

Town Planning Report

Master Planned Residential Development and Context Plan Endorsement

101 Jackson Court & 1-63 Bryants Road, Ripley Queensland 4306

Prepared for KDL Dev 7 Pty Ltd
Our Reference: 13059
2 October 2026

Saunders Havill

PATHWAYS TO SUCCESS

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Document Issue

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Draft (for QA)	18/09/2026	JG	RC
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Executive Summary

This report is written on behalf of KDL Dev 7 Pty Ltd who seeks to develop land situated at 101 Jackson Court & 1-63 Bryants Road, Ripley Queensland 4306 for the purposes of a master-planned residential development and endorsement of a Context Plan.

The site is located within the Ripley Valley Priority Development Area (PDA). PDAs are areas of land within Queensland identified by Economic Development Queensland (EDQ) for specific accelerated development with a focus on economic growth. The Ripley Valley PDA is subject to the Ripley Valley PDA Development Scheme (RVDS), a regulatory document under the *Economic Development Act 2012* (ED Act), that controls land use, infrastructure planning and development in the area.

The land is zoned Urban Living Zone under the Ripley Valley PDA Development Scheme and is currently located within the approved Secondary Urban Centre West (SUCW) Context Plan Area (ICC Ref: 6385/2021/MAPDA). It's acknowledged there is an application currently under assessment (ICC Ref: 2911/2025/PDA) which seeks endorsement of a Context Plan. However, a request for endorsement of a proposed Context Plan is included with this application and, if endorsed, will supersede the Context Plan sought under 2911/2025/PDA to the extent of any overlap.

To facilitate the intended development across the site, this application seeks approval for the following aspects of development:

- PDA Development Permit for Reconfiguring a Lot - Two (2) Lots into 162 Residential Lots, One (1) balance parcel for future development, detention/drainage, new roads and an associated Plan of Development (POD) for Residential Uses (House and Multiple Dwelling).

As identified above, also included with this application is a request for endorsement of a proposed Context Plan, with the extent of the land subject to the Context Plan identified in **Attachment D**.

This application is supported by a number of technical reports/plans, including:

- **Attachment A:** Property Searches;
- **Attachment B:** Proposal Plans;
- **Attachment C:** Plan of Development;
- **Attachment D:** Context Plan;
- **Attachment E:** Civil Engineering Report;
- **Attachment F:** Conceptual Stormwater Management Plan;
- **Attachment G:** Stormwater Infrastructure Master Plan;
- **Attachment H**: Total Water Cycle Management Overarching Site Strategy;
- **Attachment I**: Environmental Noise Impact Assessment;

- **Attachment J:** Landscape Concept Plan;
- **Attachment K:** Traffic Impact Assessment;
- **Attachment L:** Bushfire Hazard Assessment;
- **Attachment M:** Significant Biodiversity Assessment Report;
- **Attachment N:** Movement Network Infrastructure Master Plan;
- **Attachment O:** Greenspace Infrastructure Master Plan; and
- **Attachment P:** EDQ Prelodgement Meeting Minutes

Having regard to the subject site and surrounds, the proposed development and the relevant planning framework, the following key considerations have been identified:

- Context Plan;
- Access & Transport;
- Railway Corridor; and
- Balance Parcel/Future Development.

This Town Planning Report, and supporting documents, have assessed the proposed development against the provisions of the RVDS and other relevant legislation. We believe the development is consistent with the RVDS and is appropriate for the locality. It is therefore recommended that the development application be approved, subject to relevant and reasonable conditions; and that the Context Plan be endorsed by the Minister for Economic Development Queensland (MEDQ).

Project Summary

Applicant Details

Applicant	KDL Dev 7 Pty Ltd c/- Saunders Havill Suite 1B, 6 Yoga Way Springfield Central QLD 4300
Contact	Nick Christofis Regional Manager/Associate Partner (07) 3539 6700 nickchristofis@saundershavill.com Rachael Caton Senior Town Planner (07) 3539 6703 rachaelcaton@saundershavill.com

Property Summary

Site Address	101 Jackson Court, Ripley Queensland 4306 1-63 Bryants Road, Ripley Queensland 4306
Real Property Description	Lot 359 on S3173 (part) Lot 360 on S3173 (part)
Site Area and Frontage	37.231ha with a frontage of approximately 618m to Jackson Court, 638m to Bryants Road, and 659m to Wensley Road
Easements / Encumbrances	Nil
Contaminated Land Search / Environmental Management Register	N/A
Landowner	MUR LAND NO. 1 PTY LTD
Local Government	Ipswich City Council (ICC)

Planning Framework Summary

PDA	Ripley Valley PDA
Development Scheme	Ripley Valley Development Scheme
Zone	Urban Living Zone

Regional Plan & Designation	South East Queensland Regional Plan 2023 (ShapingSEQ) – Urban Footprint
Development Scheme Maps	▪ Map 1: Ripley Valley PDA Boundary – Development site is located within the Ripley Valley Priority Development Boundary; ▪ Map 3a: Development constraints – Urban Stormwater Flow Path; ▪ Map 3b: Development constraints – Buffers to Highways and Regional Transport Corridors, and Building Height Restriction Area 45m; ▪ Map 4: Zone – Urban Living Zone; and ▪ Map 5: Sub-regional infrastructure – Expresslink.
Local Government Overlays	**Ipswich City Plan 2025:** ▪ OV1 MLES Vegetation ▪ OV1 MSES Regulated Vegetation Intersecting a Watercourse ▪ OV2 Minor Waterway ▪ OV2 Minor Waterway Buffer ▪ OV7A RAAF Height Restriction Zone 45m ▪ OV7A RAAF Height Restriction Zone 90m ▪ OV7A RAAF Obstruction Clearance Surface - Obstruction Clearance Surface - Outer Horizontal Surface RL 176.5 ▪ OV7B RAAF Wildlife Hazard Buffer Zone - Wildlife Hazard Buffer Zone 8km ▪ OV7D RAAF BRA AOI 90m AHD ▪ OV10 Bushfire Prone Areas - High Potential Bushfire Intensity ▪ OV10 Bushfire Prone Areas - Medium Potential Bushfire Intensity ▪ OV10 Bushfire Prone Areas - Potential Impact Buffer ▪ OV11 Slope 15% to 25% ▪ OV11 Slope GT25% ▪ OV12 Overland Flow Path ▪ OV12 Flood Risk Category Very Low Risk ▪ OV12 Flood Risk Category Low Risk ▪ OV12 Flood Risk Category Medium Risk ▪ OV12 Flood Risk Category High Risk ▪ OV12 Flood Risk Category Extreme Risk ▪ OV13 Future Railway Corridor ▪ OV15 Minor Waterway ▪ OV15 Minor Waterway Buffer

State Planning Policy Mapping	**Development and Construction** ▪ Priority development area **Biodiversity** ▪ MSES - Regulated vegetation (intersecting a watercourse) ▪ MSES - Regulated vegetation (essential habitat) ▪ MSES - Regulated vegetation (category C) ▪ MSES - Wildlife habitat (koala habitat areas - core) ▪ MSES - Wildlife habitat (special least concern animal) **Natural Hazards Risk and Resilience** ▪ Flood hazard area - local government flood mapping area ▪ Bushfire prone area **Transport Infrastructure** ▪ Future railway corridor **Strategic Airports and Aviation Facilities** ▪ Wildlife hazard buffer zone ▪ Height restriction zone 45m ▪ Height restriction zone 90m ▪ Aviation facility
Development Assessment Mapping	**Fish Habitat Areas** ▪ Queensland waterways for waterway barrier works **Water Resources** ▪ Water resource planning area boundaries **Koala Habitat Area** ▪ Core koala habitat area **Future State Transport Corridor** ▪ Future railway corridor

Application Summary

Proposal overview	Master Planned Residential Development and Context Plan Endorsement
Type of Approval Sought	PDA Development Permit for Reconfiguring a Lot and request for Context Plan endorsement
Assessment Manager	Minister for Economic Development Queensland

Category of Assessment	PDA Assessable Development
Referral Details	N/A

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1. Introduction

Saunders Havill has been engaged by KDL Dev 7 Pty Ltd (the Applicant), to prepare this development application. The development application seeks approval for the following aspects of development:

- PDA Development Permit for Reconfiguring a Lot - Two (2) Lots into 162 Residential Lots, One (1) balance parcel for future development, detention/drainage, new roads and an associated Plan of Development (POD) for Residential Uses (House and Multiple Dwelling).

The application is made over land located at 101 Jackson Court & 1-63 Bryants Road, Ripley Queensland 4306, formally described as Lot 359 on S3173 and Lot 360 on S3173 (the 'subject site'). The subject site is currently included within the SUCW Context Plan Area (ICC Ref: 6385/2021/MAPDA), but it's acknowledged there is an application currently under assessment (ICC Ref: 2911/2025/PDA) which seeks endorsement of a Context Plan. Despite this, a request for endorsement of a proposed Context Plan is included with this application and will ultimately supersede the existing request under 2911/2025/PDA.

This Planning Report assesses the proposal against the relevant provisions of the Development Scheme, relevant EDQ Guidelines and Practice Notes, the ED Act and other relevant legislation.

This report is accompanied by the following specialist reports/plans:

- **Attachment A:** Property Searches;
- **Attachment B:** Proposal Plans;
- **Attachment C:** Plan of Development;
- **Attachment D:** Context Plan;
- **Attachment E:** Civil Engineering Report;
- **Attachment F:** Conceptual Stormwater Management Plan;
- **Attachment G:** Stormwater Infrastructure Master Plan;
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- **Attachment O:** Greenspace Infrastructure Master Plan; and
- **Attachment P:** EDQ Prelodgement Meeting Minutes.

2. Site Analysis

2.1. Ripley Valley Priority Development Area

The subject site is contained within the Ripley Valley PDA and is also located within the Ipswich City Council (ICC) local government area. The Ripley Valley PDA covers an area of 4,680ha and is located approximately 5km southwest of the Ipswich CBD and south of the Cunningham Highway.

Refer below to **Figure 1** - Extract from Development Assessment Mapping System (DAMS) (Queensland State Government), showing location of subject site and the PDA (orange hatch).

The RVDS is the regulatory document for the PDA, which commenced on 8 October 2011. The RVDS and PDA Guidelines and Practice Notes outline the standards for development in PDAs. **Figure 1** below shows the site is located within the northern part of the Ripley Valley PDA. All surrounding land is also located with the PDA, some of which has already been developed as an urban residential subdivision, along with Ripley Central State School.

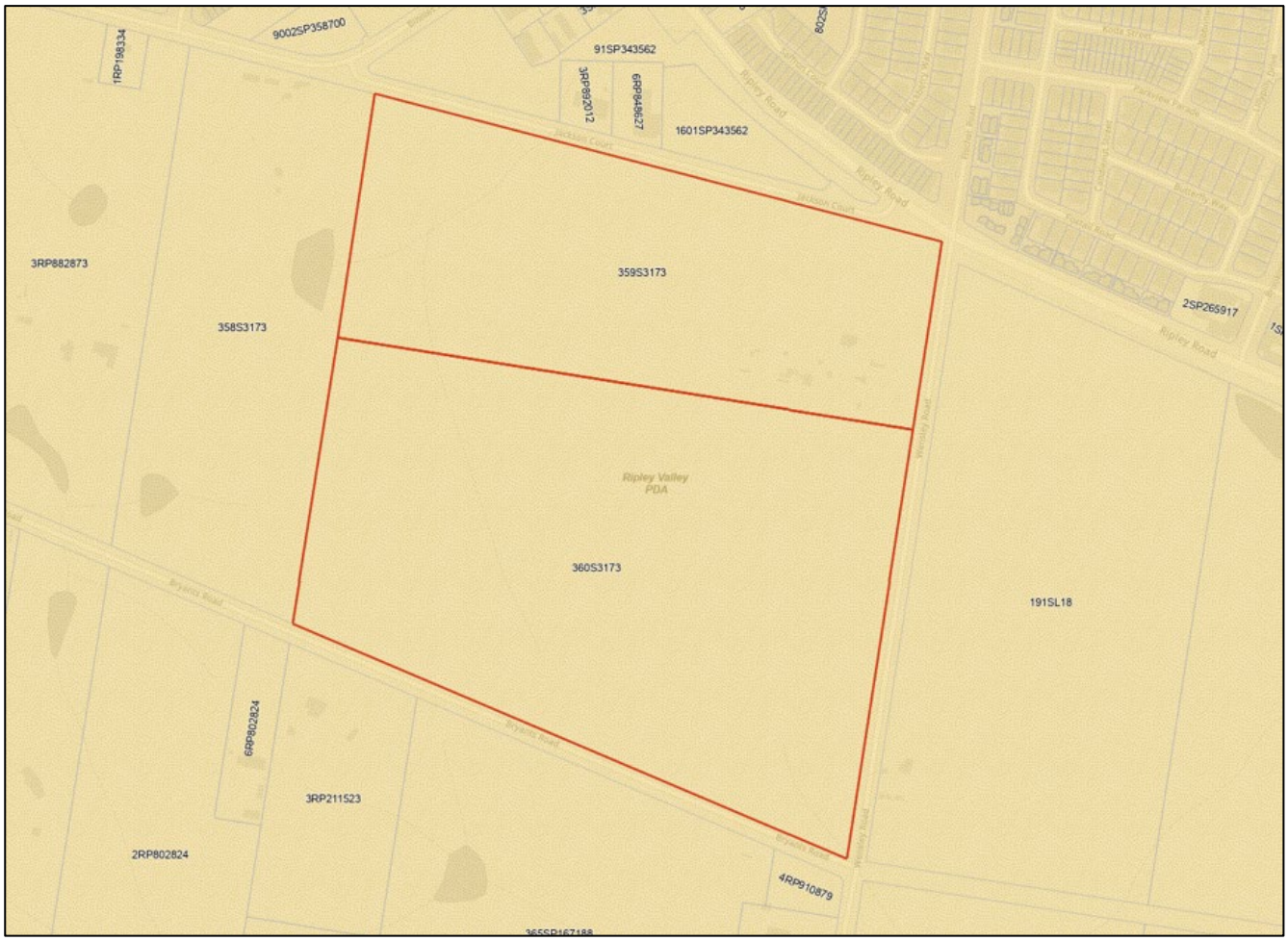


Figure 1: *PDA Development Area (Source: DAMS Interactive Mapping)*

2.2. Site Location

The subject site is located at 101 Jackson Court & 1-63 Bryants Road, Ripley Queensland 4306. The site is located directly southeast of Ripley Central State School and is within 2km of the Cunningham Highway. The site has a total area of 37.231ha with a frontage of approximately 618m to Jackson Court, 638m to Bryants Road, and 659m to Wensley Road.

The surrounding area comprises emerging residential neighbourhoods to the north and predominantly rural or transitioning land to the south, east and west. The site is well positioned to support ongoing urban expansion consistent with the intended structure of the Ripley Valley PDA.

The following aerial photo extract shows the location of the subject site:

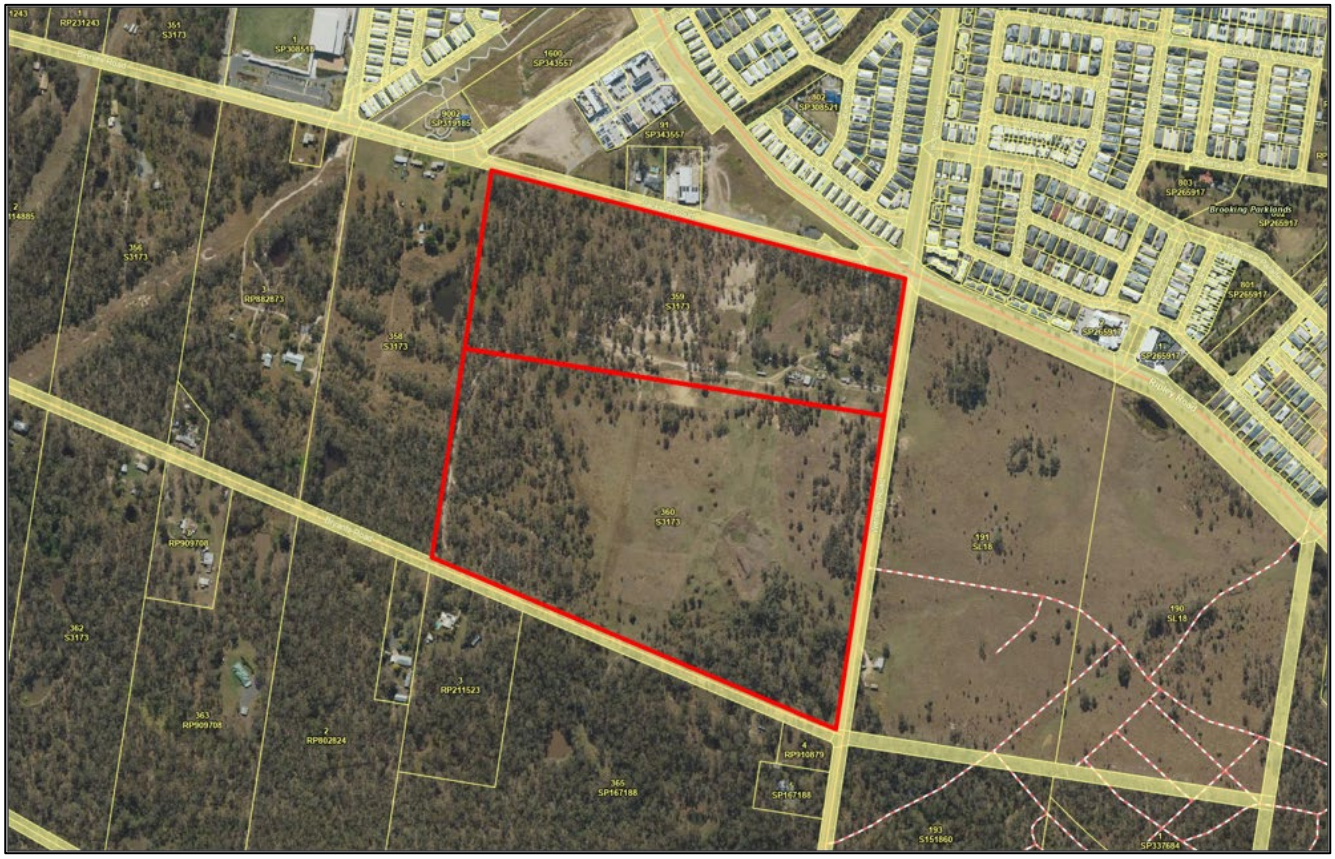


***Figure 2**: Site Location Plan (Source: QLD Globe)*

Property searches, including a Smart Map, registered plan and Current Titles Search are included within **Attachment A**.

2.3. Ownership and Encumbrances

The subject site is held in Fee Simple by MUR LAND NO. 1 PTY LTD.

The subject site is not encumbered by any registered easements. A copy of the Current Titles Search is provided in **Attachment A.**

2.4. Site Context

By way of summary and surrounding development approval history, the site:

- is located south of the Cunningham Highway;
- fronts Jackson Court along the northern boundary, Bryants Road along the southern boundary and Wensley Road along the eastern boundary;
- is on the opposite side of Jackson Court to an approved childcare centre, catering for 120 children;
- is directly south of approved mixed-use development, comprising of service station, food and drink, swim school, car wash, etc;
- is to the southeast of approved residential development, including the Cadence Estate and a subdivision, approved in December 2023, comprising 183 lots; and
- is to the southeast of the recently opened Ripley Central State School.

Land to the south of Binnies Road and Bryants Road, and west of Wensley Road has not yet been developed for residential purposes.

2.5. General site observations

A site inspection has been carried out and the following observations, as relevant to the proposal, are made:

Characteristic	Observation
Existing Land Uses and Improvements	The current site is occupied by largely undeveloped land containing scattered vegetation, open cleared areas and several small rural structures/dwellings and access tracks.
Surrounding Land Uses and Character	Large vacant lots with single dwelling to the south, west and east with residential housing to the north.
Topography, Drainage and Retaining Walls	The site is undulating, dropping approximately 25-30 metres from a high point of around 84-85m AHD in the south-west down to 55-60m AHD at the northern boundary near Jackson Court. The south-eastern part of the site is the most topographically constrained with slopes in excess of 15%.
Vegetation (Site and Verge)	The site contains a mix of cleared grassed areas and scattered established trees, with denser vegetation located along the southern and western portions of the site. Vegetation along the road frontage appears limited with scattered trees within the verge.
Servicing	Refer to the Civil Engineering Report (**Attachment E**).
Access	The site currently contains informal or existing property access from Wensley Road and internal access tracks. Secondary access opportunities also exist from the northern road frontage and from Bryants Road.

2.6. Site photos

The following photographs are of the site and surrounds:



***Figure 3**: Access to 101 Jackson Court (Source: Google Maps)*



***Figure 4**: Bryants Road and Wensley Road Intersection (Source: Google Maps)*



***Figure 5**: Ripley Road and Wensley Road Intersection (Source: Google Maps)*



***Figure 6**: Ripley Road and Jackson Court Intersection (Source: Google Maps)*

3. Development Application & Approval History

3.1. Subject Site

3.1.1 SUCW Context Plan Approval (DEV/2012/293 & 6385/2021/MAPDA)

The SUCW Context Plan had already been endorsed as part of a previous approval (Ref: DEV/2012/293) but was later amended as part of 6385/2021/MAPDA. The endorsed SUCW Context Plan covers the land south of the Monterea Neighbourhood Context plan, west of Ripley Road and north of the Centenary Highway. The subject site is located within the SUCW Context Plan area, as shown in **Figure 7** above.

The Context Plan provides a framework for development for this site within the Ripley Valley PDA, including the identification of developable footprint area and adjoining major roads. However, it's acknowledged there is an application currently under assessment (ICC Ref: 2911/2025/PDA) which seeks endorsement of a Context Plan.

Please refer to the section below for details.

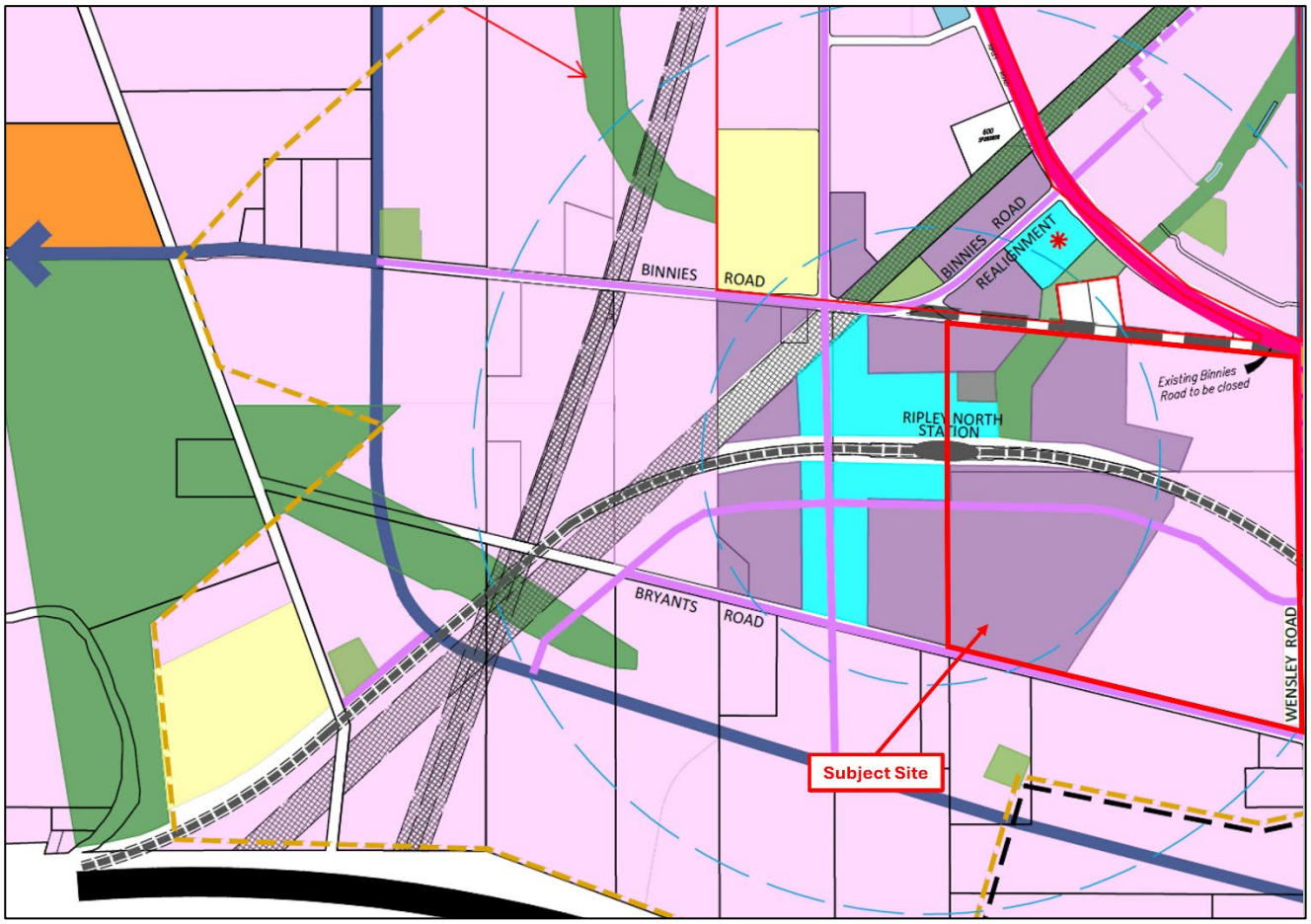


***Figure 7**: Extract of Endorsed SUCW Context Plan (Source: 6385/2021/MAPDA)*

3.2. Surrounding Development

3.2.1 Context Plan Endorsement Request (2911/2025/PDA)

As previously identified, there is an application currently under assessment (ICC Ref: 2911/2025/PDA) which seeks endorsement of a Context Plan (figure below). While the Context Plan proposed under ICC Ref: 2911/2025/PDA does not include the subject site, it applies to surrounding land that is also included within the broader Context Plan area proposed under this application.

Whilst the existing Context Plan endorsement request under 2911/2025/PDA is acknowledged, the proposed Context Plan submitted with this application reflects a more appropriate and up-to-date outcome having regard to the applicant's current development proposal and the progression of development applications on surrounding land, including the applicant's application further west along Binnies Road (ICC Ref: 11092/2026/PDA). The proposed Context Plan therefore provides a more appropriate outcome for the area as a whole, particularly in relation to the integration of future transport networks and land use outcomes.

Ultimately, this proposed Context Plan will therefore supersede the existing request under 2911/2025/PDA, to the extent that Context Plan overlaps this proposed Context Plan. Please refer to **Section 4** of this report for further details on the proposed Context Plan for endorsement as part of this application.

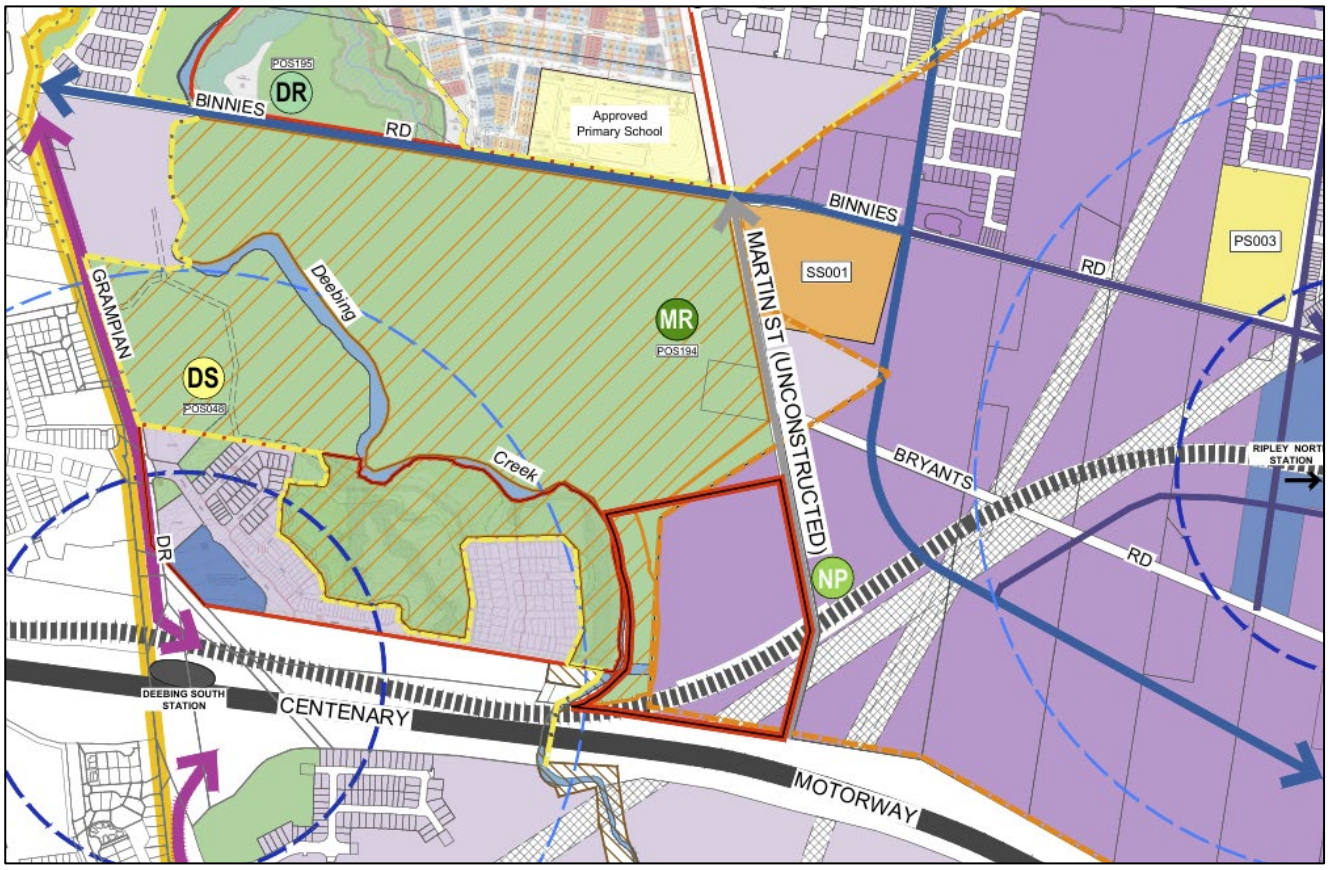


Figure 8: Extract of proposed Context Plan sought for endorsement (Source: 2911/2025/PDA)

3.2.2 Surrounding Sites

The following recent development approval history is relevant to the surrounds:

EDQ Reference	Address	Description	Approval Date
967/2020/PDA	131 Binnies Road RIPLEY 4306	Priority Development Area - Reconfiguring a Lot - One (1) lot into 184 lots, new road and drainage; Material Change of Use - Residential uses in accordance with a Plan of Development (POD)	30/8/2022
967/2020/MAPDA/B	131 Binnies Road RIPLEY 4306	Amendment Application: Reconfiguring a Lot - One (1) lot into up to 183 lots (including 1 balance lot), new road and drainage; Material Change of Use - Residential uses in accordance with a Plan of Development (POD)	1/9/2025
5399/2023/PDA	123-131 Binnies Road RIPLEY 4306	Priority Development Area - Reconfiguring a Lot - Two (2) Lots into 23 Residential Lots and New Road; Material Change of Use - Plan of Development (POD) for a House over Twenty-Three (23) Residential Lots	22/12/2023
2834/2019/PDA	145 Binnies Road & 143-163 Daleys Road RIPLEY 4306	Priority Development Area Material Change of Use - Plan of Development (Houses and Multiple Residential) Reconfiguring a Lot - Two Hundred and Eighty-Two (282) Lots Operational Works - Bulk Earthworks and Vegetation Clearing	21/5/2019
2834/2019/MAPDA/D	7001 Binnies Road RIPLEY 4306	Amendment Application - Priority Development Area Material Change of Use - Plan of Development (Houses and Multiple Residential) Reconfiguring a Lot - Three Hundred and Twenty-Four (324) Lots Operational Works - Bulk	21/10/2022

		Earthworks and Vegetation Clearing	
2640/2026/PDA	11 Opera Street RIPLEY 4306	Material Change of Use - Multiple Residential (22 Townhouses)	22/5/2026
9690/2022/PDA	167, 173 & 177 Binnies Road, RIPLEY 4306	Reconfiguring a Lot - Three (3) Lots into Fifty (50) Residential Lots plus Two (2) Lots for Drainage Purposes and a Temporary Access Easement; Material Change of Use - Residential Uses in accordance with a Plan of Development (POD)	28/04/2023
4815/2024/MAPDA/A	187-197 Binnies Road, RIPLEY 4306	Amendment Application - Reconfiguring a Lot - One (1) Lot into One Hundred Twenty-Seven (127) Lots and Plan of Development	12/02/2026
3004/2018/PDA	84, 114 & 122-136 Binnies Road, Ripley QLD 4306	Reconfiguring a Lot - Three (3) lots into 178 dwelling lots, Seven (7) balance lots, Nine (9) Park/Detention Basin lots, new road, Plan of Development and amendment to Context Plan	Refused 24/9/2020
11092/2026/PDA	14 & 122-136 Binnies Road, Ripley QLD 4306	Reconfiguring a Lot - Two (2) Lots into 161 Residential Lots, Two (2) balance parcels, detention / drainage, new roads and open space, potential future road corridor and an associated Plan of Development (POD) for Residential Uses (House and Multiple Dwelling).	Under Assessment
2911/2025/PDA	2-54 Martin Street, Ripley QLD 4306	Material Change of Use – Context Plan Endorsement	Under Assessment
DEV-2026-RIP-5146	54 Wensley Road & 581-617 Ripley Road, Ripley QLD 4306	Development Permit for MCU for educational establishment, community facility, indoor sport and recreation and outdoor sport and recreation	Under Assessment

4. Development Proposal

4.1. Reconfiguring a Lot

4.1.1 Proposal Summary

The applicant wishes to obtain approval for the first component (DA1) of a larger infill residential subdivision across the site. The remainder of the site remains as balance land for the provision of subsequent development applications to follow.

The current application, referred to as DA1, proposes access from Jackson Court and comprises 162 residential lots ranging from 210 m² to 929 m². The development also includes:

- Five (5) dwelling lot typologies; Terrace, Cottage, Standard Villa, Premium Villa, and Multiple Residential;
- Creation of new internal road network, including new access streets;
- Provision of one (1) balance parcel (Lot 1001) for future development;
- Stormwater detention and bioretention infrastructure within the north-eastern portion of the development area;
- Potential future railway corridor; and
- Provision of road widening along Wensley Road to assist in facilitation of future road upgrades.

Figure 9 below is an extract of the proposal plan prepared by Saunders Havill:

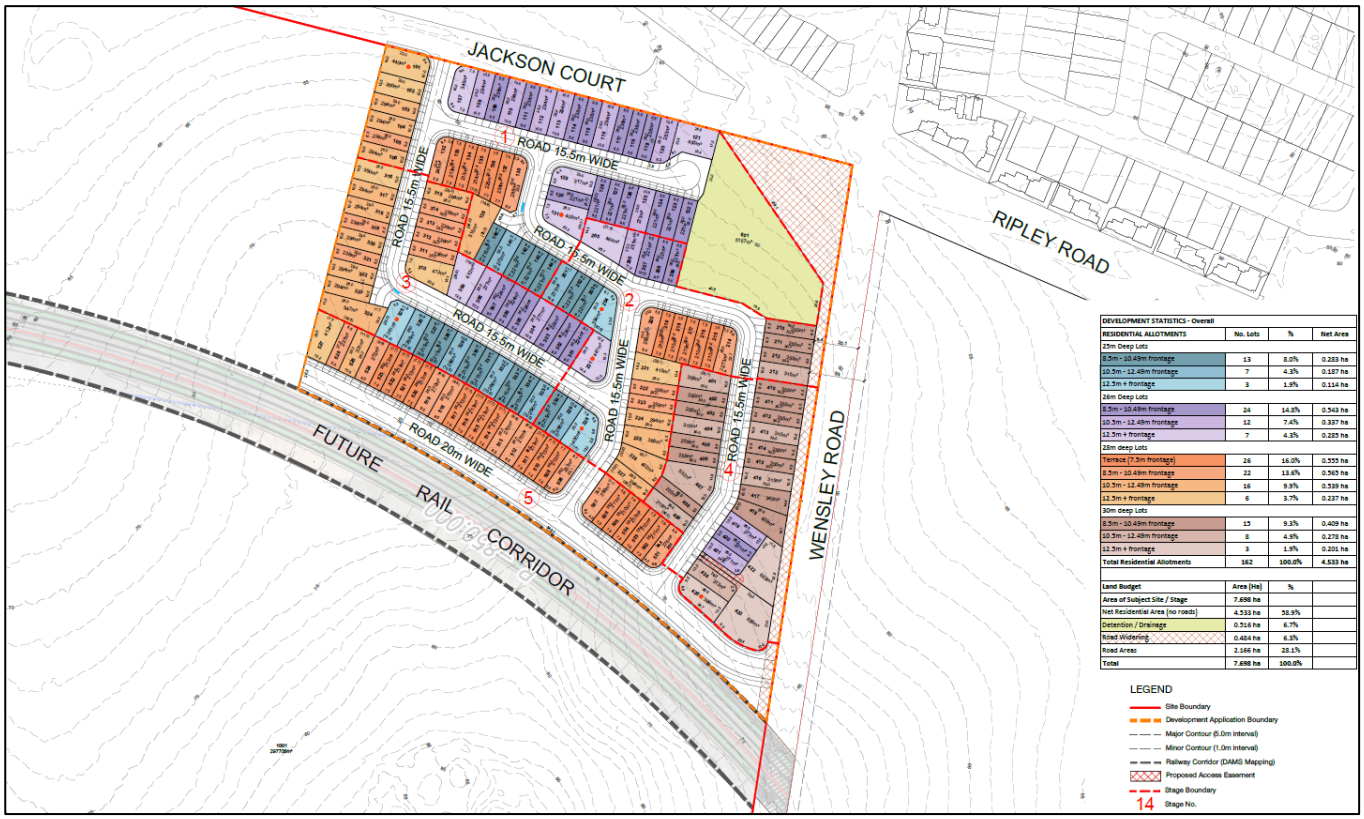


***Figure 9**: Extract of Proposal Plan (Source: Saunders Havill)*

A Plan of Development (**Attachment C**) has been prepared which will guide future development on the created lots (for detached/attached dwellings).

4.1.2 Proposal Details

The following aspect of development is sought for approval:

Aspect	Description
Reconfiguration of a Lot	PDA Development Permit for Reconfiguring a Lot - Two (2) Lots into 162 Residential Lots, One (1) balance parcel for future development, detention/drainage, new roads and an associated Plan of Development (POD) for Residential Uses (House and Multiple Dwelling).

The specific details of the proposal are included below:

Net Residential Area (ha)	No. of Lots	Area of Road (ha)	Area of Detention/ Drainage (ha)	Area of Road Widening (ha)	Future Development (Balance Lots) (ha)
4.533	162	2.166	0.516	0.484	29.7706

4.1.3 Residential Lots

The proposed residential lots range in size from 210m^2 to 929m^2, including a variety of lot widths. The proposal includes five (5) different residential lot typologies based on lot frontage, including Terrace, Cottage, Standard Villa, Premium Villa, and Multiple Residential lots with different design criteria applicable to each type.

Lot Typology	Frontage	Average Lot Size
Terrace	7.5m	Typically, 210m^2 to 214m^2
Cottage	8.5m - < 10.0m	Typically, 215m^2 to 271m^2
Standard Villa	10.0m - < 12.5m	Typically, 272m^2 to 315m^2
Premium Villa	12.5m - < 14.0m	Typically, 325m^2 to 415m^2
Multiple Dwelling	Irregular lots	Typically, 361m^2 to 447m^2

4.1.4 Plan of Development

A POD has been prepared and accompanies this development application. The POD establishes development controls for future houses and multiple dwellings within the identified POD area comprising the 162 proposed residential lots.

The POD provides design criteria which will be applicable to all future dwellings constructed within the POD area. The design criteria have been based on the following Guidelines and Practice Notes:

- Guideline 1 – Residential 30 (May 2015);
- Guideline 5 – Neighbourhood Planning and Design (May 2015);
- Guideline 6 – Street and Movement Network (February 2019);
- Guideline 7 – Low Rise Buildings (May 2015);
- Guideline 13 – Engineering Standards (September 2017);
- Guideline 18 – Development Interfaces (May 2015);
- Practice Note 07 – Designing for Small Lots (March 2014);
- Practice Note 09 – Context Plans (March 2014); and
- Practice Note 10 – Plans of Development (March 2014).

As indicated above, the POD sets up design criteria that will be applicable to future development within the POD Area. The design criteria provide specific requirements on future design and location of dwellings, such as:

- Setbacks;
- Building heights;
- Building design;
- Site cover;
- Private Open Space;
- Fencing; and
- Car Parking and driveways.

Figure 10 below is an extract from the POD, including design criteria (setbacks/site cover):

PLAN OF DEVELOPMENT TABLE	Terrace 7.5m+ Frontage		Cottage 8.5m - < 10m Frontage		Standard Villa 10m - < 12.5m Frontage		Premium Villa 12.5 - < 14.0m Frontage		Multiple Residential Allotments	
	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor
Front / Primary Frontage *	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*	2.4m*
Garage	4.0m	n/a	4.0m	n/a	5.0m	n/a	5.0m	n/a	5.0m	n/a
Rear	0.9m	1.0m	0.9m	1.0m	0.9m	1.0m	0.9m	1.0m	0.9m	1.0m
Side - Setbacks										
Built to Boundary	0.0m Mandatory	1.0m	0.0m Optional	1.0m	0.0m Optional	1.0m	0.0m Optional	1.0m	0.0m Optional	1.0m
Non Built to Boundary	n/a	n/a	0.9m	0.9m	0.9m	0.9m	1.0m	1.0m	1.0m	1.0m
Corner Lots - Secondary Frontage	5.0m	n/a	5.0m	n/a	1.5m	1.5m	1.5m	1.5m	1.5m	1.5m
Park / Drainage Reserve **	0.9m	1.0m	0.9m	1.0m	1.0m	1.0m	1.0m	1.0m	1.0m	1.0m
Site Coverage (Maximum)	70%		70%		60%		60%		60%	
* 2.4m setback permitted to enclosed entry features such as porches, porticos, verandas and balconies ** 0m setback permitted to enclosed verandas and balconies										

***Figure 10**: Extract of Plan of Development (Source: Saunders Havill)*

4.1.5 Staging

The application proposes five stages, identified as Stages 1 to 5. The staging has been designed to provide for the logical progression of development, efficient servicing and the early establishment of necessary infrastructure. Stage 1 establishes the primary development access from Jackson Court and delivers the stormwater detention basin required to support subsequent stages.

4.2. Context Plan

Along with the Reconfiguring a Lot proposal, the applicant seeks endorsement of a Context Plan, being the Context Plan prepared by Saunders Havill. An extract from the plan is included below (**Figure 11**).

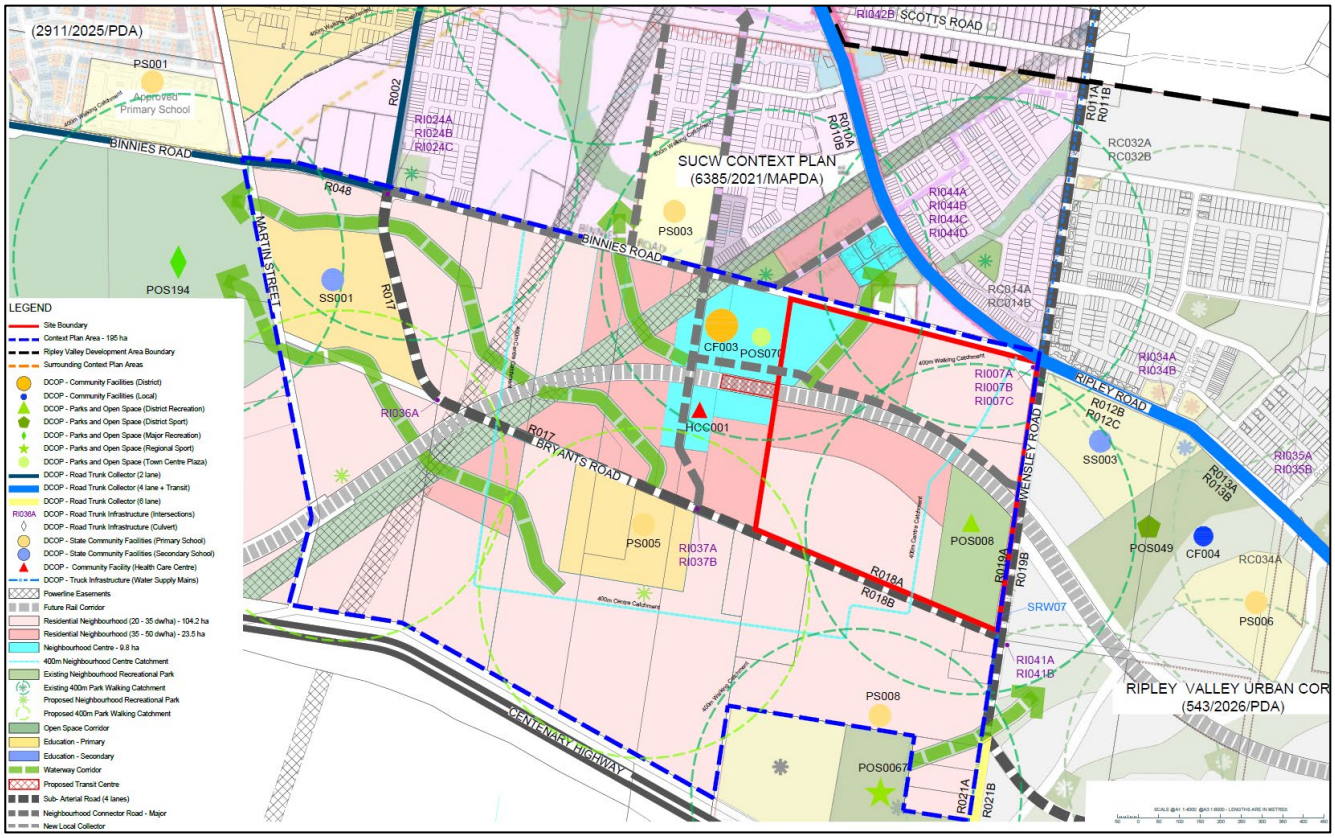


***Figure 11**: Extract of Proposed Context Plan (Source: Saunders Havill)*

4.2.1 Residential Precincts

The proposed Context Plan identifies the following two residential density categories:

- Residential Neighbourhood (20-35 dw/ha); and
- Residential Neighbourhood (35-50 dw/ha).

Consistent with the intent of the DCOP, the higher density residential neighbourhoods are focused within the central portion of the structure plan area surrounding the proposed Transit Centre and neighbourhood centre network, whilst lower density residential neighbourhoods are generally located towards the periphery of the plan area. This approach ensures residential intensity is focused around key activity areas whilst maintaining an appropriate transition to surrounding residential communities.

4.2.2 Community Infrastructure

The arrangement of residential neighbourhoods also responds to the concentration of community infrastructure identified throughout the locality. Consistent with the intent of the

DCOP and existing SUCW Context Plan, the following community infrastructure is included within the proposed Context Plan:

- Community Facilities (CF003 and HCC001);
- Primary Schools (PS001, PS003, PS005, PS006, and PS008); and
- Secondary Schools (SS001 and SS003).

These facilities are identified at a strategic Context Plan level and will support the progressive establishment of a complete community as the broader area develops. Their detailed configuration, timing and delivery will be addressed through future development applications and infrastructure-planning processes. Development within the neighbourhood centre identified on balance Lot 1001 will be subject to a future development application.

4.2.3 Movement Network

The DCOP identifies an extensive movement network comprising trunk roads, neighbourhood connector roads, future transport infrastructure corridors and associated intersection upgrades throughout this part of the Ripley Valley PDA. The proposed Context Plan generally retains these connectivity outcomes and continues to provide an integrated road network connecting future residential neighbourhoods with schools, community facilities, open space areas, the future railway station and the proposed Transit Centre. The network comprises trunk roads, neighbourhood connector streets and local connections structured to support the orderly development of the Context Plan area.

The principal variation to the DCOP movement network relates to the future Ripley Loop Road (R018A/R018B), which is proposed to be realigned as discussed in **Section 8** of this report. Notwithstanding this refinement, the overall function and connectivity of the movement network is maintained, with the proposed alignment considered to provide a more practical and efficient outcome having regard to land ownership patterns, future development opportunities and the anticipated sequencing of development within the locality.

4.2.4 Greenspace

A Greenspace IMP (**Attachment O**) has been prepared to support the proposed Context Plan and establish a coordinated framework for the planning, distribution and delivery of greenspace infrastructure across the broader Context Plan area. The IMP adopts a network-based approach to open space planning, recognising that future residents will be serviced not only by greenspace located within the proposed Context Plan area but also by the wider district and regional recreation and sporting network identified under the DCOP. Accordingly, the assessment considers the accessibility, connectivity and function of the wider recreation network, rather than treating the Context Plan area as an isolated recreation catchment.

The proposed greenspace network has been developed to provide an integrated system of recreation, sporting and community open space that supports both the future residential population and the broader catchment. Consistent with the DCOP, the Context Plan area incorporates a number of planned greenspace and recreation infrastructure items, including:

- District Recreation Park (POS008);
- District Sport Park (POS049);
- Major Recreation Park (POS194);
- Regional Sport Park (POS067); and
- Town Centre Plaza (POS070).

The proposed Context Plan generally retains the greenspace and recreation network identified under the DCOP. However, as discussed in *Section 8* of this report, a refinement is proposed to the location of District Recreation Park (POS008). The proposed Context Plan relocates POS008 from its current DCOP location to the south-eastern corner of the subject site adjoining Wensley Road and Bryants Road. As demonstrated in the Greenspace IMP, the revised location provides improved visibility, accessibility and integration with the future school network, community facilities, sports park and broader movement network, while maintaining the strategic intent and function of the District Recreation Park within the overall Context Plan area. The detailed design, staging and delivery of POS008 will be addressed through future development applications over the balance land.

4.2.5 Servicing

The DCOP identifies the following trunk water infrastructure and sub-regional trunk infrastructure in the vicinity of the subject site:

- 600mm Water Main (WM028);
- 225mm Water Main (WM019); and
- Water Supply Mains (SRW07).

No specific water or sewerage infrastructure is shown on the proposed Context Plan, aside from the sub-regional Water Supply Mains (SRW07) proposed along Wensley Road. Please refer to the Civil Engineering Report (**Attachment E**), prepared by Burchills, for further detail.

4.3. Proposed Servicing Arrangements

Please refer to the Civil Engineering Report (**Attachment E**) for further information on the proposed servicing arrangements.

4.4. Supporting Information

The proposal plans and this Town Planning Report are supported by the following technical reports/plans.

Report / Plan	Prepared By	Location
Proposal Plans	Saunders Havill	**Attachment B**
Plan of Development	Saunders Havill	**Attachment C**
Context Plan	Saunders Havill	**Attachment D**

Civil Engineering Report	Burchills	**Attachment E**
Conceptual Stormwater Management Plan	Burchills	**Attachment F**
Stormwater Infrastructure Master Plan	Burchills	**Attachment G**
Total Water Cycle Management Overarching Site Strategy	Burchills	**Attachment H**
Environmental Noise Impact Assessment	CRG Acoustics	**Attachment I**
Landscape Concept Plan	Saunders Havill	**Attachment J**
Traffic Impact Assessment	Lambert & Rehbein	**Attachment K**
Bushfire Hazard Assessment	Queensland Bushfire Planning	**Attachment L**
Significant Biodiversity Assessment Report	Saunders Havill	**Attachment M**
Movement Network Infrastructure Master Plan	Lambert & Rehbein	**Attachment N**
Greenspace Infrastructure Master Plan	Saunders Havill	**Attachment O**

5. Prelodgement Discussions

As part of the preparation of this development application for land at 101 Jackson Court and 1-63 Bryants Road, Ripley, the applicant undertook two formal prelodgement meetings with ICC and EDQ. The key matters raised during these discussions, together with the applicant's response, are outlined below.

5.1. First Prelodgement Meeting

The first formal prelodgement meeting was undertaken with ICC, EDQ and the Department of Transport and Main Roads (DTMR) to discuss the proposed development and associated Context Plan. The key matters raised during the meeting, together with the applicant's response and how these matters have been addressed through the proposed development and supporting documentation, are summarised in the table below.

Key Matter	Summary
Wensley Road	TMR's Rail Planning team will only accept one crossing of the future railway corridor at Wensley Road in the vicinity of this development. It is likely that in this location the future railway corridor will be in cut with a road over rail bridge, however, this is subject to change. When lodging a formal development application, the applicant should provide a RPEQ certified design for Wensley Road, in particular, at the interface of Wensley Road and the future railway corridor. This should include adequate information regarding the road formation and design, reduced levels clarifying existing versus design levels, service and utility locations, drainage and the like. In particular, the design and finished levels of the approaches to the road crossing would need to be future proofed to account for the future railway corridor. Therefore, the vertical alignment of the future railway corridor would need to be taken into account to ensure that the upgraded road design does not conflict with the future railway corridor. The road design should not undermine the minimum vertical clearance required between the road and future railway corridor. The planning and design of the Wensley Road upgrade would either need to demonstrate a no worsening of the existing condition, or a benefit to the future railway corridor project.

Response: As discussed in *Section 8.3.2*, the proposed development does not rely on Wensley Road for access and no physical upgrade works within Wensley Road are proposed as part of the current application. The proposal nevertheless provides road widening along the site frontage and has been designed having regard to the corridor's future function.

The engineering documentation prepared by Burchills identifies the interface between the proposed development and the future railway corridor. However, as no works to Wensley Road or the future road-over-rail crossing are proposed as part of this application, the detailed design of Wensley Road, including its formation, levels, drainage, utility arrangements, vertical clearances and future crossing configuration, is outside the scope of the current application. These matters will be considered through future development applications over the balance land and the ultimate planning and design of the Wensley Road corridor.

Rail Corridor	The Ipswich to Springfield future railway corridor is classified as Category C within TMR's PRISM planning. However, planning for the Ipswich to Springfield Future Railway Corridor is subject to change and future planning is occurring in this area to refine the corridor alignment. Whilst the category C alignment is protected for development assessment purposes, this protected alignment of the future railway corridor may change and further impact on the proposed development. The applicant is encouraged to continuing liaising with TMR's Rail Planning team with a view to ensuring that the proposed development layout is one which can remain relevant and achievable with any such changes to the future railway corridor alignment over time (that is, future proofed).

Response: As discussed in **Section 8** of this report, the established Category C corridor has been adopted for planning purposes and the proposed development has been designed to recognise and protect this corridor. TMR has advised that there is currently no anticipated timeframe for the acquisition of land or construction of the future rail infrastructure. Should additional land beyond the Category C corridor ultimately be required, this would be subject to further confirmation from TMR and separate agreement with the applicant regarding acquisition.

Trunk Infrastructure and DCOP Requirements	The proposed location and strategic function of the District Recreation Park (POS008) have been assessed through the proposed Context Plan and Greenspace Infrastructure Master Plan (**Attachment O**). These documents demonstrate how POS008 integrates with the broader greenspace, community-facility and movement networks. POS008 is located within balance Lot 1001 and is not proposed for delivery under the current application. Its detailed design, embellishment, staging and delivery will be addressed through a future development application and associated infrastructure-planning processes. DCOP provides indicative timing of 2031-2041, and noting development progress around the immediate area, embellishment would be required with the development of stages south of the proposed transit corridor.

	Noting current endorsed Context Plan (6385/2021/MAPDA) has Civic Park (POS070) located on the proposed development land, and DCOP (and ICOP) has location just to the west, Context Plan analysis and Open Space master planning should inform the Civic Park location and with proposed railway station location and commercial development areas.

Response: As part of future development applications over the balance of the site (Balance Lot 1001), the District Recreation Park (POS008) will be provided by the applicant. As identified on the proposed Context Plan for endorsement, POS008 is proposed to be located within the south-east corner of the site. All assessments, analysis and future planning relating to the District Recreation Park will be provided as part of the future development applications. Additionally, an assessment of the relevant items required to be delivered under the DCOP will be prepared and submitted separately to EDQ for consideration and discussion.

Density and House Mix	At a high level, the proposed density distribution appears generally appropriate with the strategic intent of the Ripley PDA. However, the proposal will be required to clearly demonstrate, through quantified analysis, that the development is consistent with the endorsed Context Plan 6385/2021/MAPDA, including: ▪ actual lot and dwelling numbers, yields and density calculations; ▪ confirmation that the overall and precinct-based densities align with those envisaged under the endorsed context plan. The proposed retail and commercial gross floor area (GFA) is also to be demonstrated as being consistent with the GFA envisaged under the endorsed Context Plan 6385/2021/MAPDA. Given the revised development layout and recalibration of DCOP infrastructure and land uses, the endorsed Context Plan 6385/2021/MAPDA is likely to require updating. Any amendments to the context plan, including changes to density distribution, land uses, or DCOP infrastructure outcomes, are likely to trigger public notification, subject to further assessment. At a strategic level, the proposed housing mix appears to address the PDA objectives for housing diversity and choice. Notwithstanding this, acceptability will depend on: ▪ the proposed densities achieved; and ▪ the proportional delivery of appropriate housing types on proposed multi-unit and neighbourhood centre lots. Further refinement and justification will therefore be required as part of any development application and associated context plan amendment to demonstrate full compliance with PDA objectives and endorsed planning frameworks.

Response: The proposal achieves minimum 20 dwellings per hectare as required by the proposed Context Plan for endorsement, therefore there is no need to include any additional area (balance lots) as part of this application. However, the proposed neighbourhood centre and higher density residential outcomes (as identified on the proposed Context Plan for endorsement) will be provided as part of future development applications.

Secondary Urban Centre West Context Plan	At a strategic level, the proposed location of the neighbourhood centre adjoining the train station and broader transit node is considered appropriate and consistent with the intent of the Ripley PDA and the endorsed Secondary Urban Centre West Context Plan (MAPDA 6385/2021/MAPDA). The co-location of higher-intensity mixed-use activity with public transport infrastructure aligns with transit-oriented development principles, supporting walkability, accessibility, and reduced car dependency. The proximity of the neighbourhood centre to the station is therefore supported in land use and structure-planning terms. The success of the precinct will be highly dependent on the quality of interfaces and integration between the neighbourhood centre, any future park-and-ride or shared transport facilities, civic or plaza spaces, and surrounding land uses. These interfaces should be carefully resolved having regard to good urban design principles, including: ▪ clear pedestrian priority and legible movement networks; ▪ active frontages and passive surveillance to public spaces; ▪ minimisation of visual and acoustic impacts associated with parking or transport infrastructure; ▪ flexible staging that allows future facilities to be integrated without undermining centre function or amenity; and ▪ the creation of high-quality civic or plaza spaces that complement DCOP-required open space. Plaza or civic space should be designed as a genuine place-making opportunity, providing social, functional, and visual value to the centre and transit node. Further detailed feedback can be provided at the next stage of planning, subject to submission of detailed layout, interface, access, and public realm plans, demonstrating how these principles are addressed in an integrated manner.

Response: As identified on the proposed Context Plan for endorsement, the location of the neighbourhood centre is proposed to adjoin the train station and broader transit node. The proposed neighbourhood centre and higher density residential outcomes will be provided as

part of future development applications. All relevant considerations (interfaces, etc) will therefore be addressed separately to this application.

	Waterways Nonperennial (ephemeral) natural drainage features, present on site - Stream order 1s. Development should seek to retain riparian corridors in accordance with the endorsed context plan and EDQ Guidelines 14 with appropriate buffer in the post development scenario that the ecological functionality of the ephemeral waterway will be retained/ maintained. Geomorphic Assessment of current condition and appropriate buffers above the minimum 10/m from top of high bank. Biodiversity Ecological assessment for vegetation on site in FMP for all fauna assemblages should demonstrate compliance with EDQ guideline 14. Will need to avoid and minimise impacts to threatened species habitat and riparian features.
Ecology	Regional Ecosystems mapped on site of concern and scattered trees with high biodiversity values. Threatened species habitat - Koala, Regent honeyeater, Central glider, Grey-headed flying-fox will need to be addressed. MNES Owing to the presence of habitat for Matters of National Environmental Significance on site that are Critically Endangered and Endangered, the applicant is strongly advised to seek advice from the Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW) regarding the proposed clearing works as to whether it would be a controlled action under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Vegetation retention with regard to ephemeral waterways and district park - The layout should be guided by the ecological and geomorphic assessments.

Response: Please refer to the Significant Biodiversity Assessment Report (SBAR) (**Attachment M**). The SBAR and supporting material discusses the ecological value of the subject site. An SBAR will also be provided as part of future development applications over the balance of the subject site. Notably, the waterways are also currently mapped over the balance of the subject site and as such, will be addressed via a future waterways strategy report (including a geomorphic assessment) through future development applications.

Other Hazards, Constraints and Reporting	Bushfire Incorporate Esplanade roads and reduce APZ on future ICC assets and retained vegetation. Stormwater Quality Provide Stormwater Quality Management Plan. Traffic Provide a Traffic Impact Assessment (TIA) to assess the proposed development's traffic impacts. The TIA must be prepared by a suitably qualified traffic engineer (RPEQ) and in accordance with TMR's Guide to Traffic Impact Assessment (GTIA). Stormwater and Flooding Management Provide a Stormwater Management Plan, including Flood Impact Assessment should demonstrate that the management of stormwater post development will not materially worsen the future railway corridor (compared with the pre-development condition) for all flood and stormwater events. Services and Utilities The applicant should provide an RPEQ certified options analysis to ensure that wherever practical and possible, services and utilities including drainage infrastructure, are located outside the alignment of the future railway corridor. Where this is demonstrated as unavoidable, worsening impacts should be minimised as much as possible. Where this cannot be avoided and is in association with new road infrastructure such as Wensley Road, services and utilities, including drainage, should be co-located with the road. Earthworks and Retaining Structures Provide an RPEQ certified earthworks plan, including cross sections / sections / elevations, and any required supporting technical details.

Response: The application is supported by a Civil Engineering Report (**Attachment E**), Traffic Impact Assessment (**Attachment K**), Conceptual Stormwater Management Plan (**Attachment F**), Total Water Cycle Management Strategy (**Attachment H**), Stormwater Infrastructure Master Plan (**Attachment G**), Environmental Noise Impact Assessment (**Attachment I**) and preliminary civil engineering drawings. Collectively, these documents address the engineering, traffic, stormwater, earthworks, servicing and acoustic matters relevant to the proposed development. Detailed design matters, including final retaining-wall design, road geometry, utility coordination and construction-phase erosion and sediment controls, will be resolved through subsequent Operational Works applications.

5.2. Second Prelodgement Meeting

A second formal prelodgement meeting was undertaken with EDQ on 15 September 2026 in relation to the proposed development and Context Plan. The key matters raised by EDQ, together with the applicant's response, are summarised in the table below.

Key Matter	Summary
Proposed Context Plan	▪ Further justification is required for EDQ to consider the relocation of the higher density area (highlighted below) from the western end of 1-63 Bryants Road. In particular, is this outcome appropriate given the intent to include higher densities within walking distance (400m) to a future train station as well as in proximity to the future centre. ▪ The proposed context plan shows that DCOP road items RO17 and R018A & B have been relocated north to follow the Bryants Road alignment requiring a dog leg along Wensley Road. Further detailed information is required to demonstrate that this realigned road is an appropriate outcome for the surrounding area in relation to functionality including but not limited to the introduction of an additional intersection. ▪ Further justification should be provided to support the proposed relocation of part of the neighbourhood centre onto Lot 359 S3173. *Public notification will be required due to the changes outlined below, as the proposed outcomes alter the development opportunities available to sites within the context plan area that are under separate ownership.*

Response: As discussed in *Section 8* of this report, the proposed Context Plan has been prepared having regard to the intent of the Ripley Valley PDA, surrounding approved and proposed development, the planned future railway station and the broader transport network. The proposed Context Plan includes refinements to the distribution of higher density residential development, neighbourhood centre activity and the movement network to better respond to site constraints, land ownership patterns and the anticipated sequencing of development, whilst maintaining the strategic intent of the broader planning framework.

The proposed distribution of higher density residential development remains focused around the future Transit Centre, neighbourhood centre and railway station precinct. Whilst the location of some higher density areas and neighbourhood centre activity has been refined, the strategic relationship between higher density residential development, centre activities and future public transport infrastructure is maintained. In particular, the proposed neighbourhood centre extends onto Lot 359 on S3173 adjoining the proposed Transit Centre and future railway station, creating opportunities for a more integrated transit-oriented outcome. Importantly, the higher density residential areas and neighbourhood centre remain located within the identified 400m walkable catchment of the future centre and station, ensuring convenient access to future public transport, services and community facilities and

maintaining the intent of concentrating higher density development in proximity to key activity nodes.

The proposed realignment of DCOP transport items R017 and R018A/R018B has been informed by the Movement Network IMP (**Attachment N**). The revised alignment utilises the existing Bryants Road corridor rather than duplicating an east-west trunk road connection immediately to the south, whilst maintaining the overall strategic function of the movement network. The Movement Network IMP concludes that the proposed staggered intersection arrangement along Wensley Road represents an appropriate outcome from both a traffic operations and network planning perspective, reducing conflict points, supporting staged delivery of infrastructure and maintaining flexibility for future network expansion should traffic demands warrant future upgrades. Accordingly, the revised alignment is considered to provide a practical and efficient outcome without compromising the intended functionality and connectivity of the broader transport network.

The applicant acknowledges EDQ's advice regarding public notification.

Wensley Road / Ultimate Wensley Road Design / Wensley Road Upgrade	▪ The future upgrade of Wensley Road to ultimate requires land dedication from the western properties to avoid existing water infrastructure and to align with the existing land secured on Fischer Road to the north. ▪ The Wensley Road upgrade is a DCOP infrastructure expected to be delivered by landowners along Wensley Road. ▪ A Traffic Impact Assessment is required to determine the ultimate development yield that can be supported by Jackson Court before a connection to Wensley Road is required. Where lots are created fronting Wensley Road, the road must be delivered to an interim standard as part of that stage/s of development.

Response: As discussed in *Section 8.3.2*, the proposed development can be accommodated independently of upgrades to Wensley Road and no access to Wensley Road is proposed as part of the current application. Road widening and land dedication are provided along the site frontage to assist with the future upgrade of the corridor. However, subsequent engineering investigations indicate that existing infrastructure within the corridor will require upgrading, relocation and/or replacement as part of the ultimate road works. Accordingly, the existing infrastructure should not be treated as a fixed constraint requiring the full extent of the ultimate widening to be accommodated solely within the western properties. The ultimate corridor alignment and widening requirements should instead be determined through detailed design, having regard to infrastructure replacement, network requirements, adjoining land and the broader planning of Wensley Road.

A Traffic Impact Assessment (**Attachment K**) demonstrates that the proposed development can be appropriately serviced via Jackson Court without reliance on a Wensley Road connection. Accordingly, no upgrades to Wensley Road are proposed as part of the current

application, with any future upgrades being more appropriately considered through subsequent development applications and the ultimate planning and delivery of the corridor.

Rail Corridor	▪ EDQ has sought comment as part of this prelodgement process and will be forwarding on any comments once received.

Response: The proposed development has been designed having regard to the future rail corridor currently identified by the Department of Transport and Main Roads (Category C). The established corridor has been adopted for planning purposes and incorporated into the proposed Context Plan and development layout to ensure the future delivery of rail infrastructure is not prejudiced.

Most of the corridor is contained within the balance land to allow flexibility for future planning and to respond to any further investigations undertaken by the State. The applicant will review and consider any comments provided by the relevant State agencies as part of the ongoing assessment process.

Ripley Road/ Wensley Road Intersection	▪ The Ripley Road / Wensley Road intersection will be upgraded by Ipswich City Council as a part of the upcoming Ripley Road Stage 2 upgrades.

Response: The applicant notes advice that the Ripley Road / Wensley Road intersection is proposed to be upgraded by ICC as part of the Ripley Road Stage 2 upgrade works. Accordingly, no work is proposed to this intersection as part of the current development application.

The proposed development has been assessed having regard to the planned upgrade and does not rely on the delivery of additional works to the intersection beyond those currently identified by Council. Future development applications over the balance land will continue to consider the planning and delivery status of the intersection at the relevant time.

Notes From EDQ Planning	Dwelling Density: ▪ EDQ is satisfied with the proposed plans dwelling density. Jackson Court Access: ▪ Demonstrate that Jackson Court has capacity to accommodate the anticipated vehicle movements associated with Stages 1-4. Connectivity: ▪ EDQ has concerns that the proposed layout does not integrate with the surrounding road network and future development in relation to the provision of pedestrian connections. Improved walkability and/or vehicle access between development stages, to enhance permeability should be demonstrated. Driveways:

- Demonstrate that driveways across the site are appropriately located to ensure functionality and supports sufficient on-street parking.

Greenspace:

- EDQ is comfortable with the proposed layout's access to greenspace.

Response:

Dwelling Density

The applicant notes EDQ's support for the proposed dwelling density. The proposed development achieves the density outcomes sought by the proposed Context Plan and Ripley Valley PDA planning framework while providing a mix of lot sizes and housing typologies that support housing diversity and choice. Development of the balance land will provide the future higher density residential and neighbourhood centre outcomes identified in the proposed Context Plan.

Jackson Court Access

A Traffic Impact Assessment has been prepared by L + R (**Attachment K**). The assessment confirms that the proposed 162 lot subdivision, comprising Stages 1-5, can initially be serviced via Jackson Court, with projected traffic generation of 135 vehicle trips in the AM peak and 137 vehicle trips in the PM peak. SIDRA modelling demonstrates that the Binnies Road/Jackson Court intersection will operate below practical capacity with acceptable delays and queuing in the interim scenario where all development traffic accesses the site via Jackson Court.

Connectivity

A Movement Network IMP (**Attachment N**) has been prepared to demonstrate how the development integrates with the existing and planned movement network within the broader Ripley Valley PDA. The proposed road network has been designed to maintain future connectivity with adjoining development areas and facilitate future connections to the proposed transit node, future railway station, neighbourhood centre and surrounding residential neighbourhoods. The proposed active transport network identifies principal, secondary and local pedestrian and cycle connections through the site and to surrounding destinations. Future road, pedestrian and cycle connections can be progressively extended as adjoining land develops.

Driveways

No residential lots are proposed to take direct access from Jackson Court or Wensley Road, with all lots gaining access via the internal road network. The Traffic Impact Assessment (**Attachment K**) confirms the internal road network has been designed generally in accordance with EDQ Guideline 6 and incorporates road widths and street layouts capable of accommodating on-street parking. Shared driveway arrangements are limited to a small number of lots and will be designed in accordance with Council requirements.

Greenspace

The applicant notes EDQ's support for the proposed greenspace layout. A Greenspace IMP has been prepared for the broader Context Plan area and is included at **Attachment O**. The IMP identifies a coordinated greenspace network comprising the District Recreation Park, Town Centre Plaza, neighbourhood recreation parks, environmental open space and linear active-transport connections. It also considers the relationship between the proposed network and the broader district and regional recreation and sporting infrastructure identified under the DCOP. Detailed design, delivery timing and embellishment of individual greenspace items will be addressed through subsequent development applications and associated approval processes.

Notes from EDQ Engineering	The following items are required to be provided with any future applications: ▪ RPEQ certified civil engineering report (including details for sewer, water, stormwater, earthworks and services) and the following: o All retaining walls will be required to be a maximum height of 2.5m. Concept earthworks plans should be provided as a part of any future applications to address levels including interaction with the rail corridor land. o Maximum road grades of 12% as per ICC requirements (Table 6.4.4.3) are required. o Road reserve widths are required to be as per EDQ Guideline 6, with 22m reserves for Neighbourhood Connector Streets. Neighbourhood Access Streets require <3000 vpd for the 15.5m width. o Upgrade of Jackson Ct, including ultimate road reserve width & kerb and channel. ▪ RPEQ certified Traffic report including of all plans and assessment of intersection (confirm if any upgrades are required to Binnies Rd, Jackson Ct priority intersection) ▪ RPEQ certified stormwater management report (address overland flow paths through the site, and quantity and quality treatment). ▪ Acoustic Report considering the rail and road corridors.

Response: The application is supported by a RPEQ-certified Civil Engineering Report (**Attachment E**), Traffic Impact Assessment (**Attachment K**), Conceptual Stormwater Management Plan (**Attachment F**), Total Water Cycle Management Strategy (**Attachment H**), Stormwater Infrastructure Master Plan (**Attachment G**) and Environmental Noise Impact Assessment (**Attachment I**).

The engineering documentation demonstrates that the proposed development can be appropriately serviced and developed whilst responding to site constraints, including the future rail corridor. Concept earthworks and servicing strategies have been developed having regard to the future corridor and broader development intent.

The internal access streets adopt 15.5m reserves consistent with the applicable Neighbourhood Access Street outcome for roads carrying less than 3,000 vehicles per day. The proposed east-west connector adopts a 20m reserve, representing a variation from the typical 22m cross-section. As explained in the Traffic Impact Assessment and Civil Engineering Report, the reduced width primarily reflects the constrained interface with the future rail corridor. The proposed cross-section retains the infrastructure necessary to perform its intended movement and access function, with the final design to be confirmed through detailed engineering assessment and EDQ's consideration of the proposed variation.

The preliminary civil design identifies isolated retaining walls of up to approximately 3m in response to the site topography. This differs from EDQ's prelodgement advice that retaining walls should not exceed 2.5m. The civil design will therefore be further reviewed and refined through detailed design to reduce retaining-wall heights where practicable. Where any isolated wall exceeding 2.5m remains necessary, its location, extent, visual impact and engineering justification will be provided to EDQ for consideration.

The Traffic Impact Assessment (**Attachment K**) considers the operation of Jackson Court and surrounding intersections and identifies the infrastructure necessary to support the proposed development. Similarly, the stormwater documentation addresses overland flow management, stormwater quantity and quality treatment and the broader drainage strategy for the site.

The Environmental Noise Impact Assessment (**Attachment I**) assesses existing and ultimate road traffic noise associated with Ripley Road and identifies the acoustic measures required for affected residential development. The future rail corridor is not presently supported by sufficiently detailed alignment, operational or design information to enable a definitive rail-noise assessment. Future development adjoining the rail corridor will require further acoustic assessment once the corridor configuration and operating parameters are established.

6. Planning Framework and Assessment

6.1. Economic Development Act 2012

The proposed development is assessable and subject to assessment under the ED Act. The ED Act provides for particular parts of the State to be declared as areas called PDAs. Its main purpose is to facilitate economic development, and development for community purposes, in the State.

6.2. Ripley Valley Priority Development Area

The Ripley Valley PDA was declared by regulation on 8 October 2011.

6.3. Ripley Valley Development Scheme

The RVDS is applicable to all development on land within the boundaries of the Ripley Valley PDA. It is the regulatory document which assists with planning, carrying out, promoting, coordinating, and controlling land development within the PDA. ICC assesses development applications for the Ripley Valley PDA as delegate for the Minister.

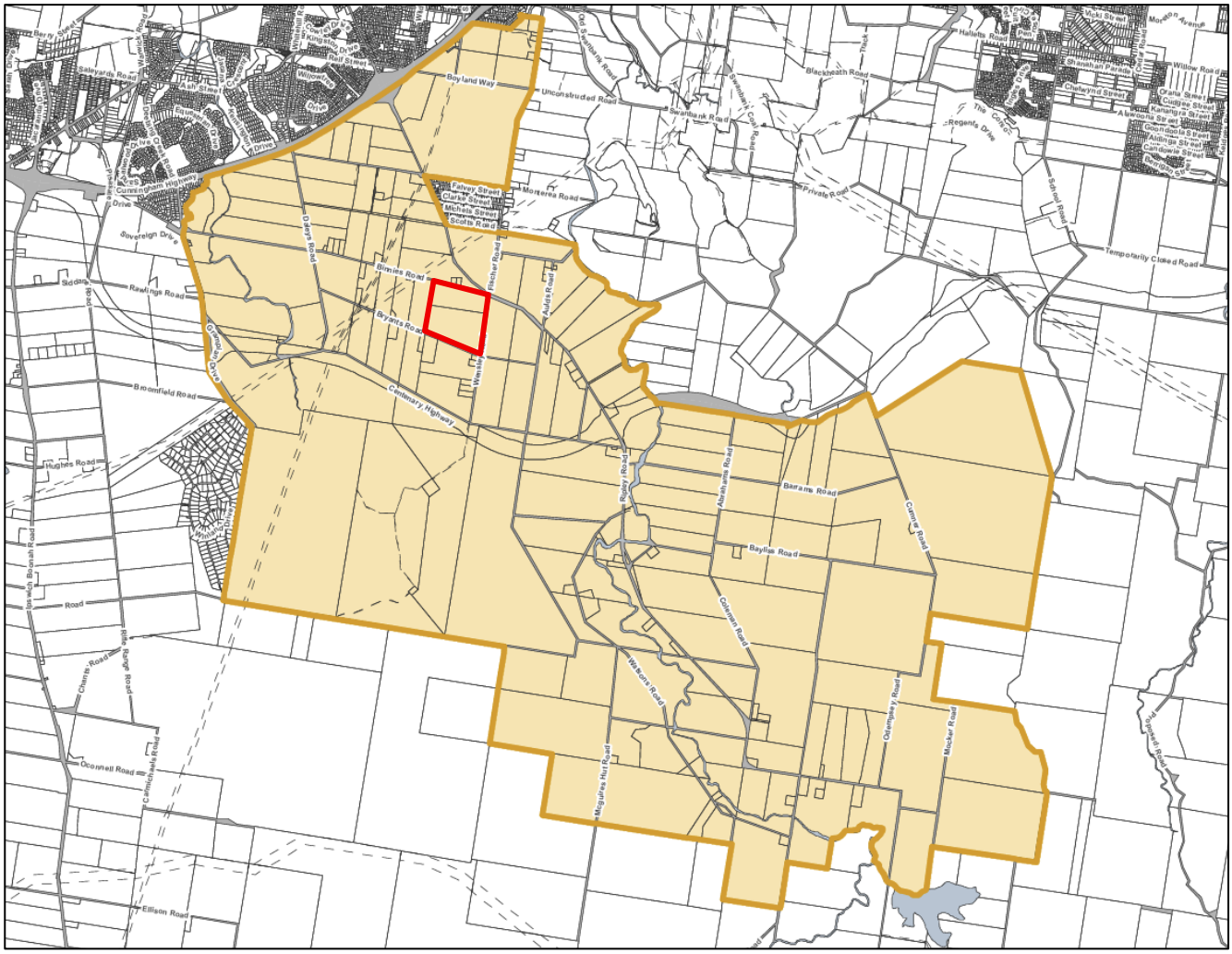


Figure 12: Ripley Valley PDA Urban Development Area (Source: EDQ)

6.3.1 PDA-Wide Criteria

To the extent the PDA-wide criteria are relevant, they are to be considered in the assessment of the application. The proposed development is 'tested' against the PDA-wide criteria in the table below:

PDA-wide criteria	Comment
Neighbourhood	The proposed development will provide: ▪ a variety of lot sizes (and by extension, dwelling types) including affordable and accessible housing; ▪ access to surrounding community facilities and neighbourhood centres; ▪ a walkable neighbourhood that is a 5-minute walk from surrounding local parks and community facilities; ▪ a highly permeable, legible street pattern and designed to promote walking and cycling and connectivity to the east and west.
Centres	No centre activity is proposed within the current RAL development footprint. However, the proposed Context Plan identifies neighbourhood centre activity within future balance Lot 1001, adjoining the future railway station and Transit Centre.
Housing diversity and affordability	The proposed development delivers a range of housing lots with sizes, dimensions, and specifications suitable to accommodate affordable products and meet the relevant price points. The housing product proposed is intended to be delivered across three income bands established by the Economic Development Queensland's Guideline 16.
Employment opportunities	Whilst the proposed development does not deliver local employment opportunities (e.g. neighbourhood centre), it will support the existing employment nodes in Ripley Valley.
Movement network	The proposed development is generally consistent with the PDA Guideline 6. Refer to the Traffic Impact Assessment (**Attachment K**) and Movement Network Infrastructure Master Plan (**Attachment N**) for further details.
Community greenspace network	As part of future development applications over the balance of the site (Balance Lot 1001), there will be open space and a District Recreation Park provided. This future

	open space and District Recreation Park will contribute to the broader PDA greenspace network and ensuring accessible recreation areas for future residents.
Community Facilities	No community facilities are proposed as part of this development and no community facilities (State or local) are required to be delivered under the Development Charges and Offsets Plan (DCOP).
Natural and cultural values	The environmental values relevant to the current development area have been assessed in the Significant Biodiversity Assessment Report (**Attachment M**). The proposed development has been designed having regard to the mapped ecological values and incorporates appropriate avoidance, mitigation and management measures. Environmental matters affecting the balance land will be assessed through future development applications.
Community safety and development constraints	The proposed development ensures that people and properties are safe from potential hazards, such as bushfire and flooding.
Infrastructure/Servicing	Please refer to the Civil Engineering Report prepared by Burchills (**Attachment E**).

6.4. Zone

The subject site is within the Urban Living zone of the Development Scheme as shown below.



***Figure 13**: Development Scheme zoning (Source: Ripley Valley Development Scheme)*

6.4.1 Zone Provisions

The subject site is included in the Urban Living Zone – the intent being set out in the RVDS as follows:

The majority of the zone is intended to be developed as urban and suburban neighbourhoods focused on identifiable and accessible centres and comprising a mix of residential development including houses, multiple residential and other residential and live work opportunities through home-based business. The urban living zone is also intended to accommodate a wide range of other non-residential uses. These other uses include:

- *Secondary centres and neighbourhood centres;*
- *A community greenspace network comprising parks, environmental areas and open space corridors along waterways;*
- *Local employment areas such as small-scale industry and business areas (e.g. service/trade clusters) and local shops; and*
- *Specific facilities and institutions such as educational establishments, child care centres and community facilities.*

The proposed development responds well to intent for the Urban Living Zone as follows:

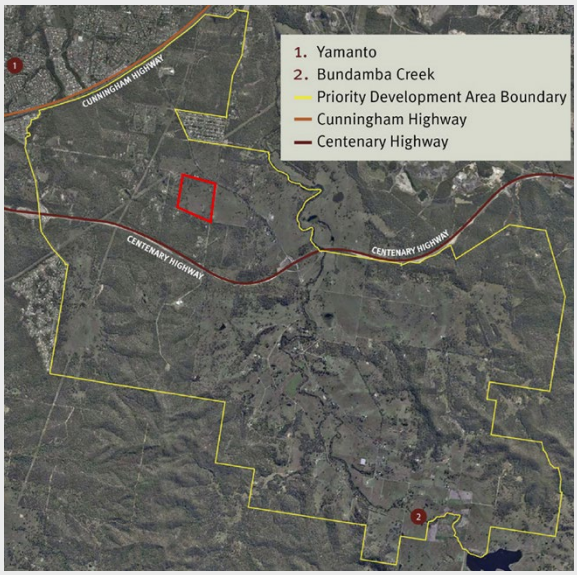
- It provides suburban neighbourhoods in close proximity to a future neighbourhood centre;
- Major road and rail infrastructure can be facilitated;
- Does not compromise the future development of infrastructure upgrades;

- Incorporates a mix of residential dwelling types; and
- The site is within close proximity to community parks/greenspace, acknowledging a future District Recreation Park will be provided as part of future development applications over the balance of the subject site.

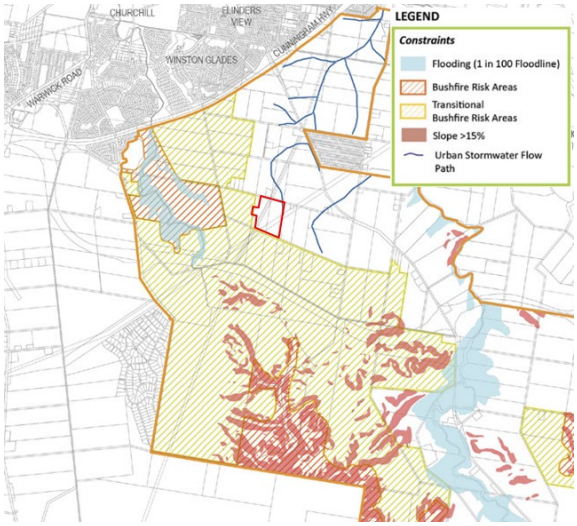
The proposed development effectively creates a vibrant and accessible urban neighbourhood with diverse housing options and integrated amenities.

6.5. Overlays

The subject site is affected by the following Development Scheme overlays:

Overlay	Comment
Map 1 – Ripley Valley UDA Boundary 	The site is located within the boundaries of the Ripley Valley PDA and is assessable against the RVDS.

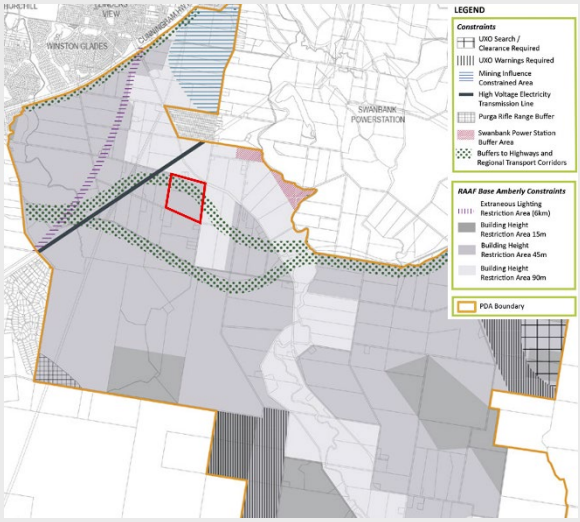
Map 3a – Development constraints



The subject site contains an Urban Stormwater Flow Path, which also partially aligns with the State's waterway mapping. The presence of this waterway is acknowledged and is currently being actively investigated by Burchills. As the mapped waterway is not located within the extent of the development area subject to this application, a detailed assessment is not considered necessary at this time.

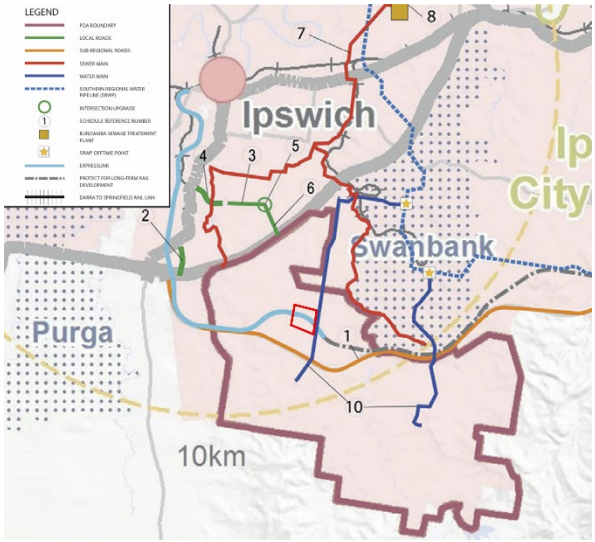
Future development applications over the balance land (Lot 1001) will comprehensively address the mapped waterway and associated environmental considerations, including the preparation and submission of a Waterway Strategy Report to inform the detailed design and assessment of that development.

Map 3b – Development constraints



Future dwelling houses will not exceed 8.5m in height. The subject site contains mapped buffers to regional transport corridors (railway). The development accommodates the future railway by providing potential future railway corridor within proposed Lot 1001.

Map 5 – Sub-regional infrastructure



The subject site is traversed by a mapped Expresslink rail corridor. The corridor footprint shown on the proposed plans reflects the land currently identified by TMR for the future rail alignment. While TMR has advised that the ultimate configuration of the corridor cannot be confirmed in the short term, the current extent has been adopted for planning purposes to ensure the development appropriately responds to the information available.

6.6. PDA Guidelines and Practice Notes

Consideration has been given to the relevant PDA Guidelines and Practice Notes, to the extent they are relevant to the proposal. The Guidelines and Practice Notes are relevant to the reconfiguring a lot component, and there are also some relevant requirements for the proposed Context Plan, to the extent the requirements inform the Context Plan design.

6.6.1 Guideline 5 Neighbourhood Planning and Design

The Neighbourhood Planning guideline has requirements for new developments (Neighbourhood Design Standards), block design requirements; and lot design requirements. Guideline 5 has been considered in the design development phase, as follows:

Criteria	Design standards and Response
Access	*Design Standards:* ▪ *Maximum 400 metres walk to neighbourhood recreation park or equivalent (see PDA Guideline no. 12 Park planning and design).* ▪ *Clear, direct walk or cycle access to neighbourhood centre.* ▪ *Ninety percent of all dwellings are within 400 metres of an existing or planned public transport stop.*

Response: As part of future development applications over the balance of the site (Balance Lot 1001), there will be a District Recreation Park provided by the applicant. This future District Recreation Park is included within the proposed Context Plan will be sufficient to meet the recreational needs of future residents and the surrounding catchment. Additionally, the proposed development is within 400m of both Firefly Park and Bumblebee Park developed to the north/north-west.

Multiple pedestrian pathways are proposed, as shown on the Proposal Plans, providing access to the internal road and path network, as well as to Jackson Court. The footpaths will provide pedestrian (and cycling) connections from the frontage of each lot and to/from the surrounding road network, as well as the District Recreation Park to be proposed as part of future applications within the development.

The proposed development does not currently have public transport stop/facilities within 400m, due to surrounding unfinished developments and unconnected roads in the vicinity. However, once this area is completely developed, it is anticipated the proposed dwellings will have access to public transport. Furthermore, a railway station is planned to the west of the site and is included within the proposed Context Plan. Refer to the Traffic Impact Assessment (**Attachment K**) and Movement Network IMP (**Attachment N**) for further detail.

Dwelling Density	*Design Standards:* ▪ *Suburban neighbourhood - average net residential density of at least 15 dwellings per hectare (unless prevented by topography or other constraints).* ▪ *Urban neighbourhood - average net residential density of at least 30 dwellings per hectare.* ▪ *Higher density residential development is located in and around neighbourhood centres, along connector streets and within 400 metres of transit nodes.* *Note: net residential density means the total number of dwellings divided by the combined area of residential lots, local parks, internal local roads and half the width of local roads bordering the site. Average net residential density means net residential density calculated for a whole neighbourhood.*

Response: The proposed development provides an overall net residential density of 24.1 dwellings per hectare, which is consistent with the proposed Context Plan over the subject site and the surrounding suburban neighbourhood.

Land use	*Design Standards:* ▪ *Neighbourhood centres serve a catchment of several neighbourhoods and should be located on major connector or arterial roads for exposure and access.* ▪ *Land intensive uses such as district and major parks should be located at the periphery of neighbourhoods.*

Response: A neighbourhood centre is not proposed as part of the development and no major parks (regional or district) are proposed. Land uses proposed are residential and are consistent with the intent of the Urban Living Zone and proposed Context Plan.

Street network	*Design Standards:* ▪ *Grid pattern or modified grid responsive to site characteristics.* ▪ *Where slope allows, orientation within 15 degrees of north-south or east-west.*

	▪ *Connector and main streets of centres orientated to landmarks.* ▪ *To minimise cut & fill, streets follow ridges, gullies, and/or are perpendicular to slope.*

Response: The proposed development generally follows the grid pattern or modified grid and responds to the major characteristics and topography of the site. Refer to the Civil Engineering Report (**Attachment E**) for details on the cut & fill proposed.

Streets	*Design Standards:* ▪ *neighbourhood streets within neighbourhoods* ▪ *neighbourhood connector streets (approx. 800 metre grid) linking neighbourhoods* ▪ *major connector streets linking groups of neighbourhoods* ▪ *neighbourhood main streets in centres* ▪ *rear lanes*

Response: The street network includes:

- Modified grid (as noted above) to respond to site constraints and characteristics; and
- Neighbourhood Collector and Access streets linking to the neighbourhood connector road.

The proposed road hierarchy and sections are in accordance with PDA Guideline 6.

Block sizes	*Design Standards:* ▪ Length 100-200 metres. ▪ Mid-block break providing a pedestrian link when blocks are over 130 metres. ▪ Depth 40-80 metres.

Response:

- All blocks lengths are compliant (100m to 200m);
- Block depths are generally 50-60m, consistent with the Guideline;
- The lot layout and design provide a consistency in block shape and dimension is provided wherever possible having regard to the natural topography and constraints of the site; and
- The planned road and pedestrian infrastructure will offer effective connectivity and clarity, ensuring appropriate access throughout the area.

Suburban neighbourhood lot layout	*Design Standard:* ▪ *No more than eight narrow (less than 10.0 metres) frontage lots in a row.* ▪ *No more than six lots with a width of 7.5 metres to 5.0 metres in a row unless serviced by a rear lane.* ▪ *No more than twelve lots with a width of less than 5.0 metres in a row.* ▪ *Multiple residential lots located on highly accessible block ends, corner lots and lots with dual road frontage.*

	▪ *Lot corners match or are within 1.0 metre of corners of adjoining lots.*

Response: The proposal complies with this requirement across the development. Accordingly, the proposed layout is considered appropriate due to the provision of varied lot widths, active and surveilled frontages, pedestrian connectivity, and a compliant block length that supports walkability and neighbourhood integration.

Urban neighbourhood lot layout	*Design Standard*: ▪ *Lots intended for mixed use or multiple residential and lots with a width of 7.5 metres or less take up entire street block or are located on highly accessible block ends, corner lots and lots with dual road frontage.* ▪ *One lot type is not to dominate a street block.* ▪ *Concentrations of lots with a width of 7.5 metres or less in an urban neighbourhood should be served by a rear lane.*

Response:
Not Applicable - the site does not include an urban neighbourhood.

Natural hazards	*Design Standard:* ▪ *State Planning Policy 1/03 Mitigating the adverse impacts of flood, bushfire and landslide.*

Response: The proposal has been designed to avoid and mitigate against adverse impacts of natural hazards. Please refer to the attached Conceptual Stormwater Management Plan (**Attachment F**) and Bushfire Hazard Assessment (**Attachment L**), which address the stormwater management and bushfire hazard for the proposed development. Both technical inputs address the State Planning Policy.

Criteria	Design Standards
Suburban neighbourhood planning and design model	*Suburban neighbourhoods generally have a net residential density of 15-30 dwellings per hectare (dw/ha) with a community facility such as a local recreation park providing a focal point. Three or more neighbourhoods are generally required to support a neighbourhood centre.*

Response: The proposed residential density is consistent with the Suburban Neighbourhood requirements with a net residential density of between 15-30 dwellings per hectare.

Urban neighbourhood planning and design model	*Urban neighbourhoods are higher density neighbourhoods typically located around a major centre or secondary centre or large transit node such as a railway station.*

Response: Not Applicable – the site does not comprise of an urban neighbourhood.

Block Design	*The size and dimension of blocks should facilitate efficient neighbourhood pattern, scale and area, pedestrian connectivity,*

	access to destinations such as centres, transport hubs and parks, housing choice and rear lanes. Where not constrained by adjoining road pattern, a rectilinear or modified grid pattern is necessary to achieve densities of 20-30 dw/ha.

Response:

- The lot layout and design ensure:
  - Uniform block shapes and dimensions; and
  - Block sizes that accommodate a variety of housing options and create a clear street network.
- Ensuring comfortable proximity (for both walking and driving) to the nearest park.
- Incorporating a mix of residential lot types and housing products, including traditional lots suitable for standard detached dwellings.

Lot Design:

Criteria	Design Standard
Size	*No minimum lot size*
Response: No minimum lot size applicable. The proposed development provides a range of lot sizes between 210m^2 to 929m^2.	
Shape	*Typical depth 20.0 - 40.0 metres, but can be less in urban neighbourhoods* *Width in multiples of 2.5 metres and 5.0 metres consistent with typical lot dimensions.*
Response: The proposed lot depth is generally between 25m-30m.	
Slope	*Unless constructed in an integrated or attached development, the slope on a lot less than 450m^2 in area does not exceed:* ▪ *10 per cent side slope* ▪ *5 per cent lengthwise slope* ▪ *Less, if both these figures approach the maximum together* *Platform construction required when finished slope on lot is 16 per cent or greater.*
Response: Refer to the Civil Engineering Report and Engineering Plans in **Attachment E**.	

6.6.2 Guideline 6 – Street and Movement Network

A Traffic Impact Assessment (**Attachment K**) and Movement Network IMP (**Attachment N**) has been prepared by L+R and provided as part of this proposal. L+R support the proposed Context Plan and development, noting that the configuration of roads and intersections is generally in accordance with the DCOP and PDA Guideline 6, with relevant changes where relevant (including changes to the Ripley Loop Road). Refer to **Section 8** of this report, the Traffic Impact Assessment and the Movement Network IMP for further details.

6.6.3 Guideline 7 – Low Rise Buildings

Refer to the Plan of Development (**Attachment C**), which includes design requirements generally consistent with PDA Guideline 7.

6.6.4 Guideline 11 – Community Facilities

In accordance with the DCOP, various Community Facilities has been identified within the proposed Context Plan area. This includes but is not exclusive to a District Community Facilities directly west of the site which is proposed to adjoin the 'Transit Centre'.

6.6.5 PDA Guideline 12 – Park Planning and Design

In accordance with the DCOP, Greenspace and Parkland have been identified within the proposed Context Plan area. This includes a District Recreation Park on the subject site. The applicant will provide the District Recreation Park as part of future development applications over the balance of the site (Balance Lot 1001).

Individual landscape masterplans and detailed design of parkland will be required to be lodged with future MCU/ROL applications to demonstrate compliance with the Context Plan and Guideline 12.

6.6.6 Guide 13 – Engineering Standards

The Engineering Standards guideline has design and construction standards for new developments. Please refer to the Civil Engineering Report (**Attachment E**), which details the engineering standards for the development.

6.6.7 Guidelines 14 – Environmental Values and Sustainable Resource Use

A Significant Biodiversity Assessment Report has been prepared for Stages 1–5 and is included at **Attachment M**. The assessment included desktop investigations, vegetation ground-truthing, targeted flora and fauna surveys, Koala Spot Assessment Technique surveys, camera monitoring, nocturnal surveys and a detailed tree survey.

The Stages 1–5 area is predominantly mapped as Category X non-remnant vegetation, with a smaller area of Category C high-value regrowth vegetation. Field surveys confirmed that the site has been substantially modified by historical clearing, grazing and rural-residential activities, and that the vegetation does not achieve remnant status. No threatened flora or threatened ecological communities were identified within the development area.

Evidence of historical Koala use was identified within the broader landholding in the form of old scats, and Grey-headed Flying-fox activity was recorded during surveys. However, the SBAR concludes that the development area is highly disturbed, has limited connectivity to higher-value habitat and is unlikely to provide significant or critical habitat for the identified threatened species. Potential impacts will be managed through pre-clearance surveys, vegetation and fauna management measures and supervision by a suitably qualified fauna spotter-catcher during vegetation clearing.

Please refer to the Significant Biodiversity Assessment Report (**Attachment M**), for further detail and a response to PDA Guideline 14.

6.6.8 Guideline 16 – Housing

The planned development offers a variety of housing lots in different sizes, dimensions, and specifications tailored to accommodate affordable options and meet specific price points. Various lot sizes and types are proposed, including those classified as 'affordable'. This housing product aims to cater to three income bands as defined by the PDA Guideline 16.

6.6.9 Guideline 17 – Remnant Vegetation and Koala Habitat Obligations

The application area contains a small portion of Koala habitat areas, as mapped on Koala Conservation in Southeast Queensland, SEQ Koala Protection Area Koala Habitat Values Maps. Please refer to the Significant Biodiversity Assessment Report (**Attachment M**). The SBAR and supporting material discusses the ecological value of the subject site and provides a response to PDA Guideline 17.

6.6.10 Practice Note 1 – House Density

Designing Houses on Small Lots & Lot and House Types

How the house is sited on the lot is a key consideration: the smaller the lot, the better the house design needs to be to ensure there is no wasted space. In some cases an entire lot may be covered with a blend of indoor and outdoor 'rooms', thus making the living space (or the 'house') as big as the lot on which it is sited.

In order to achieve diverse liveable housing outcomes on small lots, flexible traditional approaches to setbacks, site cover and on-site visitor car parking are required. For example, narrow lots such as the 5 metre wide terrace house may require building up to both side boundaries, more than 50 per cent coverage and reduced street setbacks.

The use of built to boundary walls, garages located on the west or south and verandahs and private open space to the north and east are typical site planning and design solutions for achieving liveability and flexibility on small lots.

The PDA guidelines provide recommended setbacks and site cover facilitate successful small lot development.

Response: The proposal encourages housing diversity by incorporating a variety of lot sizes and frontages. Five (5) different lot types have been proposed and are summarised below:

Lot Typologies	Average Frontage	Average Size (m^2)	On-site parking	% of Total Lots
Terrace	7.5m	Typically, 210m^2 to 214m^2	1	16.0%

Cottage	8.5m - < 10.0m	Typically, 215m^2 to 271m^2	1	45.7%
Standard Villa	10.0m - < 12.5m	Typically, 272m^2 to 315m^2	2	25.9%
Premium Villa	12.5m - < 14.0m	Typically, 325m^2 to 415m^2	2	7.4%
Multiple Dwelling	Irregular lots	Typically, 361m^2 to 447m^2	2	4.9%

The POD sets up design criteria that will be applicable to future development within the subject site. The design criteria provide specific requirements on the future dwelling design and location, such as:

- Front, rear and side setbacks;
- Building design;
- Site cover;
- Private open space;
- Fencing; and
- Car parking and driveways.

These design criteria are established to ensure that dwellings offer suitable levels of amenity and privacy, along with sufficient outdoor spaces and parking facilities to meet the diverse needs of households residing on smaller lots. A variety of lot sizes are proposed to cater for a range of different housing types and price-points.

6.6.11 Practice Note 2 – Footpath Provision in Residential Subdivisions

The proposed development will provide street verges that incorporate street trees, footpaths, and turf. The footpaths will be provided to enable walkability within the neighbourhood and will be provided as per standard road cross sections outlined in PDA Guideline 6. Refer to the Landscape Concept Plan (**Attachment J**), which provides a comprehensive connectivity and detailed landscape concept plans.

6.6.12 Practice Note 3 – Integrated Residential Development

As identified above, the proposed development will provide a variety of lot types and designs that will encourage diverse housing product and cater for a range of lifestyles in the context of a suburban neighbourhood. The proposed POD will ensure that housing product is provided at several price points and styles to cater for a range of family and personal circumstances.

6.6.13 Practice Note 4 – Integrating Sustainable Principles into Residential Subdivisions

The proposal will integrate several sustainable development principles to ensure the attainment of environmental objectives. Additionally, design strategies will be employed to decrease water and energy usage and to promote the use of environmentally friendly building materials.

6.6.14 Practice Note 5 – Lot Mix and Yield in Integrated Residential Developments

The proposal will incorporate a lot mix that will result in a net density of 24.1 dwellings per hectare and a variety of lot sizes and configurations (ranging from 210m^2 to 929m^2). The proposed density is in accordance with the requirements under the proposed Context Plan.

6.6.15 Practice Note 9 – Context Plans

The proposed Context Plan has been prepared to align with the guidance provided by Practice Note 9. Please refer to the table below for details.

Practice Note Requirement	Response
Existing and approved development	The proposed Context Plan has taken into consideration the surrounding existing, endorsed and approved applications.
Significant environmental values (such as waterways, habitat areas and endangered regional ecosystems)	Environmental values have been considered where relevant for the proposed Context Plan. Please refer to the Significant Biodiversity Assessment Report (**Attachment M**). The SBAR and supporting material discusses the ecological value of the subject site and specifically addresses the mapped constraints where required.
Development constraints (such as flooding, storm tide, steep slopes, bushfire prone areas, areas potentially affected by noise, vibration, dust and other pollutants)	Development constraints are identified in this planning report and the supporting technical reporting. The constraints have been considered where relevant for the proposed Context Plan and have subsequently been specifically addressed as part the ROL component. Future applications over the development footprint extents will specifically address the mapped constraints.
Development opportunities (such as elevated land with views, areas with good transport access)	Development opportunities have been considered and informed the proposed Context Plan.
Required external connections (e.g. to a linear park or environmental corridor, roads, trunk infrastructure and public and active transport links	External connections are shown on the Context Plan and within technical reporting.
An analysis of spatial planning requirements from the development scheme (e.g. the	The proposed Context Plan and supporting technical reporting shows these planning

preferred locations of centres, major parks, schools and community facilities; the preferred road network; the preferred open space and environmental areas network) and PDA guidelines (e.g. required provisions of community facilities and parks, required widths of waterway buffers and other environmental corridors).	requirements from the Ripley Valley Development Scheme and DCOP.
The broad land use structure including environmental protection areas, indicative sites for centres, schools and other community facilities, interface areas and buffers, and relationships with existing and approved development within and adjoining the context plan area.	The proposed Context Plan shows the proposed land use structure.
Neighbourhoods with indicative development densities for residential areas, demonstrating compliance with any relevant minimum net residential density requirements set out in the development scheme.	The proposed Context Plan shows intended neighbourhoods and development densities.
The road network should show arterial roads, major connector streets at a minimum, and indicate the proposed road linkages to land adjoining the development site.	The proposed Context Plan and supporting technical reporting provide detailed planning for future arterial/trunk roads, intersections, connector roads, active transport.
The public transport network and major public transport facilities (e.g. rail stations, transit interchanges including park and ride facilities) demonstrating that the required levels of accessibility are achieved using reasonable assumptions about future development densities.	The proposed Context Plan indicates the future public transport network (rail corridor) and transit centre.
Pedestrian and cycle networks	The proposed Context Plan does not indicate pedestrian and cycle networks. Pedestrian and cycle networks would follow proposed road corridors and the major/local linear open space, subject to detailed design or masterplanning as part of future MCU/ROL applications.
Open space network including all sports parks and recreation parks except for local	The proposed Context Plan shows the open space network including all recreation parks and sports parks. Masterplanning as part of

recreation parks and civic parks (where the context plan is not for a centre)	future MCU/ROL applications will be required to identify detailed design aspects.
Indicative trunk infrastructure networks for potable water, sewerage and stormwater management.	Indicative Trunk Infrastructure Networks (water supply mains only) have been shown where relevant on the proposed Context Plan. All other infrastructure networks are identified in the DCOP and IMP's.

6.6.16 Practice Note 10 – Plans of Development

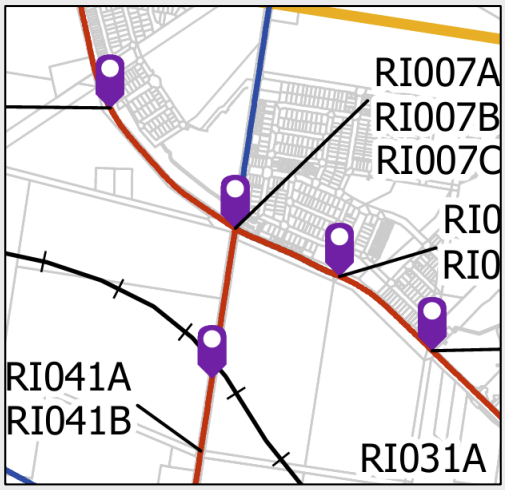
A POD has been prepared and is provided in **Attachment C**. The POD has been prepared to align with the guidance provided by Practice Note 10. For further details regarding the POD, please refer to **Section 4** of this report.

7. Infrastructure Planning

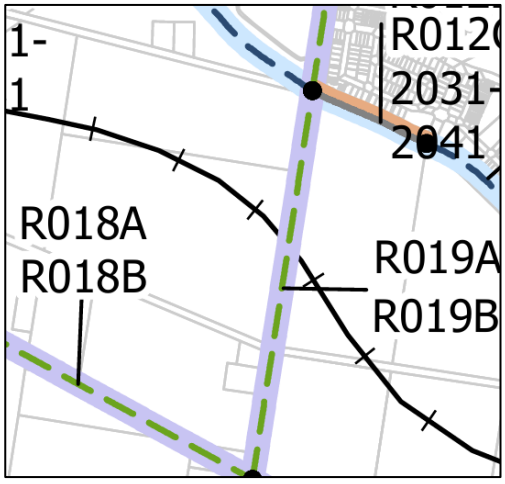
7.1. Ripley Valley DCOP

The Ripley Valley PDA DCOP regulates the infrastructure contributions that can be offset against the Ripley Valley PDA charges. The proposed development has been prepared having regard to the Ripley Valley DCOP, which establishes the framework for the delivery of trunk infrastructure within the PDA.

The proposed development is consistent with the intent of the DCOP, contributing to the coordinated delivery of infrastructure required to support urban development within the Ripley Valley PDA. Refer to the table below for a summary of the relevant trunk infrastructure.

Trunk Infrastructure	Description
DCOP Road Infrastructure – Intersections 	It is acknowledged that the development is in the vicinity of identified trunk infrastructure being future intersections at Ripley Road/Wensley Road (RI007A, RI007B & RI007C), Wensley Road/Future Railway Corridor, and Wensley Road/Bryants Road (RI041A & RI041B). As identified in this report, the proposal has provided sufficient road dedication to allow for the Ripley Road/Wensley Road design. However, given no access is proposed from Wensley Road as part of this application, it is sought for works relating to this intersection to be considered as part of future applications over the balance of the site. Similar to above, given no access is proposed from Bryants Road as part of this application, and the extent of area relating to this application stops before the railway corridor, it is sought for works relating to the additional two intersections to be considered as part of future applications over the balance of the site. Refer to the **Section 8** of this report, Traffic Impact Assessment (**Attachment K**) and Movement Network IMP (**Attachment N**) for further detail.

DCOP Trunk Infrastructure – Transport (Roads)

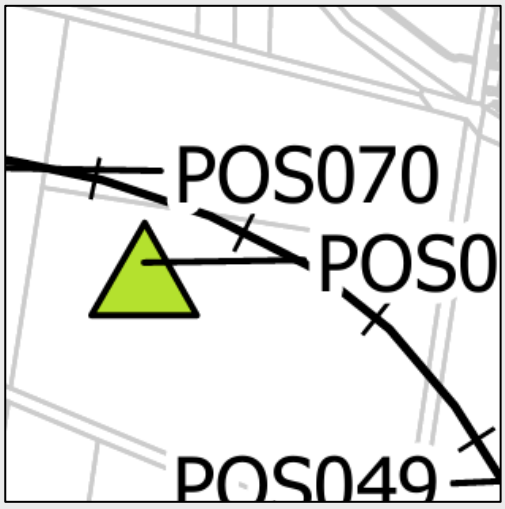


The DCOP identifies Wensley Road as trunk infrastructure, being a 4-Lane (ultimate) road (R019A). The proposal provides road widening and land dedication along the site's Wensley Road frontage to assist in facilitating the corridor's future upgrade. The ultimate corridor configuration and the final distribution of widening between adjoining properties will be subject to future detailed design and infrastructure planning.

Further, it's also acknowledged the Context Plan submitted for endorsement as part of this request seeks to realign the former trunk 'Ripley Loop Road' (identified as R018A/R018B) along Bryants Road. Similar to above, given no access is proposed from Bryants Road as part of this application, it is sought for works relating to Wensley Road to be considered as part of future applications over the balance of the site.

Refer to the **Section 8** of this report, Traffic Impact Assessment (**Attachment K**) and Movement Network IMP (**Attachment N**) for further detail.

DCOP Parks and Open Space – District Recreation



The DCOP identifies a District Recreation as trunk infrastructure located on the site (POS008). As outlined in **Section 8** of this report, the Context Plan submitted for endorsement as part of this request seeks to move the location of this park to the south-east corner of the subject site.

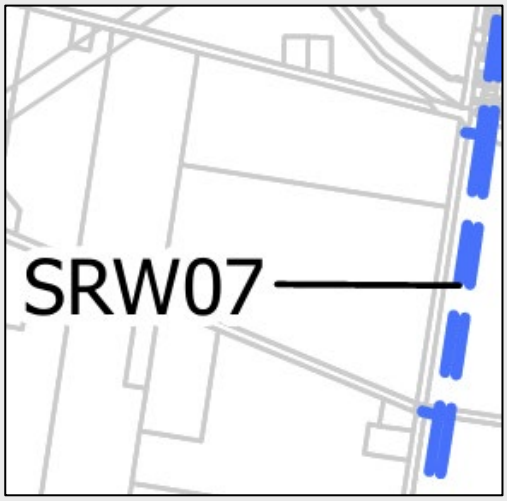
Additionally, the park is not proposed as part of this application and will subsequently be provided as part of future applications over the balance of the site. Refer to the **Section 8** of this report for further detail.

DCOP Trunk Infrastructure – Water Supply



It is acknowledged that the development is in the vicinity of identified trunk infrastructure; a 600mm Water Main (WM028) and 225mm Water Main (WM019) within Bryants Road. Refer to the Civil Engineering Report (**Attachment E**), prepared by Burchills, for further detail.

DCOP Sub-Regional Trunk Infrastructure – Water Supply Mains



It is acknowledged that the development is in the vicinity of identified sub-regional trunk infrastructure; a Water Supply Mains (SRW07). Refer to the Civil Engineering Report (**Attachment E**), prepared by Burchills, for further detail.

It is noted that a future rail corridor traverses the site. In the absence of a confirmed ultimate corridor configuration or delivery timeframe, the current corridor extent advised by TMR has been adopted for planning purposes to ensure the development appropriately responds to the information currently available. TMR has also advised that there is no anticipated timeframe for the acquisition of land or construction of the future rail infrastructure. As such, the proposed development has been designed to accommodate the presently identified corridor while maintaining flexibility for future rail outcomes, noting that the ultimate corridor configuration, land acquisition requirements and associated infrastructure provisions will be subject to ongoing discussions with TMR as the project progresses.

8. Key Considerations

8.1. Summary of Compliance/Merits of Proposal

An assessment of the proposal has been carried out against the relevant assessment benchmarks. The following key considerations have been identified for the development that have been discussed in the following sections:

- Context Plan
- Access & Transport
- Railway Corridor
- Balance Parcel/Future Development

8.2. Context Plan

As part of this application, endorsement is sought for a Context Plan (**Attachment D**). The proposed Context Plan establishes an updated structure for the coordinated development of the broader area, including the relationship between residential neighbourhoods, centre activities, community and recreation facilities and the future movement network.

Whilst the existing Context Plans are acknowledged, the Context Plan submitted with this application reflects a more appropriate and up-to-date outcome having regard to the applicant's current development proposal and the progression of development applications on surrounding land. It provides a coordinated framework for the area as a whole, particularly in relation to the integration of future transport networks and land use outcomes.

The key changes reflected in the proposed Context Plan include:

- Realignment of the Ripley Loop Road;
- Relocation of the District Recreation Park; and
- Refinement of centre activity location.

Further detail and justification for these changes is provided below.

8.2.1 Ripley Loop Road / Bryants Road

The DCOP identifies a four (4) lane future road, known as the Ripley Loop Road, traversing the locality on an alignment generally running parallel with, and south of, Bryants Road. As part of this application, the proposed Context Plan seeks to realign this connection such that it utilises the Bryants Road corridor before looping north. The proposed realignment is considered appropriate as it better responds to existing ownership patterns and the likely sequencing of development across the broader area.

In particular, the applicant controls land holdings west of the subject site (north and south of Bryants Road), providing an opportunity for the future road network to be planned and delivered in a more coordinated manner across multiple future developments. Utilising the Bryants Road corridor is also expected to improve development efficiency by reducing the

need for a separate parallel transport corridor, optimising land available for development and providing greater flexibility for future design on land both north and south of Bryants Road. The revised alignment also has the potential to better facilitate the orderly development of adjoining land owned by other developers within the catchment by establishing a logical and accessible east-west movement corridor that can ultimately integrate with the broader transport network. Accordingly, while the overall strategic function of the Ripley Loop Road is maintained, the proposed realignment is considered a more practical and efficient outcome that better reflects anticipated development patterns, land ownership arrangements and the long-term structure envisaged for the catchment.

In terms of Bryants Road, the current application does not seek to deliver the ultimate Bryants Road connection, with the adjoining land retained within balance Lot 1001 for future development. Accordingly, the detailed design and delivery of Bryants Road, including its relationship with the realigned Ripley Loop Road, will be addressed through future development applications over the balance land.

8.2.2 District Recreation Park

As described above, the DCOP identifies a District Recreation Park (POS008) within the subject land. The proposed Context Plan relocates the District Recreation Park from its currently identified DCOP location to a position adjoining Wensley Road and Bryants Road. As demonstrated in the Greenspace IMP (**Attachment O**), the revised location provides improved visibility and accessibility and supports integration with the future school network, community facilities, surrounding residential neighbourhoods and the broader recreation and movement network. The park retains an indicative area of approximately 5 ha and will be subject to further detailed design and assessment through a subsequent development application.

The proposed relocation is considered appropriate given the revised location provides improved connectivity to the future community facilities network, including the planned school site and the mapped sports park located on the eastern side of Wensley Road. Co-locating these recreational and community focused land uses will assist in establishing a consolidated activity hub, improve accessibility for future residents, and support opportunities for shared use and integration between recreation, education and community activities.

The revised location also benefits from increased visibility and accessibility, with frontage to both Wensley Road and Bryants Road. This provides improved access opportunities for pedestrians, cyclists and vehicles and allows the park to be integrated with the broader movement network intended for the future community.

In addition, preliminary investigations have identified site constraints that warrant further consideration in determining the ultimate park location and design. The revised position better responds to these site conditions while maintaining the strategic intent of the DCOP to deliver district-level recreation facilities to service the future community.

The District Recreation Park is not proposed as part of the current application and will instead be delivered through a future development application over the balance land (Lot 1001). Detailed design and assessment of the park, including its final configuration, size, etc, will be undertaken as part of the future development application.

8.2.3 Neighbourhood Centre Activity & Density

The proposed Context Plan includes a refinement to the distribution of neighbourhood centre activity and higher density residential development compared with the existing Context Plan. In particular, part of the neighbourhood centre activity is proposed to extend onto the subject site, adjoining the future railway station and proposed Transit Centre.

The revised arrangement is considered appropriate as it retains the neighbourhood centre within the same broader locality and maintains its relationship with the future public transport network, while providing for a more integrated distribution of centre activities across the land surrounding the future station and Transit Centre. The location is also supported by the concentration of complementary community infrastructure and open space within the surrounding area, including community facilities, the Town Centre Plaza, education facilities and recreation and open space uses. Extending neighbourhood centre activity onto the subject site therefore provides an opportunity to integrate future centre development with the broader transit, community and recreation network, without diminishing the intended role or function of the centre.

While the distribution of higher density residential land has also been refined, higher density development remains focused around the centre activity and future public transport infrastructure. This maintains the intended relationship between residential intensity, centre activities and transit opportunities, while responding to the revised spatial arrangement proposed by the Context Plan.

8.3. Access and Transport

8.3.1 Site Access

The development will be accessed via Jackson Court, providing safe and efficient circulation throughout the development. The access arrangement is considered appropriate having regard to the existing role of Jackson Court and its ultimate function as a cul-de-sac.

The development proposes internal Access Street typologies, generally consistent with the relevant PDA Guidelines. Refuse collection for the site will take place in a kerbside manner by an ICC Side Loader RCV. Refer to the Traffic Impact Assessment (**Attachment K**) and Movement Network IMP (**Attachment N**) for further details.

Notably, any future site access can be considered through subsequent development applications over the balance portion (Lot 1001).

8.3.2 Wensley Road

The DCOP identifies Wensley Road (R019A) as future trunk infrastructure, including its ultimate four-lane road configuration and associated intersection upgrades at Ripley Road/Wensley Road (RI007A, RI007B and RI007C), Wensley Road/Future Rail Corridor and Wensley Road/Bryants Road (RI041A and RI041B). The proposed development has incorporated road widening and land dedication along the Wensley Road frontage to assist with the future upgrading of the corridor.

Notwithstanding the above, the proposed development does not rely upon Wensley Road for access or operation. A Traffic Impact Assessment (**Attachment K**) confirms that the proposed 162-lot subdivision can be appropriately serviced via Jackson Court and therefore no upgrades to Wensley Road are proposed as part of the current application.

The applicant acknowledges EDQ's advice regarding the ultimate upgrade of Wensley Road. However, subsequent engineering investigations have identified that significant existing infrastructure within the corridor will ultimately require upgrading, relocation and/or replacement as part of the future road works. Accordingly, the existing infrastructure should not be treated as a fixed constraint requiring the entirety of the ultimate corridor widening to be accommodated within the western properties. Rather, the ultimate design and configuration of Wensley Road should be determined through the detailed design process, having regard to infrastructure requirements, traffic demand, adjoining land ownership patterns and broader transport planning objectives for the corridor.

Given the current application seeks approval for development that can operate independently of Wensley Road upgrades, and also creates a balance parcel for future development, the detailed assessment of Wensley Road, including frontage works, intersection upgrades, access arrangements and the ultimate corridor configuration, is more appropriately considered through future development applications over the balance land. This approach will allow the corridor to be assessed having regard to ultimate development outcomes, infrastructure requirements and future transport investigations for the wider catchment.

8.3.3 Pedestrian & Cycling Pathways (Binnies Road / Ripley Road)

It is acknowledged that the original prelodgement feedback sought the provision of a pedestrian pathway and cycle facility along Jackson Court. However, further consideration of the existing and planned movement network indicates that this outcome is neither necessary nor desirable in the context of the current surrounds.

Jackson Court is proposed to ultimately function as a cul-de-sac and is not intended to form part of the primary active transport corridor for the locality. Rather, an existing pedestrian and cycle path network already extends along Binnies Road and provides a direct and logical connection to Ripley Road and the wider active transport network. This route represents the intended pedestrian and cyclist movement corridor for residents of the proposed development and provides a more efficient and legible connection to surrounding destinations.

In this regard, the need for a dedicated cycle pathway along Jackson Court is not considered justified, given it would effectively duplicate an existing movement corridor whilst directing users away from the intended active transport route along Binnies Road. Furthermore, Council's plan identifies a future provision of stormwater infrastructure at the eastern end of Jackson Court in conjunction with the ultimate cul-de-sac treatment. As a consequence, there is limited opportunity to establish a meaningful pedestrian and cycle connection through this location to Ripley Road. Given the physical constraints associated with the future stormwater infrastructure, together with the availability of the established Binnies Road active transport corridor, it is considered more appropriate for pedestrian and cyclist movements to be directed via Binnies Road rather than Jackson Court.

8.4. Railway Corridor

A key consideration for the proposed development is the future rail corridor identified by the Ripley Valley DCOP. The future railway corridor is currently identified as a Category C corridor within TMR's planning, and the proposed development has been designed to recognise and protect this established corridor.

TMR has advised that planning for the future railway corridor remains subject to further investigation and refinement, and that the ultimate corridor alignment and configuration cannot presently be confirmed. Accordingly, the applicant considers that any land required to accommodate the future railway corridor should be limited to the established Category C corridor. Should additional land beyond the Category C corridor ultimately be required, this would need to be supported by further confirmation from TMR regarding the ultimate corridor requirements and separately addressed with the applicant.

The proposed development has been designed so as not to prejudice the future delivery of the railway corridor. The majority of the corridor is contained within proposed Lot 1001, allowing the balance of the site surrounding the corridor to be considered further through future development applications once greater certainty is available regarding the ultimate rail alignment and associated infrastructure requirements.

The proposed earthworks have also been designed having regard to the future railway corridor. Where earthworks interface with the corridor, no permanent buildings or structures are proposed within land identified for the future railway. Any further requirements associated with the ultimate rail design, including alternative interface treatments or additional land requirements, can be considered once the ultimate corridor configuration has been confirmed by TMR. Further detail regarding the proposed earthworks and corridor interface is provided within the Civil Engineering Report and Plans submitted with this application (**Attachment E**).

TMR has advised that there is currently no anticipated timeframe for acquisition or construction of the future rail infrastructure. Accordingly, the land will remain identified as a potential future railway corridor, predominantly within proposed Lot 1001, with any future dedication limited to

the established Category C corridor. Should additional land be required beyond the Category C corridor, this would be subject to further confirmation from TMR and separate agreement with the applicant regarding acquisition and market value.

8.5. Balance Parcel/Future Development

As part of the proposed development, one balance parcel (Lot 1001) is included to accommodate future development in accordance with the Context Plan submitted as part of this request for endorsement.

Consistent with the Context Plan, the future development of Lot 1001 is intended to include residential development (20-35 dw/ha) and medium density residential development (35-50 dw/ha), together with a neighbourhood centre comprising retail and other complementary uses, a district recreation park, and open space. The future development of Lot 1001 will be subject to separate development applications and detailed assessment at the relevant time.

9. Conclusion

This report is written on behalf of KDL Dev 7 Pty Ltd who seek to develop land at 101 Jackson Court & 1-63 Bryants Road, Ripley Queensland 4306 for the purposes of a master-planned residential development and endorsement of a Context Plan.

This Planning Report and accompanying specialist reports/plans have assessed the proposed development against the provisions of the RVDS and other relevant legislation.

The site is included within the Urban Living Zone under the Ripley Valley PDA Development Scheme (Development Scheme) and as described throughout the report, it's acknowledged there is an application currently under assessment (ICC Ref: 2911/2025/PDA) which seeks endorsement of a Context Plan. However, a request for endorsement of a proposed Context Plan is included with this application and, if endorsed, will supersede the Context Plan sought under 2911/2025/PDA to the extent of any overlap.

This report has been prepared having regard to previous desktop analyses and detailed site investigations, pre-application meetings, the relevant Development Scheme requirements, advice provided by specialist consultants, and the relevant PDA Guidelines and Practice Notes.

The issues relevant to the site and the proposed development have been adequately resolved as part of the planning and development process. It is therefore recommended that the development application be approved, subject to relevant and reasonable conditions; and that the Context Plan be endorsed by the Minister for Economic Development Queensland (MEDQ).

Attachments

Attachment A: Property Searches
Attachment B: Proposal Plans
Attachment C: Plan of Development
Attachment D: Context Plan
Attachment E: Civil Engineering Report
Attachment F: Conceptual Stormwater Management Plan
Attachment G: Stormwater Infrastructure Master Plan
Attachment H: Total Water Cycle Management Overarching Site Strategy
Attachment I: Environmental Noise Impact Assessment
Attachment J: Landscape Concept Plan
Attachment K: Traffic Impact Assessment
Attachment L: Bushfire Hazard Assessment
Attachment M: Significant Biodiversity Assessment Report
Attachment N: Movement Network Infrastructure Master Plan
Attachment O: Greenspace Infrastructure Master Plan
Attachment P: EDQ Prelodgement Meeting Minutes