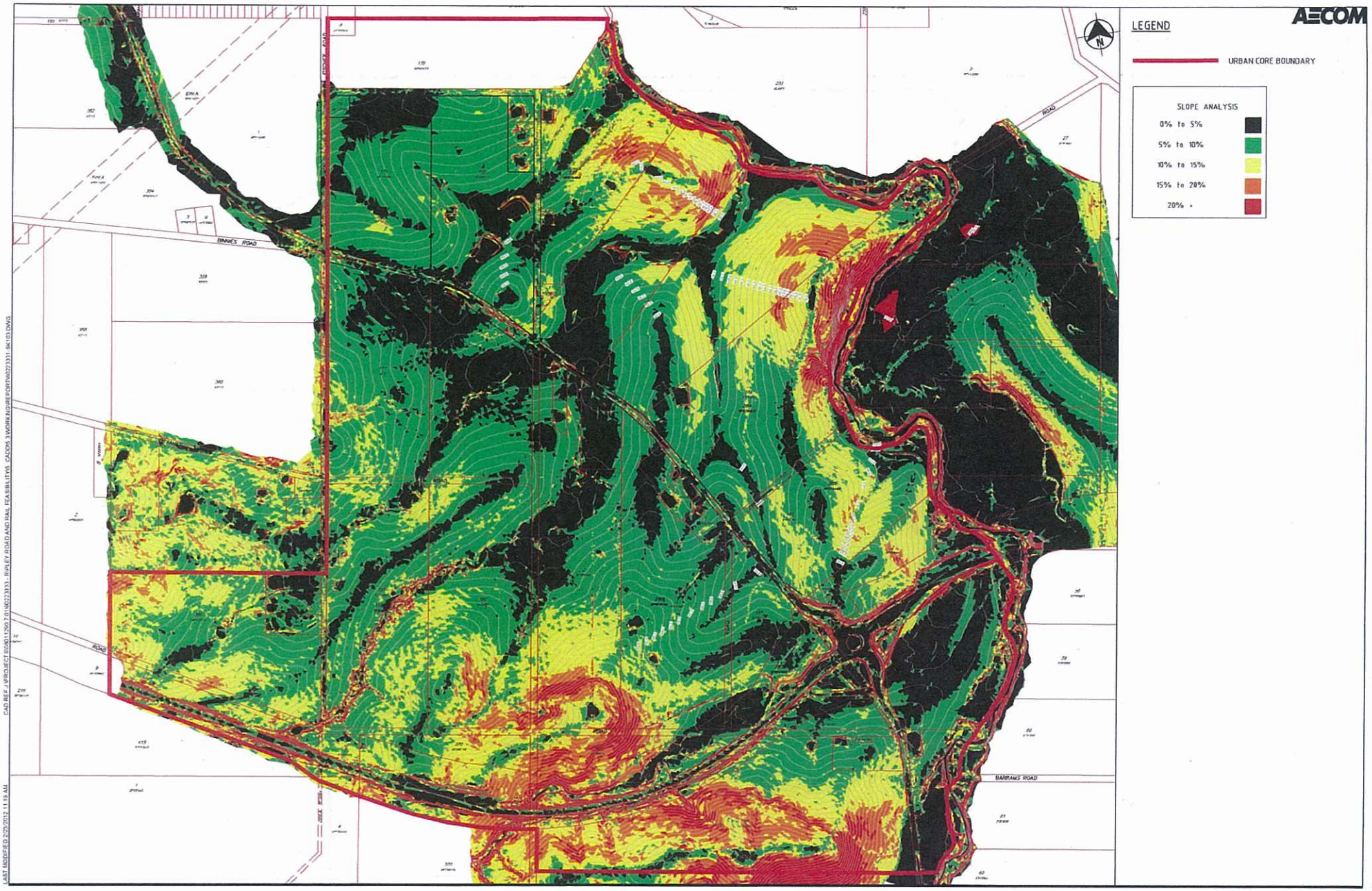

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RIPLEY URBAN CORE
SLOPE ANALYSIS PLAN

60223331-SK103

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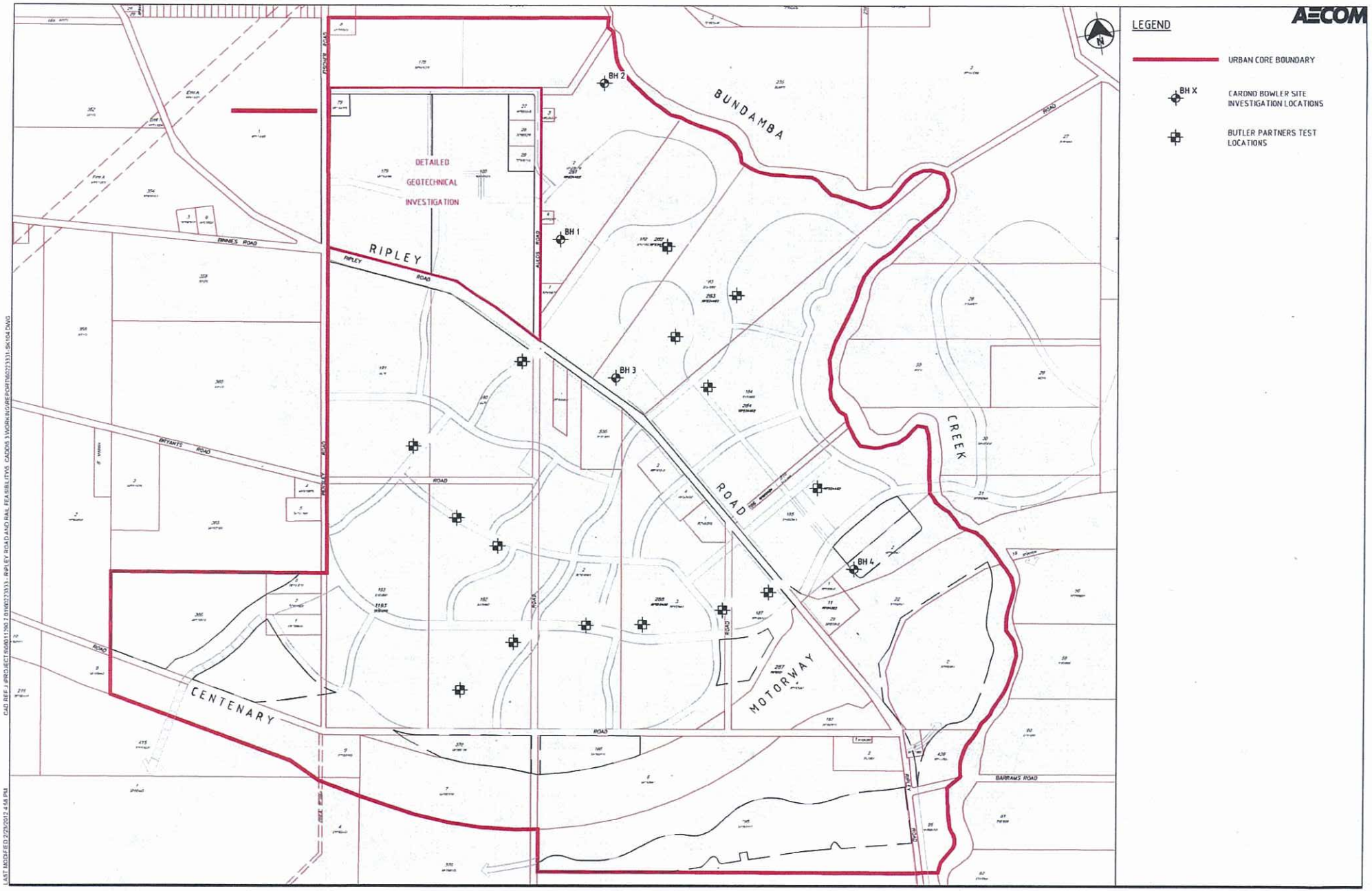

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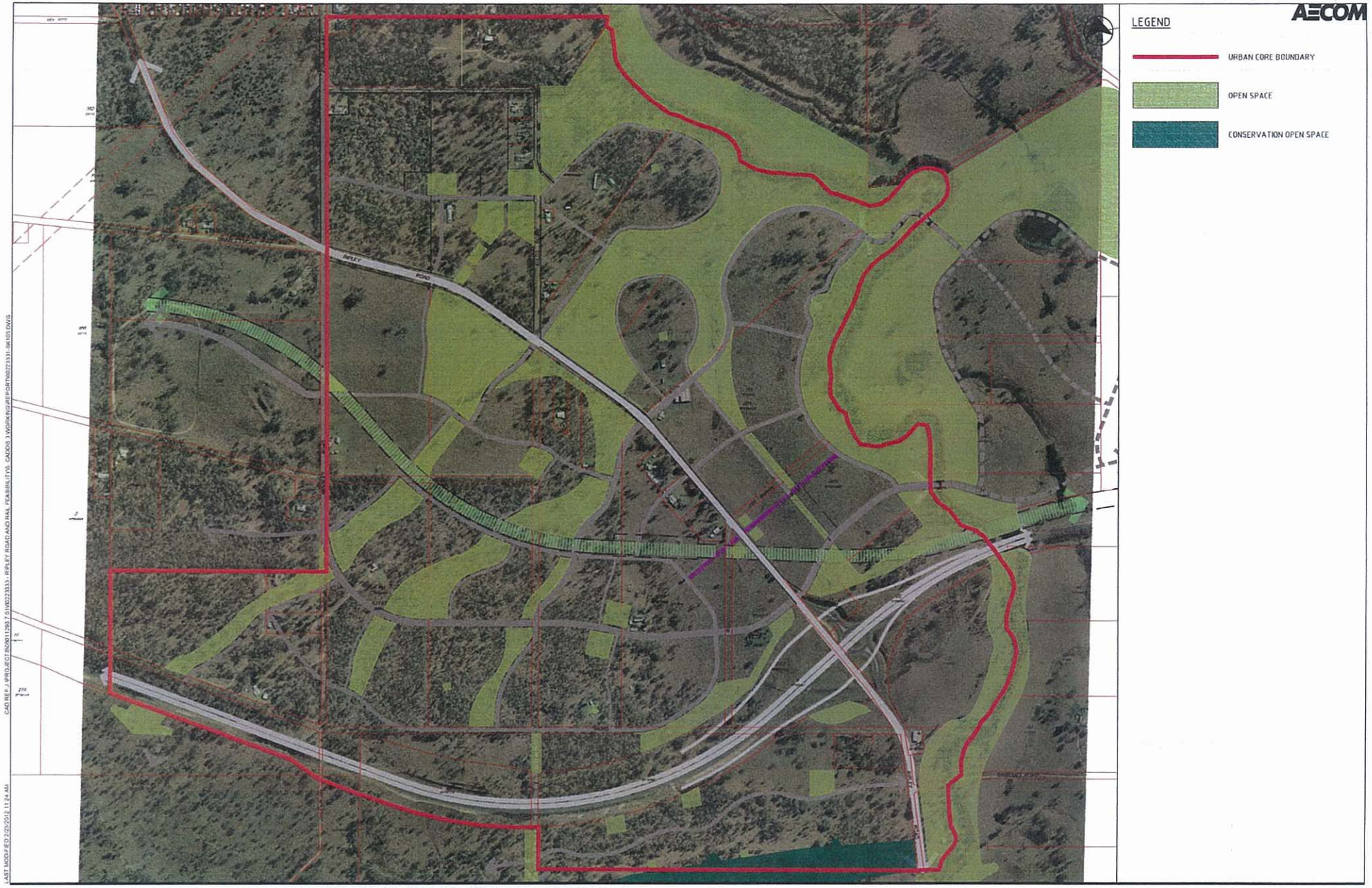
RIPLEY URBAN CORE
PREVIOUS GEOTECHNICAL INVESTIGATIONS
LOCALITY PLAN
60223331-SK104



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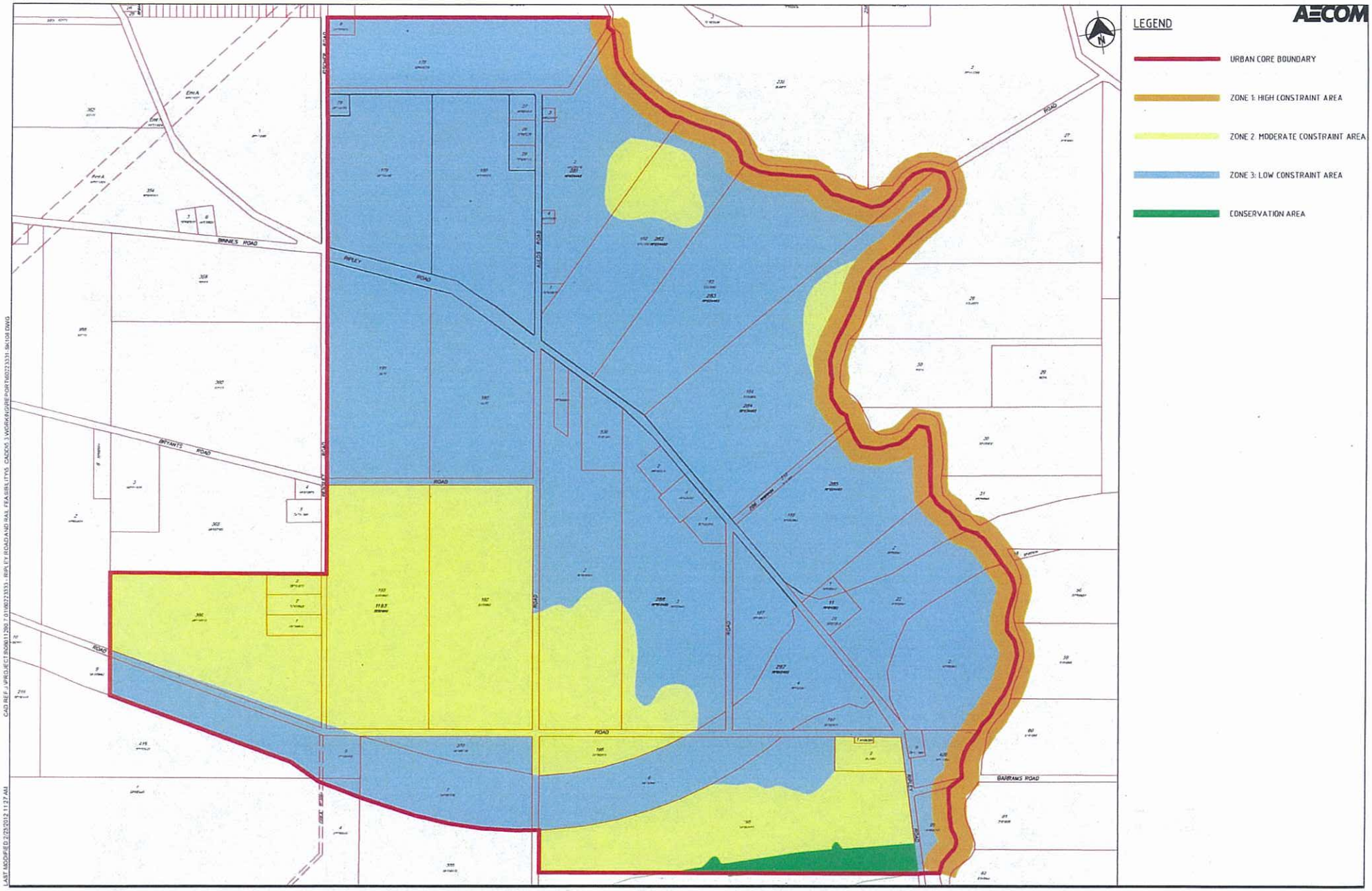
RIPLEY URBAN CORE
VEGETATION OVERLAY

60223331-SK105



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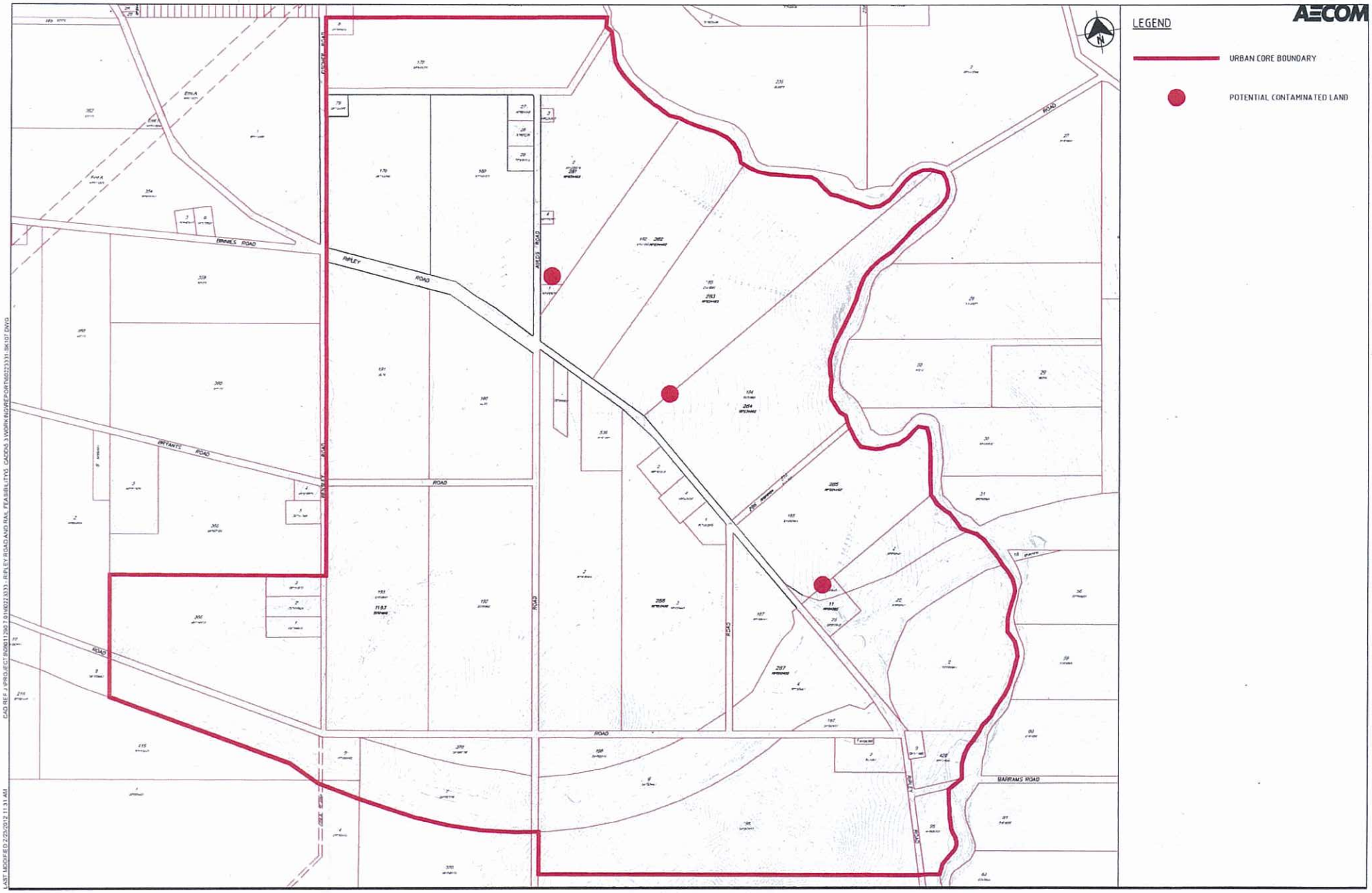
RIPLEY URBAN CORE
ECOLOGICAL CONSTRAINTS PLAN

60223331-SK106



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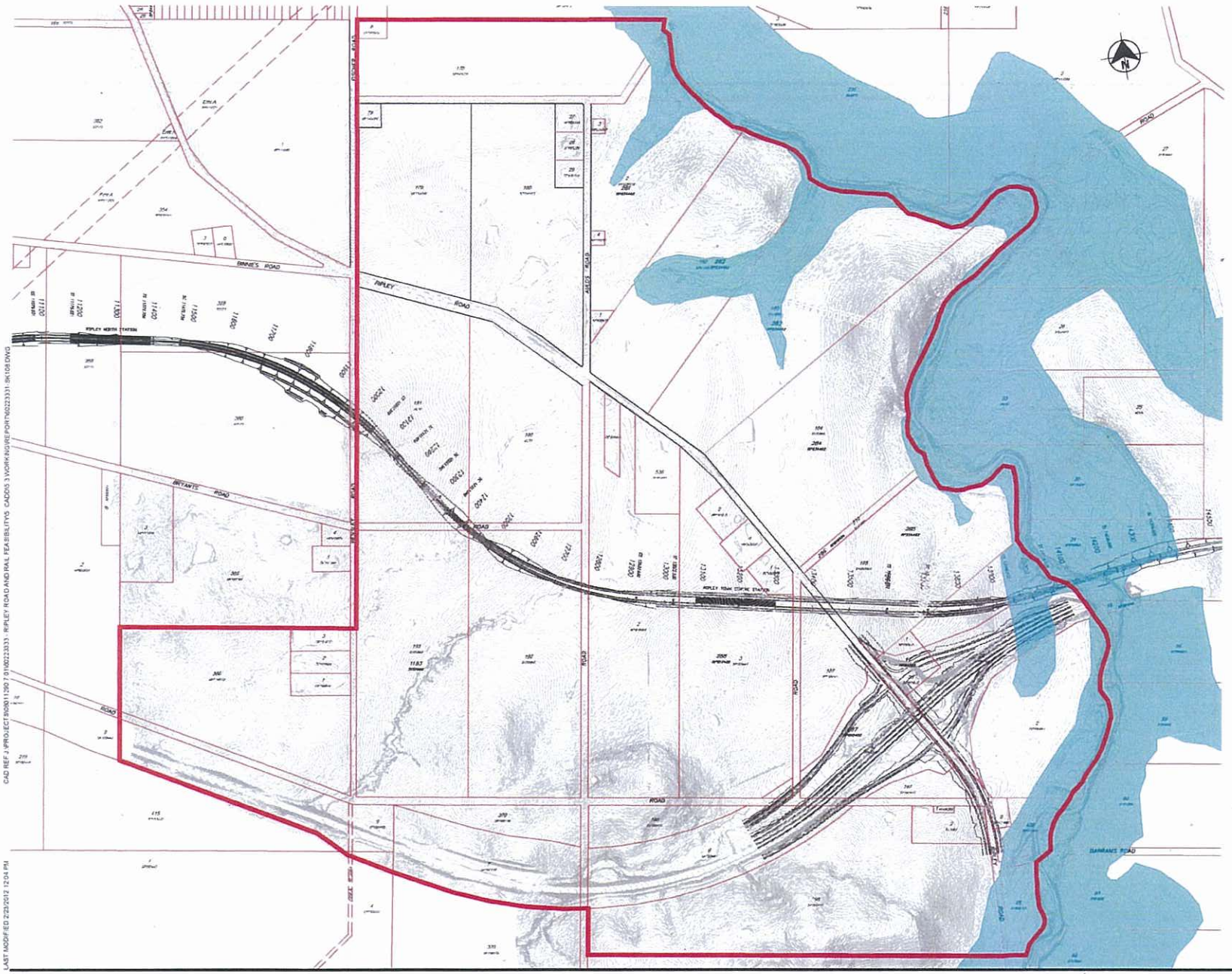
RIPLEY URBAN CORE
CONTAMINATED LAND PLAN

60223331-SK107



AECOM

LEGEND

URBAN CORE BOUNDARY

Q100 FLOOD EXTENT (CARDNO JUNE 2010)

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RIPLEY URBAN CORE
Q100 FLOOD INUNDATION PLAN

60223331-SK108

Appendix C

Moreton Geotechnical Report

MORETON GEOTECHNICAL SERVICES PTY. LTD.

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A.C.N. 055 833 120
A.B.N. 24 055 833 120

Ref. 2007/104/02

23 February 2012

Aecom
P.O. Box 1307
Fortitude Valley
4006

Att. Mr. Brad Thompson

Re: **DESKTOP COAL MINING STUDY FOR THE PROPOSED RIPLEY VALLEY URBAN CORE - REPORT 2**

1.0 INTRODUCTION

The work in this report was carried out at your request (completed sub-consulting agreement of 28 February 2012) and in general accordance with the details in our Email of 25 August 2011 to your Mr Ken Bourke.

This report forms a supplement to our report reference 2007/104 of 9 December 2007, to which the reader is referred.

It is understood that a review of the information in our initial report as required in view of the time lapse since production of that report, also in view of the latest proposed layout of the urban core. It is also understood that potential subsidence impacts (ground tilts, strains, and compressions) need to be determined for any structures located within the influence zone.

Work in this desktop study has included a review and analysis of available information by the undersigned Engineering Geologist.

The following plans are attached to this report:
1. a 1:20,000 scale site plan showing the mine influence zone
2. a 1:20,000 scale development plan showing the mine influence zone
3. a 1:12,730 scale constraints plan

2.0 BACKGROUND

Our initial report has revealed that underground bord and pillar mining has only just entered this site very locally at two locations under Lot 184 S151860, also that mining leases no longer cover the area. Part of this site however also falls within the influence of the adjoining workings, on the basis of an assumed 26.5 degree draw angle.

It was also concluded that only a small part of this site, i.e. the eastern ends of Lots 183 and 184 on S151880, is undermined or falls within the influence of past underground coal mining activities. The bulk of the site is therefore unconstrained from past coal mining activities. A more detailed study was recommended to establish potential subsidence impacts before any development proceeds in the constrained area.

The rest of this report deals with the influence zone and any potential subsidence effects there.

3.0 COMMENT

Plan 1 attached shows the location of the mining influence zone extracted by Aecom from our initial report in relation to the existing acreage lot layout. Our review has shown that the influence zone extends 15 – 20m further into the site as shown by the dashed line. The influence zone in our initial report therefore needs to be slightly repositioned on Plan 1 to accurately reflect the intent of our earlier findings.

Plans 2 and 3 attached show the influence zone in relation to the proposed urban footprint. The same comments re more accurate positioning of the influence zone noted above also apply to this plan. From the plan it can be seen that the proposed urban footprint has been designed to avoid the influence zone as much as possible. Most of the influence zone in the proposed urban core is located in future parklands with only a very small area of the TC-B.KU4 compartment being located within the influence zone. The influence zone however also extends locally beyond the parkland into Lot 28 to the east of the urban core.

A closer check now needs to be carried out of potential subsidence impacts within the influence zone itself. As a general rule maximum subsidence impacts occur over the underground workings with the potential subsidence impacts reducing to half the maximum over the ribside (edge) of the workings and out to zero along the outer edge of the influence zone.

A cut off value of 20mm subsidence is usually also accepted along the outer edge of the influence zone as minimum soil reactivity conditions should at least also apply there.

In the case of this site the outer edge of the influence zone only just enters the TC-B.KU4 compartment in the northern extremity. This is not an issue, i.e. any structures there will need to be designed to cater for the prevailing soil reactivity/future fill? conditions only.

In the case of the extreme north east corner of the TC-B.KU4 compartment the outer edge of the influence zone extends approximately 35m into the area. The influence zone here is from a panel of previously mentioned Four Foot Seam workings that just enter the core area under the creek from the east. Subsidence from these workings could result in the following maximum indicative potential subsidence impacts along the eastern extremity of the influence zone in this area: strain 0.4, compression (mm/m) 0.7 and ground tilt (order of) 1 in 500. These potential impacts are low and should permit conventional slab on ground development at least to single storey height. These maximum potential impacts will also 'taper' out to zero along the outer edge of the influence zone. This area will therefore need to be more closely assessed when the precise layout and types of buildings are known.

In conclusion, the work in this review report has found that:

1. the factual information and engineering assessment in our 2007 report remains unchanged
2. the position of the influence zone as shown on Plans 1, 2 and 3 attached needs to be adjusted slightly to more accurately reflect the position shown in our initial report
3. the urban core is unconstrained from past underground mining activity to the north and east except for two very localised areas in the TC-B.KU4 compartment where the outer edge of the influence zone exists. Only the north eastern extremity of the TC-B.KU4 compartment will need to be assessed more closely when the precise layout and types of buildings there are known.
4. the influence zone in Lot 28, beyond the urban core, will need to be more closely assessed before development proceeds there.

4.0 LIMITATIONS

This report, which may contain attachments in the form of plans, borehole record sheets, laboratory test results etc, must be read in its entirety.

The work in this report was produced for Aecom and their Associates on the basis of information available at the time of writing. This report will not contain sufficient information for other parties and purposes.

While care has been taken in producing this report, it needs to be said that there will always be some risk associated with developing in these settings. Recommendations put forward in this report are aimed at minimising the risk.

This company accepts no responsibility for works which do not fully comply with the recommendations in this report.

MORETON GEOTECHNICAL SERVICES PTY LTD

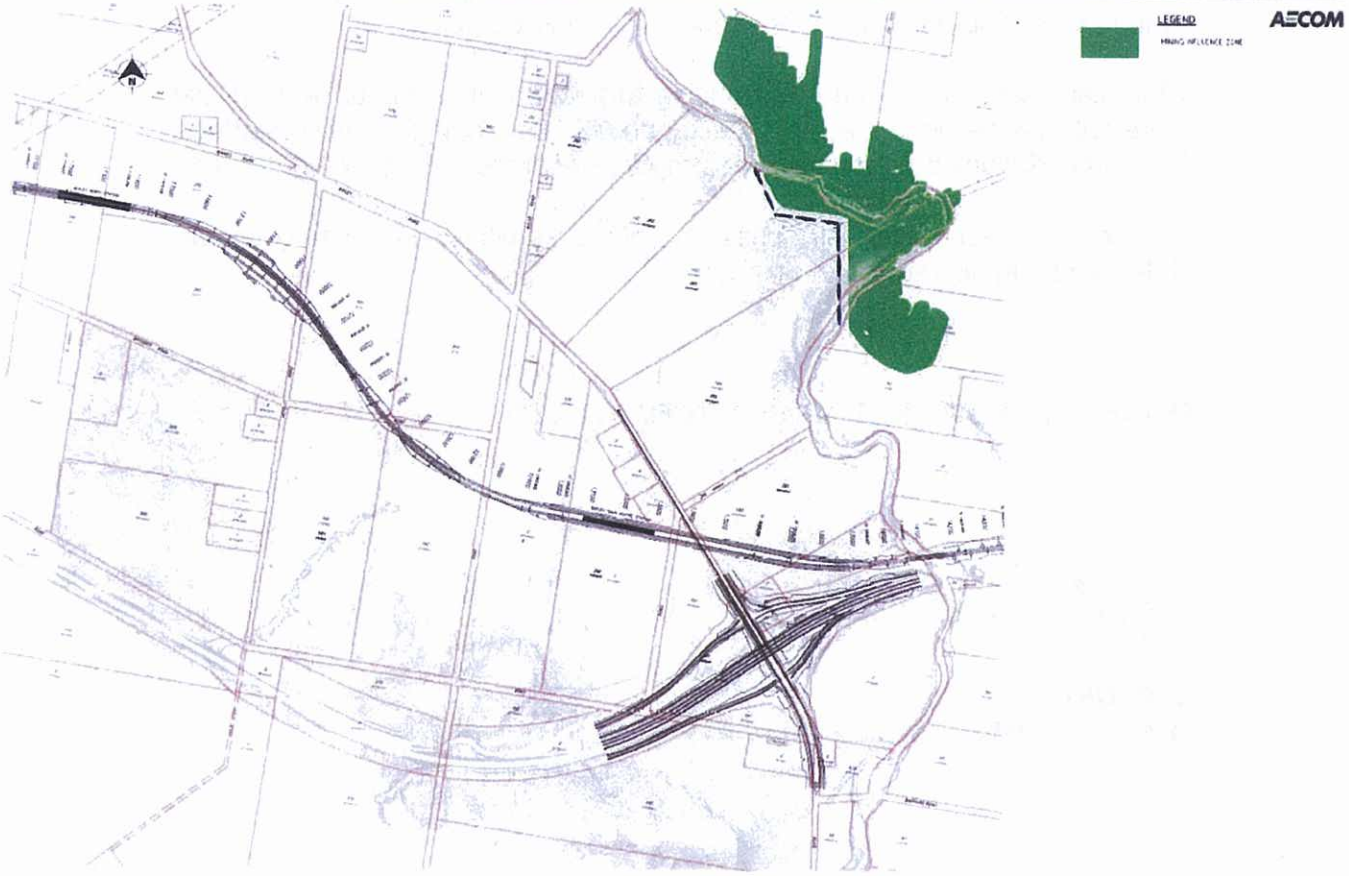
K. B. GRUBB
M.App.Sc., MIE Aust., CP Eng., RPEQ 2811

MORETON GEOTECHNICAL SERVICES PTY. LTD.

REF. 2007/104/02
DATE 23.2.12
SCALE 1:20,000

PLAN 1

SITE PLAN



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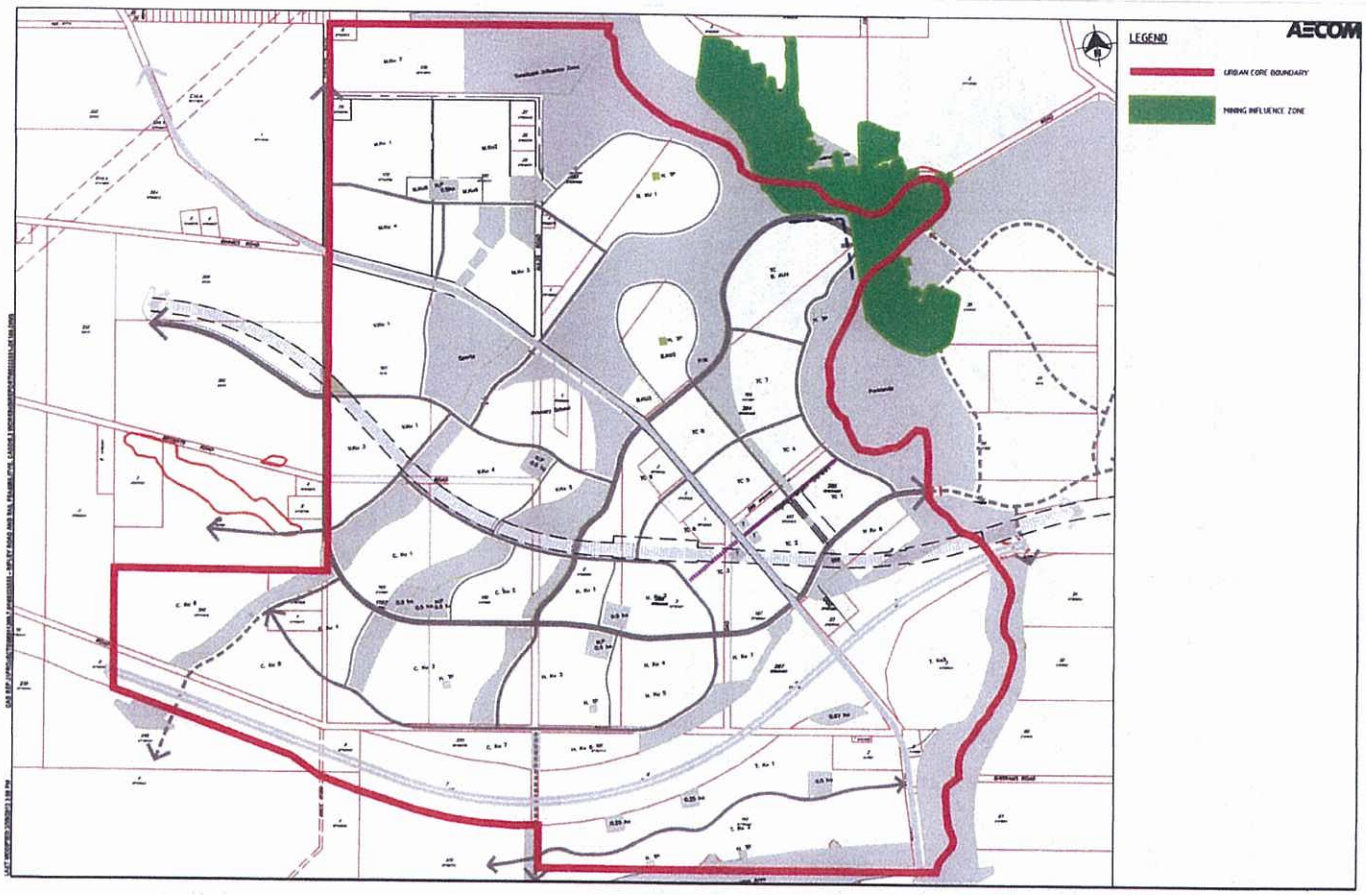
REF. 2007/104/02
DATE 23.2.12
SCALE 1:20,000

PLAN 2

DEVELOPMENT PLAN



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DATE 23.2.12
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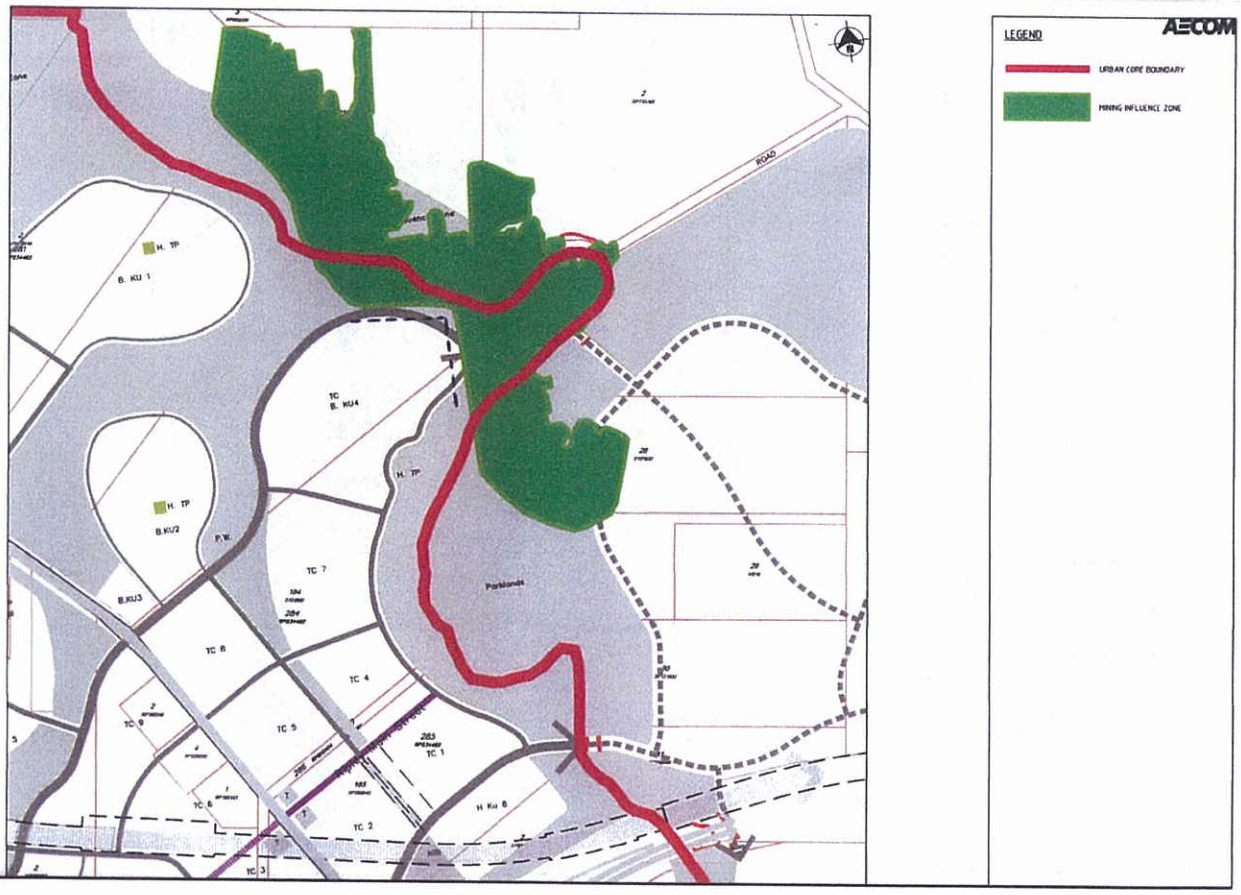
PLAN 3

CONSTRAINTS PLAN



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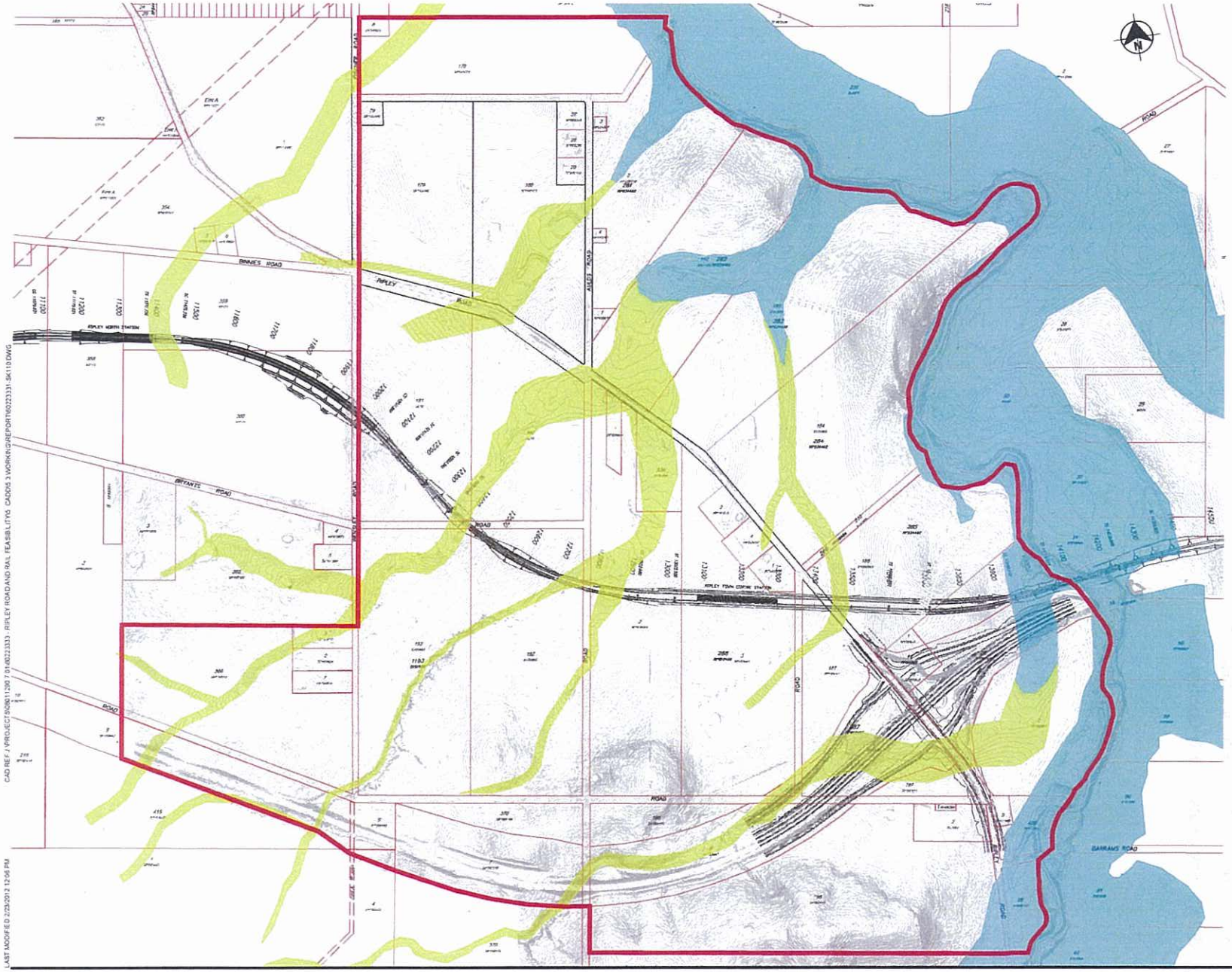
Appendix D

Sk110 – Existing Overland Flow Paths

Sk111 - Stormwater Quantity Concept Plan

Sk112 - Stormwater Quality Concept Plan



AECOM

LEGEND

URBAN CORE BOUNDARY

OVERLAND FLOW PATH (MPN JUNE 2010)

Q100 FLOOD EXTENT (CARDNO JUNE 2010)

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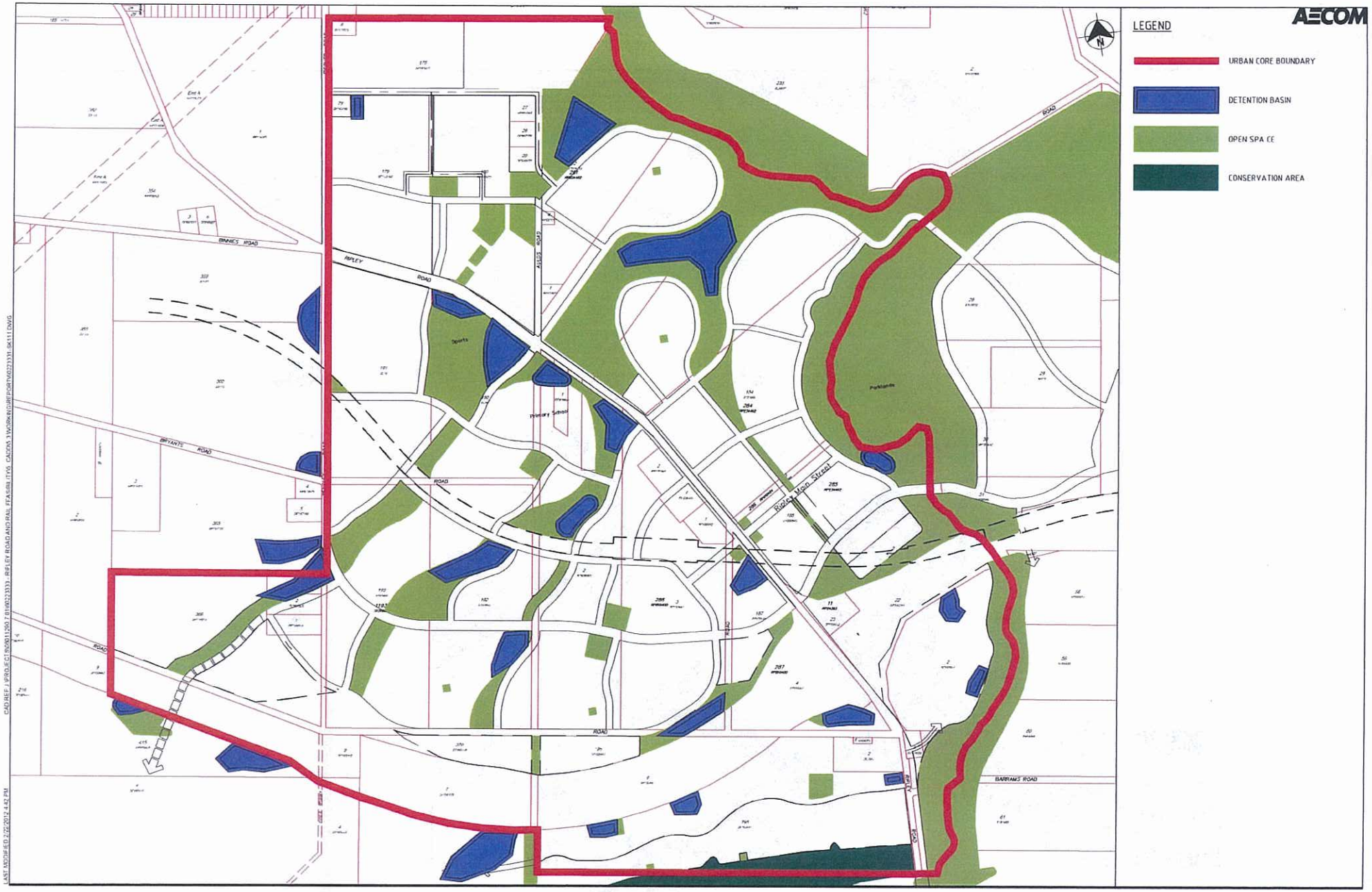
RIPLEY URBAN CORE
OVERLAND FLOW PATHS

60223331-SK110



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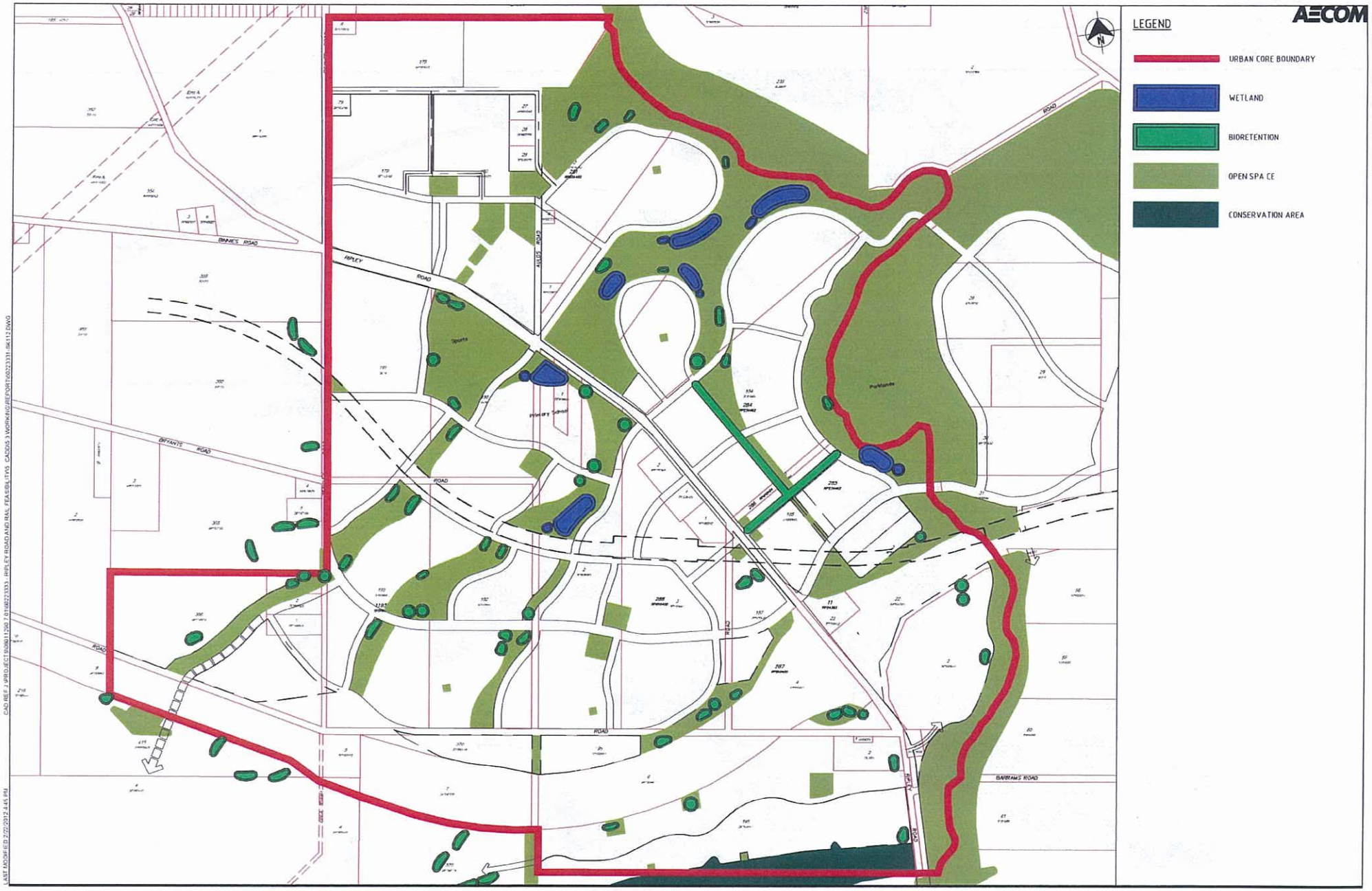
RIPLEY URBAN CORE
STORMWATER QUANTITY CONCEPT PLAN
WATER QUANTITY
60223331-SK111



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RIPLEY URBAN CORE
STORMWATER QUALITY CONCEPT PLAN
WATER QUALITY
60223331-SK112

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Appendix E

Figure 2.2 - Existing Sewer Infrastructure Plan (MWH)

Sk114 - Internal Sewer Layout Plan

Figure 6.3 – Proposed Trunk Infrastructure (Interim) (MWH)

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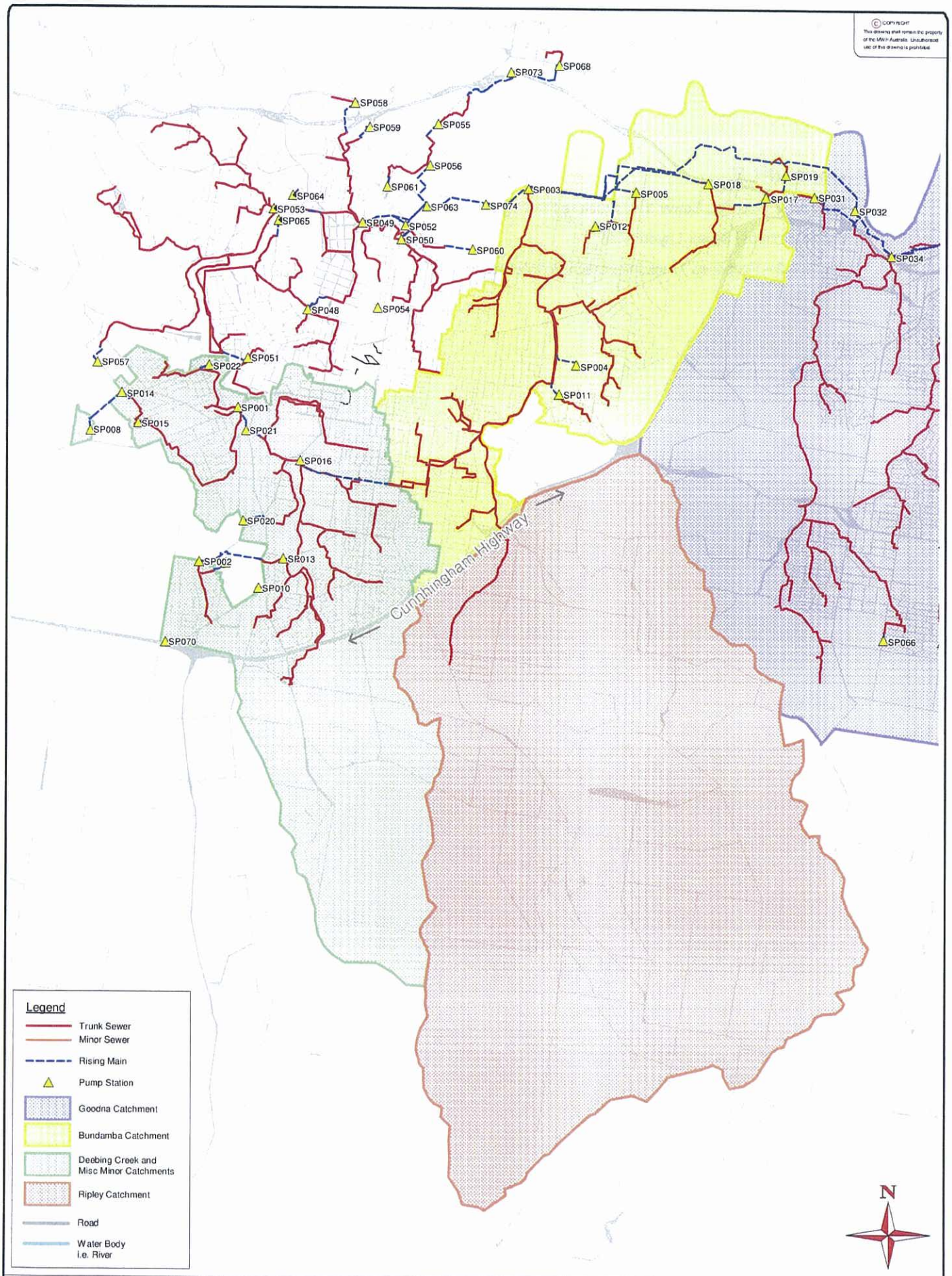

MWH

Level 3/25 Boundary St.
P.O. Box 3622
South Brisbane, QLD 4066

PHONE (07) 3029 5000
FAX (07) 3029 5050

DATUM: AHD

SCALE

SURVEYED BY / DATE: N/A

SURVEY CHECKED: N/A

MWH REFERENCE

PROJECT No: A1252200

FILE REFERENCE: P:\Projects\A1252200 - Ripley Valley Sewer Planning Project\01 Main Docs\02 Drawings - GIS\Report Figures\Figure 2_2 - Existing Infrastructure WOR

CAD FILE: N/A

Urban Utilities

MWH Australia Pty. Ltd.

DATE: 08/07/10

SHEET 1 OF 1

Figure 2-2: Existing Infrastructure Bundamba and Ripley Valley Catchment

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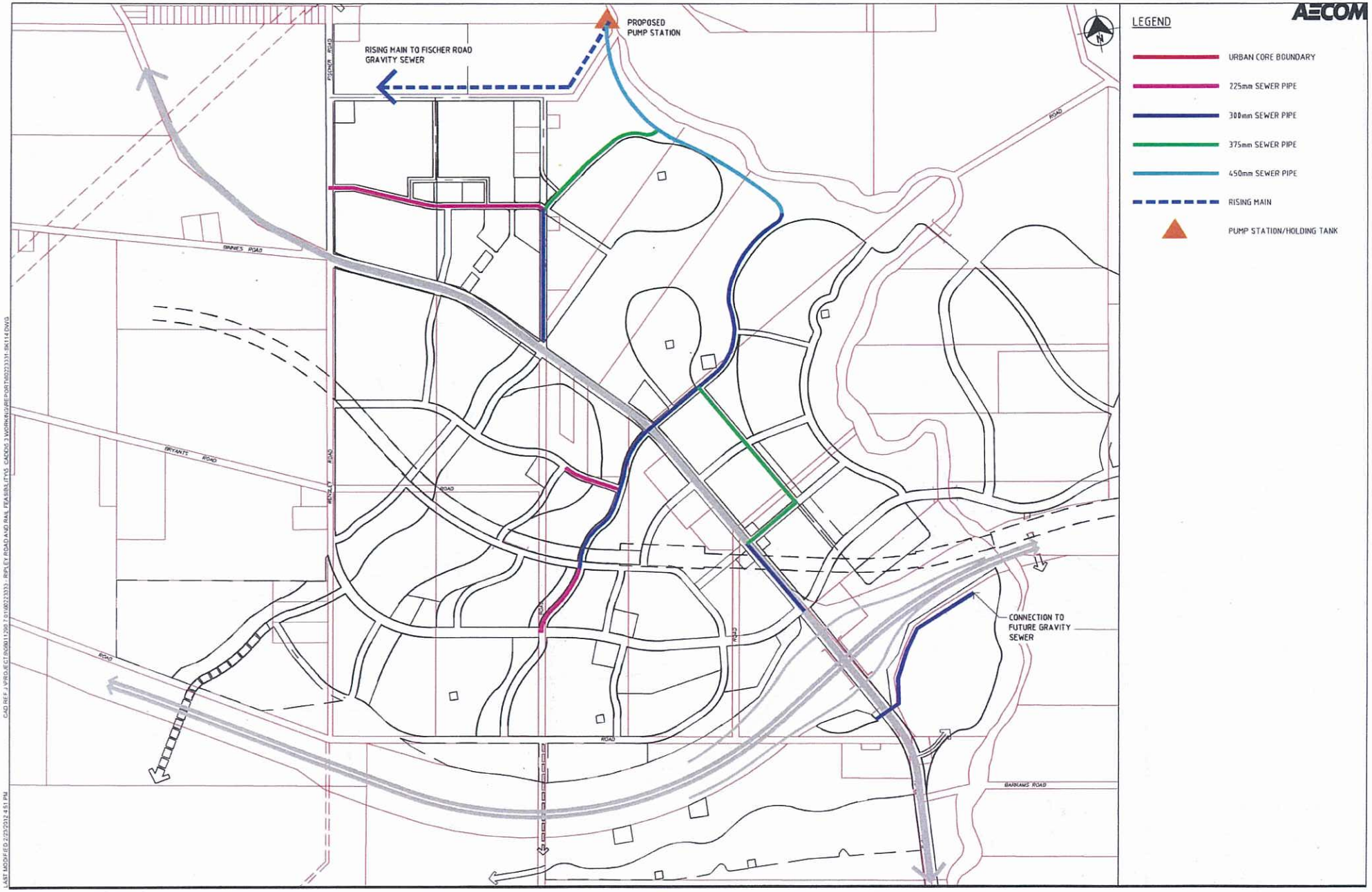

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RIPLEY URBAN CORE
INTERNAL SEWER NETWORK

60223331-SK114

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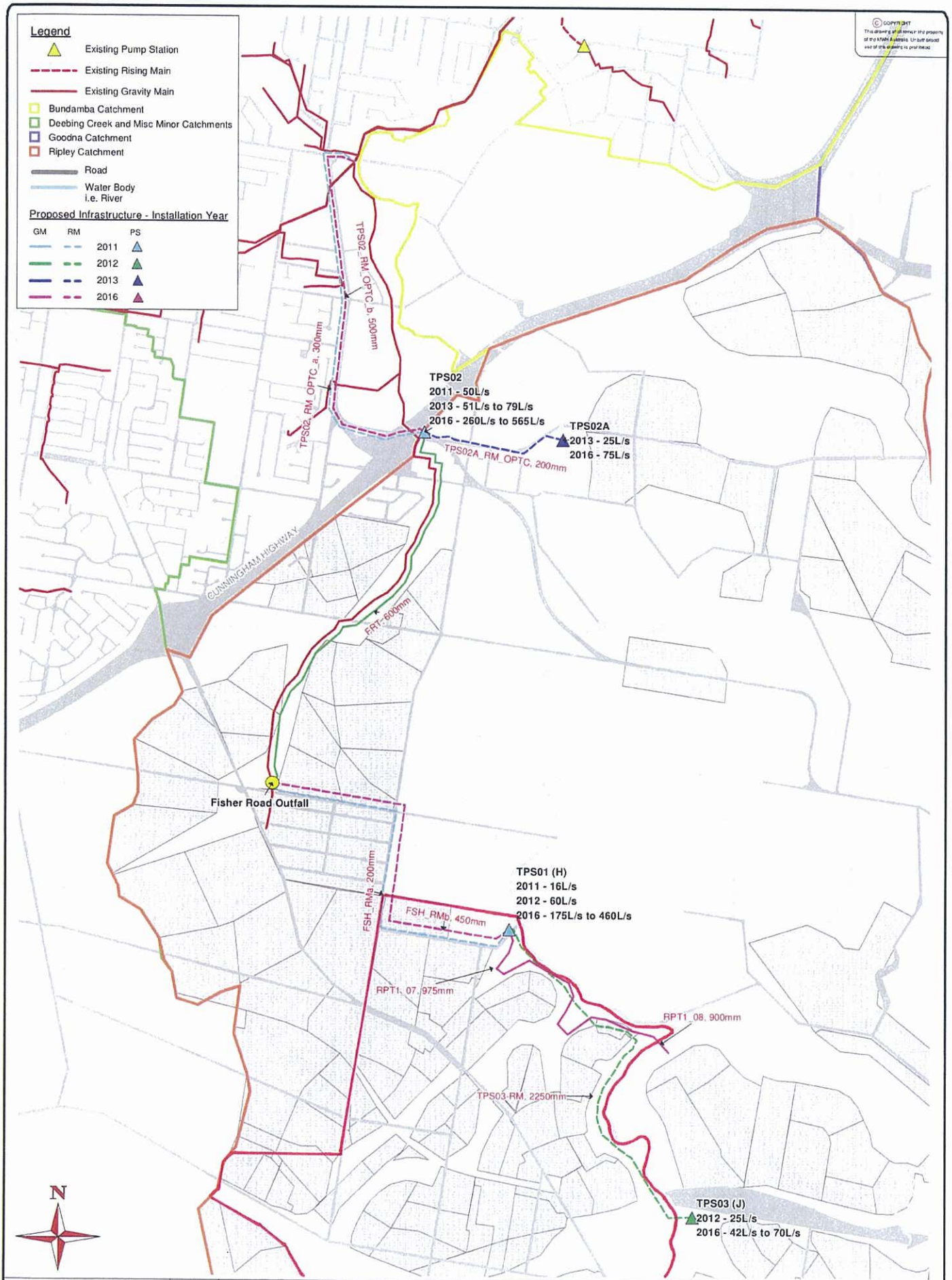

MWH

Level 3-35 Boundary St.
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South Brisbane, QLD 4066

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DATUM: AHD	MWH REFERENCES: PROJECT No: A152200	MWH Australia Pty. Ltd.	DATE 08/07/10
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SURVEYED BY / DATE: N/A	SURVEY CHECKED: N/A	CAD FILE: N/A	

Figure 6-3: Option C

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TP	TP	RVBSP006	1

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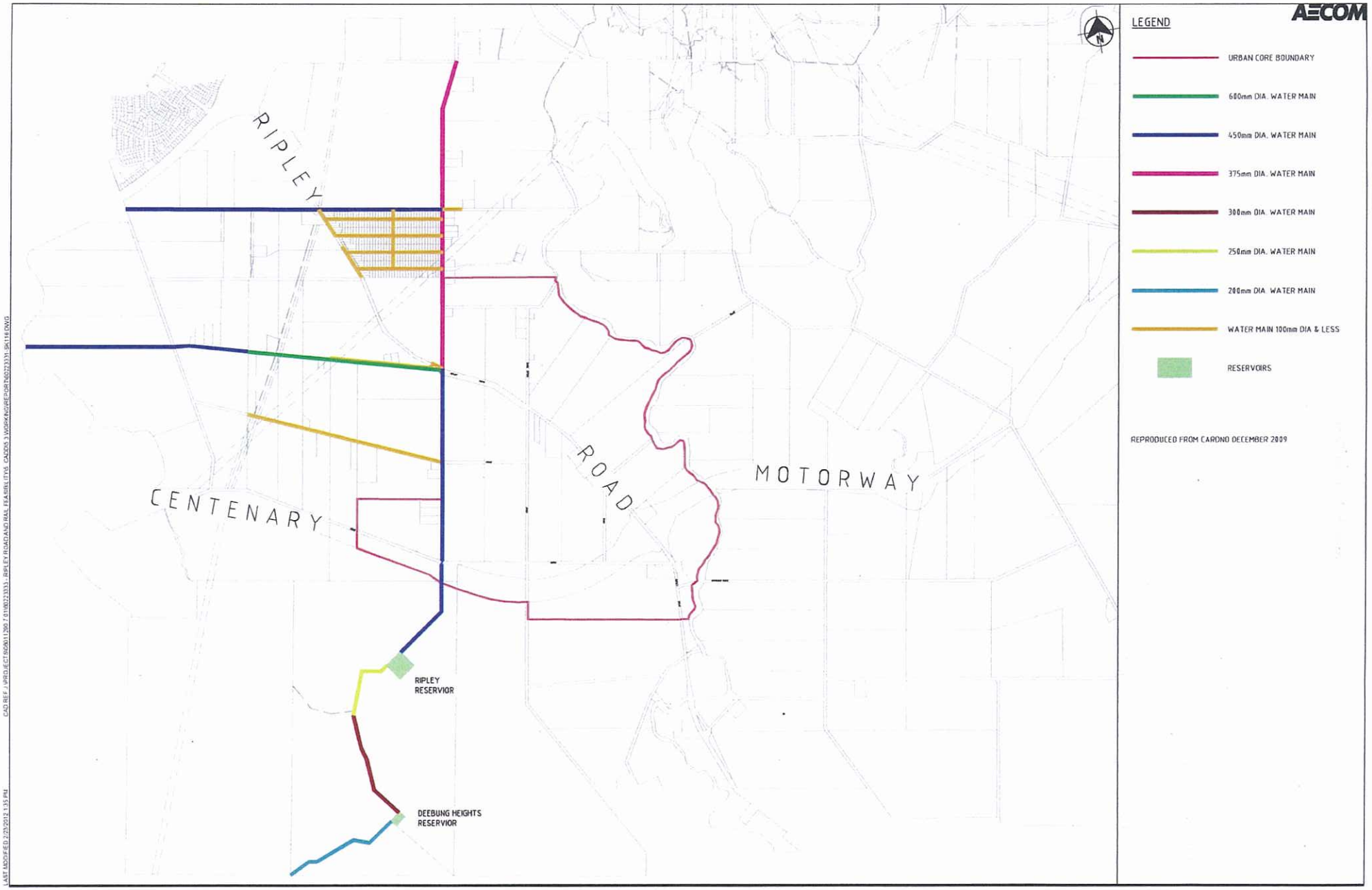
Appendix F

Sk116 - Existing Water Infrastructure Plan

Sk117 - Internal Water Reticulation Plan



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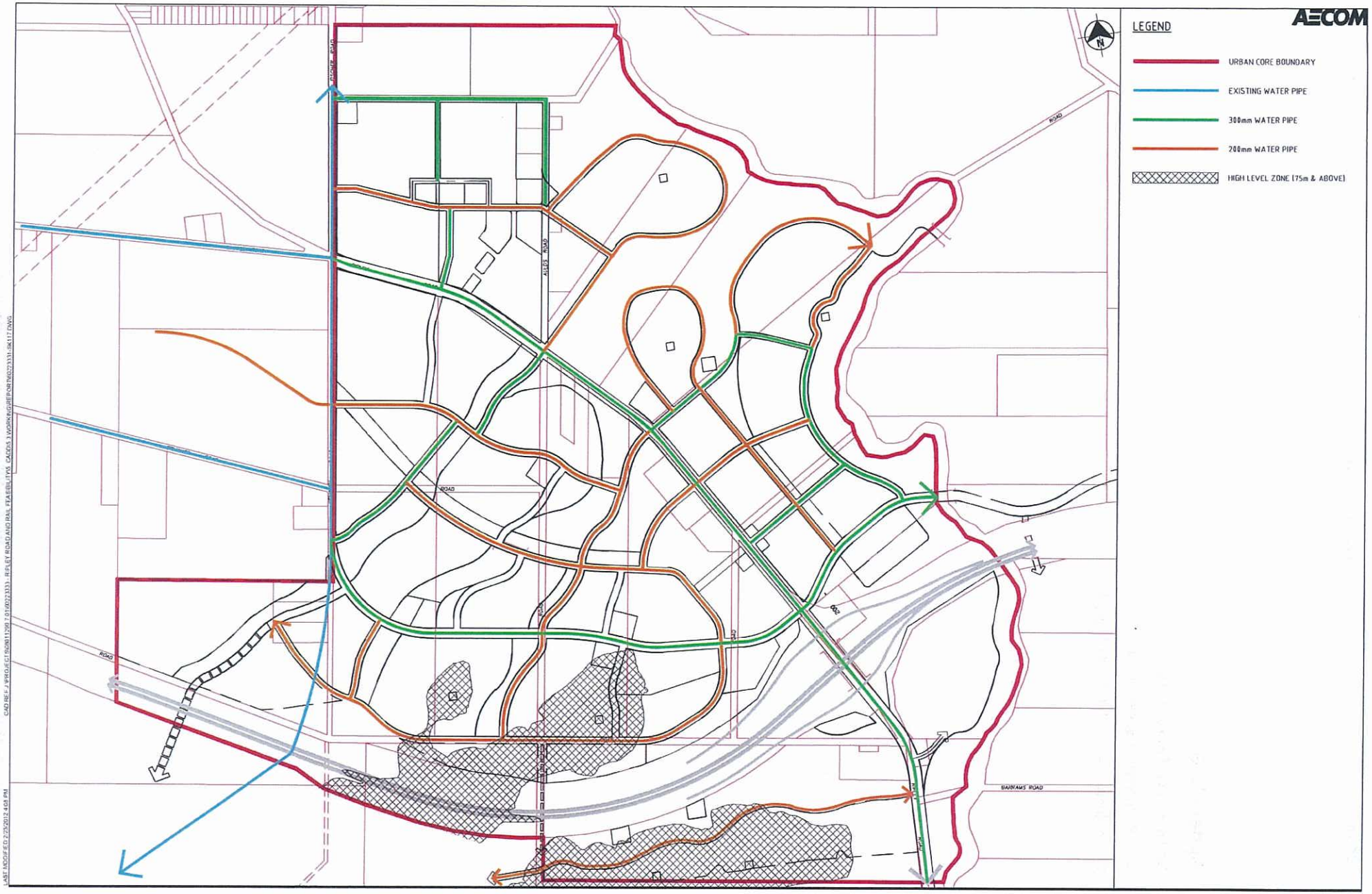
SCALE

RIPLEY URBAN CORE
EXISTING WATER INFRASTRUCTURE

60223331-SK116



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RIPLEY URBAN CORE
PROPOSED INTERNAL WATER RETICULATION

60223331-SK117

Appendix G

Street Section Typology - Hassell

Sk119 - Indicative Street Hierarchy

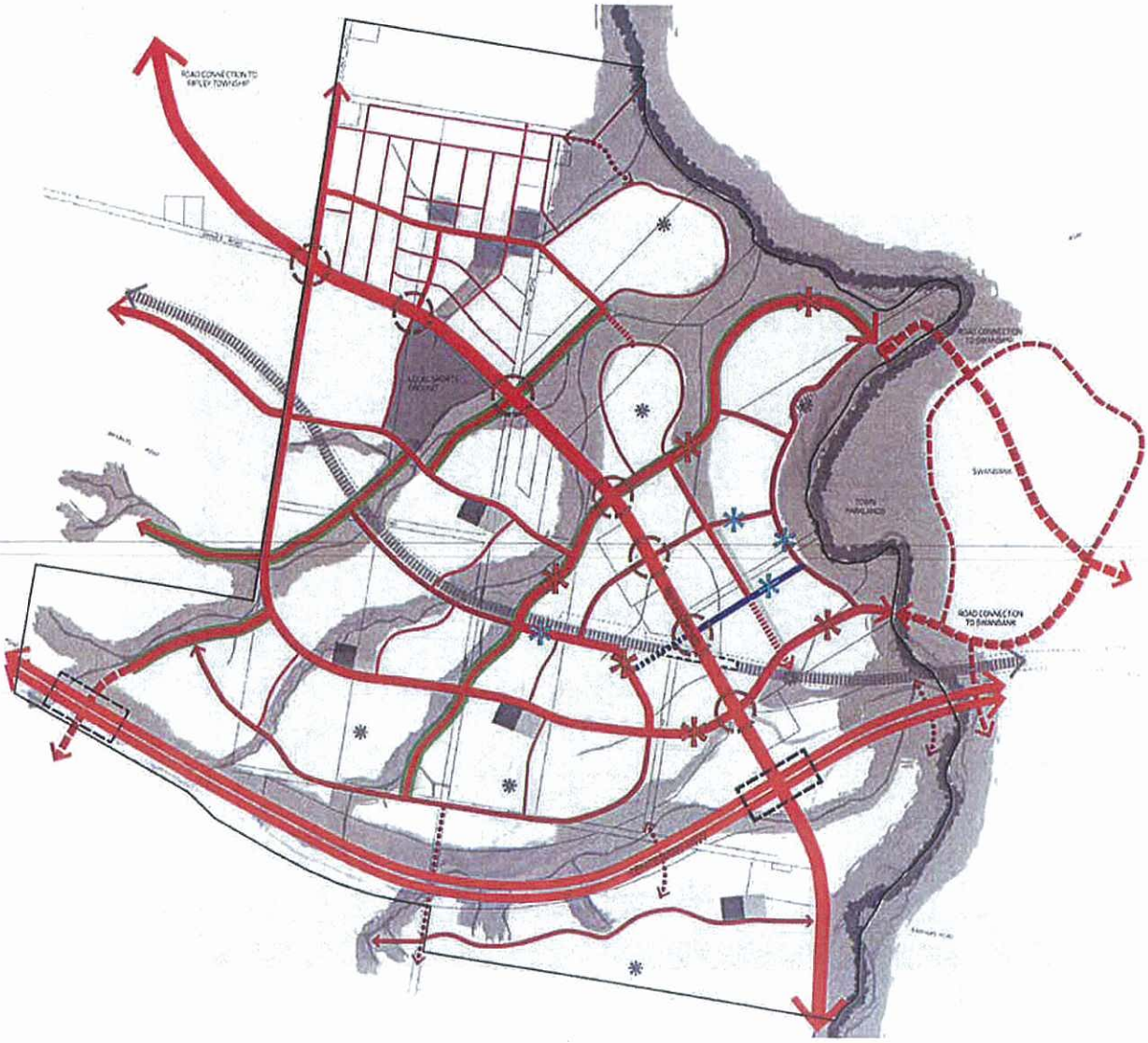
Cycle Network – On/ Off Road - Hassell

LEGEND

- Ripley Main Street
- Pedestian Connection
- Open Space Connection - View Line to Flinders Peak Preserved
- Special Character Street
- Special Character Loop Network
- Transit Corridor
- Existing Road Infrastructure
- Key Intersection Locations

ROAD HIERACHY (reference to ULDA Guidelines)

- Neighbourhood Main Street - with median
- Neighbourhood Main Street - with park edge
- Neighbourhood Connector Street - with park edge
- Neighbourhood Connector Street
- Neighbourhood Local Street



Urban Core Street Character

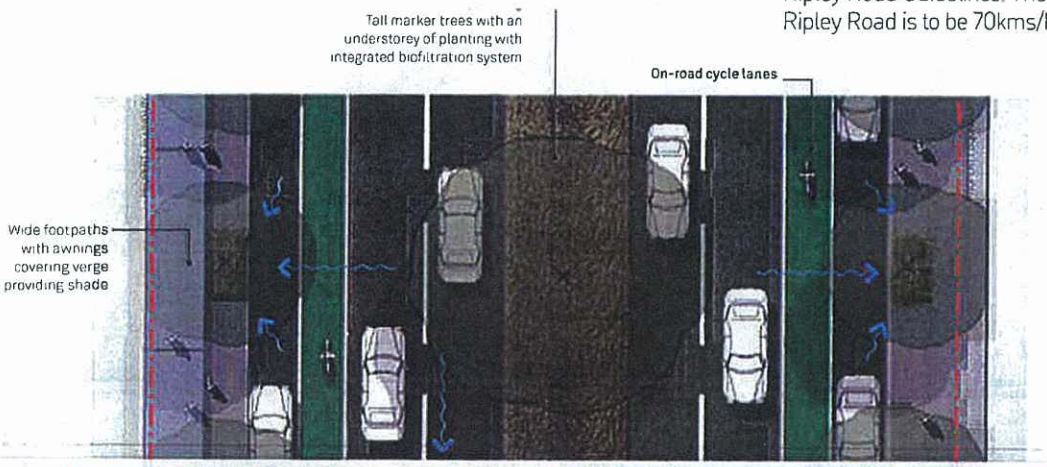
Ripley Road

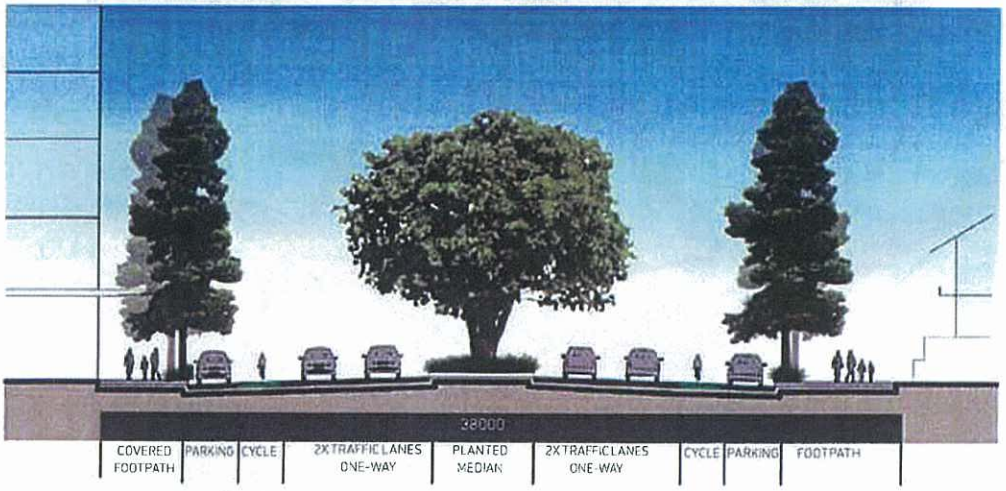
Ripley Road is the primary address road for the Ripley Urban Core and regional connector to Ipswich, Centenary Highway and Cunningham Highway. It will be a safe, legible, attractive and functional experience for drivers, public transport users, cyclists and pedestrians. Landmark gateways, in landscape or architectural form, will herald the northern and southern entries to Ripley Road. Existing major roadside trees will be retained where possible.

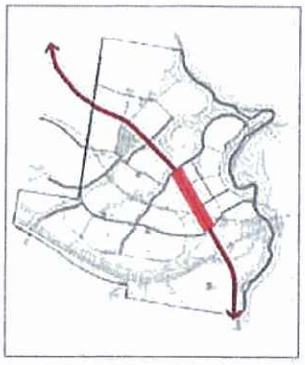
Key features include, landscape and architectural gateways at Centenary Highway and Cunningham highway interchanges; and transitioning streetscape treatments that reflect the urbanity of the precinct through which the road is travelling (eg. formal within the Urban Core Centre, less formal within parks) Potential tree species include Ficus Hillii and Flindersia Australis (Crows Ash).

The design of Ripley Road responds to the ULDA's Ripley Road Guidelines. As the main route within the commercial core of Ripley, the road reserve has been nominated at 38m wide with 2 traffic lanes in each direction, combined with 4.5m wide on-road commuter cycle lane/ parking/transit lanes and 5m verges.

Traffic volumes on Ripley Road are expected to be in the order of 50,000 vehicles per day when Ripley Valley is fully developed. Direct vehicular access to properties fronting Ripley Road is not possible under the current Ripley Road Guidelines. The speed on Ripley Road is to be 70kms/hour.







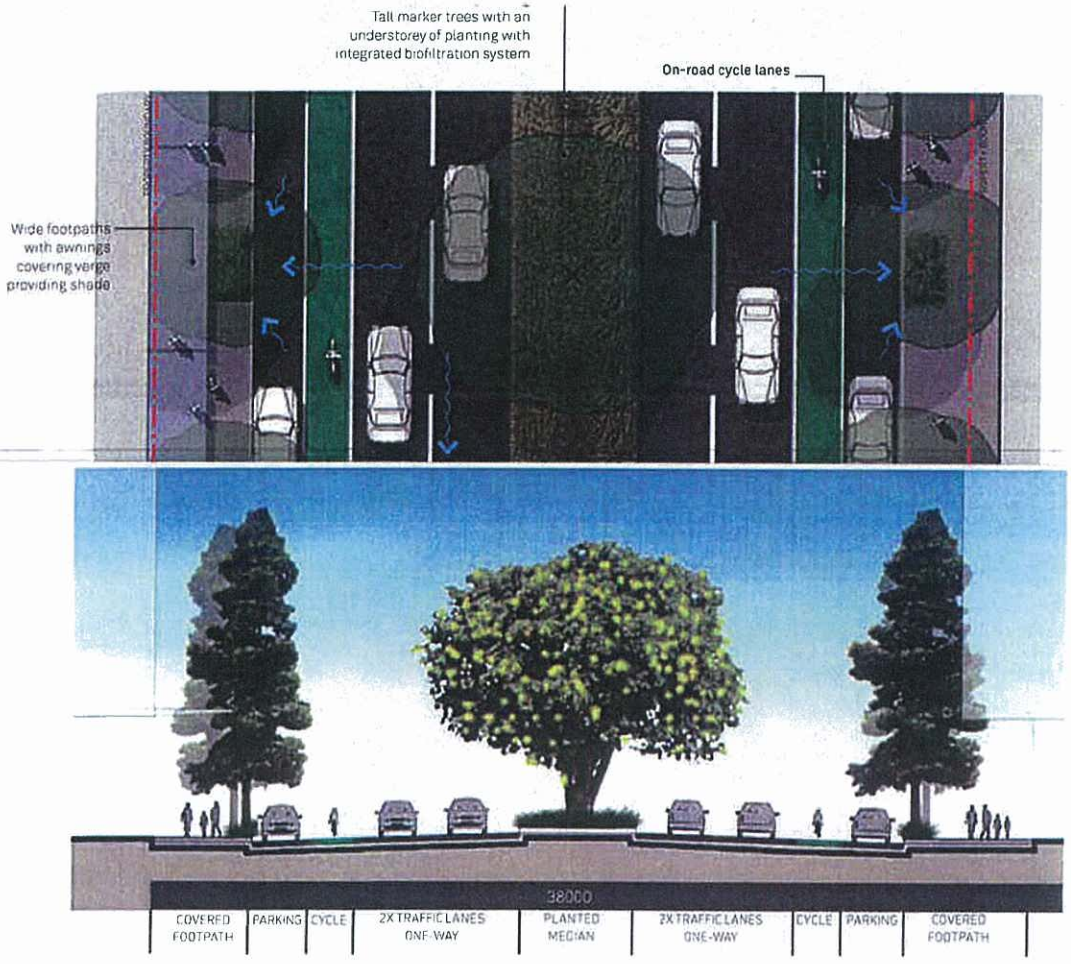
Ripley Avenue

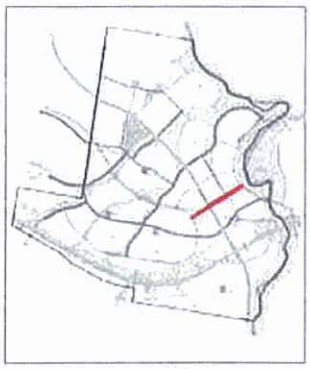
Where Ripley Road traverses the Urban Core Centre the opportunity exists to design Ripley Road as an Avenue.

The buildings that will address the street will be up to 12 storeys tall in height and be of mixed-use, commercial and residential use. Reinforcing the civic nature of this street, a specialist street tree is to be incorporated within the design of the Avenue. An avenue of Ficus Hillii to the central median and the yellow flowering Peltophorum Pterocarpum (Yellow Poinciana) is suggested by this Context Plan Report.

The traffic speed will be slowed along Ripley Avenue. A speed limit of 50kms/hour along this portion of road and moderated by 4 sets of traffic lights will ensure pedestrian and cycle connectivity across Ripley Avenue.

The opportunity exists to identify key gateway sites for iconic architecture where Ripley Road transitions for Ripley Avenue. This is to be supported by landscape initiatives including the bridge over linear parklands arrival to the north and the hill arrival to the south.



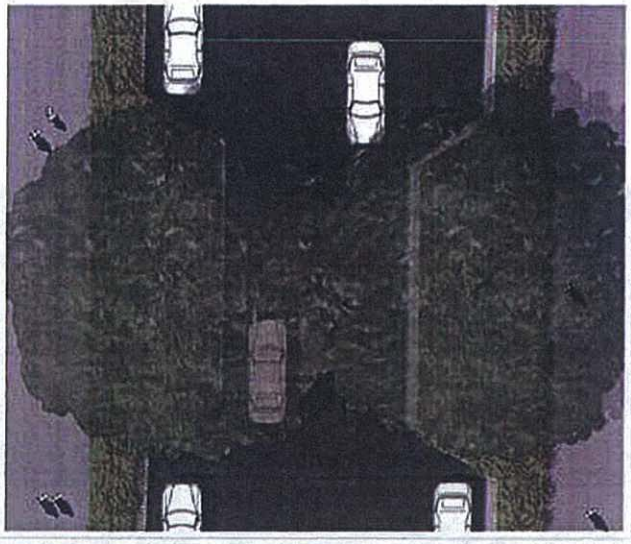


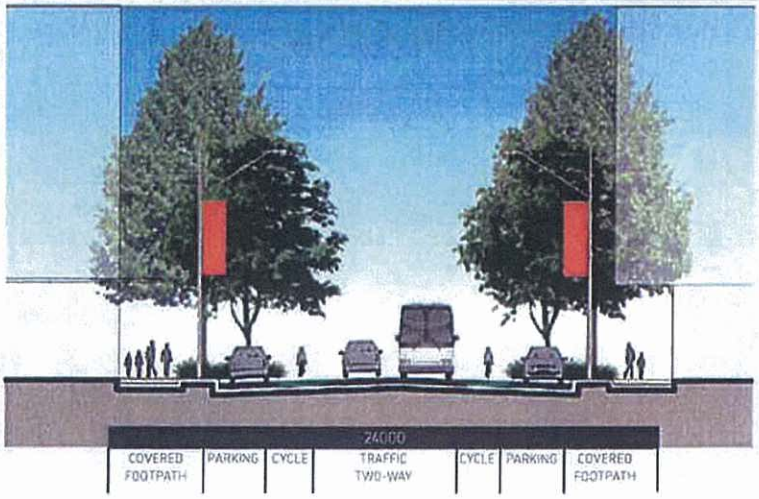
Ripley Main Street

The Ripley Main Street is a special street within the Urban Core Centre. It links the Transit Centre to the east of Ripley Avenue to Ripley Town Park to the west. It will be a boulevard with medium street trees that incorporates cycle paths and on street parking adjacent generous footpaths. The street will be fronted by active retail, community, services, and civic uses, such as the police station.

Key features include street trees to both sides of the road within kerb build outs, and active edges created by retail and other uses at ground floor. The potential exists for the street to have buildings of up to 15m on both sides of the reserve. Potential tree species include: Flindersia Australis (Crows Ash), or Lopsosternon confertus (Brisbane Brush Box.)

A road reserve of 24m has been nominated with 1 lane of traffic and cycle path in each direction, with parking on both sides of the street. The traffic speed is to be 40kms/hour.



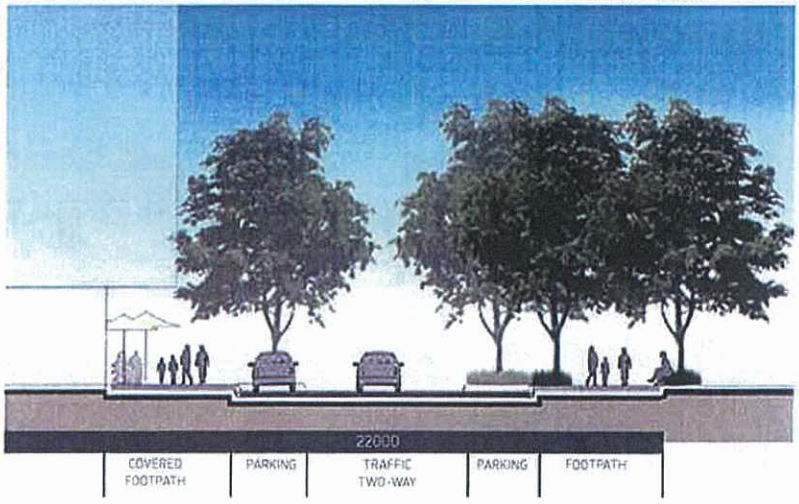


Park Terrace

Park Terrace is a special Urban Core Centre street that edges the Ripley Town Park and provides a threshold to the Urban Core Centre. It is a residential and mixed-use street with cafe and restaurant uses at the ground floor overlooking the Town Park and Bundamba Creek. It is the "dress-circle" street for Ripley's Urban Core Centre.

A road reserve of 22m has been nominated for Park Terrace. This includes 1 lane of traffic in each direction, and car parking to both sides of the street. A generous 4-5m promenade and cycle path is accommodated within the Ripley Town Park verge adjacent the street and within an avenue of shady canopy trees that define the park edge.

Street trees are accommodated to the west within the parking zone allowing the footpath a designated al fresco dining area in support of the cafe and restaurant uses. The traffic speed is to be 40kms/hour.



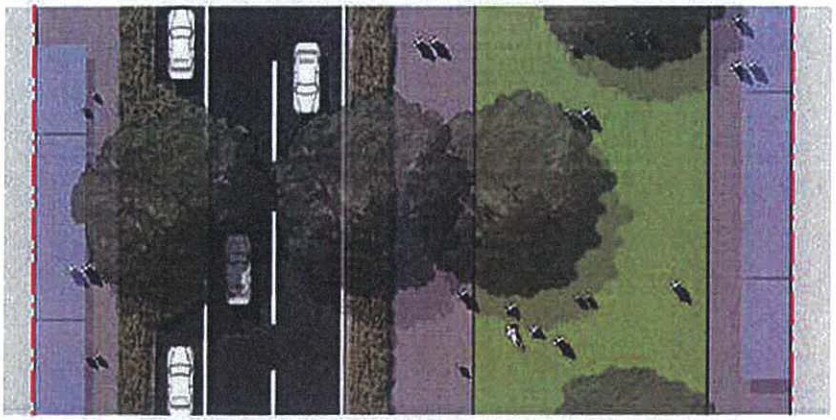
Satoyama Way

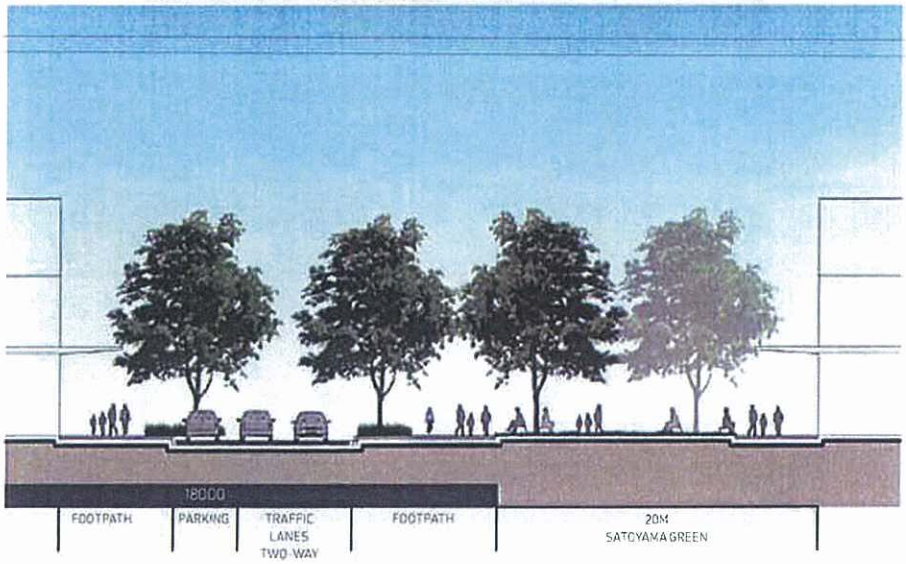
Satoyama Way is a special street within the Urban Core Centre and is linked directly to Satoyama Park. It is a retail, community, health, residential, commercial and mixed-use street that enables slow moving traffic to circulate within the Town Centre throughout the day and night.

With careful traffic management, the opportunity exists to close this street to vehicular traffic at certain times of the week or year to fully pedestrianise Satoyama Park particularly where it interfaces with retail.

The reserve of Satoyama Way is limited to 8.6m including 1 lane of traffic in each direction and 1 lane of parking on the side that interfaces with built form. The road itself may be made of a specialist material that related to the footpath and public realm rather than road surface. The traffic speed is to be 40kms/hour.

Satoyama Way will be an integral part of the Satoyama Park which serves as a recreation park with shade trees, shelters, play and water treatment.



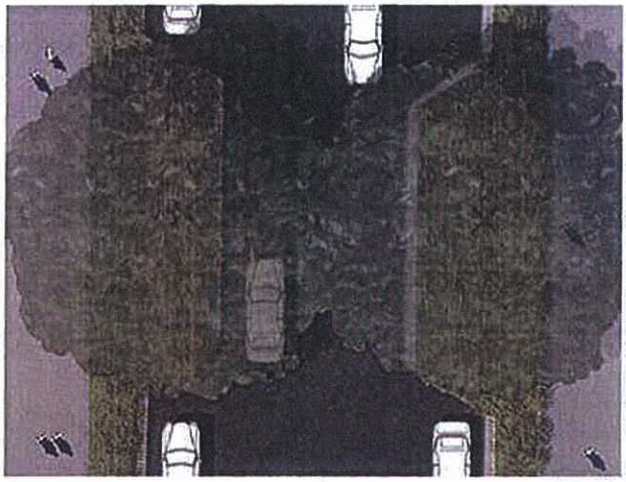


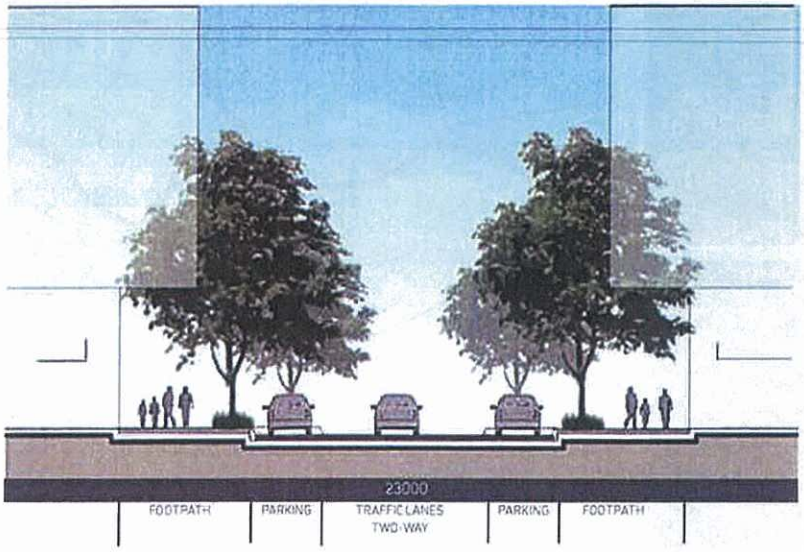
Green Street

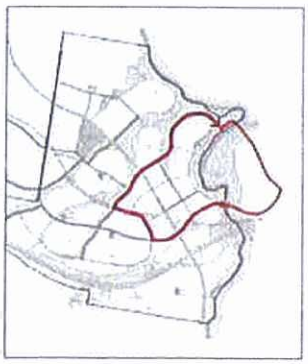
Green Street is a specialist Urban Core Centre street. It provides a green link between the Ripley Town Park and the recreational areas of the transit corridor, across Satoyama Park and Ripley Road. It is primarily a residential, commercial and mixed-use address street.

The road reserve of Green Street is 23m with a traffic speed of 40kms/hour. It includes 1 lane in each direction, as well as on street parking to both sides of the street.

The opportunity exists to reinforce the "park-to-park" nature of the street by including a specialist street tree, such as the Brachychiton Acerfolius (Illaworra Flame Tree, Flame Kurrajong).







Ripley Loop

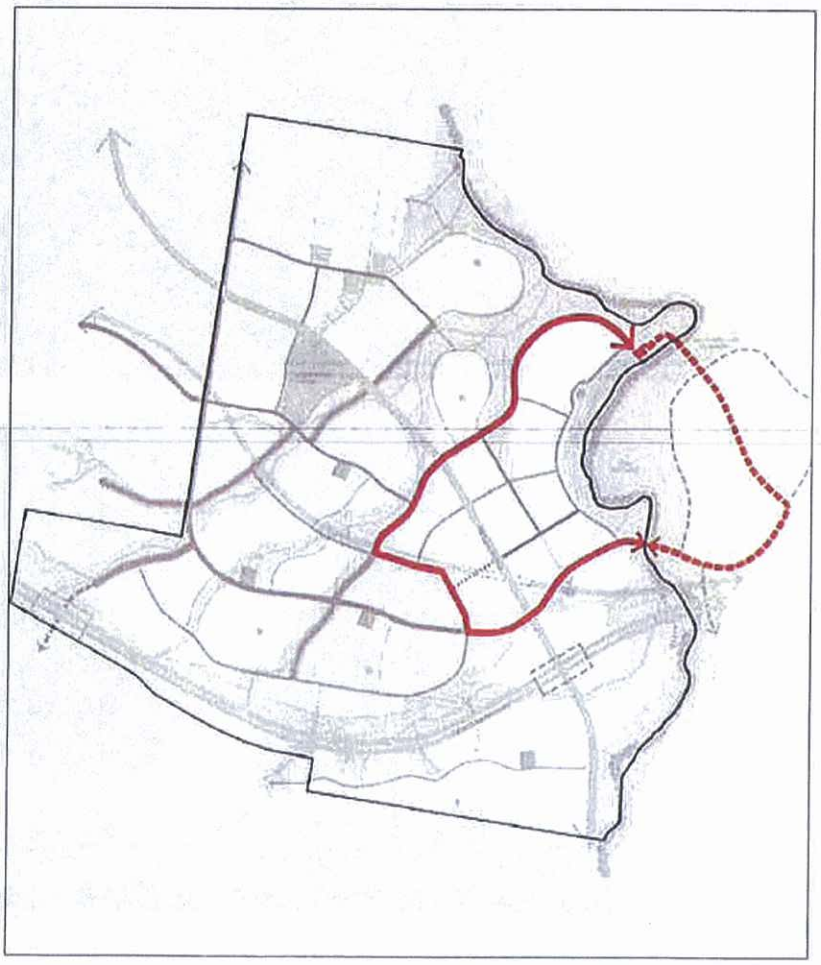
Ripley Loop refers to the network of streets that circumnavigate the Urban Core Centre and provide connections to the commercial precinct to the west of Bundamba Creek. This street network provides a transition between the Urban Core Centre and the lower scaled development of the Frame.

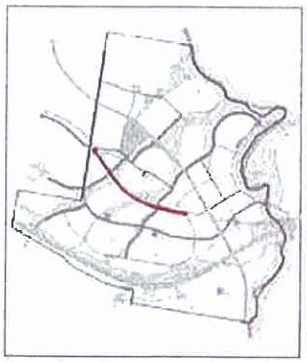
The Ripley Loop is primarily a commercial, residential, health, civic and community address street that provides clear and legible access to car parking within the Urban Core Centre. Ripley Avenue also provides a link across the Ripley Loop.

Ripley Loop provides the basis for public transport movement within the Urban Core Centre. It provides bus access to the Transit Centre in both the short and long term without compromising the nature of the Urban Core Centre streets. It also enables bus connection to the commercial precinct west of Bundamba Creek, and Ipswich and the Centenary Highway via Ripley Avenue.

Key elements of the loop include the bridge crossings of Bundamba Creek. These bridges are to be considered elements of fascination and iconic architecture within the landscape of the Ripley Town Park. Integrated with public art, environmental art and/or community facilities, these bridges have the opportunity to contribute to the identity of the Urban Core Centre.

The Ripley Loop also provides an important link between the recreation areas on the east and the sports areas to the west.



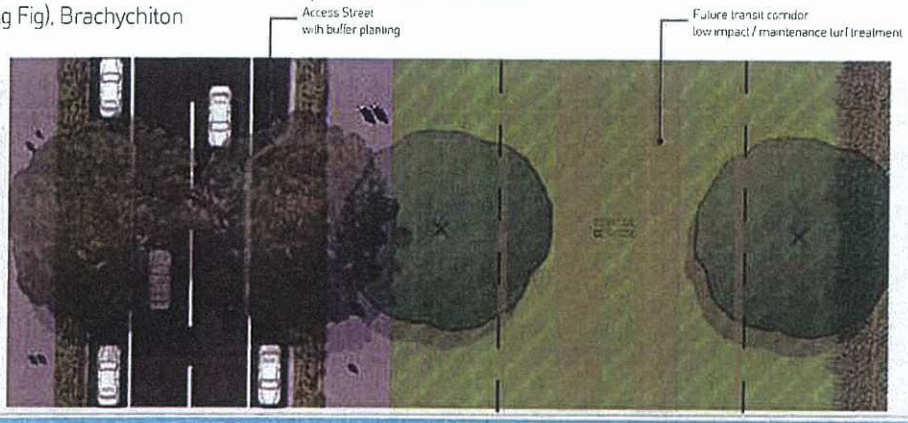


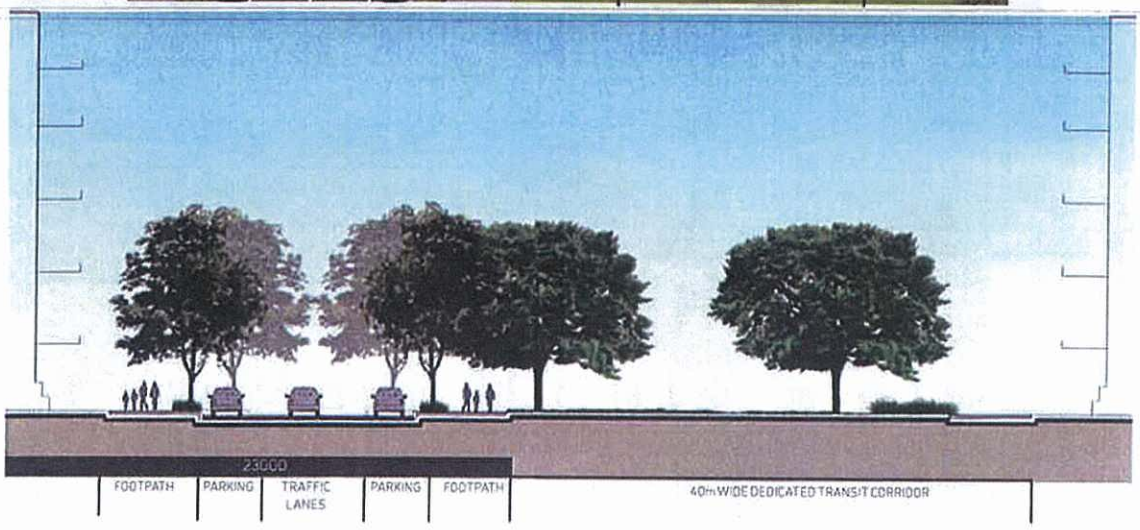
Transit Corridor

The transit corridor is the future location of the underground passenger rail line for Ripley. It consists of an access street with trees and footpaths to each side, as well as the recreational space of the corridor itself. The transit corridor easement is an open grass landscape which could incorporate temporary recreational facilities such as cycleways, play space and kick-around areas.

Key features include street trees to both sides of the carriageways, with an informal park edge treatment to reflect the adjacent linear park, and a cycle network located within the linear park. Potential tree species include: Ficus benjamina (Weeping Fig), Brachychiton acerifolius (Illawarra Flame Tree, Flame Kurrajong), Lophosternmon confertus (Brisbane Brush Box), Eucalyptus moluccana (Grey Box), and Eucalyptus tereticornis (Forest Red Gum, Blue Gum.)

The transit corridor has the same road reserve formation as the Neighbourhood Connector Type B from the ULDA Guidelines but includes the adjoining transit reserve. The road reserve is 23m with 1 traffic lane in each direction, parking lanes and 5m wide verges. Traffic volumes on the road are expected up to 6,000 vehicles a day. Direct vehicular access to properties is possible. The traffic speed limit is 60kms/hour.





Neighbourhood Main Street with Park Edge

The park edge neighbourhood connector provides on street parking and parkland access with a shady and comfortable pedestrian environment. An off road cycle path is located on the park side of the street.

Key features include:

- Carriageway accommodates staggered parking arrangement to allow two-way movements
- On-street parking to both sides of the street
- Standard verge widths of 5.5m (minimum)
- Street trees to both sides of road within kerb build outs (species must be from the approved local species list)

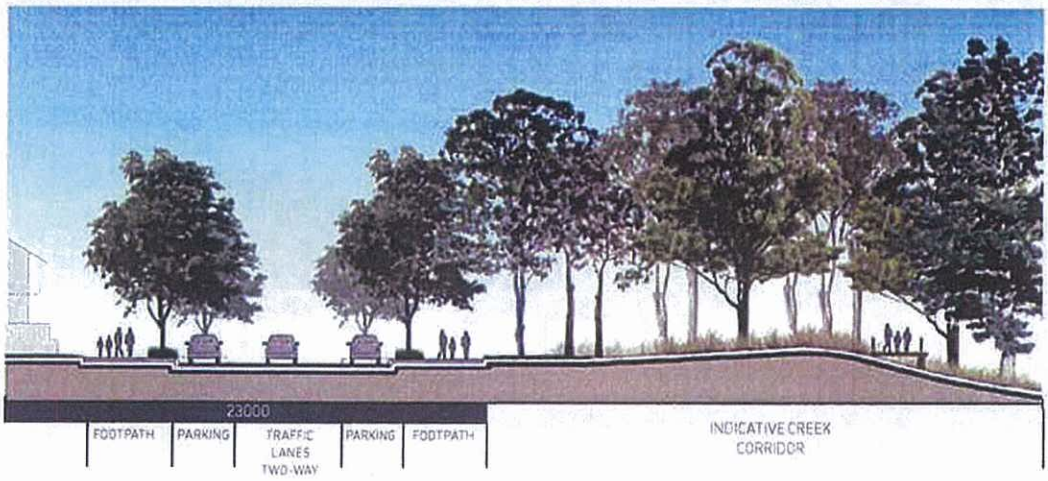
Potential tree species include:

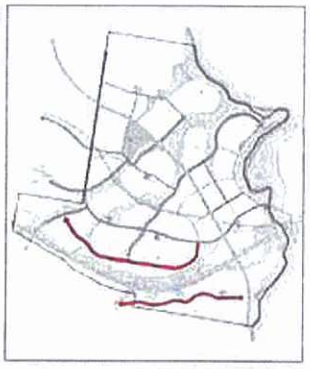
- Betula nigra (Tropical Birch)
- Delonix reginae (Poinciana)
- Tabebuia chrysantha (Golden Trumpet Tree)
- Lophostemon confertus (Brisbane Brush Box)
- Flindersia bennettiana (Bennetts Ash)
- Eucalyptus moluccana (Grey Box)
- Corymbia tessellaris (Moreton Bay Ash)
- Eucalyptus tereticornis (Forest Red Gum, Blue Gum)

The Neighbourhood Connector Park Edge Type B has the same road reserve formation as the Neighbourhood Connector Type B but it adjoins a park.

The road reserve has been nominated at 23m wide with 1 traffic lane in each direction, parking lanes and 4.5m verges which increase in width and extend into the parking lanes at regular intervals along the length of the road.

Traffic volumes on the road are expected to be up to 6,000 vehicles per day. Direct vehicular access to properties fronting the road would be possible. Design Speed would be 70kph with a posted speed limit of 60kph. An off-road cycleway /shared path has been provided for cyclists on the park side of the road. Standard underground services space allocations are proposed in the verge.





Neighbourhood Connector - Type A and Type B

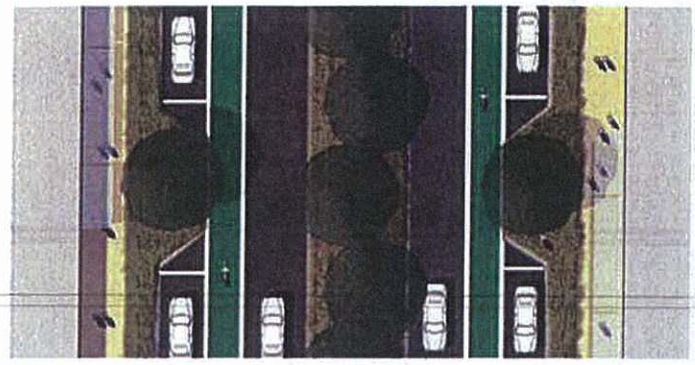
The neighbourhood connector will be an active compact urban street supporting on street cycle and parking in both directions. This tight street will encourage pedestrian permeability across the street.

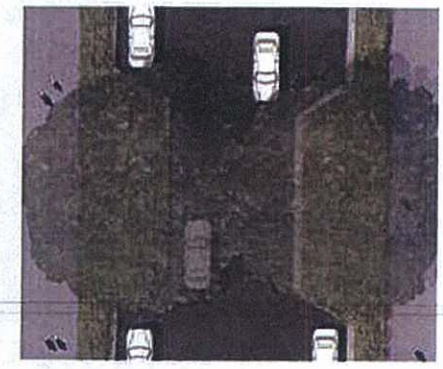
Key features include:
- Standard verge widths of 4.5m (minimum)
- Street trees to both sides of the road within kerb build outs (species must be from the approved local species list)

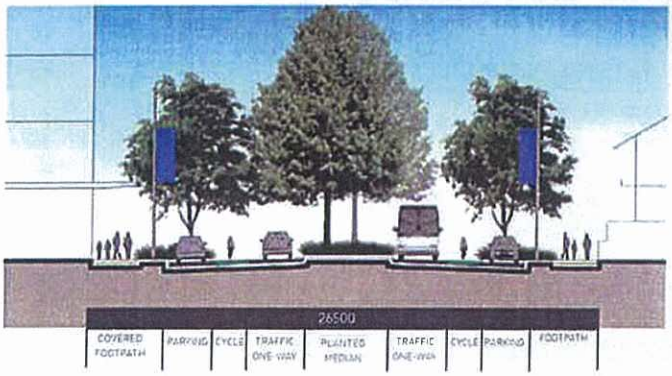
Potential tree species include:
- Betula nigra (Tropical Birch)
- Delonix reginae (Poinciana)
- Tabebuia rosea (Pink Trumpet Tree)
- Flindersia bennettiana (Bennetts Ash)
- Lophostemon confertus (Brisbane Brush Box)

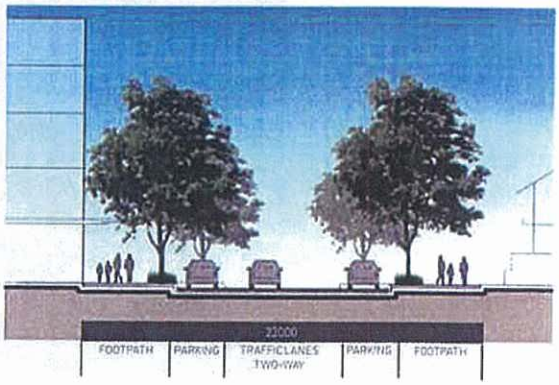
The road reserve has been nominated at 23m wide with 1 traffic lane in each direction, on-road cycle lanes, parking lanes and verges which increase in width and extend into the parking lanes at regular intervals along the length of the road.

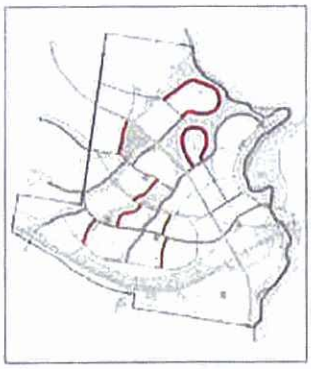
Traffic volumes on the road are expected to be up to 6,000 vehicles per day. Direct vehicular access to properties fronting the road would be possible. Design Speed would be 70kph with a posted speed limit of 60kph. Standard underground services space allocations are proposed in the verge.











Neighbourhood Street

The neighbourhood street is the most prevalent street. It will provide a shady and comfortable pedestrian environment with planted verges and driveway access.

Key features include:

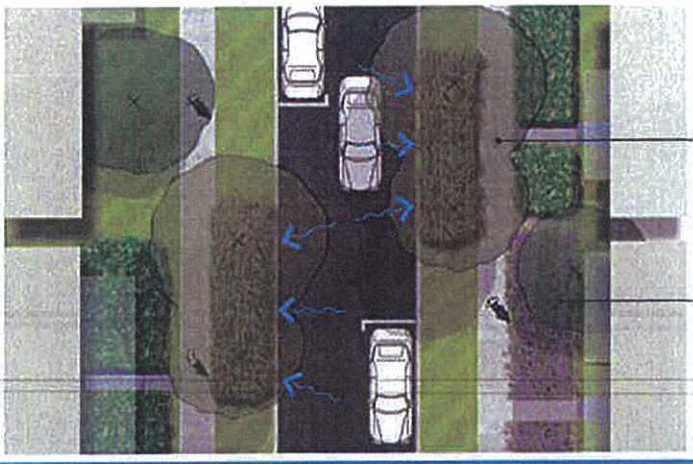
- Standard verge widths of 4 m
- Carriageway accommodates staggered parking arrangements to allow for planted bio-filtration areas
- Street trees in the planted verge to both sides of the carriageway with integrated water management system

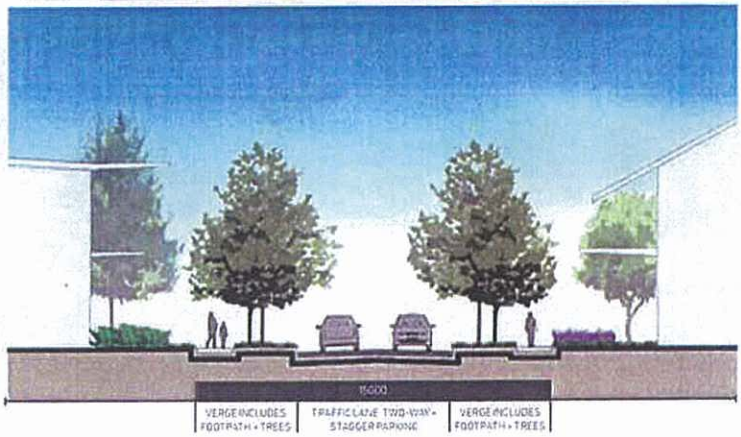
Potential tree species include:

- Tabebuia chrysantha (Golden Trumpet Tree)
- Lophostemon confertus (Brisbane Brush Box)
- Flindersia bennettiana (Bennetts Ash)

The road reserve has been nominated at 15m wide with 1 traffic lane in each direction and verges from 3.75m to 4.5m in width depending on the traffic volume anticipated for the street. Traffic volumes on the street are expected to be up to 6,000 vehicles per day.

Direct vehicular access to properties fronting the road would be possible. Design Speed would be 60kph with a posted speed limit of 50kph. No specific allowance for cyclists has been provided. Standard underground services space allocations are proposed in the verge.





Minor Street and Rear Lane

Minor Street

Road reserve of 12-13 m to incorporate:
- Infrequent driveways
- 3.5 m carriageway with passing bays
- On-street parking to one side of the street
- Street trees to both sides of road within kerb build outs on parking side

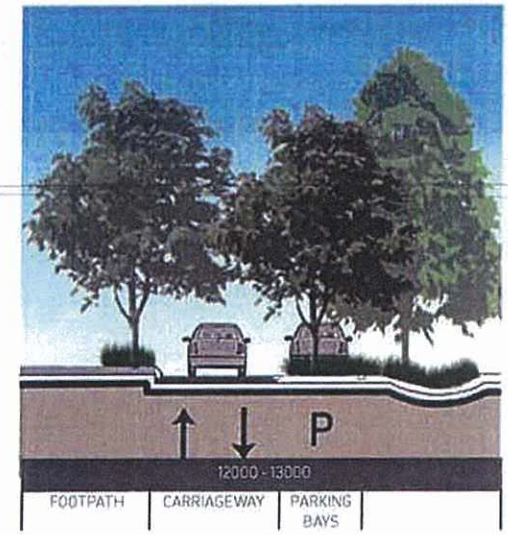
(Species must be from the approved local species list)

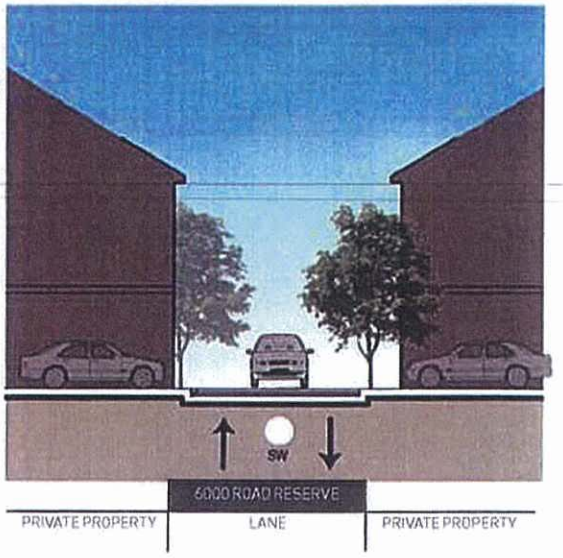
Rear Lane
- Maximum 6.5 m wide (unless in centre)
- Detailed to enable easy and safe access into and out of garages, but without using tilt-panel or other doors that open into the lane
- Incorporate small trees for shade where space permits
- Designed to ensure rear yards of properties can be fenced for security
- Rear boundary treatment or tree planting does not create concealed recesses or provide uninvited access opportunities into rear yards.

The Minor Street road reserve has been nominated at 13m wide with 1 traffic lane for both directions of travel, with passing bays at regular intervals and verges from 3.75m in width. Traffic volumes on the street are expected to be up to 1,000 vehicles per day.

Direct vehicular access to properties fronting the road would be possible. Design Speed would be 50kph with a posted speed limit of 40kph. No specific allowance for cyclists has been provided. Standard underground services space allocations are proposed in the verge.

The rear lane would have a road reserve of 6m and a road carriageway of 5m. Traffic volumes would be low as the road provides rear access for deliveries and servicing in commercial / retail areas. Any services would be located under the road pavement.





LEGEND

- Signalised pedestrian crossing
- Grade seperated crossing
- Regional on road cycle connection
- Local inter suburban on road cycle connections

RIPLEY URBAN CORE | DRAFT FRAMEWORK PLAN v5 - On Road Cycle Network

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SCALE 1:5000 @ A1

DATE 21/02/2011

SEKISUI HOUSE

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LEGEND

- Signalised pedestrian crossing
- Grade seperated crossing
- Recreational cycle connection
- Regional off road cycle connection
- Local inter suburban off road cycle connections

RIPLEY URBAN CORE | DRAFT FRAMEWORK PLAN v5 - Off Road Cycle Network

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SCALE 1:5000 @ A1

DATE 21/02/2011

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