Urban Land Development Authority
DEV2010/084 Reconfiguring a Lot (3 into 260) with a Plan of Development for Food Premises, Shop, Houses, Sales Office & Display Home

UDA Development Approval Package

Site address	Ripley Road, Ripley
Real property descriptions	Lot 179 on SP143798, Lot 180 on RP910173 and Lot 182 on S151860
Type of application	Reconfiguring a Lot & Plan of Development
Description of proposal	Reconfiguring a Lot (3 into 260) with Plan of Development for a food premises, shop, houses, sales office and display home
ULDA reference number	DEV2010/084
Decision	Approved with Conditions
Decision date	5 August 2011

Approved Drawing or Document	
Reconfiguring a Lot	
Plan Number	**Plan Date**
BRLB3649.000-146 sheet 1 Rev B	16/3/11
BRLB3649.000-146 sheet 2 Rev B	16/3/11
BRLB3649.000-146 sheet 3 Rev B	16/3/11
BRLB3649.000-146 sheet 4 Rev B	16/3/11
BRLB3649.000-146 sheet 5 Rev B	16/3/11
BRLB3649.000-146 sheet 6 Rev B	16/3/11
BRLB3649.000-146 sheet 7 Rev B	16/3/11
BRLB3649.000-146 sheet 8 Rev B	16/3/11
BRLB3649.000-146 sheet 9 Rev B	16/3/11
BRLB3649.000-146 sheet 10 Rev B	16/3/11
BRLB3649.000-146 sheet 11 Rev B	16/3/11
Plans of Development	
Plan Number	**Plan Date**
BRLB3649.000-133 sheet 1 Rev G	21/3/11
BRLB3649.000-133 sheet 2 Rev G	21/3/11
BRLB3649.000-133 sheet 3 Rev G	21/3/11
BRLB3649.000-133 sheet 4 Rev G	21/3/11
BRLB3649.000-133 sheet 5 Rev G (amended in red)	21/3/11
BRLB3649.000-133 sheet 6 Rev G (amended in red)	21/3/11
BRLB3649.000-133 sheet 7 Rev G (amended in red)	21/3/11
BRLB3649.000-133 sheet 8 Rev G	21/3/11
BRLB3649.000-133 sheet 9 Rev G (amended in red)	21/3/11
BRLB3649.000-133 sheet 10 Rev G	21/3/11
DA/0001/D	24/3/11
DA/0002/C	11/3/11
DA/0003/C	11/3/11
DA/0004/C	11/3/11
DA/0005/C	11/3/11
DA/0006/C	11/3/11
AX3056_DA_05C	16/3/11
AX3056_DA_06B	15/3/11
AX3056_DA_08B	15/3/11
Miscellaneous	
Plan Number	**Date**
RP.13 Rev A	18/3/11
Preferred Option 2-Aulds Road	18/7/11

Document	Date
Soils Assessment Report prepared by Environmental Soil Solutions Australia P/L	January 2011
Broadscale Geotechnical Investigation prepared by Butler Partners	23 March 2011
Butlers Partners letter	19 April 2011
Urban Core Area 1 Flood Study prepared by Cardno P/L	20 April 2011
Area 1 Stormwater Management Plan Ripley Valley Urban Core prepared by MPN Consulting P/L	23 March 2011
Earthworks Management Plan prepared by MPN Consulting	18 July 2011
MPN Consulting letter (IR Response)	13 April 2011
Density Calculations prepared by Landpartners	18 July 2011
Bitzios Consulting letter (Ripley Valley Urban Core Development Area 1 – RFI Responses)	19 April 2011

PROJECT TEAM

Mark Clayton Assistant Development Manager Development Assessment Urban Land Development Authority	**Con de Groot** Principal Engineer Development Assessment Urban Land Development Authority

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
1.	**Carry out the approved development** Carry out the approved development generally in accordance with the approved plans and documents.	Prior to survey plan endorsement for each stage.
2.	**Complete all Operational Work** Complete all operational work associated with this development approval, including work required by any of the following conditions. Such operational work is to be carried out generally in accordance with the approved plans.	Prior to survey plan endorsement for each stage.
3.	**Certification Agreement** In relation to all operational works undertaken on the site comply with all requirements and fulfil all responsibilities outlined in the ULDA Self Certification Procedure Manual. *Note: Under the ULDA Self Certification Procedure Manual, no work is to commence until the applicable certification documents submitted by the Project Coordinator are acknowledged in writing by the ULDA.*	Prior to commencement of site works
4.	**Development Densities** The future development of approved lots 50, 51, 71, 90, 100, 101, 102, 149, 131, 168, 187, 213 and balance lots fronting Ripley and Fischer Roads is to occur at a density that facilitates an overall dwelling density of 20 generally in accordance with the approved dwelling density calculations.	At all times
5.	**Survey Marks** An adequate number of permanent survey marks must be installed to ensure clear definition of the development in stages. The developer must submit a certificate signed by a licensed surveyor, stating that after the completion of all works associated with the development, permanent survey marks are in their correct position in accordance with the plan of subdivision.	Prior to survey plan endorsement for each stage.
6.	**Demolition Works** All buildings or other structures on the land must be demolished and/or removed, to the satisfaction of the ULDA in stages. Approval of an application for building works (if required) for the demolition and/or removal, must be obtained prior to the commencement of such works.	Prior to survey plan endorsement for each stage.
7.	**Easements** a) Where easements are required for discharge of stormwater over adjacent land, agreement in writing by the owner of the subject land prior to construction work commencing. The agreement must be submitted to the ULDA. b) Easements must be centrally located over the alignment of stormwater paths and of sufficient width to encompass at minimum the overland flow from a storm event with an ARI of 100 years. c) Easements must be of sufficient width to contain any fitting, access chamber etc located on stormwater drains, water mains, and sewerage rising mains.	Prior to survey plan endorsement for each stage.

	CONDITIONS – RECONFIGURATION OF A LOT	TIMING
	d) Drainage Easements in the favour of Ipswich City Council shall be created over areas identified as Temporary Water Detention Treatment.	
8.	**Stages for Reconfiguration** (a) The staging of the reconfiguration must be generally in accordance with the approved reconfiguration plan. (c) Drainage reserves may be required to be dedicated as part of the relevant stormwater catchment. Where necessary, the staging must be modified to be consistent with the stormwater management plan for the dedication of drainage reserves. (d) Unless otherwise approved in writing by the assessing authority, each stage must be independently serviced by roads, water, sewer, stormwater, and any other relevant utilities.	Prior to survey plan endorsement for each stage.
9.	**Road Naming** The developer must submit to Ipswich City Council for approval, a list of three (3) proposed street names and the corresponding name meanings for each new road to be opened. If a theme is considered appropriate, an explanation of the theme is to be submitted at the same time. Ipswich City Council reserves the right to accept any or none of the proposed names.	Prior to survey plan endorsement for each stage.
10.	**Locality References** (a) Any place name or estate name used by the developer (excluding a reference to a building, structure or the like and excluding minor, subsidiary signage within a development) must specify the relevant, approved place name under the *Place Names Act 1994* and must comply with the following: (i) Be in the same colour and background colour as the estate name (ii) Be in lettering no less than 50% of the estate name (iii) Be in the same orientation as the estate name (iv) Be in either title case or all in upper case (b) Any reference to the regional location of the site or the development must not refer to the place or estate as being located in Brisbane or a Brisbane suburb or in the metropolitan area or in the western suburbs (excluding the western suburbs of Ipswich as determined by Ipswich City Council in writing from time to time).	Prior to survey plan endorsement for each stage.
11.	**Land Dedications** Any land dedicated to Ipswich City Council must be free of contaminants and not registered on either the Environmental Management Register or Contaminated Land Register. The developer must demonstrate to the ULDA that the past uses of the land did not include a notifiable activity (i.e. livestock dip as listed in Schedule 3 of the *Environmental Protection Act 1994)*.	Prior to dedication of land.

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
12.	**Drainage Reserve** Land required for permanent detention basins, constructed wetlands and bio-retention basins or equivalent is to be dedicated as drainage reserve in favour of ICC and not included within parkland dedication.	Prior to dedication of land.
13.	**Parkland Dedication** Land required for parkland must be dedicated to Ipswich City Council free of cost to and compensation payable by Ipswich City Council in fee simple.	At the time of Registration of survey plan with DERM
14.	**Entry Walls or Features** The provision of entry walls or features is prohibited on road reserves or in drainage reserve or on proposed parkland. Entry walls or features must be fully contained on private property. Entry walls must be designed in accordance with *Implementation Guideline No. 18 - Estate and Directional Signage* of Ipswich Planning Scheme 2006.	At all times
15.	**Detailed Landscape Plan** a) Submit to the ULDA for approval a detailed landscape plan generally in accordance with the approved landscape concept plans. The plans are to be prepared by an Australian Institute of Landscape Architects registered landscape architect. Landscaping plans shall address the following:- All parkland areas and associated embellishments must be designed and constructed with consideration to adherence with the universal principals of *Crime Prevention through Environmental Design (CPTED)*. Any retaining structures constructed for the intended purpose of retaining land uses other than parkland, must not be constructed within the boundary of any land areas intended to be dedicated for parkland. All parkland related signage must be designed, fabricated and installed in accordance with Ipswich City Council's Parks and Reserves Signage Manual. All land areas intended to be dedicated for parkland must be interconnected with the broader Ripley Valley pedestrian and cycle network. All primary shared pathways running through both Citywide and Local Linear Parkland must be 3m wide. Existing contours and levels and any alteration of the ground levels this should include plans, sections and elevations. Hard surfaces details including locations, materials and finishes. The location of, details of materials and finishes of, all proposed street furniture, storage facilities, signage and lighting. Proposed boundary treatments including screening, walls and fencing, indicating materials and dimensions. All planting including location, species, common name, size, density and number. Play equipment including details of types of equipment to be installed.	Prior to commencement of site works

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
	All surfaces including details of materials and finishes. Bollards must be installed along any shared boundary between road reserve and park, with the intent of preventing unauthorised access by motor vehicles. All bollards must be installed and consist of materials in accordance with Ipswich City Council's Standard Details. Access points for maintenance vehicles must be incorporated at appropriate locations to the satisfaction of the assessing authority and must be installed and consist of materials in accordance with Ipswich City Council's Standard Details. Unless otherwise approved in writing by the assessing authority, fencing along residential allotments adjoining park boundaries, public thoroughfares and drainage reserves must have a maximum height of: I. 1.2m high if not transparent; and II. 1.8m high, if not transparent at ground level to a height of 1.2m and a minimum 50% visually transparent 600mm fencing element atop the solid fence to enable both privacy to the dwelling units on proposed lots and passive surveillance of any parks, public thoroughfares and detention basins. b) Undertake the works in accordance with the approved detailed landscape plan specified in part (a) of this condition and provide written confirmation to the ULDA from an Australian Institute of Landscape Architects registered landscape architect or a BSA, QLD licensed and experienced landscape contractor that the works comply with the submitted landscape plan.	Prior to endorsement of survey plan for each stage.
16.	**Standard for Parkland Dedication** Submit to the ULDA certification from a suitable qualified professional that the parkland to be dedicated to ICC fulfils the following criteria:- ▪ Declared plants, environmental weeds and rubbish must be removed – 100% kill rate ▪ Dead trees must be removed and dangerous trees made safe within 10.0m of proposed allotments or proposed pathways or playgrounds ▪ Open areas must be grassed and left in mowable condition ▪ Grassed areas must be free of rocks, stumps, humps and hollows with a maximum gradient of 1:6. Areas in excess of 1in 6 shall be fully planting in accordance with a approved landscaping plan. ▪ Disturbed areas must be revegetated using native plant species ▪ All rubbish must be removed from parkland ▪ Parkland must be freely and safely drained ▪ No overburden or spoil must be pushed or deposited into parkland ▪ Water / power service must be provided to the proposed park	Prior to endorsement of survey plan for each stage.

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
	The method of disposal of cleared vegetation must be approved by the ULDA. Burning off is not considered an acceptable means of disposal and will not be approved.	
17.	**Open Space Maintenance** (a) Submit to the ULDA certification from a suitable qualified professional that the following criteria as been met Any areas within open space areas which are disturbed as a result of civil works and which are not already detailed on the approved plans must be rehabilitated consistent with the adjacent landscaping. (b) Landscaping works are to be completed in accordance with the approved landscape plans and conditions of approval and maintained by the developer for at least eighteen (18) months from the date that works are accepted 'on-maintenance.	Prior to endorsement of survey plan for each stage.
18.	**Construction Management Plan** a) Submit to the ULDA a Site Based Construction Management Plan that includes but is not limited to: • provision for the management of traffic around and through the site during and outside of construction work hours. • provision for parking and materials delivery during and outside of construction hours of work • management of dust generated from the site during and outside construction work hours; • management of sedimentation and erosion which complies with management of groundwater and surface water collection, treatment and disposal in accordance with Ipswich City Council's standards.; • management of contaminated soils (if required), including removal, treatment and replacement in accordance with site remediation plans prepared and approved specifically for this site. • Unless otherwise approved - Hours of construction must be Monday to Saturday 6.30am to 6.30pm. Construction work in relation to the development must not be conducted outside the above hours or on Sunday or Public Holidays The construction management plan shall be prepared in consultation with the professionals responsible for individual site related management plans to ensure that all aspects of the construction and environmental management are included. The construction management plan shall be reviewed and approved by the principal consultant overseeing and certifying the construction works. b) All work shall be undertaken in accordance with the construction management plan which must be current and available on site at all times during the construction period.	Prior to commencement of site works During site works and prior to survey plan endorsement
19.	**Water** **Queensland Urban Utilities – Nominated Assessing Authority** Construct a water supply reticulation system necessary to provide a water service to	

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
	each allotment in accordance with the current Central SEQ Distribution - Retailer Authority, Queensland Urban Utilities [Incorporating WSAA] Standards (formerly BCC Standards). All works on live water mains must be carried out by Queensland Urban Utilities and at the Developer's expense. A private works request must be lodged with Queensland Urban Utilities to: • Supply and install a suitable metered water connection for each proposed allotment; • Amend the existing connection if necessary; and • Seal off any existing water connections if necessary. Pay relevant fees and provide evidence of payment in conjunction with any application for signing of plan of survey. Construct, wherever possible, the water main on the opposite side of the road to any concrete footpath. Supply and install all water infrastructures in accordance with Central SEQ Distribution - Retailer Authority, Queensland Urban Utilities [Incorporating WSAA] Standards (formerly BCC Standards. Lodge detailed water reticulation layout plans designed in accordance with Central SEQ Distribution - Retailer Authority, Queensland Urban Utilities [Incorporating WSAA] Standards (formerly BCC Standards and be approved prior to works commencing. Size and alignments of trunk water main must be consistent with outcomes in the Ripley Valley Urban Core Neighbourhood Master Plan Water & Sewer Report No. 790065-VC-004 dated 9th December 2009. Submit as-constructed plans certified by a Registered Professional Engineer Queensland-Civil (RPEQ-Civil), which are in accordance with approved plans, any approved modifications and constructed work. Submit a Certificate of Completion to Queensland Urban Utilities, supporting test results, reports, product and material certificates, structural certificates and a copy of the pipelayer's accreditation.	Prior to endorsement of survey plan for Stage 1
20.	**Sewerage** **Queensland Urban Utilities – Nominated Assessing Authority** Construct a sewerage reticulation system necessary to provide a sewerage connection to each allotment in accordance with the current Central SEQ Distribution - Retailer Authority, Queensland Urban Utilities [Incorporating WSAA] Standards (formerly BCC Standards). All works on live sewer mains must be carried out by Queensland Urban Utilities and at the Developer's expense.	Prior to endorsement of survey plan for Stage 1

	CONDITIONS – RECONFIGURATION OF A LOT	TIMING
	Provide a separate sewer connection for each lot. Any existing sewerage or sanitary drainage that crosses proposed lot boundaries must be located, disconnected and removed. Inspection of any sewer lines must use a CCTV as part of the "On-Maintenance" inspection. A digital record of this inspection, including an accompanying summary report compiled and signed by a RPEQ, must be submitted to Queensland Urban Utilities as part of the "On Maintenance" application. Submit as-constructed plans certified by a Registered Professional Engineer Queensland-Civil (RPEQ-Civil), which are in accordance with approved plans, any approved modifications and constructed work. Submit a Certificate of Completion to Queensland Urban Utilities supporting test results, reports, product and material certificates, structural certificates and a copy of the pipelayer's accreditation. The applicant may tanker wastewater from the proposed development on the provision that it submits and has approved a tankering wastewater management plan. The applicant will be required to comply with the approved tankering wastewater management plan. If the applicant fails to comply with the tankering wastewater management plan to the satisfaction of Queensland Urban Utilities then the applicant will be required to construct infrastructure works than is not reliant on the tankering of wastewater. The tankering wastewater management plan shall address the following, amongst other matters: • size and location of the sewerage tankering collection facility; • capacity for the existing system to receive the tankered wastewater; • odour, noise, dust or traffic disturbance;. • maintenance regimes; and • any infrastructure works. The applicant will be responsible for obtaining all necessary permits and approvals. This includes approvals and permits that maybe required to operate the tankering of wastewater and/or any sewage pump station. Approvals and permits may be required from the Department of Environment and Resource Management, Council and Queensland Urban Utilities. Any cost associated with obtaining the approvals and permits are to be at the expense of the applicant. The applicant will be responsible for temporary infrastructure works. This includes the costs of construction, operation, maintenance and decommissioning. Temporary works are considered to be those infrastructure works which do not form part of the ultimate network. This includes any tankering facilities and temporary sewerage pump stations and associated rising mains which will ultimately be decommission upon the construction of future gravity trunk sewer main/s. This work may require the applicant to enter into an infrastructure agreement. The applicant shall provide ULDA with an bank guarantee that will ensure that the obligations under this approval at anytime during or after the development has proceed can be delivered by the ULDA should the applicant fail to comply. The dollar value of the bank guarantee shall be to the satisfaction of the ULDA.	

	CONDITIONS – RECONFIGURATION OF A LOT	TIMING
	The applicant is to check with Queensland Urban Utilities if a feasibility study is required before an Operational Works application is lodged for major infrastructure works that are to be handed over ultimately to Queensland Urban Utilities (eg. sewerage pump station and associated rising mains). If it is determined that a feasibility study is required, the applicant shall prepare the document in accordance with the Queensland Urban Utilities feasibility study template. The Operational Works drawings associated with the major infrastructure works are to be designed based on the outcomes of the approved feasibility study. All tanker operators/drivers are to have undertaken a site induction at the agreed WWTP before any deliveries are made. Prior to delivering to a WWTP not previously visited by the operator/driver, the WWTW operator must be contacted by the operator/driver to arrange a site induction. Deliveries will be accepted only between operating hours, Monday to Friday excepting public holidays. No access will be granted outside the operating hours unless an emergency situation exists or prior appointment is made. Additional charges will apply for discharge outside of the standard operating hours. Construction, operation and maintenance of the temporary sewerage tankering facility is subject to additional approvals by the relevant authorities. The developer is responsible for obtaining the approvals and any costs associated acquiring these approvals. Access for tankering operations and manoeuvring is to be constructed for all weather conditions (sealed pavement required). The temporary sewerage holding tank must include an emergency overflow. The overflow location and design must comply with the requirements of all the appropriate authorities. Prior to any dwelling being connected to the reticulated pipe system, the temporary sewage tankering facility is to be completed and operational with a central point of contact identified. Decommissioning and removal of all temporary infrastructure must occur at the developers expense once the TPS01 and TPS03 sewerage pump stations have been commissioned. Following decommissioning of the temporary tankering facility and reinstatement of the land is completed, the developers obligations in respect to these facilities and service ceases. Ownership of the land in which the temporary sewerage tankering facility is located must remain with the developer until construction and commissioning of the proposed TPS01 and TPS03 sewerage pumping stations. Advice on the temporary tankering facilities and service is to be included in all lot sale contracts. This advice must address the developers responsibilities to maintain and operate the temporary tankering facilities and service, timing of the temporary service and who is the responsible entity for the coordination and management of the tankering facility and service. The developer must: • Manage safety and operational induction of tankering operators, receive and respond to complaints, maintain records of complaints and tankering volumes/times;	

	CONDITIONS – RECONFIGURATION OF A LOT	TIMING
	• Flush or hydrojet lines that will form part of the permanent Queensland Urban Utilities sewerage system subject to surcharge, upon completion of tankering operations, and in the event of blockage due to continuous pipe surcharge; • Pay any fine if an environmental incident occurs; • Cleanup and restore an overflow event as a result of failure to properly conduct tankering operations; and • Maintain the temporary sewage tankering facility to ensure that there is no build up of ground water from infiltration into the facility. Indemnify Queensland Urban Utilities in respect of any costs, expenses, claims, suits, damages or liabilities arising out of, or in connection with any claim, demand or action by any third party in relation to the temporary tankering facility and tankering operations, except to the extent that any loss or damage is caused by the wilful or negligent acts of Queensland Urban Utilities, its employees, consultants, contractors, officers and agents. 'Third party' includes but is not limited to residents and regulatory authorities such as the Department of Environment and Resource Management. Imposition of fees or charges for the tankered sewage shall not be imposed however, Queensland Urban Utilities will apply sewerage rates on developed land notwithstanding the developer is tankering at their own cost. Include in any tankering contract the following: • Access to Bundamba WWTP limited between standard operating hours unless prior appointment is made or in the event of an emergency; • Tankers to be appropriately lit; • The tankering operator must be a properly qualified and licenced person and/or company engaged by the developer to operate and/or maintain the temporary sewage tankering facility; • Tankers to be limited to a maximum capacity of 20,000 litres or less; • Tankers to attend at the collection point on a demand basis and have a response time that ensures that no overflow occurs; and • Tankers must not interfere or cause damage to any water and wastewater infrastructure and service. • Contracts to incorporate the operating and contingency procedures outlined in the approved sewerage tankering management strategy. Consent of all affected properties owned by parties other than the developer must be provided to Queensland Urban Utilities as part of the application for the proposed sewerage infrastructure.	
21.	**Stormwater management** a) Submit to the ULDA designs and hydraulic calculations for the proposed stormwater drainage system checked and certified by a Registered Professional Engineer Queensland (RPEQ) generally in accordance with the following documents: • Area 1 Stormwater Management plan – Ripley Valley Urban Core, prepared by MPN Consulting Pty Ltd Ref No. 5874 dated 23rd March 2011 • MPN Consulting letter dated 13th April 2011	Prior to the commencement of site works

	CONDITIONS – RECONFIGURATION OF A LOT	TIMING
	b) The stormwater design and hydraulic calculations for the final design shall show that ''non-worsen' occurs to adjoining upstream and downstream properties for a range of storm events. Non-worsening shall mean no actionable nuisance from changes to flood levels, velocities or flows or rate of floodwater rise or time of inundation. c) Bed and bank protection to be provided to any sections of the watercourse upstream and downstream of areas where hydraulic jumps are predicted by the HECS-RAS modelling. The batter protection should extend for 30 metres upstream and downstream of the location of expected hydraulic jump. d) Construct works in accordance with part (a), (b) & (c) of this condition. e) Connect the development to the Ipswich City Council's stormwater system in accordance with part (a) of this condition. Upon completion and certification of the works the developer shall prepare and provide to the ULDA "As Constructed" plans including an asset register, checked by a Registered Professional Engineer Queensland (RPEQ-Civil), certifying that the works have been completed in accordance with Ipswich City Council construction standards.	Prior to endorsement of survey plan for each stage.
22.	**Filling and Excavation** Submit to the ULDA a Earthworks Management Plan checked and certified by a Registered Professional Engineer Queensland (RPEQ), specialising in geotechnical engineering, generally in accordance with the following: <u>Documents</u> 1) Appendix 2 of MPN letter of the 13th April 2011 2) MPN Drawing titled Lot batter Face Treatment Details; MPN Job No. 5874, Drawing No. RP.3, Rev A 3) Butler Partners letter dated 19th April 2011 4) Butler Partners report ''Broadscale Geotechnical Investigation Residential Subdivision – Lots 1 to 11, Cnr Ripley &Fischer Roads Ripley Valley', Project No. 010-218B, 23rd March 2011. 5) Environmental Soil Solutions Australia Pty Ltd report "Ripley Urban Core: Area 1 & Ripley Road Soil Assessment Report: Factors Affecting Soil Use, Planting Media & Subsoil Management for Landscaping' dated January 2011. <u>Standards</u> 1) The maximum height of any retaining wall which adjoins the side and / or rear boundary of any lot must not exceed 2.0 metres unless otherwise approved in writing by the ULDA. 2) Retaining walls, including footings and drainage systems, must be constructed entirely within the boundaries of the lot and in accordance with the requirements of Planning Scheme Policy 3 – General Works. 3) Any fill within a Building Location Envelope must be compacted in accordance with Section 5 (Compaction Criteria) of AS 3798 – 1996 *"Guidelines on Earthworks for Commercial and Residential Developments"*. 4) All retaining walls 1.0 m in height or greater must be designed and constructed as a cantilevered type wall or alternative as agreed in writing by the ULDA that has a minimum design life of 50 years. (ii) Once constructed, a RPEQ must provide certification that the	Prior to commencement of site works

	CONDITIONS – RECONFIGURATION OF A LOT	TIMING
	walls are structurally sound. (iii) Gravity type retaining walls (i.e. boulder wall) may only be constructed where the height of the wall is less than 1.0m or a maximum height not exceeding quantity two (2) saw cut face A-grade boulders. (iv) Retaining walls greater than 1.0 metre in public places must be provided with railings or other barriers to provide pedestrian safety. In addition to the above the Earthworks Management Plan shall:- • Link and support the Soil and Erosion Plan • Fully detail areas where dispersive soils will be disturbed, treatment of dispersive soils and there rehabilitation. + • Full details of any areas here surplus areas are to be stockpiled Submit certification to the ULDA by a RPEQ specialising in geotechnical engineering stating that all constructed cut/fill batters and/or retaining structures have achieved adequate stability with a factor of safety greater than 1.5 and that all cut and fill operations have been carried out in accordance with AS3798 and any unsuitable material encountered has been treated or replaced with suitable replacement material.	Prior to endorsement of survey plan for each stage.
23.	**Erosion and Silt Management** Submit to the ULDA a Soil and Erosion Plan checked and certified by a Registered Professional Engineer Queensland)RPEQ) in accordance with the following:- (a) A Sediment and erosion control in accordance with "*Best Practice Erosion and Sediment Control*" published by the International Erosion Control Association (Australasia) November 2008 must be approved by the assessing authority. (b) The developer must install silt management facilities at commencement of construction and maintain these facilities until development work is complete and adequate grass cover is obtained. (c) Silt traps must be sited upstream from any park or reserve area discharge point preferably on land comprising future allotments, such that no silt impinges on the park or reserve areas. The silt trap areas may be phased out after the development work is complete and adequate grass cover is obtained. (d) Diversion drains and ponds, as necessary, must be installed on the site before any other work is undertaken on site to ensure that water containing silt, clay, solids or contaminants is contained and/or isolated. (e) The sediment and erosion control must include, but not be limited to the following:- (i) Show contours on, and surrounding, the site so that catchment boundaries can be seen. (ii) Provide background information including site boundaries, contour maps, existing vegetation, location of site access and other impervious areas and existing and proposed drainage pathways with discharge points.	Prior to commencement of site works.

	CONDITIONS – RECONFIGURATION OF A LOT	TIMING
	(iii) Provide a program of works containing details on the nature and specific location of works (revegetation, cut and fills, run-off diversions, stockpile management, access protection), timing of measures to be implemented and maintenance requirements. (iv) Include E&SC plans to indicate the staging of works, and scheduling of progressive and final rehabilitation as works progress. Revegetation must take place immediately after earthworks are complete in any given part / stage of the site. (v) Identify the riparian buffers and areas of vegetation which are to be protected and fenced off to prevent vehicle access. (vi) The location and engineering details with supporting design calculations for all necessary sediment basins. (vii) Provide details of chemical flocculation proposed, including equipment, chemical, dosing rates and procedures, quantities to be stored and storage location, and method of decanting any sediment basin. (viii) The location and diagrammatic representations of all other necessary erosion and sediment control best management practice. (ix) Identify the clean and disturbed catchments, and flow paths, showing diversion of clean water runoff, collection drains and banks, and location of discharge outlet points. (x) Show calculated flow velocities, sizing and channel lining protection, and velocity/energy checks required for all stormwater diversion and collection drains, banks, chutes, and downstream outlets. (xi) Location of topsoil stockpiles. (xii) A site based management plan (SBMP) setting out maintenance and monitoring measures including monitoring of sediment basin releases. The SBMP should include adaptive and contingency management measures for the site to ensure E&SC measures are effective at all times, particularly prior to, during and after wet weather. (xiii) The ESCP must be supported by an Erosion and Sediment Control Plan Checklist in accordance with Chapter 5.10 of the above referred publication for Best Practice Erosion and Sediment Control for building and construction sites. (f) Site clearing must not extend beyond that necessary to provide up to eight (8) weeks of site activity during those months when the actual or average rainfall is less than 45mm, six (6) if between 45 and 100mm, four (4) weeks if between 100 and 225mm, and two (2) weeks if greater than 225mm subject to the approval of an earthworks and sediment control plan by the ULDA.	

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
24.	**Internal - Roadworks**	
	a) Submit to the ULDA engineering design and construction drawings for each stage of development, checked and certified by a Registered Professional Engineer of Queensland (RPEQ-Civil), generally in accordance with: • Bitzios Consulting letter dated 19 April 2011. • Cross section details of each internal road, in accordance with MPN Consulting Drawing 5874-PSK69 and shall include a 1.5 metre footpath within both verges for the Minor Neighbourhood Link and Medium (24m wide) and the Minor Neighbourhood Link (20.5m wide)	Prior to the commencement of construction
	b) Construct the road works generally in accordance with part a) of this condition Road construction standards, traffic signs, pavement markings shall be in accordance with Ipswich City Council standards.	Prior to endorsement of survey plan for each stage.
	c) Submit to the ULDA as constructed drawings and certification from an RPEQ (Civil) that all roads and associated works (e.g. stormwater drainage, kerb and channel, concrete footpaths, signage, traffic islands) have been constructed in accordance with part a) of this condition.	Prior to endorsement of survey plan for each stage.

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
25.	**Roadworks** The design and construction of roadworks must confirm with the following:- (a) All roadworks must be designed and constructed in accordance with Ipswich City Council's Policies and Standards, the DMR *Road Planning & Design Manual* and Austroads Publications. The design and construction of each road or street must ensure that the speed environment, geometry, sight distances, carriageway widths, lighting, facilities for bus stops, refuse collection vehicle movements, pedestrians and cyclists, and on-street parking and other physical attributes are consistent with the function and role of the road or street in the transportation network. (b) Roads must be constructed with concrete kerb and channel, asphalt concrete surfacing and associated works, for the full length of all property frontages. Kerb ramps in accordance with Ipswich City Council's Standard Drawing SR.18 must be provided at all intersections. (c) Road pavements must be designed and constructed in accordance with the Ipswich City Council's Planning Scheme Policy 3 - General Works, Chapter 5 – Roadworks. (d) Kerb ramps must be constructed in accordance with Ipswich City Council's *Standard Drawing SR.18* at all intersections and at additional locations where they are required to connect concrete pathways and cycleways. Generally at "T" intersections, four (4) kerb ramps are required. (f) Any terminating roads that may be extended as a part of a later stage must be provided with a minimum 18m diameter gravel turn around area with a two-coat bitumen seal. Hazard markers and delineator posts must be erected to define the turnarounds. (g) A vehicle turning area must be provided at the end of all "No Through" roads and culs-de-sac. Circular cul-de-sac turning heads, based on a minimum turning circle of 9.0m radius, are preferred. (h) "No Through Road" signs must be erected at the entries to all culs-de-sac and terminating roads. (i) The developer must provide concrete footpaths and cycleways in accordance with approved Plan No. BRLB3649.000-133 Rev G dated 21/3/11and Ipswich City Council's Standard Drawing SR.19. The footpaths must be on the same side as the street lights, and the longitudinal grade must not exceed 1:8 unless otherwise approved by the ULDA. (j) Provision must be made for 6.0m radius, three-chord truncations of property boundaries at intersections. The 6.0m distance is measured along the boundary of the property on each frontage from the corner. (k) All streets must include the provision of street lighting designed in accordance with Australian Standard AS1158 Series and installed in accordance with Energex Rate 2.	Prior to endorsement of survey plan for each stage.

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
26.	**External Roadworks**	
	a) Submit to the ULDA engineering design and construction drawings for external roadworks,, checked and certified by a Registered Professional Engineer of Queensland (RPEQ-Civil) for the following external intersections:- • The Ripley Road / New Road at the existing Ripley Road / Aulds Road intersection. • The Ripley Road / New Road (Primary Access) – to be constructed prior to survey plan endorsement for stage 2 The intersections shall be constructed initially in an interim arrangement as documented in the Bitzios Consulting letter P0719.002L dated 19 April 2011 and in accordance to Ipswich City Council standards. A traffic engineering assessment of the intersections shall be submitted with the designs specially addressing the following: 1) Sight distance, demonstrating that the proposed access location complies with Austroads intersection sight distance requirements. 2) Intersection capacity at year of opening and in the year 2021. The 2021 assessment is to adopt and document the appropriate assessment values for two-stage manoeuvre, including critical gap and follow-up headway parameters, and queue values for the proposed central storage area. 3) Horizontal geometry, demonstrating that the proposed intersection upgrades can be accommodated by the existing road reserve area.	Prior to the commencement of construction
	b) Construct the road works generally in accordance with part a) of this condition	Prior to endorsement of survey plan for each stage.
	c) Submit to the ULDA as constructed drawings and certification from an RPEQ (Civil) that all roads and associated works (e.g. stormwater drainage, kerb and channel, concrete footpaths, signage, traffic islands) have been constructed in accordance with part a) of this condition	Prior to endorsement of survey plan for each stage.

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
27.	**Road Closures and Openings** Part of Aulds Road is to be closed as shown on Plan No. BRLB3649.000-146 Rev B dated 16/3/11 prior to endorsement of the survey plan for Stage 9. Should the survey plan for Stage 1 be endorsed and registered prior to the finalisation of the road closure, that part of Aulds Road is to be closed to traffic. Vehicular access between Aulds Road and Ripley Road shall be via the new intersection to be constructed in accordance with Condition 26. Access to Aulds Road from Stage 1 shall be restricted as shown on Plan titled "Preferred Option 2 – Aulds Road" dated 18/7/11 until such time as Aulds Road is upgraded. In accordance with the provisions of Ipswich City Council Local Law 12, in situations where subdivision plans are registered and a road reserve is created prior to the finalisation of the construction of the formed road, the road is permitted to remain physically closed to pedestrian and vehicular traffic in accordance with an approved traffic management plan, until the roadworks are accepted "On Maintenance", or unless otherwise directed by the assessing authority.	Prior to survey plan endorsement for Stage 1.
28.	**Sewer Works** Submit to the ULDA a bank guarantee for an amount equivalent to the cost of providing external sewerage system from the site to an approved connection point. The bank guarantee shall remain in place until such time as the approved lots are connected to sewer.	Prior to endorsement of survey plan for each stage.
29.	**Street lighting** Design and install a street lighting system (including connections and energising) to all roads within the subdivision and to all footpaths/bikeways within road reserves and parks associated with the subdivision at no cost to Council The design and construction of the street lighting system must: • meet the relevant requirements of the electricity supplier • be acceptable to the electricity supplier as 'Rate 2 Public Lighting' • be installed by the developer in accordance with the Australian Standard 1158.3.1 Series for Pedestrians and Vehicles. All street lighting associated with the development must be certified by an RPEQ. Street lighting must be installed on the same side as concrete footpaths (where applicable).	Prior to endorsement of survey plan for each stage.
30.	**Electricity** Submit to the ULDA either: a) written evidence from Energex confirming that existing underground low-voltage electricity supply is available to the newly created lots or b) written evidence from Energex confirming that the applicant has entered into an agreement with an authorised electricity supplier (e.g. Energex) to provide underground electricity services. c) Confirmation that electricity and telecommunications have been constructed in the approved allocation as detailed in Ipswich City Council Standard Drawings SR.22 and SR.23	Prior to endorsement of survey plan for each stage.

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
	(Electricity and telecommunications drawings must be co-ordinated with civil engineering design documents, to ensure that service conflicts are avoided)	
31.	**Telecommunications** Submit to the ULDA documentation from an authorised telecommunication service provider confirming that satisfactory agreements have been made for the provision of underground telecommunication services to each new lot within the proposed subdivision. (Telephone and cable services may be laid in a combined trench with electricity cables, subject to the approval of the relevant energy provider and the authorised telephone or cable service provider)	Prior to endorsement of survey plan for each stage.
32.	**Broadband** Provide infrastructure within the development to accommodate NBN services in accordance with NBN Co Limited *'New Developments: Deployment of the NBN Co Conduit and Pit Network – Guidelines for Developers'*, Doc. No NBN-TE-CTO-194, issue date 1st April 2011.	Prior to endorsement of survey plan for each stage.
33.	**Service Conduits & Mains** Submit confirmation from the relevant authorities a) That service allocation arrangements within the road verges meet the reasonable requirements of each of the Utility Authorities. b) Supply and install all reasonable service conduits and meet the cost of any alterations to public utility mains, existing mains, services or installations required in association with the approved development. Joint use service trenches are to be utilised where possible. *(The developer must provide appropriate road crossing conduits in accordance with Ipswich City Council Standard Drawings SR.22 and SR.23. Where concrete footpaths are to be constructed, the conduits must be extended to the property boundaries)*	Prior to commencement of works on site.
34.	**Infrastructure Contributions** Pay to the Urban Land Development Authority a monetary contribution towards the cost of the provision of essential infrastructure. The contribution has been calculated based on the *ULDA Interim Funding Framework for Ripley Valley, Greater Flagstone and Yarrabilba UDA's 2010/2011*. The charge will be adjusted each July in accordance with the 5 year rolling average of the Road and Bridge Construction Queensland Index.	Prior to endorsement of survey plan for each stage

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
	The current applicable general infrastructure charge is: | Dwelling Type	Number of Lots	Cost per Lot	Sub-total
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Small Dwelling Lot (Less then 400sqm)	89	$24,000	$2,136,000
Duplex Lots	12	$24,000	$288,000
Medium Dwelling Lot (400-599sqm)	155	$25,000	$3,875,000
Large Dwelling (Greater the 600sqm)	4	$26,500	$106,000
		Total	**$6,405,000** | ** Charge will be adjusted each July in accordance with the 5 year rolling average of the Road and Bridge Construction Queensland Index* A general infrastructure charge has been applied to each lot at the rate applicable for the 2010/11 financial year. This rate will remain fixed until the 30th September 2011 or until the Funding Framework for Ripley Valley is in force, whichever is the later. The Interim Funding Framework will continue to apply to this approval after the Funding Framework is adopted with annual increases applied in accordance with the 5 year rolling average of the Road and Bridge Construction Queensland Index. A credit will be applied when infrastructure charges are payable for the development of each lot. A credit will also apply for creditable trunk infrastructure works. Alternatively enter into an infrastructure agreement with the ULDA.	
35.	**Pre-Construction Certification** No work shall commence until the ULDA acknowledges in writing receipt of certification package(s) from the Project Coordinator in accordance with ULDA Certification Procedures Manual.	Prior to commencement of construction
36.	**Post-Construction Certification** Submit Post-Construction (Practical Completion) Certification, approved forms and "as Constructed" plans including an asset register, certified by a Registered Professional Engineer Queensland (RPEQ), that the plans are a true record of the works "as constructed" are in accordance with the approved plans.	Prior to endorsement of survey plan for each stage.
37.	**Streetscape Works** a) Prepare and submit to the ULDA for approval Streetscape Works Plan detailing proposed works: • Appropriate pavement treatments including finished surface levels, cross-falls and longitudinal grades • Appropriate footpath location • Street tree location and species, the ground preparation works and monthly maintenance plan • Road uses adjacent to the kerbing (e.g. public transport stops, parking bays, No Standing zones etc). • Identify all new and existing trees within the dedicated road, including those	Prior to commencement of works on site

CONDITIONS – RECONFIGURATION OF A LOT		TIMING
	to be retained and those to be removed • Identify the location/ proximity of services within the road reserve • Provide details of proposed planting including common and botanical names and height and spread at maturity Such streetscaping must be completed in accordance with the approved streetscape plan.The plan is to be prepared by an Australian Institute of Landscape Architects registered landscape architect. b) Undertake the works in accordance with the approved streetscape works required under part (a) of this condition. Works are to be carried out in accordance with the following standards: • AS1428.1 Design of Access and Mobility • AS1428.4 Tactile Ground Surface Indicators • Best Trade Practice (Part B of the Compliance Certificate – Landscape Works) • AS/NZA 1158.3.1, 1999 pedestrian Area Lighting • Ipswich City Council's Street Tree Strategy and Ipswich City Council's Standard Drawings This work is to be certified by a suitably qualified urban design/landscape architect or registered Practicing Engineer – Queensland RPEQ professional in accordance with the ULDA Certification Procedures Manual and to the satisfaction of the ULDA. c) On completion of this work submit written certification and "as constructed" plans to the ULDA demonstrating compliance with this condition. The developer must maintain street trees for a period of twelve (12) months after an 'On-Maintenance' inspection.	Prior to endorsement of survey plan for each stage. Prior to endorsement of survey plan for each stage.

CONDITION – PLAN OF DEVELOPMENT (POD)		TIMING
38.	**Infrastructure Contributions** Infrastructure contributions must be paid to the Planning Entity in respect of each building constructed on the site (the Infrastructure Contributions). The Infrastructure Contributions will be calculated at the time of payment as follows:- i. For any part of a building used for non-residential use in accordance with the formula A x B, where:- A = the Contribution Rate (as indexed) on the date of payment of the Infrastructure Contributions and B = the Gross Floor Area of the building endorsed through "Compliance Assessment" divided by 100. ii. For any part of a building used for residential use, the total of the Infrastructure Contributions for each type of dwelling unit where the Infrastructure Contributions for each type of dwelling unit will be calculated in accordance with the formula A x B, where:-	Prior to endorsement of community management statement or commencement of use whichever occurs first.

<table>
<tr><th colspan="2">CONDITION – PLAN OF DEVELOPMENT (POD)</th><th>TIMING</th></tr>
<tr><td></td><td>
A = the Contribution Rate for each type of dwelling unit being constructed i.e. small, medium or large (as indexed) on the date of payment of the Infrastructure Contributions and

B = the number of dwelling units of that type being constructed.

iii. The Contribution Rate means the applicable rate set out in Table 1 below (as indexed).

iv. Gross Floor Area means the total floor area of all storeys of a building, including mezzanines, measured from the outside of external walls or the centre of a common wall, excluding areas used for:-
• building services, plant, vertical transportation systems
• ground floor public lobby or access way
• a public mall in a shopping complex
• the parking, loading docks and manoeuvring of vehicles and bicycles
• end of trip facilities for pedestrians and cyclists and
• private balconies whether roofed or not.

Table 1 – Infrastructure Contribution Rates
<table>
<tr><th>2010/11</th><th>Small(1)</th><th>Medium(1)</th><th>Large(1)</th></tr>
<tr><td>Residential Units</td><td></td><td></td><td></td></tr>
<tr><td>Contribution Rates</td><td>$18,000(2)</td><td>$23,000(2)</td><td>$25,000(2)</td></tr>
<tr><td>Non-residential</td><td></td><td></td><td></td></tr>
<tr><td>Retail/Commercial (per 100ms GFA)</td><td colspan="3">At the rate applicable at the time of payment</td></tr>
</table>
(1) S<60m2 GFA, M=60-100m2 GFA & L>100m2 GFA
(2) Exclusive of GST
A credit will be applied where infrastructure charge/s have been paid at the ROL stage.
</td><td></td></tr>
<tr><td>39.</td><td>
Indexation of Infrastructure Contributions

The Infrastructure Contribution Rates in table 1 will be reviewed on 1 July each year (the “Review Date(s)”) and will be increased by the amount calculated by multiplying the Infrastructure Contribution Rate. Review Date by the annual compounding average for the Queensland Roads and Bridges Construction Index for the preceding five (5) calendar years with this average to be calculated in accordance with the following formula:-

C/B to be converted to an annual compounding average

Where:-
B = the Queensland Roads and Bridges Construction Index for the last quarter of the calendar year immediately prior to the relevant Review Date

C = the Queensland Roads and Bridges Construction Index for the last quarter of the calendar year five (5) years prior to the relevant Review Date

but the amounts will not be reduced below those prior to the Review Date.
</td><td></td></tr>
</table>

Certification

Post-Construction certification is required prior to 'On Maintenance'. The format and documents required shall in accordance with Ipswich City Council standards, the ULDA will require a minimum 2 copy, bound in a A4 arch folder and 2 electronic copy on disk. Documents to be included but limited to, shall include:

1.A Post Construction Certification form
2.A Uncompleted Works Bond form
3.Report of Compliance with Development Approval Conditions from Project Coordinator
4.As Constructed Drawings
5.Compliance Test Records i.e. CCTV results etc
6.A list of non-compliance items
7.Material testing results

At the completion of the post-construction certification process the work assets will be transferred to Ipswich City Council.

Alternative Sewerage Solutions

The applicant shall consider alternative sewerage solutions that could be instigated in the short and longer term in lieu of the proposed tinkering solution.

Fire Ants

(a) In accordance with the *Plant Protection Act 1989* and the Plant Protection Regulation 1990, a quarantine notice has been issued for the State of Queensland to prevent the spread of the Red Imported Fire Ant (ant species Solenopsis invicta) and to eradicate it from the State.

(b) It is the legal obligation of the land owner or any consultant or contractor employed by the land owner to report the presence or suspicion of Fire Ants to the Queensland Department of Primary Industries and Fisheries on 132523 within 24 hours of becoming aware of the presence or suspicion, and to advise in writing within seven days to:

Director General
Department of Primary Industries and Fisheries
GPO Box 46, Brisbane QLD 4001

(c) It should be noted that the movement of Fire Ants is prohibited, unless under the conditions of an Inspectors Approval. More information can be obtained from the Queensland Department of Primary Industries and Fisheries website www.dpi.qld.gov.au.

(d) The land over which you have made a development application is within a suburb known to have Fire Ants and as such is within a "Restricted Area". The presence of Fire Ants on the site may affect the nature, form and extent of works permitted on the site. In view of this it will be necessary for you to contact the Department of Primary Industries and Fisheries to investigate the site and for you to implement any necessary matters required by that Department prior to the commencement of any works.

Noise and Dust Emissions

All development involving the emission of noise and dust from building/construction activities requires that the emission be in accordance with the requirements of the *Environmental Protection Act 1994.*

Pursuant to Division 3 Section 440R of the Environmental Protection Act 1994, a builder or building contractor must not carry out building work on a building site in a way that makes or causes audible noise to be made from the building work-

(a) on a Sunday or public holiday, at any time; or
(b) on a Saturday or business day, before 6:30am or after 6:30pm.

Development Scheme Fee

A Development Scheme Fee will apply at the time of plan sealing (in accordance with Section 128 of the Urban Land Development Authority Act 2007) to recover a proportion of costs incurred by the ULDA in preparing the Development Scheme for Ripley Valley. The fee payable is at the rate prevailing at the time of payment. The current rate is $750 per dwelling/lot.