ICC Ref: 3406/2025/PDA

Therefor Group Ref: 23-0573P/ROL2

20 March 2026

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 Further Information Request

817-843 Ripley Road, South Ripley

Dear Nikki,

We refer to your further information request dated 8 December 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.

Yours sincerely,

Emily Richards
Associate - Planning

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Response to Further Information Request

Supporting Material

This response is supported by the following information:

Amended Context Plan Conditions	Therefor Group	20 March 2026
Context Plan Package	Therefor Group	18 March 2026
ROL & POD Package	Therefor Group	18 March 2026
Product Mix & Typologies Package	Therefor Group	18 March 2026
Civil Engineering Response	KN Group	18 March 2026
Urban Utilities Correspondence	KN Group / Urban Utilities	17 March 2026
Civil Functionals	KN Group	13 March 2026
Landscape Design Package	RPS	12 March 2026
Stormwater and Waterways response letter	Design Flow	10 March 2026
Stormwater Quality Management Plan	Design Flow	10 March 2026
Waterway Strategy Report	Design Flow	10 March 2026
Bushfire Hazard Assessment and Management Plan	Therefor Group	10 March 2026
Tree Retention and Removal Plan	Therefor Group	16 March 2026
Traffic Impact Assessment	SLR Consulting	13 March 2026
Traffic Statement of Advice	SLR Consulting	13 March 2026
Catalyst Road Functional Design Packages I & K	Bornhorst & Ward	17 November 2025
Practice Note 10 Compliance Review	Therefor Group	20 March 2026

Summary of Changes

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

Notable changes include:

- Revised layout of display village to incorporate greater diversity in product
- Relocation of Local Recreation Park to the centre of the display village to an enhance overlooking and activation opportunities
- Relocation of coach parking bay to entry road, closer to the District Recreation Park
- Amended lot typologies to manage construction outcomes
- Updated context plan to reflect changes to the ROL plan
- Easement to be established through District Recreation Park to drainage reserve lot, rather than splitting up the boundaries of the District Recreation Park.

Response to Further Information Request

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

B. Reconfigure A Lot Component

3. Density
Original Information Request Item

(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.*

Outstanding Matters Item 3(a)

(a) Proposed Lot 8002

While the submitted example is acknowledged, it does not address the site specific concerns raised under Item 3(b) above. Accordingly, the applicant is requested to address these concerns.

Response

Accompanying this response is a site-specific set of plans demonstrating an indicative built form design response for the development of the site for the purpose of a Multiple Dwelling. The plans have considered the slope of the site and anticipated earthworks for the use to be functional, which results in the establishment of two separate 3 storey apartment buildings. Access to the site is intended to occur from the frontage at the southeast corner, with earthworks required to facilitate on site manoeuvring and car parking.

The provided plans are not intended to represent a final design outcome, with specific details to be assessed as part of a future material change of use application.

4. Proposed Layout
Outstanding Matters Item 4(a)

(a) Staging plan

i. The information request response makes reference to a staging plan, however does not appear to be included in the submitted plans. Accordingly, the applicant is requested to provide a staging plan.

ii. It is noted that the response seeks flexibility in the order of stages beyond Stage 1A, however open space is included within individual stages. The applicant is requested to clearly identify the intended timing of open space delivery and ensure there are residential lots attached to the delivery of these open space stages.

Response

A standalone staging plan was previously provided as part of the ROL and Plan of Development (POD) Package prepared by Therefor Group. In response to Council's request, staging, inclusive of boundary lines and numbering, is now shown on all plans.

The intent of seeking flexibility in staging was primarily associated with the timing of delivery of the south-west trunk road. This flexibility was not intended to impact the delivery of open space, access, or essential infrastructure, servicing residential development. Staging boundaries have been reviewed, with the order expected to be somewhat fixed by the delivery services. The most likely outcome is that the stages shall be delivered in the sequence identified on the staging plan.

The proposed open areas including parks, drainage reserve and the conservation lot have been identified in separate sub-stages to manage future compliance assessment. There is every intent that these are areas are delivered to service the needs of the surrounding residential lots as they are rolled out, despite not being formally identified in the same stage. The Local Recreation Park is to be available at the time the display village is established, drainage reserve lots containing bio basins shall be rolled out as residential lots require these for treatment, and the District Recreation Park, waterway corridor lots and Conservation lot are likely to be established at later stages of the development when bulk earthworks and infrastructure establishment is complete.

Relevant Original Information Request 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.

Outstanding Matters Item 4(b)

(b) Block lengths

i. It is unclear how the 'Design Framework' plan demonstrates key pedestrian routes as justification for the excessive block lengths. Noting that the District Recreation Park will be a key attracter, the applicant is requested to clearly outline how the proposed layout facilitates pedestrian connectivity to the east/west in order to justify the proposed increased block lengths.

Response

The purpose of the Design Framework Plan previously provided, as well as the Primary Circulation Plan forming part of the Landscape Concept Design package, was to demonstrate key pedestrian routes and highlight the focus of connection points through the neighbourhood being tied to the open space network.

Notwithstanding, block lengths and opportunities for cross block links have been reviewed in the context of walkability east to west and primarily to the District Recreation Park. The accompanying ROL and POD package prepared by Therefor Group includes a Cross Block Link Exploration Plan. The assessment confirms that the site's gradients result in significant level differences between road frontages. This would require any cross block link to incorporate a meandering path outcome to achieve suitable gradients with respect to the disability access standards.

Further, the proposed heights of retaining walls located between lots, with fencing above, result in an undesirable outcome with respect to crime prevention through environmental design principles. In particular, there is expected to be limited to no casual surveillance of a cross block link, with the existing groupings of lots and frequency of boundary walls used as a way to manage the site's slope.

In this context, directing pedestrian movement southward along the primary pedestrian network represents the most appropriate outcome. Even with the introduction of cross-block links or reduced block lengths, overall walkability within the neighbourhood would remain constrained by the site's topography.

Notwithstanding, the current layout results in 70% of proposed lots located within a 500m walking distance of the District Recreation Park.

Refer to the accompanying Cross Block Link Exploration Plan contained within the ROL and POD package prepared by Therefor Group for further details.

Outstanding Matters Item 4(c)

(c) On Street Parking

The response makes reference to the developments ability to accommodate on street parking, however an on-street parking analysis for the revised layout has not been provided. The applicant is requested to provide an on-street parking analysis prepared in accordance with PDA Practice Note 11 – Parking Analysis.

Response

A Parking Analysis Plan, showing an on-street parking analysis has been prepared by Therefor Group and accompanies this response. The plan shows that the development is able to provide on street parking at a rate which supports the number of lots incorporated within the proposed development.

Relevant Original Information Request Item 5 (b) – Planning – Plan of Development

Indicate land slope, stairs, retaining wall locations and infrastructure items (e.g. 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).

Outstanding Matters Item 5(a)

(a) *Amend the POD to provide the requested details as per item 5(b). This ensures consistency across documents and makes it clear to future lot owners, builders, designers etc. where key infrastructure is located, requirements for stairs etc.*

It is noted that an electrical engineer has been engaged and a response to the electrical POD items will be provided in due course. The applicant is requested to provide this information, noting that complete responses to information requests are required.

Response

The accompanying Plan of Development prepared by Therefor Group has been amended to include additional information as required in accordance with Practice Note No. 10 – Plans of Development. A summary of where information required under Practice Note No. 10 – Plans of Development is outlined as an attachment to this response, noting that a decision has been made to include some information on the Plan of Development and some within the Civil Functional set to maintain legibility.

With specific reference to the items listed above:

- Land slope is identified on the Plan of Development through the identification of split lots. Contours and levels are otherwise shown within the Civil Functional package
- Stairs have not been nominated at this time.
- Retaining is shown on civil functionals, with the Development Controls having considered the outcomes of including retaining over particular lots.
- Service locations are generally shown on the civil functionals only.
- Pad mount transformer locations and easements for infrastructure have however been added to the plan of development.

Refer to the accompanying Response to Practice Note 10 – Plans of Development for further details.

Outstanding Matters Item 5(b)

(b) *Urban Lofts*

The applicant is requested to provide built examples of these lot typologies, particularly where adjoining terrace product as proposed.

Consideration should be given to proposed retaining and interface with adjoining lots. It is expected that the POD will be amended to provide further design requirements for these lot typologies, particularly as it relates to wall treatments facing adjoining terrace lots.

Response

Further details of proposed Urban Lofts are now included within the ROL & POD Package prepared by Therefor Group, with minor tweaks made to some of the proposed lot sizes to better manage interfaces with retaining walls. Lots 2309, 2310 and 2311 have been lengthened and no longer nominate mandatory built to boundary rear walls where adjoining terraces. The Development Controls within the POD have also been updated to reflect this change, with a rear setback of 0.9m required for these lots.

The accompanying Typology Sheet has also been updated to outline that prescribed lot sizes are to be a minimum of the dimensions referenced, acknowledging that in some instances lots are now larger to manage retaining wall outcomes.

Additional specific controls for Urban Loft Allotments have also been included with respect to rear wall treatments, including that the rear must be designed with a minimum 2m length relief in the elevation for each lot and rear walls are to be constructed of low maintenance, pre-finished materials.

An Urban Loft Examples sheet has also been included within the ROL & POD Package and includes built urban loft typologies which have been successfully carried out within Stockland's Aura development located in Baringa (Sunshine Cost Council) at 1, 3, 5, 7, 9, and 11 Evans Lane, Baringa (refer Figure 2). Within the constructed example, the urban loft

typologies are provided at the 'end' of terrace lots and comprise of two storeys with built to boundary walls on up to 2 sides and the rear.

Notably, the key difference between the constructed example and proposed urban loft outcome, is that the Baringa site is relatively flat in comparison to the subject site. It is however expected that terrace/attached typologies can accommodate a maximum of 400mm step between products with retaining walls located between typologies or lot groups to step up/down slope.



Figure 1: Location of Constructed Urban Lofts

Outstanding Matters Item 5(c)

(c) Garden Home Allotments

It is noted that only two storey examples of Garden Home Allotments are provided, however the POD does not mandate two storey development. The applicant is requested to either demonstrate how this lot type can be developed as a single storey or alternatively mandate 2 storey construction.

Should parking be limited to a single space as shown on the examples, development should be limited to two bedrooms. It is noted that the 'Product Mix and Typologies' document provides low quality resolution floor plans, however it appears as though the examples note only two bedroom developments.

Response

The accompanying Plan of Development prepared by Therefor Group has been amended to mandate two-storey development for Garden Home Allotments. Each proposed Garden Home is expected to be limited to 2 bedrooms, noting lot size and development envelope and as such there is considered to be no requirement to mandate 2 car spaces.

Relevant Original Information Request 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.

Outstanding Matters Item 5(d)

(d) Display Village

The amended POD has removed POD references to the display village. The applicant is requested to include POD provisions for the display village, taking into consideration the concerns raised in the original Information Request.

Response

The display village has been amended to include greater diversity in product, following consideration of other Stockland display villages withing the region, which do not include some of the lot typologies intended to be delivered as part of this development. There was also seen to be opportunity to position the Neighbourhood Recreation Park towards the centre of the display village to maximise opportunities for activation and casual surveillance. This outcome is consistent with the neighbourhood design fundamentals outlined un PDA Guideline 01: Residential 30.

In addition to the changes referenced above, the display village sheet has been amended to address Council's request for further information as follows:

- The Neighbourhood Recreation Park is no longer included within the display village boundary.
- Proposed partial road closures for Road 01 have been reduced, increasing opportunities for access to proposed Lot 8001.
- The sales office lot continues to be nominated, having an area of 314m^2. The GFA of the building itself is still to be determined.
- Billboard signs have been removed
- An entry statement has been nominated around Lots 2253 and 2254 on the northern side of Road 01. The specific details of the entry statement shall be resolved as part of any landscape operational works package.

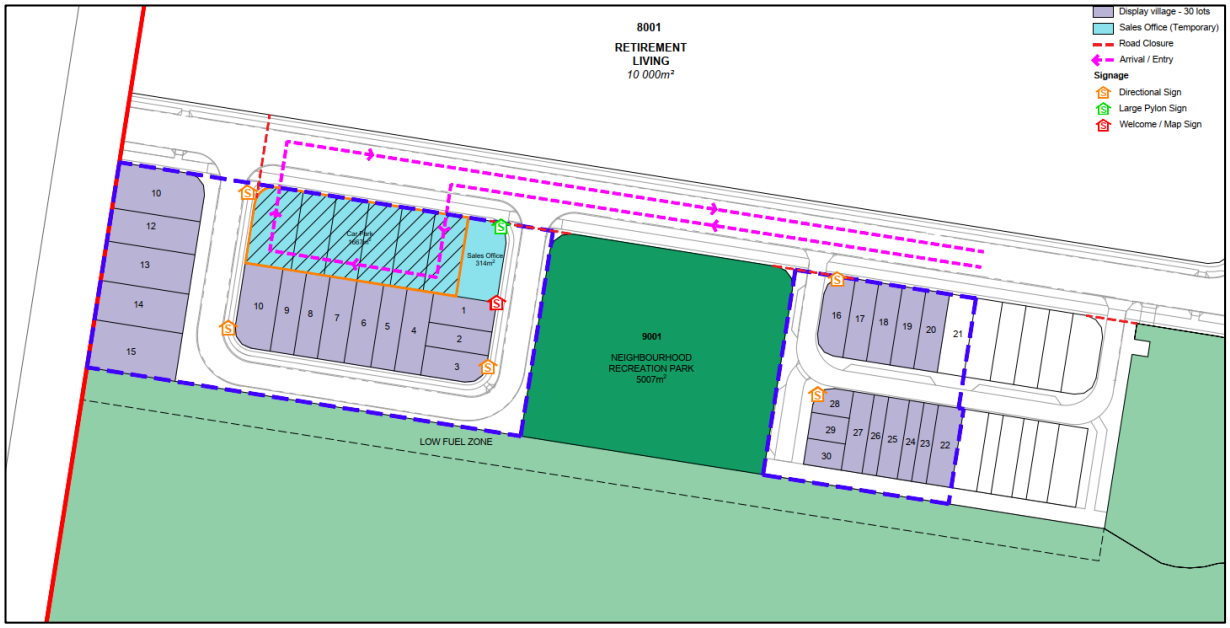


Figure 2: Amended Display Village Layout

Outstanding Matters Item 5(e)

(e) The applicant is requested to review the POD to remove irreverent references and ensure there are no inconsistencies between general notes and lot specific notes (such as private open space).

Advice Note:

There are a number of POD amendments which have not been made, primarily in relation to on-site parking, clusters of terraces, site cover, setbacks, fencing etc. These items will be addressed through plan mark-ups. Please note that utilising previous examples is not sufficient justification. Consideration must be given to the outcomes achieved, site specific requirements and the 'reset' undertaken with the introduction of the Improvement Plan which seeks consistency with the guidelines.

Response

The accompanying Plan of Development prepared by Therefor Group has been reviewed in detail and amended to ensure there are no areas of conflict between general notes and lot specific notes.

Specific changes to address the above include:

- Referencing "… unless otherwise specific under additional specific controls" against general private open space requirements, acknowledging the some specific typologies have varying requirements.
- Limiting double garages to wider lots; or two storey products, where associated with narrow lots.

It is acknowledged that some changes requested have not been made. These are outlined below and include justification for the proposed outcome:

- Clusters of terraces – Terraces remain clustered along open space and in some areas are in groupings of more than 4-6. Where groupings are larger, there is diversity within the groupings to ensure there is a visual break in the built form. The largest groupings of terraces are also the narrowest and are sited at the ends of blocks, ensuring they grouping does not result in a large expanse of built form.
- Site Cover – No change has been made to site cover for lots which exceed the 75% referenced in PDA Guideline 01: Residential 30. The proposed lot typologies which exceed this site cover, include products which shall contribute to housing affordability and diversity in this location. This lots are small in size and generally grouped as terraces and terrace style products, whilst remaining on standalone freehold lots. These housing typologies have been designed to ensure that there is still a high level amenity achieved for residents and balance maintained between built form and open space across the development. These lots are specifically located in close proximity to the proposed open space network.
- Fencing – Fencing for lots adjoining open space (including the conservation lot to the north and the single lot adjoining drainage reserve to the south) has not been specified to be carried out in line with the outcomes sought under the PDA Guideline, as this guideline does not contemplate the extent of slope across the site. Lots along the conservation area to the north included boundary retaining, which in some instances exceeds 3m in height. Similarly for the single lot adjoining the drainage reserve, retaining and adjoining slope dictates practical solutions. Notwithstanding, open space areas are highly visible, with layouts facilitating casual surveillance and activation of all publicly accessible areas.

Refer to the accompanying Plan of Development prepared by Therefor Group for further details.

Relevant Original Information Request Item 6 (c) – Planning – Open Space

<u>District Recreation Park (DCOP POS006</u>)

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

…

(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).

…

Outstanding Matters Item 6(a)

(a) District Recreation Park (DCOP POS006)

The applicant is requested to address the following:

i. Provide bus parking to the District Recreation Park. It is noted that the proposed location on catalyst road is not an appropriate solution to service the park.

ii. *As a result of addressing (i), ensure that the roads are capable of accommodating Coach bus manoeuvring and parking on-street.*
Note: 2 potential routes are outlined below, however may be affected by topography.
Compliant DDA access required from bus park to park facilities must be demonstrated.
Note: this will likely remove some proposed on-street car parks.

Response

The accompanying ROL and POD Package prepared by Therefor Group and Civil Functionals prepared by KN Group have been updated to relocate the coach parking bay, servicing the District Recreation Park, to the north-south entry road coming off the south-west trunk road. The proposed coach parking bay shall be located 52m from a pedestrian entry point to the main park of the park.

Road 01 and Road 02 have already been designed as bus routes, allowing any future coach using the bus bay to access the dedicated area. A turn path for a long rigid bus has been included as part of the Civil Functional Package prepared by KN Group (see Dwg. 24-154-114 Revision C).

Outstanding Matters Item 6(a)

(a) District Recreation Park (DCOP POS006)

The applicant is requested to address the following:

iii. Provide Q10 immunity of waterway crossing (Ripley Road to Road 11)

Response

The Flood Report prepared by Water Engineering Partners dated 10 November 2025 has modelled the 10% AEP Flood Level (Post Development) (refer drawings C5, dated 10 November 2025). The waterway crossing (Ripley Road to Road 11) is identified as free from flooding constraints (refer to the below excerpt of Q10 modelling) (refer Figure 1).

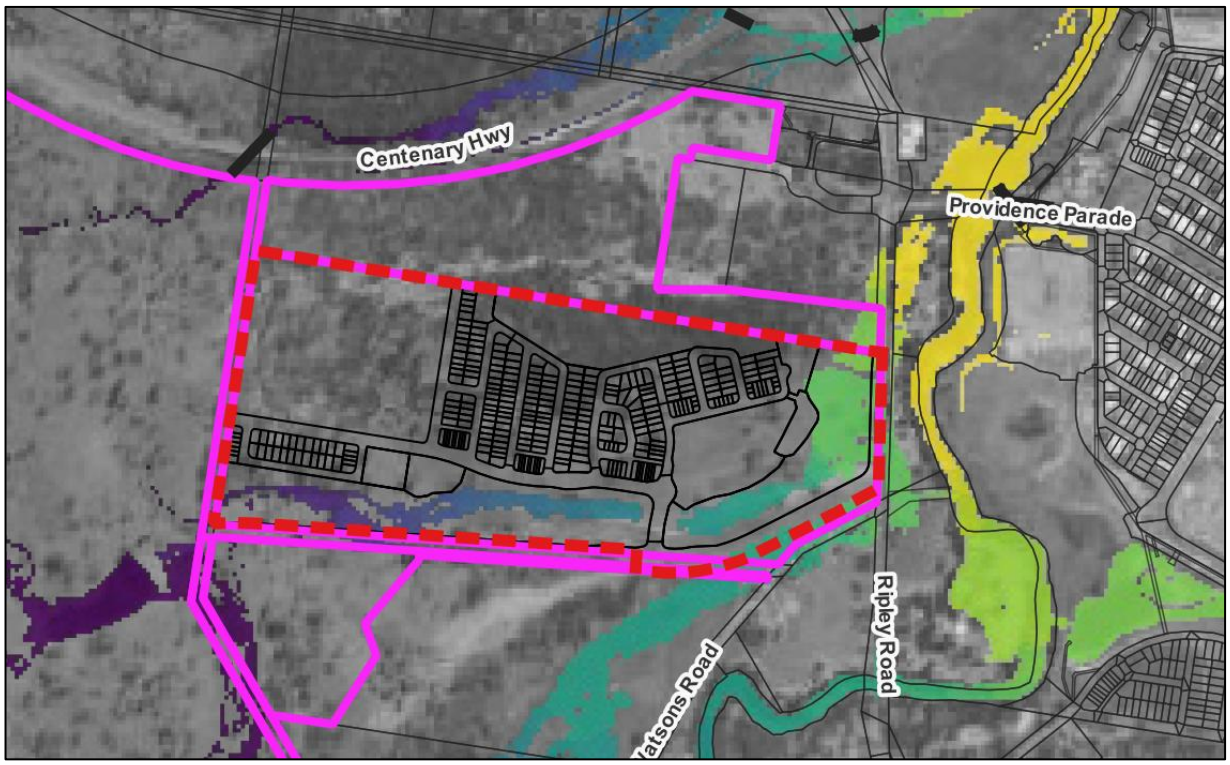


Figure 3: Excerpt of 10% AEP Flood Level – Post Development

Outstanding Matters Item 6(a)

(a) District Recreation Park (DCOP POS006)

The applicant is requested to address the following:

iv. On-street car parking to be part of road reserve

Response

The accompanying Plan of Reconfiguration prepared by Therefor Group and Landscape Design Package prepared by RPS Consulting, have been amended to include on street carparking associated with the District Recreation Park within the road reserve.

7. Traffic Impact Assessment
Outstanding Matters Item 7(a)

(a) 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. This item is still outstanding.

Response

Since providing the Council with the previous information request response, the application for reconfiguring a lot to open road associated with Catalyst Road Packages I and K has been formally submitted. Whilst this information is now with the Council formally, Functional Design Packages I and K prepared by Bornhorst and Ward are provided in accompaniment to this response.

Outstanding Matters Item 7(b) – Road Cross Sections

(b) Road 01 (Neighbourhood Connection connecting to South West Trunk Road) includes a 5.0m centre median and 5.0m carriageway either side of the median, which is supported, however it is unclear why Road Section A in the KN Group Civil Functional Plans has a 1.5m shoulder adjacent to the outer kerb in one direction, and a 1.2m wide shoulder adjacent to the median kerb in the other direction (refer image below). The applicant is requested to amend the cross section nominating 1.5m shoulder adjacent to the outer kerb for both directions of travel.

Response

The accompanying Civil Engineering Response prepared by KN Group details that the Road Cross Section D (Neighbourhood Access Premium 1) has been updated to show a 1.5m wide median on both sides.

Refer to the accompanying amended Civil Functionals prepared by KN Group for further details.

Outstanding Matters Item 7(c) – Road Cross Sections

(c) Road 02 (East West Neighbourhood Connector) proposes parking on both sides to the west of Road 07 (Section B in the KN Group Functional Plans), which is supported, however it is unclear as to why the parking lane on the southern side falls towards the main carriageway with a v drain. The ROL and civil drawings nominate barrier kerbs only at the interface of carriageway and verge. Therefore, the applicant is requested to amend the cross section as both parking lanes shall have standard cross fall and drain towards the verge, unless there is technical justification to adopt a nonstandard outcome.

Response

The accompanying Civil Engineering Response details that the Road Cross Section B (Major Collector Road) has been updated to remove the invert kerb and shows a standard 2-way road crossfall.

Refer to the accompanying amended Civil Functionals prepared by KN Group for further details.

Outstanding Matters Item 7(d) – Road Cross Sections

(d) *Road 02 (East West Neighbourhood Connector) proposes parking on one side only, between Road 01 and Road 07 (Section C in the KN Group Civil Functional Plans), but includes a 1.5m wide shoulder on the side without parking. The applicant is requested to review if the 1.5m shoulder is required for drainage purposes or if it could be reduced or removed.*

Response

The accompanying Civil Engineering Response confirms that 1.5m wide shoulder included within Road Cross Section C (Major Collector Road – Parking One Side) is provided for the purpose of drainage and cannot be reduced in size.

Refer to the accompanying amended Civil Functionals prepared by KN Group for further details.

Outstanding Matters Item 7(e) – Road Cross Sections

(e) *The applicant is requested to amend the shared path width in Road 07 to 3m to match with the connecting Neighbourhood Access Street in Lacebark Estate on the north.*

Response

The accompanying Civil Engineering Response details that the specified shared path width within the Road 07 cross section aligns with the current adopted cross section in Road 07 of Lacebark. It is acknowledged that there was a different outcome originally approved within Lacebark, however Road 07 was subject to changes through subsequent Amendment Applications. The current approval allows for a reduced shared path width of 2.5m. An extract of the approved plans is included below. For further detail refer to Dwg. 22-203-FL103 Rev B of the Civil Functionals prepared by KN Group and included in approval package 2342/2024/PDAB.

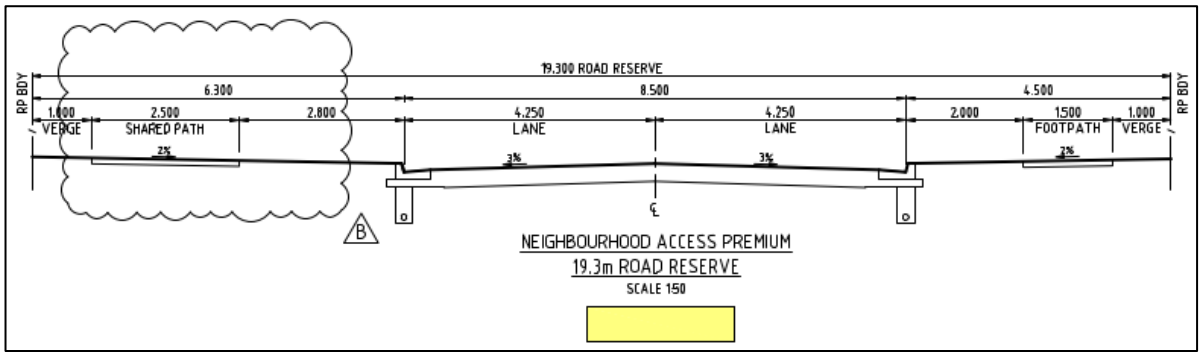


Figure 4: Excerpt of Lacebark Approval Package

Outstanding Matters Item 7(f)

(f) *Based on the background traffic data and projected growth rates, the assumption within the TIA interim year assessment to 2036—that the Wensley Road connection to or across the Centenary Highway will not be in place—is supported. However, the TIA assumption that the South West Trunk Road (west of ROL 2) will be extended over the Centenary Highway (with or without an interchange) to Wensley Road by 2037 remains highly uncertain. Recent TMR planning for the Centenary Highway corridor does not confirm whether Wensley Road will be connected over or under the Centenary Highway as part of future development works, and an overpass or underpass is not identified within the DCOP.*

Given these uncertainties regarding the future provision of Wensley Road, the forecast traffic volumes and growth rates on the Ripley Road corridor and the South West Trunk Road—and the resulting network performance—are likely underestimated within the TIA. Accordingly, the applicant is requested to review and update the TIA to include a scenario where an overpass across the Centenary Highway connecting to Wensley Road does not occur.

Response

The accompanying Statement of Advice prepared by SLR Consulting details that the there is no evidence that Department of Transport and Main Roads (**DTMR**), Economic Development Queensland (**EDQ**), or Ipswich City Council (**ICC**) have decided that the Ripley Valley PDA road network will exclude an interchange or overpass at Wensley Road and Centenary Highway.

SLR Consulting have undertaken a review of relevant strategic and transport planning documentation prepared by DTMR, EDQ and ICC and confirmed the long-standing assumption that this connection will be provided.

Therefore, the application does not consider a scenario where an overpass connecting Wensley Road across Centenary Highway does not occur.

Refer to the accompanying Statement of Advice prepared by SLR Consulting for further details.

Outstanding Matters Item 7(g)

(g) *Consistent with the rationale provided for the previous item regarding the low likelihood of an interchange at Wensley Road, the applicant is requested to revise the TIA for the 2046 Ultimate Scenario to reflect that the overpass and interchange to Centenary Highway at Wensley Road will not be constructed.*

Response

The accompanying Statement of Advice details that there is no evidence of any formal planning for the Ripley Valley PDA that excludes a full interchange or an overpass at Wensley Road / Centenary Highway. As such, undertaking a Traffic Impact Assessment excluding the aforementioned interchange would not be consistent with the DCOP framework.

Refer to the accompanying Statement of Advice and Traffic Impact Assessment prepared by SLR Consulting for further details.

Outstanding Matters Item 7(h)

(h) *Item 7(p) from previous Information Request:*

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.

The intersection of Ripley Road and Providence Parade has not been addressed within the TIA, which currently outlines the interim and ultimate intersection layouts identified as part of the Scott PDI development. It is noted that these layouts, as assessed in previous development applications (including the Scott PDI site), were based on the assumption of a full interchange on the Centenary Highway at Wensley Road. Additionally, earlier assessments of this intersection considered only limited development within the Ripley Road catchment south of Providence Parade.

The applicant is requested to review the intersection of Ripley Road and Providence Parade be incorporated into the SIDRA intersection assessments within the TIA, considering scenarios both with and without an overpass/interchange at Wensley Road. Under the scenario without an overpass or interchange, it is anticipated that modifications may be required to the previously identified ultimate layout for this intersection. Furthermore, upgrades to the interim intersection (currently under construction) may also be necessary to accommodate the forecast traffic volumes outlined in Section 4.5.1 of the TIA.

Response

The accompanying Statement of Advice details that the Ripley Road / Providence Parade intersection has already been assessed and approved under previous developments, including the Scott PDI site, which considered traffic from the entire Ripley Valley PDA. Both the interim and ultimate signalised intersection designs were approved. As such, this application does not address the intersection.

Furthermore as discussed throughout the traffic advice, there no evidence that planning for the Ripley Valley PDA excludes a future interchange (or at least an overpass) at Wensley Road / Centenary Highway. Therefore, assessing traffic without including a Wensley Road interchange would be inconsistent with the DCOP framework.

Refer to the accompanying Statement of Advice and Traffic Impact Assessment prepared by SLR Consulting for further details.

Advice Note 7

Advice Note:
The proposed development currently relies solely on access via Lacebark until the DCOP roads, including the Ripley Road upgrade and associated supporting infrastructure, are delivered. This arrangement is not considered viable from a transport network planning perspective. Accordingly, any approval will be conditioned requiring the South West Trunk Road to be constructed and opened to traffic prior to plan sealing of the 101st lot to ensure connectivity from ROL2 Access Road 01 to Ripley Road.

Response

The accompanying Statement of Advice outlines a recommendation for a condition that requires an emergency access route (between ROL2 and Ripley Road) to be established prior to plan sealing of the 101st lot in ROL2 and the construction / opening of the South West Trunk Road (between the ROL2 intersection and the Ripley Road intersection) prior to plan sealing of the 371st lot in ROL2.

Justification of this outcome is provided within the Statement of Advice. Refer to the accompanying Statement of Advice and Traffic Impact Assessment prepared by SLR Consulting for further details.

Outstanding Matters Item 8 (a) – Engineering – Stormwater Management Plan

(a) Owing to significant cleared area to the north and east of Bio basin B2, it is requested that Basin B2 to be moved north to facilitate retention of Tree T045 - 1800 dsh Eucalyptus tereticornis.

Response

In response to Council's request, the Tree Retention and Removal Plan prepared by Therefor Group has been amended to indicate Tree T045 - 1800 *dsh Eucalyptus tereticornis* as for retention subject to Arborist review. A number of other trees within the waterway corridor and subject to earthworks have been amended for consideration in a similar manner.

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

(a) 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). The applicant is requested to update all plans to ensure accuracy and consistency.

Response

All relevant Civil Functional Plans prepared by KN Group have been reviewed and updated to ensure the cross-section labels on the layout sheet and corresponding cross-sections are consistent and accurate.

Refer to the accompanying Civil Functional Plans prepared by KN Group for further details.

Relevant Original Information Request 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.

Outstanding Matters Item 13(a)

(a) This item is still outstanding - 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

The accompanying Civil Engineering Response provides a detailed response of the status of trunk sewer and water supply in this location and outlines correspondence with Brett Carruthers of Urban Utilities.

Refer to the accompanying Civil Engineering Response prepared by KN Group and Urban Utilities correspondence with KN Group dated 17 March 2026.

Relevant Original Information Request 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*

Outstanding Matters Item 14(a)

(a) The applicant is requested to amend the location B2 basin design to retain tree T045 in accordance with further request item 8(a).

Response

Refer to response to Item 8 (a) (Engineering – Stormwater Management Plan) above.

Outstanding Matters Item 15 (a)

(a) It appears a road access from Ripley Road into the waterway is shown on the Stormwater Conceptual Overall Layout Plan prepared by DesignFlow dated 27 October 2025, however, this conflicts with the RAL plans and the civil functionals. The applicant is requested to amend the drawings to match with the latest version of civil functional layout plans.

Response

The accompanying Stormwater Conceptual Overall Layout Plan prepared by Design Flow has been amended to remove road access into the waterway, consistent with the Plan of Reconfiguration and Civil Functionals.

Refer to the amended Stormwater Conceptual Overall Layout Plan prepared by Design Flow for further details.

Relevant Original Information Request Item 18 – 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.

Outstanding Matters Item 18(a)

(a) *A response to this item has not been received. Advice from EDQ and DTMR confirms that the above is outstanding and must be addressed.*

Response

The accompanying Statement of Advice prepared by SLR Consulting outlines that impacts on the State Controlled Road network have already been addressed in assessments forming part of Stockland's broader Providence West. This advice is reattached as part of this response.