

JFP URBAN CONSULTANTS

PLANNING REPORT

69-71 Willow Road, Redbank Plains QLD 4301
Hashtag Ipswich Homes Pty Ltd



TOWN PLANNING

URBAN DESIGN + MASTER PLANNING



SURVEYING + SPATIAL SERVICES

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LANDSCAPE ARCHITECTURE



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PLANNING REPORT

Proposed Development at

69-71 Willow Road, Redbank Plains QLD 4301

For

Hashtag Ipswich Homes Pty Ltd

B4990P-A1-DA1

JUNE 2026

JFP Urban Consultants Pty Ltd

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Approved by: Shane Talty

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1. EXECUTIVE SUMMARY

1.1 SITE DETAILS

Street Address	69-71 Willow Road, Redbank Plains QLD 4301
Real Property Description	Lot 72 on SP350405
Easements and Encumbrances	N/A
Site Area	1,600 m ²
Registered owners	Hashtag Ipswich Homes Pty Ltd A.C.N. 686 528 512
Local Government	Ipswich City Council
Planning Scheme	Ipswich City Plan 2025 v1
Strategic Plan Classification	Established Suburban
Council Area Classification	Low Density Residential Zone
Local Area Framework	Bellbird Park, Redbank Plains, Augustine Heights
Zone	Residential Low Density
Precinct	Low Density Residential; Established Suburban
Applicable Council Overlays	Building Height Density Overlay Operational Airspace Height Restriction Zone and Obstruction Clearance Surface Difficult Topography and Landslide
Nature Conservation Act 1992	N/A
State Planning Policy Mapping	NATURAL HAZARDS RISK AND RESILIENCE - Flood hazard area - local government flood mapping area STRATEGIC AIRPORTS AND AVIATION FACILITIES - Height restriction zone 90m
Koala Habitat Area Mapping	N/A
Development Assessment Mapping System	SEQ REGIONAL PLAN TRIGGERS - SEQ Regional Plan land use categories WATER RESOURCES - Water resource planning area boundaries

1.2 APPLICATION DETAILS

This development application has been prepared in accordance with the provisions of the *Planning Act 2016*. Development Approval is required for a Reconfiguring a Lot (1 Lot into 3 Lots).

Applicant	Hashtag Ipswich Homes Pty Ltd C/- JFP Urban Consultants
Application Type	Development Permit for Reconfiguring a Lot (1 into 3 Lots)
Level of Assessment	Code Assessable

1.3 APPLICABLE LEGISLATION

This application has been prepared in accordance with the requirements of the *Planning Act 2016* ('the Act'), the *Planning Regulation 2017* ('the Regulations') and the Development Assessment Rules ('DA Rules').

1.4 DEFINITION OF USE

In accordance with the Act, the proposed development being a Reconfiguration of a Lot is defined as: -

reconfiguring a lot means—

- (a) creating lots by subdividing another lot; or
- (b) amalgamating 2 or more lots; or
- (c) rearranging the boundaries of a lot by registering a plan of subdivision under the Land Act or Land Title Act; or
- (d) dividing land into parts by agreement rendering different parts of a lot immediately available for separate disposition or separate occupation, other than by an agreement that is—
 - (i) a lease for a term, including renewal options, not exceeding 10 years; or
 - (ii) an agreement for the exclusive use of part of the common property for a community titles scheme under the Body Corporate and Community Management Act 1997; or
- (e) creating an easement giving access to a lot from a constructed road.

Further details of the proposed development are provided in the following sections of this report.

1.5 LEVEL OF ASSESSMENT AND PUBLIC NOTIFICATION

In accordance with Part 5 of 'Categories of Development and Assessment', Table 5.6.1 'Reconfiguring a Lot' in the Low Density Residential (LDR) Zone of the Planning Scheme, the proposed development is identified as Assessable Development and is subject to Code Assessment.

As the proposed development is subject to Code Assessment, public notification of the Development Application is not required.

In accordance with Section 45(5) of the Planning Act 2016: -

(5) An code assessment is an assessment that—

- (a) must be carried out only—
 - (i) against the assessment benchmarks in a categorising instrument for the development; and
 - (ii) having regard to any matters prescribed by regulation for this paragraph.

In accordance with Section 30 of the Regulations:

Assessment benchmarks generally—Act, s 45

- (1) For section 45(5)(a)(i) of the Act, the impact assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.
- (2) Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks—
 - (a) the assessment benchmarks stated in—
 - (i) the regional plan for a region; and
 - (ii) the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and
 - (iii) a temporary State planning policy applying to the premises;
 - (b) if the development is not in a local government area — any local planning instrument for a local government area that may be materially affected by the development;
 - (c) if the local government is an infrastructure provider — the local government's LGIP.
- (3) However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.

1.6 REFERRAL AGENCIES

Assessment indicated that the proposed development does not trigger referral to any state referral agencies in accordance with the *Planning Regulation 2017*.

1.7 SUPPORTING SPECIALIST REPORTS AND DOCUMENTATION

This development application has been made in accordance with; and supported by the following documents and specialist reports: -

- Appendix A.** DA Form; prepared by JFP Urban Consultants;
- Appendix B.** Title Search, ELR-CMR and Owners Consent;
- Appendix C.** Planning Scheme Code Assessment, prepared by JFP Urban Consultants;
- Appendix D.** Reconfiguration Plan, prepared by JFP Urban Consultants;
- Appendix E.** Engineering Services Report, prepared by JFP Urban Consultants.; and
- Appendix F.** Detailed Survey; prepared by Bplanned & Surveyed.

2. SITE IN CONTEXT

2.1 LAND USE AND CLASSIFICATION

2.1.1 DEVELOPMENT SITE

The site represents a balance lot created adjacent to the Childcare Centre (15499/2021/MAMC/A) and is currently vacant. The site is located at 69-71 Willow Road, Redbank Plains and is more formally described as part of Lot 72 on SP350405. Comprising an area of approximately 1600m², the site is square in shape and is included in the Low Density Residential Zone of the Planning Scheme.

An aerial photograph showing the site features are provided in Figure 1.

Figure 1: Development site (Source: Nearmaps, 2026).



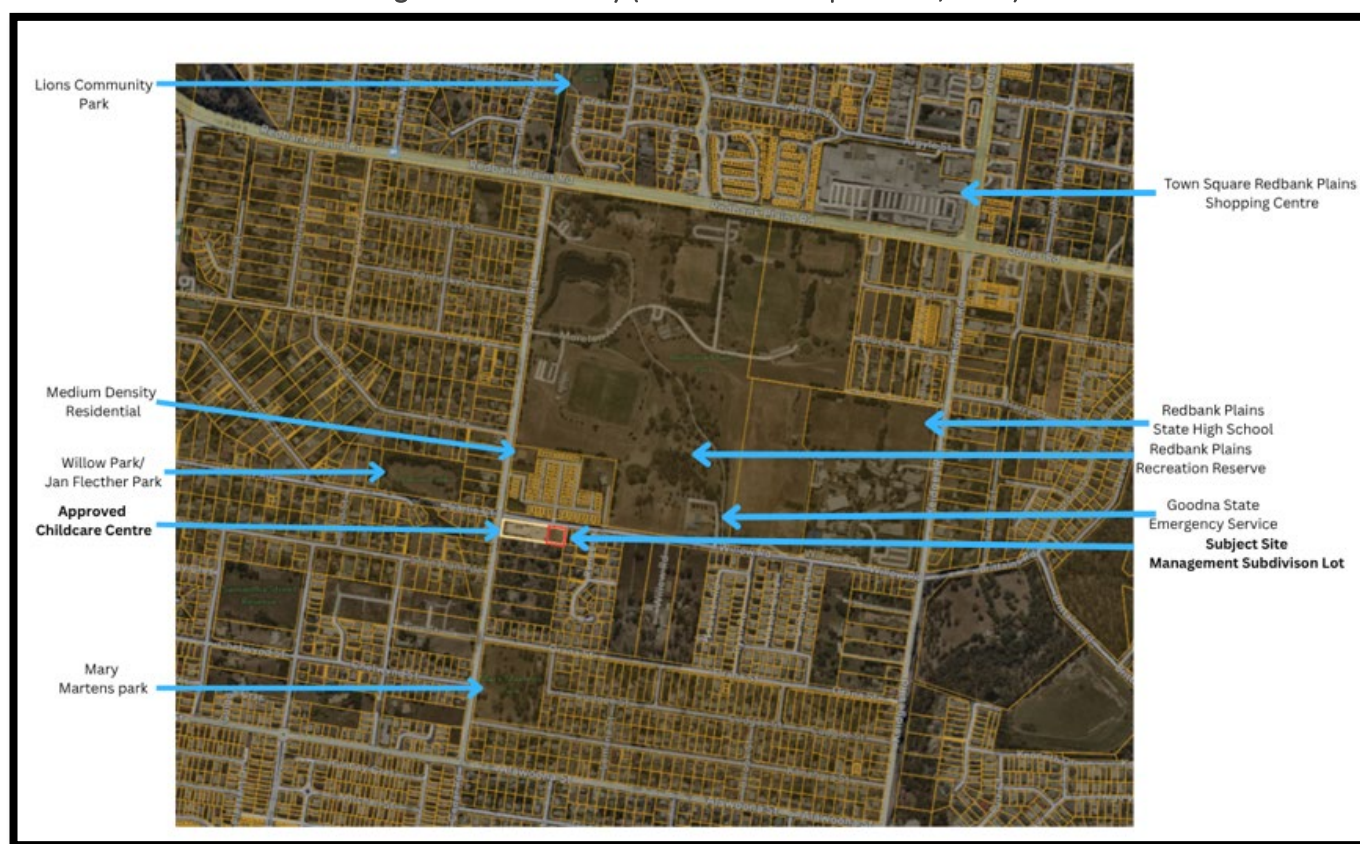
2.1.2 SURROUNDING LOCALITY

Land in the surrounding locality is characterised by detached housing on standard Lots. Land in the surrounding locality is primarily zoned Low Density Residential (LDR) and across the road (North) of the subject site is Medium Density Residential and Recreation and open spaces. The subject site is further supported by a range of local community uses, including shops, educational facilities, open space areas and Redbank Plains town centre.

- **North** Multiple Dwelling (townhouses), further North Redbank Plains Bears Junior Rugby League (Open Space Zone);
- **East** Single detached dwelling house and multiple dwelling (townhouses) in medium-density residential dwellings beyond;
- **South** Detached dwelling house on large residential lot and recreation and open space; and
- **West** Detached dwelling house on large residential lot and recreation and open space and standard low-density residential dwellings beyond.

Refer to Figure 2 for further details of the surrounding.

Figure 2: Site Locality (Source: Nearmap.com.au, 2026).



2.1.3 SURROUNDING DEVELOPMENT

It is noted that a number of nearby properties are currently subject to development approvals for subdivisions and lodged within close proximity to the subject site. Table 1 below summarises the surrounding development approvals and in progress.

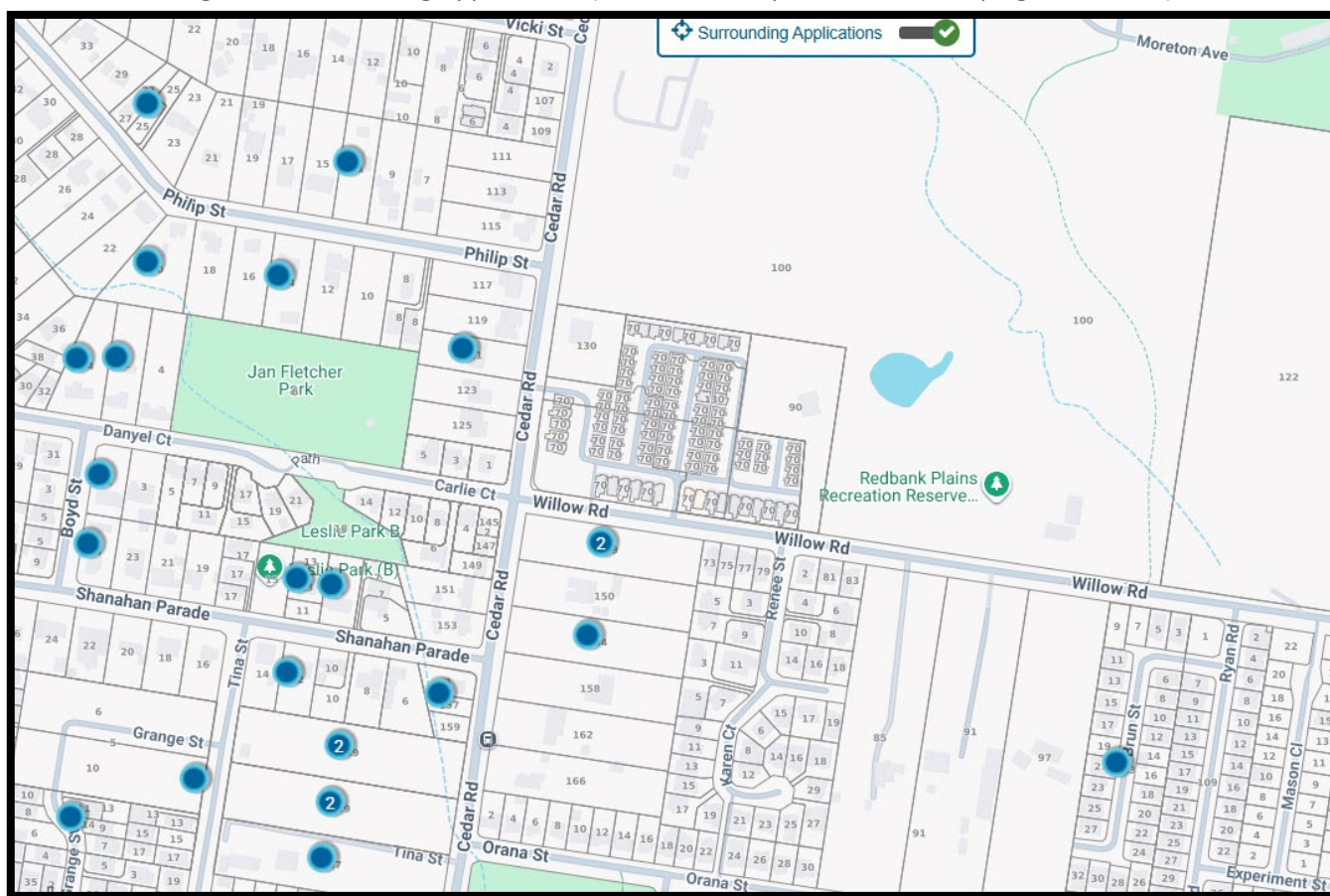
TABLE 1: SURROUNDING DEVELOPMENT

App Ref:	Address	Approval	Status
1 15499/2021/MAMC/A	69-71 Willow Road, Redbank Plains QLD 4301	Minor Change - Material Change of Use - Community Use (Child Care Centre), Reconfiguring a Lot - One (1) lot into two (2) lots	Approved 24/06/2024
2 7378/2023/RAL	154-156 Cedar Road, REDBANK PLAINS 4301	ROL 1 into 10 plus Drainage Reserve and New Road	Approved 13/8/2024

3	11096/2024/RAL	2-4 Shanahan Parade REDBANK PLAINS	ROL 1 into 3 lots and common property	Approved 12/2/2025
4	1779/2019/RAL	159-161 & 163-165 Cedar Road, Redbank Plains	Reconfiguring a Lot - Two (2) lots into 26 lots plus drainage reserve and new road	Approved 7/8/2019
5	12770/2024/RAL	121 Cedar Road REDBANK PLAINS 4301	Reconfiguring a Lot - One (1) Lot into Three (3) Lots and Reciprocal Access Easements	Approved 18/9/2025
6	8196/2026/RAL	14 Philip Street REDBANK PLAINS 4301	Reconfiguring a Lot - One (1) Lot into Three (3) Lots	In progress

As demonstrated in the above table, the proposed development is in keeping with the current development intents for the area. The enclosed Reconfiguration Plan, prepared by JFP Urban Consultants, has been designed to complement the nature of the proposed developments in the immediate area.

Figure 3: Surrounding Applications (Source: developmenti.brisbane.qld.gov.au, 2026).

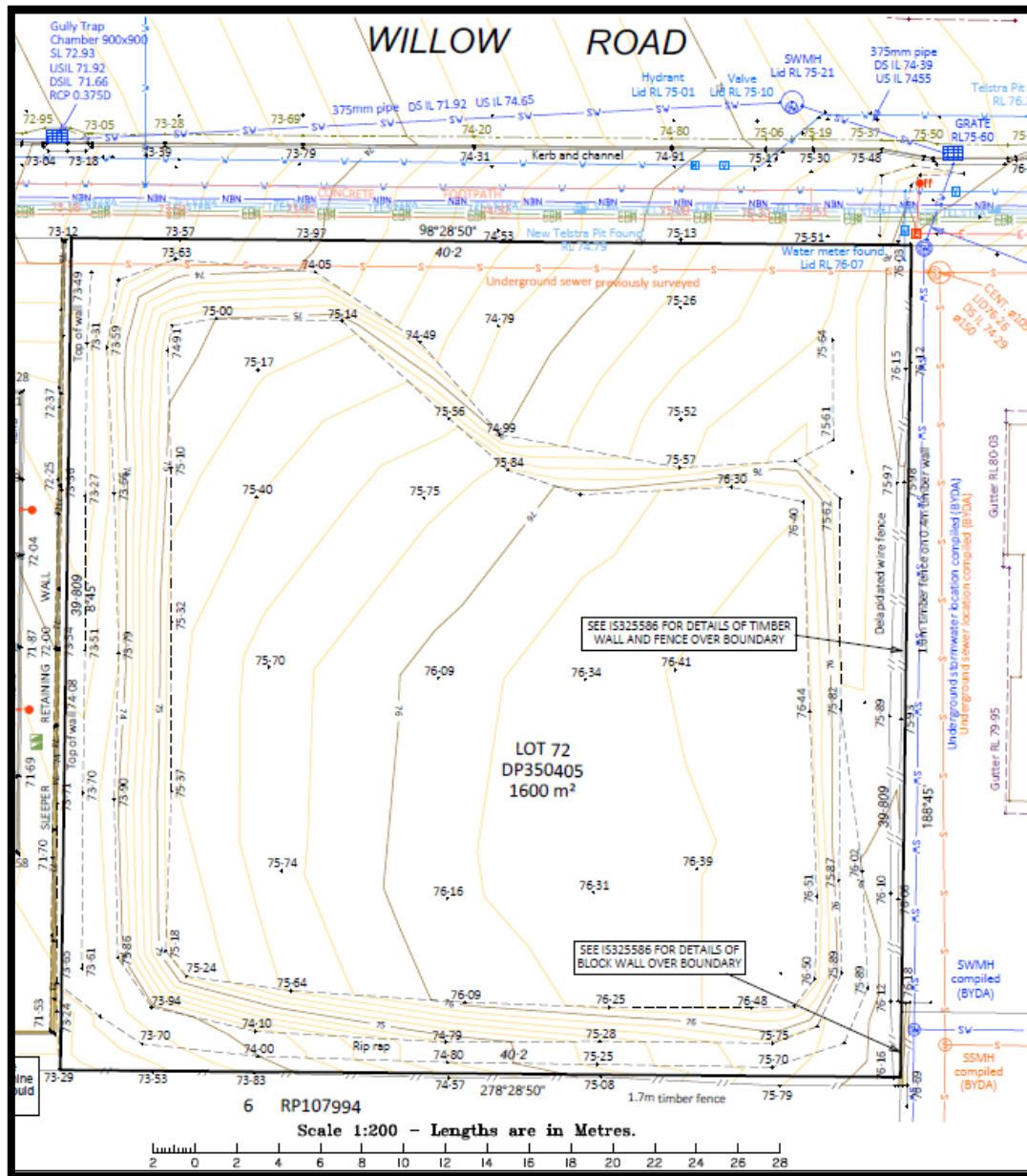


2.2 SITE AND ENVIRONMENT DESCRIPTION

2.2.1 TOPOGRAPHY AND DRAINAGE PATTERNS

The topography of the proposed development footprint mostly flat and is characterised by a minor slope from RL 76m AHD at the eastern boundary to RL 73 AHD at the western boundary. Please refer to Figure 4 below for further details of the topography.

Figure 4 – Detailed Survey (Source: Bplanning and Surveyed, 2025)



2.2.2 ECOLOGICAL MAPPING

2.2.2.1 NATURE CONSERVATION ACT 1992

The site is not mapped by the Protected Plants Flora Survey Trigger Mapping.

2.2.2.2 STATE MAPPING

The site is not mapped as containing any State environmental mapping. No further assessment is considered warranted in this instance.

2.2.2.3 LOCAL MAPPING

The site is not mapped as containing any environmental overlays or constraints.

2.2.3 WATERWAYS, WETLANDS, FLOODING AND ACID SULFATE SOILS

The site is not affected by Brisbane City Council's Flood Overlay mapping.

2.2.4 HERITAGE

Assessment indicates that the site is not a heritage place.

2.2.5 EASEMENTS / ENCUMBRANCES

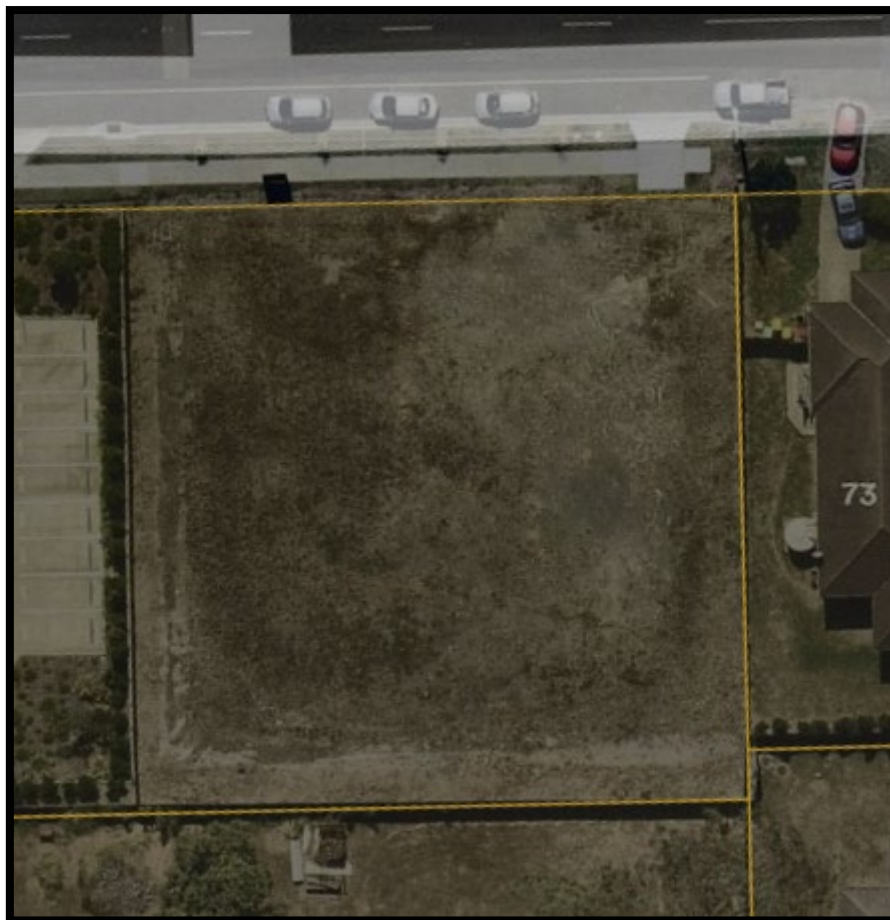
Assessment indicates that the site does not have any existing easements or encumbrances.

2.3 ACCESS AND MOBILITY

2.3.1 VEHICULAR ACCESS

The site has approximately 40.20m of frontage to Willow Road along its Northern Boundary. As illustrated in Figure 5 below, Willow Road has constructed kerb & channel, concrete pedestrian footpath, verge and we note that a permanent crossover was constructed on the eastern side of the site at the time of the childcare construction. The new lots will continue to have direct vehicle access from Willow Road at the construction phase.

Figure 5: Willow Road street frontage (Nearmap, 2026)



Under Council's Road Hierarchy and Streetscape Hierarchy Overlays, Willow Road is classified as "Major Collector" Road and "Neighbourhood Street Minor" respectively. Willow Roads provides connections to other "Major Collector" Roads as well as "Access Streets" which service the Redbank Plains area, such as Cedar Road (Major Collector), Renee Street (Access Street) and Redbank Plains Road (Arterial Road).

2.3.2 PEDESTRIAN, CYCLE AND PUBLIC TRANSPORT

The subject site has a close proximity to public transport options, including connection to various bus stops along Cedar Road (Major Collector) and Redbank Plains Road (Arterial Road), connecting the site to Redbank Plains Town Centre and the eastern and northern suburbs. The closest train station is located at Springfield Central Station, towards the eastern side of the subject site.

2.4 INFRASTRUCTURE/LOCAL GOVERNMENT INFRASTRUCTURE PLAN

2.4.1 SERVICES

All urban services including reticulated water, sewerage, electricity and telecommunications are available to the site. The Proposed lots will be suitably connected to these required services in accordance with Council's design standards, refer to the Engineering Services Report in Appendix E for more information.

2.4.2 LOCAL GOVERNMENT INFRASTRUCTURE PLAN

Ipswich City Council has adopted a Local Government Infrastructure Plan ('LGIP'). Assessment indicates that there is no current LGIP mapping that affects the site.

3. SITE HISTORY

3.1 PREVIOUS APPROVALS

Council's records confirm there were two previous applications over the parent site. Both of those applications have been completed, creating the subject site:

- **15499/2021/MAMC/B** - Minor Change - Material Change of Use - Community Use (Child Care Centre) Reconfiguring a Lot - One (1) lot into two (2) lots
- **15499/2021/CA** - Material Change of Use - Community Use (Child Care Centre), Reconfiguring a Lot - One (1) lot into two (2) lots.

3.2 PRELODGE MENT ADVICE

There was no pre-lodgement meeting held with Council for the site, however Council provided the following comments on the proposal on the 18th of May 2026. The comments raised by Council are addressed below.

1. *The proposed lot sizes do not accord with the OV6 Building Height Density Overlay, which specifies lot sizes of 450-550m².*

Applicants Response:

Council's comments are noted. The reconfiguration plan has been amended reflect the lot sizes of 450-550m². All three lot sizes are within that range. Please refer to Appendix D for further details regarding the proposed reconfiguration plan.

2. *The Local Area Framework (LAF 5) AO4.1 specifies that development is to accord with, and not exceed the height and density shown on the OV6 overlay, and PO4.1 stipulates that development is to be of an established suburban neighbourhood form and the existing character and pattern of development is to be maintained.*

Applicants Response:

Council's comments are noted. The proposal has been amended to reflect the local area framework and existing character of the subject site. Please refer to Appendix D for further details regarding the proposed reconfiguration plan.

3. *The site is located within the Established Suburban precinct of the Low Density Residential Zone, which seeks to maintain the established low density residential character and lot sizes (ranging from 450m² to 1,000m²). The proposed 10m-wide lot frontages do not accord with the low-density lot form, which is generally characterised by lot widths of ~15m and above. As such, the creation of four lots on Lot 72 is unlikely to be supported by Council – three lots is likely the maximum achievable from the balance parcel.*

Applicants Response:

Council's comments are noted. The proposed lots have been amended to maintain lot sizes of 533m² and 534m² within the low density residential character. It is noted that Council indicated support for three lots, and a performance solution has been addressed as part of the report.

4. *Where 5 or fewer lots are created, onsite stormwater quantity and quality treatment measures are unlikely to be required. However, a stormwater management plan will be required as part of an application to demonstrate how each proposed lot will discharge to the LPOD. If I recall correctly, an inter-allotment drainage solution was proposed over the site. I recommend referring to the SWMP approved as part of development permit 15499/2021/MAMC/D to confirm.*

Applicants Response:

Council's comments are noted. The proposed three lots will discharge to Willow Road as quantity and quality treatments are not required for three lots. Please refer to the Engineering Services Report for further details.

5. *If any earthworks are required to facilitate the proposal, a conceptual earthworks plan should be submitted as part of a development application.*

Applicants Response:

Council's comments are noted. At this stage no earthworks are proposed therefore a earthworks plan has not been submitted as part of the application. Further details regarding earthworks can be referred to in Appendix E.

4. THE DEVELOPMENT PROPOSAL

JFP Urban Consultants has been engaged by Hashtag Ipswich Homes Pty Ltd to prepare and manage a development application in respect of land at 69-71 Willow Road, Redbank Plains, and described as Lot 72 on SP350405. This application seeks approval for a Development Permit for Reconfiguring a Lot (1 into 3 Lots). The current registered owners of the site is as follows:

Lot	Street Address	Owner
Lot 72 on SP350405	69-71 Willow Road, Redbank Plains QLD 4301	HASHTAG IPSWICH HOMES PTY LTD A.C.N. 686 528 512

A copy of the current Title Search and Owner's Consent is enclosed in Appendix B.

4.1 PROPOSAL DEFINITION

In accordance with the Act, the proposed development is defined as shown in the following extracts: -

Schedule 2, Section 6 reconfiguring a lot means—

- (f) creating lots by subdividing another lot; or
- (g) amalgamating 2 or more lots; or
- (h) rearranging the boundaries of a lot by registering a plan of subdivision under the Land Act or Land Title Act; or
- (i) dividing land into parts by agreement rendering different parts of a lot immediately available for separate disposition or separate occupation, other than by an agreement that is—
 - (iii) a lease for a term, including renewal options, not exceeding 10 years; or
 - (iv) an agreement for the exclusive use of part of the common property for a community titles scheme under the Body Corporate and Community Management Act 1997; or
- (j) creating an easement giving access to a lot from a constructed road.

Further details of the proposed development are provided in the following sections of this report.

4.1.1 RECONFIGURATION

In accordance with the enclosed Reconfiguration Plan, prepared by JFP Urban Consultants, and the extract below, the overall intent of the proposal is to establish three (3) new residential lots. The development will provide lot sizes of 533m² and 534m². The site has already been cleared and there are no existing structures or dwelling house on the site. The future development of detached houses over the proposed lots will be subject to the relevant provisions of Brisbane City Plan 2014 by the future owners as required.

Proposed Lot	Area	Frontage
1	533m ²	13.4m to Willow Road
2	533m ²	13.4m to Willow Road
3	534m ²	13.4m to Willow Road

Refuse collection will occur via kerb-side and internal collection. All proposed lots 1,2 & 3 have sufficient frontage for rubbish bins to temporarily stand on the kerbside on collection day.

Figure 6: Reconfiguration Plan (Source: JFP Urban Consultants)



4.1.2 TRAFFIC, ACCESS AND SERVICING

Individual Driveways will not be provided at this stage, but rather as part of a subsequent building approval stage for future dwelling houses. We note that all access will continue to be via Willow Road.

As discussed in the report earlier, we note that the kerb & channel, verge and pedestrian footpath have already been constructed at the time of the construction of the childcare centre.

There is sufficient presentation area along Willow Road frontage for refuse collection to occur via kerbside collection.

The frontage of Lots 1,2 and 3 all in excess 13m wide.

4.1.3 NEW ROADS AND BICYCLE NETWORK

No new roads are proposed as part of this development, proposed Lots 1, 2 and 3 will access the road network via Willow Road.

4.1.4 STORMWATER AND EARTHWORKS

We note that the relevant stormwater management standards can be achieved.

Stormwater will be discharged to a lawful point of discharge to the kerb and channel adapters in Willow Road. It is anticipated that Council will condition stormwater runoff to a lawful point of discharge. Full details on the civil engineering design will be provided as part of a subsequent detailed design.

4.1.5 URBAN SERVICES

All urban services including reticulated water, sewerage, electricity, telecommunications and sealed roads will be provided to the site. All proposed lots will be suitably connected to these required services in accordance with Council's design standards. Please refer to the Engineering Services report in Appendix E for further information.

5. STATUTORY PROVISIONS AND COMPLIANCE

5.1 STATE INTEREST

5.1.1 SOUTH EAST QUEENSLAND REGIONAL PLAN

The site is included within the Urban Footprint under the South East Queensland Regional Plan ("SEQR"). A review of the SEQR indicates that the proposed development accords with the intent of this planning instrument.

5.1.2 ADOPTED INFRASTRUCTURE CHARGES

Infrastructure Charges will apply as 3 new lots are being created. Credits will apply for the existing allotment (1 lot).

5.1.3 REFERRAL AGENCIES AND STATE DEVELOPMENT ASSESSMENT PROVISIONS

Assessment indicated that the proposed development does not trigger referral to any state referral agencies in accordance with the Planning Regulation 2017.

5.1.4 STATE KOALA MAPPING

The site is not mapped by the State Government's Koala Habitat mapping. No further assessment is required.

5.1.5 STATE PLANNING POLICY

The State Planning Policy (July 2017) applies to the development application. Assessment against the State Planning Policy is tabled below.

TABLE 1: STATE PLANNING POLICY

State Interest	Comment
Natural Hazards, Risk & Resilience	The subject site has been identified within the following sub-categories: Flood Hazard Area - Local Government Flood Mapping Area In accordance with the SPP the proposed development has been designed with consideration for this constraint. Each proposed lot can be designed to comply with the relevant standards with appropriate flood immunity.
Strategic Airports & Aviation Facilities	The proposed development will not result in any adverse impacts on nearby airports in accordance with this state interest.

5.1.6 PLANNING REGULATION 2017

5.1.6.1 SCHEDULE 12A: ASSESSMENT BENCHMARKS FOR PARTICULAR RECONFIGURING A LOT

This application seeks approval for Reconfiguring a Lot. The proposed development addresses Schedule 12A of the Planning Regulations 2017 as follows:

TABLE 2: Assessment Benchmark

Response

Connectivity: The reconfiguration provides connectivity for pedestrians by:	
Ensuring that any roads constructed or extended in association with the reconfiguration are connected in a grid-like pattern that is responsive to topography and other physical constraints; and	This can be complied with at the construction stage. We note that the crossovers will be constructed at the building stage and will ensure connectivity and

consistency is provided to the existing road network and pattern.

ensuring that, to the extent topography and other physical constraints reasonably permit, any roads constructed or extended in association with the reconfiguration, or footpaths provided in relation to the reconfiguration—

- (i) connect to roads and footpaths in surrounding areas; or
- (ii) allow for connection to future roads and footpaths in surrounding areas.

As above. We note that as discussed in the report earlier the pedestrian footpath has already been constructed enabling connection to the reconfiguration.

Maximum length of particular blocks:

The reconfiguration provides for convenient pedestrian movement by ensuring the length of each boundary of a block for the reconfiguration does not exceed the lesser of—

- (a) a maximum length for a boundary of a block stated in a local assessment benchmark for the reconfiguration; or
- (b) 250m.

Neither benchmark is exceeded.

Subsection (1) does not apply in relation to a block for the reconfiguration that the development application for the reconfiguration states will be subdivided as part of a future stage of development.

As above.

Street Trees: The reconfiguration provides shade for comfortable walking by:

If a local assessment benchmark for the reconfiguration requires the planting of more than 1 tree per 15m on each side of a new road—complying with the local assessment benchmark; or

Street trees will be provided in accordance with the applicable Council standards as a part of the detailed design phase.

otherwise—ensuring at least 1 tree is planted per 15m on each side of a new road.

As above.

Footpaths: The reconfiguration provides for convenient and comfortable pedestrian movement by ensuring:

For a new road used mainly for providing direct access to a created lot—a footpath is constructed—

Footpaths are constructed along the street frontage of the site.

- (i) if a local assessment benchmark for the reconfiguration requires the construction of a footpath on both sides of the new road—on both sides of the road; or
- (ii) otherwise—on at least 1 side of the new road; or

for another new road—a footpath is constructed on both sides of the road.

Noted.

Parks and other areas of open space:

The reconfiguration ensures access to areas for recreation, leisure or exercise by ensuring that, to the extent topography and other physical constraints reasonably permit, a part of each block for the reconfiguration is within 400m of a park or another area of open space that is accessible to the public.

Complies. Assessment indicates all of the site is within 400m of various parks/open spaces. Redbank Plains Recreation Reserve across the road, north of the subject site.

5.2 COUNCIL INTERESTS & PLANNING SCHEME

5.2.1 ZONING

As indicated in Figure 8, the subject site is located in the Low-density Residential Zone (LRD). The proposal complies with the key Overall Outcomes for the LDR zone of the Planning Scheme. Please refer to the below table for further assessment.

Figure 7: Zoning (Source: ICC, 2025).

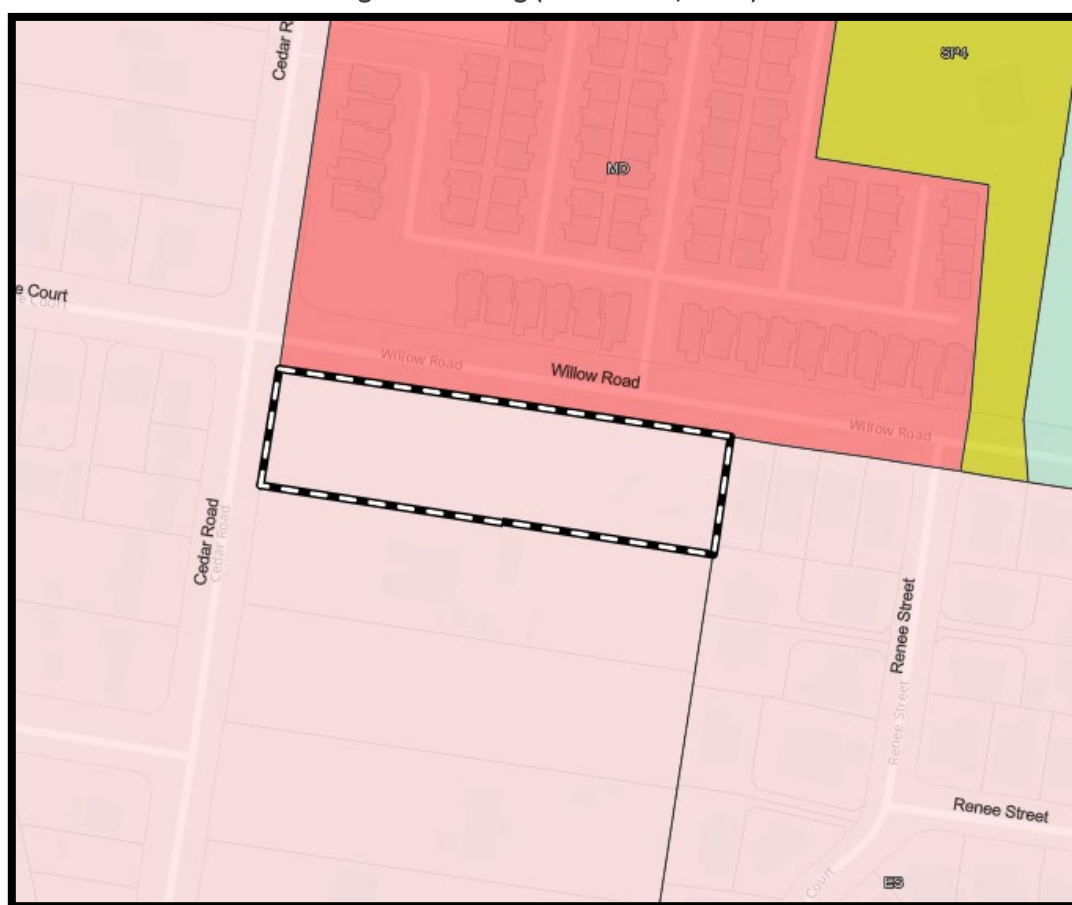


TABLE 3: Established Suburban Lot Size, Frontage and Special Characteristics

Lot Type: Established Suburban Lot	Response
Minimum Lot Size: Between 450m ² and 1000m ²	Complies. The minimum lots sizes of the proposal have been achieved. All three lots have a lot size of at least 533m ² .
Minimum Street Frontage: 15m	Performance Solution. It is acknowledged that each of the three proposed lots has a street frontage of 13.4 m, which is below the 15 m minimum requirement. Given this length of the site, the proposed frontages are considered sufficient to accommodate vehicle access, servicing and a functional future built form, without resulting in adverse access, streetscape or amenity impacts. A child care centre and higher density uses are adjacent to this site. Accordingly, the proposal is considered to achieve the relevant performance outcome.

TABLE 4: LOW DENSITY RESIDENTIAL ZONE OVERALL OUTCOMES

Overall Outcomes	Response
Development maintains housing choice in a low density residential character in which non-residential uses are limited.	The proposed development is for a reconfiguring of a lot only, with lots to be used for dwelling houses purposes in the future. This outcome can be addressed at a later stage.
Development facilitates and protects the low density residential character of the zone and the relevant precinct.	The proposed reconfiguration will accommodate future residential dwellings, household types and styles.
Development predominantly comprises well designed, location responsive detached, low density dwellings in a low rise built form on a range of lot sizes.	The proposed reconfiguration will afford a future built form and scale that reinforces the distinctive subtropical character

and values of Ipswich's, particularly in low density residential areas.

A high level of residential amenity is provided for having regard to traffic, noise, dust, odour, lighting and other locally specific impacts.

The proposal will not have adverse impacts in relation to traffic, noise, dust, odour and lighting.

Development reflects and supports the quiet, privacy and safety reasonably expected within a low density residential environment.

The proposed development is reflective of the existing streetscape character in the neighbourhood. The proposed lot layout will accommodate future development that is consistent with the existing height, bulk, scale and form of dwelling houses in the low density residential area. Future development will contribute to a transitional and integrated suburban identity and urban fabric.

Multiple dwellings (townhouses) may be established where they are compatible with the scale and character of surrounding development and do not negatively impact on residential amenity.

The proposed development is for reconfiguring a lot only, with lots to be used for dwelling house purposes in future and it is noted that it does not intend to negatively impact on the residential amenity.

Development for a dwelling house occurs on appropriately sized and configured lots, and maintains a block pattern that accommodates backyards and landscaping around dwellings, including trees.

The proposed development is for reconfiguring a lot only, with lots to be used for dwelling house purposes in future. The proposed lots maintain a block pattern, landscaping and backyards in the future.

Development for non-residential uses may be established in the zone (including community uses, health care service, office, shop or veterinary service) where the non-residential use:

- i. is for a single standalone use of small scale and low intensity;
- ii. directly services the day to day convenience needs of the immediate residential community;
- iii. does not detract from the low density scale, residential character and amenity of the area; and
- iv. does not adversely impact the role and function of the Ipswich Centres Hierarchy.

The proposed development is for reconfiguring a lot only, with lots to be used for dwelling house purposes in future. The reconfiguration does not retract from the low density scale, amenity and residential character and overall will not adversely impact the role and function of the Ipswich Centre Hierarchy.

Development supports the creation of walkable neighbourhoods that are connected to regular public transport, nearby centres, recreational opportunities and community facilities to reduce vehicle-based trips to work, shops or centres.

The proposed lot reconfiguration is located within a walkable neighbourhood and connected to public transportation, Redbank Plains Town Centre and a wide range of open space.

Development responds to land constraints, avoids or mitigates any adverse impacts on environmental values and addresses other specific characteristics, as identified by any overlay affecting the site.

The proposal will not result in negative impacts on the environmental values, and all the overlays have been addressed in Appendix C.

5.2.2 OVERLAYS

Table 5 below highlights the overlays identified over the subject site.

TABLE 5: CITY PLAN 2025 OVERLAYS

Strategic Airport and Defence Activities Overlay Code	The site is located within the following subcategories within the Operational Airspace Height Restriction Zone and Obstruction Clearance Surface overlay: - OV7A RAAF Height Restriction Zone 90m - OV7A RAAF Obstruction Clearance Surface – Outer Horizontal Surface RL 176.50 The proposed development is not anticipated to adversely impact the operational airspace and does not exceed the height restriction as this proposal is limited to reconfiguring a lot only. Notwithstanding, a full response to the Strategic Airport and Defence Activities Overlay Code is provided within the enclosed Code Compliance Statements.
Difficult Topography and Landslide Overlay Code	A minor part of eastern boundary of the site is located within the Difficult Topography and Landslide Overlay: OV11 Slope 15% to 25% The proposed development is not anticipated to adversely impact the Difficult Topography and Landslide Overlay Code. It is noted that the topography of the site is mainly flat, limited to a small slope and an overall slope of 6%. Please refer to the detailed survey in Appendix F for further details.
Flood Risk and Overland Flow Overlay Code	The site is not located within the Flood Risk and Overland Flow Overlay, it is noted that the mapping is located on the adjacent site only.

5.2.3 APPLICABLE PLANNING SCHEME CODES

As the proposal represents Assessable Development, the following Assessment Benchmarks, being the applicable Primary, Overlay and Secondary Codes, are considered to be relevant in the assessment of the proposed development.

Primary Codes

- Low Density Residential Zone Code;
- Reconfiguration of a Lot Code

Overlay Codes

- Strategic Airport and Defence Activities Overlay Code; and
- Difficult Topography and Landslide Overlay Code.

Each of the relevant Development Codes listed above are addressed in full in Appendix C of this report.

6. CONCLUSION

6.1 SUMMARY

JFP Urban Consultants has been engaged by Hashtag Ipswich Homes Pty Ltd to prepare and manage a Development Application in respect of land at 69-71 Willow Road, Redbank Plains, described as Lot 72 on SP350405.

This application seeks approval for a **Development Permit for Reconfiguring a Lot (1 into 3 Lots)**.

The proposal is supported on the following grounds: -

- The proposal has been designed in a manner which complements and is compatible with the planned low density residential character of the locality;
- The proposal will make efficient use of existing urban land and infrastructure;
- The proposal complies with the relevant provisions of Ipswich City Plan 2025;
- The proposal will assist Ipswich City Council in realising the objectives of the Planning Scheme policies and principles prescribed by the SEQRP;
- The proposal accords with the intent of the SEQRP; and
- The proposal accords with applicable State Planning Policies.

We therefore respectfully request that the Council favourably considers the proposed development subject to reasonable and relevant conditions.



7. APPENDICES