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Our Ref: 6837-PD(STG1)
EDQ Ref: DEV2010/092
Date: 22 March 2013

Attn: Brianna Fyffe
Minister for Economic Development Queensland
Level 4
229 Elizabeth Street
BRISBANE QLD 4000

Via: **Delivery and Email (Brianna.Fyffe@dsdip.qld.gov.au)**

Dear Brianna

RE: **RESPONSE TO INFORMATION REQUEST,
RESPONSE TO FURTHER ISSUES AND
REQUEST TO CHANGE APPLICATION
BARRAMS ROAD, SOUTH RIPLEY
Lots 59 to 61 on S151855 and Part of Barrams Road (to be closed)**

We act on behalf of Amex Corporation Pty Ltd, regarding the UDA (now PDA) Amendment Application lodged with the former Urban Land Development Authority (ULDA) on 30 January 2013 over the abovementioned land. The Amendment Application seeks approval for the following aspects of development:

- **Development Permit for Reconfiguring a Lot** for 3 into 187 lots (180 residential lots, 4 management lots, 3 balance lots, new road and park)
- **Development Permit for Material Change of Use (Plan of Development)** for 178 houses including display homes and 2 multiple residential

On 28 February 2013 an Information Request was issued by Economic Development Queensland (EDQ) under Section 83 of the *Economic Development Act 2012* (ED Act). Accordingly, this letter and attachments constitute a response to the Information Request.

In addition, responses are provided to address the 'further issues' raised by EDQ in the meeting held on 8 February 2013 and by e-mail.

Finally, to accommodate the responses above, we submit a request to change the application under Section 92 of the ED Act.

These matters are dealt with the sections below.

RESPONSE TO INFORMATION REQUEST

1. **Traffic Assessment**

Provide a complete local traffic impact assessment for Stage 1 addressing vehicle circulation, all vehicle movements at intersections, including safety.

Response

A traffic technical memorandum addressing the following issues is attached:

- Width and management of pedestrians and car parking along the proposed one-way 8.5m to 9.0m width service lane
- Traffic circulation associated with the service road and movements at the western intersection on Barrams Road

A cross section of the 9.0m width section of the service lane has been added to drawing 7901.47.012-142 Rev D to illustrate the different treatment proposed on each side of the carriageway to manage pedestrian movement, prevent vehicle parking, and allow garage access to Lots 16-20.

Refer to Attachment A – Traffic Technical Memorandum

Refer to Attachment B – Amended Development Proposal Plans

2. **Bundamba Creek Buffer**

Provide cadastral information that details the western most boundary of proposed Lot 9000 and 50m from the top of bank buffer to Bundamba Creek.

Response

Following consultation with the Department of Natural Resources & Mines, we understand that cadastral boundaries on future Survey Plans will reflect the original surveyed boundaries of Bundamba Creek.

Note that the current Amendment Application does not propose to alter the shape and size of Lot 9000 from that approved although it may be necessary to separate drainage reserve and freehold open space components once detailed stormwater design has been completed.

Figure 1 following is an extract from an analysis of the location of 'top of bank' and a 50m buffer zone as part of an overall 100m wide riparian corridor along Bundamba Creek.

This indicates that while the northern section of the Lot 9000 boundary is within a 50m measurement from the low top of bank, the southern section is greater than 50m and the distance at the narrowest point to the actual 'kick about area' recreational use exceeds 50m. Therefore, an overall riparian corridor of greater than 100m will be achieved. Again it is reiterated that cadastral boundaries on future Survey Plans will reflect the original surveyed boundaries of Bundamba Creek.

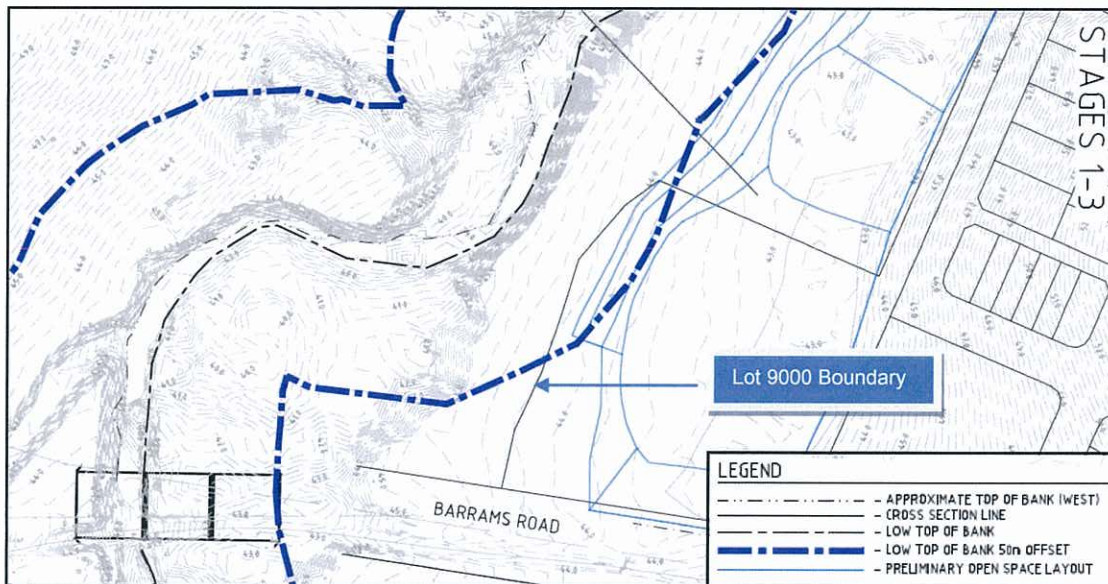


Figure 1 – Relationship of 50m buffer zone to Lot 9000 Boundary

RESPONSE TO FURTHER ISSUES

Additional items raised by EDQ are addressed as follows:

- **Lots <250m²** – Typical designs for the lots which have a frontage of less than 10m are provided to demonstrate that suitably liveable dwellings can be provided which will integrate with the surrounding character of urban development. The plans illustrate the key components of each dwelling, comprising:
 - Prominent entrance
 - Unobtrusive vehicle accommodation
 - Habitable internal living spaces
 - Outdoor recreation/ entertainment space

These plans would be suitable for the following lots:

- **6.0m lots** – terrace 1.5-01 and 2-01 (rear access) and rivergum designed terrace (rear access – current Fitzgibbon Chase product)
- **8.5m lots** – urban 1-01, 2-02, 2-03 and 3-01 and ausbuild designed terrace (rear access)

As builder partnerships are formed in relation to this project, there may be improved or alternative designs proposed to those submitted at the present time. Accordingly, it is requested that these can also be accepted for the subject lots, such as through post-approval EDQ endorsement or compliance assessment.

The following building staging/ construction techniques will be used:

- **6.0m lots** – integrated construction – attached or one sided built to boundary wall product that will be sold as a home and land package. Accordingly, we request that a condition be inserted to allow the titling of these particular lot types to be delayed until building construction has commenced to ensure that the final boundaries accurately reflect the physical position of the shared walls. The lots will be temporarily in a management 'superlot' at the time of registration of the rest of the

development stage including roads and parks, and then will be submitted for registration once the building shell is sufficiently complete.

- **8.5m lots** – no special techniques proposed – one sided built to boundary wall product will be similar to lots of 10m or greater and will be sold as land only or a home and land package

Refer to Attachment C – Small Lot Designs

- **Parking Analysis** – In support of the creation of lots having a frontage of less than 12.5m, a parking analysis plan is attached identifying the provision on on-street parking in excess of the 0.75 spaces per dwelling rate specified by Guideline No. 7.

Refer to Attachment B – Amended Development Proposal Plans

- **Road Layout** – The following plans are provided to replace those included in the approval, with an additional plan provided illustrating the one-way service lane where providing rear access to properties:

Title	Number	Date	Number	Date
Approved		Amended		
Layout Plan and Road Longitudinal Section – Sheet 1 of 3	7901.47.012-111	22/02/11	7901.47.012-111 Rev A	23/01/13
Layout Plan and Road Longitudinal Section – Sheet 2 of 3	7901.47.012-112	22/02/11	7901.47.012-112 Rev B	15/02/13
Interim bridge cross section	7901.47.012-141	22/02/11	7901.47.012-141 Rev B	30/01/13
Interim road cross section – Sheet 1 of 2	7901.47.012-142	22/02/11	7901.47.012-142 Rev D	18/03/13

Refer to Attachment B – Amended Development Proposal Plans

- **Block Length** – To enhance connectivity throughout the development stages, a 14m width road link has been inserted which will add convenience in particular for pedestrians accessing the local neighbourhood centre, district recreation park and bus stop to the west and the school, community facilities and district centre to the east.

Refer to Attachment B – Amended Development Proposal Plans

- **Barrams Road Width** – Due to the provision of one-way service lanes along the realigned Barrams Road, the cross section proposed for this road has changed although the through traffic function remains consistent as follows:

Verge	Parking	Cycle	Traffic	Median	Traffic	Cycle	Parking	Verge	Total
5.0	2.5	1.5	7.0	4.5	7.0	1.5	2.5	5.0	36.5
6.25*	-	2.0	7.0	5.0	7.0	2.0	-	6.25*	35.5*

*Note – verge width reduces to 5.0m after service lane section to 33.0m total

Refer to Attachment B – Amended Development Proposal Plans

REQUEST TO CHANGE APPLICATION

The following changes are requested to the application:

- Inclusion of the lots indicated by dashed lines as lots to be approved through the current process, as typical house designs and a parking analysis have been provided as requested by EDQ;
- Removal of two lots for the provision of a 14m wide road connection through the second block back from Barrams Road to enhance permeability as requested by EDQ; and
- Inclusion of additional lots serviced by a laneway opposite the local neighbourhood centre in accordance with the preferences of Ipswich City Council.

These changes are not considered to be substantially different as the dashed lots were indicated on the lodged plan and are being considered by EDQ as an integral part of the development layout and on-street parking requirements. The provision of the road connection was requested by EDQ and matches the established grid pattern. The loss of two lots to facilitate this road connection is balanced by the two additional lots resulting from the second laneway precinct opposite the local neighbourhood centre.

Accordingly, we provide the following plans for approval by EDQ:

Title	Number	Date	Number	Date
Lodged		Amended		
Plan of Subdivision – Stages 1-3 Allotment Layout	6837-121 Rev G	23/01/13	6837-121 Rev I	13/03/13
Plan of Development – Stages 1-3	6837-127 Rev D	23/01/13	6837-127 Rev F	13/03/13
Plan of Development – Stages 1-3 (Parking Analysis)	-	-	6837-185 Rev A	13/03/13

Refer to Attachment B – Amended Development Proposal Plans

As a result of this change, the Amendment Application will now be described as:

- **Development Permit for Reconfiguring a Lot** for 3 into 197 lots (193 residential lots, 1 management lot, 3 balance lots, new road and park)
- **Development Permit for Material Change of Use (Plan of Development)** for 191 houses including display homes and 2 multiple residential

We trust this information is sufficient for your purposes, however should you require any further details or clarification, please do not hesitate to contact the writer by telephone on 3124 9367 or via email at julian.kemp@rpsgroup.com.au.

Yours sincerely

RPS



JULIAN KEMP
Senior Planner

cc: Amex Corporation

enc: Attachment A – Traffic Technical Memorandum
Attachment B – Amended Development Proposal Plans
Attachment C – Small Lot Designs

Attachment A

TRAFFIC TECHNICAL MEMORANDUM

Technical Memorandum

Title	Ripley, Secondary Urban Centre East Stage 1 Service Road		
Client	AMEX Corporation	Project No	790147
Date	12 March 2013	Status	Final
Author	Brett McClurg	Discipline	Traffic and Transport
Reviewer	Brett McClurg	Office	Brisbane

This Technical Memorandum has been prepared to address particular matters (see below) raised by Department of State Development, Infrastructure and Planning (DSDIP in an email dated 18 February 2013. Those items relate to the plan of development which is generally as per the plan included at Appendix A noting that some lot layout changes (not relevant to these traffic matters) have since been made. The particular traffic matters are repeated as follows:

- > *the preference is not to introduce one-way movements in residential areas however with the proposed one-way service road and laneway – provide a complete local traffic impact assessment for Stage 1 addressing vehicle circulation, all vehicle movements at intersections, including safety (e.g. there is a potential safety issue for traffic required to access the proposed one-way service road via the new (western) north/south road. This traffic will be required to enter Barrams Rd and then immediately turn left) both short and long term (i.e. with Barrams Rd upgraded to 4 lanes +median)*
- > *the proposed 9m width of the laneway does not accord with EDQ standard of 6.5m. The 9m will encourage illegal verge parking and potentially higher vehicle speeds*
- > *justification for footpath in laneway which is not in accord with EDQ standard.*

Introduction

The proposed road design for Stage 1 of the AMEX Secondary Urban Centre East (SUCE) incorporates the following elements (see plan at Appendix A):

- > Barrams Road runs east-west and provides for access to Stage 1 residential land to the north of Barrams Road
- > Such access (for residential land to the north) is via:
 - north-south road (Road A) at western end of Stage 1 – this will also provide access for future Stages 2 and 3
 - north-south road (Road B) at eastern end of Stage 1 – this will also provide access for future Stages 2 and 3 plus further development stages north and east of Stage 1
 - east-west Service Road running one way eastbound adjacent to Barrams Road, directly serving 17 residential lots within Stage 1.

It would appear that the issue of concern to DSDIP is the east-west Service Road running one way eastbound adjacent to Barrams Road, in particular the following points:

- > traffic circulation
- > traffic movement at intersections, in particular the Barrams Road/Road A/Service Road intersection
- > width of the Service Road, and potential parking issues
- > inclusion of a footpath within the Service Road verge.

Conclusion

In summary, it is concluded that the proposed design represents an acceptable and safe traffic arrangement for the Stage 1 (and Stages 2 and 3) precinct.

Brett McClurg

A handwritten signature in black ink, appearing to read 'B. McClurg', with a stylized, cursive script.

Senior Principal – Traffic and Transport
RPEQ 7628

Ripley, Secondary
Urban Centre East

APPENDIX A

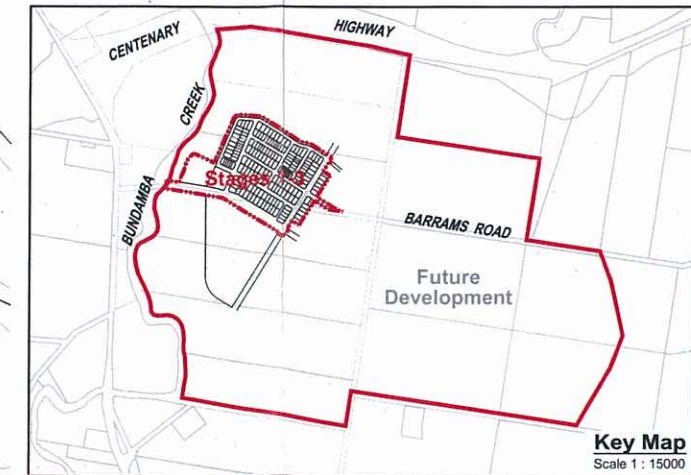
DEVELOPMENT PLANS

Attachment B

AMENDED DEVELOPMENT PROPOSAL PLANS

OVERALL LAND USE BUDGET

Land Use Budget	Area	Percentage
Area of Stages 1-3	17,579 ha	100.0%
Saleable Area		
Area of Residential Lots	8,882 ha	50.5%
Area of Sales & Convenience Centre	0.590 ha	3.4%
Total Area of Allotments	9,472 ha	53.9%
Roads		
Trunk Collector Road	2,681 ha	15.3%
Local Roads	3,501 ha	19.9%
Total Area of New Road	6,182 ha	35.2%
Open Space		
Area of District Park, Green Links & Stormwater Management	1,925 ha	11.0%
Total Area of Open Space	1,925 ha	11.0%
Road Type		
Total Length of New Road	3432m	
6.5m wide lane - 5.5m pavement	120m	
8.5m wide lane - 5.5m pavement	195m	
9m wide lane - 5.5m pavement	66m	
12.25m wide road - 6.5m pavement	596m	
14m wide road - 6.5m pavement	786m	
16.5m wide road - 8m pavement	659m	
17.7m wide road - 8m pavement	118m	
23.5m wide road - 10m pavement	380m	
33.7m wide road	248m	
35.5m wide road	264m	



REVISION

A: 01/10/10 Amend lot layout
 B: 18/10/10 Amend lot layout
 C: 08/11/10 Amend lot layout
 D: 18/11/10 Amend lot layout
 E: 01/03/11 Amend lot layout
 F: 17/12/12 Amend lot layout
 G: 23/01/13 Amend lot layout
 H: 05/03/13 Amend lot layout
 I: 13/03/13 Amend staging

Note:
 All dimensions and areas are approximate only, and are subject to survey and Council approval.
 Dimensions have been rounded to the nearest 0.1 metres.
 Areas have been rounded down to the nearest 5m².
 The boundaries shown on this plan should not be used for final detailed engineers design.
 Contours are to be

Source Information:
 Site boundaries: DTS
 Adjoining information: DCDB
 Contours: Cardno

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AMEX

PROJECT
SECONDARY URBAN CENTRE EAST

PLAN OF SUBDIVISION
 STAGES 1-3
 ALLOTMENT LAYOUT

Level Datum
 Origin

Date 13 MARCH 2013
 Comp By: JLS
 DWG Name: 6837-121
 Local Authority: IPSWICH CITY COUNCIL

Locality: RIPLEY

Job Reference: 6837

Scale: 1:1000 Sheet: A1

Plan Ref: 6837-121 Rev: I

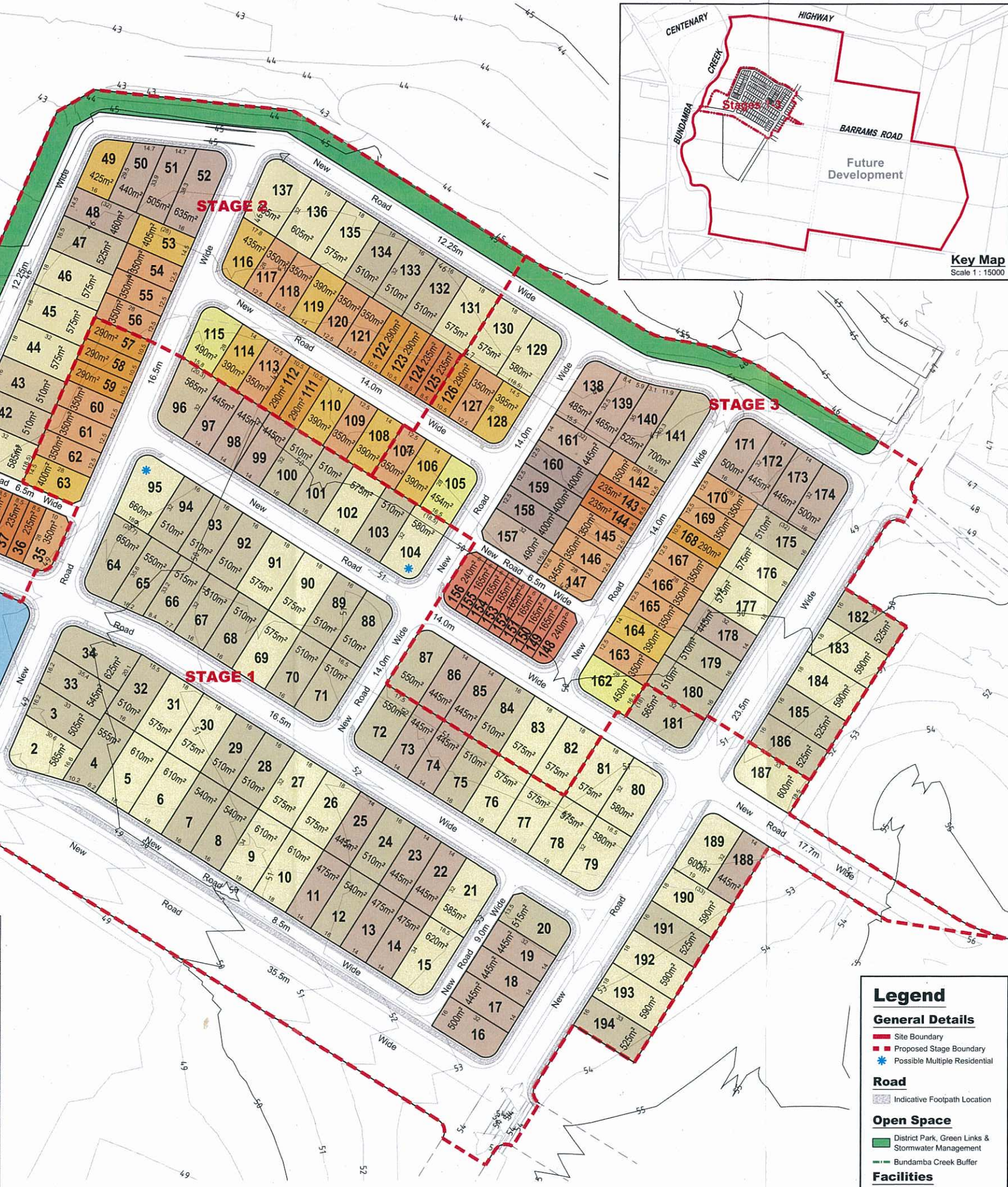


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DEVELOPMENT STATISTICS

		Stage 1		Stage 2		Stage 3		Overall	
Allotment Type	Typical Lot Dimensions	No. of Lots	Percentage	No. of Lots	Percentage	No. of Lots	Percentage	No. of Lots	Percentage
Standard Allotment 28m Product									
Terrace Allotment	6m x 28m	0	0.0%	0	0.0%	9	14.5%	9	4.7%
Cottage Allotment	8.5m x 28m	0	0.0%	6	12.8%	2	3.2%	8	4.1%
Villa Allotment	10.5m x 28m	3	3.6%	4	8.5%	2	3.2%	9	4.7%
Premium Villa Allotment	12.5m x 28m	3	3.6%	11	23.4%	12	19.4%	26	13.5%
Courtyard Allotment	14m x 28m	1	1.2%	7	14.9%	3	4.8%	11	5.7%
Traditional	16m x 28m	0	0.0%	1	2.1%	2	3.2%	3	1.6%
Sub Total		7	8.3%	29	61.7%	30	48.4%	66	29.5%
Standard Allotment 32m Product									
Premium Villa Allotment	12.5m x 32m	0	0.0%	0	0.0%	3	4.8%	3	1.6%
Courtyard Allotment	14m x 32m	16	19.0%	4	8.5%	12	19.4%	32	16.6%
Traditional	16m x 32m	33	39.3%	6	12.8%	9	14.5%	48	24.9%
Premium Traditional Allotment	18m x 32m	28	33.3%	8	17.0%	8	12.9%	44	22.8%
Sub Total		77	91.7%	18	38.3%	32	51.6%	127	65.8%
Total Standard Allotments		84	100.0%	47	100.0%	62	100.0%	193	100.0%
Density Calculation									dw/ha
Net Residential Density - 195 dwellings (including residential lots, laneway lots and multiple residential dwellings / 12.384ha (area of local roads and residential lots)									15.7



Legend

General Details

- Site Boundary
- Proposed Stage Boundary
- Possible Multiple Residential

Road

- Indicative Footpath Location

Open Space

- District Park, Green Links & Stormwater Management
- Bundamba Creek Buffer

Facilities

- Sales & Convenience Centre

Notes:

General

- All development is to be undertaken in accordance with the Development Approval.
- The maximum height of buildings shall be in the order of 9 metres.

Setbacks

- Setbacks are as per the Plan of Development Table unless otherwise specified.
- Built to boundary walls are optional. The location of the built to boundary walls are indicated on the Plan of Development. Where built to boundary walls are not adopted side setbacks shall be in accordance with the Plan of Development Table.
- Built to boundary walls are to have a maximum length of 15 metres and a maximum height of 3.5 metres.
- Boundary setbacks are measured to the wall of the building or edge of balcony.
- Eaves (except on a wall that is built to the boundary) should not encroach within 450mm of the side or rear boundaries. Gutters may not extend beyond the boundaries of the lot.
- First floor setbacks on single and multi family allotments must not exceed the minimum ground floor setbacks.
- Garages must not project forward of the front building setback and must be setback a minimum of 4.5m from the front property boundary.

Parking

- Parking for Multiple Residential developments
 - 1 space per dwelling unit on-site
 - 0.5 visitor space per dwelling on-site
 - do not dominate the streetscape

Site Cover and Amenity

- Site cover for each lot is not to exceed 70% of the lot.
- Dwellings with their main living areas located at ground level should have a minimum area of private open space consisting of at least 12m² with a minimum width of 2.4 metres, preferably accessible from a living room.
- Dwellings with their main living area above ground floor level should have a minimum area of private open space consisting of a balcony or roof area open to the sky, with a minimum area of 5m², and a minimum dimension of 1.2 metres, directly accessible from a living room.
- Private open space for Multiple Residential developments is to be a minimum of 25% of the area of the site and must provide:
 - a minimum dimension of 4.0m
 - maximum gradient not exceeding 1 in 10
 - must be subject to informal surveillance from the dwelling
 - separated from any other private areas by fence or landscaping
- Multiple Residential sites are not permitted to be developed with only one single dwelling. Maximum number of dwellings per Multiple Residential Site:
 - 450m² - 599m² maximum 3 dwellings
 - 600m² - 749m² maximum 4 dwellings
 - 750m² - maximum 5 dwellings
- Where Multiple Residential developments encompass more than one frontage they are to be designed to address each street frontage.

Fencing

- Fencing on all street frontages, to be 50% transparent or not to exceed 1.2 metres in height.

Definitions:

Laneway Allotment: Allotments serviced by a laneway.



REVISION

- 18/11/10 Amend lot layout
- 01/03/11 Amend lot layout
- 17/12/12 Amend lot layout
- 23/01/13 Amend footprint locations
- 05/03/13 Amend Lot Layout
- 13/03/13 Amend staging

Note:

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Dimensions have been rounded to the nearest 0.1 metres.

Areas have been rounded down to the nearest 5m².

The boundaries shown on this plan should not be used for final detailed engineers design.

Source Information:

Site boundaries: Registered Survey Plans.

Adjoining information: DCDB.

Contours:

Aerial photography:

Environment constraints:

Flood:

CLIENT

AMEX

PROJECT

SECONDARY URBAN CENTRE EAST

PLAN OF DEVELOPMENT STAGES 1-3

Level Datum

Origin

Date 13 MARCH 2013

Comp By: JLS

DWG Name: 6837-1211

Local Authority IPSWICH CITY COUNCIL

Locality RIPLEY

Job Reference 6837

Scale 1:1000

Plan Ref 6837-127

Sheet A1

Rev F

Rev F

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Legend

General Details

- Site Boundary
- Proposed Stage Boundary
- Possible Multiple Residential

Road

- Indicative Footpath Location

Open Space

- District Park, Green Links & Stormwater Management
- Bundamba Creek Buffer

Allotment Details

- Optional Built to Boundary Wall
- No Vehicle Access
- Primary Frontage

Plan of Development Table	Terrace Allotments 6m & Cottage Allotments 8.5m		Villa Allotments 10.5m		Premium Villa Allotments 12.5m		Courtyard Allotments 14m		Traditional Allotments 16m		Premium Traditional Allotments 18m+	
	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor	Ground Floor	First Floor
Front/Primary Frontage	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Garage	4.5	n/a	4.5	n/a	4.5	n/a	4.5	n/a	4.5	n/a	4.5	n/a
Rear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Side - General Lots												
Built to Boundary	0.0	0.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Non Built to Boundary	0.9	0.9	0.9	0.9	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.5
Corner Lots - Secondary Frontage	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Laneway Lots												
Rear of Lot (from laneway boundary)	1.0	1.0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Garage (from laneway boundary)	0.5	0.5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
On site parking requirements (minimum)	1 space to be covered and enclosed		1 space to be covered and enclosed		1 space to be covered and enclosed		1 space to be covered and enclosed		1 space to be covered and enclosed		1 space to be covered and enclosed	
Garage location	Single or tandem garage acceptable		Single or tandem garage acceptable		Single, tandem or double garage acceptable		Single, tandem or double garage acceptable		Single, tandem or double garage acceptable		Single, tandem or double garage acceptable	
Garage location	Double garages are only permitted on laneway or two storey allotments		Double garages are only permitted on laneway or two storey allotments		Garages are to be located along the built to boundary wall		Garages are to be located along the built to boundary wall		Garages are to be located along the built to boundary wall		Garages are to be located along the built to boundary wall	
Site Cover (maximum)	70%		70%		70%		70%		70%		70%	

Scale 1:1000



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REVISION
A: 13/03/13 Amend staging

Note:
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Dimensions have been rounded to the nearest 0.1 metres.
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The boundaries shown on this plan should not be used for final detailed engineers design.

Source Information:
Site boundaries: Registered Survey Plans.
Adjoining information: DCDB.
Contours: Aerial photography.
Environment constraints: Flood:

CLIENT

AMEX

PROJECT

**SECONDARY URBAN
CENTRE EAST**

**PLAN OF
DEVELOPMENT
STAGES 1-3**

Level Datum

Origin

Date 13 MARCH 2013

Comp By: JLS

DWG Name: 6837-1211

Local Authority: IPSWICH CITY COUNCIL

Locality: RIPLEY

Job Reference: 6837

Scale

1:1000

Sheet

A1

Plan Ref

6837-185

Rev

A



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Legend

General Details

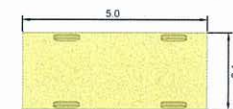
- Site Boundary
- Proposed Stage Boundary

Road

- Indicative Footpath Location
- Indicative Driveway Location

Open Space

- District Park, Green Links & Stormwater Management
- Bundamba Creek Buffer



Parking Bay Diagram

Scale 1 : 100

Parking Breakdown

Total On Street Parking Spaces 162
Total Dwellings 193
Required On Street Parking Spaces = 145
(based on 0.75 per dwelling)

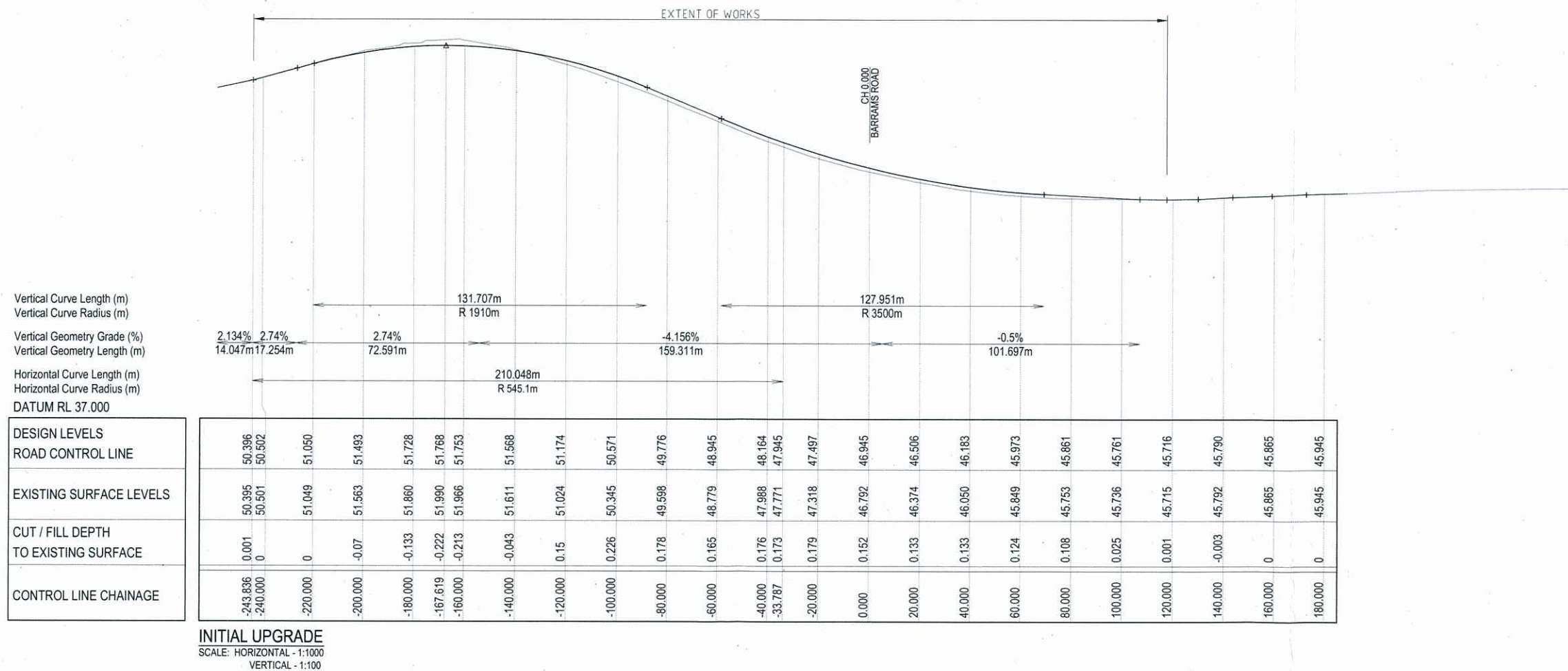
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LEGEND

- STAGE 1 BOUNDARY
- EXISTING LOT BOUNDARIES
- STAGE 1 LOT BOUNDARIES
- PROPOSED CYCLE LANE

TIE IN WITH EXISTING PAVEMENT

RIPLEY ROAD INTERIM UPGRADE PLAN
SCALE 1:1000 @ A1



RIPLEY ROAD - INTERIM UPGRADE WORKS

SCALE: HORIZONTAL - 1:1000
VERTICAL - 1:100

HOR 10 0 10 20 30 40 50m 1:1000
VERT 1 0 1 2 3 4 5m 1:100
SCALE @ A1



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ACN: 051 074 992

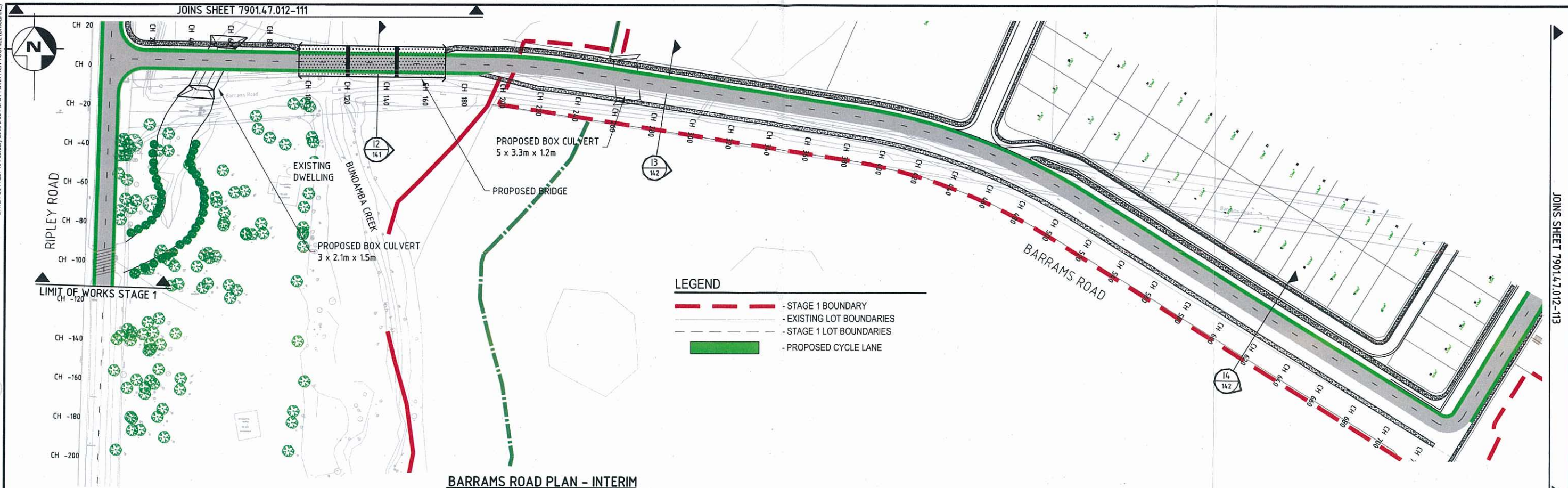


Drawn B.V. Date 24/02/2011
Checked D.M. Date 24/02/2011
Designed C.P. Date 24/02/2011
Verified DT Date 24/02/2011
Approved D.T. Date 24/02/2011

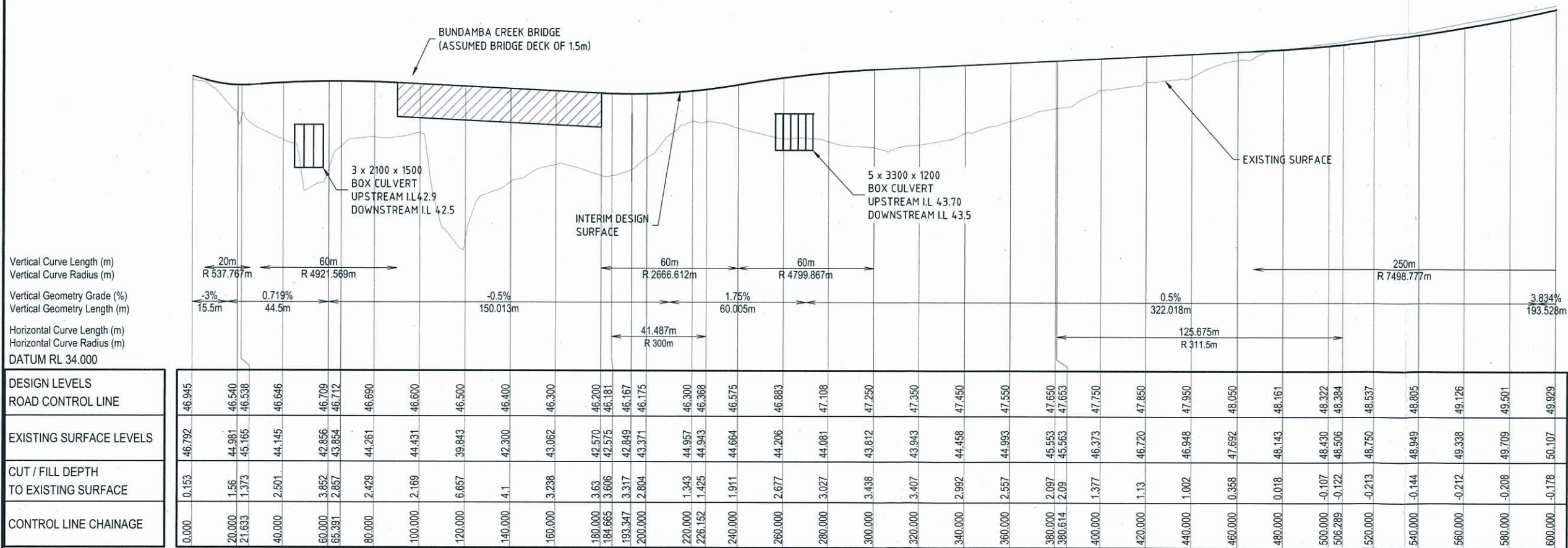
Client **AMEX PTY. LTD.**RIPLEY VALLEY - SUCE
STAGE 1 - TRUNK ROAD WORKSLAYOUT PLAN & ROAD LONGITUDINAL SECTION
SHEET 1 OF 3**NOT FOR CONSTRUCTION**

Date	Datum	Scale	Size
22/02/2011	A.H.D.	AS SHOWN	A1

Drawing Number **7901.47.012-111** Revision **A**



BARRAMS ROAD PLAN - INTERIM

HOR. 10 0 10 20 30 40 50m 1:1000
VERT. 1 0 1 2 3 4 5m 1:100
SCALE @ A1

Rev	Date	Description	Drawn	Appr.
B	15/02/2013	FOOTPATH ADDED SOUTH OF BARRAMS ROAD	SJT	PJO
A	23/01/2013	BARRAMS ROAD GRADED TO SUIT NEW FLOOD MODEL	SJT	PJO



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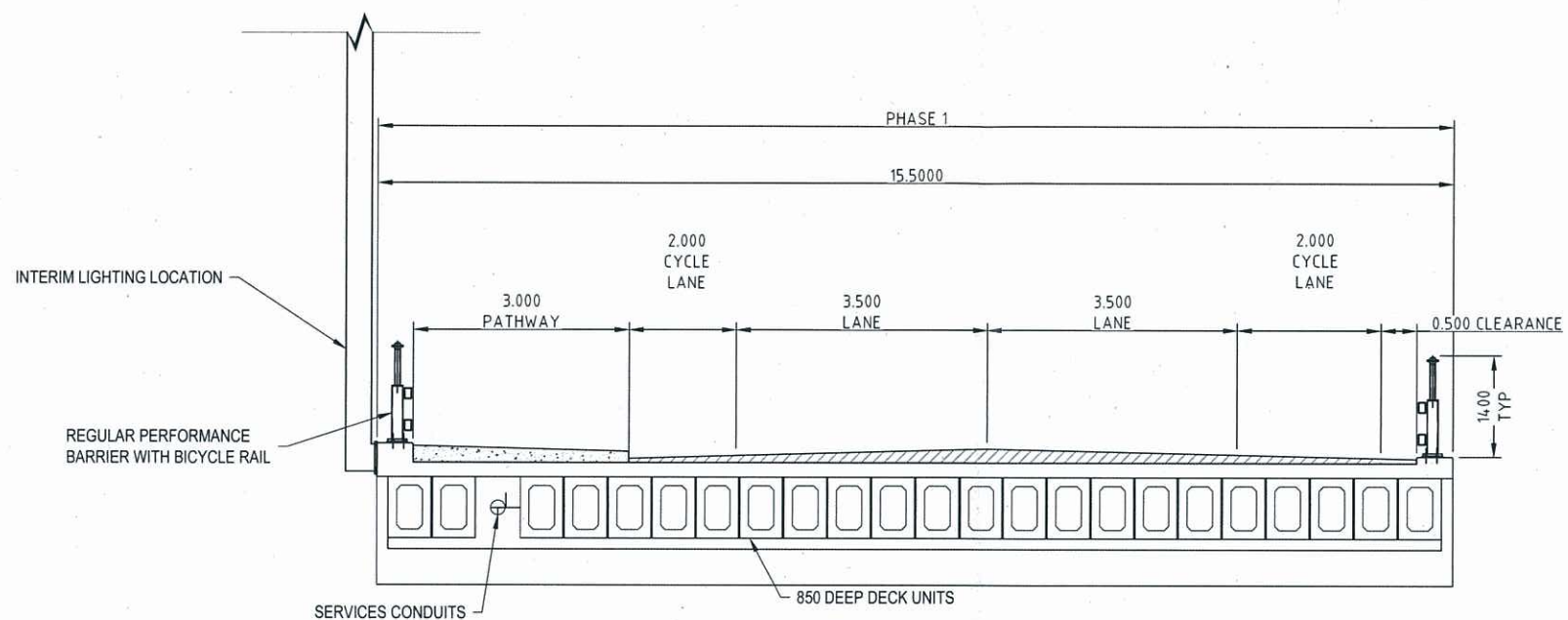
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Checked	D.M.	Date	24/02/2011
Designed	C.P.	Date	24/02/2011
Verified	DT	Date	24/02/2011
Approved	D.T.	Date	24/02/2011

Client: AMEX PTY. LTD.

RIPLEY VALLEY - SUCE
STAGE 1 - TRUNK ROAD WORKSINTERIM ROAD UPGRADE
LAYOUT PLAN & ROAD LONGITUDINAL SECTION
SHEET 2 OF 3

Status: NOT FOR CONSTRUCTION

Date: 22/02/2011 Datum: A.H.D. Scale: AS SHOWN Size: A1
Drawing Number: 7901.47.012-112 Revision: B



SECTION 12
1:50 112

TYPICAL BRIDGE SECTION
15.0m WIDE
(BARRAMS ROAD)

B	30/01/2013	LIGHTING COLUMN ADDED TO SECTION	SJT	PJO
A	23/01/2013	BRIDGE PROFILE AMENDED TO INCREASE BIKE LANE WIDTHS	SJT	PJO
Rev	Date	Description	Drawn	Appr.



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Drawn	Date
B.V	24/02/2011
Checked	Date
D.M	24/02/2011
Designed	Date
C.P	24/02/2011
Verified	Date
DT	24/02/2011
Approved	RPEQ: 7990 Date
D.T	24/02/2011

Client AMEX PTY. LTD.

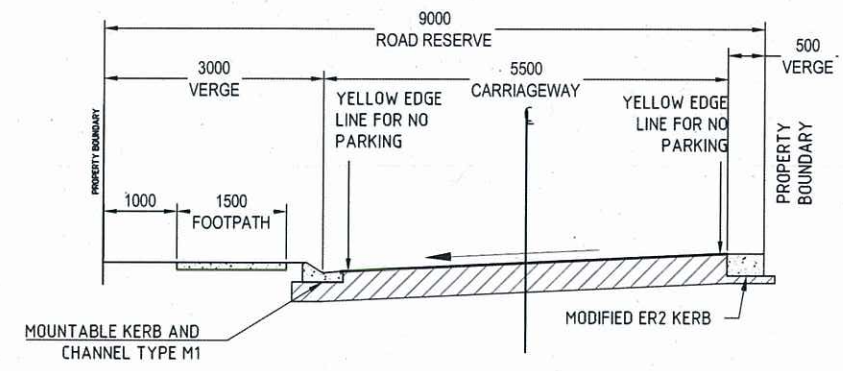
RIPLEY VALLEY - SUCE
STAGE 1 - TRUNK ROAD WORKS
INTERIM CONSTRUCTION

BRIDGE CROSS SECTION

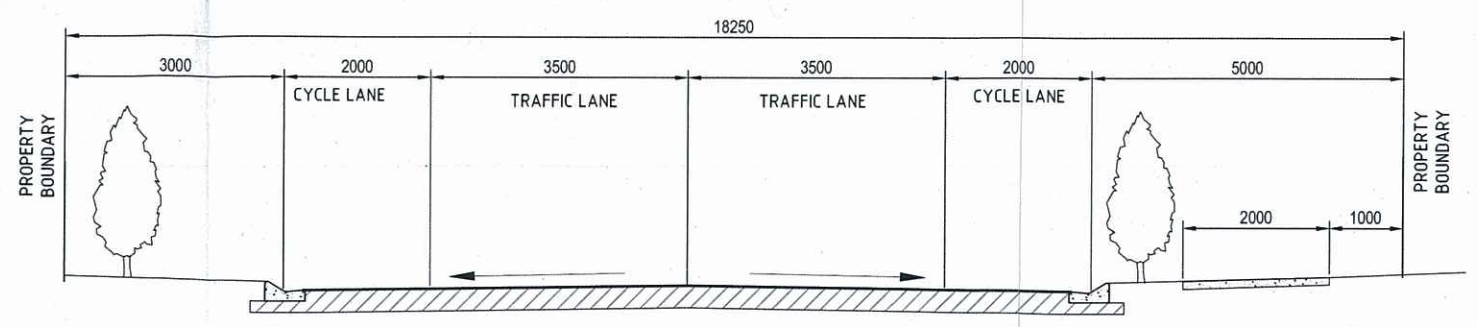
Status			
NOT FOR CONSTRUCTION			
Date	Datum	Scale	Size
22/02/2011	A.H.D.	AS SHOWN	A1
Drawing Number			Revision
7901.47.012-141			B

0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150mm ON A1 ORIGINAL

DATE PLOTTED: 18 March 2013 2:37 PM BY: STEPHEN TOGHILL (BRISBANE)
XREF: X:GRP-A1:SRIT: X:BNEL:LOGO: X:7902:96:LOTS: X:7902:96:SURVEY: align: chains
CAD FILE: L:\9001-47\AMEX\SUCC012 SUCE - Stage 1\DA012 Civil\Ripley Valley Interim and Interim Set\Ripley Valley Interim - 101 tp - x13.dwg

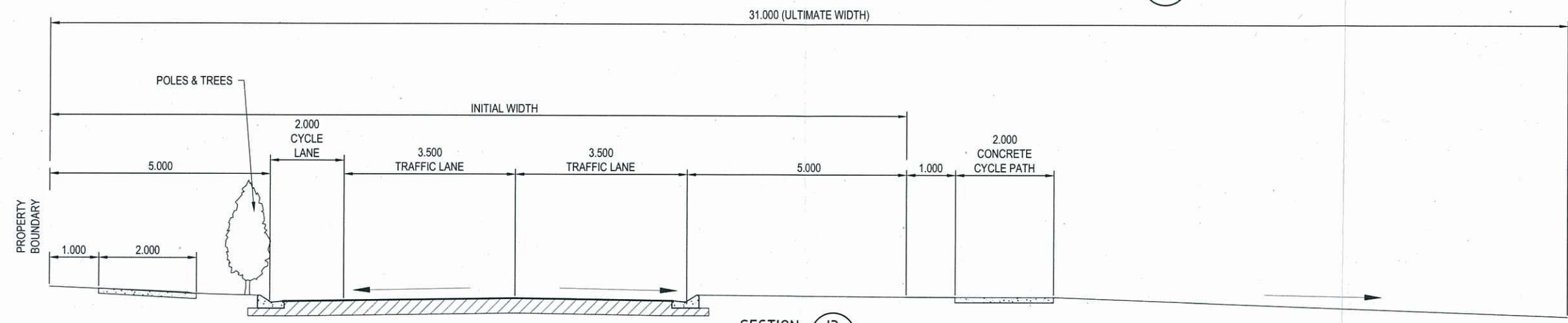


TYPICAL SECTION
9.0m LANEWAY



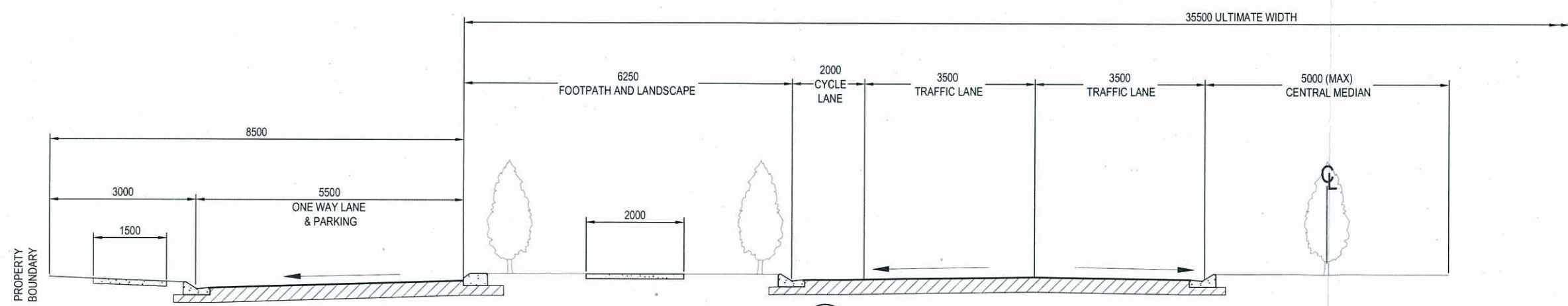
18.25M RIPLEY ROAD UPGRADE - INTERIM

SECTION 11
1:50



SECTION 13
1:50

SUBARTERIAL ENTRY BOULEVARD WITHOUT PARKING - INTERIM.
(BARRAMS ROAD)



SECTION 14
1:50

SUBARTERIAL WITH SERVICE ROAD
(BARRAMS ROAD)

Rev	Date	Description	Drawn	Appr.
D	18/03/2013	NO PARKING LINE MARKING ADDED TO 9.0m LANEWAY SECTION	SJT	PJO
C	15/03/2013	SERVICE ROAD SECTION ADDED	SJT	DR
B	30/01/2013	FOOTPATH WIDTH AMENDED TO 2.0m ON SECTIONS	SJT	PJO
A	23/01/2013	SECTION 13 AMENDED TO INCREASED BIKE LANE WIDTHS	SJT	PJO



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Verified	DT	Date	24/02/2011
Approved	D.T	Date	24/02/2011

Client **AMEX PTY. LTD.**
RIPLEY VALLEY - SUCE
STAGE 1 - TRUNK ROAD WORKS
INTERIM CONSTRUCTION
ROAD CROSS SECTIONS
SHEET 1 OF 2

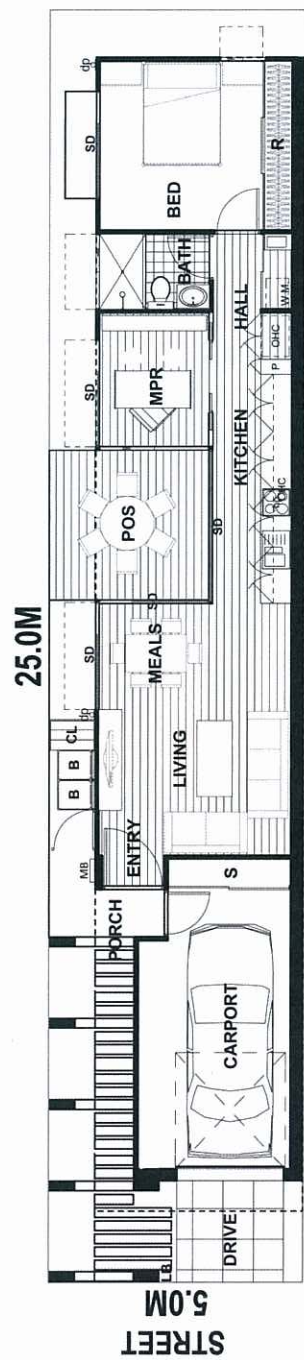
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Date	22/02/2011	Datum	A.H.D.	Scale
Drawing Number	7901.47.012-142	AS SHOWN	Size	A1
			Revision	D

RPS

Attachment C

SMALL LOT DESIGNS

Terrace House



House features

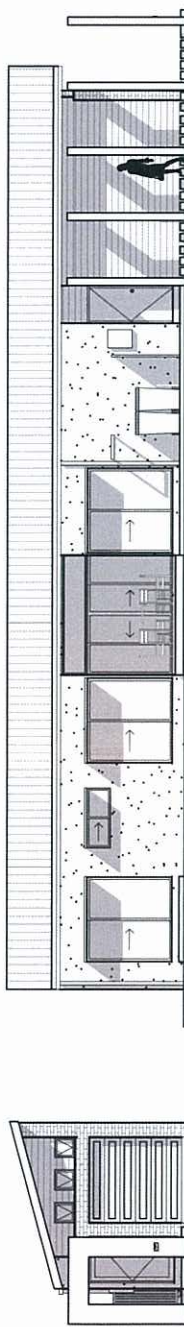
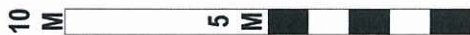
- Bedrooms: 1
- Bathrooms: 1
- Office: 1
- Dwelling area: 59m²
- Lot area: 125m²
- Tenure: Freehold title

Terraces 1.5 (5m) 01

02.04.12

Description

- » Single storey home
- » built to boundary on one side
- » 1 bedroom with 1 multipurpose room
- » 1 secure car space
- » 5 metre frontage
- » Typically front loaded and built to both side boundaries
- » Designed to mirror in duplex form



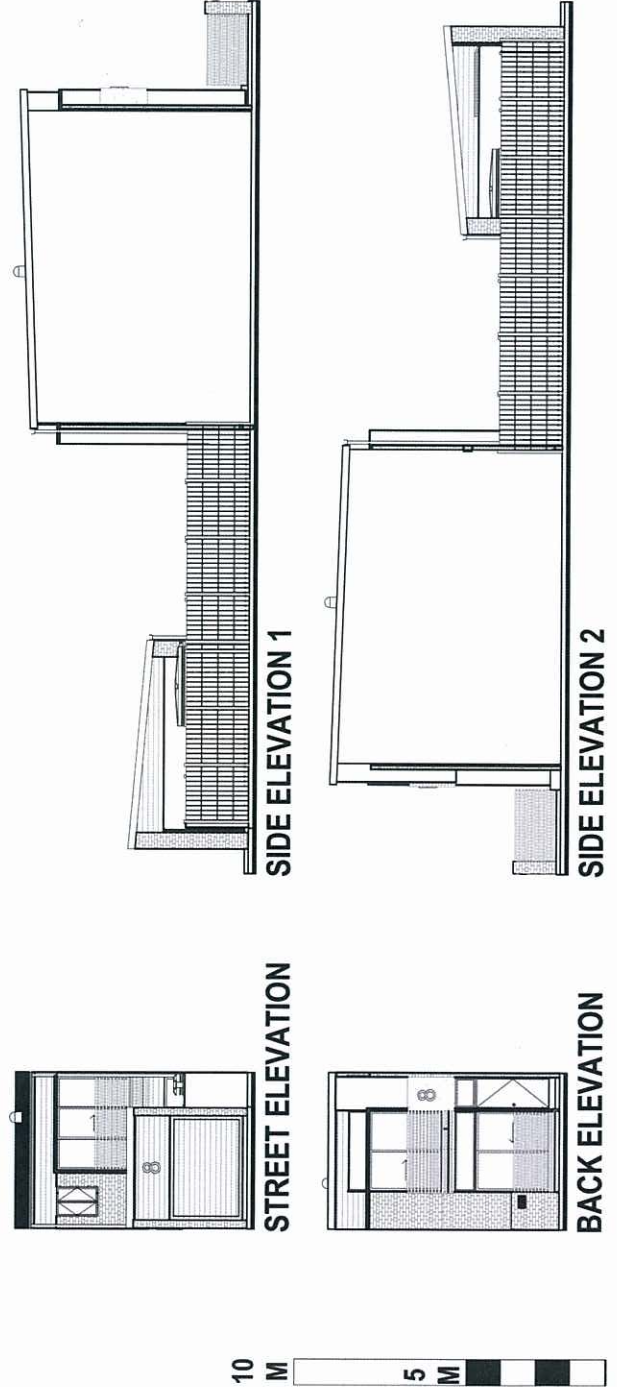
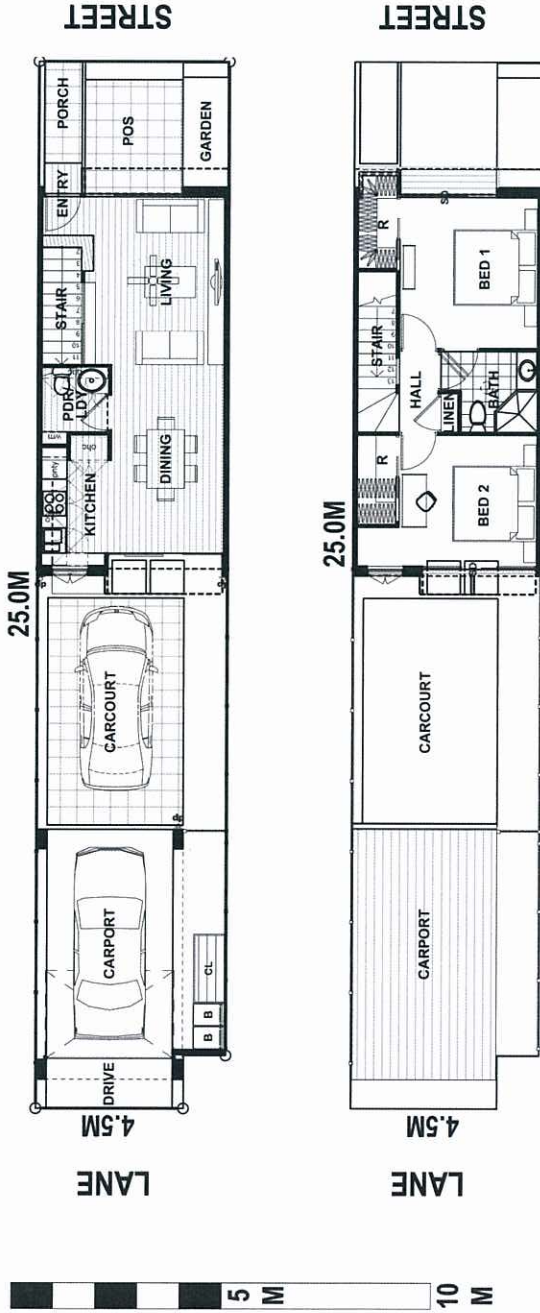
1.5

1

1

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Terrace House



House features

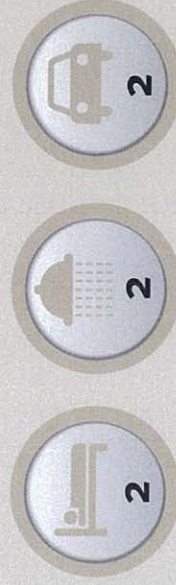
Bedrooms:	2
Bathrooms:	2
Dwelling area:	81m ²
Lot area:	111m ²
Tenure:	Freehold title

Terrace 2 (4.5m) 01

02.04.12

Description

- » Double storey home
- » 2 bedrooms
- » Typically 2 secure car space in tandem
- » Multi use space in courtyard
- » Typically rear loaded and built to both side boundaries
- » Serviced from rear lane.



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House and land

Lot 3207 Carselgrove Avenue

By Rivergum

Lot 3207, Land 111m², Frontage 4.5m



Lot features

Fitzgibbon Chase is set amidst a natural bushland setting for residents to enjoy. Situated in stage 12 at the centre of Fitzgibbon Chase this lot features easy access to parks and the Fitzgibbon Chase Community Centre.

Home features

- Ceasarstone benchtops to kitchen
- European stainless steel appliances
- Carpets to bedrooms and living
- All site connections
- Overhead cupboards to kitchen
- Robes to bedrooms
- Window furnishings
- Light fittings
- Driveway paving including crossover
- Fencing to sides and rear
- Front and rear landscaping

Sales and Information Centre

Carselgrove Avenue

Fitzgibbon QLD 4056

Ph. 1800 105 344

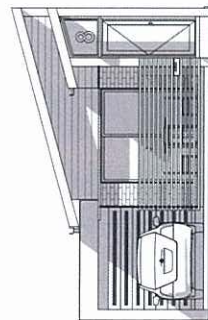
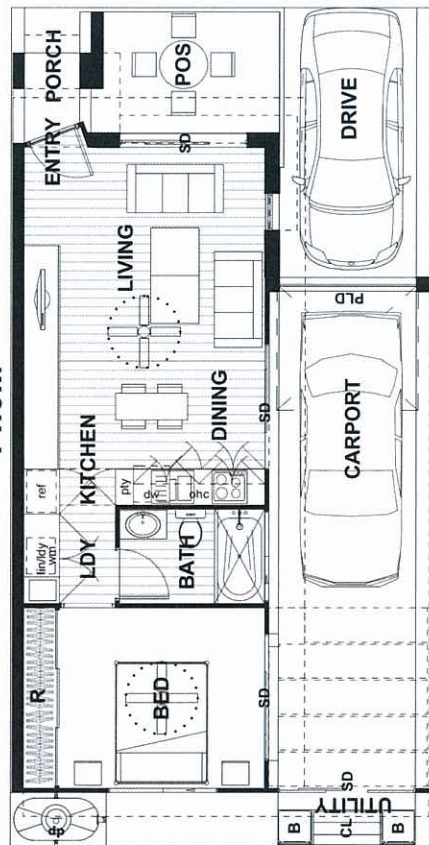


Urban House

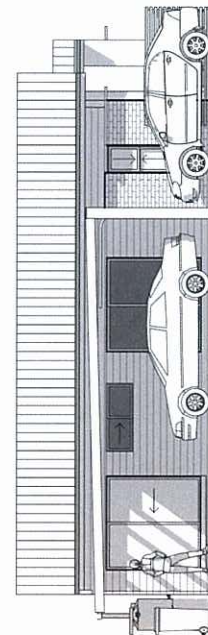


14.0M

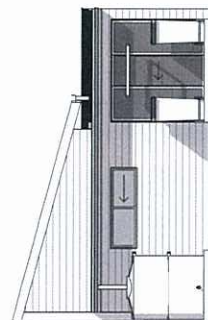
7.0M



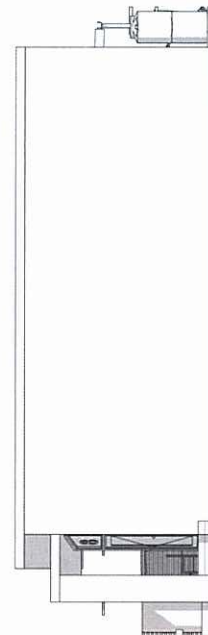
STREET ELEVATION



SIDE ELEVATION 1



BACK ELEVATION



SIDE ELEVATION 2

House features

Bedrooms: 1
Bathrooms: 1
Dwelling area: 48m²
Lot area: 98m²
Tenure: Freehold title

Urban S 1 01

02.04.12

Description

- » Single storey home
- » 1 secure car space with 1 visitor space
- » Typically built to at least two boundaries
- » Typically a more compact building footprint than a villa and terrace house
- » Multi use private open space



1



1



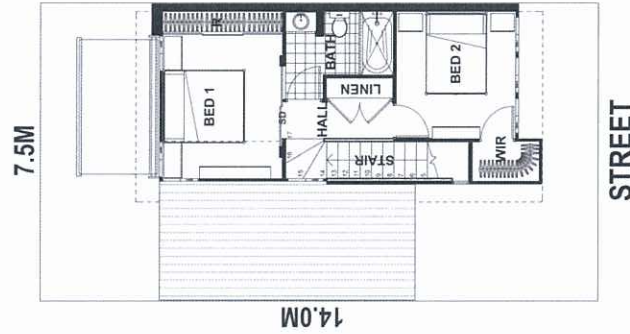
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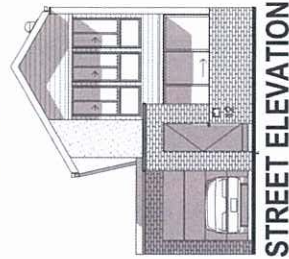
urban
land
development
authority



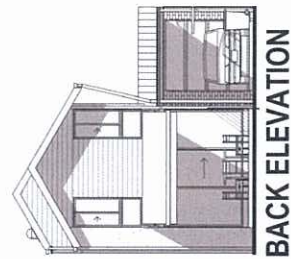
Queensland
Government



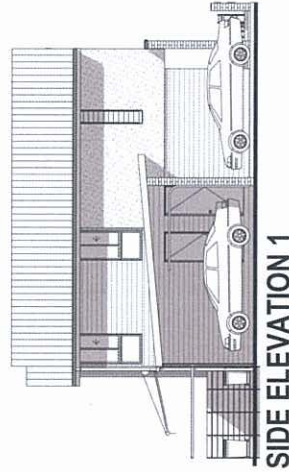
STREET



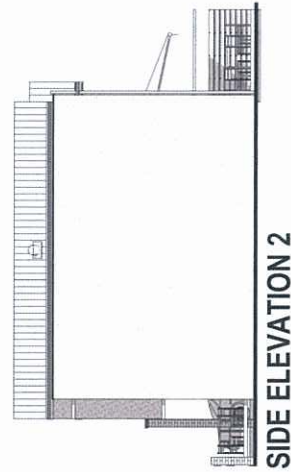
STREET ELEVATION



BACK ELEVATION



SIDE ELEVATION 1



SIDE ELEVATION 2

Bedrooms:

Bathrooms:

Dwelling are

Lot area:

Tenure:

9

1

81m² 105m^2

Freehold title

Urban 2 02

02.04.12

» Double storey home

» 2 bedrooms

- » Single secure car space with visitor space on site

» Typically built to at least two boundaries

» Typically a more compact building footprint than a villa and

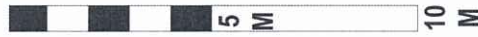
terrace house



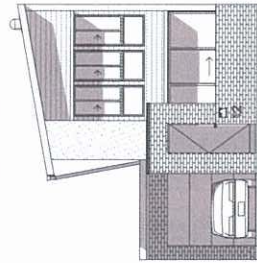
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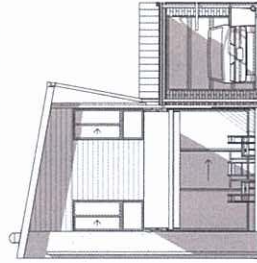
Urban House



STREET



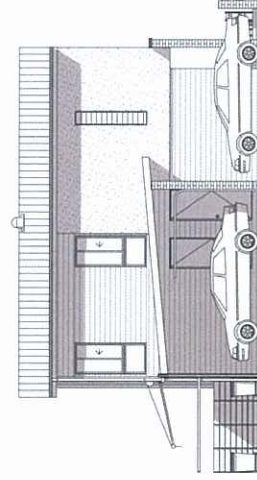
STREET ELEVATION



BACK ELEVATION



STREET



SIDE ELEVATION 1



SIDE ELEVATION 2

House features

Bedrooms: 2
Bathrooms: 1
Dwelling area: 81m²
Lot area: 105m²
Tenure: Freehold title

Urban 2 03

02.04.12

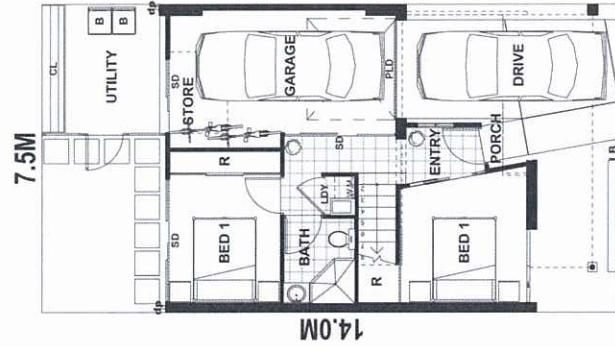
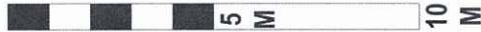
Description

- » Double storey home
- » 2 bedrooms
- » Single secure car space with visitor space on site
- » Typically built to at least two boundaries
- » Typically a more compact building footprint than a villa and terrace house

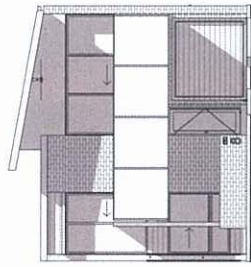


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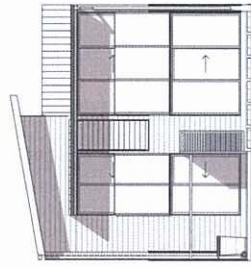
Urban House



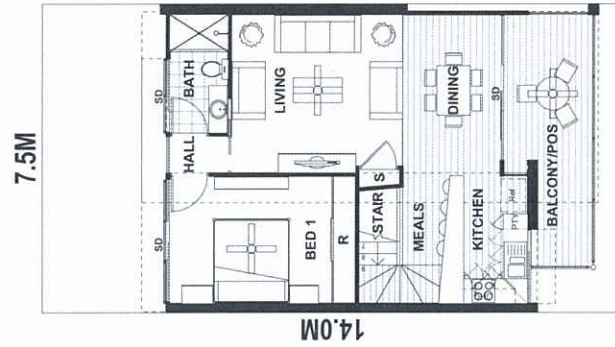
STREET



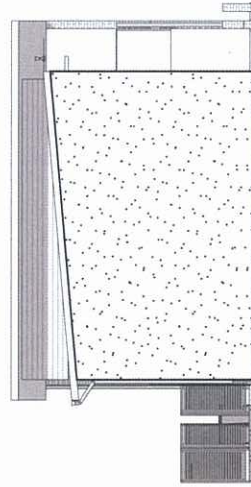
STREET ELEVATION



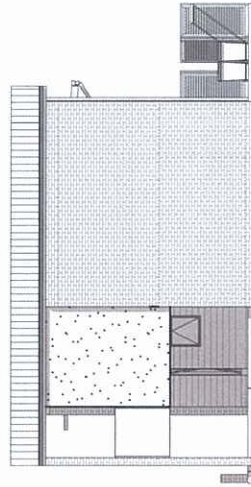
BACK ELEVATION



STREET



SIDE ELEVATION 1



SIDE ELEVATION 2

House features

- Bedrooms: 3
- Bathrooms: 2
- Dwelling area: 100m²
- Lot area: 105m²
- Tenure: Freehold title

Urban 3 01

03.04.12

Description

- » Double storey home
- » 3 bedrooms
- » Single secure car space with visitor space on site
- » Typically built to at least two boundaries
- » Typically a more compact building footprint than a villa and terrace house
- » Upstairs living



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Ausbuild Terrace house features

Bedrooms: 2
Bathrooms: 2
Dwelling area: 128 - 131m²
Lot area: 175 - 229m²
Tenure: Freehold title
Sales price: from \$349,000 in 2011

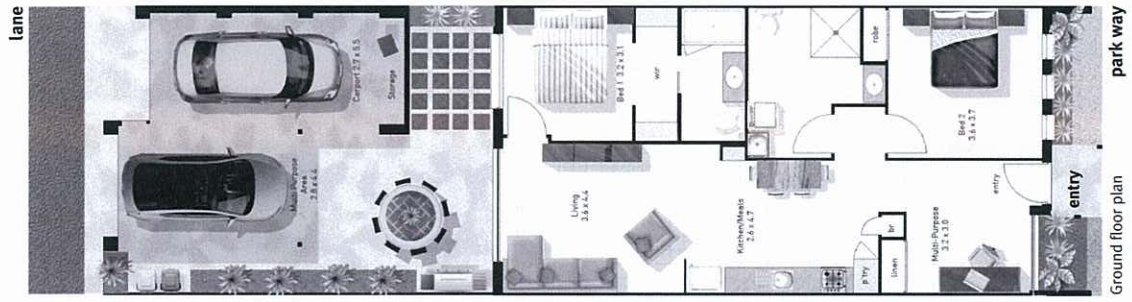


Image supplied courtesy of Ausbuild

