencies. The Flood Assessment Report nominates immunity for the path for events up to and including 39%AEP, however, it must be upgraded to achieve immunity in 10%AEP events.

Response

The previously proposed emergency access track to Ripley Road is no longer proposed for this purpose. It is now proposed to include an interim emergency access arrangement via the existing Watsons Road road reserve whilst the delivery of the trunk road occurs in this location. Refer to Civil Functionals prepared by KN Group for further detail.

Item 7 (l) – Engineering – Traffic Impact Assessment

The proposed on street 90 degree parking bays for the local park are expected to have operational issues, the preferable outcome would be a parking facility accessed via the proposed internal roundabout.

Response

No change has been made to the provision of on street 90 degree parking. Section 3.6 of the Traffic Impact Assessment prepared by SLR Consulting confirms there would be no anticipated operational issues associated with use given the low volume and low speed of the adjoining road.

Item 7 (m) – Engineering – Traffic Impact Assessment

In section 4.3 of the TIA it appears there is a typo. Within the 2039 Background section it states, “The background traffic was determined by using the 2031 Year ICC Model Volumes”, it is assumed that this should instead be 2041. The applicant is requested to clarify and amend as required.

Response

The Traffic Impact Assessment has been amended to remove reference to “2031” in this context.

Item 7 (n) – Engineering – Traffic Impact Assessment

For the Ultimate Year Horizon 2046, there appears to be some confusion surrounding the data previously provided from the traffic model. There has not been a modelled scenario for 2046 without the Wensley Road interchange in place, and as such all 2046 volumes assume that the interchange has been provided. The applicant is requested to clarify and amend as required.

Response

The Traffic Impact Assessment has been updated to assume the Wensley Road interchange is in place in 2046.

Item 7 (o) – Engineering – Traffic Impact Assessment

In figure 5 the interim layout does not match the approved layout. The applicant is requested to update accordingly.

Response

Figure 5 within the Traffic Impact Assessment has been updated.

Item 7 (p) – Engineering – Traffic Impact Assessment

Whilst the DOS for the Providence Parade/Ripley Road signals is within acceptable standards, there is excessive delay being demonstrated under the 2039 Background + Development scenario. The applicant is requested to review and amend the signal design to address this issue.

Response

The Ripley Road / Providence Parade intersection has been discussed in section 5.3.4 of the Traffic Impact Assessment. There is no requirement for this proposal to review this intersection further.

Item 7 (q) – Engineering – Traffic Impact Assessment

(q) In identifying the timeline for delivering the formal secondary access to the development, review the considerations to address the following:

- The current justification is based on the theoretical capacity of connector roads and the proposed trip generations associated with the development alongside Lacebark which must be revised to base on network amenity, resiliency and redundancy.
- Should the design be purely based on a capacity perspective of a non-fully developed catchment, the high volume of construction traffic must be considered.
- Lacebark development will be fully developed prior to the first lots in this development being sealed. Accordingly, there is minimal development available prior to the catchment exceeding 300 lots.

Response

An alternative consideration of timing of development delivery has been provided in section 6.3 of the Traffic Impact Assessment.

Item 7 (r) – DCOP

In relation to the DCOP roads and intersections along the subject site frontage, the applicant is requested to address the following:

(i) Include written confirmation from relevant Certifier/s (RPEQ) that the configuration and alignment of all DCOP roads and intersections indicated on the proposal plans are consistent with the current planning and design of this infrastructure.

(ii) There are bridges/culverts across the DCOP roads as nominated in the DCOP Infrastructure maps which are not nominated in any of the plans. Include a functional layout for the interim and ultimate configuration for DCOP Bridges/Culverts[RC030A&B, RC029A&B, RC031A&B and RC033A&B] in accordance with the DCOP.

(iii) Provide details of the extent of construction of the trunk roads and intersections with respect to the proposed development staging.

Response

A specific response to this item has not been provided at this time as it is anticipated the detail of the DCOP road and intersections adjoining the site, shall form part of a separate reconfiguring a lot application to be submitted subsequent to this response.

Item 8 (a) – Engineering – Stormwater Management Plan

The report titled Providence West ROL 2 Stormwater Quality Management Plan by DesignFlow 4540 Ver 01 dated 20 May 2025 is acknowledged. Whilst the SMP presents a site-based solution for stormwater management (quality and quantity), it has not demonstrated that the proposed development will not result in detrimental impacts to upstream, downstream or surrounding properties or to road immunity within the catchment. The applicant is requested to submit a revised version of this report addressing:

<u>Stormwater Quantity & Quality</u>

(a) Nominate the lawful point of discharge for the development.

Response

The lawful point of discharge is the far north boundary of the site adjacent to Ripley Road.

Refer to the accompanying Response to Stormwater and Waterways Items prepared by Design Flow for further details.

Item 8 (b) – Engineering – Stormwater Management Plan

Providence West ROL 2 Waterway Strategy Report by DesignFlow (4540 Ver 01) dated 21 May 2025, does not include any details on the site specific proposal such as flows, depths/levels, velocities. The applicant is requested to update the report to include the specifics to demonstrate the proposed treatment achieves the intended outcomes including flood immunity for adjacent development and roads.

Response

Stormwater treatment systems are above the 1% AEP as detailed within the accompanying Waterways Strategy Report prepared by DesignFlow. Further, no detention is provided above the stormwater treatment systems.

Refer to the accompanying Response to Stormwater and Waterways Items prepared by Design Flow for further details.

Item 8 (c) – Engineering – Stormwater Management Plan

Stormwater Quality Management Plan prepared by DesignFlow (4540 Ver 01) dated 20 May 2025 proposes two bioretention facilities for the development. However, the report does not include details of flow volumes from the developed catchment or how the treatment facilities are sized to demonstrate the proposal is sufficient for the development. Accordingly, the applicant is requested to address the following:

(i) Provide details of inlet and outlet volumes demonstrating the outflows are limited to predeveloped flows.
(ii) Include further details on the typical cross sections, proposed footprint of the facilities, and how they integrate within the lot in terms of maintenance access, safety and landscaping outcomes.
(iii) Detention basin depths are to be limited to 1.2m in the 5% AEP design storm for public safety (QUDM section 5.12). Safety fencing around proposed detention basins would not be supported.
(iv) Indicate proposed finished surface levels, batter slope, Q20 & Q100 water depth, minimum freeboard, emergency spillway, inlet/outlet pits and/or pipes, etc.

Note: Batter slopes for detention basins are to be 1:6 in accordance with QUDM for safety. Isolated sections of batter slopes to absolute maximum 1:4 may be considered, subject to the batter being landscaped.

Response

The accompanying Response to Stormwater and Waterways Items details that there is no requirement for the Stormwater Quantity Management Plan in either the PDA guidelines or Council Implementation Guideline 24.

Refer to the accompanying Response to Stormwater and Waterways Items prepared by Design Flow for further detail. An amended Water Engineering Partnership Flood Study shall also be provided in due course.

Item 8 (d) – Engineering – Stormwater Management Plan

Bioretention Basins B1 & B2: the cross section labels on the layout and detailed sections differ in the section name (A/SK3 on plan and A/SK2 on the section). Please address.

Response

The accompanying Response to Stormwater and Waterways Items details that the labelling is correct. A/SK3 on plans refers to Section A (refer to Drawing SK3) and A/SK2 on sections refer to Section A as shown on Drawing SK2.

Item 8 (e) – Engineering – Stormwater Management Plan

Extend the 4m wide maintenance track to the bio retention basin for maintenance access. The design is to be supported with maintenance vehicle swept path diagrams.

Response

The accompanying Response to Stormwater and Waterways Items details that the 4m wide path has been extended and swept paths will be undertaken as part of detailed design to ensure maintenance vehicle manoeuvring is functional.

Item 8 (g) – Engineering – Stormwater Management Plan

Provide details, including stage-storage-discharge curves for all storm events up to and including the 1% AEP for all proposed basins and demonstrate that any expected basin overtopping will cause no worsening to flooding or safety hazard to surrounding properties or roads (particularly Ripley Road) in accordance with QUDM.

Response

It is confirmed that there is no flood detention/ storage proposed over the stormwater treatment systems.

Refer to the accompanying Response to Stormwater and Waterways Items prepared by Design Flow for further details.

Item 8 (h) – Engineering – Stormwater Management Plan

Basins B1 & B2 are proposed to have emergency spillways. Provide the following information in relation to the proposed spillways:

(i) The design storm event during which each of the proposed spillways will be activated;
(ii) The applicant is requested to submit sensitivity analysis, including calculations, for pipe/inlet blockage in accordance with Implementation Guideline 24 (IG24) and QUDM to identity any flood impacts and safety hazards to surrounding properties and Ripley Road. The submission must also include afflux impact maps detailing the impact in the event that the spillways are activated on surrounding, upstream and downstream properties and road.

Response

The accompanying Response to Stormwater and Waterways Items details that the proposed weirs are not emergency spillways but a fundamental part of the hydraulic function of the stormwater systems. The proposed weirs are designed in accordance with the PDA Engineering and Water by Design Guidelines which the purpose is to provide an outlet to the sediment basins to provide high flow conveyance.

Refer to the accompanying Response to Stormwater and Waterways Items prepared by Design Flow for further details.

Item 8 (i) – Engineering – Stormwater Management Plan

In relation to the proposed development staging, provide details on how stormwater drainage (including stormwater mitigation devices) is to be delivered in a timely manner to treat the associated stormwater sub-catchments. Where stormwater infrastructure is to traverse land under private ownership until the development of future stages, the infrastructure must be fully contained within a minimum 4m wide stormwater drainage easement.

Response

Staging of infrastructure will be resolved part of detailed design and provided with the Pre-Construction Certification.

Item 8 (j) – Engineering – Stormwater Management Plan

In relation to the proposed stormwater drainage, the applicant is requested to provide the following:

(i) Concept stormwater longitudinal sections with hydraulic grade line; and
(ii) Preliminary design (including typical cross sections and minor/major water surface levels/velocity/hazard) of all proposed overland flow paths to demonstrate that the proposed corridor is of sufficient width to locate the required overland flow path as well as any proposed driveways and/or pedestrian pathways.

Response

A response to this item is provided within the accompanying Response to Stormwater and Waterways Items prepared by Design Flow.

Item 8 (k) – Engineering – Stormwater Management Plan

Given the intended future use of proposed Lot 8007, the applicant is requested to amend the proposed treatment train so that it excludes Lot 8007, as the site will be required to treat its own catchment for stormwater. This will reduce the future asset burden to council given the nature of the proposed use and minimise the area required for the stormwater quality treatment train abutting the riparian corridor.

Response

The accompanying Response to Stormwater and Waterways Items details that the proposed stormwater system design to capture Lot 8007 will be retained. It is noted future development over Lot 8007 may consist of a detached dwelling outcome, meaning this treatment system would be undersized (i.e. because it excluded Lot 8007 from the catchment). If

Lot 8007 does consist of dwelling houses in the future, the stormwater treatment system can be downsized as required at that time.

Item 8 (l) – Engineering – Stormwater Management Plan

The submitted report and MUSIC.sqz file have different asset parameters. The applicant is requested to ensure the amended report and MUSIC model are consistent.

Response

Refer to the accompanying MUSIC model prepared by Design Flow.

Item 8 (m) – Engineering – Stormwater Management Plan

It is noted that Table 8 of the submitted SMP advises design parameter compliance, however it is advised that parameters within the report and included indicative cross sections are currently non-compliant. The main spatial influence concerns are the high-flow bypass arrangement and the local government preferred 700mm filter media depth to facilitate full structural planting inclusive of canopy. MUSIC model and cross sections currently indicate 600mm, given the area made available is tight the applicant is requested to demonstrate conceptually the area is sufficient without compromising design batters.

Response

A response to this item is provided within the accompanying Response to Stormwater and Waterways Items prepared by Design Flow.

Item 8 (n) – Engineering – Stormwater Management Plan

Clarify if any detention is proposed within the bio-basins as they are noted as bioretention and high flow bypass is not shown on the concept plans submitted.

Response

A response to this item is provided within the accompanying Response to Stormwater and Waterways Items prepared by Design Flow and note no detention is proposed.

Item 8 (o) – Engineering – Stormwater Management Plan

Weir structures are to avoid significant expanse of rock and achieve a low maintenance vegetated outcome. Particularly avoid a dumped rock solution.

Response

A response to this item is provided within the accompanying Response to Stormwater and Waterways Items prepared by Design Flow and notes that rock continues to be required.

Item 9 (a)– Engineering – Flood Assessment

The report titled Providence West ROL 2 Flood Report by Water Engineering Partners (30024.001.01 Ver 01) dated 21 May 2025 is acknowledged. The applicant is requested to submit a revised version of this report addressing:

(a) There is no information about how the flow from the proposed development is discharged to the ultimate outfall. The current studies are limited within the development site without any reference to how/where it is discharged. Provide more details on, but not limited to, the flow volumes, pre-post-mitigated, their impact on the waterway, how the flows are conveyed past the proposed boundary and to the outfall to Bundamba Creek, the constraints (if any) including conflicting invert levels, velocities, water surface levels etc.

Response

An updated Flood Report is currently being prepared and is expected to be issued within days of providing this response.

Item 9 (b)– Engineering – Flood Assessment

There is proposed culvert crossing in the access road for 3 x 1.8 x 0.9m box culverts. Include details substantiating this design.

Response

An updated Flood Report is currently being prepared and is expected to be issued within days of providing this response.

Item 9 (c)– Engineering – Flood Assessment

There are 3 culverts proposed in Ripley Road and East West Arterial road along the south of the development. However, there is no information about those culverts in the current report. Please amend the report to address and include this detail.

Response

An updated Flood Report is currently being prepared and is expected to be issued within days of providing this response.

Item 9 (d)– Engineering – Flood Assessment

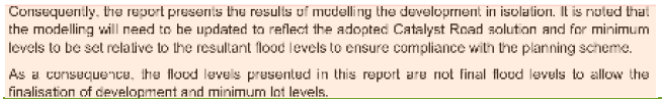
Include additional mapping to cover the impacts of flood velocity and hazard.

Response

An updated Flood Report is currently being prepared and is expected to be issued within days of providing this response.

Item 9 (e)– Engineering – Flood Assessment

The report nominates further study on the impact of Catalyst roads and levels are required to demonstrate the flood impacts in the ultimate scenario. Please update the studies to reflect the same.


Consequently, the report presents the results of modelling the development in isolation. It is noted that the modelling will need to be updated to reflect the adopted Catalyst Road solution and for minimum levels to be set relative to the resultant flood levels to ensure compliance with the planning scheme.

As a consequence, the flood levels presented in this report are not final flood levels to allow the finalisation of development and minimum lot levels.

Response

An updated Flood Report is currently being prepared and is expected to be issued within days of providing this response.

Item 10 (a) – Engineering – Concept Civil Engineering Plans

The concept civil engineering plans by KN Group (24-154-01 to 139, Rev A) dated 19 May 2025 submitted in support of the proposed development are acknowledged, however additional information and/or clarification is required with respect to the proposed civil works. The applicant is requested to review and amend these plans as necessary to address the following:

General

(a) Amend the road hierarchy table to reflect the elements and typology to comply with PDA Guideline 6 - Street and Movement Network.

Response

The Road Hierarchy Plan within the Civil Functionals prepared by KN Group has been amended to ensure proposed roads reflect the typologies within PDA Guideline 6.

Refer to the accompanying Road Hierarchy Plan prepared by KN Group for further details.

Item 10 (b) – Engineering – Concept Civil Engineering Plans

Amend the typical cross sections to reflect the above change.

Response

Further to the above response, the accompanying Road Typical Section plans (Sheets 1-3) have been amended to align with the relevant road typologies within PDA Guideline 6.

Refer to the accompanying Road Typical Section plans (Sheets 1-3) prepared by KN Group for further details.

Item 10 (c) – Engineering – Concept Civil Engineering Plans

Revise lot numbering on all plans to be consistent with the lot numbering detailed on the proposed Plan of Subdivision.

Response

The accompanying Civil Functionals prepared by KN Group have been amended to align lot numbering with the Plan of Subdivision.

Item 10 (d) – Engineering – Concept Civil Engineering Plans

As far as practicable, retaining walls must not be located along common boundaries of roads and proposed future public open space/conservation area.

Response

As summarised in response to item 4(h) above, existing site constraints limit the available outcomes for grading. The design has been optimised as much as possible to limit road reserve facing walls and walls within road reserve.

Item 10 (e) – Engineering – Concept Civil Engineering Plans

Indicate easements where infrastructure is to be located within private property:

(i) Easements for roof and allotment drainage must be minimum 2m wide;

(ii) Easements for stormwater must be of sufficient width to capture and contain the runoff associated with a 1% AEP design event (with a minimum width of 3m);

(iii) Easements for combined sewer and roof and allotment drainage must be minimum 3m wide.

Response

Easements have now been indicated on the relevant allotments where required.

Item 10 (f) – Engineering – Concept Civil Engineering Plans

Indicate the service infrastructure connection point to each lot.

Response

Individual service connections are not typically documented at functional stage. However Civil Functionals have been updated to include water services and electrical pillars. The functional sewer and stormwater design has been undertaken to ascertain catchments and where relevant, inter-allotment drainage has been accounted for in locations where discharge to kerb and channel is not feasible. A preliminary review of PMT locations has been undertaken by the electrical consultant and are now shown on the combined services plans. Service corridors have also been added to the typical road cross sections to indicate where allowances have been made for electrical, comms, water, sewer, streetlighting, street trees, footpath and gas.

Item 10 (g) – Engineering – Concept Civil Engineering Plans

Indicate location of street lighting.

Response

Typical road cross sections have been updated to reference the corridors allocated for streetlighting. A streetlighting layout will be provided as part of detailed design and do not typically form part of the functional designs.

Item 10 (h) – Engineering – Concept Civil Engineering Plans

The swept paths in laneway 03 & 04 are going past the pavement and encroaching the nature strip. Review the swept paths to maintain wheels of the vehicle turning remain within the pavement.

Response

Swept paths have been reviewed in line with the updated development layout plan, with the turn paths as documented, achieving the desired clearances.

Refer to the accompanying Internal Turn Paths Plan prepared by KN Group for further details.

Item 10 (i) – Engineering – Concept Civil Engineering Plans

Provide pram ramps in accordance with Council's standard drawing SR.18 Standard Kerb Ramp at all road intersections and where paths intersect.

Response

Pram ramps have been provided in accordance with Council's standard drawing SR.18 Standard Kerb Ramp at all road intersections and where paths intersect.

Item 10 (h) – Engineering – Concept Civil Engineering Plans – Earthworks

Earthworks

The cross section labels on the layout sheet and respective cross sections do not match (for eg: A/31 on the layout and A/11 on the cross sections). There is also a mismatch between the earthworks layout plan and sections as well. The applicant is requested to update all plans to ensure accuracy.

Response

In response to Council's request, cross section labels have been updated as necessary.

Item 10 (i) – Engineering – Concept Civil Engineering Plans – Earthworks

As far as practicable, revise earthworks to:

(i) Minimise external facing retaining walls;
(ii) Provide conceptual earthworks within proposed district park necessary to facilitate the future development and embellishment of this lot (including but not limited to sports fields, vehicle access and manoeuvring areas, etc.) to achieve the desired standard of service (refer to Item 6 – Open Space for further information);
(iii) Provide cross-sections in both axes at proposed drainage reserve and proposed district park;
(iv) Indicate existing and proposed surface levels, location/height of retaining walls and proposed batter slopes on all earthworks cross sections.

Response

Updated earthworks plans have optimised grading as far as possible to reduce the extent of retaining walls, whilst juggling the viability of the development as a whole. The district park has been modelled within the overall grading strategy, including the proposed carpark.

Please refer to the landscape plans prepared by RPS for detailed levels in response to the park grading and minor landscape walls.

Item 11 (a) – Engineering – Geotechnical Report

The applicant is requested to engage a suitably experienced Registered Professional Engineer of Queensland (RPEQ) to prepare a Geotechnical Report for the proposed development. The Geotechnical Report is to address the following:

(a) Identify and assess the geotechnical risks associated with the proposed development (eg. Slope stability, landslip, erosion, dispersive soils, etc.) on the site and nearby land.
(b) Provide recommendations for the removal, reduction or management of the identified geotechnical risks to an acceptable level, that is responsive to the site's physical, environmental and visual characteristics.
(c) The assessment and recommendations must:
(i) be specific to the proposed works detailed on the concept engineering drawings by Colliers (or as amended in response to the matters raised in this information request);
(ii) address any temporary earthworks that may be required to tie the proposed finished surface levels in with levels on the adjacent developments located at 7012 Ripley Road (Council Ref. 2342/2024/MAPDA/A);
(iii) removal of existing vegetation and proposed supplementary planting; and
(iv) site maintenance and other management practices to ensure long-term site stability.
Note: The Geotechnical Report should include recommendations for maximum batter slopes, as well as a methodology to stabilise the batters.
(d) The applicant must demonstrate that the earthworks associated with the development achieves no material worsening in relation to stormwater/flood impact to upstream, downstream and surrounding properties.

Response

A Geotechnical Investigation has been undertaken by Bulter and Partners and considers slope stability and provides recommendations for earthworks and future construction. This advice has then informed the accompanying civil and stormwater documentation.

Item 12 – Engineering – Dispersive Soils Management Plan

The applicant is requested to engage a suitably qualified person to prepare a Dispersive Soil Management Plan (DSMP) in accordance with the Ipswich City Plan, Implementation Guideline No. 28 Dispersive Soil Management. The DSMP

must include the proposed works detailed on the concept engineering drawings by KN Group as well as proposed development staging.

Response

A Dispersive Soil Management Plan has been prepared by Butler and Partners and provides recommendations for an Emerson Class Number test to be undertaken at a minimum rate of 1 test per 1,000m^3 of cut to fill. It is acknowledged that this report is preliminary in nature and will be further developed with engineering detail.

Item 13 – Engineering – Water and Sewerage

The applicant is requested to provide a Service Advice Notice (SAN) from Urban Utilities to demonstrate that the proposed development can be connected to the reticulated water and sewerage network.

Response

A SAN for the proposed servicing strategy for the development is under preparation in response to regional modelling currently being undertaken by an external consultant. A copy of the SAN Notice will be issued upon receipt. This development has been included within regional master planning negotiations with Urban Utilities that ultimately align with DCOP and regional trunk assets. (For example, the Bundamba Creek Trunk sewer that is currently under detailed design caters for the proposed development demand.)

Item 14 (a) – Environment - Vegetation Retention

The Tree Retention and Removal Plan (TRRP) (Issue A no. 23-0573E/BF) prepared by Therefor Group dated 16 May 2025 is acknowledged. However, the plan does not provide details of the assessor such as the qualifications or experience, is inconsistent with the Concept Earthworks prepared by KN Group and will need to be amended to address the following:

(a) In review of the TRRP impacts to trees and the Concept Earthworks prepared by KN Group, it appears trees are proposed for removal that are not impacted by concept earthworks and significant trees are identified for removal in the interface to Conservation Zone and within the waterway corridor.

The applicant is requested to review the concept earthworks and minimise tree impacts interfacing the Conservation Zone and within the future waterway corridor. To demonstrate this, the applicant is requested to engage a suitably qualified Arborist (AQF 5 or higher) to review the Tree Details and concept earthworks, provide mitigation strategies to reduce impacts to trees at the interfaces noted. Trees in these areas should be retained demonstrating compliance with EDQ guidelines and the Ripley Valley Development Scheme (RVDS) Natural Values. Trees outlined below, at a minimum should be investigated for retention:

- TR006, 045,058, 083,084, 135, 136, 137, 138, 139a, 139B, 140, 141, 185, 190, 202, 204, 359, 379, 380, 383, 385, 414, 415 and 530

Response

The accompanying Tree Retention Plan prepared by Therefor Group has been updated to reflect a change to the earthworks methodology resulting in the retention of an additional 50 trees previously identified for removal, including several within the Conservation Zone interface and future waterway corridor.

It was further identified that 29 trees that were originally retained are now required to be removed due to revised earthwork encroachments and associated infrastructure design changes. Notwithstanding, the revised earthworks and layout results in a net increase of 21 retained trees across the site compared to the previous proposal.

Refer to the accompanying Ecology Response to Information Request and Tree Retention Plan for further details.

Item 14 (b) (c) – Environment - Vegetation Retention

Identify tree impacts from the proposed development external to the site. Clearing of vegetation for the development should be limited to the Lots subject to assessment.

The TRRP includes trees noted as inaccessible but also identified for removal. The applicant is requested to review the proposals impacts and provide, at minimum, basic assessment of all the trees impacted.

Response

In response to Council's request, an assessment has been undertaken of trees external to the subject site. A number of trees external to the site continue to be identified on the Tree Retention Plan as requiring removal due to the extent of adjoining earthworks. It is acknowledged that the immediately adjoining land is identified as road reserve, however this is an atypical situation where Stockland will continue to develop land to the west, rather than the works impacting on another party.

Refer to the accompanying Ecology Response to Information Request and Tree Retention Plan for further details.

Item 15 (a) – Environment - Waterway

The material submitted in support of the proposed development footprint identifies constraint of the floodplain and encroachment of the 25m buffer to the ToB of the waterway, realignment of sections of the waterway and online detention. The applicant has stated the impacts to the area are approved under 9820/2019/MAPDA/A. The applicant is advised that the proposed layout for areas external to Stage 1-5 were not approved owing to unresolved impacts from Stormwater Management (see approved plans for 9820/2019/MAPDA/A).

While it is acknowledged the proposed area allocated is more responsive to the local environment than previously indicated, the applicant is reshaping, confining and recreating the riparian corridor, creating a low flow and habitat pools.

Owing to the extent of the proposed constraint floodplain, earthworks batters within 25m from recreated and existing top of bank and changes to the waterway to facilitate the development footprint the applicant is requested to address the following items:

Note: The MEDQ delegate notes that while the catalyst east west road is not part of this application the road will form a southern bund further confining the waterway floodplain. Owing to this the applicant is requested to demonstrate the appropriateness of the proposed design in the post fully developed case in addressing the below items.

(a) Figure 12 of the Waterway Report prepared by Design Flow is acknowledged. The applicant is requested to amend the design to demonstrate the proposed riparian corridor widths and stream order 3 buffer is maintained to linear park and WSUD asset infrastructure that is a minimum 25m from recreated top of Q5 bank or 25m from the current top of high bank of the waterway.

Response

The accompanying Response to Stormwater and Waterways Items details that the waterway has been shifted south to increase the size of the District Recreation Park, resulting in a 3.2ha parkland located north of the waterway. This outcome is consistent with the discussions between the Applicant and Council following a meeting covering waterway and open space outcomes.

The design of the waterway is considered to be consistent with the PDA guidelines and Council's request 25m has been accommodated to the extent practical.

Refer to the accompanying Waterways Strategy Report prepared by DesignFlow and the Landscape Design Package prepared by RPS for further details.

Item 15 (b) – Environment - Waterway

The applicant is requested to submit an amended Concept Functional Waterway Design and reporting inclusive of green infrastructure, complex fauna habitat features and facilitate a largely fully vegetation outcome consistent with the mapped regional ecosystems for the site and vegetated riparian corridor intent. To demonstrate this, the applicant is requested to address item (e) below, the other items of this information request relating to the waterway design and provide an assessment and appropriately scaled plans showing post development expected velocities, bed shear and shear stress, identify the areas/ extent of rock protection, location of complex habitat (terrestrial and aquatic) features. The design should be responsive to the local environment soil conditions and existing vegetation.

Response

This response is accompanied by a Waterways Report which outlines the intents for the amended waterway alignment.

It is acknowledged that additional earthworks are required in the revised scenario which results in the loss of trees, however this outcome was noted to be preferred by Council to achieve a larger District Recreation Park of no less than 3.2ha.

This response is also accompanied by Ecology advice and a Tree Retention Plan confirming the revegetation strategy, supports habitat for fauna, and reflects local environmental conditions and soil stability requirements.

Item 15 (c) – Environment - Waterway

It is advised to maintain the current low flow via the Ripley Road dam. The MEDQ delegate acknowledges that the dam will need reshaping to address the Ripley Road widening. This will minimise earthworks to the one area.

Response

A response to this item is provided within the accompanying Response to Stormwater and Waterways Items prepared by Design Flow. In summary, the dam cannot be retained due to the Catalyst Road design.

Item 15 (d) – Environment - Waterway

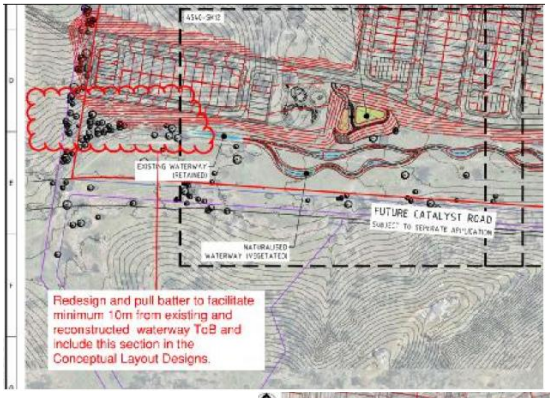
Given the site topography and sensitive receiving environment, the applicant is advised that the piped stormwater solution to outlets within the riparian corridor must demonstrate velocities of no more than 2m/s at the end of the concrete apron in all key storm events.

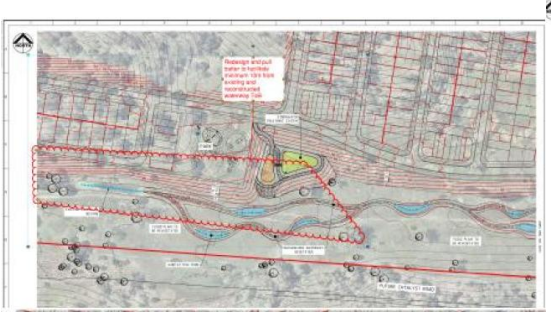
Response

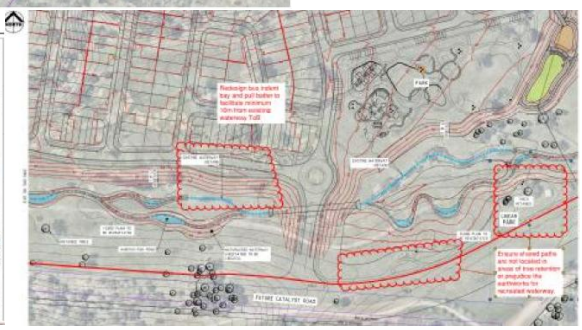
A response to this item is provided within the accompanying Response to Stormwater and Waterways Items prepared by Design Flow. In summary, this outcome shall be considered as part of detailed design.

Item 15 (e) – Environment - Waterway

The applicant is requested to redesign the waterway functional layout to address retention of vegetation proximate to the earthworks interface as per Item 14 – Vegetation Retention, remove indicative proposed pathways and earthworks that impact on vegetation or constrain the waterway (locate them on the periphery adjacent to roads), locate the emergency access to avoid impacts to the ephemeral sedge and reduce extent of culvert length in accordance with Item 7 – Traffic Impact Assessment. The images below identify key areas of council concern for the waterway impingement.







Response

The accompanying Response to Stormwater and Waterways Items notes discussions with Council whereby 2 options were presented, one which retained the original waterway alignment, maximised tree retention and split the District Recreation Park and the other which realigned the waterway to provide a consolidated area of no less than 3ha on the northern side of the waterway, requiring greater earthworks and greater loss of trees within the corridor.

It was agreed that the second option was preferred and as such the corridor has been redesigned, with trees to be retained where possible. Refer to the accompanying Ecology Response and Tree Retention Plan for further details.

Item 15 (f) – Environment - Waterway

The applicant is requested to submit a Fauna Movement Infrastructure Plan that demonstrates how the development will maintain fauna (terrestrial and aquatic) movement in the post developed scenario.

Response

A response to this item is detailed within the accompanied Ecology Response to Information Request and Tree Retention Plan. In summary, a fauna movement infrastructure plan is not considered beneficial in this instance.

Item 16 – Environment - Conservation Interface

Conservation Interface

The submitted material identifies extensive earthworks, impacts to vegetation and an Asset Protection area that will be a future management burden to the MEDQ delegate into perpetuity. The applicant is requested to address the following:

(a) Amend concept earthworks to minimise tree removal within the interface in accordance with Item 14 – Vegetation Retention and demonstrate that the proposed batters will be a low maintenance vegetated outcome. It is recognised this is noted as bushfire separation area however given the roads and shared path required by Item 4 – Proposed Layout, it should seek to retain canopy trees and allow for a revegetation ground layer to facilitate a low maintenance asset rather than a future council asset burden.

(b) Retain trees along the northern interface to the Conservation Zone across to the riparian corridor along the northern boundary, the Tree Retention and Removal Plan identifies tree removal in areas not affected by earthworks and earthworks appear to be able to be modified to minimise tree removal.



Response

In response to Council's request, the accompanying Tree Retention Plan has been amended to retain trees within the northern interface, where not affecting stability or batter formation. Some trees within the specified area remain marked for removal due to their location within the Low Fuel Zone, where canopy overlap and/or inappropriate species type would compromise the objectives of the BHAMP.

Refer to Bushfire Response & Amended Bushfire Hazard Assessment and Management Plan and Ecology Response & Tree Retention Plan for further details.

Item 17 – Environment – Bushfire

Bushfire

The Bushfire Hazard Assessment and Management Plan prepared by Therefor group dated May 2025 is acknowledged. The report identifies ongoing vegetation management for bushfire purposes on land to be dedicated to the MEDQ Delegate. The applicant is requested to address the following items;

(a) The plans and reporting submitted identifies complete clearing of land adjoining the Conservation Zone. Where roads have also been provided that demonstrate appropriate setback, the applicant is requested to

review the clearing of vegetation as per Item 16 – Conservation Interface and assess the impacts. It is recognised this is noted as bushfire separation area however given the roads and shared path required by Item 4 – Proposed Layout, it should seek to retain canopy trees and allow for a revegetation ground layer to facilitate a low maintenance asset rather than a future council asset burden.

(b) Clearly define areas where future open space dedicated to the MEDQ delegate is required to achieve particular planting typology. Noting that this should not result in a higher maintenance burden or effect on the vegetated outcomes for the riparian corridor, conservation or WSUD assets.

Response

Refer to Bushfire Response & Amended Bushfire Hazard Assessment and Management Plan and Ecology Response & Tree Retention Plan for further details. In summary, tree clearing has been revisited, noting that tree removal needs to be considered on balance with earthworks requirements and bushfire management. Low fuel zones and associated requirements have also been identified.

Item 18 (a) – State Interests – State Road Network

State Road Network

Prepare a revised RPEQ certified TIA in accordance with DTMR's Guide to Traffic Impact Assessment. The TIA should address, but not be limited to, the following key aspects:

(a) Traffic Distribution & Volumes: Clearly justify anticipated traffic distribution patterns and the likely traffic volumes travelling to and from the surrounding state-controlled road network.

(b) Impact Assessment Area: Define the proposed development's impact assessment area in accordance with Section 6.4 of the Department of Transport and Main Roads (DTMR) Guide to Traffic Impact Assessment (GTIA). This includes all intersections where development traffic exceeds 5% of the base traffic for any movement.

(c) Traffic Data & Growth Rates: Ensure the assessment is based on recent traffic count data. All proposed growth rates applied to state-controlled road corridors must be clearly justified.

(d) Operational Performance & Delays: Where required, assess the operational performance of impacted intersections on the state-controlled road network, and calculate peak hour network delay impacts across the full extent of the identified Impact Assessment Area.

(e) The TIA should consider the expected year of opening.

(f) Mitigation Measures: If applicable, outline any proposed mitigation measures required to address traffic impacts and achieve no net worsening on the state-controlled road network. All measures must be consistent with DTMR's Road Planning and Design Manual (2nd Edition).

(g) Risk and Safety Assessment: Complete a risk assessment as outlined in Section 8 of the GTIA.

Response

A Traffic Impact Assessment has not addressed the State Road Network at this time.

It is understood that there has been recent modeling undertaken by the State to determine when upgrades to the Centenary Highway and points of access are required.

It is acknowledged that the development shall ultimately require the delivery and upgrade of trunk roads, with Stockland currently progressing the delivery of these in line with the DCOP requirements set out by the State. It is also acknowledged that at some point Stockland and/or surrounding developers may be required to contribute to Centenary Highway upgrades.